



- ◆ LATE BR-ERA CRANES FROM EFE RAIL
- ◆ ACCURASCALE'S NEW COAL HOPPERS



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REVIEWED THIS MONTH



HELJAN/RAILS 18100



BACHMANN CLASS 25



DAPOL CLASS 59



HORNBY 'TT:120' 'A4'



HORNBY 'TT:120' HST



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This month's cover image



This beautiful scene was created by Paul Bambrick and Neil Podbery. Turn to page 58 to learn how they made use of forced perspective to create a greater sense of depth.
CHRIS NEVARD

Welcome

It has been several years in the making, but Bachmann's all-new 'OO' gauge Class 25 has now arrived, and you can read my full review on page 76.

The 'Derby Sulzers' – real and model – hold a special place in my heart. I was lucky enough to witness their final years in BR service, prompting me to buy a couple of Hornby '25s' from a school friend who had no real interest in the hobby.

Although Hornby offered the early body style only, many readers may recall the various etched conversion kits that appeared to help create a '25/2' or '25/3', although I never did pluck up the courage to try one.

Those Hornby '25s' were put to use on my first 'real' layout, which was a mash-up of Machynlleth and Welshpool on the Cambrian line, set in the early 1980s. The '25s' hauled rakes of Mk 1s to Pwllheli or Aberystwyth, plus oil tanks and the odd van train of explosives. Happy days!

The emergence of Bachmann's Class 25 in 2001 played a significant role in my return to the hobby after a brief hiatus. I was so impressed by the superior looks and performance of these new models, solving what had become the most frustrating elements of the hobby for me: a lack of fine detail and inferior mechanisms.

The Class 25 is ideal for most transition and Rail blue-era layouts, as they could be found working virtually any type of train across much of the BR network. As they neared the end of their lives, the '25s'



Class 25/2 25181 leads an unidentified '25/1' on a Shrewsbury-Aberystwyth service at Dovey Junction, August 1983. COLOUR RAIL

worked some of the last services on routes that also met their demise during the 1980s, such as the Warcop, Cauldon Lowe, Trawsfynydd, Hemyock and Torrington branches, each of which would make fantastic subjects for layouts.

Enjoy your modelling!

George Dent Editor

Meet the team behind the UK's best modelling magazine



Chris Leigh

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



Chris Gadsby

Our DCC specialist starts a new layout every year!

This month's contributors



Chris Nevard



Dave Lowery



Peter Marriott



Nick Brodrick



Ben Ando



Ben Jones



Paul Bambrick



Neil Podbery

Model Rail essential information

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Peter Marriott adds the final piece of the jigsaw to his Cornish china clay layout.

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Paul Bambrick and Neil Podbery describe the build of this stunning diorama.



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



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Opening the box

The latest happenings from the world of model railways

The Big Picture

At the start of Queen Victoria's reign in 1837, just a quarter of a million people lived in Glasgow, but by the end of her tenure, in 1901, there were three times that many. The cotton industry employed nearly a third of the workforce at the height of demand. Then, diversification came. Shipbuilding boomed thanks to nearby supplies of coal and iron ore. Locomotive production did as well. Fast forward to the 1950s, and a young George Murray was risking life and limb to get a closer look at the industry that would become an enduring interest, eventually to be immortalised in 1:76 scale with his layout 'Dalmarnock Industrial'. You can read more about George's layout in an upcoming issue of *Model Rail*.

Photography:
CHRIS NEVARD





BACHMANN ISSUES SUMMER UPDATE

'NG7' HUNSLETS FINALISED

016.5
GAUGE



Anounced initially in mid-April (see last month's issue), Bachmann shared more details about its 7mm scale narrow gauge range during the company's summer



update. Four Quarry Hunslet 0-4-0ST locomotives are being released as standalone models, depicting Dinorwic's *Alice* in lined red, *Britomart* in Pen-yr-Orsedd lined blue and lined green *Una*, plus the Penrhyn lined black *Margaret*. Prices start at a very competitive £199.95 for DCC-ready versions, while factory-fitted sound options are also available.

Bachmann is also producing 'NG7' starter packs, consisting of a locomotive (in DCC-ready or DCC sound format), four wagons with removable loads and a pre-painted footplate crew.

We received a review sample of *Una* and a set of slate wagons just before we closed for press - look out for a full review in next month's issue.

MEET THE 'RAT' PACK

00
GAUGE

A healthy mix of Rail blue and green Class 25s have been finalised, across the Class 25/1, 25/2 and 25/3 sub-classes, each with prototypical detail differences. A few weathered options are also available, and all come in DCC-ready, DCC-fitted or DCC sound-fitted deluxe form, the latter featuring a motorised roof fan and tinted windscreens.

We received a sample of D5282 just in time for this issue, so turn to page 76 for the full lowdown.

When's it due? Imminently

Prices: (* = weathered) • £199.95/£209.95* DCC-ready • £309.95/£319.95* DCC-fitted • £339.95/£349.95* DCC sound-fitted deluxe

Availability: Bachmann stockists

Web: www.bachmann.co.uk



What's planned? (* = weathered)

- ◆ 32-333 BR Class 25/3 D7660, early BR blue, small yellow ends
- ◆ 32-334 BR Class 25/3 D7672 *Tamworth Castle*, BR two-tone green
- ◆ 32-340 BR Class 25/1 25057, BR blue
- ◆ 32-340A* BR Class 25/1 25057, BR blue
- ◆ 32-341 BR Class 25/2 D5282, BR two-tone green, small yellow ends
- ◆ 32-342* BR Class 25/2 D7525, BR two-tone green, full yellow ends
- ◆ 32-343 BR Class 25/1 D5225, BR green, small yellow panels
- ◆ 32-343A BR Class 25/1 D5179, BR green, small yellow panels
- ◆ 32-344 BR Class 25/2 25085, BR blue
- ◆ 32-345 BR Class 25/2 25155, BR blue
- ◆ 32-346* BR Class 25/2 25106, BR blue

DESIROS FINALLY DUE

The Class 450 four-car Desiro units finally arrive this summer, with the existing Farish Class 350 tooling tweaked to represent the third-rail version of the Siemens EMUs. As well as the South West

Trains (Stagecoach) livery already promised, the more up-to-date South Western Railway scheme has been added to the range.

Also new is a four-car Class 350/3 in the current London



Northwestern Railway livery, joining the previously announced TransPennine Express Class 350/4, complete with re-tooled detail on one of the inner cars.

Price: £399.95 each

Availability: Farish stockists

Web: www.bachmann.co.uk



'PALVAN' PROGRESS



Announced initially at the Alexandra Palace show in March, full details surrounding Bachmann's BR 12t 'Palvan' have now been revealed, with a selection of BR bauxite or

Johnnie Walker Whisky green liveries on offer, along with differing brake gear and either oil or roller bearing axleboxes. Delivery is expected early next year (£34.95 each).



'JINTY' AND '03' ARE BACK



It's good to see Bachmann's Class 03 back in production, with BR blue and green examples (with 'wasp' stripes) joined by ex-D2054 in British Industrial Sand white livery (from £149.95 each). For the steam era, three versions of the ever-popular LMS 'Jinty' O-6-OT are on their way, in LMS and BR liveries (from £134.95 each). Both the '03' and 'Jinty' have the option of factory-fitted DCC sound.



BREAKING NEWS

BR HTO/HTV HOPPERS FROM ACCURASCALE

The latest addition to Accurascale's expanding range of freight wagons will be the BR 21 ton coal hoppers - coded as HTO or HTV under the TOPS system - which are being produced in their original and post-1970 re-bodied formats.

Developed from earlier designs employed by the LNER, BR's Dia. 1/146, 1/147 and 1/149 hoppers were built in their thousands from 1949, and were once an everyday sight, running in mixed or block trains. As air-braked HEA



wagons began taking over, many HTO/HTVs were sold into industrial use or cascaded into BR's Civil Engineer's fleet.

Accurascale's tooling allows for various detail differences to be observed, with both unfitted and vacuum-braked versions in development. Delivery is expected in the second half of 2025 and the wagons will be offered in triple-packs, which can be pre-ordered now from stockists or direct.

Price: £99.95 per triple-pack

Web: www.accurascale.com



NEW Mk 1 TYPES CONFIRMED



Details of the three all-new Bachmann Mk 1 coaches have emerged, presenting a trio of vehicle types hitherto unavailable in the Branchline range: the BSO (Brake Standard Open), FO (First Open) and RB (Restaurant Buffet).

The long-standing Mk 1 tooling has been enhanced, with improved bogies and much higher all-round level of detail and finish. The FO and BSO are available in BR crimson/cream, maroon and chocolate/cream liveries, while the RB comes in maroon, chocolate/cream or SR green.

Further versions, catering for the Rail blue era, are expected to be revealed later in the year.

Price: £67.95 each



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accurascale

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

SHED HEAVEN!

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



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



LOK SOUND
EST. 1999

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available to order.



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- Rotating axle box hubs
- Helical gears for maximum performance
- Comprehensive lighting functions
- Enhancing the model with redesigned axle boxes for the smoothest running
- Easier decoder access with a lift off roof section upgrading the PCB to eliminate wiring
- Revised lighting to give access to day, night and yard mode under DCC
- Hall sensors added to DCC sound models
- Cab access step and handrails have been moved from body mount to chassis mount to allow for breakage free access to chassis
- Cab Front Handrails now have the option of 5 point or 7 point mounting with correct round profile handrail mounts
- And other typical Accurascale features.

www.accurascale.com

EFE RAIL SUMMER UPDATE

A REAL CROWD PLASSER

An exciting new addition to the EFE Rail range comes in the form of the Plasser & Theurer 12t diesel hydraulic crane. These self-propelled cranes were built during the mid-1970s and employed extensively by British Rail, mainly for track renewal and infrastructure work. Coded 'YOB' under TOPS, several examples are still in frontline service.

The model is not motorised, but the crane jib can be extended and posed, making it an ideal addition to an engineers' train or for an eye-catching static display in a siding or worksite.

Three livery options have been produced.

Price: £89.95 each

Web: www.bachmann.co.uk



CATCH A BIG FISH

Another new tooling is the GWR 10t 'Bloater' van, which was designed for transporting fresh fish from Cornwall and South Wales.

GWR and BR liveries are offered.

● Read Chris Leigh's review on page 89.

Price: £29.95 each



NEW ADDITIONS TO THE ADAMS FAMILY

The LSWR Adams 'O2' 0-4-4T returns to the EFE Rail range, with tooling tweaks to accommodate locomotives equipped with open coal rails and enlarged bunkers. LSWR, SR and BR liveries are available.

Price: £174.95 each

Web: www.bachmann.co.uk



ALL-NEW GWR 0-4-2Ts FROM DAPOL

Dapol has revealed an all-new, highly detailed GWR '14XX', catering for the many variations across the Collett '48XX' (re-classified as '14XX' in the post-war years) and '58XX' fleets.

As an added bonus, Dapol will also cover the Armstrong 517 Class 0-4-2Ts, in both open and closed cab format, plus a range of other detail variations, including the larger bunkers installed by Collett.



All models will feature Next18 DCC sockets and a firebox glow effect, with a range of GWR and BR liveries on offer.

Factory-fitted sound packages are also available. Pre-orders can be placed at Dapol stockists.

Prices: £140.00 (DCC-ready),

£175.00 (DCC-fitted),

£250.00 (DCC sound)

When's it due? Q4 2025

Web: www.dapol.co.uk



GOING GREEN

Members of the Bachmann Collectors Club can treat themselves to an eye-catching HRA hopper in DB Cargo's green 'Freight belongs on rail' livery. Available in 'N' and 'OO'.

Web: www.bachmann-collectorsclub.co.uk



CAVALEX CLASS 60s CAUSE A STIR

Cavalex Models recently showed off the first decorated samples of its forthcoming Class 60, depicting BR Railfreight Metals and GBRf liveries. More samples are due to arrive over the coming months and recording sessions for the DCC sound-fitted versions will also take place over summer.

The project is on course for delivery in January 2025 and pre-orders can be placed at your preferred Cavalex stockist.

Web: www.cavalexmodels.com



DAPOL GIVES MORE 'PACERS' THE NOD



'Pacer' diesel multiple units were introduced by British Rail in the mid-1980s and, despite their unpopularity with passengers and, especially, parts of the media, they earnestly toiled away

on intensive commuter services and rural branch lines until 2021. After reproducing the Class 142 'Pacer' in 'N' gauge, Dapol has announced that the Class 143 and 144 units are also now in

What's planned?

- ◆ 2D-143-001 Class 143 143001 BR Provincial blue
- ◆ 2D-143-001 Class 143 143621 First Great Western 'Local Lines'
- ◆ 2D-143-001 Class 143 143620 GWR dark green
- ◆ 2D-143-001 Class 143 143602 Arriva dark blue with Transport for Wales vinyls
- ◆ 2D-143-001 Class 143 143609 Arriva Trains Wales turquoise/cream
- ◆ 2D-144-001 Class 144 144011 West Yorkshire PTE Metro red/cream
- ◆ 2D-144-002 Class 144 144013 Regional Railways
- ◆ 2D-144-003 Class 144 144004 Northern Rail blue/purple

Prices: £170.00 (DCC-ready), £220 (DCC-fitted)

When's it due? Q4 2025

Availability: Dapol stockists

Web: www.dapol.co.uk



GEORGE DENT

development, with models currently at the engineering prototype stage.

Featuring a Next18 DCC interface and working lights, the two-car units will be offered in DCC-ready and

DCC-fitted formats, with a selection of liveries announced to suit their early BR and later privatisation careers.

Livery artwork is currently being prepared but models can be pre-ordered now at your local Dapol dealer.

R&H '48DS' REACHES DECO STAGE

Heljan's 7mm scale Ruston & Hornsby '48DS' diesel shunter has taken a big step forward with the arrival of factory-decorated samples, and

production is expected to get under way imminently.

These diminutive locomotives will feature Next18 DCC sockets and factory-fitted speakers, plus working headlamps.

A mix of BR and industrial liveries are being offered and they're expected to be highly popular with



established and new modellers in 'O' gauge, especially given the attractive pricing.

Price: £199.00

Web: www.heljan.co.uk



COMPASS POINTS TO MORE '88s'



Last month, Rails of Sheffield revealed the first decorated sample of its forthcoming Class 88 electro-diesel, featuring 88010 *Aurora*. More samples have now been received, featuring the common DRS 'Compass' scheme.

The '88' is being produced by Dapol, exclusively for Rails of Sheffield, and models can be pre-ordered now, with delivery still on-track for late 2024.

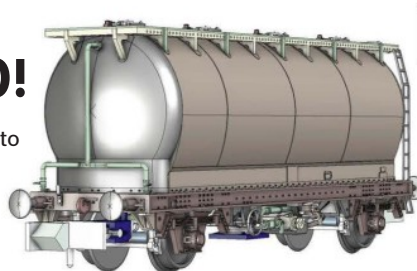
Web: www.railsofshffield.com



SMALLER PCA IS GO!

Revolution Trains is to continue with its plans to produce an 'N' gauge version of the Alcan PCA powder tank wagons, following positive customer feedback. The models will make use of the research and development work undertaken on Revolution's impressive 'OO' version released earlier this year.

Revolution's Mike Hale said: "While our 'OO' models have proved extremely popular,



these are a niche wagon and we were unsure of demand. But 'N' gauge modellers have spoken clearly - and we are listening!"

Like their counterparts in 'OO', the models will be sold in four-packs, at a low pre-order price, and the order book is expected to open in June.

Web: www.revolutiontrains.com

HAWTHORN LESLIE - IN COLOUR



Dapol released images of the latest production samples of its forthcoming 'OO' Hawthorn Leslie O-4-OST, showcasing a colourful array of industrial liveries. With prices starting at £126.36 for DCC-ready versions, they're sure to be popular, with sound-fitted options also available. Due to arrive at retailers later this year, they're still available for pre-order.



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- AND GET A FREE BOTTLE OF WEATHERING SOLUTION!

Thanks to Geoscenics, *Model Rail* readers can grab a generous bag of top-quality limestone ballast, a large bottle of scenic glue – and receive a FREE jar of track weathering solution!

Each special bundle pack contains either a 2kg bag of 'OO' limestone ballast or 2kg of 'OO' Limestone Fine Scale ballast, along with a 500ml bottle of Geoscenics Ballast & Scenery adhesive and a handy glue

applicator, plus a bottle of Track Oil solution. This acrylic-based weathering fluid can be brush-painted or airbrushed over ballast (when the glue has set) or mixed with the glue to stain the ballast while bonding.

Model Rail's George Dent has used these Geoscenics materials to great effect on his various layouts and dioramas in recent years, stating



that "these ballast bags contain real limestone chippings and offer incredible value. They really look the part too, on steam-era or modern image layouts. A 2kg bag will provide plenty of material – more than enough to treat several metres of double-track railway."

As for the Track Oil, George is also a fan: "The weathering solution is brilliant, especially for creating grimy depot scenes and

industrial sidings, and can be applied in many different ways."

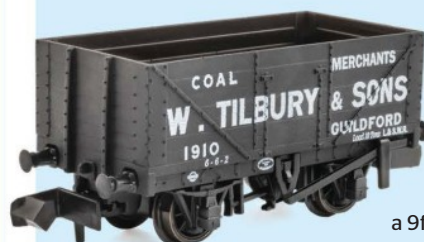
The full price for these bundles should be £46.74, but by using the discount code **MRbundle24** – only when ordering from the Geoscenics website – readers can purchase the kits for just £38.49 – saving £8.25!

To order your ballast bundle, visit Geoscenics' website. The offer is open until August 6 2024. **Web:** www.geoscenics.co.uk



WAGON EXCLUSIVES FROM KMRC

More new wagon models were announced during Kernow Model Rail Centre's recent open day at its Guildford store, consisting of the LBSCR 'Open A/SR Dia. 1364 and 1369 open wagons in 'OO', plus a 10T RCH seven-plank



mineral open in 'N' gauge. The RCH mineral wagon is available now, having been manufactured by Peco, and it features a 9ft wheelbase chassis and

carries the logo of W. Tilbury & Sons, coal merchants of Guildford.

The 'OO' LBSCR/SR five-plank opens are an in-house production, designed and developed by the Kernow team, and livery options cater for the pre-Grouping, 'Big Four' and BR eras. They're due to arrive later this year but can be pre-ordered now at a discounted 'early bird' price.

Web: www.kernowmodelrailcentre.com

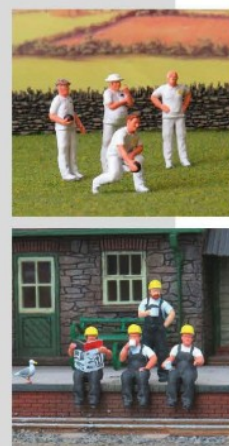


NEW FIGURES FROM OSBORNS

The latest figure packs from Osborn's Models feature four lawn bowls players, in traditional white clothing, as well as a set of four hard hat-wearing workmen enjoying a tea break. Both sets come pre-painted, ready for use.

Products: • OSBF144 Lawn Bowls Players (£12.95) • OSBF152 Tea Break Figures (£14.99)

Availability: Osborn's Models **Web:** www.osbornsmodels.com





The most anticipated OO gauge model ever to be announced.

WD Austerity 2-10-0 (1943)

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



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

Prices from:

DCC Ready £240.00

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DCC Sound & Smoke
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Options include; **DCC Ready, DCC Sound**
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MORE DIESEL CREWS FROM MODELU

Those boffins at Modelu continue to churn out top-notch 3D-printed figures to suit specific model locomotives. Among the latest packs is a leaning driver tailored for Hornby's new Ruston & Hornsby '88DS', who is joined by a groundsman with a shunter's pole in his hand. Both are wearing overalls and caps suited to a post-war industrial setting.

For up-to-date traction, another new pack is designed for the Bachmann Class 70, with a driver using both hands on the arcade-style controls and a rather taciturn-looking secondman with arms folded, both wearing contemporary uniforms.

Other new crew packs cater for Bachmann's Mainline Hunslets and Dapol's GWR 'Mogul'. As always, each figure is also available in other scales, besides 'OO'.



Products: • 11245 GWR Mogul crew pack • 11247/8 Mainline Hunslet 'Ladies' crew packs 1 & 2 • 10229 Bachmann Class 70 crew • 11251 Ruston & Hornsby 88DS crew
Prices: from £7.95 per pack
Availability: Modelu
Web: www.modelu3d.co.uk



MODERN YARD FIGURES AND INFRASTRUCTURE

These pre-painted 'TT' figures by Noch are clad in typical high-visibility clothing and hard hats and all six are striking active poses, lending them perfectly to a lineside repair scene.

Additionally, Noch has also released a pair of modern transformer/generator units as laser-cut kits. Rendered in pre-printed card, the units are built up over several layers.

Products: • 14439 Transformer Stations (£14.25) • 45275 Modern Goods Yard Figures (£15.25)

Availability: Noch stockists or Gaugemaster

Web: www.gaugemasterretail.com

Modeller's Bookshelf

George Dent presents four new rail-themed titles to inspire and inform your modelling projects.



STATION TO STATION

A true coffee-table style book, filled with beautiful images of landmark 20th and 21st-century railway architecture from around the world. From Art Deco glamour to Brutalist concrete, there are familiar locations and plenty of lesser-known examples. Essays by various writers provide plenty of fascinating context and inspiring stories.

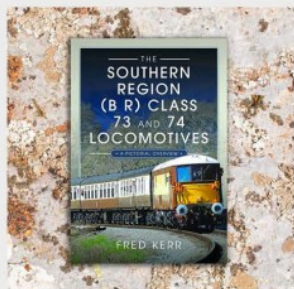
All railway enthusiasts will enjoy this, but there's also a few useful nuggets for modellers who fancy tackling an ambitious project. As well as main line stations, subway systems and signal boxes also feature.

Book: *Station*, by Christopher Beanland (Batsford)

Price: £25.00

Web:

www.batsfordbooks.com



ELECTRO-DIESEL DAYS

This pictorial volume is dominated by the Class 73, with a bounty of good quality colour images of the 'EDs' at work from the 1970s into the privatisation and preservation eras. The wealth of images of Merseyrail-allocated '73/0s' in the 1990s is a highlight, while the post-2014 '73/9' conversions also feature heavily.

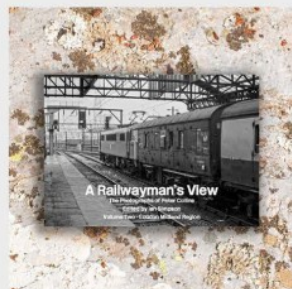
There's some repetition in the text and image content, but the accompanying information provides a clear overview of the class and its various duties. The Class 74 coverage is brief, but there are several useful images.

Book: *Southern Region Class 73 & 74 Locomotives*, by Fred Kerr (Pen & Sword)

Price: £20.00

Web:

www.pen-and-sword.co.uk



BANGER BLUE NOSTALGIA

This wonderful collection of monochrome photographs by Peter Collins focuses on the former London Midland Region of BR during the 1970s. It's crammed with evocative images of classic diesel and electric traction, captured on all manner of workings along the Midland and West Coast Main Lines, with diversions to North Wales, Merseyside and Manchester, before moving to the Far North of Scotland.

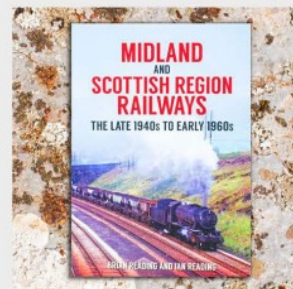
Published in electronic format, copies of the photographs can also be purchased separately.

Book: *A Railwayman's View, Volume 2 - London Midland Region*, edited by Ian Simpson (Elly Belly)

Price: £20.00

Web:

www.ellybellypublications.co.uk



BR STEAM ON THE LMR

Another title focusing on the London Midland Region, this time in the steam era, with a collection of previously unpublished images at a host of trackside, station and depot locations during the 1950s and 1960s. A fascinating array of pre-Grouping, 'Big Four' and BR Standard locomotives feature, in black and white and colour, and the excellent captions provide a wealth of useful information regarding the trains and locations. There's also a helpful set of maps, with the various featured locations plotted - something I wish more books of this type would feature.

Book: *Midland and Scottish Region Railways*, by Brian & Ian Reading (Amberley)

Price: £15.99

Web: www.amberley-books.com

VERSATILE SIXTIES SEMIS

Peco continues to add to its range of laser-cut building kits, with a selection of typical 1960s semi-detached houses, complete with flat-roofed porches and tiled cladding. Rendered in micro plywood. The kits are offered in full relief or as half-relief structures (front or rear elevations).

The parts are easy to assemble, with full instructions provided, and downpipes and gutters are formed integrally to the wall components, all of which interlock to form a robust structure. Brick fascias are provided for all outer walls, so the houses can also be built as detached dwellings or staggered semis. Curtains are included as wooden parts, but replacing these with coloured paper is probably the easier option, while glazing can be cut from



the clear plastic packaging.

Products: 1960s Semi-Detached house kits • LK-212 Low-relief fronts (£14.50) • LK-213 Low-relief

backs (£15.95) • LK-214 Full-relief (£27.95)

Availability: Peco stockists
Web: www.peco-uk.com



UNIFROG 'Y' TURNOUT

Y-shaped turnouts are a great space-saving option, especially at junctions or sidings. At just 148mm long, Peco's new Streamline Code 100 turnout features the new Unifrog system, whereby the tip frog (or crossing V) and wing rails are isolated from all other rails. This allows the point to be used straight from the box on DC or DCC layouts. For those wishing to avoid any 'dead' sections, the frog can be energised using the pre-soldered wire and a polarity changeover switch (not supplied).

The turnout replaces the discontinued Insulfrog and Electrofrog SL-97/E97 points and is built to Peco's usual high standards, with nickel silver rails and a sprung tie-bar ensuring accurate alignment of the switch rails.

