



- ◆ BACHMANN LAUNCHES CLASS 31
- ◆ RAPIDO TACKLES A FIRELESS 0-4-0



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For all editorial enquiries, you can contact us by **email**:
modelrail@bauermedia.co.uk

Postal address

Model Rail, Media House,
Lynchwood, Peterborough
Business Park,
Peterborough PE2 6EA

Or you can **call** us
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Welcome

Another month has flown by, punctuated by my annual visit to the Model Rail Scotland exhibition which, as always, didn't disappoint. A host of excellent layouts was on display and plenty of new model projects were available for scrutiny, thanks to all of the main manufacturers being in attendance – turn to page 11 for my full report.

I also greatly enjoyed the company of members of the Scottish Diesel & Electric Group on an entertaining night out in Glasgow. As usual, my trip north of the border was extended to include plenty of mileage on the ScotRail system, plus a couple of ferry rides to the glorious isles of Bute and Arran. Pardon the pun, but I still harbour dreams of modelling Wemyss Bay station and ferry terminal...

Just before my jaunt to Glasgow, I was in Aberystwyth, accompanying the team from Revolution Trains on a visit to the Vale of Rheidol (VoR) Railway. We were treated to a guided tour of the locomotive workshops, affording us the opportunity to examine a revised engineering prototype of our '009' Rheidol tank locomotive, comparing it to the real thing and gaining vital feedback from those in the know.

I'd like to thank the railway for its hospitality, and I was mightily impressed by the visitor facilities, especially the newly-refurbished GWR engine shed. Given that my last visit to the VoR was during the days of British Rail operation, it was fascinating to see how much things had changed - for the better!



A revised EP of our '009' Rheidol tank basks in the winter sunshine on the 12in:1ft rails at Aberystwyth (VoR) Station. **GEORGE DENT**

The VoR has a number of exciting events planned for the coming year, including the Rheidol Steam Festival on August 24-26, which will feature a number of model railways. Look out for more details, which will be announced on the railway's website (www.rheidolrailway.co.uk) in due course.

Happy modelling!

George Dent Editor

This month's cover image



Colin Chisem's delightful 'Laughton' layout depicts a sleepy branch terminus of the LBSCR. Turn to page 28 for the full story. **CHRIS NEVARD**

Meet the team behind the UK's best modelling magazine

Chris Leigh

Active in the hobby for over 60 years – he can claim to be experienced.



Chris Gadsby

The smaller the detail, the more interested he is.



This month's contributors



Chris Nevard



Nick Brodrick



Dave Lowery



Peter Marriott



Ben Jones



Ben Ando

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Workbench

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56 Weather tank wagons

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60 Use all of sea moss kits

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Peter Marriott begins his latest layout project, beginning with a harbour wall.



62 Building 'Fowey' - Part 1



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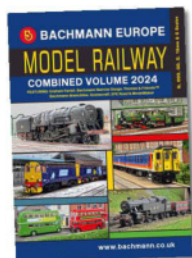
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BACHMANN'S SPRING 2024 ANNOUNCEMENTS



BRUSH TYPE 2 BREAKS COVER



Boasting a similarly impressive specification to its recent Class 20, 37 and 47 releases, Bachmann Branchline's new Class 31 will also be available with a new electro-magnetic coupling system.

Building on the excellent Farish '31', Bachmann will be offering a Brush Type 2 in 'OO' for the first time, with the tooling designed to allow a wide range of detail differences to be observed, including the early Class 30 variant and later refurbished sub-classes, including the ETH-fitted Class 31/4.

Exterior detail will reflect both the original Mirrlees and later English Electric power units, as will the interior appointments, visible through the engine room windows. All models feature enhanced interior and exterior lighting functions, including the option to switch between single

and dual tail lights, while a high-quality drive system will deliver power to all six axles.

Equipped with a PluX22 DCC interface, the Class 30 and 31 will be offered in DCC-ready, DCC sound and DCC sound-fitted deluxe formats. The deluxe models will boast working roof fans, tinted glazing and will pioneer Bachmann's new DCC-operated auto-release coupling system.

Fitted at both ends, small electro-magnets allow hands-free uncoupling of standard tension locks, with the system offering a full, prototypical uncoupling procedure. At the touch of a button on your DCC controller, the locomotive buffers up to the stock to release tension in the couplings, then activates the electro-magnets to lift the hooks. The locomotive then moves away slowly and comes

to a halt a short distance from the stock, with appropriate sound effects emitted throughout the process.

Several livery options have been announced so far, encompassing the Type 2's entire BR career, with two number options for most colour schemes. Models are available

to pre-order now, with many retailers currently offering some very tempting deals. Delivery is expected by the summer.

What's available?

- ◆ 35-801 BR Class 30 D5564, BR green
- ◆ 35-801A BR Class 30 D5617, BR green
- ◆ 35-805 BR Class 31/1 31123, BR blue
- ◆ 35-805A BR Class 31/1 31293, BR blue
- ◆ 35-821 BR Class 31/1 31180, BR Railfreight 'red stripe'
- ◆ 35-821A BR Class 31/1 31149, BR Railfreight 'red stripe'
- ◆ 35-823 BR Class 31/1 31319, BR Railfreight Petroleum sector
- ◆ 35-823A BR Class 31/1 31304, BR Railfreight Petroleum sector
- ◆ 35-825 BR Class 31/4 31435, BR blue
- ◆ 35-830 BR Class 31/4 31407, Mainline freight blue

Prices: £199.95 (DCC-ready), £309.95 (DCC sound-fitted), £359.95 (DCC sound-fitted deluxe)

When's it due? May/June

Availability: Bachmann stockists

Web: www.bachmann.co.uk

SCOTCH 'CHOPPERS'



Bachmann's acclaimed, all-new Class 20 has been offered in numerous guises so far, but this new pair portrays tablet catcher-recessed versions for the first time. The Scottish Region duo is presented in original BR green, with a choice

of standard BR emblems on D8032 or a set of roundels - more commonly seen on coaching stock - adorning D8102.

Matching the real things, D8032 comes with the tablet catcher equipment pre-installed, while D8102 comes with the parts in the accessory bag. Both are also supplied with optional miniature three-piece snowploughs and they're available with or without DCC sound.



What's available?

- ◆ 35-352 BR Class 20 D8032, BR green late emblem
- ◆ 35-352A BR Class 20 D8102, BR green, roundel

Prices: £224.95 (DCC-ready), £324.95 (DCC sound-fitted)

When's it due? March





RETURN OF THE 'PEAKS'



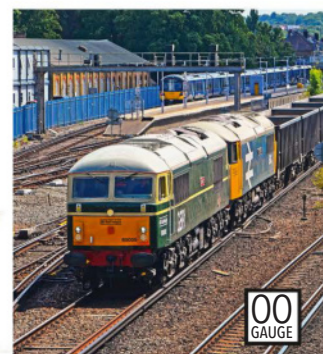
Bachmann's Class 44, 45 and 46 'Peaks' return to the range, with directional lighting and 21pin DCC sockets, plus sound-fitted options available for each version. Of note is split-headcode Class 45 D25 in 'economy' green and a weathered Rail blue Class 46 in later condition, complete with sealed beam headlamps.

What's available?

- ◆ 32-652A BR Class 44 44007, BR blue
- ◆ 32-653 BR Class 44 D2 Helvellyn, BR green small yellow panels
- ◆ 32-678A BR Class 45 D49 *The Manchester Regiment*, BR green small yellow panels
- ◆ 32-679A BR Class 45 D25, BR 'economy' green, small yellow panels
- ◆ 32-702A BR Class 46 D138, BR green, small yellow panels
- ◆ 32-704 BR Class 46 46045, BR blue, weathered

Prices: £189.95 (DCC-ready), £289.95 (DCC sound-fitted)

When's it due? May/June




CLASS 69 LIVERY OPTIONS REVEALED

With the first unpainted prototype model stealing the show at last year's Warley exhibition, Bachmann has revealed four different livery options for its forthcoming Class 69. Produced in close collaboration with GB Railfreight, the '69s' will be offered in DCC-ready, DCC sound and DCC sound-fitted deluxe variants, the latter featuring the same auto-release couplers specified for the top of the range Class 31s. Price and delivery details have yet to be confirmed.

What's planned?

- ◆ 35-776 Class 69 69001 *Mayflower*, GBRf blue/orange
- ◆ 35-777 Class 69 69002 *Bob Tiller CM&EE*, GBRf/BR Blue 'large logo'
- ◆ 35-778 Class 69 69003 *The Railway Observer*, GBRf blue/orange
- ◆ 35-780 Class 69 69005 *Eastleigh*, GBRf/BR green

COACHING STOCK HIGHLIGHTS

For the second year running, Bachmann will release plenty more Mk 1 coaches, with new versions of the TSO and BSK offered in BR crimson/cream, maroon, blue/grey and InterCity liveries, along with West Coast Railway Company maroon. Each coach comes with the option of pre-fitted passengers. **Price:** £59.95 each (£69.95 with passengers)



WAGON HIGHLIGHTS




A suite of pristine and weathered TTA tank wagons will soon be available, in a range of liveries to suit the 1960s-1980s eras, plus a pair of TEA bogie tanks, both offered in weathered condition.

Prices: • TTA £34.95 pristine, £37.95 weathered
• TEA £74.95 each



Another enduringly popular Bachmann wagon, the OBA air-braked open, gets a run-out, with a choice of colourful liveries, including BR Railfreight red/grey, 'Dutch' yellow/grey Plasmoor red/green (£35.95 each). The OTA timber carrier also reappears, with a single version available, wearing Railfreight red (£47.95).



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GAUGE

FARISH GIVES BIRTH TO 'TWINS'



Much excitement surrounded the news that the LMS 'Twins' - 10000 and 10001 - have been added to the Graham Farish range. Representing the first main line diesel locomotives built in the UK, the 'Twins' were devised during the early 1940s, with 10000 emerging from Derby Works in 1947, just before nationalisation, with 10001 appearing the following year.

Having been in Bachmann's 'OO' Branchline range for some time, there had been many requests for a 2mm scale version

What's available?

- ◆ 372-910 LMS 10000, LMS black/silver
- ◆ 372-911 LMS 10001, BR black/silver
- ◆ 372-916 LMS 10000, BR lined green
- ◆ 372-917 LMS 10001, BR lined green
- ◆ 372-918 LMS 10001, BR green, small yellow panels

Prices: £184.95 (DCC-ready), £284.95 (DCC sound-fitted)

When's it due? March/April

Availability: Farish stockists

Web: www.bachmann.co.uk

of the 'Twins'. The Farish models will feature the same attention to detail as their 4mm scale counterparts, along with

a Next18 DCC interface, working interior and exterior lights and DCC sound-fitted options.

Offered in LMS and BR era liveries, the tooling allows for key modifications carried out to each prototype during their operating careers, including additional roof vents, water scoop gear, and both original and modified marker light patterns, the latter installed during trials operating over the Southern Region.



'009' NARROW GAUGE NEWS

More livery options will be offered for the diminutive Baguley-Drewry 70hp narrow gauge diesel shunter, with examples in ICI orange/grey and British Industrial Sands white - complete with distinctive camel logos - joined by a handsome lined crimson version.

What's available?

- ◆ 392-027 Baguley-Drewry 70hp diesel, lined crimson
- ◆ 392-028 Baguley-Drewry 70hp diesel 05587, ICI orange/grey
- ◆ 392-029 Baguley-Drewry 70hp diesel, British Industrial Sands white

Price: £119.95 each

When's it due? May/June



DIAMOND ANNIVERSARY FOR 'XP64'

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Bachmann Collector's Club is marking 60 years since British Rail unveiled its 'XP64' exhibition train, thus launching the 'Corporate' Rail blue era, with a special version of the Farish Class 47.

Finished in the experimental, lighter shade of BR blue, D1733 was turned out to work with a set of matching blue/grey coaches as part of BR's attempt to rebrand itself as a modern enterprise. Using the impressive Farish Class 47 tooling, the model has been produced in

strictly limited numbers and is available only to Collector's Club members.

Price: £161.96 (DCC-ready), £251.96 DCC sound-fitted)

When's it due? Now

Web: www.bachmann-collectorsclub.co.uk



NEW VARIANTS TO COMPLETE YOUR FLEET

After a host of Farish BR Mk 1 coaches were released last year, there will be new versions of the First open and Restaurant First open vehicles in 2024, in BR crimson/cream, maroon and Western Region chocolate/cream. Additionally, each vehicle will also be available in BR's prestige InterCity charter rake livery, complete with white roofs and 'executive' style lettering.

For modellers of the post-BR era, there's an option of WCRC maroon. All are priced at £47.95 each.



The Farish Mk 3 SLEP (Sleeper with pantry) returns to the range in BR blue/grey, InterCity and ScotRail Caledonian Sleeper liveries, with two number versions provided for each colour scheme (£34.95 each).

Three different Mk 3 Sleeper twin-packs are also on offer, depicting GWR's 'Night Riviera' stock. Consisting of a SLEP with either a BFO, TSO or KBF, the twin-packs are priced at £69.95 each.



'DANCE HALL' PREMIÈRES IN 'N'

Debuting in Bachmann's 'OO' range in 2022, the SECR 'Dance Hall' brake van has been scaled-down to 'N' gauge and will be available in a similar range of SECR, SR and BR liveries, including Departmental olive green.

Featuring separately fitted handrails and running boards, two versions of each livery will be available with different numbers and markings.

A special version is available to Bachmann Collector's Club members only, depicting BR Crane Mess Van DS55466,



which was based at Stratford depot well into the 1980s.

What's available?

- ◆ 378-025/378-025A SECR 25T 'Dance Hall' brake van, SECR grey
- ◆ 378-026/378-026A SECR 25T 'Dance Hall' brake van, SR brown
- ◆ 378-027/378-027A SECR 25T 'Dance Hall' brake van, BR grey
- ◆ 378-028/378-028A SECR 25T 'Dance Hall' brake van, BR Departmental olive green
- ◆ 378-025K SECR 25T 'Dance Hall' brake van, BR Crane Mess van, olive green/yellow*

*Available to Bachmann Collector's Club members only

Price: £34.95 each

When's it due? Imminently

SCENECRAFT HIGHLIGHTS

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OO
GAUGE

Oakworth station, on the Keighley & Worth Valley Railway, is the subject of a new ready-to-plant 'OO' station building, available with green or red woodwork (£79.95 each), while a typical timber-built Somerset &

Dorset station building is also available in a choice of colour schemes (£69.95), along with an optional canopy (£44.95).

For narrow gauge modellers, a blacksmith and wagon repair shop will look great on a 'OO9' layout (£114.95), while Midsomer Norton signal box is a highlight of the 'N' gauge Scenecraft range (£54.95).



BR/ELECTRO-MOTIVE DIESEL CLASS 66 LOCOMOTIVE

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

accurascale

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DCC SOUND

£259.99



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

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DCC sound versions are available
for all our locomotives.



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EST. 1999

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All Class 66 models feature

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- Details specific to individual prototypes
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- 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



CROWDS FLOCK TO SEE 50 OF THE BEST AT MODEL RAIL SCOTLAND

George Dent makes his annual pilgrimage to the SEC Glasgow for one of the most popular shows on the exhibition calendar.

Taking place once again at the Scottish Event Campus, Glasgow, over the long weekend of February 23-25, Model Rail Scotland drew large crowds from across the UK and further afield. Indeed, it was especially busy on the Friday when I visited, with extensive coverage following in local and national media outlets.

With over 50 layouts on display, the large hall was dominated by the first outing of Mick Worrall's 'Eastfield TMD', a giant 70ft by 40ft 'O' gauge re-creation of the famous Scottish Region diesel depot in the mid-1980s. Providing an



excellent showcase for countless 'O' gauge diesels, the layout required an articulated lorry to deliver the layout's baseboards.

Although technical issues plagued the first day, the sheer scale of the layout - and the quality of the modelling - ensured that the crowds were still entertained.

Another couple of attractive depot-themed layouts caught my eye, including 'Brunswick Yard' and 'Gresty Bridge', while the fictitious 'Fountainhall TMD' - by Derek Scott and Jonathan Webb - featured identifiable elements of several famous BR diesel depots,



providing plenty of inspiration for one of my future projects.

This was another great exhibition organised by the AMRSS, with the usual ultra-friendly atmosphere and with plenty of practical

demonstrations, traders and manufacturers displaying their wares, there was something for everyone. I'm already looking forward to next year!

Web: www.modelrail-scotland.co.uk

RAPIDO PUTS OUT THE FIRE

Announced just days before the Glasgow show was Rapido's Andrew Barclay 0-4-0 fireless locomotive. In pre-diesel days, numerous industries employed fireless locomotives in environments where fire, sparks and heat were not suitable, such as fuel depots, munitions works, paper and timber mills or chemical plants.

Fuelled from a stationary boiler sited in a safe area,

fireless locomotives would be filled with a mix of boiling water and steam at high pressure, with which they could usually operate for up to four hours before refilling.

Andrew Barclay was one of the biggest builders of fireless locomotives in Britain between 1913-61 and Rapido's model depicts one of the company's most numerous designs, the 'Caledonia'.

Ten different versions will be offered, covering industrial users from across the UK, with minor detail differences where appropriate. Models will be supplied with detail bags, providing optional oil and electric lamps, cab doors and shutters. Speakers will be pre-installed,

along with a socket for an ESU E24 decoder.

The project has now entered the tooling phase and all models are available to pre-order now at Rapido stockists.



00 GAUGE

What's planned?

- ◆ 965001 Andrew Barclay fireless 0-4-0, Bowaters No. 2 (Kent)
- ◆ 965002 Andrew Barclay fireless 0-4-0, lined Caledonian blue
- ◆ 965003 Andrew Barclay fireless 0-4-0, Croda Chemicals
- ◆ 965004 Andrew Barclay fireless 0-4-0, Shell Mex
- ◆ 965005 Andrew Barclay fireless 0-4-0, Bowaters No. 1, (Ellesmere Port)
- ◆ 965006 Andrew Barclay fireless 0-4-0, Boots No. 2
- ◆ 965007 Andrew Barclay fireless 0-4-0, Doon Valley Railway (preserved)
- ◆ 965008 Andrew Barclay fireless 0-4-0, Gloucester Corporation
- ◆ 965009 Andrew Barclay fireless 0-4-0, CEGB
- ◆ 965010 Andrew Barclay fireless 0-4-0, lined maroon

Price? £139.95 (DCC-ready), £249.95 (DCC sound-fitted)

When's it due? TBC

Web: www.rapidotrains.co.uk



RAPIDO SHOWS PROGRESS

Rapido's stand at Model Rail Scotland revealed progress on several fronts, including decorated samples of the Highland Railway 'Jones Goods' 4-6-0, plus early prototypes of the LBSC 'E1' 0-6-OT and Port of Par Bagnall 0-4-OSTs, the latter looking especially cute!



00 GAUGE



HELJAN REVEALS BEYER-GARRATT EP

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Each of the manufacturers used Model Rail Scotland as a means of displaying progress on various projects, with Bachmann's new Class 31s and Farish LMS 'Twins' drawing much attention. However, one of the biggest developments – literally – was Heljan's first engineering prototype of the LNER 'U1' Beyer-Garratt.

Recreating the largest steam locomotive ever to run on Britain's railways, the 2-8-0+0-8-2T looks impressive in 'OO', with extensive use of die-cast metal giving the model a very purposeful air. A variety of alternative castings were also on display, revealing the detail differences being catered for by Heljan's tooling.

Heljan also displayed the GWR gas turbine 18100, produced exclusively for Rails of Sheffield, along with early arrivals of its all-new 'OO' gauge Class 47, some of which are now in stock at retailers, along with several attractive new versions of the Class 57. Look out for full reviews of the '47' and '57' in next month's issue.

Web: www.heljan.co.uk



RAPIDO TO DELIVER THE CALEDONIAN GOODS

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GAUGE

Rapido's latest 'OO' wagon project tackles the long-lived Caledonian Railway Dia. 67 general goods van. Over 1,000 examples were constructed by private wagon builders such as R.Y. Pickering and Motherwell Wagon & Rolling Stock Co., with examples working far and wide across Scotland and England, with several examples finding second

careers with industrial operators including Cadbury and the National Coal Board.

Featuring brass axle bearings, variations to brake gear, axleboxes and spring patterns, 22 different versions will be produced by Rapido, spanning pre-Grouping,

'Big Four', BR and industrial liveries. The project is at the design stage, but pre-orders are being taken now.

Price: £34.95 each

When's it due? TBC

Web: www.rapidotrains.co.uk



RUSTON & HORNSBY '88DS' MOVES FORWARD

00
GAUGE

Accurascale's first 'O' gauge locomotive project, the Ruston & Hornsby '88DS', is progressing



well, with decorated samples on display at Model Rail Scotland. The manufacturer also recently announced an exclusive version of the '88DS' in Tarmac livery, which will be available only from Accurascale's website. Depicting 655/29/38 (Works No. 518494), this was the last '88DS' to be built, entering service in 1967 at

Tarmac's plant at Hayes, Middlesex, where it worked until preservation beckoned at the Swanage Railway in 1990.

The '88DS' is still on course for delivery early next year, with sound recordings due to commence as this issue was being prepared. Models can be pre-ordered now.



Price: £229.99 (DCC-ready), £319.99 (DCC sound-fitted)

Web: www.accurascale.com

ACCURASCALE ACQUIRES HATTONS TOOLS

00
GAUGE

In a welcome move, Accurascale has acquired the tooling for the Hattons SECR P Class 0-6-0T and the Andrew Barclay 0-4-0ST. New production runs of both locomotives were already well under way before Hattons

announced its closure, with decorated samples of the latter recently revealed.

Accurascale will now oversee the production of these models, with all existing pre-orders having been transferred. The balance of models will be available only via the

Accurascale website, with delivery expected later this year. A minor price rise has occurred for each model, but at £99.95 each they still represent amazing value.

Also acquired by Accurascale is the Hattons 'Warwell' wagon, which was also undergoing a new production run. These



models will remain at £25.00 each and they're expected to arrive in April, again being available direct from Accurascale.

Web: www.accurascale.com





NO SMOKE WITHOUT FIRE

The first British fireless locomotive in OO Gauge ready-to-run, including one of the last working industrial steam locomotives in the UK.

DC/Silent £139.95 DCC Sound-Fitted £249.95



3D-Printed Sample

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

RAPIDO TRAINS UK

PICK UP AN MR EXCLUSIVE AT ALLY PALLY MODELLING FESTIVAL

The Model Railway Club's London Festival of Railway Modelling will take place at Alexandra Palace over the weekend of March 16-17. As well as over 40 layouts, a number of leading manufacturers and a wide range of specialist retailers will also be in attendance.

Thanks to Kernow Model Rail Centre, visitors will have the chance to browse *Model Rail*'s full range of exclusive 'OO' gauge locomotives, including our new 'OO' Class 11s and 'PWM' diesels, plus the latest batch of LNER 'Y1/Y3' Sentinels, 'J70s' and BR '16XXs'. There may even be a special offer or two!

Where is it? Alexandra Palace, London N22 7AY

Times: Sat 1000-1700, Sun 1000-1630

Web: www.alexandrapalace.com (or <https://bit.ly/3V3Lk5Y>)



REVOLUTION GM PROGRESS N GAUGE

The latest decorated samples of Revolution Trains' 'N' gauge Class 66 were on display at Model Rail Scotland, featuring Freightliner green and GBRf Europorte liveries. Also on show was

a production sample of 59101 *Village of Whatley*. The first of Revolution's '59s' were reaching stockists as this issue went to press. **Web:** www.revolutiontrains.com



CLASS 320 AND 321 EMUs FOR 'OO'

Following the success of its 'N' gauge models, Revolution Trains is to offer the popular Class 320 and Class 321 EMUs in 'OO' gauge.

Introduced in the late 1980s, the three-car Class 320s have carried various Strathclyde PTE and ScotRail schemes during their careers, while the four-car '321s' have operated on various routes from London to East Anglia and the Midlands, as well as a small fleet working on services between Leeds and Doncaster.

The Revolution team is also looking to offer the recently converted Class 321/4 parcels units.

Featuring full internal and external lighting, power conductors between cars will allow a single 21pin DCC decoder to be fitted per set, with the added options of sound and DCC-operated pantographs.

The project is currently at the design stage, with more accurate prices to be announced once the venture has been costed fully.

Estimated Prices: Class 320



TOM MCATEE/RAIL

37403 EXCLUSIVE FOR THE SRPS OO GAUGE

The Scottish Railway Preservation Society (SRPS) has commissioned Accurascale to produce an exclusive model of Class 37 37403 *Isle of Mull*. Capturing the prototype as it appeared following its overhaul in 2016, it will sport BR 'large logo' blue livery and feature the correct cast bogies and Western Region-style upper lamp brackets. Preserved by the SRPS since the early 2000s, 37403 has been hired to DRS and other main line operators. The limited edition model can be pre-ordered now, direct from the SRPS website. **Price:** £169.99 (DCC-ready), £259.99 (DCC sound-fitted)

When's it due? Q4 2025

Availability: www.srps.org.uk

SUBURBANS GET MAROONED OO GAUGE

As the first batch of Accurascale's Mk 1 non-corridor suburban coaches move closer to delivery, details of the follow-up production run have emerged, with BR maroon livery to be

featured for the first time.

Decorated samples from the first production run were on display at Model Rail Scotland, showing off an impressive level of interior and exterior detail.



OO GAUGE



GEORGE DENT

£300, Class 321 £350 (plus £100 each for DCC sound-fitted versions) **Web:** www.revolutiontrains.com

In Brief

ALCAN PCA FOR 'N'? N GAUGE

Following the arrival of the 'OO' gauge PCA Alcan tanks (see review on page 96), Revolution Trains is now considering an 'N' gauge version. The plan is to offer similar levels of detail to the 'OO' wagons, with models again offered in packs of four at a similar price.

However, before committing to the project, the team is asking for modellers to express an interest for the 'N' gauge version, via the Revolution website, with the deadline set for April 30. If demand is deemed to be sufficient, then the project will move forward.

Web: www.revolutiontrains.com

WARLEY CLUB REVEAL NEW EVENT

Warley Model Railway Club and Statfold Narrow Gauge Museum Trust will hold a model railway showcase at Statfold Country Park this autumn. Taking place over October 12-13, the event will feature a range of working layouts, plus retailers,

demonstrations, access to the museum's collection and train rides on the 2ft and 12½in gauge railways.

On-site parking and a free bus service from Tamworth station and town centre will be available.

Web: www.thewarleyshow.co.uk

BR Class 40 'Whistler'

ORDER BOOK NOW OPEN



- Etched Grills
- Cab light
- Cast Chassis
- Fine detail
- LokSound V5.0 with dual speakers
- Cold start sound function

Model Numbers. **40106, 40135 and 40145**

The British Rail Class 40 is a much-utilized British railway diesel-electric locomotive, that took over duties at the end of the steam era. A total of 200 were built by English Electric between 1958 and 1962. They were numbered D200-D399. For a time, they were the pride of the British Rail early diesel fleet. Despite their initial success, by the time the last examples were entering service they were already being replaced on some top-link duties by more powerful locomotives. As they were slowly relegated from express passenger uses, the type found work on secondary passenger and freight services where they worked for many years. The final locomotives ended regular service in 1985.

Limited edition run of (250),
**D326: The Great Train
Robbery Class 40.**

**Fictitious Liveries EWS
and Regional Railways.**



CLASS 40 PRESERVATION SOCIETY
ESTABLISHED 1980

DCC Ready **£210**

DCC Sound **£310**



3D-PRINTED WAGON PARTS AT THE READY

OO
GAUGE

This pack of 3D-printed wagon parts from West Hill Wagon Works will greatly enhance a post-1970 depot scene. Consisting of six timber pallets loaded with a variety of components, including Oleo buffers, SKF-branded roller bearing axleboxes, coil springs, brake discs and air reservoir tanks.

After painting, the parts really come to life, with a wealth of detail contained within the 3D renderings. Part of a huge range of lineside detailing accessories, the wagon parts set is also available in 'O' gauge.

Product: 3D-printed 'OO' Pallets with Wagon Parts

Price: £5.95 ('OO'), £8.49 ('O')

Availability:

West Hill Wagon Works

Web:

www.westhillwagonworks.co.uk



PRESERVED CRAVENS RT DUO FROM EFE

OO
GAUGE

Representing the first newly tooled die-cast buses since Bachmann Europe acquired the EFE range is the Cravens RT, with a handful of versions announced last year which are now available.

However, among Bachmann's Spring 2024 plans is a special limited-edition twin-pack, depicting the last two surviving examples of these unusual buses.

Offered in a special presentation pack is RT1431 in London Transport red/cream



and RT1499 in LT green/cream, both adorned with the logos of current heritage operator Ensignbus. The models are due to arrive later this year, but they can be pre-ordered now at your local Bachmann/EFE Road stockist.

Product: EFE Road E99943

Cravens RT Ensignbus

twin-pack

Price: £89.95

Availability: Bachmann

stockists

Web: www.bachmann.co.uk



OO
GAUGE

CZECH OUT THIS HANDY LITTLE SHED

HO
SCALE

OO
GAUGE

A new addition to the Model Scene range of kits, made in the Czech Republic, is this small brick shed. Formed from a mix of laser-cut fibreboard and wood components, assembly instructions are provided, and the parts are designed to slot easily together, with the 'comb' style corners of the main walls producing an ultra-neat appearance, free of any unsightly gaps.

