



No. 330 September 2024 £5.50

# MODEL RAIL

##### INNOVATIVE ◆ IN-DEPTH ◆ INDEPENDENT #####

## On the brink of GREATNESS

Award-winning layout set to star at International N Gauge Show



**THE HEAT IS ON**  
The story behind BR's  
diesel carriage heaters

**SAVE £s**  
WITH OUR TWO  
EXCLUSIVE  
READER OFFERS

- BALLAST PACKS IN 'N' & 'OO'
- BR 'CLASP' BUILDING COMPONENTS

**MODULAR MAGIC**  
Building a prefabricated  
concrete station

**PHOTO REALISM**  
GET THE BEST RESULTS  
FROM YOUR SMARTPHONE



**REVIEWED THIS MONTH**



Rapido  
Met No. 1



Accurascale  
CIÉ Mk 2c



Murphy  
Models  
CIÉ 141



Hornby TT' LMS stock



Bachmann/  
TMC Class 31/4



Dapol air  
ministry tank



NATIONAL  
Fertiliser 14T tank



Hornby TT' HAA



Revolution FNA-D



Everything You Need For Your Digital Model Railway

# DIGITRAINS

DIGITAL MODEL RAILWAY SPECIALISTS

[www.digitrains.co.uk](http://www.digitrains.co.uk)



**NCE PowerCAB**

DCC COMPATIBLE COMMAND CONTROL

LOC: 051  
FWD: 007 -1.09amp

DIRECTION MOMENTUM

INC FAST SPEED INC  
DEC

BELL HEADLIGHT  
ON EMERGENCY STOP  
RECALL

CT O MACRO SELECT  
ACCY

2 3 4  
5 6 7 8  
9 0 ENTER

SETUP CONSIST CLEAR ADD DEL  
PROG/EXPN 23/128 SHIFT  
F10 F11 F12

Listen to our latest  
DCC Sound  
installations here.



- Try before you buy
- Expert Advice
- Great Service
- Experience
- Major Brands
- Worldwide Mailing

We stock 1,000s of products from more than 30 leading manufacturers. Don't worry if you're not digital.

We're also a traditional model shop, holding all the major ready-to-run lines.

 @digitrainsltd  @digitrainsltd

15 Clifton Street Lincoln LN5 8LQ

(01522) 527731

[enquiries@digitrains.co.uk](mailto:enquiries@digitrains.co.uk)



## MODEL RAIL

### Get in touch

For all editorial enquiries, you can contact us by email:  
[modelrail@bauermedia.co.uk](mailto:modelrail@bauermedia.co.uk)

#### Postal address

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

Or you can call us  
 on 01733 395157

Model Rail is also on

**Facebook:** [www.facebook.com/modelrail](http://www.facebook.com/modelrail)

### Subscribe now and save ££££s on your favourite magazine

Get Model Rail for less!  
 See p26.

#### SUBSCRIPTIONS

To contact us about subscription orders, renewals, missing issues, back issues or any other queries, please email  
[bauer@subscription.co.uk](mailto:bauer@subscription.co.uk)  
 or call our UK number on 01858 438884.

To manage your account online visit <https://secure.greatmagazines.co.uk/Solo>

#### BACK ISSUES

To order back issues, please call our UK number on **01858 438884**.

● Overseas customers should call +44 1858 438884.

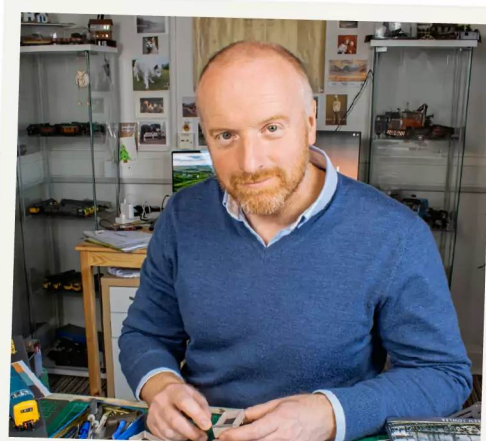
# Welcome

I write these words aboard a train heading north after a brief visit to the South Coast to catch up with several model specialists, including Gaugemaster. It has been a busy few days, but hugely enjoyable, especially the time spent zipping along the Southern Coastway route, changing frequently at the delightful junction station of Barnham.

With an intensive service and fascinating operations, especially as units are split and combined here while crew changes also take place, it's a great place to sit and watch trains for an hour or two on a sunny day. The lovely station café helps too! It would definitely make for an ideal model railway subject. Although Revolution Trains mooted an 'N' gauge version a few years back, will the Class 377 and 387 'Electrostars' ever emerge in 'OO'?

In its 50th anniversary year, Gaugemaster has just launched its eagerly awaited Infinity range of wireless model railway control, for both analogue and digital layouts. It was fascinating to try the systems during the launch event at Ford and the Gaugemaster team were on hand to demonstrate the countless innovative features.

You can read more about Gaugemaster's Infinity on page 7, and we'll be trialling analogue and DCC versions in the coming weeks, so look out for full reviews in a future issue. While I've been happily dabbling with DCC over the years, I'm still what you'd call an analogue modeller by default, so I was thrilled to see that DC users have not been overlooked by



Barnham station is a great location to watch trains, with the odd Class 387 offering a contrast to the ubiquitous green '377s'. GEORGE DENT

the Infinity range, with an exciting array of operational features to improve performance and playability. Indeed, with the sample units in my bag beside me, I'm eager to get home and put them to the test. Enjoy your modelling!

**George Dent** Editor

### This month's cover image



Milton Keynes MRS' 'Brinklow' is a superb re-creation of the BR transition era. 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 60 years - he can claim to be experienced!



**Chris Gadsby**

The smaller the detail, the more interested he is.



**Chris Nevard**



**Peter Marriott**



**Dave Lowery**



**Ben Ando**



**Ben Jones**



**Grahame Hedges**



**Chris Gilson**

#### This month's contributors

### Model Rail essential information

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

**A:** Check out the online index, kindly provided by UK Model Shops, at [www.ukmodelshops.co.uk/other/modelrail.html](http://www.ukmodelshops.co.uk/other/modelrail.html)

**Q:** Want to order one of our exclusive models?

**A:** Go to [www.modelrailoffers.co.uk](http://www.modelrailoffers.co.uk) or call 01209 705459.

**Q:** Want to order one of our bookazines?

**A:** Go to [www.greatmagazines.co.uk](http://www.greatmagazines.co.uk) or call 01858 438884.

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

**A:** Visit [www.greatmagazines.co.uk/faq](http://www.greatmagazines.co.uk/faq)

**Q:** Subscription issue not arrived?

**A:** Call our Subscriptions Department on 01858 438884.



# Contents September

## Cover Stories

- 40 The heat is on
- 52 Create your own gasholder in 'N'
- 56 Modular Magic
- 60 Photo realism
- 64 The easy way to ballast your track

## Opening the box

- 6 News**  
The latest news in railway modelling, straight from the manufacturers.
- 14 Opinion**  
Simon Kohler gives us an insider's view on the emergence of 'TT:120'.
- 21 News Real**  
Ben Jones looks at some of the latest developments on the real railway.
- 22 Staff Show & Tell**  
The *Model Rail* team show you what they've been working on this month.
- 25 Inside Track**  
Ben Ando discusses whether abandoning a project is really that bad.

## Inspiration

- 28 Layout: Brinklow**  
'Brinklow' brings together the formidable talents of the Milton Keynes MRS.
- 40 Masterclass: Pre-heat units**  
A detailed look at carriage pre-heating units and the modelling opportunities they offer.
- 66 Layout: Dirty diorama**  
Brian De La Cour crafted this diorama that captures the gritty reality of the 1950s.



40 Layout: Masterclass: Pre-heat units



28 Layout: Brinklow

## 75 Reviews

- ◆ Rapido Metropolitan Railway 'E' Class
- ◆ Bachmann/TMC Class 31/4
- ◆ Murphy Models CIÉ Class 141
- ◆ Accurascale/IRM CIÉ Mk 2b/c coaches
- ◆ Revolution Trains FNA-D flask carriers
- ◆ Dapol 14T 'Air Ministry' Class A tank wagon
- ◆ Farish 14T Class A anchor-mounted tank
- ◆ Hornby 'TT:120' LMS 57ft coaches
- ◆ Hornby 'TT:120' HAA hoppers



## Regulars

- 3 Contact *Model Rail*
- 18 Exhibition Diary
- 26 Subscribe to *Model Rail*
- 98 Next Issue
- 122 Backscene





## Looking for a previous article?

Search the online index at:  
[www.ukmodelshops.co.uk/other/modelrail.html](http://www.ukmodelshops.co.uk/other/modelrail.html)



66 Layout: Dirty diorama

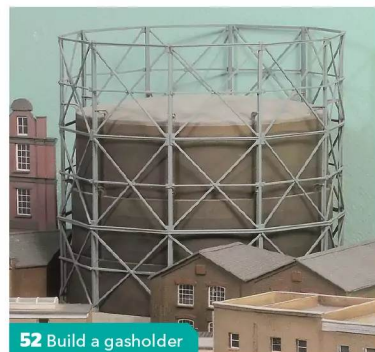
# Workbench

**52 Build a gasholder**  
Grahame Hedges adapts a plastic kit to recreate a once-typical town feature.

**56 Build a CLASP station**  
Chris Leigh constructs a CLASP station using Smart Models parts.

**60 Photograph your layout**  
Chris Nevard shows you how to achieve the best results with a smartphone.

**64 Ballast your track**  
George Dent describes a tried and trusted method with Geoscenics products.



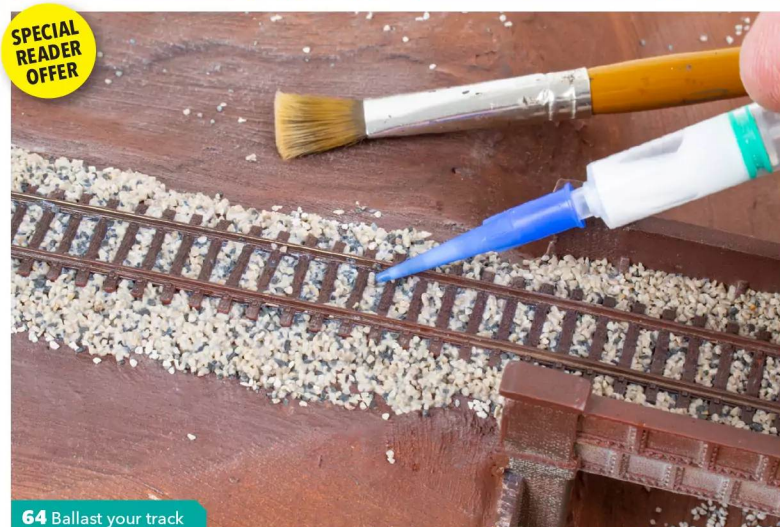
52 Build a gasholder



56 Build a CLASP station



60 Photograph your layout



64 Ballast your track

## Model Rail exclusive models

Order yours today!

Browse our entire range of exclusive models, including GWR '16XX's', LNER 'J70's', SR 'USA' tanks, R&H/BR 'PWM's' and LMS/BR Class 11s.



92





CHRIS NEVARD

# INTERNATIONAL N GAUGE SHOW - A SNEAK PEEK



**T**he weekend of September 14-15 sees The International N Gauge Show return to the Warwickshire Event Centre, with an eclectic mix of 25 layouts

on display, showcasing the diverse possibilities that modelling in 2mm scale offers.

Among the layouts will be Milton Keynes MRS' 'Brinklow', which features in *Model Rail* this

month (see page 28), plus 'Shirebrook' which appeared in the September 2019 issue. Full trade and retail support will be on hand, from the likes of Bachmann Europe, Dapol, Gaugemaster,

Kato, Peco, Rapido Trains UK, Revolution Trains and many more. There will also be plenty of specialist societies in attendance, including the 2mm Scale Association, DEMU and The N Gauge Society.

Advance tickets can be purchased to speed entry into the venue, or visitors may pay at the door, while the modern venue offers easy access and free parking, with refreshments available.

A shuttle bus will operate from Leamington Spa station on the Saturday only (£4.50 fare each way), although local buses also operate to within walking distance of the event centre.

**When is it?** September 14-15

**Where is it?** Warwickshire Event Centre, Leamington Spa CV31 1FE

**Times:** Saturday 1000-1700, Sunday 1000-1600

**Admission:** Adult £14, Seniors £12.50, Child (5-14) £6 (Under-5s free)



'Brinklow'

CHRIS NEVARD



# TO INFINITY AND BEYOND... WITH GAUGEMASTER

In early August Gaugemaster released its Infinity range of wireless model railway controllers and accessories, designed for analogue and digital users. *Model Rail* visited Gaugemaster's Ford HQ to try the system first-hand and, with a pair of samples in our midst, we'll be giving them a thorough test over the coming weeks.

The analogue version of Infinity allows the user to control up to ten tracks with a single hand-held cordless controller, using Bluetooth technology with an operating range of 50m. The system includes a huge range of

control options, including simulated acceleration and braking (with customisable characteristics), offering some of the key benefits of DCC without the need for decoders. It's also possible to add further remote handsets and lineside signals, point motors and lighting effects can all be controlled and programmed into sequences.

The Infinity Sovereign digital version also offers cordless operation, with a host of customisable features and the package can be extended with extra handsets and accessory

decoders. The system is future-proofed, and up to 68 individual light, sound and operating functions can be controlled, and firmware updates can be installed via the USB socket. It also has the facility for CV programming and 20 accessory control sequences can be created and stored on each handset.

Both analogue and DCC versions also feature an optional fuel level function, so you can integrate visits to a water tank or diesel fuelling station as part of your sequences (or the locomotive will run out of fuel and stop!).



Designed and made in the UK, the full range is available from model shops as well as direct from Gaugemaster. Look out for more on the Infinity system in next month's issue.

Web: [www.gaugemaster.com](http://www.gaugemaster.com)

## CUT-DOWN HOPPERS RETURN

Converted from redundant bulk coal and, latterly, biomass hoppers, the shortened HYA wagons were created predominantly for the aggregates market and can be seen carrying stone from quarries to terminals across the country. Accurascale's second production run of HYAs will feature details to reflect the parentage of the donor wagons, including surplus IIA biomass hoppers. Seven different twin-packs are in development, depicting wagons turned out by WH Davis



in a fetching blue livery, carrying the branding of leasing companies VTG and Touax, as well as GB Railfreight.

Following customer feedback, tail light operation has switched from battery power to track current collection, although the light

units are still controlled by a magnetic wand. Models can be pre-ordered now, with delivery expected next autumn.

**Price:** £84.95 per pair (£87.95 with tail light)

**Availability:**

Accurascale stockists

Web: [www.accurascale.com](http://www.accurascale.com)

## STOP PRESS

### SONIC SCALES DOWN THE 'A5'

Having successfully recreated the Robinson LNER Class A5 in 'OO' last year, Sonic Models has announced an 'N' gauge version, which is expected to arrive in December 2025. Like the 'OO' model, it will feature various detail differences to suit the Great Central, LNER and BR eras, with eight livery options to choose from.

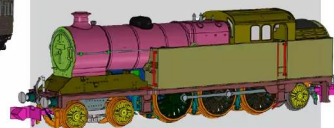
The 'A5' is available exclusively from Rails of Sheffield and pre-orders can be placed now for a £30 deposit.

**Price:** £139.95

**Availability:**

Rails of Sheffield

Web: [www.railsofshffield.com](http://www.railsofshffield.com)



## HELJAN LOOKS TO THE '153'... AND '155'

Modellers have been calling for a 'OO' Class 153 to match current detail and performance expectations, so it's great to hear that Heljan will soon be offering the single-car units in 4mm scale. Due to arrive next year, soon after the previously announced 'O' gauge version, the '153' will be offered in six key liveries.

What's more, Heljan will also tackle the two-car BR/Leyland Class 155, from which the '153s' were converted into single units. Although most '153s' have now been withdrawn from passenger operation, seven Class 155s remained as two-car units and are still in use today with Northern Rail, usually operating the

Leeds-Harrogate-York line. Heljan is to offer five different livery options, spanning the BR and privatisation eras.

A high detail specification is promised for both the '153' and '155', with a full suite of lighting functions and a 21pin DCC interface. Sound-fitted options will also be available. The project is due to reach the engineering prototype stage imminently, with delivery expected in the second half of 2025.

**Price:** Class 153 £199.00 (DCC-ready), £299.00 (DCC sound) Class 155 £299.00 (DCC-ready), £399.00 (DCC sound)

**Availability:** Heljan stockists

Web: [www.heljan.co.uk](http://www.heljan.co.uk)



### What's planned?

- ◆ 5360 BR/Leyland Class 153 153301, BR Regional Railways
- ◆ 5364 BR/Leyland Class 153 153311, Stagecoach East Midlands Trains
- ◆ 5365 BR/Leyland Class 153 153351, Northern 'swoosh'
- ◆ 5367 BR/Leyland Class 153 153906, Transport for Wales grey/red
- ◆ 5369 BR/Leyland Class 153 153356, London Midland City
- ◆ GM4240801 BR/Leyland Class 153 153380, GWR green (Gaugemaster Collection)
- ◆ 5590 BR/Leyland Class 155 155301, BR Provincial
- ◆ 5591 BR/Leyland Class 155 155324, BR Provincial
- ◆ 5592 BR/Leyland Class 155 155344, West Yorkshire PTE red/cream
- ◆ 5593 BR/Leyland Class 155 155345, West Yorkshire PTE red/cream (revised)
- ◆ 5594 BR/Leyland Class 155 155346, Northern Rail
- ◆ When's it due? Q3/Q4 2025





# BACHMANN AUTUMN ANNOUNCEMENT

## CLASS 08 AND 09 LIVERIES ANNOUNCED



With Bachmann's all-new Class 08 and 09 project stealing the limelight recently, modellers had been left to speculate over which prototypes and liveries would be appearing. Eight versions have now been confirmed, with a focus on the post-TOPS BR era, save for a single '08' in original plain green livery and a pair of post-privatisation schemes. One of which, DB red 09106, comes with optional buckeye couplers.

Each version sports a wealth of prototype-specific details, thanks to the comprehensive new tooling suite which offers different types of cab doors, handrails, lamp brackets, ladders, buffers and

equipment boxes, plus a choice of whistles or horns.

All models come with a PluX22 DCC socket, accessed via a removable roof panel, plus full exterior and cab interior lighting functions and stay-alive units for superior running. Each is available in DCC-ready, DCC sound or DCC sound deluxe format, the latter including DCC-controlled auto couplers, as pioneered on Bachmann's Class 31 (see MR329).

**Prices:** £209.95 (DCC-ready), £319.95 (DCC sound), £349.95 (DCC Sound Deluxe)

**When's it due?** Q1 2025

**Availability:**

Bachmann stockists

**Web:** [www.bachmann.co.uk](http://www.bachmann.co.uk)



## OTHER 'OO' HIGHLIGHTS

A trio of preserved GWR 'Hall' 4-6-0s will be released this autumn, offering a choice of No. 5900 *Hinderton Hall* in GWR lined green, No. 4953 *Pitchford Hall* in BR lined black and No. 4936 *Kinlet Hall*, in BR lined green, all in DCC-ready form only.

Also with a Western Region flavour is a raft of new Class 117 three-car DMU packs, in BR green and Rail blue liveries, both sporting Reading-Paddington destination blinds. A Regional

Railways set is also available, depicting a Hereford-Birmingham service from the later BR period. Each set will be available in DCC-ready or DCC sound-fitted format.

There are also four new Class 121 releases, spanning BR green, blue, post-refurbishment white/blue

### What's planned?

- ◆ 35-901 BR Class 08 D3785, BR green
- ◆ 35-906 BR Class 08 08928, BR Railfreight 'red stripe'
- ◆ 35-910 BR Class 08 08761, BR Provincial
- ◆ 35-915 BR Class 08 08617, *Steve Purser*, BR Rail blue (retro)
- ◆ 35-925 BR Class 08 08329, BR blue, 'wasp' ends
- ◆ 35-926 BR Class 08 08923, BR green, 'wasp' ends, weathered
- ◆ 35-921 BR Class 09 09009, BR blue, 'wasp' ends
- ◆ 35-930 BR Class 09 09106, DB red (unbranded)



and Network SouthEast, which are available with or without pre-installed passengers and with DCC sound options.

Plenty more Mk 1 coaches are also planned, with a selection of passenger and non-passenger vehicle types in a variety of BR liveries, including Rail Express

Services (RES) scheme for the ex-GUV and ex-BG mail vans, to match the new PCVs announced in the EFE Rail range.

Another highlight is a pair of LMS 50ft inspection saloons, offering a choice of Rail blue or ScotRail livery, while RES livery also adorns a BR standard brake van. The humble 16t steel-bodied minerals return, in a variety of body styles, including several triple-packs, along with GWR and BR 'Clayhods'.





# ANNOUNCEMENTS

## FARISH 'V2s' REVEALED

Full details of the liveries to adorn the all-new Farish LNER 'V2' 2-6-2 have now been revealed, providing a mix of LNER and BR schemes. The choice of prototypes also provides the opportunity for Farish to

make good use of its new tooling suite, with a blend of detail differences and two different tender types across the five versions.  
**Price:** £219.95 (DCC-ready), £329.95 (DCC sound)  
**When's it due?** November



### What's planned?

- ◆ 372-610 LNER 'V2' No. 4791, LNER lined green
- ◆ 372-611 LNER 'V2' No. 4843 *King's Own Yorkshire Light Infantry*, LNER lined green
- ◆ 372-612 LNER 'V2' No. 60845, BR lined black, early emblem
- ◆ 372-613 LNER 'V2' No. 60964 *Durham Light Infantry*, BR lined green, late crest
- ◆ 372-614 LNER 'V2' No. 60847 *St Peter's School*, BR lined green, late crest



## OTHER 'N' HIGHLIGHTS

The GWR Hawksworth coaches feature heavily in Farish's autumn releases, in GWR chocolate/cream, BR maroon and blue/grey liveries. The Hawksworth Autotrailer gets a run-out, in crimson/cream as the post-war suburban prototype W220W 'Thrush' and in Departmental guise and RTC red/blue as 'Test Car 1'.



### MAIL PCV FOR EFE

There's another all-new release in the EFE Rail range in the form of a Propelling Control Vehicle (PCV) in 'OO', in the striking Rail Express Services red/grey livery. Converted from former Class 307 EMU driving cars between 1994-97, the PCVs were given the TOPS code NAA and fitted with roller shutter side doors for loading with mail and parcels.

Marshalled at the tail end of mail trains – made up of Mk 1 GUVs and BGs and usually hauled by RES Class 47/7s – they made the job of reversing into Royal Mail loading



terminals easier and operated until the end of EWS' contract with Royal Mail in 2003.

The vans feature a Next18 DCC interface and feature working lights, with power collected from all eight wheels. Four versions are being offered, with and without RES logos and Royal Mail branding, including a weathered version.

**Price:** £74.95 (£79.95 weathered)  
**When's it due?** August

### EFE 1962 TUBE STOCK

A four-car motorised set of 1962 London Underground stock is presented in early 1990s condition, depicting a Central Line service.  
**Price:** £399.95 **When's it due?** September



### COLLECTOR'S CLUB SPECIALS

The latest models produced for the Bachmann's Collectors Club feature a 'OO' Class 31 as 31190 *Gryphon* in WCRC maroon and a Farish 'N' gauge 14T anchor-mounted tank wagon in Regent livery. While members gain

a discounted price, Bachmann is now offering Collector's Club models to non-members, albeit at the full RRP.

**Web:** [www.clubmodels.co.uk](http://www.clubmodels.co.uk)





# MOVING MOUNTAINS

## BR BRUSH TYPE 5/CLASS 60 DIESEL ELECTRIC LOCOMOTIVE

1:76.2 SCALE/00 GAUGE

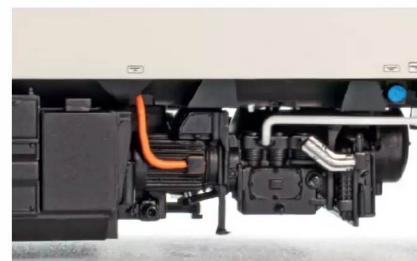
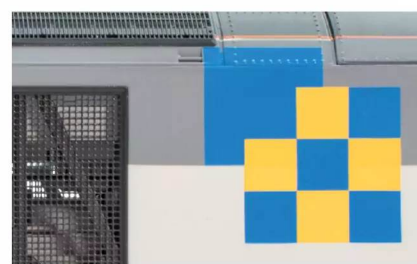
accurascale

MANUFACTURER OF THE YEAR  
WINNER  
2023  
HORNBY MAGAZINE

DC/DCC READY  
**£169.99**  
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

Scan the QR Code  
or visit:  
[www.accurascale.co.uk](https://www.accurascale.co.uk)  
to view the full range of  
Class 60 locomotives  
currently available  
to order.







# SONIC GOES FOR THE K CLASS

**S**onic Models is to reproduce the LBSCR K Class 2-6-0 in 'OO' gauge, and it will be available exclusively from Rails of Sheffield. Covering the full lifespan of the mighty 'Moguls', ten different guises have been announced, catering for the LBSCR, Southern Railway and British Railways eras, with numerous tooling

modifications to cater for prototypical detail differences.

The project has reached the EP stage and the model's specification includes a 21pin DCC interface and a speaker pre-installed to all versions. In addition to a high level of external detail, the cab interior will also be fully



appointed, complete with a firebox glow effect.

Models can be pre-ordered now, delivery is expected next autumn.

**When's it due?** September 2025

**Price:** from £179.95

**Availability:** Rails of Sheffield

**Web:** [www.railsofsheffield.com](http://www.railsofsheffield.com)

## RTC 'GEMINI' FOR RAILS



One of Rails of Sheffield's latest exclusives, in partnership with Bachmann Europe, is the BR Battery-electric Multiple Unit, in the striking 1980s BR Railway Technical Centre (RTC) colour scheme, depicting Test Unit 'Gemini'. The train was powered by lead-acid batteries and trialled on the Deeside line from Aberdeen to Ballater from 1958 until 1966, before moving to the RTC at Derby for use as a test train, a role it fulfilled until withdrawal in 1984.

Based on Bachmann's Derby Lightweight two-car DMU, the model features an 8pin

DCC socket in each car, plus working interior and exterior lighting. Models can be pre-ordered now, with delivery expected in December.

**Price:** £269.95

**Availability:** Rails of Sheffield

**Web:** [www.railsofsheffield.com](http://www.railsofsheffield.com)



## THIS MONTH'S HORNBY ARRIVALS

Revealed during Hornby's mid-year product launch (see MR328), the Grand Central HST Mk 3 stock has arrived into the RailRoad range, with the twin power car set expected to follow soon. A full five-car suite of coaches has been released, consisting of a pair of TSOs, a TSD, FO and Buffet car making up a prototypical rake.

Using Hornby's older Mk 3 tooling, there are no close-

coupling units or ETH jumper cables and sockets installed, but the quality of finish is excellent, with the GC logos depicted neatly and with plenty of embellishments around the doors and carriage ends. Even the stylised GC route maps are rendered on the toilet compartment windows.

Also in stock this month is a pair of three-wagon packs of Hornby's popular LMS 20T coke hoppers, in 1960s BR grey and Stanton Ironworks grey, complete with ornate GR Turner builders' plates on the solebars. For



Era 1 modellers, the newly tooled Liverpool & Manchester Railway Second class car also arrived with stockists recently.

◆ R40440 Mk 3 FO • R40441-2

Mk 3 TSOs, • R40443 Mk 3 TSD

• R40444 Mk 3 Buffet

**Price:** £34.99 each ◆ R60254

Stanton Ironworks Coke hoppers  
• R60255 BR 20T Coke hoppers, BR grey

**Price:** £74.99 per triple-pack

◆ R40438 L&MR Second class

**Price:** £34.99

**Availability:** Hornby stockists

**Web:** [www.hornby.com](http://www.hornby.com)





# ACCURASCALE LAUNCHES ANOTHER CHARITY SPECIAL

**A**fter the success of its previous charity special models (£10,000 was recently donated to Samaritans UK), Accurascale has now teamed up with DB Cargo to raise another £10,000, this time to support Martin House Children's Hospice.

Based in Yorkshire, the hospice was set up in 1987 and provides family-led care for children with life-shortening conditions. It is a place where children, young people and their families can come to stay to get support, respite and practical help.

Such is the demand for their vital services, the hospice requires a more suitable building which is estimated to cost £2 million. Staff at DB Cargo have already helped to raise an astonishing £250,000 for the charity and have now partnered with Accurascale to produce a special model of 66190 *Martin House*, which was named in June 2023 following a full overhaul and repaint into DB's house colours.

Although it works across the network, 66190 is now treated as a 'pet' locomotive by DB staff,



with white wall tyres and silver buffers being maintained as much as possible, with Accurascale's model due to feature these embellishments.

The '66' can be pre-ordered now, exclusively via Accurascale's website, with models available in DCC-ready and DCC sound

formats, and delivery is expected in Q2 2025. More new Class 66 versions will be announced soon, as part of the second production run.

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

**Availability:**

[www.accurascale.com](http://www.accurascale.com)



## LONDONDERRY COLLIERIES HOPPERS

Another Accurascale exclusive announced this month is a pack of three 20T timber-bodied hopper wagons in the handsome livery of Londonderry Collieries. Ordered in 1935 from Charles Roberts and Sons, the wagon fleet was virtually identical to the North Eastern Railway's 'P7' types, which have been under development by Accurascale.

Located south of Seaham in County Durham, the Marquess of Londonderry's Dawdon colliery was at its peak in the 1930s, leading to a need for a new, high-capacity wagon fleet to operate on its extensive internal railway network. Available only from

Accurascale's website, the models are due to arrive before the end of the year, along with the rest of the NER 20T hoppers.

**Price:** £84.95 per triple-pack

**Availability:** [www.accurascale.com](http://www.accurascale.com)



## ROYAL APPOINTMENTS

Kernow Model Rail Centre has commissioned a set of models of the current Royal Train in 'N' gauge, produced exclusively by Graham Farish. Available in three separate packs, allowing a seven-car rake to be created, the models employ the original Farish tooling, allowing for the correct

window and door apertures to be rendered, although the interiors are not depicted.

Just the thing for running behind KMRC's Farish Class 47 47799 *Prince Henry*, or one of Dapol's 'Royal' Class 67s, the coaches can be pre-ordered now, with delivery expected soon after this issue goes on sale.

### What's available?

**Farish/KMRC 374-990X Royal Train Coach Pack A**

◆ Mk 3 HM *The King's Saloon*, previously HM *The Queen's Saloon* No. 2903

◆ Mk 3 HM *The Queen Consort's Saloon*, previously HRH *The Duke of Edinburgh's Saloon* No. 2904

◆ Mk 3 HRH *The Duke of Cornwall's Saloon* No. 2923

**Price:** £104.99

**Farish/KMRC 374-990Y Royal Train Coach Pack B**

◆ Mk 3 Royal Household Sleeping Car No. 2915

◆ Mk 2 Royal Household Couchette No. 2920

**Price:** £69.99

**Farish/KMRC 374-990Z Royal Train Coach Pack C**

◆ Mk 3 Royal Household Kitchen/Dining Car No. 2917

◆ Mk 2b Royal Household Couchette No. 2921

**Price:** £69.99

## RAPIDO GWR 'OPEN C' 'TUBE'

The latest addition to Rapido Trains UK's fleet of 'OO' wagons is the GWR Dia. 019 Open C 'Tube'. Built originally to carry timber, they were constructed from 1914 until 1927.

Boasting a 15ft wheelbase, the wagons operated across much of the GWR network on mixed goods services but, by the 1940s, they were mostly assigned to carrying steel tubes. In BR days, surviving examples ventured much further afield and Rapido's model will cater for several detail variations, including flat-sided and sack truck door versions. A mix of GWR and BR livery versions will be offered, plus a Port of London Authority version.

Currently at the EP stage, pre-orders are now being taken at Rapido stockists.

**Price:** £35.95

**Web:** [www.rapidotrains.co.uk](http://www.rapidotrains.co.uk)





Rapido Trains UK is proud to present  
**RAPIDO RAILEX**

2 days of model railways in Maidstone  
**Fri 27th & Sat 28th Sept 2024 10:00-16:30**



**Product launches**

Exciting new stuff

**See new samples**

Progress updates

**Meet the team**

Come and talk to us

**LIVE 3D scanning**

By Modelu

**Trade support**

Stock up on models

**Modelling demos**

Expert tips and tricks

**Layouts**

Variety of scales and gauges

**Customised wagons**

Your own name on an open wagon

The Market Hall, Lock Meadow, Maidstone ME16 8LW  
£5 per person, kids FREE when accompanied by an adult

**Find out more at:**

**RapidoTrains.co.uk/rapido-railex**



# TIME FOR 'TT'

Following Ben Ando's comments in last month's Inside Track, **SIMON KOHLER** - Hornby's former Marketing and Development Director and a key player in launching the 'TT:120' range - got in touch to share his thoughts on this emerging scale.

I am sure there are few who doubt my honest commitment to 'TT:120'. I have been convinced that the scale had a place in the market, certainly in the UK, for a good number of years and, with the launch of Hornby 'TT:120' in October 2022, my expectations started to be realised.

Of course, there would be those with a negative attitude, and there's a limited number of people who can't wait to bemoan anything Hornby does, and the launch of 'TT:120' gave them plenty of ammunition.

Mind you, Hornby did not help itself by making the models available only from its own online service, but that was a strategy I possibly could have explained better at the time. The simple reason for choosing this distribution route was to prove to retailers that there was a market for the scale. I know from past experiences that, had the Hornby sales force spent time visiting every retailer offering them the new and unproven scale, many would have refused to take the risk of stocking the new range. By opting for direct distribution, Hornby was able to prove (in a short time) that there was not just an interest in 'TT:120' but a growing and eager market as well.

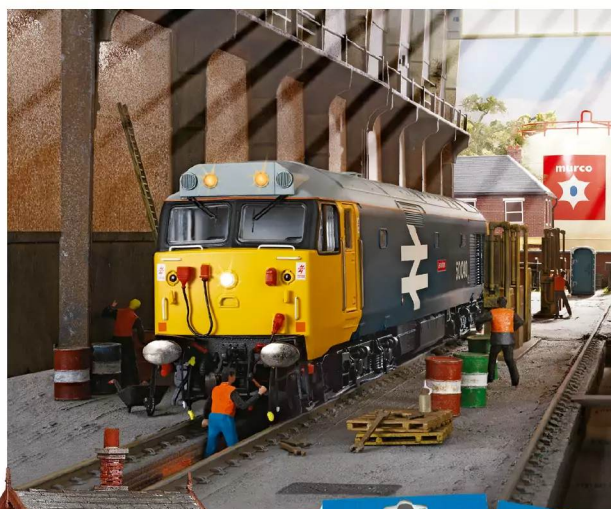
The first Hornby 'TT:120' train sets became available just prior to Christmas 2022 and, just a few months later, 'The Scotsman' and 'The Easterner' were both sold out. And it wasn't only the sets; several track sections were either out of stock or very low, while the same applied to the buildings and platform sections. While I was convinced that Hornby 'TT:120' would be a success, even I was surprised by how quickly the products were selling.

From the very start I stated that I could not see 'TT:120' replacing 'OO'. How could it when 'OO' had over 100 years of development and a dominant market share? My belief was that, if anything, it would more than likely affect potential 'N' gauge sales where new entrants were concerned. Of course, die-hard 'N' gauge modellers disagreed - and they may be right - but time will tell.

The one thing that could affect the growth of 'TT:120' is the lack of variety in locomotives, rolling stock and scenic accessories. When Hornby launched 'TT:120', my ideal scenario was for something new to be added to the range every few months. Such introductions, no matter how small, would keep the interest going and prove to the naysayers that Hornby had a plan, and we were sticking to it. Of course, the best laid plans can change, and things take longer to come to fruition than expected. Nevertheless, new product schedules may have drifted, but Hornby's recent releases and announcements of what's in the pipeline continue to show its commitment to the scale.

I did not want 'TT:120' to be exclusive to Hornby. Indeed, unbeknown to me, Peco was also formulating plans for the scale around the same time, with a range of track components and lineside building kits coming on stream over the past two years. Since then, other manufacturers have had the vision to begin making 'TT:120' products of their own, such as West Hill Wagons Works, which put its skills in 3D printing to immediate effect by producing a range of trackside accessories.

And they were not alone, soon there were others who saw the new scale being a potential growth market worth exploiting. Scale Model Scenery quickly introduced laser-cut trackside accessories such as fencing, wall and roof sheets and fence posts, as did other companies such as York Modelmaking. Just recently, JBM - a company based in India and operated by Jeremiah Bunyan - announced that it was introducing components for a Class 90 locomotive in 'TT:120'. Just another example of the smaller cottage industries homing in on a scale that the 'big boys'



have so far ignored. With the honourable exception of Revolution Trains which, as announced last month, is putting its toe in the water with the release of the modern JNA/MMA wagons in a scale that Ben Ando described as 'the sweet spot' between 'OO' and 'N'. So, who will be next?

