



- ◆ ACCURASCALE LAUNCHES CLASS 60
- ◆ BACHMANN'S ALL-NEW CLASS 08/09



No. 328 August 2024 £5.50

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**BACHMANN
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ACCURASCALE CLASS 66



**HORNBY
'TT:120'
CLASS 50**



**FLANGEWAY
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REVOLUTION HOA



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Welcome

The issue of duplication returned this month, with Accurascale announcing a BR/Brush Class 60 in 'OO'. Cavalex Models' '60' is now at an advanced stage of development, while Hornby's longstanding model remains well regarded and is likely to be around for the foreseeable future.

Without wishing to go over the same arguments for and against multiple models of the same prototype in the same scale (that would just create even more duplication!), from a customer's point of view, the wider choice is a bonus. Some will buy from one brand out of loyalty or because a specific feature is incorporated or, more likely, because an individual locomotive in a preferred livery is available.

Pre-production samples of the Cavalex and Accurascale '60s' were on show at the recent DEMU Showcase and they each look superb and, with the popularity of the real '60s' at an all-time high, the market is likely to gobble up each model.

Also on show was Bachmann Branchline's all-new Class 08/09. On the one hand, it's hard to believe that Bachmann's existing '08' tooling is nearly 25 years old (and still looks great), but a revised version is very welcome, given today's expectations for lighting and DCC functionality.

It's also worth recalling that, since the 1970s, we've also had '08s' available from Hornby, Wren and Lima so, as we all know, duplication is nothing new.

On a different note, I was delighted to see my model of a war memorial statue in its new home on Manchester MRS' wonderful



George's war memorial was built for the April 2016 issue of *Model Rail*, and has now found a permanent home on 'Slattocks Junction'. RALPH ROBERTSON

new exhibition layout, 'Slattocks Junction'. The superb 'P4' layout will be on show at the Scaleforum show in High Wycombe (September 21-22) before heading to Wakefield in October (12-13).

Enjoy your modelling!

George Dent Editor

This month's cover image



Father and son Richard and Ollie Keep began building 'Sandford East' during the Covid lockdowns of 2020. Turn to page 28 for the full story. CHRIS NEVARD

Meet the team behind the UK's best modelling magazine



Chris Leigh

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



Chris Gadsby

The smaller the detail, the more interested he is.

This month's contributors



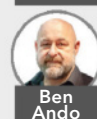
Chris Nevard



Dave Lowery



Peter Marriott



Ben Ando



Ben Jones



Steve Nail

Model Rail essential information

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other/modelrail.html](http://www.ukmodelshops.co.uk/other/modelrail.html)



64 Layout: Dalmarnock Industrial

Workbench

50 Build Culmstock: Pt 2

Chris Nevard turns his attention to the platform and ballast on his latest build.

54 Build a modern garden

While tending his garden, Steve Nall was inspired to recreate scenes in miniature.

58 Build a lifeboat kit: Pt 1

Chris Leigh marks the 200th anniversary of the RNLI with this kit.

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Peter Marriott suggests a simple addition to create a sense of depth.



50 Build Culmstock: Pt 2



54 Build a modern garden



58 Build a lifeboat kit: Pt 1



62 Create a thin woodland

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



96

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GRAB A BARGAIN 'PWM'!

With the sun finally putting its hat on and coming out to play, we've decided to launch a special summer sale featuring our lovely Ruston & Hornsby 'PWM' diesel shunters. Produced exclusively for *Model Rail* by Heljan, these models depict the entire fleet of O-6-ODEs built for the Western Region of British Railways in 1959. The final examples were withdrawn in 1998 and several survived into preservation.

Editor George Dent says: "July 4 is a special day for our US readers, but it's also the date of the UK's general election and the on-sale date of this issue. Oh, and it's my birthday too! With so much going on, we thought it would be fun to offer readers a special deal on one of my favourite models: our 'PWM'. I've added a few of these to my own collection and I'm very happy with them. They look great pootling around the layout, shunting engineers' wagons ready for the weekend's re-laying work!"



All eight versions are included in the sale - which runs from July 4 until the end of the month - with a variety of liveries to choose from, portraying these humble workhorses across their entire British Rail careers. Due to the big price drop, we're unable to offer any further discount for subscribers. Turn to page 99 to view the full range.



Limited time offer - don't miss out - order yours today!

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Sutton Coldfield Town Hall has become a regular venue for the annual DEMU Showcase event, with several rooms devoted to layouts, manufacturers and traders. ALL: GEORGE DENT

MODEL RAIL VISITS: DEMU SHOWCASE

The august surroundings of Sutton Coldfield Town Hall played host to the DEMU Showcase on June 15-16, with a superb array of diesel and electric-themed layouts in various scales, many of which have appeared (or are soon to appear) in *Model Rail*.

Exciting new models were displayed by Accurascale, Bachmann, Cavalex and Revolution Trains (see following News pages), while more specialist suppliers provided those all-important kits and detailing components, including S-Kits, Shawplan, Replica Railways and West Hill Wagon Works. C-Rail Intermodal had more colourful new containers on sale, while the DC Kits stand demonstrated the fantastic digital sound packages produced by Legomanbiffo.

Model Rail contributor Grahame Hedges was on hand to share the construction techniques for his 'N' gauge model buildings and the Class 60 Preservation Group were present, which was apposite, given that Accurascale and Cavalex each had their



Left: Neil Woodbine and Sue Farmer's 'Farbine Road' (MR298).

forthcoming '60s' on display.

Organised by Diesel and Electric Modellers United (DEMU), the Showcase event takes place every June and features the best in post-BR Modernisation Plan-era modelling. The show is open to all, although DEMU members gain discounted entry, and any profits from the event are ploughed back into the group's activities.

For more information about DEMU, see www.demu.org.uk



Top: Dan and Mick Lawrence's 'Fenwick TMD' (MR243) proved especially popular, with its incredible array of On-Track Plant.

Above: 'Blueball Summit', by Andrew Bartlett, offers a wonderful representation of the Devon landscape in 'N' gauge, during the Rail blue era.



00
GAUGE

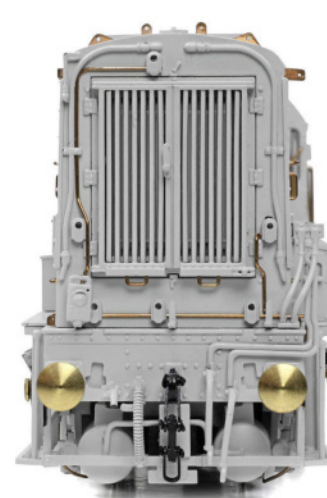
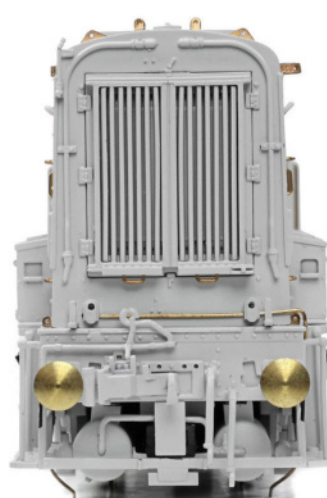
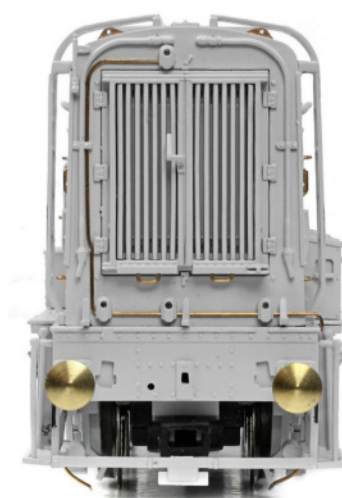
BACHMANN ANNOUNCES ALL-NEW 'GRONKS'

Bachmann Europe chose the DEMU Showcase event to unveil its all-new Class 08 and Class 09 diesel shunters. Redesigned from the wheels up, the models will offer a significant uplift from the existing '08' tooling, which has been around for nearly 25 years.

The humble English Electric Class 08 was adapted from an earlier design pioneered by the LMS (later BR Class 11, as produced exclusively for *Model Rail* by Heljan - see page 96), with almost 1,000 examples built across the '08' and Class 09 fleets.

Known as 'Gronks', owing to their rather cumbersome, clanking nature, examples could once be found across all corners of the British Rail network, including town and city stations, as they performed vital pilot duties. The first example appeared in 1952 and many examples are still at work today, on the 'real' railway and at a great many heritage lines.

An array of unpainted prototype models was displayed on Bachmann's stand at Sutton



Coldfield Town Hall, drawing a steady stream of admiring enthusiasts. Even in bare grey plastic, the level of detail and fidelity looked extremely promising. A particularly eye-catching feature is the lift-off roof section, providing easy access to the PluX22 DCC decoder interface without the need to remove the entire body.

Working lights will come as standard, while sound-fitted options will be available, as will Bachmann's new DCC-controlled Auto-Release couplings, as pioneered on the forthcoming Class 31 (which were also being demonstrated at the DEMU show).

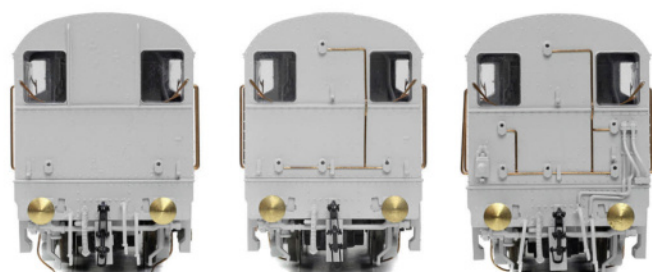
A speaker will be pre-fitted to all models, along with a stay-alive unit, helping the small wheelbase locomotive to navigate track joints and crossings without stalling. There will also be a bank of switches under the removable roof panel to allow the various lighting functions to be customised on DC control, including a 'shunting lights' option - one red and one white light at each end, as per the real thing.

The tooling has been designed

to cater for as many detail variations and period-specific modifications as practically possible, which also allows Bachmann to draw from a vast range of liveries across the 70+ years of prototype operation.

Although no details of liveries and numbers have been released yet, the samples revealed a mix of early, mid-life and post-privatisation detail fittings, including cosmetic swing knuckle couplers and waist-level brake hoses for Southern Region Class 09s. Bachmann is set to announce more details in early August, following which stockists will be able to take pre-orders. The first batch of models is due to arrive in stock in early 2025.

Web: www.bachmann.co.uk





CLASS 60 NEXT FROM ACCURASCALE

OO
GAUGE

Accurascale surprised many with the announcement of a Class 60 in 'OO' gauge, with decorated samples being displayed at the DEMU Showcase event mid-June. With an existing model in Hornby's range and Cavalex Models' highly anticipated version at an advanced stage of development, modellers in 4mm scale will soon be able to choose from three different '60s'.

The Class 60s represented the ultimate diesel freight locomotive in British Rail's fleet, with the first example entering traffic in 1989. Built by Brush at its famous Falcon Works in Loughborough, the 100-strong fleet was intended to replace older locomotive types on heavy steel, aggregate, coal and oil trains, working across the network. Undoubtedly the



most sophisticated diesels on BR's books, alas, their pre-eminence was short-lived. With privatisation just a few years away, the entire fleet soon passed to English, Welsh & Scottish Railways (EWS) which sidelined the '60s' in favour of North American-built Class 66s. In the years since, the powerful Type 5s have lived a chequered and precarious existence, save for those examples purchased and overhauled by other operators in more recent years.

Accurascale's model promises a wide range of detail variations across what is often deemed to be a highly uniform fleet. Period

What's planned?

- ◆ Class 60 60001 *Steadfast*, BR Railfreight Construction
- ◆ Class 60 60007, Loadhaul black/orange
- ◆ Class 60 60015 *Bow Fell*, triple grey, Transrail branding
- ◆ Class 60 60021 *Penyghent*, GBRf blue/orange
- ◆ Class 60 60031 *Ben Lui*, BR Railfreight Metals
- ◆ Class 60 60065 *Spirit of Jaguar*, EWS red/gold
- ◆ Class 60 60075 *Liathach*, triple grey, Mainline branding
- ◆ Class 60 60092 *Reginald Munnis*, BR Railfreight Coal
- ◆ Class 60 60100 *Midland Railway - Butterley*, DB red

When's it due? Early 2025

Price: £169.99 (DCC-ready), £269.99 (DCC sound)

Web: www.accurascale.com

and operator-specific detail tweaks will be observed, including original and modern LED lighting clusters. A high technical specification is also pledged, with a lift-off roof panel to allow access to the 21pin DCC decoder and DCC sound-fitted versions will feature the usual twin speaker setup and



PowerPack capacitor units for uninterrupted running.

Models can be pre-ordered now from stockists or direct, with nine versions announced so far.

ACCURASCALE '66' ARRIVES

The past month also brought the arrival of the much-anticipated Accurascale Class 66, with a host of livery options produced, plus a few special editions including two charity versions, which have raised significant funds for Prostate Cancer UK and the Samaritans.

Building on the tooling originally created by Hattons, Accurascale has made a range of tweaks and upgrades to iron out some of the issues from those earlier models. As usual, Accurascale offered the '66s' in DCC-ready and DCC sound-fitted versions, with the latter boasting a dual speaker setup and powerful stay-alive circuitry.

We received a trio of models for review - turn to page 76 for the full lowdown.

Web: www.accurascale.com



OO
GAUGE



MOVING MOUNTAINS

BR BRUSH TYPE 5/CLASS 60 DIESEL ELECTRIC LOCOMOTIVE

1:76.2 SCALE/00 GAUGE

accurascale



DC/DCC READY

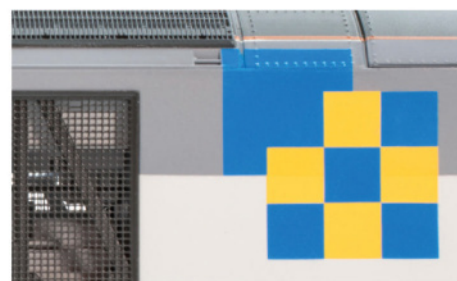
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DCC SOUND

£269.99



The ultimate Class 60 joins Accurascale! Our heavy 'Tug' weighs in at over 800g, comes with assured all-wheel drive and a powerful 5 pole skew-wound motor, so it can live up to the reputation of the real thing. With sophisticated lighting modes, Accurathrash speakers, 'powerbank' and designed from scans of the real thing, as well as information from the people who built them, it's going to be a blockbuster model. **Pre-order** direct via [accurascale.com](https://www.accurascale.com), or via your local stockist from just £169.99. Realistic models at Realistic prices.



Pre-production samples subject to change

All Class 60 models feature

- High level of detail
- Die-cast chassis
- Five-pole motor with twin flywheels
- DCC ready & DCC sound (ESU loksound v5) options
- Details specific to individual prototypes
- High fidelity metal and plastic parts
- Sprung metal buffers
- Helical gears for maximum performance
- PowerBank line of capacitors
- Comprehensive lighting functions
- A lifetime warranty
- And other typical Accurascale features

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Class 60 locomotives
currently available
to order.



LOK SOUND
EST. 1999

HYBRID CLAYTONS REACH DECO STAGE

Visitors to the recent DEMU Showcase event were treated to the sight of decorated samples of the Clayton CBD80 and CBD90 hybrid battery-diesel shunting locomotives. The models are being produced exclusively for Rails of Sheffield by Revolution Trains, and Ben Ando recently brought all three samples into *Model Rail* HQ for closer perusal.

Featuring an impressive technical and detail specification, the models are available to pre-order now, with DCC sound-fitted versions equipped with files produced by Legomanbiffo.

Price: £179.95 (DCC-ready),
£279.95 (DCC sound)

Web: www.railsofshffield.com



REVOLUTION HOA HOPS IN

Revolution Trains' 'OO' version of the HOA aggregate hopper wagon arrived with stockists in June, with a colourful array of

liveries available to suit various rail freight operators and regions. All models are offered in twin-packs, with

individually numbered wagons. See our full review on page 90.

Web: www.revolutiontrains.com



CAVALEX '56' GETS A SECOND RUN

Due to the phenomenal success of the initial batch of Class 56s, Cavalex has announced a second production run, featuring various tweaks to the tooling following customer feedback. Nine new versions will be available, featuring some liveries missing from the first batch. Rails of Sheffield also announced a trio of exclusive versions of the '56', including one in the Railway Icons range, in association with Locomotion Models.

Demand is likely to be high, with pre-orders being taken for the whole range now.

What's planned?

- ◆ Class 56 56021, BR blue
- ◆ Class 56 56111, BR 'large logo' blue
- ◆ Class 56 56002, BR original Railfreight grey
- ◆ Class 56 56089, BR Railfreight 'red stripe'
- ◆ Class 56 56052, Railfreight Trainload Construction
- ◆ Class 56 56134, Railfreight Trainload Coal
- ◆ Class 56 56129, Transrail grey
- ◆ Class 56 56107, Loadhaul black/orange
- ◆ Class 56 56105, Colas yellow/orange/black
- ◆ Class 56 56036, BR 'large logo' blue - Rails of Sheffield exclusive
- ◆ Class 56 56133 Crewe Locomotive Works, BR 'large logo' blue - Rails of Sheffield exclusive
- ◆ Class 56 56037 Richard Trevithick, BR blue - Railway Icons exclusive

Price: £189.95 (DCC-ready),
£289.95 (DCC sound)

Web: www.cavalexmodels.com
www.railsofshffield.com



CAVALEX STANDS STEADFAST

Cavalex also revealed an addition to its forthcoming range of Class 60s, namely 60001 *Steadfast* in original, as-built condition, bedecked in Trainload Construction livery and complete with grey air dam valance. Like the rest of the Cavalex '60s', 60001 will be available in DCC-ready and sound-fitted format.



HORNBY'S MID-YEAR ANNOUNCEMENTS

'HUSH-HUSH' GETS THE 'CHUFF-CHUFF' TREATMENT

Gresley's Class W1 No. 10000 is the next Hornby model to be offered with a factory-fitted steam generator unit, which emits clouds of water vapour in tandem with on-board sounds, thanks to the addition of a 21pin HM7000 Bluetooth-enabled DCC decoder on board. Hornby has stated that experience gleaned from previous steam generator versions (most notably the LNER 'P2') has allowed the system fitted to the 'W1' to gain a few minor improvements. Furthermore, the sound files have been tailored to suit the nature of the 'W1' in this particular guise.

For the modern image market, two new twin wagon packs feature the distinctive Drax Power Station biomass hoppers, complete with the latest Northern Powerhouse branding. Produced by popular demand, following the success of the original production run in 2016, each pack provides wagons with individual running numbers and different artwork on each side, as per the real things.

◆ Hornby R60176A/R60177A Drax biomass hoppers twin-packs
Price: £79.99 per twin-pack



In the budget-friendly RailRoad range, Hornby has decided to recreate the striking Grand Central black/orange livery on a set of HST power cars and Mk 3 coaches. Although Grand Central's HSTs were withdrawn a few years ago, the colour scheme remains eye-catching and the former Lima tooling has been adapted for the power cars, featuring 43465 and 43484. While they lack the buffers and conventional drawgear of the real Class 43/4s, the lower price will attract budget-conscious modellers. A prototypical five-car GC rake of Mk 3s can be created, with each car sold separately, each making use of Hornby's 2006 tooling.

The PVA curtain-sided, air-braked van returns, this time in the RailRoad range, in the blue livery of wagon leasing firm Procor, complete with TOPS panel and Private Owner-prefixed number.

All models are due to arrive into stock in August and September this year.
Web: www.hornby.com



◆ Hornby R30352SS LNER Class W1 4-6-4 'Hush-Hush' No. 10000 with steam generator
Price: £294.99



◆ R60267 RailRoad Procor PVA van
Price: £25.99



◆ Hornby RailRoad R30375 HST Class 43/4 power cars, Grand Central black/orange
Price: £149.99

◆ Hornby RailRoad R40440 Mk 3 FO, R40441 Mk 3 TSO, R40442 Mk 3 TSO, R40443 Mk 3 TSD,

◆ R40444 Mk 3 Buffet car, Grand Central black/orange
Price: £34.99 each

LATEST HORNBY ARRIVALS

Accurascale's Class 66 may have grabbed the headlines this month, but more of Hornby's previously announced '66s' have also arrived in the past month, including DB Cargo's 66012. Still carrying its base livery of EWS red/gold, DB logos have been applied to the cab sides, reflecting the prototype's appearance over much of the past decade. Also now available is 66754 *Northampton Saints* in GBRf blue and 66734 *Platinum Jubilee* in 'Royal' purple. All of Hornby's latest Class 66s feature 21pin DCC sockets and ample space for a speaker or two inside.

More curtain-sided air-braked PVA vans have also come into stock, in the bright yellow Railiner advertising livery of Tiger Rail Systems and the red of Campbell's Soups. Both models were originally announced last year and are placed within the main Hornby 'OO' range. Meanwhile, the OAA open - which features the same underframe as the PVA - comes under the RailRoad banner and is presented in the classic red/grey Railfreight scheme.

◆ Hornby R30370 Class 66 EWS red/gold, DB branding
Price: £94.99



◆ Hornby R60216 Railiner PVA van
Price: £28.49

◆ Hornby RailRoad R60142 BR OAA Railfreight open wagon
Price: £19.99



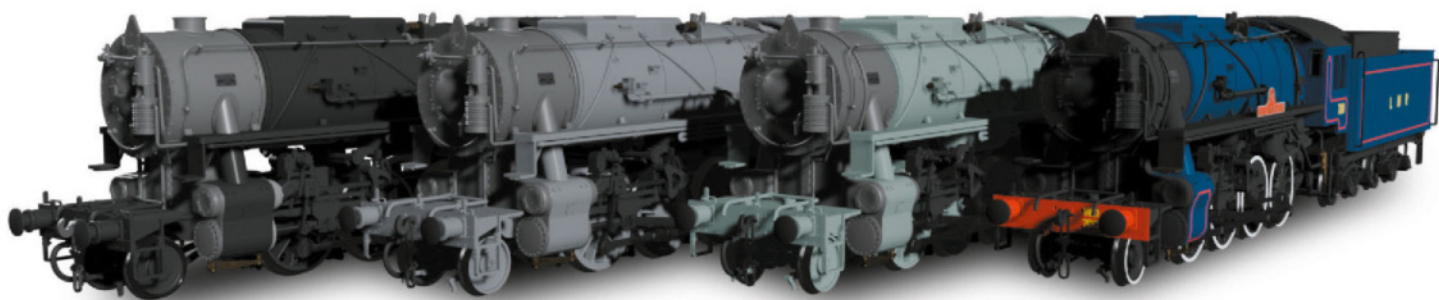


BORN IN THE USA

At last, the venerable S160 is being made in
OO Gauge with 4 wartime, 1 post-war and
5 preservation-era variants to choose from.

Requisition an S160 today!

RRP £269.95 DCC-Ready
£379.95 DCC Sound-Fitted



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

RAPIDO TRAINS UK

THE 'YANKEES' ARE COMING!



With the 80th anniversary of the D-Day landings taking place last month, Rapido Trains UK marked the occasion by announcing ten different versions of its forthcoming USATC 'S160' 2-8-0 locomotive. The tooling suite will cater for a wide variety of detail differences across the large fleet of US-built locomotives, covering wartime use across the UK and later eras.



What's planned:

- ◆ 926001 USATC 'S160' No. 1604, black (GWR), USA lettering
- ◆ 926002 USATC 'S160' No. 2415, dark grey (LMS), USA lettering
- ◆ 926003 USATC 'S160' No. 1712, light grey (LNER), USA lettering
- ◆ 926004 USATC 'S160' No. 2356, light grey (SR), Transportation Corps USA lettering
- ◆ 926005 USATC 'S160' No. 700 *Major General Carl R. Gray Jr*, LMR blue
- ◆ 926006 USATC 'S160' No. 5820 *Big Jim*, light grey, Transportation Corps USA lettering
- ◆ 926007 USATC 'S160' No. 6046, black, USA lettering
- ◆ 926008 USATC 'S160' No. 2253 *Omaha*, maroon, Transportation Corps USA lettering
- ◆ 926009 USATC 'S160' No. 95820 *Big Jim*, BR black, early emblem
- ◆ 926010 USATC 'S160' No. 5197, black, USA lettering

All models will feature twin speakers, a twin-flywheel motor, all-wheel pick-up and 21pin DCC decoder sockets. The project has reached the tooling stage and orders can be placed now at Rapido stockists.
Price: £269.95 (DCC-ready), £379.95 (DCC sound)
When's it due? TBC



RAPIDO RAILEX EVENT

The Rapido Trains UK team is organising a two-day model railway exhibition, to be held in Maidstone Market Hall in September. As well as a number of high-quality layouts, the event will also allow visitors to meet the Rapido team, with various

ongoing projects on display. Uniquely, visitors will be able to order their own unique Private Owner wagons. Several model retailers will be on hand, including Modelu, who will provide a 3D-scanning service along with its range of

3D-printed figures. Tickets can be purchased in advance.
Price: Adults £5, under-16s free
When: September 27-28, 1000-1630 both days
Where: The Market Hall, Maidstone, Kent ME16 8LW
Web: www.rapidotrains.co.uk



FIRELESS PROGRESS

Rapido recently received the first engineering prototypes of its 'OO' gauge Andrew Barclay 'Caledonia' fireless 0-4-0 locomotives, revealing an impressive level of detail. Eleven different versions are in development, catering for the full lifespan of operational examples, from the 1920s until the 1980s. Models can be pre-ordered now, from your local stockist.
Price: £139.95 (DCC-ready), £249.95 (DCC sound)



MARCIA'S FUTURE SECURE

Preserved Peckett 0-4-OT No. 1631 *Marcia*, originally donated to the Kent & East Sussex Railway over 60 years ago, has recently been bought jointly by Rapido Trains UK and Andy Hardy, a driver on the KESR (and also Rapido's UK General Manager).

Marcia was due to return to the KESR as this issue neared completion, where



ALAN CROTTY

it is planned to remain, providing the heritage railway with a useful educational and community resource.
Web: www.peckett1631.co.uk

FUNDING SOUGHT FOR 'HEATON LODGE' EXTENSION



Simon George, owner of the gargantuan 'O' gauge layout 'Heaton Lodge Junction' - dubbed Britain's Biggest Model Railway - has launched a crowdfunding campaign to help finance an ambitious extension, which will play host to a station, automated MGR power station operations, cement terminal and a large traction maintenance depot.

Having already ploughed over £200,000 into his labour of love, Simon is now asking enthusiasts to help him raise a further £100,000 to allow the planned works to be completed prior to the layout embarking on a nationwide tour. In return for minimum donations of £25, two free tickets to a future exhibition will be offered, plus a behind-the-scenes tour of the layout's progress. A £100 donation buys unlimited visits to the layout during construction and tickets to a future exhibition.

Simon also revealed that the period of the layout will move forward to the privatisation era, providing a more colourful spectacle that contemporary viewers may relate to more than the BR Rail blue period.

Web: www.britainsbiggestmodelrailway.com



NEW CLUB ROOM FOR POOLE CLUB

Poole and District MRS is currently moving into new, larger clubrooms in the centre of the Dorset town. Due to open in July, the clubrooms include workshop facilities and a refreshment area, and it's planned to open on Tuesday evenings from 1900-2200.