To add depth, the windowsills, lintels, window and door frames are supplied as separate parts, while strap hinges and latch add even more realism to the door. A few of the thin wooden parts split along the grain, while cutting from the fret, especially the front valance, but they were easy to repair.

The fibreboard parts have a pleasing texture which, once painted, mimics that of real



masonry. At 1:87 scale ('HO'), the shed is modest in size (60mm by 30mm), but the proportions do not look out of place within a 'OO' setting, especially in terms of the door height. Furthermore, the Continental styling may preclude it from UK domestic use, but it

looks at home within an industrial or agricultural setting. The kit is also available in 'N' gauge.

Product: Model Scene 98527

Brick Shed kit

Price: £6.90

Availability: Scale Model Shop

Web: www.scalemodelshop.co.uk

COAL TUBS THAT SUIT WESTERN STEAM DEPOTS

It's now much easier to replicate locomotive coaling operations on the GWR network, thanks to Modelu. Wheeled coaling tubs are available, with a pack containing a pair each of tender and tank locomotive types, along with a set of ramps (scanned from those at Didcot Railway Centre's GWR coaling stage), plus a suitable figure who's putting his back into the job of pushing a tub into position. Together, these will add the finishing touch to a typical GWR shed scene.

The 'OO' versions are illustrated here, but each pack is also available in all other scales.

Products: 2745-076 GWR Coaling Stage Tubs (£7.50), 2747-076 GWR Coaling Stage Ramps (£4.50), 11315-076 Coaler figure (£4.50)

Availability: Modelu

Web: www.modelu3d.co.uk



ON THE WORKBENCH

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

LAYOUT-BUILDING ESSENTIALS

This handy plastic carry case contains a handful of essential hand tools for layout building and tracklaying. Inside the foam-lined case is a set of high quality Xuron rail cutters, fine-nosed pliers, a mini hammer, flexible sanding block (which can double as a track cleaning block), a pin pushing tool and a bag of track pins.

While the rail cutters are a highlight of the set, the adjustable pin pusher is a tool that every layout builder will appreciate, making it easier to drive track pins into a baseboard without the risk of bending or breaking them. It works well with the supplied Hornby pins, but also with Peco's much finer fixings.

The pliers are ideal for adding or removing rail joiners and the hammer is small and light enough to work into restricted spaces, including between the rails of 'OO' track.

Product: Hornby AG9163 tool set

Price: £44.99

Availability: Hornby stockists

Web: www.hornby.com



GET THAT FADED LOOK

It may resemble cat vomit, but MIG Productions' Sun Bleach is a useful enamel-based filter that helps to produce faded, weather-worn effects. After a thorough shake, the Sun Bleach fluid can be brushed over a painted surface (or sprayed via an airbrush) and left to dry. The immediate result looks a little strange, thanks to the yellow-green hue imparted on the subject.

However, following with a brushed layer of a darker brown/grey weathering wash, removing the excess with cotton swabs, produces an authentically faded appearance, with the added hint of mould or algae growth. The early BR shipping container, treated here, took on a convincing appearance which will suit its intended use as a static storage unit within a depot scene.

The Sun Bleach can be inter-mixed with other enamel-based filters and washes, and brushes can be cleaned with enamel thinners.

Product: MIG Sun Bleach enamel filter, 35ml

Price: £3.39

Availability: Wayland Games

Web: www.waylandgames.co.uk



NOCH'S MASTER WILLOW

Noch has recently introduced a range of 'Master Trees', offering superior ready-made renditions of specific species series. Featured here is a Weeping Willow, standing 150mm tall (about 37ft tall in 'OO'), consisting of a hand-worked wire trunk and characteristic branches and a variety of foliage tones.

Additional leaf-effect material adds even more texture, and the tree comes ready to plant. There were a few loose pieces of foliage on this sample, which would benefit from a trim, but the overall effect is impressive. Suitable for 'TT:120', 'OO' and, if recreating a younger tree, 'O' gauge, it will look attractive in a garden or riverside setting. (PM)

Product: Noch 20115 Weeping Willow
Price: £21.00
Availability: Noch stockists or Gaugemaster
Web: www.gaugemasterretail.com



MAN THE LIFEBOATS!

Timed well to mark the RNLI's bi-centenary, it's great to see two new additions to the Scalescenes range of downloadable kits, in

the form of an RNLI Lifeboat station and a 52ft Barnett class lifeboat. Both available in 2mm and 4mm scales and, following the usual Scalescenes principle, the parts can be printed out as many times as you like.

The Lifeboat station includes a fully detailed interior (including winch), working launch cradle and slipway, while the roof is removable, and the doors can be modelled open or closed. The printed external layers feature a suitably tide-weathered appearance.

The Barnett Class lifeboat is offered as



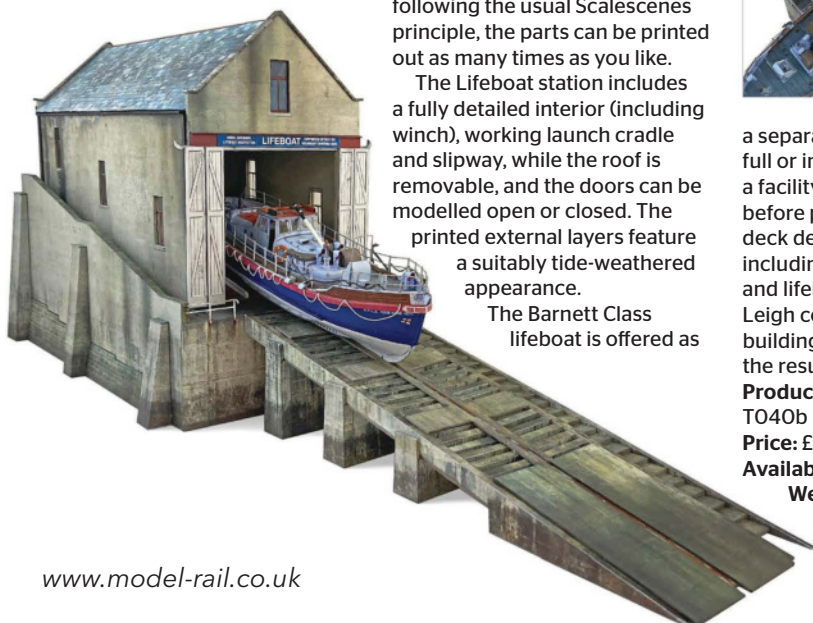
a separate kit and can be built in full or in 'waterline' form. There's a facility to edit the boat's name before printing and plenty of deck detail parts are provided, including a jig to create handrails and lifelines. *Model Rail's* Chris Leigh couldn't wait to start building these kits, so look out for the results in a future issue.

Product: T040a Lifeboat, T040b Lifeboat Station

Price: £5.99 each

Availability: Scalescenes

Web: www.scalescenes.com



POST-WAR PEEPS



Another element of Bachmann's 2024 production schedule is several new figure packs under the Scenecraft brand. Supplied fully painted, the packs include a mix of male and female characters in period fashions for the immediate and later post-War eras, including elegant flight attendants, de-mobbed service personnel and even a few sharp-suited Teddy Boys! There's also a set devoted to hikers and dog walkers.

Product: Bachmann Scenecraft 36-427/429/442/443 figure packs

Price: £13.95 per pack

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



EXHIBITION DIARY - MARCH-APRIL 2024

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, Under-15s free. **Tel:** 07545 469610. **Web:** www.bwmmrc.co.uk

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

March 23-24

NAILSEA, NORTH SOMERSET. Nailsea & District MRC. Nailsea School, Mizzymeade Road, Nailsea BS48 2LE. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £8, Children (5-16) £2, Family £18.00 (2+2). **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

GOOLE, YORKS. Carlton Railway Society, Howden School, Derwent Rd, Howden DN14 7AL. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £7.50, Accompanied under-12s free. **Facebook:** www.facebook.com/carltonrailwaysociety

April 5-6

SUTTON COLDFIELD, WEST MIDS. West Midlands Railway Society, Trinity Centre, Church Hill, Mill Street, Sutton Coldfield B72 1TF. **Times:** Fri 1300-1800, Sat 0930-1630. **Admission:** Adults £5, Accompanied under-16s free.

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, Under-16s £1. **Tel:** 01245 264028. **Web:** <https://bit.ly/3lkVtUx> **Email:** secretary@cdmrc.co.uk

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

NORWICH. Norwich Railway Heritage & Model Society, Hellesdon High School, Middletons Lane, Norwich NR6 5SB. **Time:** 1000-1600. **Admission:** Adults £6, Accompanied under-16s free. **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:** Admission free (donation). **Email:** trevdeecj@btinternet.com

HORSHAM, WEST SUSSEX. Horsham Model Railway Club Open Day. St Leonards Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED. **Time:** 1000-1600. **Admission:** Adults £2, Children £1, Under-5s free. **Web:** www.horshammrc.org.uk

April 6-7

COTGRAVE, NOTTS. Bingham MRC. Cotgrave Welfare Scheme 25-37 Woodview, Cotgrave, Nottinghamshire NG12 3PJ. **Times:** Sat: 1000-1630, Sun: 1000-1600. **Admission:** Adults £5, Under-16s free, Mobility impaired free. **Web:** www.bingham-model-rail.co.uk

EDINBURGH, LOTHIAN. Pentland MRC. St Mary's Church Hall, Dalmaahoy, Edinburgh EH27 8EB. **Times:** Sat 1000-1630, Sun 1130-1600. **Admission:** Adults £4, Children (5-15) £1. **Web:** www.lothianmodelrail.co.uk

April 13

BASSINGBOURN, CAMBS. Royston & District MRC. Bassingbourn Village College, Brook Road, Bassingbourn, near Royston SG8 5NP. **Time:** 1030-1600. **Admission:** Adults £5, Accompanied children free. **Web:** www.roystondmrc.co.uk

ORPINGTON, KENT. Orpington and District MRS. Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ. **Time:** 1000-1700. **Admission:** Adults £6, Children £1.50. **Web:** www.odmrs.uk **Email:** exhibitions-mbox@odmrs.uk **Facebook:** www.facebook.com/OrpingtonandDistrictModelRailwaySociety

REDRUTH, CORNWALL. Helston & Falmouth MRC. Pool Academy, Church Road, Pool TR15 3PZ. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £7, Under-16s £4, Family £14. **Web:** www.hfmrc.uk **Email:** exhibitions@hfmrc.uk

SHEFFIELD, SOUTH YORKS. Exhibition. Birkdale School, Oakholme Road, Sheffield S10 3DH. **Times:** Sat 1000-

1700, Sun 1000-1630. **Admission:** Adults £8, Accompanied under-16s £3. **Tel:** 07768 513880. **Web:** www.sheffieldmodelrailwayenthusiasts.com

April 20

WELWYN GARDEN CITY, HERTS. De Havilland MRS. Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN. **Time:** 1000-1700. **Admission:** Adults £5, Children £2, Under-5s free. **Tel:** 07989 688750. **Web:** www.dhmrs.co.uk **Email:** secretary@dhmrs.co.uk **Facebook:** www.facebook.com/dhmodelrailway

BAWDESWELL, NORFOLK. 32A MRC. Bawdeswell Village Hall, Reepharm Road, Bawdeswell, Norfolk NR20 4RU. **Time:** 1000-1600. **Admission:** Adults £6, Concessions £5, Children £3, Under-14s free. **Tel:** 07717 502597. **Web:** www.32amrc.co.uk

April 20-21

MACCLESFIELD, CHESHIRE. Macclesfield Model Railway. Tytherington High School, Tytherington, Macclesfield, Cheshire SK10 2EE. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £9, Accompanied children free. **Tel:** 07796 457978. **Web:** www.macclesfieldmrg.org.uk **Email:** queries@macclesfieldmrg.org.uk

April 27

CRAWLEY, WEST SUSSEX. Crawley Model Railway Society, Milton Mount School, Grattons Drive, Pound Hill, Crawley, RH10 3AG. **Time:** 1100-1600. **Admission:** Adults £3, Accompanied under-16s free. **Web:** www.crawleymrs.org.uk **Email:** cmrs.secretary@gmail.com

...and finally



Unusual scenes captured by the lens of Chris Nevard

Every year, all railway employees would have to undertake a full health check, including the horses used for shunting. Part of the test was

to ensure that, in the event of a motive power shortage, employees were capable of at least being able to pull or push a wagon around the

yard. To ensure fairness, a dynamometer car was used for the test, with staff given financial incentives to exceed expectations. Needless to

say, the horses regularly triumphed over their two-legged colleagues, and were rewarded with extra apples and even the occasional beer.

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MINITRAINS, ROCO, LILIPUT AND PECO. WE ALSO STOCK DUNDAS KITS.**

EXHIBITIONS 2024

London March 16th & 17th • Cheltenham 6th-7th April • Ross on Wye 17th-18th
August • Swansea 14th-15th September • Cheltenham 26th-27th October

HORNBY		R3707		HORNBY TRACK		R463		E84005	
R30200	Railroad 0-4-OST BR	R3739	Class 87 BR Blue	R083	Buffer Stop.....	R464	Platform Ramp	E84005	Class 58 Railfreight
	£43.19	R3742F	Class 92 DB Romania	R207	Track Fixing Pins	R510	Platform Shelter		redstripe
R30221	The Railway Children		£98.99	R600	Straight.....	R8003	Water Tower	E84006	Class 58 Railfreight Coal
	Return 4F.....	R3895	R&H 88DS Rowntree	R601	Double Straight	R8007	Booking Hall		sector
R3527	N15 SR Black 'Camelot'		£102.59	R604	Curve 2nd radius			E84007	Class 58 Mainline
	£139.45	R3896	R&H 88DS BR 84	R605	Double Curve 1st Rad.				31-265A Class 419 MLV BR green
			£102.59						£135.95
R3635	BR Lord Nelson 'Lord	R3899	BR Class 08 yellow	R606	Curve 2nd Rad.	R044	Point Switch	31-267A	Class 419 MLV Blue/Grey
	Rodney'		£166.95	R607	Double Curve 2nd Rad.	R046	Two Way Switch		£135.95
R3681	LMS Duchess.....	R3900	GWR Cornwall Class 08			R047	On/Off Switch.....	31-578	Windhoff MPV NR Yellow
R3728	BR PUG.....		£159.30	R608	Curve 3rd Rad.	R602	Power Connecting Clip		£271.95
R3781	K&ESR Terrier.....	R3901	CI 60 Colas	R609	Double Curve 3rd Rad.			31-579	Windhoff MPV NR Orange
R3833	LNER A2/3 Chamosaire	R30010	Sentinel Hitachi			R8014	Point Motor		£271.95
	£171.00	R30013	R&H 48DS Gower Princess	R610	Short Straight.....	R8015	Point Motor Housing	32-415	BR Class 24 green
			£98.10	R614	LH Diamond Crossing		£6.60		£152.45
R3839	BR Standard 2MT Green	R30026	GBRf Class 60.....					32-416	CI24 BR Blue.....
	£196.20	R30042TTS	CI. 47 R.O.G	R615	RH Diamond Crossing				£152.95
R3993	LNER A4 Empire of India		sound					32-444	BR Class 24 RTC. £152.95
	£196.20	R30073	CI. 56 BR Blue.....	R617	Uncoupling Ramp			32-613SF	Class 90 Intercity Sound
		R30083	Sentinel 0-6-0 P o B	R618	Double Isolating Rail				£280.45
			£98.09	R620	Railer Uncoupler	31-117	BR 4MT tender loco	32-620SF	Class 90 Freightliner
R30126	LNER W1	R30084	Sentinel 0-6-0 M.S.C.	R628	Half Curve 3rd Rad. .		£178.45		Sound.....
	(Smoke Lifting Cowl)		£98.09	R643	Half Curve 2nd Rad. .	31-127	CL3000 BR ROD. £118.45	32-755A	CI57 Arriva Wales. £157.20
	£229.05	R30099	East Coast Trains HST	R8072	LH Point.....	31-128	BR ROD Weathered		£203.95
			£326.69	R8073	RH Point		£102.45	32-908	CI108 Blue/Grey ..
R30134	LMS Turbomotive 6202	R30115	CI08 Blue 604 Phantom	R8074	LH Curved Point	31-136	DC D11/2 BR.....		£212.45
	£239.85		£167.40	R8075	RH Curved Point	31-442	LMS Ivatt 2mt tank	35-312	Class 37 BR Blue Thornaby
R30317	Railroad M&GNJR 0-4-OT	R30121	BR CI.08 Black (NRM)	R8076	Y Point.....		£140.20		TMD.....
	£49.50		£185.99	R8077	LH Express Point	31-443	BR Ivatt 2mt tank.£140.20	35-418	BR Class 47 Construction
		R30178	CI. 67 DB Royal Diamond	R8078	RH Express Point	31-462A	C Class BR Early. £106.20		£203.95
R30228	LMS Coronation Queen		£87.30	R8261	4th Radius Curve.....	31-481	Class G2A BR Early	35-526	CI 121 Blue/Grey.£131.70
	Mary.....	R30180	BR CI.37 Intercity ..				£114.70		£131.70
R30282	BR 8F 48378		£87.30			31-617	LNER V3 Tank loco	35-527	CI 121 Network
R30281	LMS 8F 8310.....	R30181	Class 57 GWR Tintagel				£144.45		£131.70
	£225.00		Castle.....			31-635B	GWR 64xx.....	35-351	Class 20 BR green
R30319	Railroad GWR 14xx£67.50	R30184	CI. 67 Colas (RR plus)				£118.95		£152.95
			£87.30			31-932	DC BR Compound	35-357	BR Class 20 Rft...£152.95
		R30185	BR Class 37 Large Logo				£127.75		
			£87.30			31-932	BR Compound Early		
		R30191	BR Departmental Class				£169.95		
			40(97)			31-933A	BR Compound Late		
		R30203	Class 121 Coca-Cola				£169.95		
			£87.30			31-976B	BR 3mt green.....		
							£140.20		
		R30223	DRS Class 66.....			32-131A	GWR 4575.....		
			£87.30				£140.20		
		R30166	VTEC CI. 91 BoB Memorial			32-132	BR 45xx green		
			£201.60				£140.20		
		R30031	BR Class 87 Intercity			32-883	BRITISH RAILWAYS		
			£196.20				Fairburn		
		R30030	BR Class 87 Large Logo				£157.20		
			£196.20			35-026A	BR 94xx BR Early 9481		
							£140.20		
		R30167	Class 66 Fastline Freight			35-025B	GWR 94xx Green 9466		
			£87.30				£140.20		
		R30150	GBRf Class 66 Grey			35-200	LNER green V2.....		
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And in case you were wondering...

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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.

■ Maintenance and testing specialist LORAM has applied its striking red/white/grey house colours to 37418. The '37/4' is primarily used to haul inspection saloon 975025 *Caroline*, but on January 25 it was used to move a short rake of new Network Rail infrastructure wagons. PAUL ROBERTSON



■ In February, six Tarmac JNA open wagons were temporarily modified as part of a project to create 'intelligent' freight vehicles that can report faults and loading issues in real time to their operators. An array of sensors sends status updates via a 'digital spine', similar to a model railway DCC power bus, improving safety and maintenance. BEN JONES



■ Testing of Transport for Wales' Class 398 tram-trains is continuing ahead of their planned introduction later this year. On January 26, 398005 passes through Melton Mowbray on its way from Network Rail's nearby Rail Industry Development Centre (RIDC) to Cardiff. The '398s' will be able to operate on 25kV AC overhead or battery power and will be used on the Core Valleys network around Cardiff. DEREK CARRUTHERS



■ Ex-BR Class 121 'Bubble Car' 55022 *Flora* is now owned and operated by Locomotive Services Ltd and recently returned to the main line after being comprehensively rebuilt as a private saloon for use in Scotland. On January 22 it runs into Chester while working from LSL's Crewe base to Shrewsbury. PHILIP MACEY



Staff Show & Tell

EVERYONE NEEDS AN IDENTITY

George Dent had so much fun customising a couple of Class 11s that a third example has found its way onto his colliery layout – and gained a name.

The practical aspect of last month's Masterclass, featuring two of our exclusive new Class 11 models, was the most enjoyable bit of modelling I've done for a while, even if it was done in something of a hurry.

Now that I have a pair of post-BR industrial '11s' at work on my layout, including a National Coal Board orange example (ex-12099), I'm a very happy bunny. More recently, while clearing away some boxes, I came across several early decorated samples, including more of the orange Class 11s, albeit with a few livery errors and several missing parts. Having been bumped around for months, handled by countless pairs of hands and not assembled to 'production spec' in the first place, the samples were a bit rough and ready. After all, they were created to prove the accuracy of colour shades and demarcations more than anything.

While we prefer to keep an archive of prototypes and samples of everything we've produced under the *Model Rail* Exclusives banner, there was little point in retaining duplicates, so I cobbled together some spare detail fittings and set about creating a serviceable orange '11'.

I also resolved to give it an identity, digging out some custom etched numberplates I commissioned from PH Designs some years ago, originally for one of our earliest Sentinel 4wVBT locomotives. A set of etched names surfaced too, from a different PH Designs etched metal kit... and lo, NCB 18 *Doreen* was born!

A heavily weathered finish was applied to *Doreen*, which seems appropriate given that some elements of the '11' are a little ragged compared to the precision of the production models. But it definitely looks the part, shunting battered coal wagons around.

WANT TO SEE MORE?

Turn to page 98 to see our full range of exclusive Class 11 models.



Customised with etched name and numberplates, NCB 18 *Doreen* is the third Class 11 to enter traffic on George's layout.



1 Part-way through the weathering process, following the same process outlined last month, etched brass name and numberplates were installed. When the glue was dry, the airbrush was loaded and the weathering completed.



3 The figure was placed carefully in a spot that allowed the cab to be slotted into place without the interior fittings disturbing him, while also ensuring that he could see out of the windscreen.



2 In contrast to the Class 11s treated in MR323, I fixed the driver figure to the cab floor. This Modelu 3D-printed figure had lost part of his forearm, but this won't be visible when viewed from outside the cab.



4 A few dry runs were carried out, using double-sided tape to tack the driver in position. When I was sure he was in the right spot, the floor was marked and the figure was glued in place with thick cyano adhesive.



Narrow gauge diversion

After touring the narrow gauge railways of Wales last summer, **PETER MARRIOTT** has been spending his winter building a new 'OO9' layout.

Following my visits to the Vale of Rheidol and Talyllyn lines, and with *Model Rail*'s own VoR 2-6-2T locomotive progressing well, I thought it was time to revisit narrow gauge modelling.

My initial project seeks to capture a tiny part of the magnificent Welsh countryside, focusing on a single section of track raised above a footpath, with a waterfall tumbling down from the adjacent hillside.

With such a lot of forestry land in the higher reaches of the landscape, I've

modelled the edge of woodland, which is gradually returning to life after recent tree-felling operations.

The trees are a mixture of spruces by Primo Models, plus a few I've created from sea moss and plastic tree armatures, covered in static grass and fine scatters. Look out for a demonstration of this technique in a future issue of *Model Rail*, and check out page 60 to find out more about using sea moss when modelling trees.



Mk 3 madness

DAVE LOWERY is building a sizeable fleet of 'O' gauge Mk 3s, destined to run in full-length HST sets.

It's funny how things turn out. Building my modern wagons can be so much fun, even though certain facets of the job can get a little repetitive, especially when building long rakes.

That's not the case when it comes to coaches, as I've never really found much joy in building them. Big metal boxes with pesky little people inside them - who could possibly find them enjoyable?!

Aha! But that was until I was asked to build some Mk 3 coaches from the Skytrex range. Consisting of injection-moulded components for the main body, with separate sides, ends, roof and floor, the kits are simple to put together. The sides and ends, which fit together really well, can be painted and finished before assembly which, to me, makes the whole thing easier. Masking, painting, then adding lining and transfers, is much easier when working with flat components, rather than a complete bodysell.

It's probably just as well that I'm enjoying working with these kits, as I have plenty of them to get through. I'm currently on my 16th and counting...

● Dave continues his Mk 3 odyssey next month.



1

After the sides were shot-blasted and primed, a base coat of RailMatch BR Executive Light Grey was applied. When dry, the surface was masked with strips of Aizu Micron tape (eBay or Amazon), plus rolls of wider Tamiya masking tape (try your local model shop).



3

BR Falcon Grey (Phoenix Paints) was sprayed onto the sides and allowed to dry. When the masking tape is removed, there's bound to be a fine ridge along the masked edges where extra paint has pooled. This can be gently removed with a small chisel.



2

The width of the upper band is important to the overall livery, so it was masked with two strips of Aizu Micron tape (2.5mm and 1.5mm) laid side-by-side. To avoid paint seeping between them, a thin layer of masking fluid was carefully applied with a cocktail stick.



4

The whole coach side was then gloss varnished and allowed to dry overnight. Rainbow Railways has produced some red/white lining of the correct widths for 'O' gauge, so this is my next job...

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Inside track with Ben Ando

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

“By the time the additional admin, design variation and production costs are factored in, it is quite possible that an unpowered model would cost more than one with a motor”

Enter the Dragon... or spoiling the ship for a hap'orth of tar

The exhibition season is now in full swing and, as is traditional, Revolution's first show every year is Model Rail Scotland at the Scottish Exhibition Campus (SEC) in Glasgow during the last weekend of February.

The show is usually a great curtain-raiser, as it comes shortly after the Christmas break here and usually immediately after the big Lunar New Year shutdown in China.

Incidentally, in the Chinese zodiac we have just entered the year of the Dragon; widely regarded as a symbol of good fortune, wisdom and success. So fingers crossed!

Because of its fortuitous timing, Model Rail Scotland is often a show for announcements, and this year Revolution was among those unveiling plans for new models.

One of our offerings is the Class 320 and 321 electric multiple units in 'OO'. Having produced these in 'N' some years ago, we've since received numerous requests to upscale them – and we finally gave in! The three-car Class 320s continue to operate in and around Glasgow, so they had a particular resonance for the show visitors.

At the show, and on social media since, several enthusiasts have asked us if we would produce both motorised and unmotorised models. This would enable them to operate units in multiple without having to buy all 'full-fat' models.

I can understand why we are asked this: if, goes the reasoning, a powered three-car unit could be considered as a locomotive and two coaches, then an



Above: The Class 320s remain a common sight around Glasgow, so Revolution's announcement of a forthcoming 'OO' model was well received at Model Rail Scotland. On February 20, 320403 calls at Hyndland on a Motherwell-Dalmuir service. GEORGE DENT

unpowered one is equivalent to just three coaches and should be significantly cheaper.

Unfortunately, this logic is flawed.

At the turn of the millennium (which seems to be the price/features datum point for many of us of a certain age!) it might have been true.

Locomotives had lights, PCBs and motors, whereas coaches were just painted bodysells on wheels.

If they had an interior at all it was pretty basic, and features such as working, switchable lights, or kinematic close-coupling were largely unknown.

The underframes, too, were usually a single moulding with chunky details and no separately fitted parts.

In the intervening period things have progressed.

Most new coaches feature full interiors, usually painted and often with additional plastic or metal parts (my recently purchased 'N' gauge Graham Farish Class 158 features a photo-etched luggage rack!) as well as close-coupling and lighting.

For the lights to work, each axle has a pick-up and the model requires a PCB and, often, a DCC socket to allow digital users full control.

Some coaches, like the modern Mk 5s, even feature integrated continental-style red tail lights in every car.

And for units in particular, wired electrical couplers, running power through the whole train and meaning only one DCC decoder is needed, are commonplace.

These features enhance both realism and play value – but they also mean most modern coaches can be regarded as an unpowered locomotive; they just lack a motor and drive train.

With the cost of a motor no more than \$5, and the cost of the gear train parts negligible as they are factored into the mouldings, it means that an unpowered unit would be barely any cheaper than a powered one.

Indeed, by the time the additional admin, design variation and production costs are factored in, it is quite possible that an unpowered model would cost more than one with a motor.

And while sometimes less is more, we think very few modellers will want to spend more for less.

Left: Revolution's new PCA alumina tank wagons looked at home on Martin Stewart's 'Tulloch Bridge' layout, which was on display at the Glasgow SEC – see review on page 96.



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The RESULTS

We've been busy counting YOUR votes in *Model Rail*'s annual awards for the best new models of the last year, in each of the popular scales. Now that the results have been confirmed, **George Dent** reflects on another fascinating year for our hobby.

While the doom mongers continue to prophesise an impending catastrophe for the model railway hobby, 2023 proved to be another busy year for new releases.

Yet more high-quality models appeared in 'N', 'OO9', 'OO' and 'O', many of which represented a first outing for certain prototypes in ready-to-run form, while others promised superior renditions to previous efforts. 'TT:120' has also continued to grow, albeit in a modest way, precluding it from *Model Rail*'s awards - for now.

As ever, *Model Rail* readers have helped to recognise excellence in the design and manufacture of model locomotives and rolling stock from a range of manufacturers. It's interesting to see which products gained the most favour in each scale, confounding some of our own predictions, while confirming others.

Moreover, it was good to see a few 'oddball' prototypes recognised, such as the NER ES1 electric locomotive produced in 'OO' by Heljan for Locomotion Models/Rails of Sheffield, plus Rapido's 'N' gauge 'Co-Bo' and the humble Wickham Trolley in 'O' by Ellis Clark Trains - continuing a theme from previous annual awards where something out of the ordinary captured our collective imagination.

