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- ◆ GET THE BEST FROM A VINTAGE PLASTIC KIT



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Reviewed this month

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This month's cover image



Paul Roberts' 'Wontonget' was designed to offer the maximum amount of play value, while also striving for an authentic appearance. Turn to page 28 for the full story. CHRIS NEVARD

Welcome

The arrival of Heljan's all-new Class 47, along with Model Rail's exclusive tooling of the experimental Class 48s, reminded me of the many previous iterations of the Brush Type 4, especially those from Hornby and Lima.

As a youngster, I saved my pocket money to buy a few Hornby '47s' in parts form, including unpainted bodyshells, which were enhanced with etched and cast metal parts and my own choice of livery. I guess the thought of assembling locomotives from spare parts today is pretty fanciful.

Landing from Italy in 1987, Lima's '47' caused a stir, with a higher level of finesse, greater choice of liveries and a much more faithful all-round appearance. Several cottage industries stepped up to provide extra detailing parts and superior glazing, while temperamental motors could be repaired or replaced cheaply if necessary.

They were far from perfect, but I lost count of how many Lima '47s' I detailed and repainted in the 1990s, prior to the arrival of superior products from Heljan, Vi-Trains and Bachmann.

While a large part of me welcomes the ever-increasing sophistication of today's RTR locomotives, another part misses the challenge of taking the bare bones of a half-decent model and (hopefully) turning it into something special. Recent conversations with fellow modellers show that I'm not alone, although I have a feeling it's a generational thing, with younger modellers more interested in other areas of the hobby.

Choice is important in any pastime and, thankfully, folks like me still have plenty of options to indulge in super-detailing, thanks



The Class 47 has been available in 'OO' since 1975 and remains a popular subject for manufacturers today. George upgraded this 1990s Lima model with new wheels, drive unit, working lights, countless detail improvements and a repaint. GEORGE DENT

to older Lima models still being freely available, along with some of the necessary detailing parts.

Furthermore, there are multiple sources of superior wheels, while a new range of drop-in drive units was recently launched by a Dutch manufacturer. I trialled one recently in a Lima Class 121 – see page 58 to see how I got on.

Happy modelling!

George Dent Editor

Meet the team behind the UK's best modelling magazine



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



Chris Gadsby
The smaller the detail, the more interested he is.

This month's contributors



Chris Nevard



Dave Lowery



Peter Marriott



Ben Jones



Ben Ando

Model Rail essential information

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

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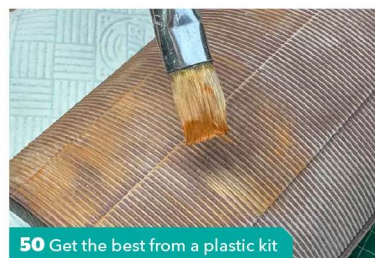
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Opening the box

The latest happenings from the world of model railways

The Big Picture

Remnants of the Forest of Dean's industrial past can still be seen, not least in the network of former railway lines - now footpaths - that criss-cross the area. The region has also been the subject of numerous books, one of which inspired Theo Thomas to combine elements of the region's many collieries into one layout. Read more about Theo's 'Providence Colliery' in an upcoming issue of *Model Rail*.
Photography: CHRIS NEVARD





HORNBY AIMS TO DELIVER IN 2024

HORNBY TT:120

After the extensive list of models revealed in the initial 'TT:120' launch in 2023, plans for the coming year echoed Hornby's recent policy towards its 'OO' range, with more focus being placed on delivering products already in the pipeline rather than trumpeting even more new stuff.

The number of retailers stocking Hornby's 'TT:120' range continues to grow and, with the eagerly awaited HST sets arriving over the past month, it feels like the range is beginning to gather momentum. Indeed, the Class 50 and 66 diesels are getting closer, with revised delivery dates of June and November respectively. The LMS 'Princess Coronation' 4-6-2s are also on course to appear within the next few months.



COLOUR RAIL

In a welcome shift away from the large, prestige steam locomotive classes, Hornby has announced a new locomotive for 'TT:120', in the form of Nigel Gresley's popular 'J50' 0-6-0T. Just over 100 examples were constructed between 1922 and 1939, designed for shunting and

freight duties. The 'J50s' provided sterling service across the LNER network and lasted well into BR days.

Hornby's tooling will reflect key prototype variations seen across the 'J50' fleet, and will feature a three-pole motor and a 6pin DCC socket.

What's planned?

- ◆ TT3024M LNER 'J50' 0-6-0T No. 68983, BR black early emblem
- ◆ TT3025M LNER 'J50' 0-6-0T No. 2793, LNER black
- ◆ TT3026M LNER 'J50' 0-6-0T No. 68965, BR black late emblem

When's it due? November

Availability: Selected Hornby stockists

Web: www.hornby.com

EURO CONTAINER FLATS

With the Continental Arnold brand within its portfolio, Hornby will add the existing European inter-modal wagons to its own 'TT:120' range. Depicting the Sffgmss IFA single-car bogie flat wagons, built by Arbel Fauvet Rail during the 1980s, the prototypes have operated in the UK and across Europe for decades.

These models reveal the benefit of 'TT:120', in that it unites UK and Continental modellers who, for the first time, can use the exact same scale and track gauge. The wagons will feature close-coupler units and three versions have been promised (TT6025-7), each loaded with 45ft containers in the colours of Hapag-Lloyd, Hanjin and DFDS.



INTER-CITY 125 TRAIN SET

With 'TT:120' HST power cars and Mk 3 stock arriving recently, Hornby also

announced an Inter-City 125 train set, featuring a blue/grey HST and an oval of track with siding and controller. The HST is an Eastern Region set, with power cars 43062/3 and a pair of Mk 3 TSO cars. The set (TT1004M) will be offered with or without DCC sound.





K-TYPE KITCHEN CAR PULLMANS HAVE BEEN ADDED TO THE MENU

Another pair of K-Type Pullman cars has been added to Hornby's 'TT:120' range, joining those released last year as individual models and within The Scotsman

train set. Both new cars are First class Kitchen cars, with *Medusa* (TT4003C) and *Iolanthe* (TT4003D) wearing the familiar umber/cream livery.

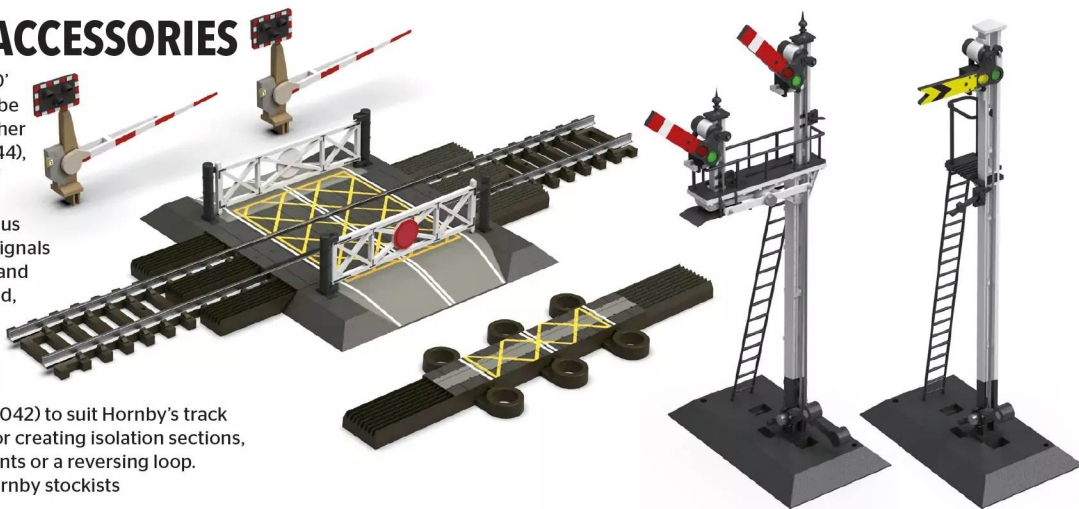
ESSENTIAL ACCESSORIES

Hornby's range of 'TT:120' lineside accessories will be bolstered by a clip-together level crossing set (TT8044), supplied with a choice of traditional gates or modern-style barriers, plus a variety of semaphore signals (TT8045-8). Both Home and Distant signals are offered, in single-arm or junction format.

Another useful addition is a pack of insulated fishplates (TT8042) to suit Hornby's track components, essential for creating isolation sections, installing electrofrog points or a reversing loop.

Availability: Selected Hornby stockists

Web: www.hornby.com



TANK EXPANSION

Two new versions of the 12 ton anchor-mounted tank will be added to the range this year (TT6028-9), following the attractive trio released in 2023 (see MR322). The new versions feature the markings of BP/Shell-Mex and Benzol motor spirit.



DAPOL CLASS 59 ARRIVES



Dapol's all-new 'N' gauge Class 59s had just arrived as this issue was being completed, with a variety of liveries being offered across the Class 59/0, 59/1 and 59/2 sub-classes. Prices start at £172.80, with DCC and DCC sound-fitted options also available. Look out for a full review of Dapol's model in a future issue of *Model Rail*.



DAPOL MARKS D-DAY MILESTONE

This June marks the 80th anniversary of the D-Day landings at Normandy, in which so many lives were sacrificed for the Allied cause during the Second World War. To commemorate the anniversary, Dapol has produced a range of limited-edition wagons in three scales, with a donation from sales to be made to the British Legion.

Each wagon bears the legend 'D-Day 80 Heroes Remembered', emblazoned on a five-plank open wagon in 'O' gauge (£54.75), a vent van in 'OO' (£15.20) and a seven-plank open in 'N' (£12.00). Weathered versions of each are also on offer. The wagons are due for release in May.

Web: www.dapol.co.uk

'PALVAN' & TANKS LAUNCHED AT ALLY PALLY



Bachmann Europe chose the London Festival of Railway Modelling to reveal a pair of all-new wagon projects in two different scales. In 'OO', the BR 'Palvan' will be offered in ready-to-run form for the first time, depicting a design that emerged in the mid-1950s and which totalled nearly 2,400 examples.

Devised to cater for the



increasing palletisation of goods, the vans featured double doors at alternate ends to allow access for forklift trucks. Bachmann's tooling allows for different brake, axlebox and buffer patterns to be observed, along with the addition of advertising boards on the body sides.

For the 'N' gauge Farish range, Bachmann is working on the 14T and 20T anchor-mounted tank wagons, portraying prototypes

conceived during the 1940s. Both Class A and B versions will be produced with a number of detail variations concerning loading and discharge equipment and ladders.

Engineering prototypes of each wagon were displayed at the Alexandra Palace show in mid-March and further details of livery options and pricing will be revealed during Bachmann's summer update in early May.

Web: www.bachmann.co.uk



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- Hall sensors added to DCC sound models
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- 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

GUNPOWDER, TREASON... AND AN APRIL FOOLS' PLOT

Rapido Trains UK played an April Fools' prank, teasing its followers about the potential release of a new '31'. However, instead of bringing another Brush Type 2 to the market, the new model was something very different - an Andrew Barclay 'Caledonian' fireless 0-4-0, numbered 31 and branded with the 'what if' logos of G Fawkes gunpowder works.

Providing the perfect match (no naked flames!) to the similarly fanciful G Fawkes 'Mink' van released earlier this year, the locomotive will be offered in DCC-ready and DCC sound-fitted format.

Price: from £139.95

Web: www.rapidotrains.co.uk

OO
GAUGE

CLEARING THE WAY FOR MORE WAGONS

Rapido also revealed an expansion of its popular range of 'OO' gauge seven-plank open wagons, based around the Railway Clearing House's 1907 design, with almost 30 individual models on the cards.

The once-ubiquitous, wagon types will depict pre-Grouping, private owner, wartime and nationalisation eras, while the project also includes a newly tooled variant, depicting a longer 16ft 6in open wagon, without end doors.

The range includes wagon designs purchased by the SECR and LBSCR (later SR Dia. 1357 and Dia. 1373), along with the Great Northern's locomotive coal wagons (LNER Code 4150), many of which survived well into LNER days. The LNER also had an agreement with Belgo-Anglaise



des Ferry-Boats of Belgium, to work train ferry traffic between Harwich and Zeebrugge and this is reflected in one of Rapido's livery variants, which is sure to be popular, judging by a similar wagon *Model Rail* offered as an exclusive model in days gone by.

All wagons will feature full

external, internal and underframe detail, with brass axle bearings provided for smooth running. The wagons are currently at the tooling stage and pre-orders can be placed now at Rapido stockists.

Price: £32.95

Web: www.rapidotrains.co.uk

OO
GAUGE

TMC EXPANSION

The Model Centre (TMC) has appointed several new members to its team recently amid continued growth - its business has increased almost four-fold since 2018. Howard Smith (formerly of Bauer Media and Warners Group) has joined Tom Pearson and Christov Brooks-Brown (both ex-Hattons) on the TMC team, each bringing considerable knowledge of the industry.

Director Alex Yates recently explained in a BBC Radio Tees interview that the industry is thriving, with new people starting out in the hobby all the time. From eight members of staff before lockdown, TMC might have as many as 24 employees before this summer. Alex's full interview can be played on BBC Sounds at www.bbc.co.uk/sounds/play/p0hgyld

Web:

www.themodelcentre.com

TITFIELD WAGONS ARRIVE

Rapido's *Titfield Thunderbolt*-themed wagon packs arrived recently, emblazoned with logos of various characters from the movie. Valentine & Taylor's wines and spirits adorn an 'Iron Mink', while Titfield Coal Co. operates a seven-plank open. The dubious Pearce and Crump have finally

embraced the railway to serve their scrap business, using an attractive five-plank open. Fully licensed by StudioCanal, the three-wagon packs were arriving with stockists at the time of writing.

Price: £99.95

Web: www.rapidotrains.co.uk

OO
GAUGE

HELJAN'S NEW 'TRACTORS' ON WAY



Due to land with UK stockists in the next month or so is Heljan's split-headcode Class 37/0. Featuring an all-new bodyshell, it allows the post-1970s-era '37/0s' to be recreated for the first time, with cutaway bufferbeam cowlings and various other modifications to suit their later BR and privatisation careers.

There's a choice of cast or fabricated bogies, and a variety of nose end door and headcode panel arrangements, plus high-intensity headlamps. Eight liveries have been

produced, most of which are rendered without numbers, although a fully finished BR blue 37043 *Loch Lomond* has also been created exclusively for the Gaugemaster Collection.

The revamped Class 37/0 also boasts significant technical upgrades, including a plug-and-play DCC interface for an ESU LokSound XL decoder, switchable light functions, and plenty of space for a set of speakers.

Each version has been produced in limited quantities and demand has already been

strong at the pre-order stage, so the remaining models are not likely to hang around at retailers.

Thanks to Heljan, we received an advance sample of the DRS blue variant, and a full review will appear in next month's issue.

Price: £699.00

When's it due?

May/June

Availability: Heljan stockists

Web: www.heljan.co.uk



CIÉ FUEL OIL TANKS FROM IRM

Adding to the twin-axle freight wagons already announced by Irish Railway Models is the 11 ton fuel oil tank, built around Oliver Bulleid's versatile triangulated chassis. A small fleet of these wagons was assembled at Inchicore in 1956 for the conveyance of diesel fuel from Dublin Port to locomotive depots throughout the country, operating

within mixed goods trains.

Presented in triple packs, the models are slated for delivery later this year, with pre-orders now being taken.

Price: €89.95 per triple-pack

Web:

www.irishrailwaymodels.com



BLUETOOTH WIRELESS CONTROL - FOR ANALOGUE LAYOUTS



BlueRailways' new Model 603 Wireless Receiver/Controller is a single-track analogue DC controller, incorporating a Bluetooth interface. It can be used

as a conventional hand-held controller or operated wirelessly using the Model 720 Wireless Controller, or an Android smartphone/tablet using the blueRailways app, available free from the Google Play Store.

The Model 720 can connect wirelessly to two Model 603 controllers and the app can connect to four Model 603s simultaneously. The Model 603 has a 1 amp output, incorporates electronic short-circuit protection and has a wireless range of up to 50 metres through open space.

The track output can be programmed, via the app, with the same common control variables (CVs) available on DCC for more realistic operation and improved slow-speed running. No modifications are required to locomotives.

Price: from £49.50

Web: www.bluerailways.co.uk



RAILS TO THE RESCUE FOR HATTONS ONLINE DIRECTORY

Many modellers breathed a sigh of relief when it was announced that Hattons' extensive online resources will live on, thanks to Rails of Sheffield. While there's no hope of the famous Merseyside business reopening, Hattons' valuable online product database will remain available and will continue to be updated.

Web: www.railsofsheffield.com
www.hattons.co.uk



BANANA-RAMA

Accurascale's range of Southern Railway banana vans arrived into stock during March, with a host of triple packs catering for the SR and BR eras, including later Departmental use. We'll be reviewing a couple of packs in the next issue.

Price: £84.95 per triple-pack

Web: www.accurascale.com



STOP PRESS

REVOLUTION'S CLASS 59 PULLS IN



Arriving a few days before we went to press was a handsome pair of Revolution Trains' Class 59s. These highly detailed and meticulously researched GM locomotives are now available in several liveries, reflecting their long and colourful careers to date. Look out for a full review next month.

Price: from £159.95

Web: www.revolutiontrains.com



MK EXPO IS GO

Milton Keynes Model Railway Society is holding its annual exhibition on Saturday June 8 at The Ridgeway Centre, Wolverton Mill (MK12 5TH) between 1000 and 1630.

Visitors will be able to see 20+ operating layouts alongside a variety of trade stands, demonstrations, preservation societies and local railway groups displays. The Bachmann Collectors Club will be attending with a display of models currently under development.

Club Chairman Tim Byrne said: "We have once again brought together a selection of layouts that feature all the popular scales. Together with good trade support we look forward to welcoming visitors to an event showcasing our great hobby".

Admission to the exhibition is £6 for adults, £2 for children aged 5-16, and under-5s go free.

Web: www.mkmrsg.org.uk



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MODEL RAIL VISITS... MIOG 2024



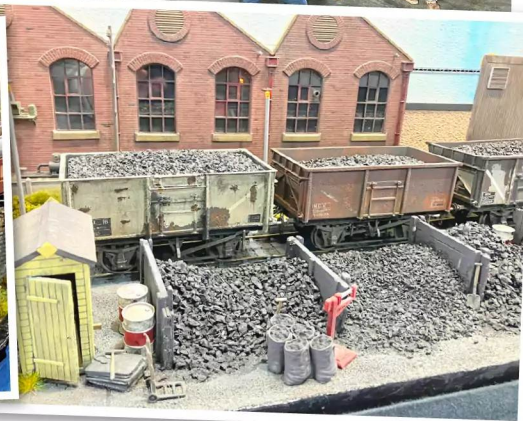
CREWE

George Dent writes:

Having thoroughly enjoyed last year's exhibition, I made sure to keep the weekend of March 23-24 free and headed for the MIOG 2024 show, held once again at Crewe Heritage Centre and organised by the Modern Image O Gauge group - a friendly bunch of enthusiasts whose aim is to promote modelling of the post-steam era in 7mm scale.

I arrived on the Saturday morning and was treated by the sight of two gleaming Class 20s, 20118/132, showing off fresh new coats of Railfreight 'red stripe' livery. The twin 'Choppers' had been moved to the venue especially for the event, courtesy of Locomotive Services Group. They joined the various regular exhibits that include the sole surviving APT-P set and a selection of Crewe-built classics such as 87035 *Robert Burns* and 91120, recently returned to its original InterCity 'Swallow' livery, plus a pair of HST power cars.

The model show was held within the exhibition hall, with a fascinating selection of 'O' gauge layouts large and small. The 1970s Woodhead-themed 'Netherwood Sidings' proved particularly popular, as did 'Hillport Goods', 'Glasshouse Loan', 'Ballan Road', 'Love Lane', 'Norman Colliery' and 'New Croft'. 'Wheal Demelza' was particularly interesting, being a minimum space 'O' gauge layout set somewhere in Cornwall, with



a baseboard built completely from cardboard. 'Lowery Road' had a familiar name, as it was built partly by *Model Rail's* Dave Lowery and provided a superb showcase for his modern wagons and customised locomotives.

Indeed, Dave was on hand to offer free advice on all aspects of kit building, particularly soldering, while a host of traders were also in attendance - including Heljan, Peco, Ellis Clark Trains, Skytrex, TTC Diecast, Connoisseur Models, Primo Trees, Peter Clark Models and PRMRP - each offering a range of RTR models, kits, paints, materials, scenic materials and reference books.

With a free shuttle bus linking the venue with the railway station and an excellent 'Travellers Fare'-style menu in the North junction signal box café (the bacon and sausage baps were amazing), the elevated viewing area was also open to visitors, providing unparalleled views over the north end of Crewe station.

Boarding my train home with bags full of kits, bits and goodies, I felt a surge of enthusiasm for my various 'O' gauge projects. I'm certainly looking forward to next year's MIOG event.

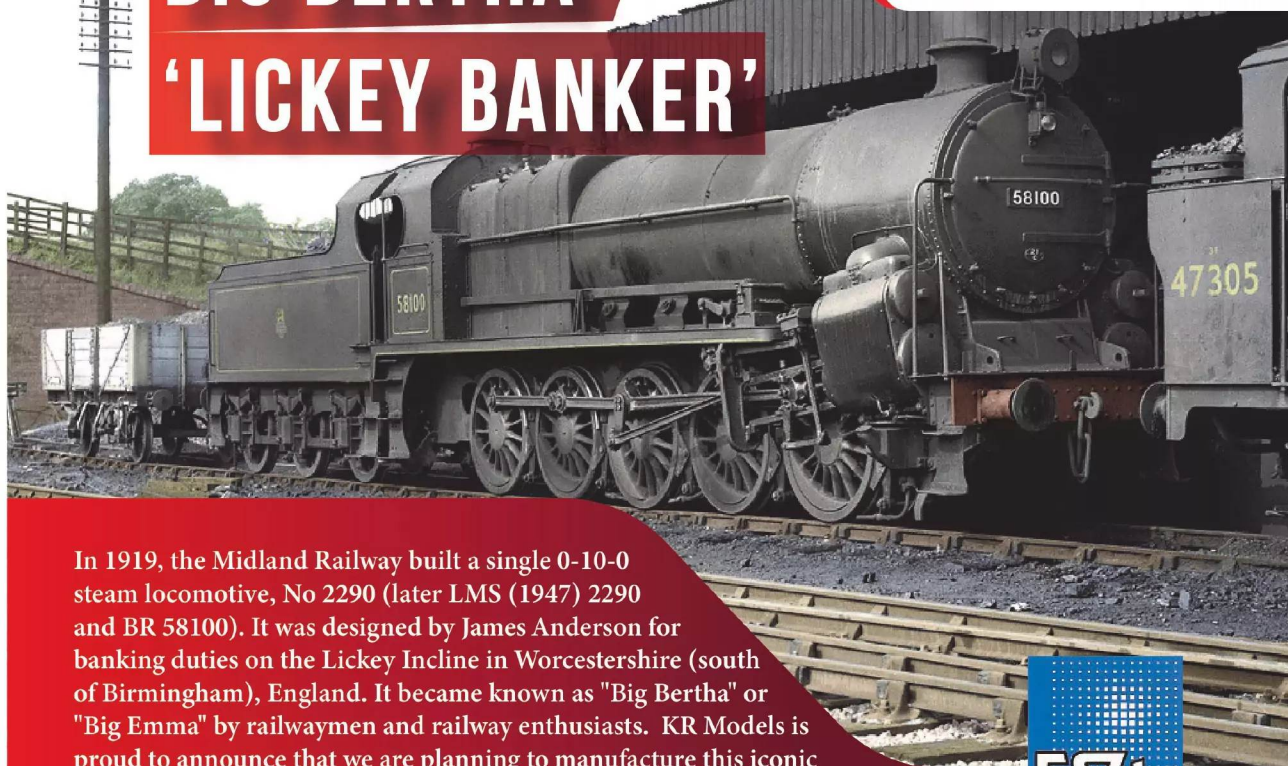
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Facebook: modernimageogauge



BIG BERTHA 'LICKEY BANKER'

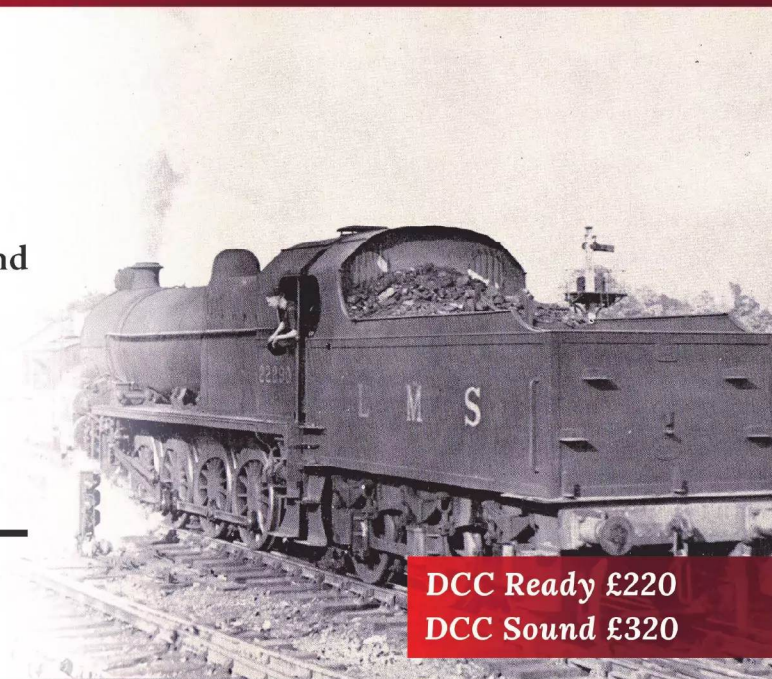


In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 2290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and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



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- ▶ Stay alive
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- ▶ OO gauge

LMS Crimson, LMS Black,
BR Black Early Crest



DCC Ready £220
DCC Sound £320

WOODEN WONDERS FROM MODEL SCENE

00 GAUGE

For replicating timber objects in miniature, there's nothing quite like the real thing, so laser-cut wood kits are ideal. Made in the Czech Republic, this pair of cable drums from the Model Scene brand is assembled from several layers of super-thin timber, complete with plank detail and authentic grain texture.