Product: Peco SL-U97 Small radius Y turnout

Price: £17.95

Availability: Peco stockists
Web: www.peco-uk.com

CIVIC SCULPTURES

UK towns and cities have their fair share of statues and this set of four monuments from Noch, although intended for Continental layouts, can be easily tweaked for a British scene. The Pietà sculpture would be perfect outside a church or cathedral, while Frederick the Great looks impressive



mounted upon his horse, but could be posed in a typical civic square as a local hero.

Price: £16.99

Availability: Noch stockists
Web: www.noch.com

NEW MIXED MEDIA LOCOMOTIVE KITS

Brassmasters has released two new 4mm scale locomotive kits, both of which can be built to 'OO/EM/P4' standards. The Great Eastern Railway Class J17 0-6-0 is rendered in etched brass and nickel silver parts, along with a resin-printed tender body and boiler/firebox. Both the original and super-heated versions are offered, and the kit includes (non-working) parts to represent the inside motion.

Additionally, a 4mm scale 'Austerity' 0-6-OST is also now available, again comprising a mix of etched brass, nickel silver and resin parts, and the kit



can be built to represent five different prototype versions including the LNER/B4 'J94s'.

Both kits feature the option of compensated chassis and wheels, motors

and gearboxes must be sourced separately, with recommended parts listed on the Brassmasters website, along with instructions which can be downloaded for free.

Products: • GER 'J17' 0-6-0 kit (£145.00) • 'Austerity' 0-6-OST kit (£150.00)

Availability: Brassmasters
Web: www.brassmasters.co.uk



DUNE BUGGY

A new vehicle in the Busch range is this 1992 Land Rover Discovery, suitably decked out for the Camel Trophy competition, with bull bars, winch and rooftop storage. Wearing a distinctive 'sandglow' colour scheme, it depicts a car driven by Swiss trophy winners Alwin Arnold and Urs Bruggisser. Similar replicas have been seen on UK roads so, although it would be an eye-catching addition to a UK layout, it would not be unrealistic. It's a wee bit pricey though and still needs a set of licence plates to finish it off.

Product: Busch 51938 Land Rover Discovery

Price: £49.50

Availability: Busch stockists
Web: www.goldenvalleyhobbies.co.uk



EXHIBITION DIARY - JUNE-JULY 2024**June 8****BURTON-ON-TRENT, STAFFS.**

7mm Narrow Gauge Association. Burton Town Hall, King Edward Place, Burton-upon-Trent, DE14 2EB. **Time:** 1030-1630. **Admission:** Adults £9, Members £5. **Web:** www.7mmnga.org.uk/AGM.php **Email:** exhibition@7mmnga.org.uk

June 15**STOCKPORT, GTR MANCHESTER.**

Hazel Grove & District Model Railway Society, Model Railway Open Day, Methodist Church Hall, Wesley Street, Hazel Grove, Stockport, SK7 4JQ. **Time:** 1000-1600. **Admission:** Adults free. **Web:** www.hgdmsr.org.uk

June 15-16**SUTTON COLDFIELD, B'HAM.**

DEMU Showcase, Sutton Coldfield Town Hall, Upper Clifton Road, B73 6DA. **Times:** 1000-1700 (Sat), 1000-1600 (Sun). **Admission:** Adults £12, DEMU members/children £8, Family £28. **Web:** www.demu.org.uk

POLLOKSHAW, GLASGOW.

Strathclyde O Gauge Group. Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow, G43 1NE. **Times:** Sat 1000-1600, Sun 1100-1600. **Admission:** Adults £6, Accompanied children free. **Tel:** 0141 6374189

MERE, WILTS. Mere & District Railway Modellers. Mere Lecture Halls, Wiltshire BA12 6HE. **Time:** 1000-1600. **Admission:** Adults £5, Under-12s free. **Tel:** 07947 859374. **Email:** rdecamin@btinternet.com

MIDDLETON, LEEDS. Middleton Railway Trust. Middleton Railway, The Station, Moor Road, Hunslet, Leeds, LS10 2JQ. **Time:** 1000-1630. **Admission:** Adults £11, Children £5. **Web:** www.middletonrailway.org.uk **Email:** middletonmre@middletonrailway.org.uk

NORTH SHIELDS, TYNE AND WEAR.

Blyth and Tyne Model Railway Club Father's Day Model Railway Exhibition. Redpath House (Above Asda), 40 Saville Street, North Shields, NE30 1NT. **Time:** 1000-1630. **Admission:** Adults £3, Under-16s free. **Web:** www.btmsr.co.uk **Email:** trevor3489@hotmail.com

June 22**BRAMFIELD, HERTS.**

De Havilland Model Railway Society in aid of Isabel Hospice. Bramfield Village Hall, Bury Lane, Bramfield SG14 2QL. **Time:** 1000-1600. **Admission:** Adults £5, Children £2, Under-5s free.

June 29**WEST CAMEL, SOMERSET.**

West Camel Model Railway Society Summer Open Day. Davis Hall, West Camel, Somerset, BA22 7QX. **Time:** 1000-1530. **Admission:** Adults £4, Children free. Full disabled access. **Email:** charliebishop@hotmail.co.uk

BIGGLESWADE, BEDS. Trains at Trinity. Trinity Methodist Church, Shortmead Street, Biggleswade SG18 0AP. **Time:** 1000-1630. **Admission:** Adults £5, Children £3, Under-5s free. **Web:** www.trainsattrinity.wordpress.com

PRESTATYN, DENBIGHSHIRE. Rhyl & District Model Railway Club. Christ Church Parish Church and Community Hall, High Street, Prestatyn, Clwyd, LL19 9AR. **Time:** 1030-1600. **Admission:** Adults £5, Accompanied under-16s free. **Web:** www.rhylmodelrailclub.co.uk

June 30**PLYMOUTH, DEVON.**

Plymouth Model and Railway Show. John Kitto, YMCA Centre, PL5 3NG. **Time:** 1000-1600. **Admission:** Adults £5, Concessions £3, Families £10. Disabled access.

June 29-30

PERTH. Scottish Model Engineering Trust, Perth Model Railway Exhibition, Dewars Centre, Glover Street, Perth PH2 0TH. **Time:** 1000-1700 (both days). **Admission:** Adults £10, Children £4, Family £20. **Web:** www.smet.org.uk/show

July 6**SCARBOROUGH, N YORKS.**

Scarborough Model Railway Show. Newby & Scalby Community Hall, Scalby Road, Scarborough YO13 0RA. **Time:** 1000-1700. **Admission:** Adults £5, Accompanied children free. **Tel:** 01723 870166.

EASTBOURNE, E SUSSEX.

Pevensey Bay Model Railway Club. Victoria Baptist Church Hall, Eldon Road, Eastbourne, East Sussex, BN21 1UE. **Time:** 1000-1600. **Admission:** Adults £6, Children (over 5) £1, Family (2+2) £12. **Web:** www.pevenseybaymodelrailwayclub.com

BISHOP MIDDLEHAM, CO DURHAM.

Rotary Great Aycliffe & Shildon MRC. Bishop Middleham Village Hall, The Park, Bishop Middleham, Ferryhill, DL17 9AJ. **Time:** 1000-1700. **Admission:**

Adults £4, Accompanied children free. **Tel:** 07870 210269. **Web:** www.rotarygreataycliffe.org **Facebook:** [rotarygreataycliffe](https://www.facebook.com/rotarygreataycliffe)

July 6-7**PENARTH, SOUTH GLAMORGAN.**

Barry & Penarth MRC. St Cyres School, Sully Road, Penarth, CF64 2TP. **Times:** Sat 1000-1600, Sun 1000-1600. **Admission:** Adults £7, Under-14s £3. **Web:** www.bpmrc.club

July 13**RISBOROUGH, BUCKS.**

Risborough & District Model Railway Club. St Mary's Hall, Church Street, Princes Risborough, HP27 0AF. **Time:** 1000-1700. **Admission:** Free. **Web:** www.rdmrc.org.uk **Email:** secretary@rdmrc.org.uk

July 20**FILEY, N YORKS.**

Filey Model Railway Show. St. John's Parish Church, West Avenue, Filey YO14 9AU. **Time:** 1030-1630. **Admission:** By donation. **Tel:** 01723 870166.

HATFIELD, HERTS.

De Havilland Model Railway Society for Mill Green Museum. Mill Green Museum, Bush Hall Lane, Mill Green, Hatfield, Hertfordshire AL9 5PD. **Time:** 1000-1600. **Admission:** Adults £6.90, Children £1.90. **Tel:** 01707 357850.

ROADE, NORTHANTS.

Northampton & District Model Railway Club. Roade Village Hall, Bailey Brooks Road, Roade, Northampton, NN7 2LS. **Time:** 1000-1600. **Admission:** Adults £6 (Bachmann Collectors Club Members £5), Accompanied children free. **Tel:** 01604 890275. **Web:** www.nmrc.org

July 21

WALSALL, WEST MIDS. Aldridge Transport Museum, Shenstone Drive, Northgate, Aldridge, Walsall WS9 8TP. **Time:** 1000-1600. **Admission:** Adults £6, Children £2, Under-5s free, Family £15. **Web:** www.amrtm.org

HOVETON, NORFOLK. 32a Model Railway Club. Hoveton Village Hall, Stalham Road, Hoveton, Norfolk, NR12 8DU. **Time:** 1000-1600. **Admission:** Adults £3, Children 50p, Family £6.

July 27**BRIDPORT, DORSET.**

Bridport & District Model Railway Club. The Sir John Colfox Academy, Ridgeway, Bridport, Dorset, DT6 3DT. **Time:** 1000-1600. **Admission:** Adults £7, Under-16s free.

HITCHIN, HERTS.

Letchworth MRS. The Priory School, Bedford Road, Hitchin, Hertfordshire, SG5 2UR. **Time:** 1000-1630. **Admission:** Adults £5, Under-16s free. **Web:** www.leitchworthmrs.org.uk

TWICKENHAM, MIDDX.

Twickenham & District MRC Open Day. Kerswell Hall, Wills Crescent, Hounslow, TW3 2JW. **Time:** 1000-1600. **Admission:** free (donations welcome). **Web:** www.tdmrc.org.uk

July 27-28

NEW MILTON, HANTS. South Coast MRC. The Arnewood School, Gore Road, New Milton, Hampshire, BH25 6RS. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £8, Under-16s free. **Tel:** 07984 454787. **Web:** www.southcoastmodelrailwayclub.com **Email:** trainspotta@hotmail.co.uk

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

Deep in the wilds of the West Country, the locals have come out to witness the newly introduced motive power for the two-coach local train service. The locomotive is a special 7/8th size version of the American 'Big Boy', specially designed to cope with the British loading gauge. Sadly, schemes such as this caused the closure of many branch lines earlier than predicted. And while they did indeed raise public interest, they were extremely expensive to operate.

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• Cheltenham 26th-27th October**

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R30221	The Railway Children Return 4F.....£125.99
R3527	N15 SR Black 'Camelot'£139.45
R3635	BR Lord Nelson 'Lord Rodney'£152.95
R3681	LMS Duchess.....£184.00
R3728	BR PUG.....£63.00
R3781	K&ESR Terrier.....£80.75
R3833	LNER A2/3 Chamossaire£171.00
R3839	BR Standard 2MT Green£196.20
R30126	LNER W1 (Smoke Lifting Cowl)£229.05
R30134	LMS Turbomotive 6202£239.85
R30317	Railroad M&GNJR 0-4-OT£49.50
R30228	LMS Coronation Queen Mary.....£217.79
R30282	BR 8F 48378.....£225.00
R30281	LMS 8F 8310.....£225.00
R30287	United Glass Bottle 0-4- OST PUG.....£76.50
R30319	Railroad GWR 14xx£67.50
R3982	BR 2MT Green.....£206.10

Train Packs/Sets

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R30010	Sentinel Hitachi.....£98.09
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R30073	Cl. 56 BR Blue.....£196.19
R30083	Sentinel 0-6-0 P o B£98.09
R30084	Sentinel 0-6-0 M.S.C.£98.09
R30099	East Coast Trains HST£326.69
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R30180	BR Cl.37 Intercity ..£87.30
R30185	BR Class 37 Large Logo£87.30
R30191	BR Departmental Class 40(97)£87.30
R30203	Class 121 Coca-Cola£87.30

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R607	Double Curve 2nd Rad.£3.90
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32-620SF	Class 90 Freightliner Sound.....£280.45
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35-419	BR Class 47 Rft Distribution.....£203.95
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News Real

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

▣ Making their first move since being sold to Balfour Beatty and repainted in the civil engineering company's house colours, 20901/905 prepare to depart from Barrow Hill Roundhouse on April 21. It is thought that BB will use the pair of Type 1s for moving its on-track plant between worksites. MERVYN ALLCOCK



▣ Sporting a freshly applied coat of DB Cargo traffic red, 66039 is the first UK freight locomotive to be fitted with European Traffic Control System (ETCS) in-cab digital signalling equipment. The '66' is now at Network Rail's Rail Industry Development Centre (RIDC) – the former BR Old Dalby test track – for evaluation prior to undertaking main line ETCS trials. NETWORK RAIL

▣ Ex-BR and Wolverton Works shunter 08649 is being rebuilt as an experimental hybrid battery/diesel locomotive by Meteor Power. Unlike Positive Traction's '08e' concept, the locomotive will retain its classic appearance but its English Electric power unit has been replaced by a 300kWh battery pack and 300hp John Deere diesel engine. PIP DUNN



▣ Since early-2023, GB Railfreight has operated six Class 57/3s (57301/303/305/306/310/312) previously used by Virgin Trains, DRS and Network Rail. The first to carry GBRF blue/orange is 57310, which was outshopped from UK Rail Leasing's facility in Loughborough in late-April (formerly Brush Traction, where the '57s' were rebuilt from Class 47s in the early-2000s). ROB REEDMAN/GBRF

Staff Show & Tell

HITTING THE MARK

Dave Lowery has completed a host of 'O' gauge Mk 3 cars, for HST sets and locomotive haulage, although this is just the start of a greater odyssey!

As described over the past few months, I've had a big job on my hands recently, with a commission to create a few full-length HST rakes in 'O' gauge. With nothing available in ready-to-run form, the Skytrex kits came to the rescue.

Although they're available as complete kits, I opted for just the coach bodies, as the customer wanted them to run on PRMRP whitmetal bogies which, I believe, have a bit more detail.

I've already shown how the bodies were treated in subsections, with the sides prepared, painted and finished before assembly. This approach proved successful,

with the parts easier to mask, paint and line while lying flat on the workbench.

When fully finished and glazed, the sides were married-up to the floor/end units (which had also been painted), the interiors dropped into position and the roofs clipped in place. Small holes are provided in each end, above the gangways, for 6BA or equivalent screws to hold the roof securely.

To power the interior LED lighting units (see last month's issue), current is collected from the rails via the wheels, axle bearings and metal bogie frames, with one bogie of each car 'live' to opposite polarities. Thus, there's no need for drag-inducing wiper pickups. A single wire is connected to each bogie frame, so there's nothing too fancy or delicate underneath the cars.

Reliability is key, especially as my customer is planning on adding DCC decoders in each car, allowing the various lighting functions to be operated individually. Additionally, power cables will run discreetly between the carriage and the power car/locomotive, maximising the conductive surface area. I've found that this is essential when running

What Dave used

- ♦ Skytrex Mk 3 coach kits
Web: www.skytrex.com
- ♦ Detailed whitmetal bogies
Web: www.prmrp.com



Dave has harnessed the conductive nature of the whitmetal bogie frames, with power collected via the wheels and axles, with each bogie 'live' to alternate polarities. Just a single wire is soldered to the brass stretcher of each bogie.

DCC sound-fitted models, virtually eliminating the risk of stalls over points and isolated sections. It also reduces the need to clean the track religiously which, on a large layout like mine, is not such an easy task!

So, what's next? While a bunch of First and Standard class HST and loco-hauled Mk 3s are now complete, there are also Buffet and TGS cars to complete, which require new sides (they're not yet in the Skytrex range). I also need a few Mk 3 Sleepers, although 3D printing may have to come to my rescue - look out for an update next month. Oh, and there are the HST power cars to take care of too, so watch this space!



Two of Dave's newly completed fleet of Mk 3 coaches - a loco-hauled pair - show off his handiwork.

Figures galore

With plenty of miniature people to add to his projects, PETER MARRIOTT has been toning down the appearance of pre-painted figures.

There seems to be an endless supply of new miniature figures these days, in virtually every scale, with a notable increase in 'TT' products. I recently obtained several packs of 'OO' and 'O' gauge people, but I wanted to

tone down the overly bright finish before 'planting' them into their respective scenes.

Firstly, to ensure that each figure could stand upright, I cleaned the bottom of their feet with a sanding pad, which removed excess paint and plastic, leaving a flatter surface. Next, I used a tiny drop of tacky glue to secure each figure to a scrap of cardboard.

When the glue had set,

I loaded a paintbrush with diluted black or grey acrylic paint and touched the bristles onto the top of each figure. Gravity takes care of the rest, with the thinned paint running down into the creases and crevices of the clothing, exaggerating the shadows. Using diluted matt



paints also takes away the unrealistic shine of the pre-painted figures. The process can be repeated, or extra 'grime' added, especially when treating workers in overalls and the like.

Now you see it...

GEORGE DENT sat down to what he thought would be a straightforward weathering job, but things took an unexpected turn.

I'd been meaning to add a Class 70 to my collection for some time, especially after completing a rake of weathered Dapol IOA wagons - complete with rusty scuffs and scrapes - inspired by a train I saw at Westbury last year (see MR320).

Bachmann's Colas-liveried 70811 was duly purchased and I set to work on giving the vivid livery a more workaday appearance. I've seen a few '70s' recently with heavy oil staining on the bonnet sides, but my aim was for a subtle coating of grime, relying on weathering washes to bring a greater sense of depth to the complex bodywork, as a prelude to airbrushed weathering of the chassis and roof in particular.

Thus, I sat down to what I thought would be a nice, straightforward task - just the thing for 'lunch hour' modelling. Indeed, by treating separate sections of the bodyshell, it was possible to work in 10-20 minute segments between other jobs.

Alas, the enamel washes caused the TOPS numbers and smaller Colas Rail lettering to quickly disappear, while all other printed markings were



Left: George was aiming for a subtle, lived-in appearance for his Colas Class 70, similar to how 70814 appeared at Westbury in June 2022.

Below: Should George make the most of an unexpected situation and change the model's identity, including the newer style of Colas logos, seen on the cab sides of 70808?

BOTH: GEORGE DENT

impervious. This really took me by surprise - nothing like this has ever happened before when working on a factory finish.

It's not the end of the world, but I now have to source and apply new decals, demanding a good deal of extra work, including the need for clear gloss coats to form a suitable surface for waterslide transfers, and to seal them in place once dry. Shall I make the most of the opportunity and opt for a change of identity, including updating the small Colas logos to the more recent (and boring!) diamond-shaped devices? That's something to ponder...



1 Bachmann's Class 70 is an excellent model, and George was looking forward to giving it a suitably lived-in appearance with MIG enamel washes. The aim was to enhance the impressive detail on the bodyshell.



2 Treating small panels of the bonnet at a time, a mix of dark and brown enamel wash shades was created and then brushed over the surface, working the pigment into all the recesses.



3 With cotton swabs, most of the weathering wash was removed, using vertical strokes and switching to fresh swabs regularly. The aim is to leave the desired amount of pigment within recessed areas.



4 Patient rubbing with cotton swabs created the desired effect, improving definition in the moulded detail while also presenting gentle streaking effects. The wash residue also dries to a welcome matt finish.



5 Things were going swimmingly until work moved to the cabsides. Despite all the other printed detail being unaffected by the enamel washes, the TOPS numbers and Colas Rail lettering instantly disintegrated.



6 There was nothing to do other than continue with the weathering process, leaving the cabs ready for some replacement decals. Despite this issue, the subtle weathering work has been a success.

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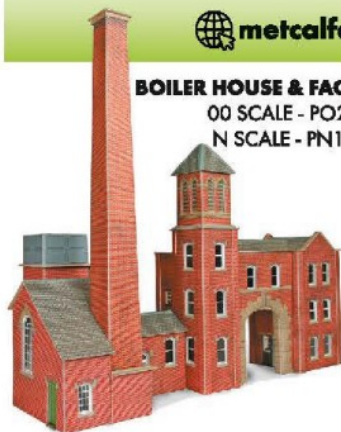


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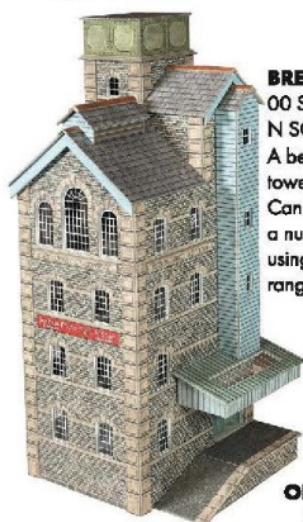


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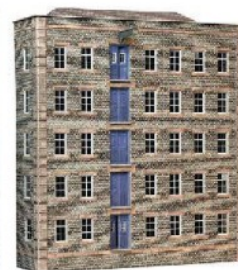
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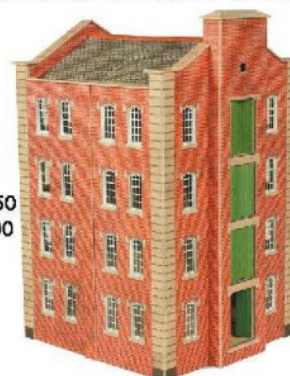


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Inside track with Ben Ando

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

“When a model works well the customer, quite rightly, puts it on the layout and enjoys it. If it does not then the temptation is to take to social media to complain”

Below: Revolution's 'OO' HOAs were on their way to customers as this issue closed for press. The arrival of new models is exciting but, for a manufacturer, it can also be slightly unnerving.

The price of perfection... As I write this we are approaching 2024's halfway mark.

Like most manufacturers, Revolution Trains has delivered a variety of new models during the first six months of the year. These have included 'OO' TEA and Alcan PCA tank wagons, plus 'N' gauge Mk 5 TPE coaches and Class 59 diesels.

And the 'OO' HOA hoppers should have been delivered to customers who pre-ordered by the time you read this.

The arrival of a new model is always exciting – and a little unnerving.

I have written before about the slightly disingenuous nature of social media, which can create a false narrative that a product has systemic problems.

When a model works well the customer, quite rightly, puts it on the layout and enjoys it. If it does not then the temptation is to take to social media to complain.

And often the same customer, understandably, will post their disgruntlement across numerous social media platforms, creating the impression that many models are affected.

Recently I noticed a discussion in which a customer explained that he had purchased a sound-fitted model that did not work and said its replacement was also defective and had to be returned for a refund.

The post concluded by saying: “Message to all manufacturers: If we receive faulty models it's going to become your problem, not ours I'm afraid.”

I can understand the customer's frustration, but the reality is no manufacturer wants to supply a faulty model.

It is an unwelcome diversion that creates additional admin, creates disappointment for the customer and is embarrassing.

But how reliable should we expect new products to be? Revolution models are all subject to agreed levels of quality control, and experience shows this gives us a failure rate of 3% or less, depending on the model.

Some might say that is still too many duds, and that we should institute even more thorough levels of QC with the aim of reaching 98% or 99% reliability.

But that comes with a cost attached and is subject to the rule of diminishing returns.



Above: No manufacturer wants to supply faulty models – it really is in nobody's interests to do so, owing to the extra admin and poor publicity that results. However, manufacturers have to strike a balance with the inevitable costs of rigorous quality control procedures, which directly impact the final price of models.

Doubling the cost of our QC process would be unlikely to halve the number of undetected failures but would impact significantly on how much everyone pays.

No one with more than a passing interest in model railways will be unaware that price is a major factor in the minds of most consumers.

While it may seem easy to make faulty models the 'problem of the manufacturer, not the consumer,' the reality is that enhanced QC would impact everyone. There is a balance to be struck.

So what can we do? My suggestion would be if you are one of the tiny number of customers unlucky enough to receive a faulty model then please just take a deep breath, be patient and give the manufacturer a chance to resolve the problem.

Of course, if they do not then you are fully entitled to air your grievance!



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Small layout **big impact**

Online tutorials inspired **Roger Marsh** to head in a new direction and led to this surprisingly simple diesel layout.

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



1 The name 'Marpit' was devised by taking the first three letters from Roger's and his wife's surnames. Marsh/Pitman. He thinks that the 'Pit' bit resonates with coal!



“ What makes this layout great? ”

Roger has made great use of height to draw your eye down to the railway, and the result is that the raised scenery encompasses your peripheral vision, so your experience is preserved by not seeing over the top of the backscene.



We are fortunate in today's world to have many sources of superb tutorials, and no matter what task you are trying to accomplish, be it fixing something on your car or painting a locomotive, YouTube is awash with videos showing you how to achieve your goal or providing inspiration for your next build (although you often have to sift through an awful lot of dirt to find the gold!).

Roger Marsh may be a familiar name to some readers, as we have featured his layouts 'Crumford' (MR310) and 'Stone Lane' (GBMR2023) in the past, and he had his eureka moment for his latest creation while browsing the video site in 2016, discovering a video titled 'How to build an exhibition standard 'OO' model railway'. The model was of a coal loading area, and Roger decided he wanted to have a

go at a similar layout to see what would happen. The result is 'Marpit Sidings'.

"I have always built steam layouts, and thought the time had come to try something new. As I already had a couple of diesels in my collection, I bought a few more and set out to build something in the transition era. The scenic section is less than 5ft long so I couldn't have a huge rake of wagons, but some Class 08 shunters provided small but powerful motive traction, allowing me to easily move the few wagons around. I bought some medium-sized diesels to add a bit of variety, easily swapping them out in the fiddleyard, which is just a three-way point into three roads. As almost every railway modeller will tell you, the available size brought about compromise, and I was limited with 'Marpit Sidings' by what would fit in an old shed which has since been demolished. It used to ►

2 The scenery has a wood and card base to achieve the desired height. Most of the retaining walls are formed from Wills textured plastic sheet, painted and suitably weathered.