I'm pleased to report that the last two years have seen record numbers of votes cast in our Model of the Year competition and, although several thousand of you once again took part, not everyone placed votes in all categories. Therefore, the percentages you see listed among the results refer to the proportion of voters who took part in each section. As one might anticipate, the vast majority of voters interacted with the 'OO' categories, followed by 'O' gauge, 'OO9' and 'N'.

For the third consecutive year, Accurascale has been crowned as Overall Manufacturer of the Year, having swept the board of individual 'OO' gauge awards. Rapido Trains UK leapfrogged into second place overall, which is a significant achievement for another relative newcomer to the hobby, while the arrival of several impressive new models in the Branchline, EFE Rail, Narrow Gauge and Graham Farish ranges, took Bachmann Europe into third place.

Finally, I'd like to thank everyone who took the time to cast their votes - we really do appreciate your contributions. Out of everyone who took part, we'll soon be choosing 20 readers at random to receive models from our £2,400 prize draw.

It could be you...

'OO' gauge

As the long list of nominees confirmed, 2023 was another busy year for new 'OO' releases, particularly in the realms of locomotives and freight rolling stock.

Accurascale's GWR 'Manor', took over a quarter of all votes in the steam locomotive category, while Rapido's delightfully packaged Titfield Thunderbolt train pack captured the hearts of many, placing it in second position. Hornby's BR '9F', which took first place in the 2022 awards, did well again in 2023, with the 'Tyne Dock' version scooping third place, with only a handful of votes separating the rest of the field.

In the diesel and electric locomotive category, Accurascale's Class 37 was a runaway winner, securing almost half of all votes. Of the four different '37' versions released last year, the Class 37/0s proved the most popular, especially the post-1980 BR versions with Scottish Region car-style headlamps.

It was good to see something a little unusual secure second place, in the form of Heljan's NER ES1 Bo-Bo electric, which pipped Accurascale's Class 92 by just 16 votes. Close behind in fourth position was Heljan's GWR Parcels Railcar, ahead of Bachmann's updated Class 40 by, coincidentally, just 40 votes!

It was a close-run contest in the coaching stock category, with Accurascale's Mk 5s only just ahead of Revolution Trains' impressive inspection saloon. The gap between Rapido's Wisbech & Upwell tramcars, Accurascale's 'Siphon G' and Dapol's 'Toplight' coaches - all superb models - was narrow, with EFE Rail's LSWR Cross Country set close on their heels.

'OO' STEAM LOCOMOTIVES

1st Accurascale GWR 'Manor' 4-6-0 - 28%

2nd Rapido Trains UK 'Titfield Thunderbolt' train set - 12%

3rd Hornby BR Class 9F 2-10-0 (Tyne Dock version) - 9%

◆ Dapol (Rails of Sheffield) SR 'D1' 4-4-0 - 8%

◆ Hornby LMS 'Turbomotive' 4-6-2 - 8%

◆ Rapido Trains UK GWR '15XX' 0-6-0T - 7%

◆ Hornby BR Class 2MT 2-6-0 - 6.5%

◆ Sonic Models LNER Class A5 4-6-2T - 6%

◆ Others - 15.5%





accurascale

With 20 different new wagons to choose from, this was another tightly fought battle. The popularity of nuclear flask wagons clearly endures, with Accurascale's version coming out on top, although Revolution's model of the same prototype only just missed out on the top three, thanks to Rapido's wagons garnering just a few votes more (Rapido's SECR and GWR models were separated by just a single vote).

'OO' DIESEL/ELECTRIC LOCOMOTIVES

1st Accurascale Class 37 - 44%

2nd Heljan (Rails of Sheffield/Locomotion Models exclusive) NER ES1 - 9%

3rd Accurascale Class 92 - 9%

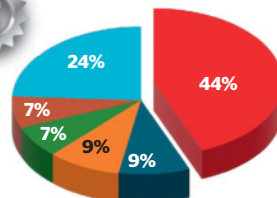
◆ Heljan GWR Parcels Railcar - 7%

◆ Bachmann Branchline Class 40 (updated tooling) - 7%

◆ Others - 24%



accurascale



'OO' FREIGHT ROLLING STOCK

1st Accurascale FNA-D flask wagon - 15%

2nd Rapido Trains UK SECR six-wheel brake van - 9.5%

3rd Rapido Trains UK GWR 'Toad' brake van - 9.5%

◆ Revolution Trains FNA-D flask wagon - 9%

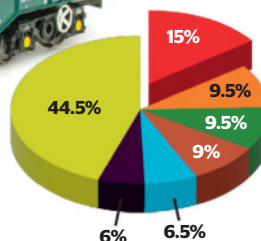
◆ Cavalex Models HAA/HDA MGR hoppers - 6.5%

◆ Rapido Trains UK BR VIX Ferry van - 6%

◆ Others - 44.5%



accurascale



'OO' COACHING STOCK



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1st Accurascale Mk 5 coaches (Caledonian Sleeper & TransPennine Express) - 20%

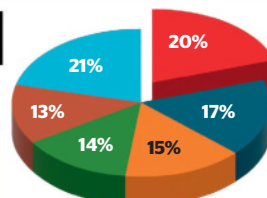
2nd Revolution Trains Southern General Manager saloon - 17%

3rd Rapido Trains UK W&U Tramcars - 15%

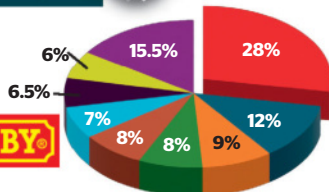
◆ Accurascale GWR 'Siphon G' - 14%

◆ Dapol GWR 'Toplight' coaches - 13%

◆ Others - 21%



accurascale



'OO' MANUFACTURER OF THE YEAR

1st Accurascale - 39%

2nd Rapido Trains - 20%

3rd Hornby - 12%

◆ Bachmann Europe - 11%

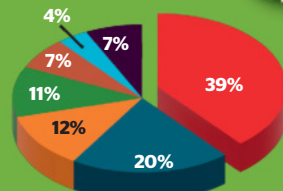
◆ Dapol - 7%

◆ Revolution Trains - 4%

◆ Others - 7%



accurascale



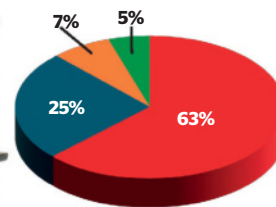
'009' gauge

'009' MODEL OF THE YEAR

Narrow gauge modellers had only a handful of '009' models to choose from, with Bachmann's Quarry Hunslet the only new locomotive to appear in 2023, along with a smattering of rolling stock. Unsurprisingly, the Hunslet came out on top by a huge margin, following Bachmann's 'Mainline' version as the previous winner.

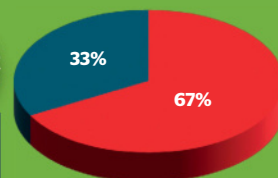
Bachmann Narrow Gauge took the manufacturer's prize for the fifth time in the seven years that we've included '009' models in our awards. That said, it's still seen as a niche scale by many, as 40% of respondents failed to vote in this category.

- 1st** Bachmann Quarry Hunslet - 63%
- 2nd** Peco Ffestiniog Railway 'Bug Box' coaches - 25%
- 3rd** Bachmann Dinorwic slate wagons - 7%
- ◆ Bachmann RNAD wagons - 5%



'009' MANUFACTURER OF THE YEAR

- 1st** Bachmann Europe - 67%
- 2nd** Peco - 33%



'N' gauge

While 2022 was a very quiet year for 'N' gauge, there was a modest increase in 2023 in new and revamped locomotive and rolling stock tooling. Despite the undisputed quality of the all-new Farish Class 90 and '158', Rapido and Revolution shared most of the spoils with their equally impressive offerings, with Sonic's 'J50' taking a respectable third in the locomotive category.

The results suggest that models of hitherto unavailable prototypes caught the imagination of modellers, in both locomotive and rolling stock categories.

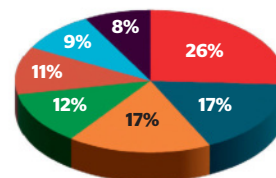
Meanwhile, Dapol was voted into third place in the 'N' gauge Manufacturer category, despite releasing no all-new 2mm scale models in 2023.

As with previous years, well over half of all respondents did not register any votes for 'N' gauge.



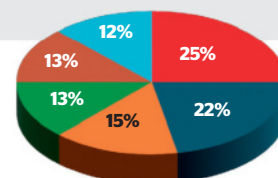
'N' ROLLING STOCK OF THE YEAR

- 1st** Revolution Trains Mk 5 Caledonian Sleeper coach set - 26%
- 2nd** Revolution Trains IIA-D Drax biomass hoppers - 17%
- 3rd** Rapido Trains UK BR 'Conflat P' wagons - 17%
- ◆ Peco 7-plank open wagons - 12%
- ◆ EFE Rail PBA Tiger Rail bogie china clay hopper - 11%
- ◆ Graham Farish MXA 'Lobster' - 9%
- ◆ Peco BR 27T iron ore tippler - 8%



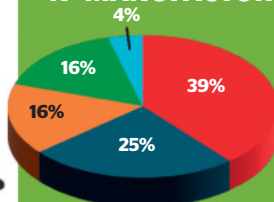
'N' LOCOMOTIVE OF THE YEAR

- 1st** Rapido Trains UK BR/Metro Vick Class 28 'Co-Bo' - 25%
- 2nd** Revolution Trains Class 128 parcels railcar - 22%
- 3rd** Sonic Models LNER Class J50 O-6-OT - 15%
- ◆ EFE Rail Hunslet 'Austerity'/'J94' O-6-OT - 13%
- ◆ Graham Farish Class 158 DMU - 13%
- ◆ Graham Farish Class 90 - 12%



'N' MANUFACTURER OF THE YEAR

- 1st** Bachmann Europe (Graham Farish) - 39%
- 2nd** Revolution Trains - 25%
- 3rd** Dapol - 16%
- ◆ Rapido Trains UK - 16%
- ◆ Sonic Models - 4%



'O' gauge

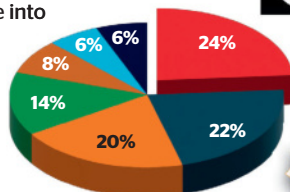


2023 was another bumper year for 7mm scale modelling, with a mix of diesel and steam locomotive releases, each of which gained glowing reviews from the *Model Rail* team. However, despite Heljan's Class 73 being, arguably, one of the most highly detailed RTR diesel locomotives on the market, it trailed in fifth place, with the Danes' revised 'Deltic' proving a bigger hit, while the characterful Wickham Trolley from Ellis Clark Trains and Dapol's budget priced 'B4' taking first and third place respectively.

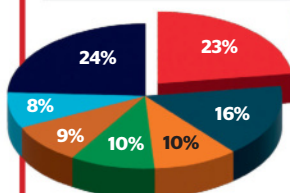
Dapol/Lionheart Trains' venture into 'On16.5' narrow gauge models proved popular, with the Manning, Wardle 2-6-2T just missing out on a podium finish, although the matching coaches secured the runners-up spot in the rolling stock category.

'O' GAUGE LOCOMOTIVES

- 1st** Ellis Clark Trains Wickham Trolley - 24%
- 2nd** Heljan Class 55 'Deltic' - 22%
- 3rd** Dapol LSWR 'B4' 0-4-OST - 20%
- ◆ Lionheart Trains Manning & Wardle L&B 2-6-2T ('On16.5') - 14%
- ◆ Heljan Class 73 - 8%
- ◆ Heljan Class 27 - 6%
- ◆ Heljan Class 58 - 6%



'O' GAUGE ROLLING STOCK

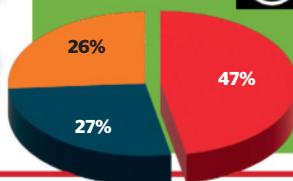


- 1st** Ellis Clark Trains Thompson LNER BG - 23%
- 2nd** Lionheart Trains L&B coaches ('On16.5') - 16%
- 3rd** Dapol TTA tank wagon - 10%
- ◆ Dapol (for Kernow Model Rail Centre) CDA china clay hopper - 10%
- ◆ Dapol HAA MGR hoppers (with canopy) - 9%
- ◆ Heljan Mk 1 CCT - 8%
- ◆ Others - 24%



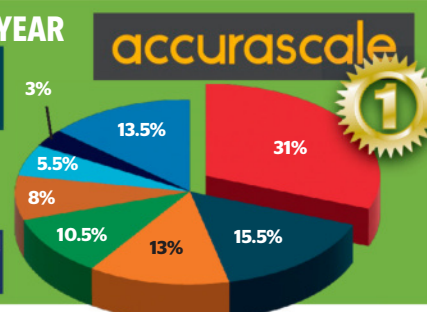
'O' MANUFACTURER OF THE YEAR

- 1st** Dapol (including Lionheart Trains) - 47%
- 2nd** Ellis Clark Trains - 27%
- 3rd** Heljan - 26%



OVERALL MANUFACTURER OF THE YEAR

- 1st** Accurascale - 31%
- 2nd** Rapido Trains UK - 15.5%
- 3rd** Bachmann Europe - 13%
- ◆ Hornby - 10.5%
- ◆ Dapol - 8%
- ◆ Revolution Trains - 5.5%
- ◆ Ellis Clark Trains - 3%
- ◆ Others - 13.5%



Retailer of the Year

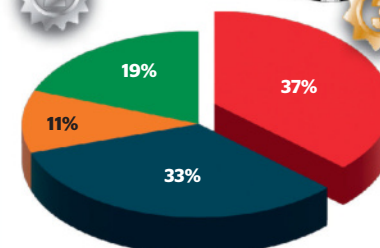
In a repeat of last year's top three 'large' retailers, Hattons and Rails of Sheffield filled the top two positions, although the share of votes changed slightly, with Kernow making up ground in third place (having gained 4% of the vote in 2022). Many voters took the opportunity to include messages of regret about the demise of Hattons, but it was an encouraging sign to see so many different outlets nominated across both categories, many of whom are new enterprises.

Interestingly, the proportion of modellers nominating direct ordering from manufacturers was significantly lower than the previous year and a number of overseas businesses were flagged up, in North America, Australia and across mainland Europe.

Great Eastern Models of Norwich took the 'Local' retailer award for the second year running, with Derails, in the heart of the Forest of Dean, secure in second place again. A regular fixture on the exhibition circuit and with premises in Linlithgow, Rainbow Railways has broken into the top three.

RETAILER OF THE YEAR - LARGE

- 1st** Hattons - 37%
- 2nd** Rails of Sheffield - 33%
- 3rd** Kernow Model Rail Centre - 11%
- ◆ Others - 19%



RETAILER OF THE YEAR - LOCAL

- 1st** Great Eastern Models, Norwich
- 2nd** Derails, Coleford
- 3rd** Rainbow Railways, Linlithgow





Back to the **Future**

As his modelling evolved, so did **Colin Chisem's** layout, and his focus shifted back in time from a GWR branch line to a fantasy pre-Grouping scenario.

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



What makes this layout great?

Colin has demonstrated that you don't need metres and metres of track filling your baseboard to make a layout believable or interesting. Small branch lines, where the railway is barely a blot on the landscape, were common and Colin has recreated this faithfully.

Model railways can go through many iterations in their lifetimes, either with an alteration to the trackplan, season, era or location. When you've had a layout for 20 years it's natural to want to change things slightly as the years go by, and that is precisely what Colin Chisem has done with his 'OO' layout 'Laughton'.

The real railway never reached the East Sussex village of Laughton. Instead, the London, Brighton and South Coast Railway made a large triangle around it, from the major towns of Lewes and Polegate to the south, merging just to the east of Crowborough about 12 miles to the north. Colin has modelled a 'what if' scenario of a single line branch from Lewes terminating at Laughton.

"Construction began when I retired in 2003, just

before I turned 60, when the extra time allowed me to take my railway modelling a little more seriously. I had built the odd layout before, but nothing to this scale, filling the entire wall of a room at just over 24ft. I was more interested in the real trains rather than modelling when I was younger, and can remember spending the day sitting on a bank overlooking the East Coast Main Line watching the 'A3s' and 'A4s' thunder past. It was only when I retired that modelling came to the forefront. The first iteration of 'Laughton' was a Great Western branch line, as prototype images of Great Western locations were much more easily accessible than those of other companies from that era. It then got altered to a Southern-based layout when Hornby and other manufacturers started to release models in those ➤

2 The backscene is Colin's attempt at producing sky. Three shelves stuck on their side make a backscene which is long enough, and on it Colin painted a white scene with some blue in places to make it appear as though it is a very cloudy day.

“I had built the odd layout before, but nothing to this scale, filling the entire wall of a room at just over 24ft”

3 things we like



1

The fire buckets are a nice additional detail.



2

These animals have the best view of the railway!



3

The overgrown private siding is protected by a gate.



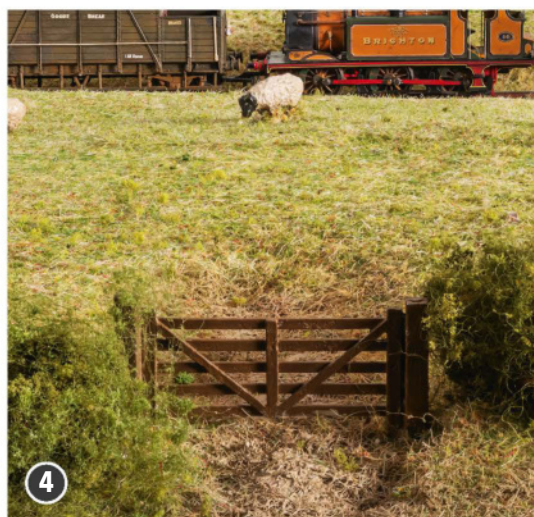
liveries before becoming a pre-Grouping layout relatively recently. I chose the LBSCR as I had spotted Hornby's 4-wheelers in dark maroon when browsing one day and liked them so much that I bought a couple. That then opened the way to a pre-Grouping layout, and once I'd paired those with the Hattons genesis coaches, the 'new' layout was really taking shape."

Keen to portray 'Laughton' as a sleepy, rural location, most of Colin's work focused on recreating the rolling Sussex landscape. Scenic modelling is one of the areas of the hobby he enjoys, much more so than the electrical side of things. Colin drew plenty of inspiration from other scenic layouts, especially the work of the legendary Barry Norman.

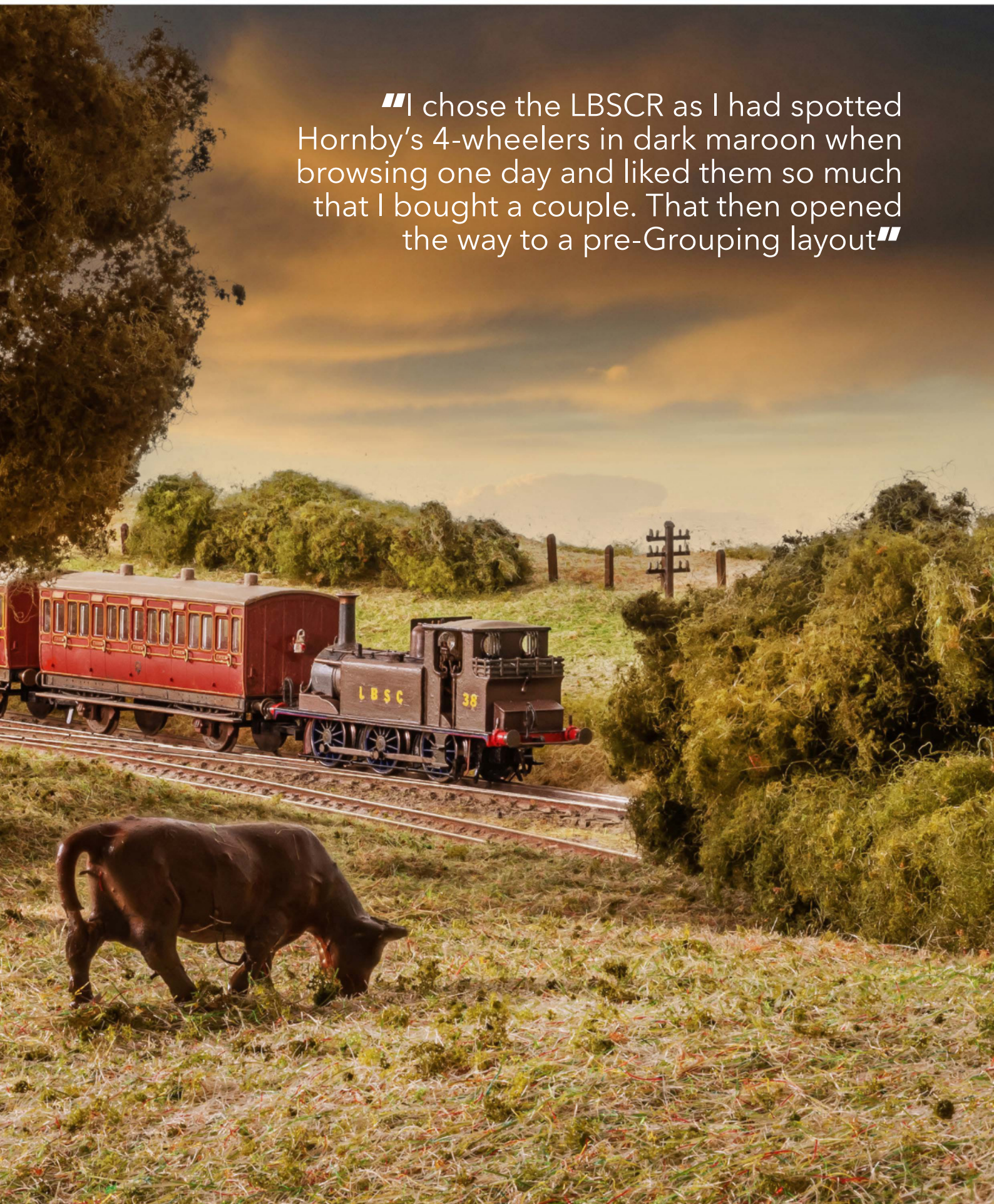
WIDE OPEN SPACES

"A lack of space prevents us from modelling the real world at a perfect scale, so it can be easy to forget that the railway is just a small part of something much bigger. And a large percentage of the railway is simply track running through fields, with nothing much around it. I was fortunate in that the room in which 'Laughton' is housed is 24ft 6in long, and I have only been limited on space by that, but the layout is only 2ft 8in wide, so had I done a main line, there would not be much room for anything else.

"Woodland Scenics products have been used heavily to create the landscape over a polystyrene former, using primarily static grass. Additional details ➤



“I chose the LBSCR as I had spotted Hornby’s 4-wheelers in dark maroon when browsing one day and liked them so much that I bought a couple. That then opened the way to a pre-Grouping layout”



6 Colin feels that there aren't enough pre-Grouping layouts in magazines, so he wanted to make something different.



such as hedges and some of the trees came from the same company. In order to create a bit of extra variety, some of the trees have been handmade from bits of wire, and some have been bought from other shops, then finished with Woodland Scenics material so that they don't all look the same. I enjoy the scenery so much that I removed a 3ft fiddleyard at one end to allow me to fit more in!"

No layout is ever truly finished and, after deciding he was unhappy with the Metcalfe bridge in the centre

of the layout, Colin has removed it since these images were taken, with further greenery added in that area.

"I've gone out of my way to address a prevailing modern problem which could be described as 'clutter'. 'Laughton' is very deliberately a scenic model comprising 80% wide open spaces and an uncluttered atmosphere."

It's not just fields at 'Laughton' though, as Colin has also added a number of small sheds he scratchbuilt from pieces of Wills plastic sheet and ►



“Laughton is very deliberately a scenic model comprising 80% wide open spaces”







a larger Bachmann Scenecraft shed to give the layout further visual interest. At the station, the main building is a Peco model upon which Colin has added extra details, such as the signs and weathering on the roof.

"Whenever I use a model straight out of the box, I have to add weathering to it to make it look different to anybody else's, but also to take some of the plastic shine off the model. As the layout doesn't go onto the exhibition circuit and is rarely seen by anybody other than myself, I have decided to make my life easier by not making the model as realistic as possible. A prime example would be with the Ratio GWR lineside fencing that runs along a significant portion of 'Laughton'. I didn't want to be tearing my hair out, or going blind through eye strain, so I elected not to thread the nylon through the tiny holes of countless posts before glueing them to the landscape."

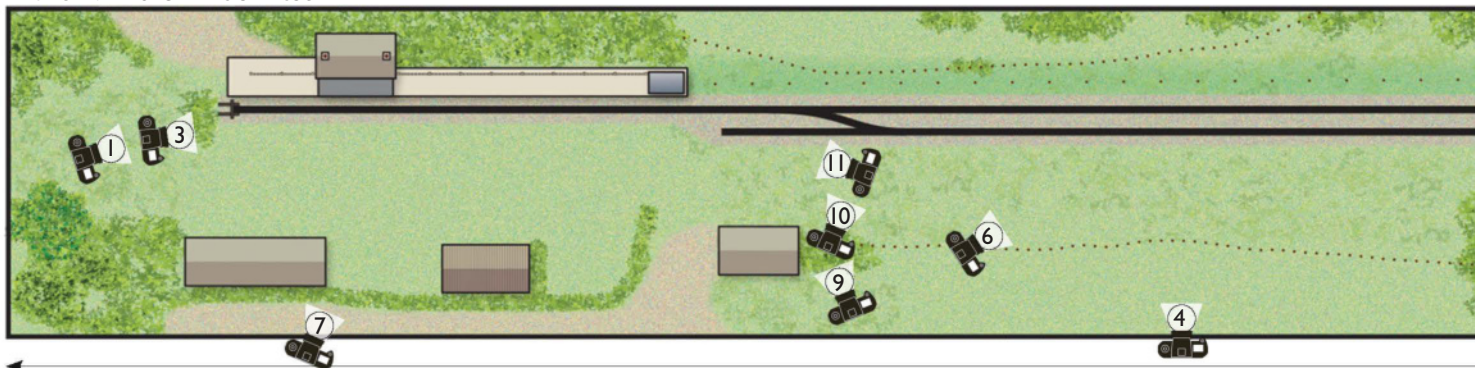
Every modeller has a line they draw with realism, and for Colin, one aspect on which he refused to compromise was the ballast.

"I have seen excellent layouts on the circuit which, in my view, have been spoiled somewhat by poorly applied ballast, so I was determined to get mine right. Working in short sections at a time of no more ➤

11 This isn't Colin's first layout; he had one in another house, but this is his first real effort to build something that's convincing.



Artwork: **Andrew Mackintosh**





than 4ft, I ensured that a section was perfect before applying the glue and allowed it to dry before moving on to the next part. It took a weekend to do and was painstaking at times, but the final result is definitely worth it."

As manufacturers increasingly turn to pre-Grouping subjects, more and more layouts are appearing based on the pre-1923 era. We also wonder how many modellers have been tempted to backdate their layouts, as Colin did. However, with 'Laughton' having been through three iterations already in its lifetime, Colin says there's no guarantee it will stay in this format forever! **MR**



MODELLER CV: COLIN CHISEM

"I'm a Christian preacher with small independent church groups, which occupies a lot of my time. I also have four grandkids with whom I like to spend time when they visit, as I'm about an hour from where they live."

FACTFILE: 'LAUGHTON'

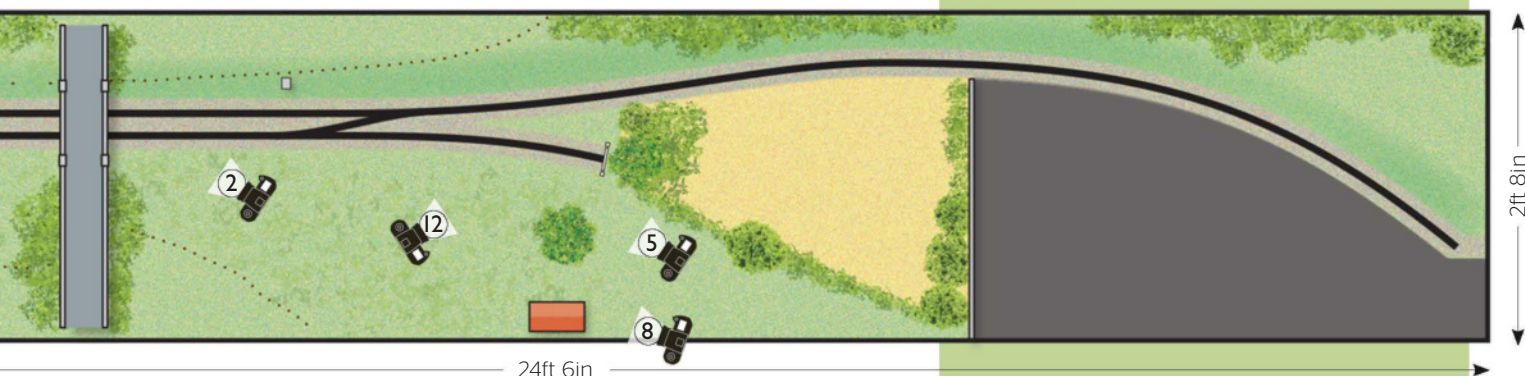
Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'

Size: 24ft 6in by 2ft 8in

Track: Peco Code 100

Power and control: Analogue

Time to build: Two years





Take the 'Mickey'... and make it better

Nick Brodrick recounts the history of Robert Riddles' versatile Standard '2MT' 2-6-0.