The thin layers are prone to curling up when covered with typical PVA adhesive, but clamping under a pile of books solved that issue. Meanwhile, the drum centre overlay sheets benefit from soaking in hot water before wrapping around the circular formers. Bolt and washer detail overlays are also provided, along with a set of timber cradles. Once painted and weathered, they look superior to drums from other sources, typically rendered in



plastic or resin.

Also from Model Scene is a single outhouse kit, with the main fabric of the building consisting of a timber framework and plank cladding. The door, complete with heart-shaped

ventilation hole, can be posed open, allowing the interior to be appreciated, complete with privy and lid. Just the thing for the rear yard or garden of an urban or rural dwelling.

Both kits are marketed for 1:72-1:87 scales, and each looks

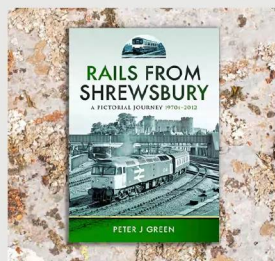
perfectly at home on a 1:76'00' gauge layout. The real wood parts can be painted or stained.

Products: Model Scene
• 48511 Cable reels (£5.30)
• 98501 Outhouse (£6.94)

Availability: Scale Model Shop
Web: www.scalemodelshop.co.uk

Modeller's Bookshelf

Chris Leigh and George Dent present four recent rail-themed titles to inspire and inform your modelling projects.



SALOPIAN WANDERINGS

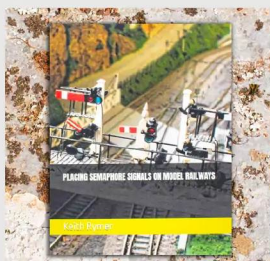
This book presents over 250 quality images of the railways emanating from Shrewsbury between the 1970s and 2012, including impressive views of the beautiful station buildings and signalling infrastructure. Images are black and white throughout, which is slightly limiting for modellers, but they do contain plenty of visual information.

The majority of images date from the 1980s, so there are plenty of classes 25, 31, 37 and 47, along with first-generation DMUs and early 'Sprinters'. Reproduction is excellent throughout and a wealth of information is provided. (GD)

Book: *Rails from Shrewsbury - A Pictorial Journey 1970s-2012*, by Peter J. Green (Pen & Sword)

Price: £25.00

Availability:
www.pen-and-sword.co.uk



SIGNAL SUCCESS

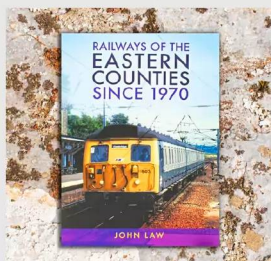
Modellers seeking to make their fictitious layouts appear authentic often ask "where do I put the signals?" Keith Rymer, a former BR signaller, has self-published this 43-page book for this purpose.

Signalling systems evolved over time and it would require a huge volume to cover every aspect, so the author concentrates on 1960s practices, with the onus on semaphores. 'Mysteries' such as Absolute Block Working, intermediate block signals, multiple tracks, sighting and signalling of passing loops on single lines are covered. (CJL)

Book: *Placing Semaphore Signals on Model Railways*, by Keith Rymer

Price: £9.50

Availability:
www.amazon.co.uk



LOOKING EAST

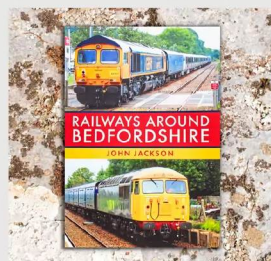
This useful reference book offers a large slice of pictorial nostalgia, taking us back to what, surely, were better times - at least as far as the railway subject matter is concerned. Here we have all the variety of DMUs, electric units and diesel locomotives from the tail end of the Rail blue era. There are 'Clacton' units, Class 305s and 312s, 204hp diesel shunters and the ubiquitous Class 31s.

The more recent evolution of East Anglian railways is also covered, taking us through the privatisation era to today's Stadler bi-mode Class 755s (CJL)

Book: *Railways of the Eastern Counties since 1970*, by John Law (Amberley)

Price: £15.99

Availability:
www.amberley-books.com



HEADING FOR BEDS

Another Amberley album, covering recent railway operations in and around the county of Bedfordshire. Only a short hop from London and the south-east, the county bridges the West and East Coast main lines radiating from the capital to the North. The photographer clearly has favourite locations and trains, so only one image of an EMR 'Connect' Class 360 appears. However, the photographs mostly pre-date their entry into service. There are plenty of Class 222 'Meridians' and a predominance of locomotive-hauled specials and lots of freight. (CJL)

Book: *Railways around Bedfordshire* by John Jackson (Amberley)

Price: £15.99

Availability:
www.amberley-books.com



ON THE WORKBENCH

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

MICRO TOOL SET

This handy set of precision tools from Modelcraft includes a pair of side cutters, a hobby knife with five spare blades and safety cover, plus an effective mould line remover, which is great for scraping away flash from plastic, resin and 3D-printed components during kit building.

Also provided is a trio of needle files (flat, round and tapered), a yellow A6-sized self-healing cutting mat and a super-fine paintbrush with two interchangeable heads and comfort grip handle. All come packaged in a handy zipped case, keeping the tools safe and neatly organised – just the thing for modelling on the move.

Product: Modelcraft Micro Tool Set

Price: £29.99

Availability: The Airbrush Company

Web: www.airbrushes.com



HANDLE BENDING TOOL

Form wire handrails and handles quickly and accurately with this handy little device from RP Toolz. Made in Hungary, the tapered metal prongs feature incremental steps, allowing handrails to be created from 0.6mm to 15mm in length. Simply place a length of straight brass or copper wire between the jaws, aligned with the desired steps, twist the clamping screw and bend the tails of the wire. The tails can be trimmed to the same length with a set of end cutters before releasing the clamp.

I found that marking the prongs with a fine permanent marker pen, having used a set of callipers to work out the desired handrail length, speeded up the creation of numerous identical parts. The ink could later be removed with a little white spirit.

Product: RP Toolz RP-MICH

Micro Handle Bending Tool

Price: £16.99

Availability: Scale Model Shop

Web: www.scalemodelshop.co.uk



FROM THE AISLE TO A&E

Two new cameo figure packs are available in 'N' gauge, from



Osborn's Models of Bideford. The wedding couple, arm-in-arm, offer a timeless scene, while the green-clad ambulance crew, patient and gurney are best suited to a more recent scene.

Each figure is well-rendered and are supplied pre-painted.

The ambulance crew pack is also available in 'OO'.

Products: • OSBFNO2 Wedding couple (£5.95), • OSBFN85

Ambulance Crew (£7.95)

Availability: Osborn's Models

Web: www.osbornsmodels.com



GET THEE TO THE CHAPEL



The latest offering from Scalescenes is a non-conformist chapel, available in the usual download-and-print-at-home format. Available for 'N' or 'OO', in a variety of brick and stone finishes, the kit provides a choice of inscribed gable stones denoting either a Wesleyan or Baptist chapel, Friends meeting house or synagogue. Several secular options are also provided, such as a village hall or, for more recent times, a furniture, carpet or antique store. The building could also make for a convincing Victorian water works or pump house.

Further options are provided in terms of coloured doors and notice boards, and interior treatments. The completed 'OO' gauge structure requires a footprint of 153mm by 95mm. Like all Scalescenes kits, once purchased, the files can be printed as often as you like.

Product: Scalescenes T014a

Non-Conformist Chapel kit

Price: £5.99

Availability:

www.scalescenes.com



WORKSHOP STORAGE AND 'CHOPPER' CREWS



The folks at Modelu continue to churn out useful 3D-printed figures and accessories, with a range of storage bins being ideal for virtually any rail or road vehicle workshop, with each shelf piled with an assortment of parts. Based on furniture located within the stores of Didcot Railway Centre's workshop, they really look the part (pun intended!).

Also now available is a pair of crews to fit within Bachmann's Class 20 locomotives (both the new and previous versions), with a choice of 1970/80 style BR uniforms, or the more relaxed attire from the 1990s.

The driver and secondman feature truncated legs to fit around the cab interior fittings. Like all Modelu figures and accessories, they simply require painting before installation and are available in all scales.



Products: 10227 Class 20 crew 1970/80 (from £7.20), 10228 Class 20 crew 1990 (from £7.20), 2739 Didcot Railway Centre stores (from £4.50), 2740 Didcot Railway Centre parts bins (£4.50)

Availability: Modelu

Web: www.modelu3d.co.uk

EXHIBITION DIARY - APRIL-MAY 2024

April 13

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

ORPINGTON, KENT. Orpington and District Model Railway Society. 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 Model Railway Club. Pool Academy, Church Road, Pool TR15 3PZ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £7, Under-16s £4, Family £14. **Web:** www.hfmrcc.uk **Email:** exhibitions@hfmrcc.uk

SHEFFIELD, S YORKS. Sheffield Model Railway 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 Model Railway Society. 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.dhmrsc.co.uk **Email:** secretary@dhmrsc.co.uk **Facebook:** www.facebook.com/dhmodelrailway

BAWDESWELL, NORFOLK. 32A Model Railway Club. Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU. **Time:** 1000-1600. **Admission:** Adults £6, Concessions £5, Juniors £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 MRS. 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

April 28

GUILDFORD, SURREY. Normandy Village Hall, Manor Fruit Farm, Glaziers Lane, Normandy, Guildford, Surrey GU3 2DT. **Time:** 1000-1600. **Admission:** Adults £4. **Tel:** 07876 04680. **Web:** www.gogg.co.uk

May 4

BIRCHINGTON, KENT. East Kent Model Railway Society. The Centre, Alpha Road, Birchington, Kent CT7 9EG. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied under-16s free.

May 6

CLEVELAND, N YORKS. Cleveland Model Railway Club. Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ. **Time:** 1000-1600. **Admission:** Adults £1, Children 50p. **Web:** www.clevelandmrc.club

May 11

BUSHEY, HERTS. South West Herts Model Railway Society. Queens School, Aldenham Road, Bushey, Herts WD23 2TY. **Time:** 1000-1630. **Admission:** Adults £8, Under-15s £4. **Tel:** 07783 823457. **Web:** www.southwesthertsmrs.org.uk **Facebook:** www.facebook.com/SouthWestHertsMRS

May 11-12

STAMFORD, Lincs. Stamford Model Railway Show. Market Deeping Model Railway Club. Stamford Welland Academy, Green Lane, Stamford, PE9 1HE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £9, Under-16s £4, Family £25 (2+3), Registered disabled £4. **Web:** www.mdmrc.org **Email:** Showman@mdmrc.org

LEICESTER, LEICS. Syston Model Railway Society. Roots at Thorpe Farm, Barkby Thorpe, Leicester, Leicestershire LE7 3QE. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £5, Children £4, Family £10. **Tel:** 07948 419664. **Web:** www.systonmrs.org.uk **Email:** systonmrs@mcclennan.me.uk

May 18

ELY, CAMBS. Ely and District Model Railway Club. Ely College, Downham Road, Ely, CB6 2DY. **Times:** 1030-1630. **Admission:** Adults £6, Children £3 (5-16), Under-5s free, Family (2+2) £15. **Tel:** 01353 721280. **Web:** www.elymrc.org.uk

May 18-19

SALISBURY, WILTS. Salisbury Model Railway Exhibition 2024. Salisbury & South Wilts Railway Society. Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS. **Times:** 1030-1630. **Admission:** Adults £5, Children £2 (5-16), one child free entry with each paying adult. Accompanied under-5s free. Disabled access. **Tel:** 07768 448369. **Web:** www.sandswrs.co.uk

SHEFFIELD, S YORKS. Neepsend (Sheffield) Model Railway Society. Grenoside Community Centre, Main Street, Sheffield, S35 8PR. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £7.50 including tea or coffee, Accompanied under-16s free. Disabled access. **Web:** www.neepsendmrs.weebly.com

May 25

BILLERICAY ESSEX. Billericay Model Railway Group. Hannakins Farm Community Centre, Rosebay Avenue, Billericay, Essex CM12 0XP. **Time:** 1000-1600. **Admission:** Adults £5, Under-18s £3, Under-5s free, Family £13. **Web:** www.billericaymrg.org **Email:** exhibitionmanager@billericaymrg.org

May 24-25

BANGOR, CO DOWN. First Bangor MRC. City Church, Main Street, Bangor BT20 4AG. **Times:** Fri 1900-2130, Sat

1000-1630. Adults £6, Concession £4, Children £3, Family £12. **Email:** secretary@firstbangormrc.co.uk **Facebook:** www.facebook.com/firstbangormrc

May 25-26

AYLESBURY, BUCKS. Railx 2024 Model Railway Exhibition, Risborough & District Model Railway Club. Stoke Mandeville Stadium, Guttman Road, Aylesbury, Buckinghamshire, HP21 9PP. **Times:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adults £11, Under-18s £5, Family £25. Disabled access. **Web:** www.railx.org.uk **Email:** railxmanager@rdmrc.org.uk

ROBERTSBIDGE, E SUSSEX.

Rother Valley Railway Supporters Association. Robertsbridge Village Hall Station Road TN32 5DA. **Times:** 1000-1600. **Admission:** Adults £4, Accompanied children free. Return free on Sunday with Saturday ticket. **Web:** www.rv.org.uk

BROCKENHURST, HANTS. New

Forest Model Railway Society. Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £7, Accompanied children free. **Web:** <http://nfmrsc.org> **Email:** nfmrsc@yahoo.com

May 26-27

CROSSINGTON, LEICS. Leicester Model Railway Group. The Barn, Main Street, Cossington, Leicestershire LE12 7RR. **Times:** 1100-1700. **Admission:** Adults £7.50. **Tel:** 0116 284 8684. **Web:** www.lmrg.co.uk

...and finally



Unusual scenes captured by the lens of Chris Nevard

In the days before Ernest Marples and Lord Beeching changed the landscape of Britain by building motorways and closing railways, very few people owned a motorcar. Besides, the cars of the time were generally unreliable and would frequently break down. Today, we'd expect the likes of the AA or RAC to come to our rescue but, back in the golden days when every village had a railway station, it was the norm to telephone, write a telegram or even send a carrier pigeon requesting the car recovery train. And here we have such a service in action, with an Austin 7 being returned to its grateful owner.

SHOP OPEN MON-SAT 9-5.30

4 COMMERCIAL ROAD, HEREFORD, HEREFORDSHIRE, HR1 2BB

WE HAVE A COMPREHENSIVE RANGE OF NARROW GAUGE STOCK AND TRACK FROM MINITRAINS, ROCO, LILIPUT AND PECO. WE ALSO STOCK DUNDAS KITS.

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For over a decade, we have been purchasing model railways, die-cast & railwayana, including some of the largest single-owner collections the market has seen.

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At Ellis Clark Trains, we work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & American, with a specialised knowledge of 7mm finescale O gauge.

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And in case you were wondering...
Albert is the dog.

Get In Touch!

 **01756 701 451**

 **dave@ellisclarktrains.com**

 **ellis@ellisclarktrains.com**



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.

► After decades of dedicated work behind the scenes, new-build LBSCR Marsh 'Atlantic' No. 32424 *Beachy Head* finally emerged into the daylight for the first time in early March. The beautifully presented locomotive is now being prepared for commissioning tests at the Bluebell Railway. JAMES CUMMINS/STEAM RAILWAY



❑ South Western Railway (SWR) has repainted Class 455 EMU 5868 in a modern representation of BR blue/grey to mark the final few months of service of the class on Waterloo suburban routes. On March 7, the 1983-vintage EMU arrives at Waterloo with the 1234 from Chessington South. PAUL WINTER



▲ GB Railfreight's latest retro paint scheme for a Class 69 recalls the Western Region's diesel-hydraulics of the 1960s. Sparkling in the sun at Eastleigh Works on February 23, 69009 *Western Consort* (a name previously carried by 'Western' D1065) shows off its new BR maroon livery. BOB TILLER



❑ Locomotive Services Ltd has outshopped two more Class 20s in a superb retro livery. On March 24, 20132 and 20118 *Saltburn-by-the-Sea* show off their 1980s-style Railfreight 'Red Stripe' colours at Crewe Heritage Centre during the Modern Image O Gauge group's 2024 exhibition. BOTH: GEORGE DENT

Staff Show & Tell

LOW LEVEL TRACTION

Needing a diminutive locomotive to operate his low-level colliery line, **George Dent** may have found an almost ready-made solution.

One of my current layout projects features what will be a partly overgrown colliery line, running in a slightly claustrophobic cutting, below several overbridges with seriously restricted clearance.

The staple traffic will, naturally, consist of open mineral wagons, but some form of propulsion is needed, with no main line steam or diesel traction able to fit under the bridges. I'd been mooching around the internet looking for suitable kits and Rapido's forthcoming Port of Par Bagnall O-4-OST will be perfect, although a diesel would also be welcome.

As usual, while searching for something completely unrelated, I unearthed a motorised Knightwing 4wDM shunter, built for my erstwhile 'Maudetown Colliery' layout some 10-15 years ago. Posed in the partly finished cutting, the yellow diesel looks perfect.

However, it's still slightly too tall, requiring at least 4mm to be trimmed from the cab.



Do I really want to butcher this model? Or shall I start from scratch with a new kit? The latter option would be my preference, as I could possibly reduce various elements of the kit (and fit smaller wheels) to maintain an overall sense of proportion.

Alas, this particular Knightwing kit has been difficult to obtain in recent years, other than on the second-hand market. Before buying another, though, I have a strong feeling I already have one in stock. This calls for another rummage through my boxes of kits and bits...

While the bull's away A walk in the Peak District offered GEORGE DENT an idea for a layout cameo scene.

Paying another flying visit to the Peak District, I managed one of my many familiar walks about the Hope Valley line in the hope of photographing the regular freight trains. Snow seemed to follow me around during my travels in February and early March, so it made a pleasant backdrop to my photography.

An underpass under the railway caught my eye. This structure forms part of a public footpath, but I seldom use it other than in winter as, come spring, it usually forms a 'byre' for a herd of rambunctious young bullocks, complete with straw bedding and water troughs.

One thing life in the country has taught me is to always be wary of cattle, especially when one has



a dog in tow. However, it got me thinking that this would make for an interesting layout cameo scene: a herd of cows sheltering under the railway, regarding with malevolent contempt a pair of rambblers as they ponder whether to risk trespassing on their turf. It's a situation I know all too well.

DAVE'S Mk 3 PROGRESS

DAVE LOWERY's mission to create several full HST sets in 'O' gauge continues, with the Mk 3 coaches gaining the essential livery embellishments.

Last month, I explained how I masked up and painted the sides of the Skytrex Mk 3s and, since then, the vibrant red/white stripes of the InterCity 'Swallow'-era livery have been added. Rather than mask and paint the stripes, which is labour-intensive and, frankly, boring as hell, I opted for some lovely waterslide transfers from Rainbow Railways.

A high-gloss clear coat is always recommended before applying any waterslide decals, but especially for larger transfers such as these. The gloss allows for easier positioning of the decals, but also provides a better surface to adhere to, as well as rendering any clear carrier film invisible.

As I mentioned in MR324, the coaches have been finished in sub-assemblies, which has made the painting and finishing of the sides easier. When complete, the sides have been married up to the ends and floor with glue.

At present, only one Mk 3 vehicle type is currently available but, owing to the arrival of PR Model Railway's new HST power car kits, Peter Besant is currently working with David Baily at Skytrex to produce more sides for the Buffet, TGS and Sleeper variants. This will not only allow HST sets to be built but also locomotive-hauled Mk 3 rakes too.

It looks like I'll be building and painting Mk 3 coaches for some time now. As well as those I'm working on for customers, I also need plenty for my own layout. And Network Rail's New Measurement Train HST would make for a great conversion project.

JOY OF RECYCLING

PETER MARRIOTT cheered himself up by recycling a baseboard and working on his West Highland layout.

Many of us long-standing modellers will have been taken aback by the announcements regarding Hattons and the Warley NEC show. I must say my modelling mojo was taken away for a few days, but I was soon back on track – if you'll excuse the pun.

Some time ago, I built a Tim Horn baseboard kit that, despite sitting in the rafters of my garage for years, was still in excellent condition. The previous diorama, having been built on a layer of foamboard, was easy to prise away from the plywood board. While I'm always a little sad when I dismantle previous layouts like this, I also know that my next project will be better than the last. Besides, just having a 'new' baseboard in front of me was quite thrilling.

What was planned for this 2ft by 1ft baseboard? Basically I do not know and I find that quite exciting. For some time, I have thought it would be good to have a small DCC test



track and this might turn out to be that.

In the meantime, I have been making progress on my West Highland Line project, although it's a shame that I don't have room to include Glenfinnan Viaduct. That said, Peco's new laser-cut WHL signal box and station building kits have been a great inspiration (and great fun).

This new start has led me to reflect on what a great time it is to be in the hobby. Never has there been such an amazing range of RTR locomotives and rolling stock.



We now have digital uncoupling and new DCC systems to come. The world of scenics gives us the chance to make realistic layouts like never before. Learning new skills is fun and we have a wealth of those in the hobby.

If the recent apparent negativity around the hobby has got you down, get a new baseboard, buy some track and enjoy the hobby again! I fully intend to do just that.

This 'OO' kit-built diesel shunter looks right at home on the colliery line, but it doesn't quite fit under the low bridges.

When producing a rake of similar coaches, you must make sure that there's continuity in the placement of the stripes and livery elements between cars. Decal softening solution is working its magic here. Soon, the stripes will sink into the recesses and door seams, being trimmed around the handrails with a fresh scalpel blade.



The InterCity branding and vehicle numbers at the opposite end add the finishing touches. Data panels, C3 markings and overhead line warning flashes were also added to the carriage ends, all courtesy of Fox Transfers decals.



Working in production line fashion helps to ensure consistency in the painting and transfer application. When the transfers have dried out, another coat of clear varnish seals everything in place, protecting them from the ravages of repeated handling.

This is how the Skytrex Mk 3 kits arrive. The fact that the sides, roof, underframe/ends and interior can all be painted separately before final assembly is a great help. A glazing pack and corridor connections are also provided, but bogies must be bought separately – I'll talk more about the bogies next month.



The underframe/ends have been painted satin black and Falcon Grey respectively. I've carefully applied a thin layer of UHU contact adhesive over the inside faces of each end and along the edge of the floor, allowing the glue to turn tacky.



One side is then mated to the underframe and ends and a small touch of cyanoacrylate glue was added to the top of the end joint to lock it in place. Later, a bead of PVA glue was run inside the joints for extra security. Repeat with the other side, clamp together and allow to dry overnight.

USEFUL SOURCES

- ◆ Skytrex Mk 3 coach kit (from £86.00 each). Tel: 01509 213789 Web: www.skytrex.com
- ◆ Fox Transfers decals and RailMatch paints. Web: www.fox-transfers.co.uk
- ◆ Rainbow Railways decals and paints. Web: www.rainbowrailways.co.uk

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MAINLINE

MAINLINE BOOKING HALL

00 SCALE - PO320 £25.00

N SCALE - PN920 £22.00

A grand centrepiece station kit.



Booking Hall from platform.



ISLAND PLATFORM BUILDING

00 SCALE - PO322 £20.00

N SCALE - PN922 £16.00



PARCELS OFFICE

00 SCALE - PO321 £23.00

N SCALE - PN921 £17.00

STONE PLATFORM

00 SCALE - PO235 £15.00

N SCALE - PN135 £12.00



PLATFORM CANOPY

00 SCALE - PO340 £17.00

N SCALE - PN940 £16.50



PLATFORM KIOSK

00 SCALE - PO517 £6.50

N SCALE - PN817 £5.50



BRICK PLATFORM

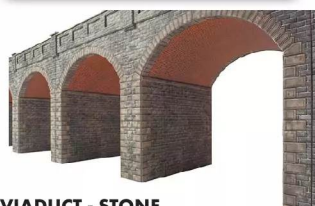
00 SCALE - PO216 £15.00

N SCALE - PN110 £12.00



A versatile kit that can be built into virtually any shape.

STRUCTURES



VIADUCT - STONE

00 SCALE - PO241 £18.00

N SCALE - PN141 £13.00



RAILWAY ARCHES

00 SCALE - PO380 £16.00 / N SCALE - PN980 £10.00

Under the arches in-fills. Designed to fit Viaduct kits

00 scale - PO240/1 & N scale - PN140/1

Comes with a variety of designs & signs, 8 per kit.

VIADUCT NOT INCLUDED



RETAINING WALLS BRICK

00 SCALE - PO244 £15.50

N SCALE - PN145 £11.50



RETAINING WALLS STONE

00 SCALE - PO245 £15.50

N SCALE - PN144 £11.50



VIADUCT - RED BRICK

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Inside track with Ben Ando

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

“Criticism can sting, but having errors pointed out by those with greater knowledge is one of the best ways to improve”

If we want authentic models, it's not just rivets that need counting, but also bolt heads, seams, grille slats, spring coils and even the density of wire within steel mesh panels. ALL: GEORGE DENT

Rivet counting, or constructive criticism..?

I count rivets. I also count the slats on grilles, bodyside ribs, visible bolt heads, roof seams and even the number of coils on a suspension spring.

For a manufacturer, this is a pretty obvious base requirement. Like all manufacturers, we at Revolution strive to get our models as accurate as possible – and that means paying fastidious attention to detail, taking dozens of measurements and counting pretty much anything that can be counted – especially rivets! We do it so you don't have to.