Inevitably, there's disappointment that Hornby is not producing more models at a greater rate of speed, but although part of me agrees, I look at the huge number of new items being launched into the 'OO' market and wonder if less is better. Will the market become so flooded with new models that there will not be enough customers to sustain such an influx? With 'TT:120', a measured release of new items allows anticipation to grow and be sustained, even though it will take time for everyone's favourite prototypes to emerge. To them, I would urge patience. As my mum used to say, 'All things come to those who wait!'

So, what of the customer base? Hornby is continuing to sell its two initial train sets, with an HST set soon to be added to that part of the range, which augers well for the scale's growth. There are several Facebook 'TT:120' clubs, all seemingly boasting healthy and growing memberships. What I have noticed about these 'clubs' is the warmth and friendliness that is expressed among the members.

There are also many YouTubers specialising in 'TT:120', including several who are returning to or are completely new to the hobby, and have chosen 'TT:120' as their preferred scale. There's a growing camaraderie among the 'TT:120' fraternity, which is both encouraging and refreshing.

I believe the scale will grow expeditiously as each new model is released, the Hornby HST and the LMS 'Duchess' being perfect examples. The enthusiasm shown by those not only modelling the scale but others supplying 'TT:120' products is encouraging and guarantees that the scale is here to stay.

The core reasons for the introduction still hold true. For many who want to run scale trains or have a reasonably sized model railway within a limited space, 'TT:120' is the answer. 'OO' can take up too much space for the average modeller, while 'N' can be too small and fiddly, especially for those of a certain age. For Hornby, the scale of 1:120 is universal, so it has a potential away from British shores which is borne out by Germany being one of the major markets. The other advantage, certainly where Hornby is concerned, is the joint development ably demonstrated with the new TOUAX/IFA container wagon available from either Hornby or Hornby International's brand, Arnold. I am waiting for the day when the Hornby 'TT:120'/Arnold 120 Eurostar will be available. Now that truly will demonstrate the universal marketing approach and appeal of 'TT:120'.

Watch this space. The journey has only just begun.







**The most anticipated OO gauge model ever to be announced.**

## **WD Austerity 2-10-0 (1943)**

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


**Prices from:**

**DCC Ready £240.00**

**DCC Sound £340.00**

**DCC Sound & Smoke  
£370.00**

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



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

**Order book is Open Now**

**Take advantage of our payment plan**

[www.krmodels.net](http://www.krmodels.net)



# TOP STOPS FOR DEPOT SCENES



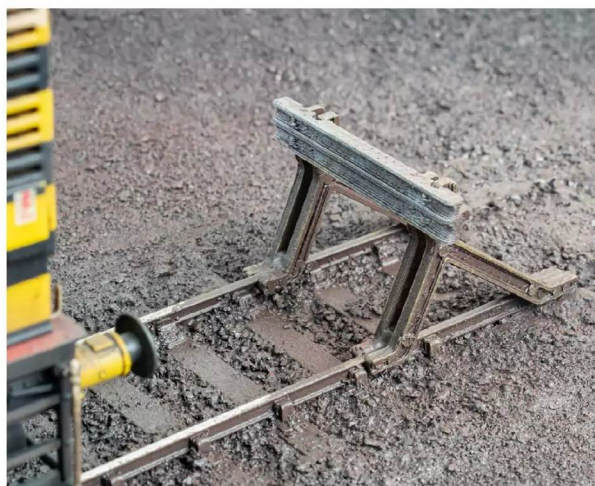
Rendered in a tough resin material, these bufferstops from West Hill Wagon Works are designed to fit onto Code 75 rail (flat-bottom or bullhead), with each upright consisting of twin layers, as per the real thing. Supplied in packs of two, the parts are pre-coloured in a dark brown shade, although the material takes paint well. The parts are simple to fix together with cyanoacrylate or contact adhesive and the stop blocks are perfect for use within a depot or yard setting. An alternative pack is also available for Code 100 rail.

**Products:** Depot bufferstops, x2

**Price:** £2.29 per pair

**Availability:**

[www.westhillwagonworks.co.uk](http://www.westhillwagonworks.co.uk)



## MODERN FURNITURE

Supplied in sets of 12, these new modern-style platform benches from Peco are perfect for post-privatisation-era layouts. Injection moulded in grey plastic, the four-seat benches feature armrests and textured surfaces.

While the 'N' gauge seats come fully assembled, the 'OO' pack requires a little assembly, with each bench being made up of a base and seat unit. Simply prime, paint and plant!

**Products:** Peco • LK29

Modern Platform Seating ('OO')

£9.95 • NB29 ('N') £7.95

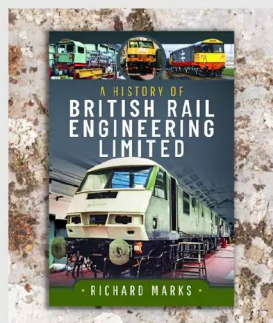
**Availability:** Peco stockists

**Web:** [www.peco-uk.com](http://www.peco-uk.com)



## Modeller's Bookshelf

GEORGE DENT presents a quartet of new titles to inform and inspire your modelling.



### BRITISH MADE

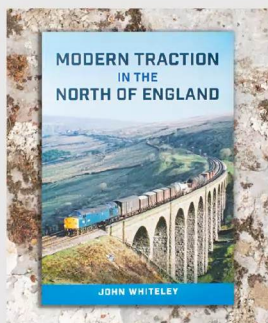
Set up in 1970 to design, manufacture and repair British Rail's rolling stock, BREL went on to create some of the most iconic trains of the 20th Century, most notably the HST. This ample volume explores the work undertaken by BR's subsidiary and examines the complex environment in which the business had to operate. Its oft-overlooked export legacy is also discussed, while the particulars of how BREL came to be wound up are laid out. Carefully researched and supported with useful images, it will appeal to anyone with an interest in the later years of BR.

**Book:** *A History of British Rail Engineering Limited*, by Richard Marks (Pen & Sword)

**Price:** £25.00

**Availability:**

[www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)



### NORTHERN SOUL

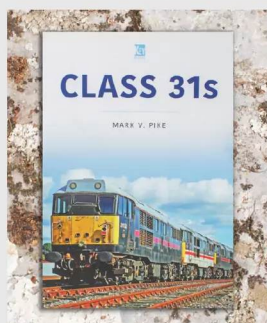
A lovely collection of high-quality images, mostly in colour, depicting a wide range of classic BR traction (and a few '66s') at work right across the north of England. Coverage ranges from the late 1960s up to the early 2000s, although the 1980s predominate, so there's plenty for fans of the Rail blue and Sectorisation eras to drool over. All manner of freight and passenger workings are featured, illustrating the sheer variety of BR operations, while the contrasting landscapes of lowland and upland areas, across the seasons also offers much to a modeller's eye. Highly recommended.

**Book:** *Modern Traction in the North of England*, by John Whiteley (Amberley)

**Price:** £15.99

**Availability:**

[www.amberley-books.com](http://www.amberley-books.com)



### BRUSH STROKES

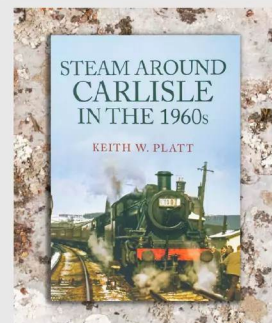
With Bachmann's '31' arriving - and Accurascale's on the way - there's plenty of interest in the Brush Type 2s. This colour album presents a generous collection of images of the '31s' at work, mostly during the Noughties, when surviving examples handled passenger and infrastructure duties. Wessex Trains services feature heavily, as does the preservation era, but the latter BR period is not overlooked, with the first chapter devoted to a colourful array of '31s' working across the network during the 1980s and 1990s. Image quality is high throughout.

**Book:** *Class 31s*, by Mark V. Pike (Key)

**Price:** £16.99

**Availability:**

[www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)



### ON THE BORDER

Carlisle has always been a fascinating railway centre, and this collection of colour photographs confirms the sheer variety of traction to be seen during the twilight of BR steam. About a third of the book features Citadel station and its environs before spreading its coverage to surrounding sheds, yards and out onto main and branch lines, including the WCML, 'S&C', Cumbrian coast and the lost Silloth branch. Images are good quality and printed two-per-page, with detailed captions focusing more on the locomotives' histories, which left me wanting to learn more about the area during steam days.

**Book:** *Steam Around Carlisle in the 1960s*, by Keith W. Platt (Amberley)

**Price:** £15.99

**Availability:**

[www.amberley-books.com](http://www.amberley-books.com)





## ON THE WORKBENCH

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

### AQUA-CADABRA!

Deluxe Materials' Aqua Magic is a one-shot, ready-to-pour fluid for creating lifelike water effects, which dries crystal clear, but can also be tinted with water-based paints and dyes. I've used it on many projects over the past few years and the results have been superb. However, until now, it was only available in 125ml and 250ml bottles which, for smaller projects, can lead to plenty of leftover fluid.

The Deluxe team has answered the call of many modellers who prefer to work on smaller scenes and dioramas by producing a 50ml bottle of Aqua Magic. It's just the job for creating small ponds, shallow streams and puddles. The fluid is self-levelling but can be textured as it turns tacky to create ripples and wave effects, and the fine tip, with twist closure, allows for precise application direct into the scene.

Tools can be cleaned with hot soapy water and the fluid will be fully dry in about 48 hours, depending on ambient temperature. A maximum pour depth of 3mm is recommended, but several layers can be built up for extra depth, ensuring that each is fully cured.

**Product:** Deluxe Materials Aqua Magic, 50ml  
**Price:** £6.25

**Availability:** Model Shops or Gaugemaster  
**Web:** [www.gaugemasterretail.com](http://www.gaugemasterretail.com)



### DIAL IT IN

Battery-powered digital callipers are great for taking precise measurements, and if they feature a choice of metric or imperial read-outs the instant conversion can be a real boon. However, I do get sick of opening up the case after a few weeks of inactivity to find that the button cell is out of juice. I've tried a few different pairs of low and medium-priced digital callipers and they've all been guilty of chewing up batteries, to the point where I've now given up and reverted to the traditional mechanical dial variety.

Although I've had to invest in separate tools to take measurements in metric and imperial, it has been worth it to avoid having to keep a supply of batteries in stock. This set, obtained from Amazon, has proven reliable over the past six months and their accuracy is impressive. Simply read the millimetre gradations between the two measuring prongs, then add the value shown on the dial, which is split into 0.02mms. In this instance, the wheel being measured is 12.2mm in diameter. All you need to do is ensure that the dial reads zero when the prongs are fully closed by rotating the bezel.

**Product:** Dial Callipers 0-150mm range  
**Price:** £23.99

**Availability:** Amazon  
**Web:** <https://amzn.eu/d/bUrw089>



### THE OUTDOOR LIFE

Noch's XL figure sets feature at least 18 ready-painted figures and are available in eight different themes, including this new 'In the Mountains' pack. The 'HO' figures depict suitably attired hikers, rock climbers and a family group enjoying a picnic on a bench. The set would look great on a Welsh narrow gauge scene or if depicting the Highlands of Scotland in more recent decades.

**Product:** Noch 16140 In the Mountains XL Figure pack

**Price:** £42.00

**Availability:** Noch stockists, including Gaugemaster

**Web:** [www.gaugemasterretail.com](http://www.gaugemasterretail.com)



### URBAN PAINTS

Supplied in an attractive card box with a slide-out tray, this is a set of six 17ml jars loaded with high-quality water-based acrylic paints, providing a versatile array of shades for rendering brick and stone structures. Supplied in eye-dropper-style jars, the pack includes Dark Rust, Grey, Earth Brown, Stone Grey, Ochre Brown, and Red Primer Light Base shades, which can all be intermixed to provide a broad palette of shades. The jars also feature mixing balls, helping the pigment to disperse while shaking and, for best results, decant the paint onto a plastic mixing palette or paper plate.

The paints are optimised for hand-brushing, but they can also be airbrushed after thinning with water-based acrylic thinners. They have no odour and dry rapidly.

**Product:** A.MIG-7177 Urban Diorama Colors 6x17ml acrylic paints

**Price:** £17.50

**Availability:** Scale Model Shop

**Web:** [www.scalemodelshop.co.uk](http://www.scalemodelshop.co.uk)



## MORE THOROUGHBREDS FROM MODELU

Among a host of new releases from 3D-printing specialists Modelu is a handsome trio of racehorses, clad in travel rugs, with a matching set of grooms also available, decked out in traditional clothing and flat caps. Put together, they're ideal for a farmyard/stables scene or even as part of a cameo scene at a cattle pen, as the prized equines are being transported to a race meet by train.

Modelu has also been busy creating further bespoke

footplate crew to match specific locomotive types. Two different packs are now available for the Class 25, with driver and assistant designed to sit within the cab of the Bachmann, Heljan or Sutton Locomotive Works 'OO' models, with uniforms to suit either the early or late BR eras.

For the steam era, footplate crews are also offered to suit Dapol's new Hawthorn, Leslie 0-4-OST, plus the Rapido Metropolitan Railway 'E' Class. In each case, two different packs are



available, to suit the pre and post-1960s eras. As usual, Modelu can also produce each figure in any other scale.

**Products:** • 31300-076

Thoroughbred horses in transit  
• 1643-076 Race horse handlers,  
• 10230-076 Met 1 Preserved crew pack  
• 11237-076 Rapido Met 1

Crew pack • 11261 Hawthorn, Leslie Industrial crew Pack 1  
• 11262-076 Hawthorn, Leslie Industrial crew Pack 2 • 10232-076 Class 25 Late BR Crew

**Price:** from £7.95 per pack

**Availability:** Modelu

**Web:** [www.modelu3d.co.uk](http://www.modelu3d.co.uk)





## EXHIBITION DIARY - SEPTEMBER 7-OCTOBER 13 2024

### September 7

**BRIDLINGTON, E RIDING.** Trainshed - Bridlington Model Railway Group. Emmanuel Church Hall, 70 Cardigan Road, Bridlington, East Yorkshire YO15 3JT. **Time:** 1000-1600. **Admission:** Adults £5, Under-16s free. **Tel:** 07811 254080. **Web:** [www.bridmodelrail.org.uk](http://www.bridmodelrail.org.uk) **Facebook:** Bridlington Model Railway Show.

**KETTERING, NORTHANTS.** Kettering and District Model Railway Society. All Saints Church, William Street, Kettering NN16 9RR. **Time:** 1000-1600. **Admission:** Adults £6, Concessions £5, Children £3, Family £15. **Tel:** 07889 497481. **Web:** [www.kdmrs.webador.co.uk](http://www.kdmrs.webador.co.uk)

**WING, BEDS.** Tring & District MRC. Cottlesloe School, Aylesbury Rd, Wing LU7 0NY. **Time:** 1015-1630. **Admission:** Adults £6, Children £3, Family (2+2) £14. **Tel:** 01525 850703. **Web:** [www.tringmrc.co.uk](http://www.tringmrc.co.uk) **Email:** [r.longman@btinternet.com](mailto:r.longman@btinternet.com)

### September 7-8

**LIVERPOOL, MERSEYSIDE.** Liverpool Model Railway Society. Old Christ Church, Waterloo Road, Liverpool L22 1RE. **Times:** Sat: 1000-1700, Sun: 1000-1630. **Admission:** Adults £6, Children free. **Tel:** 0774 5866836. **Web:** [www.lmrs.org.uk](http://www.lmrs.org.uk) **Email:** [info@lmrs.org.uk](mailto:info@lmrs.org.uk)

### September 14

**COMBERTON, CAMBS.** 31A (Cambridge) Model Railway Club. Comberton Village College, West Street, Comberton, Cambridge, Cambridgeshire CB23 7DU. **Time:** 1000-1600. **Admission:** Adults £7, Children £3, Under-5s free. **Web:** [www.cambridge31a-mrc.org.uk](http://www.cambridge31a-mrc.org.uk) **Email:** [secretary@cambridge31a-mrc.org.uk](mailto:secretary@cambridge31a-mrc.org.uk)

### September 14-15

**LEAMINGTON SPA, WARKS.** The International N Gauge Show. Warwickshire Event Centre, Southam Road, Leamington Spa CV31 1FE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £14, Seniors £12.50, Children (5-14) £6, Under-5s free. **Web:** [www.meridienneexhibitions.co.uk](http://www.meridienneexhibitions.co.uk)

**SWINDON, WILTS.** Swindon Railway Festival. STEAM Museum, Fire Fly Avenue, Swindon SN2 2EY. **Times:** 1000-1700 both days **Admission:** Adult £14.50, Seniors £11.00, Children £9.70, Under-3s free. STEAM Season Ticket holders 10% off. **Web:** [www.steam-museum.org.uk](http://www.steam-museum.org.uk)

**FAVERSHAM, KENT.** Faversham Model Railway Club. The Abbey School, London Road, Faversham, Kent, ME13 8RZ. **Times:** Sat 1000-1630, Sun: 1000-1600. **Admission:** Adults £6, Children (6-16) £3, Under-6s free. **Web:** [www.favershammrc.org.uk](http://www.favershammrc.org.uk) **Email:** [exhibition@favershammrc.org.uk](mailto:exhibition@favershammrc.org.uk)

**LEIGH, GTR MANCS.** Leigh Model Railway Society. Leigh Sports Village, Leigh Leisure Centre, Sale Way, Leigh, Greater Manchester WN7 4JY. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £6, Children free. **Web:** [www.leighmodelrailwaysociety.wordpress.com/exhibition-2024](http://www.leighmodelrailwaysociety.wordpress.com/exhibition-2024)

### September 21

**WILLAND, DEVON.** Culm Valley Model Railway Club. Willand Village Hall, Gables Road, Willand, Devon EX15 2PL. **Time:** 1000-1600. **Admission:** Adults £6, Accompanied children £1. **Web:** [www.cvmrc.co.uk](http://www.cvmrc.co.uk)

### September 21-22

**TROON, AYR.** AYR Model Railway Group. Walker and Concert Halls, South Beach KA10 6EF. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £6, Children £4, Under-5s free. **Web:** [www.ayrmrg.co.uk](http://www.ayrmrg.co.uk) **Email:** [ayrmodelrailwaygroup@btinternet.com](mailto:ayrmodelrailwaygroup@btinternet.com)

**TUNBRIDGE WELLS, KENT.** Spa Valley Railway Model Railway Weekend. Tunbridge Wells West Station, Nevill Terrace, Tunbridge Wells TN2 5QY. **Times:** 1000-1700 both days. **Admission:** Adults £15, Children £8, Family £38 (includes unlimited train travel). **Tel:** 07507 182763. **Web:** [www.spavalleyrailway.co.uk](http://www.spavalleyrailway.co.uk) **Email:** [richard.arding@spavalleyrailway.co.uk](mailto:richard.arding@spavalleyrailway.co.uk)

### September 22

**CRANWELL, Lincs.** NG34 Model Railway Society. Official launch open day. Cranwell Village Hall, Old School Ln, Cranwell NG34 8DF. **Time:** 1000-1630. **Admission:** Cash only - Adults £3, Under-16s free.

### September 28

**BURY ST EDMUNDS, SUFFOLK.** Bury St Edmunds MRC. St Edmunds Cathedral, Angel Hill, Bury St Edmunds, Suffolk IP33 1LS. **Time:** 1000-1600. **Admission:** Adults £10, Under-14s free. **Web:** [www.burystedmundsmrc.com](http://www.burystedmundsmrc.com) **Email:** [exhibition@burystedmundsmrc.com](mailto:exhibition@burystedmundsmrc.com)

### September 28-29

**STAFFORD, STAFFS.** Stafford Railway Circle. Bingley Hall, Stafford County Showground, Weston Road, Stafford ST18 0BD. **Times:** Sat: 1000-1700, Sun: 1000-1630. **Admission:** Adults £17, Under-16s free. **Web:** [www.staffordrailwaycircle.org.uk/exhibition](http://www.staffordrailwaycircle.org.uk/exhibition) **Email:** [tc.robison@icloud.com](mailto:tc.robison@icloud.com)

**STICKNEY, Lincs.** Boston Model Railway Society. Stickney Village Hall, Hall Lane, Stickney PE22 8BG. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £4, Children £2, Family (2+3) £10. **Web:** [www.bostonmrs.50webs.org](http://www.bostonmrs.50webs.org)

**SUNDERLAND, TYNE AND WEAR.** North East O Gauge. Nissan Sports & Social Club, Washington Road, Sunderland, Tyne and Wear SR5 3NS. **Time:** 1000-1600. **Admission:** Adults £8 (£12 for both days), Children £3. **Tel:** 07900 431042. **Web:** [www.neog.uk](http://www.neog.uk) **Email:** [northeastogauge@gmail.com](mailto:northeastogauge@gmail.com) **Facebook:** NEOG - North East O Gauge Show.

**WORTHING, W SUSSEX.** Worthing MRC Exhibition 2024. Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £6, Accompanied children free. **Tel:** 07970 633908. **Web:** [www.exhibitions@worthingmrc.co.uk](http://www.exhibitions@worthingmrc.co.uk) **Email:** [exhibitions@worthingmrc.co.uk](mailto:exhibitions@worthingmrc.co.uk)

### October 5-6

**FOLKESTONE, KENT.** Folkestone Hythe & District Model Railway Club. Leas Cliff Hall, Folkestone CT20 2DZ. **Time:** 1000-1700 both days. **Admission:** Adults £8, Under-16s £3, Family £23. **Web:** [www.folkestone-mrc.com](http://www.folkestone-mrc.com) **Email:** [FHDMRC.publicity@gmail.com](mailto:FHDMRC.publicity@gmail.com)

**WAKEFIELD, W YORKS.** Wakefield Railway Modellers' Society. Queen Elizabeth Grammar School, Northgate, Wakefield, West Yorkshire WF1 3QX. **Times:** Sat: 1000-1700, Sun: 1000-1630. **Admission:** Adults £9, Children (12-17) £2. **Web:** [www.wakefieldrms.org](http://www.wakefieldrms.org)

### October 12

**PORTSMOUTH, HANTS.** Victory Model Railway Club Open Day. St James Church, 285-287 Milton Rd, Southsea, Portsmouth PO4 8PG. **Time:** 1030-1600. **Admission:** Free.

**SANDWELL, STAFFS.** Cradley Heath Model Railway Club. Rowley Learning Campus, Curral Road, Rowley Regis, Sandwell B65 9AN. **Time:** 1000-1630. **Admission:** Adults £8, Children (6-8) £5, Family (2+2) £18.

### October 12-13

**KIRKBY IN ASHFIELD, NOTTS.** Elizabethan Railway Society. The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Cash only - Adults £5, Children free. **Web:** [www.elizabethanrailwaysociety.com](http://www.elizabethanrailwaysociety.com) **Email:** [ers-showmanager@talktalk.net](mailto:ers-showmanager@talktalk.net)

**TAMWORTH, STAFFS.** Warley Model Railway Club. Statfold Country Park, Ashby Road, Tamworth, Staffordshire B79 0BU. **Times:** 1000-1700 both days. **Admission:** Adults £18, Concessions £13.50, Children £8, Families £43.50. **Web:** [www.statfold.com/warleymodelrailwayshow](http://www.statfold.com/warleymodelrailwayshow) **Email:** [info@statfold.com](mailto:info@statfold.com)

## ...and finally



### Unusual scenes captured by the lens of Chris Nevard

Young Tom is a bit of a geezer of a cat and he regularly hitches rides on trains around the network. Those who work on the railway know of him, and keep him well-fed with tinned pilchards and leftovers from the famous 'footplate fry-up', which is a culinary feast of bacon, eggs and sausage crafted on the fireman's shovel. His owner, 87-year-old Beryl, a former racing driver and leading member of the local Womens' Institute, misses Tom terribly when he's on his travels. Having heard that Tom is back in the vicinity, she's popped over to the engine shed to collect him. Tom, however, has other ideas, preferring the freedom of life on the iron roads...



**SHOP OPEN MON-SAT 9-5.00**

# THE HEREFORD MODEL CENTRE

**4 COMMERCIAL ROAD, HEREFORD, HEREFORDSHIRE, HR1 2BB**

## 009/HOE IN STOCK

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

## EXHIBITIONS 2024

[illegible]



# Interested In Selling Your Collection?

Contact Dave



Or Contact Ellis... Or Albert!



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

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists.

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

Please feel free to give us a call to discuss your needs.

And in case you were wondering...

*Albert is the dog.*

**Get In Touch!**



**01756 701 451**



**dave@ellisclarktrains.com**



**ellis@ellisclarktrains.com**





# News Real

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



▲ Clayton Equipment has delivered a third new shunting locomotive to Sellafield, completing the nuclear company's switch from diesel to electric and hybrid traction. The two-axle CBD40 battery locomotive joins a pair of larger CBD80 diesel/battery hybrid machines delivered in 2021/22. It has been acquired for lighter duties on Sellafield's 11-mile internal railway network, including lines with tight curves where the CBD80s cannot work. SELLAFIELD LTD



▲ As Stadler Class 777s continue to replace 1970s-vintage Class 507s on the Merseyrail network, pioneer 507001 has been secured for preservation. Having gained a heritage BR livery last year, the three-car unit is seen at Brunswick on July 16, on one of its last days in traffic. Purchased by the Class 507 Preservation Society, 507001 is to move to a new home at Nant Mawr visitor centre in Wales. STEVE WIDDOWSON



▲ GB Railfreight's latest Class 69 emerged from the paintshop at Arlington's Eastleigh Works in July. Rebuilt 69012 now carries 1960s-style two-tone green in a similar style to Brush prototype D0280 *Falcon*, including ornate crests and the name 'Falcon 2'. BOB TILLER/GB RAILFREIGHT



▲ Another retro repaint, this time from the Railfreight sector era, has seen Europhoenix's 37901 *Mirrlees Pioneer* outshopped in late-1980s style Metals Sector three-tone grey. On July 24, the unique Mirrlees-engined '37/9' heads a Scunthorpe-Great Yarmouth stock move through Spalding. PIP DUNN





# Staff Show & Tell

## A CONTRAST OF STYLES

**Dave Lowery** has added two new - and very different - modern wagon types to his collection, with the aid of 3D printing.

**T**wo new wagon rakes have recently been added to the Lowery Towers layout, and they represent two very different prototypes. Both sets of models are based on superb 3D-printed bodysells and details, produced for me by Simon BR Blue.

The JNA bogie box open is, in many ways, as basic a wagon as you can get. Built to carry aggregates and unloaded with a clam shell mechanical grab, the wagon design originates from the MBA Megabox and is built on a single central spine.

Even these lowly wagons have detail differences, as can be seen between these two examples, so beware which one you are going to model. The GBRf version has small doors in the sides and the handbrake wheels mounted on the bogies, while the Wascosa/

Network Rail yellow version has the brake gear assembly and handbrake wheel under the centre of the wagon, and no side doors in the body.

So far, I have built and painted 28 of these beauties.

Now we come to the pièce de résistance: the GBRf biomass hopper. Designed to carry the absolute maximum amount of this lightweight commodity, all available space within the wagon is utilised, with small hoppers at each end, in addition to the main hoppers in the centre. The cleverly profiled bodyshape lends itself perfectly to the 3D printing process. Sure, you could probably build a one-off replica by scratch in sheet brass, but if you

want a rake of ten wagons, then 3D printing is the most cost and time-effective method to ensure consistency in appearance. Again, Simon BR Blue did a brilliant job producing these wagons.

As with most of Simon's wagons, I prefer to use my own whitemetal bogie castings, primarily to add a bit of weight. In actual fact, I had to add extra weight over the bogies to weigh these vehicles down. The larger 'overhang' at the end of each wagon creates unique running qualities

compared to other wagons, so a little trial and error was involved.

Simon also produced the transfers for the Biomass and Wascosa/Network Rail JNAs, while Colin at Rainbow Railways produced decals for the blue GBRf box opens (thanks Colin!).

The bodysells of each wagon type came as two halves, which needed the feed lines and supports carefully removing and filing clean. Assembly took place on a piece of plate glass to ensure correct alignment.

I used a combination of UHU contact adhesive and a cyanoacrylate ('Superglue'). Both surfaces were coated with UHU and allowed to dry to touch, before the halves were brought together. Once happy with the



### CDAs arrive at Fowey

Peter Marriott hired a professional to give a set of china clay hoppers a suitably dusty, lived-in appearance.

A few months ago, I ordered some Cavalex CDA wagons for my 'Fowey' layout (see MR324-326). When they arrived, I was impressed with the wagons but knew they would have to be weathered, as they looked far too clean!

After dwelling on various potential techniques and materials, I hit upon a way to ensure the wagons would be weathered to the highest standards by commissioning James Hilton Model Railways.

I think that we all know our skill levels are different for each of the tasks associated with our hobby. For example, in my case, I will always do all the landscaping myself, but I may engage others to build baseboards or to weather rolling stock for me. I find neither of these tasks particularly enjoyable and,

although I will need to pay folks to do the work, there's a guarantee that I'll be happy with the results.

And so, my fleet of Cavalex CDAs were sent to James and, within two weeks, I had a superbly weathered rake of wagons to work on my layout.

Collaboration is good for the hobby, with lots of cottage industries offering specialist services ranging from adding DCC Sound to exquisitely painted bespoke figures. Long live this important part of our hobby. We should value our artists and experts!

**Web:** [www.paxton-road.blogspot.com](http://www.paxton-road.blogspot.com)







alignment, I used the cyanoacrylate and an accelerator fluid to hold it in place, while the contact adhesive cured fully overnight.

The following day, I filled any gaps with Isopon body filler, filing it smooth when dry. Extra details were glued in place with the cyano glue, including the buffers. The modern Greenbrier type of shrouded buffers are available from GJH Plant and cast brass air pipes came from the PR Model Railway Products range.

Bodies were then coated with grey primer, then painted the following day, before a gloss varnish provided a suitably shiny surface on which to apply the transfers. When dry, a satin varnish sealed everything in place.



## Useful contacts

- ◆ Simon BR blue **Web:** [www.shapeways.com/shops.brbluemodels](http://www.shapeways.com/shops.brbluemodels)
- ◆ GJH Plant **Web:** [www.hamodels.net](http://www.hamodels.net)
- ◆ PR Model Railway Products **Web:** [www.prmrp.com](http://www.prmrp.com)

## Postcard from Wales

**Chris Gadsby** found time on his holiday to visit the delightful Bala Lake Railway, hoping to see a former *Model Rail* project on display.

People usually use annual leave to get away from their day jobs, and all they encompass. However, a week away in North Wales at the end of June came with a huge temptation, as we were staying close to the Bala Lake Railway. I've always wanted to visit because I'd heard it was a lovely railway, but I also wanted to see if the model depicting the proposed extension into Bala Town, was still there. Built by *Model Rail*'s Chris Leigh and Chris Nevard in 2020 (see MR269), the model still resides in Bala heritage centre and is definitely worth a look.

Unfortunately, the railway's expansion has been put on hold owing to planning problems, but the trust is now hoping to move forward with a new application. Once alighting in Bala, we walked along the new flood defences, which would also become the trackbed for the town. Almost 500m of extra track can be laid immediately as soon as planning is approved.

One day on the railways was as much as I could get away with on this trip. However, with so many other railways in the area, we might just have to go back.



Above: Although the Llangollen Railway was not running on the day Chris passed through the town, it was a good opportunity to grab some photographs of the station.

Below: The model of the Bala Lake Railway's proposed expansion into Bala Town station is depicted in this 'OO' gauge diorama, built by the *Model Rail* team and currently on display in Bala Heritage Centre.



Left: The Bala Lake Railway runs along part of the former standard gauge line from Llangollen to Barmouth Junction. Hunslet O-4-OST *George B* (Works No. 680) waits at Llanuwchllyn before its journey to Bala. Built in 1898 for use in Dinorwic quarry, the locomotive returned to steam in 2017 after being withdrawn nearly 50 years earlier.



SCAN ME!



# METCALFE

Card Construction Kits

Proud sponsors of



[metcalfemodels.com](http://metcalfemodels.com) ☎ 01729 830072 ✉ [info@metcalfemodels.com](mailto:info@metcalfemodels.com)

**COMING SOON... THE OLD FAVOURITES ARE BACK**



**NEW Terraced Houses**  
in 00 Scale.  
A much more comprehensive  
and solid design.

**You won't find  
better in card!**

Our new 00 Scale  
Terraced Houses  
will be available as a  
complete building as shown here  
(1 block of 2 houses)



## TERRACED HOUSES

**NEW** 00 SCALE - RED BRICK PO300 £17.50

**NEW** 00 SCALE - STONE PO301 £17.50

**AVAILABLE LATE SEPTEMBER**



## TERRACED HOUSE FRONTS

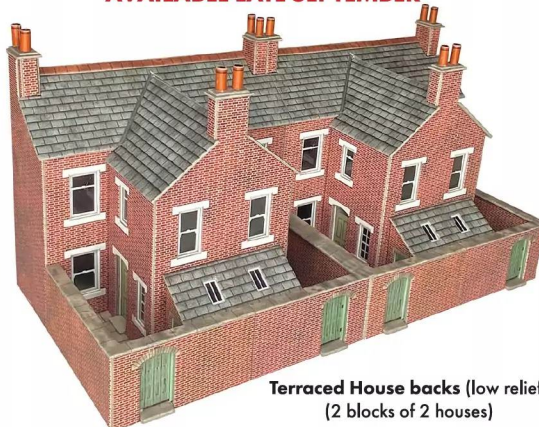
**NEW** 00 SCALE - RED BRICK PO302 £16.00

**NEW** 00 SCALE - STONE PO303 £16.00

**AVAILABLE LATE SEPTEMBER**

Terraced House Fronts (low relief)  
(2 blocks of 2 houses)

**NEW** 00 SCALE - RED BRICK PO304 £19.00  
**NEW** 00 SCALE - STONE PO305 £19.00  
**AVAILABLE LATE SEPTEMBER**



Terraced House backs (low relief)  
(2 blocks of 2 houses)

**All the above kits are already available in N Scale,  
visit our online shop - [metcalfemodels.com](http://metcalfemodels.com)**

## DON'T FORGET THE GLUE & TOOLS!

Everything you need to  
build a Metcalfe Kit can  
be found on our website.



## MAKE GLUING EASY...

Ultra Fine Tip Glue  
Applicators  
MT907 £4.50  
Glue not included.



**BUILDING A  
MODEL RAILWAY  
DVD's 1/2/3**  
Everything you  
need to know is on  
these 1 hour DVD's



**CATALOGUE**  
Call or e-mail us for a  
**FREE** catalogue.

☎ 01729 830072

✉ [info@metcalfemodels.com](mailto:info@metcalfemodels.com)

**METCALFEMODELS.COM**



@metcalfemodels



@metcalfekits



metcalfemodelsandtoys





# Inside track with Ben Ando

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

Unfinished business – is abandoning a project really so bad?

**I**f you're anything like me you'll have dozens of modelling kits or projects that, for one reason or another, you've never quite finished.

There can be any number of reasons for this. For example, I have a half-stripped Dapol Class 86 that I had planned to repaint as 86259 *Les Ross* in its preserved form in BR blue with white cab roofs and small yellow ends.

Then Dapol released a fully finished version and I bought that instead.

I am sure I will do something else with my half-finished effort, but right now I am not sure what.

Similarly, I have a rake of Poole-era Farish PGA wagons that are destined for conversion into three different types, representing the mixed aggregate trains that ran through East Anglia in the mid-2010s.

For this I got as far as modifying the hopper bodies with plastic card and creating photo-etched ladders and other details.

But this project stalled as I wasn't really happy with the Poole-era chassis the models came with, and was dealt the coup de grâce when Cavalex produced its Redland PGA in 'N', though even as they sit gathering dust I still have (probably deluded) visions of completing the two other types needed.

And those two are just the tip of the iceberg. From unfinished NGS timber carriers awaiting decals to Finetrax points awaiting dropper wires, almost everywhere I look there are the unfinished projects of shame staring back at me.

Listening to a radio documentary recently I was struck by its observation that our culture tends not to value unfinished things. Tasks, we are conditioned to believe, should be finished. Any projects we leave undone have simply been a waste of our precious time.

Everywhere, it seems, we are given subliminal reminders that we can only consider ourselves to have succeeded if we finish what we have started.

This idea has become so universal, and so accepted, that subconsciously nearly all of us buy into it.



Few of us manage to complete every modelling project we begin. Ben is no exception, with numerous 'N' gauge kits and conversions set aside for one reason or another. Should we view time spent on abandoned projects as wasted, or is it all part of the process?

In this very article, just a few lines ago, I described some of my unfinished kits as 'projects of shame.' Did those words have you shaking your head in disagreement or ruefully nodding as you remembered your uncompleted modelling tasks?

## BUT IS IT REALLY SO BAD?

The joy of any hobby – but especially model railways – is that it takes us out of ourselves.

It takes us on a journey of learning, of craft, of relaxation. And it gives us the opportunity to get lost in our miniature worlds and shut out, if only briefly, the seemingly incessant demands of real life.