If it ain't broke, don't fix it... Take the British Railways Standard '2MT' 2-6-0 at face value and you'd be forgiven for imagining that the likeness with its LMS forebear design meant that it was a straight lift from H.G. Ivatt's 1946 blueprints.

Rather, the chief mechanical engineer's gauge-friendly locomotive had been a disappointment for a modern, post-war design. Performance trials with No. 46413 in the early days of British Railways showed performances were only equal to a GWR 'Dean Goods' 0-6-0 – not much of an achievement for a design half a century newer and with mod-cons, like superheaters.

Tweaks made at Swindon to the blastpipe, and fitting a taller, narrower chimney did the trick. Suddenly, No. 46413 was able to take a 15-coach (455 ton) test train to more than 60mph – far exceeding its original design envelope. The LMS 'Mogul' design was subsequently enhanced further with slightly increased diameter cylinder

bores when a new batch was authorised for construction in 1951.

IDENTICAL, BUT...

It was this 'Version 2' of Ivatt's design that ultimately formed the basis of 'Version 3' – the Standard '2MT', built at Darlington Works between 1951 and 1956 as part of the newly nationalised railway's 'Standard' family.

These new locomotives were very closely related to their 'Big Four' predecessors. Identical features included 5ft diameter driving wheels; 16½in by 24in cylinders; 17.5sq/ft grate area; 200lbs sq/in boiler pressure; and 18,515lbs tractive effort (at 85% boiler pressure).

Of little consequence to their route availability was the fact that the Darlington stud of engines were 2ton 3cwt heavier than their forebears. Walschaerts valve gear and Belpaire fireboxes provided commonality to both the LMS design and other Standards.

There were also, inevitably, minor detail differences that distinguished the '78XXXs', such as a continental-style running plate 'apron' at the front end and angled top half

“ Tweaks made at Swindon to the blastpipe, and fitting a taller, narrower chimney did the trick ”



of the cab sides that allowed even better route availability. The LMS design top-feed into the boiler was naturally replaced by the Riddles clack valves on the shoulders of the boiler barrel; and the regulator reach rod hung on the left-hand side of the boiler, rather than through it.

The overall design was user-friendly, especially for the fireman and disposal gangs, who were thankful for the rocking fire grates and hopper ash pans.

The intention was that Riddles' new 'Mogul' would do for most regions what the LMS engines had only just begun to achieve by finally retiring the geriatric pre-Grouping engines that had been well and truly hammered by the time the Second World War was done.

In a departure from wider Standard practice, the 'BR3' tender was very much based on the LMS design with a half-height



Left: Efforts have been made to keep the sides of No. 78043 clean, allowing the attractive lined black livery to be appreciated. The '2MT' is seen at Bank Hall shed in September 1962. COLOUR RAIL

Equally at home on freight or secondary passenger services, the BR Standard '2MTs' were capable locomotives. No. 78020 approaches Kettering in August 1954. COLOUR RAIL



Right: The '2MTs' were designed to run tender-first when necessary, with good visibility afforded over the sides of the water tank. No. 78039 is working at Widnes in 1962. COLOUR RAIL

water tank (3,000 gallons), boxy coal space (four tons) and tender cab to give crews weather protection for tender first running. Roller bearings were also fitted.

Although 30 virtually identical '2MT' 2-6-2Ts were also built by BR, there is no evidence that significant parts (e.g. boilers) were ever swapped between classes during works visits.

The locomotives' initial sphere of operation, by region, was thus...

WESTERN REGION

The first ten locomotives outshopped (Nos. 78000-9) were delivered new to the Western Region's Cambrian routes over a five-month period from December 1952, initially centred on Oswestry shed.

However, by mid-1953 all but two were reallocated to Machynlleth for work between Aberystwyth and Shrewsbury (including



banking heavy trains over Talerddig bank), and the classic coastal section to Pwllheli via Barmouth (featuring turns at the front of the 'Cambrian Coast Express' which had originated at Paddington).

The two 'spares' (Nos. 78008/9) were the first of a clutch that went to Worcester (and

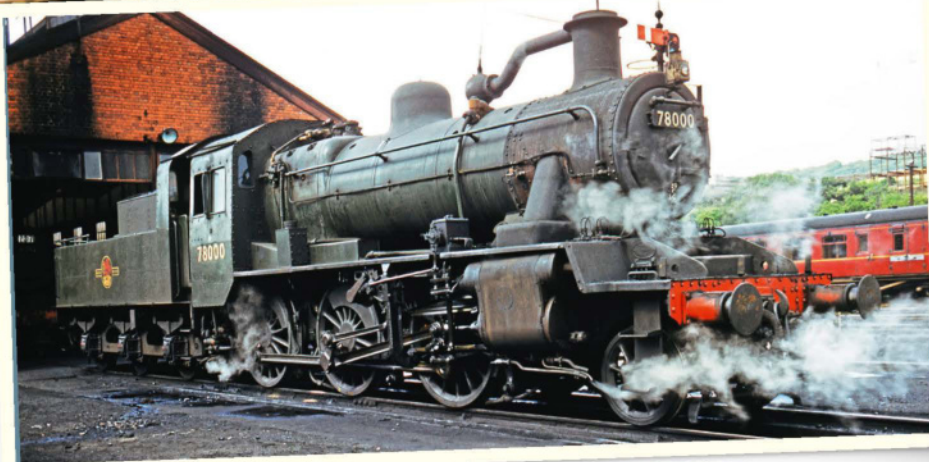
associated sub sheds) for a variety of work: goods trains between Gloucester and Swindon; displacing 'Dean Goods' from their long-established Chipping Norton branch work; and the Charlbury pick-up goods.

The sphere of operation meant the class ►



Above: In July 1964, No. 78038 is taking water at Shepperton. Note the flush coupling rods of the later-built '2MTs', compared to the fluted rods of No. 78000 below. COLOUR RAIL

Right: Class doyen No. 78000 has been turned out in plain green following overhaul by the Western Region. It is seen between duties at Aberystwyth shed in August 1961. COLOUR RAIL



Modifications

The '2MTs' remained largely true to their Standard moniker, with few variations between individual locomotives.

The most notable was the change from fluted to flush-sided coupling rods from the construction of No. 78035 onwards, and the deployment of Smith-Stone speedometers (distinguished by the crank-and-cable fitted to the rear driver's side wheel) with the completion of No. 78010.

Western Region engines naturally had GWR-style, sideways lamp irons and Automatic Train Control (ATC) equipment, while some other engines on other regions adopted Automatic Warning System (AWS).

Keith shed's No. 78053 was fitted with a cowcatcher for a short period in autumn 1957, as it was required to run over the sparsely fenced Fraserburgh - St Combs branch. That was while the usual engine, Ivatt 2-6-0 No. 46460, was away for overhaul.

1954-built Nos. 78013 and 78028 moved to Coalville in December 1963 and 1964, respectfully, to operate the Leicester West Bridge-Glenfield branch. The tight bore of Glenfield Tunnel required the hipped corners on the cab roofs to be trimmed to fit.

was entrusted with the all-stations service between Worcester, Stratford-upon-Avon and Leamington Spa.

NORTH EASTERN REGION

The second batch of engines (Nos. 78010-44) was completed over a 12-month spell from December 1953.

The first ten of those remained local to their 'birthplace' for work over North Eastern Region routes, shared between West Auckland, Kirkby Stephen and Northallerton sheds.

Ex-North Eastern Railway 'A8' 4-6-2Ts were knocked off their Saltburn branch perch - and mineral traffic over the steeply-graded Stainmore route - by the modern machines. It was near the line's 1,370ft summit that No. 78018 gained ultimate notoriety after it became hopelessly frozen up in a monstrous snow drift early on Thursday February 24 1955. The 'ice queen' remained stuck for four days before rescue locomotives and snow ploughs finally arrived to rescue it - a sequence of events evocatively captured by British Transport Film's ten-minute documentary, *Snow Drift at Bleath Gill*.

The Northallerton engines, meanwhile,

robbed the NER 'J21' and 'J25s' and 'G5' 0-4-4Ts of their staple diet of turns, namely the Melmerby and Low Yard - Thirsk Town pick-up goods, and parcel diagrams over the Wensleydale branch.

LONDON MIDLAND REGION

The London Midland Region took the lion's share of the Riddles 'Moguls' as they rolled off Darlington's production line (25 in all) from May 1954.

Kettering engines (No. 78020/1) could be seen on mixed traffic turns to Cambridge, thence Hitchin; Kettering - Nottingham, and Bletchley 'stoppers'; and Leicester Midland - Birmingham New Street evening services.

Sheffield Millhouses gained a trio (Nos. 78022-4), visiting Nottingham Midland (via the Erewash Valley) and Manchester Central (traversing the Hope Valley) on passenger trains. Goods workings were centred around Sheffield's steel traffic - elderly Midland Railway '2F' and '3F' 0-6-0s the latest victim of this mini-motive power revolution.

Leicester Midland shed duo Nos. 78028/9 were employed on local services to Burton-on-Trent and excursion traffic to East

Anglian holiday destinations, and Summer Saturdays specials to Clacton-on-Sea.

Preston had three (Nos. 78030/6/7), used on all kinds of miscellaneous turns, from station pilot duties, to Accrington passenger trains. The class were later authorised to run over the lightly laid Ribble branch to steam-heat vans ready for consignments of bananas to be unloaded at Preston Docks.

Although versatile, their scope had limits, as proven by No. 78031's short stint at Tebay in September 1954 to bank trains over Shap; a task ultimately better suited to their '4MT' 4-6-0 cousins.

Rhyl-allocated '2MTs' fared much better, which were all in place by the end of November 1954 (Nos. 73032/3/4/5/9). Stopping passenger diagrams from their North Wales hometown to Chester General, Bangor and Denbigh were common.

From summer 1955, the engines were famously associated with the holiday season 'North Wales Land Cruise', running to Porthmadoc via Corwen and returning via Bangor and the coast.

November 1954-outshopped No. 78038 went new to Bescot for assorted work around the West Midlands, but by October 1956 it had moved to Chester Northgate.

The North West was augmented by a further quad of 2-6-0s (Nos. 78040-4) which were dispatched to Wigan Bank Hall, ensuring the class was represented on services to Liverpool Exchange, Rochdale and Bolton Trinity Street and Bury Knowlsey Street.

A second batch of late-1956-built engines (Nos. 79055-64) were divided between Chester Northgate and Wigan Central depots.

Chester's engines (the first five of these) plus a couple reallocated from elsewhere took employment from the venerable Great



No. 78019 presents a typically workaday appearance while catching the evening sun at Willesden shed, circa 1964. COLOUR RAIL

Central Railway 'C13' 4-4-2Ts on Manchester Central services and an assortment of goods trains, formerly entrusted to 'J10' 0-6-0s.

Wigan's five scuttled to and from Manchester Victoria on passenger trains, and former Lancashire & Yorkshire Railway '3F' 0-6-0s were the latest pre-Grouping engines to lose their freight work to the 'Mickey Mice Moguls'.

Crewe North had a solitary 'Standard 2' – No. 78030, which was usually kept sparkling clean for officers' specials and inspection saloon duty.

SCOTTISH REGION

Ten 'Moguls' (Nos. 78045-54) were sent over the border.

Kittybrewster had the first of those to be sub-shedded at Fraserburgh, making the former Great Eastern 'F4' 2-4-2T redundant

for work over the St Combs branch.

Hawick hooked Nos. 78046/7 for duties on the steep Waverley route, banking heavy trains to Whitrope Summit, as well as more relaxed trips over the Fountainhall Junction-Lauder branch. The duo also made occasional forays to Newcastle along the Border Counties line.

Next in numerical sequence, Nos. 78048/9 were adopted by Edinburgh's St Margarets for Gifford branch goods work and suburban duties from Waverley station around the circular 'Sub'.

The class continued its northwards march in late 1955 when Nos. 78050-4 arrived at Motherwell shed, serving – among other industries – Ravenscraig steelworks.

One of its number – No. 78052 – galloped even further by being reallocated to Helmsdale on the lonely route to Wick and ➤



In March 1964, '2MT' No. 78016 rests at Stranraer shed, sporting a bufferbeam-mounted snowplough. COLOUR RAIL

Thurso, featuring, in particular, on the Dornoch branch.

Around the same time, Keith gained Nos. 78053/4 (via Aberdeen Ferryhill) for business on the Craigellachie – Boat of Garten, and Elgin-Buckie lines.

EASTERN REGION

Although it had never been the intention for the Eastern Region to have any of the Riddles '2MTs', boundary changes in February 1958 dictated that Sheffield Millhouses engines (Nos. 78022-5) were taken out of LM control. Closure of the shed in January 1962 saw the four 'Twos' move to bona fide ER territory at Doncaster where they were used on station pilot duties.

In truth, there was insufficient work for the engines, which were moved on again to Stratford, East London, together with No. 78027, which had previously found its way to Canklow, near Rotherham.

But this, too, was short lived. By September 1962, these nomads had been reallocated to March depot for freight work, but were yet again redundant come November and placed into store. In the finish, Nos. 78022/3/7 were taken by Barrow-in-Furness shed while Nos. 78024/5 went to Darlington.

RUN DOWN TO RETIREMENT

Like any class on any region of the 1960s railway, the '2MTs' were less relied upon and increasingly dispersed.

Even so, there were a few highlights. Wigan's Nos. 78040/60-4 were ideally placed to pilot 'Patriots' and 'Royal Scots' on the annual Grand National race specials on the final leg to Aintree (to tackle the steep climb to Orrell Tunnel).

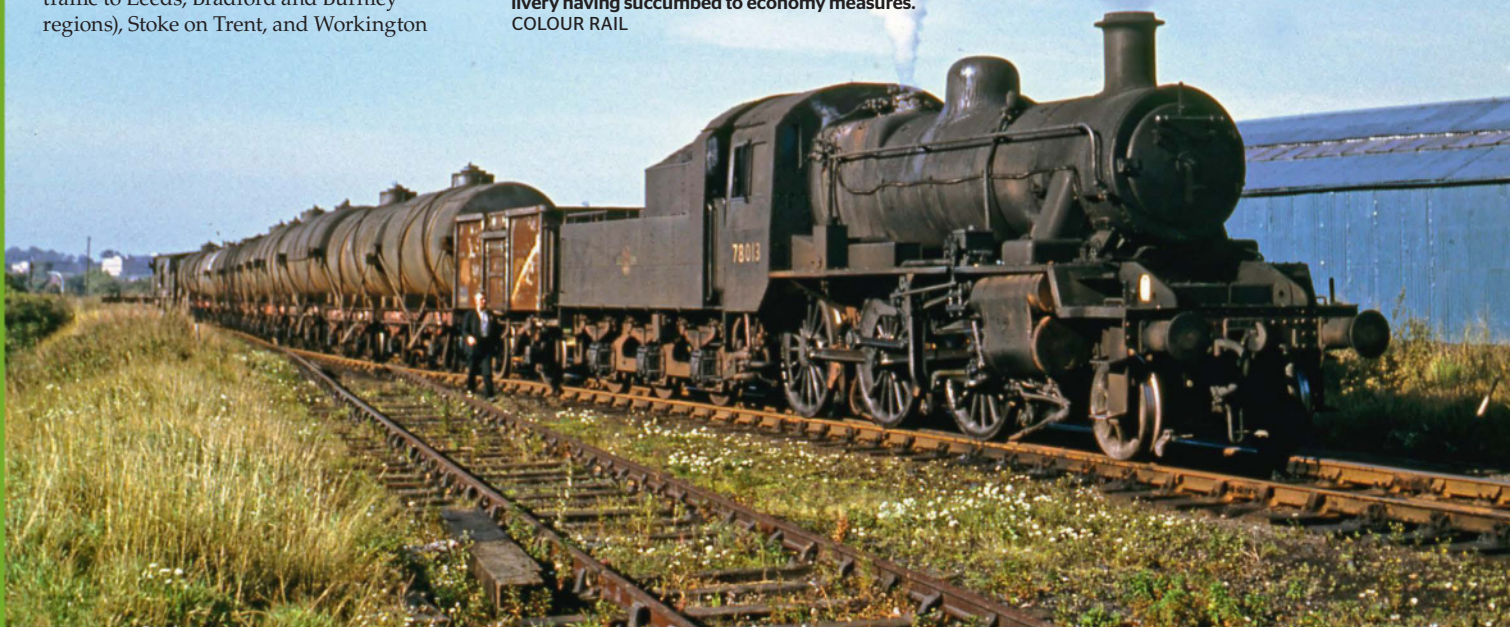
By this time, the 'Go Anywheres' (as they were also known) had already been sprinkled around various other LM sheds, such as Aintree (for Liverpool Docks), Bangor, Kirkby in Ashfield (No. 78013 entrusted with the unadvertised Mansfield-Chilwell ordnance depot workmen's trains), Llandudno Junction, Lostock Hall, Northwich, Skipton (for freight traffic to Leeds, Bradford and Burnley regions), Stoke on Trent, and Workington



'2MT' 2-6-0s in preservation

No.	Railway	Notes
78018..	Great Central Railway	Operational but to be withdrawn for overhaul in 2024
78019..	Great Central Railway	Returned to steam following overhaul, in 2023
78022..	Keighley & Worth Valley. . .	'In ticket' and operational until around 2028
78059..	Bluebell Railway	Being converted into an '84XXX' 2-6-2T

Built originally for the North Eastern Region, No. 78013 is seen at Leicester West Bridge with a train of oil tanks in September 1963. Beneath the grime is a coat of plain black, the original lined livery having succumbed to economy measures. COLOUR RAIL





Above: At the head of The Railway Enthusiasts' Club's 'The Bosworth' railtour on April 10 1965, No. 78028 waits to depart Market Harborough, displaying the later 'economy' livery of plain black. COLOUR RAIL

Left: Kelso's delightful North British Railway station plays host to No. 78049 with the single-coach branch train, on July 20 1963. COLOUR RAIL

Below: Western Region No. 78001 stands amidst the grimy surroundings of Gloucester shed in 1964. COLOUR RAIL



An even filthier No. 78006 shunts the goods yard at Dursley in July 1965, a couple of years after passenger traffic had ceased on this Gloucestershire branch. COLOUR RAIL

Liveries

Lined black was uniformly applied across all locomotives from new. There were some minor detail differences; most engines received 8in high cabside numerals, whereas the Western Region's had 10in versions.

Swindon began to add its own splash of colour from 1957 by turning out a number of '2MTs' in lined passenger green. Inexplicably, some of these engines mixed 8in and 9in numbers, which also did not have the standard black edging.

Cowlairs added its own twist by using 8in numbers on its lined black fleet. In the late 1950s, at least one engine gained a red-backed smokebox numberplate - No. 78050. The Scottish Region Works had a penchant for other quirks, such as shed allocations spelled out on bufferbeams and a larger lining panel area on the tender sides.

As pride and resources for steam waned in the mid-1960s, some LM Region engines were turned out in plain black, while the Western Region followed suit with a handful of unlined green examples.

(No. 78018 was a regular on the Penrith section of the 'Lakes Express').

The London area suddenly found itself home to ten '78XXXs', which had been given up by north western sheds in 1963.

Willesden welcomed Nos. 78018/9/33/8/9/60/8 and Watford hosted Nos. 78029/34/5. The former engines will be best remembered for hauling empty coaching stock into and out of Euston.

In other turns, the class made their only routine forays onto the Southern Region, hauling goods trains over the West London Extension Line as far as Clapham Junction.

One of the very rare passenger turns on 'green' territory came about on July 5 1964 when No. 78038 was rostered for the LCGB 'Surrey Wanderer', which traversed electrified lines through Crystal Palace Low Level, Tulse Hill and Beckenham Junction.

By that time, the die for steam's rapid demise had already been cast. The first BR 'Mogul' to be withdrawn was No. 78015 in November 1963 after only nine years' service. Perhaps fittingly, its last shed was in the town of its construction, Darlington.

Seventeen class members remained by December 1966, spread between Shrewsbury (Nos. 78003/17/36/58/63), Bolton (Nos. 78007/12/3/23/8/44/55/62) and Lostock Hall (Nos. 78020/1/37/41). The Shrewsbury engines were given the push by the end of the year, leaving the dozen North West machines to eke out their operational existence until the final cull in May 1967.

Happily, four did reach preservation (see table, left).

HOW TO

TINKER WITH HORNBY'S '2MT'

Excited by the eventual arrival of Hornby's BR Class 2MT, **George Dent** couldn't wait to add a weathered finish to his model of a 'Mickey Mouse' plying its trade in the Scottish Borders.

It's funny how one's interests develop over the years. Until fairly recently, I would have seen little reason to have a BR Standard '2MT' in my 'OO'

collection, other than for the fact that it hadn't been offered in RTR form before.

However, since relocating to Northumberland I've become mildly obsessed with the former Border Counties route from Hexham to Riccarton Junction. What I wouldn't give to be able to take a slow train through the glorious landscape towards Kielder...

Moreover, this sleepy branch line, set amidst spectacular scenery, with well-kept station gardens and attractive architecture, makes an ideal subject for a model railway.

With the '2MT' 2-6-0s being regular performers on the Border Counties route during the line's latter years, Hornby's model became essential, and I was chuffed when the first versions finally arrived a few months ago (see review in MR320).

As with many new high-specification RTR locomotives, there isn't too much in the way



MODEL Hornby R3836 BR Standard Class 2MT • Price: £217.99

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of essential extra details to add to Hornby's model, save for a few customising touches, such as a footplate crew, coal load and a headlamp or two. That said, I did trim away the unsightly excess plastic on the external steam pipes, which had been bugging me somewhat.

Hornby's '2MT' comes with a handy bag of optional details, such as front footsteps and cylinder drainpipes, as well as a snowplough. While I have plenty of diesel locomotives equipped with miniature snowploughs, none of my steam-outline stock is similarly prepared for inclement weather. The plastic plough is designed to slot into the NEM coupler pocket in the pony truck, but this doesn't allow the model to cope with curves very well, so I opted to cut away the NEM plug and fix it directly to the bufferbeam, as it would be done in real life.

This arrangement looks much more

convincing and, although there's still limited clearance for the front pony wheels, especially as I've added the footsteps too, the model will cope with the gentle curve radii that I've employed on my embryonic end-to-end layout. There's scope to fettle the plough slightly if more clearance is needed, so I'd recommend a few trial fittings and some test-running on your own layout before you go fixing things in place permanently.

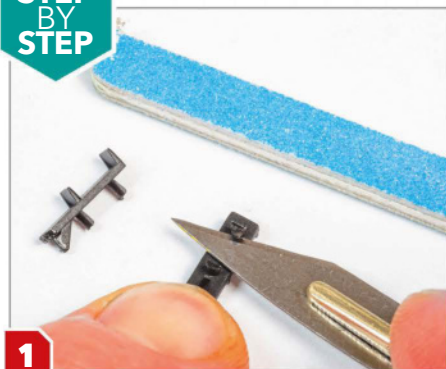
Luckily, there was no need to change the locomotive's identity, with No. 78047 being allocated to Hawick shed (64G) from new until late 1965, working regularly on the Border Counties route during the line's final few years of operation.

I may not have foreseen a need for a '2MT' in my collection until recently, but I'm really happy to have No. 78047 ready for action. Now all I need is a few more days in the week to get my new layout project moving forward!

PHOTOGRAPHY: GEORGE DENT



STEP BY STEP



1

I began by modifying the front footsteps, which are supplied in the detail bag and are suitable only if your layout features gentle curves. I trimmed away the projections from the inside faces to give a fraction more clearance for the pony truck wheels.



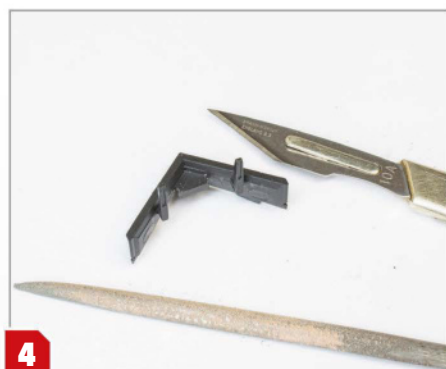
2

I decided to cut away the NEM coupler pocket from the front of the pony truck, as I don't envisage running my '2MT' tender-first - and I want to install a snowplough. With the truck in a vice, I used a junior hacksaw to remove the unwanted metal.



3

The front face of the pony truck was dressed with files and all debris cleaned away. The cast spring detail was lost, so I improvised with offcuts of a wound steel guitar string, fixed in place with cyanoacrylate glue. The truck was sprayed with a black primer.



4

Hornby provided a snowplough with '2MT' No. 78047, designed to plug into the NEM pocket in the pony truck. However, the model cannot cope with curves if mounted this way, so I cut and filed away the mounting plug.



5

Instead, the plough was fixed directly to the bufferbeam, as per the real thing, using cyanoacrylate glue on the mounting brackets. A steel rule and business card created the perfect shim to hold the plough in place while the glue set



6

Having re-fitted the pony truck and wheels, the front footsteps were also glued into position. A final check was made to see whether the '2MT' could cope with the minimal curve radii employed on my layout.

What you will need

PAINTS

◆ LifeColor • LC10 Matt Black • UA723 Weathered Black • UA701 Rust Dark Shadow acrylic paints • PG107 Eroded Burnt Rust dry pigments
Availability: The Airbrush Company
Web: www.airbrushes.com

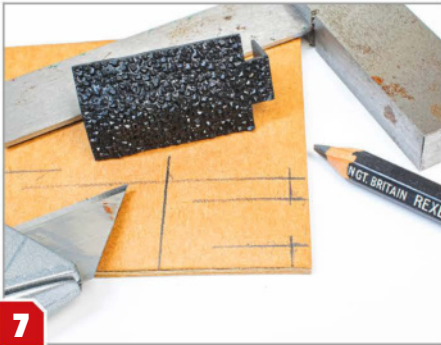
◆ RailMatch Paints • 402 Frame Dirt • 412 Weathered Black, enamel thinners
Availability: Fox Transfers
Web: www.fox-transfers.co.uk

TOOLS

◆ Miniature screwdrivers
◆ Tweezers
◆ Scalpel and spare blades
◆ Cocktail stick
◆ Cotton swabs
◆ Paintbrushes
◆ Airbrush and equipment



Left: Hornby's BR '2MT' is a useful little locomotive, ideal for branch line operations across various BR regions.



7

Turning to the tender, the moulded plastic coal load was removed and used as a template for a replacement insert, using the stiff card supplied in the Geoscenics coal load bundle pack (see panel).



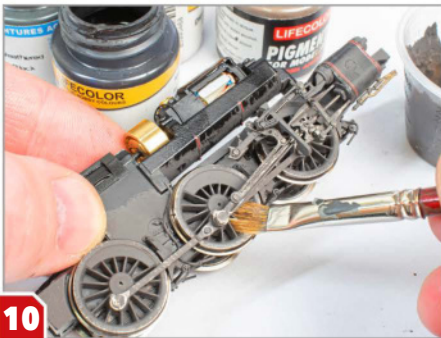
8

After cutting to shape, the card was test-fitted into the tender, with a few offcuts used as shims below the footplate end. When happy with the fit, a few drops of PVA glue fixed the card and shims into position.



9

Weathering began by blending LifeColor Matt Black, Weathered Black and Rust Dark Shadow with a little dry pigment (Burned Rust). This creates a textured coating – the coarseness is tailored by how much dry pigment is added.



10

The textured paint was carefully brushed around the locomotive wheels and chassis, taking care to cover all visible areas, while steering clear of any power collectors. Clean away any oil or grease from the frames first.



11

The textured coating was stippled over most surfaces with a brush. This enhances the texture and avoids unsightly brush strokes. Most of the coating was wiped off the cylinder covers, leaving traces around raised detail.



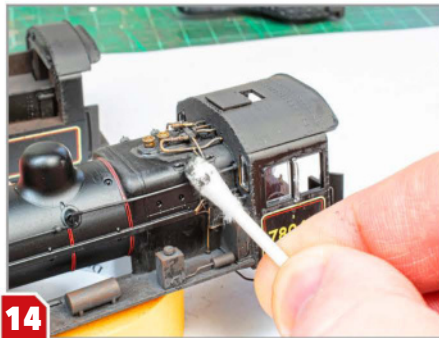
12

The textured paint mix was also applied to the bodyshell, especially along the footplate, smokebox, steps, snowplough and bufferbeam. Again, a stippling action was maintained with a flat brush.



13

Cotton swabs removed most of the paint from the bufferbeam, leaving deposits of grime around the raised rivet heads, buffershanks and snowplough brackets. The bufferheads were given an extra layer of textured paint.



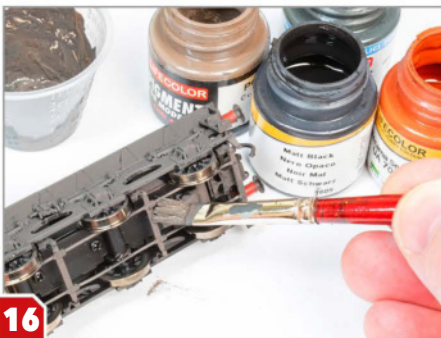
14

The cab roof, front and sides were treated likewise, with swabs wiping most of the paint away from the sides, while leaving subtle streaks. The firebox and shiny copper pipework were also coated and manipulated with a swab.