But in a wider context, over the years the term 'rivet counter' has come to be used as a derisory description of the kind of enthusiast who, attending a model railway exhibition, takes great delight in pointing out mistakes or errors in the work of others.

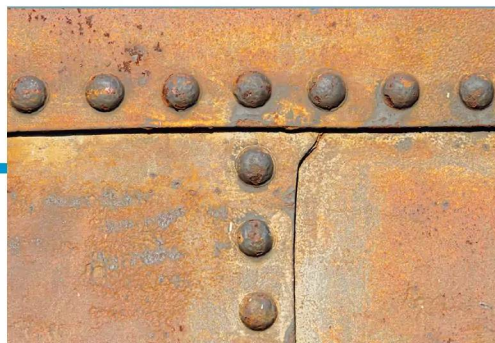
These can range from decrying the wrong shade of lining on a pre-Grouping steam locomotive to suggesting that a certain locomotive 'would never' have operated in the area depicted at a given time, or with the rolling stock on display.

Such remarks, often accidentally-on-purpose and said loudly enough for all nearby to hear clearly, can be discouraging, especially to those starting out in the hobby.

And in any event most of us subscribe to 'Rule 1' – which states simply that it is your layout, so you can run whatever you wish.

However, are rivet counters really so bad? And should we all be a little less sensitive to, and more willing to learn from, criticism?

It is often said that the hobby of railway modelling is a broad church, and welcomes all. This is true, but at



Above: Many of us decry 'rivet counters', but ensuring the correct number of fasteners on a railway vehicle's bodywork is a vital element of producing an accurate model. ALAMY

the same time surely most of us are striving for some degree of realism, and if we choose to display our work publicly – whether at an exhibition, in a YouTube video or even on the pages of this magazine, then we should expect others to pass comment.

We often say we are open to 'constructive criticism' but what does this mean? If we are saying that we are happy for others to pass comment, but only to pat us on the head and tell us how clever we are, then we aren't really open to criticism at all.

It is enormously arrogant for any of us – whether enthusiasts or professional manufacturers – to believe we have nothing to learn.

Criticism can sting, but however boorish it might be given, and however unpalatable it may feel, having our errors pointed out by those with greater knowledge is one of the best ways to improve.

When someone points out an error of mine – either on a layout or with a product – I might bristle a bit but I also try to resist the urge to dismiss it and instead assess it dispassionately.

Then, however galling, if they are right I try to learn from it and therefore profit from it.

And then I take comfort in the knowledge that the person who never made a mistake never actually made anything.



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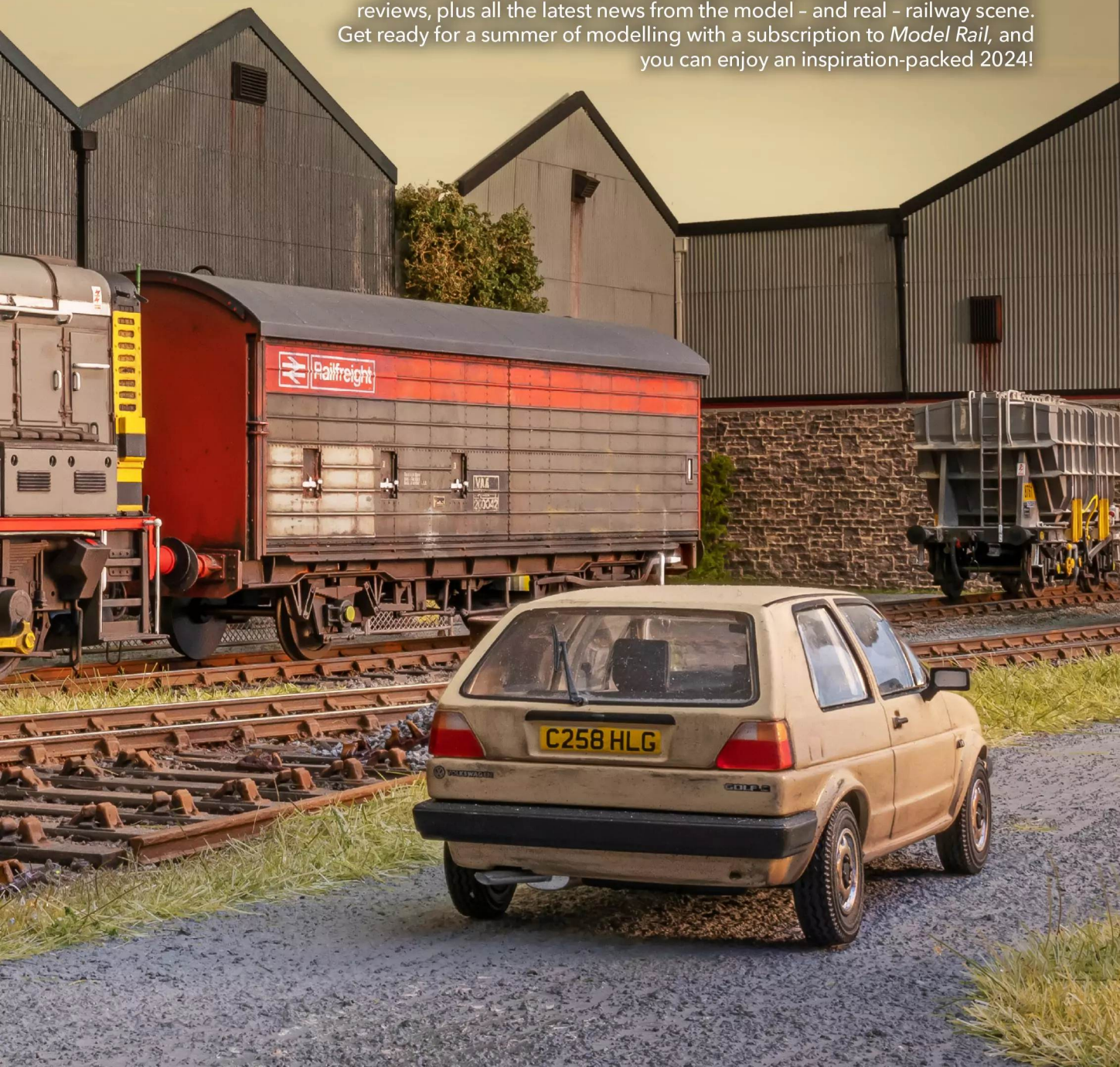
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The art of **compromise**

Seasoned modeller **Paul Roberts** expertly composed this early-2000s layout to fit within a newly converted loft space, with the onus firmly placed on play value, which is helping to inspire younger visitors.

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

Artwork: **Andrew Macintosh**



Freightliner
HEAVY HAUL

Freightliner
ABBEY ROAD

YEOMAN

37427

Wontonget

“What makes this layout great?”

It's often true that modelling urban scenes require more details than a rural idyll, as there's so much more going on. But when you pull it off like Paul has, the results are superb and really make you feel as though you're looking at a busy town.

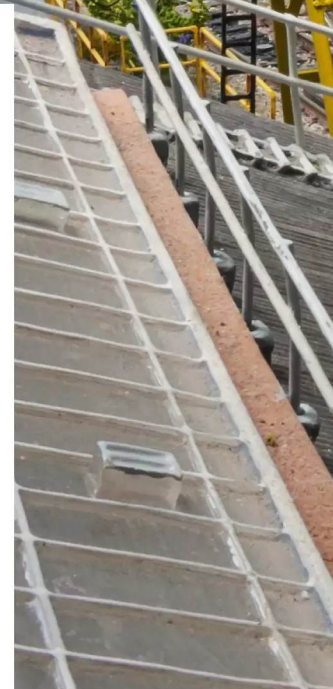
”

Unless you've decided to model a small shunting layout, or are one of the extremely fortunate people to have a very large railway room into which you can fit everything your heart desires, there will be a difference between what you 'want' and what you 'get'. That was the case for Paul Roberts, who discovered that even though he could have a railway room in his sizeable converted loft, he would still have to compromise.

"I had a large attic layout that was a loop, but the loft was incredibly cold in the winter and very hot in the summer, so when the conversion was done properly, the opportunity arose to put a new layout in there, as the old one had been dismantled. However, I made the mistake of thinking that I wouldn't need a large one, and built an end-to-end layout across one wall, which was roughly 3 feet at its widest."

This is still 'Wontonget', but it's been extended slightly since Chris Nevard came to take the photographs. Paul is no newcomer to modelling – his layout 'Babstown' featured in *Model Rail* in 2008 (MR116).

"This build started around 2016, and I decided that since I had a lot of stock on a previous layout that never saw the light of day because of a lack of space, that this time I would put a depot at one end rather than a more common tunnel or road bridge to provide the scenic break. This would allow me to have more locomotives on show and, more importantly, they would be used." ➤





Set in the West Country around the year 2000, a wide variety of locomotives and stock travel through 'Wontonet', with Paul's view on realism firmly in the camp of 'I like it so I'll run it.'

"The love of that area stemmed from a trip via Bristol Temple Meads with my son Elliott, who was only a toddler at the time. The visit helped significantly with the build. We had a 45-minute wait at the station after being diverted, and we both enjoyed looking at the sheer variety of trains from all manner of companies that were coming through. Elliott was particularly fond of the EWS trains, or as he called them, 'the red trains'. Naturally, this has resulted in an accumulation of a vast array of different stock, including EWS, so we have tried not to pin the layout down to a particular location or year, but instead gone for a 'that's feasible' approach."

With space at a premium Paul needed to break into his box of bits in order to create buildings and structures that would fit the space he had available. In some cases the space was only fractionally smaller than an off-the-shelf product would provide.

"The depot is built from pieces of old wood with scenic paper wrapped around them. I was able to use old bits and pieces in quite a few places on the layout, such as the fuelling point, which was added for some play value. That's not to say I didn't use some modern technology as well; the signs were created on the computer, and the skylights were made using a laser cutter at my son's school. I'm particularly pleased with the signal gantry I soldered together from various brass kits, and with the plaster-cast station building from Townstreet Models. At the front of 'Wontonet' a vast array of cars, vans, buses, and people gather. I've seen ➤





3 things we like



1

The engine on the back of the low-loader.



2

The small details of this flower stall.



3

There are more men actually working here than we've ever seen on the prototype.

layouts before that have huge platforms, trains everywhere, and yet nobody on the streets, so I wanted mine to be really busy. Fortunately, I've accumulated a lot of vehicles from previous layouts, so I could take my favourites for 'Wontonget' and pass the rest on to others with layouts that needed populating."

EMBRACE THE TECHNOLOGY

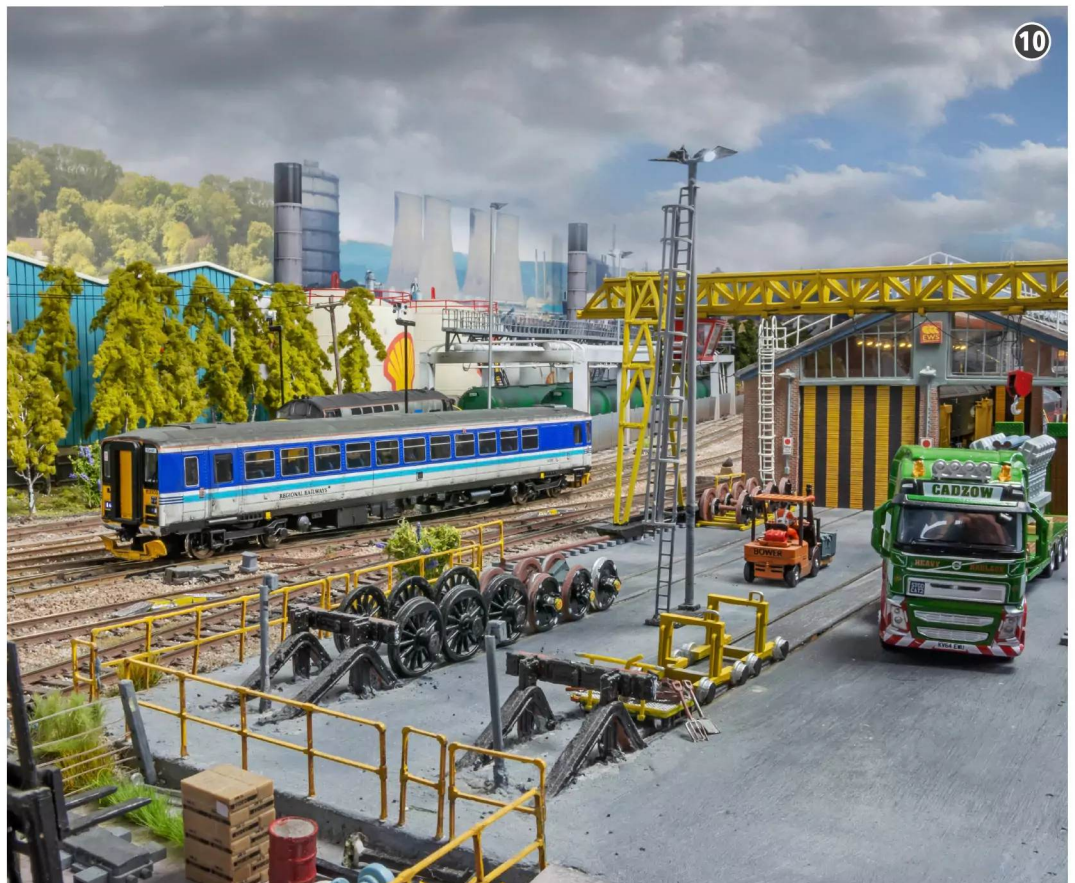
A decade ago, having a digitally controlled layout would put you at the forefront of model railway technology, but the digital revolution has now taken over, and Paul has embraced this wherever possible.

"Everything is hooked up to the computer and the Wi-Fi so anybody can control the locomotives from their phones. As 'Wontonget' has so many lines and sidings, five people can operate trains simultaneously while one person acts as the signaller. The points and signals are tied together on a separate 12V circuit so that they show the correct aspects for the throw of the point. I used to work on the railway before I retired and still volunteer on a heritage line, so I understand where the signals should all go to make them as realistic as possible, without becoming too obsessed with it so that it takes away from the play value."

'Play value' has always been imperative for Paul.

"If you are a modeller who gets your enjoyment out of making everything as realistic as possible and fine-tuning everything down to the final millimetre then that's absolutely fine by me, but first and foremost my layout is meant to be played with – it's a 'toy'. My favourite part of the hobby is the community aspect. ➤





11 Paul found that doing the wiring beneath the layout was his biggest challenge, as despite trying to keep everything as neat and tidy as possible, there are still wires everywhere!



“ Some of the flowerbeds and trees have been made by children who have come by; some may have painted a figure. That way if they come again they can remember the fun they had doing it ”



Whenever people come to our house they have a go. Some even ring up specifically to ask if they can come over to have a play! It's become a bit of a feature of the house, everyone who comes has to see it. Parents often tell their children not to touch, and I have to tell them that it's alright to touch; that's what it's there for. Some of the flowerbeds and trees have been made by children who have come by; some may have painted a figure. That way if they come again they can remember the fun they had doing it. In my view that's how we are going to get new people into the hobby, if they aren't priced out of it already."

FORGING THE FUTURE

After using 'Wontonget' as an end-to-end layout for a while, Paul has since decided that he's going to have the tail-chaser he always wanted.

"Since the photographs were taken, we have begun ➤



FACTFILE: 'WONTONGET'

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

Size: 21ft by 2ft 8in

Track: Peco Code 100

Power and control: DCC

Time to build: Seven years

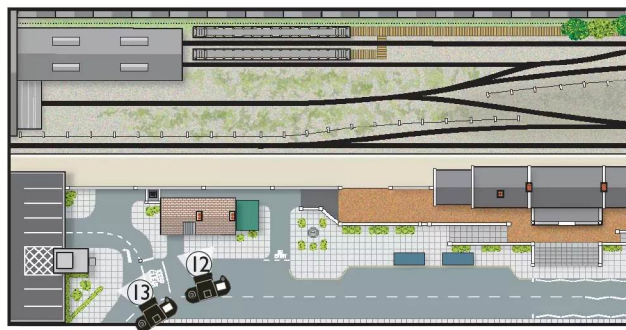
MODELLER CV: PAUL ROBERTS



"Aside from volunteering on a heritage railway and working on the layout, my other hobby is tinkering with classic cars, and in the warmer months my wife and I get away as often as we can in our camper van."

To keep the costs as low as possible, Paul has retained locomotives and stock from previous layouts. He worries that the price of today's models is preventing new people from getting into the hobby.

Artwork: Andrew Mackintosh

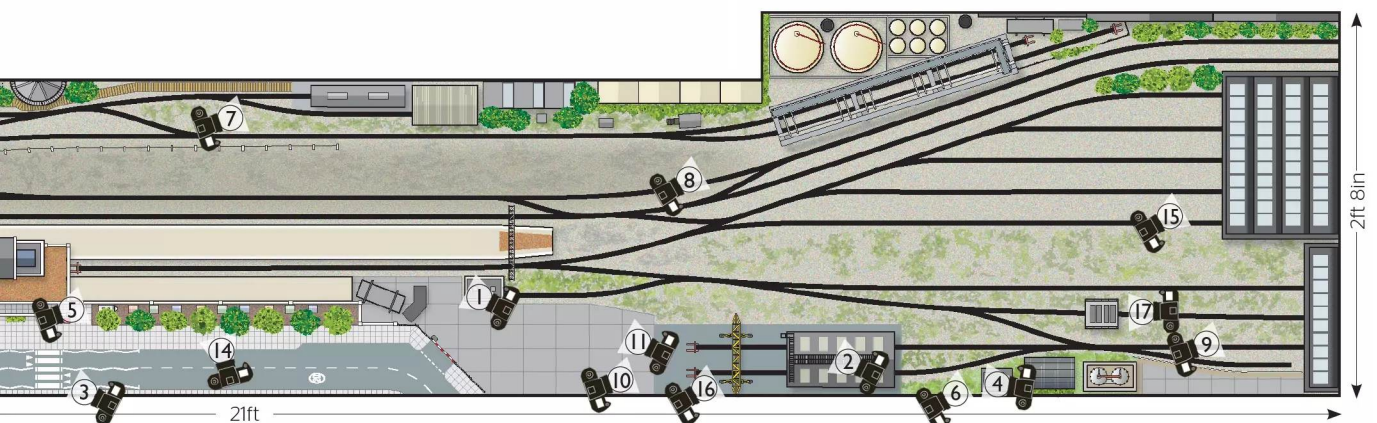




work on looping the layout all the way around the outside of the room, so the NCP car park on the left-hand side has been demolished to make way for a gentle curve that takes the lines around the outside of the room and joins them up to the beginnings of the extension you can see behind the depot on the right-hand side. We've nicknamed this extension 'HS3' because it's already late, it's over budget, and now we just look at it and drink tea!"

As well as the community that enjoys 'Wontonget', Paul would like to thank the community who helped him to build it – mainly his wife Barbara and son Elliott for their continued support during the build, as well as Steve Keane who helped with the electrics, David Higgs whose son Matthew works at Kernow MRC and helped him buy all of the materials, and Barry Penny who helped him do the printing for the names and displays around the layout.

In this form, the layout may not be exactly what Paul initially wanted, but it's slowly turning into something closer to his original plan. Maybe the name will have to change from 'Wontonget' to 'Wontongot'! 



The Forgotten

BEN JONES pieces together the little-known story of five Brush Type 4s built with French Sulzer V12 engines in the mid-1960s.

With 512 locomotives built at two locations over a six-year period, it was inevitable that BR's 'standard' Type 4 Co-Co diesel

would be anything but standard. Electrical systems and components, train heating equipment, cooling arrangements, axle design, brake systems and various external details varied significantly across the fleet.

However, unlike many other first-generation BR diesels, there was no policy of 'dual sourcing' with the Brush Type 4s. Intended as an insurance policy against unsuccessful equipment, dual sourcing helped British industry by distributing lucrative contracts

more widely, but weakened the benefits of standardisation.

A proposal to fit part of the Brush Type 4 fleet with English Electric power units and electrical equipment was rejected

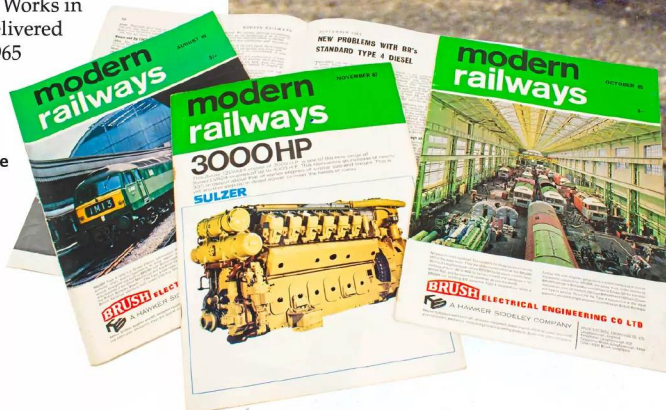
by BR management and as a result all 512 locomotives were outshopped with Swiss-designed Sulzer engines. Within that group, just five locomotives deviated from the standard 12LDA28C twin-bank power unit – originally good for 2,700hp but downrated in the 1960s to 2,580hp after various weaknesses emerged.

The exceptions were D1702-06, built at Brush's Falcon Works in Loughborough and delivered between September 1965

“It was inevitable that BR's 'standard' Type 4 Co-Co diesel would be anything but standard”

Right: Sulzer and Brush repeatedly sponsored the cover of *Modern Railways* magazine during the Type 4 construction phase, including an image of the 12LVA24 power unit employed in the five Class 48s. Some contemporary voices questioned the wisdom of building such a large traction fleet with engines from the same manufacturer, but the Class 47s eventually proved to be one of the most successful diesel locomotives of the BR era.

Below: Crewe Works plays host to D1704 in December 1969. At the time it was allocated to Stratford, but may have been at the Works for attention to its troublesome Sulzer V12 engine. This was to be the last '48' to be rebuilt, emerging as a standard Class 47 in June 1971. COLOUR RAIL



Five

Images of the Class 48s in original condition are rare, but D1706 is seen stabled at its home depot, Stratford, in late 1969. A few months later, D1706 entered Crewe Works for rebuilding with a standard 12LDA28C power unit. COLOUR RAIL



and July 1966. Ordered in September 1962, the five locomotives were delivered much later than the rest of their batch, which was accepted by the Eastern and Western Regions between October 1963 and January 1964.

The reason for the lengthy delay to the quintet was the experimental fitting of Sulzer 12LVA24 engines – a French-built V12 power unit rated at 2,650hp. Numerous internal modifications had to be made to accommodate the Vee-type engine, although the only external clues were a slightly different design for the centre roof panels and twin circular exhaust ports in place of the standard single square exhaust outlet. The cant rail grille arrangement also differed slightly.

The 12LVA24 power unit was already in use in France, powering SNCF's A1AA1A68000 diesels, introduced in 1963. A total of 80 '68000s' were built between 1963 and 1968 to replace steam locomotives on non-electrified main lines such as

'Ligne 4' from Paris Est to Mulhouse. A further 28 similar '68500s' were fitted with AGO engines.

DELIVERY

In common with the rest of the Brush Type 4 fleet, all five Class 48s were delivered in standard BR two-tone green with small yellow warning panels. Before they were rebuilt, all received full yellow ends with the yellow area wrapping around on to the cabside windows. None of the Class 48s carried BR Rail blue until after rebuilding.

All were built with the original style three-section fixed radiator grilles, not gaining the more familiar Serck radiator shutters until they were rebuilt. Spanner Mk III steam heating boilers were fitted, although these were later removed or isolated as the use of steam-heated stock declined.

Prior to delivery, one of the quintet was exhibited at the CIMAC International Congress on Combustion Engines, held at the Royal Festival Hall on London's South

Bank in April 1965 – a rare moment in the limelight for this small fleet.

All five Class 48s were delivered to the Eastern Region at Tinsley depot in Sheffield, which opened in 1965 and was already home to a large fleet of Brush-built Class 31s and 47s. As steam heat-fitted locomotives, D1702-06 were used on passenger and freight duties across a wide area of northern England and the Midlands. At the time, Tinsley Marshalling Yard and ER's Sheffield Division were still among BR's major generators of freight traffic, serving the region's steel, coal and manufacturing industries.

D1703 (Brush works No. 465) was the first to enter traffic, on September 17 1965. It was followed by D1702/05 (Nos. 464/467) on November 4 1965, D1706 in December of that year and finally D1704 on July 21 1966.

While the twin-bank Sulzer 12LDA28C engine in the Class 47s was far from immune to problems in its early years, its V12 counterpart proved to be even less satisfactory in service. ►

Masterclass

Reliability was reportedly inferior to the standard engine and failures were common. Like all non-standard machines, running costs were higher than usual and failures often meant longer periods out of traffic awaiting specific parts.

In the long and varied history of the Brush Type 4s, the five V12-engined Class 48s have become little more than a footnote, but they are a reminder of the testing and development projects taking place even while new diesel locomotives were being mass produced in the 1960s.

Fortunately, one locomotive survives, but the chances of it ever returning to original condition with a V12 Sulzer engine look remote.

Locomotive Stories

D1702 remained at Tinsley until being called to Crewe Works for rebuilding in July 1968 – less than three years after delivery. It spent the next 17 months in works, giving up its 12LVA24 engine in favour of a standard 12LDA28C unit recovered from D1908, which was scrapped after a catastrophic collision in April 1969.

After conversion, D1702 briefly returned to Tinsley before a short stay at Immingham depot and then to Stratford in May 1971. In March 1974 it was renumbered 47114.

After 18 years in east London, it moved north to Glasgow Eastfield in June 1989 and eventually became part of the Freightliner fleet. It gained notoriety in its final years after being named *Freightlinerbulk* and receiving a repaint in BR-style two-tone green with Freightliner

In October 1972, 1702 receives a top-up at Stratford fuelling point. COLOUR RAIL



logos. It was withdrawn in November 2001 and scrapped by C.F. Booth in Rotherham, a few miles from its first home, in March 2005.