Web: www.pdmrs.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.

Prices from:

DCC Ready £240.00

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and Smoke unit installed.



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www.krmodels.net

GIMME (A RUSTIC) SHELTER

HO
SCALE

A delightful laser-cut kit from Model Scene provides a handy waiting shelter for bus or railway passengers, with a distinctly rustic feel.

Designed and manufactured in the Czech Republic, the structure is rendered in 1:87 scale/'HO' but, with a footprint of 50mm by 30mm, it's also perfect for 1:76 'OO'.

The inner framework is formed separately to the plank cladding (it was easier to fix the framework to the plank sections before the latter are cut from the frets), providing an excellent level of interior and exterior detail. A planked floor is provided but could be easily customised to be stone flags or block paving, while a long bench and noticeboard are also provided. The roof features decorative shingles and the wood parts are easily coloured with wood stain or heavily diluted enamel weathering washes to retain the attractive grain texture.

Despite the instructions not being in English, the diagrams



are easy to follow and the kit provided an enjoyable couple of hours' worth of practical modelling.

Product: Model Scene 98502

scale Wooden Passenger Shelter kit

Price: £6.94

Availability: Scale Model Shop

Web: www.scalemodelshop.co.uk

BACKSTREETS AND GRAND DESIGNS

N
GAUGE

OO
GAUGE

Among the latest kits from Scale Model Scenery is a 'OO' gauge 'Backstreet' garage, formed from laser-cut fibreboard components, which are wrapped in printed brick and whitewashed texture sheets. Presenting a suitably grubby appearance, the kit provides a set of poseable main doors and coverings for the interior walls and floor, complete with signs, adverts, patches of spray paint and a doorway into the office annexe.

Also in 4mm scale is an attractive timber-framed greenhouse, sitting on short brick walls and a concrete base. The intricate timber structure includes vent, gutter strips and decorative ridge panel and the instructions suggest using the thin cellophane from the packaging to form the glazing. Interior staging is also provided and this will be a lovely addition to a domestic or even a station garden.

In 'N', four-storey Georgian townhouses are available in full or low-relief format and, although produced as standalone structures, multiple kits will combine easily to form a terrace. Only the fibreboard and card components are provided, leaving the modeller to choose



their own choice of printed overlays or painting to finish. Look out for more on these kits in a future issue.

Products: • KX112-OO Backstreet Garage (£16.99) • LX517-OO

Brick-based Greenhouse (£6.99)
• UW2011-N Large Georgian Townhouse (£12.99)

Availability: Scale Model Scenery
Web: www.scalemodelscenery.co.uk



TAKING THE TRASH

OO
GAUGE

New to the Oxford Diecast 'OO' range is the Dennis Eagle refuse truck, a vehicle which is widely employed across the UK by commercial and local authority waste collections. The truck features fully detailed rear loading equipment and is available in Biffa red or Veolia white, both of which were selling fast at the time of writing.

Another new 'OO' addition is the humble Mini Metro, in fetching metallic denim blue, depicting an early 1980s version with period correct Austin Rover logos.

Products: Oxford Diecast • 76DE002 Dennis Eagle Olympus refuse truck, Veolia (£31.95) • 76MET002 Austin Mini Metro L denim blue (£8.95)

Availability:

Oxford Diecast stockists

Web: www.oxforddiecast.co.uk





ON THE WORKBENCH

This month, we look at what new tools have landed on George Dent's workbench...

FILING SYSTEM

This handy set of three needle files feature finely ground diamond particles, providing effective and long-lasting abrasive surfaces for use on plastic, resin and metal components. Although marketed at the wargaming market, they're equally suitable for modellers and the flat, round and tapered files provide a versatile combination.

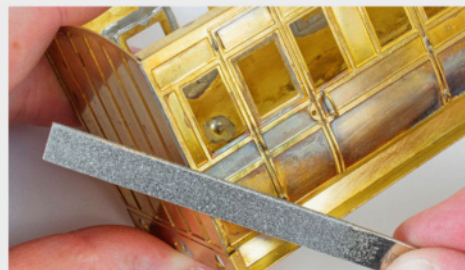
At 160mm long, including soft-grip plastic handles, the tools are ideal for all manner of tasks, especially fettling kit components prior to assembly. The abrasive surfaces are less prone to clogging than some traditional files and they can be cleaned easily with a stiff brush.

Product: The Army Painter TL5033 Set of Miniature files

Price: £7.50

Availability: Scale Model Shop

Web: www.scalemodelshop.co.uk



SMOOTH OPERATION

This revolutionary new lubricant has been designed specifically for model locomotives and features special ingredients to minimise all sources of friction. Safe for use on plastic and painted surfaces, the fluid is highly penetrating, protects against rust and performs well in hot or cold conditions.

The oil has been in development for the past few years and has gained approval from several leading manufacturers, including Hornby, Heljan, Rapido and Kato. It also promises to help revive older models. Look out for a more detailed assessment in next month's issue.

Product: Deluxe Materials LU06 Loco-Motion Loco Oil

Price: £7.50

Availability: Model shops or Gaugemaster

Web: www.gaugemasterretail.com



OSBORN'S TAKES THE BINS

00 GAUGE

The perfect accompaniment to the Oxford Diecast Dennis Eagle is a team of three refuse collector figures, clad in modern high-vis workwear, which come complete with a trio of wheelie bins. They're supplied pre-painted and ready for use.

Products: OSBF159

Refuse Collection Team

Price: £15.50

Availability: Osborn's Models

Web: www.osbornsmodels.com

DIG THIS

HO SCALE

Kibri's recent release of a two-way excavator provides a perfect means of portraying modern road-rail plant. Based on a vehicle from the German machinery specialists Atlas, the kit features self-coloured injection-moulded plastic components, along with a set of decals and steel ball bearings to act as ballast weights within the engine compartment.

The extra weight allows the poseable jib to be extended without the vehicle tipping over and a choice of two different buckets is provided. Assembly looks straightforward, with full instructions provided and the finished excavator will look great posed in a siding during track work.

Products: Kibri 16312 ATLAS two-way excavator

Price: £33.99

Availability:

Golden Valley Hobbies

Web: www.goldenvalleyhobbies.com

ON THE BUSES

HO SCALE

Artitec is a Dutch manufacturer with an excellent reputation for maritime models, but it also produces a wide range of useful pre-painted figures, including this pack of three standing bus drivers, awaiting their next shift. Neatly dressed in smart uniforms, they're suited to the 1930s-1980s eras and are perfect for a bus station or depot scene.

Product: Artitec 5870002

Bus Drivers

Price: £9.95

Availability: A&H Models

Web: www.aandhmodels.co.uk



HITTING THE BUFFERS

009 GAUGE

New to the Bachmann Scenecraft range is a pair of ready-to-plant sleeper-built bufferstops for '009' narrow gauge track. Slots cast into the base allow the bufferstops to fit over the rails and the resin castings feature plenty of wood grain texture, as well as restraining straps and bolt heads on the stop blocks. Simply

glue them in place and spread some ballast or cinders around the base.

Products: Bachmann 44-0534 Scenecraft Sleeper built buffer stop

Price: £11.95

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



EXHIBITION DIARY - JULY-AUGUST 2024

July 6

BISHOP MIDDLEHAM, CO DURHAM. Rotary Great Aycliffe & Choldon 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

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, Over-5s £1, Family (2+2) £12. **Web:** www.pevenseybaymodelrailwayclub.com

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.

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.

REDRUTH, CORNWALL.

Hayle Railway Modellers. Millennium Hall, 3 Penberthy Road, Portreath, Redruth TR16 4LP. **Time:** 1000-1600. **Admission:** Adults £3, Under-5s free.

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 20-21

CUPAR, FIFE. Cupar & District Model Railway Club. The Corn Exchange, St Catherines Street, Cupar, Fife KY15 4BT. **Times:** 1000-1630. **Admission:** Adults £6, Under-16s free. **Web:** www.cuparmrc.co.uk

July 21

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.

WALSALL, STAFFS. Models in the Museum. 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

July 27

BARNSTAPLE, DEVON. Barnstaple & District Model Railway Exhibition. Christ Church, Bear St, Barnstaple EX32 7BU. **Time:** 1000-1600. **Admission:** Adults £5, Children £1.50. Disability-friendly venue. **Tel:** 01237 238872.

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.

July 27-28

NEW MILTON, HANTS. South Coast Model Railway Club. 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

July 31

TAUNTON, DEVON. Taunton Model Railway Group. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1000-1600. **Admission:** Small fee. **Tel:** 07879 852736. **Web:** www.tauntonmodelrailwaygroup.co.uk **Facebook:** www.facebook.com/tauntonmodelrailwaygroup

August 3

HILLINGDON, LONDON. Hillingdon Railway Modellers. Test Track Running Day. Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. **Time:** 1000-1500. **Admission:** Adults £6. **Web:** www.hillingdonrailwaymodellers.co.uk

August 3-4

CLEVELAND, YORKS. Cleveland Model Railway Club. Redcar Model Rail 2024. Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ. **Time:** 1000-1600. **Admission:** Adults £5, Children £3.50, Family (2+2) £15. **Web:** www.clevelandmrc.club

SHOEBURY, ESSEX.

Shoeburyness Model Railway Club. 40th Annual MRE. The Seaglass Centre, Thorpe Hall School, Wakering Road, Southend on Sea, Essex, SS1 3RD. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £8, Accompanied under-16s £1, Under-3s free. Disabled access. **Web:** www.shoeburynessmrc.org

August 7

TAUNTON, DEVON. Taunton Model Railway Group. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1000-1600. **Admission:** Small fee. **Tel:** 07879 852736. **Web:** www.tauntonmodelrailwaygroup.co.uk **Facebook:** www.facebook.com/tauntonmodelrailwaygroup

August 10

BEXHILL-ON-SEA, E SUSSEX. Bexhill Model Railway Club Exhibition. St Richards Catholic Collage, Ashdown Road, Bexhill-on-Sea TN40 1SE. **Time:** 1000-1700. **Admission:** Adults £6, Children £2, Family £14. **Web:** www.bexhillmrc.co.uk

August 10-11

ISLE OF PURBECK, DORSET. Isle of Purbeck Model Railway Exhibition. Harman's Cross Village Hall, Haycraft's Lane, Harman's Cross, Swanage BH19 3EB. **Times:** Sat: 1000-1700, Sun 1000-1600. **Admission:** Adults £5, Children £2, Under 5s free.

August 17-18

CRICH, DERBS. Model Tram, Bus and Railway Exhibition. The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP. **Times:** 1000-1700. **Web:** www.tramway.co.uk **Email:** enquiry@tramway.co.uk

INVERNESS.

Inverness and District Model Railway Club. Leonardo Hotel (formerly Jurys Inn), Millburn Road, Inverness IV2 3TR. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £5, Accompanied children £2, Family (2+2) £10. **Tel:** 07801 593637. **Web:** www.invernessmrc.org.uk **Email:** invernessmrc@yahoo.co.uk

LOUGHBOROUGH, LEICS.

Soar Valley Model Railway Club's 2024 Exhibition. Loughborough Grammar School, Leicester Road, Loughborough, Leicestershire LE11 2DU. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £10, Children £5, Family £25. Disabled access. **Tel:** 07761 973725. **Web:** www.svmrc.co.uk

PICKERING, N YORKS.

Scarborough & District Railway Modellers. Memorial Hall, Potter Hill, Pickering, YO18 8AA. **Times:** Sat: 1000-1700, Sun 1000-1530. **Admission:** Adults £7, Accompanied children free. Wheelchair friendly (lift to all floors). **Web:** www.sdrmmweb.co.uk **Email:** secretary@sdrmmweb.co.uk

...and finally



Unusual scenes captured by the lens of Chris Nevard

Back in the 1950s, when Little England was still connected by land to Antarctica, penguins trespassing on the railway was commonplace. To aid surveillance, Kershaw of Leeds produced a special camera designed to photograph trespassing penguins to aid identification and thus avoid confusion over fines issued. The plan was unsuccessful - setting up the camera could take some time, often requiring the closure of the railway for several hours. However, these fully functioning cameras can now be found on second-hand auction websites and occasionally in charity shops for just a few pounds.

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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.

▣ After 20 years of dedicated work, and almost 60 years since the original locomotives were scrapped, new-build GWR 'Grange' 4-6-0 No. 6880 *Betton Grange* hauled its first passenger trains at the Cotswold Festival of Steam in late May. The £1.3m locomotive fills a missing link in the GWR 4-6-0 family, utilising parts from 'Hall' and '43XX' donors. **DANIEL CHANDLER**



▣ For the first time since 2007, a Class 45 'Peak' is back on the main line. Locomotive Services Ltd's 45118 *The Royal Artilleryman* made its maiden test run on May 28 after an extensive overhaul by HNRC at Barrow Hill. The locomotive is due to return to passenger action on a railtour on July 27. **TOM MCATEE**

▣ Avanti West Coast's new Class 805 bi-mode units made their passenger debut on June 4 and will soon take over all London-Chester-Holyhead services from Class 221 DEMUs. The trains allow AWC to eliminate diesel operation under the wires south of Crewe. On June 7, 'box fresh' 805011 stands at Crewe during a staff training run from London. **BEN JONES**



▣ On June 2 Levenmouth was put back on the railway map for the first time since 1969 as the £100m reopening project in Fife was officially completed. ScotRail has decorated 158719 in colourful vinyls to celebrate the new railway, which has an hourly service from revived stations at Leven and Cameron Bridge to Kirkcaldy and Edinburgh. **BOTH: SCOTRAIL**

Staff Show & Tell

LOGGING ON

The KR Models 'HO' skeleton logging cars have fired **Chris Leigh's** imagination, and he eagerly awaits the forthcoming Shay locomotives.

Timber has been used as a building material by man for thousands of years. Whether it's the 2in by 1in pine for our baseboard frame or the western red cedar from which our garden workshop is built, we modellers use timber. Lots of it. Yet how much do we know about where it comes from, how it gets to us, and just how much railways are, and have been, involved?

Today, the forests of Western Canada are sacrosanct. They remain untouched by man and harmed only by the relentless summer fires caused by global warming. Today's timber is grown on tree farms - man-made forests which are constantly 'harvested' and replanted in a perpetual cycle. It wasn't always like that. From the 1800s to the 1960s the old growth forests were systematically logged for the construction industries of North America and beyond.



Above: Outside the Forest Discovery Centre at Duncan, British Columbia, is the skeleton log car on which KR Models' recent release is based. CHRIS LEIGH

Right: Comox Logging's humdurgin, diesel-powered and built on the chassis of a Shay locomotive. The arm structure would pivot upwards to push the logs off the cars. CHRIS LEIGH

To haul the logs out of the forest, the loggers used railways. Often, the timber was taken to tidewater or to lakes where it could be dumped in the water, formed into rafts and towed to its destination at the sawmill.

The loggers invented the equipment that made their job easier. Gear-driven steam locomotives, the Shay, Heisler and Climax, were the key to producing great haulage capacity at low speed on roughly laid, often temporary, track.

Ephraim Shay's 1877 invention placed a vertical boiler on a flat wagon and drove the axles of both bogies by way of a universal-jointed jackshaft to bevel gears on the wheel faces. Over the next 50 years the locomotive works in Lima (pronounced Lime-a), Ohio, would turn out over 2,000 locomotives to Shay's bizarre design, with the boiler offset to the left to counterbalance the cylinders mounted mid-way along the right-hand side.

There was no standard Shay locomotive. There were standard weights, known as Class A, B and so on, but almost all were bespoke in terms of detail, and as the design



My Stewart Hobbies US Army Baldwin V-1000 in fictitious livery heads a train of skeleton log cars and a 'combine' built from an American basswood kit.



progressed there were bigger and heavier two and three-truck versions. They could be oil-burners or coal or wood-fired.

Geared locomotives worked the lines deep into the forest, while conventional locomotives worked the 'main lines' of the larger logging companies. The last of these, the 56-mile line from Nimpkish Lake to Beaver Cove on northern Vancouver Island, was operated by diesels until an accident killed three people in April 2017. The railway never operated again, and the track has since been lifted. Transporting timber by rail is no more.

Vancouver Island does, however, still have some reminders of its logging railways. Several towns have preserved locomotives and logging equipment, usually static in a park or at the roadside. At Duncan, the Forest Discovery Centre is a museum of the logging industry complete with a figure-of-eight 3ft gauge railway on which visitors can ride in converted equipment.

A Shay and a skeleton log car stand at the roadside by the entrance and that skeleton log car was the prototype chosen by KR Models as the pattern for its latest 'HO' scale release. It will be the perfect companion for KR's forthcoming two-truck Shay.

Skeleton log cars were often built by the loggers using kits of parts for the ironwork and trucks (bogies) supplied by steelworks. The loggers supplied the spine of the car which was made up from several squared-up logs to produce a car usually 25ft-30ft in length.

The two log bunks positioned above the bogies often had just protruding 'dogs' at the ends to prevent the logs from rolling off if just three large logs were loaded. Large logs were usually not secured in any way. Loads of smaller logs would be secured with chains, while some cars had folding stakes at the ends of the log bunks.

When cars were unloaded at the waterside, the stakes would be folded down and the logs pushed off the car by a 'jill-poke', a long log swung on chains and used like a snooker cue,



KR Models' beautifully detailed 'HO' skeleton log cars, complete with convincing imitation timber loads and securing chains.

Sound sleepers

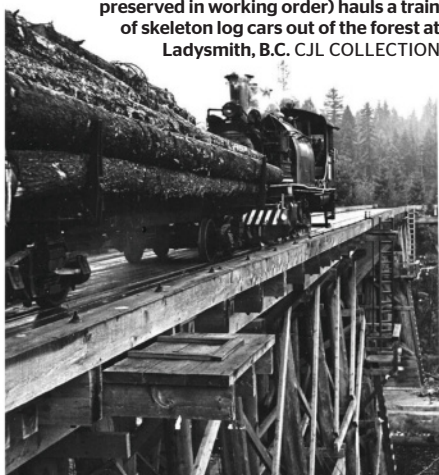
The latest 'O' gauge BR Mk 3 coach to roll off Dave Lowery's production line is this impressive Sleeping car. Finished in InterCity 'Swallow' livery, as per his previous First and Standard class opens (see MR324-326), it too is based on the Skytrex kit, which provides the floor/chassis, ends and roof. The bogies and 3D-printed sides, meanwhile, were produced by PR Model Railway Products (PRMRP).

This build acted as a test of the new 3D-printed sides and a Buffet car is currently in the works, also featuring prototype 3D-printed sides and components. With Skytrex offering just a single body type for the Mk 3 at present, the PRMRP parts will allow Dave to portray prototypical HST and loco-hauled rakes.

Web: www.skytrex.com, www.prmrp.com



A typical logging scene from the 1950s, Macmillan Bloedel's Baldwin 2-8-2T (since preserved in working order) hauls a train of skeleton log cars out of the forest at Ladysmith, B.C. CJL COLLECTION



or by that most Canadian of inventions, the humdurgin. This diesel-powered machine would run on an adjacent track and had a large, pivoted frame which would push the log load off in a single movement.

KR Models, best known for 'daring to build' models of obscure British locomotives, has modelled the skeleton log car, once so common in the forests of North America.

The only other 'HO' ready-to-run model is the old Rivarossi log car now made by Hornby but that has the folding stakes, while KR's version represents the more basic car. It's a super little model, offered in three versions, empty or loaded with either six small logs or three large ones. Separate lengths of chain are provided for securing the log load if desired.

I can't help feeling that a number of British modellers will be looking into ways they can justify one or two of these, especially as one of KR's staff told me at last year's Warley show that they had more orders for Shays from the UK than from North America.

Off-season progress

Chris Gadsby has recently found time to tinker with his ongoing layout project.

Over the past few months, I've been juggling the hectic end of the sports season and some home renovations. Unfortunately, these circumstances led to a standstill in the railway room for quite some time. However, with a period of calm and better weather, I've managed to make some progress. So, what have I accomplished since the last update?

Almost all track work is now complete. All that's left is to finish the roads around the turntable (the build of which will be featured in an upcoming issue). Woodwork is also done for the foreseeable future, and words cannot describe how glad I am about that! At the front, the baseboards for the scenic section are now in place, and I have put a few Metcalfe buildings I had lying around - as well as other buildings donated by Chris Leigh - in place to give me some idea of how the final scene will look. My biggest surprise with this was how few buildings I actually had.

Taking up box after box in storage, I was lulled into a false sense of security that I had plenty. In reality, I didn't. I probably have about half of what I need. The plan is to scratchbuild everything anyway, so it's not a big deal, but these will do as placeholders, and being able to peek between tall buildings



for a glance at a train in the station is extremely satisfying.

While I'm not rushing to my local model shop for ballast just yet, there's a lot to look forward to. The roundhouse needs decorating before I can add the tracks, and then the real fun begins with the signals. I've been told it's much easier to fit these before adding ballast, so I'm eager to see how I'll manage with that. To the TrainTech range!



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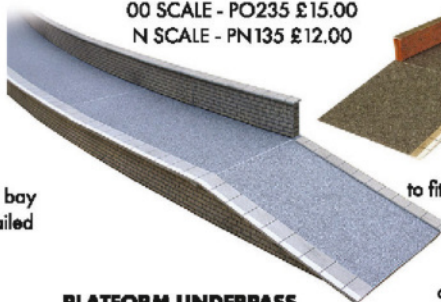
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Inside track with Ben Ando

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

“Worrying about your enthusiasm for railway modelling will make it less, not more likely to return!”

From time to time we can all lose a little of our railway modelling ‘mojo.’ For many, the bright long days of summer, and the joy of spending time in the garden or on days out with friends and family, mean the hobby takes a back seat.

Sometimes a tricky project or long-delayed task, such as ballasting or repairing a recalcitrant model, can cause enthusiasm to dim.

And yet again, it may just be part of our natural mental cycles; from time to time we need a different diversion, or a change of scene.

But whatever the reason, I imagine most readers will be familiar with that inexplicable loss of enthusiasm followed by a realisation that it has been days, or even weeks, since we were last working on the layout or building a kit.

With that realisation can come a mild guilt, or feeling that somehow we are not ‘proper’ railway modellers if we don’t feel like, err, doing some railway modelling.

But here’s the thing: it doesn’t matter.

To me it still feels relatively recent that railway modelling lost its nerdy tag and became a more respected and understood hobby for adults.

I feel that this is, in large part, because it is clear that craft-based hobbies and pastimes can play an enormous role in promoting good mental health.

My aunt used to say ‘a watched pot never boils’, meaning that if you anxiously wait for something to the exclusion of all else it will take longer – or may not happen at all.

Similarly, worrying about your enthusiasm for railway modelling will make it less, not more likely to return!

At the recent DEMU Showcase exhibition



Above: Hunslet 0-6-0 diesel No. 8879 *Black Agnes* shunts the Lafarge cement terminal at Oxwellmains, East Lothian. The Narrow Gauge Society released a RTR model of this locomotive in 2021 (see MR291). ARRAN AIRD

in Sutton Coldfield, during a lull on the Revolution stand (Sunday afternoon – which is quiet at almost every show!) I was chatting to Simon, our customer services manager.

We both agreed that occasionally we lose our mojo, for all sorts of reasons.

Then we got to chatting about an idea he has had for a small ‘N’ gauge layout featuring a cement terminal. This is based on two recent purchases he’s made: an N Gauge Society Hunslet 0-6-0DH shunter in Lafarge livery and a rake of Castle Cement PCAs by Realtrack Models. (The irony that neither of these are Revolution products was not lost on me!)

What was interesting was that normally his interests are focused on passenger trains from the Network SouthEast era, not modern freight operations.

We discussed possible prototype inspiration for the project and the now-closed Northenden Terminal in Manchester, re-imagined as still operating in the present day, emerged as a strong contender.

As we chatted and shared ideas about trackplans, scenics, stock and operations, we could see the growing potential of the concept; and it occurred to me later on that the conversation had given us both a renewed enthusiasm.

So perhaps that is the solution: visit a show, chat to like-minded enthusiasts, or maybe just make a couple of purchases that are slightly outside your usual preferences and you will fire up your interest and get your mojo back!



A cement terminal provides an excellent basis for a layout in any scale, although ‘N’ gauge affords plenty of space for a larger installation, such as this facility on Pete Latham’s ‘Hopeless’ (MR322). CHRIS NEVARD



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Minding the **generation gap**

Lockdown brought father and son **Richard** and **Ollie Keep** together to build their first proper layout.

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





'Sandford East' is a three-generation family affair, with Richard's dad visiting regularly to help. His extensive knowledge of the real railway guided Richard and Ollie with the finer details of railway modelling, such as the most appropriate locations for signals and speed restriction signs.

1

“What makes this layout great?”

Richard and Ollie have got their key point spot on here: no lines parallel to the edge of the baseboard. It makes 'Sandford East' look so much more realistic. Combine that with the dirty, gritty nature of the 1980s diesels and they are on to a winner. ”

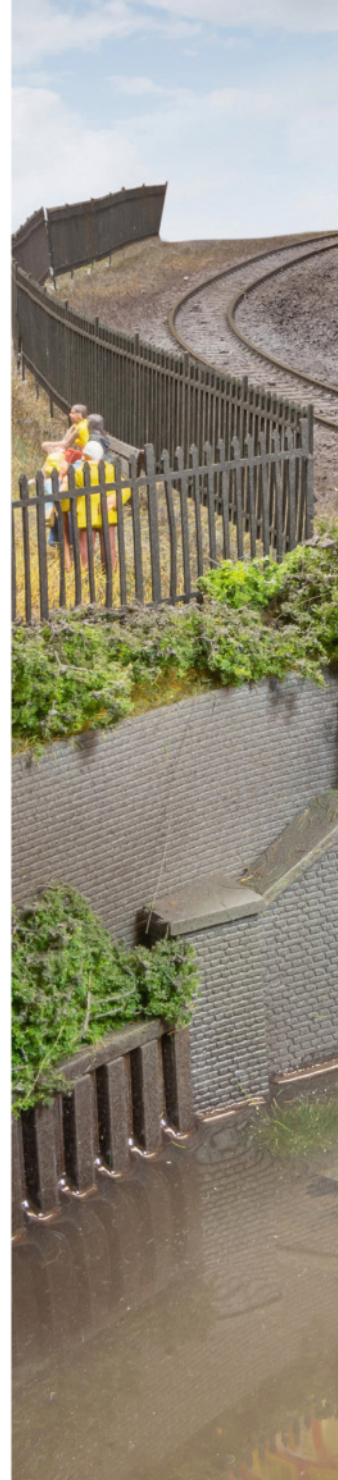
Life comes at you fast. One minute you are holding your newborn in your arms for the first time and seemingly the next they are off to university. Almost every parent wishes at some point that they could have spent more time with their child, but the pressures on young people today to fill their time with extra-curricular activities to bolster their CV means parents spend just as much time as a taxi service as they do at home. Monday dance, Tuesday football, Wednesday swimming, Thursday band, Friday Scouts, and at the weekend football again. It can be exhausting. So when the Government told us all we would have to stay at home in March 2020 you could forgive some parents for raising a little smile. That is, once they had recovered from the shock of having their

children screaming into the laptop trying to be heard on the Zoom call.

As we all remember, the lockdown resulted in a real boom in home-based, practical hobbies and Richard Keep, and his son Ollie, used that time to begin building their first 'proper' layout.