15

The pony truck and wheelset were treated separately, with the textured paint worked into the spokes and around the frames.



16

The same paints and dry pigments were employed on the tender chassis, stippling the coating around the frames, wheels, brake rodding and water scoop (the latter two being supplied in the detail bag). The bufferbeam was treated in the same way as the locomotive's.



17

While the tender tank sides and rear were left alone, the bunker interior and upper surfaces were stippled with the textured paint, as was the cab roof and interior. The results look a little crude at this stage...



18

...but an airbrush comes into its own now, loaded with thinned RailMatch Frame Dirt enamel paint, which was misted around the body, creating a softer transition between the areas coated with the textured acrylics and the cleaner sections of boiler and cab.



19

The airbrush was used to treat the tender body in a similar way, creating a smoother and more even appearance to the upper surfaces, roof, bunker and cab interior. Only a very fine mist of paint is required, sprayed at around 10-15psi.



20

The tender sides were treated to light airbrushing with the Frame Dirt, following the perimeter of each side and end, then along the lines of rivets. Aiming at straight lines drawn on paper is a great exercise for this process.



21

Switching to a blend of RailMatch Frame Dirt and Weathered Black, the smokebox and upper surfaces were misted with the airbrush. Just a whisp of paint was emitted, so there was no need to mask the smokebox number.



22

When dry, the coal was added to the bunker, secured with Geoscenics' glue, thinned with iso-propyl alcohol and decanted via a pinpoint applicator (see last month's issue). The tender body was propped up at the rear to avoid seepage from the bunker's frame.



23

The glue was left to dry for 48 hours before the model was reassembled. The wheels were given a thorough clean with the aid of Loco Go! from Hobby Trax (www.hobbytrax.co.uk), treating the inner rims that conduct power onto the wiper contacts.



24

As well as adding a suitable footplate crew, (a Modelu 3D-printed driver and a plastic Dapol fireman), I also secured some small pieces of coal to the bunker ledge for an extra touch. Although the enclosed cab offers only a glimpse of the interior, it's still worth doing!



25

Last, but not least, is the obligatory headlamp. I used an LNER pattern lamp from the Springside range (www.springsidemodels.com), secured with Glue 'n' Glaze, which will allow for removal in future. This lamp display denotes a local passenger service.



Snowplough-fitted No. 78047 is hauling a short local passenger service, somewhere in the Scottish Borders. The addition of a snowplough means that winter is not yet behind us!

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

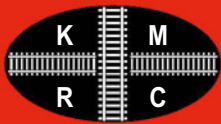
Consisting of two 150g bags of real coal chippings (coarse and medium grade), plus four sheets of insert board, a 500ml bottle of Ballast and Scenery glue, and a set of instructions.

Each bundle pack can be obtained for 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!

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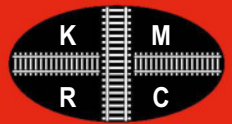


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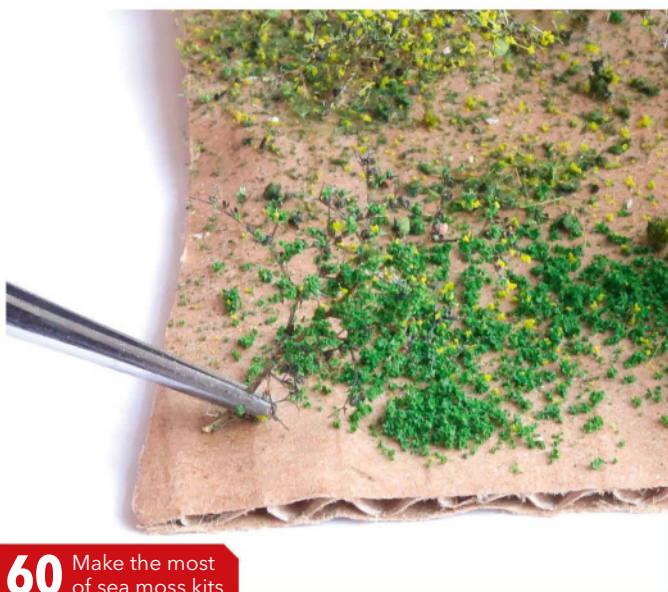
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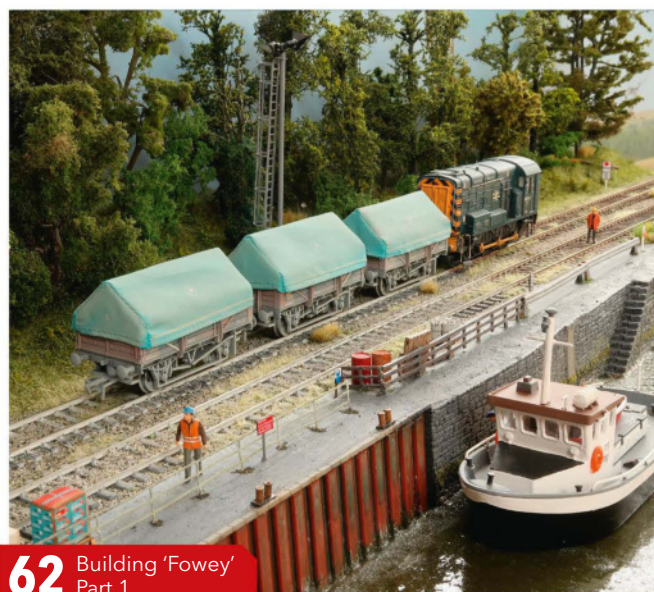
56 Top tips for weathering tank wagons

Workbench

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



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Few tank wagons weather in exactly the same way, so it's important to vary the appearance of individual models.



GEORGE'S TOP TIPS FOR

WEATHERING TANK WAGONS

George Dent tackles a trio of Hornby TTA tank wagons, explaining his tried-and-trusted methods for creating a lifelike, work-stained finish.

Oil tank wagons provide a wonderful weathering opportunity, especially those from the later British Rail period, which were often seen with layers of grime and vertical streaks caused by repeated spillages from overhead loading equipment.

When Hornby's new TTAs arrived for review (MR322), I couldn't wait to shunt them onto my weathering workbench and decided to treat them to a layered approach for maximum realism.

The following demonstration features techniques I've been using on tank wagons for the past decade or so, tweaked a little between wagons to ensure that no two vehicles look the same. Anyone who has attended one of my rolling stock weathering classes in the past may recognise the approach, as I find tank



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wagons are by far the best wagon on which to practise a range of techniques, especially when wielding an airbrush.

Indeed, following the complex curved profile of a tank barrel, while emitting an even flow of paint at a consistent distance, is great for practising airbrush control and wrist movement.

During those classes, I would provide Hornby RailRoad TTAs for students to work on, which can be picked up cheaply second-hand. I'd certainly recommend practising on something like that initially, moving on to a more refined Hornby or Bachmann model once you've built some extra confidence.

The processes are equally suitable to other similar wagons, including bogie tanks, with a quick study of prototype images beforehand being highly recommended. Over the years, certain operators have tended to keep their wagon fleets cleaner than others, and certain commodities are more prone to leaving heavy staining.

I must warn readers that weathering tank wagons can quickly become addictive, especially once you have honed your skills. For all the weathered TTAs now in my collection, I really ought to model an oil depot or refinery scene!



STEP BY STEP



1 Having gently prised the wheels out of the chassis, weathering could begin. The first step was to brush a blend of Dark and Brown enamel weathering washes over the entire tank barrel, walkway and solebars.



2 The washes were left for about ten minutes, by which time most of the solvent had evaporated, leaving a layer of brown pigment. With swabs, most of the pigment was then wiped away in vertical strokes down the sides of the barrel.



3 You can leave as much or as little of the pigment behind as desired, while the vertical strokes mimic streaking caused by gravity, rain and spillages. When the tip of the swab becomes clogged, switch to a clean one.



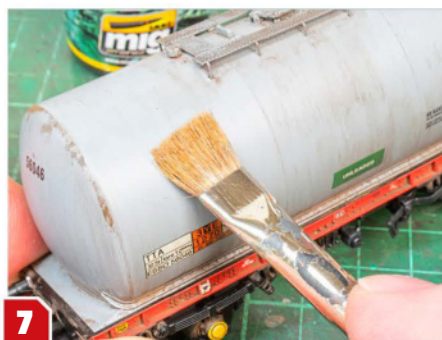
4 I've removed most of the pigment on this wagon, leaving traces under and around the walkway and filler hatch. When happy, treat the other side and each end of the tank barrel. Aim for a fairly consistent appearance all around.



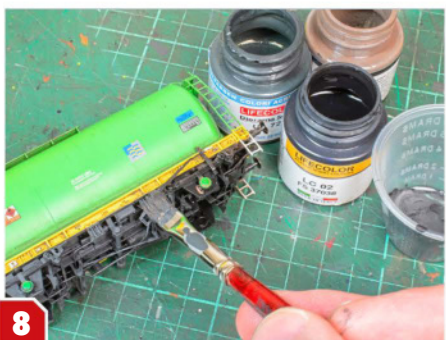
5 I also left plenty of 'dirt' around the base of the barrel. The same process is applied to the solebars, leaving traces of pigment around the inner edges of the framework and around the raised rivet heads.



6 If the pigment leaves a 'hard' edge, it can be softened with the tip of a dry, flat brush. Dab the bristles onto the surface to loosen excess pigment, then use vertical strokes to encourage further, fine streaking effects.



7 If the barrel appears a bit too streaky or patchy, dip the brush in an enamel thinner (preferably a gentle formula aimed at use with weathering washes) and stroke the bristles gently over the surface, again in vertical movements.



8 When happy with the appearance of the barrel, set aside overnight before starting on the underframe. I prefer to blend acrylic paints with dry pigment to create a textured coating, which is brushed over the entire underframe.



9 It takes time to work the textured paint around all the underframe detail, including brake gear and pipework. I aim for a dirty, dark grey shade, so Matt Black and Weathered Black paints have been mixed with a Burned Rust dry pigment.



10 Having treated the chassis, (avoid getting paint in the axle bearings) the bufferheads were also treated, along with the faces of the disc wheels. Wooden clothes pegs provide perfect clamps for 4mm scale wheelsets.



11 Extra layers of enamel washes can be applied to the tank for a grimmer finish. A denser blend of Dark and Brown washes has been created and brushed down the barrel and around the filler hatch. Use a swab to 'feather' the edges slightly.



12 Although the extra wash layers can look excessive when wet, the effect often recedes as it dries. After 10-15 minutes, a dry swab is used to manipulate the remaining pigment into more subtle streaking effects.



13 A dry, flat brush is also handy for manipulating the pigment left behind by the wash. By building up several layers in this way - allowing each to dry fully - some interesting effects can be achieved.



14 It can take three or four washes to build up very heavy staining, without any manipulation with swabs or dry brushes in between. This naturally creates a thicker coating of pigment, which is ideal for tanks filled with heavier fuel oils.



15 The preceding stages can produce effective results, but an airbrush will take things up a notch. I began with a very fine coat of thinned RailMatch Frame Dirt, applied over the underframe, working it around all the detail.



16 The wheels were also treated to a misting of the Frame Dirt, with the wooden pegs offering a great way of holding them steady. The flow of paint from the airbrush was tested on a piece of paper at regular intervals.



17 The Frame Dirt was also misted over the tank, following the profile of the barrel and the vertical seams. Work it around the base of the walkway and lower edges of the tank to enhance the 'dirt' left behind from the washes.



18 A little extra concentration of the Frame Dirt, with a drop of Weathered Black added, around the walkway and tank filler hatch, creates shading and suggests a build-up of grime in these hard-to-reach areas.



19 After building up those layers of enamel washes to mimic spillages, the effect is completed by misting a mix of Frame Dirt and Weathered Black enamels in vertical airbrush movements. At all times, just a feint mist of paint is emitted.



Dry-brushing has helped to produce a subtle burnished effect to the metal walkway atop the tank.



20 Moving towards a darker blend of the two RailMatch enamel paints, and with the airbrush nozzle further from the model (about 8in), a more diffuse mist is deposited over the upper surfaces of the tank barrel.



A layered weathering approach produces more lifelike results than a single application of paints or washes.



21

When the model was dry enough to be handled, I used a swab dampened with a little of the enamel wash thinners (NOT enamel thinner formulas aimed at paints/airbrushing) to clean up some of the important instruction panels.



22

The hazard panels were also cleaned up slightly, ensuring that they can be easily read by railway staff. Study of prototype images reveals that these areas were far more likely to be cleaned than other areas of the wagon.



23

The cleaned areas will look stark against the rest of the weathered wagon, so a very light mist of the RailMatch enamels (using the leftovers from earlier) will soften the appearance. All of the various weathering layers add to the realism.



24

After being left overnight to dry fully, a finishing touch was added with Gun Metal Dio Drybrushing acrylic paint. With just a trace of paint on the bristles, a flat brush was run over the walkways, ladders and brake handles to enhance the detail relief.

What George used

SHOPPING LIST - PAINTS

- ◆ MIG enamel washes (Neutral, Dark, Brown), Ammo by Mig Gun Metal Dio Drybrushing paint

Availability: Scale Model Shop

Web: www.scalemodelshop.co.uk

- ◆ LifeColor LC02 Matt black, UA723 Weathered Black acrylic paints, PG107 Eroding Burned Rust dry pigment

Availability: The Airbrush Company

Web: www.airbrushes.com

- ◆ RailMatch Paints 402 Frame Dirt, 412 Weathered Black enamel paints, enamel thinners

Availability: Fox Transfers

Web: www.fox-transfers.co.uk

TOOLS

- ◆ Cotton swabs
- ◆ Paintbrushes (various sizes)
- ◆ Airbrush and equipment (optional)
- ◆ Wooden clothes pegs



25

As with the Hornby '2MT' in this month's Masterclass, the wheels of the TTAs were given a thorough clean following the weathering process. While these wheels do not collect power, it's important to avoid leaving traces of paint and pigments on the rails.

HOW TO

MAKE THE MOST OF SEA MOSS KITS

Waste not want not, says **Peter Marriott**, who has a great idea for using up every last fibre of a popular scenic material.

Sea moss – also known as sea foam – has been a popular material for making model trees for decades. Kits often come packed with a range of different size clumps and, inevitably, there will be plenty of loose debris in the box.

Any larger pieces of sea moss debris are ideal for use as they come, but much of the smaller 'waste' is often discarded. But wait! These smaller fibres and clumps can be useful for making shrubs and bushes, meaning you buy less in the long run, saving yourself a few pounds that can be put towards other things.

All aspects of the sea moss kits can be used. Although the first step is to remove the large seedpods with your fingers or a pair of tweezers, they can be crushed and re-used as



Price £24.75 (Gaugemaster GM 195) or £21.00 (Noch 23102)

AVAILABILITY Noch stockists or www.gaugemaster.com



20 mins



as natural scatter material for the floor of a wood or forest.

In this project, I used RTS Microturf as the first layer of leaves on the bushes. These are tiny foam pieces, larger than fine turf scatters, but smaller than Woodland Scenics Underbrush, creating a good base on which to add sprinkles of fine, light green scatters.

Microturf is available in a number of colours, so it doesn't matter what season or type of bush you're modelling. The RTS stockist in the UK is DCC Train Automation (www.dcctrainautomation.co.uk).

If you opt to employ Microturf on your bushes, it also means that you need less scatter material, saving yourself even more money.

You can create about 20 trees out of a typical single box of sea moss and, with the additional costs of the adhesive, paint and scatter material for each tree, the price works out at around £1 per tree, with the bushes being an added bonus. It takes under half an hour to prepare the bushes for installation, so it can be a quick and easy way to add to your scene.

What you will need

SHOPPING LIST

- ♦ Sea Moss kits, from £18.50 per pack
Availability: www.modelscenerysupplies.co.uk
- ♦ Noch embankment vegetation, €19.99 RRP
Availability: Noch stockists
- ♦ RTS Microturf blossoms, £3.95 per pack
Availability: www.dcctrainautomation.co.uk

TOOLS

- ♦ Tweezers, scissors, hairspray, glue

STEP BY STEP



Sea moss kits are primarily used for making trees, however there are always smaller pieces, often discarded as 'waste', that can be used to create bushes and undergrowth.



Even after removal from the box the pieces cling together so they will need to be separated carefully. Many of the pieces also come with seed pods, which can easily be removed with a small pair of tweezers.



I began by spraying the sea moss pieces with a black acrylic aerosol bought cheaply from a pound shop. The pieces can be left unpainted but, in my experience, they look more realistic if painted a dark colour, which contrasts nicely with the leaf covering.



I selected some suitably sized pieces of sea moss and glued them to a piece of corrugated cardboard, with a dab of white glue on the base of the stem. This allowed me to spray a number of bushes with adhesive at the same time and the bond can easily be broken afterwards.



Spray the sea moss using WWS Layering spray adhesive and then apply a layer of Microturf (www.rts-greenkeeper.de/en/product/micro-turf-sommergruen). A few minutes later spray more adhesive over the bush and sprinkle on tiny amounts of lighter green fine scatters.



6

After spraying adhesive onto the pieces of sea foam, I sprinkled on various layers of the scatters, starting with the Microturf, followed up with slightly lighter green scatters as second and third layers.



7

To avoid any of the scatter material coming off when handling the bushes, it's a good idea to use tweezers to prize the pieces of sea moss one at a time off the piece of cardboard.



8

After just 20 minutes' work I had several suitable bushes of different shapes and sizes that would add some visual interest to the scene. Note the different shades coming through from the different scatter materials.



9

I used a pair of tweezers to locate the bushes on the layout. When in position, each bush only needed a couple of dabs of white glue to attach it to the landscape. The glue dries clear within a couple of hours.



10 The land is looking pretty bare under the trees, which calls for some undergrowth. Adding the bushes created from sea moss 'waste' took under an hour. As seen in the main image above, they make a big difference to the scene.

Peter's latest layout, 'Fowey', depicts a Cornish china clay facility, where the material is transferred from railway to ship.



BUILDING 'FOWEY'

PART ONE

A visit to the Cornish china clay facility at Carne Point inspired **Peter Marriott's** latest layout project. In this first instalment, he explains the attraction of the location and makes a start on the all-important harbour wall.

Last year, I began building a new 'OO' gauge layout loosely based on Carne Point in Cornwall, on the River Fowey, where china clay is unloaded from railway wagons and transferred to ships for export.

Back in 2021, I was able to take one of the hour-long boat trips from Fowey harbour, which pass the Carne Point loading terminal. Although no ships were anchored next to the jetties, I did get a great view of the various structures and surrounding landscape. There was also a handful of CDA hopper wagons dotted around the location, presumably awaiting attention before rejoining the main fleet.

On my return home, I reviewed my photographs and set myself the task of building one of the smaller loading sheds, together with a length of harbour wall (over



1.5 metres in all). The latter would provide an interesting task, as a range of different materials have been employed at the real location, presumably owing to changing practices at the site, and extensions and repairs over the years.

THE REAL RAILWAY

The single-track branch line to Carne Point runs for about five miles alongside the River Fowey, emanating from a junction with the Paddington-Penzance main line near Lostwithiel station. The branch now terminates at the china clay loading jetties but, until June 1965, there was also a passenger service along this branch linking Lostwithiel and Fowey, with a halt at

Golant being the only intermediate stop.

China clay, or kaolin, is highly decomposed granite, weathered by its interaction with water. Discovery of china clay deposits in Cornwall was made in 1755 by William Cookworthy and clay is now extracted using high-pressure water jets to force it out of the ground, which has resulted in the pock-marked landscape in the area around St Austell and Par. After much washing and filtering, the clay is dried to a fine powder ready to transport by rail, road and ship.

Today, freight trains operate on an as-required basis rather than to a timetable, depending on demand and supply of the material. Most of the traffic travels from Goonbarrow Junction, on the Par-Newquay branch, then along the main line to Lostwithiel.

The china clay loading dock, which was taken over from BR by English China Clay

What Peter used

SHOPPING LIST

- ◆ Various Woodland Scenics scatter materials, static grass fibres, foam sheets, plaster bandage, acrylic paints and adhesives

Availability:

Woodland Scenics stockists

Web: www.bachmann.co.uk

TOOLS

- ◆ Craft knife and spare blades
- ◆ Steel ruler
- ◆ Cutting mat
- ◆ Tweezers
- ◆ Paintbrushes
- ◆ Static grass applicator (optional)

(ECC – now Imerys), has modern mechanical equipment to speed the loading of ships that will take the precious cargo to various parts of the world.

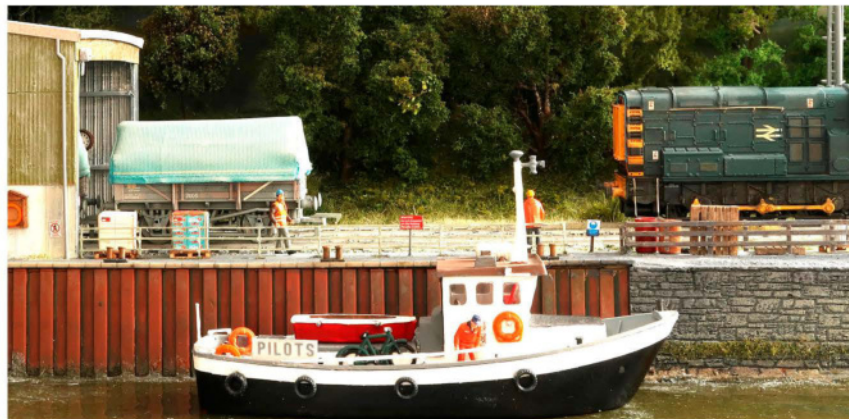
Some of the Western Region's diesel-hydraulic classes were regular performers on china clay traffic. Together with North British Type 2 D63XX locomotives (Class 22) and the arrival of the more powerful Class 37s at St Blazey in late 1977/early 1978, the line became even more famous with rail enthusiasts.

China clay was originally transported to the docks in traditional 12 or 13-ton capacity wooden-bodied open wagons with end tipping for unloading. As the product had to be kept dry, tarpaulin sheets were placed over the load. The distinctive 'Clay Hood' wagons, with an elevated bar to keep the tarpaulin above the load in a tent fashion, were a common sight from the late 1960s until the introduction of the CDA hopper fleet in the 1980s, which themselves have recently been withdrawn in favour of higher capacity bogie wagons. In recent years, Class 66s have worked all these duties.

At Carne Point, ECC employed some ex-BR diesel shunting locomotives in the yard, including a pair of the Blackstone-engined Class 10s, Nos.D3476 & D3497, which were later replaced by a Class 08 (pannier tanks had usually carried out these duties in the steam era).



China clay is a very dusty commodity and, when wet, it forms a slurry which is liable to stick to anything. Accordingly, weathering the track and surrounding area is essential.



HOW TO: BUILD A HARBOUR WALL

Faced with having to create 1.5 metres of harbour wall, I was pleased by the fact that the real location features various types of structure. There are stone and concrete walls, sections of corrugated steel pilings and sections of weed-covered embankments, so there would be plenty of variety.

Luckily, while rooting through my boxes of stockpiled materials, I found a number of useful products...

DOCKSIDE WALLING

Branded as part of Gaugemaster's Fordhampton range of lineside structure kits, this Faller plastic kit provides over half a metre of dockside walling, portraying the heavy-duty corrugated steel pilings that can be seen along rivers, canals and wharves all over the UK and abroad. As well as the lengths of wall, extra detail fittings are also provided, such as capping stones and mooring bollards.

The parts come pre-coloured and there's even a degree of weathering applied, meaning that they simply need cutting to size and bonding together.

Product: Gaugemaster GM438 Dockside Walling kit

Price: £16.25

Availability: Gaugemaster stockists or direct

Web: www.gaugemasterretail.com



STONE-BUILT SEA WALL

This more traditional stone-built sea wall was produced by Osborn's Models of Bideford. Produced to order, the wall is created from a lightweight grey foam with the stonework detail created by laser cutting. This particular wall section incorporates a stairway down to the water, which is a welcome feature, adding a bit of extra visual interest.

Osborn's team can create bespoke parts to suit your own needs, in 'N' and 'OO', with all products crafted at their North Devon premises. Projects are priced individually. Call 01237 423453 or email osbornsmodels@btinternet.com for more details.

Product: Bespoke sea wall

Price: £POA

Availability: Osborn's Models

Web: www.osbornsmodels.com



COTSWOLD WALLING

Fowey is obviously some distance from the Cotswolds, but this flexible walling proved useful for creating the overgrown stone embankment alongside the river. It's available in suitable sizes for either 'N' or 'OO' gauge, under the Arch Laser brand employed for much of the laser-cut products produced in-house by Osborn's Models.

Product: Arch Laser ALOO200

Flexible Cotswold stone walling

Price: £8.95

Availability: Osborn's Models

Web: www.osbornsmodels.com



STEP BY STEP

1

The Faller dockside walling kit, available under the Gaugemaster brand, provides plenty of material for a post-1960s harbour scene, with enough material to cover over 500mm of wall. The parts are even pre-finished and weathered.

3

I had to reduce the height of the Osborn's Models wall to match that of the Gaugemaster components, as the two walls will sit side-by-side within my scene. The foam is easy to cut with a sharp blade against a steel rule.

6

Again, foam nails were employed to hold the sheets of foam in position while the glue set. I shaped more foam to form the landscape at the rear of the scene. Don't worry about any gaps at this stage, as they'll soon be filled in.

9

Another overnight rest was needed before the scene was treated to a coat or two of acrylic paint. The paint seals the plaster and covers the bright white landform, preventing it showing through any layers of scenic material.

2

This length of stone-built sea wall was produced by Osborn's Models and features a stairway and vertical timber baulks, complete with wood grain effect. The stonework boasts a realistic texture.

4

Having discerned the location of the harbour walls, the sections were glued into place with PVA. Woodland Scenics Foam Nails were used to hold the sections in position while the glue dried, checking that the walls stood vertically.

7

The glue was left to set overnight before small sheets of plaster bandage were dipped in water and spread carefully over the landscape, thus filling any gaps in the foam and creating smoother contours.

10

I coated the trackbed with a generic shade of grey and the landscape with an olive green paint. Hobby acrylics or emulsion tester pots, available from craft and DIY stores, offer a cheap source of such paints - the exact shades are unimportant.

5

To raise the level of the ground behind the walls, sheets of polystyrene foam were bonded to the baseboard with PVA glue. Waste packaging is a cheap source of material, or flat sheets are available from craft stores or Woodland Scenics.

8

This is the section of Cotswold stone walling, with the foam and plaster bandage harnessed to create a sloping embankment down to the water level. With a damp brush, clean any errant plaster out of the stonework before it sets.

11

The rear landscape and the earth surrounding the section of Cotswold stone walling were coated with Woodland Scenics' Scenic Cement before sprinkling on a base layer of Earth Fine Turf.



12

Already, the scene is starting to take shape, although the steel wall section is lacking a suitable layer of capping stones, as would be seen in real life. The Gaugemaster kit provides suitable plastic parts.



13

With the shallow Gaugemaster capping strips fixed in position, I cut a strip of mounting card to fill in the space behind. With the tip of a sharp blade, I scored lines into the card to represent individual concrete sections.



14

Away from the steel wall sections, I needed to continue the lineside slab walkway, so more of the mounting card was glued in place. This older section of harbour wall was designed to look a little less perfect, so the slabs undulate slightly.



15

The mounting card was painted with an undercoat of dark grey acrylic paint, followed by lighter shades, allowing the dark undercoat to remain in the scored recesses between the slabs. The mooring bollards were installed.



16

The track was laid, wired and tested before ballasting (using fine grey chippings). When the ballast glue had set, I painted the sides of the rails a rusty brown, turning to white closer to the unloading area, depicting china clay dust.



17

The embankment and partially buried section of Cotswold stone walling, treated earlier to a base layer of fine turf scatter material, was brushed over with Woodland Scenics Static Tac adhesive.



18

Light green grass fibres were then scattered over the wet glue using a static grass applicator. This can be achieved in multiple layers if desired, using different lengths and shades of fibres for greater variety and texture.



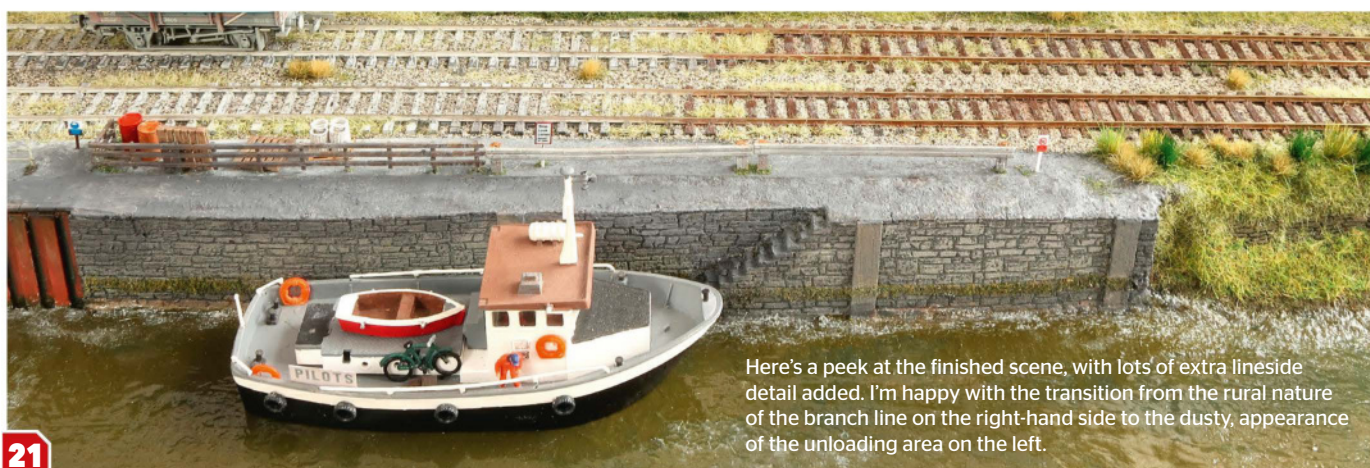
19

Various colours and sizes of grass tufts, undergrowth and bushes were added to the embankments to create the overgrown section. This will contrast nicely with the more industrial scene at the opposite end.