One of the exhibits at Ilford Depot's 1989 open day was 47114, freshly repainted into Railfreight Construction livery. The former D1702 became part of the Freightliner fleet following privatisation. COLOUR RAIL



Class 48 Summary

Number	Delivered	Rebuilt	TOPS	Withdrawn
D1702	04/11/65	07/68-12/69	47114	11/01
D1703	17/09/65	02/70-11/70	47115	03/94
D1704	21/07/66	01/71-06/71	47116	10/90
D1705	04/11/65	11/70-04/71	47117	07/91
D1706	12/65	03/70-11/70	47118	03/91



Above: As well as a standard Sulzer power unit, the rebuilt Class 48s also gained the same cant rail grilles and engine room panel as the Class 47s, plus a set of Serck radiator shutters – a modification rolled out across the entire Brush/Sulzer Type 4 fleet. BR blue 1704 passes Stratford station with a container train in June 1973.

Right: Away from its usual Great Eastern stomping ground, Rail blue 47116 (ex-D1704) is seen on the Midland Main Line at Chesterfield in 1986. BOTH: COLOUR RAIL

D1703 was new to Tinsley on September 17 1965 and after a brief allocation to Norwich between April and October 1969 it moved to Stratford. However, just four months later it was despatched to Crewe Works for 'assimilation'. Newly rebuilt, it returned to Stratford where it remained until September 1985, becoming 47115 in October 1973.

As a freight locomotive it had spells at Carlisle Kingmoor, Crewe Diesel and Tinsley (again) before becoming part of Immingham's Petroleum fleet in 1988. It was withdrawn in April 1991 and scrapped at Frodingham depot in Scunthorpe in December 1995.

Wearing Stratford's trademark silver roof, 47115 (ex-D1703) is seen on a featherweight oil working. At this time, the Type 4 was based at Immingham. COLOUR RAIL



D1704 was the last of the quintet to be delivered and was accepted into traffic at Tinsley on July 21 1966. It worked from the South Yorkshire depot until switching to Norwich in June 1969. In October of that year it also moved to Stratford, but returned to Tinsley in February 1970. It was the last to be rebuilt, spending five months at Crewe Works between January 1971 and June 5 of that year.

In January 1972 it joined the other former Class 48s at Stratford, working alongside them on Great Eastern Main Line expresses between London Liverpool Street, Harwich and Norwich. Another long-term resident of east London, it was renamed 47116 in January 1974. It returned to Tinsley in May 1989, gaining the unofficial painted name 'Gannet' on November 4 of that year. After spells at Bescot and Crewe Diesel it was withdrawn in October 1990 and scrapped by C.F. Booth in June 1994.





With 'domino' headcode panels and Stratford silver roof, 47117 was captured working an inter-modal service near Ipswich in 1981. COLOUR RAIL



Returned to its original two-tone green livery, albeit without a retro-fitted Sulzer V12 power unit, D1705 is the sole surviving former Class 48, residing at the Great Central Railway. ALAMY



Complete with Glasgow Eastfield's famous West Highland Terrier motifs, 47118 (ex-D1706) was based briefly at Crewe Diesel depot in March 1988, when it was seen on a West Coast Main Line 'drag' duty, passing Bescot with 86432 in tow. COLOUR RAIL

D1706 (Brush works No. 468) was new to Tinsley in December 1965 and transferred to Stratford in October 1969 via a short spell at Norwich. It was rebuilt at Crewe Works between March and November 1970. Like D1705, it had spells at Holbeck, Gateshead and Finsbury Park in 1971/72 before moving to Stratford in December 1972.

Renumbered as 47118 in October 1973 it made the journey north to Inverness in May 1983. At this time the Scottish Region was still using steam-heated coaching stock and boiler-fitted Class 47/0s were drafted in to replace Class 26s and Class 40s on Highland Main Line trains.

In 1985, 47118 became notable for gaining BR Large Logo Blue with a unique dark grey roof, initially with Highland Rail Stag logos on the cabsides and later with bodyside Eastfield West Highland Terrier logos.

In 1985/86 it was based at Haymarket and Eastfield before moving to Crewe Diesel in October 1987. Between May 1988 and March 1989 it was back at Eastfield before its final move back to Tinsley. On November 5 1989 it received the unofficial name 'Lapwing' at its home depot. Withdrawn in March 1991, it was scrapped in Doncaster four years later.

D1705 (Brush works No. 467) was accepted into traffic on November 4 1965 – the same day as D1702. It too moved to Stratford via Norwich in 1969 and returned to Tinsley in February 1970. Between November 1970 and April 1971 it was rebuilt at Crewe and was noted back in traffic the following month. In March 1974 it was renumbered 47117.

After rebuilding it spent time allocated to Leeds Holbeck, Gateshead and Finsbury Park in 1971/72, before joining its sisters at Stratford in April 1972. In March 1974 it was renumbered 47117.

Between November 1983 and January 1988 it was a Scottish Region locomotive, allocated to Eastfield and, briefly, Edinburgh Haymarket. It then moved to Railfreight Distribution back at Tinsley, either side of short spells at Bescot and Crewe Diesel in October 1990.

On November 13 1989 it also received an unofficial painted name – 'Sparrowhawk'.

It was withdrawn from Tinsley in July 1991, but managed to escape the scrapman, being acquired by Pete Waterman in December 1996. Today, 47117 'Sparrowhawk' is the sole surviving ex-Class 48, resident at the Great Central Railway, close to its Loughborough birthplace.

WHAT HAPPENED TO THE V12S?

After removal from D1702-06, the five 12LVA24 engines were sold to SNCF and used to convert AGO-engined A1AA1A68501/508/510/525/529 into standard '68000s' (68005/084/085/083/082 respectively). The final '68000/68500s' were withdrawn from revenue-earning service in 2005, surviving to haul high-speed line construction trains alongside ex-BR Class 56s and 58s in eastern France.

Like many new RTR diesels, little extra work is required to enhance the Class 48s, but a suitable footplate crew helps bring it to life.



HOW TO

BRUSH UP YOUR '48'

A footplate crew adds the finishing touch to any model locomotive, so **George Dent** seats a suitable duo into the cab of his Class 48.

Back in the day, you felt blessed if a RTR diesel boasted any kind of cab interior moulding, hence why the likes of Mainline's Class 56 – introduced in 1983 – stood out from the crowd. Heck, they even featured a painted driver figure!

Now we're in the 2020s and we expect our new models to feature a much higher level of detail on the inside as well as the outside. Many of the latest releases oblige, including Heljan's all-new Brush Type 4s and, as part of that production run, Heljan also produced the unique Class 48s, exclusively for *Model Rail*. The '48s' feature the same high specification as Heljan's Class 47, a full review of which can be found on page 76 of this issue.

EXTRA EFFORT

As the cab interiors are so well appointed, with lots of individually painted features, I felt

100 GAUGE | 2 hrs | 10 tools

compelled to put some extra effort into choosing a suitable footplate crew.

Often, I choose a driver and, if appropriate, a secondman primarily on the grounds of whether the figure's pose fits within the framework of the cab. The style of uniform plays a part too, although a little trimming with a knife and judicious choice of paint shades can help manipulate things in your favour if necessary.

Helpfully, figure makers are now offering crew to suit specific locomotive types and periods, which makes the job of choosing little people easier. In this instance, however, I had a good rummage through my stash of spare figures, having set myself a specific criterion.



The addition of the footplate crew enhances the cab interior, while the three-piece snowploughs add further interest. The snowploughs supplied with the weathered Class 48s feature a suitable layer of grime to match the locomotives.

Our rendition of D1706 depicts the prototype with full yellow ends and sporting 41A (Tinsley) shedcodes, placing it in the 1968-1969 period (before it moved south to Stratford in October 1969). Accordingly, the common practice during the 1960s was for locomotive-hauled passenger and freight operations to be double-manned.



MODEL RAIL'S FANTASTIC FOUR

Model Rail and Heljan have teamed up to recreate four of the five BR/Brush Class 48s, featuring an exclusive bodysheet tooling, replicating the distinctive detail fixtures of the V12-powered Type 4s.

All four models have been produced in strictly limited numbers and they're in stock and available to order now. Turn to page 101 for full details.

Web: www.modelrailoffers.co.uk



Therefore, a driver would be accompanied by a secondman, whose duties would be to attend to the steam heat boiler (on passenger workings) and help with shunting operations and the like. As was often the case on steam traction, a driver would be a more senior staff member, while the secondman would be a younger employee.

To represent this relationship, I sought a pair of figures that embodied their respective roles. Luckily, I found a driver with a middle-aged countenance from the Modelu 3D-printed range of diesel footplate crew. His pose is relaxed and workmanlike, and I painted him up with a balding head and regulation BR necktie. In the secondman's seat, meanwhile, is an 'HO' scale seated passenger from the Preiser range. Inevitably, he's slightly smaller and younger looking with a much fuller head of hair. His pose is focused and keen, clearly watching and learning from his senior colleague.

WORTH THE EFFORT?

I'm really happy with the result, even though the figures are partially obscured once the bodysheet is back in position. The interior lighting, when activated, increases their visibility and the character of each figure is noticeable. Taking just a little extra time to hand-pick the crew has added extra character to the model, and it's something I'll endeavour to do again in future.

One of the downsides to model locomotives becoming so good straight from the box is the lack of individuality, but adding a characterful crew introduces a human element. Indeed, having pondered recently if I'm too old to change career and pursue a role on the real railway (which I always dreamed of doing), I've probably invested an element of my younger self in that secondman character, although I was born a couple of decades too late to have been able to follow that path to being a driver!



STEP BY STEP



1

To access the interior of the Heljan model, four crosshead screws need to be removed, set just behind the centre axle of each bogie. To protect the model, a foam servicing cradle is recommended (www.dccconcepts.com).



2

Once the screws have been removed, the body can be lifted away from the chassis, taking care not to stress the cables linking the cab interior LEDs with the circuit board. The fully detailed and painted cab interiors can be fully admired.

What George used

SHOPPING LIST

- ◆ Modelu footplate crew figures
Web: www.modelu3d.co.uk
- ◆ Preiser unpainted seated passenger figure sets
Web: www.gaugemasterretail.com
- ◆ LifeColor acrylic paints
Web: www.airbrushes.com

TOOLS

- ◆ Miniature screwdrivers
- ◆ Tweezers
- ◆ Scalpel and spare blades
- ◆ Paintbrushes



3

Depending on your chosen footplate crew, it may be necessary to trim or remove the armrests on each chair. I used a pair of rail cutters to cut through the plastic without putting strain on the chairs' mounting lugs.



4

The footplate figures were trimmed of any excess material and tacked to a scrap of wood with double-sided tape, making them easier to prime (with an aerosol-based primer) and paint, using various shades of acrylics.



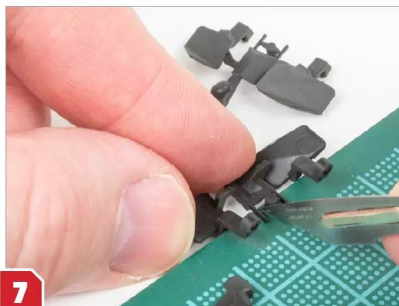
5

When the figures were dry, they were glued to the seats. I used cyanoacrylate for a faster bond. To prevent fogging of the glazing from solvent fumes, I waited several hours before refitting the body.



6

The new Heljan Brush Type 4s (including our Class 48s) come supplied with optional snowploughs, which are excellent. Moulded as a single unit, they're designed to screw into the chassis frame behind the bufferbeams.



7

First step is to cut away the sprue below the central blade and the webbing between the cosmetic vertical mounting brackets. Working on the edge of a cutting mat provided support to the brackets while cutting through the plastic.



8

Remove the two small screws mounting the bufferbeams and valancing to the chassis block. A longer set of screws is provided for mounting the snowploughs. The NEM coupler pocket can be pulled away from the bogie.



9

The snowplough and bufferbeam is then bolted to the chassis block with the longer screws, ensuring the cosmetic vertical mounting brackets of the central blade sit against the front of the bufferbeam.

10 The snowploughs really look the part, with the correct profile and pitch, and there's no need to adjust the positioning of the various brake pipes or footsteps. Ploughs were usually painted black in the 1960s, with yellow adopted later, during the Rail blue era.





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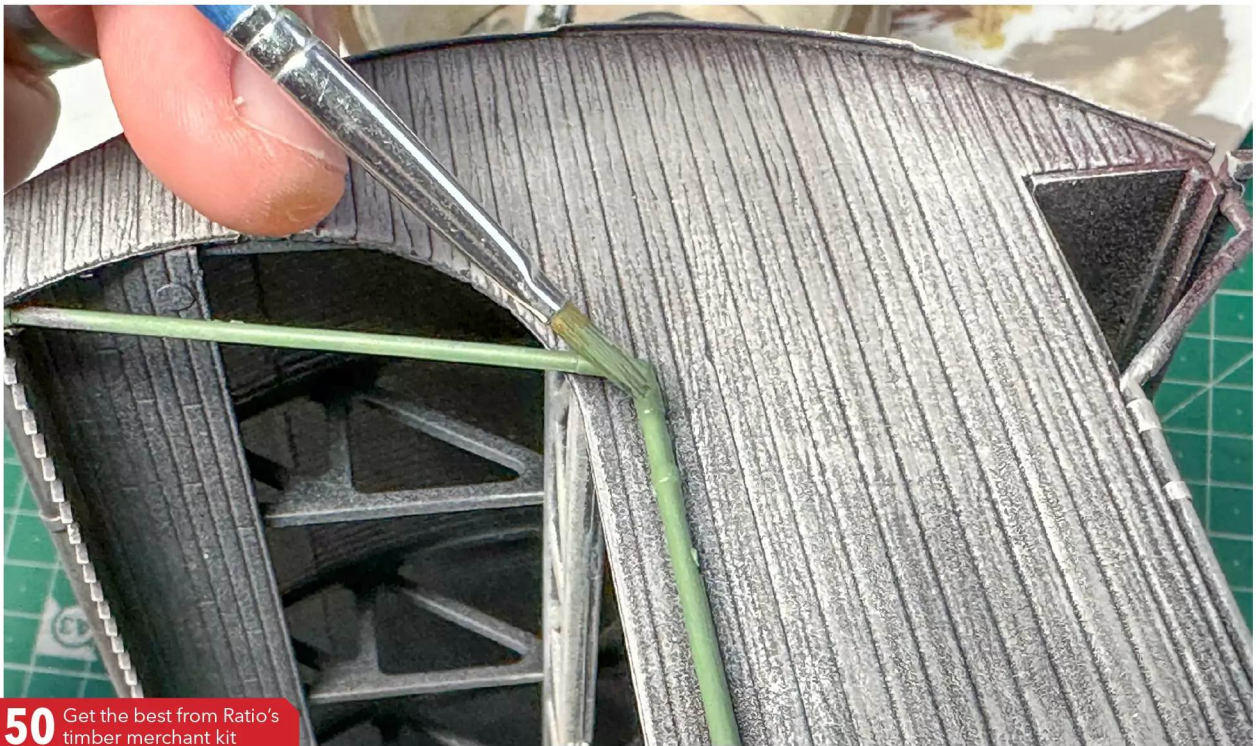
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Workbench

Inspirational projects, advice and top tips that show you how



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58 Give old Lima models a new lease of life

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Project difficulty ratings



Easy: one screwdriver



Very hard: five screwdrivers.



HOW TO

GET THE BEST OUT OF RATIO'S TIMBER MERCHANT KIT

Chris Nevard tackles a plastic kit that has been around for years, but remains a favourite with modellers.



PHOTOGRAPHY: CHRIS NEVARD

The rather whimsical, quirky-looking Ratio Coal/Builders Merchant kit has been around for as long as I can remember. I must admit that I initially thought it was a work of pure fiction and, perhaps, the result of an over-active imagination.

However, I recently discovered that the kit is based on a prototype that once existed at Nairn, in northeast Scotland. I've struggled to find any prototype photographs online to

back this up, but either way, it has plenty of character, charm and is most suitable for many industrial uses.

It even crossed my mind that, with a little modification, it would make an interesting light railway station building. Oh yes, it's also available in 'N' gauge as well as the 'OO' kit portrayed in this Workbench feature.

Overall, it's a great kit that's relatively simple to build. But if you're new to kit building it does offer a few minor challenges,

especially with the vacuum-formed roof, which needs to be trimmed to size and bonded in place with care.

If you have already built a few plastic kits, then give this Ratio structure a go. If you're a kit novice, maybe you'd be better off checking out some of Peco's other plastic kits for an easier first experience, with some of those under the Wills branding being particularly good for beginners.



TOP



1

The kit is supplied in this splendid box. If you're like me you'll want to keep it for 'railway stuff' after the kit is completed. It's not deep enough to store the completed kit, but I'm guessing that the building is destined for a layout anyway!



2

The contents of the kit, with just a few necessary tools and a jar of liquid poly cement. The instructions are comprehensive, so there's not much point in repeating them here. I'll share a few assembly and painting tips instead.



3

The injection-moulded parts benefit from a bit of a clean-up, removing excess material and injector marks with abrasives. Nail files are ideal (I recycle my wife's old files), but so are traditional needle files.



4

Liquid styrene solvent, such as MEK-PAK, is perfect for assembly. But beware of breathing in fumes - work in a well-ventilated space. I used Plastic Magic from Deluxe Materials, which is less toxic than most similar cements.



5

The internal framework and outer walls fit together well, provided that the work surface is flat. A kitchen worktop often provides a good, solid, flat surface, with a cutting mat offering protection from scratches and solvents.



6

Once the main fabric of the building was done, the glue bonds were left to harden before adding smaller details, such as doors, hinges, window frames, eaves and guttering. I fixed one of the doors in a slightly open position.

What Chris used

SHOPPING LIST

- ◆ Ratio 525 Coal/Builder's Merchant kit
- Price: £33.95
- Availability: Peco stockists or www.kernowmodelrailcentre.com

TOOLS

- ◆ Craft knife and spare blades
- ◆ Steel rule
- ◆ Scissors
- ◆ Cutting mat
- ◆ Files and abrasives
- ◆ Paintbrushes.
- ◆ Styrene solvent
- ◆ Paints



7

Probably the trickiest element of the kit is the vacuum-formed plastic roof, which needs trimming to size. Be careful not to trim it too small. I trimmed bits off progressively, all the while double-checking for size.



8

Styrene solvent works just fine to attach the roof, but be prepared to hold everything in place for five or more minutes while the glue sets. Clamping with rubber bands is an option, but care is required to avoid distorting it.



9

A few areas remained unstuck, so I had to run a little solvent into any gaps and then hold the roof down while the glue set, repeating as necessary until I was satisfied that the whole roof was firmly seated, especially the corners.



10

The assembled model was left overnight before beginning the painting stage. Like most of my model buildings, I like to start with an undercoat formed from a blend of Halfords Matt Black, Red and Grey aerosol primers.



11

Spray paints get everywhere, so consider hand protection because they don't wash off very easily - especially if you're holding the model in one hand and spraying with the other. Also, you should work outside and wear a mask.



12

Starting with the matt black, the paint was misted over the model, building up a light, even coating and moving around to ensure the paint reached into all the corners and under the roof. You may have to paint each coat in stages to ensure full coverage.



13

Propping the model atop this upturned plant pot allowed me to stoop and spray the primer under the roof and into the interior. Red oxide primer followed, misted gently so as not to obscure the black base coat fully, to preserve the shading effect.



14

The grey primer was then applied, in an even thinner mist by holding the spray can further away. This also produces a grittier texture in the paint which, for buildings like this, is ideal for removing the uniform appearance of the plastic parts.



15

This is the result of the three blended primer coats. An element of shading from the initial coat of black primer remains. The slightly rough texture adds character to the walls, while helping subsequent layers of paint to adhere.



16

The painting of the topcoats was achieved using dry-brushing and a range of interior matt emulsions (tester pots are ideal). Using a flat brush (around 2cm in this case), coat the brush and then wipe most of the paint off.



17

Then with your almost dry brush, rub it gently over the building. You will note that paint sticks mostly to the raised areas. Try a couple of different tones to gain some variety. Repeat and build up layers until you're happy.



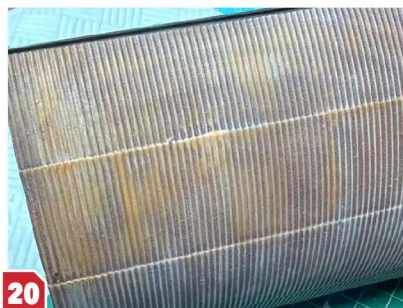
18

Once the walls have been treated, it's time to touch in the smaller details. I found a muted sage acrylic in my paint box, which seemed to suit this building well. Using a finer round brush, the details were carefully picked out.



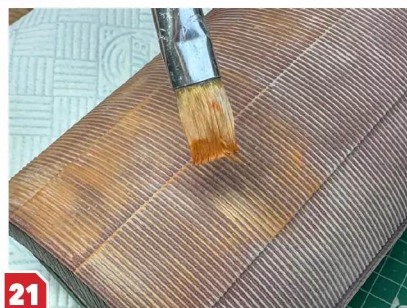
19

The roof would need a rusty appearance to suit the age and general demeanour of the building. I created a blend of 'rust' tones on a palette (a scrap of card), using yellow ochre and reddish-brown paints.



20

The same dry-brushing technique was used on the roof, gently working the flat brush over the corrugated surface. A look at the real thing will reveal that corrugated iron can be quite vibrant colour-wise when left exposed to the elements.



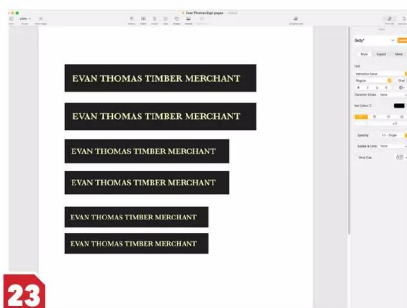
21

The roof was dry-brushed in several layers, tweaking the paint shades from light to darker tones. Remember to keep just a trace of paint on the bristles, wiping most of it onto tissue before running the brush over the surface.



22

In recessed areas and below the edges of the roof, I added a little diluted matt black emulsion, which blended nicely with the underlying paint and provided further relief to areas that wouldn't be exposed to the elements.



23

The kit comes supplied with decals, but I wanted my own identity for the building, so I made my own using an app on my iPad. Microsoft Word can also be used, using tables with the cell filled in with a suitable colour.



24

Once I'd made up a graphic, I inserted it into a Pages document (or Word if you're a Windows user) before printing it in different sizes, so I could select the one that works best. Always print two of every size so you have a spare.

Little pots of joy

Apart from the priming stage, I used household emulsion tester pots for most of the painting. These water-based paints are cheap, with little or no odour, and can be cleaned up with soapy water. A browse around your local DIY or hardware store will reveal all manner of useful shades, from rusty red/browns to pale greys.

I haven't included any brand or colour names here, as they're often meaningless and tend to change as manufacturers bring in new products every 'season'. Most are the same – or similar – to the previous year's colours, but with a trendier name!

Using these paints not only saves money, but their rapid drying time allows for quicker progress too. Indeed, as the topcoats are often dry-brushed, the surfaces are dry enough to continue after just a few minutes.



25

A cool way to bond inkjet-printed paper to plastic card is to place the paper over the plastic, flood it with liquid poly cement and gently rub it into place. Check first that the solvent doesn't smudge the inkjet pigment.

BUILDING FOWEY

PART TWO

Having created the harbour wall and landscape, **Peter Marriott** turns his attention to the waters of the River Fowey, as his Cornish china clay-themed layout takes shape.



Water features are great when they go to plan, but when the water refuses to set or turns cloudy, then frustration sets in. On this project, I was determined to learn from past mistakes and, although it took me some time to get it right, the finished water was as good as I hoped it would be.

This small area of water was created over a period of seven days, working in bursts of between 30 minutes and an hour per day. Water projects are never quick, and experience has taught me that rushing drastically reduces the chances of ending up with satisfactory results.

Getting the base fully sealed and level, ensuring there's nothing that will react adversely with the water fluid, are vitally important. So too is pouring the water fluid



correctly, to ensure that it settles into all the right areas.

For this project, I made use of Woodland Scenics Realistic Water, which is one of the simplest water products to use. There's no need to mix a resin and hardener in the correct ratio, as it comes ready for use and is self-levelling and water-soluble. It will not crack over time and has minimal shrinkage.

I've obtained good results when using this fluid to create still or slow-moving water, such as ponds, rivers, lakes and more. The surface dries firm and clear in approximately 24 hours, depending on humidity conditions.

Like any water effect fluid, it will follow gravity, so we need to ensure that the

baseboard was mounted onto a flat surface, using a spirit level to check and adding shims underneath where necessary. As the River Fowey forms the foreground of my baseboard, I would also have to create a temporary 'dam' to prevent the water running off the front edge. A couple of layers of heavy-duty masking tape proved sufficient for what would turn out to be a relatively shallow pour.

Indeed, after the initial layer of Realistic Water fluid, I left it to cure overnight. Looking at it the next morning, I was more than happy with its appearance, so decided against any further layers. Instead, I added a few ripples and crashing waves along the harbour wall using Deluxe Materials' Making Waves. When this too had dried, a little dry-brushing created a hint of foaming white water to the crests of the waves for the finishing touch.

What Peter used

SHOPPING LIST

- ◆ Woodland Scenics plaster cloth, flex paste, scenic cement, water undercoat, realistic water, white water highlight

Availability: Bachmann stockists

Web: www.bachmann.co.uk

- ◆ Deluxe Materials Making Waves
- Availability:** Model shops or Gaugemaster

Web: www.gaugemasterretail.com

TOOLS

- ◆ Wooden spatula
- ◆ Paintbrushes
- ◆ DIY masking tape

STEP BY STEP

1

The riverbed was formed from 1in thick foam sheets (Woodland Scenics), bonded to the face of the baseboard with PVA glue. While these sheets feature a flat surface, the gaps between sections will need filling.