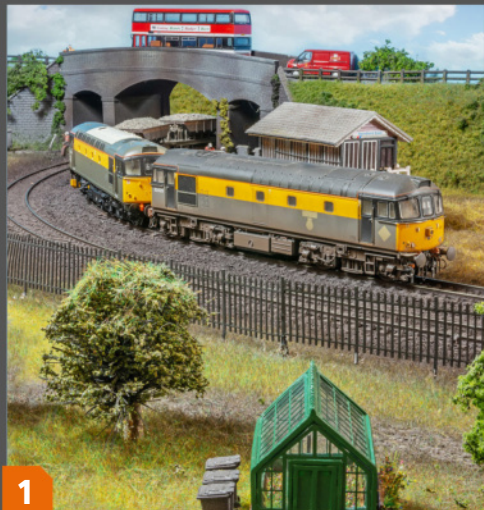
"I have always been fascinated by trains and my dad was a massive Southern Region enthusiast," details Richard, "so I grew up around them in Dorset. However, I used to live for visits to my grandparents in Peterborough as they were on an entirely different part of the network and I could see rolling stock that didn't make it down south. I had basic layouts as a child before it became uncool as a teenager. Most girls didn't like trains. Fast forward a couple of decades, and Ollie too has grown up around trains, so when lockdown ➤

4 The family enjoyed many canal holidays, so including a waterway was vital. However, the first attempt at pouring resin into the 'cut' led to most of it leaking out onto the floor - the masking tape 'dam' proving insufficient. The stain from the leaking resin can still be seen on the edge of the baseboard!



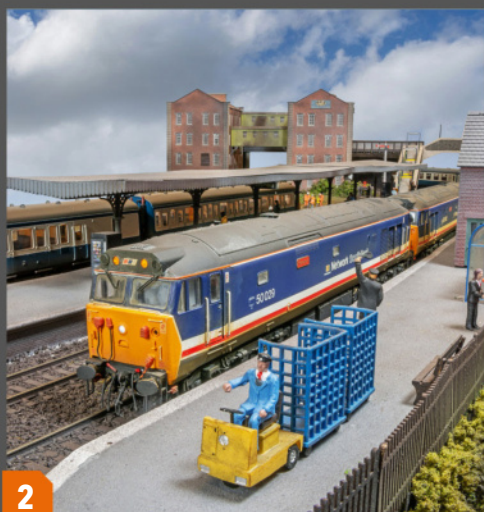


3 things we like



1

The accurate number of wheelie bins handed out by the council!



2

In his mind, the porter is racing the train...



3

Even though TV show *The Simpsons* only began in 1989, it's already caught the attention of graffiti artists.

came I was keen to do a project together that we could work on and enjoy to save ourselves from going crazy. It also coincided with finally tidying the garage to give us some space. Negotiations with 'the boss' of the house followed and it was decided that a 10ft by 5ft layout could be constructed."

Choosing a layout's size is the simple part. It's as big as you can get away with. Richard and Ollie also knew that they wanted a late 1980s-early 1990s layout set in the West Country on the Paddington to Penzance line and that it would be a DCC 'OO' gauge layout, but that's where things became more challenging.

"We have both had to do a lot of learning along the way. Fortunately, our next door neighbour John is also a model railway builder, and he helped us to construct the baseboard to our specification, allowing us to concentrate on the track plan. Making a 10ft by 5ft layout not look like a train set when you need nearly 4ft to make the turn was a challenge, but we had seen a track plan of a layout of the same size in a magazine and liked the way that the track wasn't parallel to the edge of the baseboard. My word, laying it was a nightmare though! The process hasn't changed since ➤

'Sandford East' is set in the 1980s, allowing a colourful range of sectorisation-era liveries to be featured, along with some classic Rail blue diesel traction.





I was a child but trying to couple flexible track with tight curves is not always easy. Then there are all the point motors. Then there's the wiring. Whoever sold DCC as 'just two wires' is one of the biggest liars in the history of model railways! I became a bit obsessed with the wiring as it needed to work perfectly so the point motors took me about 20 hours to do. Again, John was really helpful and he got all the wires cut to length and stripped so that all I would have to do was solder them on. This significantly decreased the time it took before we could run trains."

Scenically, time was of the essence, as neither Richard nor Ollie wanted the layout to sit on bare baseboard for months on end while they tried to scratchbuild. To combat this, they used primarily off-the-shelf products along with a couple of Peco kits.

"Quite a bit is from the Bluebell Railway range as that is a line we both like. Scattered along the layout is quite a bit of memorabilia from places we have been. The townscape has a ghost riding in an alleyway from the time we did a ghost walk in York, Ollie is a massive Doctor Who fan, so of course, there is a police box, and a lot of the locomotives and rolling stock are things we have seen on our trips out."

RULE NUMBER ONE

With so many trips out, Richard and Ollie have a lot of models. Wanting to run things as quickly as possible, Ollie suggested making an innovative storage solution.

"It was taking too long to put a model back into its box, put it on a shelf and then get the new model out of the box and put it on the track. I suggested we use ➤

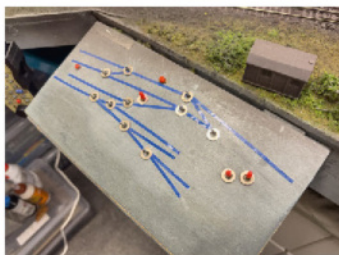
Not ones to shy away from progress, Richard and Ollie have recently relaid the fiddleyard, replacing all of the Insulfrog points with Peco's new Unifrog version, which has improved operation.





some spare track to make a shelf and put it on runners so we could access the models easily. This is under the fiddleyard and means we can swap locomotives quickly. We run a lot of eight-car InterCity trains, but I've also developed an interest for steam, and it's not uncommon to see *Tornado* or *Evening Star* making its way towards the station. I like to think of myself as quite a hands-on modeller and am not afraid to take a model apart to install a sound chip. Once you've heard sound you can never go back!"

If we want to ignite the interest of young people in model railways, this is the way to do it. Let them use it. Let them take models apart and see how they work. Let them install sound chips. We often see at exhibitions that the layouts are positioned at a height for adults, making it difficult for children to see. We hear how clubs need help to attract younger members. We are at a crucial time in the model railway hobby, and we need to actively encourage young people to take it up. Richard has found a wonderful way to spend time with his son, just as his father did with him. They can now enjoy three generations playing trains together – a privilege that not all of us have had. It's up to us to ensure that this hobby continues to thrive and evolve. **MR**



FACTFILE: 'SANDFORD EAST'

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

Size: 10ft by 5ft

Track: Peco Code 100

Power and control: DCC

Time to build: Three years



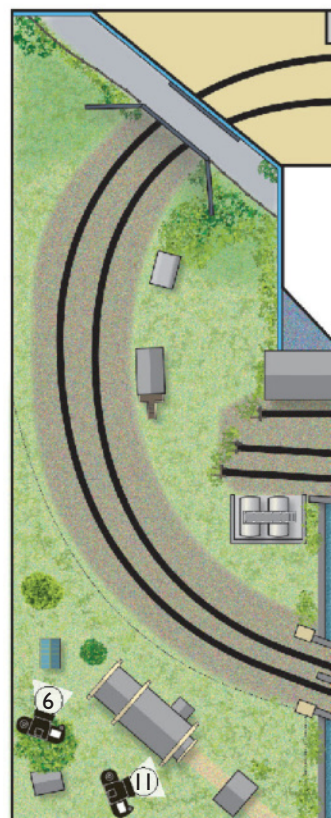
MODELLER CV: RICHARD AND OLLIE KEEP

"I'm a bit of a petrolhead, but both Ollie and I love digital Scalextric, which has up to six cars racing on just two lanes. We also enjoy taking our dog for a walk in the Dorset countryside."

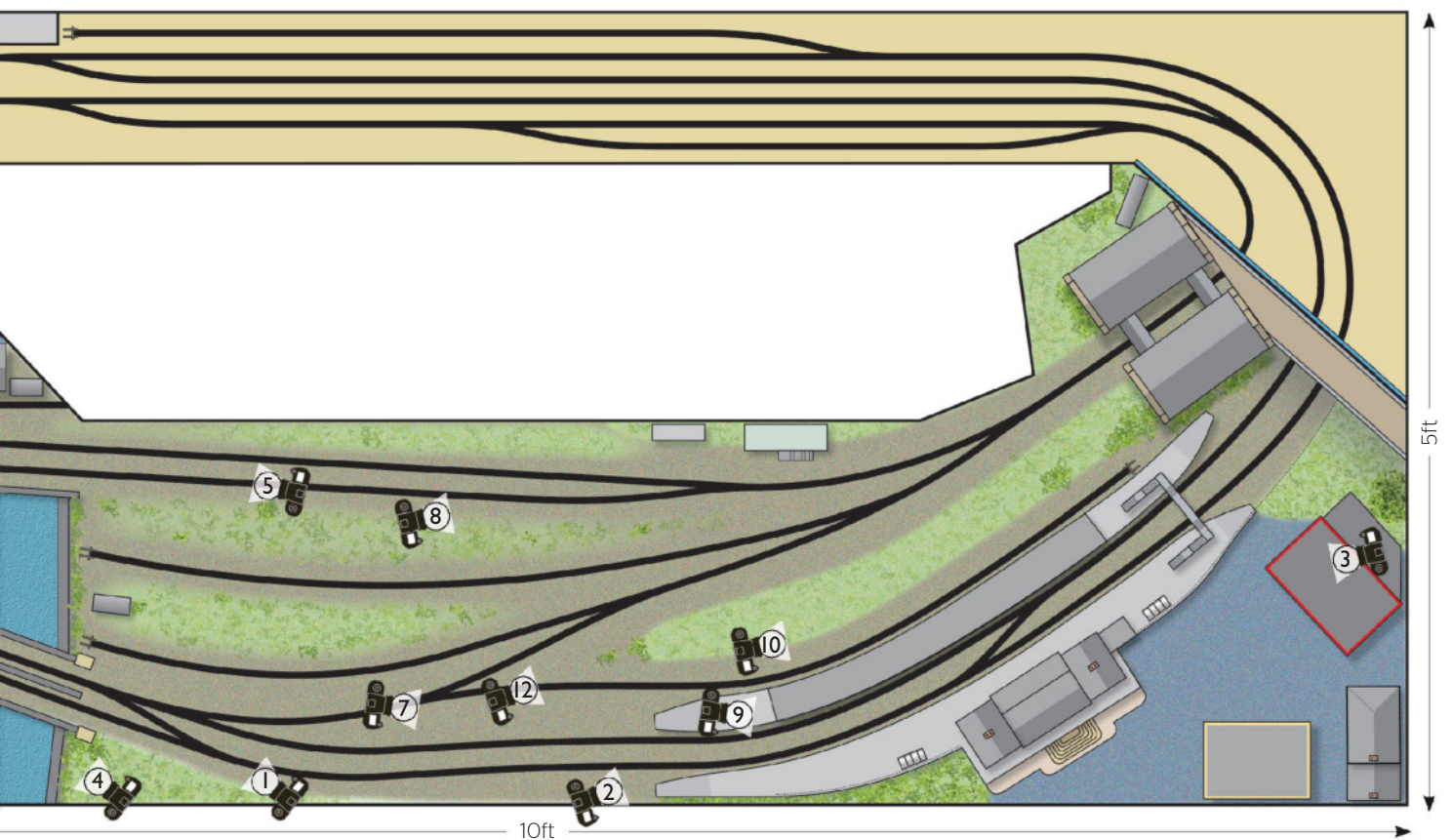
12 Ollie has recently used his pocket money to buy a Class 40 and a Class 45. The pair also have an interest in 25kV electrics, so they're considering adding catenary to the layout. they're concerned about damaging the overhead wires, so they're thinking of settling on just the posts... to begin with.



11



Artwork: Andrew Mackintosh



Keep On Running Class 150 'Sprinters' at 40

The 'Sprinter' DMU revolution of the 1980s reaches its 40th anniversary in 2024. **Ben Jones** celebrates the units that transformed regional services across Britain and are still going strong today.

By the early 1980s, British Rail's regional and secondary services were in trouble. Service quality was declining as dilapidated first-generation Diesel Multiple Units (DMUs) were patched up to keep them running. On longer distance routes, locomotive-hauled trains formed of life-expired Mk 1 and Mk 2 coaches were also falling behind the times. The cost of maintaining these ageing trains was increasing, but BR also faced the major issue that many vehicles had dangerous asbestos insulation, which would be extremely costly to remove.

Around the same time, BR was in the process of restructuring itself into business sectors focused on the different requirements of inter-city, freight and parcels traffic, plus the dense commuter network of London and the south-east of England. The remaining passenger traffic

across England, Wales and Scotland was grouped into a sector – appropriately, if somewhat patronisingly – christened 'Provincial Services'.

Provincial was responsible for a very diverse collection of (usually) loss-making secondary, regional and branch line services stretching from Penzance to Thurso and Pwllheli to Lowestoft.

“While they may not be everyone's favourite trains... the Class 150s have proved to be a solid investment”

Equally diverse was its rolling stock fleet, ranging from 1950s diesel railcars to 1970s EMUs and a large roster of Mk 1/ Mk 2 coaches powered by Class 31s, 33s, 37s, 45s, 47s and 50s.

From the late 1970s, BR's Research and Development department had been investigating options for improving secondary services, testing concept vehicles such as Leyland National bus-based railbuses and a Mk 1 coach re-bodied with an experimental Leyland-based body. These were joined in 1982 by a pair of prototype Class 210 diesel-electric multiple units (DEMU) based



ng:



Above: Wearing original BR Provincial livery, Class 150/1 150148 pauses at Borth in April 1986, during trials on the Cambrian routes. COLOUR RAIL

Left: The two prototype Class 150/0 units travelled widely to raise public awareness of BR's new trains. Doyen 150001 operated services from Cardiff into the Welsh Valleys during the summer of 1985. COLOUR RAIL

on the highly successful Mk 3 bodyshell (see panel).

Although the railbus prototypes eventually evolved into the Class 141-144 'Pacers', these experiments did not deliver the results BR wanted and in 1983 it called for new submissions from train builders for cheaper, less ambitious designs than the Class 210.

The maximum speed specification was lowered from 90mph to 75mph, and the requirement for compatibility with Mk 3 based EMUs was dropped.

In addition to good ride quality, the specification included auto-coupling, an operational range of 1,000 miles and intervals of five years or 350,000 miles between major overhauls.

In comparison to the previous generation of DMUs, which typically used a pair of small diesel engines under each power car, the new generation trains would have only one underfloor engine per car. However, even two-car trains would be able to continue in service with one engine out of use. A modular approach envisaged sets of up to four cars fitted with amenities such as toilets and luggage spaces. These requirements were translated into a technical specification which was issued to various rolling stock manufacturers for competitive tender.

Two proposals – from British Rail Engineering Ltd (BREL) York Works and Metro-Cammell – were selected for development, including the construction of two prototype trains of each design.

BREL's contribution was the Class 150 'Sprinter', which appeared in 1984, while Metro-Cammell's Class 151s (see panel) were delivered the following year.

THE '150' PROTOTYPES

Handed over to BR's Provincial Sector on June 8 1984, just 15 months after they were ordered, the Class 150 prototypes drew heavily on existing components from the Southern Region Class 455 EMUs, including the Mk 3-related bodyshell, interior design and a variant of BREL's successful Class 317/455 bogie, designated BP13 (powered) and BT13 (unpowered).

To assess the capabilities of different ➤

equipment, 150001 was fitted with one 286hp Cummins engine and Voith hydrokinetic transmission per car, driving both axles on one bogie. Its twin was delivered with Rolls-Royce engines and fully automatic gearboxes from Self Changing Gears (SCG). The latter combination proved to be problematic and 150002 was less reliable in service than the Cummins/Voith-powered 150001. As a result, 150002 spent more time out of service and was later selected for rebuilding as a prototype for the Class 158 'Sprinter Express' units. It received a revised interior with more comfortable 2+2 seating and exchanged its Rolls-Royce/SCG drive train for standard Cummins engines and

Voith transmission, albeit geared for 90mph operation. It was renumbered 154002 to highlight its unique status.

The design specification of the prototypes was similar to the later production units, but they remain the only Class 150s to be built as three-car sets. Additional units were created later by splitting Class 150/2 sets and inserting the cars in the middle of Class 150/1s, but only the two prototypes had purpose-built intermediate cars without driving cabs.

The two Class 150/0s were initially allocated to Etches Park depot in Derby, adjacent to BR's Railway Technical Centre (RTC). In their early years they were used

on the Derby-Matlock route alongside the Class 151s, but also ventured far and wide across the network on trial and promotional tours. These took it to Devon and Cornwall, East Anglia, Wales and across the Midlands and northern England.

In May 1985, 150001 visited Scotland for the first time, followed by a two-month stay later in the year at both Eastfield and Inverness, from where it replaced locomotive-hauled formations on services to Aberdeen, Kyle of Lochalsh and Wick, and on the West Highland line.

With their development work complete, the two Class 150 prototypes were absorbed into the standard revenue-earning fleet by 1986, working alongside the Class 150/1s (see below). Both moved to Tyseley in the early 1990s to work West Midlands commuter routes around Birmingham, remaining there until 2011.

Following an overhaul, 150001/002 joined First Great Western (FGW) in 2012; they were initially separated for the first time in their career with 150001 based at St Philips Marsh depot in Bristol and 150002 at Exeter. The 'twins' were later reunited at Reading depot to work GWR's Reading-Basingstoke route.

In April 2020, both were transferred to Northern at Newton Heath depot in Manchester, working mainly on the Manchester Victoria-Todmorden-Blackburn route and subsequently on Rochdale-Manchester-Bolton-Clitheroe services. However, more recently they have moved over the Pennines to Neville Hill depot in Leeds, where they work alongside four strengthened Class 150/1 three-car units (150003-006) on Northern routes in South and West Yorkshire, including the Sheffield-Huddersfield 'Penistone Line'.

Yellow special

Added to the end of the '150/1' build was a 51st unit for BR's Railway Technical Centre (RTC) in Derby. A very rare example of a purpose-built departmental DMU, track assessment vehicles 999600/601 were delivered by BREL York Works in 1987. Now numbered 950001, the unit reaches almost every corner of the British network checking the condition of track with a wealth of laser measurement and video recording equipment. Originally painted in a unique version of RTC blue/red/grey, it passed to Railtrack in 1994 and to Network Rail in 2002. It currently carries NR's standard all-over yellow livery.

950001 continues to travel across the network on track-testing duties. The unique unit is passing Dunblane in July 2013. COLOUR RAIL



For a time, 150002 acted as a test bed for engines and gearboxes destined for BR's Class 158. Running in two and three-car form, the unit was re-classified as Class 154 during the trials and is seen here at Loughborough in 1991. COLOUR RAIL





Three-car units have been created by inserting Class 150/2 cars into Class 150/1 sets, with various renumbering schemes adopted over the years. Centro-liveried 150010 awaits time at Hereford in 1996. COLOUR RAIL

PRODUCTION TRAINS

By November 1984, BR was sufficiently impressed with the Class 150s to order a first production batch of 50 two-car units. The £25 million Class 150/1 fleet was also built by BREL York and largely followed the template set by 150001. The major external difference was the replacement of the air-operated sliding cab doors with cheaper inward-opening slam doors. Improved seats were also provided to provide more comfort on longer distance journeys.

Construction progressed rapidly and deliveries started in mid-1985. By late January 1986, 37 sets were in traffic from Derby Etches Park, replacing many of the old first generation Class 101, 114 and 120 DMUs across the East Midlands – three months ahead of schedule.

Initial deployments included all services on the Lincoln-Nottingham-Leicester-

Birmingham and Derby-Crewe/Matlock routes, plus diagrams that took them to Grantham and Peterborough and even a lengthy return working from Sheffield to Ipswich. From March 1986 they expanded their reach into Wales, taking over services on the Cambrian lines from Shrewsbury to Pwllheli and Aberystwyth.

Until the arrival of later 'Sprinter' DMUs in the second half of the 1980s, the Class 150/1s were used over a very wide area replacing both life-expired DMUs and locomotive-hauled trains, often on long-distance routes to which they were not suited.

However, as more new DMUs became available, the fleet was concentrated at



Northern Rail's 150149 tails a Class 156 and 150/2 on a Buxton service, at Chapel-en-le-Frith in May 2018. GEORGE DENT

Etches Park and Tyseley depot in Birmingham for shorter-distance routes in the East and West Midlands.

Since the late 1980s, they have performed sterling work on secondary and regional routes in the Midlands, north-west England and the West Country for the likes of Regional Railways North West/North East, Central Trains, London Midland and First Great Western/GWR. ►

Heavyweight contender: Class 210

In 1982, two prototype diesel-electric multiple units (DEMUs) were rolled out by British Rail Engineering Ltd (BREL)'s Litchurch Lane Works in Derby. Very similar in design to the then new Class 317 EMUs, they featured an above-floor diesel engine housed in one of the driving cars. Designated Class 210, the two trains were allocated to the Western Region and tested extensively on Thames Valley routes from London Paddington and, to a lesser extent, on other parts of the network, including trial runs in Scotland in 1983.

An ambitious, high-performance specification included rapid acceleration characteristics, 90mph top speed and the ability to work

in multiple with similar EMUs, plus through gangways and the ability to be configured for high-density suburban or longer distance routes.

Four-car 210001 was fitted out for outer suburban routes with Class 317 style 2+2 seating and a First Class section. It was powered by a 1,125hp Paxman engine and Brush traction equipment. Inner suburban 210002 featured high-density Second Class-only seating and a 1,227hp MTU V12 engine coupled to GEC traction equipment.

After early teething troubles had been addressed, the Class 210s settled down to a relatively reliable existence working from Reading and Southall depots. However,



The Class 210 was popular with passengers but deemed too expensive. COLOUR RAIL

while their demanding specification made them comfortable and popular with passengers, they were also heavy, fuel-hungry and expensive to build and operate compared to other DMUs.

The development of the cheaper Class 150 concept doomed the '210s' to become a dead end, limited to just two prototypes which survived in

traffic until 1986. After withdrawal, the seven vehicles were reused in various ways, four being rebuilt as the Class 457 development train for Network SouthEast's 'Networker' EMUs. Two are still in passenger service with South Western Railway as part of Class 455 EMUs having been rebuilt to replace accident-damaged vehicles.



The branch lines of East Anglia were ideal for the 'Sprinters', and Anglia Trains named its units after local historical figures, stylishly depicted on stainless steel panels. COLOUR RAIL

From the late 1990s until 2010, a small fleet of Class 150/1s was operated by Silverlink Trains (later London Midland) on the Bedford-Bletchley and Gospel Oak-Barking (Goblin) routes – isolated outposts of DMU working in the south-east of England.

However, in recent years a succession of fleet reshuffles has gradually brought the Class 150/1 fleet back together, and they're now based at Northern's Newton Heath depot in Manchester. From there, they work local routes around Greater Manchester and across the north-west of England and over the Pennines into Yorkshire. Four of Northern's sets (150112/116/117/147) are currently formed as three-car sets 150003-006 and based at Leeds Neville Hill for services in South and West Yorkshire.

In 2023, three sets (150137/139/141) were sub-leased to West Midlands Trains to reinstate services on the Bedford-Bletchley route after a lengthy hiatus caused by the withdrawal of the company's Class 230 'D-Train' units.

As they approach their 40th anniversary, retirement is on the horizon for the

Class 150/1s, although continuing uncertainty about new train procurement means that no orders have yet been placed for their replacements. Northern has started the process of ordering up to 450 new vehicles, but these are unlikely to be delivered before the late 2020s.

EVOLUTION: CLASS 150/2

Provincial's desperate need for new trains led to a further order for 85 two-car 'Sprinters', authorised by government in late 1985. Unlike the Class 150/0 and Class 150/1s, the next generation Class 150/2s featured end gangways, allowing staff and passengers to walk between sets when working in multiple. This would prove extremely useful in the early days of the class when they were in pairs and triple combinations replacing locomotive-hauled trains on Trans-Pennine routes between North Wales, the north-west of England and Yorkshire.



National Express' Silverlink livery was an eye-catching scheme, carried by eight '150/1s' during the early years of privatisation. COLOUR RAIL

Incorporating the outer gangways required major structural changes to the vehicle ends and a redesign of the driving cabs to resemble the later batches of Class 317 and 455 EMUs. The driving cab itself was squeezed into a small compartment occupying just one-third of the vehicle end. The design of the cab doors reverted to the sliding powered doors of the prototypes, but otherwise the Class 150/2s were mechanically identical and internally very similar to their predecessors.

The first set, 150201, was delivered to the RTC's Engineering Development Unit (EDU) in Derby for type testing in September 1986 and entered passenger service soon afterwards. Uniquely for the time, early deliveries of Class 150/2s were outshopped with yellow warning panels on the gangway doors only – the outer parts of the ends instead being painted Provincial light grey.

BR's logic was that the provision of modern high-intensity headlights rendered the full yellow ends obsolete, but full yellow ends were added soon afterwards, and later units were delivered with more conventional full yellow ends.

Deliveries of Class 150/2s in 1986/87 played a major role in the retirement of many classes of first generation DMU and locomotive-hauled trains. Trans-Pennine routes were an early priority, with Leeds Neville Hill depot receiving 150202/204/206/208/210/212/214/216/218/220/222/224/226/228/230/232/234 for Liverpool-Manchester-Leeds-Scarborough services. Neville Hill was also the first home of 150236/238/240/242/244/246/248/250/252/254/256/258/260/262/264, which were allocated to Provincial

Private competitor: Class 151

In parallel with BR's in-house development of the Class 150, Birmingham-based train builder Metro-Cammell produced a quite different response to the call for a new generation DMU.

Metro-Cammell was selected by BR to build two prototype trains based on a design submission for new trains to replace ageing first generation DMUs. These would be tested against the Class 150s to establish the optimum solution for a production build.

To reduce weight and enhance acceleration rates, Metro-Cammell opted for aluminium construction. Other non-standard features included the bogies, transmission system and the positioning of the main cooler group and radiator in a separate pod on the roof of each car.

Combined with the externally mounted sliding doors and unpainted aluminium body finish, this gave the



'151s' a very distinctive appearance akin to some of Metro-Cammell's export trains of the same period.

The two units entered service later than 150001/002, not carrying passengers until 1985 – by which time BR had already ordered the first batch of production Class 150s. However, they continued in service around Derby until 1989 and survived in storage (pending further use that never came) until 2004.



Wessex Trains' Class 150/2 fleet carried vinyls promoting local tourist attractions. 150243 runs into St Denys in April 2008. COLOUR RAIL



The early Class 150/2s originally lacked all-yellow ends and the gangway windows were later plated-over. COLOUR RAIL

routes in South and West Yorkshire.

Odd-numbered sets 150201/203/205/207/209/211/213/215/217/219/221/223/225/227/229/231/233/235/237/239/241/243/245/247/249/251/253 were delivered to Newton Heath depot in Manchester to replace life-expired DMUs across the north-west of England.

Later deliveries went to Edinburgh Haymarket (150255/257/259/283-285) and Cardiff Canton (150261/263/265-282) to modernise services in the Central Belt of Scotland and the South Wales 'Valley Lines' network respectively. All were delivered in Provincial Railways livery with 'Sprinter' branding.