There is also truth in Robert Louis Stevenson's remark that it is better to travel in hope than to arrive; while you're building a kit you can see it in your mind's eye, resplendent and taking pride of place on your layout.

Only when it is complete will you have to accept the paint splodges or wobbly lines you were hoping to avoid.

So, I say enjoy your projects but don't worry if sometimes you run out of steam.

Our model railways are a hobby – a pastime – something to be enjoyed.

If it starts to make you feel stressed, pressured or irritable then maybe you're not doing it right!

**“Almost everywhere I look there are the unfinished projects of shame staring back at me”**

Many modelling projects, especially kit-building, are sidelined owing to challenges deemed insurmountable at the time. Or, perhaps, a RTR model appears, offering a quicker and easier route to replicating particular prototypes.





# Print & Digital Subscription

- ◆ Magazines delivered to your door every 4 weeks with FREE UK delivery
- ◆ Instant access to the app
- ◆ Access to rewards, prizes and discounts
- ◆ Monthly Editor's e-newsletter



**GET YOUR SUBSCRIPTION TO **MODEL RAIL** AT**  
**[greatmagazines.co.uk/modelrail](http://greatmagazines.co.uk/modelrail) or call 01858 438884**

Quote  
AKAA

**Terms & Conditions:** \*Saving applies to the lowest priced subscription option. The £30 is based on a 6-month subscription and set up on recurring payment and will auto-renew to a price of £30 every 6 months. The minimum term is 12 months. Offer closes on 30th Sept 2024. Subscriptions will start with the next available issue. Offers cannot be used in conjunction with any other offer. Order line open 0800hrs - 2100hrs (Mon-Fri). 1000hrs - 1600hrs (Sat). Calls may be monitored or recorded for training purposes. Call costs from mobiles vary according to the calling plan chosen. Typically, they are included in free call packages. However, if you call an 01/02 number outside of any inclusive minutes, they can cost between 3p and 65p per minute. Calls from landlines to 01 numbers are typically charged up to 16p per minute. Many providers charge a 23p call set-up fee (or 'connection charge'), but this can vary. Please refer to [ofcom.org.uk](http://ofcom.org.uk) for updated pricing. Costs for calls from overseas vary depending on the location. For general terms and conditions please visit: [www.greatmagazines.co.uk/offer-terms-and-conditions](http://www.greatmagazines.co.uk/offer-terms-and-conditions)





# SAVE ON SHOP PRICES

SAVING  
16%

With a subscription to **MODEL RAIL**

There's never been a better time to get involved in the world's greatest hobby. Subscribing today means you can enjoy every aspect of model railways, from buying a first train set right through to museum-standard fine-scale modelling. Presented in a lively style, our team of experts will guide you through your layout building journey, with step-by-step articles and plenty of inspiration. Plus you can spread the cost and pay just £30 every 6 months.





# Ahead of the curve

'Brinklow' brings together the formidable talents of Milton Keynes MRS, and it's already scooped several awards that recognise the sheer quality of the modelling.

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







**What makes this layout great?**

“The track at ‘Brinklow’ is one long, sweeping curve so your eye can never settle on a set distance and block other aspects of the layout from view. It forces you to spend a few moments taking everything in and appreciating every aspect of it.”





W

e love club layouts at *Model Rail*.

At their best, they showcase the power of teamwork. A club layout can play to everybody's strengths. It will have more complex wiring, superb buildings and realistic scenery. With the extra space afforded by a clubroom, layouts tend to be larger too, allowing miniature trains to snake their way through the landscape.

In 2015, the Milton Keynes Model Railway Society moved to new premises and decided the time was right to build a new 'N' gauge layout. Led by Wayne Webb and Mike Biss, a plan was agreed among the 'N' gauge cohort of the club and construction began.

"Moving premises was an enforced decision," explains Wayne, "as the rent had doubled at our previous location. It seemed like the ideal opportunity to start something new, and with a list of requirements it didn't take long to agree on a setting."

Those requirements included the layout consisting of three tracks, being suitable for either DC or DCC operation, and being an exhibition layout.

"Since the layout would ultimately spend a lot of the time in the club room we had to make it appeal to as many people as possible. Some of our members use DCC, some use DC. Some run British steam, some run American diesel. Making it available to everybody was important. It took a fair amount of research to find an >





# 3 things we like



1

The path trodden by tractor wheels.



2

This derelict building is a stark contrast to the surrounding area.

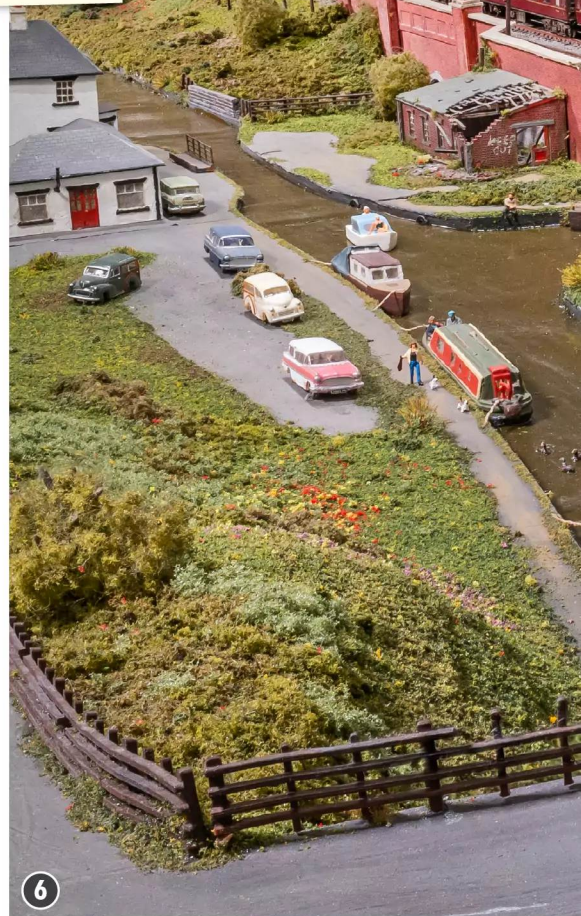


3

Do you think he's caught anything yet?







area where only three tracks had been laid but I eventually came across a section of line between Rugby and Stafford on the Trent Valley line. The width of the trackbed was limited owing to the close proximity of the Oxford Canal. Here, there was a Fast and Slow Up line with a shared Fast and Slow Down line. It was only when doing the research that the existence of the station came to light. Originally, it was known as Stretton, but was changed to Brinklow in 1870 before closing in 1957. The goods yard followed





All of the buildings are either scratchbuilt or modified Kestrel kits, the majority being the former. The canal boats and the vehicles are a mix of scratchbuilt, kitbuilt and Oxford Diecast models. The canal reflects the transition from a working waterway to a leisure facility.

four years later, and today nothing remains of the site."

Measuring 19ft by 2ft 9in, 'Brinklow' splits into five boards for transportation and is fitted with adjustable feet to cope with the uneven surface of an exhibition hall floor.

The track is Peco Code 80 and although the group have tried to keep everything as accurate as possible, they decided earlier this year to improve the layout by making a fourth line operational. The idea for the change occurred shortly after Mike Biss joined

the layout exhibition team, and here he explains how he made those alterations.

## TRACKS AND TRICKS

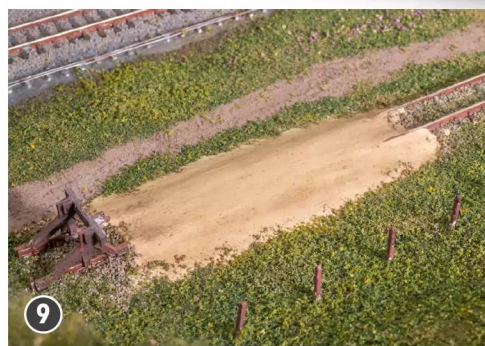
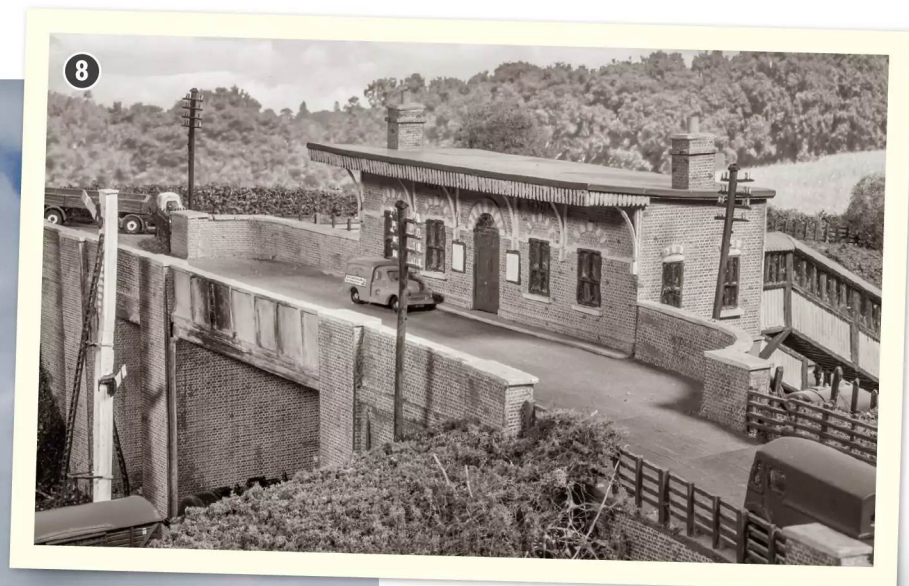
"Previously, the fourth line just ended in the sand drag, but it was decided that with a slight extension on the end board of about 2in, this would allow a new curved bit of track which was then to be connected up from the fiddleyard and to the current northbound line via a new pair of crossover points. We fitted a new ►



“It was decided that a slight extension on the end board of about 2in would allow a new curved bit of track”







point in the fiddleyard to access the new line, but quickly realised this one road wouldn't be able to supply enough trains, so an additional pair of points were also fitted to allow trains in the second storage road to access the new Down Slow line.

"This gives the operators access to a wider selection of trains. The removal of the old track was fairly straightforward and the current dead end was then extended to run behind the signal box, to finish in line with the platform ends. This makes it more prototypical in appearance, although of an earlier period. Despite the crossover being a bit closer than in real life, it does allow for trains to come out from the fiddleyard on the Down Slow line and wait at the signal (all of which are operational), allowing an express through from the Down Fast line, and then proceed via the crossover."

The club, like any other railway builder, had the challenge of making the railway look as though it had been built into the landscape, not the landscape being built around the railway. It's a challenging element of





**11** Wayne's scratchbuilt structures begin with a card base to create the shape and proportions, before it is covered with textured plastic card. The station was the most time-consuming build, adapting parts from a Ratio plastic kit to fit within the available space.



**12**

building to get right for a modeller when the track is always the first thing to go down. Wayne details how the club achieved this realistic appearance while also keeping the weight as low as possible.

"We opted to make a lattice out of cardboard strips that we could form to give us the desired result. The scale width of 'Brinklow' is not much longer than a football pitch so we didn't need to create mountains. A gentle slope sufficed. Paper was then glued on the top in several layers to create the final embankments before being painted green and covered in various scatters. This was then all finished off with some bush edging and trees made by the late Bob Taylor, who also photographed the backscene that got stitched together and printed for us in Telford. There was one problem though. Doing the new scenery around that fourth line highlighted just how tired and dirty the existing grass had become and it meant I had to go along and give the rest of the layout a refresh, bringing it back to the vibrancy it once had."

### SWITCHING IT UP

With a layout so long and with nine roads on the fiddleyard, the club needed a way of keeping track of what was where. Seventy-two switches proved to be the answer.

"As the layout can also be operated on DC we needed a way of isolating sections so all the trains ►





**13** At shows, the club like to operate a wide range of locomotives dating from 1948 to around 1963, with a mixture of passenger and freight formations.



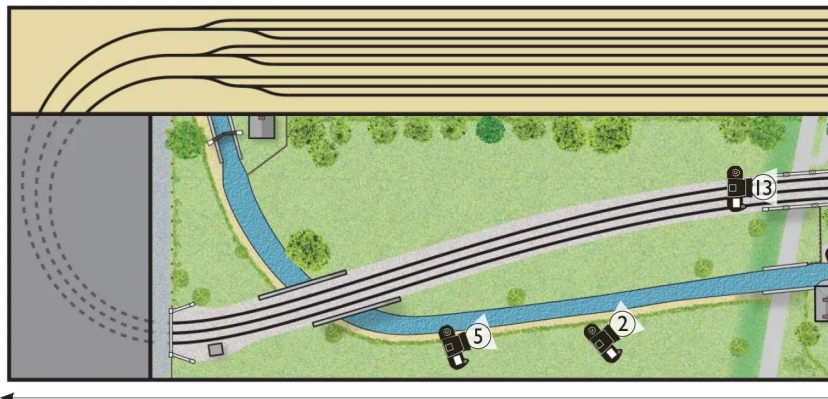


**14** The club wanted the layout to be the best it could be and, having won a couple of 'best in show' awards on the exhibition circuit, it's safe to say they have achieved that goal.

didn't move at once. We can hold roughly four trains per road, depending on length, so to be able to cut the power to some was vital. LEDs light the route that's selected on the control panel, and on the whole everything is a lot more fun to operate and, hopefully, more enjoyable for the viewers as well."

'Brinklow' will be one of many great layouts on display at this year's International N Gauge Show, held at the Warwickshire Event Centre on September 14-15. You can read our full preview of the show on page 6, but be sure to go and say hello to the Milton Keynes Model Railway Society and admire 'Brinklow'. You'll see just how much work goes in to getting trains traversing the layout and you'll see the result of a group of modellers coming together to create a superb 'N' gauge layout. **MR**

Artwork: **Andrew Mackintosh**







## STATISTICS: 'BRINKLOW'

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

**Size:** 19ft by 2ft 9in

**Track:** Peco Code 80

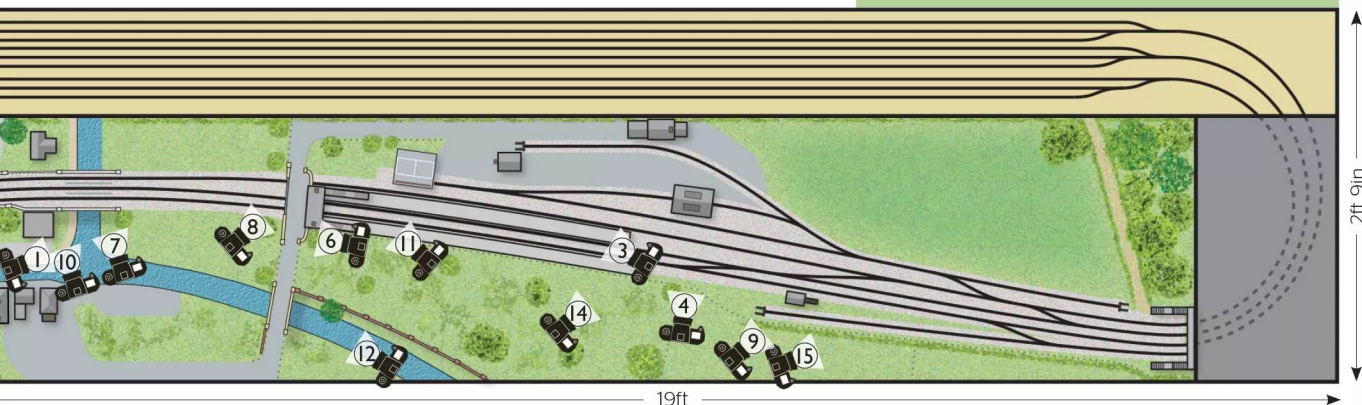
**Power and control:** DC and DCC

**Time to build:** Two years



## ABOUT THE MODELLERS: MILTON KEYNES MRS

Founded in 1969 the Milton Keynes Model Railway Society now has approximately 65 members, with its 'N' gauge cohort being the largest, and it meets twice a week. It also hosts an exhibition each year that usually features over 20 layouts and traders.





## HEAT 'ON'

When their working lives were over, a small fleet of Pilot Scheme diesels found life anew as carriage pre-heating units. **Chris Gilson** takes a closer look at these unusual survivors.

**B**y the late 1960s the concept of pre-heating rolling stock had already been practised for decades, ensuring early morning passenger services

provided comfort during the colder months. The duty had initially been carried out by redundant steam locomotives, converted into stationary boilers. Indeed, the last two of these, 'Standard' 4MT tank No. 80002 at Cowlairst, Glasgow, and 'Jinty' No. 47564 at Red Bank Carriage Sidings, Manchester, survived until 1969 and 1972 respectively, with both entering preservation.

As BR modernised, it was vital to move away from heating carriages with steam.

Some regions – notably the Southern – had begun to embrace electric train heating (ETH) in the late 1950s. The class 33s, 71s, 73s and 74s were all fitted with ETH equipment from new.

Another region to use ETH-fitted stock was the London Midland, following electrification of the West Coast Main Line. Classes 81-85 were ETH-fitted from new, although unable to heat air-conditioned stock owing to the incompatible earthing of their main transformer windings. The later classes 86 and 87 rectified this issue.

ETH retrofitting of Mk 1 stock had already commenced by the time the dual-heat Mk 2s were introduced in 1964. Yet, despite the run-down of steam, and aside from the locomotives mentioned above, just a handful of main line diesels were able to electrically heat trains. The first 20 Class 47s (D1500-1520) were built as dual-heat engines, and the last two (D1960-61) were solely ETH-fitted using an AC alternator-based system. This latter system was successful, and by August 1973 some 112 engines had been converted to ETH or dual-heat operation.

However, in 1971, BR had introduced the Mk 2d carriage which was ETH-only from the start. A fast and inexpensive pre-heating solution had to be found, and as early as 1969, BR looked to its pilot-scheme fleet of diesels for the answer.

### CLASS 15

The British Thomson Houston (BTH) Class 15s were built for local trip and branch line work, however their 800hp Paxman 16YHXL 16-cylinder engines proved unreliable. The work for which they were designed was also dying out and, by 1969, they had all been virtually withdrawn, despite being barely a decade old.

Four examples, D8203/33/37/43, were removed from the scrap lines and sent to Doncaster Works for conversion into

heating units, being numbered DB – later ADB – 968003/001/002/000 respectively.

BR adopted a 'minimum change' ethos with the Class 15 conversions, and turnaround time was a matter of weeks.

Traction equipment was either isolated or removed, and the power units set to run at a constant mid-range speed to produce the desired voltage needed to run the ETH system.

The most obvious outer modifications were the addition of an ETH-jumper cable box mounted on the right-hand side, plus a receiving socket to the left of the coupling hook. All other brake and control hoses and the multiple working jumper cables were removed.

ADB96800/001/003 had the ETH jumper and socket at the No. 1 end only (the longer bonnet end). The lower centre marker light, which retained its headcode disc, was illuminated at both ends when the unit was in use, and the legend 'Heat On' was painted, with one word either side of the lights.

Although also originally fitted with the ETH outlets at just the No. 1 end, 968002 was unique in also gaining duplicate sockets and jumper cables at the No. 2 end in December 1972 (see Factfile panel).

During 1981-1982 three of the four, 968001-003, were withdrawn from use, although 968000 survived in stock at Marylebone until its official withdrawal date of January 1990. Happily, 968001 survives in preservation at the East Lancashire Railway (ELR) and is being restored to working condition as D8233.

“As BR modernised, it was vital to move away from heating carriages with steam”



### CLASS 24

By the mid-1970s, the BR-built Class 24 Type 2 was surplus to requirements, with mass inroads into the class being made. Introduced in 1958 as part of the 'Pilot Scheme', the D5000s were powered by the supremely reliable six-cylinder Sulzer 6LDA28A engine and BTH electrical equipment. When the Western Region decided in 1976 that it needed two carriage heating units for work in the South West, it was a natural choice to select two of the many Class 24s that were stored awaiting disposal.

Both 24054 and 24142 were removed from Crewe Basford Hall and sent to Plymouth





By 1979, Stratford Works had given 968001 a full repaint into original green livery, complete with small yellow warning panels and totem emblems, although the cab fronts lost their pale green shade. A set of blue TOPS data panels was added above the numbers around 1981. It is seen here at Stratford in February 1982. COLOUR RAIL

Laira depot for conversion. As with the Class 15s, only minor visual tweaks were made. Obvious external differences were the removal of all Blue Star multiple working jumpers and equipment from the bufferbeam and their replacement by ETH boxes and sockets on both ends. Additionally, both engines had a bank of switches located on the side valances underneath the cab, presumably to run and adjust the ETH equipment. Internally, the engines were set to run at a constant speed, traction equipment was isolated, and all power and brake equipment rendered inoperable. Again, turnaround time was fast, with both units released

from Laira after just three months, now numbered TDB968008/009.

Compared to the '15s', the Class 24s had relatively short working lives, moving to the Eastern Region in 1982. Both had been withdrawn by December that year, with storage and disposal soon following. Of the two units, 968008 (24054) was saved and moved to the ELR in 1984, where it still resides.

#### CLASS 31

The 20 pilot-scheme Class 31/0s (D5500-19) were, by the 1970s, considered non-standard and were in the process of being withdrawn. The Eastern Region was looking to convert

another four redundant diesels into carriage heat units, and the Class 31/0s were an obvious choice. The four selected were 31013/002/014/008, which became ADB968013/014/015/016 respectively.

In the case of the '31s', the ETH jumper cable was mounted inboard of the right-hand buffer, while the receiving socket protruded from underneath the left side of the bufferbeam. Vacuum hoses were retained, but all other hoses and cables were removed, while brake and power equipment were isolated.

The Class 31s had a short life in their new role. Converted in 1979, they were gone by 1983 with none surviving for preservation. ➤





ADB968000 shows off its new coat of Sherwood green (the lighter shade employed on two-tone green diesels) outside Stratford Works in January 1979. COLOUR RAIL

## FACTFILE: THE ETH CLASS 15s

### D8243/968000

Stratford-based D8243 was withdrawn in February 1969 and, after modification work at Doncaster Works, emerged as DB968000 in July. It initially moved to Walkergate carriage sidings, Newcastle upon Tyne before moving south to Finsbury Park where it was seen stored in September 1972. It stayed around the Finsbury Park/King's Cross area until moving to Derby Litchurch Lane carriage works in December 1981 and then across to Toton TMD in January 1982.

Continuing its travels, it returned to Derby before going to Bristol Bath Road on September 7, 1983. It was stored at the nearby St Philip's Marsh depot from 1984 until August 1985 when it was towed to Old Oak Common. However, since April that year it had been allocated to Bletchley, before moving to Marylebone in December 1985 until finally being withdrawn in January 1990. Disposal came rapidly, moving to Vic Berry's scrapyard where it was scrapped in February 1991 – a sad end to a remarkable survivor.

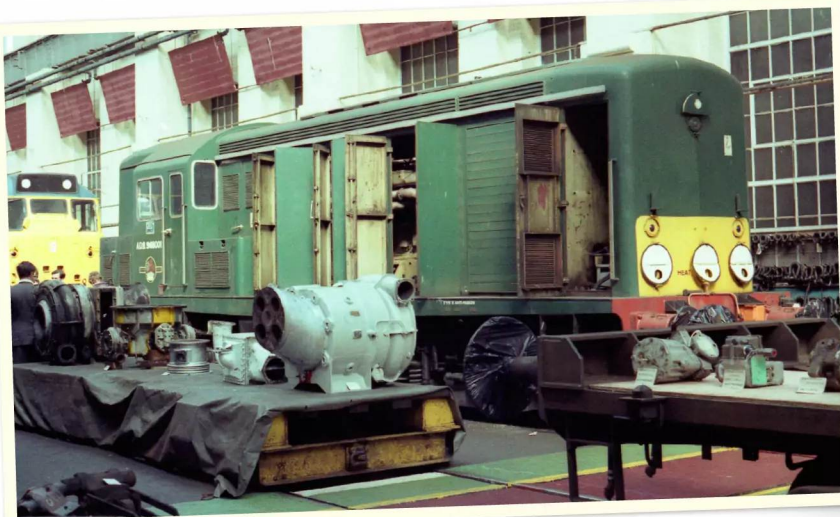
When withdrawn, D8243 carried its original green livery, albeit with full yellow ends and small BR arrows on the cabsides. The cab fronts were painted in a pale green. Both ends retained Blue Star symbols, while the bufferbeam remained red. Also visible was the scar of the oval 30A

shedplate on each nose end, while no TOPS data panel was carried, and the disc markers were edged in black. The ETH equipment was orange. This basic livery was carried until 1979 when it was repainted in Sherwood green, with full yellow ends and red bufferbeams. By 1985, the engine reverted to BR's Standard Locomotive green and a set of blue-backed TOPS data panels were fixed to the cabsides.

### D8233/968001

Withdrawn at Stratford in February 1969, D8233 remained at the depot for six months before being moved to Doncaster for conversion. Completed in December that year, it first went to Neville Hill, Leeds before heading farther north to Haymarket, Edinburgh between June and October 1971. It then moved across to Dundee, before returning to Haymarket in April 1972,

ADB968001 is seen inside Stratford Works during an open day, in July 1981. PAUL JAMES





before being hauled back to Stratford for use around the King's Cross area in July. Still based at Stratford it gained its 'A' prefix circa 1977 and was withdrawn in December 1982 and moved to Healey Mills the following February. There it remained until bought by the Class 15 Preservation Society in July 1984. It is now based at the ELR undergoing restoration.

Images of 968001 show it retained its green livery, complete with small yellow warning panels and BR totems on the cabsides. The original number was simply painted out in a lighter shade of green and replaced by its new identity. It too featured black-edged white discs on the nose ends, red bufferbeam and pale green cab fronts but its appearance – certainly by the mid 1970s – was shabby and faded, with patches of rust and primer showing through the paintwork. No Blue Star emblems were carried, and the ETH equipment was orange as released. Pipework on the bogies was picked out in white, and the large oval scar of its BTH worksplate was also visible for many years. The axlebox covers, certainly in the early 1970s, were yellow.

## D8237/968002

D8237 was withdrawn at Stratford in March 1969 and stored for four months until heading to Doncaster. Renumbered to 968002 in July and released from works it went to Bradford Hammerton Street sidings until September 1971. Like its siblings it gravitated south to the Finsbury Park area, staying there until moving to Stratford in October 1972.

Curiously it was hauled to Swansea National Carriers yard in April 1973 but had returned to Finsbury Park later that month. Like its sisters it ventured around the network, enjoying a short stay at Acton on the Western Region in 1973-74 (where it gained a set of ladders on one side of the longer bonnet, reaching up to roof level).

The Western Region was also responsible for the fitting of a set of duplicate ETH sockets and cables at the No. 2 end, with the work carried out in December 1972. The ETH gear at bufferbeam level was the same format as installed at the other end of the locomotive, but the duplicate outlets above (connected through the former headcode marker light apertures) saw the receiving socket on the right and the jumper cable on the left. An interlocking circuit ensured only one set of equipment could be used at a time.

By late 1981, it was allocated to Derby and was seen at Etches Park carriage sidings from November 6, while involved with heating trials with Mk 3 Sleeper stock. It was soon off again – this time to Toton, where it was condemned in November 1982. It remained in an increasingly derelict condition as a source of spares for 968000 until March 1985 when it was sold to



Above & below: A faded and forlorn ADB968002 sits on the scrap line at Toton in 1985. The duplicated ETH sockets and jumpers at the No. 2 end were unique to this locomotive. BOTH: JULIAN FROST



Marple & Gillott scrap merchants of Attercliffe, Sheffield and broken up.

Pictures of 968002 in its early years as an ETH locomotive are rare, but it is known it was released from works in BR standard locomotive green (including the cab fronts), with cabside totems and small yellow ends. The bufferbeams were painted black by the mid-1970s and, by this time, it had also gained full yellow ends, a pale grey roof and a duplicate set of ETH boxes and jumper cables at the No. 2 end.

By 1981 it had been repainted into a fresh shade of plain green with full yellow ends and red bufferbeams. No BR logos were applied, but blue TOPS data panels sat below the cabside numbers.

## D8203/968003

Withdrawn in March 1969, D8203 emerged from Doncaster as 968003 in November, moving initially to Hornsey. Like its sisters it travelled to various locations including

Stratford, Finsbury Park and Holloway carriage sidings and underwent a period of store at Stratford in 1978. Its last allocation was at Colchester from where it was withdrawn in July 1981, being the only ex-Class 15 not to stray from former Great Eastern territory. After donating parts to the other surviving '15s', it was scrapped on site three months later.

968003 was released from conversion in BR standard green with full yellow ends and totem emblem on the cabside. The white faces of the headcode discs were edged in black, while the bufferbeam was red. Photographs show the cab front was painted green, with the axlebox covers yellow. The ETH equipment was painted black. This colour scheme remained throughout its career, and it is doubtful if it was ever repainted since entering traffic in 1959. By the time it was withdrawn, it was in deplorable condition with large patches of rust showing through the faded paint.



## FACTFILE: THE ETH CLASS 24s

### 24054/968008

After 16 years in service, 24054 was withdrawn in July 1976 and, within weeks, had arrived at Exeter Riverside yard before being tripped to Laira for conversion.

On release, the Class 24's livery was virtually unchanged, with the exception of orange ETH boxes fitted to the bufferbeams, while another external change was the plating over of the boiler port. The new number, with a TDB prefix initially, was applied over the old cabside TOPS numbers, which were painted out, and 'double arrow' logos remained in the centre of each bodyside.

968008 moved initially to Long Rock, Penzance followed by use at the nearby Ponsandane carriage sidings. Thought to be the first Class 24 to visit Penzance, it moved to Plymouth in May 1977, then Newton Abbot in March 1978, where it stayed until August 1982, when it headed east to Stratford.

During its time in the West Country, it had gained an orange rotating beacon adjacent to and above the radiator grilles to denote when in use. Large red notices were added to the sides with instructions regarding the in-built fire extinguishing system.

Remaining at Stratford until October

**Below:** While at Stratford in 1982, ADB968008 received a fresh coat of Rail blue paint and yellow ends. Oddly, the handrails were also painted yellow. The rotating beacon and red notices were removed and the locomotive's number was re-applied in larger digits. Both sets of vacuum and steam heat pipes were also removed at this time and, judging by this 1982 image, the underframe did not gain a new lick of paint. COLOUR RAIL



1982, it moved to Cambridge to work with two of the former Class 31 heating units within the carriage sidings, although this proved to be short-lived.

During December 1982, 968008 moved to March, Cambridgeshire for store, remaining there until October 1983 when it was saved for preservation.

### 24142/968009

The second Class 24 to be resurrected was 24142, which was also withdrawn in July 1976. One of the later build Class 24/1s, it featured a mismatched set of cab roofs at each end, with a Class 25-type arrangement at the No. 1 end.

**Above:** With the later ADB prefix added, 968009 is seen awaiting its fate at Stratford in 1982. Note the Class 25-style cab roof at the No. 1 end and the red fire bells attached to the plated-over boiler grille at the opposite end. COLOUR RAIL

Like 24054, it wore a coat of shabby BR blue, with full yellow ends and Blue Star markings. The external modifications to accommodate ETH equipment were identical to those on 24054. Following its conversion in October, it remained at Laira, and was used there until May 1977, when it was taken to Worcester. It stayed there until August the next year when it returned to Laira before embarking on a nomadic career, heading to Reading, Oxford





ADB968013's 'enhanced' BR blue livery made it an eye-catching feature at Great Yarmouth in September 1980, where it is seen pre-heating air-conditioned Mk 2 stock. The windscreen wipers and sandboxes have been removed.

COLOUR RAIL



and then, in June 1981, to Cardiff Canton, where it was held pending transfer to Swansea Maliphant carriage sidings to replace the ailing 'Co-Bo' D5705/968006, which was acting as a mobile steam carriage pre-heater.

It stayed at Swansea between November 1981 and September 1982 when it was taken to Stratford depot for assessment along with 968008/24054. Evidently judged to be the poorer of the two, 968009 was stripped for spares for its sister while at Stratford, before leaving there for storage at Healey Mills in March 1983 (along with 968001) where it languished until August 1984 when it was sold for scrap, being cut up at Cooper's Metals, Attercliffe. The last Class 24 to be scrapped, it was also the only 24/1 survivor until that point, and a loss to preservation, although it did donate many spares to preserved 24054.

Below: Ex-24142 remained in its shabby BR blue livery until scrapped in 1984. The cabside numbers were crudely painted over and its new identity applied in small digits (originally with TDB prefix). It is seen at Oxford in June 1979. COLOUR RAIL



## FACTFILE: THE ETH CLASS 31s

### 31013/968013

After withdrawal at Stratford on March 1 1979, 31013 was renumbered to ADB968013 just four days later and swiftly moved into Stratford for conversion before moving to Norwich via Colchester and Ipswich, arriving there on February 4 1980. Between then and October 1982 it flitted between Norwich and Great Yarmouth carriage sidings until the opening of Norwich Crown Point depot made it redundant.

Along with 968015 (ex-31014) and 968008

(24054), it moved to Cambridge. However, the noise from all three pre-heater locomotives in the early hours caused complaints from nearby residents and all three were moved back to March just two months later, with 968013 being taken to Doncaster Works in April 1983 for disposal. By August 1983 it had been scrapped.

Below: ADB968014 was turned out in an identical livery scheme to 968013, but with a white roof. The cabside numerals are hand-painted. It is seen at March depot in November 1982. COLOUR RAIL





Right: 968015 retained BR blue until the end, with the addition of a white waist-level stripe, applied in 1978. Red Circle emblems are still visible and the ADB prefix was spaced erratically. A small 'NB' legend below the number signified 'no boiler'. It is seen in the carriage sidings at Great Yarmouth in May 1981. COLOUR RAIL

When released from Stratford after conversion, 968013 sported a locally enhanced version of its existing Rail blue livery, with Stratford's trademark grey roof. Fittings such as handrails and even the vacuum pipes were picked out in white, while the bufferbeam and valances were red. The nose ends were full yellow, broken up by the mid-level and lower bodyside stripes, which had been painted white. Axleboxes were yellow, while BR 'double arrows' were situated on the bodysides. Numbers were added to the cabsides in the usual BR TOPS font, although the 'ADB' letters were smaller and hand-painted. A blue TOPS panel was located below the number.

### 31002/968014

Officially condemned on January 1 1980, 31002 was renumbered to ADB968014 five days later and taken into the works. It had apparently been substituted for 31012 which was deemed unsuitable. It stayed at Stratford until at least July 1980 before being hauled to Norwich where it was noted in November that year. It may have visited Bounds Green depot, London in the interim for use on the stock there, and from September 1981 was officially allocated to that depot. Following the pattern set by 968013 it swapped between Norwich and Great

Below: Externally, 968016 remained in relatively smart BR blue until it was scrapped. The cabside numbers and prefix were hand-painted and no TOPS data panels were present. The bogie frames were shorn of all air brake piping and cylinders, along with the sandboxes. The windscreen wipers have also been deleted. Despite the boiler ports and access steps being plated over on all four of the converted '31s', the water filler hatches were left uncovered on 968013/14/16. 968016 is seen at March depot. COLOUR RAIL



Yarmouth, with one visit to Doncaster Works in October 1981, after which it returned to Great Yarmouth. By November 1982 it was out of use and moved to March, then Toton depot, arriving there just before Christmas. It left Toton in January 1983, heading to Crewe Works, where it was scrapped.

### 31014/968015

Withdrawn in November 1976, it entered Stratford works in February 1977 and emerged five months later as 968015. Unlike 968013/014, 968015 was first put to use at Hornsey, moving between there, Finsbury Park, and Bounds Green until December 29 1979, when it was sent to Stratford, presumably for mechanical work. It arrived back at Finsbury Park in

January 1980, but by February was back at Stratford again. After a month in works, it was sent to Norwich and was shuttled between there and Great Yarmouth until October 1982, when it was sent to Cambridge with 968008/013. It was sent to March in December 1982 and by May 1983 had reached Doncaster Works, and was reduced to scrap by June.

### 31008/968016

The final '31' conversion was 31008, which as 968016 also enjoyed the shortest working life. Taken into departmental stock in October 1980, it emerged from Stratford Works in February 1981 and remained around the depot, being stored there in October 1982. It's not known what, if any, work it did in the interim period and left Stratford in December, arriving at Toton eight days later. By January, it had left for Crewe where it lingered until April 1985, when it entered the Melt Shop. By May that year it had ceased to exist.







HOW TO

# MODEL A DIESEL CARRIAGE PRE-HEATING LOCOMOTIVE

**George Dent** models one of the Class 24s retained for pre-heating coaching stock, making good use of an old Bachmann model.



**MODEL** Bachmann Class 24 (2001 version) ♦ Price circa £70.00 second-hand

**AVAILABILITY** Pre-owned model dealers



6 hrs



**W**hile the mobile ex-Class 25 ETH locomotives – the ETHELs – gained the limelight in the late 1980s – and have been the subject of ready-to-run models from Heljan and Bachmann, the humble stationary train heating units have remained in the shade for many enthusiasts. Hidden away within depots and carriage sidings, they performed their important duties without much fanfare.