3 things we like



1

The rusting skip filled with scrap timber.



2

The boarded-up and derelict house.



3

The tall floodlights which stand above the yard.

house another of my layouts 'Crumford', but when I moved that into the loft and 'Marpit Sidings' was built, the shed was a limiting factor. I have since built a larger shed, but that had to house both layouts, so there was no possibility of extending 'Marpit Sidings'."

Operated with analogue control, Roger has used a concoction of weird and wonderful tools under the baseboard to switch his points, which are all dead frog and operated manually. Not content with a 'wire in tube' method, Roger has used hooks, staples and knitting needles under his baseboards, utilising everything he could lay his hands on!

"The simplicity is easily one of my favourite parts of the layout, because there is nothing to go wrong. Each siding is electrically isolated from the rest of the layout because of the dead frog points, so there are only two wires per track. If something does go wrong then it's a straightforward fix. I'm much more of a builder than an operator, so the fact that it is a simple end-to-end doesn't bother me. I'd urge all modellers, particularly those just getting into the hobby, to build something simple so that they can have a go at the scenery relatively quickly. The devil is in the detail!"

SCENIC MARVEL

Many of the buildings at 'Marpit Sidings' have been scratchbuilt, complementing those from the Bachmann Scenecraft range nicely. To make his buildings, Roger uses plastic card and essentially makes it up as he goes along until it looks right.

"That's the advantage of having a layout that could be set anywhere in the United Kingdom; I'm not spending ages fixating on making it look exactly like a prototype. I still use prototype pictures, but for inspiration rather than treating them as gospel. You have to adapt to the space you have available. The single locomotive shed at the front of the layout was one of the first things I built using plastic card in the form of galvanised sheeting. Shortly after I bought the 0-6-0 industrial tank locomotive, I moved the refuelling point to the other ➤





8 Roger trialled weathering techniques on his fleet of hopper wagons and was really pleased with how they came out. The grimy nature of the layout developed from there.



9 Roger was determined to create an authentic scenic composition, despite the location being fictional, so each aspect needed to appear as if it belonged in the scene.

side of the layout so the incoming diesels had enough juice to get on their way. The single locomotive shed looked a bit out of place on its own, so I then built a small water tower and a coaling stage. It was a case of 'ooh I could do this' and 'ooh I could do that!' After all that, I wasn't satisfied with how the layout looked in low light, so I added lights. A layout is never finished."

KADEE KALAMITY

There can be no denying that the advancements in model railways have been significant over the last twenty years or so, but one area still being worked on is couplings. Models are released with huge tension lock couplers, but the alternatives also have flaws, as Roger has discovered.

"Kadee couplings are employed at 'Marpit Sidings' but I'm still struggling to get on with them. They can be a bit hit-and-miss, and nothing I have tried has worked. Firstly, I went for magnets under the track, but that didn't work, so now I've got them between the sleepers, which I don't like, but until I can come up with a better solution that's what I'm stuck with. Some of the problem was solved by fixing the wagons in rakes of four with a brake van, which at least reduced ►





12

the amount of coupling. I'm much more of a builder than an operator, so even though it's an inconvenience it's not the be-all and end-all."

Exhibition layouts bring with them the additional challenge of keeping the audience entertained. If things aren't moving, viewers quickly walk away. Roger is still experimenting with bringing the scene, rather than just the railway, to life, but found that using real coal was rather messy!

"The coal process is reversed in a way, because rather than a locomotive bringing a huge rake of wagons in and those wagons being unloaded onto lorries for distribution into the local area, at 'Marpit

Sidings' the road towers over the railway, so I experimented with the lorries bringing coal loads in, unloading them onto the conveyor belt and that being tipped into the wagons. The problem? Coal dust everywhere! I might have to do it with fake coal in the future."

As Roger has said, building a small layout and sinking your teeth into every aspect of layout building is a great way to experience everything the hobby offers. If you're short of inspiration, you only need to look through the pages of *Model Rail* to find plenty of hints, tips and superb layouts to get your creative mind flowing. What are you waiting for?! **MR**



Above: Roger has tried to place figures in ways that suggest they are actually doing something, even if they're just taking a break out of sight of the works foreman!

FACTFILE: 'MARPIT SIDINGS'

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

Size: 7ft 5in by 1ft 8in

Track: Peco Code 100

Power and control: Analogue

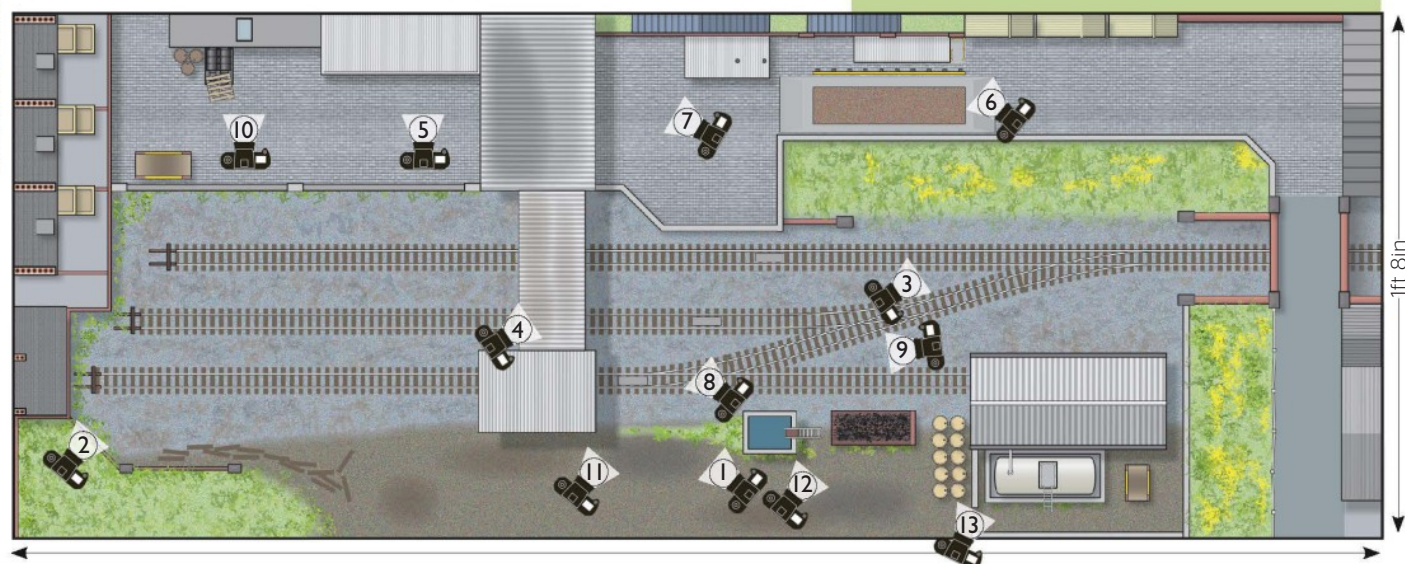
Time to build: Six months

MODELLER CV: ROGER MARSH



"I'm an engineer by trade and worked for 40 years in aerospace as a chief design engineer on aircraft life support equipment. Since I retired I like doing railway photography and now do a lot of work with the NHS. I chair the patient group at my local surgery. I'm also chairman of the Yeovil and District Railway Society, of which I was a founding member over 50 years ago."

Artwork: Andrew Mackintosh



STANDARD? ANYTHING BUT!

The BR Class 9F marked the pinnacle of steam locomotive design in the UK but, as **NICK BRODRICK** explains, the large fleet featured a couple of non-standard versions.

Robert Riddles' Standard '9Fs' were highly successful goods locomotives; arguably the best ever built for this country before dieselisation. Certainly, the most modern. It might seem odd therefore that British Railways' Chief Mechanical Engineer seemed hasty in launching a very un-Standard sub-division of the class, less than 18 months after the first conventional 2-10-0s were outshopped from Crewe.

However, the Attilio Franco-Dr Piero Crosti adaptation had been baked in from the early development of the '9F'. The proposal was seemingly cemented sometime around 1950/1 when E.S. Cox, who sat on BR's Design Panel, spent part of his family holiday to Italy poking around Venice loco shed while discussing the principles of pre-heating with Dr Crosti himself and travelling on the footplate of his machines.

With his colleague Attilio Franco, the Italian engineers had developed a system for pre-heating water before it was fed into the boiler. Instead of exhaust gases being ejected through the smokebox chimney, they were

'u-turned' through a cylindrical preheater slung beneath the boiler (or two either side) and exhausted via a nozzle(s) towards the cab end. This pre-warmed, jacketed water was then injected into the boiler at a temperature not much less than its nominal working temperature.

With 1950s Britain facing an acute shortage of coal in the post-war austerity age, BR was under pressure from the government to shave half a million tons from its annual usage. At that time that consumption was around 14 million. Costs were rising sharply, and quality of supply reducing. Italy and West Germany had successfully built (and modified) locomotives with this Franco-Crosti system, which had showed the system capable of up to 20% reductions in coal burning.

Wisely, BR bought the Italian patented design on a sliding scale of performance efficiency payments: £800 if 18% was achieved, down to zilch if it fell below 12%.

The theory was that the costs of tweaking/re-engineering the '9Fs' would be offset by the operational efficiency savings from the

“ 1950s Britain was facing an acute shortage of coal, with rising costs and quality of supply reducing ”



Franco-Crosti '9F' No. 92022 receives attention at Wellingborough in January 1957. In the hopes of improving conditions within the cab, a smoke deflector has been added to the exhaust unit. However, these experimental engines remained unpopular with footplate crew. COLOUR RAIL

ten '9Fs' that were already in production and/or complete by the time work began on No. 90020 at Crewe and what would become its nine 'Crosti' sisters, Nos. 92021-92029. Mechanically, they were virtually identical, as well as the BR1B high-sided tender. It was the boiler that required the most drastic alteration.

'CRUSTY' AND FILTHY

Britain's loading gauge precluded any idea of going for the full Franco-Crosti ideal, which featured two pre-heaters slung either side of the boiler. The only place that the pre-heater could realistically go was between the frames; notionally ideal for the '9F' design which had all of its valve gear hung on the

Left: With trademark filthy exhaust emanating from the unconventional side chimney, Franco-Crosti '9F' No. 92028 passes Finedon Road, Wellingborough, in July 1959. COLOUR RAIL





outside and therefore offered largely uninterrupted space.

Even so, jiggery pokery was required by BR's Brighton drawing office to bring the convoluted ensemble within gauge, resulting in a smaller diameter boiler. Despite this reduction, the manner in which the preheater occupied the previous daylight between boiler and frames gave the 'Crostitis' a deceiving heft.

Meanwhile, the redirected steam passageways brought modifications to the cylinder design and the added pipework forced the lead driving wheel sandboxes to be moved ahead of the cylinders (which were filled through portholes in the front faring).

Unlike their Italian counterparts, the 'Crosti 9Fs' included a traditional chimney on the top of the smokebox to aid draughting while lighting up. Once ►

It wasn't just the Franco-Crosti locomotives that differed from the BR Standard '9F'. Ten examples were equipped with apparatus to operate the doors on a fleet of purpose-built iron ore hoppers. No. 92062 was one such example, seen here in April 1966. Note the cylindrical tank below the footplate. COLOUR RAIL



lit, a hinged cap would be manually flipped into the closed position and tightened with a small clockface dart. Access was aided by an unconventional footstep mid-way up the right-hand side of the smokebox, and a small grab handrail adjacent to the chimney.

As well as access from the front footsteps (between pony truck and bufferbeam), handrails and footsteps were also provided along the fireman's side. On the other side, the barrel-like reverser ran horizontally above the running board, rather than angled downwards to the lifting arm.

Two large diameter clack valves were mounted either side of the boiler barrel to feed the pre-heated water, while a standard live steam injector fed a conventional clack on the right side.

The most defining feature of the resultant locomotive was the front end, with the pre-heat 'boiler' tucked beneath like a kangaroo's joey. That cuddly analogy ends there. For Crewe's Italian class of 1955 were among the most brutal looking of any modern British steam locomotives ever seen.

Another minor, but visually jarring, difference was the lack of a dart on the intermediate smokebox door; the door held in place by bulldog clips. The smokebox numberplates filled the void by being

positioned in the centre of the smokebox.

In use, the crudely mounted chimney on the right-hand boiler-side tended to exhaust filthy smoke, which would cruelly envelope the cab and its hapless crew. Disparagingly, they became known by crews as 'Crusties'.

Thus, the ten 'Crostitis' very much defied the principles of standardisation. Yet, they were intended to be experimental. And had such experiments borne fruit, many of the following 211 '9Fs' would probably have been turned out in this form.

That they weren't is pretty simple to explain: they were, well, a bit naff. That was at least in comparison to their de-tuned contemporaries.

LESS EFFICIENT

Comparative trials between Nos. 92023 (officially allocated to Rugby Testing Station from new in May 1955 until that November) and 92050 showed that the former locomotive demonstrated lower horsepower drawbar capacity and, most damningly, no meaningful improvement in boiler efficiency.

Where preheaters had transformed more elderly locomotives in mainland Europe, the savings simply weren't there for a highly efficient post-war boiler design, which incorporated superheating and exhaust steam injectors.

The under-boilered 'Crostitis' were undoubtedly hampered by the prolonged passage (some 36ft) that gases had to travel to

Left: Seen at Nottingham (Midland) in 1958, No. 92020 was the first of ten '9Fs' to be trialled with Franco-Crostiti style pre-heater boilers. After the trial was abandoned, the small fleet was rebuilt as conventional locomotives, yet retained a non-standard appearance, as displayed by the same example, below, in 1962. COLOUR RAIL

The two Westinghouse air pumps take centre stage, bisecting the right-hand running plate of No. 92062, with extra pipework and a large reservoir tank, mounted on the opposite side of the locomotive. COLOUR RAIL





'Ex-Crosti 9F' No. 92024 is prepared for its next duty at Birkenhead shed in July 1965. COLOUR RAIL



reach the 'final' smokebox, weakening the velocity and causing 'drag'.

To rub salt into the Franco-Crosti wound, corrosion caused by sulphuric acid in the pre-heater caused untold damage to the tubes and smokeboxes (for the pre-heater had two at either end), as well as the side slung chimney.

As already touched on, this oblong-shaped flue was also the source, if not the direct cause, of drifting smoke. At the end of 1955, the 'Crostitis' were fitted with a side-deflector which encased the chimney and an equivalent width section in front of it (dictating the need for a lifting hatch to access the sandboxes feeding the flangeless centre 'driver'). That did appear to have been a largely successful modification.

Conversely, while 'sharpening' of the side-slung exhaust nozzle to combat sluggish steaming was nominally efficacious, it caused coal to burn faster. Indeed, fuel consumption was ultimately inferior to the conventional '9Fs', which were meant to be a fifth less efficient!

All of the Italianised 2-10-0s were allocated to Wellingborough from new. Trials between Market Harborough and Northampton apparently saw damage to

single bore tunnel walls, resulting in the class being banned from the route. Instead, they were primarily rostered on Toton-Brent coal trains.

They were also seen as far north as York on mixed-goods, and also reached Peterborough on similar duties, but were generally not widely spread. It can only be

presumed that they were not trusted to go far; they were certainly not popular with footplate crews.

CON TE PARTIRÒ

The failed 'Crosti' experiment started to unravel in the summer of 1958 when No. 92024 was crudely de-tuned on

Crewe South shed by blanking off the pre-heater (which remained in situ) and concurrent removal of side-slung apparatus, with the exhaust exiting through the traditional chimney. That paved the way for No. 92026 to have its pre-heater surgically removed by Crewe Works in September 1959.

By that time, the original 'Crostis' were in store at Wellingborough, awaiting their respective turns to be converted to conventional form, which took three years in all (No. 92022 was the last in June 1962).

Officially, the modified '9Fs' were downgraded to '8F', but incongruously they all retained the former power rating on the cabsides.

There was little effort to disguise the ten locomotives' unusual heritage, despite the removal of the most distinctive cosmetic adornments, namely the preheater's intermediate smokebox door (replaced with archetypical BR Standard 'apron') and side-exhaust. The 'ex-Crosti' '8Fs' retained the flared smokeboxes, which, oddly, did not gain smoke deflectors unlike the '9Fs'.

Meanwhile, other tell-tale pointers remained, like blanked-off preheater clack

valves on the driver's side (the one on the fireman's side was simply replaced with an exhaust injector feed).

Incidentally, and unsurprisingly, Messers Franco and Crosti were not remunerated for their troubles. It is nonetheless worth noting that while these unusual locomotives never hit the heights of the classic '9Fs', they were explicitly experimental by design.

Disappointingly, the 'de-Crosted' 2-10-0s were almost as unpopular with staff as the original versions, being poor steamers and laborious to fire. However, they retained employment on heavy goods turns, and began travelling more widely, working coal trains over Shap and Beattock and onto Scottish Region metals, for example.

New allocations for the engines remained entirely within the boundary of the London Midland Region: Kirkby-in-Ashfield, Speke Junction, Birkenhead, Kettering, Carlisle Kingmoor, Rowsley, Newton Heath, Annesley, Saltley, Banbury, Croes Newydd and, their original haunt of Wellingborough.

The design life of the '9Fs' should have seen them in service well into the 1980s. As it was, BR junked steam altogether two decades

earlier. The first of the Crosti rebuilds to go was No. 92028, withdrawn from Saltley in October 1966 – just 11 years after it was built (including an extended period in store). One can only conclude that its existence had been a chronic waste of money.

As a curious aside, No. 92028's final works visit was on the foreign ground of the Southern Region at Eastleigh – a light casual overhaul in September-October 1964.

Its nine classmates had all been jettisoned by the end of November 1967 and scrapping was completed in 1968.

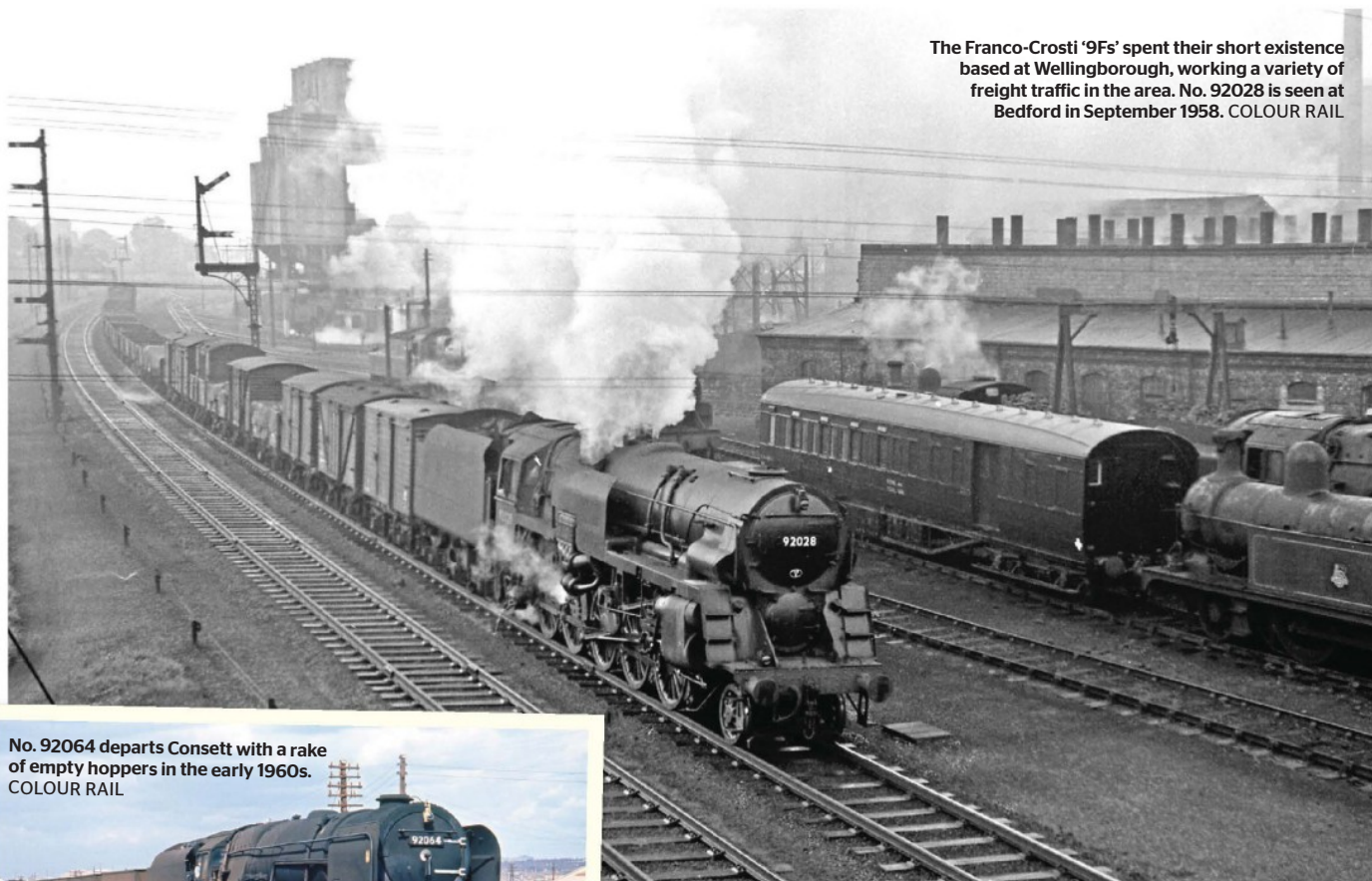
RIGHT ON TYNE

Just as Wellingborough shed was trying to get to grips with the faltering 'Crostitis' in 1955, its men were given some respite by the delivery of seven traditional Riddles 2-10-0s in the shape of ex-Works Nos. 92060-92066 (paired with BR1B tenders).

Although they were ordinary compared to a Crosti, these weren't quite 'standard' engines either, for anyone who glanced at the right-side running board would have spotted a gap. A gap that would be filled by Crewe Works in spring 1956 by two air pumps, as

Wouldn't this make a fabulous model? No. 92098 gets ready to depart Tyne Dock after its train of nine hoppers has been filled simultaneously within the recently-modernised iron ore handling facility, July 1960. COLOUR RAIL





The Franco-Crosti '9Fs' spent their short existence based at Wellingborough, working a variety of freight traffic in the area. No. 92028 is seen at Bedford in September 1958. COLOUR RAIL

No. 92064 departs Consett with a rake of empty hoppers in the early 1960s. COLOUR RAIL



well as associated pipework and an air reservoir nestled beneath the opposite running plate. These pumps weren't to control brakes, but rather wagon hopper doors...

For in truth, Wellingborough (as well as, even more briefly, Toton and Westhouses) offered little more than a temporary home for these engines – and an extended spell of running-in – prior to reaching their intended destination of Tyne Dock. That was for a specialist duty they would, effectively, devote their careers to.

Around five years before the arrival of the '9Fs', agreement was reached between BR, Consett Iron Company and the Tyne Improvement Commission to modernise and fully mechanise the discharge of iron ore from ships at Tyne Dock (using 10-ton 'kangaroo' cranes into pneumatic overhead hoppers) and subsequent unloading at Consett (using new 56-ton bogie wagons with air operated hopper doors).

Five air-equipped North Eastern Railway 'Q7' 0-8-0s and five LNER 'O1' 2-8-0s had borne the brunt of these heavy eight-wagon trains since the introduction of the new wagons in 1951-1954.

The arrival of the new, and more powerful, Standard engines in March-May 1956 offered the ability to add a ninth wagon (the most that the conveyor at Consett could accommodate), although banking was still required for the first mile out of Tyne Dock, and from South Pelaw to Annfield Plain. Initially, bankers came from the stud of '9Fs' – including an additional trio, Nos. 92097-92099, which joined

the 52H fleet in June-July 1956.

Come 1964, Type 4 diesels were also engaged to push on the nominal 787-ton trains that operated 14 times a day.

One of the air pumps charged the compressed air engines on the wagons (keeping the discharge doors shut while in motion), and the other pump activated the door opening at the Consett.

Dieselisation struck in 1965 when 'Type 2s' were fitted with the air pumps, working double-headed. The first Tyne Dock '9F' to bite the dust was No. 92066 in May 1965 (less than ten years old!) and the last, Nos. 92063 and 92064 in November 1966.

In the decade they'd worked here, the Riddles engines had shifted some 10 million tons of iron ore.

Oddly, No. 92065 was officially transferred to Wakefield shed in the same month, and withdrawn from there in April 1967, and there is no evidence that it ever did any work while there.

The final steam-hauled iron ore train was hauled to Consett on 19 November 1966. Members of the Master Neverers Association (a gang of enthusiast photographers turned unofficial cleaners) ensured that the '9F' was bulled-up, complete with white-painted trimming, North Eastern Region orange-backed smokebox plates and homemade 'Tyne Docker' headboard.

Although it was a bona fide goods working, the addition of an additional brake van gave the 'Neverers' an unlikely front seat at one of the North East's final steam shows (albeit banked by diesel).

Like the 'Crostis', no Tyne Dock 'Spaceships' reached preservation.





HOW TO

UPGRADE A CROS

George Dent sets about improving Hornby's Franco-Crosti '9F', using a mix of off-the-shelf and homemade detailing parts.

The emergence of the Franco-Crosti '9F' in Hornby's RailRoad range was a welcome if unexpected occurrence in 2015. Although pitched at the 'budget' market, the model features a very respectable specification, with an impressive amount of fine detail and an excellent, rugged mechanism.

It's been out of the range for a few years but there are plenty of pre-owned models to be found at decent prices, and I had no problem finding one in mint condition, courtesy of The Model Centre.

As with many models of this ilk, it's a prime candidate for some traditional detailing work. With just a handful of tweaks - to the front end especially - and without spending a fortune, we can make a big difference.