Performance and reliability were encouraging from the outset and the clean, modern trains proved popular with passengers and crews used to the old rattling, rough-riding DMUs.

The exception were the Trans-Pennine routes, where the '150/2s' were totally unsuitable for longer-distance journeys and a significant downgrade from the comfortable Mk 2 coaches they replaced. Fortunately, their reign on these services was short as they were replaced by Class 156s and, from 1991, Class 158 'Sprinter Express' DMUs.

As more Class 155/156 'Super Sprinters' and Class 158s were delivered, the Class 150/2s became dispersed more widely and over the next decade allocations became more fluid. For example, Edinburgh Haymarket gained extra sets, with 18 units working Edinburgh and Fife local services until being replaced by Class 170s in 2005.

From 1992, the original 'Sprinter' livery was replaced by the (relatively) similar

Regional Railways colour scheme introduced on the Class 153s as they were rebuilt. In the same period Class 150/1 and Class 150/2 sets allocated to local services around Birmingham, Manchester and Liverpool gained more colourful variations on the Regional Railways theme. In the West Midlands, this took the form of mainly green livery with blue/white waistband and light grey lower body; Merseyrail opted for yellow/black/white and Greater Manchester chose an attractive light and dark grey scheme with red/white waistband stripes.

When BR was split into regional operating companies and privatised in the mid-1990s, the Class 150/2 fleet was divided between North Western Trains (later First North Western), Northern Spirit, ScotRail,

Anglia Railways, Valley Lines and Wales & West (later Wessex Trains/Wales & Borders and then Arriva Trains Wales).

Anglia's allocation (150213/217/227/229/231/235/237/245/255/257), which included some former Scottish sets, was cascaded to Central Trains in 2005. During their time in East Anglia, all except 150245 were named after famous figures with connections to the region. Frequent changes in franchise ownership and branding have led to the Class 150/2s carrying a huge range of liveries since the late 1990s.

At the time of writing, the fleet is concentrated with just three operators – Northern (150201/203-206/210/211/214/215/218/220/222/224-226/228/268-277),

Great Western Railway (150202/207/216/219/221/232-234/238/239/243/244/246-249/261/263/265/266) and



Ten generations of 'Sprinter'

- Class 150/0: Three-car BREL prototype sets 150001/002 (1984)
- Class 150/1: Two-car production sets 150101-150 (1986)
- Class 150/2: Two-car production sets 150201-285 (1987)
- Class 151: Three-car Metro-Cammell prototype sets 151001/002 (1985)
- Class 153: Single-car conversions from Class 155 (1991-92)
- Class 154: Three-car 90mph prototype converted from 150002
- Class 155: Two-car Leyland 'Super Sprinter' 155301-335/341-347 (1988)
- Class 156: Two-car Metro-Cammell 'Super Sprinter' 156401-514 (1987-89)
- Class 158: 2/3-car BREL 'Sprinter Express' 158701-872, 158901-910 (1989-92)
- Class 159: 3-car BREL 'Sprinter Express' for NSE 159001-022 (1992-93)

First Great Western maintained a fleet of hybrid three-car sets, formed from '150/1' and '150/2' cars or, as seen here, by three '150/2' vehicles. These units were allotted the 150/9 sub-class, although sets were re-formed on a regular basis, according to traffic demands. COLOUR RAIL



Left: A small number of '150/2s' received Network North West branding in 1989, prior to BR settling on the Regional Railways brand. COLOUR RAIL

Valley Lines network and (more often than TfW's passengers would like) long-distance Cardiff-Manchester services in place of Class 197s or Class 67+Mk 4 sets.

TfW is in the process of an £800m total fleet replacement which will see its Class 150/2s usurped by CAF Class 197s and Stadler Class 231/756 FLIRT units over the next two years. No replacements have yet been confirmed for the GWR or Northern Class 150s, although both operators are working on plans to modernise their fleets.

While they may not be everyone's favourite trains, not least because they have often been deployed on services for which they are unsuitable, the Class 150s have proved to be a solid investment. Their reliability and versatility have made them sought after by operators, and while they lack the glamour, comfort and speed of trains such as the InterCity 125s, BR's 'Sprinters' have made a huge contribution to Britain's railways over the last four decades.

Transport for Wales (150208/213/217/227/229-231/235-237/240-242/245/250-260/262/264/ 267/278-285).

While Northern's sets are generally used alongside their Class 150/1 sisters on local routes in Greater Manchester, South and West Yorkshire, GWR's fleet covers an enormous swathe of south-west England and South Wales, ranging from Cheltenham and Cardiff to Weymouth and Penzance from its

base in Exeter. To provide more comfortable accommodation for their often very lengthy journeys, GWR's '150s' have more generous 2+2 seating and tables. At the opposite end of the scale, they also work the short St Erth-St Ives shuttles in west Cornwall, taking just a few minutes for each trip.

Based at Cardiff Canton, the TfW fleet also covers a very wide area from West and South Wales to the branches of North Wales, the



The '150/2s' have been a staple of South Wales operations for decades, but their days are numbered. Arriva Trains Wales' 150241 stands at Cardiff Central in 2010. COLOUR RAIL



Greater Manchester PTE applied its livery to several Class 150/1s and 150/2s in the early 1990s. COLOUR RAIL

Bachmann provides an optional coupler adaptor box with its '150/2', but George scratchbuilt an equivalent for his '150/1'.



HOW TO

SPRUCE UP A 'SPRINTER'

Aiming to recreate the early days of the Class 150s, **George Dent** makes a few modifications to a pair of Bachmann models.



MODELS Bachmann • 32-929 Class 150/1 two-car DMU, BR Provincial (original) (£324.95) • 32-942 Class 150/2 two-car DMU, BR Provincial 'Sprinter' (£309.95)

AVAILABILITY Bachmann stockists
Web: www.bachmann.co.uk



6 hrs per unit



I'd be curious to know how many hundreds, if not thousands of miles I've clocked-up on Class 150 'Sprinters' during the past 40 years. Like the Class 142 'Pacers', the Class 150/1 and 150/2 DMUs provided my daily transport around the North West of England from my teens until my mid-40s, as well as many rail-centred holidays around Wales and Devon.

I can even recall my first encounter with a '150', on a ride from Machynlleth to Shrewsbury in 1986, on a freshly built example, with its gleaming modern interior contrasting drastically with the shabby, ageing First Generation DMUs that were soon to be replaced.

Happily, modellers in 'N' and 'OO' have been well served with quality models of the

Class 150/1 and 150/2, thanks to Bachmann Europe, and I've been building up a modest fleet of these units recently for a new 'OO' layout project, set in the late 1980s/early 1990s. Indeed, I'm grateful that Bachmann has offered early BR Provincial liveries on both sub-classes in recent years.

Depicting the units in this period means that the snowplough-cum-object deflectors are not appropriate. Accordingly, a little surgery was necessary to fill the redundant mounting holes on the front ends. I also wanted to depict the emergency coupler adaptor boxes and original horn layout on the '150/1', so a spot of scratchbuilding was also involved, making my guestimates of dimensions by studying plenty of prototype images.

One day, I'd like to model one of the original three-car '150/0' units, and I've seen modellers achieve this by cutting-and-shutting a pair of donor bodysells to create the centre car. I'm not sure I can justify the potential cost of this, however, unless I can snag a second-hand bargain - so I'm keeping my eyes peeled!

In the meantime, though, I'm happy with the modest modifications I've made to this pair of units, enhancing the interior as well as the exterior. With another couple of '150/1' units awaiting similar treatment, I'm thinking of fitting the coupler adaptor boxes at a transverse angle, on the other side of the cab, as seen on several examples following their first overhauls in the early 1990s. But that's a job for another day...

What George used

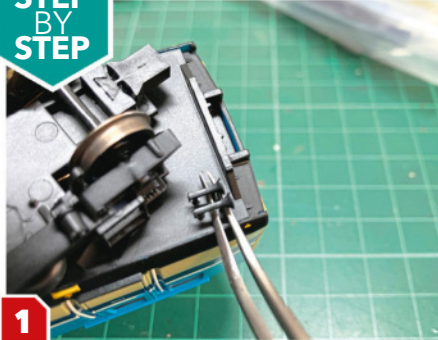
SHOPPING LIST

- ◆ Plastruct and Slater's styrene strip and sheet, brass and copper wire
Availability: Model and craft shops
- ◆ Preiser 'HO' unpainted seated passengers
Availability: Gaugemaster
Web: www.gaugemasterretail.com
- ◆ 3D-printed passenger Multi-packs
Web: www.modelu3d.co.uk

TOOLS

- ◆ Tweezers
- ◆ Knife and spare blades
- ◆ Steel rule
- ◆ Razor saw and mitre box
- ◆ Needle files
- ◆ Pliers
- ◆ Drill and bits
- ◆ Paintbrushes
- ◆ Airbrush and equipment (optional)

STEP BY STEP



1

The first task was to gently prise the air horns out of their mounting holes, using a set of fine tweezers. Try to avoid breaking the mounting lugs, if possible, as this will help re-installing them later.



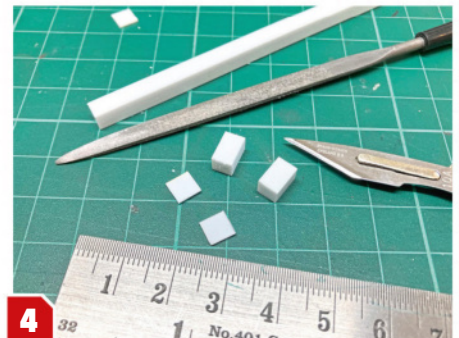
2

The mounting holes for the snowploughs were plugged with slightly oversized square section styrene, cut to a slight taper for a snug fit. After gluing in place, the excess plastic was trimmed flush with the front and rear of the headstocks.



3

To form the emergency coupler adaptor boxes, I marked out and cut 7.5mm long sections of Plastruct 4.7mm square styrene rod. The plastic rod was cut with a sharp razor saw, working in a mitre box to keep the edges square.



4

The cut edges of the square rod were tidied with a flat file and front flaps were cut from 20thou' styrene sheet. The front flaps were made just slightly larger than the square section, to ensure an even overhang all round.



5

After fitting the front flaps, the boxes were adorned with detail on the sides with 10thou' by 20thou' styrene strip, plus hinges on the ends. Horns were shaped from 0.3mm brass wire and lugs added from 1.5mm thick plastic.



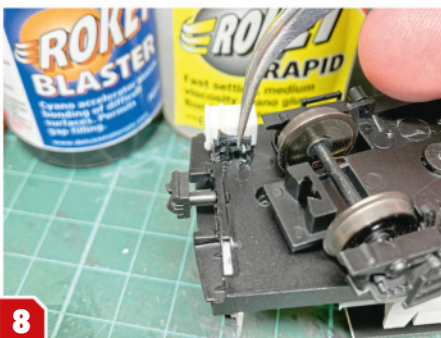
6

The coupler adaptor boxes were glued to the underside of the chassis, ensuring they sat squarely and checking for free rotation of the boxes. The NEM pockets were removed, and the dummy BSI couplers glued in place.



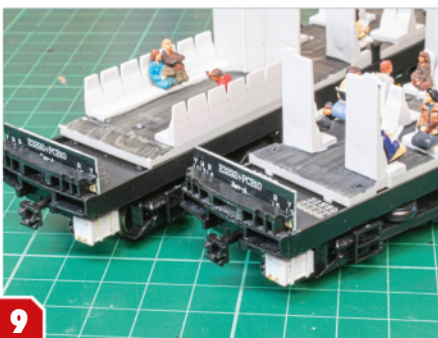
7

Cosmetic mounting straps were formed from 30thou' by 10thou' styrene strip, bonded with extra-thin liquid cement to ensure a neat joint. The straps should really be angle section, but I couldn't find any material small enough.



8

New mounting holes were drilled for the large horns, and they were fixed with cyanoacrylate, followed by the smaller horns, bonded piggyback style. An accelerant helps the glue to cure faster.



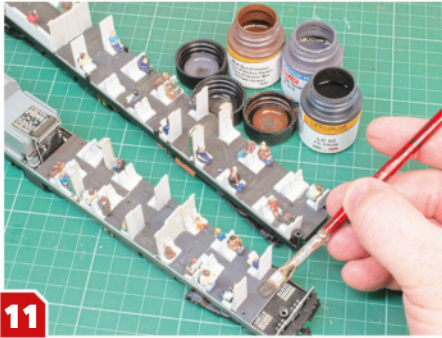
9

With the underframes of each car complete, the new and modified parts were primed and then brush-painted with a matt black acrylic. Any disparity in sheen will be hidden later, when the underframes are weathered.



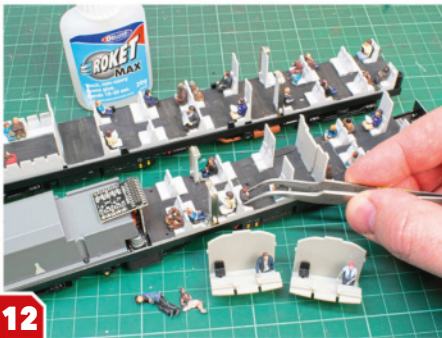
10

A variety of passenger figures were obtained. Modelu packs provide an interesting array of characters, but I also used packs of Preiser 'HO' seated figures. After priming, the painstaking job of painting flesh and clothing began.



11

To add greater depth to the interior, the floor areas of the pale grey interior moulding were painted with a dark grey shade. In hindsight, I wish I'd taken the time to paint the seats too, in an approximation of the BR-era fabric.



12

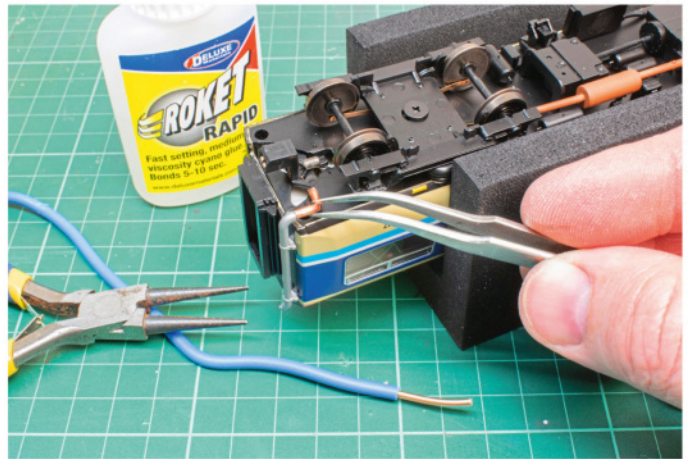
The Bachmann 150/1 came with passengers pre-installed, but without any crew in the cabs so, as well as adding drivers, I also added a few more bums on the seats to depict a busier service.

Three-car hybrid set

Recreating a hybrid three-car unit is simple enough, by inserting an unpowered Class 150/2 car into a '150/1' set. However, due to the cab end coupler pockets of the '150/2' lacking power transfer contacts, the powered car will not be able to draw current from all three trailing cars.



13 When each car had been reassembled, I took care of the missing sections of exhaust pipe using 2.0mm diameter copper wire (salvaged from single core electrical cable found in a skip). It was shaped with round-nose pliers and glued to the chassis, close to but not bonded to the exhaust stack, ensuring the bodyshell could still be removed in future.



14

Once painted to match the existing exhaust stack, the pipe extension fills that unsightly gap under each car. It takes a little while to shape the copper wire correctly, ensuring it doesn't interfere with the bogie or coupler units.



15

The final stage was to add a gentle weathered finish, by airbrushing thinned RailMatch enamels over the underframes (Sleeper Grime) and roofs (Roof Dirt and Weathered Black), keeping the sides and cab fronts mostly clean.

A complement of passengers and train crew brings a train to life. Painting the dark grey floor panels adds greater depth to the interior.





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E85018 LSWR Adams O2 Steam Locomotive No. 30199 BR Lined Black L/C.....£148.99
E87057 GWR 10T "Bloater" Fish Van GWR Brown.....£25.49
E87058 GWR 10T "Bloater" A Fish Van GWR Brown.....£25.49
E87059 GWR 10T "Bloater" Fish Van GWR Brown.....£25.49



E87060 GWR 10T "Bloater" Fish Van BR Crimson.....£25.49
E87061 GWR 10T "Bloater" Fish Van BR Crimson.....£25.49

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R30325 Railroad Class 3F Jinty 0-6-0 Steam Locomotive No. 25 S&DJR Blue.....£71.99
R30332 Class 66 Co-Co Diesel Locomotive No. 66 734 "Platinum Jubilee" GBRI.....£89.99
R30337 Hornby 70th: Westwood BR Jinty Rovex Scale Models Limited 1954-2024.....£59.99
R30353TXS Class 66 Co-Co Diesel Loco No. 66 754 "Northampton Saints" GBRI.....£125.99
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SK-P06 Backscene - Town Scene.....£9.95
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392-028 Baguley-Drewry 70hp Diesel ICI Orange & Grey.....£101.99



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2D-019-204 Class 43 HST Grand Central Twin Pack.....£156.99
2F-071-090 7 Plank Wagon D Day 80th Anniversary.....£12.00

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GRAHAM FARISH N

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373-506C BR HEA Hopper Wagon No. 360601 BR Railfreight Coal Sector.....£17.99
373-506D BR HEA Hopper Wagon No. 361554 BR Railfreight Coal Sector.....£17.99
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42-0050C Coal Drop - Chocolate & Cream.....£42.99
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10-1673D Class 800/0 IET 5 Car EMU Set 800 010 Paddington Bear GWR.DCC Fitted £237.99



128-4014-DCC Union Pacific Big Boy Steam Locomotive No. 4014.....DCC Fitted £434.99

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VA13906 Vanguards Jaguar XJ6 Series 2 Dark Blue.....£31.99

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7B-004-005 Kitmaster Genesis LSWR Raised Signal Box Kit.....£55.99
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7P-001-508 BR Mk1 Brake Second Corridor BSK Coach No. M34098 BR Maroon.....£189.99
7P-001-509 BR Mk1 Brake Second Corridor BSK Coach No. E34327 BR Maroon.....£189.99
7P-001-606 BR Mk1 Open Second SO Coach No. W3874 BR Maroon.....£189.99
7P-001-607 BR Mk1 Open Second SO Coach No. SC4245 BR Maroon.....£189.99
7P-001-608 BR Mk1 Open Second SO Coach No. M3967 BR Maroon.....£189.99
7P-001-609 BR Mk1 Open Second SO Coach No. E3905 BR Maroon.....£189.99
7P-001-706 BR Mk1 Corridor Second SK Coach No. M24165 BR Maroon.....£189.99
7P-001-706B BR Mk1 Corridor Second SK Coach No. M24165 BR Maroon - unnumbered.....£189.99
7P-001-707 BR Mk1 Corridor Second SK Coach No. Sc24287 BR Maroon.....£189.99
7P-001-708 BR Mk1 Corridor Second SK Coach No. M24438 BR Maroon.....£189.99
7P-001-709 BR Mk1 Corridor Second SK Coach No. E2418 BR Maroon.....£189.99
7P-001-806 BR Mk1 Corridor Composite CK Coach No. W15425 BR Maroon.....£189.99
7P-001-807 BR Mk1 Corridor Composite CK Coach No. Sc15346 BR Maroon.....£189.99
7P-001-809 BR Mk1 Corridor Composite CK Coach No. E15343 BR Maroon.....£189.99

LATEST ARRIVALS / TT

HORNBY TT

TT1002TXSM The Easterner Digital Train Set.....DCC Sound £239.99



TT3010M LMS Princess Coronation 4-6-2 Steam No. 6231 "Duchess of Atholl".....£151.99
TT3013M Class 50 Diesel Locomotive No. 50 040 "Leviathan" BR Blue.....DCC Sound £151.99
TT3013TXSM Class 50 Diesel 50 007 "Sir Edward Elgar" GW150 Green.....DCC Sound £200.99



TT3014M Class 50 Diesel Locomotive No. 50 040 "Leviathan" BR Blue.....£151.99
TT3014TXSM Class 50 Diesel Loco No. 50 040 "Leviathan" BR Blue.....DCC Sound £200.99
TT4007 LMS 57ft Corridor First Coach No. 1062 LMS Maroon.....£34.49
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TT4038A LMS 57ft Passenger Brake Coach No. M5598M BR Crimson & Cream.....£34.49
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Workbench

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Meet the Model Rail Expert Modellers



Chris Nevard
When he's not shooting readers' layouts, he builds his own superb models.



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



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



Steve Nall
Steve loves trying new and unusual modelling techniques.

Project difficulty ranges from easy: one screwdriver, to very hard: five screwdrivers.



BUILDING CULMSTOCK

PART TWO

With the main station structures complete, **Chris Nevard** turns his attention to creating the platform and cattle dock, before ballasting the track.

I outlined my reasons for building a 'OO' gauge re-creation of Culmstock, on the erstwhile Culm Valley line in Devon, in last month's issue, while also demonstrating how the main station buildings were constructed from scratch.

Now let's turn our attention to the creation of a station platform which, again, was created bespoke from basic materials. The platforms at Hemyock (the terminus of the

Culm Valley line) and Culmstock both appear to have featured a variety of materials, with sections of the upper surfaces formed from brick, with the rest consisting of compacted ash. Accordingly, a mix of embossed plastic sheet and DAS clay helped me recreate this important aspect.

Another job tackled this month is the building of the cattle dock and level crossing, both created (or adapted) from Ratio's



popular plastic kits. Once these structures were complete and installed, along with the sunken culvert taking water to the River Culm (a channel for which I forgot to cut into the baseboard earlier!), the scenic work could begin in earnest by ballasting the track.



BUILDING THE PLATFORM

STEP BY STEP

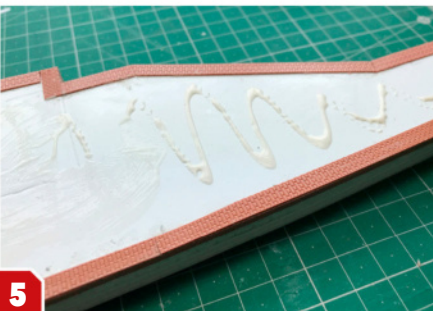
1

There are many ways to build your own platforms, but these days I laminate three layers of 5mm thick foamboard. Although the height of real platforms differed in the pre-'modern' age, the resulting size of the foamboard sandwich is about right.



3

A strip of mounting card forms the outside face of the platform wall, bonded to the foamboard with PVA (or any other water-based glue) or a hot glue gun. Clamp with masking tape while the glue sets.



5

Often rural platforms would have a top of compressed ash clinker or similar. DAS clay is great at recreating this. First apply a little PVA - this will help the DAS adhere and reduce the chances of it lifting or breaking away.



7

Allow the DAS clay to set overnight before painting the platform. I began with a few misted layers of aerosol-based grey, black and red primers, followed by the desired brick, stone and ash shades of acrylic paint, applied with a brush.



2

To create the all-important slope to the platform ends, the centre layer is cut short, acting as a fulcrum for the upper layer to fold downwards (score the underside). The ends of the upper and lower layers are cut and bonded at an angle.



4

Your choice of printed paper overlay or embossed plastic sheet can be laid onto platform face and wall, using PVA or contact adhesive. Culmstock's platform featured bricks on the walls and sections of the surface.



6

After brushing out the PVA, allow it to turn tacky before spreading the DAS clay onto the platform, using a little water to smooth out the surface. Once level, the surface of the clay can be textured by stippling with a stiff brush.



What Chris used

SHOPPING LIST

- ◆ Laser-cut plywood baseboard kit
Availability: Tim Horn
Facebook: timhornlaser cutting
- ◆ 5mm thick foamboard
Availability: Arts and craft stores or Hobbycraft
Web: www.hobbycraft.co.uk
- ◆ Ratio 502 Cattle Dock kit, 509 Occupational and Farm Crossing Gates
- ◆ Slaters Plastikard sheet (plain and embossed)
Availability: Model shops
Web: www.slatersplastikard.com

TOOLS

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

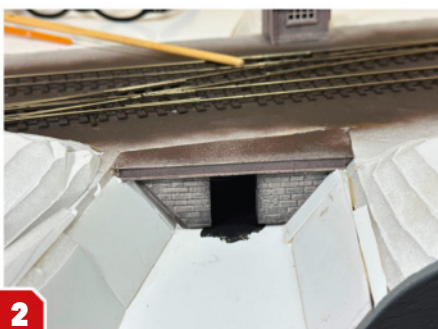
STEP BY STEP

COMPLETING THE EARTHWORKS



1

I needed to recreate the culvert, which runs into the River Culm. It's a good idea to cut a channel into the timber baseboard top before laying the track, but I didn't do that on this occasion. Planning? Mmm...



2

Layers of foamboard are great for forming landscape contours, including the banks of the culvert. It was also used to create retaining walls. Painting the shallow recess black makes it look like the tunnel runs under the tracks.



3

After checking the wiring worked correctly, running trains across all points and into each siding, the track was blasted with aerosol-based primer, then Halfords Camouflage brown (always wear a facemask when spraying paint!).



4

The coats of spray primer and paint help to protect the foamboard's paper coating from oversaturation with diluted PVA during the ballasting stage. It also provides a good base colour to the rails and sleepers.



Chris' TOP TIP

If you intend to use Ratio platform fencing (or other laser-cut options) make sure the angle of the platform slopes match that of the fencing, with the 'uprights' standing vertical. Accordingly, it helps to source your fencing before starting work on the platform.

STEP BY STEP

CATTLE DOCK AND LEVEL CROSSING



1

The cattle dock was made up from surplus components from the popular Ratio Cattle Dock plastic kit. I replaced the supplied wire with slightly thicker green flower arranging wire, which I find a little easier to manipulate and is more robust.



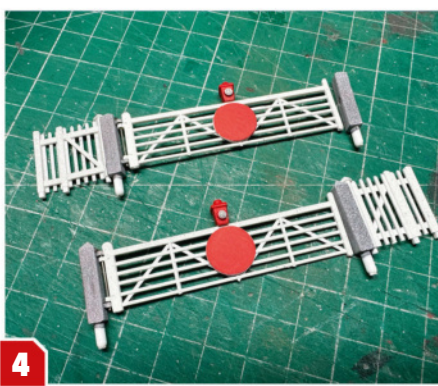
2

The assembled dock was sprayed with a mix of Halfords matt grey and matt black from a distance, creating a slightly mottled concrete effect. The fence wire was then dry-brushed with a reddish brown to suggest a little rust.



3

The finished cattle dock was embedded into the ground, cutting a suitable slot into the foamboard base. One of the reasons for laying the track on foamboard is that you can cut it away to avoid gaps around the bottom of buildings.



4

The level crossing gates at Culmstock were single gates, with the Ratio farm crossing gates being ideal. Before assembly the individual components were spray painted, with Halfords White Primer having good coverage as well as drying completely matt.



5

The concrete pillars were sprayed with a mix of grey Halfords primers and a light dusting of matt black from afar to create a concrete look. The warning circles and lamps were painted with Humbrol red acrylic.