Replicating most of the diesel-powered ETH units is a relatively easy task for those working in 'N', 'OO' and 'O' gauges. For the smaller scale, Class 24s and '31s' have been offered by Farish (although not in true '31/O' format) while the Class 15 has been offered recently by EFE Rail in 'O' gauge and Heljan's forthcoming '24' will do the job. Alas, the Danes have yet to tackle the Class 31/Os in 7mm scale.

As usual, 'OO' modellers are spoiled for choice, with Heljan offering one of its Class 15s as ADB968003 in Sherwood green, albeit without the ETH jumper cables and sockets. For the Class 31/O, it would be a great way to recycle an old Lima or Hornby model, with the 'Stratford special' paint schemes providing a fun challenge.

After flirting with the idea of repurposing a broken Hornby '31/O' (which I know I have somewhere) I plumped for one of the two Class 24s instead. I've always loved the humble appearance of these Sulzer Type 2s and, with most of my layouts set in

the 1980s – when the class had become extinct on the main line – this will allow me to have one legitimately, parked up in a siding or being hauled between depots.

## CHEAP AND CHEERFUL

I wasn't keen on sacrificing one of my existing '24s', so





I began scouting for a decent second-hand model. As I was intending on isolating the motor, it didn't have to be a perfect runner, but I ended up buying a Bachmann model dating from 2001, in excellent condition from Footplate Models, at a very reasonable price.

The locomotive appeared like it had never been used, with the separate handrails and detailing parts still sealed in their plastic bags. It was a good performer too, so when I disconnected the power lines and removed the gears, everything was kept safely in case I ever decide to reinstate the drivetrain. With a thorough degrease and some fresh oil in the axle bearings, the '24' moves smoothly and, although it's a shame that this version pre-dates the introduction of NEM coupler sockets, it's no hardship to screw the tension locks back into position if I want to portray the unit being hauled by another locomotive.

There was only really one of the two '24s' that could be replicated without recourse to some extensive rebuilding work. Brassmasters once offered resin castings of the later, headcode box-fitted Class 24 roof, which would have allowed 968009 to be modelled, but they're no longer available. So, it would be 968008, which I wanted to portray following its repaint at Stratford in 1982, with a seemingly deeper shade of yellow on the cabs and, unusually, on the handrails too.

## LUCKY STRIKE

Apart from filling the gangway door seams, the biggest task was the replacement of the TOPS numbers, along with the overhead warning flashes (which were fitted in different locations on 968008) and BR double arrows - the printed versions being rather clunky. I couldn't believe my luck when I stumbled across a sheet of Railtec waterslide decals in my box of transfers, designed for this precise locomotive and offering numbers in the original smaller typeface and red fire instruction panels for the cab sides, plus the larger TOPS numbers for its later guise. Clearly, I'd contemplated modelling this locomotive at some point, but then promptly forgotten about it!

Another modification was to add some blanking panels over the water filler hatch access steps, save for the lower step on one side only, which were cut and shaped from 5thou' brass sheet. A set of jumper cables



and receptacles had to be created for the bufferbeams, so my spare pot of diesel detailing parts was raided. Alas, all the ETH cables I had were oriented the opposite way to this prototype, so I retained the cast metal sockets and boxes, drilling them out to accept some 0.8mm copper wire.

Minimal repainting was required, and I struck lucky again with some yellow automotive filler primer I'd bought for something non-railway related. The formula built up nicely, helping to heal any unevenness from my filling and sanding of the gangway doors. The shade looked like a decent match to my image of the real 968008, so I didn't see the need to add any topcoats of RailMatch warning panel yellow. A coat of clear gloss varnish, applied before the decals, followed by a coat of semi-gloss varnish, sealed everything in place before a light weathering job finished it off nicely.

The ETH '24' adds plenty of interest to my depot scene, especially when a rake of blue/grey Mk 1s or Mk 2s is buffered up. I haven't given up on recreating one of the Class 31/0s as well - 968013 would be a prime subject - with Railtec offering another suitable sheet of decals to treat all four locomotives. If I can just find where I put that defunct Hornby model...

Above: The Bachmann model required a few detail modifications before a partial repaint and the addition of new decals. The ETH cables, sockets and operating panels were important additions.

## What George used

### SHOPPING LIST

- ◆ Pack F4300 - BR double arrows logos **Price:** £7.45  
**Availability:** Fox Transfers  
**Web:** [www.fox-transfers.co.uk](http://www.fox-transfers.co.uk)
- ◆ Pack 1131 - ADB968008 (ex-24054) decal set  
**Price:** £4.50  
**Availability:** Railtec Transfers  
**Web:** [www.railtec-models.com](http://www.railtec-models.com)

### TOOLS

- ◆ Miniature screwdrivers
- ◆ Knife and spare blades
- ◆ Tweezers
- ◆ Needle files and abrasives
- ◆ Drill and bits
- ◆ Paintbrushes
- ◆ Cocktail sticks

## STEP BY STEP



After parting the body from the chassis, the first job was to remove the printed TOPS numbers and data panel. I used T-Cut Original automotive paint restorer, applied with cotton swabs.



By rubbing the T-Cut into the surface, the numerals began to disappear. I also removed the overhead warning flashes and arrow logos, using the same method. Then buff the surface with dry swabs to remove any T-Cut residue.



As the donor model featured end gangway door seams, they were filled with a modelling putty, taking care to keep it away from the light recesses and surrounding detail. The putty was left to cure for at least 6 hours.





4

Using thin sanding strips, cutting them to a tapered edge to fit between the cab front detail, the putty was sanded flush, working incrementally from 240grit to 4,000grit to remove any blemishes, leaving the surface smooth.



5

The bodyshell was cleaned with detergent and an old toothbrush to remove any debris and oil, then rinsed thoroughly. When fully dry, the cab ends were masked ready for new paint. The glazing was glued firm, so I covered it with masking fluid.



6

The cab ends and the separate plastic cab handrails were given a few light coats of a yellow automotive filler primer, which gave a lovely, even finish. It turned out to be a close match to BR yellow too!



7

Although the shade of yellow was not perfect, I thought it was close enough so, after unmasking the ends, the glazing was re-masked (inside and out) before the whole bodyshell was sprayed with a gloss clear finish.



8

The glossy clear coat provides the perfect base for waterslide decals and a set of Railtec decals provided the TOPS numbers and overhead warning flashes, while superior new BR logos were added courtesy of Fox Transfers.



9

While the decals dried, attention turned to the chassis. Like the real thing, I wanted my model to be unpowered so it could be shunted around, so I dropped the bogies and disconnected all power lines from the circuit board.



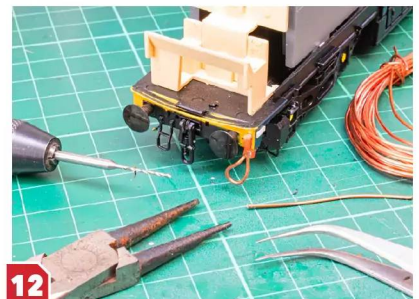
10

The bogie units were stripped of the gears, which were coated in old grease anyway. They'll be cleaned and kept safe in case I ever want to refit them. After cleaning the wheels and bogie frames thoroughly, the units were reassembled.



11

After degreasing all the moving parts, I dropped some Loco-Motion oil (from Deluxe Materials) into the axle bearings before clipping the bogie frames back into place. This will keep the model running freely.



12

A set of ETH jumper cables were formed from 0.8mm copper wire, fixed into whitmetal sockets from some old Craftsman Models detailing parts. Receiving sockets were taken from a pack of Vi-Trains Class 47 detailing parts.



13

The bufferbeam details were fixed in position with cyanoacrylate glue, as were 1.4mm wide strips of 0.4mm thick styrene to represent the control panels, which were fitted to all four corners.



14

After touching in the jumper cables, sockets and control panels with appropriate shades of paint, the model was reassembled (removing the crew figures from the cab interior). The yellow handrails were installed, along with the disc headcodes and wipers.







**CAMBORNE**  
98A Trelowarren Street, TR14 8AN

# Kernow Model Rail Centre

Visit [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com) or call our team on **01209 714099**

UK P&P £4 PER ORDER / ORDERS OVER £250 POST FREE AT TIME OF DESPATCH



**GUILDFORD**  
75B Stoke Road, GU1 4HT

## LATEST ARRIVALS / OO

### BACHMANN OO

- 38-0408 BR OBA Open Wagon No. 110351 Low Ends EWS.....£30.99  
38-0410 BR OBA Open Wagon No. DC110652 High Ends BR Railfreight & Grey.....£30.99



- 38-0428 BR OBA Open Wagon No. 110531 High Ends BR Plasmor Blackfreight.....£30.99  
38-0444 BR OBA Open Wagon No. 110004 Low Ends BR Freight Brown (Railfreight).....£30.99  
38-047 BR ZDA Bass Open Wagon No. DC110669 Low Ends BR Engineers 'Civil Link'.....£30.99

### BACHMANN SCENECRAFT OO

- 44-0053 Servicing Point.....£59.99  
44-502 Station Modernisation Pack.....£19.99  
44-548 Station Signage Set.....£13.99  
44-560 Linedside Cabinets.....£12.99  
44-563 Straight Pavements x 4.....£15.99  
44-593 Concrete Bus Shelter.....£15.99

### DAPOL OO

- 4D-020-023 Class 68 Diesel Loco No. 68 006 "Pride of the North" DRS NTS Green.....£153.00  
4D-022-024 Class 68 Diesel Loco No. 68 026 "Enterprise" Transpennine Express.....£153.00  
4D-022-025 Class 68 Diesel Loco No. 68 030 "Black Douglas" Transpennine Express.....£153.00  
4D-022-026 Class 68 Diesel Loco No. 68 033 "The Poppy" DRS Compass.....£153.00  
4D-022-027 Class 68 Diesel Loco No. 68 002 "Intrepid" DRS Compass.....£153.00  
4D-022-028 Class 68 Diesel Loco No. 68 014 Chiltern Green Bio Fuel.....£153.00  
4F-020-045 Cattle Wagon No. 13827 GWR Grey.....£12.45  
4D-020-101 GWR Toplight Mainline & City Brake 3rd Coach 3749 Choc & Cream. Set 2.....£55.99



- 4P-020-102 GWR Toplight Mainline & City Brake 3rd Coach 3750 Choc & Cream. Set 2.....£55.99  
4P-020-111 GWR Toplight Mainline & City All 3rd Coach 3903 Choc & Cream. Set 2.....£55.99  
4P-020-112 GWR Toplight Mainline & City All 3rd Coach 3904 Choc & Cream. Set 2.....£55.99  
4P-020-121 GWR Toplight Mainline & City Composite Coach 7903 Choc & Cream. Set 2.....£55.99  
4P-020-122 GWR Toplight Mainline & City Composite Coach 7904 Choc & Cream. Set 2.....£55.99  
4P-020-301 GWR Toplight Mainline & City Brake 3rd Coach 3753 GWR Shirlbutton. Set 4.....£55.99  
4P-020-302 GWR Toplight Mainline & City Brake 3rd Coach 3754 GWR Shirlbutton. Set 4.....£55.99  
4P-020-311 GWR Toplight Mainline & City All 3rd Coach 3907 GWR Shirlbutton. Set 4.....£55.99  
4P-020-312 GWR Toplight Mainline & City All 3rd Coach 3908 GWR Shirlbutton. Set 4.....£55.99  
4P-020-321 GWR Toplight Mainline & City Composite Coach 7907 GWR Shirlbutton. Set 4.....£55.99  
4P-020-322 GWR Toplight Mainline & City Composite Coach 7908 GWR Shirlbutton. Set 4.....£55.99  
4P-020-401 GWR Toplight Mainline & City Brake 3rd Coach 3755 GWR All Brown. Set 5.....£55.99  
4P-020-402 GWR Toplight Mainline & City Brake 3rd Coach 3756 GWR All Brown. Set 5.....£55.99  
4P-020-411 GWR Toplight Mainline & City All Third Coach 3909 GWR All Brown. Set 5.....£55.99  
4P-020-412 GWR Toplight Mainline & City All Third Coach 3910 GWR All Brown. Set 5.....£55.99  
4P-020-421 GWR Toplight Mainline & City All Third Coach 7909 GWR All Brown. Set 5.....£55.99  
4P-020-422 GWR Toplight Mainline & City Composite Coach 7910 GWR All Brown. Set 5.....£55.99

### HELJAN OO

- GM4240201 Class 47 Diesel Locomotive No. 47 815 Lost Boys Rail Ops Group.....£212.99  
GM4240221 Class 47 Diesel Loco No. 47 815 Lost Boys Rail Ops Group.DCC Sound.....£331.99

### HORNBY OO

- R3862 Lord Nelson Class 4-6-0 Steam No. 864 "Sir Martin Frobisher" SR Green.....£185.99  
R3965 LNER Class 801/2 5 Car Train Pack No. 801 214.....£452.99



- R30188 Railroad Plus Class 37 Co-Co Diesel Loco No. 37 710 Loadhaul.....£87.99  
R30341 Hornby 70th Westwood 0-4-0 Steam Loco No. 25550 1954-2024. Limited.....£44.99  
R40234 BR Mk3 Trailer First Coach No. 41059 Intercity Executive.....£40.99  
R40235 BR Mk3 Trailer Standard Coach No. 41060 Intercity Executive.....£40.99  
R40236 BR Mk3 Trailer Guard Standard Coach No. 44042 Intercity Executive.....£40.99  
R40237 BR Mk3 Trailer Restaurant First Buffet Coach No. 40733 Intercity Executive.....£40.99  
R40238 BR Mk3 Trailer Standard Coach No. 42336 Intercity Executive.....£40.99  
R40238A BR Mk3 Trailer Standard Coach No. 42115 Intercity Executive.....£40.99  
R40238B BR Mk3 Trailer Standard Coach No. 42116 Intercity Executive.....£40.99  
R40238C BR Mk3 Trailer Standard Coach No. 42117 Intercity Executive.....£40.99  
R40386 BR Mk3 Trailer First Coach No. 41138 BR Blue & Grey.....£40.99  
R40387 BR Mk3 Trailer First Coach No. 41137 BR Blue & Grey.....£40.99  
R40388 BR Mk3 Trailer Guard Standard Coach No. 44005 BR Blue & Grey.....£40.99  
R40389 BR Mk3 Trailer Restaurant Undecorated Buffet Coach No. 40330 BR Blue & Grey.....£40.99  
R40391 BR Mk3 Trailer Standard Coach No. 42283 BR Blue & Grey.....£40.99  
R40392 BR Mk3 Trailer Standard Coach No. 42284 BR Blue & Grey.....£40.99  
R40393 BR Mk3 Trailer Standard Coach No. 42285 BR Blue & Grey.....£40.99  
R40350 Class 801/2 4 Car Coach Pack LNER.....£238.49



- R40440 Railroad Mk3 Trailer 1st No. 41206 Grand Central.....£31.49

- R40441 Railroad Mk3 Trailer Standard No. 42401 Grand Central.....£31.49  
R40442 Railroad Mk3 Trailer Standard No. 42402 Grand Central.....£31.49  
R40443 Railroad Mk3 TSD Coach No. 42403 Grand Central.....£31.49  
R40444 Railroad Mk3 Buffet Coach No. 40424 Grand Central.....£31.49  
R60077 75 Ton Operating Maintenance Crane BR Red.....£84.99  
R60238 GWR ZXP Lorist Y Machinery Truck No. DW4190 with Load No. 2.....£58.49  
R60254 Stanton Coke Hopper Wagon Triple Pack.....£67.49



- R60255 BR Coke Hopper Wagon Triple Pack.....£67.49  
R60263 70th Westwood 7 Plank Wagon 1954-2024.....£19.99  
R60275 L&MR Coal Wagon.....£19.99  
R60276 L&MR Flatbed Wagon.....£19.99

### OXFORD DIECAST OO

- 76105010 Ford Anglia Spruce Green.....£8.95

### RAPIDO OO

- 909001 Metropolitan Railway E Class Steam Loco No. L44 London Transport.....£159.99



- 909002 Metropolitan Railway E Class Steam Loco No. L48 London Transport.....£159.99  
909003 Metropolitan Railway E Class Steam Loco No. 1 Metropolitan.....£159.99  
909004 Metropolitan Railway E Class Steam Loco No. 1 Metropolitan.....£159.99  
909501 Metropolitan Railway E Class Steam Loco L44 London Transport. DCC Sound.....£249.99  
909502 Metropolitan Railway E Class Steam Loco L48 London Transport. DCC Sound.....£249.99  
909503 Metropolitan Railway E Class Steam Loco No. 1 Metropolitan. DCC Sound.....£249.99  
909504 Metropolitan Railway E Class Steam Loco No. 1 Metropolitan. DCC Sound.....£249.99

### PECO OO

- LK-29 Modern Platform Seating (12).....£9.95

## LATEST ARRIVALS / OO-9

### BACHMANN NARROW GAUGE OO-9

- 58604 Thomas and Freinds Peter Sam.....£121.99

### PECO OO-9

- GR-332 Hudson V Skip Wagons - Yellow.....£40.99  
GR-333 Hudson V Skip Wagons - Green.....£40.99

## LATEST ARRIVALS / N

### DAPOL N



- 2D-019-300 Class 43 HST Blue Pullman Full Set - 11 Car Set.....£454.99



- 2D-026-005 Class 86 Electric Locomotive No. 86 245 BR Blue.....£110.99  
2D-026-006 Class 86 Electric Locomotive No. 86 253 "The Manchester Guardian".....£110.99  
2D-026-007 Class 86 Electric Locomotive No. 86 426 "Pride of the Nation" EWS.....£110.99

### DAPOL GAUGEMASTER COLLECTION N

- GM2210304 Rail Adventure Class 43 HST Power Car Set.....£157.99  
GM2210305 Intercity CrossCountry Class 43 HST Power Car Set.....£157.99  
GM2210801 Class 86/2 Electric Locomotive No. 86 235 "Novelty" BR Blue.....£110.99  
GM2210802 Class 86/2 Electric Loco No. 86 622 Railfreight Distribution European.....£110.99

### GRAHAM FARISH N



- 371-704 Class 350/3 4-Car Desiro EMU Set No. 350 372 London Northwestern Railway.....£339.99  
371-725 Class 450 4-Car Desiro EMU Set No. 450 073 South West Trains.....£339.99

### KATO N

- 10-1673S Class 8000 IET 5 Car EMU Set No. 800 010 Paddington Bear GWR Green.....£339.95  
10-1675 Class 800/1 Azuma 9 Car Unit No. 800 113 LNER.....£339.95

### OXFORD DIECAST N

- NSFE007 Scania Pump Ladder Surrey Fire & Rescue.....£8.45

### RAPIDO N

- 942001 Freight Train Pack SECR.....£89.99  
942002 Wagon Pack 2 SECR.....£62.99  
942003 Wagon Pack 3 SECR.....£62.99  
942004 Wagon Pack 4 SECR.....£62.99  
942005 Freight Train Pack SR Pre-1936.....£89.99  
942006 Wagon Pack 2 SR Pre-1936.....£62.99  
942007 Wagon Pack 3 SR Pre-1936.....£62.99



- 942009 Freight Train Pack SR Post-1936.....£89.99  
942010 Wagon Pack 2 SR Post-1936.....£62.99  
942011 Wagon Pack 3 SR Post-1936.....£62.99  
942012 Wagon Pack 4 SR Post-1936.....£62.99  
942013 Freight Train Pack BR Grey.....£89.99  
942014 Wagon Pack 2 BR Grey.....£62.99  
942015 Wagon Pack 3 BR Grey.....£62.99  
942016 Wagon Pack 4 BR Grey.....£62.99

## LATEST ARRIVALS / O

### DAPOL O

- 7F-016-008 Banana Van No. B880898 Geest Bauxite Large Logo.....£47.99  
7F-016-009 Banana Van No. B570027 Fyffes Bauxite Large Logo.....£47.99  
7P-020-850 Stroudley 4 Wheel Electrically Lit Composite No. 6388 Lined Green.....£104.99

### HELJAN O

- 2000 Class 20 Diesel Unnumbered BR Green SYP.....£543.99  
2001 Class 20 Diesel Unnumbered BR Blue FYE.....£543.99



- 2003 Class 20 Diesel Unnumbered BR Tinsley Green.....£543.99  
2004 Class 20 Diesel No. 20 042 BR Blue DCE Stripes.....£560.99  
2005 Class 20 Diesel No. 20 023 BR Blue FYE, weathered.....£543.99  
2013 Class 20 Diesel Unnumbered BR Blue.....£543.99



- 2016 Class 20 Diesel Unnumbered BR Thomaby Blue.....£543.99  
2017 Class 20 Diesel No. D8132 BR Green SYP.....£543.99

## LATEST ARRIVALS / NG7

### BACHMANN NG7 NARROW GAUGE

- 70-001 Narrow Gauge NG7 Countess Starter Pack.....£263.99  
70-001SF Narrow Gauge NG7 Countess Sound Fitted Starter Pack.....£348.99

## LATEST ARRIVALS / TT

### HORNBY TT



- TT3010TXSM LMS Princess Coronation 4-6-2 6231 "Duchess of Athol". Sound Fitted.....£200.99  
TT4032 LMS 571 Corridor First Coach No. M1040M BR Maroon.....£34.49  
TT4033 LMS 571 Corridor Third Coach No. M1832M BR Maroon.....£34.49  
TT4034 LMS 571 Corridor Third Coach No. M1833M BR Maroon.....£34.49  
TT4034 LMS 571 Corridor Brake Third Coach No. M5842M BR Maroon.....£34.49  
TT4034A LMS 571 Corridor Brake Third Coach No. M5629M BR Maroon.....£34.49  
TT6013 HAA MGR Hopper Wagon No. 351134 BR Railfreight Red Cradle.....£23.49  
TT6013A HAA MGR Hopper Wagon No. 351135 BR Railfreight Red Cradle.....£23.49  
TT6014 HAA MGR Hopper Wagon No. 354496 BR Coal Sector Yellow Cradle.....£23.49  
TT6014B HAA MGR Hopper Wagon No. 354498 BR Coal Sector Yellow Cradle.....£23.49



**BARGAIN CLEARANCE**  
VISIT THE WEBSITE FOR OUR CURRENT BARGAINS



FOR OUR FULL RANGE PLEASE VISIT [WWW.KERNOWMODELRAILCENTRE.COM](http://WWW.KERNOWMODELRAILCENTRE.COM) // PRICES CORRECT AT TIME OF PRINT BUT ARE SUBJECT TO CHANGE  
FREE POSTAGE ON ORDERS OVER £250\* // ORDER SENT SAME WORKING DAY\*\* // LOYALTY POINTS RECEIVED ON ALL PURCHASES WITH US

We offer a DECODER FITTING SERVICE for OO & N Gauge DCC Ready Locomotives, provided that the model is being purchased from KMRC. Please phone or email us for a quote.

Sign up to our newsletter & join our loyalty scheme at [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com) • Kernow Model Rail Centre • @kernowmodelrail • \*at time of despatch \*\*subject to stock levels





**52** Build a gasholder

# Workbench

Inspirational projects, advice and top tips that show you how

**SPECIAL  
READER  
OFFER**



**56** Build a CLASP station



**60** Photograph your layout



**64** Ballast your track

**SPECIAL  
READER  
OFFER**

## Meet the Model Rail Expert Modellers



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



**Chris Nevard**  
Our ace snapper is also a hugely talented modeller.



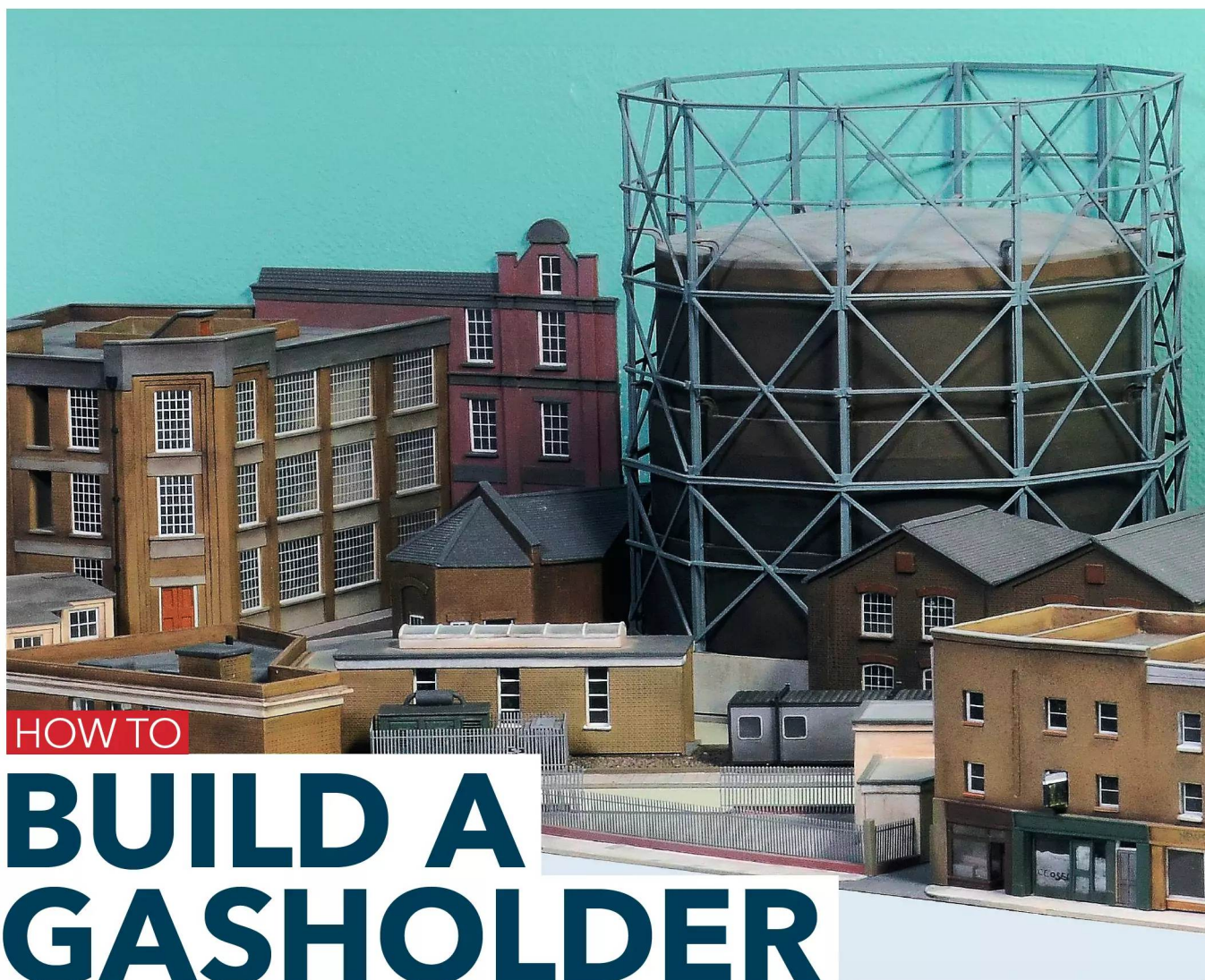
**Chris Leigh**  
Quite simply, what Chris doesn't know isn't worth knowing!



**Grahame Hedges**  
A 2mm scale modeller with a passion for urban scenes.

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





HOW TO

## BUILD A GASHOLDER

**Grahame Hedges** adapts a plastic kit to recreate a once-typical feature of towns and cities.

**G**asholders are iconic structures, somewhat redolent of the Victorian industrial age, and became a common sight throughout the country, particularly in urban areas. Owing to the recent escalation of their demolition, many have been listed to save them from destruction, with some being converted into leisure park features, shops and even housing.

Compared with other 'N' gauge kits and ready-to-plant versions from Hornby's Skaledale/Liddle End and Bachmann's Scenecraft ranges, the Walthers Cornerstone plastic gasholder kit builds into quite a large structure. With a diameter of a little over 6 inches (and a height of about the same dimensions), the Walthers kit scales out to a height and diameter of around 80ft, so it's actually quite small compared to the real thing. Indeed, gasholders were generally large structures



– even the more modest structures. Incidentally, the kit is also available in 'HO', which will be of interest to modellers working in 4mm scale.

The Walthers kit comes in a generous box, decorated with the images of a nicely built and weathered rendition, along with the US terminology of 'Gas Storage Tank'. The kit's subject is a frame-guided gasholder, with its associated water tank located above ground. The box is stuffed full of parts on various injection-moulded sprues (all rendered in a dark grey), some of which are quite intricate, so this is potentially not the simplest of kits to assemble. That said, the instructions include a welcome amount of text, outlining the history of gas holders and their purpose and how best to employ

them within a model railway layout, as well as the usual exploded diagrams showing where each of the parts fit.

### ADAPTING THE KIT

The kit represents a gasholder that incorporates a rigid water tank located above ground level, which effectively forms a gas-tight seal for the bottom of the holder, and with two gas storage 'lifts'. The gasholder lifts rise from the water tank as they fill with gas and sink back down into it when empty. As gasholder designs differ, the water tank can be below ground level, partially above, or entirely above ground, as with the Cornerstone kit. Consequently, the kit has no cross-bracing for this bottom level (presumably as it is fixed and rigid) and includes a walkway to be fitted around the top of it.

However, many British gasholders, certainly in South London and the South East of England, have the water tank below ground with the



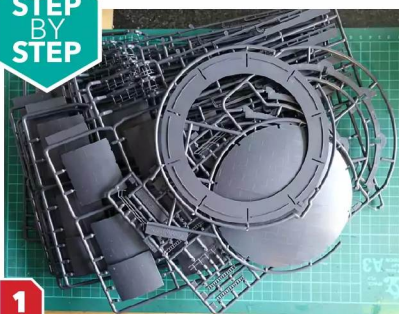


surface of the water at ground level, so that the lifts can be submerged, with the crown sitting at ground level when empty, as seen in the image of the holder at Battersea (see page 55). Consequently, I gave some thought as to how to make the model look more in keeping with the usual British structures. That would mean I'd need to adapt the water tank supplied to represent a gas storage lift.

As part of my modifications to the kit, I began by adding a dwarf wall around the base, representing the perimeter of the subterranean water tank. Next, I reduced the height of the bottom holder section by carefully cutting the top off each tank wall segment between the standards to give the impression that it is now a lift section (rather than the water tank) that extends down below ground level. Having chosen the standards to represent a less-than-full holder made this task easier. The upper lift section parts would then sit further down inside the bottom section.

Before cutting the bottom lift section, I discovered that the curvature of it would foul any cross-bracing struts I added between the standards. To help resolve this I thickened up the standards at this level with strips of styrene.

## STEP BY STEP



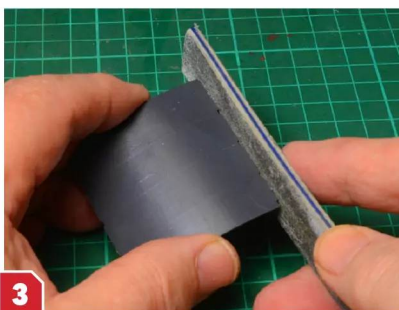
1

The Walther's kit is based on a frame-guided gasholder with its associated water tank located above ground. It is stuffed full of parts and the instructions provide plenty of useful information and exploded diagrams showing where the parts fit.



2

Carefully remove the parts from the sprue, preferably with a set of sprue-cutting shears. Twisting and snapping them off the sprue can cause chunks of the parts to be torn off, resulting in unsightly damage that can be difficult to repair.



3

Any excess material can be pared away with a sharp modelling knife and rubbed smooth with a soft sanding stick. Before glueing, test-fit the parts to ensure they fit snugly. When happy, secure with a liquid polystyrene solvent.



4

Hold the parts firmly in position and apply the liquid cement, where possible, from the inside of the joint using a small brush. It will be drawn by capillary action into the joint. In most cases, only a small amount of solvent is required.



5

The kit contains two sets of standards, offering the chance to model the lifts (the sections that move up and down) at different heights. I chose the those representing the lower (less full) holder. Work around the base, adding the standards and the tank sections.

This would hold the cross bracing (which would have to be scratchbuilt) away from the bottom lift. I hoped that it wouldn't give the holder too much of a 'staggered' appearance.

The cross-bracing parts for the top sections were added and the first level horizontal strengthening beams made from sections cut from the unused standards. The model was given a quick dusting of grey primer at this stage, to verify that the new parts looked integrated with the structure and highlight any areas in need of filling and sanding.

Ideally, I should have undertaken much of the 'kit-bashing' before assembly. I also realised

## What Grahame used

### SHOPPING LIST

◆ Walther's 933-3819 Cornerstone Gas Storage Tank kit  
**Price:** £59.00 **Availability:** Walther's stockists **Web:** [www.walther's.com](http://www.walther's.com)

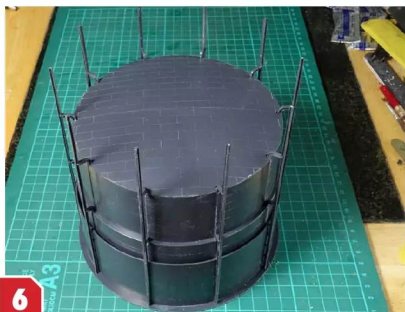
◆ Liquid styrene cement • styrene strip and section • liquid poly cement  
**Availability:** Model shops

### TOOLS

- ◆ Cutting mat
- ◆ Modelling knife and spare blades
- ◆ Sprue cutters
- ◆ Needle files and abrasives
- ◆ Steel rule/straightedge
- ◆ Tweezers
- ◆ Paintbrushes

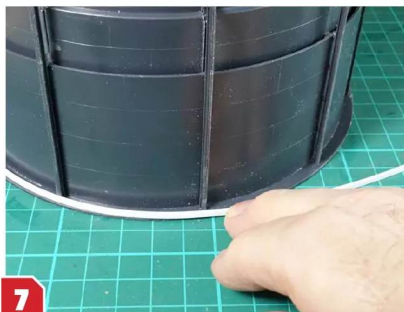
that I should have trimmed away the tabs that fix the tank wall to the standards, as well as adding frame guide wheel apparatus, cut from the unused standards, to the top of the new bottom lift. Also, despite cutting as much off the top of the tank as possible it's still not quite sufficient. As the holder filled with gas, the upper lifts would extend upward to their full height before the lower lift engages and gets drawn up. Hopefully, however, it provides a convincing impression of a three-lift holder.





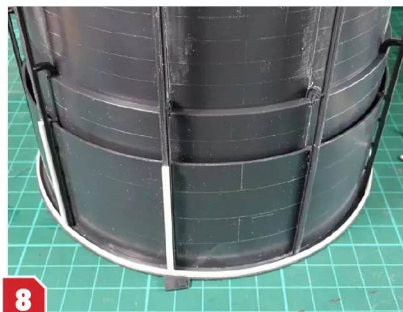
6

When all the standards and tank sections were in place, I fixed the domed crown on top to add rigidity, although the instructions suggest adding it later. I needed to add a little filler to some joints but, in general, all parts fit neatly.



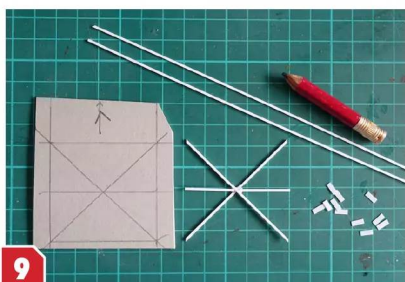
7

As part of my modifications to the kit, I began by adding a dwarf wall from .040in by .080in (1mm by 2mm) styrene strip around the base, representing the perimeter of the subterranean water tank that the bottom lift can sink down into.



8

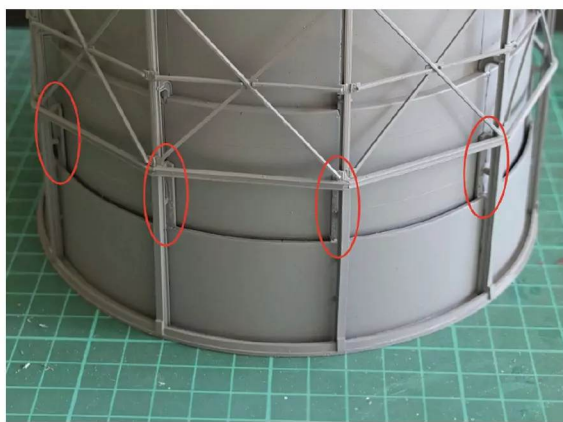
I also reduced the height of the bottom holder section, cutting the top off each tank wall segment between the standards. Having chosen the standards to represent a less-than-full holder made this task easier. The upper lift section parts sit inside the bottom section.



9

The kit's cross-bracing for the top sections were added, but I scratchbuilt the bracing for the bottom level from styrene strip, following a template I created on a scrap of card. This was a fiddly job, and I tried to keep the pattern as close to the kit's parts as possible.

10 Having cut down the top of the bottom section, there were parts of the support structure that are not representative of a real holder lift section left. They showed and irked me somewhat (ringed in red). Therefore, I tentatively cut one off to see how much impact it would have on the structural integrity and found it was not a problem to remove them all. There was a little gap left in the lift panelling behind each standard which was filled with Humbrol model filler and filed smooth when dry.