Before embarking on a detailing project, I find it helpful to make a list of jobs that are essential and maybe a few that are desirable. This allows you to gauge the time and effort

00 GAUGE | **MODEL** Hornby R3356 BR Class 9F Crosti Boiler 2-10-0 ♦ Price £100-130 | **AVAILABILITY** Second-hand only | **24 hrs** |

that will likely be involved, as well as the cost and availability of new parts. Perhaps some detail elements can be fashioned from stock materials, such as plastic or brass sheet, wire, rod and strip.

KEEP IT REAL

Maybe some elements will prove too difficult or complex. Of course, there's nothing wrong with challenging oneself, but we do have to be realistic. After all, we don't want to end up abandoning a half-finished project owing to frustration or a lack of parts. It's also useful to plan the sequence of work, leaving the addition of the most delicate fittings until later, when the model will be handled less. Furthermore, in many cases, new detail parts can be primed and painted before installation,

saving time later in the touch-up stage.

With only a modest amount of time to dedicate to this '9F', I had to prioritise the detail upgrades. For example, adding etched lamp brackets to the locomotive was deemed essential but, as I don't envisage running the '9F' tender-first, I left the moulded brackets in place on the back of the tender.

IS THIS IT?

As usual, there's still much more detail one could add, such as replacing the cumbersome moulded injector pipework on the fireman's side with individual lengths of copper pipe and cast metal valves (I've done this once on a much older Hornby '9F' and vowed never to do it again!). There's also the missing locomotive brake gear to address, which



TI '9F'

would be quite a demanding task, although I think I may have come up with a potential strategy - so maybe that will be something to consider in future.

One area that I will definitely revisit is the new pony truck wheels which, the eagle-eyed may have noticed, are incorrect for a '9F'. The wheels I had in stock, that were left over from various past projects, must have been mixed up at some point and are not what was described on the label. They're 2mm too big and with ten spokes instead of nine. That will teach me for not checking beforehand!

Aside from that minor hiccup, the Crosti '9F' proved to be a highly enjoyable project, with the unconventional locomotive adding some welcome variety to my BR steam-era fleet. Hopefully, the model will make another appearance in the Hornby range in future. I wonder if, one day, we'll be able to buy an ex-Crosti version in RTR form too...?

STEP BY STEP

1



The pony truck was deemed a good place to start, as the bulky metal casting can be improved with a little effort and a new set of wheels. Pull one of the Hornby wheels away to free the axle. A set of Alan Gibson replacements will be employed.

2



After careful marking and scribing, the truck was held securely in a vice while the front section was cut away with a junior hacksaw. A flat file and abrasive pads tidied up the front face, ensuring it was square to the sides and upper surface.

3



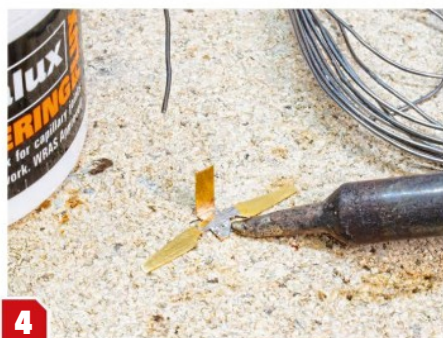
A set of lifeguards and a mounting bracket were fashioned from 3mm wide, 10thou brass strip, cut and shaped with a piercing saw, files and abrasives. The shape and piercing saw, worked out by eye, using reference images as a guide.

5



After washing away any flux residues, the lifeguard assembly was shaped using a brass folding tool (or pliers). A new face for the pony truck was added with 30thou plastic sheet, fixed with epoxy glue and abraded smooth.

4



The bracket and lifeguard assembly were soldered together before the latter's profile was formed. The parts were cleaned beforehand and, working on a heat-resistant surface, a little flux was added before soldering.

6



The lifeguard mounting bracket was fixed into a small gap behind the styrene (a remnant of the NEM coupler slot). Spring and bracket detail was improvised from offcuts of wound steel guitar strings and styrene strip.

What George used

SHOPPING LIST

- ◆ Comet Models LS32 LMS/BR locomotive buffers (£3.50), LS35 BR locomotive & tender steps (£3.00)
- ◆ Mainly Trains MT187 lamp irons (£6.60)
- ◆ Alan Gibson G4836ST 3ft 0in dia., nine-spoke wheels (£3.90)
Availability: Wizard Models
Web: www.wizardmodels.ltd
- ◆ Brass sheet and wire, copper wire, plastic sheet, rod and strip
Availability: Model/craft shops

TOOLS

- ◆ Knife and spare blades
- ◆ Tweezers
- ◆ Pliers
- ◆ End-cutters
- ◆ Junior hacksaw
- ◆ Piercing saw
- ◆ Files and abrasives
- ◆ Drill and bits
- ◆ Soldering iron and equipment



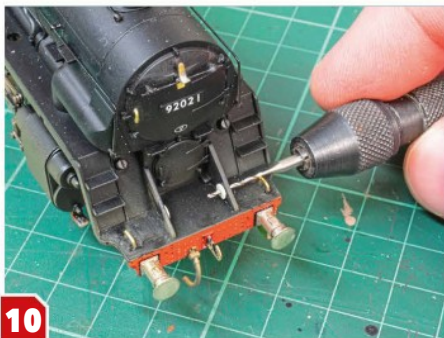
7 I decided to replace the buffers, cutting away the bulk of material before gently paring the remaining waste with a knife. The plastic drawhook was cut away and a brass version fixed into a slot cut into the bufferbeam.



8 Holes were marked and drilled to accept new handrails atop the footplate and smokebox door. Straight 0.4mm brass wire was shaped with a set of small pliers and fixed into the holes with cyanoacrylate glue.



9 Using a disc punch and die tool set (www.scalemodelshop.co.uk), a pair of 2.8mm diameter discs were created from 10thou plastic card. These will form the lifting eye reinforcement brackets for the front frames.



10 After carefully marking out the position of the lifting eyes, the plastic discs were bonded using liquid poly cement. When fully cured (24 hours), the holes were drilled using a 0.7mm bit. Always use sharp drill bits for greater accuracy.



11 The RailRoad '9F' also lacks lamp brackets, so etched brass parts were formed using a set from the Mainly Trains range, now available from Wizard Models. Rivet heads are punched out and the corners reinforced with solder.



12 I found a set of Comet Models etched footsteps in my stash, which were a close match to the '9F', so they were shaped and soldered. Remember to wash away any flux residues immediately to avoid problems later.



13 After installing the lamp brackets and footsteps, the new cast brass buffers (also from the Comet range) were cleaned of excess material and bonded to the headstock. The other two could be used on the tender, but I didn't bother.



14 The final detail to add was a set of cylinder drain pipes. Formed from 0.7mm diameter (22 gauge) copper wire (as used in jewellery making), I made a copper wire (as used in jewellery making), I made a copper wire with a strong liquid poly cement (I used EMA's Plastic Weld).



15 A drop of flux helps molten solder flow into joints for quicker, reliable bonds. After cleaning up, the pipe assemblies were glued into holes drilled in the cylinder covers. Check for free movement of the piston rods within.



16 Attention turned to the tender and the fixed coal load needed removing. The bulk of the waste was removed with a drill and set of plastic cutting shears, before the final shape was achieved with files and abrasives.



17 To correctly represent a BR 1B tender, a new bunker interior and bulkhead was fabricated with a sheet of 30thou plastic card, bonded to the tender with a strong liquid poly cement (I used EMA's Plastic Weld).



18 The Hornby tender already had handrails, but they were fitted flush with the surface and the short tails precluded adjustment, so new parts were fashioned from 0.4mm brass wire. I also added extra handles on the top of the tank.



19

New handrails were also fitted at the other end, with wire shaped to form brake and water scoop handles, slotted through lengths of plastic rod. Cab doors were made from 10thou' brass sheet, scribed and folded to shape.



20

After checking for clearance with the locomotive's cab, the doors were fixed into position. More detail could be added, including a fire iron tunnel, locker catches and brackets for spare lamps, but I was running out of time!



21

The locomotive was reassembled, checking the back-to-back measurement of the new pony truck wheels, before a quick test run to ensure that none of the new detail parts hindered performance.

22 After touching in the new parts with suitable shades of paint (applying a grey primer coat first), the '9F' was treated to a typical weathered finish, including plenty of soot stains along the fireman's side of the cab. After cleaning the wheels and contacts, a footplate crew and a load of real coal in the tender add the finishing touches.



Ore or nothing

To save time and avoid wasted paint, I usually prefer to paint and weather a couple of similar models at the same time, so it made sense to treat this 'Tyne Dock' Class 9F in parallel with the 'Croft'.

Hornby's rendition of the 2-10-0s equipped with Westinghouse air pumps and associated equipment was released

late last year (see review in MR319), while Bachmann also offers a 'OO' version.

I missed out on the KR Models Conssett ore hoppers, but I'm happy with my kit-built versions (built from the superb Dave Bradwell kits back in 2005), although I don't have a prototypical nine-wagon rake yet.





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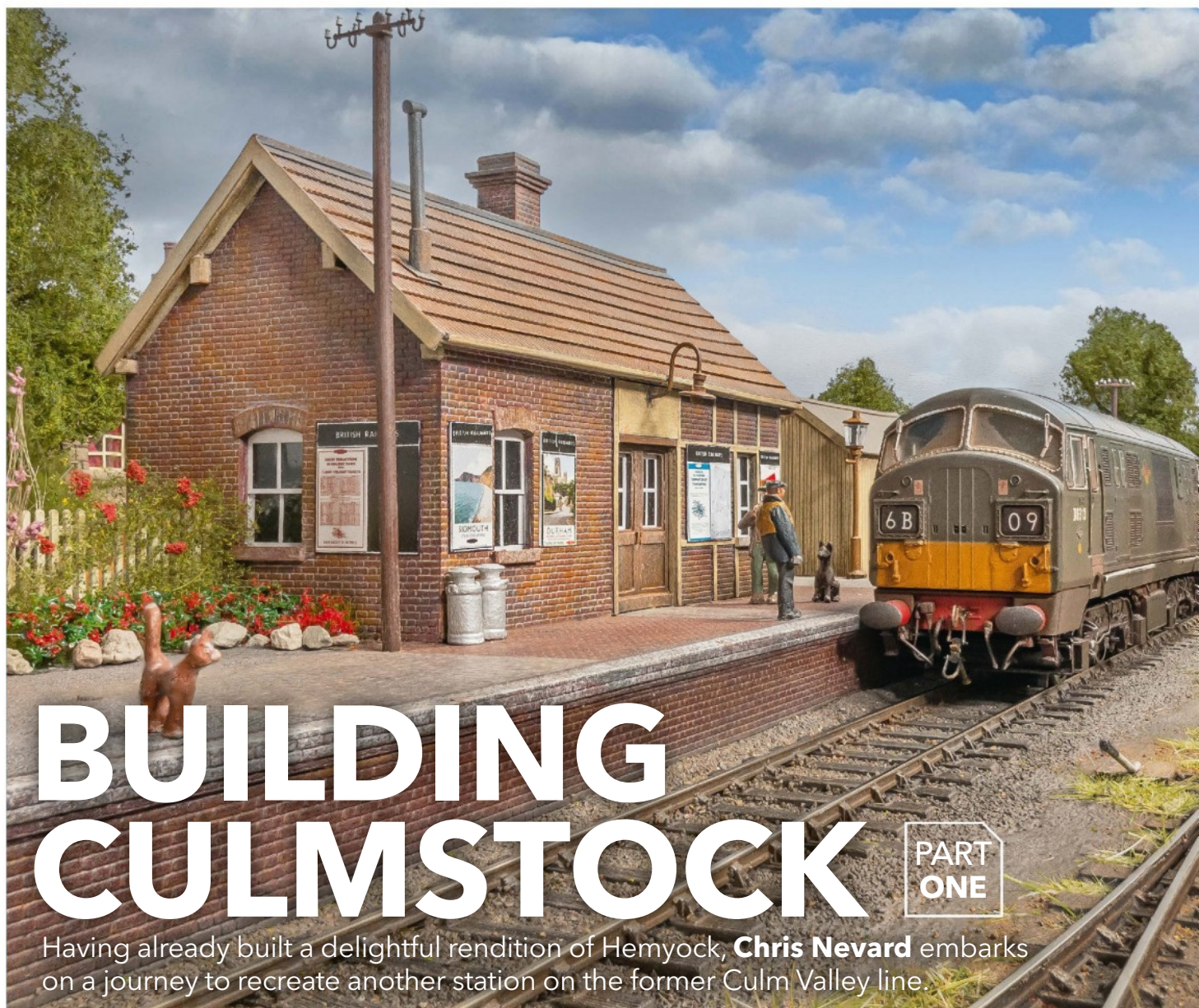


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PHOTOGRAPHY: CHRIS NEVARD

BUILDING CULMSTOCK

PART ONE

Having already built a delightful rendition of Hemyock, **Chris Nevard** embarks on a journey to recreate another station on the former Culm Valley line.

Culmstock railway station was on the Culm Valley Light Railway, which ran from Tiverton Junction to Hemyock in Devon. It opened in 1876 along with the rest of the line and served the village of Culmstock and surrounding areas. The station had basic facilities, including a platform, a small station building, a cattle dock and a couple of sidings.

Like many rural railway stations, there was

a decline in passenger traffic at Culmstock following the Second World War, finally closing to passengers in 1963 as part of the Beeching cuts. Freight services continued for a few more years before the line was closed altogether in 1975 with the closure of the creamery at Hemyock.

Today, little remains of the station except for the station pub which is now called the Culm Valley Inn, and the former railway



trackbed, which now forms the Culm Valley Trail footpath and cycleway.

After building a rendition of the Hemyock terminus and creamery, serialised in *Model Rail* from February-May 2023 (MR309-12), additional space was created in the railway room which has allowed an extension of the original layout to include Whitehall Halt and Culmstock.

A footprint of just 3ft 6in by 2ft was available, so a little creative compression was required. Also, to aid operational interest, a small run-round loop was added. As a result, my model is more 'inspired by Culmstock' than a slavish copy – a sort of parallel universe version if you like.

However, despite it being a liberal interpretation, the station buildings and pub have been copied reasonably closely. So much so that residents of the village have been in touch having favourably recognised their former railway station, and the pub which, I'm happy to say, is still thriving!

CHRIS' TOP TIP

WHY I USE FOAMBOARD

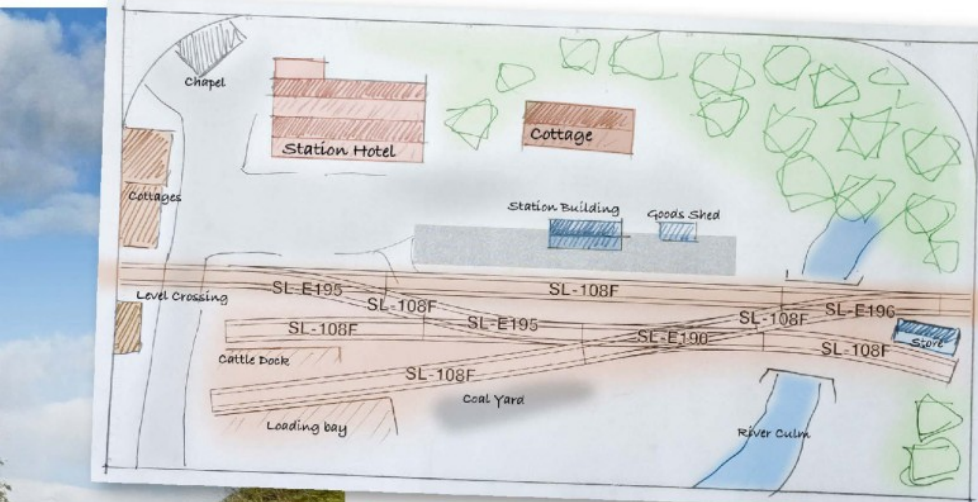
The long-standing convention of using cork underlay beneath our track is usually cited as a means of reducing noise from passing trains. In my experience, however, the sound-absorbing qualities are lost as soon as the track is ballasted.

That said, having a softer layer of material atop the wooden baseboard does make it easier to add telegraph poles and other trackside paraphernalia without having to drill through the baseboard. It's also helpful to raise the track above the

baseboard, as this allows a realistic 'shoulder' of ballast to be created.

In the case of a light railway, such as the Culm Valley route, the track wouldn't be raised to the same degree as a busier line (a deeper layer of ballast aids drainage). And there's little need to raise the track in a goods yard.

I've been using 5mm thick foamboard as a track underlay for 15 years now and see no reason to revert to cork sheet. It's available in various sizes and there's often a significant cost saving when buying multiple sheets.



The Master Plan

The original track plan was made up on the very useful Railmodeller Pro software (www.railmodeller.com). The coloured-in bits are my rather rudimentary efforts to make the plan easier to follow and, I hasten to add, not to the standard of the in-house *Model Rail* magazine artist!

Note the extra short sidings – they look more effective in real life than here. The small goods shed/store never existed at the real location, but has been added as a view-blocker for the right-hand exit. Using Peco's relatively new Code 75 bullhead rail double slip, which is a work of art in itself, is a real space saver and adds quite a bit of operational interest, although it's not prototypical to the real station.

What Chris used

SHOPPING LIST

- ◆ Laser-cut plywood baseboard kit
Availability: Tim Horn
Facebook: timhornlasercutting
- ◆ Peco Code 75 bullhead rail track components
Availability: Model shops
Web: www.peco-uk.com
- ◆ 5mm thick foamboard
Availability: Art & Craft stores or Hobbycraft
Web: www.hobbycraft.co.uk
- ◆ Slater's Plastikard sheet (plain, clear and embossed), strip and section; liquid poly cement
Availability: Model shops
Web: www.slatersplastikard.com

TOOLS

- ◆ Knife and spare blades
- ◆ Steel rule
- ◆ Set square
- ◆ Cutting mat
- ◆ Drill and bits
- ◆ Pliers
- ◆ Tweezers
- ◆ Hammer
- ◆ Soldering iron and equipment
- ◆ Paintbrushes



THE BASEBOARD AND TRACK

STEP BY STEP



The baseboard was a Tim Horn laser-cut plywood kit. Note the rotating fiddleyard, again from Tim Horn. This module connects to the rest of the layout on the right-hand side, via a discreet exit and non-scenic run.



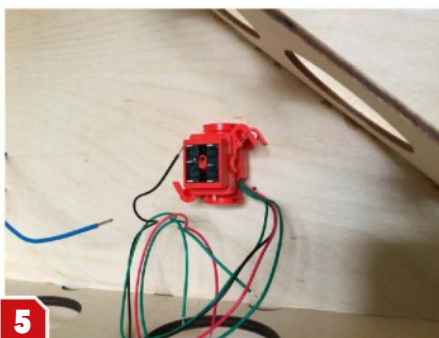
Unlike with Hemyock, which used mostly C&L components owing to the geometry (and also a shortage of Peco products during the Covid pandemic), Peco bullhead was used exclusively on Culmstock.



Peco's medium-radius points were very useful, with space being at a premium. Plus they're more realistic than shorter radius turnouts. The double slip is a thing of beauty, and its presence will greatly improve the operation of the layout.



The track was fixed in place with UHU glue, making sure to make and drill holes in advance for point motors. I used 5mm foamboard as a base, rather than cork sheet (see panel). Unlike cork, it lies flat and is easy to source.



I tried the new(ish) Peco Twistlock point motors because they're really easy to install. They also have reliable frog polarity switching and can be temporarily moved aside when ballasting, so they don't get clogged with glue or grit.



The fascia panel was added, after trimming to shape (this was also supplied by Tim Horn). Note the holes for point operation switch sections – this layout being DC controlled – and the cut-out section for a sunken culvert.

Ground Frame Hut

The Ratio Wooden Lineside hut (511) makes a good ground frame hut. I added a different chimney using the supplied baffle and made a new flue from some spare plastic sprue, exiting the side of the building rather than coming out of the roof. It's fun to mess about modifying kits a little to make them 'your own'.



STEP
BY
STEP

THE STATION BUILDINGS



1

Chris Leigh helped me to source a digital plan of Culmstock. Holding a scale figure, I resized the image until it looked 'about right' in relation to the doorway. I measured the dimensions on the screen and transferred them to plastic card.



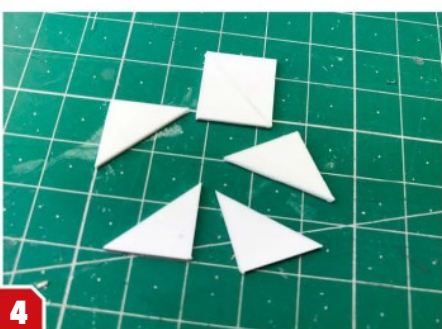
2

When opening up window apertures in plastic card, drilling a 0.5mm hole makes neat corners, prior to cutting away the waste with a sharp knife.



3

I won't go into too much detail here, because I'll be repeating the processes outlined in my building of the similar Hemyock station in the February 2023 issue of *Model Rail* (MR309), but, once the wall sections were cut, plastic strip formed the window and door frames.



4

As with any plastic card structure, it's important to build up the exterior walls in layers, adding plenty of corner supports. I've found that over time plastic card can distort quite badly, often far worse than card buildings, oddly enough.



5

As you can see, the embossed outer layers are lined with thicker plain plastic card, with longitudinal and corner bracing added to counteract warping and twisting over time. When complete, the structure is remarkably strong.



6

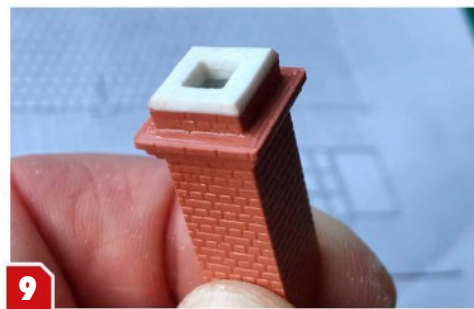
Stations on the Culm Valley Railway featured unique roof tiling. But I found that cutting strips and overlapping 'corrugated iron' plastic sheet gives a reasonable effect. I have similar tiling on my own house extension, so it was easy to copy.



7

On the exterior corners, 45° mitred corners are worth doing if you can, as they can look extremely neat. I cut the edges square initially, then ran a file across at 45°. Well-dressed corners always elevate a model to the next level. An almost worn-out disposable nail file can be good for the final tidying up. Flooding in a little solvent - while the plastic is still soft - can fill small gaps. I'm a master bodger!

8 Luckily there are lots of good historical books out there and, of course, a Google image search can provide plenty of material. Culmstock is no exception. Interestingly, in post-war photographs it appears that the left-hand elevation of the building was modified, and that much of the decorative cladding had literally fallen off, but not all of it. I've modelled it in this state.



9

The chimneys were a little fiddly, but they need to be strong as they will be prone to knocks and bumps from time to time. As with the main building, I took the time to mitre the external corner joints for neatness, adding a plain plastic card core below the embossed outer layers.

Next month, Chris will explain how the station platform, cattle dock and scenery was created.



10 Next to the station building there was a store. After poring over photographs, I worked out the likely dimensions, based on my ethos of it being 'about the right size'. The structure was formed from plain 1.5mm plastic card, clad with Slater's corrugated sheet. Modelling the door ajar can create interesting cameo opportunities, maybe with a figure standing in the doorway.

12 Winding the clock back to 2023, here we have the similar Hemyock station being 'coloured in'. I use a mix of acrylic and even household emulsion, working randomly and adding differing colours. Out of my workshop window I have a section of old brick houses to inspire me for where the paint goes. Finally, a light wash of very diluted 'magnolia' matt emulsion is flooded over and quickly wiped off to suggest mortar, this can easily be overdone, so less is more. And if you overdo it, a little diluted matt black can be applied to counteract it.



11 With assembly complete, the models were cleaned of any loose debris prior to a base coat of paint. I usually default to a blend of Halfords red and grey primers and matt black to create a colour I call 'yuck'. Halfords also does a camouflage brown colour, which is another option.



13 And here we have the finished Culmstock station building, ready for planting onto the platform. Note that the glazed windows have been installed - see panel below.



14 The station building and shed are posed on the completed platform module, ready for fitting onto the baseboard. Before that takes place, however, the trackwork needs to be painted and weathered and the landscape formed, which will be covered in next month's instalment.

Wondering about the windows?

Adding window glazing is often best left until the painting and weathering stage is complete. Therefore, always bear this in mind when making a building to ensure you can access all window apertures from within, either via the underside or by making the roof removable (even if you fix it in place permanently later).

With the station building, I used clear plastic packaging to form the glazing, with the framework made up from white self-adhesive printer labels, cut into fine strips. There are plenty of suppliers of laser-cut window and door frames these days, in plastic and wood-based

materials, plus etched brass parts too, though these will require a little extra financial outlay.

I should look into these products one day, but with so many new wonderful products appearing weekly it can be tricky to keep track and know what's out there. Besides, my simple method is cheap and I can make windows of (virtually) any size and shape I like.





BUILDING FOWEY

PART FOUR

The final piece in the 'jigsaw' of **Peter Marriott**'s Cornish-themed layout is the china clay unloading shed. Here, Peter explains how he built it from scratch, with the aid of some useful materials.

On some of my previous layouts, I have used and adapted ready-made resin-cast structures, or kits in a variety of materials, either built straight from the box or 'bashed' into something more unique.

However, when it came to the key structure on my Fowey harbour layout - the clay loading shed - I realised that scratchbuilding was my only option. This didn't feel too daunting, though, thanks to the stocks of corrugated sheets, from various manufacturers, that I seem to have amassed in recent times. I had a feeling these would come in useful one day!

As a result, my structure has been formed from a variety of materials, beginning with a basic framework of mounting card, covered with Wills and Noch embossed plastic sheets, Pikestuff plastic cladding, and Redutex textured walling sheets.

As one can imagine, it can take a lot longer to create structures from scratch rather than using kits, but the advantage is that the building can be tailored to your exact demands, in terms of size and shape.