BALLASTING - THE NEVARD METHOD

STEP BY STEP



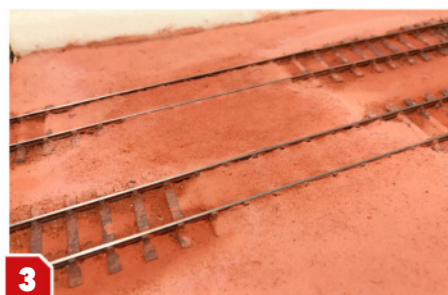
1

I always choose a finer grade than what's on the label (eg 'N' ballast for a 'OO' layout). Ballast on older railways was generally finer than modern lines. I already had fine sand, so used that here. Note that the platform has been glued in place before ballasting, so the material sits snug against the side of the walls.



2

Fine-tune the positioning of the ballast with a brush. In a well-ventilated area, gently mist on some surgical spirit with a plant mister. Or use an old toothbrush, dipped into the spirit and the bristles flicked with the thumb to create a fine mist. Why? The surgical spirit, because it has little surface tension, seeps through the ballast without causing clumping. Next, before the spirit evaporates, apply diluted PVA (with a dash of washing-up liquid of course - that's been the law since 1883). All going well, it will flood the ballast without disturbing it. Trial the technique beforehand to get the hang of it. I've found that the glue dries faster, owing to the speedy evaporation of the spirit. In the UK, you can buy surgical spirit at your local chemist, but explaining to the pharmacist why you're buying it might cause the odd snigger.



3

Steam-era sidings were generally ballasted with ash and cinders. DAS modelling clay can be used to get similar results. Press it into place with fingers, then with a 1in stiff paintbrush dipped in water, pummel it into place. Pre-ballast the areas with your regular ballast to create a surface which the clay can adhere to.



4

After 24 hours or so, once the DAS clay has set, painting commences. I'm keen on domestic household matt emulsion, as it's inexpensive and has virtually no odour. Small tester pots are ideal. Vary the shade and tone - open areas tend to be lighter than closer to the tracks - looking at the real thing to gain inspiration.



5

A little dry-brushing with lighter tones helps to bring out the texture in the ground covering as well as the timber grain effect in the sleepers. Take the time to clean the rail heads carefully to ensure reliable running.

HOW TO

CREATE A MODEL PATIO GARDEN

While tending his real garden this spring, **Steve Nall** was inspired to recreate similar scenes in miniature, experimenting with a few different approaches.

My 4mm scale layout 'Trevean Siding' focuses primarily on the railway and the Cornish landscape, with no streets or houses. Therefore, I've never had the chance to model urban gardens or patios.

About to embark on a bit of Springtime gardening here at home, I wondered if I could recreate a similar scene to portray a typical modern garden, consisting mostly of decorative paving slabs with planted borders and maybe even a rockery.

They're not destined for my layout, so the models form a collection of small scenes, giving me a unique chance to try new materials, products and techniques. After sourcing products from various suppliers, I started a different kind of gardening.

STEP
BY
STEP

GARDEN No.1



1

I joined two sheets of Wills York Stone paving. I cut out some slabs from each side, matching them carefully in the middle of the joints to disguise the joints. Filler was added where needed, but the seams had to be re-scribed.



2

After a grey primer coat and a few light sprays of Humbrol Desert Yellow 93 and Tamiya TS-5 Olive Drab, thin washes of Vallejo light grey were applied to seep through slab gaps. I then sponged a few areas to extra texture.



3

The expanse of paving looked a bit big, so I removed some slabs in the middle, painting the cut edges brown. The paving was then bonded to a sheet of foamboard, clamping with weights until the glue had set.

4 To edge the diorama, I tried MMR Models' laser-cut Double Sided Panel Fencing, which was perfect. Once I developed a production line, they were finished in no time. They required very little sanding and went together well with contact adhesive.



5

I liked the idea of adding a rockery to the centre of the paved area, as well as the borders – just the thing for a low-maintenance urban garden! I mixed up some reclaimed rubble, pebbles and traces of greenery from a previous layout.

RN

What Steve used

SHOPPING LIST

- ◆ Wills • SSMP208 York stone paving sheets • SSMP221 Victoria stone paving sheets • SS44 Larch Lap Fencing
- ◆ Slater's SL0414 Embossed Plastikard 4mm paving
- ◆ Faller FA180439 Garden chairs and tables kit
- ◆ Woodland Scenics Course Turf T1363 Light Green
Availability: Model shops or Gaugemaster
Web: www.gaugemasterretail.com
- ◆ MMR Models FE03 Double Sided Panel Fencing
Web: www.mmrmodels.co.uk
- ◆ WW Scenics 4mm self-adhesive Spring strip
Web: www.wwscenics.com
- ◆ Tajima1 Miniatures Grass tufts
Web: www.Tajima1.co.uk

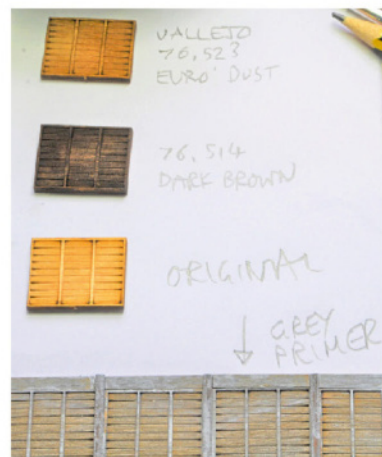
TOOLS

- ◆ Knife and spare blades
- ◆ Steel rule
- ◆ Sanding sticks
- ◆ Cutting mat
- ◆ Paintbrushes
- ◆ Sponges

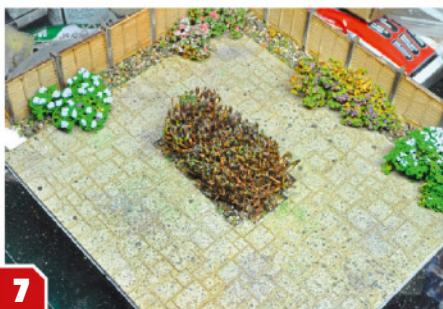
TOP TIP

STEVE'S TOP TIP

Before treating a whole length of fencing, experiment with different finishes to gain a better idea of how they'll look once applied. This is especially important with porous natural materials, such as wood. Here, I've tried a grey primer and a couple of dilute weathering washes to mimic wood stains and preservatives. However, I decided that the untreated panel looked perfect as it was, although I did paint the timber posts a darker colour and dry-brushed the tops of the fence panels. Mixing darker and lighter panels would be useful for suggesting recent repairs.



With the rockery in place, I used drops of PVA to secure a first layer, followed by a thinner mix of PVA for the final layer, allowing it to penetrate the material. Adding strips of foamboard below the fence created a channel for the rockeries.



The central rockery was planted with a clump of real moss, trimmed to the desired size, and the borders were adorned with tufts of Tajima1 self-adhesive clumps and my hand-made hydrangeas (see MR242) completed the scene.



STEP BY STEP

GARDEN No. 2

1

This time, I tried a sheet of Slater's embossed Plastikard, featuring rectangular paving. I primed the sheet then sprayed it with Humbrol 93 Desert Yellow and patches of Tamiya TS-5 Olive Drab. Vallejo grey wash added shading.

2

Wills Larch lap fencing was cut to appropriate lengths, using a steel rule to ensure a level edge. The fence sections are flimsy but look good. After priming and painting, the fence was dry-brushed with a lighter shade.

3

Plastic garden furniture from the Faller range was cut from the sprues and assembled, after tidying up any areas of excess material. The furniture is aimed at 'HO' scenes, but looks equally good in a 'OO' setting.

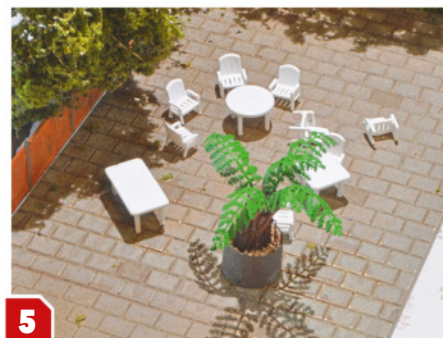
6

Small pieces of foamboard were temporarily placed on the patio with Blu Tack, referring to the photo I'd taken. Pieces of sponge were placed along the fence to replicate the overhanging trees. A misted coat of Humbrol Dark Brown was sprayed over the model.



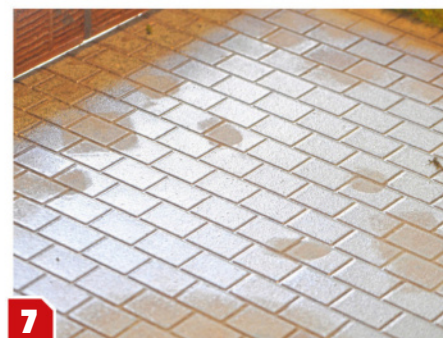
4

I imagined that a neighbour's overhanging trees would provide shade and, while out in my own garden, a light shower revealed a 'footprint' on the patio, showing the outline of the tree above. I felt compelled to recreate this.



5

The arrangement of furniture, fencing and overhanging trees and shrubs was mocked up temporarily, including a handmade fern in a large pot. The position of each element was noted by taking a photograph on my phone.



7

When the brown coat was dry, another aerosol was employed, with a coat of Humbrol Gloss Varnish misted over the scene. Removing the protective foam shapes, I now had subtle shadows and wet/dry sheens to work with.

STEP BY STEP

GARDEN NO.3



1

Wills Victorian stone paving sheets were employed for the third diorama, but this time the individual slabs were painstakingly cut out. With a fresh blade, I used a few cuts to work gradually through the plastic for a neater edge.



2

Individual paving would allow me to create a less-than-perfect arrangement. The edges were dressed with sanding pads (not files) to create an aged effect and some half-size slabs were cut to help 'bond' the flags.



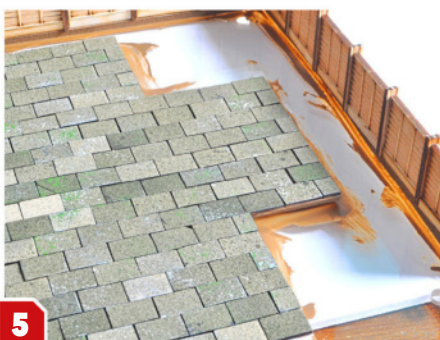
3

The slabs were pressed into Blu-Tack before priming and painting. Some were pre-shaded before the top coats of Humbrol Desert Yellow and Tamiya Olive Drab were sprayed, using a small sponge to add depth and texture.



4

The resulting tones were convincing and a black Sharpie pen was run around the edges to exaggerate the shadows when the slabs are laid. After all, the slabs will have to be bonded without any grouting in the gaps.



5

After cutting a sheet of foamboard to shape for a base, the slabs were bonded one by one to the upper surface with PVA, ensuring a random array of shades. A few gaps, sunken slabs and imperfections were added for visual interest.



6

MMR Models' laser-cut Double Sided Panel Fencing was used again and Woodland Scenics Course Turf was fixed into the borders with PVA. Once dry, a couple of coats of Vallejo Dark Brown were dripped over, allowed to dry then pressed down by hand. Once this had dried, various flock products and more Tajima1 Miniature grass tufts were fixed in place, plus a couple of homemade trees.



HOW TO

BUILD A LIFEBOAT KIT

PART ONE

To mark the 200th anniversary of the RNLI, **Chris Leigh** builds the lifeboat and boathouse kits, claimed to be the most complex so far created by Scalesscenes.

00 GAUGE | 20 hrs | 111111

As a lifelong supporter and member of the Royal National Lifeboat Institution (RNLI) I was delighted when George suggested I build the new Scalesscenes lifeboat and lifeboat house kits. Scalesscenes leads the field in producing building kits which you buy online, download and then print as many times as you wish.

Over time, the kits have become more elaborate, but the results are always eye-catching and the challenge of doing a good job is a major part of the fun. They aren't difficult. They come with detailed instructions and simply require time, care, good card, sharp tools and a good adhesive.

THE PROTOTYPE

When I first saw the instructions coming off my printer, I thought I recognized the Penlee lifeboat house and the RNLB *Solomon Browne*, so sadly lost with all hands just before Christmas 1981. In fact, the Scalesscenes kit builds a 52ft Barnett class lifeboat, not the 48ft Watson class of which the *Solomon Browne* was a member. Both classes were of traditional construction using double-diagonal mahogany planking on an oak frame, resulting in an immensely strong hull.

They were not self-righting. A couple of serious capsizes, notably at Fraserburgh in 1953 with the loss of six lives, led the RNLI to devise a system in which a self-inflating airbag would right the vessel. It was necessary to water-proof wheelhouses and cabins, and to modify engines so that they would restart after a capsize. To improve visibility of the lifeboat in bad weather, the

colour of upper works was changed from mid-grey to bright orange during the 1980s.

At the time of the Penlee disaster a new generation of fast lifeboats was being developed, the 48ft Tyne class being the primary choice for slipway launching. (Note to John at Scalesscenes: The angular 'Tyne' would make for a nice easy-to-build alternative lifeboat for layouts representing the 1982-2019 period.)

THE KIT

Like all Scalesscenes kits, the lifeboat kit comprises full-colour parts which are printed onto A4 paper (in this case some 32 sheets). Separately, there are 30 sheets of instructions and diagrams. It is vital to keep these in order, and the kit parts and the instruction sheets separate. This becomes more difficult as the parts are cut out, leaving numerous part sheets.

Because the parts are spread across many different sheets for mounting on various thicknesses of card, I spent more time searching for each part than assembling it. This was compounded by the fact that, to produce a stronger and more easily assembled hull, I bought a set of laser-cut hull parts from ChrisInDen Models.

RNLB *Charles Henry Ashley*

One of five lifeboats funded by the legacy of Charles Ashley, the 52ft Barnett class cost just over £19,000 and was built at Cowes in 1947, entering service at Porthdinllaen in 1949, where it served for 30 years. It was transferred to Penlee after the *Solomon Browne* disaster in 1981 and was sold out of service from Fowey in 1986. The *Charles Henry Ashley* is reported currently preserved on the River Seine in Paris, owned by an engineer on the Newhaven-Dieppe ferry.



Above: The RNLB *Duke of Cornwall*, which I chose as the prototype of my model. It is seen here late in its career with the 1980s orange upper works, radar, and the distinctive cylinder for the self-righting air-bag on the rear cabin roof. ROYAL NATIONAL LIFEBOAT INSTITUTION



These are produced from a thick cardboard material which certainly speeds construction but means that there are yet more sheets to search for parts as they duplicate all the thicker parts of the printed kit.

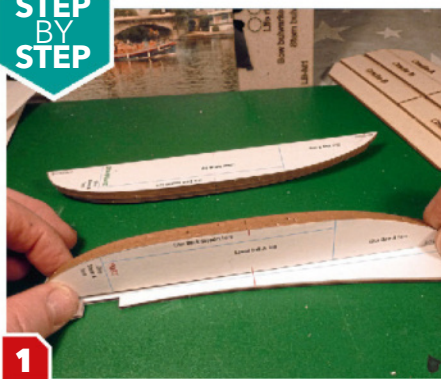
The board material is rigid, and the parts are all accurately shaped. All traces of the tags must be removed by sanding with medium abrasive paper. If I was doing it again, I would pay more attention to sanding the 'stepped' edges to produce a smoother hull shape.

I would also seek a glossy lightweight paper - perhaps a photographic paper - on which to print the dark blue hull parts as I did not feel that my inkjet printer made the best job of these on ordinary printer paper. I would have preferred them to print darker, and, because they are washed after every service, the hulls of RNLI lifeboats are usually quite shiny.

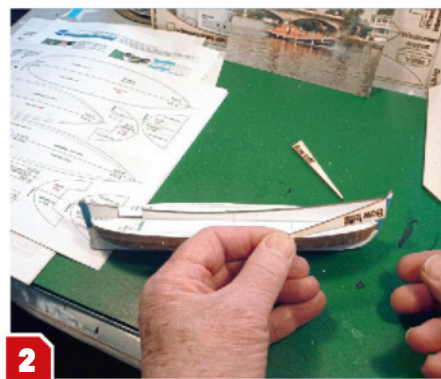
Those are my general thoughts. My step-by-step build does not repeat every stage that's in the Scalesscenes instructions. Instead, I will show the steps where I can amplify the instructions or where I deviated from them.



STEP BY STEP



1 The ChrisInDen laser-cut parts must be glued together in numerical order to form two half hulls which will be joined by a central keel piece. I used Velo-Set PVA to join the parts.



2 The bow and stern upstands must be cut with a chamfer to meet the keel neatly, and curved between the fingers to match the top edge shape of the hull.



3 The board material is quite soft and pliable, so fitting these parts is easy. It is important to make a good, neat job of fitting and joining parts, all of which are clearly labelled.



4 To obtain the tightest curves, as for instance on the bow pieces, I used a pair of smooth-jawed, pointed-nose pliers. These enabled me to match the curve exactly to the hull.

What you will need

SHOPPING LIST

- ◆ Scalescenes TO40a Lifeboat kit
Price: £5.99
Web: www.scalescenes.com
- ◆ ChrisInDen Models Hull parts for Scalescenes lifeboat **Price:** £16.99
Web: www.chrisinden.co.uk
- ◆ Adhesives
- ◆ Pritt Stick
- ◆ Velo-set PVA

TOOLS

- ◆ Craft knife and spare blades
- ◆ Steel rule
- ◆ Cutting mat
- ◆ Pin chuck and small drills
- ◆ Marker pens or acrylic paints in various colours
- ◆ Cocktail sticks

VERDICT

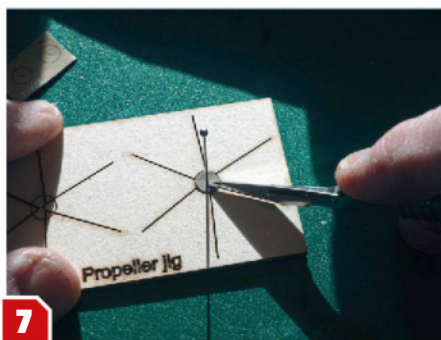
I approached this kit with trepidation, both for the sheer number of parts and because I could not contemplate how flat sheets of paper and card could be turned into a vessel that has hardly a straight line anywhere. I hadn't bargained on John Wiffen's genius with the design, especially those parts which are produced by just rolling paper! The result is far better than I ever imagined.



5 Here you can see both printed and laser-cut parts. If you don't use the laser-cut parts, you'll have to make up a lot of layers of 2mm mountboard to achieve the required depth.



6 The model can be built either full-hull or waterline if you wish to depict it afloat. The lower hull parts are separate pieces. I was building a full hull version, so these parts were added next.



7 A slight diversion here to show one of the clever design aspects. Almost all parts are made from paper or card, some using a jig such as this neat way of making two tiny propellers.

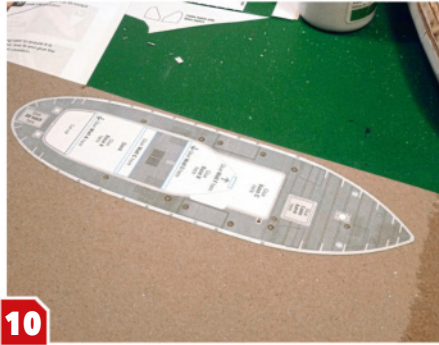


8 At this stage, most of the laser-cut parts have been used and it is time to revert to the printed parts. The laser-cut parts include a useful stand on which the hull can be rested during assembly.



9

This view shows the stepped effect created by the laser-cut layers. The sharp edges must be sanded off with some abrasive paper and the smoother you make it, the better.



10

Next, the printed deck pieces, mounted on light card, were glued to the hull top. The position of all the many parts is clearly indicated on the deck so it's difficult to go wrong.



11

The distinctive hull fender is two laser-cut strips with a red printed overlay to be added. The edges require painting in bright red before gently bending to shape.



12

Some parts in addition to the hull are included on the laser-cut sheets. For instance, the rear wall of the aft survivor cabin has laser-cut and thin card layers, and a separate overlay for the hatch.



13

The rear survivor cabin is made up from laser-cut parts glued in place on the deck before the printed overlay is formed to shape and wrapped, and glued, over them.



14

It is easy to form the curves in the postcard-backed overlays if you use a former. In this case I am using the shaft of a small electrical screwdriver to form a smooth curve in the rear cabin overlay.



15

Reference photographs are a vital aid. An RNLI postcard and a picture of the Weymouth lifeboat bought off eBay helped solve any doubts about the complex shape of the upper parts.



16

For some of the lightweight cutting, especially curved sections, a medium-sized pair of scissors proved ideal. The printed wheelhouse is cut out and overlaid on thin, clear glazing material.



17

One of the trickiest jobs was to form the corners of the wheelhouse by bending the clear glazing material without scoring the printed overlay. Smooth-jawed pliers did the job.



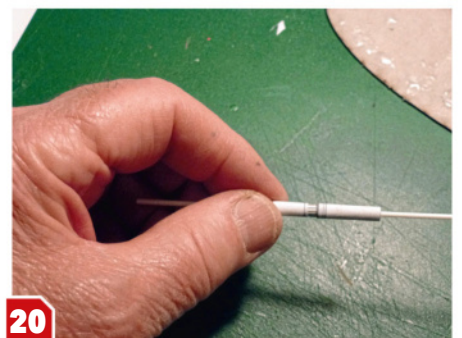
18

The clear glazed wheelhouse needs a helmsman at the very least. There are 3D-printed lifeboatmen but they are in modern overalls. I repurposed some Airfix military figures.



19

The figures were transformed with fresh paint (bullet-proof vests look remarkably like lifejackets!). Exposed card edges are inevitable, and the instructions recommend marker pens, but I touched them in with Omen acrylic paints.



20

Rolled paper forms cylindrical parts such as pipes and vents. Getting the roll started is tricky, but plastic rod helps. Leave the rod in place and cut round it with a fresh blade to prevent the paper roll from being squashed.



21

Here we can see how much difference the small details make to the bow of the lifeboat. 'V' markings on the deck show where engine room vents have still to be added – they face forward!



22

The instructions recommend 'white wire' for the lifelines, which are formed over printed templates. I used 15 Amp fuse wire painted matt white. Masts are plastic rod.



23

The last couple of steps can't be done with card and paper! The deck railings have 40thou square plastic strip posts and 10thou plastic rod for the rails, assembled over the printed template.

TOP TIP CHOOSE THE RIGHT PAPER

The instructions require the upper hull sides to be mounted on light card and the edges coloured with a blue felt marker. However, I was not happy with the density of dark blue produced by my inkjet printer, nor the extent to which the edges of the laser-cut parts show through.



I ended up stripping the hull sides off and sanding the hull further. By selecting a single page it is possible to print it on different paper without reprinting the whole kit. I printed the hull sides on glossy photographic paper with a much better result.

Names and numbers

In this hobby, with so much emphasis on locomotive numbers and names, I thought I should provide a list of appropriate names and numbers for the Scalesscenes lifeboat although, doubtless, many modellers will want to use fictitious names to suit their layout. Until the 1980s most lifeboat classes were named after the naval architect who designed them. James Rennie Barnett's designs came in several different lengths with his first being 60ft. These were the first twin-engine, twin-screw lifeboats, but because of the need to keep them afloat owing to their size, only four were built. Subsequently shorter versions at 46ft and 52ft were built in order to fit existing boathouses for slipway launching.

All RNLI lifeboats are known by their order number (O/N), though it is not carried prominently on the vessel. Lifeboats are usually named after major donors to their construction, which could be businesses, individuals, cities, Civil Service charities, or other organisations.

52ft Barnett class Mk 2 names and stations (Built 1957-60)

O/N	Name	Station(s)
935	R.A. Colby Cubbin No. 3	Barra Island
936	E.M.M. Gordon Cubbin	Mallaig
938	Rowland Watts	Relief fleet
939	Frank Spiller Locke	Weymouth/Galway Bay
943	Claude Cecil Staniforth	Lerwick/Arranmore
944	Ramsay Dyce	Aberdeen/relief/Lochinver
945	Princess Alexandra of Kent	Torbay/relief fleet
949	Ethel Mary	Ballycotton/relief/Baltimore
952	Duke of Cornwall (CS No.33)	Lizard/Padstow/relief
956	John and Francis Macfarlane	Aith



WHAT NEXT?

Next month, Chris gives his lifeboat a home by tackling the Scalesscenes boathouse kit.



HOW TO

CREATE A WOODLAND BACKDROP

A wood or forest provides an ideal backdrop for a rural scene but, rather than simply planting a row of trees, **Peter Marriott** suggests a simple addition to create a greater sense of depth.

ANY GAUGE | 2 hrs | P P P P P

I'm often asked for tips on creating backdrops on shallow baseboards, with an eye on trying to create a greater sense of depth. Even with some of the beautiful trees on the market these days, the transition from the scenic area to the vertical backscene can often appear too abrupt. It's fine if you're aiming to mimic one or two linear rows of trees beside the tracks, but how does one suggest that the railway is actually running alongside a denser area of woodland?

Paul Bambrick's scenic diorama, as featured in last month's issue, was breathtaking, with the vegetation being planted strategically - and integrated into a curved and painted backscene - effectively forcing the perspective of the whole scene.

For layouts with much less space between the tracks and the backscene, there are a few simple tricks you can employ to achieve realistic effects. The examples featured here consisted of spaces of between 90-120mm



A good quality photographic backscene can be effective - there's only 20mm between the rails and the rear edge of the baseboard, but the printed trees provide a convincing backdrop.

(3.5-5in) wide, which doesn't give a great deal of scope for layering full-relief trees other than one or two deep.

Yet this does allow us to invest in a smaller amount of better quality trees than we might be able to afford if covering a larger area. It's not just the trees we need to focus on, though. Raising the background contours helps exaggerate depth, bringing the line of the horizon up to the viewer - it can be much more effective than a flat area of baseboard, even if it's just a matter of an inch or so in height above the tracks in front.

The groundcover also needs considering, especially where dense woodland is concerned, as the reduced amount of light reaching the ground will limit growth of vegetation other than species such as bracken, ferns and bramble. Additionally, there's likely to be leaf and branch debris too, so the tones and texture of scatter material needs to be chosen accordingly.

Adding a sky backdrop will add the finishing touch, and printed backscenes can be very effective behind the trees, giving

Peter's TOP TIP

If you're able to amass a good number of trees, plant them close together to increase the density of vegetation, which will help to disguise the lack of depth on the baseboard. Keep the best trees for the front row, with cheaper trees planted behind. The latter can be often be greatly improved by the addition of a little extra foliage, fixed with extra-hold hairspray.

a glimpse of the horizon through the vegetation. To suggest a denser area of woodland, however, painting the outline of further trees, in slightly darker shades of green, can be highly effective.

The painted trees do not have to be photo-realistic, more of an impression, following similar shapes and dimensions of the actual trees in the foreground for consistency, especially if representing a commercial forest where the trees are a single species. Obscuring the horizon and much of the sky up to height of the forest canopy will add even greater depth to the scene.

All that's required are a few cheap paintbrushes and a small selection of green and brown acrylic paints. Experiment on

USEFUL SOURCES

TREES

- Model Scenery Supplies
Web: www.modelscenerysupplies.co.uk
- The Model Tree Shop
Web: www.themodeltreeshop.co.uk
- Noch **Web:** www.noch.com
- Primo Models
Web: www.primomodels.co.uk
- Treemendus
Web: www.treemendus-scenics.co.uk
- WW Scenics
Web: www.wwscenics.com

TOOLS

- Paintbrushes



Above: A look at real life is always helpful. This line of tall, mature deciduous trees and undergrowth provide a modeller's dream backscene!

scrap pieces of paper or card first. Then, when you're happy with your technique, move onto painting your backscene which could simply be a piece of light blue mounting cardboard.