3

Strips of the plaster bandage were dipped in water and then laid out onto the foam base, smoothing it out as flat as possible with wet fingertips and a wide flat brush dipped in water. Any stray plaster was wiped away from the harbour walls with a damp cloth.

5

When the plaster was fully dry, any sanded areas were vacuumed to remove any dust before the surface was sealed and coloured with a blend of Woodland Scenics olive drab and navy blue acrylic Water Undercoat paints.

8

As PVA had been used on the adjoining scenery and harbour wall, I took no chances and gave the riverbed and shoreline edge a light coat of two coats of Woodland Scenics' Scenic Cement, leaving it to harden overnight.

2

Plaster bandage seemed like the ideal means of sealing the gaps between the foam sheet base, as well as filling any gaps under the harbour wall sections where the water could escape during pouring.

4

The plaster bandage took care of all the gaps, but it still dried to a slightly coarse texture. To ameliorate this, I spread a light coat of Flex Paste with a wooden spatula, ensuring it filled any surviving gaps under the walls. When dry, it can be sanded if necessary.

6

The Water Undercoats are touch-dry in a few hours, but I left the scene to dry fully overnight. In my experience, rushing a water feature can lead to poor results, so I erred on the side of caution and took my time.

9

The Scenic Cement will create a protective barrier between the layout and the water fluid. I needed to create a 'dam' along the front edge of the baseboard with two layers of heavy-duty DIY masking tape, which will contain the fluid.

7

It's important to use the right adhesives when working with certain water fluids. Traces of regular PVA glues can cause some water fluids to turn cloudy, so I referred to the *Woodland Scenics Complete Guide to Model Scenery*.



10

After checking that the baseboard was sitting flat, I carefully poured the fluid onto the riverbed. The fluid is self-levelling, so I began pouring onto the deeper section of the river, allowing it to settle over the riverbed.



11

I stopped pouring the fluid just before it reached the desired level, allowing it to settle and level out. A wooden spatula helps to spread the Realistic Water resin up against the edges of the harbour walls and embankment.



12

After checking for any trapped air bubbles (popping them with a pin if necessary), the water fluid was left to harden overnight in a warm room. I noticed some white colouration here and there, but this disappeared.



13

There's plenty of choice for products designed to create waves, ripples and splashing effects atop a layer of flat, clear water. Woodland Scenics Water Waves, Vallejo Water Texture and Deluxe Materials Making Waves are all effective.



14

I opted for a pot of Making Waves, stippling the white fluid over the river, especially along the edge of the harbour wall and embankment, with a wide stiff brush. The fluid can be built up over several layers, allowing each to dry in turn.



15

A few extra coats of Making Waves were added right up against the base of the harbour walls, especially at the foot of the steps, where there's likely to be more in the way of foaming and splashing as the waves meet the vertical surfaces.



16

When fully dry, Making Waves turns crystal clear, producing a convincing texture to the water's surface, which is ideal for a tidal body of water like the Fowey.



17

When waves meet the land, it leads to a frothing effect, so it's important to add white highlights to the wave tips. Woodland Scenics White Water Highlight fluid is ideal, although regular white acrylic paint is equally effective.



18

With just a trace of the white paint on a flat brush, the bristles were run over the water's textured surface, depositing the colour on the tips of the waves. Build up the frothing effects gradually, standing back to see how it looks.



Want to know more?

To learn more about using Realistic Water, check out the 'how to' videos on the Woodland Scenics website.

Web: www.woodlandscenics.com/show/video/c/water

WHAT'S NEXT?

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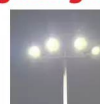
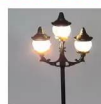
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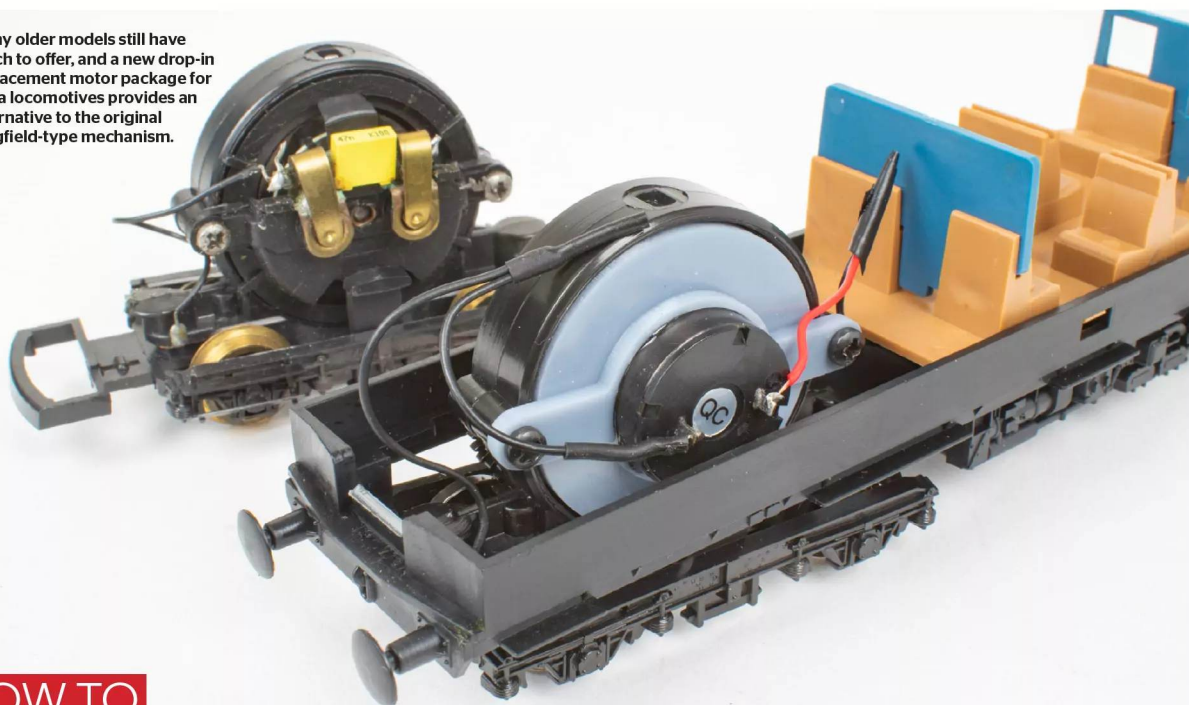
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Many older models still have much to offer, and a new drop-in replacement motor package for Lima locomotives provides an alternative to the original Ringfield-type mechanism.



HOW TO

GIVE OLD LIMA MODELS A NEW LEASE OF LIFE

Drop-in replacement drive units for temperamental Lima motors have been offered before, but **George Dent** puts a new product to the test, featuring a high-quality coreless motor.

The Lima brand was founded in the immediate post-war era, initially as a manufacturer of spare parts for the full-size railway. However, this output was short-lived, thanks to the Italian state railway taking the production of components in-house. Undeterred, Lima (Lavorazione Italiana Metalli e Affini) switched its focus to producing metal toys.

By the 1970s, Lima was one of the world's largest model manufacturers, specialising in 'HO' scale railways and serving the European, North American, Australian and UK markets. With 'HO' having limited appeal in the UK, Lima switched to 'OO' gauge products for its British-outline models, which were offered at affordable prices. Thus, the brand became popular during the 1980s, particularly among UK modern-image modellers.

PLAYING THE CLASSICS

Eventually, the Lima stable played host to a wide variety of classic British Rail locomotive types.

The company's ability to rapidly turn out new models also put the company at the vanguard of modern image modelling, with 'OO' Class 66 and 67 models being available soon after the real things entered service with EWS.



Sadly, as worldwide production shifted to China in the 1990s, Lima's Italian manufacturing base began to struggle and, despite a merger with other European manufacturers including Rivarossi and Arnold, the company went out of business in 2004. Hornby acquired these brands later that year.

One aspect of the ex-Lima designs that Hornby was quick to change was the power unit. Indeed, Lima's Ringfield-type motors could best be described as unpredictable.

LORD OF THE RINGS?

Ringfield-type motors consist of an armature spinning within a ring magnet, and were employed in slightly different forms by many manufacturers across Europe from the 1960s until the early 2000s. Drive from the motor was transferred to a set of plastic reduction gears, eventually reaching the axles via a set of gear teeth fixed to the inside faces of the wheels).

With the gears being exposed, they were liable to collecting dust and debris and, with a generous degree of play in each component, they could also be noisy. Consistent, slow-speed

running was never guaranteed and, when compared to most locomotive mechanisms today... Well, they're not really comparable!

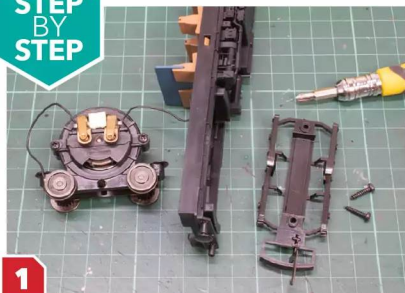
A NEW HOPE...

I first became aware of a bespoke motor upgrade for Lima models in the late 2000s, when I was asked to trial a drop-in unit from the Australian firm ModelTorque. Supplied ready-assembled for simple conversion, the new motor was designed to slot within the existing plastic housing once the old armature and magnet had been removed. Thus, the conversion was fully reversible.

Ultimately, I installed a number of these units in my models and performance was improved significantly, albeit within the limitations of the original gear arrangement. The Model Torque units have not been available for several years, and numerous similar products have proliferated, often employing 6V CD/DVD drive motors.

More recently, a Dutch firm - Micromotor.eu - has created a new range of drop-in power units, each featuring high-quality 12V coreless motors and designed to fit a huge range of models from various Continental manufacturers including Lima. The range is distributed in the UK by Peter's Spares, which

STEP BY STEP



1

The typical Lima arrangement was for the body to unscrew or unclip from the chassis and the motor unit would also have to be unscrewed from its bogie frame to free both elements. Keep all screws in a safe place.



2

I snipped the power cable from the trailing bogie close to its solder bond to the motor's contact. Both screws need to be removed to free the armature housing. Again, keep those screws safe, as they will all be needed again.



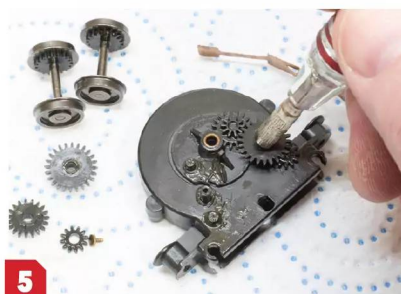
3

With the armature cover lifted away, the small carbon brushes and springs will also be released, so watch for them dropping out and store them safely. The armature can then be lifted out from within the magnetic ring.



4

Gently prise the ring magnet out of the housing, working a flat screwdriver blade around the inner circumference until it pops out. The coating of rust around the outer metal cover betrays this model's age.



5

This is a good opportunity to give the gears a good clean. This model has barely run over the past few decades, so the oil and grease has partly dried out. Remove the two small brass bolts to free the various plastic gear wheels.



6

The rear of the motor housing and the gear wheels were liberally coated with Labelle 901 Motor & Gear Cleaner. Safe for use on plastics, it effectively dissolves oil and grease. An old paintbrush was employed to work the fluid into all the nooks and crannies.

What George used

SHOPPING LIST

◆ **Product:** Micromotor.eu • HLM005G Lima UK Coreless Motor upgrade kit (£39.30) • PS76 12mm Replacement Lima wheel/gear on axle, twin-pack (£9.00) • PS78 12mm Replacement Lima wheel on axle, twin-pack (£8.00)
Availability: Peter's Spares **Tel:** 01642 909794 **Web:** www.petersspares.com

TOOLS

- ◆ Screwdrivers
- ◆ Pliers
- ◆ Knife and blades
- ◆ Tweezers
- ◆ Soldering iron and equipment

also stocks Micromotor.eu's substantial range of separate coreless motors, gears and flywheels in all manner of shapes and sizes, which will certainly interest kit builders.

Arriving direct from the Netherlands, our sample pack was aimed at the Lima Deutsche Bahn V80 Bo-Bo diesel, which featured the same power unit found in most of Lima's 'OO' UK-outline diesels, electrics, and multiple units. Within the small plastic case was a coreless motor, brass gear and a 3D-printed spacer, plus red and black cables and heat shrink tubing.

A Lima Class 121 single-car DMU acted as my testbed, which had previously received a set of superior replacement wheels, also from Peter's Spares (see MR292).



7

Strips of cotton waste were rubbed over the surface to clean away the softened grease and debris, using tweezers to work it around the housing and the gear teeth. It may take a couple of applications to get everything spick and span.



8

I also used the same cleaning fluid and process on the inside of the motor housing, just to ensure it was free of grease, carbon deposits and any other debris. Set everything aside for several hours to allow any solvent traces to evaporate.



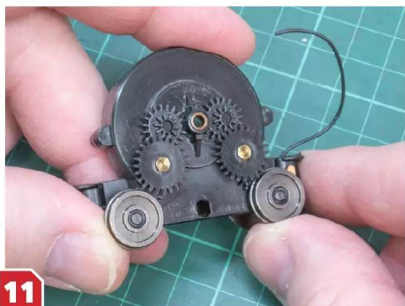
9

Peter's Spares also offers a range of replacement wheelsets for Lima models, providing more refined wheel profiles. The difference between the original (left) and replacement wheels is significant.



10

The original wheel sets can simply be unclipped and the new set popped into place. With older models that have captive axles, you may need to pull the wheels from the axles or cut the plastic housing to allow them to be removed.



11

The new wheels bound slightly on a plastic burr on the outer faces of the axle bearings, but a needle file took care of that. Once the wheels turned freely, the cleaned gears were re-installed and secured with the brass bolts.



12

After checking that all gears and axles could rotate freely, the Micromotor.eu kit was installed, starting with the 3D-printed motor mount. This slots into the front of the Lima housing and is secured with the two original screws.



13

A precision brass gear needs to be fixed to the motor's 1.5mm diameter output shaft. According to the instructions, the front of the gear needs to sit 4mm from the front of the motor casing, so keep a set of callipers handy.



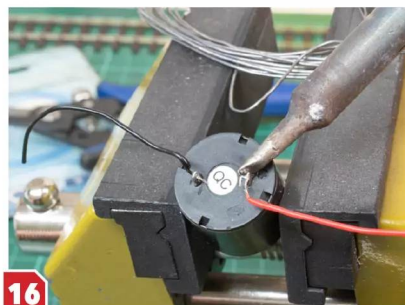
14

Loctite 603 retaining compound was applied to the centre of the gear wheel (not the shaft), using a sharpened wooden cocktail stick as a precision applicator, having decanted a blob of the Loctite onto a scrap of card.



15

The gear wheel was then slid carefully into place and set at the correct distance from the face of the motor casing. Measure, measure and measure again to double-check, then allow the Loctite to work its magic for a few hours.



16

The two power cables can then be soldered to the terminals on the rear of the motor, adding the red cable to the + terminal. Holding the motor between padded vice jaws allows you to keep both hands free.

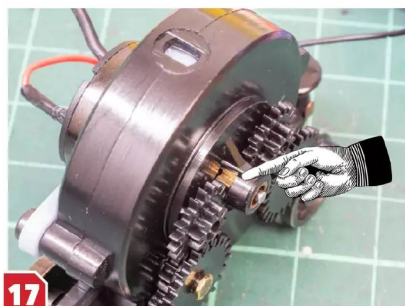
Motor matters



Lima's Ringfield-type motors were simple, easy to maintain and, for the most part, reliable. However, their running characteristics could often become erratic.



In the late 2000s, ModelTorque drop-in replacement motors emerged from Australia, seen here fitted to one of George's Lima Class 87s. Combined with a new set of wheels, extra pick-ups and ballast weights, the model now runs much more smoothly. Super-detailing and repainting helps bring these older models to life, proving that a shabby £10 model from a bargain bin can be turned into something special.



17

Test-fit the motor in the housing, ensuring the brass gear meshes correctly with the plastic gears, and without binding against the inner face of the plastic housing (indicated by the pointing finger).



18

When you're happy, the motor can be fixed into the 3D-printed housing with glue. Cyanoacrylate is suitable, but I chose a two-part, fast-setting epoxy, as the bond will be strong yet flexible, and impervious to any stray oil.





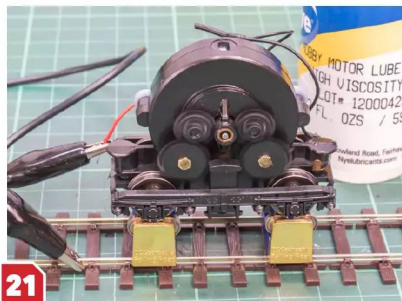
19

The epoxy was applied sparingly, and the motor pushed slowly into the housing, wiping away any squeeze-out with a dampened cotton swab. Ensure the power terminals are horizontal to ensure clearance with the chassis frame.



20

Double-check that the brass gear is in the optimum position, tweaking the motor's position as necessary, then allow the glue to set. The black cable from the negative terminal can now be soldered to that emanating from the power strip below the motor.



21

With the bogie mounted on rolling road cradles (with www.dccconcepts.com) and a jumper cable providing power to the red/positive cable, the mechanism was run for about 30 minutes in each direction at a medium speed. Low viscosity model oil was applied to the gears.



22

While the mechanism was running-in, the new wheel sets were installed to the trailing bogie, ensuring that the insulated axles were on the correct side (using a continuity tester to check). The contact strip and axles were given a clean before reassembly.



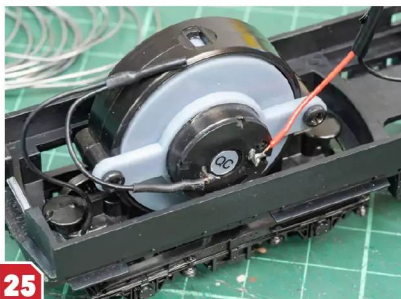
23

With the motor and trailing bogies re-fitted to the chassis, the red/positive cable was soldered to the power feed from the trailing bogie and the entire unit was treated to further test running, initially on the rolling road so I could keep a close eye on things.



24

The railcar then ventured out onto my test track and, after several hours, I noticed that the power cables emanating from the motor had been binding on the chassis frame. This would likely lead to problems in future.



25

To minimise the risk of future issues, I cut away the heat shrink and re-soldered the cables, eliminating the bends and providing better clearance. After another test, new insulation was added over the exposed contacts.



26

With the body re-fitted, the humble Lima Class 121 is ready for service. It's also ready for some detailing work and maybe even a repaint, to bring its appearance closer to my more recent DMU stock.

Worth the bother?

Installation of the new motor was simple, and it offers a marked improvement in performance, with minimal power required before it begins running. Indeed, I had to be gentle with my analogue controller as the Class 121 was suddenly behaving like a teenager in a hot hatch, spinning its wheels as it set off at quite a pace. While the original motor demanded a hefty starting voltage of almost 4V, the new mechanism was off and running at less than 1V.

There's still quite a bit of noise from the original gears, despite a full de-grease and re-lube, but there's not much one can do about that. Indeed, it's important to manage your expectations, as this re-motor package will never be able to transform the performance into something akin to a modern locomotive, with twin flywheels, cardan shafts, precision gears and all the rest.

I do wonder if the Micromotor.eu kit would benefit from a similar speed-limiting diode package, as employed by ModelTorque, to provide a gentler start and a realistic top speed, especially for a railcar such as the '121'. I'm also curious to trial this kit on DCC...

Haulage capacity was slightly reduced, compared to the original motor, but the lightweight nature of the railcar and my decision to install superior wheels without traction tyres are both likely to have had an impact (Lima's locomotives were routinely fitted with hefty ballast weights). The '121' handled a load of three unpowered DMU cars, hauling and propelling, so it's well up to the job.

At this early stage, it's difficult to vouch for the potential longevity of the new motor unit - time will tell. But, given the cost, time and effort required the conversion has definitely been worth the effort, prompting me to make a start on super-detailing the railcar.

Like my other re-motored Lima locomotives, the traction upgrade will ensure that another of these venerable - and much-loved - models will enjoy a working life, rather than gathering dust on a shelf or languishing in its box.



The Wolds Wanderer

Regularly driving past the site of Settrington station gave **Kevin Smith** enough of a modelling itch to recreate it in miniature.

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

'N' GAUGE LAYOUT **SETTRINGTON**

The NER slotted post signals are 2mm square brass tube, with etched arms from MSE operated using a 9 thou' steel guitar string and mechanical linkages.



What makes this layout great?

“The accuracy of ‘Settrington’ may give the impression that not much is happening; however, when you scrutinise the finer details of Kevin’s creation, you realise that there’s actually quite a bit going on in a small space.”

As the saying goes, 'When life gives you lemons, make lemonade'. Numerous variations of the phrase have been coined over the years, and now there's a new one for model railways. When life gives you a regular road journey that goes past a former station building, make a model railway of it. Admittedly, it may not be quite as catchy as the original, but for Kevin Smith this is how his latest 'N' gauge layout, 'Settrington', came to be, as it's based on the location of the same name.

"Every time I drove down to Hull from home I would pass the station site, so I started to research the line, coming across a book from Warwick R. Burton titled *The Malton & Driffield Junction Railway*, which detailed the Malton to Driffield line and included information about the stations on it.

The line was built as a single track in 1853 and was one of the lines absorbed into the North Eastern Railway, originally with the provision for double track so that trains could go from the quarries straight down to the docks at Hull. Money, however, was tight, and therefore the double line was scrapped in favour of a single track with three passenger and one goods train per day. The book also proved invaluable when it came to plotting the position of the coal drops, platelayers' hut and other notable features, as you just can't see them from ➤



“I had to try and get a small station onto a small board and make the 180° turn at either end not look out of place”



Trains on the line consisted of a few stopping passenger trains, of just two coaches, a 'G5' tank engine (known as The 'Malton Dodger'), and the local pickup goods of a few wagons. Through traffic could be limestone trains from the quarries at Burdale or steel trains heading south.

3 things we like



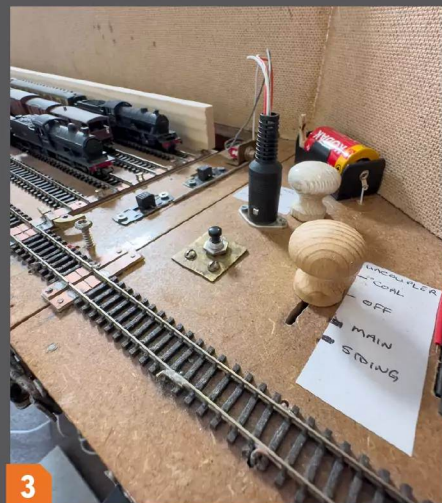
1

The shepherd and his child checking on their flock.



2

The trees are garden sedum plants, cut and dried then sprayed with hairspray and covered in autumn-coloured flock powder.



3

Kevin's clever uncoupling system.

'N' GAUGE LAYOUT **SETTRINGTON**



the road, and the station building is now a private dwelling."

Measuring 6ft 6in by 2ft, Kevin's version of 'Settrington' is set in the 1950s and consists of a single line to and from the station, culminating in a traverser fiddleyard in the operator's area. The layout is approximately the same size as some of Kevin's previous builds, as with only one layout on the exhibition circuit at any one time, they share trestles and all need to fit in the same small car. Unlike some of his previous layouts, though, Kevin elected to take his time with this one.

"I may be a bit of a serial layout builder, usually when I have built a layout I operate it a bit, give it a run on the exhibition circuit and then move on to

The scenery is made of polystyrene sheets covered in Polyfilla and artex, then painted with acrylics. Neat PVA and sprinkled flock are used for ground cover. All the railway is fenced off from the fields and road as it would have been in real life.



the next one, but with 'Settrington' I did all of the research during the first lockdown, so there was no rush to get it to its first exhibition hall. All in all the build took around 15 months. The biggest headache came from trying to make the scene look believable. I had to try and get a small station onto a small board and make the 180° turn at either end not look out of place. On the prototype, the line continues in a straight line at one end and a very gentle curve at the other, but I had to reach each end of a seven-road traverser fiddleyard."

HOMES UNDER THE BUFFER

Once Kevin was happy with the track he could begin to plot the other important features of 'Settrington', ➤







including the platelayers' hut with a rather unusual design feature you certainly wouldn't see on a home makeover programme.

"The book showed me lots of photographs of the station from unusual angles, including one of the platelayers' hut with an interior wall on the outside! Further reading revealed that the hut had been damaged by a runaway 'J25' in 1947, and rather than rebuilding it the damaged section was just removed, leaving one room undamaged and intact but with wallpaper now on the outside. It certainly would have made for an interesting feature passengers could see out of the window."

Other significant features at 'Settrington' are the coal siding and the quarry, where Kevin has used a little bit of artistic licence to get it onto the scene.