5 hrs



Furthermore, there's a much greater sense of satisfaction once the job is complete. After all, we will have created something truly unique that will not appear on any other layout.

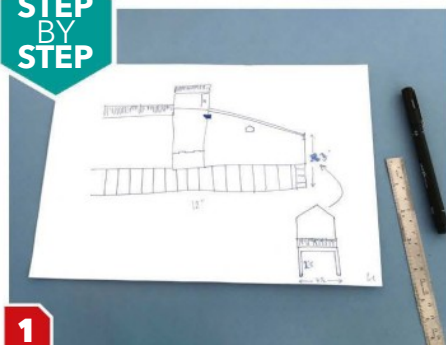
I found it very helpful to have plenty of photographs of the real buildings to help me gauge suitable proportions, but also when it came to painting and weathering the interior and exterior. Studying my images revealed that the various panels of corrugated sheeting carried different colours and textures, presumably due to extensions, modifications and

repairs to the structure over the years. Unsurprisingly, there was also a generous coating of china clay dust over many surfaces too!

The shabby, patch-repaired nature of the real building's walls was a feature Peter wanted to capture, along with the encroaching vegetation and all-round dusty appearance. PETER MARRIOTT

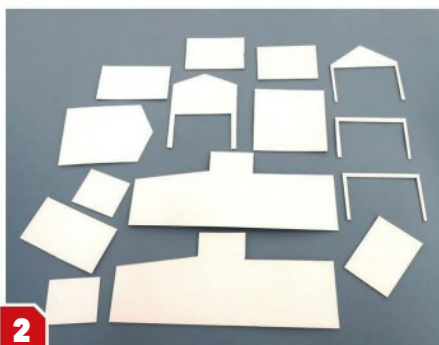


STEP BY STEP



1

As I didn't have any plans of the real structure, I worked out the rough dimensions of the building from the photos I'd taken during a cruise along the River Fowey. I also had to adapt the proportions to fit within the available space.



2

The dimensions of each section of wall were transferred to a sheet of mounting card and the parts cut out carefully with a sharp knife over a self-sealing cutting mat. Card can blunt blades quickly, so I kept a few spares on hand.



3

The basic shell was assembled, glued together with Deluxe Materials R/C Modelling Glue, which set quickly and gave a firm fix. Internal supports were added to prevent warping of the long walls and to strengthen the corners.



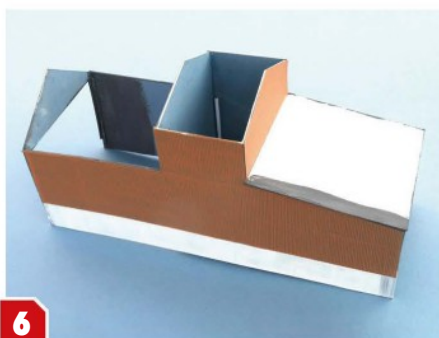
4

I used different types of corrugated sheet material to cover the mounting card frame, from the Pikestuff, Redutex, Noch and Wills. The hotchpotch of different textures will give the structure a more interesting appearance.



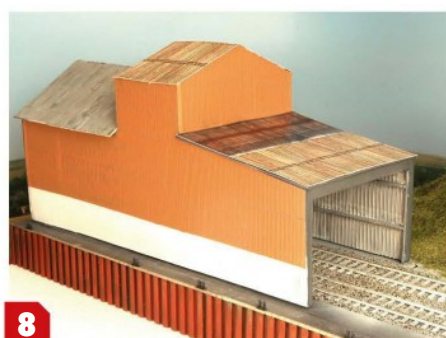
5

After priming some areas of mounting card that were likely to remain exposed (with grey acrylic paint), I began adding the Pikestuff cladding to the interior walls, bonded with a thin layer of PVA glue.



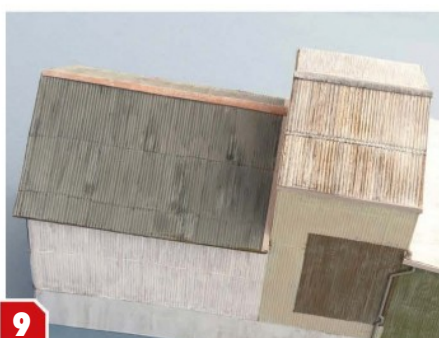
6

Sheets of Redutex Rusty Corrugated Tin cladding were cut to shape and fixed to the main walls, using the self-adhesive backing. I did brush on a little PVA glue around the edges to make sure the material was firmly fixed.



7

Noch's 3D printed Timber Wall sheets formed the rest of the roof. Though branded 'N' gauge, the texture of the sheets looks at home on this 'OO' structure. The lower section of the exterior walls was left to represent a concrete base.



8

Capping strips along the ridges of the roof sections were cut from spare thin cardboard, scored and folded over. Bargeboards and fascia panels were also cut from thin card and bonded to the top edges of the walls.



9

What Peter used

SHOPPING LIST

- ◆ Noch 56964 3D cardboard sheets
Price: £2.00 per sheet
Availability: Noch stockists or Gaugemaster
Web: www.gaugemasterretail.com
- ◆ Wills SSMP223 corrugated plastic sheets
Price: £4.90 per pack
Availability: Peco stockists
Web: www.peco-uk.com
- ◆ Redutex RED076T122 Rusty Corrugated Tin textured sheet
Price: £10.99
Web: www.modelscenerysupplies.co.uk
- ◆ Mounting cardboard
Availability: Art and craft stores

TOOLS

- ◆ Craft knife
- ◆ Cutting mat
- ◆ Steel ruler
- ◆ Pencil
- ◆ Paintbrushes
- ◆ Files and abrasives



The rear section of roof was formed with Wills corrugated sheeting, cut to size with a stout knife, using several passes of the blade to cut through most of the plastic before snapping it apart. The edges were tidied with a flat file.



10

The exterior walls of the building were painted in three different colours, using MIG acrylics. When the base coat was fully dry, I masked up a few sections to apply contrasting colours to suggest repaired sections of cladding.



11

After horizontal frame members were added to the interior walls, they were painted in shades of grey. The clock and limited clearance warning signs were added, each found in my spares box, left over from previous kits.



12

With painting complete, more hazard signs were added to the exterior walls, bonded with a small dab of PVA glue, after I'd coloured the cut edges with a black felt-tipped pen.



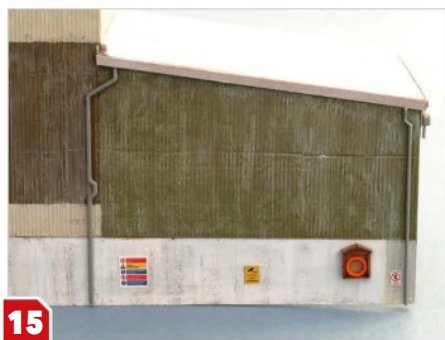
13

Plastic drainpipes from my spares box were cut to size and fixed to the walls. It pays to keep hold of leftover kit parts, while plastic sprue frames often feature rod-shaped sections, which can also be a good source of pipework.



14

The whole building was given a light coating with a clear matt varnish, sprayed from an aerosol (while wearing a facemask). This will minimise fading while also removing any unwanted sheen from the paints and materials.



15

As the building will face onto the very edge of the harbour, I realised I needed to add a Lifebuoy – this item came from the Scale Model Scenery range of scenic accessories and was easy to assemble.



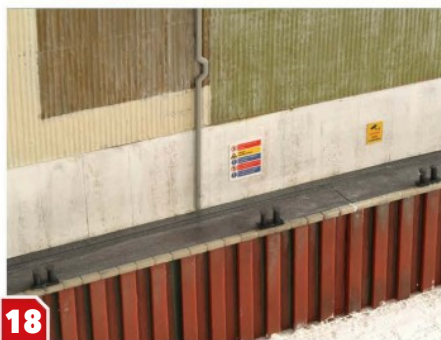
16

Weathering commenced, using thin washes of white acrylic paint, applied with a wide flat paintbrush. While the white acrylic paint was still wet, I rubbed most of it off with a damp piece of kitchen tissue.



17

The weathering highlighted the corrugated texture of the walls and provided a suitably dusty appearance. The shed was then ready to be glued to the baseboard with PVA, using books to clamp it in position for a few hours.



18

The building still looked a little sanitised, so it was time to add a few weeds around the base of the building, giving the impression that the structure has been there for some time.



19

Fine static grass fibres, an electrostatic applicator tool and glue took care of blending the building into its surroundings. Alternatively, use a simple plastic 'puffer' bottle to 'squirt' the 2mm static grass fibres onto wet glue.

Scratchbuilt from a mix of card and textured plastic sheet, Peter's rendition of the china clay loading shed at Carne Point is the focal point of his new layout.





THE JOY OF REDUTEX

Redutex sheets are available to suit most scales, from 1:200 up to 1:12, in a large range of finishes, each featuring three-dimensional texture. They're supplied pre-coloured in either standard or polychromatic finishes.

Product sizes are dependent upon scale, but the Rusty Corrugated Tin textured sheet I used measured 300mm by 110mm. All Redutex sheets come with a self-adhesive backing, allowing the material to be repositioned until perfect alignment is achieved. Once pressed firmly into place, the fix

becomes semi-permanent after about 24 hours.

The sheets are receptive to further painting and weathering and it's easy to cut using a sharp craft knife over a self-sealing cutting board, or with a pair of stout scissors. Usefully, the material copes well with being attached to uneven surfaces and can even be folded around corners. Applying a little gentle heat with a hair drier makes the material even more pliable.

For more information, see www.redutex.com



20

The static grass fibres, planted into blobs of glue brushed along the lower edges of the walls, resemble weeds and encroaching vegetation.

21 The final task was to add a selection of 'clutter' around the perimeter of the building, with oil cans, pallets and safety railings at the front end, protecting staff from the harbour's edge. I even added a few salvaged lobster nets!



HOW TO

CREATE A LIFELIKE 3D SCENE

One of the highlights of last year's Warley show was a breathtaking diorama showcasing the potential of forced perspective. **Paul Bambrick** explains how this imaginative scene was created, while **Neil Podbery** describes the scenic techniques.

The idea for this display cabinet came from a suggestion by Nigel Smith for a backscene and scenic demonstration at the Warley MRC 2023 exhibition. I have done plenty of demos for the smaller shows before, with desk-sized displays and my computer for finding maps and images, but my instinct was to come up with a larger, eye-level diorama for this event.

A cabinet was made to show a railway

engineered across a naturally contoured landscape, with a depth allowance for a 3D backscene. Railways generally align with contour lines as they are engineered through a terrain, so they tend to follow valleys and skirt hillsides but, now and again, to reach a commercial destination, they must be diverted against the 'grain' of the land surface, so to speak.

The engineering challenge of crossing over a natural valley is just such an ►



interesting and attractive subject, so that became the theme of an imagined scene, with a river leading the eye away into the distance. A generic landscape was quickly sketched out on the back of an envelope, with land surfaces both below and above the level trackbed, and it was composed to fit into a frame.

To replicate the real experience of seeing a railway in a landscape, the horizon datum line on a mock-up rear panel (made of white mounting card, or similar), must be set to eye level to represent the very furthest visible distance. This is best visualised by imagining a view out over a flat plain, or a view out to sea. The skyline then rises above it, to outline the higher ground contours and elements that often obscure the far distance. As

a golden rule, you never see any sky below it, (which is a very common problem with backscenes).

With this vital stage decided, it often pays to do a simple 3D card and foamboard mock-up from a design sketch, as it's easy to make changes to the basic shapes of the landforms, and it also allows you to visually check the relative sizes of landscape elements like buildings and trees in the background. With enough space allowance, and a diorama-type presentation, it's always beneficial to use a forced, or artificial perspective that goes some way towards tricking the viewer into perceiving the depth that you want to portray.

The gently curved fascia of the presentation cabinet deliberately frames the diorama, providing a viewing window, much like a 2D picture. These apertures are quite easy to arrange and have many advantages, either for portable layouts or for permanently installed models concentrating the attention, while allowing for concealed lighting and deliberately obscuring areas that would be preferable 'off stage'.

During its time on show at the Warley show the diorama sparked plenty of conversations with the viewing public, all of a positive nature. One of the most mentioned features was the exterior presentation, but more importantly, from our point of view, the use of forced perspective also grabbed viewers' attention, giving the impression of quite large distances in what is a relatively small area.

Accordingly, the scene was deemed a success, as our main aim was to highlight just what is achievable if you take the time to think about how to create the scene realistically 'beyond the rear railway fence', and not just concluding your landscape there.

PAUL'S TOPTIP

OBSERVING REAL LIFE

The most important piece of advice I can give regarding this process is the significance of studying reference from real life, or photographs of the environment you are modelling. It is a must if you wish to generate the most realistic look to your work - I cannot emphasise that enough.

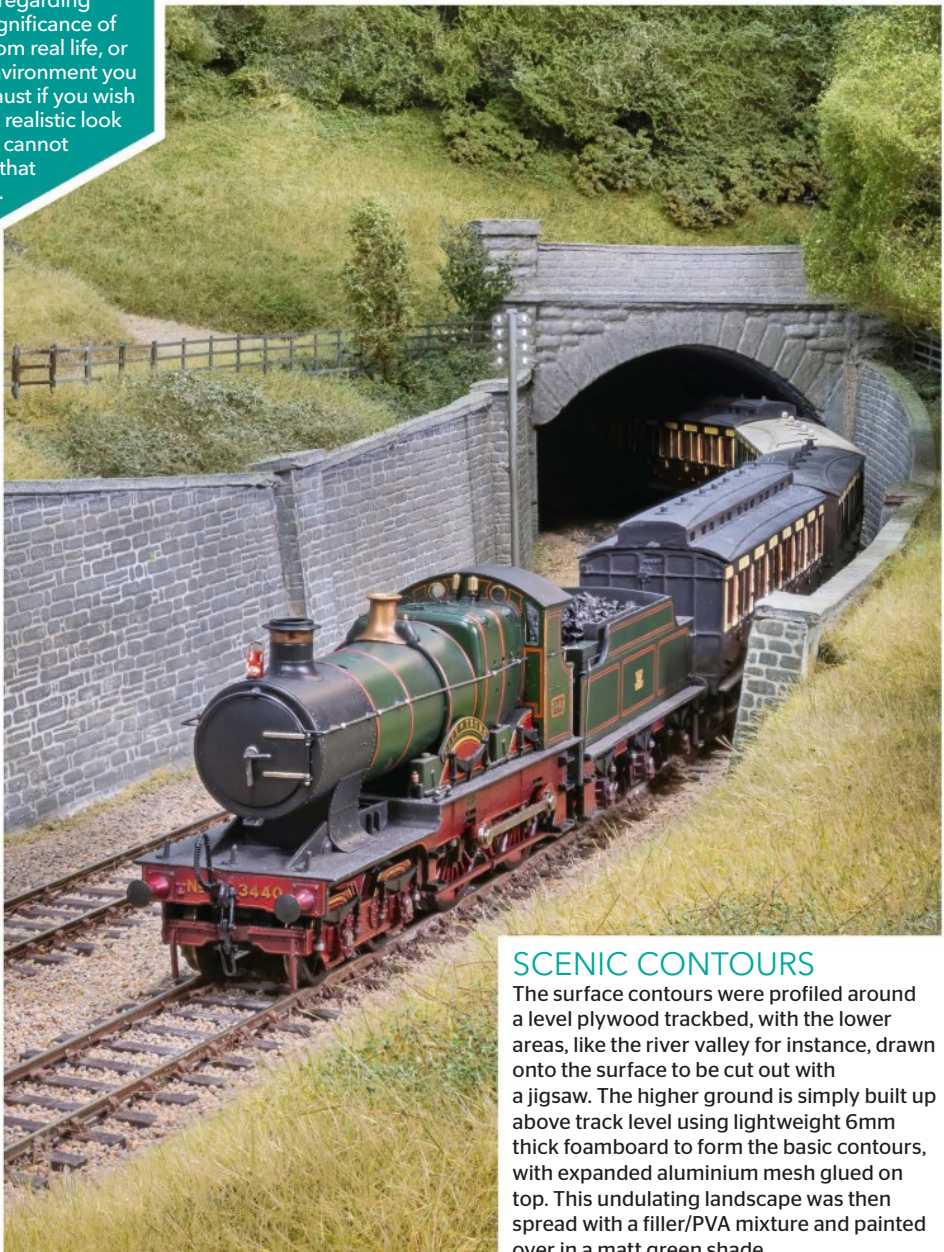
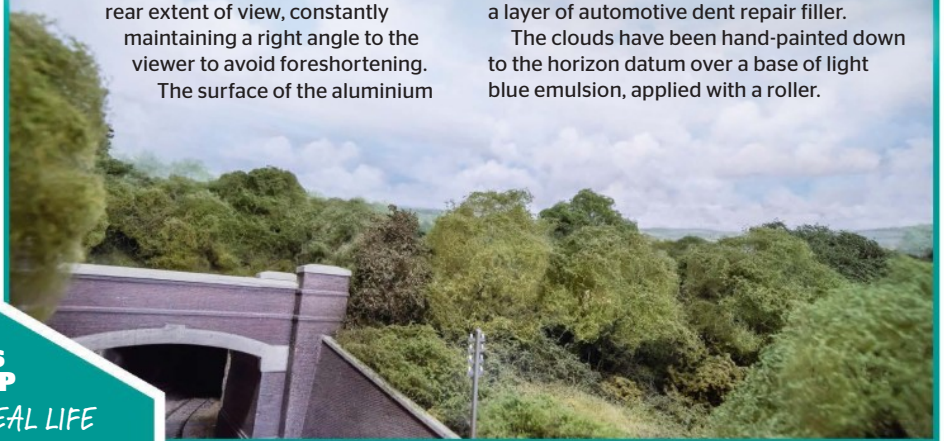
THE CURVED BACKSCENE

One of the main talking points is the optimal arrangement of the aluminium alloy rear panel, which forms a partial panorama. The alloy sheet was curved around to form the rear extent of view, constantly maintaining a right angle to the viewer to avoid foreshortening.

The surface of the aluminium

was scuffed with a 100grit abrasive before painting, to ensure adhesion, and a radiused transition from vertical to horizontal was achieved with cardboard formers and a layer of automotive dent repair filler.

The clouds have been hand-painted down to the horizon datum over a base of light blue emulsion, applied with a roller.



SCENIC CONTOURS

The surface contours were profiled around a level plywood trackbed, with the lower areas, like the river valley for instance, drawn onto the surface to be cut out with a jigsaw. The higher ground is simply built up above track level using lightweight 6mm thick foamboard to form the basic contours, with expanded aluminium mesh glued on top. This undulating landscape was then spread with a filler/PVA mixture and painted over in a matt green shade.



THE VIADUCT

The natural valley features a stone twin-arch river bridge, modified from a Wills kit, with cuttings to either side providing natural scenic breaks. I thought it might be interesting to depict the bridge as having been widened from a single to double-track structure in Edwardian times, thus accounting for the difference in parapets from one side to the other. Additionally, the later wing walls and parapets are noticeably different to the early neo-classical stone viaduct that survives in the foreground.

The gently curving viaduct has been made using Wills and Slater's moulded and embossed styrene sheet, while the engineering brick parapets and the arched bridge to the left were supplied as kits by Monks Gate Models of Tunbridge Wells. The stone balustrades are scratchbuilt, with apertures containing 7mm scale ratio telegraph pole insulators.

The contrast between the main bridge in the foreground and the road bridge, appearing further up the valley, suggests a forced perspective scale reduction, helping to persuade the eye to assume distance.



THE BUILDINGS

The three reduced scale buildings on the higher ground to the right are modified Metcalfe card kits, with the nearest building altered to resemble a Victorian school. As with my previous displays, they are arranged with a distorted footprint to reduce their respective depths, diminishing slightly in scale from foreground to distance, and the rule of thumb for these is to reduce the size and flatten the 'footprint' of the buildings progressively as they recede into the distance. Check the relative scale reductions against any reference images you may have collected.

Roads are arranged around the scene,

and provide a crossing point for the river, but no other signs of day-to-day activity are included as it's only intended to be a demo, not a 'complete' model railway.



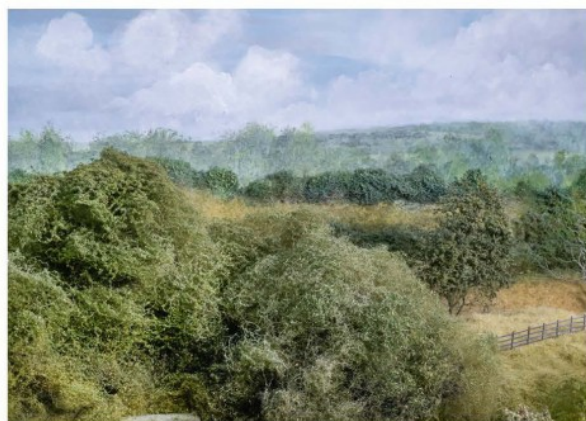
TREES AND VEGETATION

Much of the natural ground cover was created by Neil Podbery, and here he describes how it was achieved.

The trees are made from multi-strand copper wire armatures, using 500 Amp caravan/maritime flexible battery cable. These are twisted into shape with the natural variety of tree structures in mind and bonded with cyanoacrylate (Superglue) for strength. The forced perspective approach encourages the larger individual trees to appear at layout scale in the foreground, with progressively smaller armatures installed according to distance.

The bare trees are covered in a bark mix of PVA glue covering the wire structure, followed by an application of finely sieved earth, or tinted sieved sawdust. Once this has dried, I often add further paint layers with the use of





aerosols - greys, khaki, and camouflage greens mainly. For less generic finishes to the tree itself, you can add plaster to the armature trunk and lower limbs to create more distinct bark effects using carving tools, or a coarse paintbrush, before the plaster dries. This attention to detail, informed by reference to real trees, is an ideal means of creating bespoke specimens.

The initial form of the foliage for deciduous trees is created using teased-out Woodland Scenics Polyfibre, very lightly glued onto the armatures, being careful to leave visible at least a few of the boughs and branches. This is followed by a good dousing of various scenic scatters and flocks (I used Greenscenes and Tremendus products), bonded using hairspray followed by matt varnish to finally fix it all in place. These trees are then planted by creating a small hole in the landscape and glueing the armature into it.

Within the scene itself, I began with the tree line at the lowest point. In this case, that is the base of the river towards the back of the layout. This enabled me to work upwards and backwards to the horizon, thinking carefully about reducing the perspective as I went. By making the trees smaller and denser the further away they are, or rather the further away they appear to be, you begin to force the perspective and establish the appearance of greater distance.

As I moved to the rear of the scene, the wire armatures gradually petered out so the trees then became either rubberised horsehair, covered in Woodland Scenics Polyfibre and fine scatter sieved through a tea strainer, or just the Polyfibre alone, teased finer still and

covered in more superfine sieved scatter.

Trees in the fore and middle ground, closer to the viewer, are full armatures. They are chosen for their height to be in harmony with the scale of the more distant trees and tree lines. This size variation of larger trees in the foreground, then trees receding in size from that point towards the backscene, attempts to increase further the illusion of perceived distance.

The main areas of grassland and meadow make much use of static grass, as well as using other techniques based on 'old fashioned' materials such as dyed carpet underlay (I'm also not averse to using natural products such as plant roots to create the basis for small trees, shrubs and bushes etc). When using static grass (I use an electrostatic applicator tool) I make passes over selected areas, varying the depth as I go, by adding further layers to some parts and leaving others with only a layer or two.

The layering is key to giving you the most realistic-looking grass, in my opinion. During the grass application (or afterwards - it doesn't really matter), it is possible to add other scatter materials among the grass, to suggest weeds and other types of flora growing within and through the grass itself. You can also add larger pieces such as small shrubs, brambles, nettles and even sapling

trees to give that much-needed natural diversity to the appearance of the model.

The riverbanks were created with graded stones, sieved earth and sand mixes, with foliage added in areas without any fast water flow. The surface of the water is 2mm clear acrylic sheet, profiled to fit the banks from a card pattern, with a modelled riverbed below and Woodland Scenics ripple effect gel applied to the upper surface.

Want to know more?

Look out for Paul's detailed demonstration of how to create lifelike trees in a future issue of *Model Rail*.



Revel in the detail

By keeping his layout compact, **Kevin Mitchell** was able to save space and focus on his favourite aspect of modelling.

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



What makes this layout great?

“With such a small space to work in, it would have been easy for either the railway or the scenery to overwhelm the other, but Kevin has got the feel of a rural branch line spot-on with ‘Withyditch’, and the results are superb.”



Building a model railway can be a challenge. A mistake some modellers make, especially when starting out in the hobby, is trying to make a layout that is too large. This can end in frustration when things don't go well, resulting in a layout never getting off the ground. The obvious advice is to start small for your first layout, but be aware that there will still be hurdles to overcome. Kevin Mitchell has built plenty of layouts in his modelling career and decided, after the removal of 'Mallingford' (MR280), that he wanted to challenge himself to make a believable scene in as small a space as he could.

"'Mallingford' took up too much room in my house so I decided to build something smaller that would be easier to store. Sometimes, I regret dismantling it as it was such a nice model. However, a lot of the buildings from 'Mallingford' have been re-used on 'Withyditch', so it was a necessary evil. Like my previous layouts, this is based on the Camerton branch of the Great Western

Railway, the same line on which *The Titfield Thunderbolt* was filmed. Unlike previous layouts that were based around the film though, 'Withyditch' is more in keeping with the general feel of the line. The prototype never passed through, but instead crossed under Withyditch Lane, so there was never a station or colliery, so this is a 'what if' scenario intended to be as simple as possible to operate."