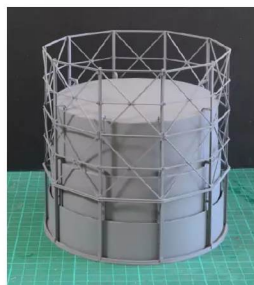


## FINISHING THE JOB

Finishing consisted of adding fine details (stairs and ladders, etc), before the painting and weathering began. However, I didn't fit the water tank top walkway and stairs that lead up to them as they were no longer appropriate for my modified structure. The ladder supplied for the remaining stages is a continuous one from the walkway to the top of the frame and this was also left off. This plastic component needs to be slightly angled to each stage level from the ground and equipped with safety hoops. Also, I felt that the ladder might highlight the small size of the holder by including something of fixed and known size. Leaving it off would allow the model to effectively be seen as reduced size due to distance perspective.

The image of the Old Kent Road No. 13 holder (p55) shows how the structures all display discolouration and weathering. I recall the water around the bottom of the holders as being oily and dirty. The standards and bracing appear to be painted a relatively light blue-grey.

There used to be a rough rule of thumb for the colour of gas holders to help disguise them, although it was seldom adhered to, and often they appeared stained and rusty. If you want to follow this, then use grey or black for those in urban locations, green for those in the countryside and blue for holders on the coast. These days, however, they're often painted in a wide range of colours.



The whole model was given a coat of grey primer then the sides of the lifts were given a coat of Humbrol acrylic dark brown from an aerosol. Although it is called 'dark' brown the finish is actually quite light and, fortunately, very much like rust, making a good base for adding washes and powders to represent weathering effects. A thin black wash was painted over the holder sides, varying the number of coats at different levels to depict varying levels of rust. Then I gave it another light dusting of the brown to tie it together.

With the framework fixed in place, painting the holder body behind the cross-bracing was achieved by hand-brushing, using a light blue-grey colour that I mixed. The other areas that required brush painting were the crown



and lip at the top of the upper lift which were light grey as these areas are not immersed in water and do not go rusty to the same extent as the sides, and the dwarf wall around the bottom which was given a coat of concrete colour. Some slightly different shades of grey were added to some panels on the crown as patches and weathering powders also added. When the paint was dry the completed model was given a coating of acrylic matt varnish from an aerosol to seal and protect.



## PROTOTYPE FACTFILE: WHAT IS A GASHOLDER?

A gasholder is a large, usually cylindrical container for storing gas above ground. Storing gas in this manner provides a buffer to meet peaks and troughs in customer demand and removes the need to continually produce gas.

In addition to the essential storage facility, the mass of the container helps to provide the necessary pressure to aid distribution throughout the local mains network. They also created a vital 'back pressure' which aided the gas production process, meaning every local gas works required gas holders.

The first gasholder structure was built in 1798 and there are three basic types in the UK. Firstly, the telescopic type, which was invented in 1824, features an external framework of columns ('standards'), cross members and guides, that allow the holder tank sections ('lifts') to rise and fall telescopically within the structure.



Above: The 'Number 13' holder, seen here in 2006 while it was still operational, at the Old Kent Road Gas Works site. As you can see, it's a substantial structure and, when it was built in 1879-81 it was the largest in the world, although many erected since then were even larger. It was 160ft tall with a diameter of over 210ft and could hold 5.5 million cubic feet of gas and featured 22 wrought iron standards (columns). Although it is still standing, being Grade II-listed, it is now decommissioned. PHIL SUTTERS



Above and below: Dominating the skyline of the seaside town of Littlehampton is a substantial gas holder, built beside the railway in 1967 and apparently now slated for demolition by Southern Gas Networks. Like many similar structures in coastal locations, it was painted blue to help it merge with the sky, although this version features a two-tone approach, perhaps aiming to blend with the sea and sky for those viewing it from inland. BOTH: GEORGE DENT



Right: This is a smaller lattice frame-guided gas holder at Battersea. Note the crown of the holder is at ground level and there's a jumble of large-scale pipes in the foreground. Next to it was the infamous rigid type gas holder 'Number 7' that was an iconic landmark and dominated the skyline over Stewarts Lane Depot. Built in 1930-2, this structure stood 295ft tall and could hold 6.5 million cubic feet of gas. All the holders on this site succumbed to demolition at the end of 2017. GRAHAME HEDGES



Secondly, the spiral type (invented in 1890) features a holder which rises without a supporting framework by slowly turning through angled spiral guide rails attached to the tank sides. The seals between the 'lifts' were originally water, although modern types can be waterless with oil, grease or dry seals.

The third - and least common - is the rigid gasholder, where the volume of gas inside is controlled by an internal piston-type diaphragm and there is no obvious external movement or indication of the gas within it.

With the decline of local 'town gas' production, from coal burning, and a nationwide move towards a supply of natural gas, the need for storage holders was reduced owing to the fuel effectively being held under high pressure in the new national pipe distribution network. However, gasholders continue to be used, mainly for balancing local demand. In recent years many have been decommissioned and demolished, and their removal is set to continue.

## WHAT'S IN A NAME?

People often call gasholders 'gas-o-meters' (or gasometers) which is an inaccurate colloquial term, as they don't actually meter

the gas. A 'gazomètre' device was invented by a Frenchman to pneumatically weigh gas, and is possibly the origin of the misnomer 'gas-o-meter' for gasholders. The gazomètre was a short-lived instrument and was later adapted in the UK to hold and store coal ('town') gas produced at gas works ready to distribute for lighting and heating.

Consequently, the 'gas-o-meter' term was possibly coined from the 'gazomètre' name by the British inventor of gas lighting, despite objections from his peers. They understood that the new holders did not weigh, meter or measure gas but were simply storage containers.

For technical and professional use, especially in the gas industry, the term 'gas-o-meter' is eschewed, and 'gasholder' is preferred and encouraged even for common use. In over 30 years of experience employed in the gas industry, I never heard them called gas-o-meters at work - it was always gasholders.





HOW TO

# BUILD A CLASP STATION

**Chris Leigh** remembers CLASP station buildings and constructs one using Smart Models parts.

I remember it well, the arrival of the CLASP station building. If you lived on the Southern Region in the 1970s you could scarcely miss it. Of the 34 CLASP stations listed on Wikipedia, 30 were on the Southern Region, three on the Western and one on the London Midland Region. Several of those on the Southern Region were remarkably close to my home.

## WHAT WAS CLASP?

The Consortium of Local Authorities Special Project began in the 1950s as a means to replace existing (or provide new) municipal buildings such as school classrooms, offices, doctor's surgeries, hospitals, council depot offices, and even homes, cheaply and easily using a standardised, steel-framed, sectional

construction system. They would be quick to assemble and easy to maintain. Perhaps one of the largest uses of CLASP construction was at the University of York, these now being Grade II-listed.

On BR, a prototype structure was erected on the site of the closed Alfreton station, to be re-opened as Alfreton & Mansfield Parkway. The closed station was to be demolished and used as hardcore under a 250-space car park.

The Western Region used the system at its new Bristol Parkway station and subsequently for a replacement of the wooden station buildings at Oxford. It was, however, the Southern Region where dirty steam-age Victorian buildings were at odds with the modern electric railway image and where CLASP came into its own. I have pictures



which I took during the demolition of Virginia Water station but none of the new building, which is perhaps testament to what I thought of it at the time! Distance lends enchantment to the view and I now remember the CLASP buildings as part of the new-look, post-Beeching BR.

The station buildings were single-storey 'boxes' reminiscent of a large site hut. I have a BR drawing of Alfreton which shows the 'footprint' as square and interestingly provides very traditional facilities, including a large left luggage office and a separate ladies' waiting room, both facilities which BR and modern society would soon abandon. There was a messroom for staff, but no facility for a passengers' coffee shop which would be all the rage half a century later.

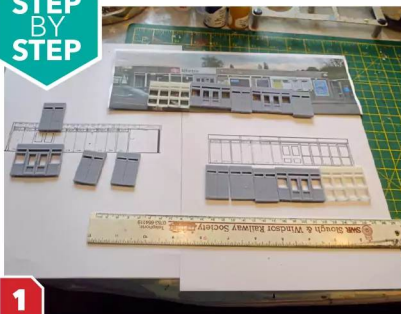
Steel-framed structures need a system of cladding that is fire resistant. At that time the best available material to infill the steel frame – lightweight, cheap and easy to obtain, as it was already being imported in large amounts – was asbestos, its carcinogenic effects not being appreciated at the time. This, and a projected 30-year service life, were to be the Achilles Heel of CLASP.

For me, CLASP stations were a part of XP-64 and the new BR Corporate Image which came in 60 years ago this summer because the reconstruction of local stations took place at that time. Victorian yellow-brick stations built by the South Western Railway at places such as Virginia Water, Sunbury and



The same elevation as the drawing opposite, with automatic ticket office doors and 'staff' doors to what was the luggage office. CHRIS LEIGH





1

2

3

4

## What Chris used

## SHOPPING LIST

- ◆ CLASP building parts

**Availability:** Smart Models

**Tel: 0191 428 3307**

**Web:** [www.smartmodels.org](http://www.smartmodels.org)

- ◆ BR Corporate Image era signage

**Availability:** Scalescenest

**Web:** [www.scalescenes.com](http://www.scalescenes.com)

- ◆ Evergreen styrene strip and section, clear plastic sheet

**Availability:** Model and craft stores

## TOOLS

- ◆ Knife and spare blades
- ◆ Razor saw
- ◆ Needle files and abrasives
- ◆ Tweezers
- ◆ Set square and straight edge
- ◆ Cutting mat
- ◆ Paintbrushes
- ◆ Glues and paints

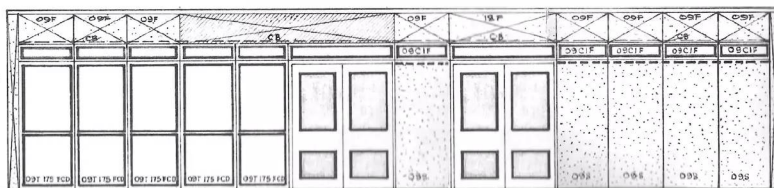


5

6

I sprayed the complete wall with Games Workshop Wraith Bone (off-white) and then painted the concrete parts of the panels with Omen Paints stone shade acrylic.

**Right:** The drawing of the 'back' or 'approach' elevation as originally designed. The left doors are public access to the ticket office and waiting rooms and the right-hand pair serve the left luggage office.



Thanks to  
Smart  
Models,  
*Model Rail*  
readers  
can claim

a special 25% discount off their first purchase of any CLASP building components. Simply type in the code CLASP25 at the checkout stage to claim your discount.

The offer is available until October 31 and is open to web orders only.  
**Web:**  
[www.smartmodels.org](http://www.smartmodels.org)

**EXCLUSIVE  
READER  
OFFER**



Sunningdale were demolished and replaced by CLASP buildings concurrently, it seemed, with the arrival of the new Corporate Image signage. The process was short-lived, however, and when Egham was rebuilt a few years later a much more attractive steel and glass structure was provided.

With their design life expiring around the early years of the 21st Century, one or two of the more prominent SR CLASP stations have been, or are being, rebuilt but others continue, more than 20 years beyond their 'use-by' date, having received limited renovation. Characterless, utilitarian 'boxes', I can't say I ever liked them but they are a part of the post-1960s scene, and as such are as deserving to be modelled as anything older and with more character. Indeed, for those who love the Rail blue era, the CLASP building is a perfect backdrop to your blue and grey Bachmann '4-CEP', for instance.

### MODELLING CLASP

The new range of CLASP components from Smart Models is not the first time that CLASP has been tackled by a model manufacturer in recent years. John Wiffen added CLASP to his Scalescenes download-and-print range a couple of years ago. However, the system offered by Smart Models is very different as the CLASP components are 3D-printed. I contacted Brian at Smart Models to request a set of parts to build a station.

I think it took him by surprise and he asked me to specify exactly what I wanted. The best I could do was to scan a drawing and send him a copy. The drawing in question was something I'd had on file for many years and

is a BR drawing of the one CLASP station on the London Midland Region at Alfreton & Mansfield Parkway. This station had been built in 1973 on the site of Alfreton & South Normanton station which had closed in 1967 and left a large area of population without convenient rail access. The Mansfield Parkway part of the name was dropped in 1995 when the Robin Hood line Stage 2 opened, and the station is now served by Nottingham-Leeds (Northern Rail) services and Liverpool-Norwich (East Midlands Railway) services.

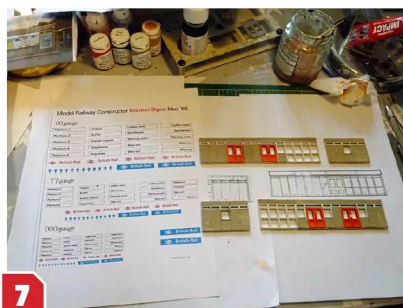
I found Alfreton, on May 5 2024, looking distinctly 'tired' but also somewhat modified from that original drawing. Some parts, such as the doors have been replaced with modern PRM-compliant fittings, while the structure has been extended at some time in the past to include a covered area for waste bins behind some unattractive black wooden gates.

Doubtless the former left luggage office now has a different use, too.

I used Deluxe Materials' non-runny cyano for assembly. I'm not a fan of 'Superglues'. I glued my fingers to the cutting mat more than once but the strength of the bond between the 3D-printed parts produces wonderfully strong walls.

I chose to 'decorate' the walls before assembly, not only painting them but adding poster boards and signs.

The BR corporate image signs came from a 1965 copy of *Model Railway Constructor*, scanned and printed onto gloss photographic paper. However, a more readily available alternative is offered by Scalescenes, with downloadable packs of signs and posters to suit the BR corporate image and later sectorisation eras. There's even a facility to customise the station names to suit your own layout (see Shopping List panel).



I decorated the walls before assembling them. I scanned the 1965 Corporate Image signs from *MRC* and printed them on gloss paper. Scalescenes offers an easy alternative.



The concrete panels were a very pale shade when new but have weathered with time. Doors were specified black in the original Corporate Image but red looks better!



The original corporate image envisaged station names on a white enamelled strip all round a station building. It proved impractical on most buildings.



Each of the walls is finished by a corner post at the right-hand end. These will form the corner joints and they, too, need to be sanded smooth on the joining edges.



Using my trusty school geometry set square I assembled a main and side wall. The Rokat Max forms a rigid joint very quickly so careful alignment is needed.



I felt that the waiting room would need some detail as there's so much glass. A styrene sheet floor provides for fitting seats and people while keeping the building square.



Next came the second end wall, again using the set square and Rokat Max on the corner post. Smart Models produces some seats that would work well in the waiting room.



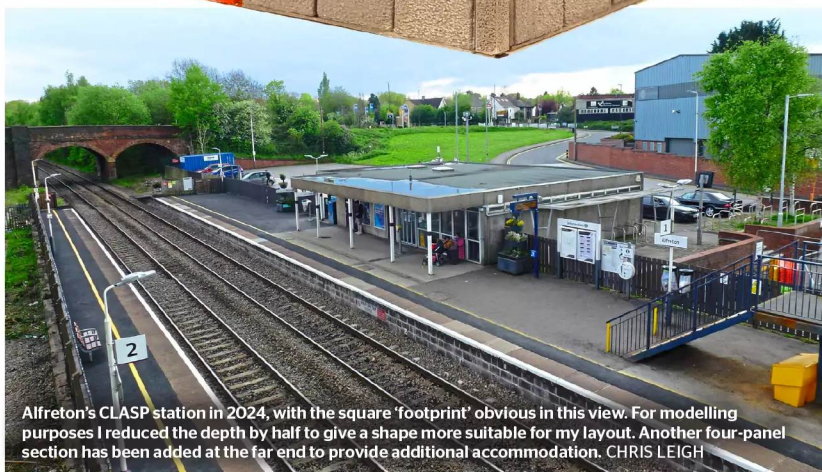
I roughed out the roof from the parts that I had available which, initially, seemed to create a roof of the correct size. However, I later realised it was too big - see step 18.





15

The roof 'tiles' and edging strips also needed a quick session on the sandpaper. Like the walls, I assembled the roof, in sections, in the jig.



Alfreton's CLASP station in 2024, with the square 'footprint' obvious in this view. For modelling purposes I reduced the depth by half to give a shape more suitable for my layout. Another four-panel section has been added at the far end to provide additional accommodation. CHRIS LEIGH



16

I assembled the 'tiles' in strips and then glued the strips together, with the capping strips on the roof edge pieces to the outside. It's much easier than it looks.



17

Clear glazing material was glued inside the window sections. It is quite deeply recessed but it is not obvious. At this stage I still had not decided to reduce the roof.



18

My first attempt resulted in a large square roof, with a huge overhang on the platform side. Luckily I noticed before fixing it in place and removed a full row of 'tiles'.



19

Evo-Stik Impact is my glue of preference for many jobs and in this case I applied it to the top edge of the walls to enable easy and precise positioning of the roof.



20

I opted for Evergreen 2mm square styrene strip for the canopy posts and cut it to length to fit behind the canopy valance for a firmer mounting.



21

I did not have enough plain panels, so the window openings in the end walls will be covered by poster boards. Omen 'vermillion' was used for the doors as it is close to Rail red.





HOW TO

## SHOOT YOUR LAYOUT WITH A CAMERA PHONE

Today's smartphones offer the potential to create high-quality images of our models. **Chris Nevard** shows you how to achieve the best results.

PHOTOGRAPHY: CHRIS NEVARD

In recent times, the mobile phone has replaced the small digital 'point-and-shoot' camera. Many of us tend to carry such a device, and the built-in cameras often rival traditional cameras, especially when comparing results to what small cameras could achieve just a few years ago. Their small size and ease of use make them an ideal visual notebook, as well as very occasionally being used as a telephone.

Creating good quality images is a blend of

correct technique and a little simple editing, which usually involves lightening the shadows, so the image looks less muddy. This will make a real difference, especially if using images for publication in printed media and traditional prints. Whatever you do with your images, even if just posting to social media, a decent looking image that 'pops' will always draw more attention than a muddy looking one, especially if selling a model on an auction site like eBay.

Whilst some might want to use professional level photo editing software, the readily available free programs - some of which come pre-installed into Android and Apple devices - are very powerful and well up to the job. So, for this demo, I'll concentrate on using those.

To conclude, I will briefly show what can be done using a more recent mobile phone and more advanced photo editing software that some will have available, but possibly never thought of using with a mobile phone camera.





Above: Modern mobile phones can reach deep into a model scene and their increasingly powerful camera functions are a real boon for railway modellers. Miniature tripods or phone mounts can be picked up cheaply in bargain stores.

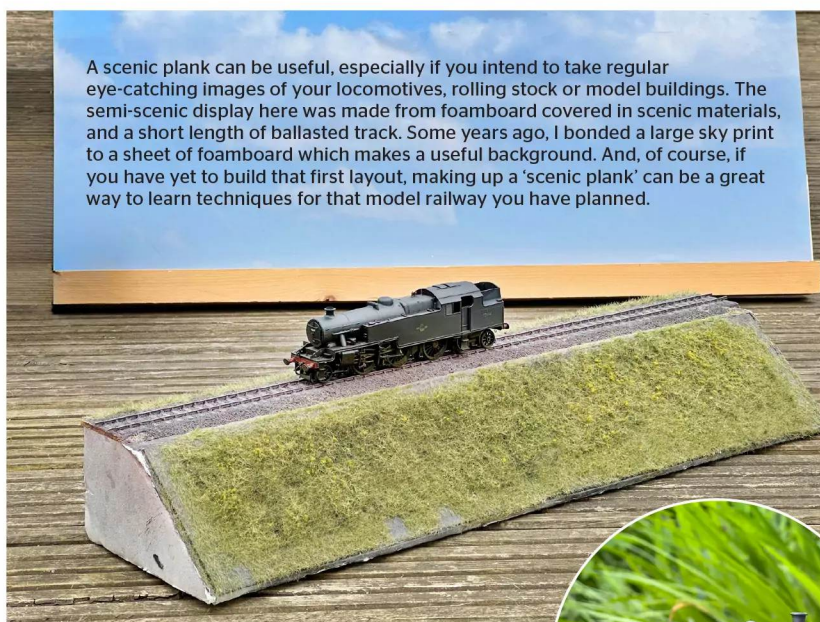
## KEEP AN EYE ON THE LIGHT

Before going into anything complicated, keeping an eye on where the light is coming from is hugely important, and while popping your pride and joy on the window ledge for a quick snap might seem like a good idea, the light is from the wrong side as this example illustrates. Also, a windowsill isn't the nicest of backgrounds which, being white, creates further under-exposure of the subject.



Placing the subject so that the light comes over your shoulder creates a much nicer image. Though our patio might not be the best, it's better than a windowsill. Another option can be to place the subject on white card, but frequently the large expanse of white will cause the camera phone's auto-exposure meter to under-expose the subject, rendering it too dark.

Another option is to use a grey card, as this will provide less of a challenge for a camera phone. Try to avoid black however, or the subject might become over-exposed (too bright), with the subject's detail being bleached out. Black tends to show dust as well.



The resulting image, taken outside but in overcast light which can be preferable to full sunlight as it produces a softer look. I used the 'telephoto' lens on my smartphone (iPhone14 Pro), and it gives a nice natural perspective for shots like this while also rendering the background slightly out of focus. But if you don't have one of these newer phones, choose a background that's not too distracting and physically move in closer.



How about using the garden as a background? It's a matter of taste, but the vegetation in the background - which is clearly out of scale - does provide a fairly neutral setting, so the viewer's eye tends to focus on the model.



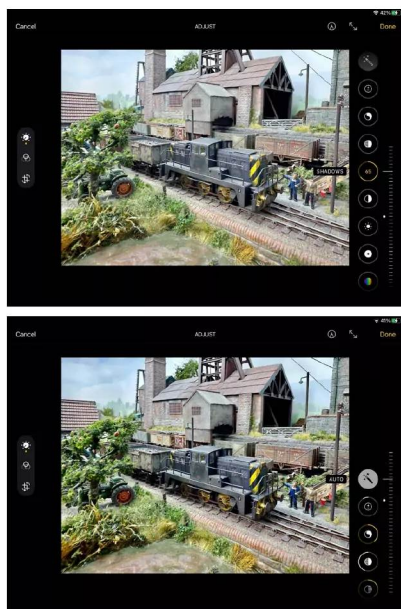
## BASIC IMAGE EDITING

More recent phones have built-in editing facilities which are quite powerful, though many users don't know about them, as I've since discovered while chatting to pals over a beer or two.



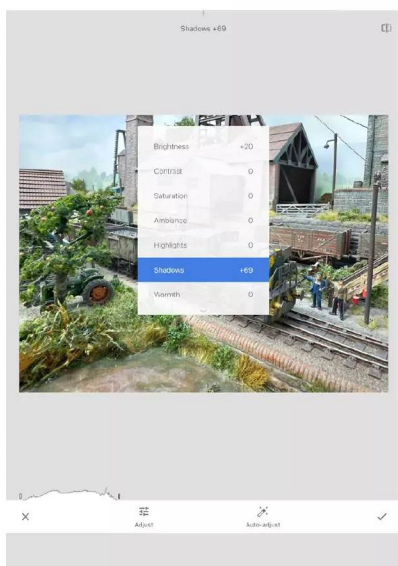
**1** Here is a photo straight out of the camera. I've chosen a layout this time. While it's OK, it's a little dull, especially in the shadow regions – this is quite normal though, as it's fine for viewing on a tablet or mobile screen, but if you want it to be used for publication, such as a society magazine, book or *Model Rail*, a brighter image will help. I used the layout's built-in lighting which is ideal for photography in this case. Not all layouts are well-lit, with spotlights often being quite unsuitable owing to their uneven lighting, so if unsure and your layout is portable you might want to take the layout outdoors – do some test shots, it's not an exact science.

**2** This one's for iPhone and iPad users only – here's a screengrab of the Apple photo editor which you access by tapping 'Edit' above any image being viewed. For this example, I've selected the 'shadows' option. 'Auto' is pretty good as well.



**3** Snapseed by Google is a great alternative, as well as being 'free'. It's available for both Android and Apple mobile devices. The interface has a lot of presets which are quite interesting, and several options can automatically enhance the vibrance/colour saturation of your images. Some of the more stylised options might be a little too 'arty', though! However, if you select 'Tools' from the bottom toolbar, you'll find lots of useful tools for lightening and darkening images, as well as colour control. There are also some quite fun 'vintage'-style filters which can be rather effective.

Web: <https://snapseed.online>



**4** Here we have 'shadows', one of several useful filters which are quite intuitive after a little practice of swiping and sliding. Both these photo editors are very quick to use, and also allow settings to be applied to multiple images, but only one at a time.



**5** The finished image. The difference is fairly subtle, but much more of the detail is visible and there are fewer dark, muddy areas, producing a more attractive and vibrant composition.



## TAKING THINGS FURTHER

Some readers may have access to more sophisticated editing programs, such as Adobe Photoshop. If you're prepared to spend the time learning how all the various elements of the program work, there are literally hundreds of professional-level tools designed to help you get the best out of your photographs. But, as always, try to get things right 'in camera', for such will always yield better results, with only the slightest amount of tweaking necessary to make that image really 'pop'.

This set of images shows what can be achieved with a program such as Adobe Photoshop, and the results are only limited by your imagination.



**1** The basic image out of the phone – an iPhone 14 Pro. It's OK, but there's a lack of vibrancy and the shadows spoil the appearance of the locomotive in particular.



**2** Simply boosting the shadows with a software package like Photoshop instantly creates a much-improved scene, bringing out more of the detail in the train and its surroundings.



**3** Using a painting or cloning tool, the top of the layout and its lighting pelmet can be removed and the area blended seamlessly with the pale blue 'sky' background.

**4** Dropping an image of a real sky onto an image used to be a laborious process, but the new Sky Replacement tool in Photoshop takes care of the hard work, masking the original image layer automatically and allowing the sky to be modified and blended seamlessly. Online tutorials are available for this and many other features of Photoshop.



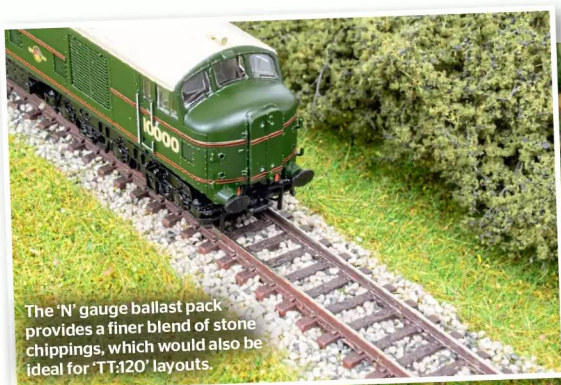
## AND FINALLY

As with anything, it takes time to perfect successful photography techniques, with whatever tools you use. And as that saying goes, the most important bit is the bit behind the camera – or mobile phone in this case. But even if you don't want to do anything discussed here, the most important thing is to make sure your lens is free of dust, grease and fingerprints. Additionally, make sure you have plenty of light and hold the phone or camera as still as possible. Cheap tripods are freely available for mobile phones, some of which incorporate lighting units.

And finally, remember to give your model subject a good dust with a soft, dry brush before the photo session and check for any missing or bent components. As everyone at *Model Rail* knows too well, it's often only after a photograph is taken that you realise something is missing or misshapen on the front of a locomotive!







The 'N' gauge ballast pack provides a finer blend of stone chippings, which would also be ideal for 'TT:120' layouts.



Geoscenics' new blend of lightly weathered ballast presents an authentic appearance.

## HOW TO

# BALLAST YOUR TRACK

One of our most frequently asked questions from aspiring model railway builders is how best to ballast the track. **George Dent** describes a tried-and-tested approach – and you can save on an exclusive ballast bundle from Geoscenics.

**B**allasting – it's definitely a 'Marmite' kind of endeavour. Some modellers have told me that they find it extremely therapeutic, whereas I used to despise it, treating it as a necessary evil. But then, after trialling a few different methods to those I'd grown up with, I soon found it much less onerous.

Like many practical tasks, it helps to use good quality products, in terms of the ballast itself and the adhesive employed to bond it together. Happily, compared to when I started out in the hobby, there's now plenty of choice among modeller-friendly scenic materials and glues. Furthermore, once I'd learned to employ Isopropyl Alcohol (IPA) as a wetting agent before applying the glue, ballasting became far less of a chore.

Practice also makes perfect, and ballasting is a task that gets easier with repetition, so

ANY GAUGE | 45 mins per metre | 111111

I heartily recommend trialling techniques on small dioramas or test pieces before tackling your layout. Glueing offcuts of track onto a scrap of plywood or sheet of foamboard creates a cheap and simple workpiece.

For this demonstration, I treated a pair of dioramas, in 'OO' and 'N' gauge, both about a metre long. The application of the ballast took less than an hour on each diorama, and that includes stopping to take the step-by-step images. That said, I was only treating single lines of plain track, and working around points and crossings requires more care to ensure the moving point blades are not hindered.

We'll look at ballasting in more detail in a future issue, but the basic principles are laid

out here. I've trialled some new packs of blended stone ballast from Geoscenics, featuring a slightly aged appearance that's suitable for steam and modern-era layouts. It has been graded into packs branded for 'N' and 'OO' gauges, with the former naturally featuring a finer grade of chippings.

I'm really pleased with the finished results, with the ballast presenting a slightly lived-in appearance, but still presenting well-maintained permanent way. I'd suggest that the 'N' gauge pack would also be perfect for 'TT:120' layouts, as well as for 'OO' scenes depicting quieter branch lines or within sidings or stations.

So, if you fancy honing your ballasting skills, or you've been putting off this essential job on your own layout, take advantage of this special offer and grab yourself a bargain ballast bundle!



## STEP BY STEP



1

Having fixed the track in position, use an old teaspoon to gently sprinkle the ballast into place, working it between the rails and along the outer sides. Apply it sparingly to begin with, rather than creating a deep layer.



2

The most time-consuming stage is tidying loose ballast, although a soft-bristled flat brush makes the job easier. Work the ballast into gaps between sleepers and under rails, then tidy the edges too. Sweep up the excess for later re-use.



3

To bond the ballast in place, we need a thin PVA-type glue that can penetrate between the individual chippings. Geoscenics's Ballast & Scenery Glue is effective and can be used neat or thinned with water and a syringe is supplied in the special ballast packs to make application easier. Extra pinpoint applicator tips, a pipette and a bottle of Isopropyl Alcohol are also extremely helpful.



## What you will need

### SHOPPING LIST

- ◆ Deluxe Materials Pinpoint Applicator Tips  
**Availability:** Model shops or GaugeMaster  
**Web:** [www.gaugemasterretail.com](http://www.gaugemasterretail.com)
- ◆ Isopropyl Alcohol (rubbing alcohol), 1 litre  
**Availability:** Pharmacies or Amazon  
**Web:** [www.amazon.co.uk](http://www.amazon.co.uk)

### TOOLS

- ◆ Teaspoon
- ◆ Flat paintbrushes
- ◆ Pipettes
- ◆ Track rubber



4

Working on about 20cm of track at a time, gently wet the ballast with Isopropyl Alcohol, applied with a pipette. Only a small amount is needed - just enough to turn the ballast a uniformly darker shade of grey, revealing that the fluid has spread evenly.



5

I thinned the Geoscenics glue slightly with water and, using the supplied syringe and a pinpoint tip (from Deluxe Materials), the adhesive was applied. Wetting the stone with the alcohol allows the thin glue to be drawn among the chippings by capillary action.



6

You'll be able to see the white glue penetrating through the stone. Slowly move the syringe tip along the length of the track, applying the glue sparingly. Working between the rails, the glue will spread outwards, but if the outer edges remain 'dry', add a little more glue.



7

Repeat the process of wetting the ballast with alcohol and applying glue, moving steadily along the track. After 6 hours the glue had turned tacky, so I refined the ballast in a few areas, working it away from the rails and keeping the tops of the sleepers clear.



8

In a warm room, the glue dries relatively quickly. Allow a minimum of 24 hours (I waited 48 hours to be sure) for the glue to harden completely before cleaning the rails with a track rubber. Vacuum away the debris and any loose ballast chippings.





“ What makes this layout great? ”

Pleasant summer's day layouts are all well and good, but to see something that accurately encapsulates the seedy underbelly of the UK rail network is so pleasing to the eye.





# Muck and brass

Remembering the dirt and decay of the 1950s, **Brian De La Cour** crafted this very photogenic diorama that captures an essence of his childhood memories.

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



**F**ar away from the idyllic, summer-time backdrop of many model railways we see today, Brian De La Cour remembers an all-too-different appearance to his trainspotting days in the 1950s. Locking his bike up on the main street with his friends before slowly crawling through the hole in the protective fence and descending the steep slope down to the trackside, they found themselves in one of the UK's Meccas for the railway enthusiast: Old Oak Common.

"Frequenting the roundhouse was common, and the thing I remember the most wasn't the magnificence of the locomotives or the sheer size of everything; it was the dirt. Everything was black. Everything was grubby. You could taste the soot as you walked around. Amazingly, we were never discovered and never chased off; we simply

climbed the bank when we had finished, worked our way back through the hole in the fence, and went off. It's that memory I've tried to capture with this latest model."

Brian has built this sort of diorama before, his last build featured in *Model Rail*'s special publication *Great British Model Railways 2021*, but a desire for something more expansive with a broader variety of scenery to provide him with more photographic opportunities lingered, and work on this one began.

"I'm afraid if you're a track purist then this diorama is going to be a disappointment, as there's a mix of old Hornby and Peco track on the model, it was just whatever I had around. It has power, and stuff does run, but I have no interest in operating trains. For me, it's scenery all the way. This model is 4ft 4in long by 1ft wide, allowing me to place ►

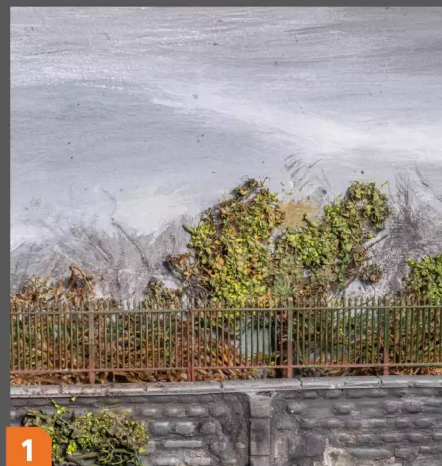




“I have no interest in operating trains. For me, it's scenery all the way”

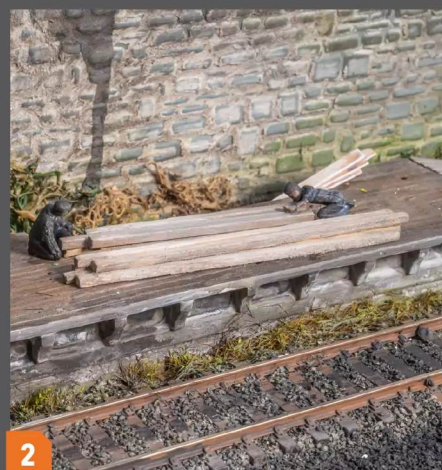


## 3 things we like



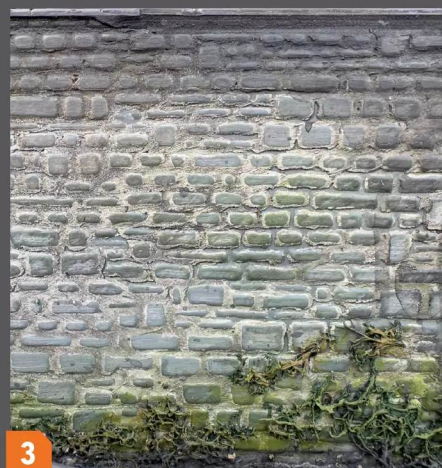
1

The Peco 'spear' fencing running along the top wall.



2

The rails and sleepers haven't escaped the rusty treatment.



3

The cracks in the rear wall showing the lack of maintenance.





locomotives at various points along the line without having the same background. Photography is much more efficient this way!"

Despite building a similar model before and having his own memories to reflect on for inspiration, Brian is always looking for more. As it has been for so many others, the pages of *Model Rail* provided him with the answer.

"I saw Jack Boskett's steam-era shed diorama in MR304 (September 2022), and it was exactly the sort of feel I was hoping for with my creation; that dark,

dirty look that the 1950s seemed to have. Over the years I have perfected my preferred method of achieving such weathered looks. I've tried weathering powders but didn't like the effect. I tried airbrushing but thought that was too uniform. The jackpot method? Washes of enamel paint. I use it everywhere. All of the stock has matt enamel washes on them diluted with white spirit and dribbled onto the top of the model. It works its way down with gravity the same way as the prototype and settles in all of the crevasses, resulting in





a pleasing rust effect. On some locomotives, I also weather in a bleaching effect as it runs down the boiler, a bit like a lime wash."