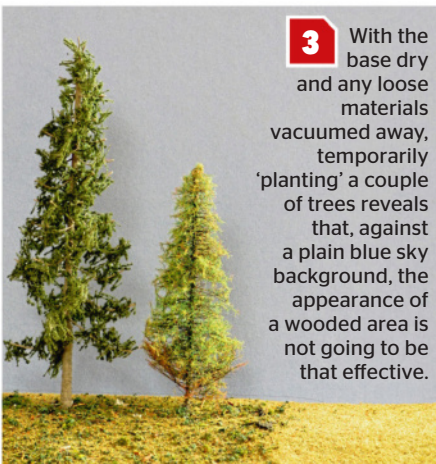
STEP BY STEP



1 The rear embankment was formed from plaster cloth over scraps of polystyrene foam. When the plaster had dried, it was painted with earthy brown and green acrylics and fine grass scatter material was sprinkled over PVA adhesive.



2 When the initial scatter coat had set, a second layer of PVA was applied and I sprinkled on various coarse scatter materials, which will create a more appropriate 'floor' for the forest. The darker shades also help create extra depth.



3 With the base dry and any loose materials vacuumed away, temporarily 'planting' a couple of trees reveals that, against a plain blue sky background, the appearance of a wooded area is not going to be that effective.



4 In contrast, the addition of a printed backscene, with green hills and/or distant woodland, creates a more attractive composition. That said, the lower horizon still does not suggest an area of dense woodland in close proximity.



5 Here, I'd stippled the suggested outline of trees in the near distance, using dark shades of green on the plain blue backscene. It's slightly impressionistic, providing a rough outline of different species of trees, similar to what will be planted in the foreground.



6 Now, when the model trees are placed into the scene, there's a more convincing suggestion of more specimens behind.



7 Here's another example of how, even with a variety of trees placed in rows on the embankment, the plain sky backdrop foils the plan to suggest a dense area of woodland.



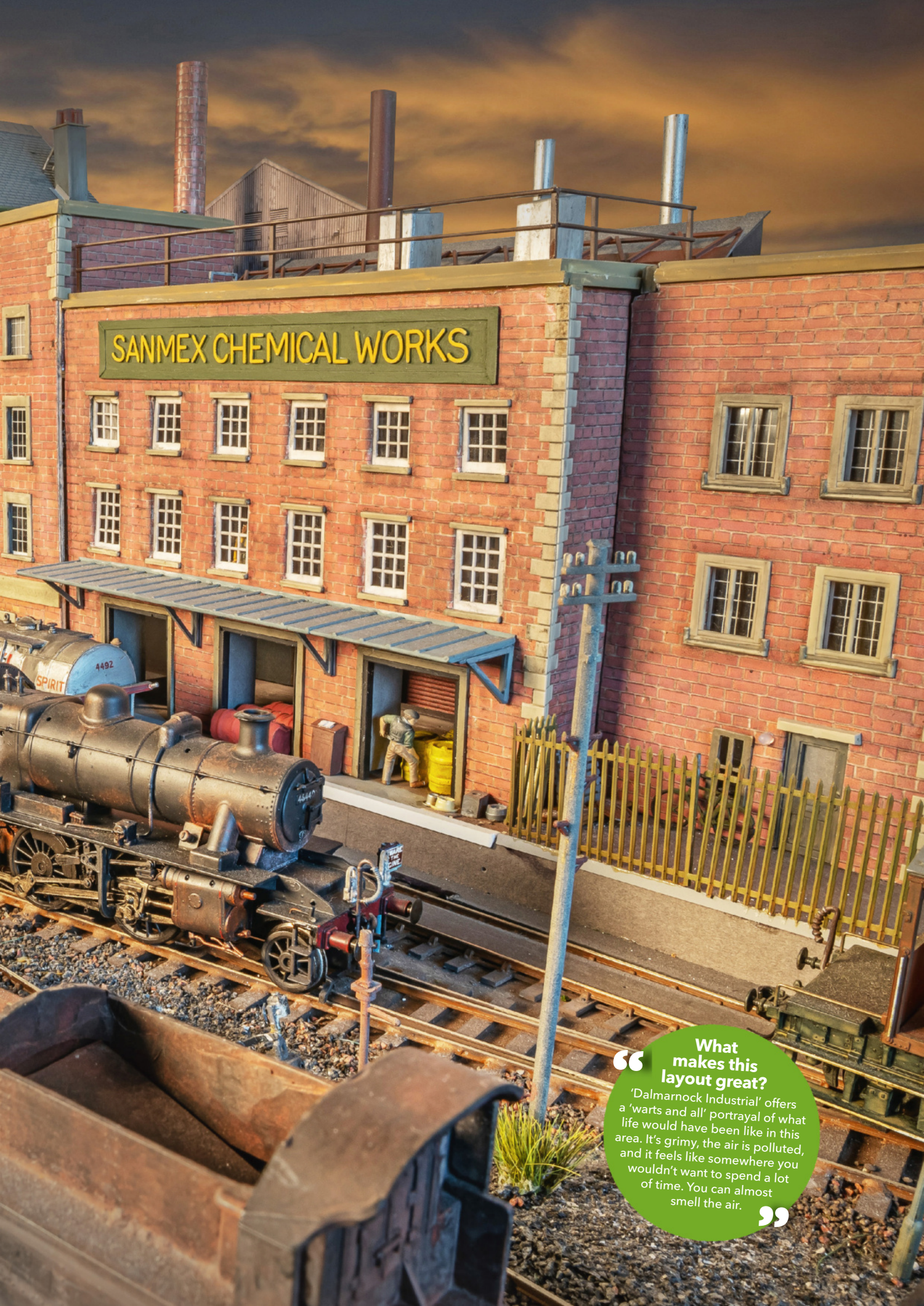
8 The simple addition of the painted outlines of trees on the backscene makes a big difference. This is a technique that can be practised easily on sheets of cardboard or paper until you're happy with the colours and shapes.

1

Grime spree

Harking back to a bygone era, and a place he remembers exploring when he was a boy, **George Murray** got his hands dirty modelling this highly detailed industrial layout.

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



SANMEX CHEMICAL WORKS

“ What makes this layout great?

‘Dalmarnock Industrial’ offers a ‘warts and all’ portrayal of what life would have been like in this area. It’s grimy, the air is polluted, and it feels like somewhere you wouldn’t want to spend a lot of time. You can almost smell the air.

”



As a powerhouse of the industrial revolution, it is no surprise that many cities in the United Kingdom grew exponentially during the 19th Century. Glasgow was one such city. At the start of Queen Victoria's reign in 1837, just a quarter of a million people lived in the city, but by the end, there were three times that number. 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 is growing up a few miles south of BR's Eastfield locomotive shed. George would regularly risk life and limb to get a closer look at the railway and local industries. These memories would stay with him his whole life, and would eventually be immortalised in 1:76 scale.

"There wasn't any health and safety in those days.

It was a hive of activity with not only Eastfield but also Polmadie shed about a mile away. This whole industrial site came at the south end of a large part of railway land in the Polmadie area, and as it headed out from Shed 66A, there was a branch line serving the extensive engineering works of the world-famous Sir William Arroll. At the time, it was the East End's largest employer. A place I could walk to at the top of my street, but it would be too large for me to model.

"I lived a few streets from where the layout is set on Dalmarnock Road, and my friends and I used to cross the line and explore the engineering works. That was until we were spotted and had to scarper. As the layout's name suggests, it features part of the ►

George only had one non-negotiable for 'Dalmarnock Industrial'; the bridge had to have writing on it. It took careful planning to make sure that it would look as intended, but he wanted it come hell or high water!





3 things we like



This very detailed roadworks scene.



George always puts figures in his windows for added realism.



You know it's the 1950s with this low level of safety equipment!

industrial side of the Dalmarnock area of the city of Glasgow. The industries represented are factual but modelled with a fair amount of geographical fiction. These works would be within a quarter of a mile of my house in the 1950s and would be prominent on the skyline near the river Clyde. The closest to my street was the Sanmex Chemical Works, and a little further along was the factory of British Ropes Limited, where ropes were manufactured for the major shipping lines and ships such as the *Queen Elizabeth 2*. Alongside this was the site of a division of the steel makers Stewarts & Lloyds, where production specialised in tubes for all kinds of use. Dalmarnock Oils came to the area later on."

Then, as is the case now, factories were striving for efficiency and maximising available space. The result was irregularity. None of the buildings are simple boxes. There are annexes, pipes coming out of walls, bits on the roof chimneys of different girths and heights. A real challenge for the modeller.

"The buildings have all been scratchbuilt using photographic references wherever possible, either online or from my own collection. Depending on the ►



'Dalmarnock Industrial' ④
 uses Scaleway flexible
 track and Marcway points
 which are controlled by wire
 and tube, and has a provision
 for a fiddleyard at each end.
 The landscape has been built
 using car repair mesh covered
 with plaster bandage and
 a hanging basket liner top
 surface with an assorted range
 of tufts and grass fibres.







size of the building, I used a card or a foamboard base. I covered it with suitable embossed paper and plastics, applying a final coat of weathering using my usual colour palette. I usually use powders as they allow for much greater control than using an airbrush. I've tried to get everything as accurate as I can remember it, including the backs of the buildings after I was inspired by a Chris Leigh backscene article on the subject. It gives me the option to remove the backscene and look at the layout from an entirely new angle if I wish to."

NO-GO AREAS

Unfortunately, so much industry brings with it alarming levels of pollution. Glasgow still has areas fenced off to the public because chemicals have turned the water a nasty shade of green. The Victorians knew which way the wind blew, so they made sure to put all of the industry on the east side of Glasgow, as far away from the 'posh' side as possible. It's small details such as this that George has taken care to model.

"The Polmadie Burn is clear Deluxe Materials Realistic Water over a pre-coloured base, until you get to the drain where the chemical pollutant enters. On the layout, this just goes off-scene, but today, it goes to a treatment plant before it enters the River Clyde. Of course, it wasn't always like that. Elsewhere, one of my main objectives with any layout is to get realistic and ▶

10 The Sanmex building was the most challenging part of George's build because it took so long to research - and just as long to build. Getting the lettering accurate down the side of the building was a particularly difficult task. But it is also his favourite part, as he enjoys the view from the building looking along the rest of the layout.



common vehicles to the period. I always include a bus with a viable route number and ensure that my figures are suitably dressed and weathered so that they don't look like they are dressed in PVC. This stems from when I was exhibiting one of my first layouts, 'Burnfoot' (MR138). There I was operating the layout when somebody told me that the style of skip I had used was not available at the time I had modelled. Since they were able to notice something as small as that, I have made sure with layouts that I go into every detail to make sure it's perfect. I've also included plenty of interest for the grandchildren. They love spotting the squirrels, rats and two extremely small 'OO' gauge butterflies!"

There's no doubt that had the Industrial Revolution not occurred to the level that it did, we would all have far fewer choices for what to model. We have seen many industrial layouts over the years but few show the darker side of this progress in the way George has.

Rapid expansion is not always good. Without a plan for the future it has caused problems for us down the line, and George has highlighted the dangers subtly but powerfully. It may make you stop and think about how we continue to treat the Earth and those around us, or else we might not learn from lessons of the past. **MR**

FACTFILE: 'DALMARNOCK INDUSTRIAL'

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

Size: 5ft by 16in

Track: Scaleway flexible track

Power and control: DCC

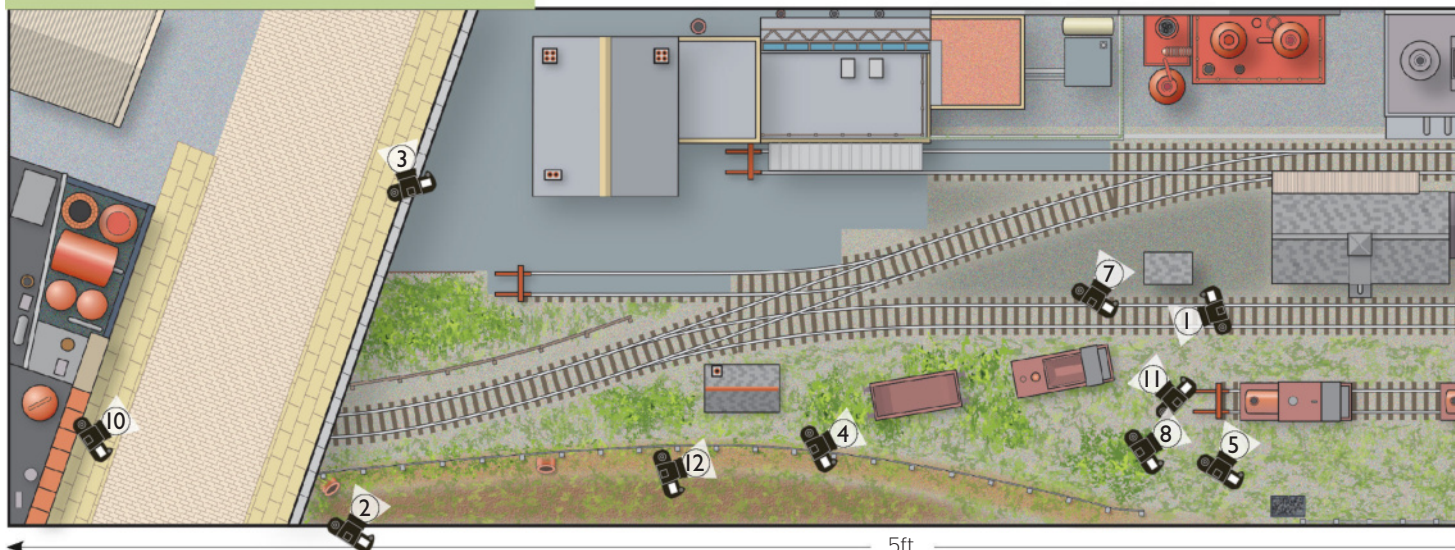
Time to build: Nine months

MODELLER CV: GEORGE MURRAY

"I still make the occasional military diorama, but as well as modelling I enjoy playing the piano and spending time with my children and grandchildren. Although I'm now a retired reverend, I'm still serving at my church in the east end of Glasgow."



Artwork: Andrew Mackintosh





Buy this layout!
 George is looking to move 'Dalmarnock Industrial' on to a new home as he needs the space for his next creation. If you are interested in purchasing this layout (collection only), then get in touch with George at george.murray7@gmail.com



DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted

GWR/BR Railcar 19-33.....	£550.00
GWR/BR Parcels Railcar No.34.....	£550.00
GWR 1361 Early black chassis.....	£525.00
GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£815.00
GWR/BR 8750 Pannier black chassis.....	£525.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
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GWR/BR 8750 Pannier tank.....	from £695.00
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GWR/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£950.00

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GL1 BR D10/11 4-4-0.....	£420.00
GL04 LNER C4 Jersey Lily 4-4-2.....	£430.00
GL14 LNER / BR Q4 TINY 0-8-0.....	£430.00
GL16 LNER / BR Q1/1 0-8-0 TANK.....	£400.00
GL20 LMS/BR PRINCESS.....	£575.00
GL21 LMS/BR ROYAL SCOT.....	£500.00
GL23 LMS/BR BRITISH LEGION.....	£500.00
GL24 LMS/BR ORIGINAL PATRIOT.....	£500.00
GL28 LMS/BR 2P 4-4-0.....	£400.00

GL31 LMS / BR Stanier Lemon 0-4-4T.....	£375.00
GL36 LBS&C/SR/BR H2 ATLANTIC.....	£525.00
GL44 LNRW/LMS/BR COAL TANK 0-6-2.....	£325.00
GL48 LNRW/LMS/BR Ramsbottom Crane 0-4-2T.....	£375.00
GL50 LNER/BR 2-8-2 GARRATT.....	£750.00
GL57 LNER/BR L1 2-6-4.....	£400.00
GL58 LNER/BR B1 4-6-0.....	£480.00
GL59 LNER/BR K1 2-6-0.....	£450.00
GLT62 SR/BR Urie King Arthur.....	£575.00
GTR70 SR / BR SCHOOLS 4-4-0.....	£525.00
GL76 SLMS/BR Hughes Crab 2-6-0.....	£575.00
F15 LNER D17/1 & D17/2 4-4-0.....	£400.00
F19 NER/LNER/BR GG/6TP 0-4-4T.....	£300.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor	
TC1 Class 02 0-4-0 Diesel Shunter.....	£250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....	£280.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

TC2 LMS streamlined Coronation.....	£725.00
TC4 LMS/BR non streamlined Duchess.....	£695.00
TC5 LMS/BR de-streamlined Duchess.....	£695.00
TC6 LMS/BR Sir William Stanier.....	£695.00
TC7 LMS/BR Black Five 4-6-0.....	£695.00
TC14 LMS/BR Stanier 8F 2-8-0.....	£695.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....	£27.25
LK705 Brick lineside hut.....	£27.25
LK709 Ground Level Signal Box.....	£37.95
LK710 Signal Box Interior Kit.....	£28.95
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LAST FEW AVAILABLE	

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reviews



Our reviewers

George Dent

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

Chris Leigh

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

How we test

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





Accurascale Class 66

◆ GAUGE 'OO' ◆ MODEL Accurascale ACC2632 Class 66 66171 EWS red/gold ◆ PRICE £169.99 (DCC-ready), £259.99 (DCC sound)
◆ AVAILABILITY Accurascale stockists Web www.accurascale.com

The Hattons Class 66, released to wide acclaim in 2020, offered a significant uplift in detail and technical specification compared to existing models. Before news of the Merseyside

retailer's difficulties became public, Accurascale announced that it had acquired the '66' tooling, with a view to making various improvements, addressing some of the idiosyncrasies and enhancing the electronics.

Ten new versions arrived with Accurascale stockists in late May, spanning the colourful 25-year (and counting) career of the '66s'.

I'd pre-ordered EWS 66171 for myself, which landed in advance of another two versions (which arrived too late for comprehensive photography - see page 9), with the trio providing a useful overview of the various detail differences observed throughout the range.

My choice of 66171 was dictated by seeing the real locomotive repeatedly when I lived beside the

Hope Valley line. Along with 66089, it seemed to be a daily fixture on my dog walks, so I was delighted to see it being offered in this initial batch - it would save me a re-numbering job!

FIRST CLASS UPGRADE

Hattons' model was a 'cracker' in many ways, and I enjoyed reviewing one of the first releases for the February 2020 issue of *Model Rail*. Ostensibly, there's little change to the overall profile, which is spot on, and all key dimensions are very close to scale.

The distinctive ribbed sides, finely etched and profiled ventilation grilles and wealth of solebar detail are all still impressive. The side mirrors, handrails and uninterrupted cab fronts (no unsightly body-chassis joint) are excellent, and there's also a small bracket beside the air horn grilles for the radio antennae.

As befitting a DB/EWS '66' with swing knuckle couplers, the lifting eyes from one side have

been removed to make space for the operating lever, and a set of fully appointed valances is supplied without slots for the NEM coupler pockets. To fit these, the bodysell must be unclipped from the chassis to reveal pairs of mounting screws. The model's handbook does not include instructions for this, but a guide is available online.

A couple of the buffershanks were not quite seated correctly, on the original and replacement valances - across two of the three samples - throwing the alignment of the heads slightly out of kilter. But these will be easy to remedy.

Before replacing the valances, the pivoting NEM coupler pockets were assessed during test-running, with the tension locks working well, which is an improvement over the earlier Hattons batch.

Another key enhancement is the lift-off section of roof, revealing the 21pin DCC interface. The fit is immaculate, and a set of strong magnets keep it securely in place. Unless prompted,





I imagine most modellers wouldn't realise the lift-off section existed!

The clip-fit of the body makes it easy to access the cab interiors (which also unclip from the glazing unit). Each cab features a slightly different layout, as per the real thing, with printed overlays fixed to several surfaces, including the control consoles. The addition of the hot plate ring and safety instructions grab the eye, and pairs of self-coloured 3D-printed driver and secondman figures have been produced by Accurascale as an optional extra. The characters fit perfectly into the seats, with limbs aligning with controls and there's even one chap with his feet up in the right-hand seat.

The bogies and underframe are superb, with the minor errors in spring profile corrected and the troublesome rotating axlebox covers now operating reliably. ➤

3 things we like



1

Detailed cab interiors to suit each end, with pre-coloured 3D-printed crew available separately.



2

Superb level of detail, especially around the bogies and underframe, while the etched grilles are great.



3

Lift-off roof section, retained by strong magnets, reveals 21 pin DCC socket and lighting function switches for DC users.



Accurascale Class 66 - in detail

Factfile: Class 66

When British Rail sold off its freight and parcels businesses to Wisconsin Central, the US firm was quick to realise that a large fleet of new locomotives was urgently required. BR's largely 1960s-era traction fleet was nearing the end of its collective life and a tendering process was begun for a powerful, versatile 3,000hp Co-Co.

General Motors' Electro Motive Division (EMD) had a head start with its Class 59 design, ordered originally by Foster Yeoman in the 1980s, which was already certified for UK use. Although the new design would differ markedly from the Class 59, in terms of power and control equipment, the outward appearance remained similar. An initial fleet of 250 was built at EMD's London, Ontario works and shipped from Canada to the UK between 1998-2001, emblazoned in the red/gold livery of English, Welsh & Scottish Railways (EWS).

Such was the success of the EWS '66' fleet that other UK freight operators commissioned EMD to build more examples, with a variety of power and gearing options to suit specific traffic demands, creating various sub-classes.

The Class 66s soon became ubiquitous on all manner of freight and infrastructure work across the UK, appearing in a diverse range of liveries, including Freightliner, Direct Rail Services, GBRf, Fastline, Advenza and Colas, as well as countless advertising schemes for the likes of Stobart Rail, Malcolm Logistics, MSC shipping, Cemex and Biffa.

The EWS fleet passed to DB Schenker (now DB Cargo) in 2007 and a slow process of refurbishment and repainting into DB's red/grey house colours began. A number of UK Class 66s have been working on the Continent, under EWS/DB and Freightliner's European arms, while other European and overseas operators have also ordered locomotives from the Class 66 'catalogue' and could be seen working in locations as diverse as Egypt, Turkey and Scandinavia. Indeed, many such examples have subsequently ended up in Britain, converted to UK standards and operated by GBRf.

Furthermore, '66s' have moved between UK rail freight companies, either under leasing arrangements or through sales, reflecting the rise and fall in the fortunes of each operator, while the re-gearred Class 66/6 fleet has recently grown as DB converts its '66/0s' to replace its Class 60s on heavier duties.

Right: GB Railfreight's 66780 *The Cemex Express* (formerly DB 66008), at Peterborough, waiting for the road towards Felixstowe with an inter-modal train, on May 8 2024. GEORGE DENT



Above: Still carrying a full suite of EWS logos a decade after DB acquired the railfreight operator, 66171 passes Chinley in February 2018, with a single HTA hopper bound for Peak Forest. GEORGE DENT



Left: Although currently operated by Freightliner (and wearing Genesee & Wyoming style orange/black livery), low-emission 66415 was wearing Direct Rail Services 'Compass' livery when seen at Crewe Gresty Bridge depot in July 2010. GEORGE DENT



There's so much detail adorning the solebars, with many separately applied fittings to represent pipework, electrical conduit and brake rigging. The brake shoes align perfectly with the painted disc wheels, as do the sanding pipes.

In terms of finish, the attractive paintwork is flawless on all three samples, with lettering and numbers applied crisply.

Glazing is crystal clear

and deftly installed, ensuring the interiors are fully visible.

FAB FREIGHT MOVER

The heavy cast metal chassis and powerful motor combine to offer plenty of haulage power and a hefty PowerPack capacitor array eliminates jerky running on DC and is an extra boon for DCC sound users.

Indeed, our sample of 66779 featured Accurascale's

'Accurathrash' DCC sound package which is incredibly convincing. So many of the real '66s' incidental sounds are replicated as

well as the key engine noises (I love the sound of the driver inputting his details into the on-board computer!).

All three samples ran effortlessly from the off, with super-slow speed operation and smooth transition throughout the speed range. In terms of haulage, it had no problems dragging an extensive rake of bogie hoppers around my test track.

While the lighting effects are easy to control under DCC, the blanking plug features a row of eight slide switches and their function is listed in the handbook. On the DCC-ready models, all directional headlamps were on, but sliding a couple of switches activated 'Day' or 'Night' modes,

while the red tail lamps can also be isolated if desired. It appears that the cab interior lights can only be activated under DCC.

I'm very impressed with the new Accurascale '66s' and it's great to see the excellent work done originally by the Hattons team gain a little extra finesse. No modern layout should be without a handful of '66s' and, with models flying off the shelves, I'm hoping another production run follows soon, as I wish I'd pre-ordered more of them! (GD)



ACCURASCALE CLASS 66

OVERVIEW

Manufacturer: Accurascale

Ref. No. ACC2632

Unit No. 66171

Scale/gauge: 1:76 scale, 'OO' gauge

Body: Plastic with metal parts

Chassis: Metal with plastic parts

Weight: 715g

Min. curve radius:

438mm (second radius)

Wheel back-to-back: 14.4mm

DIMENSIONS

Length (over buffers)

Height

Width

Wheel diameter

Bogie wheelbase

PROTOTYPE

70ft 1/2in

12ft 10in

8ft 8 1/4in

3ft 6in

13ft 7in

1:76 SCALE

281mm

51.3mm

34.7mm

14mm

54.3mm

MODEL

282mm

52.5mm

35.4mm

14mm

55mm

ELECTRICS

Electrical system: 12V DC two-rail

Motor type: Five-pole

Lights: Directional head/tail lamps,

cab interior lighting

DCC-ready? 21pin socket

MECHANISM

Drive system: Power to all 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 and axles - see instructions

SUMMARY

PROS

- Looks and overall level of detail.
- Performance.
- First class finish.

CONS

- Not a lot.

FINAL VERDICT

Fantastic.



282mm



52.5mm



35.4mm





Bachmann 'NG7' 'Quarry Hunslet'

◆ GAUGE 'O16.5' ◆ MODEL Bachmann Narrow Gauge 71-028 'Quarry Hunslet' 0-4-0ST *Una*, lined green ◆ PRICE £214.95 (DCC-ready), £324.95 (DCC sound-fitted)

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



“The firebox door is hinged and can be opened to reveal the orange-red firebox illumination”

Alice in red, Penrhyn's Margaret in lined black (both with open cabs), and Pen-yr-Orsedd's Britomart in lined blue. All are available in DCC-ready or DCC sound-fitted format.

LITTLE BEAUTY

We were mightily impressed with Bachmann's 'OO9' Hunslet O-4-0s, and this 7mm scale version is equally attractive. Narrow gauge modelling in this scale offers untold potential, affording modellers all the benefits of 'O' gauge without the need for a large room and a high income. Even the average tabletop-sized layout will offer tons of space for an enjoyable layout project. At just 84mm long, the locomotive is virtually the same length as a typical 'OO' main line O-4-OT, while the range of slate carriers (see panel) are shorter than a typical twin-axle 'OO' wagon.