Measuring only 4ft by 1ft and operated using analogue control, only the front line to and from the station is powered at 'Withyditch', with a two-road ▶

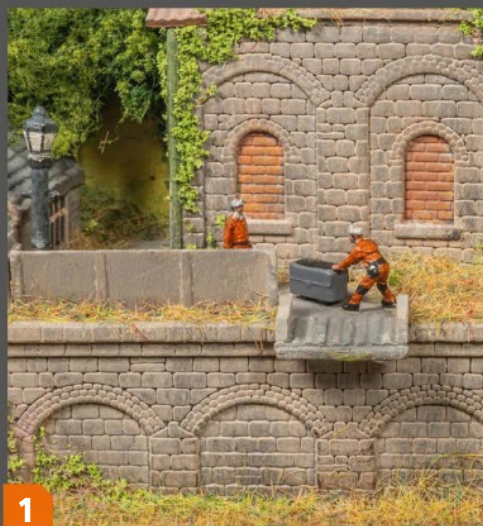
A fan of sourcing materials for free, Kevin has made the foot crossing from coffee shop wooden stirrers, and all the fence posts are made out of incense sticks.



3



3 things we like



1

The coaling platform at the rear of the layout.



2

Scrap machinery components being engulfed by encroaching vegetation.



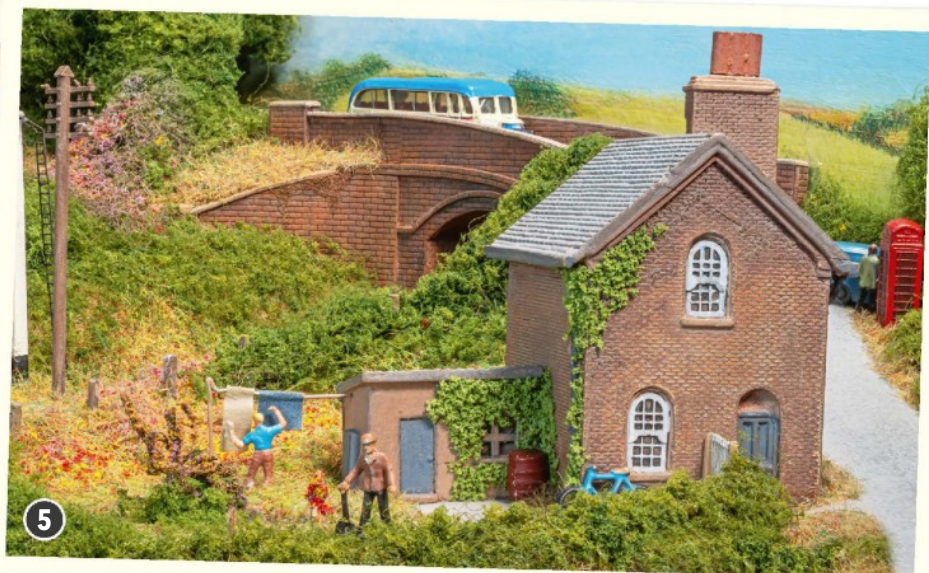
3

The old lock gate from a disused canal.



4 The layout depicts a 1950s scenario, but the pack of orange-clad colliery figures are slightly too modern. These were a gift, so Kevin doesn't mind, and they seem to work within the scene. Besides, he operates on the 'I like it so I will run it' principle.





fiddleyard to the right-hand side. This means only two wires are required, and by using fishplates with wires pre-attached, Kevin hasn't had to do any soldering on the layout at all.

"Soldering is not my strong point, but I could manage it when I used the equipment in the club room. Unfortunately, during Covid, the club lost its premises so I used the wired fishplates to make my life easier. The lines at the back are there purely to give me somewhere to show my weathered coal wagons and, as a result, 'Withyditch' is more like a working diorama than a layout. My goal was to make something realistic in a small area, and I have ideas on how to make it even smaller, so watch this space!"

Building small allows you to try all aspects of the hobby in a short time frame and see what works for you before moving to something else. Kevin already knew he was a builder rather than an operator, so having just one working line suited him just fine and allowed him to concentrate on the scenery.

CUSTOM JOBS

"You have an idea in your mind of what you want the layout to look like, but until you actually do the scenery, it's difficult to know how it will come across in the end. The buildings are a mix of scratchbuilt, kits and ready-to-place. I always modify an out-of-the-box building to make it look different to anybody else's, so they are all re-painted and weathered to suit my taste. 'Withyditch' uses a lot of Ratio plastic kits, such as the ►



7 Kevin always tries to set his layouts in the late summer, when the grass is turning yellow and the colours are easier on the eye. He uses a blend of static grass colours to achieve this look and sometimes drybrushes the tops of the grass with yellow paint to blend everything together.



engine shed and the pumping station, because they are so easy to modify to your needs. When I buy embossed brick or stone plastic sheets to make bridges etc, I use ones in 4mm scale. I find that the 2mm scale sheets are just so small that the fine detail can be lost when they're painted. Careful painting of the 4mm scale sheets can achieve a good effect, even in 'N' gauge. As you might have guessed, I am not a conventional modeller in many ways!

"I enjoy weathering everything, and my technique is to use tester pots from local DIY stores. You can get some really pleasant, muted, water-based colours that you just have to brush on. I rub the surface with an old toothbrush where there is moulded stone or brick. This gets in every crevice so you don't have any plastic showing through and the bristles rough up the paint on the surface to give a pleasing, textured finish. Similarly, the platform has a crushed stone effect, but rather than mixing the paint with talcum powder to get a textured effect, I stippled the paint on with a brush so I didn't get a smooth finish. There were some aspects of doing the scenery I wasn't sure about at the time, so I reverted to my tried and tested method. The trick is to leave the room for a few minutes. Go and make a cup of tea, have a walk around and just be away from the layout. Come back in and look at what you were working on. Your very first reaction – your gut instinct if you like – will guide your next action. If I like it then it's good to go. If not I go back and rework it." ➤



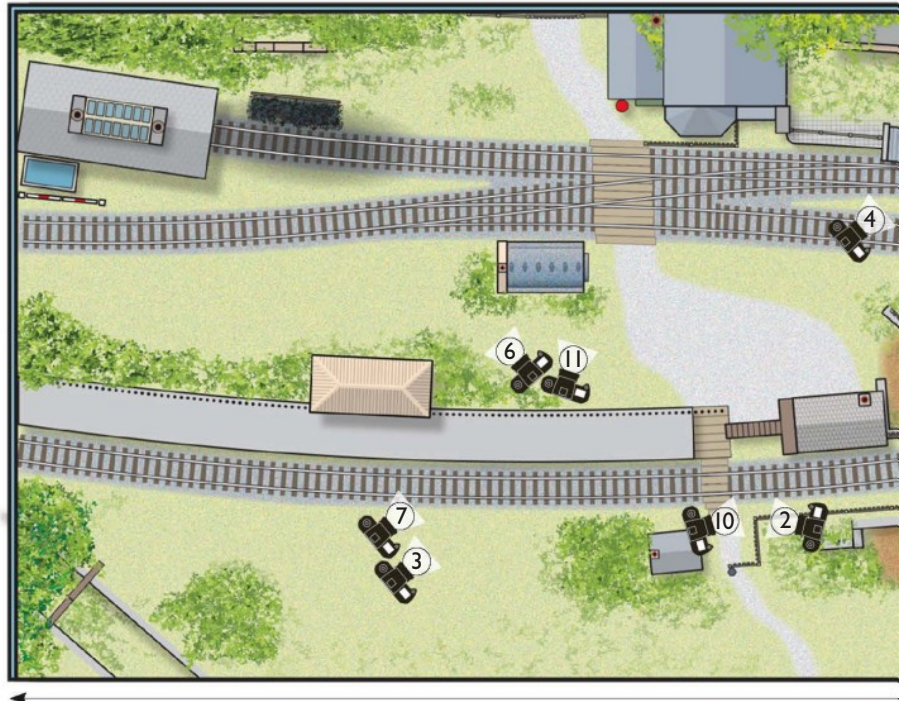


Artwork: **Andrew Mackintosh**

With the buildings in place, Kevin could begin working on the rest of the scenery and the little details that bring the layout to life, including abandoned machinery being taken over by the undergrowth.

"Adding the little details is by far my favourite part of building a model railway, and I could easily spend another 18 months just on those! It takes time and careful planning about where and how to place details such as vehicles and figures. I always ensure I put them in poses where they wouldn't be moving, as I feel that looks odd when viewed alongside a moving train. Even then, people can spot things that look unusual. I've placed a man hanging his washing out at the rear of the house towards the front of the layout; my wife commented that you'd never see a man hanging out washing in the 1950s!"

With such a small space Kevin had to work hard to produce something that wasn't so bare there was nothing of interest on the layout but not so busy that it looked like an urban hub. That was the challenge he set himself and one he has achieved with aplomb. Perhaps you could follow in his footsteps and build a smaller layout than anything you've done before. We look forward to seeing what you come up with! **MR**





Kevin has been inspired by Chris Nevard, and attempted to copy his weathering and scenic techniques. He has also tried other little tricks to make the scene look bigger than it is, with a strategically placed cutting and other scenic breaks to fool the eye.



FACTFILE: 'WITHYDITCH'

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

Size: 4ft by 1ft

Track: Peco Code 55

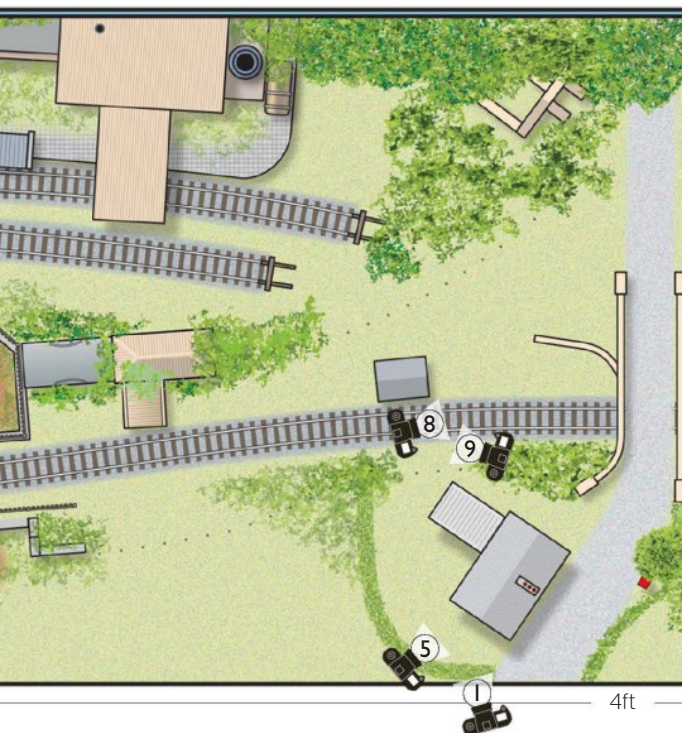
Power and control: Analogue

Time to build: 18 months



MODELLER CV: KEVIN MITCHELL

"My other interests include real-life railways from the steam and early diesel periods, ships, old films, photography and painting. I also enjoy hiking and exploring old railway lines (much to my wife's dismay). I also volunteer at Spetisbury station on the Somerset and Dorset line."



"Adding the little details is by far my favourite part of building a model railway, and I could easily spend another 18 months just on those!"

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89 EFE Rail
GWR 'Bloater' fish van

90 Rapido RCH 1907 five and
seven-plank open wagons

91 Hornby
R&H '88DS'

91 Hornby
'Rudd' & SAA wagons



Our reviewers

George Dent

Model Rail's modern image expert.

Chris Leigh

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

How we test

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





Bachmann BR Class 25

◆ GAUGE '00' ◆ MODEL Bachmann Branchline 32-341 BR Class 25/2 D5282 two-tone green ◆ PRICE £199.95

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

Bachmann's all-new Class 24, which appeared in 2022, offered a significant uplift on its previous iteration of the popular Sulzer Type 2, despite the mid-Noughties original being an excellent model for its time. Owing to popular demand, Bachmann also revealed its intention to fully revamp its range of Class 25s. After years of rising anticipation, the first versions began to arrive in May.

As reported on page 8, there are several versions of the new Class 25 on the horizon, across the '25/1', '25/2' and '25/3' sub-classes, in BR green, two-tone green and Rail blue liveries. There's an impressive array of prototype and period-specific detail across the range, with each available in DCC-ready, DCC sound and DCC sound deluxe formats, the latter boasting the addition of motorised radiator fans and tinted windscreens.

Our sample depicts D5282 (later 25132) in original two-tone green with small yellow warning panels. The prototype was built at Derby in 1964, a fact confirmed by the intricately printed builder's plates on alternate cab sides.

LOOKS ARE IMPORTANT

While I was happy enough with my sizeable collection of Bachmann '25s' from the original tooling, there were certain areas that didn't quite 'nail' the character of the real locomotives, especially around the windscreens. Furthermore, there were certain period-specific differences that were not observed, so a few of my models have been modified to varying degrees.

To match contemporary expectations, Bachmann's new model caters for more of the idiosyncrasies inherent in a locomotive fleet built in large numbers over several years.

There's also a more comprehensive specification, in terms of DCC functionality and lighting, as well as enhanced interior and exterior detail.

In the appearances department, this '25/2' really looks the part when viewed from any angle. The 'face' of the Type 2 looks spot-on, with the flawless glazing allowing the super-detailed cab interiors to be seen in all their glory. As well as the control consoles, with printed dials, control handles and handbrake wheels, the bulkheads correctly feature a different layout at each end, complete with printed warning notices. Everything is picked out in the correct colours, including the ox blood leatherette seats, fire extinguishers and hotplate.



The bodysell is enhanced by etched radiator side grilles, revealing sections of the internal framework and cooling elements. The cant rail-level grilles are



also etched overlays, curved to perfection, with a pleasing sense of depth. Another highlight is the riveted glass fibre engine compartment roof panel and, to suit the as-built nature of D5282, the original small circular exhaust port is replicated. The etched pantograph-style windscreen wipers add another touch of class.

Fine wire handrails are neatly installed beside each cab door, but the horizontal rails on the cab fronts are plastic mouldings, which can be easily distorted by careless handling. Backlit headcode panels feature suitable alphanumerical codes for a Type 2, depicting local passenger and freight turns at alternate ends.

CLAIM TO FRAME

The bogies have always been a key feature of the Class 25s and Bachmann has done an excellent job of replicating the unusual framework, with numerous individual components replicating the brake and suspension equipment, plus speedometer drive, footsteps, sanding gear and lifeguards. With no train heating boiler installed, there's a gap under the floor where the water tank would have been fitted to a '25/O' or '25/1' (and plated-over filling hatches), but the fuel tank



and battery box assembly boasts the correct profile, with recessed sections and printed fuel gauges (three-quarters full!), plus an array of pipework. Orange electrical conduit is neatly picked out along the solebars, along with fuel pipework and fire suppression gear.

A full set of bufferbeam detail is provided - for both ends - in the detail bag, including footsteps and AWS timing chambers, plus a set of three-piece miniature snowploughs. Incidentally, the NEM coupler pockets are mounted to the bogie frames, so there's no sprung close-coupler units behind the bufferbeams. Whether such things would offer any advantage on a short Bo-Bo

locomotive is open to question, and the space behind the bufferbeam accommodates some extra pipework detail.

Like 2022's Class 24 release, the cast metal chassis block incorporates a representation of the engine traction motor blowers and other internal equipment, which is visible through the side windows. DCC users have the facility to toggle the engine bay lighting on and off, along with the cab illumination and head/tail lamps. For those running analogue layouts, a pair of switches under the fuel tank allow the head/tail lights to be isolated at either end. The lighting effects are convincing, with a nice warm glow to suit the 1960s era.

3 things we like



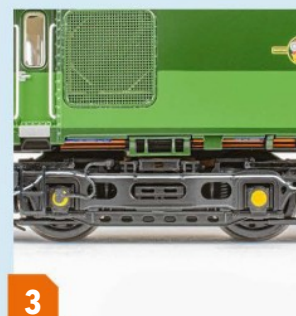
1

Finely etched grilles on sides and roof.



2

Fabulous array of detail inside the cabs.



3

Super-detailed bogie frames and correct wheel profiles.

SMALL BUT MIGHTY

The high-quality five-pole motor drives the axles of both bogies via the tried-and-tested means of cardan shafts and gears, with the heavy chassis and twin flywheels providing a realistic level of inertia. There's also plenty of haulage power on tap - more than enough for a humble Type 2 diesel.

After a running-in period, the model runs extremely well, with super-smooth acceleration and a consistent slow-speed crawl - it's a genuine joy to operate, especially when pootling around a smaller layout.

Power is collected from wiper contacts and the bright copper strips are visible on the inner frames of the bogies, which is

Bachmann BR Class 25 - in detail



Factfile: BR/Sulzer Class 25

British Railways built up a fleet of almost 500 Derby/Sulzer Type 2 Bo-Bo diesel electrics, encompassing classes 24 and 25. The first example, D5000, appeared in 1958 and production continued until 1966. The vast majority were built at Derby works, with various design modifications appearing along the way.

Early batches (later to become Class 25/0 and 25/1 under the TOPS classification system) were very similar in appearance to the preceding Class 24s, with communicating doors incorporated into the cab fronts and twin rows of bodyside grilles.

Later versions, the Class 25/2 and 25/3, featured a much smarter appearance, with most of the bodyside grilles shifted up to the roof line. Gone too were the front gangway doors, with the cab ends equipped with three large windscreens. That said, a small number of the early '25/2s' retained the original Class 24-style body style, especially the last examples built at Darlington Works. While the majority of the '25/2' and '25/3' sub-classes were virtually identical, the latter featured revised electrical equipment.

Employed across most parts of England, Wales and Scotland, the '25s' hauled anything from mineral trains to passenger and parcels services, often double-headed for heavier work. As the need for Type 2 traction dwindled, the fleet began to contract, with the Class 24 and earlier '25s' the first to go during the 1970s.

Many examples soldiered on into the 1980s, working various Speedlink freight, parcels and newspaper services. They were also popular traction for ballast and other Departmental traffic. Despite a mid-'80s cull, a dozen '25s' were kept on, being moved into the '25/9' sub-class, ostensibly for freight and parcels work in the North West of England, but the final curtain came down in 1987. Except for 25912 (25322/D7672) that is, which was retained by BR for training purposes and railtour work, which it undertook until 1991 when it entered preservation, joining 19 other Derby/Sulzer Type 2s.

A handful of Class 25/3s were also retained following withdrawal, for use as mobile train heating units, known as ETHELs. Conversions began in 1983, with the ETHELs being employed to heat Mk 3 Sleeper cars and railtour stock when the allotted train locomotives lacked electric heat equipment.



Above: Derby-built D5255 is shunting vans within Carlisle station in the mid-1960s, wearing its original two-tone green livery with small yellow panels. Although no train heating boiler is fitted, through-piping was provided. COLOUR RAIL

Captured close to its birthplace, D5246 rests at Derby in February 1969, having received full yellow ends. As 25096, this Type 2 was withdrawn from Eastfield in December 1977 and cut up a year later. COLOUR RAIL



Below: Stabled near Stafford station with a Class 47 for company, Class 25/2 25094 retains its alphanumeric headcodes in this 1978 view. The boiler vents have been plated over and the steam heat hoses removed. COLOUR RAIL



slightly intrusive. A coat of black paint to the non-contact areas will render them invisible.

In terms of finish, the bodysell presents a wonderfully deep lustre to the paintwork – this is an area where Bachmann currently excels – with razor-sharp

separation between colour elements and the use of authentic paint shades. The BR totems, numbers and smaller panels are neatly printed, presenting a superb overall package.

The Class 25 has long been a favourite with modellers, thanks

to the versatility and widespread use of the prototype. Bachmann's new range will definitely be welcomed by modellers of the transition and Rail blue eras and I'm especially looking forward to getting my hands on a blue Class 25/1. (GD)

BACHMANN BRANCHLINE BR/SULZER CLASS 25

OVERVIEW

Manufacturer: Bachmann Europe
Ref. No. 32-341
Unit No. D5282
Scale/gauge: 1:76 scale, '00' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 408g
Min. curve radius: 438mm (second radius)
Wheel back to backs: 14.3mm

DIMENSIONS

Length (over buffers)
 Height
 Width
 Wheel diameter
 Bogie wheelbase

PROTOTYPE

50ft 6in
 12ft 8in
 8ft 10in
 3ft 9in
 8ft 6in

1:76 SCALE

202mm
 50.6mm
 35mm
 15mm
 34mm

MODEL

201mm
 51mm
 36mm
 15mm
 34mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole
Lights: Directional head/tail lamps, interior lighting
DCC-ready: PluX22 socket

MECHANISM

Drive system: Power to all axles via cardan shafts and gears
Flywheel(s): Two
Traction tyres: No

SERVICING

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

SUMMARY

PROS

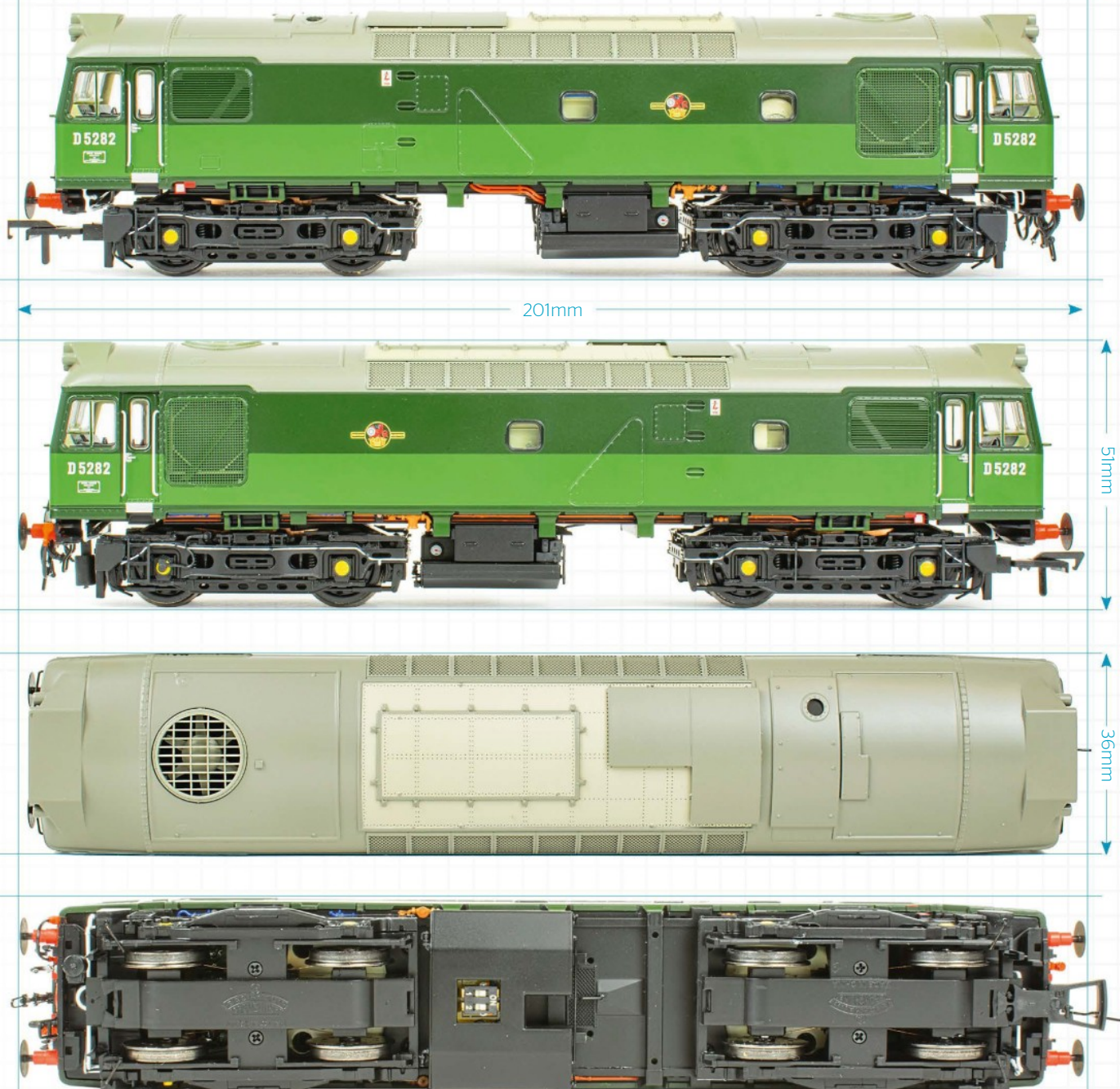
- Looks fantastic.
- Impressive level of detail.
- Performance.
- First class finish.

CONS

- Bright copper pickups.

FINAL VERDICT

Superb.





Rails/Heljan BR/ Metro-Vick Gas Turbine 18100

◆ GAUGE 'OO' ◆ MODEL Rails of Sheffield/Heljan BR Gas Turbine 18100 ◆ PRICE £225.00

◆ AVAILABILITY Rails of Sheffield Web www.railsofsheffield.com

The model of 18100 is an exclusive commission, made for Rails of Sheffield by Heljan, and follows the success of the same consortium's model of the Brown-Boveri gas turbine No. 18000. The version submitted for review is the original, as gas turbine No. 18100, but two versions of the locomotive in its later guise

are also available, as E1000 and E2001, respectively. Rails is also offering a sound upgrade for both gas turbine and 25kV electric versions for an additional cost of £125.

FIRST IMPRESSIONS

The locomotive comes in a standard Heljan-style lidded card box in dark blue/grey with Heljan and Rails logos. Inside,

there's foam lining and the usual clear, vac-formed container. There's an instruction leaflet and two small polybags containing additional fittings and the printed headcodes and magnet. The dimensions shown in the leaflet are apparently a 'cut and paste' from some other model and the dimensions are clearly





“The rectangular exhaust grille actually has an etched see-through screen which is one of the finest I’ve seen. You might need to look twice – and closely – to appreciate it!”

incorrect (length shown as 29ft 1½in for instance).