## MIXING IT UP

Of course, it isn't just the locomotives and stock that need heavily weathering to give the diorama that grimy feel. The scenery needs it as well. A model such as this is a great way to get rid of loads of odds and sods that have been hanging around your spares box for many years, which is exactly what Brian has done. ➤

**The war memorial has been placed in an interesting location to add some visual depth as a focal point at one end.**





"The rusting piles have all been created from plastic kit sprues, offcuts, spare parts that came with kits that went wrong and the like, weathered in the same way. Next to those is a smashed 'OO9' coach body, which was the result of a project that went wrong. I broke the windows and took the wheels off, and now it's a makeshift office in the corner of the model. I'm not sure I would want to work in it though. The rest of the huts were scratchbuilt from plastic card once I knew how much space I would have, and the loading bay platform is an old Hornby model I modified by adding a ramp to one side. The water tower is also a Hornby model. I've collected a lot over the years and was focused more on the atmosphere than things 'looking right', so I don't mind using a real mix of products."

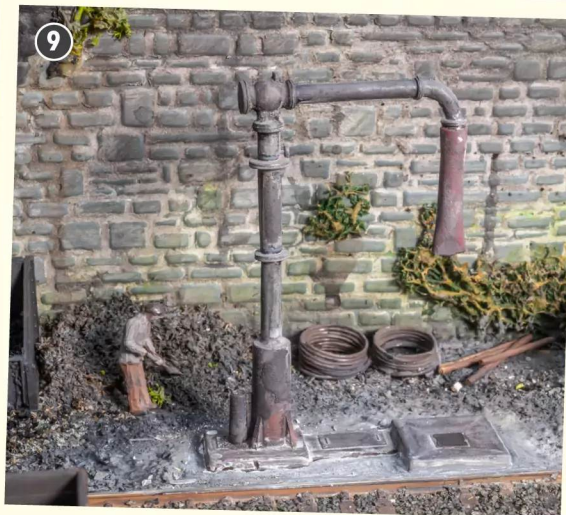
Brian's eye for grime hasn't just been contained to the three-dimensional areas of the diorama. His hand-painted backscene provides a visceral impression of air so thick with smog that you can almost taste it.

Furthermore, his rendering of barren winter trees and a leaden sky, plus the odd blackbird, blends seamlessly with the layout. The backscene was painted with artist's acrylics and it produces a tangible sense of coldness – one almost gets the shivers just looking at it.

Although Brian is now running out of space to build another diorama, a potential house move could offer more opportunities. Don't be surprised if we see another atmospheric build from him in the future. **MR**

The wall was made from a vacuum-formed PVC sheet, mounted on a plywood former. He rubbed plaster filler into the pointing and wiped it back, so that the stones remained grey but the mortar retained the textured coating. The capping along the top was made from plastic card and weathered with artist's acrylic paints.





“The rusting piles were created from plastic kit sprues, offcuts and spare parts”

### STATISTICS: 'DIRTY DIORAMA'

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

**Size:** 4ft 4in by 1ft

**Track:** Peco and Hornby

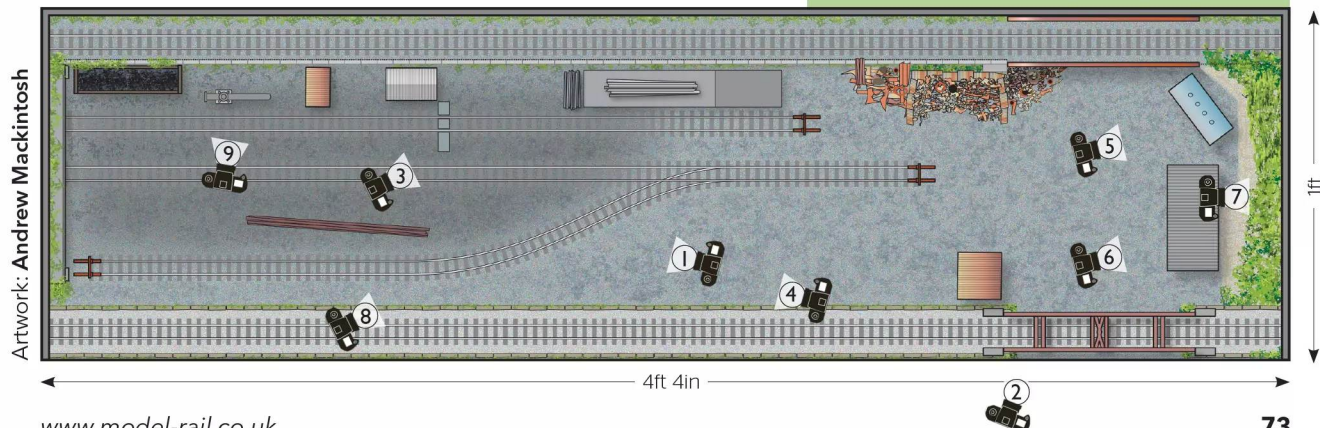
**Power and control:** Analogue

**Time to build:** 18 months

### ABOUT THE MODELLER: BRIAN DE LA COUR



"I'm hooked on the early history of the American frontier. I wrote a novel set in that era called *Fate's Cruel Cry*, which I've self-published. I am currently writing the sequel as it was requested by some of my readers."



Artwork: Andrew Mackintosh



# 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
L1/LMS/BR Pug black	£450.00
LNER/BR J39 0-6-0 black	£815.00
GWR/BR 8750 Premier black chassis	£525.00

## FULLY FINISHED R-T R LOCOS

L&Y/LMS/BR Pug 0-4-0T	from £525.00
GWR/BR 1361 0-6-0ST	from £595.00
GWR/BR 8750 Panmier tank	from £595.00
GWR/BR Razor Edge railcar	£835.00
GWR/BR Parcels railcar	£810.00
LNER/BR J39 0-6-0	£950.00

## GLADIATOR LOCO KITS

GL1 BR D10/11 4-4-0	£420.00
GL04 LNER C4 Jersey Lily 4-4-2	£430.00
GL14 LNER / BR Q1 TINY 0-8-0	£430.00
GL16 LNER / BR Q1/T 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 LMS/BR H2 ATLANTIC	£525.00
GL44 LNR/LMS / BR COAL TANK 0-6-2	£325.00
GL48 LNR/LMS Ramsbottom Crane 0-4-2T	£375.00
GL50 LNER/BR 2-6-8-2 GARATT	£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
GT862 SR/BR Urie King Arthur	£575.00
GL70 SR / BR SCHOOLS 4-4-0	£525.00
GL76 LMS/BR Hughes Crab 2-6-0	£575.00
F15 LNER D171 & D172 4-4-0	£400.00
F19 NER/LNER G6/BTP 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 Woodline lineside hut kit	£28.50
LK705 Brick lineside hut	£28.50
LK709 Ground Level Signal Box	£39.50
LK710 Signal Box Interior Kit	£30.50
LK715 Brick Base Signal Box	£55.50
LK735 GWR Yard Crane	£30.95
LK741 GWR spear fencing	£15.70
LK742 GWR spear fencing ramps	£15.70
LK743 Field fencing and gates	£14.65
LK747 Telegraph Poles (6)	£13.60
LK748 Ladders (4)	£11.00
LK749 Loading Gauges (2)	£17.25
LK750 Single track level crossing gates	£29.34
LK758 Platelayers tools	£9.40
LK759 Platform lamps (2)	£12.55
LK760 Telephone boxes (2)	£12.55
LK761 GWR Station seats (4)	£12.35
LK762 MR/NER station seats 4	£12.35
LK763 SR/BR Station seats	£12.35
LK764 Bicycles (8)	£12.35
LK765 Police Call Box	£14.65
LK790 GWR home or distant signal	£26.95

## SLATERS BR WAGONS AND VANS KITS

7062 B.R 12ton Vanwide	£47.75
7063 B.R Standard Van	£47.75
7064 B.R 12ton Standard/Flat Van	£47.75
7065 B.R Meat Van	£47.75
7066 B.R Insulated Van	£47.75
7067 B.R 13 ton conflant 'A'	£43.25
7069 B.R Lowlift Wagon	£43.25
7070 B.R 12 ton Palvan	£47.75
7071 B.R 13 ton High Goods Wagon	£43.25
7033 LNER/BR 20T Brake Van	£61.25
7053 LNER/BR 20T Brake Van	£61.25
7C003 GWR/BR 6 wheel Siphon Dia 04	£99.75
7C030 GWR/BR 6 wheel Siphon Dia 05/06	£99.75
7C020 SEC/RS/BR 4 wheel PLV/GUV	£99.50
7C021P SR/BR Bogie Van	£157.00
7C022 SR/BR 4 wheel BY	£99.50

## PECO WAGON KITS

W601 GWR Toad brake car	£51.25
W602 GWR Permanent Van brake	£51.25
W603 GWR 6 wheel brake	£54.25
W604 GWR 4 plank open	£43.25
W605 GWR Steel Open	£43.25
W606 GWR 10 ton Van	£54.25
W607 BR 16 ton Mineral wagon	£54.25
W608 BR 27 ton Iron Ore wagon	£53.50
W609 BR 20 ton Pig Iron wagon	£53.50

## PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point	£77.50
SLE787BH Curved L/H Point	£77.50
SLE700BH 12 yards flexitrack	£118.25
SLE791BH Right Hand Point	£63.00
SLE792BH Left Hand Point	£63.00
SLE797BH Y Point	£56.50
SLE790BH Double Slip	£129.75
SLE794BH Long Crossing	£70.00
SL10 24 metal railjoiners	£4.15
SL11 12 insulated railjoiners	£4.15
SL740BH Buffer stop	£3.95
TP1 Long Track pins (15mm)	£3.25
ST700 Box (8) 393mm straight	£65.50
ST725 Half circle 1028mm radius curves	£70.50
STU750BH R/H Setrack Point	£60.75
STU751BH L/H Setrack Point	£60.75
PL33 Microswitch	£8.15
PL19 Microswitch Housing (2)	£6.00
PL80 Power Feed	£9.50

## PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon	£43.75
PS15 BR 21 Ton Mineral wagon	£43.75
PS16 LNER Loco Coal wagon	£43.75
PS17 BR 12 ton Pipe wagon	£43.75
PS23 GWR/BR 13 ton open wagon	£43.75
PS24 GWR/BR 12 ton unfitted van	£43.75
PS25 BR 24.5 ton mineral wagon	£43.75
PS26 GWR/BR 12 ton fitted van	£43.75
PS27 GWR/BR 12 ton open with tarp bar	£43.75
PS28 GWR/BR 12 ton plywood van	£43.75
PS29 GWR/BR Fruit van	£43.75
PS30 BR 16 ton mineral wagon	£43.75
PS31 BR 16 ton slope sided mineral	£43.75
PS32 BR 16 ton mineral (ex SNCF)	£43.75
PS33 BR 8 Plank wooden mineral	£43.75
PS42 LMS/BR 12 ton open wagon	£43.75
PS45 LNER/BR 12 ton goods van	£43.75
PS46 LNER/BR 12 ton fruit van	£43.75
PS49 GWR/BR Mica van	£43.75
PS100 SR/BR Banana van	£43.75
PS101 SR/BR Meat van	£43.75
PS104 BR 21 ton coal hopper	£43.75
PS107 SR/BR Cattle truck	£43.75
PS112 GWR/BR Gunpowder van	£43.75
PS114 LMS/BR Banana van	£43.75
PS115 LNER/BR Brake Van	£50.50

## BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point	£42.45
47128 Fueling Point Pump House	£33.95
47129 Fuel Storage Tank	£84.95
47203 Low Relief Corner Shop	£19.95
47-541 Walls & Gates	£25.45
47-558 Corrugated Shed	£16.95
47-572 Midland Water Crane	£25.45
47-002 Washing Plant	£34.95
47-0054 Mess Office	£59.50
47-055 Site Office	£55.25
47039 Office Block	£77.20

## TOWER MODELS 0 GAUGE PLATFORMS

Bachman Scenecraft platforms and ramps exclusive to Tower Models

2 Ramps & 2 straights (98cms) **£89.95**

3 straight (88cms) **£69.95**

## NEW DAPOL B.R MARK 1 COACHES

Available as CK, SO, SK and BSK in crimson & cream, S.R green, blue & grey, chocolate & cream and maroon, numbered or un-numbered

Basic RRP £222.44 **OUR PRICE £189.07**

DCC fitted RRP £261.57 **OUR PRICE £222.33**

BOTH EARLY AND WINDOW BEADED NOW AVAILABLE

## DAPOL (EX LIONHEART) 45XX PRAIRIE

Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered.

RRP £553.31 **OUR PRICE £470.00**

Sound fitted RRP £726.57 **OUR PRICE £617.50**

LAST FEW

## DAPOL BOGIE BOLSTER E

6 LIVERIES AVAILABLE

RRP £81.00 **OUR PRICE £68.50**

NOW AVAILABLE

## LIONHEART SUBURBAN COACHES

Fully finished superb quality with interior details and lights.

2 car 'B' set G.W.R or B.R 6 types

RRP £470.50 **OUR PRICE £399.99**

4 car D set G.W.R or B.R 4 types

RRP £823.50 **OUR PRICE £699.99**

## NEW DAPOL SENTINEL Y1/Y3

LNER, LMS, GWR, B.R or N.C.B

Basic RRP £195.62 **OUR PRICE £165.00**

Sound fitted RRP £391.23 **OUR PRICE £330.00**

NOW AVAILABLE

## DAPOL (EX LIONHEART) PANNIERS

640X and 740X G.W.R or B.R

List Price £399.00 **OUR PRICE £340.00**

DCC Fitted RRP £296.22 **OUR PRICE £250.00**

NOW AVAILABLE

## NEW DAPOL 57XX/8750 PANNIERS

57xx in BR Livery

8750 in GWR & BR Liveries with riveted tank option

Basic Version RRP £262.68 **OUR PRICE £223.00**

DCC Fitted RRP £296.22 **OUR PRICE £250.00**

NOW AVAILABLE

## NEW DAPOL 10 FOOT W.B. WAGONS

B.R Open Wagons (various)

RRP £50.71 **OUR PRICE £43.00**

B.R MEAT, INSULATED AND STANDARD WAGONS (12 TYPES)

RRP £55.62 **OUR PRICE £47.00**

## DAPOL HBA & HEA COALWAGONS

8 LIVERIES AVAILABLE

RRP £59.40 **OUR PRICE £50.00**

TOWER MODELS SET OF SIX RAIL FREIGHT RED GRAY

RRP £356.40 **OUR PRICE £275.00**

NOW AVAILABLE

## DAPOL BR 20 TON

BRAKE VANS

7 liveries available

RRP £90.72 **OUR PRICE £77.00**

NOW AVAILABLE

## NEW HELJAN CLASS 37

SPLIT HEADCODE BOXES

Ten liveries available

RRP £669 **OUR PRICE £568.65**

NOW AVAILABLE

## TOWER MODELS LIMITED

EDITION DAPOL WAGON SETS

Set of 6 Esso Tankers

RRP £324.48 **OUR PRICE £275.00**

Set Of Six Plywood Vans

RRP £299.70 **OUR PRICE £255.00**

NOW AVAILABLE

## DAPOL HAA COALWAGONS

VARIOUS LIVERIES AVAILABLE

RRP £64.75 **OUR PRICE £55.00**

TOWER MODELS EXCLUSIVE COAL SECTOR YELLOW FRAME

RRP £64.75 **OUR PRICE £55.00**

NOW AVAILABLE

## NEW DAPOL VANWIDE/VEA'S

RRP £63.28 **OUR PRICE £53.75**

TOWER MODELS LIMITED EDITION SET OF SIX BAUXITE £295.00

## DAPOL TTA TANKERS

2 body types, 11 liveries

RRP £91.80 **OUR PRICE £78.00**

4 Tower Limited Edition Sets (3)

RRP £275.40 **OUR PRICE £234.00**

NOW AVAILABLE

## NEW HELJAN PCA TANKS

10 number options of Cement

3 Options in Chemical Livery

£84.99 Each

## DAPOL HIA LIMESTONE HOPPERS

4 AVAILABLE IN GREEN

2 AVAILABLE IN WHITE

RRP £80.00 **OUR PRICE £68.00**

IN STOCK

## NEW DAPOL MOTORISED SIGNALS

GWR Home Signals £53.00

LMS Home Signals £53.00

GWR Single Bracket Signals £87.00

GWR 2 arm Bracket Signals £96.00

SR Semaphore Signals £53.00

## NEW DAPOL CONFLATS

6 VERSIONS WITH LOAD £61.00

4 VERSIONS WITHOUT LOAD £42.50

4 DIFFERENT TOWER MODELS

LTD EDITION SETS OF 3 BR £170.00

NOW AVAILABLE

## TOWER MODELS LIMITED EDITION ICI WAGONS

1950's:

Red Salt Van (9 types) £42.50 each

1960's:

Blue Salt Vans (4 types) £42.50

5 plank Lime (5 types) £40.00

5 plank Alkalid (5 types) £40.00

16 ton minerals

SODA ASH Livery (3 numbers) £41.50

NOW AVAILABLE

## NEW DAPOL 2-6-2 3MT

ELEVEN OPTIONS BEING PRODUCED

BASIC RRP £621.00 **OUR PRICE £527.85**

DCC FITTED RRP £653.40

**OUR PRICE £555.39**

SOUND FITTED RRP £739.80

**OUR PRICE £628.83**

AVAILABLE OCTOBER 2024

ADVANCE ORDERS WELCOME

## NEW DAPOL AUSTERITY J94

TEN LIVERIES BEING PRODUCED

BASIC RRP £270.00 **OUR PRICE £229.50**

DCC FITTED RRP £307.80

**OUR PRICE £261.50**

SOUND FITTED RRP £410.00 **OUR PRICE £348.50**

AVAILABLE DECEMBER 2024

ADVANCE ORDERS WELCOME

## NEW DAPOL GWR / LMS / BR VANS

3 LIVERIES LMS STD 12T VAN

5 LIVERIES GWR STD 12T VAN

2 LIVERIES GWR FRUIT A

RRP £55.51 **OUR PRICE £47.00**

NOW AVAILABLE

## NEW HELJAN CLASS 117

2 Car and 3 Car D.M.U

Available in a range of liveries from Cats Whiskers to N.S.E

Available Winter 2024

Reserve yours now

## NEW HELJAN CLASS 26 & 27

VARIOUS LIVERIES

RRP £649.00 **OUR PRICE £551.65**

NOW AVAILABLE

## HELJAN CATFISH & DOGFISH

Catfish 9 Liveries

Dogfish 10 Liveries

RRP £124.00 **OUR PRICE £104.50**

NOW AVAILABLE

## NEW HELJAN Mk2 / 2a COACHES

T.S.O. / F.K. / B.S.O. / B.F.K.

RRP £299.00 **OUR PRICE £254.25**

DUE FOR RELEASE AUTUMN 2024

ADVANCE ORDERS WELCOME

## HELJAN CLASS 52 WESTERN

6 LIVERIES AVAILABLE

RRP £659.00 **OUR PRICE £560.15**

NOW AVAILABLE

## NEW HELJAN CLASS 33

Early and Late Versions

RRP £579.00 **OUR PRICE £466.65**

9 Liveries IN STOCK

## HELJAN CLASS 58

Total of 9 liveries

RRP £729.00 **OUR PRICE £619.65**

NOW AVAILABLE

## HELJAN CLASS 31/1 & 31/4

Various liveries

RRP £579.00 **OUR PRICE £466.65**

NOW AVAILABLE

## NEW HELJAN CLASS 73

12 Liveries Available

RRP £779.00 **OUR PRICE £662.15**

NOW AVAILABLE

## HELJAN CLASS 55

10 Liveries Available

RRP £729.00 **OUR PRICE £619.65**

NOW AVAILABLE

## NEW HELJAN CLASS 47

2 Versions, 1960/70s & 1980/90s

Nine liveries available

RRP £729.00 **OUR PRICE £594.15**

LAST FEW AVAILABLE

## HELJAN CLASS 56

Total of 8 liveries

RRP £699.00 **OUR PRICE £594.15**

NOW AVAILABLE

## HELJAN CLASS 40

CENTRE HEADCODE 5 liveries

RRP £579.00 **OUR PRICE £466.65**

NOW AVAILABLE

## NEW HELJAN CLASS 17

Four liveries Available

RRP £569.00 **OUR PRICE £466.65**

NOW AVAILABLE

## HELJAN DIESEL DEPOT

Two Road Shed RRP £99.00 **OUR PRICE £84.15**

Extension Pack RRP £49.00 **OUR PRICE £41.65**

Spare Ends (3) RRP £29.00 **OUR PRICE £24.65**

See website for details and sizes

## HELJAN CLASS 20 RE-RUN

5 LIVERIES WITH DISC HEADCODE

3 LIVERIES WITH CENTRE HEADCODE

RRP £639.00 **OUR PRICE £543.15**

NOW AVAILABLE

## NEW HELJAN CLASS 50

Selling fast, 3 liveries available

RRP £729.00 **OUR PRICE £594.15**





# Reviews

In-depth and unbiased reviews of the latest products

**76** Rapido Metropolitan Railway 'E' Class

**80** Bachmann/TMC Class 31/4

**82** Murphy Models CIÉ Class 141



**84** Accurascale/IRM CIÉ Mk 2b/c coaches

**86** Revolution Trains FNA-D flask carriers

**88** Dapol 14T 'Air Ministry' Class A tank wagon

**89** Farish 14T Class A anchor-mounted tank

**90** Hornby 'TT:120' LMS 57ft coaches

**91** Hornby 'TT:120' HAA hoppers



## Our reviewers

**George Dent**  
Model Rail's modern image expert.

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

## How we test

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







## Rapido Metropolitan Railway 'E' Class

◆ GAUGE 'OO' ◆ MODEL Rapido Trains UK 909001 Metropolitan 'E' Class No. 1 ◆ PRICE £179.95 (DCC-ready) £279.95 (DCC sound)

◆ AVAILABILITY Rapido Trains UK stockists **Web** [www.rapido.co.uk](http://www.rapido.co.uk)

**F**or anyone born and brought up in outer suburban London there can be few more attractive subjects than the Metropolitan Railway. The term Metro-Land, revived and popularised by poet laureate Sir John Betjeman, referred to an area of Middlesex, Buckinghamshire and

Hertfordshire served by the Metropolitan Railway and given over to residential developments by an associate organisation of the railway. The result was a stylised 'quality of life' for those whose jobs in London allowed them to live out of town in and around the Chiltern Hills out to Harrow in Middlesex and Verney Junction, Buckinghamshire, (over

50 miles from Baker Street) and commute into the city by train.

The term 'Metro-land' was coined by the Met's marketing department in 1915 when the *Guide to the Extension Line* became the *Metro-land guide*. It promoted the idyll of a modern home in beautiful countryside with a fast railway service to central London. The

Met was absorbed into the London Passenger Transport Board in 1933.

Modelling the 'Met' was given a major boost by the Heljan models of Met electric locomotives based around the preserved *Sarah Siddons*. Now it receives a further boost with the arrival of the 'E' class 0-4-4T from Rapido Trains UK.





**“The most striking feature of the chassis is the slim, elegant wheels”**

## IMPRESSIONS

I think the last O-4-4T that I reviewed was probably the LSWR 'O2' designed by Dave Jones for Kernow Model Rail Centre, back in November 2015. That model was the first I had reviewed which had gear drive to both coupled axles rather than the more traditional arrangement of gears to one axle, and allowing the coupling rods to perform as in the prototype and turn the coupled wheels.

There's no denying that the O-4-4T wheel arrangement poses problems for modelmakers, both in terms of the drive system and the balance of the locomotive. Much of the weight of cab, bunker and mechanism is behind the rear coupled axle and can cause balance problems which need to be overcome by careful design. I'll admit, it was the first thing I looked at when I took L.44 out of its neat, standard Rapido packaging. In the case of the 'E' the position of the bogie, well towards the rear of the locomotive, does seem to solve the issue of balance.

Our sample, as L.44 in LT lined maroon livery has already been heralded by online commentators as the year's prettiest locomotive and I wouldn't argue with that. The 'E' looks right from every angle and the small details immediately

impress. The fine black wire handrail, the separate lamp irons, front and back, and particularly fine smoke box door handles are all outstanding. So, too, is the elaborate pipework arrangement around the whistle, a tiny brass-coloured moulding which is a work of art! The character of the locomotive is well captured, too, and enhanced by some very fine livery application of lining and LT name styles.

If I was going to nit-pick, there's a noticeable difference in the degree of gloss to the maroon paint between the boiler and the tank sides. The boiler has a higher sheen than the tank sides, most probably due to the boiler being metal and the tanks/cab/bunker being plastic. Once I had noticed it, I found the discrepancy to be quite distracting, particularly because, on the real thing, I suspect the boiler would tend to be less well polished than the tank sides.

That aside, there's a nice array of cab detail and controls visible through the open cab doors. The round, blackened metal buffers are lightly sprung. The bag of customer-fit details includes cab doors matched to the body colour, as well as various pipes, the tank balancing pipes and cosmetic couplings. Some of these items

cannot be fitted if the tension-lock couplers are to be retained, but a detailed instruction booklet tells you exactly which details can be fitted without affecting the locomotive's performance on curves. That said, I could find no information anywhere with regard to the minimum recommended curve radius, so we must assume it is second radius.

Meanwhile, the fitting of those extra details would be all the excuse I would need to get rid of those tension-locks. The front coupler, which is particularly prominent, is fitted in a self-centring pivoted NEM pocket, which can be removed, just leaving the small 'dovetail' socket on the underside. The rear coupler is in a rigid mount attached to the bogie. Rapido has a tendency to mount tension locks with a long reach on much of its rolling stock, and on this model the leading end of the hook is 17mm from the face of the front bufferbeam.

Some of the customer-fit details are quite frighteningly tiny and had not been fitted when our sample was photographed.

## BOOKS AND 'FUN'

The box contains a 24-page Owner's Manual (the last two pages are blank) which covers all the usual information about servicing, warranty and how to fit the extra details. It is refreshingly free of the 'humour' which has become tiresome in Rapido's Canadian products and we get to page 18 before any of that nonsense. On the plus side, there is an unusually thorough, illustrated section on fitting a DCC decoder as well as the customary warnings about not using antiquated controllers with models having modern motors and electronics.

## CHASSIS AND PERFORMANCE

The most striking feature of the chassis is the slim, elegant wheels - both the coupled wheels with their bright red coupling rods, and the large wheels of the bogie, all finished in matching maroon, as are the large separately fitted sandboxes.

Very fine phosphor-bronze wiper pick-ups bear on the backs of the driving wheels. One of these was bent out of contact but was not noticed until the test running was over, at which point it was corrected. There are also pick-ups on the bogie and this makes the model very positive over pointwork and dead spots. ➤

## 3 things we like



1

Whistle and safety valve detail.



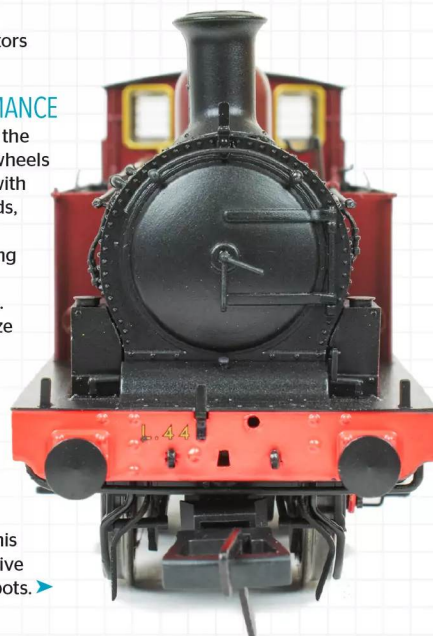
2

Fine, crisp livery application.



3

Cab interior detail.







## Rapido Metropolitan Railway 'E' Class - in detail

### Factfile: Rapido Metropolitan Railway 'E' Class

In 1891, requiring better locomotives to work its outer suburban services, the Metropolitan Railway acquired four 0-4-4Ts from Neilsons of Glasgow. These locomotives had many South Eastern Railway characteristics, proved ideal for the job and were the precursors of the 'E' class tanks. The 'E' was designed by Thomas F. Clarke who had become superintendent of the 'Met' in 1896. Two batches of 'Es' were built for the Metropolitan Railway in 1896 and 1900/1. The first two, Nos. 77-8, were built in the Met's own works at Neasden. The later batch, Nos. 79-82, were built by Hawthorn, Leslie in Newcastle. The surviving preserved locomotive, as Metropolitan Railway No. 1, features detail differences from the others and was apparently built between the two batches, at Neasden, using spare parts left over from the construction of the first two. On paper, it was the rebuilt 'A' class 4-4-0T No. 1 which had been scrapped following an accident at Baker Street. No. 1 brought the total number in the class to seven.

The 'Es' worked Metropolitan passenger services until displaced by newer locomotives in 1920 and by LNER locomotives when that company took over the working of services to Aylesbury and Verney Junction following a time on lesser roles on the Chesham branch and on engineering trains.

'Met No. 1' worked the opening train on the Uxbridge branch on July 4 1904 and went on to, it seems, enjoy celebrity status from then on. It worked the 50th anniversary train in 1954 and the last steam-hauled LT passenger train in 1961 before starring in the Metropolitan Centenary Parade at Neasden in 1963.

In contrast the remaining 'E' 0-4-4Ts were scrapped, Nos. 78, 79 and 82 in 1935 and No. 80 in 1941. No. 1 became L.44 under the new regime. It continued in use until 1965, when it was acquired by the London Railway Preservation Society. Since then it has starred in 'Steam on the Met' specials and other significant anniversary events and continues to do so from its base at Quainton Road.



1

**1:** No. L.44 at Neasden for the Met Centenary celebrations, with a train of Metropolitan 'Ashbury stock' dating from the turn of the century. Several of these vehicles were acquired by the infant Bluebell Railway. COLOUR RAIL



2

**2:** After purchase for preservation in 1964 No. L.44 was initially kept at Luton where it is seen on September 19 1965. M. BECKETT/COLOUR RAIL

**3:** Carrying its preservation livery as London Transport No. L.44, the preserved 'E' class 0-4-4T was photographed at Neasden shed in May 1961. COLOUR RAIL



3



Let's get the elephant in the room out of the way. This model features the system of gear drive to both axles that I had first seen on the Kernow '02'. I should point out at this stage that the same arrangement (driving all three axles) is used successfully on Rapido's Canadian Pacific 'Royal Hudson' 4-6-4. I expect we shall see it on a lot more steam locomotives from this, and other, manufacturers. On the 'E' tank it is not obvious from observation of the coupling rods and, apart from the evidence of gears on both axles, and between them, betrayed by the underside of the keeper plate, I probably would not have been aware. However, the model did seem to 'lock up' at the same location on the most inaccessible part of the curve, on every circuit. This problem disappeared when the model was re-tested after the bent pick-up was rectified.

It ran smoothly throughout the speed range and was virtually silent. There's a nice red glow from the firebox door. I know some modellers have issues with firebox glow as it is, strictly speaking, not authentic when showing continuously. I don't have an issue with it and if manufacturers like to provide it (and they clearly do) then that's fine by me.

I ran the model in during a very hot spell in late July and it performed well with up to nine bogie coaches of mixed Hornby, Bachmann, Dapol and Accurascale parentage behind it on curves of 2ft 6in-3ft radius. It was quiet and smooth in operation over reverse curves and Peco pointwork.

## CONCLUSION

The 'E' is another very pleasing offering from Rapido Trains UK, either analogue or with DCC sound. It looks good and performs well, making the need for some suitable Met coaching stock even more pressing. (CJL)

## SUMMARY

### PROS

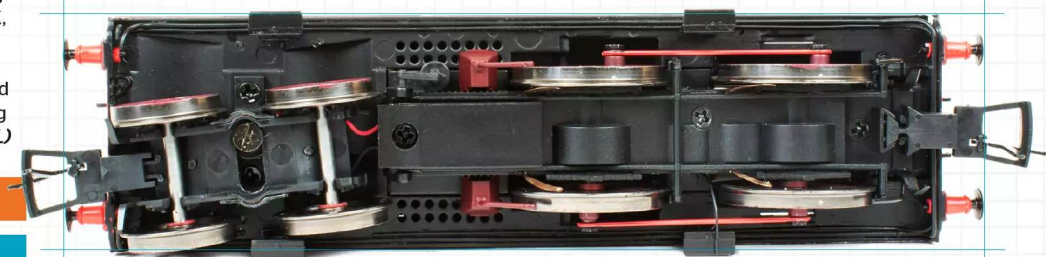
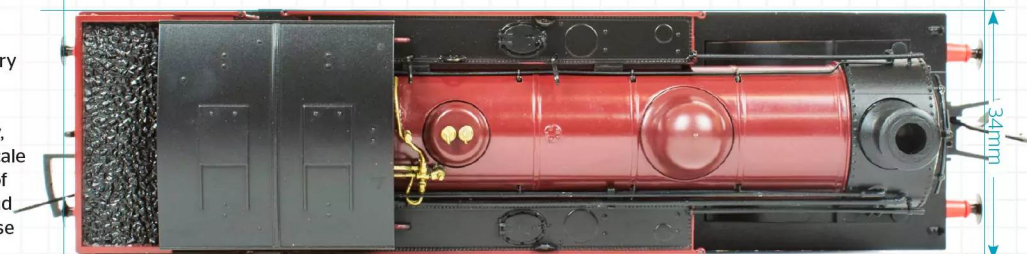
- Looks and overall fidelity.
- High-quality finish.
- Wide choice of versions.

### CONS

- Nothing of note.

## FINAL VERDICT

Very pretty!



## VITAL STATISTICS: RAPIDO METROPOLITAN RAILWAY 'E' CLASS

### OVERVIEW

**Manufacturer:** Rapido Trains UK  
**Ref. No:** 909001  
**Unit No:** L.44  
**Scale/gauge:** 1:76 '00'  
**Body:** Metal with plastic parts  
**Chassis:** Metal with plastic parts  
**Weight:** 179g (6.31oz)  
**Min. curve radius:** Not specified  
**Wheel back-to-back:** 14.5mm

### DIMENSIONS

Length over buffers: 33ft 0in  
 Height: n/a  
 Width (over running plate): 8ft 5in  
 Driving wheel diameter: 5ft 6in  
 Bogie wheel diameter: 3ft 9½in  
 Coupled wheelbase: 7ft 5in

### PROTOTYPE

33ft 0in  
 n/a  
 8ft 5in  
 5ft 6in  
 3ft 9½in  
 7ft 5in

### 1:76 SCALE

132mm  
 n/a  
 34mm  
 22mm  
 15mm  
 29.7mm

### MODEL

132mm  
 52mm  
 34mm  
 22mm  
 15mm  
 29.7mm

### ELECTRICS

**Electrical system:** 12V DC two-rail  
**Motor type:** Coreless  
**Lights:** Firebox glow  
**DCC-ready?** Next18

### MECHANISM

**Drive system:** Worm and gears to coupled axles  
**Flywheel(s):** No  
**Traction tyres:** No





## Bachmann/TMC Class 31/4

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann Branchline 35-825Y Class 31/4 31452 *Minotaur*, Fragonset black, TMC exclusive

◆ **PRICE** £179.95 (DCC-ready), £278.95 (DCC sound), £323.95 (DCC sound deluxe) ◆ **AVAILABILITY** The Model Centre **Web** [www.themodelcentre.com](http://www.themodelcentre.com)

**W**e were mightily impressed with Bachmann's all-new 'OO' Class 31 when our first sample arrived last month (see review in MR329), which featured a post-refurbishment '31/1' in 1980s Railfreight colours. In addition to Bachmann's own suite of releases, which concentrates mostly on the BR era, the Barwell team have also been busy creating an exclusive Class 31/4 for The Model Centre (TMC).

Depicting one of the most enduring of the Class 31s, TMC's model represents 31452 *Minotaur* in Fragonset livery, as it appeared between 1999 and 2009. Having been converted to an Electric

Train Heat (ETH) fitted Class 31/4 in 1984, the former 31279 was the first Class 31 to be acquired by spot-hire specialist Fragonset, taking the redundant locomotive from EWS in 1998 and, following an overhaul and repaint, it was initially used on passenger services for the Silverlink franchise, during a shortage of DMUs. It also hauled multiple units and other stock between depots or works.

The Fragonset '31s' are perhaps best remembered for their work with Wessex Trains between 2001-2006, particularly the Bristol-Weymouth services, which were operated in top-and-tail formation. They also hauled countless charter services, as

well as being hired by Network Rail to operate a variety of test trains across the network.

Although 31452 lost its Fragonset livery in 2009, 31452 continued its main line career, becoming one of the last '31s' to be certified for operation on the national network. It survives today, currently in a smart rendering of BR InterCity livery, in the care of Eastern Rail Services.

TMC's exclusive commission is sure to be popular with modellers of the privatisation era and, like Bachmann's main range of '31s', is offered in three formats: DCC-ready, DCC sound and DCC sound deluxe. The latter, as demonstrated last month, boasts extra features such as

prototypically tinted windscreen glazing, a separately powered, variable speed radiator fan, plus Bachmann's exciting new auto-release tension lock couplings.