20

The rear embankment was treated in a similar way, with straw-coloured static grass fibres added around the tracks using my Noch Gras-Master tool.

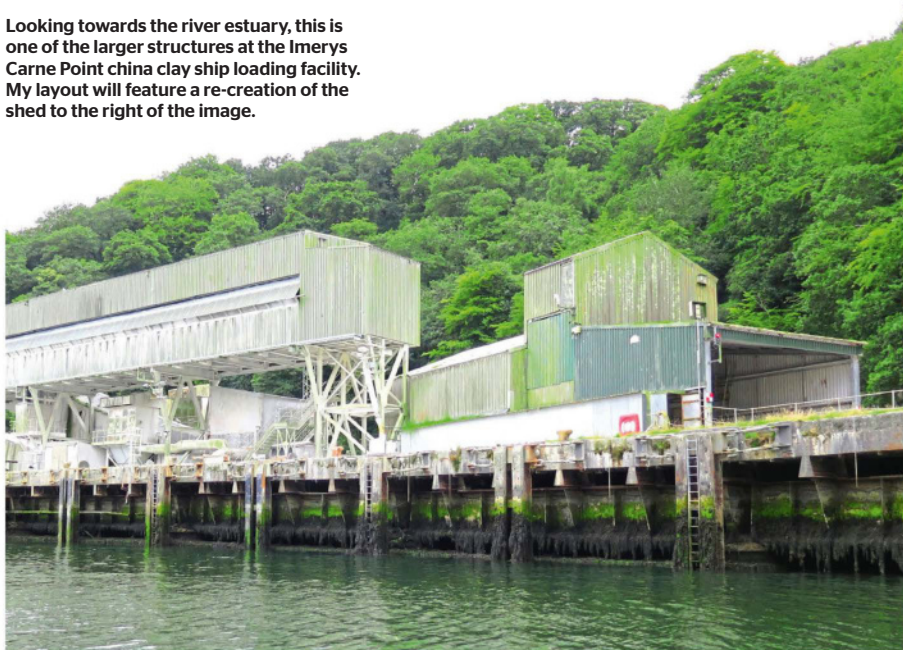


21

Here's a peek at the finished scene, with lots of extra lineside detail added. I'm happy with the transition from the rural nature of the branch line on the right-hand side to the dusty, appearance of the unloading area on the left.

INSPIRATION

Looking towards the river estuary, this is one of the larger structures at the Imerys Carne Point china clay ship loading facility. My layout will feature a re-creation of the shed to the right of the image.



Left: A distinctive feature of the whole location is the white china clay dust coating virtually every surface. It would have been nice to incorporate this structure into my layout, as it would be simple to build from plastic sheet and strip, but the size of my baseboard will not allow it.

Below: There are lots of trees along this stretch of the riverbank. A pair of CDA wagons are parked in one of the sidings, presumably in need of repair. Note the transition from a substantial stone harbour wall to more of an embankment. Again, there's evidence of a tide mark on the stonework.



Above: With an interesting brick-built workshop structure in the background, one of the harbour pilot boats is moored awaiting its next duty.



Above: BR Class 08 08954, in Railfreight sector livery, is seen shunting the Carne Point facility in June 1990. Note the copious amounts of spilled china clay everywhere! COLOUR RAIL



Above: Another loading facility raised way above the water on substantial steel piles and girders. This would have been more of a modelling challenge!

Want to know more?

Here's a list of sources that Peter found useful during his research.

BOOKS

- ◆ *Realistic Railway Modelling: Layout Design* by Iain Rice (Haynes Publishing, 2011)
- ◆ *China Clay Trains in Colour* by Maurice Dart (Ian Allan, 2000)
- ◆ *Illustrated History of West Country China Clay Trains* by John Vaughan (OPC, 1987)
- ◆ *Modelling the British Rail Era* by Ian Fleming, Steve Flint, Ken Gibbons and Jeff Taylor (Santona, 2000)
- ◆ *Modern Locomotives Illustrated Annual No. 2* (The Railway Centre Ltd, 2011)

MAGAZINES

- ◆ 'Whiter than White Parts 1 & 2' *Model Rail*, November and December 2000 issues

DVDS

- ◆ *Telerail's Rail Freight Today Vol 6 South West*
Tel: 01524 735774
Web: www.teleraill.co.uk

WEBSITES

- ◆ www.cornwallrailwaysociety.org.uk/

WHAT'S NEXT?

Peter explains how he recreated the waters of the River Fowey.



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www.Airbrushes.com 01903 767800 sales@airbrushes.com

The Airbrush Company Ltd. 79 Marlborough Road, Lancing Business Park, BN15 8UF

1 The comedy series *League of Gentlemen* was filmed in Hadfield, a location on the former Woodhead line. Phil has included some references to this on the layout, including the 'Local Shop'.



What makes this layout great?

Working in a non-mainstream scale means that a modeller faces the challenge of building many elements of a layout from scratch, or adapting existing kits. It may seem daunting, but the level of reward is un-matched.

Up to **scratch**

Phil Mason wanted to hone his modelling skills and help his club, so he put himself through an intensive scratchbuilding exercise with this 3mm masterpiece.

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





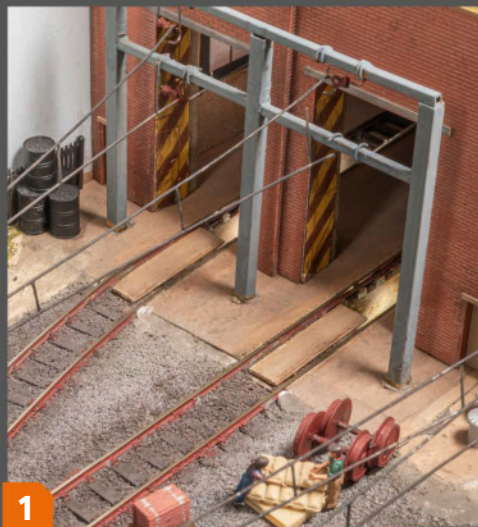


Have you ever built a small model railway as a practice run for a much larger layout? It's been known, but most of us will just dive straight in with the larger layout and correct any mistakes as we go along. Phil Mason, on the other hand, discovered that after some home renovations he had the perfect opportunity to build a new layout and help out his club along the way.

"The layout came from an unusual source, as we'd had a new fireplace installed at home, but were told that we hadn't paid for the old one to be removed. Cue the fireplace being left on the drive for us to deal with. 'No problem', I thought, 'I'll just dismantle it and take it to the tip in several trips if necessary'. Upon dismantling, I was left with a 2x1 framework which used to be the hearth of the fire. Well, that very quickly became a baseboard and 'Bluish TMD' was born."

Measuring 5ft 4in by 14in, 'Bluish TMD' is ➤

3 things we like



1

The catenary stanchions have been created from soldered brass.



2

The fuel tanks created from paint bottles.



3

The array of lineside 'clutter', all of which has a believable purpose.

3mm:1ft SCALE LAYOUT **BLUISH**

set in 1981, just before the Manchester-Sheffield Woodhead Line and, specifically, Reddish depot, closed down. Reddish was the main shed for the 1,500V electrics that ran on the line from 1955 until closure, some of which have been represented within Phil's miniature world.

Primarily, the layout is used as a test bed for catenary, pantographs and new locomotives before they get the chance to stretch their legs on a more substantial Woodhead-themed 3mm scale layout, currently under construction by the Macclesfield Model Railway Group. It also allows Phil to test scenic structures before committing to them on a more intensive project. As one might imagine, modelling in 3mm scale is not an out-of-the-box pastime, and involves a little more work to get the trains up and running.

BODY WORK

"Building in 3mm, virtually everything has to be scratchbuilt or altered in some way, including the locomotives. I had to make the bodies and then see which chassis would work best with them. Naturally, because different classes of locomotives are different sizes, that meant finding 3mm chassis that were about the same size and making them fit. There are many different chassis underneath the locomotive bodies, from elderly Tri-ang and Berlinerbahnen to 'state-of-the-art' DCC-ready Piko and Arnold, which feature all-wheel drive and twin flywheels."

As Phil explains, resin casting offers a handy means of duplication. "The Class 76 bodies have been professionally cast in resin from a Plastikard master I created while working in the Falkland Islands. I recall making the curved roof of the Class 47 by bending the Plastikard around a chair arm with the aid of a clothes iron! ➤





Above: The rail-mounted breakdown crane started life as a 'OO' Airfix plastic kit, but the components were carefully trimmed down to 3mm scale.

"The bodyshells were returned to me as plain resin so I had to fit the handrails and do the painting myself. The best-running model is a Class 50, which is a bit out of place because it still has a 'D' number in 1980, but works the best on a Roco chassis. The Class 47 is on a Tillig Traxx chassis and I had to completely rebuild the Arnold one as it was very delicate and fell apart in my hands. The Class 08 shunter is state-of-the-art. It's a 3D-printed body and is a 'near ready to run' model from Lincoln Loco Works through The 3mm Society. The society gives you a Geoff Helliwell working chassis and

a 3D-printed body, so all you have to do is paint and add the small details. 3mm modelling really is the art of compromise as you have to see what chassis will work with what models. Today, 3D printing has made creating models much easier, but it takes away some of the skill and imagination of being a modeller which I enjoy the most."

BASHING AND BUILDING

Like the majority of model railways, Phil's layout isn't just about the locomotives. He has also created a lifelike miniature world to ►

6 The biggest problem modellers in 3mm have at present is sourcing appropriate road vehicles. As a compromise, a few 'HO' scale vans have been used, which aren't too far from 1:100 scale. Similarly, figures can be tricky, but smaller 'HO' figures will look OK if placed strategically.





3mm:1ft SCALE LAYOUT **BLUISH**

accompany them, through a mix of kit-bashing and scratchbuilding.

"Much like the locomotives, getting buildings in 3mm scale is also difficult and you rely on scratchbuilding a lot of the time.

"Fortunately, I have been modelling in the scale for so long that I have had a lot of practice and own a huge 'box of bits' from which to choose suitable materials. The largest item at 'Bluish TMD' is the shed, created from Sundeala and wrapped with embossed Plastikard. To make the windows I used the clear plastic from a box of Ferrero Rocher which holds its shape well as it is quite rigid. I was even able to use it for the curved driver's window on a 'Deltic'. The fuelling depot tanks have an interesting heritage. I bought a Wills 'HO/OO' kit to discover that not only were the tanks too small for that scale, but they were too small for 'TT:100'; in fact, they were the perfect size for a 'TTA' wagon in 3mm. This is the sort of adaptation and reuse that you get used to in this scale."

LIGHTING THE WAY

To allow Phil to run his layout at any time of day, he has fitted a variable resistor to his LED lighting circuit, which enables him to compensate for the variations in the ambient lighting of exhibition halls. Each period of the day allows a different part of the model to take the limelight, and although the locomotives take centre stage for most of the day, the signals shine brightest in the evening.

"I have a lower quadrant semaphore representing the prototype that survived under the wires outside Guide ➤

Most of the small details on Phil's layout have been replicated as far as possible from photographs, but some are entirely from Phil's imagination. The refuelling point, inspired by Guide Bridge, for example, is scratchbuilt from bits and bobs found in his waste plastic box.





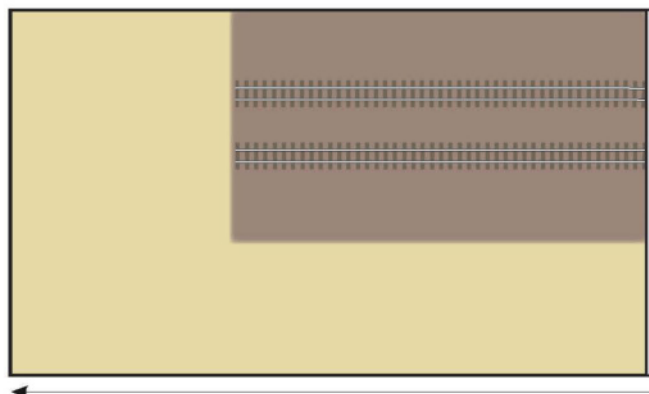


Bridge until the mid-1980s. The post is a 4mm scale Ratio post with etched 3mm Society arms, spectacles made from stained glass paint, and an LED from a bargain shop Christmas decoration. The colour light signal was straightforward, being just three LEDs on top of a brass tube. The two ground signals were a different story. These were made using LEDs soldered to a piece of copper-clad strip. They're also interlocked with the point motors so that they always show a suitable aspect. I wouldn't like to try those in 'N' gauge."

Phil hopes that 'Bluish TMD' might inspire others to try 3mm scale, especially as the post-steam era is under-represented in this scale. It would certainly offer the chance to create something truly unique. **MR**

Small buildings at 'Bluish TMD' have been created with a balsawood shell, such as the navvies' hut.

Artwork: **Andrew Mackintosh**



SEE 'BLUISH' IN THE FLESH!

Phil Mason will be
exhibiting his layout at the
York Model Railway Show,
March 30 - April 1, at
York Racecourse
YO23 1EX



FACTFILE: 'BLUISH'

Gauge and scale: 3mm:1ft, 12mm gauge

Size: 5ft 4in by 14in

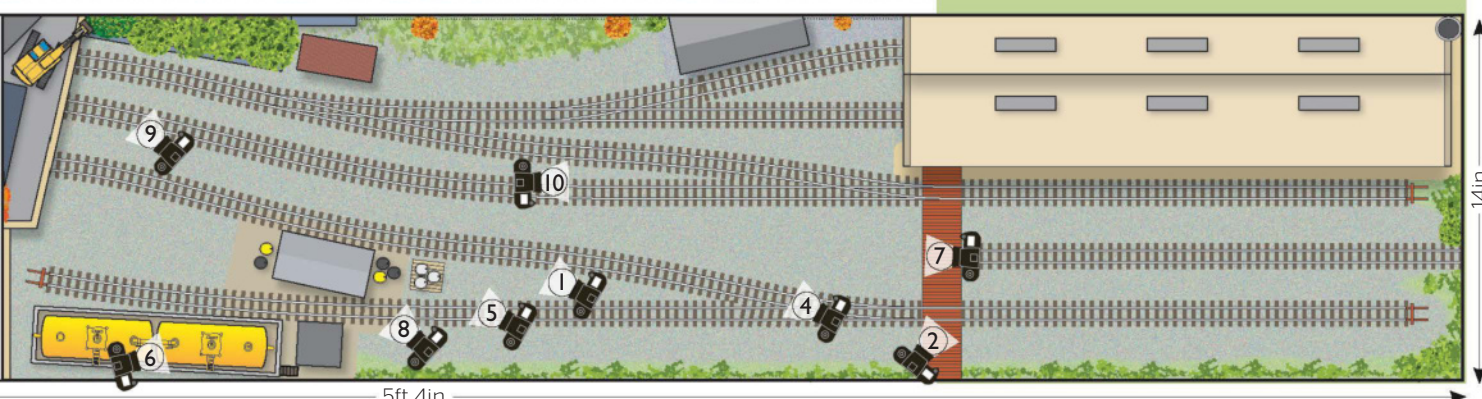
Track: Peco H0m

Power and control: Analogue

Time to build: Six months

MODELLER CV: PHIL MASON

"I like to go cycling
a couple of times a week.
I've done the three-peak
cyclo-cross 20 times and
used to do fell running."



Building a model railway is fun, engaging and rewarding, but don't overlook your control system.

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Proudly designed and manufactured within the United Kingdom.



Images of Pete Watermans Milton Keynes Station for Making Tracks 3, extensively controlled by MegaPoints System2.



Reviews

In-depth and unbiased reviews of the latest products

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Our reviewers

George Dent

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

Nick Brodrick

A steam fanatic and active volunteer fireman.

How we test

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





Cavalex Models Class 56

◆ GAUGE 'OO' ◆ MODEL Cavalex Models • Class 56 56093 BR 'large logo' blue • 56055 Load Haul black/orange
 ◆ PRICE £189.95 each (DCC-ready), £289.95 (DCC sound-fitted) ◆ AVAILABILITY Cavalex stockists **Web** www.cavalexmodels.com

When Cavalex first announced its Class 56 project, my initial reaction was to question whether we really needed another 'OO' version. I was more than happy with my collection of Hornby models, which were a huge step up from the old Mainline '56', although that had been one of the best-looking models of the 1980s.

However, as the Cavalex project progressed, it was fascinating to see production samples at exhibitions over the past year, revealing just how special this '56' could be. With the first production batch of models arriving in early February, I couldn't wait to get my hands on 'large logo' blue 56093, which I'd pre-ordered for myself.

Cavalex also kindly sent us a sample of Load Haul 56055, providing a contrast in liveries and detail appointments.

Packaged in a large foam-lined box, the locomotives are bolted to a sturdy plastic transit cradle, protecting them successfully from bumps during their long voyage from China. Both samples thus arrived in perfect condition, with not a loose detail fitting to be found anywhere.

DETAIL THERAPY

Instantly, it's clear to see how much effort has gone into these models, as they look superb, capturing the look of the real thing to a tee. Cavalex has gone to exhaustive lengths to mimic the various detail and profile variations between the Romanian, Doncaster and

Crewe-built locomotives (and variations thereof), many of which are incredibly subtle but nonetheless important.

Our two samples are useful for identifying a number of these deviations, with 56055 sporting the smaller cab front grilles, split horizontal handrails, rubber grommets surrounding the central headlamps, recessed side head/tail lamps, and partial beading around the bufferbeam. In contrast, 56093 carries the larger front grille, plated central headlamp surround, flush-mounted side head/tail lamps and no beading around the bufferbeam.

But that's not all - minor differences to the cab door handrails and windscreen surrounds (rubber or plated) are observed, while 56093 also

features the later fabricated cab front profile, which is slightly more angular than the earlier batches. Even more variances feature across the full range, including different mesh patterns for the grilles and full bufferbeam cowlings where appropriate.

Period-specific detail differences are also present, such as the cab roof antennae on the Load Haul version, which also carries the revised pattern of cant rail level grilles at the No. 2 end.

It would be easy to get bogged down in the minutiae of detail variances, but we shouldn't overlook the wonderful foundations of these models, which possess a solid feel and exceptional level of build quality and finish. The various mesh grilles are superfine but resilient to handling, with the main



3 things we like



1 Lift-off roof panel for DCC socket.



2 Independently powered roof fans.



3 Superb detail throughout, but bogies are a highlight.

bodyside panels revealing a convincing representation of the cooler group behind (cast into the main chassis block). The see-through cant rail louvres are something else and a section of the roof at the No. 2 end can be easily lifted off (being retained by small magnets) to reveal the DCC socket and a couple of slide switch banks that govern the various lighting functions for DC users.

FEATURE-RICH

There are also switches governing the twin roof fans, which are powered individually by tiny electric motors. DCC users can control all of these features at the touch of a button - DCC sound-fitted models also being produced by Cavalex.

The bogie frames are a work of art in themselves, with multiple layers of components giving them a greater sense of depth and

realism, especially concerning the unusual outside brake cylinders and lever arrangement. The central dampers are also separately installed, while the addition of coil springs above the frames and the chequerplate treads on the footsteps add even more authenticity.

Between the bogies, the battery boxes, compressors, reservoir tanks, sandboxes and fire suppressant system panels are all correct, with plastic pipework linking everything together neatly.

Access to the interior is simply a matter of unclipping and lifting away the bodyside, with no delicate cables or plugs and sockets to navigate. The user-friendly approach continues with

the detailed cab interiors which can also be popped out of the body with ease, making the addition of a footplate crew and other details as simple as possible. ➤





Cavalex Models Class 56 - in detail

Factfile: BR Class 56

The UK's upsurge in coal-fired power generation in the 1970s, due to a hike in oil prices, led British Rail to urgently pursue a dedicated fleet of new diesel locomotives. Class 47s had become the staple traction for heavier merry-go-round (MGR) coal services, linking collieries and power stations, with pairs of Class 20s also putting in sterling efforts. However, a more powerful and resilient design was needed, which led to the Class 56 Co-Co, developed in conjunction with Brush.

Owing to a lack of capacity at UK works, production of the first 30 locomotives was sub-contracted to Electroputere in Romania. Numerous issues arose with these early locomotives upon delivery, delaying their introduction until 1977. The remainder of the 136-strong fleet was subsequently built at BR's Doncaster and Crewe Works, with the final example entering service in 1984.

Designed with the haulage of heavy coal, aggregate and steel trains firmly in mind, the '56s' sphere of operation soon spread across much of England and South Wales, plus southern areas of Scotland. As well as MGR coal trains, Class 56s also became synonymous with the 3,300-ton iron ore services from Port Talbot to Llanwern (operated by pairs of '56s') and, prior to the introduction of the GM Class 59s, the '56s' hauled stone traffic from the Mendip quarries.

Post-privatisation, reliability issues and the arrival of the Class 66 led EWS to withdraw the entire Class 56 fleet in 2003. Various examples have since been preserved or reactivated for use by main line operators, in the UK and abroad, including Fastline, Colas and GB Railfreight. GBRf has also been in the process of re-engineering a fleet of '56s' to become Class 69, with the ninth example recently completed.

3: Load Haul's 56102 is seen at Knottingley in June 1997, sporting the revised pattern of cant rail grilles. COLOUR RAIL



1: Romanian-built 56003 takes the Sheffield line at Doncaster, with a rake of empty MGR hoppers in 1986. COLOUR RAIL



2: With Transrail logos added over its former BR engines' 'Dutch' livery, 56047 is stabled at Eastleigh in August 1995. COLOUR RAIL



A powerful, centrally mounted motor powers the outer axles of each bogie and a pair of hefty brass flywheels help provide super-smooth motion throughout the speed range. Power is collected from all six axles via the outer axle bearings, so there are no wiper contacts to clog or become misaligned, and drop-in replacement wheelsets are available for 'P4' and 'EM' modellers.

On the rails, both '56s' worked faultlessly, hauling long freight and passenger trains with ease. The unpowered, floating centre axles of each bogie helped on uneven areas of track and, despite the outer sanding pipes being a close

fit to the bogie frames, they did not interfere with their movement over curves and points. The various lighting functions also proved effective, with a pleasing degree of light emitted.

ACCESSORIES

Each model comes supplied with a bag of brake hoses and clip-in cosmetic screw couplings, which pivot from side to side, just like the real thing. A pair of coupling guards is also provided, which clip into the NEM pockets once the tension locks have been removed. I should add that the model's handbook is great, with clear diagrams and lots of useful information for

both analogue and DCC users.

Try as I might, I can't find anything to criticise on these models. They look the part, feature an amazing level of detail (without feeling too delicate or fussy), run superbly and are designed, packaged and priced well.

At the time of writing, most retailers had sold out of most of the first batch of '56s', but a second production run is already planned. Marking Cavalex's first locomotive model, this will be a hard act to follow, although the team assures me that many lessons learned from the '56' project are being fed into the forthcoming Class 60 – the prototypes of

which are looking fantastic.

The '56' is up there with the best RTR 'OO' models I've ever come across which, given the amazing range of products that have come on stream recently, is quite an achievement. In fact, I would put it at the very top of the pile. For now at least! (GD)

SUMMARY

PROS

- Superb looks and fidelity.
- Excellent performance.
 - Build quality.
 - Top-notch finish.
 - Modeller-friendly features.

CONS

- Nothing.

FINAL VERDICT

This could be the best RTR 'OO' diesel to date.

FACTFILE: CAVALEX MODELS BR CLASS 56

OVERVIEW

Manufacturer: Cavalex Models
Ref. Nos. CM-56055-LH/ CM-56093-LL
Unit Nos. 56055/56093
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 625g
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.3mm

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length	63ft 6in	254mm	254.5mm
Height	12ft 9 $\frac{1}{4}$ in	51.1mm	51.5mm
Width	9ft 2in	36.3mm	36mm
Wheel diameter	3ft 9in	15mm	15mm
Bogie wheelbase	13ft 6in	54mm	54mm

SERVICING

How to dismantle: Body unclips from chassis
Where to oil: See instructions

ELECTRICS

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

MECHANISM

Drive system: Motor drives outer axles of each bogie via cardan shafts and gears
Flywheel(s): Two
Traction tyres: No





EFE Rail SR 'Booster' Co-Co

◆ GAUGE 'OO' ◆ MODEL EFE Rail • E82001 SR 'Booster' CC1, SR grey • E82002 SR 'Booster' CC1, SR green ◆ PRICE £184.95 each

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

It was in 2003 that Hornby took what was considered by some to be a risk by releasing a range of the Southern Railway's unconventional 'Q1' O-6-Os. Healthy sales immediately pointed to all kinds of possibilities in what had hitherto been a relatively conservative market. The emergence of the Bulleid-Raworth 'Booster' electric locomotive from the Bachmann EFE Rail range – 21 years later – demonstrates just how much the RTR market has changed.

Only two 'Boosters' of this particular type were built by the Southern Railway: Nos. CC1 and

CC2, later British Railways Class 70s Nos. 20001 and 20002. Even so, their many guises mean that there are five versions to choose from: SR grey No. CC1, SR malachite green No. CC1, BR black and aluminium/silver No. 20002, BR green No. 20002 and BR blue No. 20001. With no surviving prototype to copy, the research, development and design team must be commended for capturing the 1940s style fully evident in archive views.

Careful study of our two review models (one kindly supplied by Bachmann, the other

purchased from Rails of Sheffield) reveals a complex suite of radii around the cab ends in particular. The points at which the gently bowed cab ends meet the sloping roof fronts look absolutely spot on, as do the subtle vertical angles.

SCI-FI SEMBLANCE

One of the most readily identifiable traits of the prototype is the shape of the end windows. Square in proportion, but with curved-off corners, these high apertures give the 'Booster' the curious look of a machine that would have been equally at home

in a contemporary sci-fi flick. Indeed, the cabs share commonality with the 1939-introduced '2-HALS' (as already modelled by Hornby), giving these locomotives a very Southern Electric family feel.

The battleship grey example features inserted platework over the end windows, as seen on the 1941 prototype (in order to keep the glow from the cab lights to a minimum under wartime blackout conditions). These have been well executed by EFE and are surrounded by an array of separately fitted details. The air-whistles and windscreen



wipers are fine injection-moulded plastic, accompanied by wire handrails and tiny lamp irons.

The malachite green example displays the Southern Railway's well known 'engine code' designation (lights within discs), whereas the grey version features as-built reporting number blinds.

A 'bag of bits' for each locomotive type allows customisation for both prototypes: either a cluster of blanks for the route discs/lamps, and the grey comes with the most common reporting number stencil blinds (blanked-off on later versions). Dummy screwlink couplings and steam heat pipes are provided for the modeller to fit as desired.

Buffers, although sprung, are painted plastic. Their silver 'heads' would benefit from weathering to tone down the bright appearance.

The defining feature of the roof is the pantograph (tram-style catenary was used in some of the SR's larger goods depots, rather than the conventional third-rail to avoid catastrophic third-rail accidents with ground-level shunters). Most of its pieces are made from fine, sprung metal parts, and it looks just as impressive in both lowered and raised positions.

The otherwise plain roof is

punctuated by small yet appreciable details, such as the riveted lapped steel sheets. The neat cab roof ventilators are the same design as SR carriages and would therefore have been off-the-shelf parts.

The boxy nature of the 'Booster' is also interrupted by a dozen deep-recessed rectangular cant rail apertures (which on the originals provided cooling air intake to the motor generator equipment).

Both bodysides are remarkably different in appearance. One side is festooned in rectangular grilles, which are moulded as part of the bodyshell. The other is plain in comparison, capturing the flush-riveted panels of the prototype.

Both flanks include wire grab rails, and small nautical portholes feature midway along each side.

BOGIE WONDERLAND

The bogies represent one of the few areas where the real thing demands genuine relief. Happily, EFE has not skimped in this area and there is pleasing depth to the springs, axlebox covers, sand boxes (augmented by pipes that 'feed' the wheels), third-rail shoebeams, shoe fuses (the little grey boxes), and footsteps. There is an appreciable amount of daylight between parts that emphasises the bogies aren't basic one-piece components.

Separately supplied are the third-rail shoes themselves,

which simply clip into lugs on the beams. Do, however, make sure your layout's trackside equipment won't foul these, hence the individual choice to fit.

Meanwhile, the distinctive Bulleid Firth-Brown disc wheels are obvious from most viewing angles.

Decoration of our samples is of a good standard; there is a deep lustre to the finish of the grey and green and the speed whiskers of the grey example are especially striking. The bufferbeam numerals and Southern lettering (malachite only) are slightly translucent however, which allows the tones of darker colours to seep through. A minor quibble.