"The quarry was moved closer to the station so I could include a model of a Ruston Bucyrus 19RB face shovel from Langley Models. I would need a layout almost 20 feet wide otherwise! This has the body mounted on a brass rod through the board, connected to an oscillating disc controlled by ➤



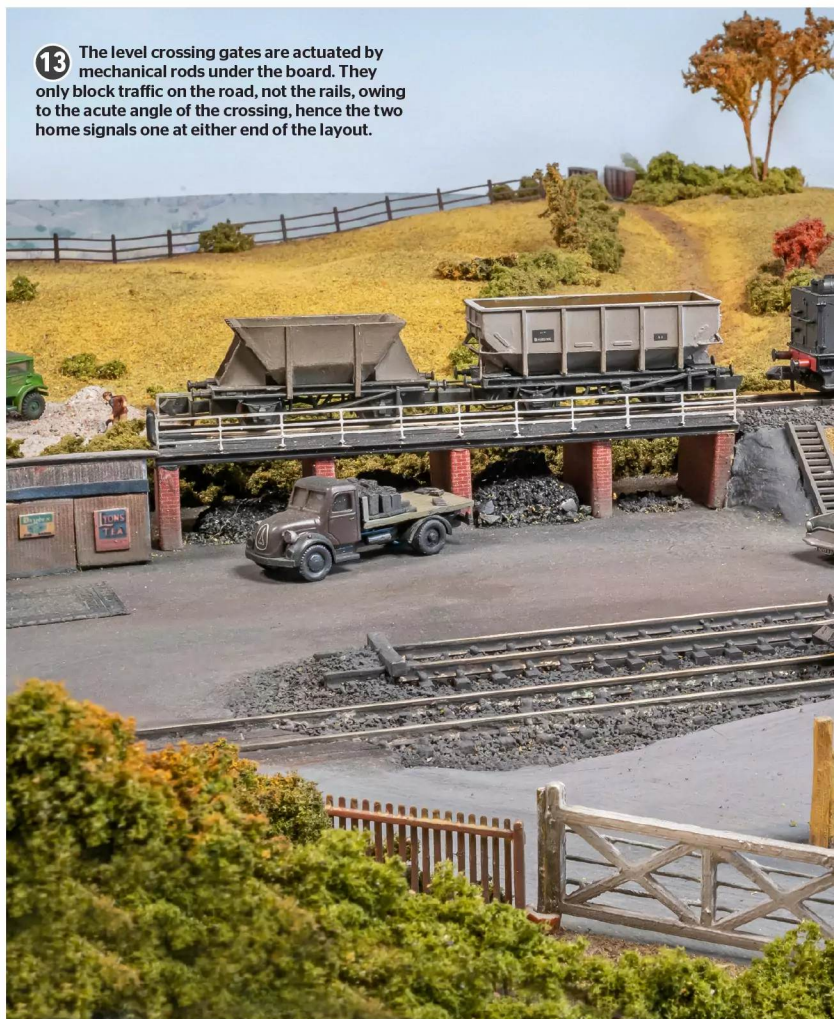
12

a geared motor, so the jib slowly rotates one way through 90° before returning and stopping. The raised coal siding was made using thin plywood risers covered in brick paper, with a deck made from PCB and rails soldered onto it. The railings were etched ones left over from the ship's railings I used on a previous layout, 'Sandy Bay'. The coal drops are my favourite part of the layout. It is quite satisfying to stop a goods train in the station, split a full coal hopper from it, move it to the siding, remove the empties from the coal drops, place the full one on the coal drops then reassemble the train and set off again. Even though 'Settrington' isn't full of track I can still find plenty of operations to keep me busy."

UNTOUCHED UNCOUPLING

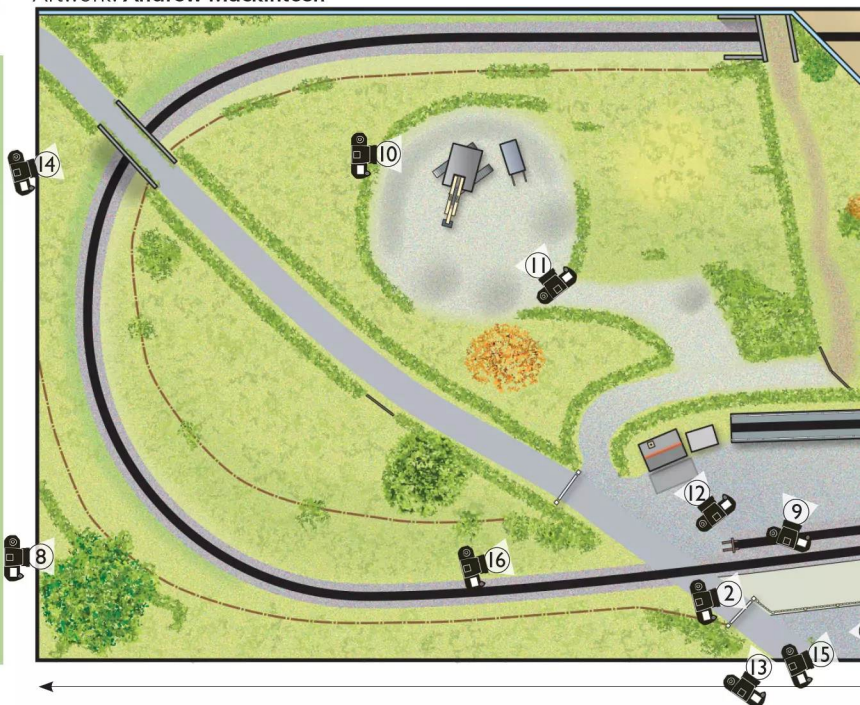
Kevin can carry out the uncoupling without having to touch any of the models, thanks to a system beneath the layout to which the viewer would be oblivious.

"The layout uses moving cadmium magnets on rods under the board to uncouple the Peco Elsie couplings on the stock. The magnets are glued to wooden rods which are pivoted, and I have a rod coming back from that under the baseboard to a knob at the operator's end. As you move the knob back and forth, it moves the magnet under the track to position it in just the right place to detach the stock. It was done to keep it as simple as possible and to avoid any mechanical elements that could go



13 The level crossing gates are actuated by mechanical rods under the board. They only block traffic on the road, not the rails, owing to the acute angle of the crossing, hence the two home signals one at either end of the layout.

Artwork: Andrew Mackintosh



FACTFILE: 'SETTRINGTON'

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

Size: 6ft 6in by 2ft

Track: Peco Code 80 bullhead

Power and control: Analogue

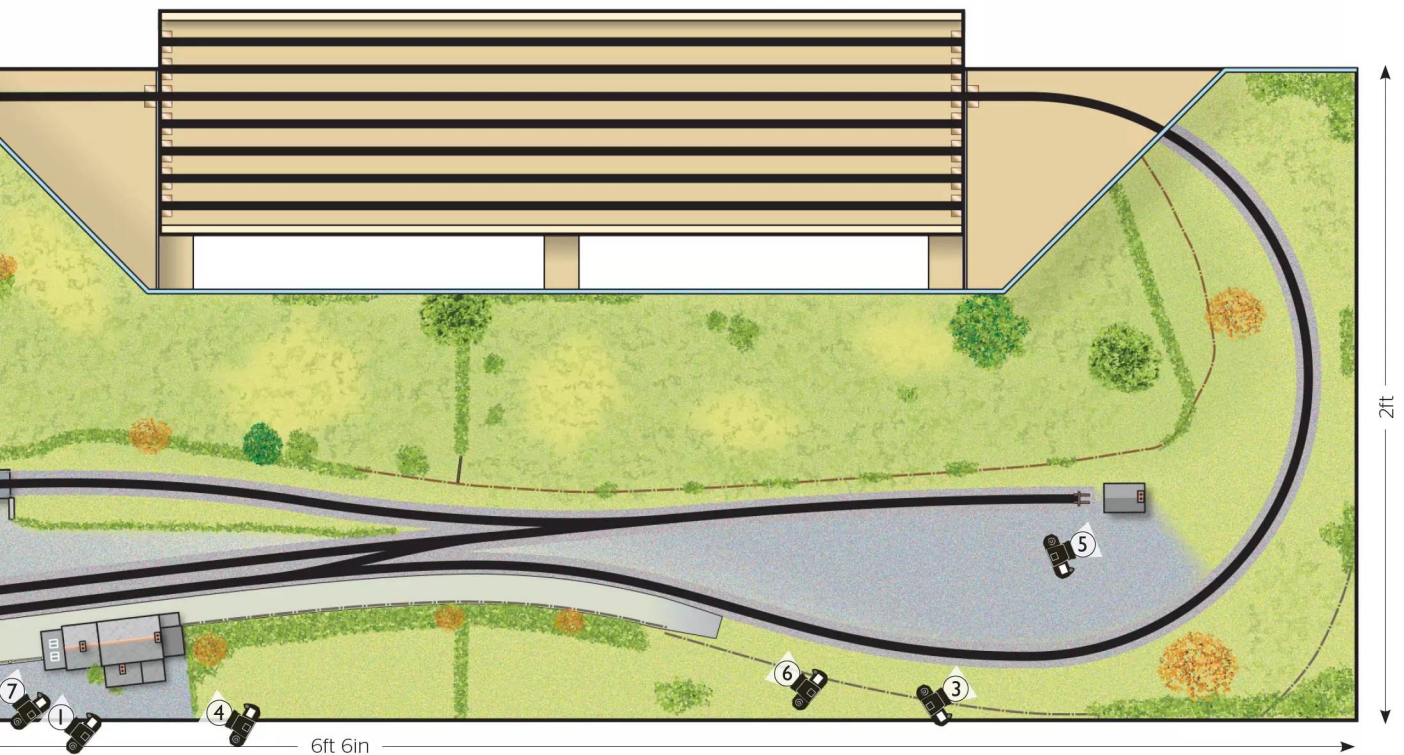
Time to build: 15 months



MODELLER CV: KEVIN SMITH

"These days I am retired, and enjoy taking my layouts to various shows. I am also a keen amateur singer and musician, and I was a professional singer for 17

years. We have an old motorhome and enjoy walking. I also have a small folding 'N' gauge layout, which goes away with us in the motorhome - but that's another story!"



'N' GAUGE LAYOUT **SETTRINGTON**

wrong. Where the knobs come through the baseboard they are on sliders, so I can line it up with the label at the operator's side and know that the magnet is in the right place. Equally, I can move it well away from the tracks and know that models aren't going to separate from each other under operation."

If you are somebody who gets that modelling itch, you will know how frustrating it can be when it occupies your thoughts but you can do nothing about it. Kevin got the itch, took action, and now has a model he can enjoy on the exhibition circuit. It remains to be seen how long it will be until another layout idea arrives, gives him an even bigger itch and he sets about building it, but with the Yorkshire Wolds Railway currently re-laying the line towards Wetwang and offering brake van rides in the summer, there is at least a 'new' part of the Malton & Driffield Railway to keep him interested for now. **MR**



Virtually all of the scenery and buildings are scratchbuilt, or created using printable downloads from Scalescenes. The lock keeper's cottage is very similar to stations along this line and they're all mainly made from cereal packets.

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Reviews

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Our reviewers

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

Chris Leigh

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

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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.





Heljan Class 47

◆ GAUGE 'OO' ◆ MODEL Heljan 4721 Class 47/4 47450 BR 'large logo' blue ◆ PRICE £249.95 (DCC-ready), £389.95 (DCC sound)
 ◆ AVAILABILITY Heljan stockists Web www.heljan.co.uk

Representing its first UK-outline model, Heljan's 'OO' Class 47 was released to universal acclaim in 2002, providing a significant step up in performance and detail compared to the existing Type 4s from Hornby and Lima. Alas, Heljan's model suffered from being too wide, but was otherwise faithful to the prototype.

Like other key BR diesel types, several manufacturers have attempted to get the Brush

Type 4s just right. Bachmann's model followed in 2007, which got closer, as did the Vi-Trains product from 2009, but it was Bachmann's all-new version, released in 2021, that finally 'nailed' the distinctive character of the '47'.

With the Type 4 claiming an important part of Heljan's history – and having been out of production for some years – it was no great surprise when an all-new model was announced in 2019. Designed from scratch, building on Heljan's work with its excellent 'O' gauge '47', the first models finally began arriving with retailers in early March.

The initial production batch consists of early BR two-tone green and Rail blue liveries, with *Model Rail*'s exclusive Class 48s being manufactured at the same time. The second batch was scheduled to land in the UK not long after this issue was due for publication, featuring a greater variety of later BR schemes, such as InterCity, Railfreight and Rail Express Systems.

Countless detail variations have been catered for in Heljan's new tooling, including nine different cab types, various boiler port

types, original and later Serck radiator grilles, glazed, plated and flush headcode panels, original and cutaway bufferbeam cowlings, windscreen wipers and underframe tanks.

Thanks to Heljan, we were treated to an advance sample of a model from the second batch, depicting 'large logo' blue 47450. In a first for Heljan, each version is being offered in DCC-ready and DCC sound-fitted format, the latter equipped with an ESU LokSound V5 decoder, pre-loaded with sound files created by renowned expert Legomanbiffo (including different sound files tailored for Class 47/0, 47/3 and 47/7 sub-classes), plus a pair of speakers.

A WORTHY SUCCESSOR?

Unlike older Heljan 47s, where the bufferbeams were supplied for customer fitment, Heljan's new model comes fully assembled, with all detailing parts pre-installed. A pair of slimline tension locks is provided, to slot into the NEM pockets (mounted to the bogie frames), but some of the brake hoses and cosmetic screw couplers will need to be removed first.

At first glance, it's noticeable that the width issue of the original '47' has been cured, with all key dimensions being spot-on. Moreover, the profile and proportions are almost perfect, replicating the handsome appearance of the prototype well.

However, more thorough inspection confirms that a couple of areas are not 100% correct, especially the body sides which appear to transition from the vertical to the curved roof profile a little late. The horizontal front handrail is also a fraction too low and could also do with being slightly more curved.

Interestingly, these minor issues – we're only talking about 0.5mm here and there – are magnified by the colour elements of this 'large logo' blue livery and are barely perceptible on our two-tone green Class 48s, so I'd be interested to examine some of the other '47' versions in future.

That aside, there is much to admire on the bodysheils, with etched metal roof grilles and fans, an exhaust port with plenty of depth and well-observed prototype-specific details to match the real 47450 (ex-D1567),

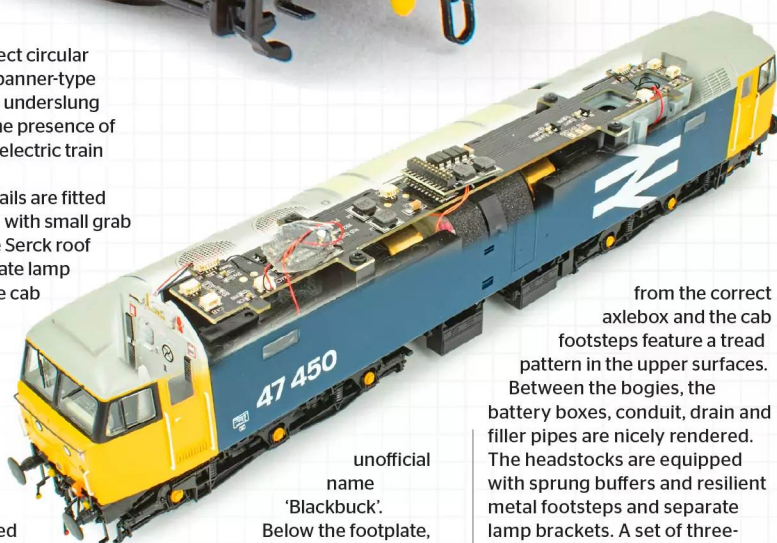




including the correct circular plating over the Spanner-type boiler port, lack of underslung water tanks and the presence of jumper cables for electric train heat supply.

Fine wire handrails are fitted throughout, along with small grab handles below the Serck roof vents, while separate lamp brackets adorn the cab fronts (one was missing on our sample).

The plated-over headcode boxes feature marker lights with rubber grommets at the No. 1 end and sealed beam lights at the opposite end, along with high-intensity lamps to suit the late 1980s era. Gateshead depot stickers are just about legible, further confirming the period, before 47450's transfer to Tinsley towards the end of the decade, where it would gain the



unofficial name 'Blackbuck'.

Below the footplate, the bogies are a distinct improvement over the original tooling, offering a more appropriate ride height for the locomotive, while boasting greater depth to the brake and suspension equipment, plus extra rigging and brackets at each end. A speedometer cable emerges

from the correct axlebox and the cab footsteps feature a tread pattern in the upper surfaces.

Between the bogies, the battery boxes, conduit, drain and filler pipes are nicely rendered. The headstocks are equipped with sprung buffers and resilient metal footsteps and separate lamp brackets. A set of three-piece miniature snowploughs is provided as an optional fitment, being mounted to the rear of the bufferbeam (see page 47).

INSIDE STORY

Accessing the interior is a matter of removing four screws and gently lifting the body away

3 things we like



1

Interior detail visible through the engine room windows.



2

Etched rooftop grilles and cooling fans.



3

Fully detailed, painted and illuminated cab interiors.

from the chassis, taking care of the ETH jumper cables which loop under the bufferbeam slightly and can be easily distorted or broken.

The '47' employs Heljan's usual arrangement of a sturdy, centrally mounted five-pole motor driving each bogie via cardan shafts and gears. Each central axle is unpowered and features plenty of vertical play, helping the model to negotiate uneven track more reliably. The main circuit board runs most of the length of the die-cast metal chassis block, featuring a 21pin decoder socket and space for a pair of speakers, with sound enclosures provided below.

The cab interiors are fully

Heljan Class 47 - in detail



Factfile: BR Class 47

The BR/Brush Type 4 emerged out of an original plan to build another batch of Class 46 'Peaks', employing a more powerful Sulzer engine. However, there was dissatisfaction with the 1-Co-Co-1 wheel arrangement of the 'Peaks' and the Eastern Region in particular was lobbying for a six-axle Type 4 with a better weight-power ratio.

Brush duly took the hint and drew up plans for what would become the Class 47, arguably British Rail's most successful diesel-electric main line locomotive. A different body assembly technique brought a significant weight saving over the Class 44/45/46 'Peaks' and the Sulzer 12LDA28C power unit was capable of 2,750hp output, but this was eventually downrated to 2,580hp to reduce maintenance costs.

A total of 512 locomotives were constructed between 1962-68 at Brush's Loughborough site and BR's Crewe Works. The '47s' soon became one of the most widespread traction types, working a variety of passenger and freight services across all of BR's regions.

Various refurbishment and modification programmes ensued over the years, leading to the creation of several sub-classes. The Type 4s provided excellent service for BR and mass withdrawals only began in the early 2000s, as their age began to tell in lower reliability figures.

Numerous examples remain in main line use today, while 33 examples were re-built as Class 57s between 1997-2004. Many '47s' have also entered preservation.

1: A somewhat tatty 47450 passes through Marsden in 1990. At this time, 47450 was based at Tinsley depot, gaining the unofficial 'Blackbuck' name. The Class 47/4s were a regular sight on trans-Pennine services via the Standedge route following withdrawal of the 'Peaks'. COLOUR RAIL

2: Proudly sporting its Railfreight 'red stripe' livery, 47249 also features a flush plated-over cab front and retains its original bufferbeam cowling. The Type 4 is seen at Oxford in September 1990. COLOUR RAIL

3: The '47s' have carried countless detail variations and liveries over the years, working for many different rail operators in the privatised era. Class 47/8 47828 basks in the autumn sunshine at Barrow Hill in September 2011, having recently received a repaint into Direct Rail Services 'Compass' livery. GEORGE DENT



detailed and painted, complete with representations of the angled frame strengthening ribs. Detail panels also sit behind the engine room windows, featuring coloured piping and conduit. Interior lighting ensures all this detail can be appreciated, with various switching options for DCC users, and aided by the excellent, flush-fitting glazing.

Under test, the '47' ran faultlessly straight from the off, with the quiet mechanism producing smooth acceleration and demonstrating an impressive haulage capacity.

After the prescribed running-in period, the model became even more responsive,

with a superb slow-speed crawl. Additionally, when running under analogue control, only minimal power was needed before the head/tail lights lit up and the locomotive began to move.

While this review sample is a DCC-ready version, I had an earlier opportunity to test a sound-fitted model and was mightily impressed by the output and range of available effects.

CHASING PERFECTION

It may not be the definitive 'OO' Brush Type 4, thanks to the very minor shape issue, but one does have to look closely to notice the discrepancies and this particular

livery exacerbates the matter. However, it's truly a lovely model, capturing the overall character of the real thing, offering fantastic performance and an impressive level of detail.

Heljan has taken a large step forward with this model, succeeding in improving on its original '47' and offering a higher technical specification than ever before in 'OO'.

The DCC sound-fitted versions are already proving popular, which is not surprising, being one of the best factory-fitted sound packages I've experienced so far.

Did we need another Brush Type 4? Having had at least

a couple of options for the '47' for as long as I can remember, I'm not averse to manufacturers duplicating iconic locomotive classes in the same scale. As has always been the case, different products have their foibles, strengths and weaknesses. After all, having more liveries and identities to choose from is no bad thing. (GD)

SUMMARY

PROS

- Excellent level of detail.
- Impressive specification.
- Superb performance.
- Lighting effects.

CONS

- Minor shape issue.

FINAL VERDICT

A huge improvement over Heljan's original '47'.

FACTFILE: HELJAN CLASS 47

OVERVIEW

Manufacturer: Heljan
Ref. No. 4721
Unit No. 47450
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 560g
Min. curve radius: 438mm (2nd radius)
Wheel back-to-back: 14.3mm

DIMENSIONS

Length
 Height
 Width
 Wheel diameter
 Bogie wheelbase

PROTOTYPE

63ft 6in
 12ft 9 $\frac{1}{2}$ in
 8ft 9 $\frac{1}{2}$ in
 3ft 9in
 14ft 6in

1:76 SCALE

254.7mm
 51.3mm
 35.3mm
 15mm
 58mm

MODEL

254mm
 51.5mm
 35.6mm
 15mm
 58mm

ELECTRICS

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

MECHANISM

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

SERVICING

How to dismantle: Body unscrews from chassis
Where to oil: Gears, bearings, axles - see instructions





Farish LMS 10000

◆ GAUGE 'N' ◆ MODEL Graham Farish 372-916 LMS 10000 BR lined green ◆ PRICE £184.95 ◆ AVAILABILITY Farish stockists Web www.bachmann.co.uk

Representing the first main line diesel locomotives to be built in Britain, Bachmann Branchline's 'OO' gauge version of the LMS 'Twins' was released in 2013, garnering plenty of acclaim. Finally, modellers in 'N' gauge also have the chance to recreate these iconic prototypes without resorting to kits, with 10000 and 10001 now available in the Graham Farish range.

The diesel electric pair will be popular with modellers of the BR steam era and several livery

versions of each locomotive is being offered, with period-specific detail modifications.

THE ELDER 'TWIN'

Our sample depicts the pioneer 10000, in BR lined green with the later style emblems, as it appeared in the mid-1950s after trials on the Southern Region, when extra lamp brackets and marker lights had been installed. Just like its 'OO' siblings, the Farish model really looks the part, with the complex profile of the bodywork captured well. Considering that neither of the

two 'Twins' survived the cutter's torch, Bachmann's design team have done a great job of recreating them from the available archive material.

The plastic bodyshell sports plenty of intricately moulded detail, with excellent depth and definition in the various grilles, door seams and footsteps, while the elegantly curved noses feature crisply rendered communication door covers, tiny marker light lenses and separately applied lamp brackets.

There's an absence of brass handrails, with all such features





“A representation of the engine room interior is printed onto the inside of the side windows – an innovative and effective touch”

moulded integrally to the bodysheet and picked out with paint to great effect. The roof detail is equally impressive, with excellent definition to the various panel and hatch seams, rivet strips and exhaust ports. The roof fan grille is also moulded, which is a minor disappointment, as this most visible feature usually benefits from the use of etched metal. The air horns are separate fittings, accurately installed.

The lined green livery is immaculately applied throughout, with convincing shades and legible lettering on the tiny builders' plates. Each of the flush-fitting glazing panels are neatly installed, with a high level of transparency and without traces of glue or blemishes. Wipers are moulded integrally with the windscreen glazing and a representation of the engine room interior is printed onto the inside of the side windows – an innovative and effective touch.

The bogie side frames are moulded as a single unit, but offer

a decent amount of depth, save for the brake shoes which sit away from the wheels. Cab footsteps, guard irons and sanding pipes add extra finesse, as do the various levers and cranks connected to the quartet of vacuum brake cylinders on either side of the battery boxes. This version also includes water scoop gear for the train heating boiler.

Standard 'N' gauge couplers come pre-mounted within NEM sockets, which are fixed to the bogie frames. A small bag of extra details is provided, including cosmetic screw couplers, brake and steam-heat hoses, plus a set of white headcode discs.

GETTING INSIDE

Accessing the interior is easy, thanks to the clip-fit of the body to the die-cast metal chassis,

revealing the main circuit board and Next18 DCC interface. An 8mm by 12mm 'sugar cube' speaker is pre-installed at the No. 1 end on all models, so conversion to digital sound is simple. That said, Bachmann is also offering DCC sound-fitted versions of each of the LMS 'Twins'.

For analogue users, the main PCB also features a pair of slide switches for the manual ▶

3 things we like



1

Convincing rendition of the prototype's distinctive appearance.



2

Depiction of interior equipment printed onto the tinted engine room windows.



3

Great definition in the moulded louvres and grilles.



Farish LMS 10000 - in detail



FACTFILE: LMS 'Twins' 10000 and 10001

Overseen by the chief mechanical engineer of the LMS George Ivatt, the 1,600hp Co-Co diesel electric 10000 emerged from Derby Works in December 1947, just weeks before the railways were nationalised. English Electric provided the 16SVT Mk 1 diesel engine, generator and traction motors and a second locomotive, 100001, also emerged from Derby in early 1948.

Developed as part of the LMS' trials of diesel electric traction, the pair were to be tested against various steam locomotive types in order to gain an understanding of whether main line diesels could offer tangible benefits in terms of performance and economy. Capable of working individually or as a pair, the locomotives were given the classification of D16/1 and were put to work initially on St Pancras-Derby and Manchester express services (working as single locomotives), followed by Euston-Glasgow services in multiple, including the prestige 16-coach 'Royal Scot'.

Each locomotive was also trialled on other routes, such as the Leeds-Settle-Carlisle and expresses from Euston to Liverpool and Blackpool. They also undertook occasional express freight turns from the Capital.

Transferred to the Southern Region in 1953, to allow comparative trials with the Bulleid 10201-3 1-Co-Co-1 diesel electrics, they had returned to the London Midland Region by 1955 and settled down to all manner of express and secondary passenger work to destinations including Bletchley, Birmingham and Wolverhampton, along with a return to Manchester and Anglo-Scottish expresses.