We received a DCC-ready version for review and, in terms of looks and fidelity, it's every bit as convincing as the Railfreight version discussed last month. Being a Class 31/4, it features the correct ETH jumper cables and sockets (although the cables are provided in the detail bag for customer fitment). The main jumper socket is recessed into the right-hand corner of the cab, as per the real thing, and the tiny red and white hazard panel has been printed neatly. I was also impressed by the re-sited





**“The main jumper socket is recessed into the right-hand corner of the cab, as per the real thing”**

footsteps below the buffers, which have been moved further back to provide space for ground crew to access the ETH gear.

A set of high-intensity headlamps are installed, with the clear lenses featuring the distinctive ribbed texture of the real thing, while 31452's mix of flush-welded and plated-over boiler compartment panels and access steps are also faithfully captured.

Aside from these detail differences, my views regarding the overall appearance and quality of assembly are the

same as last month – superb! The paint finish is top-notch too, with the lined maroon stripe and post-war LMS-style numerals printed to perfection, as are the Fragonset dragon logos. The nameplates and mythological motifs are also reproduced to a high standard and the white air pipes adorning the bogies, plus silver coil springs and yellow axleboxes add extra sparkle.

The detail bag provides a full set of bufferbeam pipes and jumper cables to treat both ends (if eschewing the tension

lock couplers), plus cosmetic screw couplings, etched horn guards and a set of three-piece miniature snowploughs and mounting brackets.

On the rails, the '31' ran extremely well, straight from the off. The headlamps give off a convincing level of illumination and the twin switches below the fuel tank allow the lights to be isolated at each end.

This is a beautiful model, of a well-loved '31' and customers can also order a range of custom-weathered finishes from TMC, starting at just £20. (GD)



## 3 things we like



1

Crisply printed logos, numbers and nameplates.



2

Authentic front-end detail, including ribbed lens of high-intensity headlamp.



3

Key details of a '31/4', including recessed ETH jumper cable housing and repositioned footsteps.

### SUMMARY

#### PROS

- Looks and fidelity.
- High level of detail finesse.
- First class finish.

#### CONS

- Not a lot.

### FINAL VERDICT

Superb.





## Murphy Models CIÉ Class 141

◆ GAUGE 'OO' ◆ MODEL MM1049A CIÉ Class 141, No. 149 CIÉ Supertrain orange/black ◆ PRICE £199.99

◆ AVAILABILITY Murphy Models stockists **Web** [www.murphymodels.com](http://www.murphymodels.com)

**C**an it really be 17 years since the first batch of Class 141/181 diesel-electric locomotives appeared on the market? Produced for Murphy Models by Bachmann Europe, the impressive little Bo-Bos won plaudits for their fidelity and level of detail, as well as superb performance, drastically raising the bar for Irish-outline models.

A host of new versions have now arrived in attractive Murphy

Models packaging (in contrast to the standard Bachmann boxes employed previously), taking in the key liveries carried by the prototypes throughout their long careers.

Entering traffic in 1962, the Class 141 fleet was built in the US by General Motors and was followed a few years later by more powerful Class 181s which, at first glance, were identical, but featured a few subtle detail differences. Murphy Models has

replicated both classes in this new raft of models, with five different '141s' and four '181s' from which to choose.

Under review, we have Class 141 No. 149, in the attractive CIÉ 'Supertrain' livery, which began to appear in the mid-1970s and endured until the late 1980s. Apart from the packaging, there are no external changes to the 2007 release, with the prototype's charms captured faithfully. The fit of the various



parts (the cabs are separate mouldings from the main bonnet section) remains flawless and the etched metal radiator roof and side grilles are excellent.

Small, fine wire handrails proliferate, while the main rails along the bonnet sides are plastic and, despite being packaged carefully with foam padding, are





prone to distortion during handling, so care is needed. Usefully, a spare set of bonnet handrails is provided in the detail bag, which are a push-fit into their mounting holes, along with brake hoses, cosmetic screw couplings and valance blanking plates, which clip into place if the tension lock couplers are removed.

The bogie frames, while possessing plenty of moulded relief, are the most 'dating' aspect of the tooling, owing to the brake shoes not aligning with the 'OO' wheelsets, while we're accustomed to much finer windscreen wipers these days too. Other than that, the

model holds up extremely well against today's super-detailed RTR offerings.

Inside the bodysell (which is a clip-fit), the same high-quality drive unit is retained, with power applied to all four axles via cardan shafts and gears, providing a super-smooth performance straight from the box. However, a welcome upgrade comes in the form of a revised circuit board that now incorporates a 21pin DCC interface and a pre-installed 'sugar cube' style speaker.

The LED lighting unit also looks

to have been upgraded, and a pair of slide switches sits atop the PCB to allow the head/tail lights to be isolated at either end for analogue users.

It's great to see the Class 141/181 return, not only because it's a lovely model, but it also represents a key element of the CIÉ diesel fleet that operated all manner of freight and passenger services over a 50-year career. It also makes the ideal accompaniment to the new passenger and freight stock coming on stream from Irish Railway Models. (GD)

## 3 things we like



1

Superb overall finish, with tiny GM worksplates legible.



2

Etched cooler group grilles and access steps neatly fitted.



3

Updated circuitry offers superior DCC functionality.

### SUMMARY

#### PROS

- Still looks the part.
- Runs as good as it looks.
- Welcome upgrade to electrics.

#### CONS

- Tooling showing its age in a couple of areas.

### FINAL VERDICT

It's grand to have them back!





# Irish Railway Models CIÉ Mk 2b/c coaches

◆ GAUGE 'OO' ◆ MODEL Irish Railway Models IRM1250C CIÉ/IR Mk 2b/c four coach set Pack C, IR orange/black ◆ PRICE £229.98  
◆ AVAILABILITY Accurascale Web [www.accurascale.com](http://www.accurascale.com)

**C**órus Iompair Éireann (CIÉ) purchased a sizeable fleet of air-conditioned Mk 2 coaches from British Rail Engineering Ltd in the early 1970s, albeit with specific differences to the electrical and brake systems, to suit the operating requirements of the Irish system. The coaches were purchased without interiors, with finishing work being carried out at the CIÉ's famous Inchicore Works.

By 1990, CIÉ – by now known as Irish Rail – found itself in need of extra coaches and, at the time, Ireland's economy was in the doldrums so the railway had to improvise. Leicester scrap dealer Vic Berry had recently acquired a batch of withdrawn Mk 2 coaches from BR, and Irish Rail proposed a swap deal, offering

several withdrawn Metro-Vick C Class diesel locomotives in return for the coaches.

The deal was completed and the 16 Mk 2a/b/c coaches headed across the Irish Sea. Some required minimal modifications, but the First and Standard class corridor cars were converted to Standard opens, while a further pair of corridor carriages underwent conversion into buffet vehicles.

All received the standard orange/black livery, initially with orange roofs, although this was later changed to black due to how grubby the coaches could appear in service. In contrast to the Mk 2s ordered from new, the 16 new additions were air-braked only and were electrically incompatible with existing stock and locomotives, restricting them to working as

dedicated rakes, commonly marshalled into anything from four to eight-car formations and hauled by GM Class 071, 141, 181 or 201 diesels. Three generator vans were specially modified to run with these coaches, to provide power for the lighting and heating systems.

## REAL LOOKERS

Produced by Accurascale, the coaches are marketed under the Irish Railway Models brand and offered in packs of four cars, delightfully presented in a classy box featuring a stylised rendition of the CIÉ livery. Four different packs have been produced, each featuring a mix of Mk 2b and Mk 2c vehicles and a choice of IR or later IE branding, with orange or black roofs, respectively.

Kindly supplied for review is



Pack C, which consists of three Mk 2c Standard Open cars (former BR First Opens) and a Mk 2b Buffet car (ex-BR Corridor First), all decked out in the attractive Irish Rail orange/black livery, with InterCity branding. The Mk 2b Buffet retains its orange roof, providing an eye-catching contrast.

The overall specification is similar to Accurascale's impressive BR Mk 2b coaches, reviewed in the May issue (MR325), with a superb level of exterior and interior detail





**“The trio of Mk 2c coaches offer a tantalising first glimpse of this sub-class, with Accurascale’s BR versions due to arrive soon”**

and a top-notch finish. Looking at the Mk 2b Buffet first, one of the plated-over windows correctly features a small vent and the interior is equipped with a buffet counter and shelving, plus the correct seat and table layout. The gently frosted toilet compartment window provides a glimpse of the white sanitary ware inside. Roof fittings, including water tank compartment panel, are correct and the gangway, bufferbeam and underframe detail is excellent.

The trio of Mk 2c coaches offer a tantalising first glimpse of this sub-class, with Accurascale’s BR versions due to arrive soon. Featuring revised roof ventilator pods and plain toilet compartment windows (with more opaque frosting), the three former First class open cars also

boast correctly appointed interiors and slightly different underframe equipment to their Mk 2b companion.

All cars feature air brake equipment only and the superb bogies are equipped with metal axles, running sweetly within brass bearings. The axles are long, making it easier to re-gauge the stock to ‘EM/P4’ or, more prototypically, to the correct 21mm gauge. That said, the brake shoes are currently aligned perfectly with the ‘OO’ wheels, so they would require some modification.

The paintwork is excellent, with super-clean separation between colours and good opacity to the white lining and logos. Smaller embellishments, such as no smoking signs and the red warning squares at each end, are

also well rendered, as are the individual carriage numbers.

Performance is also on a par with the BR Mk 2a stock reviewed in the May issue, with all four cars rolling effortlessly along the rails and the close-coupling units working faultlessly. The interior lighting circuitry is the same too, taking power from the rails and aided by a stay-alive capacitor unit to reduce flickering and, on analogue layouts, allow the lights to stay on for a few moments after a train comes to a stand.

A trio of detail bags feature a host of brake hoses, cosmetic coupling hooks (with lowered buckeyes) and a set of extended buffers for clipping into place on the outer end of a formation. A set of shorter tension lock couplers is also provided, reducing the gap between cars for those with gentle layout curves, plus a set of alternative magnetic couplers for use on semi-fixed formations.

It’s great to see more quality Irish-outline models coming on stream and these coaches make a perfect companion to a Murphy Models Class 141/181 or a 201 Class locomotive.

I must dig out my kit-built generator van to complete an authentic formation! (GD)



## 3 things we like



1

Overall attention to detail. Plated-over windows and small vent on buffet car a good example.



2

Superbly detailed underframe and bogies. Extended axles make re-gauging easier.



3

Interior lighting, operated by magnetic wand, with stay-alive unit for flicker-free operation.

### SUMMARY

#### PROS

- Looks and fidelity.
- Attention to detail.
- First class finish.
- Build quality.
- Interior lighting works well.

#### CONS

- Nothing.

### FINAL VERDICT

Top drawer!





## Revolution Trains FNA-D Flask Carriers

◆ GAUGE 'N' ◆ MODEL Revolution Trains RT-FNAD-203/4 FNA-D Nuclear Flask Carriers ◆ PRICE £32.95 each

◆ AVAILABILITY Revolution Trains stockists Web [www.revolutiontrains.com](http://www.revolutiontrains.com)

Introduced in 2014, the fleet of new FNA-D nuclear flask carriers replaced the 1970s-built versions which had become life-expired. Operated by Direct Rail Services,

the wagons are employed to carry spent fuel from Britain's many nuclear power stations to the main reprocessing hub at Sellafield.

Revolution Trains produced

a splendid, fully licensed 'OO' rendition of the FNA-D last year, and now it's time for the 'N' gauge versions to take the limelight. Eight individual wagons have been produced, offering the chance to build up a fleet without duplicated running numbers. With part of the number repeated in large digits atop the flask cover, such repetition would be pretty obvious!

In common with the 'OO' FNA-Ds, Revolution's models really capture the look of these important modern wagons, with key proportions scaled correctly. There's a pleasing amount of finesse about them, aided by the finely etched handrails at each end and the exquisite chequerplate deck panels.

The flask covers are well executed too, with separately fitted locking bars and the corrugated sections featuring plenty of depth. The covers are not designed to open – the real wagons are not permitted to run in this condition.

The chassis mainframes are also impressive, with good definition to the strengthening ribs and whole host of crisply printed data and safety panels, including radiation Hazchem warnings. Interestingly, one of our samples features empty warning panels, thus depicting an unloaded wagon. Given that these wagons spend plenty of time running empty towards power stations, this is a welcome touch of authenticity.







The bogies are equally good, with separately fitted brake handwheels and an accurate rendition of the suspension components. The addition of air brake equipment below the floor is a real bonus.

Sprung-coupler units are mounted to the floor of the chassis and feature a positive action. Coupled on straight track, the gap between the buffers is minimal and I was initially

concerned about how they would cope when encountering second radius curves. Under test, however, they performed admirably, gently pushing the vehicles apart to provide adequate clearance.

A small bag of extra details is supplied with each model,

consisting of air brake hoses, dummy screw-link couplers and cosmetic tail lamp.

Build and finish quality is excellent throughout and the sample wagons looked splendid running behind a Dapol DRS Class 68. (GD)



## 3 things we like



1

Flask cover locking mechanism captured well.



2

Underframe detail includes air brake reservoir tanks, valves and pipework.



3

Full array of hazard safety warning legends.

### SUMMARY

#### PROS

- Captures the look of the real thing.
- Build quality and paint finish.
  - Run reliably.
- Effective close-coupler units.

#### CONS

- Nothing.

### FINAL VERDICT

Fabulous.



# Dapol 14T 'Air Ministry' Class A tank wagon

◆ GAUGE 'OO' ◆ MODEL Dapol 4F-058-001 14T Class A Tank wagon, Esso

◆ PRICE £37.80 ◆ AVAILABILITY Dapol stockists Web [www.dapol.co.uk](http://www.dapol.co.uk)

**B**uilt in large numbers between 1939-1944, primarily for the transport of aviation fuel during the Second World War, these Class A tank wagons featured a straightforward 17ft 6in long frame, riding on a 10ft wheelbase chassis and fitted with handbrakes only. Given the diminutive chassis - especially compared to later twin-axle designs - the tank was fairly substantial at just over 7ft in diameter, creating a capacity of 4,275 gallons.

After the war, the wagons entered general service for the carriage of various oil products, with a significant number being fitted with heating coils and bottom discharge pipework for heavier, Class B fuels. Examples continued in service on BR until the early 1970s.

Dapol's new 'OO' model - available in ten different guises across Class A and B types - is impressive in many respects. One of the most immediate impressions is that it's a weighty little thing, tipping the scales at 74g, thanks to the use of die-cast metal for the chassis frames and, I assume, an extra weight hidden within the tank.

Another facet that's apparent as soon as the model is placed on the rails is how smoothly it runs. The axles rotate within metal bearings, each of which is gently sprung, providing full compensation for uneven trackwork.

The model looks great too, with all scale dimensions

matching those of the real thing. The tank barrel is cleanly moulded, with no discernible seams other than those of the prototype and the filling hatch, vents and small walkway panels are intricately rendered. Resilient, flexible plastic is employed for the retaining rods, with the end cradles and mounting points adorned with rivet and fastener detail.

Prototypically, a thin shaft of daylight is visible between the tank barrel and the chassis, the latter's open-framed nature adding even more authenticity. The brake gear is excellent, with the shoes close to, but not interfering with, the three-hole disc wheels, while



the split axleboxes and spring detail is first rate.

Sprung, kinematic close-coupler units are employed, with slimline tension locks plugged into NEM sockets. A set of three-link couplers is also provided.

This is a premium product, as reflected by the price, but the high level of detail, superb finish and the impressive, compensated chassis make it well worth it. (GD)

## SUMMARY

### PROS

- Looks and top-class finish.
- High level of detail.
- Fully sprung chassis.

### CONS

- Not a lot.

## FINAL VERDICT

Very impressive.







# Farish 14T Class A anchor- mounted tank

◆ GAUGE 'N' ◆ MODEL Graham Farish 378-002A 14T Class A Anchor-mounted tank wagon, National Benzole ◆ PRICE £29.95

◆ AVAILABILITY Bachmann stockists Web [www.bachmann.co.uk](http://www.bachmann.co.uk)

## SUMMARY

### PROS

- Prototype fidelity.
- Top notch finish.
- Runs sweetly.

### CONS

- Nothing.

## FINAL VERDICT

Superb.

**R**evealed earlier this year, the Farish 14T anchor-mounted tank wagons represent an all-new tooling, which is always something to cheer in 'N' gauge.

Dating from the 1940s, this wagon design was a collaboration between the railway companies, private operators and the national Petroleum Board. In contrast to previous designs, where the tanks sat on timber saddles, secured by steel wires, these new vehicles featured the tanks being anchored directly to the steel chassis frames.

Construction of this new design got under way in earnest during the early 1950s, with large fleets ordered by a variety of oil companies, including Shell Mex and BP, while Esso, Fina, Mobil and Regent also commissioned smaller quantities. Examples were still being built in

1963, but the design was already becoming obsolete in the face of larger capacity, vacuum-braked wagons.

The Farish tooling allows for several detail variations to be observed, across Class A and Class B types, plus those equipped with bottom discharge gear and steam heating inlets. There are different catwalk, filler hatch and ladder options too.

Six different livery options have

been manufactured as part of this initial batch, with two individually numbered examples of each.

For review, we have a National Benzole Class A tank, in a striking silver livery with yellow lettering and red solebars. The finish is exquisite throughout, with even the smallest lettering - including the Charles Roberts builders' plates - legible under a magnifier.

This version represents a prototype without access ladders, but the twin catwalks feature a discernible tread pattern, and the filler hatch boasts an extremely fine rendition of the hinges and latch. There are no unsightly joints or moulding seams in the tank moulding and the anchor framework features a fine profile and lines of rivet head detail and, looking below the solebars, the axlebox, spring and brake gear are equally well rendered.

Standard 'N' gauge couplers pivot within sprung NEM mounts and the metal wheels and pinpoint axles rotate freely, the wagon running happily within a mixed freight train during testing.

The Farish team have done a great job here, replicating an important post-war prototype with a great deal of understated panache. (GD)







## Hornby 'TT:120' LMS 57ft coaches

◆ **GAUGE** 'TT:120' ◆ **MODEL** Hornby • TT4032 LMS 57ft Corridor First • TT4033A LMS 57ft Corridor Third • TT4034 LMS 57ft Corridor Brake Third • TT4035 LMS 50ft Full Brake, BR maroon ◆ **PRICE** £37.99 each ◆ **AVAILABILITY** Selected Hornby stockists **Web** [www.hornby.com](http://www.hornby.com)

**T**he latest addition to Hornby's 'TT:120' rolling stock range has arrived, in the form of the LMS 57ft coach. Offered in three key vehicle types – Corridor First, Corridor Third and Corridor Brake Third – Hornby has also included the shorter 50ft Passenger Brake.

Designed under the auspices of William Stanier, the 57ft, steel-clad coaching stock was introduced in the early 1930s, with plenty of examples surviving in frontline use well into the 1960s.

Currently offered in a choice of LMS crimson, BR carmine/cream and lined BR maroon, the bodies feature a pleasingly understated level of detail relief, with crisply recessed door seams and moulded hinges and handrails,

the latter being so neatly picked out with paint as to suggest separate fittings.

The water filling pipes, running up the ends and along the roof, are similarly well rendered and the one-piece body moulding avoids any unsightly joints between parts. It's a clip-fit into the chassis, so accessing the interior to add passengers is straightforward.

Blackened metal bufferheads are installed, providing extra finesse, and the flush-fitting glazing is excellent, allowing the correctly appointed interior detail to be seen.

The step boards are separate fittings and the underframe trussing and vacuum brake gear are captured well, even if the inner 'V' hangers are moulded solid. The bogies look great, with

brake shoes aligned perfectly with the blackened metal disc wheels (which feature a fine flange profile), plus cross shafts and lifelike depth to the suspension elements.

Sprung, close-coupler units are mounted to the underside of the floor, ensuring that the gap between cars is kept to a minimum on straight track (about 2mm), but allowing adequate clearance to cope with curves up to third radius (353mm). Hornby's usual 'TT:120' couplers are pre-installed into NEM pockets and each model comes with an optional push-in gangway cover plate.

Under test, all four samples ran smoothly, despite feeling a tad lightweight, and the coupler units functioned reliably. Like many of Hornby's 'OO' coaches, these



'TT:120' LMS cars may not be festooned with countless intricate fittings, but the overall appearance is convincing, and they're priced keenly. This maroon rake looks very much at home behind the Hornby LMS 'Princess Coronation' 4-6-2, which was reviewed last month. **(GD)**



### SUMMARY

#### PROS

- Looks.
- High-quality finish.
- Smooth runners.

#### CONS

- Not a lot.

### FINAL VERDICT

Terrific.





# Hornby 'TT:120' HAA hoppers

◆ GAUGE 'TT:120' ◆ MODEL Hornby TT6013/A/B BR HAA MGR coal hoppers ◆ PRICE £25.99 each ◆ AVAILABILITY Selected Hornby stockists Web [www.hornby.com](http://www.hornby.com)

Last year, Hornby released several different types of 'traditional' freight wagons, with more of a steam era flavour, in 'TT:120'; so modern image modellers were happy to see the first of the air-braked era stock arrive this Spring, in the form of the TTA tanks (MR325).

Now another iconic modern BR wagon type has reached Hornby's growing range of 'TT:120' stockists - the HAA Merry-go-Round hopper. Six individually numbered wagons have been produced, three in the original Railfreight colour scheme, with bright red cradles (as featured here) and another trio in the later BR Coal sector livery, with yellow cradle and sub-sector markings (TT6014/A/B). Incidentally, the latter versions lack the upper canopies.

The HAA family of hoppers revolutionised the bulk transport of coal from colliery or port to a range of industrial customers, from steel and cement works to power stations.

Introduced in the mid-1960s, the last examples continued in use until the late Noughties.

Our three samples are numbered sequentially as 351134-6, replicating wagons from the first Shildon-built batch, constructed in 1964-5, and feature the early type of 'top skip' canopies, complete with internal cross braces. The presence of HAA TOPS codes and red cradles place the wagons in the 1970s-early 1990s era and the moulded plastic hoppers feature an impressive level of finesse.

There's plenty of crisp rivet detail, inside and out, with the hopper door and brake gear rendered faithfully. Indeed, the underframes feature a number of separately fitted components for extra detail relief, with the brake handles and levers rendered in a tough, flexible plastic. Disc brake inserts are fitted to opposing wheels, as per the real thing and the callipers, reservoir tank and valves are all present.

The hopper cradles appear to be a single-piece moulding, separate to the hopper body, with



the 'L' angle framework really looking the part, while the metallic finish of the hopper is subtle and effective.

The usual European-style couplers are slotted into NEM sockets, mounted in sprung close-coupler units, allowing the wagons to run with minimal gap between the buffers - a respectable 2.5mm on straight track - with the wagons being pushed apart on curves to provide adequate clearance.

Printed number and data panels, plus Shildon builder plates on the solebars are fully legible, presenting a fleet of wagons that really look the part and run smoothly too. With 'TT:120' offering the potential to run longer trains, adding the MGR hopper to Hornby's range was a real 'no brainer'. While

they're suitable for haulage by some of the Class 66s that are nearing completion, what many of us would really like is a Class 56 or 58! (GD)

## SUMMARY

### PROS

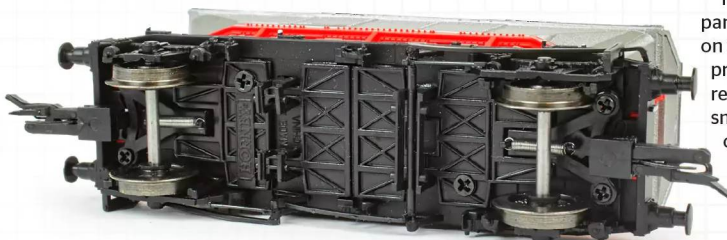
- Looks and fidelity.
- Impressive finish.
- Smooth runners.
- Effective close-coupler units.

### CONS

Not a lot.

## FINAL VERDICT

Excellent.





## LMS/BR CLASS 11 0-6-0DE

CHOOSE FROM 15 VERSIONS

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

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

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

00  
GAUGE



MR-501

War Department 70271, olive green



MR-504 LMS 7128, post-war black



MR-502

War Department 878 Basra, Longmoor Military Railway blue/red



MR-505 BR 12043, black, BRITISH RAILWAYS lettering



MR-503 LMS 7120, pre-war black



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

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

## BR/SR CLASS 12 0-6-0DE

00  
GAUGE

FIVE VERSIONS UNDER DEVELOPMENT

### Specification list

**Made by:** Heljan

**Motor:** Five-pole

**DCC socket:** Next18

**Features:** • NEM

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

COMING  
SOON -  
Expected  
late 2024

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



Pristine models

**£169.00**

£152.10

Model Rail  
subscribers  
price







WEATHERED

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



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



MR-508 BR 12125, black, early emblem



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



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



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



MR-510 BR 12105, green, late emblem



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

## Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

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

OUT NOW

Pristine models

£169.00

£152.10

Model Rail subscribers price

Weathered versions

£179.00

£161.10

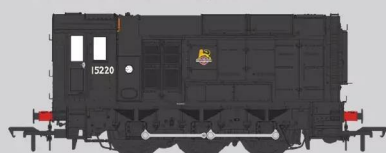
Model Rail subscribers price



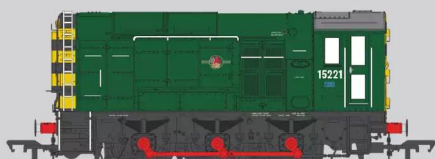
MR-515 (ex-12099), National Coal Board orange

## What's planned?

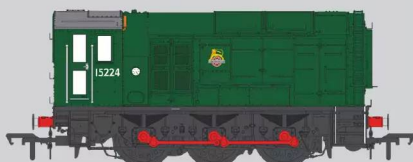
- ♦ MR-520 BR/SR Class 12, 15220, BR black, early emblem
- ♦ MR-521 BR/SR Class 12, 15224, BR green, early emblem
- ♦ MR-522 BR/SR Class 12, 15221, BR green with 'wasp' stripes, late emblem
- ♦ MR-523 BR/SR Class 12, 15212, BR Rail blue with 'wasp' stripes
- ♦ MR-524 BR/SR Class 12, (ex-15231) Tilcon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



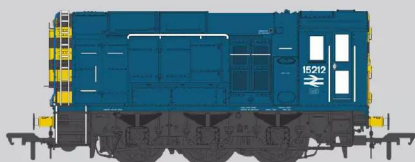
MR-520



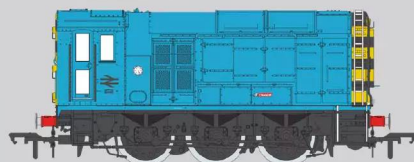
MR-522



MR-521



MR-523



MR-524



## '16XX' 0-6-0PT

00  
GAUGE

ORDER  
YOURS  
TODAY!

CHOOSE FROM 22 VERSIONS

### Specification list

**Made by:** Rapido Trains Inc.

**Motor:** Five-pole

**DCC socket:** Next18

**Features:** • NEM  
coupler pockets  
• factory-fitted speaker  
• sprung buffers • firebox  
glow • 'Busby' spark  
arrestor chimney

OUT  
NOW

**£149.00**

**£134.10** price for Model Rail  
subscribers



### BR BLACK, EARLY EMBLEM (PRISTINE)

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

LAST  
FEW

### BR BLACK, EARLY EMBLEM (WEATHERED)

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

### BR BLACK, LATE EMBLEM (PRISTINE)

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

### BR BLACK, LATE EMBLEM (WEATHERED)

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

### GWR GREEN

- ◆ MR-306: GWR green No. 1638

SELLING  
FAST

### 'BUSBY' CHIMNEY

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

### NCB GREEN

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

### PRESERVED GREEN

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





# Ruston 'PWM' 0-6-0DE

CHOOSE FROM EIGHT VERSIONS

00  
GAUGE

## Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights  
• NEM coupler pockets

OUT  
NOW

**£169.00**

£152.10 price for Model Rail subscribers



**MR-403 PWM653**  
BR light green



**MR-405A PWM 97651**  
BR yellow



**MR-405B PWM 97652**  
BR yellow



**MR-404 PWM652**  
BR Rail blue



**MR-402 PWM651**  
BR green, 'wasp' ends



**MR-400A PWM651**  
BR green



**MR-400B PWM652**  
BR green



**MR-401 PWM654**  
BR green, 'wasp' ends

## LNER Sentinels - the new batch

00  
GAUGE



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



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



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



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

## Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

**£99.00**

£89.10 price for Model Rail subscribers



# MODEL RAIL *exclusives*

Locomotives you can only buy from us!

ORDER AT WWW.

## LNER 'J70s'

SIX TO CHOOSE FROM

### Specification list

**Made by:** Rapido Trains

**Motor:** Coreless

**DCC socket:** Six-pin

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

**£127.50**

**£114.75** price for Model Rail subscribers



**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'

**MR-111**  
**£129.95**  
**£116.95**  
price for Model Rail subscribers

We've frozen the original 2017 price on these models



**MR-101** No. 1968, USATC black



**MR-107** No. 36, National Coal Board black



**MR-110** No. DS237 Maunsell, BR Departmental green



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

**£124.95**

**£112.46**  
subscriber price

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



# BR/BRUSH TYPE 4 CLASS 48

FOUR TO CHOOSE FROM

## Specification list

**Made by:** Heljan

**Motor:** Five-pole

**DCC socket:** 21pin

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

**£230.00** £207.00 price for Model Rail subscribers

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

## What's available?

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

When Heljan announced its all-new '00' gauge Class 47 project, we took the opportunity to commission the first ever ready-to-run model of the Class 48 – a small fleet of Brush Type 4s equipped with experimental Sulzer V12 power units. Although very similar to a '47', the Class 48s featured significant alterations to the roof to accommodate a revised exhaust system, engine room access doors and ventilation grilles.

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

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

**Don't miss out - order yours today!**

**OUT NOW**



## COMING SOON FROM MODEL RAIL



**00 GAUGE** **BR Class 31 31116**  
**Rail Celebrity in**  
**BR Infrastructure livery**  
Produced by Accurascale



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



## MODEL RAIL EXCLUSIVE PUBLICATIONS

### HOW TO BUILD A MODEL RAILWAY 2023

This is the ultimate guide on how to customise your locos and rolling stock. Full of hints, tips and detailed step-by-step instructions to help bring your models to life.



**£7.50**

## MODEL RAIL PUBLICATIONS ORDER DETAILS

01858 438884 [www.greatmagazines.co.uk/modelrailbookazines](http://www.greatmagazines.co.uk/modelrailbookazines)

Please note that this is for *Model Rail* publications only - you can't use this number or website to order *Model Rail* exclusives models.



# Next Issue

ON SALE  
SEP  
26

## A different kind of club...

Louis Denning decided to start his own model railway club, placing the focus firmly on running trains.

### Faded memories

Many of us recall the days of tatty blue diesels, so join us as we show you how to create a faded, lived-in effect on your own fleet.



NEVER  
MISS AN  
ISSUE!

Turn to page 26 for  
details of our great  
subscription  
offer

### ADVERTISERS' INDEX

AC Models	114
Accurascale	10
Alton Model Centre	119
Bressingham Steam	119
Crane Sheds & Summerhouses	117
Deluxe Materials	114
Digitrains	2
DMG Technical	108
Durham Trains Of Stanley	119
Ellis Clark Trains	20
Fareham & District MRC	119
Finescalebrass UK	115
Folkestone Model Railway Club	116
Gaugemaster	124
Golden Valley Hobbies	118
Hattons Of London	113
Heljan	111
Howes Models	118
Isinglass Models	119
Kent Garden Railways	119
Kernow Model Rail Centre	50
KJB Models	110
KR Models	15

Langley Models	116
Megapoints Controllers	107
Metcalfe Models	24
Modelrailwayscenery.com	118
Morley Controllers	115
Peter's Spares	115
Rails Of Sheffield	99-103
Rapido Trains	13
Revolution Trains	109
S&J Models	106

Scalescenes.com	117
Stafford Railway Circle	112
Stowmarket Railway Club	117
The Hereford Model Centre	19
TMC	104-105
Tower Models	74
Trains4U	118
Warwick & Warwick	123
York Modelmaking	117
YouChoos	114

#### CLASSIFIED INDEX

Classified advertisers on pages 120-121

Branchlines	120	Monk Bar Model Shop	121	& Hobbies	120
C & M Models	121	Nick Tozer		Roxey Mouldings	121
Crafty Hobbies	121	Railway Books	120	The Hobby Goblin	120
Dave Angell Trains	120	Orwell Model Railways	120	The Sports And	
East Somerset Models	120	P&D Marsh	120	Model Shop	120
John Dutfield For		PDK Models	121	Topp Trains	121
Model Railways	121	Recreation21	120	Trident Trains	120
Mark's Trains	121	Redcar Models		Upstairs Downstairs	121

#### ADVERTISING IN MODEL RAIL

If you want  
to advertise in  
*Model Rail* call the  
number below to  
speak to our  
advertising team.

#### Senior Sales Exec Display:

Sarah Charity  
01733 366350  
email: sarah.  
charity@  
bauermedia.co.uk



— OVER —  
**50 YEARS**  
OF RAILS

ESTD

**RAILS**

1970

OF SHEFFIELD

— ESTD 1970 —  
**FOUNDED**  
IN SHEFFIELD

**PROUD WINNERS OF**

**HORNBY**  
MODEL RAILWAY  
**Awards**  
**2023**

**RETAILER**  
**OF THE**  
**YEAR**  
**2023!**

**WE STOCK ALL THE  
MAJOR BRANDS**

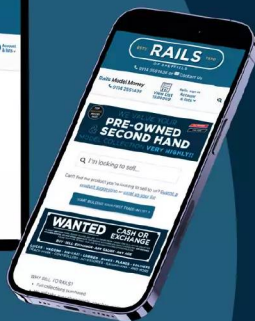
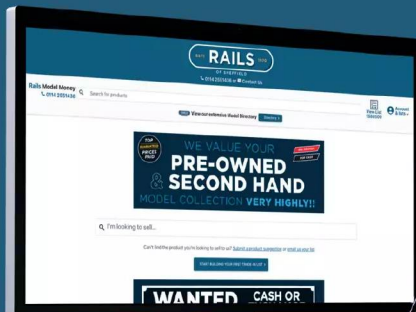
*plus many, many more...*



**VISIT US IN-STORE  
OR SHOP ONLINE**

**railsofsheffield.com**

See our **PRE-OWNED** range  
*added daily* to the website



**RAILS MODEL MONEY**  
**A NEW WAY  
TO TRADE  
AT RAILS**

- COMPREHENSIVE DATABASE
- SUPER FAST VALUATIONS
- EASY TO USE SEARCH FEATURES
- DEDICATED TEAM, 6 DAYS-A-WEEK

**MODELRAILWAYS.CO.UK**



**THE HATTONS  
DIRECTORY**

THE EVER-GROWING  
RESOURCE TO HELP YOU  
GET MORE FROM THE  
HOBBY CONTINUES!

**HATTONS.CO.UK**



**PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS:** The price advertised on RAILS of Sheffield website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

**PLEASE NOTE:** All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

**OUR SHEFFIELD SHOP IS OPEN:**  
9am-5pm Mon, Tues, Thurs, Fri & Sat  
**CLOSED: Wed & Sun**

**RAILS TV &  
SOCIAL MEDIA...**  
Like us on:



[railsofsheffield](#)



[railsofsheffield](#)



[railssheffield](#)



[railsofsheffield](#)



[store](#)



[RAILS-SHEFFIELD](#)

**SHIPPING COSTS:** ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).  
**ROYAL MAIL 24 HOUR TRACKED £5.00:** Royal Mail aim to deliver within 1 day of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).  
**SPECIAL DELIVERY £8.50:** Guaranteed delivery by 1pm the next day Monday to Saturday. With full track and trace system, your parcel is delivered speedily and securely (orders must be placed by 2pm to guarantee same day dispatch).

**PARCEL FORCE COURIER SERVICE £7.50:** Next day delivery for much of the UK, including Saturdays. Full track and trace system. Used for parcels over 1.2kg without packing or if you would like a speedy secure delivery of your parcel. This excludes the following post codes BT, JE, GY, IM, KW, IV, PA and PO30-44, KA27-28, PH17-26, PH49-50 and ZE. The cost for these postcodes is £12.00 and will be delivered within two to three working days (orders must be placed by 3pm to guarantee same day dispatch).

**WORLDWIDE POSTAGE:** For all orders outside the UK, postage will be charged at cost, based on the weight and size of the parcel.

21-29 Chesterfield Road

Sheffield

South Yorkshire

S8 ORL

UK

Tel: (0114) 255 1436

[info@railsofsheffield.com](mailto:info@railsofsheffield.com)

[railsofsheffield](#)

[railsofsheffield](#)

[railssheffield](#)

[railsofsheffield](#)

Corporate Partners of

**RAILWAY  
MUSEUM**





SCAN  
FOR  
MORE  
INFO!