A peek inside the cab reveals a driver's control desk, finished in the economy pale green used extensively by the Southern in 'staff areas', such as guard's compartments. Our sample seems to have taken a knock in transit as one of the desks has been dislodged, but nothing that cannot be solved by taking the body off and pushing it back into place.

Most 'Booster' owners should only need to remove the bodyshell in order to access the decoder socket. The body is held to the chassis with four screws, reached with a small cross-headed screwdriver in the small gap between the bogie frames. Each buffershank needs to be prised out from the beams (pinched fingers will suffice) as these would otherwise foul the chassis. ➤

3 things we like



1

Cab ends are accurately shaped and reflect the 'Cyberman' look of the originals!



2

The pantograph is very fine – a rare commodity of the late Southern Railway era.



3

Six-wheel bogies have plenty of depth and show authentic daylight between shoebeams and frame.





EFE Rail SR 'Booster' Co-Co electric locomotive - in detail

Factfile: SR 'Booster' Co-Co electric locomotive

Southern Railway Chief Mechanical Engineer Oliver Bulleid was renowned for his highly unconventional, yet often brilliant, locomotive designs. At heart, he was a fundamentalist for the capabilities of steam technology. The creation of the Southern's experimental electric Co-Co locomotives was therefore at least as much the work of Alfred Raworth, the company's unsung chief electrical engineer.

Third-rail electrification had proved successful on SR suburban routes, but until the war it was restricted to EMU services. The first Bulleid-Raworth 'Booster', No. CC1, was built at Ashford in 1941 and was fully capable of handling the type of longer distance locomotive-hauled work; such as the London Victoria-Newhaven boat trains and goods trains on the Brighton main line.

A second locomotive, No. CC2, emerged from Brighton in 1945 (incorporating minor detail differences like enlarged windows) and was joined in 1949 by the third example, built under the newly nationalised railway in 1948 and numbered 20003. This final locomotive was two inches longer and featured squared-off cab roof ends (thus it does not feature in the initial range of EFE models).

The class was colloquially known as 'Boosters', in honour of their motor-generator-flywheels, fitted to maintain traction power between gaps in third-rail pick-ups. The resultant 'whirr' of these flywheels gave rise to a second nickname, 'Hornbys' having been likened to the model railway train sets of the era.

Although they were generally faultless in traffic (even being occasionally entrusted with the Royal Train), 'Booster' technology was non-standard by the time BR had decided to pursue the construction of more steam locomotives, and ultimately diesel traction. All three locomotives had been condemned by the end of the 1960s (by then known as the Class 70).

SR liveries were as-built photographic grey and Bulleid malachite green. The BR era brought true variety: experimental light blue, black and silver, lined green, plain green and even BR blue with 'double-arrows'.

3: Stabled at Redhill in December 21 1968, 20002 has gained full yellow ends. It was moved to Cashmore's, Newport, the following summer for scrapping. F. COLLEN JONES/RAIL PHOTOPRINTS



1: 20001 passes through Lewes with a train of ferry vans bound for Newhaven Harbour, on August 1950. G. LANDER/RAIL PHOTOPRINTS



2: Wearing the drab, unlined version of BR green, 20002 sits at Stewarts Lane depot in 1960. RAIL PHOTOPRINTS



DCC sound aficionados will appreciate the hard-wired speaker, leaving the user to fit a suitable 21-pin decoder.

On analogue control, the malachite green version displays directional marker lights that illuminate when power is applied in each direction, while a magnetic 'wand' controls the cab interior lights. Naturally, digital control affords bespoke control for a host of permutations.

Under test, both samples were capable of moving a dozen Hornby Maunsell carriages up to a modest top speed, which

will be acceptable for most layout situations, especially as the prototype rarely ran above 70mph.

However, the green version did occasionally derail on pointwork. Closer inspection reveals that two wheels on one of the bogies are riding high and don't quite make contact with the railhead. We've heard that this is a problem that affects a "very small number" of models and that any model with this issue should be returned.

However, we also understand that this slight imbalance "can be fixed with a 20thou' shim of

plastic card glued under the chassis block above where the bogie side mounting arm on the affected side will make the bogie sit level". Our grey sample, on the other hand, had no such issues.

Those gremlins aside, these are first-rate models that have clearly benefited from diligent research by the EFE team (especially SR guru Graham 'Muz' Muspratt). One hopes these quirky locomotives are followed by the third 'Booster', 1949-built No. 20003, characterised by its '4-SUB'-style cab ends. **(NB)**

SUMMARY

PROS

- An unusual prototype effectively captured.
- Smooth and quiet runner.
- Attention-grabbing light effects.
- Wide scope of tooling to cater for class modifications.

CONS

- Occasional derailments caused by misaligned bogie side mounting arm.

FINAL VERDICT

A rare prototype captured to a tee.

FACTFILE: EFE RAIL SR 'BOOSTER' Co-Co ELECTRIC LOCOMOTIVE

OVERVIEW

Manufacturer: EFE Rail
Ref. Nos. E82001/E82002
Unit Nos. CC1
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 440g
Min. curve radius: 438mm (2nd radius)
Wheel back to backs: 14.3mm

DIMENSIONS

Length
 Height (pan lowered)
 Width
 Wheel diameter
 Bogie wheelbase

PROTOTYPE

56ft 9in
 12ft 6in
 8ft 7½in
 3ft 6in
 16ft 0in

1:76 SCALE

227.8mm
 50.1mm
 34.5mm
 14mm
 64mm

MODEL

228mm
 50.2mm
 33.3mm
 14.4mm
 64mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole, skew-wound
Lights? Directional headlights
DCC-ready? 21pin socket

MECHANISM

Drive system: Motor drives all six axles 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





Ellis Clark Trains LMS 'Black Five'

◆ **GAUGE** 'O' ◆ **MODEL** Ellis Clark Trains E1007 LMS 'Black Five' 4-6-0, No. 45337, BR lined black, late emblem
◆ **PRICE** £949.00 (DCC-ready) £1,175 (DCC sound-fitted) ◆ **AVAILABILITY** Ellis Clark Trains **Web** www.ellisclarktrains.co.uk

First mooted in 2019 as a joint venture with Darstaed, the first batch of LMS 'Black Fives' have now arrived, produced solely under the Ellis Clark Trains banner. Representing one of the most ubiquitous steam locomotives of the later LMS and BR steam eras, Stanier's Class 5 4-6-0 is an excellent choice for a ready-to-run model in any scale, but it looks especially impressive in 'O'.

Dealing with such a large fleet of locomotives, with myriad detail differences and design tweaks across 842 examples, Ellis Clark's design team have wisely decided to concentrate on a single batch of 'Black Fives' for now. Accordingly, the suite of new releases depicts

only those locomotives built for the LMS by Armstrong Whitworth, at its famous Scotswood works in Newcastle-upon-Tyne (LMS Nos. 5225-5427).

Within this batch, there's still plenty of variety, with a choice of welded or riveted tenders and there are several LMS and BR livery options available, most of which come without numbers, with sheets of suitable transfers provided.

Supplied for review is No. 45337 in BR lined black with later emblems. Emerging in 1937, LMS No. 5337 headed initially to Blackpool, before moving around various Lancashire sheds. The model sports a 12A shedcode, placing it at its final depot - Carlisle Kingmoor - from where it

was withdrawn in 1965. Rescued from Barry scrapyard in the 1980s, the real No. 45337 returned to steam at the East Lancashire Railway in 1995.

After removing the hefty model from its foam-packed box - and unbolting it from the heavy-duty plastic transit crate - it's immediately apparent that most of this model is rendered in metal. At over 2kg, it feels like it means business and, in many ways, has the aura of a bespoke kit-built model rather than a mass-produced RTR product.

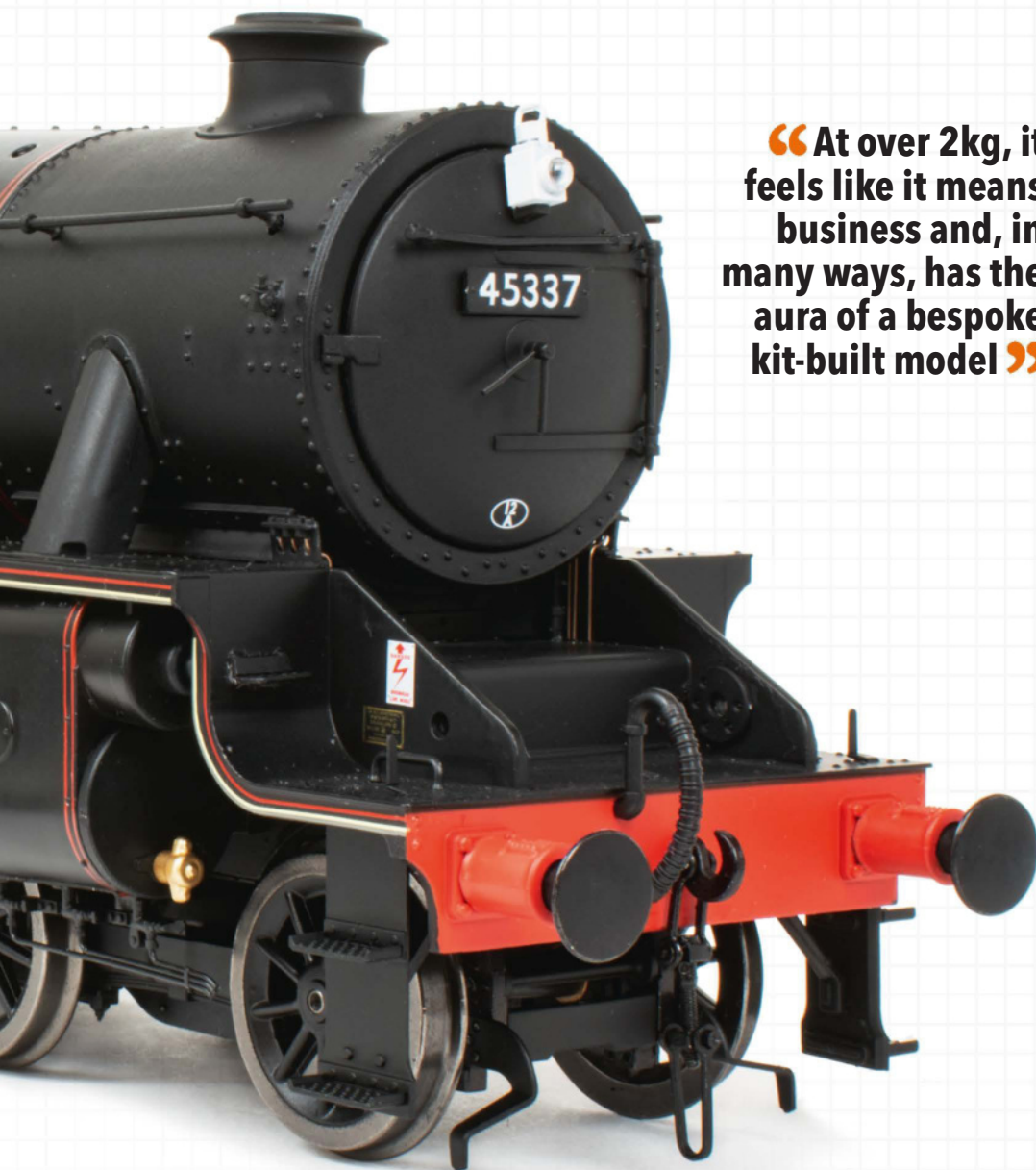
ACE APPENDAGE

Supplied with the locomotive and tender separated, I unbolted the latter first, which features a detailed metal bodysell, with



only the front bulkhead and cab fittings, plus a few other smaller details formed from plastic. The open-frame chassis is impressive, with authentic stretchers and a convincing rendition of the brake gear and water scoop apparatus. Flexible pipes project under the cab to represent water feed pipes.

A working headlamp is fitted to the rear, in the upper central



“At over 2kg, it feels like it means business and, in many ways, has the aura of a bespoke kit-built model”

3 things we like



1

Fully detailed cab interior and firebox glow effect.



2

Real copper wire employed for pipe runs.



3

Attractively and securely packaged, with helpful instruction booklets.

position and the various footsteps all feature a neat chequer plate texture, even atop the buffershanks. A spare oil lamp is mounted on the cab bulkhead, which is also adorned with legible lettering panels beside the handbrake and water scoop handles. The coal bunker features a full rendition of the interior, with fire iron tunnel and an open coal shelf.

All three axles are individually sprung and run in friction-free brass bearings, with access points for lubrication. The spoked wheels are elegant and the axlebox and spring detail is made up of separate plastic mouldings which maintain a small gap between the rear of the springs and the chassis frames - as per the real thing - accentuating the sense of depth and realism. A couple of these mouldings came loose during handling, but simply slotted back into position.

HEAVY DUTY

The tender is no lightweight, but the locomotive is a real beast! It's heavy, but it looks magnificent, nailing the profile, proportions and all-important character of Stanier's 'Black Five'. Only the cab and assorted detail fittings are plastic, with the die-cast metal boiler, smokebox and running plate featuring plenty of subtle, refined surface relief and no unsightly mould marks.

The sloping throatplate boiler, with separate dome and top feed, is well observed, with fine wire handrails installed throughout. There are even different gauges of real copper wire employed for all the various pipe runs, offering unmatched realism. A working headlamp is installed atop the smokebox door, being illuminated



with a warm white glow when the locomotive is under power, regardless of direction. This being an analogue version, the tail lamps required quite a bit of power before lighting up, thus only coming to life once the model was well under way. DCC users will, naturally, have more control over the lighting. Incidentally, the lamps can be removed if desired.

The cab interior is fabulous, with countless individual parts

added to the backhead to represent pipes, valves, gauges and controls, crew seats and planked flooring panels. The underside of the roof is painted cream, and the sliding vent appears to be fixed shut (or it was on our sample!). A hinged fallplate ➤

Ellis Clark Trains LMS 'Black Five' - in detail



Factfile: LMS Stanier Class 5

When William Stanier joined the LMS in 1932, the closest thing the railway company had to a modern mixed traffic locomotive design was the Hughes 'Crab' 2-6-0. Instead, Stanier set about creating a true 'go anywhere, haul anything' 4-6-0 locomotive that could offer superior performance and economy on both passenger and freight work, while being easily assembled and maintained.

Building on his previous experience with the GWR's 'Hall' 4-6-0s, the LMS Class 5 featured a tapered boiler, twin outside cylinders and 6ft driving wheels. The first example appeared in 1934 and construction continued into BR days, with well over 800 examples eventually constructed by 1951.

Assembly was undertaken at Crewe, Derby and Horwich Works, while private builders Vulcan Foundry and Armstrong Whitworth also gained contracts to assemble 100 and 327 examples, respectively.

During both LMS and BR days, the Stanier Class 5s only ever carried black liveries, leading to the nickname of 'Black Fives'. The versatile 4-6-0s worked a vast array of freight and passenger services across the LMS network and BR's London Midland and Scottish regions. They were also some of the last steam locomotives to work for BR, with withdrawals only beginning in earnest in the mid-1960s. Moreover, three different examples took part in the last ever steam-operated train, the 'Fifteen Guinea Special', in August 1968.

A total of 18 'Black Fives' survived into preservation, with several examples currently registered to work on the main line.

1: Built by Armstrong Whitworth, 'Black Five' No. 45280, has just passed through Dore & Topley on a southbound express in the summer of 1961. COLOUR RAIL

2: Lostock Hall's No. 44675 - a BR-built '5MT' - climbs Shap with a parcels train in 1964. The upper lamp bracket and its lower counterpart have been relocated to a right-of-centre position as a safety measure. COLOUR RAIL

3: The real No. 45337 heads a relatively short rake of empty wagons near Lancaster in 1962. AWS gear has been installed, but the locomotive lacks a speedometer drive. COLOUR RAIL



is installed, and the individual glazing panels are neatly installed, sitting flush within each aperture.

A bag of extra details is supplied for customer fitment, some of which I installed to our sample prior to photography. The bag includes front footsteps, cylinder covers and drains, folding cab doors, AWS equipment and associated pipework, speedometer drive, miniature snowplough, plus a spare pair of headlamps.

Below the running plate, the frames feature plenty of detail, including a full rendition of the leaf springs and hangers, brake gear and sanding equipment. The front bogie looks great and performs equally well, while the driving wheels and motion are a joy to behold, especially when in motion.

Everything is designed to last, with the compensated axles all running in brass micro ball bearings, with little perceptible friction. Indeed, all wheels and motion are free to rotate even when the model is not under power, which helps greatly during maintenance or when placing it on the rails and coupling up to stock in a fiddleyard. Metal inserts are fitted within the cylinders, to ensure the piston rods do not cause wear and tear. Like the axleboxes and transmission, all these key moving parts have small access ports to allow for easy lubrication without the need to dismantle anything.

Accessing the interior of the locomotive is straightforward, with the boiler being unscrewed following the supplied instructions (don't forget to remove the whistle first!). Supporting the model in a foam cradle is recommended. Once the heavy cast metal boiler is pulled away, the main circuit board, wiring loom and mechanism are revealed.

A high-quality Maxon motor is vertically mounted and drives the rear coupled axle via an ABC gearbox equipped with helical gears. This is a renowned power combination for an 'O' gauge locomotive, with many kit-builders employing a similar arrangement. A 34-pin L-type decoder socket sits on the main circuit board and there's room for a speaker. Indeed, factory-fitted DCC sound versions are available, with speakers mounted within the boiler. The designers have even factored in conversion to radio control, as the metal boiler features removable weights to allow extra equipment to be installed where necessary.

Power is collected from all six driving wheels and all tender

wheels, with a four-cable plug and socket arrangement linking the locomotive and tender. I found this a little fiddly to operate, as there's little slack in the cables. On the other hand, the short cables keep things looking tidy.

The pivoting drawbar is fitted to the tender with a bolt, allowing sufficient clearance for this 4-6-0 to navigate second radius curves, and very good it looks too. However, for closer coupling, the cab floor can be removed to provide access for an alternative locating pin. This is

a nice touch for layouts with minimal curves or when the model is to be displayed.

FINISH AND PERFORMANCE

The simple black livery is evenly applied, with a satin sheen over most of the paintwork. Pleasingly, the smokebox and chimney feature a flatter sheen, as is usually the case in real life. The lining is exquisite throughout the boiler, frames, cab and tender, while the BR emblems, numbers, overhead line warning flashes and builder's plates are all neatly printed.

Under test, the model ran incredibly quietly and smoothly, the valve gear and motion operating perfectly. Despite the motor appearing diminutive within such a large, heavy model, it produces a surprising amount of power. The 4-6-0 certainly had no qualms about hauling over a dozen twin-axle wagons and a brake van, formed of RTR and kit-built stock.

This is a fantastic first steam locomotive from the team behind Ellis Clark Trains, offering optimum performance

and a beautiful, faithful appearance. The 'Black Fives' are one of my favourite steam classes and this model certainly does Stanier's masterful design full justice. It offers yet another great reason to dabble in 'O' gauge. (GD)

SUMMARY

PROS

- Looks and fidelity.
- Impressive level of detail.
- Super-smooth runner.
- Excellent finish.

CONS

- Fiddly loco-tender power coupling.

FINAL VERDICT

Superb.

FACTFILE: ELLIS CLARK TRAINS LMS 'BLACK FIVE'

OVERVIEW

Manufacturer: Ellis Clark Trains
Ref. Nos.: E1007
Unit Nos.: 45337
Scale/gauge: 1:43.5 scale, 'O' gauge
Body: Metal with plastic parts
Chassis: Metal with plastic parts
Weight: 2,032g
Min. curve radius: 1,029mm (second radius)
Wheel back-to-back: 29mm

DIMENSIONS

Length
 Height
 Width
 Wheel diameter (driving)
 Wheel diameter (bogie)
 Wheel diameter (tender)

PROTOTYPE

63ft 7¼in
 12ft 8in
 8ft 7in
 6ft
 3ft 3½in
 4ft 3in

1:43.5 SCALE

453mm
 91mm
 62mm
 42mm
 23mm
 31mm

MODEL

453mm
 90mm
 61.2mm
 42mm
 23mm
 31mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Vertically mounted Maxon motor
Lights: Working headlamp, firebox glow
DCC-ready: 34pin L-type socket
MECHANISM
Drive system: Motor drives rear coupled axle via gearbox
Flywheel(s): No
Traction tyres: No

SERVICING

How to dismantle: Body unscrews from chassis
Where to oil: Axle bearings, crankpins, gearbox - see instructions



453mm



90mm



61.2mm





Hornby LMS Fowler '4P' 2-6-4T - 'Big Four' Limited Edition

◆ GAUGE 'OO' ◆ MODEL Hornby R30271 LMS Fowler Class 4P 2-6-4T No. 2300, LMS crimson, 'Big Four' anniversary edition

◆ PRICE £189.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

Last year marked the centenary of the Grouping, when many disparate independent railway companies were merged by government order to form four regional entities. The London Midland & Scottish, London & North Eastern, Southern and Great Western Railways would become known as the 'Big Four', and their period of operation up to the Second World War would be seen by many as the golden age of Britain's railways.

To mark the significance of the anniversary, Hornby announced a special quartet of steam locomotives, one from each of the 'Big Four', to be offered in special packaging and strictly limited to 500 pieces each.

For review, Hornby kindly supplied the LMS representative, Fowler '4P' 2-6-4T No. 2300 in lined crimson livery. Supplied with a numbered certificate in a foam-lined container, with the box lid adorned with each of the four railway company's coats of arms, this is an attractive overall package.

Employing Hornby's tooling from the early 2000s, the model may lack some of the finesse of

more recent products, but the '4P' remains one of the Margate company's best models of an early LMS prototype. The real No. 2300 was the doyen of Fowler's new class of passenger tank locomotives, built in 1927, and its appearance owed much to Midland Railway practice.

Featuring a die-cast metal chassis and five-pole motor, the '4P' is an excellent runner and there's a good amount of detail adorning the plastic bodyshell. The cab interior features a detailed backhead, with pipes, gauges and valves picked out in appropriate colours.

The livery application is, unsurprisingly, the most eye-catching aspect, with the crimson paint applied to a high standard and with a pleasing satin sheen. Lining is neat, especially around the wheel rims, cylinders and boiler, while the lettering and numbers is excellent.



Equipped with an 8pin DCC socket, accessed by removing the bodyshell (a simple process), a detail bag provides pairs of front and cab footstep for customer fitment, provided the pony truck and bogie can swing freely around your layout's curves.

The exclusivity, improved packaging and high standard of finish have ensured that these limited-edition models have been in high demand. The quartet is completed by LNER 'A1' No. 4478 *Hermit*, GWR 'Castle' No. 4074 *Caldicot Castle* and SR 'King Arthur' No. 741 *Joyous Gard*. (GD)

SUMMARY

PROS

- Tooling still captures the look of the '4P'.
- Smooth runner.
- High level of finish.
- Attractive packaging.

CONS

- Certain aspects of the tooling beginning to show its age.

FINAL VERDICT

An attractive package.

Hornby LMS Class 8F 2-8-0

◆ GAUGE 'OO' ◆ MODEL Hornby • R30281 LMS Class 8F 2-8-0 No. 8310, LMS black • R30282 LMS Class 8F 2-8-0 No. 48518

◆ PRICE £249.99 each ◆ AVAILABILITY Hornby stockists Web www.hornby.com



Having been out of production for the past few years, Hornby's LMS '8F' 2-8-0 has made a welcome return, with two versions now available. Both have been kindly supplied by Hornby for review, depicting LMS No. 8310 and BR No. 48518, each exhibiting a few minor detail differences.

No. 8310 was built at Crewe in late 1943 and features a straight reversing rod and a welded tender, while Doncaster-built No. 48518 represents an '8F' built in 1944 with a curved reversing rod and is paired with a riveted tender.

Based on Hornby's 2003 tooling, a number of improvements have been made,

including provision of a 21pin DCC interface and speaker mount within the tender, with a four-wire plug and socket transferring power between the tender and locomotive. A five-pole, skew-wound motor is located within the boiler and, thanks to all-wheel power collection (save for the front pony axle), performance is smooth and responsive.

The model features a few retrograde steps, however, with the smokebox door handles and lamp brackets reverting to solid mouldings, in contrast to the separately fitted details on previous releases. The reasons for this are hard to fathom, especially

given the RRP of these models.

Additionally, a revised loco-tender coupling bar has been introduced, with a large gap provided to cope with train set curves. The only means of reducing the gap is to forego (or modify) the locomotive's brake rigging and brake cylinder and screw the coupling bar in its place. I'm not keen on this idea, so I'd be tempted to fashion a shorter coupling bar from stout brass strip instead. An even better solution would be for Hornby to simply include a shorter bar within the detail

SUMMARY

PROS

- Captures character of the '8F' well.
- Build quality and finish.
- Super-smooth performance.

CONS

- Revised loco-tender coupling.
- Moulded smokebox door detail.
- Expensive.

FINAL VERDICT

A welcome return, but not without a few issues.



bag, which does provide optional front footsteps and brake rigging for locomotive and tender.

These things aside, the Hornby '8F' still captures the overall look of the prototype well, while the performance is more than adequate. Improved DCC functionality will be welcomed by many, especially those who enjoy fitting sound units. However, a thoroughly re-tooled '8F', to the same standard as Hornby's forthcoming 'Black Five', is surely overdue, especially given the popularity and importance of the real thing. (GD)





Revolution Trains PCA Alumina tanks

◆ GAUGE 'OO' ◆ MODEL Revolution Trains RT-PCA20-4031 PCA Alumina powder tank wagons ◆ PRICE £169.95 four-pack

◆ AVAILABILITY Revolution Trains stockists Web www.revolutiontrains.com

Built in 1988 by Powell Duffryn, the PCA bulk powder tank wagons were designed for carrying imported alumina, loaded at Blyth on the Northumbrian coast, to feed the British Aluminium smelter at Lochaber, near Fort William. Traversing what must be one of the most scenic routes for a freight service, the wagons also represent the last regular freight traffic over the West Highland line. During 2011, they were even hauled by a preserved 'Deltic', 55022 being hired owing to

a GBRf motive power shortage.

Revolution Trains announced its 'OO' PCA project in the summer of 2022, with models arriving with retailers last month, attractively packaged in four-wagon sets. Received for review is a set of tanks carrying the branding of British-Australian mining company Rio Tinto Alcan. British Aluminium has been bought and sold countless times over the years, with the Canadian outfit Alcan taking control in the 1980s before it was acquired by Rio Tinto in 2007, the Alcan part of the name being dropped in 2015.



I guess one could say that these are a fairly niche modern wagon, operating on a single flow between two specific destinations. However, trains are often diverted along certain

sections of their route (I've spotted them traversing the Tyne Valley line a few times), and they're essential for anyone modelling part of the West Highland line from the late 1980s



“Performance proved to be faultless under test, the pinpoint axles running smoothly within the frames”

until the present day. Indeed, the wagons have recently undergone a refurbishment programme and are expected to continue until 2030 at least.

While the wagons have always worn a pale grey livery, Revolution has produced 14 different packs to suit various timeframes, from the original blue Alcan logos to the rather bland post-2020 Alvanche branding. Featuring a wealth of fine detail, these are a high-quality product, produced in limited numbers, which explains the premium pricing (working out at just over £42 per wagon).

The tank barrels and chassis capture the appearance of the prototype perfectly, with subtle panel seams and catwalks rendered in finely etched metal. The loading hatches feature hinge and fixing detail, along with bump stops (which can be broken off with careless handling) and the air piping at one end is nicely rendered, with shut-off valve

handles picked out with red paint.

Below the frames, the air discharge gear is captured authentically, as is the air brake equipment, with the shoes sitting neatly on either side of the disc wheels, with yokes carefully moulded to fit around the NEM coupler pockets.

CLASSY CHASSIS

The parabolic springs and roller bearing axleboxes are moulded well and the heavy-duty Oleo buffers are sprung, with the metallic paint of the shafts contrasting nicely with the black shanks and heads.

Separately fitted lamp brackets adorn the headstocks and pairs

of air brake hoses are provided as optional extra details. The simple livery is applied to a high standard, with fully legible markings.

Weight is equivalent to most other similarly sized RTR 'OO' freight wagons and performance proved to be faultless under test, the pinpoint axles running smoothly within the frames.

Revolution has done a great job with these wagons, both in terms of choosing an attractive modern prototype, but also in the execution. This particular set will look perfect behind a GBRf Class 66, while some of the earlier versions call for Class 37 haulage. **(GD)**



3 things we like



1

Finely etched catwalks and detailed hatches.



2

Neatly printed, legible markings.



3

Faithful rendering of air discharge and brake gear.

SUMMARY

PROS

- Looks.
- Build quality.
- Excellent finish.
- Smooth runners.
- Interesting modern prototype.

CONS

- Nothing.

FINAL VERDICT

Excellent.

LMS/BR CLASS 11 0-6-0DE

CHOOSE FROM 15 VERSIONS

The Class 11 holds an important place in railway history, emerging in the steam era and offering sterling service to the Allied cause during the Second World War.

Our exclusive model 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've 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 Western Region locomotives built at Swindon have also been included.