The ‘Metro-Vick’ was a ‘beast’ of a locomotive, its brutish appearance matching its prodigious power and performance. Heljan has captured that look extremely well, despite there being no surviving prototype to scan. At 10½in in length and over 1lb in weight it impresses in every sense, and from the moment I lifted it from the box I was expecting performance to match that of the prototype. I wasn’t disappointed.

The body is a plastic moulding which features the vast array of finely louvred panels on the sides and the rather plain roof with its nine panels and lifting eyes. The rectangular exhaust grille actually has an etched see-through screen which is one of the finest I’ve seen. You might need to look twice – and closely – to appreciate it!

In contrast, the small, moulded fan at the opposite end seems a bit of a let-down, although I’m not sure how it could be improved.

The distinctive ‘porthole’ side

windows are flush-glazed, as are the cab sides and windscreens, the tiny moulded-on windscreen wipers being picked out in silver colour. Separate handrails are fitted to the cab ends and doors. They are fine mouldings and are silvered.

The large round-headed buffers are lightly sprung and feature a painted representation of the grease on each buffer face. I think it’s the first time I’ve seen that on a model. It’s most effective, particularly as there’s very little colour on the ends as, like 18000, the bufferbeams on this locomotive were not painted red. Cab interior detail is moulded in grey plastic and would benefit from fitting a driver.

Both ends feature directional white/red marker lights and, as was typical of the time, these are small and pretty indistinct, being placed low down on the bufferbeam. The railway at the time was moving on from oil lamps, and bulb technology was fairly primitive. The model has cab lighting, too. Analogue users can switch the lighting off if desired, by four microswitches on the underside.

The bogies have plastic sideframes replicating the complex arrangement of the real thing but this time, by attaching the bogie suspension to the sideframes rather than the body, Heljan has avoided the limitation on curve radius which afflicted the Brown-Boveri model. Indeed, the instructions claim that 18100 will negotiate first radius curves although I don’t possess any on which to test that.

Between the bogies two separately fitted cylindrical fuel tanks flank the bank of lighting switches.

PAINT AND PRINT

The livery carried by 18100 was that first established for the LMS ‘twin’ diesels, black and silver. It was the only livery carried by 18100 in both its gas turbine and later 25kV condition. Heljan has made a beautiful job of this simple colour scheme, with a satin finish to both the black and the silver areas.

The numbers are printed but they give the impression of being the separate fittings, as on the real thing. The only colour ▶

3 things we like



1

Highly detailed bogies with plenty of rotational clearance.



2

Finely etched exhaust port screen.



3

Etched lifting eyes fitted to the various roof panels.



Rails/Heljan BR Gas Turbine 18100 - in detail

Factfile: BR/Metropolitan Vickers Gas Turbine 18100

In the mid-1940s steam traction was nearing its end. Elsewhere, railways had begun moving to diesel-electric traction but no diesel locomotive of the time came even close to matching the power output of an '8P' steam locomotive. In North America the problem was overcome by using multiple diesel locomotives, but that was neither practical nor desirable in the UK. A lighter power plant was needed.

Running diesels of 1,200hp-1,500hp in multiple (as the LMS was proposing with 10000/1) was not an attractive proposition to the GWR, and when F.W. Hawksworth saw a gas-turbine-electric demonstrated in Europe he proposed the purchase of such a locomotive for the GWR. An order was placed with Swiss manufacturer Brown-Boveri but first, as was a requirement of the time, 'buy British' policy prevailed and the GWR placed an order with Metropolitan Vickers.

Metro-Vick was virtually starting from scratch, though it had been chosen because of its previous experience with turbine propulsion in LMS 'Pacific' No. 6202. The resultant delays meant that the Swiss locomotive was delivered first and the Metro-Vick locomotive, numbered 18100, was not ready until 1951.

Given the same operational status as a 'King' 4-6-0, the new locomotive was initially to be confined to the Paddington-Bristol line. Initially it worked the 11.15am Paddington-Bristol. After a couple of weeks of satisfactory performance, it was proposed to transfer to a Paddington-Plymouth roster.

None other than R.A. Riddles had expressed concern about the bogie design while it was still on the drawing board, and had wanted bogies similar to those on LMS 10000. This did not happen, and fatigue cracking proved to be a problem once 18100 was in regular use.

I have a copy of the M&EE Dept, Swindon, report dated May 1953 which contains some very interesting and specific data. It provides a glimpse of the professional view of the locomotive at the time, not influenced by historians.

'The outstanding features of these trials were the hauling of a train of 17 empty coaches (532 tons) from Plymouth to Swindon via Reading and trials on the 1-in-42 gradient at Hemerdon when 18 empty coaches (609 tons) were successfully started on this gradient.'

Unlike 18000, the Metro-Vick locomotive never carried BR green livery. After some attention at Swindon works in 1953 it was laid aside and would never work another passenger train. It was returned to Trafford Park for conversion to run on heavy fuel oil but that never happened. In due course, when BR required a locomotive for testing and crew training on the proposed new standard 25kV electrification being installed between Crewe and



1

1: All-new gas turbine 18100 stands outside Metropolitan Vickers' Trafford Park works in 1951. COLOUR RAIL



2

2: 18100 calls at Warwick on an express passenger service in April 1952. Despite the presence of electric headlights, traditional steam-era oil lamps are being carried. COLOUR RAIL



3

3: Complete with headboard, 18100 works the Down Paddington-Bristol 'Merchant Venturer' express through Bath. GEORGE HEIRON/CJL COLLECTION

Manchester, 18100 provided a convenient basis for conversion. It remained in silver and black livery after modification.

Renumbered E1000 and later E2001 it returned to traffic in the late 1950s as an A1A-A1A 2,500hp AC electric locomotive. Its second experimental career was equally short-lived and once the 'AL1' electric locomotives became available in 1959 it was quickly sidelined. Not withdrawn until 1968, it was scrapped in 1972.

There's no doubt that, mainly owing to the attentions of Bristol-based photographer George Heiron, 18100's heyday as a gas turbine locomotive is well remembered and recorded.

printing is the early BR emblem – left-facing lions correctly on both sides – and the Metropolitan-Vickers builder's plates, of which the locomotive carried no less than four, inboard of the cab doors.

PERFORMANCE

On test, I found No. 18100 smooth and quiet, almost silent, straight from the box. Indeed, it seems that Heljan has really mastered the art of silent mechanisms. This, of course, is useful if you are installing digital sound, for

which the model has a pre-installed speaker.

With such a heavy model it is no surprise that 18100 packs prodigious haulage power. I mustered a prototypical test train of 18 bogie vehicles including Hornby and Bachmann coaches, Accurascale 'Siphons' and one or two old Lima coaches. No. 18100 handled these with ease on the 3ft radius curves of my layout, running at realistic speeds.

An attempt to restart the 18 on the 1-in-36 slope from the lower level of my Canadian layout

proved inconclusive as the weight of the train was too much for the couplings on the stock and they parted, causing the coaches to derail on the curvature. It would have been interesting to try on a straight gradient but I don't have one that's long enough.

CONCLUSIONS

This model completes Rails' successful coverage of the two WR gas turbines in their various guises and they have been deservedly successful. With another manufacturer having

picked off several of the most interesting British one-offs it will be interesting to see how Rails and Heljan follow up 18100, as the choices in modern traction are all but exhausted. The Paget or LMS 'Fury' perhaps? (CJL)

SUMMARY

PROS

- Looks great.
- Top notch finish.
- Varied lighting functions on DC or DCC.
- Imposing weight.
- GWR train description display.

CONS

- Incorrect info in brochure.

FINAL VERDICT

It's a gas!

RAILS/HELJAN GAS TURBINE 18100

OVERVIEW

Manufacturer: Heljan
Ref. No. 1810
Unit No. 18100
Scale/gauge: 1:76 scale, '00' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 515g
Min. curve radius: 385mm (first radius)
Wheel back to backs: 14.5mm

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length	66ft 9¼in	267mm	267mm
Height	12ft 10in	51mm	51mm
Width	8ft 9in	35mm	36mm
Wheel diameter	3ft 8in	15mm	15mm
Bogie wheelbase	15ft 0in	60mm	60mm

SERVICING

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

ELECTRICS

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

MECHANISM

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





Dapol Class 59

◆ GAUGE 'N' ◆ MODEL Dapol 2D-005-005 Class 59, 59001 *Yeoman Endeavour*, Aggregate Industries livery ◆ PRICE £172.80 (DCC-ready)

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

Dapol first mooted a Class 59 for 'N' gauge way back in 2012 and, in the intervening years, Revolution Trains also began a project to replicate these landmark diesel locomotives. Typically, both products arrived virtually simultaneously, and we reviewed the Revolution version in last month's issue.

Here, we have Dapol's rendition of the pioneer GM Type 5, 59001 *Yeoman Endeavour*, in the attractive Aggregate Industries livery,

as applied in 2006 and still carried in 2024 (albeit in rather tatty condition when I saw it earlier this year).

All three sub-classes are catered for in this initial raft of models, with key liveries covering most of the careers of the '59s' to date, while the tooling reflects many of the detail differences between the three batches.

CONVINCING LOOKS

There's no doubting that Dapol has captured the look and character of the real thing,

including the all-important 'face' and roof profile. This '59/0' correctly features the original head/tail lamp layout and the provision of ultra-fine separate handrails to the cab sides and ends adds an extra dose of refinement.

There's plenty of detail relief in the bodysheet - the corrugated ribbing has been captured nicely and the moulded grilles are crisply defined. That said, they do lack the finesse and texture of etched overlays.

Closer scrutiny reveals several minor detail issues. Firstly, a commemorative brass bell is mounted at both ends, despite the prototype carrying it at one end only (the exhaust end). Also, the roof-mounted radio pod stands a little too tall, being incorrectly positioned and not in a recessed section, as per the real thing. There ought to be a second pod too.

Furthermore, the radio pod draws one's attention to the erroneous panel seam above the





cab at the cooling group end, which is a feature of the Class 66 but not the '59'. The shape of the exhaust manifold is not quite right either, while the presence of riveted access panels on both sides above the radiator side grilles is incorrect - they should be on the secondman's side only.

The neatly fitted flush glazing has excellent transparency, revealing detailed cab interiors, complete with green consoles and black seats. The super-fine wipers are excellent and there's plenty of detail - fitted in separate layers - adorning the exposed solebars.

The bogie frames replicate the unusual design of the prototype, with crisp detail, although the vertical damper arrangement is not correct for this '59/O'.

CHASSIS AND DRIVE

The chassis consists of a weighty die-cast metal block, with the body being a simple (and welcome) clip fit. It really is a joy when a bodyshell can be removed with nothing more than a fingernail, and there are no fiddly wire connections to worry about, as the chassis and electrics are self-contained.

A Next18 decoder socket sits atop the main circuit board, which features a cut-out area to accept a 15mm by 11mm speaker, with a pair of pre-soldered cables awaiting connection. A hefty

iron-cored, five-pole motor drives all six axles via a pair of cardan shafts, with twin brass flywheels smoothing the output effectively. This is the same drive system that is employed on Dapol's excellent 'N' gauge Class 68, offering substantial

haulage power and, after the prescribed running-in period, the '59' ran beautifully around my test track, hauling an impressive quantity of rolling stock without issue.

Power is collected from all wheels via copper wiper strips and a full suite of lighting options is provided, including cab interiors. By unclipping the exhaust silencer, a set of slide switches is revealed (so no need to remove the body), governing the lighting functions. Erroneously, day/night modes are provided for the headlamps, thus not allowing all four to shine at once, which is a unique feature of the '59/O's'.

A small bag of extra details is provided, including brake hoses, drawhooks and a choice of

SUMMARY

PROS

- Overall looks.
- Build quality.
- Superb performance.

CONS

- Detail and livery errors.

FINAL VERDICT

A solid offering.

valances with and without a cutaway for the standard 'N' gauge couplers.

FINISHING REMARKS

Alas, there's another source of criticism regarding the finish, with an overly light shade of grey employed rather than the silver of the real Aggregate Industries livery. That said, the application of the blue and green stripes is virtually flawless and the logos and lettering are neatly printed over the undulating sides. Along with the printed name and number plates is a set of '30 Years Class 59' commemorative vinyls, as applied to the prototype in 2016.

Although a few detail issues have been highlighted on this particular version, it's still a lovely model, which definitely captures the essence of the real thing.

3 things we like



1

Overall profile and dimensions of the bodyshell are virtually spot-on.



2

Lighting function switches accessed by unclipping the exhaust silencer.



3

Solebars are impressive, with a mix of moulded detail and separately applied fittings.

Indeed, the superb performance and impressive build quality are points in its favour, despite the Revolution Trains '59' having the edge in terms of finesse and attention to detail. Along with DCC-ready models, Dapol also offers DCC-fitted and DCC sound-fitted options. **(GD)**

DAPOL CLASS 59

OVERVIEW

Manufacturer: Dapol
Ref. No. 2D-005-005
Unit No. 59001
Scale/gauge: 1:148 scale, 'N' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 89g
Min. curve radius: 265mm (second radius)
Wheel back to backs: 7.3mm

DIMENSIONS

Length (over buffers)
Height
Width
Wheel diameter
Bogie wheelbase

PROTOTYPE

70ft 1/2in
12ft 10in
8ft 8 1/4in
3ft 6in
13ft 7in

1:148 SCALE

144mm
26mm
18mm
7.4mm
28mm

MODEL

144mm
26mm
18mm
7mm
28mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole
Lights: Directional head/tail lamps
DCC-ready: Next18 interface

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: Gears, bearings, axles - see instructions



Hornby HST power cars & Mk 3 stock

◆ GAUGE 'TT:120' ◆ MODEL Hornby TT3022M Class 43 HST power car pack, InterCity 'Swallow' ◆ PRICE £219.99

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

The beauty of modelling in smaller scales is the ability to run longer trains without the need for a vast amount of space. Not many of us have room to accommodate a full eight+two HST set in 'OO', but 'TT:120' makes it a more viable proposition.

Accordingly, Hornby's 1:120 scale HST has been eagerly awaited, with a choice of three livery options rolled out recently: original BR blue/grey, BR InterCity and First/GWR green. Along with pairs of Class 43 power cars, matching Mk 3 coaches are also provided, with individual numbers and correct vehicle types for full eight-car rakes to be assembled (see panel).

For review, we have 43103 *John Wesley* (powered) and 43194 (dummy), which look superb in their InterCity 'Swallow' livery. Hornby has catered for period-specific details to suit different liveries, so this set carries the exhaust cowl

modification, along with an extra window in the guard's compartment of 43103. The DCC-ready version is on test here, with all three HST sets also available with Hornby's Triplex digital sound on board.

It's hard to fault the models on their looks, as the sleek outline of the real Class 43 is replicated perfectly and the prototype dimensions have been scaled perfectly. There's plenty of detail on the bodysells, with see-through side grilles and radiator louvres atop the roof, with a fan visible below.

Wire handrails are neatly fitted, along with etched windscreen wipers, and the light clusters are neatly installed, as is the main glazing, allowing the detailed cab interiors to be admired. The bogie frames feature plenty of detail and the brake discs add a finishing touch to the wheels – a key element of the real power cars.

The fuel tank area, battery

boxes, compressors and pipework are also impressive, with air tanks and ETH sockets located below the gangway ends, with space provided for the sprung close-coupler units.

TECHS & MECHS

Inside, a centrally mounted five-pole motor – with twin flywheels – drives all four axles via cardan shafts. One of these shafts had fallen out of the locomotive and was loose within the packaging, so a little disassembly was required to pop it back into position, taking all of ten minutes. So far, it hasn't come loose again.

A Next18 DCC socket is provided in both the powered and dummy car, along with ample space for a sugar cube speaker adjacent to the radiator fan. The powered car collects current via the brass inner axle bearings, while the unpowered car features wiper pickups on each wheel, which induce a small amount of

drag. The directional head/tail lights are superb and DCC users have the extra benefit of switching between day/night mode, plus toggling of the cab interior lights.

It was great to be able to run an eight-car HST set, with the mechanism proving robust enough to handle haulage in either direction, while the close-coupling units also worked successfully. I'm not much of a fan of the 'standard' couplers on the 'TT:120' range, despite their universality across other manufacturer's ranges in this scale. It would be interesting to try a set of magnetic couplers on a HST set, similar to those supplied with Hornby's new 'OO' stock. Maybe this is something that will appear in future?

These HSTs are bound to be popular and, hopefully, further livery options will follow at some point. It's certainly an ideal subject to help boost the profile of this scale. (GD)



SUMMARY

PROS

- Looks and fidelity.
- Superb finish.
- Good performance.

CONS

- Not a lot.

FINAL VERDICT

Excellent.

3 things we like



1

Overall looks and finish.



2

Underframe and bogies detail.



3

Detailed cab interiors.

HORNBY HST CLASS 43 POWER CARS

OVERVIEW

Manufacturer: Hornby

Ref. No. TT3022M

Unit No. 43103/43194

Scale/gauge: 1:120 scale, 'TT' gauge

Body: Plastic with metal parts

Chassis: Metal with plastic parts

Weight: 160g (powered), 82g (dummy)

Min. curve radius: 267mm (first radius)

Wheel back-to-back: 10.3mm

DIMENSIONS

	PROTOTYPE	1:120 SCALE	MODEL
Length	58ft 5in	148.4mm	148.3mm
Height	12ft 9in	32.4mm	32.3mm
Width	8ft 11in	22.6mm	23mm
Wheel diameter	3ft 4in	8.5mm	8.5mm
Bogie wheelbase	8ft 7in	21.8mm	21.8mm

SERVICING

How to dismantle: Body unscrews from chassis

Where to oil: Gears, bearings and axles – see instructions

ELECTRICS

Electrical system: 12V DC two-rail

Motor type: Five-pole skew-wound

Lights: Directional head/tail lights, cab interior

DCC-ready: Next18 socket

MECHANISM

Drive system: Power to all axles via cardan shafts and gears

Flywheel(s): Two

Traction tyres: No

Hornby Mk 3 HST stock

◆ **SCALE:** 'TT:120' ◆ **MODELS:** Hornby • TT4027/A/B/C Mk 3 TS • TT4028 Mk 3 TGS • TT4029/A Mk 3 TF • TT4030 Mk 3 TRFB ◆ **PRICE:** £37.99 each

To complement the Class 43 power cars, Hornby has also produced a range of Mk 3 HST power cars, in all four vehicle formats (TS, TF, TGS and TRFB). In terms of specification, they are close to Hornby's new 'OO' models, with crisply moulded bodysHELLS and bogie frames, complete with brake disc overlays, footsteps and orange electric train supply sockets below each end.

Sprung, kinematic close-coupler units are installed, minimising the gap between cars and the interior mouldings correctly reflect the nature

of each vehicle type, which can be appreciated through the subtly tinted glazing.

The level of finish is top notch, with neatly applied stripes and information panels. As well as individually numbered cars, the full set of models also features correct coach letters, from A to H.

The models are

correctly scaled to match the 75ft length of the prototype carriages and all eight samples ran extremely well. At 50g each, they offer just enough mass to promote reliable performance without over-taxing the power car. (GD)



Hornby 'TT:120' LNER 'A4' 4-6-2

◆ GAUGE 'TT:120' ◆ MODEL Hornby TT3009M LNER Class A4 4-6-2, BR lined blue ◆ PRICE £163.99 ◆ AVAILABILITY Selected Hornby stockists **Web** www.hornby.com

Upon the launch of Hornby's 'TT:120' range, a suite of impressive 'Pacific' locomotives was promised, of LMS and LNER pedigree. Gresley's Class A1/A3s arrived at the very outset, which is not surprising given the fame of *Flying Scotsman*, which celebrated its centenary last year.

I had a great deal of fun testing the 'A3' last year, as part of a 'TT:120' train set (see review in MR312), so I was excited when a sample of the streamlined 'A4' arrived at Model Rail HQ this month. Featured here is No. 60025 *Falcon*, in the attractive lined BR 'express' blue, with BR green and LNER Garter blue versions also available. All three are offered in DCC-ready and DCC Triplex Sound format.

Boasting a very similar specification – in terms of looks – to Hornby's current 'OO' Class A4, the 1:120 scale version is equally faithful and attractive. The



sweep of the streamlined casing and overall proportions look convincing and there's plenty of fine detail moulded into the locomotive and tender bodysheils.

There's also plenty in the way of separately applied fittings, including fine wire handrails (mounted in slender knobs), lamp brackets and turned brass whistle and safety valves.

The cab roof features sliding vents and the interior is adorned with neatly painted copper pipework, brass valves and a set of blue bucket seats. The windows are neatly glazed, and a set of cab doors are pre-installed.

The corridor tender is equally well rendered, with the top of the access tunnel depicted among the solid coal load (which is a little flat, rather than the usual 'peaked' pile). Again, fine wire handrails are installed and the axlebox and spring detail is nicely rendered, along with a set of brake gear which aligns perfectly with the disc wheels.

The locomotive underframe

also features a high level of finesse, with fine wheel spokes, bogie and Cartazzi truck detail and etched control rods. The valve gear and motion are excellent, and there's a linkage to the mechanical lubricators on the fireman's side. Befitting an 'A4', there's no provision for a coupling at the smokebox end, while a NEM coupler mount sits within a sprung close-coupler unit at the rear of the tender.

Common with all Hornby's 'TT:120' products, the wheel flange profile is coarser than we're used to in 'OO' these days, but the blackened rims make it much less obvious. The Cartazzi axle features a flangeless wheelset to cope with typical model railway curve radii, with no flanged set provided for display purposes.

The gap between engine and tender is generous, again to allow clearance on curves, with the units linked by a fixed bar (without provision for adjustment) and a four-cable plug and socket, with power collected from all eight tender wheels (and the six driving

wheels). A Next18 DCC socket is mounted within the tender, with space provided for a sugar cube-style speaker.

A small detail bag provides a set of brake rodding for the locomotive, plus a pair of cylinder drain pipes, cosmetic screw coupling and a set of vacuum and steam heat hoses.

Under test, the 'A4' ran smoothly and quietly, with the valve gear operating faultlessly, hauling a mixed ten-car rake of BR Mk 1 and Mk 3 cars with no problems (albeit on a level gradient).

I've been wowed more by this 'A4' than the 'A3', partly owing to my increased affection for Gresley's streamlined masterpiece. Aside from a slight gap between the cab and boiler casing, the build quality and finish on this sample are excellent. It's certainly a beautiful little model and, with every new release, I'm increasingly tempted to try building a 'proper' 'TT:120' layout. (GD)



HORNBY LNER CLASS A4 4-6-2

OVERVIEW

Manufacturer: Hornby
Ref. No. TT3009M
Unit No. 60025
Scale/gauge: 1:120 scale, 'TT' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 153g
Min. curve radius: 310mm (second radius)
Wheel back to backs: 10.1mm

DIMENSIONS

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

PROTOTYPE

70ft 3in
13ft 1in
8ft 9in
6ft 8in
3ft 2in
3ft 8in

1:120 SCALE

178.5mm
33mm
22.5mm
16.9mm
8mm
9.3mm

MODEL

185mm
34mm
24mm
16.8mm
8mm
9.4mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Three-pole
Lights: No
DCC-ready: Next18 socket

MECHANISM

Drive system: Power to centre axle via gears
Flywheel(s): No
Traction tyres: No

SERVICING

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

SUMMARY

PROS:

- Looks and finesse.
- Excellent finish.
- Good performance.

CONS

- Fit of cab not perfect.

FINAL VERDICT

Lovely.



EFE Rail GWR 'Bloater' fish van

◆ GAUGE 'OO' ◆ EFE Rail E87057 GWR 10t 'Bloater' fish van ◆ PRICE £29.95 ◆ AVAILABILITY Bachmann stockists **Web** www.bachmann.co.uk

It's always a pleasant surprise when an unexpected model turns up for review. This new wagon release from the keenly priced EFE Rail range appeared within days of its public announcement in early May. Always keen to add to my collection of GWR wagon models, I promptly ordered the BR-liveried version, while assessing the GWR brown version submitted for review.

The GWR had a considerable investment in fish traffic, having established a market in London for mackerel from Cornwall, a fish that needs to be transported quickly in order to stay fresh. 'Bloater' was the GWR telegraphic code for a fish van and these vacuum-braked wagons were

part of the carriage fleet, known as 'brown vehicles'. The model supplied represents a Diagram S8 van running on an 18ft wheelbase underframe. These vans were built between February 1916 and May 1919 and numbered 2139-2213 (the model is numbered 2168). They lasted into BR days and found other uses in departmental and parcels service once the transport of fish by rail ended.

The EFE Rail range was established as a budget-priced range produced by Bachmann, but there really is nothing obviously 'budget' about this model other than, perhaps, its relative lack of weight. It weighs in at just 56g (1.98oz) but its running is not affected by this

lightness. It is interesting to note online comments remarking on the attractive pricing and then complaining that one number does not have the correct buffers or some other small detail change.

The moulded plastic body immediately impresses with an exceptional level of detail in the planks, strapping and louvres on the van sides and ends. The louvres give the impression of being open and 'see-through' and this treatment of the detail is particularly effective.

The roof is depicted in original condition with just two gas lamp-tops. Around 1924 these wagons were fitted with half a dozen shell ventilators. The vans were originally gas-lit and the model not only carries a gas cylinder on the underframe but has the solebar marked for the position of the gas on/off lever. This, and other printing on the underframe including the dimensions, tare weight and GWR numberplate, are all legible.

The underframe is well-detailed with fine brake hangers, brake rigging and three sets of steps under the doors, all moulded in plastic. Insulated, spoked metal wheelsets run on metal axles with pin-point ends. The NEM coupler pockets are set well back and mounted on

a self-centring cam arrangement which opens out on curves and draws the wagons closer together on straight track. Blackened metal bufferheads are lightly sprung. The handles for the Dean/Churchward brake gear are picked out in white.

The satin finish GWR brown carries the large 'GW', number, and lettering all neatly printed, and the roof is painted matt white. This is a very welcome addition to the range of both GWR wagons and ready-to-run parcels vehicles and one whose chassis perhaps offers the possibility of other GWR vans in due course. (CJL)

SUMMARY

PROS

- Fine and impressive detail at a budget price.
- A useful prototype across the mid-20th Century.
- Excellent finish.