Aside from the cute profile of the diminutive locomotive, with its tall, slender chimney and enclosed cab, the attractive livery immediately grabs the eye. The deep green has a beautiful lustre, and the gold lining is applied supremely well. Polished metal handrails adorn the top of the boiler, and real copper wire, gives the pipework to the blower and twin lubricators a truly authentic appearance.

There's an excellent all-round level of detail, with rivet and bolt heads adorning the bufferbeams, separately fitted smokebox door handles and lamp brackets, and the cab-mounted whistle adds an extra touch of class. The cab interior is fantastic, with a full complement of controls and sight glasses, plus a tall pair of Ramsbottom safety valves reaching up through the roof.

The firebox door is hinged and can be opened to reveal the orange-red firebox illumination, which is a steady glow on analogue control or has a flicker effect under DCC. The cab interior walls are painted, and the flush glazing sits neatly within the round spectacle plates. It's a shame the clear glazing is ➤

A trio of wagon types is also available, with more rolling stock likely to follow.

Hunslet Engine Co. built a range of diminutive narrow gauge steam locomotives for various Welsh quarries during the early 1900s, with designs tailored to customer requirements. Bachmann has concentrated on examples that worked Dinorwic, Penrhyn and Pen-yr-Orsedd quarries and our review sample depicts *Una*, the last of three locomotives built for the Pen-yr-Orsedd quarry.

Boasting an enclosed cab, *Una* was delivered in 1905 and worked the Nantlle Valley quarry until withdrawal in 1960 and is now preserved at the National Slate Museum of Wales. The other models depict Dinorwic's

Dapol/Lionheart Trains' foray into 7mm scale narrow gauge models came as a welcome surprise last year, with the charming Lynton & Barnstaple prototypes forming the basis of that range. Similarly, Bachmann's 'NG7' line has now brought the joys of ready-to-run Welsh narrow gauge to the table.

Designed to run on 16.5mm gauge track, which is the same as 'OO' (although Peco offers authentic track for this scale), Bachmann's range was launched earlier this year, led by a quartet of 'Quarry Hunslet' O-4-OSTs, as already produced in its 'OO9' range (see our review in MR310).

3 things we like



1

Polished brass crankpins contrast nicely with the metal coupling rods.



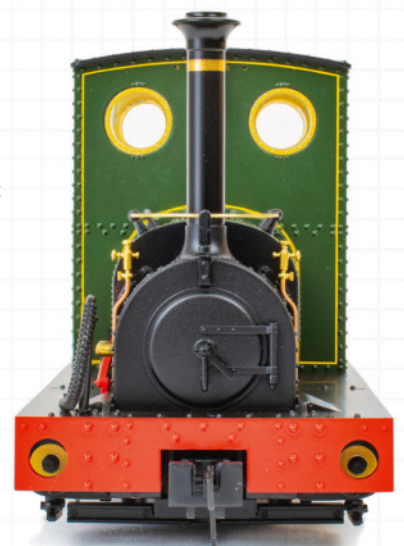
2

Fully detailed cab interior, complete with hinged firebox door and glow effect.



3

The copper wire pipework and brass-effect valves look ultra-realistic.



**Bachmann 'NG7'
'Quarry Hunslet'
- in detail**



Bachmann 'NG7' slate and coal wagons

MODELS

- 73-026A Dinorwic slate wagon, red (£21.95),
- 73-027 Dinorwic slate wagon with sides, grey (£25.95),
- 73-029A Dinorwic coal wagon grey (£25.95)

AVAILABILITY

Bachmann stockists
www.bachmann.co.uk

To complement the quartet of Quarry Hunslet locomotives, Bachmann has also added three wagon types to its 'NG7' range, based on typical slate-carrying wagons, with and without sides. There's also a coal wagon, which is an essential addition, allowing fuel for the locomotives and machinery to be taken up into the hills where the quarries were located.

Based on prototypes employed

at Dinorwic quarry, the wagons are available in grey and red liveries, convincing resin-cast slate and coal loads are also supplied where appropriate. Each consists of a die-cast chassis to provide sufficient weight, with plastic side frames and body. Curved spoke wheels run freely on their axles and a choice of couplings is provided, with simple hooks and loops ensuring close coupling between wagons, while

the 'Chopper' couplings make shunting easier.

Timber grain effects are moulded into the upper planking and the overall level of finish is excellent. At present, four

versions of each wagon type have been produced, allowing a dozen individual vehicles to be collected.

BACHMANN 'NG7' QUARRY HUNSLET

OVERVIEW

Manufacturer: Bachmann
Ref. No. 71-028
Unit No. N/A
Scale/gauge: 1:43.5 scale, 'O16.5' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 123g
Min. curve radius: 371mm (first radius)
Wheel back-to-back: 14.4mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Firebox glow
DCC-ready? Next18 socket, 11mm by 15mm speaker pre-installed
MECHANISM
Drive system: Power to rear axle via gears
Flywheel(s): No
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over headstocks)	13ft 0in	91mm	84mm
Height	8ft 5in	59mm	59mm
Width	5ft 4in	37mm	36mm
Wheel diameter	1ft 8in	11.6mm	11.6mm
Coupled wheelbase	3ft 3in	22.8mm	22.8mm

SERVICING

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

not a plug fit, to remove the glue bond on the inside (as Dapol has incorporated into some of its recent 'O' gauge steam locomotives).
 Below the footplate, the rather basic frame pattern of the prototype is captured well, with the riveted ashpan visible through the weight-reducing slots and the unusual disc wheels are rendered accurately. The motion features all-metal components, which should ensure longevity, and the axles run within brass inner bearings.

OPERATION

Wiper power collectors bear against the inside of each wheel and power is transferred from the coreless motor to the rear axle via a set of high-quality gears, the ratio of which has been set to ensure a realistic speed range.
 Couplers are mounted in 'OO' gauge-style NEM pockets, with alternative types supplied to give modellers extra choice. There's also a pair of blanking plugs to slot into the NEM pockets to fill the cut-outs in the red bufferbeams.

Also supplied in the detail bag is a set of superb etched nameplates and Hunslet worksplates, although the printed versions are exquisite. A couple of fireman's tools complete the package, with pairs of pre-painted footplate crew available separately under Bachmann's Scenecraft banner (£19.95 per set).
 Despite the short wheelbase and relative lightness, the Hunslet ran very well under test on analogue control, coping with the track and points on my 'OO' test track admirably. Few instances of stalling were encountered over crossings, helped by the use of live frogs no doubt. DCC users

may want to consider fitting a stay-alive unit if possible, and there's a Next18 interface provided atop the motor housing, plus a small 15mm by 11mm speaker pre-fitted to all models.
 The coreless motor, after the prescribed running-in period, ran quietly and smoothly, and I found the haulage capability to be adequate for such a small prototype, the model handling the three slate wagons and a handful of extra 'OO' twin-axle vehicles.
 This is a delightful model, in terms of looks, finish and performance. It's keenly priced too, and I expect to see a glut of 7mm scale narrow gauge layouts emerging over the coming year. Indeed, it's great to see something arriving that challenges modellers to make a change from their usual endeavours. While 'TT:120' is calling me towards making a concerted effort at modelling in a different scale, so too is 'O16.5mm'. The problem is time – there's never enough of it. But bravo to Bachmann nonetheless – and let's hope for more rolling stock and scenic additions to the range. **(GD)**

SUMMARY

PROS

- Top-notch finish.
- Build quality.
- Performance.

CONS

- Not a lot.

FINAL VERDICT

Beautiful.





Peco/Kato 'Small/Large England'

◆ GAUGE '009' ◆ MODEL Peco/Kato • 51-251C 'Small England' No. 4 Palmerston FR lined maroon • 51-251D 'Large England' No. 5 Welsh Pony, lined brown • 51-251H 'Large England' No. 195 Exmoor Pony, LSWR/SR green • 51-251J 'Large England' No. 6 Little Giant, FR lined maroon ◆ PRICE £170.00 each ◆ AVAILABILITY Peco stockists [Web www.peco-uk.com](http://www.peco-uk.com)

In a joint venture, Peco and Kato created a delightful '009' model of the Ffestiniog Railway's 'Small England' 0-4-OST+T, with the first two examples landing in 2022 (see review in MR300). No. 1 *Princess* and No. 2 *Prince* were turned out in the attractive lined maroon livery of the Ffestiniog Railway and the models proved successful enough to warrant further production.

Built for the Ffestiniog by the George England Company from 1863, a total of six locomotives found their way to North Wales. The initial batch, Nos. 1-4, were originally built as open-cab, side tank locomotives, and came to be

known as 'Small Englands'. A further two, Nos. 5 and 6, were built with enclosed cabs, saddle water tanks, larger cylinders and a longer wheelbase. They also came paired with coal-carrying tenders, thus gaining the nickname of 'Large Englands'.

Before long, the original locomotives were rebuilt with the same saddle tank and tenders, although the shorter wheelbase and other differences remained, causing the two nicknames to stick. Nos. 1, 2, 4 and 5 survive in preservation, but Nos. 3 and 6 were stripped for spares and the remains scrapped.

The new batch of Peco/Kato models account for more of the FR

prototypes, 'Small England' No. 4 *Palmerston* and 'Large England' No. 5 *Welsh Pony* and No. 6 *Little Giant*. The fourth new model depicts a fictitious prototype, in lined LSWR/Southern Railway green, which should appeal to those with a fondness for anything with a Lynton & Barnstaple theme.

TRIED AND TESTED

Kato's wonderful mechanism is unchanged from the original release, featuring a coreless motor, brass worm gear and double flywheel, housed within a sizeable die-cast metal split chassis block. The mechanisms of all four samples ran like

high-end sewing machines, virtually silent and with an impressive smoothness straight from the box.

The metal block provides ample mass for reliable performance, although a set of low-profile traction tyres is pre-fitted to the rear driving axle to aid haulage. Extra power collection comes from the tender wheels, so stalls are kept to a minimum over track joints and crossing frogs.

There's no provision for DCC installation, although retro-fitting





a decoder would not be overly difficult. The body is simply a clip-fit to the chassis, and the clip-together, articulated coupling between tender and locomotive is effective and convenient, with plenty of clearance between both vehicles to allow them to navigate first radius curves (229mm).

As the same chassis is employed across the whole range, the longer 5ft wheelbase of the 'Large England' has been compromised, although this is only a matter of 1mm in this scale. There is a switch to disc wheels, though, offering a contrast with the spoked wheels of the 'Small England', and there's a mix of smokebox handrail patterns to match each prototype.

The packaging has been slightly revised, after the first batch of models were prone to damage thanks to the loose fit within the foam liner. Now, there's an extra layer of foam that locks the model in place securely.

CUSTOMER-FIT BITS

Standard 'OO9' hook and loop couplers come pre-installed, but a set of Arnold 'N' gauge couplers are supplied as an alternative. There's also a sprue of plastic grab handles for fitting into the top of the cylindrical sandboxes and the coal bunker (these would be too delicate to fit before shipping), with installation instructions provided.

The livery application across all four models is excellent, with the various lining schemes flawlessly



rendered. The printed nameplates and worksplates are impressive too, with crisp lettering over a convincing brass-effect backing.

There's only a modest amount of detail within the cabs, with controls and gauges moulded integrally with the back of the boiler. Picking these out with some metallic paint shades would bring the cab to life, as would the addition of a footplate crew and an array of tools.

The marriage of a superb mechanism and attractively rendered bodysells make for a splendid combination and these new iterations are a very welcome addition to the 'OO9' roster. **(GD)**

SUMMARY

PROS

- Overall looks and character.
- Top-notch finish.
- Superb performance.

CONS

- Minimal cab detail.
- Not DCC-ready.

FINAL VERDICT

Fabulous.

3 things we like



1

Paintwork, lining and printed nameplates are excellent.



2

Clip-fit, conductive coupling between locomotive and tender works well.



3

The Kato mechanism is hugely impressive and super-smooth.



Hornby 'TT:120' BR Class 50

◆ **GAUGE** 'TT:120' ◆ **MODEL** Hornby • TT3013TXSM Class 50 50007 *Sir Edward Elgar*, GWR green • TT3014M Class 50 50040 *Leviathan*, 'large logo' blue
 ◆ **PRICE** £167.99 (DCC-ready), £222.99 (sound-fitted) ◆ **AVAILABILITY** Selected Hornby stockists **Web** www.hornby.com

Representing the first true main line diesel locomotive to emerge in Hornby's 'TT:120' range, following the HST power cars (reviewed last month) and the Class 08 (MR318), the Class 50s have now arrived.

While the English Electric 'Hoovers' are not an obvious choice to help launch a new range, given their limited geographic coverage (a Sulzer Type 2 or a Class 37 would be more versatile), the '50s' do

retain something of a cult following. Furthermore, it seems like a prudent move for Hornby to 'shrink' one of its existing - and popular - models rather than start completely from scratch.

Two versions have been produced, both portraying post-refurbishment prototypes, and Hornby kindly furnished us with examples of each. In the handsome 'large logo' BR blue livery is 50040 *Leviathan*, while 50007 *Sir Edward Elgar* carries the 'GWR150' lined green livery.

Both models are available in either DCC-ready or DCC sound-fitted form, the latter pre-loaded with Hornby's Triple X sound and HM7000 Bluetooth-enabled decoders.

'HOOVER' DOESN'T SUCK

At 174mm long (compared to the 275mm long 'OO' version), the proportions of the 'TT:120' models are pleasing, presenting a heft that is often lacking in 'N' gauge - for my tastes at least. As the accompanying table

illustrates, Hornby has done a great job of reducing the prototype down to 1:120 scale and, vitally, it looks the part too.

The bodysheet features some nicely moulded detail relief, especially around the ventilation louvres and rooftop panels. The exhaust ports lack depth, but the presence of an etched metal radiator grille is a welcome addition, with the fan visible below. The raised circular vent is a separately fitted component and 50007 correctly sports square radio roof pods above each cab.

The cabs are adorned with fine metal handrails and lamp brackets, although the mounting holes for the latter are slightly oversized. Thanks to the super-clear glazing, the detailed cab interiors can be appreciated, complete with vestibule bulkheads and trademark blue consoles. The multiple working jumper cables are separate plastic





“A major highlight of the ‘50s’ is the use of wheels with a finer flange profile”

mouldings and look great, while the central headlamps feature an authentic brighter illumination compared to the marker lights within the former headcode boxes.

Below platform level, the bogies contain plenty of suspension and axlebox detail, with footsteps, guard irons and a hint of the brake shoes and linkages. The air compressors are nicely rendered, complete with protective framework and an array of plumbing, while a trio of reservoir tanks are hidden between the battery boxes.

The bufferbeams are pre-fitted with footsteps at each corner and electric train heat jumper cables and sockets. A full set of brake and control hoses are supplied, plus cosmetic screw couplers, for optional fitment, although I found that the mounting holes in the cast metal bufferbeams needed re-drilling to accept them. A pair of three-piece miniature snowploughs is an added bonus, and they simply slot into the NEM pocket once the supplied ‘standard’ couplings have been removed.

Both models came with optional etched nameplates (plus

numberplates, BR double arrow and GWR roundel logos for 50007). The thickness of these plates is a little excessive (a scale 54mm thick) and I now wish I hadn’t installed them over the printed versions, which looked excellent.

FINISH AND PERFORMANCE

The paintwork on both samples is top-notch, with authentic shades and clean separation. The printed logos and lining are neatly printed, as are the data panels and other smaller embellishments, while the cab door handles are neatly picked out with silver paint.

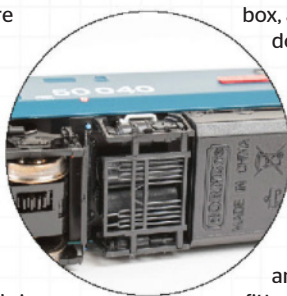
The substantial chassis block makes good use of cast metal, giving the locomotives plenty of mass. The centrally mounted drive unit powers all six axles via twin cardan shafts and gears. With the body removed (remember to unplug the ETH hoses!), a Next18 DCC socket can be found on the circuit board, with space for

a sugar cube-type speaker adjacent to the radiator fan. DCC users have the benefit of adjusting the directional head/taillights, as well as toggling the cab interior lights.

A major highlight of the ‘50s’ is the use of wheels with a finer flange profile than hitherto employed on Hornby’s ‘TT:120’ releases. These provide a dramatic uplift in realism and, hopefully, they’ll become a feature of all Hornby’s forthcoming models in this scale.

Performance of both samples was excellent, straight from the box, although Hornby does recommend a running-in period to help the transmission bed in. There’s ample haulage power (ten bogie coaches were handled with ease) and the DCC sound-fitted version provided some authentic tones.

Like the HST power cars, the ‘50s’ offer another compelling reason to give ‘TT:120’ a go. It’s getting harder to resist with each new release! (GD)



HORNBY BR CLASS 50

OVERVIEW

Manufacturer: Hornby
Ref. No. TT3013/TT3014
Unit No. 50007/50040
Scale/gauge: 1:120 scale, ‘TT’ gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 196g (199g sound-fitted)
Min. curve radius: 310mm (second radius)
Wheel back-to-back: 10.3mm

DIMENSIONS

	PROTOTYPE	1:120 SCALE	MODEL
Length	68ft 6in	174mm	174mm
Height	12ft 11in	32.8mm	33mm
Width	9ft 1in	23mm	23mm
Wheel diameter	3ft 7in	9mm	9mm
Bogie wheelbase	13ft 6in	33mm	33.5mm

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: Three-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

3 things we like



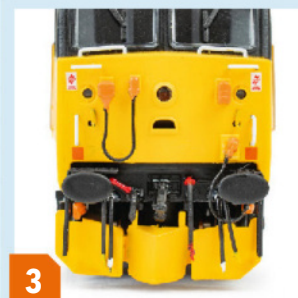
1

Rooftop fan and etched grille.



2

Much improved wheel flange profile.



3

Full array of bufferbeam detail supplied, plus miniature snowploughs.

SUMMARY

PROS

- Looks and overall fidelity.
- Top-notch finish.
- Excellent performance.
- Fine wheel profile.

CONS

- Optional etched ‘plates’ a little too thick.

FINAL VERDICT

Excellent.



Hornby 'TT:120' BR Mk 2f coaches

◆ **GAUGE** TT:120 ◆ **MODELS** Hornby • TT4017 Mk 2f TSO blue/grey • TT4018 Mk 2f FO blue/grey • TT4019 Mk 2f BSO blue/grey • TT4020 Mk 2f TSO InterCity • TT4021 Mk 2f FO InterCity • TT4022 Mk 2f BSO InterCity ◆ **PRICE** £37.99 each ◆ **AVAILABILITY** Selected Hornby stockists **Web** www.hornby.com

Following on from the Mk 3 HST stock featured last month, Hornby's 'TT:120' Mk 2f coaches have now arrived, with the three key vehicle types rendered: Tourist Standard Open (TSO), First Open (FO) and Brake Standard Open (BSO).

Available in original BR blue/grey livery (with M-prefixed numbers) and the InterCity 'Swallow' scheme, the models feature a very similar specification to Hornby's 'OO' gauge equivalents. The bodysheet profile is very close to the prototype, with neatly fitted tinted glazing revealing appropriate interior mouldings to suit each vehicle.

There's nothing in the way of separate wire handrails or jumper cables, but the overall

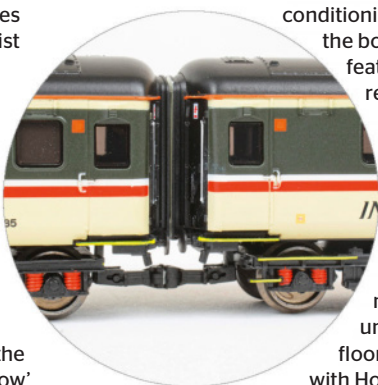
effect is pleasing nonetheless, with a good level of clarity in the moulded detail. The various underframe components look the part, especially the air conditioning fans and the bogies also feature plenty of relief, enhanced further by footboards where necessary. Sprung close-coupler units are mounted to the underside of the floor, pre-fitted with Hornby's 'standard' couplers.

However, in a very welcome development, the Mk 2s also come with optional magnetic couplers, which can be easily clipped into the NEM pockets, providing a more authentic gap

between gangways, yet still providing clearance as the train encounters a curve. I'd mused in my review of the Mk 3s last month that this would improve matters, so it's great to see the magnetic couplers rolled out to this scale as well as 'OO'.

The level of finish is high, with the livery colours, lining and markings applied neatly, including no smoking and First Class window stickers. Door furniture and the guard's handrails are picked out extremely well with paint, as are the handrails at the ends of the InterCity carriages.

Bogies and wheels rotate freely and the full rake of six samples looked splendid behind a Class 50, running smoothly around the through the limited pointwork of my 'TT:120' test track. We still await the similar



SUMMARY

PROS:

- Look the part.
- Liveries applied to a high standard.
- Smooth performance.
- Magnetic couplers a bonus.

CONS:

- Not a lot.

FINAL VERDICT

Great stuff.

Mk 2e stock but, as I write, the LMS 57ft and 50ft coaching stock was arriving with retailers, so it's great to see 'TT:120' products continuing to emerge. (GD)



Flangeway BR Snowplough

◆ GAUGE 'O' ◆ MODEL Flangeway O-1S003 BR Independent Snowplough ADB965223 ◆ PRICE £99.95 ◆ AVAILABILITY Flangeway stockists Web www.flangeway.com

With a 'OO' rendition of BR's independent snowplough in the Flangeway range for well over a decade, it's great to see the same vehicle now available in 'O' gauge. Again, models are sold individually, but with matching pairs available to suit specific liveries and locations.

The first production run offers ten models in all, spanning five eras, from original mid-1960s livery to the latest Network Rail scheme. Our sample depicts Inverness depot's ADB965223, complete with Highland Stag logos. ADB965205 is also available to provide a matching pair.

Built on redundant 4,000 gallon tender chassis from ex-LNER steam locomotives, the snowploughs were constructed at various BR works and allocated to all regions except the Southern. Strategically placed at locations prone to

disruption by winter snow, a pair of snowploughs would be marshalled either end of a pair of diesel locomotives when required to keep routes clear.

Modifications were carried out over the years, including the conversion from oil to rollerbearing axleboxes and Flangeway's tooling reflects some of these changes, particularly with the extra panels and handrails on the Railtrack and Network Rail versions. Ice-breaking hoops are also provided for post-1990 models.

The models are housed in high-quality, foam-lined boxes and capture the unique profile of these fascinating vehicles well. Most of the key dimensions are scaled correctly and the simple chassis includes a 'floating' centre axle, which helps promote smoother, reliable running around tight curves and across uneven trackwork. The axles run in metal bearings, reducing friction and

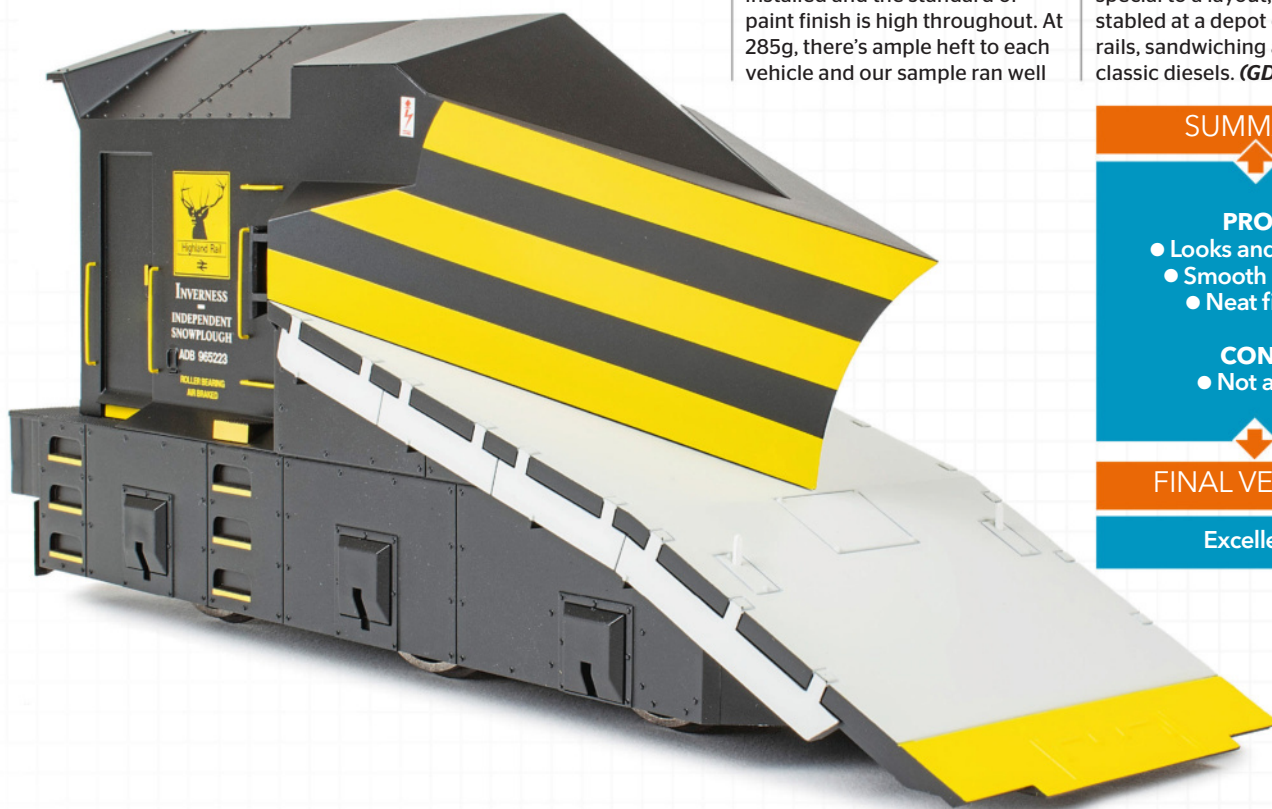


a sprung drawhook features a scale screw coupling, with a hinged access flap to make coupling (slightly) easier.

Dumb buffers are provided, as per the real thing, and separately fitted lamp brackets adorn both the plough and inner ends. The wire handrails are neatly installed and the standard of paint finish is high throughout. At 285g, there's ample heft to each vehicle and our sample ran well

while being hauled and propelled by a Heljan Class 26.

At a smidgen under £100 per vehicle, and with most modellers likely to want a matching pair, the 'ploughs represent a notable investment. But they're well presented, look the part and will definitely add something special to a layout, whether stabled at a depot or out on the rails, sandwiching a couple of classic diesels. (GD)



SUMMARY

PROS

- Looks and fidelity.
- Smooth runner.
- Neat finish.

CONS

- Not a lot.

FINAL VERDICT

Excellent.



Revolution Trains HOA hoppers



◆ GAUGE 'OO' ◆ MODEL Revolution Trains • OO-HOA-214 Cemex (debranded) Trains4U exclusive • OO-HOA-242 Mendip Rail/VTG ◆ PRICE £91.95 per twin-pack
◆ AVAILABILITY Revolution stockists Web www.revolutiontrains.com • www.trains4u.com

While coal was once the lifeblood of rail freight operations, aggregates have become one of the key rail-borne commodities over the past few decades. A motley array of wagons may have been employed during the early BR era, but a move towards specialised vehicles began in the 1970s and has continued to the present day, increasing efficiency in loading and discharge.