Performance began to suffer in the late 1950s, owing primarily to a lack of trained maintenance and footplate staff and 10000 was stored unserviceable in 1962. 10001 fared better, receiving a heavy general repair in 1960, followed by further work in 1963 utilising parts from 10000. It continued on fairly mundane duties, including cross-London freight turns until withdrawal in 1966.

Despite their importance, both locomotives were scrapped in 1968. However, the knowledge and experience gained by BR was significant and similar designs would be employed on many of the Modernisation Era diesel-electric types.

In 2011, plans were revealed by the Ivatt Diesel Recreation Society for a full size replica of 10000 to be built from various surviving components and the chassis of a Class 58.



1: Carrying 'Royal Scot' headboard, 10001 leads 10000 as the prestige Euston-Glasgow express calls at Crewe in June 1957. Both are wearing the attractive lined green livery with pale cream roof. COLOUR RAIL



2: Gleaming in the summer sunshine at Willesden shed in August 1962, 10000 had just a few more months of service ahead of it, being stored in November of that year and subsequently becoming a parts donor to keep 10001 running. COLOUR RAIL



3: April 1966 featured the recently withdrawn 10001 at Derby Works, pending a decision on its future. Sadly, like its older sibling, it would be cut up for scrap. COLOUR RAIL

control of the directional tail lights at each end, plus a third switch for moving between freight and passenger light displays. The leading cab interior can also be illuminated, via DCC control.

The head and tail lamps are illuminated by tiny LEDs fitted to PCBs fixed to the inside face of each nose, with power being

transmitted from the main chassis via five sprung copper contacts. While the body is removed, take care not to disturb these contacts, as they're easily distorted.

The coreless motor, with its twin flywheel arrangement, provides plenty of power to all six axles, resulting in smooth and quiet operation,

with ample haulage capability. The lighting is effective, with an authentic degree of illumination and there's no 'bleed' evident through the plastic bodysell.

While the lack of fine wire handrails and etched roof grille came as something of a surprise (how we take these things for granted these

days!), the model's overall appearance doesn't suffer. Indeed, it's a very attractive model that ran faultlessly under test, with an excellent level of finish. **(GD)**

FACTFILE: FARISH LMS 'TWINS' 10000 AND 10001

OVERVIEW

Manufacturer: Bachmann Europe
Ref. No. 372-916
Unit No. 10000
Scale/gauge: 1:148 scale, 'N' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 78g
Min. curve radius: 263.5mm (second radius)
Wheel back-to-back: 7.3mm

DIMENSIONS

Length
 Height
 Width
 Wheel diameter
 Bogie wheelbase

PROTOTYPE

61ft 2in
 12ft 9½in
 9ft 3in
 3ft 6in
 8ft 0in +
 7ft 8in

1:148 SCALE

126mm
 26.3mm
 19mm
 7mm
 16.5mm +
 15.8

MODEL

127mm
 27mm
 19.3mm
 7mm
 16.5mm +
 15.8mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Directional head/tail lamps, interior lighting (DCC only)
DCC-ready: Next18 socket, speaker pre-fitted
MECHANISM
Drive system: Motor drives all six axles via cardan shafts and gears
Flywheel(s): Two
Traction tyres: No

SERVICING

How to dismantle: Body unclips from chassis
Where to oil: Axle bearings – see instructions

SUMMARY

PROS

- Looks the part.
- Crisply moulded detail.
- High-quality finish.
- Smooth performance.

CONS

- Not a lot.

FINAL VERDICT

Excellent.





OO Works L&Y Class 27 0-6-0

◆ GAUGE 'OO' ◆ MODEL OO Works L&Y Aspinall Class 27 0-6-0 LMS black No. 12322 ◆ PRICE £325.00 plus p&p

◆ AVAILABILITY OO Works Tel 01580 882185 Web www.ooworks.co.uk

Almost 400 examples of John Aspinall's Class 27 were built at Horwich Works between 1889-1918, ostensibly for freight work on the Lancashire & Yorkshire Railway. One of the countless 0-6-0 tender types to emerge during the late Victorian/Edwardian period, it employed the common 8ft + 8ft 6in coupled wheelbase and proved to be a versatile, reliable and powerful design.

Over two dozen examples were requisitioned for use in France during the First World War and many survived well into the British Railways era, with the final locomotives withdrawn in 1962.

Such a long-lasting prototype, built in large numbers and with

a thoroughly uncomplicated appearance, would surely make for a good candidate for a ready-to-run model. Indeed, *Model Rail* reader Bob Curtis made this point in Present Your Case last year (MR316) and, coincidentally, OO Works announced just such a model around the same time.

As we've mentioned in previous reviews of OO Works models, these are essentially hand-built metal kits, expertly designed and put together in England.

VICTORIAN ELEGANCE

Once extracted from the foam-lined card box, the model presents a faithful replica of the real thing, capturing the elegant lines of Aspinall's design. Coupled to an original 1,800 gallon,

10ft 6in wheelbase tender, the overall package conjures up a typical Victorian goods 0-6-0.

Our sample depicts No. 12322 in LMS black, correctly sporting the original pattern of smokebox door and boiler (some examples gained boilers with Belpaire fireboxes, drastically altering their appearance). It's quite weighty (320g) and has been assembled to a very high standard. The boiler and much of the superstructure is created from cast metal parts, with etched nickel silver employed for part of the tender chassis and a variety of detail fittings. Impressively, the cast metal parts show no signs of pitting or other blemishes and all joints are immaculate.

Fine wire handrails are neatly



installed to the boiler, cab and tender, turned brass safety valves and whistle adorn the boiler and cab, while thin metal strip forms the lamp brackets on both the locomotive and tender. The use of a vertically mounted motor within the firebox ensures that the boiler barrel is rendered in full relief, with ample daylight between it and the frames.

The cab spectacle apertures have been left unglazed, but the interior has been treated to a coat of off-white paint, with detailed controls and pipework formed from metal wire, with the



“The cast metal parts show no signs of pitting or other blemishes and all joints are immaculate”

reversing gear wheel an etched brass component. The reverser rod, running down the left-hand side of the boiler, is blackened nickel silver and, combined with the cosmetic inside valve gear, really looks the part.

The tender is equally impressive, with an accurate body profile, toolboxes and a convincing coal load seemingly part of the upper casting. The distinctive curved chassis frames feature a good facsimile of the spring and axlebox detail, along with rivet head patterns.

Sprung buffers are installed at both ends and a high-quality set of wheels is installed, with extra power collected from the wheels along one side of the tender via the axle bearings. The loco-tender drawbar is screwed into position and allows plenty of movement without the need for a large gap between the two elements.

While brake hangers and shoes are installed on the locomotive frames, only a representation of the hangers

is provided on the tender, with no shoes, cross shafts or rigging.

A set of slimline tension lock couplers are screw-mounted to each end, lining up with similarly equipped rolling stock perfectly.

Power comes from a coreless motor, driving the rear coupled axle via a brass worm and plastic gears. Like previous OO Works models, the gearbox is open to allow for easy maintenance without the need to remove the body (the tender power cable must be de-soldered before removing the bodyshell).

A set of split nickel silver coupling rods is installed, helping the locomotive to negotiate curves, aided further by the centre axle featuring more lateral and vertical play within the bearings.

ACCURATE RENDITION

All key dimensions have been scaled correctly (although I was unable to ascertain the width of the real thing) and the model certainly captures the character of the L&Y Class 27. The basic paint

finish is evenly applied, although there's a patch of red overspray along one side of the footplate on our sample. The LMS lettering and numeral decals have been applied well, aligned and spaced correctly.

For those interested in the possibility of DCC, ample space is provided within the hollow boiler for a decoder to be wired into the circuit. DCC installation will automatically void the manufacturer's warranty, so that's a job for an experienced modeller.

OO Works is offering six versions of the Class 27, three in LMS livery, a pair in BR black (with either early or late emblems), along with a plain black version (with red bufferbeams) for those wanting to add their own choice of numbers and lettering.

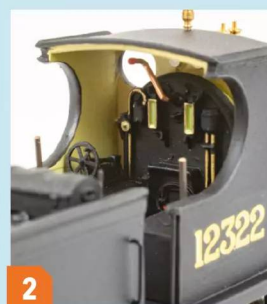
This is an excellent model, which ran very well under test (especially after a running-in period). Haulage power was more than ample for a Class 3F 0-6-0 and the power unit was smooth and quiet.

Like many of its contemporaries, the Class 27 is an attractive prototype despite its former ubiquity across the L&Y network and its less-than-glamorous existence. The folks at OO Works have done a fine job of replicating it in 4mm scale and given the hand-built nature of the model, it is certainly priced fairly. (GD)

3 things we like



1 Cosmetic inside valve gear.



2 Detailed and painted cab interior.



3 Neatly assembled and painted.

SUMMARY

PROS

- Captures look of prototype well.
- Good level of detail.
- Impressive build quality.
- Smooth runner.

CONS

- Simplified brake gear.
- Lack of DCC provision.

FINAL VERDICT

Excellent.



Bachmann Baguley-Drewry 70hp 4wDH

◆ **GAUGE** 'OO9' ◆ **MODEL** Bachmann Narrow Gauge 392-029 Baguley-Drewry 70hp diesel locomotive, BIS white ◆ **PRICE** £119.95

◆ **AVAILABILITY** Bachmann stockists **Web** www.bachmann.co.uk

Built originally for the Ministry of Defence (MoD), to work 2ft 6in gauge lines within various Royal Navy armaments depots, the Baguley-Drewry 70hp diesels were constructed in the early 1980s and continued in MoD use into the early 2000s, with examples finding alternative careers in industry and preservation.

Bachmann's 'OO9' gauge re-creation has been in the pipeline for several years, but a range of livery options is now available, including this characterful version in British Industrial Sands white, complete

with the comical camel logos on the cab sides.

At less than 60mm in length and 18mm wide, this is a very cute little diesel, with all four wheels virtually hidden behind the outer chassis frames. Even so, a set of brake gear and sanding pipes are installed. The slimline look of the real locomotives has been captured faithfully, with the generous cab windows affording a view of the driver's and secondman's seats, along with a control column and console.

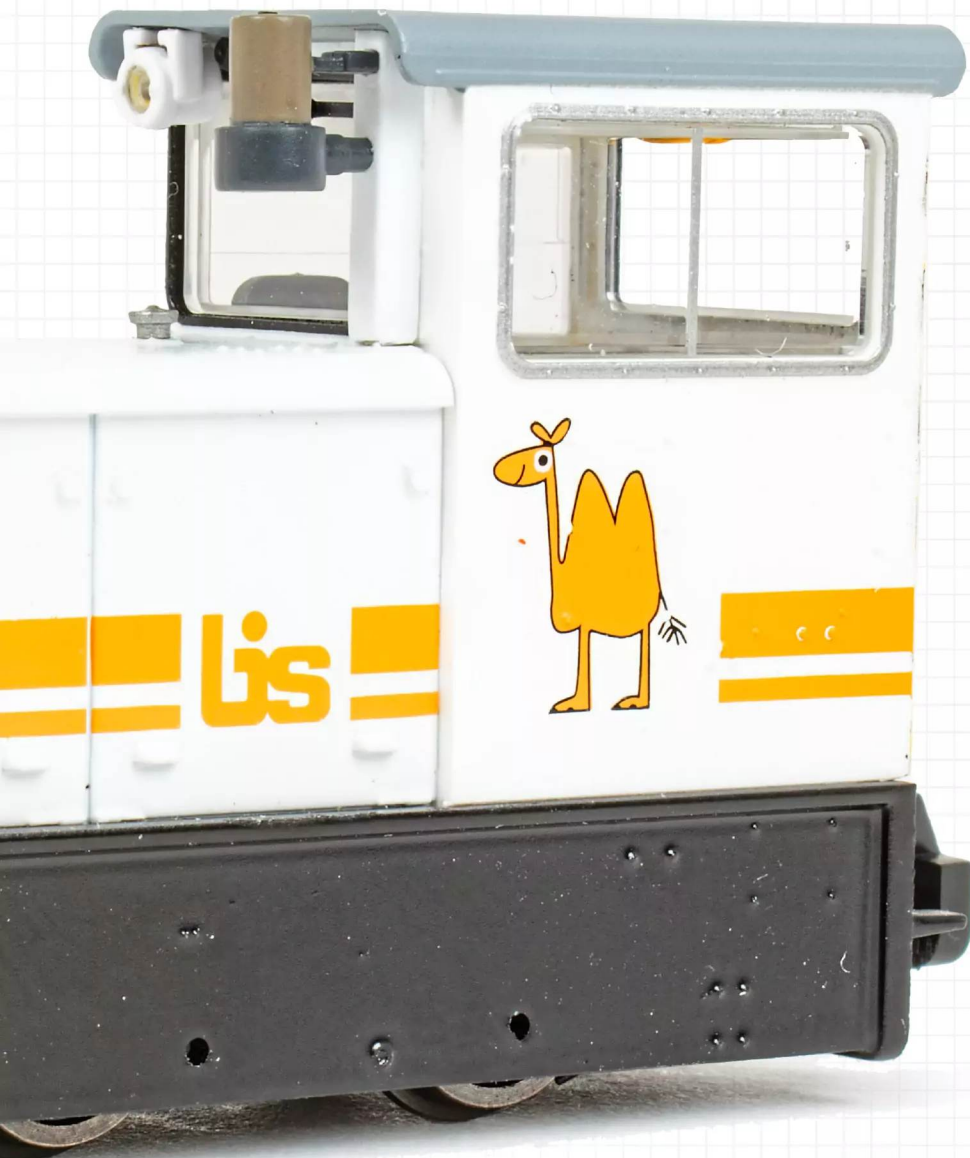
Like the real thing, the bodywork is fairly spartan, but the panel and door seams, rivet heads and



radiator grille are crisply rendered, as are the moulded handrails (there are no fine wire or etched detail fittings). The windscreen wipers are separate parts, as are the headlamp units mounted under the cab roof, although they're not illuminated.

The air filter assembly is supplied as a customer-fit part, with mounting holes provided. So too is a choice of bufferbeam weights, one set of which fit around the supplied couplers, while the other (more authentic) versions require the NEM-compliant couplers to be removed.

Livery application is flawless, with clean demarcation between the colour elements, including the 'wasp' stripes. The printed



Baguley-Drewry branding on the nose end convincingly mimics a metal plate and a fuel gauge is neatly printed on one side, showing a three-quarter full tank.

Featuring ample use of die-cast metal, the model tips the scales at a very respectable 45g. Within the body sits a coreless motor, equipped with a brass flywheel, providing a very smooth motion and a realistic speed range. There's plenty of haulage power on tap, with our sample having no problems hauling a rake of ten twin-axle wagons or five bogie coaches on my 'OO9' test track.

A Next18 decoder socket is accessed by removing a quartet of screws and lifting the body away. A footplate crew can be installed at the same time,

which would finish the model off nicely.

Marking Bachmann's first diesel narrow-gauge locomotive, the five livery versions provide plenty of variety and will be suited to all manner of military, industrial and preservation scenarios.

The lack of fine wire handrails comes as a mild surprise in this day and age, but that has clearly kept costs down, resulting in a very attractive price. Furthermore, the blend of authentic looks and smooth performance make the Baguley-Drewry a real winner. **(GD)**

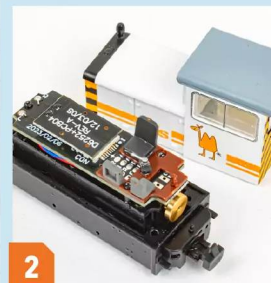


3 things we like



1

Captures the look of the real thing well.



2

Easy access to the Next18 DCC socket and cab interior.



3

Livery application is flawless – and the camel logos are great!

SUMMARY

PROS

- Looks, finish and build quality.
- Super performance.
- Useful prototype.
- Price.

CONS

- Not a lot.

FINAL VERDICT

Fabulous.



Heljan Class 57

◆ GAUGE 'OO' ◆ MODEL Heljan 5711 Class 57/6 57604 Pendennis Castle GWR lined green ◆ PRICE £179.00 ◆ AVAILABILITY Heljan stockists Web www.heljan.co.uk

The Class 57 fleet consists of a total of 33 locomotives, each of which was created within the shell of a Class 47. Re-engineered with a General Motors EMD 645 series power unit, the '57s' were converted between 1997 and 2004, with the first batch (57001-12), designated for use on Freightliner's intermodal services.

Leasing firm Porterbrook duly commissioned a prototype Class 57/6, equipped for passenger work, which led to Virgin Trains ordering a fleet of similar Class 57/3s, to act as rescue locomotives, stationed at strategic points along the West Coast Main Line. Dubbed 'Thunderbirds', the '57/3s' gained the names of characters from the famous Gerry Anderson TV show.

Meanwhile, the '57/6' sub-class was extended when First Great Western ordered a small fleet to

replace its ailing Class 47s on London-Penzance sleeper services. Apart from Great Western's 57602-5, the rest of the class have moved between various freight and passenger operators over the years, carrying plenty of different liveries, making them an attractive proposition for a RTR model.

Lima, Heljan and Bachmann have offered Class 57 models in 'OO', although Heljan's version has not been in production for some time. First appearing in 2005, the model perpetuated the dimensional error of Heljan's original Class 47, being around 2mm too wide.

The discrepancy was not immediately obvious, except

when viewing the locomotive head-on or from above. Indeed, aside from the width, Heljan's '47' and '57' were well regarded models at the time, thanks to the smooth performance and otherwise convincing appearance.

Although the '47' has now been completely re-tooled, Heljan has chosen to re-release the '57' in its original state but with notable internal upgrades and several new livery options.

The old 8pin DCC socket has been replaced by a 21pin interface and superior directional head/tail lamps have been installed. A pair of microswitches sit atop the main circuit board

allowing the tail lights to be isolated at each end (this function can be controlled via DCC if a decoder is installed).

In certain areas, Heljan's tooling reflects its 20-year-old heritage, with a lack of etched metal roof grilles, separately fitted lamp brackets and other adornments we take for granted these days. However, the neatly installed wire handrails, windscreen wipers, aerials and bufferbeam detail bring a pleasing level of finesse. The bogies and underframe tanks look great, with separate moulding depicting the distinctive white cooling pipes along one side.

Nine new versions of the Class 57 are on offer, featuring a pair in Virgin silver/red 'Thunderbirds' (one of which comes pre-weathered), Northern Belle umber/cream, Network Rail yellow, LNR-style lined black





and a mix of First Great Western liveries, including 'fag packet' green, First Group blue and the current GWR green.

Our sample could be the most attractive of the lot, depicting FGW's 57604 *Pendennis Castle* in its special GWR 175th anniversary scheme, as applied in 2010. Aping the GWR150 liveries applied by BR to a handful of Class 47s and a single '50' in 1985, the lined green livery also features GWR-style brass numberplates and GWR insignia.

The overall quality of finish is excellent, with the various embellishments neatly printed

with good opacity, including the brass effect name and number plates. The polished aluminium Brush makers' plates also look the part. The flush glazing is tidily fitted and the one-piece cab interior mouldings have the seats and driver's consoles picked out in black.

At 675g, this is no lightweight locomotive, and the powerful five-pole motor ran superbly under test, with power transferred to the outer axles of each bogie via the usual arrangement of cardan shafts and gears. The centre axles feature a generous amount of vertical play, helping the locomotive traverse uneven track

and crossings. Power is collected from eight of the 12 wheels via wiper pick-ups. Ample haulage power is on tap, with 57604 easily handling as many bogie coaches as I could muster on my test track (18).

Heljan's models feature only the flat-fronted '57s' with round head/tail light clusters, so the original Freightliner '57/0s' are not covered, nor are the '57/3s' with retractable Dellner couplers, as fitted during the mid-2000s to allow haulage of Virgin's 'Pendolino' trains.

However, it's good to see the Heljan '57' return, especially at a realistic price, and each of the liveries on offer will be useful for modellers of various post-2001 timeframes, including the present day. (GD)

“Overall quality of finish is excellent, with the various embellishments neatly printed with good opacity”



3 things we like



1

Tooling still captures the look of the prototype well.



2

Upgraded electronics, including DCC provision and lighting.



3

High quality finish, neatly applied lining and adornments.

SUMMARY

PROS

- Excellent performance.
- Top-notch finish.
- Welcome DCC, lighting and mechanical upgrades.

CONS

- Body slightly too wide.
- Lack of finer, etched details.

FINAL VERDICT

Still a good model, especially in terms of finish and performance.



Accurascale Mk 2b coaches

◆ GAUGE 'OO' ◆ MODEL Accurascale • ACC2663 Mk 2b BFK W14111 blue/grey • ACC2673 Mk 2b TSO 5455 • ACC2677 Mk 2b FK 13499 Network SouthEast ◆ PRICE £59.95 each ◆ AVAILABILITY Accurascale stockists Web www.accurascale.com

Accurascale's BR Mk 2b coaches have been gestating for a few years, but they're finally here and a trio of review samples have been received, featuring each of the three vehicle types that made up this sub-class.

Although a relatively small number of Mk 2bs were built between 1968-9, they represent an important step in British Rail's coach development. Ostensibly similar to the preceding Mk 2 and Mk 2a designs, the Mk 2b discontinued the central passenger doors and featured wider, wraparound doors at each end, of a type that would feature on later Mk 2 designs.

The Mk 2bs were also slightly longer, with the toilets at each end moved to the same side of each car, while they were equipped initially with dual steam and electric heat and received air brake gear only. Built in Second Open (TSO), Corridor First (FK) and Brake Corridor First (BFK) format, a total of 111 carriages emerged

from Derby Litchurch Lane works.

Allocation was initially split between the Western and Eastern regions, being coupled into mixed rakes of Mk 1 and Mk 2/a/c stock, with haulage by a range of classic diesel types including 'Deltics', 'Peaks' and classes 33, 37, 47 and 50. As air-conditioned Mk 2 variants came on stream, along with the arrival of the HSTs, the Mk 2bs were cascaded to secondary duties and dispersed to new territory in the North-West and the Waterloo-Exeter route. In 1980, a sizeable chunk of the Mk 2b fleet was sold to Northern Ireland Railways, while the remaining examples continued with BR until the early 1990s. Several examples survived in charter use and into preservation.

FILLING A GAP

While Lima offered the Mk 2b in its range from 1977, Accurascale's models are light years ahead in terms of fidelity and specification, filling a gap in BR's post-steam coaching stock fleet. Each of the

key liveries has been catered for by Accurascale, beginning with original BR blue/grey, along with Network SouthEast, Regional Railways (Trans-Pennine) and West Coast Railways maroon. A special twin pack in BR's attractive RTC red/blue was also produced as an Accurascale website exclusive. At the time of writing, the Mk 2bs had sold out at many retailers, confirming that this vehicle type had been much in demand.

The coaches are impressive straight from the box, with a superb level of finish across all three samples. The plastic bodysell is formed from a single moulding, with no unsightly joint seams with the roof and ends. The attractive curved profiles of the body have been captured perfectly, and all scaled dimensions match those of the full-size prototype.

All handrails are fitted separately using a mixture of super-fine wire and etched metal components. Door handles are



also metal fittings, with the guard's doors on the BFK featuring the correct pattern handles. Lamp brackets and waist-level jumper cables are also separately installed, along with the footboards, although a few of the latter had come adrift in transit, especially from the BFK.

The paintwork is superb, with a silky-smooth sheen and perfect separation between colours. All printed numbers and legends are legible, even the minute lettering above the brake isolation cocks. The flush-fitting glazing is another highlight, being ultra-transparent with a minimal prism effect around the edges of each frame.



“The B4 bogies are superb, with an impressive sense of depth to the side frames”

LOOKING UNDERNEATH

Plastic forms the main frame, with a flat metal bar weight hidden between it and the floor of the interior. Each car weighed in at 154g, which broadly matches other contemporary RTR 'OO' stock, so there's no issue with adding an unusually heavy car within a mixed rake. Indeed, I ran these three samples with a variety of Bachmann and Hornby Mk 1/2/3 stock with no issues.

The B4 bogies are superb, with an impressive sense of depth to the side frames and separately fitted yaw dampers. The brake shoes sit in line with the wheels and are linked by yokes and cross-shafts. Footsteps are installed to the bogies, where appropriate, and the pinpoint axles spin freely within metal bearings.

Sprung, kinematic couplers are pre-installed with NEM pockets, loaded with slim tension locks. The gap between vehicles is respectable, although the short gangways of Mk 2 stock exaggerate the amount of daylight. If your layout features gentler curves, the alternative set of close-couplers can be substituted, thus closing the gap between cars significantly. Sets of magnetic couplers are provided.

The underframes are adorned with lots of separately fitted parts, with the battery and electrical boxes hung authentically from mounting brackets rather than moulded directly into the floor. Accordingly, the sense of relief is magnified, giving the whole area a realistic appearance. The BFK features handbrake rigging and extra footsteps, and the air brake

reservoir tank and isolating gear feature fine pipework.

A set of extended buffers is provided, along with a variety of brake hoses and cosmetic buckeye couplers, while a set of footsteps is fitted below the headstocks, along with the electric train heating sockets and jumper cables (picked out in orange on the NSE versions).

An extra bag of optional details was provided with the blue/grey BFK, filled with etched and painted waist-level destination boards and brackets. These were employed on Western Region expresses for a brief period in the early 1970s and they come printed with destinations including Swansea, Fishguard, Penzance and Plymouth.

The lighting system is impressive, featuring a discreet circuit board mounted atop the interior bulkheads. It's a self-contained system, with no wires or plugs to contend with when removing the body, and a strip of tiny LEDs illuminates each compartment, vestibule and toilet compartment. A stay-alive capacitor unit is provided in each car, providing flicker-free running, and allowing the lights to remain illuminated during brief stops or signal checks, which is a boon for analogue layouts. A magnetic wand is provided to allow the lighting to be switched on or off.