CONS

- For the price, nothing of note.

FINAL VERDICT

Super!





Rapido RCH 1907 five and seven-plank open wagons

◆ **GAUGE** 'OO' ◆ **MODELS** Rapido Trains UK RCH 1907 PO wagons • 967013 5-plank open Foster Brothers of Carlisle • 967205 7-plank open Bullcroft Main
◆ **PRICE** £32.95 each ◆ **AVAILABILITY** Rapido Trains UK stockists **Web** www.rapidotrains.co.uk

Upon nationalisation in 1948, the newly formed British Railways inherited several hundred thousand privately owned open wagons, which remained a ubiquitous sight on the UK's network until gradually superseded by BR's steel-bodied versions.

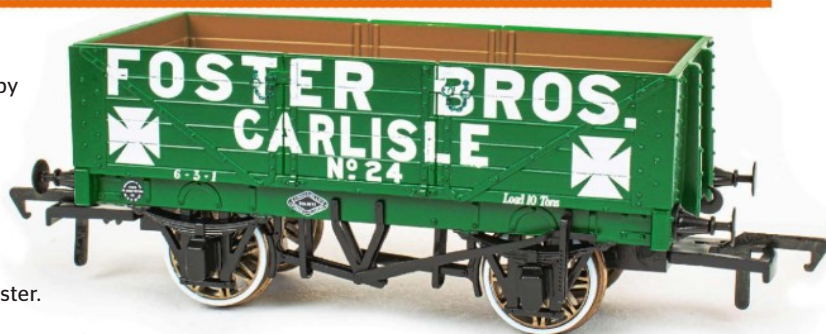
In an effort to encourage standardisation – and thereby improve safety standards – the Railway Clearing House created common specifications for wagons, which were updated to incorporate technological advances. The 1907 specification is the basis for Rapido's latest 'OO' wagon releases, encompassing a variety of five and seven-plank open wagons.

Many liveries and detail options are catered for across the range, in terms of side or end doors (or both), different brake, axlebox, buffer and wheel patterns.

For review, we have a five-plank open with side doors, in the attractive green livery of Foster Brothers of

Carlisle, built by R.Y. Pickering and registered by the Maryport & Carlisle Railway in 1909. The seven-plank version is equipped with side and end doors and carries the impressive bovine logo of Bullcroft Main Colliery, near Doncaster. Built at the famous Ince Waggon Works in 1912, wagon No. 288 was registered by the Great Central Railway.

As with previous Rapido releases, both models feature a superb level of moulded detail relief in the bodysHELLS, both externally and internally. The spindle buffers are refined and the grease axleboxes, spring and axleguard detail is



impressive. The five-plank open is equipped with handbrake gear on one side only, but Bullcroft's seven-plank wagon has brakes on both sides (the twin-layer brake rods and double V-hangers are excellent).

Split-spoked wheels are employed, with each axle running in metal pinpoint bearings for super-smooth

performance, while the pivoting coupler mounts also work effectively.

These are yet more top-notch wagons from Rapido's stable. Keep 'em coming! (GD)



SUMMARY

PROS

- Superb level of detail.
- First-rate finish.
- Plenty of detail variations.
- Important pre-BR prototype.

CONS

- Not a lot.

FINAL VERDICT

Excellent.

Hornby R&H '88DS'

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R3894 Ruston & Hornsby '88DS' 0-4-0

North British Distillery Co. Ltd No. 4 lined ochre ◆ **PRICE** £113.99

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

After much anticipation, the first of Hornby's diminutive Ruston & Hornsby '88DS' diesel shunters emerged at the turn of the year (see full review in MR322), followed recently by the striking No. 4 in North British Railway lined ochre.

Built in 1958, originally for the North British Distillery Co.,

the Ruston locomotive (Works No. 421415) operated for the whisky manufacturer in the Gorgie area of Edinburgh. Entering preservation in 1973, Hornby's model depicts the prototype in its post-industrial guise, when it received the attractive lined livery of the North British Railway.

The level of finish is superb, with the super-fine white and red lining elements being particularly impressive. Curiously, the



windcreens at the cab end have been painted over, depicting the security shutters worn by the real thing during storage.

Naturally, the prototype would not operate like this, so modellers may want to remove the paint (I'd recommend the use of

T-Cut, having removed the glazing panels beforehand.

That aside, this is a

beautiful model that will look at home in myriad industrial settings. (GD)

SUMMARY

PROS

- Overall looks and fidelity. Good level of detail. Superb finish. Great value.

CONS

- Painted-over windcreens. No working lights.

FINAL VERDICT

Lovely.

HORNBY 'RUDD' & SAA WAGONS

◆ **GAUGE** 'OO' ◆ **MODELS** Hornby • R60222 ZBA BR 'Rudd' ballast wagon (£25.49) • R60141 BR SAA 45t steel carrier (£19.99)

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

Hornby's BR 'Rudd' ballast wagon makes a welcome return, with two post-BR livery options now available, Balfour Beatty blue/grey and 'Dutch' grey/yellow with Transrail branding.

Built upon the redundant chassis from 21t hoppers, the 'Rudds' emerged in the mid-1980s and lasted well into the privatised era. Our 'Dutch' sample features a high-quality finish, with a generic 'rusty' brown interior shade. It's extremely free-running, and the sprung close-coupler units work effectively.

Also arriving is the BR 45ton steel carrier, which has been around for several decades, but is now cascaded to the

RailRoad range. Depicting the air-braked SAA, these featured a similar underframe to the contemporary OAA wagons (also now in Hornby's budget range). The prototypes were rather short-lived, predominantly finding use as 'runners' between BDA bogie bolster wagons loaded with long steel girders or pipes.

Attractively finished in BR Railfreight grey/red, the SAA has plenty of potential for detailing, with the axleguards and couplers being in particular need of an upgrade.

The moulded texture on the steel and timber decking is useful. (GD)



PROS

- High level of finish.
- Smooth runners.
- Useful, popular prototypes.

CONS

- SAA underframe is a little basic.



LMS/BR CLASS 11 0-6-0DE

CHOOSE FROM 15 VERSIONS

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

Our exclusive model has been several years in the making and is based on exhaustive research by the *Model Rail* and Heljan teams, along with detailed measurements of preserved locomotives.

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

00
GAUGE



MR-501 War Department 70271, olive green



MR-504 LMS 7128, post-war black



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



MR-505 BR 12043, black, BRITISH RAILWAYS lettering



MR-503 LMS 7120, pre-war black



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

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

BR/SR CLASS 12 0-6-0DE

FIVE VERSIONS UNDER DEVELOPMENT

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

£169.00

£152.10

Model Rail
subscribers
price



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



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



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



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



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



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



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



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

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

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

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Weathered versions

£179.00

£161.10

Model Rail subscribers price



➤ **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**



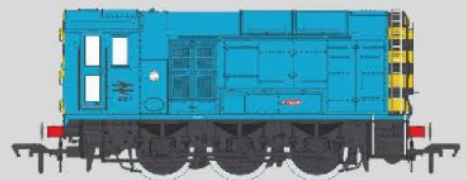
➤ **MR-522**



➤ **MR-521**



➤ **MR-523**



➤ **MR-524**

'16XX' 0-6-0PT

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Specification list

Made by: Rapido Trains Inc.

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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£149.00

£134.10 price for *Model Rail* subscribers



BR BLACK, EARLY EMBLEM (PRISTINE)

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

LAST
FEW

BR BLACK, EARLY EMBLEM (WEATHERED)

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

BR BLACK, LATE EMBLEM (PRISTINE)

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

BR BLACK, LATE EMBLEM (WEATHERED)

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

GWR GREEN

- ◆ MR-306: GWR green No. 1638

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FAST

'BUSBY' CHIMNEY

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

NCB GREEN

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

PRESERVED GREEN

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



Ruston 'PWM' 0-6-0DE

CHOOSE FROM EIGHT VERSIONS

00
GAUGE

Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights
• NEM coupler pockets

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NOW**

£169.00

£152.10 price for Model Rail subscribers



MR-403 PWM653
BR light green



MR-405A PWM 97651
BR yellow



MR-405B PWM 97652
BR yellow



MR-404 PWM652
BR Rail blue



MR-402 PWM651
BR green, 'wasp' ends



MR-400A PWM651
BR green



MR-400B PWM652
BR green



MR-401 PWM654
BR green, 'wasp' ends

LNER Sentinels - the new batch

00
GAUGE



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



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



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



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

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

£99.00

£89.10 price for Model Rail subscribers

LNER 'J70s'

SIX TO CHOOSE FROM

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

£127.50

£114.75 price for Model Rail subscribers

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GAUGE



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



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



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



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



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



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



MR-210 No. 7139, LNER lined livery

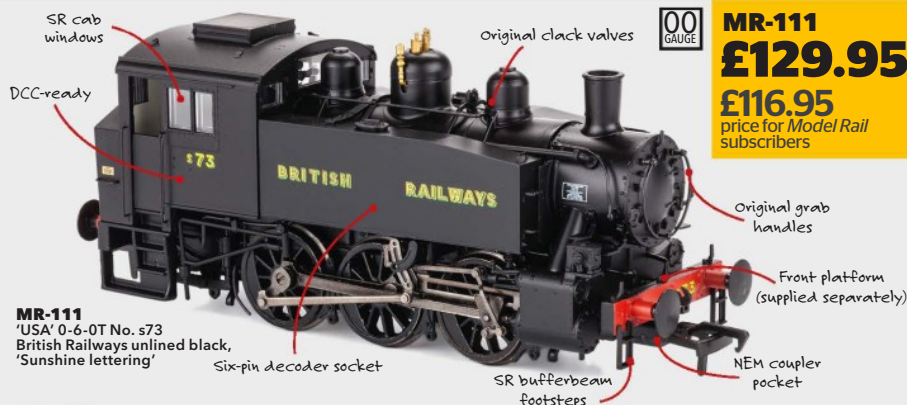
'USA' 0-6-0Ts

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

Features: • NEM coupler pockets • two types of cab • different smokeboxes • different footsteps • separately fitted hinged platform



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

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GAUGE

MR-111
£129.95

£116.95 price for Model Rail subscribers

We've frozen the original 2017 price on these models



MR-101 No. 1968, USATC black



MR-107 No. 36, National Coal Board black



MR-110 No. DS237 Maunsell, BR Departmental green



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

Low Stock

£124.95

£112.46 subscriber price

Our 'USA' 0-6-0Ts are selling out - order yours today!

BR/BRUSH TYPE 4 CLASS 48

FOUR TO CHOOSE FROM

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: 21pin

Features: • NEM coupler pockets • illuminated headcode panels and tail lights • interior lighting • sprung buffers • detail pack includes miniature snowploughs

£230.00 £207.00
price for Model Rail subscribers

* **Weathered versions £245.00**
(Subscribers' price £220.50)

What's available?

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

When Heljan announced its all-new 'OO' gauge Class 47 project, we took the opportunity to commission the first ever ready-to-run model of the Class 48 – a small fleet of Brush Type 4s equipped with experimental Sulzer V12 power units. Although very similar to a '47', the Class 48s featured significant alterations to the roof to accommodate a revised exhaust system, engine room access doors and ventilation grilles.

Our exclusive model boasts the same high specification as Heljan's all-new Class 47, with a specially tooled bodysheet to accurately reflect the changes made to the '48s'.

All four versions are now available, and each has been produced in strictly limited quantities.

Don't miss out - order yours today!



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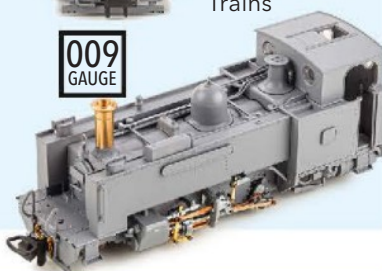


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Produced by Accurascale



Vale of Rheidol 2-6-2T
Produced in partnership with Revolution Trains

009 GAUGE



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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: LEV1 prototype railcar

Gauge: 'OO'

Proposed by: Alex William

What is it?

LEV1, which stood for Leyland Experimental Vehicle No. 1, was the first of a handful of single-car, twin-axle prototype railcars, built by British Rail's Research Division. In the 1970s, BR began planning for the renewal of its ageing multiple unit fleet, with economy and ease of manufacture being dominant criteria.

At the same time, the High Speed Freight Vehicle programme was also under way, leading to the creation of a twin-axle chassis design capable of operating at speeds of up to 100mph. Somewhat improbably, the idea soon arose of placing a bus body atop this freight chassis and adding a simple traction package to create a cheap and reliable passenger railcar.

British Leyland's modular National bus design fitted the bill – literally – and LEV1 was born, with a National-type bus front added to

both ends of the 12m long body, with bus side panels and concertina doors along each side. Even the roof panel and its raised heating/ventilation unit came from the Leyland bus design.

Initially, the unit was unpowered and employed on a range of static and mobile tests, before a 200hp Leyland diesel power unit and automatic transmission was installed at BR's Derby works. Numbered as RDB975874, LEV1 continued its testing regime and eventually entered passenger service in 1980 in East Anglia, with a seating capacity of 40.

A further version was constructed, LEV2, which differed slightly in size and appearance and was despatched to the USA, initially for trials in New Hampshire and Massachusetts. LEV1 also spent some time Stateside in 1981 before returning to work in North Wales, London and the East Midlands. Another similar demonstrator unit, RB3, emerged in 1980 and, after a couple of years in BR service, was sold to Northern Ireland Railways, lasting in use as an inspection vehicle until 1990.

What would make it viable?

LEV1 played a vital role in the development of BR's Second Generation of passenger multiple units, leading directly to the Class 141-144 'Pacer' family. Love them or loathe them, these cheap units ensured the survival of many rural branch lines during the later BR era when government investment was restricted.

A small, single-car railbus is perfect for space-starved modellers and the post-1970s

era of BR is currently very much in vogue with modellers and manufacturers.

With Bachmann (EFE Road) working on a range of 'OO' gauge Leyland National buses, it wouldn't take too much to adapt the design to ride on a powered railway chassis. After all, the prototype was designed to be cheap and cheerful, so it could prove to be a relatively uncomplicated project, with a basic bus-type interior and, with no need to haul other vehicles, a small power unit could easily be hidden under the floor.

With some tweaks to the tooling, it would also be possible to offer LEV2 and RB3 too.

Can I see a real one?

Such was the importance of LEV1 in telling the story of BR's Research Division that the vehicle was claimed by the National Railway Museum following withdrawal in 1987. Despite suffering from prolonged neglect, it was fully restored at the North Norfolk Railway and moved to the Wensleydale Railway where it remains (at the time of writing), with a move to the NRM at York or Locomotion, Shildon mooted for the future.

LEV2 still exists in the USA, at the Connecticut Trolley Museum, and RB3 also survives in Northern Ireland, although all three are currently in need of restoration.



Have your say

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

How to join in

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



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Next Issue

ON SALE
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6

Setting off for Sandford East

We visit father and son team Richard and Ollie Keep, who used lockdown to their advantage to build their first 'proper' layout.

150 hits 40

As the Class 150 reaches its 40th anniversary, we present a history of the ubiquitous 'Sprinter', plus a guide on how you can enhance your miniature versions.



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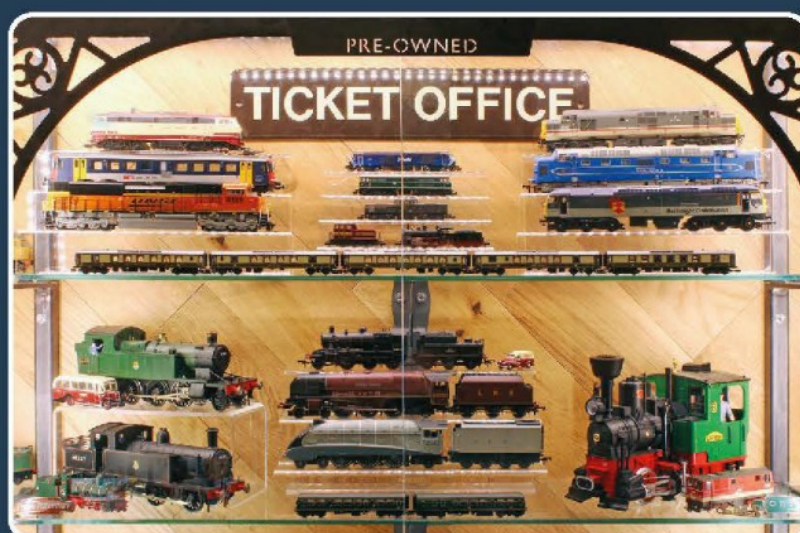
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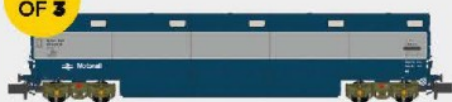
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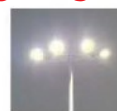
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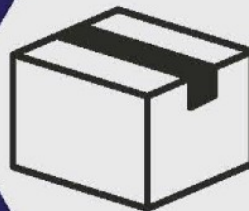
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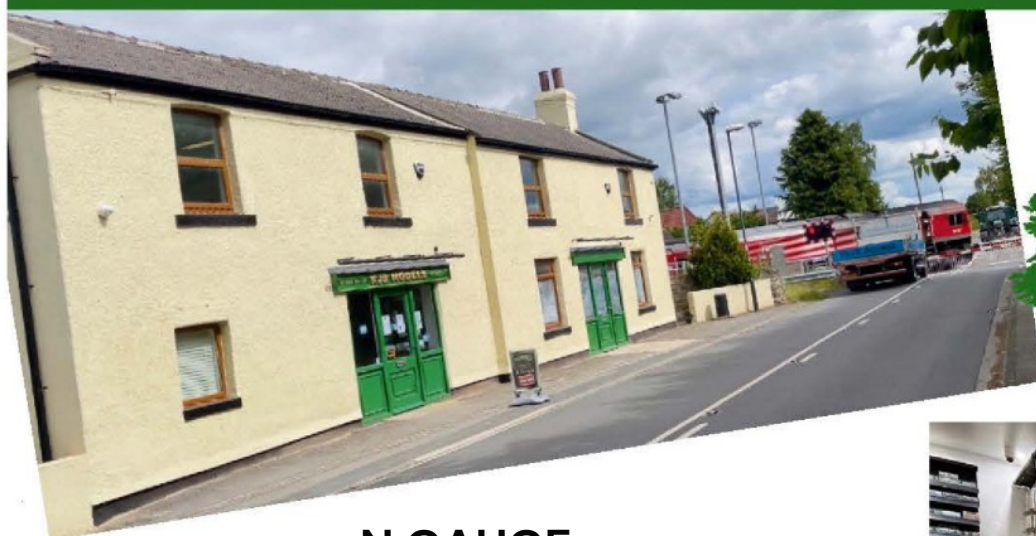
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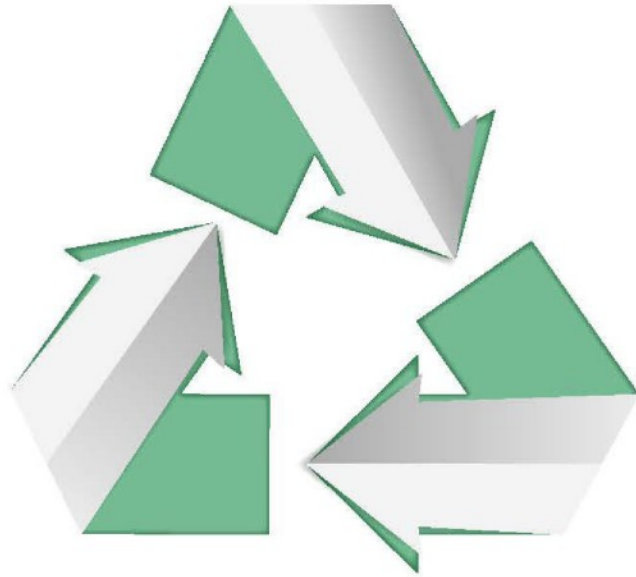
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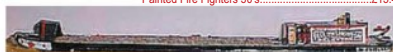
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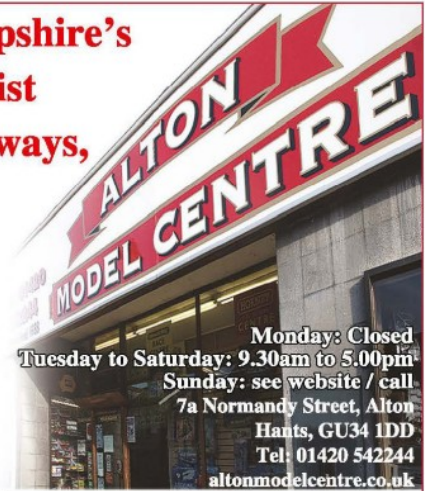
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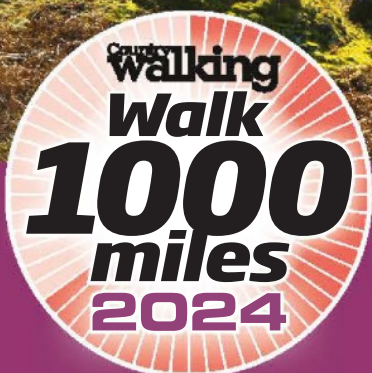
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Backscene



CHRIS LEIGH gets the blues about an event that changed the image of British Railways 60 years ago.

Back in 1964 I was 17 years old and my little brother was 14. We were both trainspotters but a bit more than that, we were avidly into railways. We were well aware of the railway's steam image and that the public viewed it as dirty and old-fashioned. This was, after all, the era of the BMC Mini and new motorways.

We used to imagine what we might do with the railway, and although the whole concept of 'image' and marketing was in its infancy, we used to discuss the changes that we would like to see. One of them was the abandonment of dark green locomotives and dreary dark red carriages. We'd seen the new 'Western' diesel-hydraulics in experimental liveries – desert sand, maroon and golden ochre. The latter, devised by one of my work colleagues, Brian Haresnape, was particularly attractive. Brian was an avid fan of the London Brighton & South Coast Railway and a member of the BR Design Panel, and he had an ambition to get Stroudley's ochre onto as many BR locomotives as possible. He managed it with D1015 and also a Class 31. Another Class 31 appeared in pale blue.

My brother and I often discussed how we would like to see the railway use blue for locomotives. My earliest memories were of 'Merchant Navy' 4-6-2s in blue and I was blissfully unaware of how blue suffered in a railway environment.

In 1964 we got our wish. Desperate to reinvigorate its public image, BR launched XP-64. It was a pretty low-key launch as far



Above: The Bachmann Collectors Club Class 47/0 (371-825K) in BR's XP-64 livery.

as the public was concerned but it was big if you were 'into' trains.

It involved, initially just one locomotive, a Brush Type 4, No. D1733 and a set of coaches with many features which were revolutionary for BR at the time. In particular, wide bi-fold doors overcame the problem of boarding and alighting while carrying suitcases. There were also fibreglass seats, folding tray tables, side-mounted window blinds and many other novel features designed to improve passenger experience.

While some of the features of XP-64, notably the blue and grey colour scheme and the new logo would stick, many of the carriage innovations were frustrated by the fact that a new carriage, the Swindon-designed monocoque Mk 2, was already in mass production.

It is good to see that Bachmann Collectors Club members have the option of purchasing a new 'N' gauge Class 47 in the guise of D1733 in that XP-64 livery. The legacy of XP-64, however, lies in one feature of the new image. That logo, derisively christened 'the arrow of indecision' remains the national direction sign for a railway station, long after XP-64 has been forgotten.

The well-known BR publicity picture of its new look. The red-backed arrow logos were stick-ons, and soon fell off, but the logo has stuck for 60 years. COLOUR RAIL



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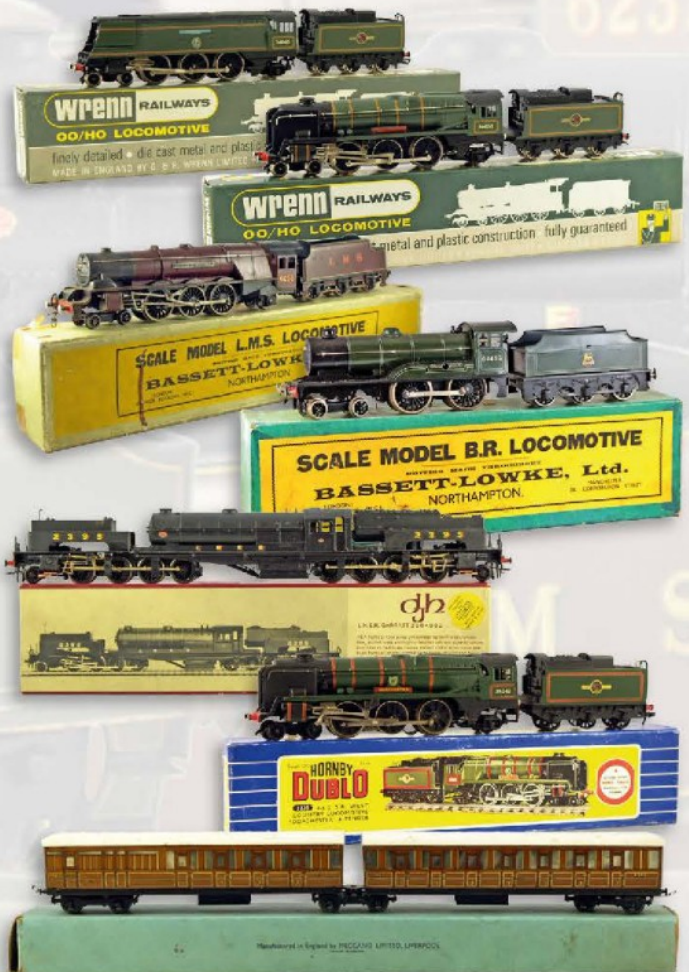
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