In 2008, the HOA bogie hopper emerged, ordered initially by EWS and built by Astra Rail in Romania, boasting a capacity of 75 tons per wagon. The first batch carried EWS Construction livery, with a good many painted in the blue/grey house colours of Cemex, one of EWS' (and subsequently DB's)

main customers, with the wagons carrying stone from the quarries of the Peak District and Cumbria. Many have since received DB traffic red.

Further HOAs followed in the mid-2010s, for wagon lessors VTG and Ermewa, and were employed on stone traffic emanating from the Mendips and East Midlands.

Revolution's 'OO' rendition fills quite an important gap in the modern wagon market, with the HOAs being a common sight on aggregate flows to various destinations across the network. More recently, they have also been pressed into use for carrying silica sand and recycled glass fragments, spreading their scope of operation even further.

Offered in twin-packs, several livery and number

options have been produced, covering EWS, Cemex (unbranded versions of which are exclusive to Trains4U), DB Schenker, Tarmac and VTG/ Mendip Rail, providing an ideal load for Class 59, 60 and 66 locomotives.

BATCH DETAILS

As well as the livery options, Revolution has also observed a number of detail differences to accurately portray individual wagon batches, including brake gear and side strengthening panels (the small rectangular plates along the lower edge of the hopper sides).

For review, we have a pair of twin-packs, depicting unbranded Cemex and Mendip Rail wagons. They're beautifully packaged, in

foam-lined boxes and each wagon feels rather weighty (at 227g each), thanks to the copious use of die-cast metal, which forms the heart of the body and floor. Plastic sides slot into the metal core, as do the bottom discharge doors, while the low track force bogies are screw-mounted.

Although the prototypes are fairly utilitarian in appearance, the models feature some excellent detail, with separately applied pipework, door operating gear and handbrake wheels (bogiemounted on the VTG/Mendip wagons and body-mounted on the ex-Cemex hoppers). The corrugated covers on the hopper ends are well rendered and there are wire grab handles and etched lamp brackets



“For the pernickety, there are circular casting marks visible at the base of the hoppers”



adorning the headstocks.

The buffers are fixed, and the NEM coupler pockets are mounted to the bogie frames rather than in kinematic close-coupler units, although I imagine most modellers will welcome this, as they work perfectly and the gap between cars is not excessive when using the supplied tension locks.

The bogies, which are similar to those fitted to Revolution's MMA box open wagons, feature excellent relief, and the brake shoes align perfectly with the 'OO' wheels. I had to double-check whether metal bearings

had been installed, as all four sample wagons ran superbly well, without a hint of friction. But no, the pinpoint axles simply sit within the plastic frames. I guess the healthy amount of weight plays a part in the smooth running.

Build quality is high across all four samples, as is the standard of the paintwork and printed legends. The interior, which is fully rendered, sports a generic coat of rusty brown and, for the pernickety, there are circular casting marks visible at the base of the hoppers.

These are only noticeable

when looking directly down into the wagons and can be masked with weathering or by adding a suitable load.

Like Revolution's 'N' gauge version of the HOAs, released in 2020, the 'OO' wagons are splendid, furnishing enthusiasts of the modern rail scene with a very useful prototype in each of the key colour schemes. At just over £90 for a pair, that seems fair given the quality of the product and the short-run nature of manufacture. By all accounts, they have been selling well, so I better grab myself some of the DB red versions before they're all gone... (GD)

3 things we like



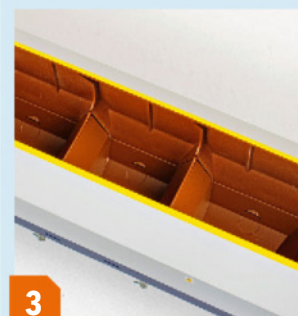
1

Crisply printed – and legible – markings.



2

Bottom discharge door detail.



3

Fully rendered hopper interior.

SUMMARY

PROS

- Looks and finish.
- Super-smooth running.
- Excellent level of detail.
- Useful modern prototype.

CONS

- Not a lot.

FINAL VERDICT

Superb.

Dapol Class 121

◆ GAUGE 'O' ◆ MODEL Dapol 7D-009-006 Pressed Steel diesel railcar (Class 121) ◆ PRICE £334.22 ◆ AVAILABILITY Dapol stockists **Web** www.dapol.co.uk

It was Pressed Steel (Class 121) railcar No. W55021, operating the Staines West branch that first fired my interest in DMUs and I have had models of both Pressed Steel and Gloucester cars in various scales ever since. I reviewed Dapol's 'O' gauge Class 122 railcar in MR292 and have now acquired the more recent Class 121.

I chose the version in BR's original dark green with the so-called 'speed whiskers' as this reflects my earliest memories of the class. Like the very similar Class 122, it weighs over 3lbs and is mounted on a Perspex plinth within the foam-lined box. One screw on this model defied my attempts to shift it and eventually had to be drilled out. The mounting posts are positioned where the battery boxes should be on the chassis, and the battery boxes are in one of the two detail

packs. They are a simple press-fit into their locating points on the chassis. As with any highly detailed plastic model, it needs to be handled carefully, gripping it low down at floor level and supporting it underneath.

It is every bit as impressive as the earlier model and Dapol has carefully incorporated the subtle detail differences between the two versions of what was, essentially, a standard 'Derby' bodyside. The most obvious of these is the roof-mounted four-character headcode box which displaced the destination blind to a makeshift wooden box in the centre windscreen. This arrangement would last throughout the long career of these railcars. The other, more subtle difference is the small strip of solebar beneath the inward opening guard's door. On the Gloucester car it is

neatly panelled over, but Pressed Steel left it as an obvious cut-out. Dapol has modelled it correctly on both cars.

VARIATIONS

Among the other changes from the Gloucester car are the distinctive 'cut' buffers with their straight top and bottom edges which were a feature of Pressed Steel vehicles when new. They are metal, blackened and sprung. The screw couplings and the MU sockets are already fitted, but the customer must fit the vacuum pipes, speedometer cable and air hose. The speedometer cable is a flexible connection between one axlebox and the solebar. It fits neatly behind the cab step and does not need glueing. The MU connections and vacuum pipes are not such an easy fit, the locating pins being, literally, square pegs in round holes.

They are presumably intended to be a force fit, but I managed to break one and ended up filing the pins and drilling the holes until I got an easy fit.

The windows are flush-glazed with very little prismatic effect around the edges, revealing a fully detailed interior, with plain green seats of the correct type. The cabs have fully detailed control desks and cry out for a driver.

Bodyside detail is remarkably refined, with door and window shapes looking 'spot on', and separately fitted door and commode handles and handrails. The four cab door handrails, which on the real thing were hollow and doubled as down-pipes from the gutter, are also separate mouldings. On the Gloucester car they were black and appeared a little on the heavy side. On this model they are body-coloured and much less obtrusive.



The bufferbeams carry all the correct detail and the underside of the railcar has all the components – engines, fuel tank, battery boxes, exhaust system and final drives fully modelled and painted appropriately. Dummy, jointed cardan shafts link final drives to bogies and yet still allow the model to operate round 1038mm radius curves.

ELECTRICS

Both bogies are powered by individual motors and gears and all eight wheels have phosphor-bronze wiper pick-ups, so smooth operation is ensured on starting and across pointwork and dead spots. A bank of seven microswitches controls the various lighting functions but access to three of these, including the switch that controls the saloon lighting, requires the removal of the underframe fuel tank.

DCC-fitted and DCC-sound-fitted models are available, but for those who wish to fit their own decoder, the Dapol Imperium 3 is recommended. Other third-party fitted decoders will need to be re-programmed.

Running on analog control, the

leading end headcode box is illuminated, as is the interior, and the red rear lights, though in reality a red oil lamp was used to avoid the need for crews to fit the separate red slides over the marker lights.

FINISHING TOUCHES

Over the years, the Class 121s carried various liveries, starting with the very dark green used by Pressed Steel, with cream lining and 'speed whiskers'. The cream lining was outlined in black and Dapol has succeeded in replicating this tiny detail that was missing from the Class 122. Dapol has the shape of the lining correct. The 'whiskers' too, are correctly shaped. So many preserved units have the lining and whiskers incorrect, it is refreshing to see it done well on a model. The shade of dark green, too, is close to how I remember these railcars.

Plain Rail blue with full yellow ends followed the green livery. Only No. W55034 received the refurbished white with a blue stripe, other refurbished cars going straight into Rail blue and grey. W55020 received chocolate and cream for GWR150 and was

then the first to receive Network SouthEast livery. It then went into departmental service before being 'rescued' by Chiltern Trains, rebuilt in modified form and painted in Chiltern blue. Sister, W55034 was also used by Chiltern Trains but in 'heritage' dark green livery. Both cars were fitted with central door locking (CDL) betrayed by steel panels on the lower part of the doors. The Dapol model includes a sheet of etched and painted CDL panels but these are only needed if you want to depict the modified vehicle. W55028 on the Swanage Railway has a different CDL arrangement.

Several Class 121s were converted to route learning or Sandite cars and various liveries were carried. Dapol is offering the model in dark green, Rail blue, Blue and grey, GWR150 and Network Southeast liveries.

Printing is neat and legible, including the numbers, guard's and driver's door markings and the load limit for the guard's compartment. The pre-TOPS data panel has the correct dimensions and weight and the MBS (motor brake second) lettering.

Two sheets of waterslide decals are provided for headcodes and destinations. The latter cover a wide variety of destinations across the long service life of these vehicles. Even so, there are some strange choices and notable omissions, particularly a lack of London area branch lines which were the primary stamping grounds of these cars when new. I made my own destinations but used the brown-edged headcode box decal supplied

PERFORMANCE

On test, the railcar was almost silent in operation though I was running it outdoors and close to a busy main road. Smooth starts and stops proved easy enough right from the start, and I found myself wondering if I should have bought the DCC sound-fitted version. It is another of those 'O' gauge models from which the loudest noise is the realistic click of wheels on rail joints! (CJL)

3 things we like



1

Attention to detail.



2

High-quality finish.



3

Underframe and engine detail.



FACTFILE: DAPOL CLASS 121

OVERVIEW

Manufacturer: Dapol
Ref. No. 7D-009-006
Unit No. W55031
Scale/gauge: 7mm: 1ft 'O'
Body: Plastic
Chassis: Metal/plastic
Weight: 1,449gm (3lb 3.1oz)
Min. curve radius: 1,028mm

DIMENSIONS

	PROTOTYPE	1:43 SCALE	MODEL
Length over body	64ft 6in	451.5mm	451mm
Height	11ft 9in	82.25mm	83mm
Width	9ft 3in	65mm	64mm
Bogie wheelbase	8ft 6in	59.5mm	59mm

SERVICING

How to dismantle: Screws under body
Where to oil: Gears, bearings, axles

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five pole
Lights: Switched lighting functions
DCC-ready? PluX22

MECHANISM

Drive system: Twin motor bogies
Flywheel(s): No
Traction tyres: No

SUMMARY

PROS

- Correct lining and 'speed whiskers'.
- Fully detailed interior.
- Smooth operation.

CONS

- Nothing of note.

FINAL VERDICT

Superb.

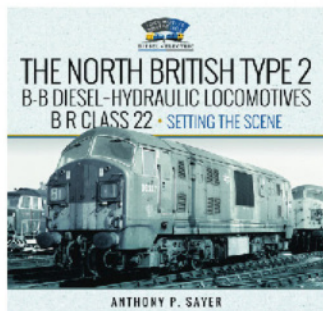
Modeller's bookshelf review special

Chris Leigh and George Dent present five new titles to inspire and inform your modelling.

B-B KINGS?

Once in a while, among all the photographic albums and 'pot-boilers', a book comes along which is a tour de force and a real work of reference. This is one such. Author Anthony P. Sayer clearly is a big fan of the extinct North British Type 2s which, in their short careers, replaced the ubiquitous 'Prairie' tanks and worked Cornish china clay branches, US munitions to Welford Park, central heating oil to Staines and carriages in and out of Paddington.

He explains the background of the WR desire for a diesel 'family' of compatible locomotives from Type 1 to Type 4 and how the 'Baby Warships' came - untried -



to warrant a second batch because there was no Type 1 in the programme, thus taking their number from six to 58.

Having dealt with the story of their construction, introduction and, albeit short, working history, all 58 locomotives are then illustrated, sometimes with both monochrome and colour

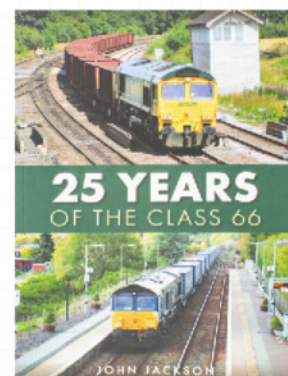
illustrations. As much as is known of their individual service history, allocations, random sightings, and ultimate disposal is also logged. For modellers, there's everything you might need to know about your chosen locomotive. It will be interesting to see the second volume!

This book was supplied electronically, so it is not possible to comment on print or reproduction quality, although previous titles in this series have been produced to an excellent standard. (CJL)

Book: *The North British Type 2 B-B diesel-hydraulic locomotives BR Class 22 Setting the Scene* by Anthony P. Sayer

Price: £28

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



'SHED'S' SILVER JUBILEE

Few can contest that the Class 66 did not revolutionise the UK rail freight industry, building on the success of the preceding Class 59s ordered by private operators in the 1980s. The first '66s' arrived in the UK in 1998, as part of a 250-strong order for EWS and several hundred more followed, destined for use with various operators.

Operating from the south coast to the Scottish Highlands, only a few routes are off-limits to these Type 5 diesel-electrics and this colour album is packed with good quality images of the '66' fleet at work for EWS/DB, Freightliner, Direct Rail Services, GB Railfreight and Colas.

There's a wealth of different liveries on show, including the many advertising and promotional schemes, with locomotives depicted on a wide variety of duties and locations. The images are arranged largely in locomotive numerical order, which is handy for modellers searching for reference images of individual machines, although not every '66's features.

Ideal for anyone looking to customise their new Accurascale '66', this book's release is well timed! (GD)

Book: *25 Years of the Class 66*, by John Jackson

Price: £15.99

Web: www.amberley-books.com

SIX-COUPLED FOR THE WESTERN

The O-6-O was the most common wheel arrangement on Britain's railways at the beginning of the 20th Century, yet the Great Western Railway found it necessary to build only one class to this wheel arrangement in the 20th Century because it had, and inherited at Grouping, so many earlier locomotives.

This book details and illustrates - substantially - the numerous classes from broad gauge through Armstrong and Dean classes, and those absorbed from constituent railways at the Grouping, and rounds off with the two which will be most familiar to modellers, the Dean '2301' O-6-O and the Collett goods '2251' class. More than two dozen of the book's 220 pages are devoted to these two main classes, including the

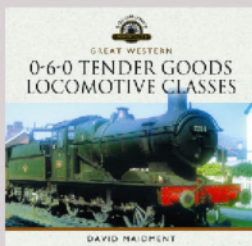
war service of the Dean locomotives, and all are profusely illustrated, in monochrome, of course.

The book concludes with coverage of the author's own experience of GWR O-6-Os and the two survivors, the Dean locomotive at Swindon Museum and Collett No. 3205, which did a great deal of railtour duty before acquisition by what is now the South Devon Railway. There is a short colour section at the back of the book, but apart from the Collett locomotives, few GWR O-6-Os survived long enough to be captured in colour. A must for all GWR modellers' bookshelves. (CJL)

Book: *Great Western O-6-O Tender Goods Locomotive Classes* by David Maidment

Price: £28

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



MULTIPLE IDENTITIES

Two separate volumes portray the eclectic array of diesel multiple units to have worked on the UK network since 1966. The first volume concentrates largely on First Generation units, introduced during the dying days of steam in an effort to make branch line operation more affordable.

All the key types are featured in wonderful, hitherto unpublished colour images, captured across the BR network. As well as a reminder of the trains, the sight of local 'stoppers' at locations such as Tebay show how the modern network has changed. Many lost branches also feature, including Keswick and Alston.

The Sectorisation era is touched upon in the first volume, but the second begins with the mass roll-out of the 'Pacer' and 'Sprinter' classes, along with the 'Networkers' for Network SouthEast. The vast majority of this volume concentrates on the privatisation era, albeit with ex-BR units featuring heavily, along with newer types including Classes 170, 172 and 185.

Unsurprisingly, the turnover of passenger franchises, especially in Northern England, results in a rainbow of liveries, including some old favourites of mine, such as Northern Spirit's turquoise and green and Alphonine's silver.



Image quality is consistently high across both books and the captions contain plenty of relevant material. (GD)

Book: *Britain's DMUs 1966-1985/1986-2022*, by George Woods

Price: £15.99 each

Web: www.amberley-books.com



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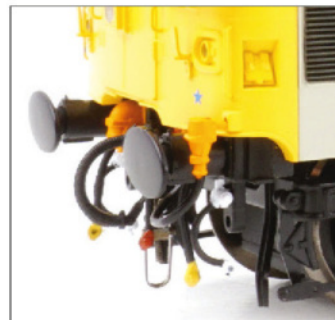
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00
GAUGE



MR-501 War Department 70271, olive green



MR-504 LMS 7128, post-war black



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



MR-505 BR 12043, black, BRITISH RAILWAYS lettering



MR-503 LMS 7120, pre-war black



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

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CLASS 11 TODAY**

BR/SR CLASS 12 0-6-0DE

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.

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



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

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.

OUT NOW



MR-508 BR 12125, black, early emblem



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

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Weathered versions

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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



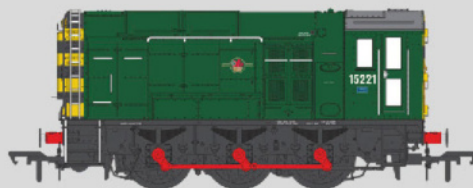
MR-515 (ex-12099), National Coal Board orange

What's planned?

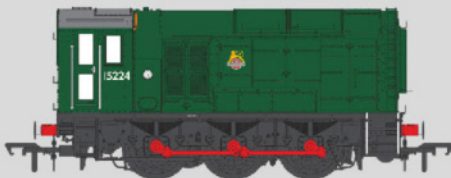
- ♦ MR-520 BR/SR Class 12, 15220, BR black, early emblem
- ♦ MR-521 BR/SR Class 12, 15224, BR green, early emblem
- ♦ MR-522 BR/SR Class 12, 15221, BR green with 'wasp' stripes, late emblem
- ♦ MR-523 BR/SR Class 12, 15212, BR Rail blue with 'wasp' stripes
- ♦ MR-524 BR/SR Class 12, (ex-15231) Tilcon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



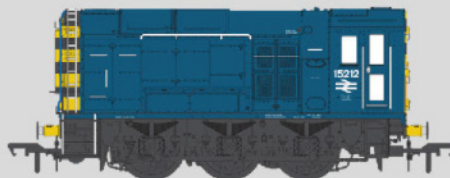
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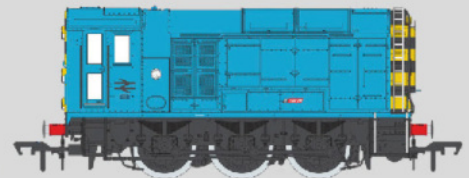
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MR-523



MR-524

'16XX' 0-6-0PT

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Specification list

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Motor: Five-pole

DCC socket: Next18

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glow • 'Busby' spark

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- ◆ MR-301C: No. 1624
- ◆ MR-301D: No. 1657
- ◆ MR-301E: No. 1664
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- ◆ MR-302A: No. 1646

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- ◆ MR-304A: No. 1636
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BR BLACK, LATE EMBLEM (WEATHERED)

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GWR GREEN

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Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights

• NEM coupler pockets

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LNER Sentinels - the new batch

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GAUGE



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



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



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



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

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

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Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

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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

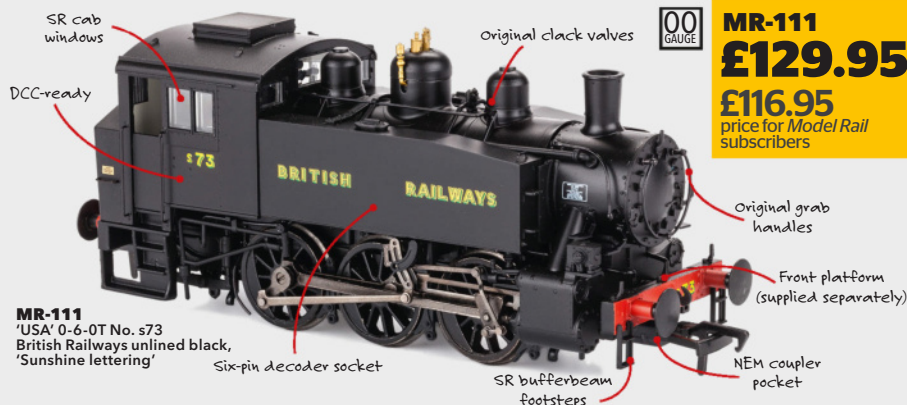
'USA' 0-6-0Ts

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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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

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BR/BRUSH TYPE 4 CLASS 48

FOUR TO CHOOSE FROM

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: 21pin

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

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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.

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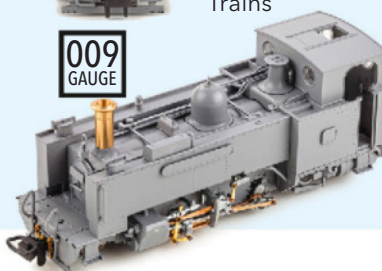


OO GAUGE BR Class 31 31116
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Produced by Accurascale



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

009 GAUGE



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Next Issue

Cornish contrast

ON SALE
**AUG
1**

Service Station

Maintaining your locomotives correctly is one of the keys to successful layout operation. Check out our hints and tips, designed to keep your trains moving.

We visit Paul Taylor and his depiction of an alternative aspect of Cornish railways, which has been a labour of love for well over a decade.



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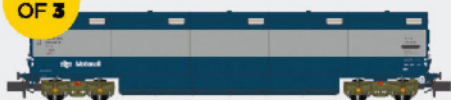
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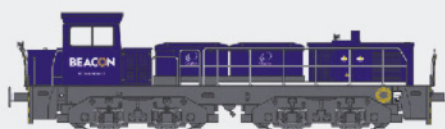


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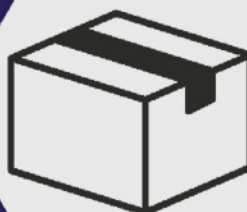
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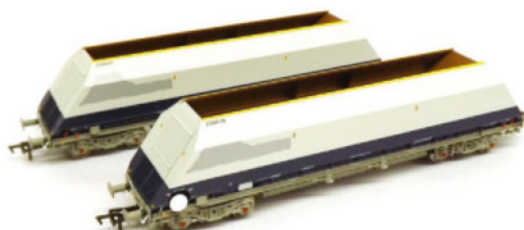
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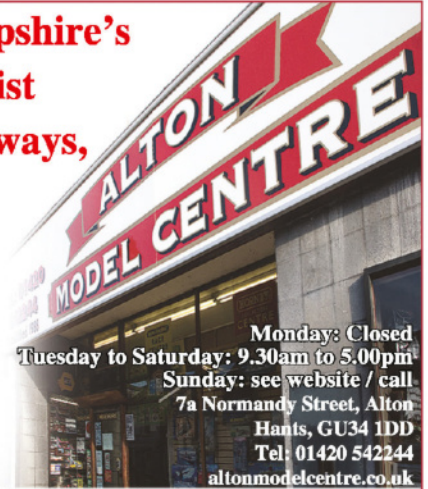


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Backscene



CHRIS LEIGH'S use of information technology may be outdated but that doesn't mean he can't access some wonderful archive material by methods old and new.

I was recently told that because I use Safari as my internet browser, I'm trapped in some form of outdated time warp. I was mildly embarrassed but now I'll admit that I'm also the proud owner (and user) of a DVD player! Yes! It's me. I'm the one!

But I also go online and I'm partial to an occasional look at YouTube, particularly for railway-related material. One of the things YouTube does, which can be either useful or annoying, is to latch on to things that you've watched and suggest other, similar, material that you might enjoy.

So this morning when I opened Safari, YouTube was suggesting a programme called *Rails on Vancouver Island* by Revelation Audio Visuals 1994. Having family on the island, I'd gone there for vacations on several occasions starting in 1977. My most recent visit was 2018, and I'd seen the island's railways decline and close one by one over those 40 years until now there's nothing left.

The island's railways, both main line and logging, have inspired my 'HO' modelling ever since. And my 'HO' layout has developed in fits and starts, and still does. So, an hour spent watching that video has prompted some more work on the layout, including a push to finish my model of Parkville's lovely wooden station. The video includes some footage of steam-worked logging railways which will be of interest if my Staff Show & Tell on page 22 has caught your imagination.



Above: The train service through Parkville ended in 2011 and the station is now HQ of the Arrowsmith Potters' Guild. An afternoon's work would finish my model.

Back on this side of the Atlantic, there's a wealth of archive railway footage available on DVDs and downloads. In the 1990s, *Model Rail* teamed up with Carnforth-based TeleRail and we produced a series of some 16 *Model Rail* video programmes featuring visits to interesting locations and demonstrations of model-making. We went to see Virgin Voyagers and Pendolinos come off the assembly line, we interviewed Peter Graham-Farish at the old Wareham factory, and we 'dodged' wasps and Boeing 747s at Bekonscot Model Village.

Alongside those programmes I helped to script some of TeleRail's *Steam World Archive* programmes covering the length and breadth of British Railways. These were assembled from contributed movie footage in 8mm and 16mm formats, with

sound added from the great Peter Handford's recordings. There are now over 40 programmes in the series and they offer a wealth of inspiration for modelling. If your interest lies after the steam era, well, there are plenty of more recent subjects in the catalogue too.

Take a break from the modelling. Have a look at some archive movies online or on DVD, and you'll go back to the modelling re-charged.

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Left: Lots of DVD programmes are now available to buy online and download.

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ANNIVERSARY AUGUST

CELEBRATING 50 YEARS OF GAUGEMASTER



This year, Gaugemaster marks a significant milestone - our 50th anniversary! To celebrate, we are running competitions and hosting a range of events throughout August that sum up the last 50 years of Gaugemaster.

INFINITY

MODEL RAILWAY CONTROL RELEASE WEEKEND

Sat 3rd August
10:00 - 16:00

TRAIN TRADE

THE PREOWNED MODEL RAILWAY MARKET



Sat 10th August
10:00 - 16:00

THE GM MOTOR SHOW

SLOT CAR RACERS - START YOUR ENGINES!



Sat 17th August
10:00 - 16:00

THE FORD FESTIVAL OF RAILWAYS

A CELEBRATION OF RAILWAY MODELLING



Sat 24th August
10:00 - 16:00

KNOWLEDGE BASE

OUR ARCHIVE OF COMBINED KNOWLEDGE

LIVE

Tuesdays & Thursdays Throughout August

SHOWCASE DAY

MEET AND FIND OUT ALL ABOUT...



Wednesday 14th August 10:00 - 16:00

All these events will be taking place at
Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN.
For more information on all the events, scan the QR code or visit:

www.gaugemaster.com/events



Gaugemaster products are available from your local model shop, or, in case of difficulty, direct from ourselves.

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