These are wonderful coaches, packed with exterior and interior detail, in a user-friendly package. Accurascale has done a great job, filling a gap in the BR coaching market and raising the bar in terms of detail, finish and performance. (GD)



The frosted panels of each toilet compartment allow a hint of the sink and internal fittings to be seen, as per the real thing (which were never quite as discreet as passengers would hope for!).

The body is a simple clip fit, allowing quick removal with the aid of a fingernail. Once opened up, the interiors can be enjoyed to the full. With no unsightly raised floor to accommodate a bulky weight, the seats (and tables in the TSO) are rendered in full relief, so hacking of passengers' lower limbs before fitting will be kept to a minimum. All seats feature the distinctive winged headrests, with white anti-macassar covers in the First class cars.

The colours are correct too, with orange seats in First and blue in Standard accommodation. The dark floors provide contrast, while bulkheads and corridor partitions feature glazed panels with aluminium trim for that extra touch of realism. Sets of orange curtains, printed onto clear acetate sheets, are provided with the First class cars for customer fitment.

In the guard's compartment of the BFK, a tub chair, desk and equipment lockers are all present, along with a handbrake wheel, while the luggage/mail storage area features an authentic etched metal cage.

3 things we like



1 Interior detail is fantastic, especially the etched cages of the luggage compartment.



2 Excellent array of underframe detail, tailored to each vehicle type.



3 Plenty of extra details supplied, including WR destination boards and curtains.

SUMMARY

PROS

- Looks and fidelity.
- Top-notch finish.
- Smooth runners.
- Lighting system.
- Useful prototype.

CONS

- A few loose parts.

FINAL VERDICT

Superb.



Rapido Trains UK GWR 'Mink', 'Banana', and 'Open A, B' wagons

◆ GAUGE 'OO' ◆ MODELS Rapido • 944001/022 V14 Mink A vans • 944033 GWR Y4 Banana van • 943001 GWR O11 'open A' • 943022 BR 'open B'
◆ PRICE £32.95 each ◆ AVAILABILITY Rapido Trains stockists Web www.rapidotrains.co.uk

Rapido Trains UK has clearly set out to make the market for steam-era wagons its own, especially where GWR wagons are concerned. Having received two five-plank opens and three vans for review it would be easy to assume that they all share a common chassis. However, apart from the fact that they all have a 36mm (9ft) wheelbase, each is bespoke to the particular type of wagon.

As someone who grew up with all Hornby-Dublo four-wheel wagons being on the same chassis, it is thought-provoking to see how far proprietary railway models have come.

Essentially, this group of five consists of three different vehicles, the 'Mink A' van in both unfitted and vacuum-braked forms, the five-plank 'Open A' also in unfitted and fitted versions, and the 10 ton steam-heated banana van which,

because of the need for speed and ripening of the fruit en route, was only produced as a vacuum-braked wagon.

Starting with the two five-plank open wagons, the Diagram O11 and O15 were, respectively, hand-braked only and vacuum-braked versions of the 1902 five-plank wooden-bodied open wagon. Both used the same 16ft long, 9ft wheelbase chassis. 10,815 of the unfitted version were built and 2,105 of the

vacuum-braked O15. They were built up to 1922 and many lasted into BR service.

Rapido has done its usual fine job of depicting that chassis with the Dean-Churchward brake gear, 'V' hangers, cross-bar and pull rodding all finely replicated. The brake shoes are in line with the 'OO' wheelsets, these having spoked metal wheels on insulated metal axles. The wagon weighs in at just 29g and is extremely free-running, with



cone-point axles in brass bearings. The vacuum-braked vehicle has the brake cylinder and operating mechanism well depicted.

As usual, the need to accommodate NEM coupler pockets for tension-lock couplers, outboard of the axles, means that the couplings place the wagons well apart in order to negotiate second radius train set curves. This places the buffer faces 8mm apart on straight track but is a seemingly unavoidable downside of the current standard of British model railway coupling.

Both open wagons are

provided with optional tarpaulin sheet bars consisting of the bar in moulded plastic and either upright or folded mountings. The instruction sheet shows how to fit these.

Finished to the high standard we have come to expect from Rapido, the unfitted wagon is dark grey with GW branding and numbered 13154. The BR vehicle is finished in bauxite, branded 'Hybarfit' and numbered W20318. Both, but particularly the BR livery, will benefit from some weathering.

Turning now to the 'Minks', the GWR telegraphic code for a box van, we reviewed the more familiar 'Iron Minks' in *Model Rail* 311. Rapido has now focused on the wooden-bodied 'Minks' built between 1912 and 1927 when the shortage

of timber that led to the iron minks, was over. The Diagram V14 had vacuum brakes while the V16 was unfitted. Swindon built 5,506 V14s and 2,759 of the V16s.

The chassis and running gear are similar to the open wagons with minor detail differences, and the same comments apply about the wheelsets, brakes and brake gear, and the stout, distinctive GWR buffers.

In this instance it is good to see samples of a vacuum-fitted van (89351) in dark grey with GW branding, while the unfitted vehicle makes an unusual sight in BR light grey as W100247. Both have their numberplates, legible on the left end of the solebar.

SUMMARY

PROS

- Fine detail and impressive build quality.
- Detail variations catered for.
- Superb quality of finish.

CONS

- Long couplers.

FINAL VERDICT

Excellent.

The banana van is basically a Diagram V16 'Mink A' which went through a temporary conversion to an insulated meat van around the time of the First World War. However, before its conversion back to its original state, it was converted to a steam-heated banana van. Bananas were picked unripe and kept in that state on refrigerated ships before being ripened in steam-heated railway wagons on the final stage of their journey to market.

All five vehicles feature Rapido's NEM coupler pocket which is secured in place with a small cross-head screw. Those whose layouts allow the luxury of authentic couplings - Instanter or screw on the fitted vehicles, three-link on the others - can thus easily remove the mountings for the tension locks without the risk of damage to the model.

Keep it up, Rapido, you're filling a gap in the market that has been ignored for too long by the major manufacturers. (CJL)





Hornby 'TT:120' TTA tank wagons

◆ GAUGE 'TT:120' ◆ MODEL Hornby TT6022/23 TTA tank wagons • Total/Esso grey ◆ PRICE £25.99 each ◆ AVAILABILITY Selected Hornby stockists Web www.hornby.com

It feels like we've been inundated with TTA tanks recently, with Dapol's 'O' gauge models being followed by Hornby's new 'OO' version, both of which were superb. Hornby's 'TT:120' TTAs also emerged last month, with sales reportedly brisk. This is no surprise, given the paucity of modern freight stock in this embryonic range and anyone buying a BR Class O8 last year now has something authentic to shunt around.

Like the 'OO' version, Hornby has produced three different TTAs, two of which we have for review, sporting grey barrels adorned with Esso and Total

emblems. The third option is a green/yellow BP tank.

Both of our samples feature the single end ladder (the BP tank sports the more common twin ladder arrangement) and the wagons boast an impressive

overall level of detail and finesse. The walkways and ladder are etched metal parts, although the tiny grab handles are moulded integrally with the tank barrel, which isn't immediately obvious. Indeed, those handles apart, the level of detail is virtually identical to Hornby's 'OO' versions.

Fine metal bufferheads and separately fitted lamp brackets adorn the headstocks and,



underneath, there's a full rendition of the brake rigging, valves, cylinders and pipework, along with load discharge apparatus. Three-hole disc wheels turn freely and the standard 'TT:120' couplers are mounted in sprung kinematic pockets for close coupling.

Although air-braked, the TTAs are fitted with vacuum through-pipes, with hoses pre-installed to the headstocks, while a detail bag provides a set of optional air hoses, with mounting holes pre-formed in the headstocks.

At just 13g each, they feel a little lightweight, although with limited experience of running trains in this scale I can't say whether this is optimal or not for a vehicle of this type. Under test, though, the TTAs performed well as part of a mixed goods and passenger train, coping with points and curves without issue. (GD)

SUMMARY

PROS

- Looks and fidelity.
- Impressive level of detail.
- Top notch finish.
- Smooth runners.

CONS

- Not a lot.

FINAL VERDICT

Easily Hornby's best 'TT:120' wagons so far.





Hornby EWS Business Train pack

◆ GAUGE 'OO' ◆ MODEL Hornby • R30251 EWS Business Train pack (£299.99) • R40374 EWS Business Train 4-coach pack (£169.99)
◆ AVAILABILITY Hornby stockists Web www.hornby.com

During the heady days of English, Welsh & Scottish Railways (EWS), the US-owned freight operator introduced a range of innovations in an effort to attract new business. One of these was the Company Train, comprising refurbished Mk 3 coaches and a Driving Van Trailer, powered by a specially liveried Class 67. Also known as the Management Train, it has been retained by EWS' successor DB Cargo and offers the chance to entertain would-be clients onboard while visiting freight facilities around the network.

Hornby has reproduced that train in the past, but this latest pack offers another EWS train, made up of air-conditioned Mk 2 stock. Although branded as the EWS 'Business Train', it would be more accurately referred to as a charter train pack, as the company's maroon Mk 2s were available for hire to passenger operators needing to run special services. Often seen on football or rugby cup final specials,

railtours or during multiple unit shortages, traction often consisted of 'heritage' diesels such as Class 37s or the then-brand-new Class 67.

Hornby's attractive pack consists of Class 67 67002 *Special Delivery*, Mk 2E First open 3255 and Mk 2F Standard opens 5922 and 5959. An additional four-coach pack is also offered to create a complete rake, featuring Mk 2F FOs 3318/3279, TSO 6139 and BSO 9531.

The coaches employ Hornby's existing Mk 2 tooling, finished in EWS maroon with gold/black lining and gold 'Three Beasts' logos and numerals, with all elements applied to a very high standard. The '67' also looks splendid in its maroon/gold

colour scheme. Optional etched nameplates and a selection of bufferbeam details are supplied, along with bags of magnetic couplings to replace the tension locks pre-fitted to each carriage.

Considering the cost of an individual '67' (which is Hornby's 'high-spec' super-detailed version, not the ex-Lima RailRoad tooling) and three Mk 2s, the price of the train pack offers good value, especially with a retailer's discount off the RRP, so some shopping around would be worthwhile. As I don't recall this livery being offered on Hornby's coaching stock before, there's an element of exclusivity about it too. It certainly provides an interesting passenger working for the early privatisation era. (GD)



SUMMARY

PROS

- Attractive livery.
- Class 67 looks great and runs beautifully.
- Decent value.
- Magnetic couplers a welcome option.

CONS

- A few drooping couplings on the Mk 2s.

FINAL VERDICT

A useful train pack for the EWS era.



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

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CLASS 11 TODAY

BR/SR CLASS 12 0-6-0DE

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

Featuring Bulleid-Firth Brown wheels, our tooling caters for the original and later versions, with and without electric head/tail lamps. *We're not taking orders yet, but look out for further announcements later this year.*



Pristine models

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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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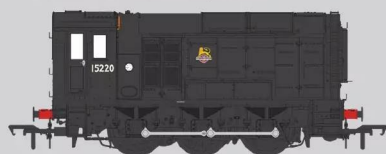
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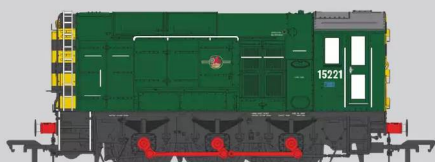
➤ **MR-515** (ex-12099), National Coal Board orange

What's planned?

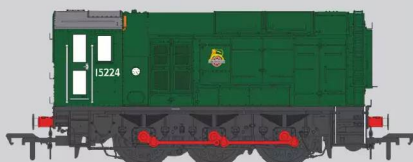
- ◆ MR-520 BR/SR Class 12, 15220, BR black, early emblem
- ◆ MR-521 BR/SR Class 12, 15224, BR green, early emblem
- ◆ MR-522 BR/SR Class 12, 15221, BR green with 'wasp' stripes, late emblem
- ◆ MR-523 BR/SR Class 12, 15212, BR Rail blue with 'wasp' stripes
- ◆ MR-524 BR/SR Class 12, (ex-15231) Tilcon blue with 'wasp' ends



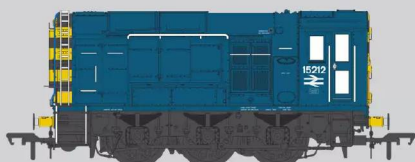
➤ **MR-520**



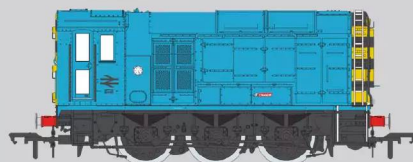
➤ **MR-522**



➤ **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)

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GWR GREEN

- ◆ MR-306: GWR green No. 1638

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- ◆ 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

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NOW

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MR-403 PWM653
BR light green



MR-405A PWM 97651
BR yellow



MR-405B PWM 97652
BR yellow



MR-404 PWM652
BR Rail blue



MR-402 PWM651
BR green, 'wasp' ends



MR-400A PWM651
BR green



MR-400B PWM652
BR green



MR-401 PWM654
BR green, 'wasp' ends

LNER Sentinels - the new batch

00
GAUGE



MR-018 LNER Class Y3
Sentinel, No. 8172,
LNER black with Gill Sans
lettering/numerals



MR-021 LNER Class Y1
Sentinel, No. 45,
LNER black with shaded
lettering/numerals



MR-019 BR Class Y1
Sentinel, No. 68144,
BR black, early crest



MR-020 BR Class Y3
Sentinel, No. 68162,
BR black, early crest

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

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SIX TO CHOOSE FROM

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

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No. 68225, BR early emblem, no skirts

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Poseable side and end windows

Sprung buffers

Version without side 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

SR cab windows

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00
GAUGE

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SR bufferbeam footsteps

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MR-107 No. 36, National Coal Board black



MR-110 No. DS237 Maunsell, BR Departmental green



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

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 • sprung buffers • detail pack includes miniature snowploughs

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*** Weathered versions £245.00**
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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

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009 GAUGE



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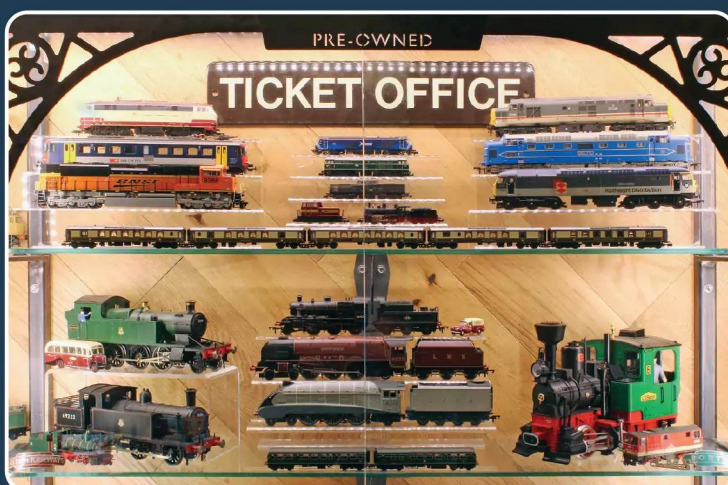
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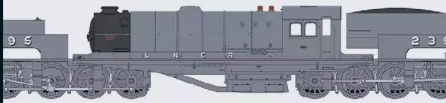
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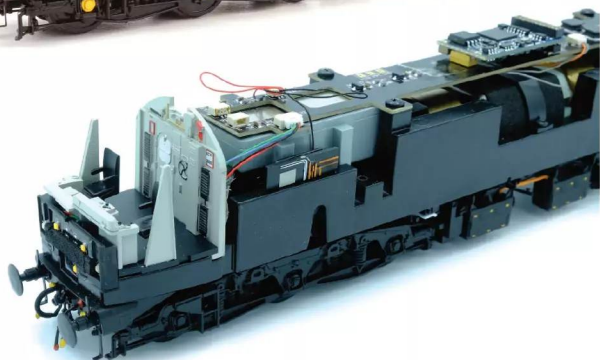


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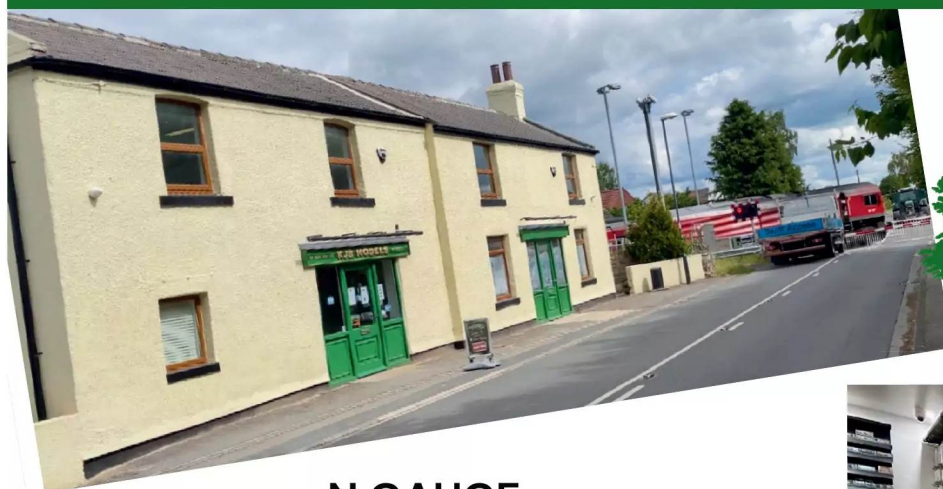
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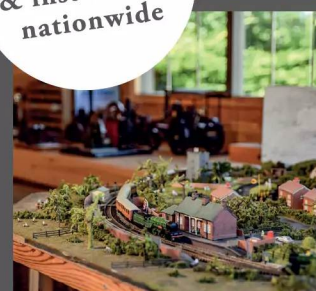
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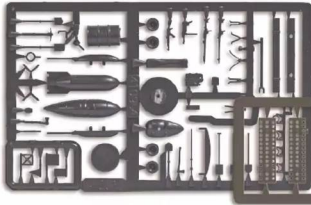
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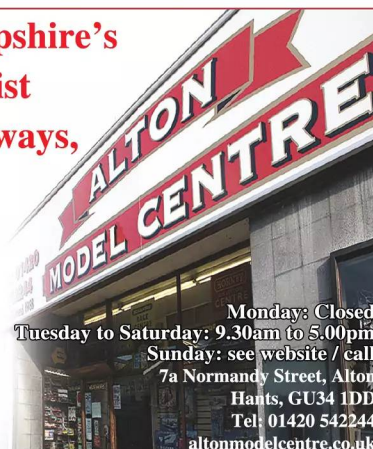


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COLOUR RAIL

Present your case

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

Locomotive: Class 100 two-car DMU

Scale: 'N' and 'OO'

Proposed by: James Darwin

What is it?

Built in 1957-58 by Gloucester Railway Carriage and Wagon Company (GRCW), the initial request was for 20 two-car sets, but a follow-on order meant another 20 twin-car sets were produced. Featuring a lightweight body construction and boasting good acceleration, the diesel multiple units were intended to breathe new life into secondary passenger services in the Birmingham and Manchester areas. Sets were also allocated to the Scottish region primarily for workings out of Edinburgh.

Each two-car set was formed from a DMBS (Driving Motor Brake Second) and DTCL (Driving Trailer Composite with Lavatory), with only one of the cars powered by a pair of AEC six-cylinder diesel engines and mechanical transmission.

As BR began refurbishing its DMU fleet in the early 1970s, the Class 100s were not included in the programme. Withdrawals began in 1972. Early casualties were the unpowered cars which, by this time, had lost their First class accommodation, being reclassified as Driving Trailer Second (Lavatory) vehicles. As a result of these withdrawals, several 'power twin' sets were formed using pairs of DMBS cars.

Over their lifetime, the Class 100s operated across a fairly wide area, including southern Scotland, North West England, North Wales, the Midlands and East Anglia, with the last examples finally withdrawn from BR passenger use in 1988. Two sets entered Departmental

service, operating as inspection trains on the Eastern Region until the early 1990s, while a single DTS(L) also enjoyed a Departmental career at Crewe, surviving in store until 2000.

What would make it viable?

My wish for a Class 100 is primarily for my 'N' gauge layout based in East Anglia during the 1970s, but I imagine that it would be a hit in 'OO' too, thanks to the geographical coverage and long period of operation. It also looks sufficiently different to other existing DMU types in both scales.

After a burst of activity with its Derby Lightweight, Cravens Class 105 and Derby-built Class 108 and 117, Bachmann and Farish have been quiet on the DMU front in recent years. I hear that producing DMU models is an expensive business, but that hasn't deterred Heljan and Revolution Trains from launching a variety of units with two or more cars.

The tooling could reflect changes to the cab ends, as two-character headcode displays were rendered obsolete and two or three headlamps were installed. In terms of liveries, numerous versions of BR green were carried, while the application of BR's 'corporate' Rail blue also differed over the years. There are also the Departmental versions, plus the single DTS car modified as a driving car for the Fison's weedkilling train.

Can I see a real one?

Yes. A total of six cars were preserved, but only three survive. A two-car set is at the Midland Railway - Butterley and a DTCL is at the Mid-Norfolk Railway.



Have your say

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

How to join in

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

COLOUR RAIL



Backscene



The model railway hobby may not be dying out but a rising age profile among modellers is a problem for clubs as well as individuals – and layouts. **Chris Leigh** offers his thoughts...

For 32 years since I moved up to the East Midlands and left the Egham & Staines Model Railway Society I've been a 'lone' railway modeller. The company of my *Model Rail* colleagues and the magazine's readership has been enough companionship. However, the reduction, since Covid, of regular days in the office with fellow modellers, has led me to join a club once again.

It is quite strange being the 'new boy' at Kettering & District MRS. From the outset it was quite clear that the club's age profile is similar to that at Egham – that is the majority are past retirement age, though like me, some may still be working.

Egham's annual general meeting takes place in February and among the topics discussed this year was the future of the club's 'HO' scale North American layout. It is in its fourth or fifth incarnation since the late Keith Willows and I started it in 1977 as 'Fraser Canyon'.

Keith died in 2014. Before that, another stalwart of our little layout group, Don, had also died. That's two out of five. I left the area 32 years ago. One of the remaining two is, I believe, a full-time carer and the other is no longer able to drive, so can't get to club meetings. Not surprisingly, the layout has stood idle for years, having last attended an exhibition some 15 years ago, I suspect.

However, Egham is still an active club with, perhaps, a younger than average age profile. It has five or six layouts in different scales and gauges, and it is probably the only club in the home counties to own its own premises, where layouts can be left erected when not in use. Of course, it welcomes prospective new members and they sustain it.

Not unnaturally there is pressure on space and the area occupied by the 'HO' layout, 'Carling Lake', as it is known, could be better used by an active modelling group. So, the club asked for my views before the AGM discussion.



Above: It wouldn't be Western Canada without a Shay locomotive (Far East brass model) and a couple of DHC Beaver floatplanes (Airfix)! The five gallons of water in the lake would be coloured with cold tea to hide the rails on which the barge ran.



Right: We all loved the scenic modelling. Keith built most of this scene but the locomotive is mine, a rare Frateschi model of a GM 'G-12', made in Brazil and actually to 4mm:1ft scale rather than 'HO'.

What did I think should happen to it? Would I like to find it a new home?

Finding it a new home is impractical. My attempt to dispose of my 'Railway Children' 'O' gauge layout showed how difficult it can be, and I'm currently considering possible homes for 'Titfield', which is just a 4ft by 2ft display module. Taking on the disposal of a large layout that includes a lake containing five gallons of real water is out of the question! But so, too, is standing in the way of an active modelling group having the use of valuable floor space at a time when any active group is worth nurturing.

So, I've agreed that if the society decides to dispose of 'Carling Lake', I'd like the opportunity to recover the structures that I made, including the barge, tug and jetty, in the hope that I can invent some use for them on my own layout. However, I've no intention of recreating the (leaky) five-gallon lake on the mezzanine above my bedroom!

Chris Nevard took some wonderful photographs some years ago for *Model Rail International* and I'm pleased to give a couple of them another airing as an epitaph for a layout that was always fascinating and a challenge to operate.



Left: Freightcars were shunted onto and off the barge but, unlike the real thing, the locomotive never went aboard. The barge moved away from the wooden slip by nothing more sophisticated than some fishing line. It ran on 'O' gauge track on the lake bottom.

RHYTHM & CHOO-CHOOS

LPs featuring the sounds of real locomotives became quite a thing in the 1970s but, as George Dent recently discovered, Tri-ang entered the singles market during the Sixties.

My colleague Chris Gilson, editor of our sister title *Steam Railway*, is an avid collector of vintage model railways and a 'vinyl junkie' too. It's not often the two hobbies collide, but he recently came across this 12in single, entitled *Railway Rhythm*,

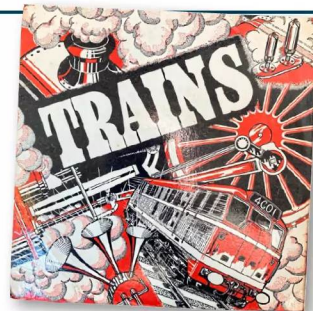
and released by Tri-ang in 1964.

Featuring recordings of real trains, Side 1 contains tracks of a steam locomotive shunting and a steam-hauled passenger train. Side 2 contains a recording from a diesel-hauled journey.

I believe the 45rpm record cost 5s 0d (25p) upon its release and was featured in the 1964 Tri-ang catalogue. The idea was to blast the sounds from a record player while operating your train set – a precursor to DCC sound! A

little online research revealed a few copies for sale, but also mention of a 7in flexi-disc (remember them?) that Hornby included with some of its train sets in the early 1980s, featuring the voice of Bernard Cribbins. I remember a schoolfriend had one of these, similar to those given away with music magazines of the time.

The cover artwork of *Railway Rhythm* is fantastic, but I don't suppose its release troubled the



likes of Roy Orbison, Jim Reeves, The Beatles, or any of the other leading acts in 1964's Hit Parade!

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Orange text shows transformer required

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