00
GAUGE



MR-501 War Department 70271, olive green



MR-504 LMS 7128, post-war black



MR-502 War Department 878 Basra, Longmoor Military Railway blue/red



MR-505 BR 12043, black, BRITISH RAILWAYS lettering



MR-503 LMS 7120, pre-war black



MR-506 BR 15101, WR green, BRITISH RAILWAYS shaded lettering

**IN STOCK
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**BUY YOUR
CLASS 11 TODAY**

BR/SR CLASS 12 0-6-0DE

CHOOSE FROM FIVE VERSIONS

00
GAUGE

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

Features: • NEM

coupler pockets • brass flywheel and high-reduction gears • working exterior lights (where appropriate) • cab interior lights • factory-fitted speaker • tooling allows for early and late BR versions.

COMING
SOON -
Expected
late 2024

We're working on five versions of the BR Southern Region Class 12, complete with Bulleid-Firth Brown wheels. The tooling allows for original and later versions to be replicated, with and without electric head/tail lamps.



Pristine models

£169.00

£152.10

Model Rail
subscribers
price



➤ **MR-507** BR 15106, WR green, BRITISH RAILWAYS shaded lettering



➤ **MR-511** BR 12100, green with 'wasp' stripes, late emblem



➤ **MR-508** BR 12125, black, early emblem



➤ **MR-512** BR D12062, Rail blue with 'wasp' stripes



➤ **MR-509** BR 12131, black, early emblem, WEATHERED



➤ **MR-513** BR 12052, Rail blue with 'wasp' stripes



➤ **MR-510** BR 12105, green, late emblem



➤ **MR-514** MP228 (ex-12052), Derek Crouch Mining Co. red/cream

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

Features: • NEM coupler pockets • brass flywheel and high-reduction gears • working exterior lights (where appropriate) • cab interior lights • factory-fitted speaker • tooling allows for LMS, WD, GWR and BR versions.

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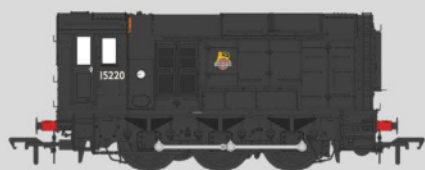
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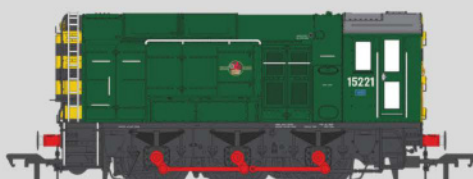
➤ **MR-515** (ex-12099), National Coal Board orange

What's planned?

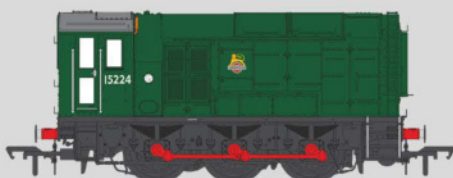
- ◆ MR-520 BR/SR Class 12, 15220, BR black, early emblem
- ◆ MR-521 BR/SR Class 12, 15224, BR green, early emblem
- ◆ MR-522 BR/SR Class 12, 15221, BR green with 'wasp' stripes, late emblem
- ◆ MR-523 BR/SR Class 12, 15212, BR Rail blue with 'wasp' stripes
- ◆ MR-524 BR/SR Class 12, (ex-15231) Tilcon blue with 'wasp' ends



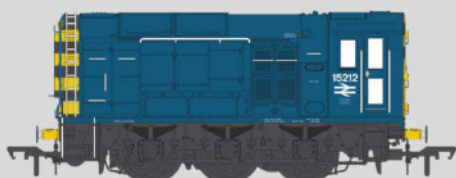
➤ **MR-520**



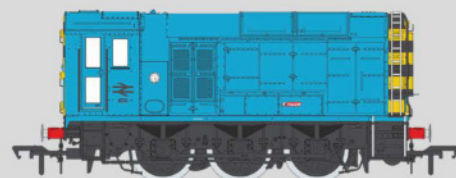
➤ **MR-522**



➤ **MR-521**



➤ **MR-523**



➤ **MR-524**

'16XX' 0-6-0PT

00
GAUGE

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CHOOSE FROM 22 VERSIONS

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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BR BLACK, EARLY EMBLEM (PRISTINE)

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

LAST
FEW

BR BLACK, EARLY EMBLEM (WEATHERED)

- ◆ MR-302B: No. 1649
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BR BLACK, LATE EMBLEM (PRISTINE)

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

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

GWR GREEN

- ◆ MR-306: GWR green No. 1638

SELLING
FAST

'BUSBY' CHIMNEY

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

NCB GREEN

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

PRESERVED GREEN

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



Ruston 'PWM' 0-6-0DE

CHOOSE FROM EIGHT VERSIONS

00
GAUGE

Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights
• NEM coupler pockets

**OUT
NOW**

£169.00

£152.10 price for Model Rail subscribers



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

£99.00

£89.10 price for Model Rail subscribers

LNER 'J70s'

SIX TO CHOOSE FROM

For immediate delivery!

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

£127.50

£114.75 price for *Model Rail* subscribers

00
GAUGE



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



MR-203
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

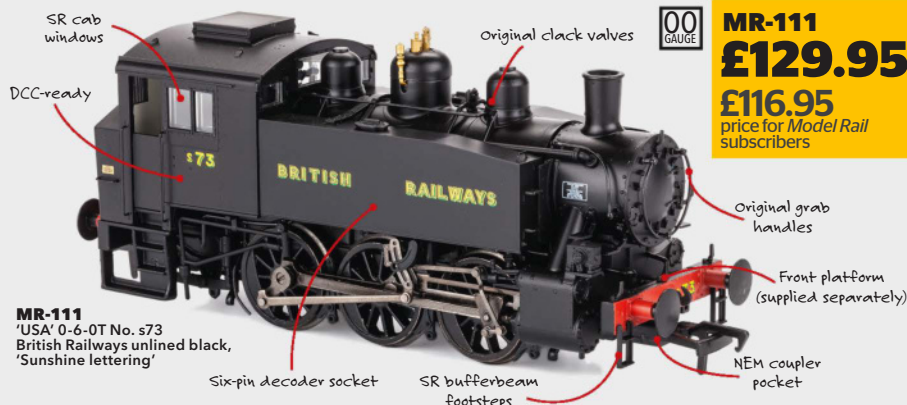
'USA' 0-6-0Ts

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'

00
GAUGE

MR-111
£129.95

£116.95
price for *Model Rail* subscribers

We've frozen the original 2017 price on these models



MR-101 No. 1968, USATC black



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

Low Stock

£124.95

£112.46
subscriber price

Our 'USA' 0-6-0Ts are selling out - order yours today!

BR/BRUSH TYPE 4 CLASS 48

FOUR TO CHOOSE FROM

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: 21pin

Features: • NEM coupler pockets • illuminated headcode panels and tail lights • interior lighting • pre installed speakers • sprung buffers • detail pack including miniature snowploughs

£230.00 £207.00
price for Model Rail subscribers

* **Weathered versions £245.00**
(Subscribers' price £220.50)

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

When Heljan announced its all-new 'OO' gauge Class 47 project, we took the opportunity to commission the first ever ready-to-run model of the Class 48 – a small fleet of Brush Type 4s equipped with experimental Sulzer V12 power units. Although very similar to a '47', the Class 48s featured significant alterations to the roof to accommodate a revised exhaust system, engine room access doors and ventilation grilles.

Our exclusive model boasts the same high specification as Heljan's all-new Class 47, with a specially tooled bodyshell to accurately reflect the changes made to the '48s'.

Four versions are available, and each has been produced in strictly limited quantities.

Don't miss out – pre-order yours today!



COMING SOON FROM MODEL RAIL

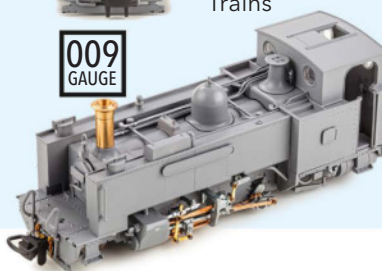


OO GAUGE BR Class 31 31116
Rail Celebrity in
BR Infrastructure livery
Produced by Accurascale



Vale of Rheidol 2-6-2T
Produced in partnership with Revolution Trains

009 GAUGE



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11**

Settle in for Settrington

Regularly driving past Settrington eventually inspired Kevin Smith to build it in miniature.

A new lease of life?

It may be time to dust off your old Lima models, as we put a new drop-in power unit to the test.



CHRIS NEVARD

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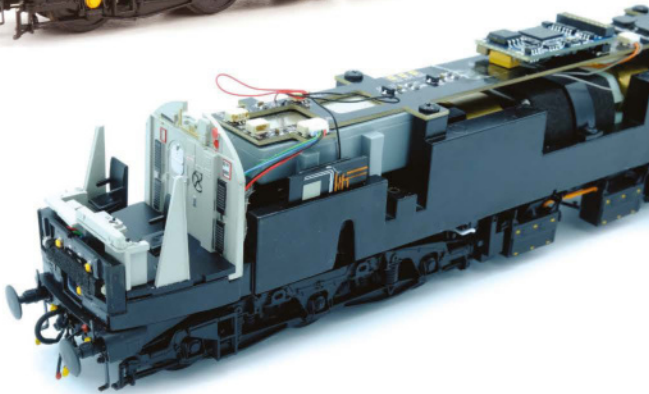


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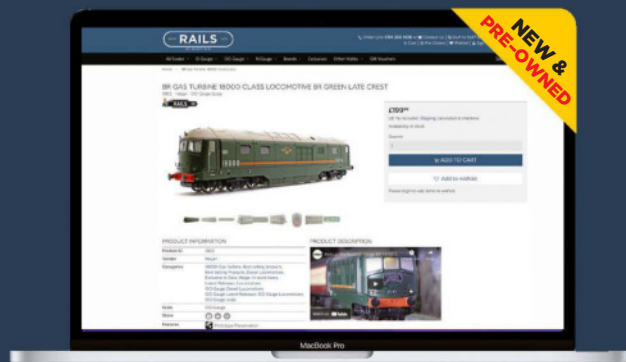


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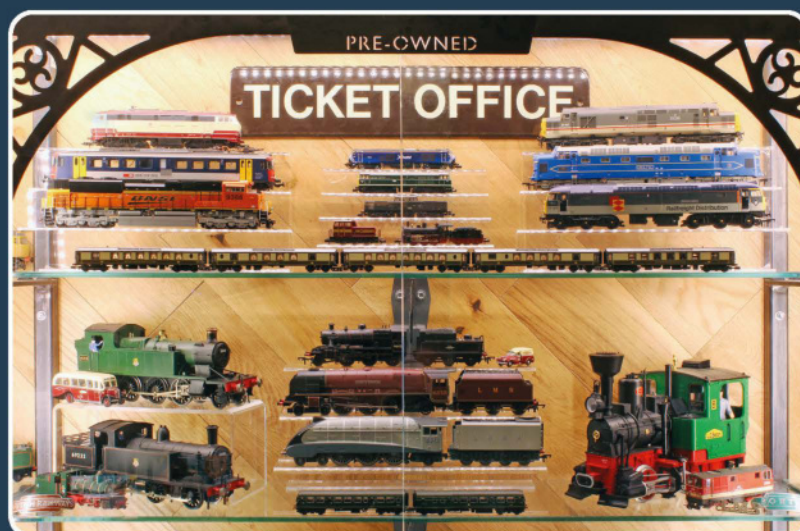
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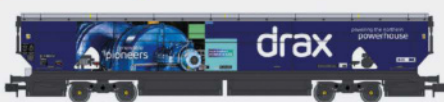


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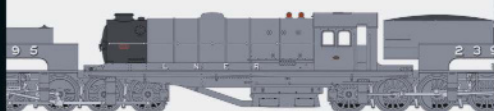
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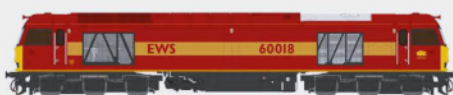
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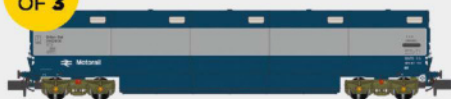


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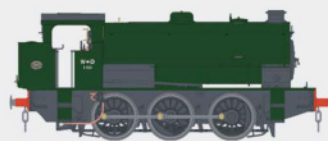
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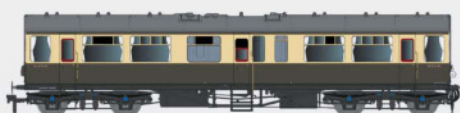


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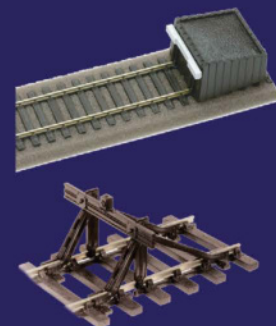
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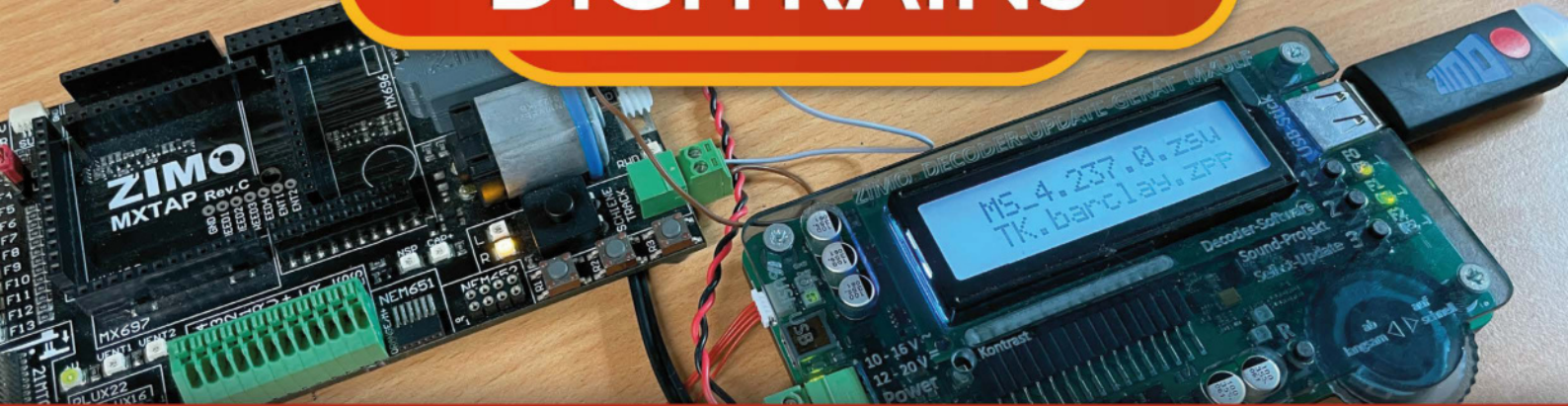


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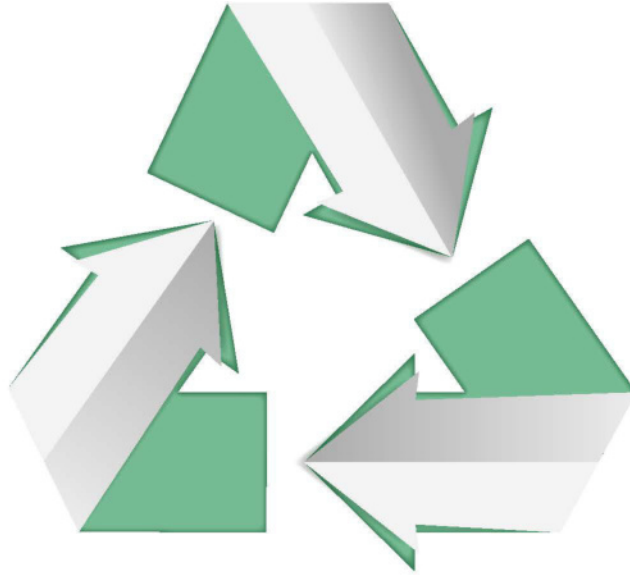
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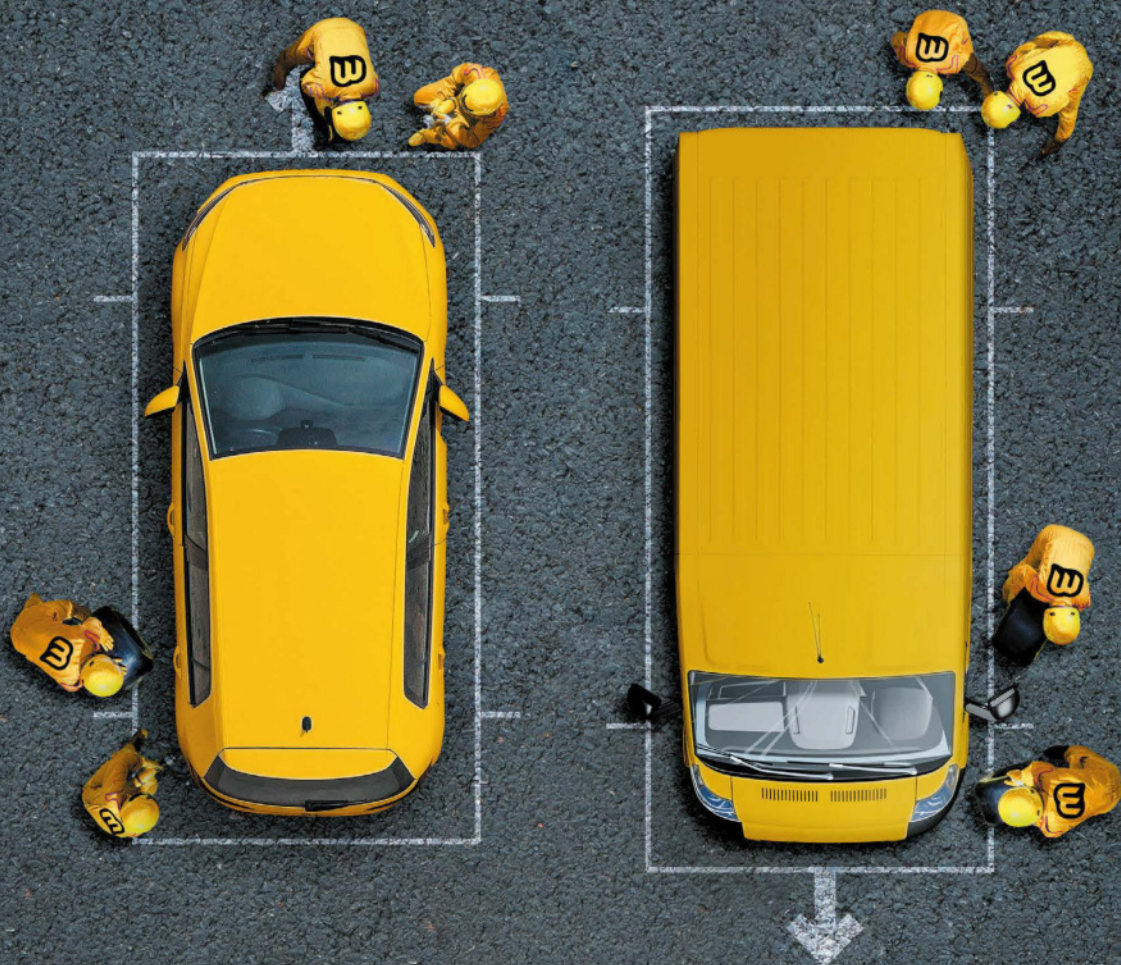
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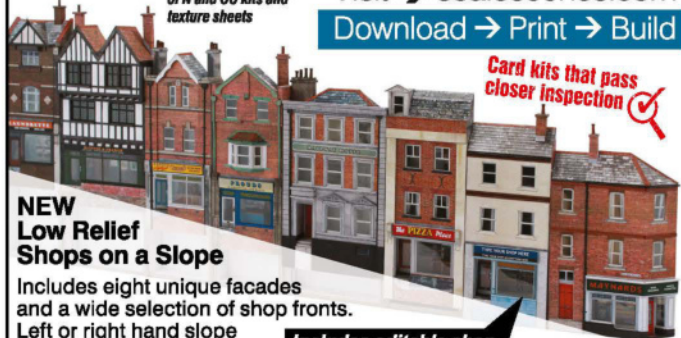
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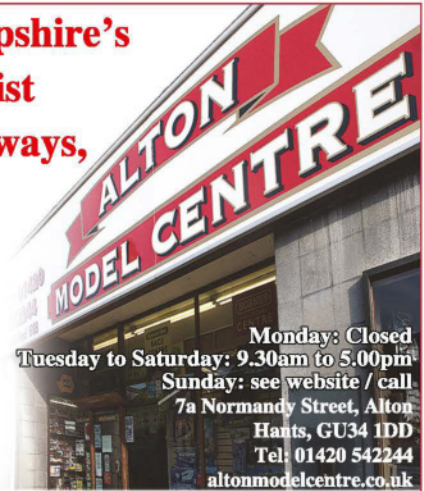


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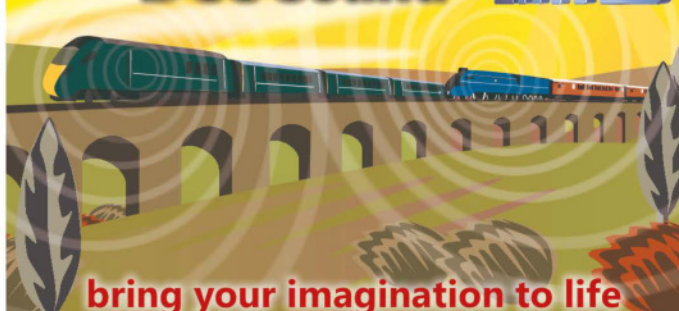
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EDITORIAL

Telephone: 01733 468000

Editor: George Dent

Consultant Editor: Chris Leigh

Staff Writer: Chris Gadsby

Model Consultant: Dave Lowery

Editorial Assistant: Sara Herbert-Mattick

Art Director: Mandy Brett

Art Editor: Matthew Hunt

Production Editor: Shane Collins

Sub Editor: Richard Hampson

Photography: Jacques Portal, Chris Nevard, George Dent

Artist: Andrew Mackintosh

PRODUCTION

Telephone: 01733 468377

Print Production Manager: Richard Woolley

Advertising Production: Zoe Bellamy

Printed by: Wyndeham, Walstead, Bicester, Chaucer
Business Park, Launton Road, Bicester, Oxon OX26 4QZ

ADVERTISING

Telesales Account Manager

Sarah Charity 01733 366350

Group Sales Manager

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MARKETING

Telephone: 01733 468000

Marketing Manager: Zoe Blanchflower

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COLOUR RAIL

Present your case

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

Locomotive: NER Raven Class Y/LNER 'A7' 4-6-2T

Scale: '00'

Proposed by: Max Walters

What is it?

Although designed originally under the auspices of Wilson Worsdell, the North Eastern Railway's Class Y 4-6-2Ts were built after Vincent Raven had taken over as chief mechanical engineer, with 20 examples turned out from Darlington Works in 1910-11.

'Pacific' tank locomotives were a rarity in the UK and, unlike most 4-6-2 tender engines, the Class Y was built specifically with heavy mineral traffic in mind. Boasting a large boiler, three 16½ x 26in cylinders and three sets of Stephenson link valve gear, they proved to be very capable locomotives.

Perfectly suited to the task of hauling coal from the North East's many collieries, they offered similar performance to many existing tender locomotives, but removed the disadvantages involved in running tender-first, especially when shunting riverside staithes.

Following the Grouping, the LNER reclassified the Raven 4-6-2Ts as the 'A7', at the same time relegating the fleet to heavy shunting duties at marshalling yards, especially those with hump operations. Many examples eventually moved to Hull, initially to haul local stone trains, but most ended up

hauling mineral traffic to the port, especially during the Second World War, replacing ancient locomotives of Hull & Barnsley heritage.

British Railways placed the 'A7s' in the '3F' power category and withdrawals began in the 1950s, with the last example being retired in 1957.

What would make it viable?

There has been a significant shift towards pre-Grouping designs from manufacturers recently, in the search for prototypes hitherto unavailable in RTR form. The 'A7' boasts an unusual wheel arrangement for a tank locomotive but, as Sonic Models' LNER 'A8' proved last year, there's certainly a demand for something a little less obvious.

Moreover, the 'A7's' diminutive 4ft 7¼in driving wheels, triple cylinders and the outside drive to the leading coupled axle offers something even more unusual. We have GWR heavy tank locomotives in the Hornby range, so why not something for the LNER?

There's scope for offering numerous subtle detail differences too, with original and superheated boilers (a couple of different versions were employed) being the most obvious, while liveries could cover the NER, LNER and early BR schemes.

Can I see a real one?

No, all 20 'A7s' were scrapped following withdrawal.



Have your say

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

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COLOUR RAIL



Backscene



Just because the hobby has changed doesn't mean it's dying out. **Chris Leigh** would know – he's seen it all before.

Hattons has closed. The Warley club's annual NEC extravaganza is no more. The hobby must be on its knees and about to die out. I've waited to comment, mainly because it was convenient to do so. Plus, last month, I'd already written last issue's Backscene and it was too late to change it. Anyway, the pundits were commenting online. Pete Waterman, never short of a comment, was busily telling the prophets of doom that it isn't the end of the hobby. Even Rod Stewart got roped in.

Pete's right. In the aftermath of Beeching there was a lot of gloom about the future of railways and the future of interest in railways. I recall no lesser person than Ian Allan himself predicting that railways, as a hobby, would be unlikely to survive the end of steam. Would it be better to put investment into bus and aviation publications? Yet, survive it did, and a whole new generation of spotters, enthusiasts and modellers centred their interest on the 'blue diesel era', the 'new look' railway of the Corporate Image, contrived in order to put both Beeching and steam behind us.

Since then, we've had privatization and the huge expansion of massive block freight trains which are both difficult and expensive to model. Yet we do see them modelled and we've even seen new manufacturers building their businesses on the supply of expensive, electronically sophisticated model locomotives with controllable lights and sound, costing hundreds of pounds, not to mention the multiple wagon packs required to go with them.

Despite the prediction that smaller modern houses would mean smaller (or no) layouts, the growth of 'N' gauge, and the return of 'TT' suggests that if modellers want to model the current or recent past rail scene they will find a way to do it – and in whatever gauge suits them.

Who are 'they'? I'm not sure anyone has done a survey to find out. When we launched *Model Rail*, and even before that, marketing departments were eager to find out who their audience was by mounting surveys. They would ask about age. Whether it was *Model Railway Constructor* or *Model Rail*, when I was editor, the majority of readers were always in the same age group as me. That's clearly no longer the case, but I'd make a guess that the majority of *Model Rail*'s readership now falls into George's age group. I certainly hope so. At age 77 I wouldn't want the bulk of the readership to have the same life expectancy as me!

Over the 60 years that I've been involved with model railway magazines the hobby has changed and reinvented itself, and it continues to do so.

I've recently joined a model railway club for the first time since I moved away from Egham back in 1992. Partly, it's because, without the camaraderie of a daily visit to the office, I needed like-minded folk to talk to. True, there are quite a few members who are roughly the same age as me, but there are also those who work, or have worked recently, on the railway.

At a recent running night, I turned up with Kernow's GWR steam railmotor to show off. I was trumped by another member who had a DCC sound version of the new Cavalex Class 56 and a long rake of MGR wagons.

I made my first purchase of a magazine, *Model Railway Constructor*, while waiting in the queue for the Model Railway Club's Easter exhibition at the Methodist Central Hall, Westminster, in 1961 or



Above: From train set to GWR modeller. The Gaiety '57XX' 0-6-0PT which was an early purchase from Hattons. It has suffered several repaints.

Below: W&H Models (Walkers & Holtzapfel) carried a large range of kits and bits from numerous manufacturers. They were in London's New Cavendish Street when I knew them.

1962. There hasn't been such a show in central London in many years, but the hobby went on.

Hattons' Liverpool shop played an important part in my 'upgrade' from playing with a train set, including a Hornby-Dublo 'Castle', to becoming a Great Western modeller. I supplemented my 'Castle' with a Gaiety pannier tank (a die-cast body on a Dublo chassis) bought by mail order from Hattons. Later, when Meccano folded, Hattons' proximity to the Binns Road factory meant that the shop acquired much of the unsold stock. I bought coaches and wagons – often with 'Export' labels on the boxes, from Hattons when they had ceased to be available anywhere else.

It was the last place in England where you could buy Dublo track and some accessories after other stockists had sold out. But by that time I was shopping for kits and bits at Eames of Reading and at W&H Models in London. The W&H catalogue was the UK equivalent of Walther's in the USA and listed almost everything you could possibly want for railway modelling. Eames and W&H and dozens of others have all gone, but the hobby changes and moves on. I found Eames and W&H adverts in 1963 magazines but no sign of Hattons.

Few of today's trendy young girls knit or crochet, yet every time there's a special event of significance, an anniversary, a Coronation, Christmas or whatever, 'yarn bombers' hit the local town and pillar boxes, benches, phone boxes and bollards are 'yarn-bombed' by people whose pastime might at other times appear to have passed on.

Railway modelling is dead – long live railway modelling!



Above: London's biggest model exhibition took place for a week at Easter. Today, the capital doesn't have a show – the nearest is the London Festival of Railway Modelling at Alexandra Palace (March 16-17).

Left: Though they were short, I thought the Hornby-Dublo coaches were superb. I supplemented my maroon set with extras from Hattons. JACQUES PORTAL

Right: The new Hornby 'ZMT' 2-6-0 in WR lined green was my last purchase from Hattons.



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Orange text shows transformer required

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