ESTD

RAILS

1970

OF SHEFFIELD


FAMILY  
BUSINESS

FRIENDLY  
SERVICE

# PRE-OWNED & SECOND HAND

**WE VALUE YOUR COLLECTION VERY HIGHLY!**

**1**



**CONTACT US**  
get in touch by email,  
phone or post with  
your list of items

**3**



**PACKAGE**  
either visit the shop,  
send us your items,  
or we can collect  
larger collections

**2**



**OUR OFFER**  
our friendly staff will  
review your list and  
make an honest  
valuation offer

**4**



**PAYMENT!**  
fast, secure payment  
via your choice on  
confirming of the  
value offer - easy!

**IMMEDIATE PAYMENT IN 4 EASY STEPS**



21-29 Chesterfield Road

Sheffield

South Yorkshire

S8 0RL

UK

Tel: (0114) 255 1436

✉ info@railsofsheffield.com

📺 railsofsheffield

f railsofsheffield

✂ railssheffield

📷 railsofsheffield

Corporate Partners of

**RAILWAY  
MUSEUM**



# WANTED

## CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,  
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO  
A LIFETIME COLLECTION. DISTANCE NO OBJECT.

**BUY - SELL - EXCHANGE - ANY GAUGE - ANY AGE**

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES  
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

**DECEASED ESTATES - EX SHOP STOCK A SPECIALITY**  
**FAST SERVICE WITH COMPLETE DISCRETION ASSURED**

R. Hindle ★★★★★

*Amazing shopping experience!*

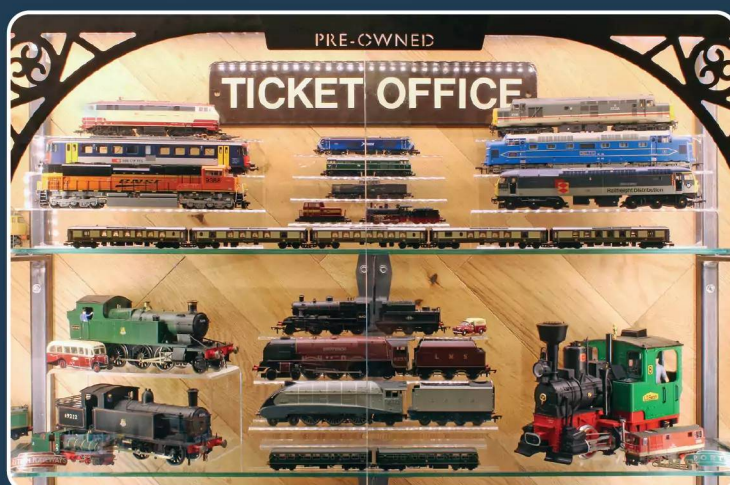
*My father had a large train collection that we had to sell on and we tried many other shops on google but nothing ever came of it.*

*We then contacted Rails of Sheffield who were very efficient from the first email, made an offer for all, arranged shipping and paid very quickly. Just perfect.*

**Google**  
Reviews ★★★★★



*Make our day by leaving us a 5 star review!*



**TOP**  
**GUARANTEED**  
**PRICES**  
**PAID**

Quote Ref:  
MODELRAIL24

**DON'T DELAY - GET IN TOUCH TODAY!**

+44 (0)114 255 1436    secondhand@railsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE Stuff to Sell? LINK:

**www.railsofsheffield.com**



EXCLUSIVES

RAILS



FOUNDED IN SHEFFIELD

EXCLUSIVES

OO &amp; N GAUGE MODELS

See the website for full details:

IN STOCK / AVAILABLE NOW! / PROMPT DELIVERY



**20T VIX FERRY VAN** **BUY NOW!**  
EXCLUSIVELY FROM RAILS £29.95 ~~£45.95~~



**SECR MAUNSELL D1 CLASS** **BUY NOW!**  
From £199.95



**ES1 NO.1 BR/LNER ELECTRIC LOCO** **BUY NOW!**  
£174.95



**CLASS 47/4 47812 RAIL OPS. GROUP** **BUY NOW!**  
From £169.95



**'TIGER-NACCO' HOPPER WAGON** **BUY NOW!**  
£79.95



**PRECEDENT CLASS 2-4-0 LOCOMOTIVE** **BUY NOW!**  
From £174.95



**CLASS 80 18100 BR GAS TURBINE** **BUY NOW!**  
£225.00



**DECODERS, MOTORS & MORE!**

**BUY NOW!**  
From £5.95



SET OF 3

**SECR 12 TON 7 PLANK MINERAL WAGONS (SR DIAGRAM 1358)**

AVAILABLE IN 3 LIVERIES

**BUY NOW!**  
£99.95



**CLASS 45/0 AND CLASS 45/1** **BUY NOW!**  
From £149.95



**BUY NOW!**  
£19.95  
**HERITAGE T SHIRTS**  
GWR & BR LOGOS



**NEW**  
**IN STOCK**

TWIN PACK



**DRAX POWER IIA-D BIOMASS HOPPER** **BUY NOW!**  
£79.95



**CLASS 47 47628 'SIR DANIEL GOOCH'** **BUY NOW!**  
From £179.95



**CLASS 59 003 REVISED GBRF** **BUY NOW!**  
£159.95

N GAUGE



**PGA 51T HOPPER WAGONS** **BUY NOW!**  
From £89.95

SET OF 3



**CLASS 59 206 'JOHN F YEOMAN'** **BUY NOW!**  
£159.95



**CLASS 5101 2-6-2 LARGE PRAIRIE** **BUY NOW!**  
£129.95

21-29 Chesterfield Road

Sheffield

South Yorkshire

S8 0RL

UK

Tel: (0114) 255 1436

Corporate Partners of

✉ info@railsofsheffield.com

▶ railsofsheffield

f railsofsheffield

✂ railssheffield

📷 railsofsheffield

RAILWAY MUSEUM



# COLLECTION

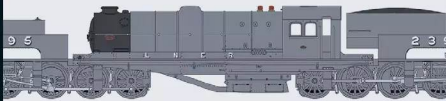
[railsofsheffield.com/exclusive](http://railsofsheffield.com/exclusive)

OO & N GAUGE MODELS

**SEE WEBSITE**  
**MORE EXCLUSIVES**  
availability, arrival dates  
prices and full details!

**HORNBY**  
MODEL RAILWAY  
**Awards**  
**2023**  
RETAILER OF  
THE YEAR!

## FORTHCOMING RELEASES / PRE-ORDER NOW!



### CLASS U1

2-8-0 0-8-2T NO.2395

**PRE-ORDER!**

From £399.00



### JONES GOODS

NO.109 4-6-0

**PRE-ORDER!**

From £219.95



### CLASS 88

DRS ELECTRO-DIESEL

**PRE-ORDER!**

From £199.95



### CLASS 31

'SEVERN VALLEY RAILWAY'

**PRE-ORDER!**

From £169.99



### CLASS 60

DIESEL-ELECTRIC

**PRE-ORDER!**

From £194.95



### CLASS 89

89001 ELECTRIC

**PRE-ORDER!**

From £229.99

OO READY & GO! SOUND AVAILABLE



**LNER  
DYNAMOMETER  
CAR NO.902502**  
NRM CONDITION

**PRE-ORDER!**

£99.95

**NEW**



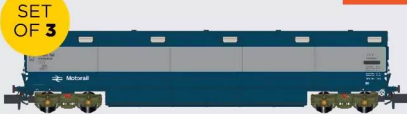
SET  
OF 3

**PRE-ORDER!**

£69.95

**VENTILATED  
VANS BR 12T**  
8 VERSIONS

**N GAUGE**



**NEWTON  
CHAMBERS**  
CAR TRANSPORTER

**PRE-ORDER!**

£124.95



**PRE-ORDER!**

From £269.95

**CLASS 31321  
& 313201**  
3 CAR SET



### CLASS 66 779

'EVENING STAR'

**PRE-ORDER!**

From £325.00

**O GAUGE**



**J94 AUSTERITY**  
'WARRINGTON'

**PRE-ORDER!**

From £269.95



SET  
OF 3

### PXA WAGONS

VARIOUS VERSIONS

**PRE-ORDER!**

From £149.95



### BLACK LABEL

GWR Q13 SALOON

**PRE-ORDER!**

£149.95



LOCOMOTION  
MODELS



### NER H CLASS

NO.898 BLUE 0-4-0T

**PRE-ORDER!**

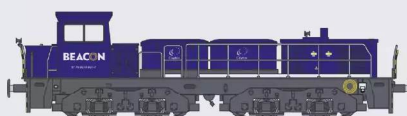
From £144.95

### WD AUSTERITY 2-10-0



From £295.00

**PRE-ORDER!**



### CLAYTON CLASS 18

BAT/DIESEL HYBRID

**PRE-ORDER!**

From £179.95



### CLASS 41

PROTOTYPE HSDT

**PRE-ORDER!**

£199.99

21-29 Chesterfield Road

Sheffield

South Yorkshire

S8 0RL

UK

Tel: (0114) 255 1436

[info@railsofsheffield.com](mailto:info@railsofsheffield.com)

[railsofsheffield](https://www.railsofsheffield.com)

[railsofsheffield](https://www.railsofsheffield.com)

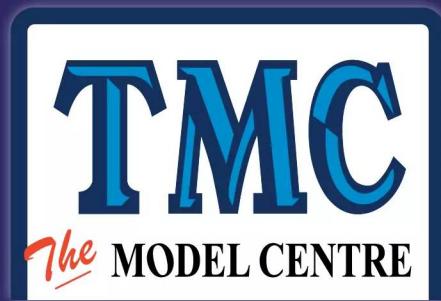
[railsofsheffield](https://www.railsofsheffield.com)

[railsofsheffield](https://www.railsofsheffield.com)

Corporate Partners of

**RAILWAY  
MUSEUM**





# EXTRA 5% OFF SITE-WIDE\*

## USE CODE: **MODELRAIL5**

SAVE ACROSS THOUSANDS OF ITEMS IN N, OO, OO9, TT:120 AND O...



New, pre-owned and 'Custom by TMC' locomotives in all scales...



New, TMC-exclusive and quality pre-owned rolling stock...



Unique graffiti requests, and 'Custom by TMC' rolling stock...



Track in any scale, and any gauge...



Model buildings and accessories...



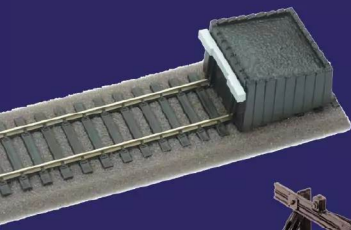
Scenery and model consumables

An offer too good to miss! Why pay more than you should for the models and accessories you love? Benefit from an EXTRA 5% OFF\* our already heavily-discounted, vast stock of new and pre-owned models live on our website, simply by entering the above code upon checkout on our website. \*T&Cs apply.

*\*Not valid for items less than six weeks old, items out of stock or for use against pre-orders.*

*TMC reserves the right to withdraw the offer at any time. Offer ends 23.59 September 30, 2024.*





# YOUR PECO SPECIALIST!

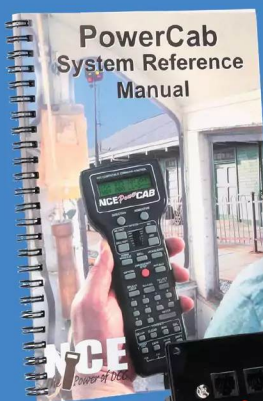
We have vast stock of PECO items at TMC. Get everything you need in one place, with fast next day delivery available to keep your project on track!



## NCE POWERCABS



SCAN ME



An entire DCC system in the palm of your hand! Complete digital system, ideal for beginners or new starters in Digital Command Control.

This 2A system can operate up to four OO/HO sized locomotives or eight N scale locomotives. Upgrade easily later to a 5A system and run many more trains - if you can handle them!

This cab provides all of the capability and ease of use that you've heard about in its Power Pro system at an entry-level price. Installation is a snap. Hook two wires to your track and plug in the cab. You're off and running trains!

Power Cab kit contains: Power Cab 7, Power Cab Cable, PCP Power Panel, EU / UK Approved Power Supply, Pro Cab Coiled Cord and Manual.

**OUR PRICE:**  
**JUST £209.99!**

W: [www.themodelcentre.com](http://www.themodelcentre.com) T: 01947 899125  
Hill Farm, Beck Hole, Whitby, YO22 5LF



[www.sandjmodelrailways.co.uk](http://www.sandjmodelrailways.co.uk)

***Discontinued Mint Boxed Hornby & Bachmann Locos,  
Coaches, Wagons, etc.***

Items listed weekly take a look you may find that elusive item!

**WANTED**

**Don't Delay ~ Call Today**

No Cheques - No Posting - Just a Top Cash Deal

**NO LIST - NO WORRY - HOME VISITS ARE OUR SPECIALITY**

***Top Prices Paid for your collection of  
Hornby, Bachmann, Heljan, Farish, Wrenn, DJH  
and Other Kits Built & Unbuilt, Exley, LGB***

**WE PURCHASE YOUR  
WHOLE COLLECTION**

Layouts dismantled - Distance No Object

We also require O gauge and above R.T.R.  
or Kit-built Locos, Coaches, Wagons, etc.

**CALL NOW Tel: 01606 872786 Mobile: 07531 949069**

**Email: [sjmodels@tiscali.co.uk](mailto:sjmodels@tiscali.co.uk)**

[\*\*www.sandjmodelrailways.co.uk\*\*](http://www.sandjmodelrailways.co.uk)



# MegaPoints Controllers



**Congratulations to Pete Waterman's Railnuts for setting the **GUINNESS WORLD RECORDS®** title for "Largest Portable Model Railway".**

On Pete's record setting model of the West Coast main line, we have a combination of System2 and legacy point motor drivers, panel controllers, RFID readers, RFID displays, frog switching relay drivers and literally hundreds of block detectors.

## Want more control over your layout with less wiring?

MegaPoints Controllers System2 range allows you to operate and control your points and accessories, report point positions and block occupancy which can be indicated via lights on your mimic panel. This is all done via a two wire network whether your layout is analogue or DCC.

Pete Waterman's Making Tracks layouts have been combined into a layout that's over 450 feet of baseboard. We use the same two wires so multiple operators can control anything on the layout from one of four mimic panels. *"System2 has simplified our installation and enabled new possibilities for Making Tracks"* - Pete Waterman, OBE.

System 2 is modular, so you can start with an 8 or 16 channel starter kit and expand from there as your needs grow – what's more it's made in Britain!

WiFi is also built into all our System 2 boards giving you the option to run without the 2 wire network – all that is needed is to download some free software on a PC on your network.



**Certification team: Dan Rotherham, Pete Waterman, Chris Clenton, David Fenton.**

System 2 supports JMRI and is also kept up to date with over the air updates from MegaPoints Controllers ensuring your device has the latest updates and new features.

**Visit our website, see the videos, download the documentation and begin your System2 simplified layout control installation today.**

**Web: [megapointscontrollers.com](http://megapointscontrollers.com)**



## DMG | electech

DMG Technical Limited

The best choice for electronic parts and spares

Did you know.... we also supply

Switches, LED's, Connectors and so much more visit us @  
www.dmgtelectech.co.uk

### \*\*New Products Out Now\*\*



#### Twisted Street Lamp

These 1940/50 Twisted Street Lamps are precision manufactured working lamp post with warm white LED typical of the converted type  
**Pack of 3 - £8.00**



#### The Essential Modelling Kit - £49.99

Includes the following high quality tools in a handy zip up case:

- Flush Cutter • Hobby Knife with 5 Blades
- Scribe with 5 Blades • Straight & Angled
- Tweezer • Pin Vice with 5 Drill Bits • LED Screwdriver with 6 Bits •
- Mouldline Remover • Half-Round File • Flexi Abrasive • Super Fine Brush

#### LED Strip Light

These Led strip lights are the idea solution for concealed lighting areas. They consist of 3 SMD lights with on board resistors and operate directly from a 12v to 16v DC supply.

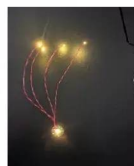
Available in Warm White or Cool White  
**£4.50 Each**



#### Magnetic Light - 5 bulb Coach & Scenery Light

With a central module containing a warm white SMD with 4 warm white SMD lights on 10cm wires. Ideal for coach lighting.

\*Activator sold separately  
**Pack of 2 - £15.00**



In Stock - Only £136.99



The LD101 Controller that does it all



In Stock - Only £85.99



8 Amp Power Booster works with any DCC system Choice of mains power supply Standard or Professional

In Stock - From £13.99



OO & N Gauge Crossing Signals  
**2 pack- £13.99 - 4 pack- £26.99**

TT120 - Crossing Signals  
**2 pack-£13.99 - 4 pack-£24.99**

Remember quality components at affordable prices

#### LEDs

Light Emitting Diodes  
Many other types Available

LD1 - 1.8mm (red, green, yellow)	£0.35
LD1 - 1.8mm (white)	£0.75
LD3 - 3mm (white, red, green, yellow, amber)	£0.20
LD14 - 3mm 12V (white, red, green, yellow)	from £0.40
LD8 - 3mm Bi-Colour (rd/yl, gn/yl, gn/rd)	£0.45
LD10 - 3mm Tri-Colour	£0.75
LD12 - 3mm Flashing Red	£0.55
LD5 - 3mm Flickering Orange	£0.70
LD17 - 5mm (red, green, yellow, amber)	£0.40
LD15 - 5mm 12V (red, green, yellow)	£0.50
LD9 - 5mm Bi-Colour (rd/yl, gn/yl, gn/rd)	£0.55
LD11 - 5mm Tri-Colour	£0.75
LD13 - 5mm Flashing (Red, Orange)	£0.50
LD4 - 5mm Flickering Orange	£0.70



Grain of Wheat Bulbs  
Various colours & clear £0.40 each



Snap Lock Connectors  
£0.20 each



Automatic wire strippers  
£7.49

#### Din Plugs & Sockets

CDP3 3pin.....65p	CM3 3pin.....65p
CDP4 4pin.....65p	CM4 4pin.....65p
CDP5 5pin.....180...70p	CM5 5pin.....180...70p
CDP5 5pin.....240...70p	CM52 5pin.....240...70p
CDP6 6pin.....75p	CM6 6pin.....75p
CDP7 7pin.....80p	CM7 7pin.....80p
CDP8 8pin.....85p	CM8 8pin.....85p

#### Tiny Connectors

CMP 100 2 pin  
CMP 101 3 pin  
CMP 102 4 pin  
Pack of 10 from £5.50  
Dual Row available  
Micro Connectors 2pin  
£5.50 Pack of 10

#### Tag Boards & Terminal Blocks

Mini Tag strip 2 rows of 18 117 X 38...£2.65  
Standard Tag strip 28 way x 267mm...£2.50  
Mini Tag strip 28 way x 194mm...£1.99  
Screw Terminal Block 3 amp...£0.80  
Screw Terminal Block 5 amp...£0.99  
12 way Plug and Socket 6 amp...£5.70  
12 way Plug and Socket 10 amp...£6.95

### Upcoming Exhibitions



**September 28-29** - Stafford Railway Circle - Bingley Hall  
**October 19 - 20** - Cardiff Model Railway - Sophia Gardens  
**October 26-27** - Great British Model Railway Show - British Motor Museum  
**November 23-24** - National Festival of Railway Modelling - NEC Birmingham

### Miniature Toggle Switches

SMT1 on/off	SPST	£1.20
SMT2 on/on	SPDT	£1.20
SMT3 on/off/on	SPDT	£1.25
SMT4 on/off or on/on		£1.30
SMT5 on/off/on	DPDT	£1.40
SMT6 [on]-off-[on]	SPST	£1.60
SMT7 [on]-off-[on]	DPDT	£1.90

Lever covers 20p each CC5 no solder connectors 80p pk 10  
See our website for the full range of switches and push buttons



Switch Cleaner  
£6.99



Fast Efficient Service  
P & P only £3.95  
Free on orders over £150.00

Order before 2.00pm for same day dispatch  
\*see website for details

## www.dmgtelectech.co.uk

DMG Technical Ltd - Tel: 02920 813136

Unit 10, Glan-Y-Llyn Ind Est, Cardiff Road, Taffs Well, CF15 7JD

Email: sales@dmgtelectech.co.uk



## Get on down to steel town

### IHA canvas-covered steel carrier

Introduced from 1991, there are nearly 250 IHA wagons in service.

They are seen across the network transporting high-grade steel from Port Talbot to customers in Britain and abroad, and on imported steel between east coast docks and terminals inland.

Often mixed with other steel carriers, mainline haulage can be classes 37, 47, 56, 60 and 66, or you can shunt them with Revolution's upcoming Tata Steel hybrid shunter. In both scales four numbers are on offer in each livery.

Order book closing soon, models expected Q4 2024 - Q1 2025.

**OO £39.95** MSRP £48.95

**N £36.95** MSRP £47.95

*Note: Revolution's lower direct pre-order prices are only available before the models go into production.*

[www.revolutiontrains.com](http://www.revolutiontrains.com)

    Revolution Trains   @baby\_pendo



**Original**  
RT-OO-IHA-401A/B/C/D  
RT-N-IHA-201A/B/C/D



**HT + dot marking**  
RT-OO-IHA-402A/B/C/D  
RT-N-IHA-202A/B/C/D



**H + dot marking**  
RT-OO-IHA-403A/B/C/D  
RT-N-IHA-203A/B/C/D



**'Ermewa'**  
RT-OO-IHA-403A/B/C/D  
RT-N-IHA-203A/B/C/D



*OO Decorated samples shown*





STATION ROAD

HENSALL

DN14 0QJ

TEL NO 01977 525861

OPENING TIMES

TUES - FRI 11:30AM - 4:30PM

SUN 1 - 4PM

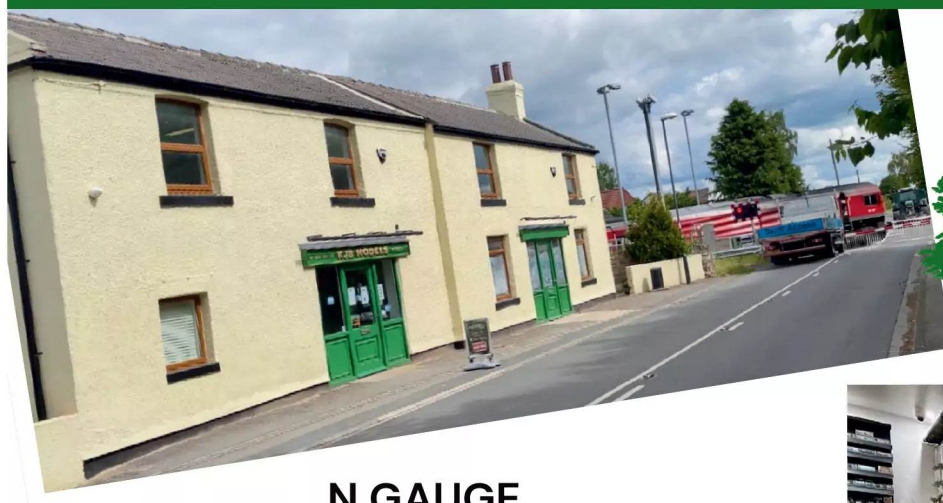
PREOWNED MODEL  
RAILWAY COLLECTIONS  
**WANTED**  
TOP PRICE PAID

# KJB MODELS

NEW & SECONDHAND MODEL RAILWAY DEALER

## NEW WEBSITE

# WWW.KJBMODELS.CO.UK



### N GAUGE HENSALL SAND WAGONS



### AVAILABLE NOW



Find us on 

**& Instagram**

Email: [enq@kjbmodels.co.uk](mailto:enq@kjbmodels.co.uk)



FREE UK POSTAGE FOR ORDERS OVER £100 FREE UK POSTAGE FOR ORDERS OVER £100





# CLASSIC BR ERA COACHING STOCK

## SEE A FRIEND THIS WEEKEND!

### THE ORIGINAL INTER-CITY COACH COMES TO 'O' GAUGE



SRP £299.00



They're the vehicles that launched BR's iconic Inter-City brand almost 60 years ago and brought long-distance travel into the modern era. BR's Mk2/Mk2a coaches played a key role in British travel for more than 30 years and now you can add them to your 'O' gauge fleet for the first time. Four versions cover BSO, BFK, FK and TSO vehicles in an exciting range of liveries that open up endless new possibilities for your layout. From BR Blue/Grey to NSE, Trans-Pennine and Regional Railways to Network Rail and DRS, there's something for everyone from the 1960s to the 2020s.

#### PREMIUM FEATURES - DELIVERED AS STANDARD

- Functioning drophead couplers
- Amazing interior detail
- Light bar ready
- Mk2/Mk2a variant
- Detachable roof
- 28 livery options



Scan the QR code to discover more about our amazing 'O' gauge Mk2 Coaches



[www.heljan.co.uk](http://www.heljan.co.uk)

Heljan A/S



GET YOUR **FREE** 2024  
PRODUCTS CATALOGUE!

Download your free copy now!





# STAFFORD 2024

## Model Railway Exhibition 28th & 29th Sept

**10.00am - 5.00pm (Saturday), 10.00am - 4.30pm (Sunday)**

**Bingley Hall, Staffordshire County Showground, Stafford. ST18 0BD**

Adults: £17.00, accompanied children under 16 Free.

Free Car Parking.

Free buses operate from Stafford Railway Station both days.

### OVER 50 QUALITY LAYOUTS

#### LAYOUTS INVITED:-

##### Steam Layouts:-

Bottom of the Barrel (OO)  
Bell End (O)  
Birmingham Moor Street (P4)  
Burlish Road (O)  
Calstock Halton Quay (O-16.5)  
Campbells Quarry (16mm)  
Cathwear (OO9)  
Cox Lumber (O-16.5)  
Edenbridge Town (OO)  
Lisworth Bay (N)  
Llanfair Caerinion (OO9)  
Marsh Green (OO)  
Newchapel Junction (O)  
Operation Abyss (OO)  
Plas Bondanw (OO9)  
Portsea (TT3)

Port William (OO9)  
Shepherdswell (OO)  
St Johns (OO)  
Tan Y Coed (OO9)  
Withorn (OO)

##### Modern Layouts:-

Callaton (N FS)  
Con Yard (OO)  
Crimson Road (OO)  
Fredstone Lane (N)  
Grange Lane (O)  
Kinlochewe (OO)  
Little Aire (OO)  
Meyrick Road (OO)  
New Dalby (N)  
Norman Colliery (O)  
Oil Drum Lane (OO)

Redbridge Wharf (OO)  
Redwick Halt (OO)  
Scarlington (N)  
Splott (OO)  
St Seeb (OO)  
The Pipe Works (OO)  
Tregurra Dries (OO)  
Westmoor Junction (OO)  
**Continental Layouts:-**  
Atherley Narrows (HO)  
Bregenbach (N)  
Habbaniya (Forced perspective)  
Industriewej (HO)  
Kaninchenbau (Hoe)  
Lottenbirge (HO)  
San Clemente (HO)  
Swiss Pass (HO)

**Children's Layouts: Hogsmead on Sodor (OO), Loft City (Playmobil), Christopher's Sidings.**

Details correct at the time of placing this advert.

**Traders invited:** Absolute Signals, Along Classic Lines, Amberley Components, Anoraks Anonymous, Artmaster Brushes, Aspire Gifts & Models, Baz's Model Rail, Booklaw, Buggleskelly Station, Chrisinden Models, C&L Finescale, CM3 Models, Craft Lighting, Culcheth Model Railways, Dave Angel Trains, Legoman-Biffo-DC Kit & Models, Digitrains Ltd, DMG Electech, EBMA Hobby & Craft, Footplate, Grainge & Hodder, H&A Models, JSModels, John Sutton Models, KMS Railtech Ltd, Layouts4U & Hobby Tools4U, Langley Models, LCUT Creative, LMS Patriot, Malcs Mocels, MMR Model Kits, Mount Tabor Models, Nick Tozer Books, PECO / Railway Modeller, Petite Properties Ltd, Picture Pride & RB Model Railways, Powerbond, Primo Models, Rail Image Collections, RAIL STUFF, Richard Panes Spares, Road Transport Images, Skytrex, Sweets of Yesteryear, Ten Commandments, Telford Steam Railway, Thunderbolt Models, Topp Trains, TTC Diecast, West Hill Wagon Works, WM Collectables, WW Scenics, Videoscene.

**Clubs, societies, and demonstrations.**

Miniature railway rides.

Disabled access to the entire show.

Hot meals and snacks available.

All major cards accepted.

If arriving from the M6 you are recommended to leave at Junction 14 (Stafford North).

**Largest Established Independent  
Model Railway Exhibition  
In the Country**

[StaffordRailwayCircle.org.uk/exhibitions](http://StaffordRailwayCircle.org.uk/exhibitions)



# NEW 22 CARAT GOLD COIN THE FIRST OF ITS KIND EVER TO CELEBRATE FLYING SCOTSMAN

Celebrates the 100th anniversary of the official naming of Flying Scotsman

The design is struck onto the coin and is then colour-overlaid in its original 1924 livery!



Solid 22 carat gold  
11mm diameter

Total worldwide  
mintage just  
5,999 coins!

Yours at the  
introductory price  
of just  
**£69\***

The first gold one-eighth sovereign ever to depict Britain's most famous locomotive - Flying Scotsman - only 5,999 available, and one can be **yours for just £69\*** (plus £4.99 P&P)

## ATA GLANCE

- First gold one-eighth sovereign ever to depict Flying Scotsman with its design struck onto the coin and **then colour-overlaid** in Flying Scotsman's 1924 livery of green, black and red.
- Encapsulates the historical importance of Flying Scotsman and **preserves it for generations to come**
- Presentation case and Certificate of Authenticity makes it **the perfect keepsake** for you and your family
- Total worldwide mintage is **only 5,999!**
- Order today and **own it at the introductory price of £69** (plus £4.99 P&P) but this price ends 31st October 2024 after which the price will be £149, subject to availability



FLYING  
SCOTSMAN™

Produced under license from  
SCMG Enterprises Ltd. Flying  
Scotsman trademarks © SCMG/  
designs © SCMG. Flying Scotsman  
is a National Railway Museum  
locomotive. Every purchase  
supports the museum.  
[www.railwaymuseum.org.uk](http://www.railwaymuseum.org.uk)

Flying Scotsman is the most famous steam locomotive in the world. Now, for the 100th anniversary of the naming of Flying Scotsman 4472, a **commemorative gold one-eighth sovereign has been minted** that features this iconic locomotive. The image of Flying Scotsman is struck onto the coin and **is then colour-overlaid** with the 1924 livery in **green, black and red**. This is the first one-eighth sovereign ever to depict Flying Scotsman and you may own one!

The fact this coin is colour-overlaid, and the significance of the Flying Scotsman anniversary, means **the mintage of just 5,999 coins** is likely to be subject to considerable demand: **fewer than 1 in every 4,000 UK households can own one!** There may literally be thousands of people who will miss out on owning one of these coins if they act too late.

Right now you may order yours at the **introductory price of just £69** (plus £4.99 P&P) but be quick: this introductory price ends 31st October 2024 at which time the price will become £149 (plus £4.99 P&P) subject to availability. There is a limit of one per household at this introductory price, and this offer is **not available elsewhere**.

Struck in 22 carat gold and with the design overlaid in colour, this new one-eighth sovereign encapsulates the historical importance of Flying Scotsman and preserves it for generations to come. Apply with the coupon below or **immediately guarantee your order by phone on 0800 954 1063**.

CALL NOW, FREE: phone lines open Mon-Fri 9am-5pm

**0800 954 1063**

or visit - [www.hattonsoflondon.co.uk](http://www.hattonsoflondon.co.uk)



## Order with confidence:

Your order is covered by a full 60 days right of return. Hattons of London has a five star Trustpilot rating.



Major credit cards accepted. \* Introductory price is £69 (plus £4.99 P&P) until 31st October 2024 after which the price will be £149. Offer subject to availability. Limit of one coin per household, UK households only | Your order is covered by our no-questions-asked 60 day complete satisfaction guarantee | Hattons of London has a five star Trustpilot rating | Technical specifications: Coin: one-eighth sovereign | Issuing authority: Tristan da Cunha | Diameter: 11mm | Date of coin: 2024 | Purity: 22 carat gold | Weight: 1g | Minting Quality: Proof, the highest possible quality | Hattons of London reserves the right to alter or withdraw this offer before the end date | Hattons of London Ltd, Company 10718280

## THE 2024 CENTENARY OF FLYING SCOTSMAN 4472 GOLD ONE-EIGHTH SOVEREIGN

☐ Mr ☐ Mrs ☐ Ms ☐ Miss

Name

Address

Postcode

Telephone

Email

We'd love to send you updates on products especially on new limited editions as they are released, to ensure you don't miss out. Please let us know how you'd like to hear from us:

☐ Post ☐ Email ☐ Telephone

☐ We think you might also enjoy some of the latest products and offers by post from other trusted retailers and organisations. To receive these offers by post, please tick this box

You can change your mind at any time by emailing [enquiries@hattonsoflondon.co.uk](mailto:enquiries@hattonsoflondon.co.uk)  
To learn more about our partners, see our privacy policy at [www.hattonsoflondon.co.uk](http://www.hattonsoflondon.co.uk)

☒ Yes, I wish to apply for the limited edition 2024 Centenary of Flying Scotsman 4472 Gold One-eighth Sovereign to be delivered to my UK address for only £69 plus £4.99 P&P. I understand that I can apply for only one coin, and that my order should be made **within 7 days**. I confirm I am over 18 years of age.

**Payment due with order** Your purchase is covered by a full 60 days right of return

- ☐ Tick here if you are enclosing a CHEQUE (or P.O.) payable to 'Hattons of London Ltd'  
☐ Tick here to pay by CREDIT OR DEBIT CARD: I authorise Hattons of London Ltd to charge my card £69 the details of which are below, for the coin.

Card No:   
The card must be registered to your address opposite

Signature:



Mail your coupon to:

**FREEPOST Hattons of London**

Offer reference (OFFICE USE):

**3465**




Expiry:

Date:



**AC Models**  
Tel. 02380 610100 www.acmodelseastleigh.co.uk



**R/C DEPARTMENT & GAMES WORKSHOP IN NEW EXTENSION**

Stockists of all major brands

**SCALEXTRIC** **HORNBY** **LILIPUT**

**SPECTRA** **PECO** **AIRFIX** **BACHMANN**  
**BRANCH-LINE**

and much more!  
Find us on Ebay: AC Models 2  
Amazon: acmodelseastleigh

**GIFT VOUCHERS AVAILABLE**

**VISA PayPal MasterCard**

**SEE WEBSITE FOR OPENING TIMES**

9 High Street, Eastleigh, Hants. SO50 5LF  
email: info@acmodelseastleigh.co.uk

**YouChoos**  
**DCC Sound** **ZIMO**



bring your imagination to life

with next generation digital sound  
**Zimo MS**

**immersive Drive** only from **YouChoos**

01380 530530  
www.YouChoos.co.uk info@youchoos.co.uk

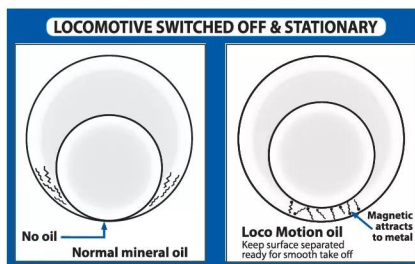
## Do the Loco-Motion....

### Loco Motion Loco Oil LU06 25 ml

Magnetically attracted to metal surfaces to ensure smooth start up and frictionless running

- Cuts running current up to 20%
- Precise application & regulated flow
- Penetrates awkward bearings
- Safe on metal, paint & plastic including nylon
- Resistant to temperature change
- Long term protection
- Use on axles, motor bearings, linkages, gears

Lubricates & eliminates friction



Loco-Motion oiled parts ensure they are always ready for a smooth take-off. Something that traditional mineral oils do not

Approved by Kato, Rapido, Hornby, Heljan, Walthers, Bowser, Broadway

Works in ways other oils cannot. Compatible with Track Magic

Distributed to all good model rail shop by Gaugemaster [gaugemaster.com](http://gaugemaster.com) & through our international distributor network

In Australia by Hobbies Australia [www.hobbiesaustralia.com.au](http://www.hobbiesaustralia.com.au)

In case of difficulty BUY FROM [deluxematerials.com](http://deluxematerials.com)

Photos courtesy of George Dent Model Rail





Fully tested and guaranteed for 5 years

## MORLEY CONTROLLERS


60 Years  
BTVR  
ESTABLISHED 1959

**EXPERIENCE THE ULTIMATE IN CONTROLLER TECHNOLOGY**

**VANGUARD ZERO ONE** **£157.90**

**FREE POSTAGE**


- 2 x 5mtr hand held controllers
- 1 x 16V DC accessory
- O gauge
- 25 amp per track
- Twin track



**VORTRAK ZERO TEN** **£168.90**

**FREE POSTAGE**


- 2 x 5mtr hand held controllers
- OO/HO/N/OO9 gauge (1 amp per track)
- 2 x 12V DC accessories
- Four track
- 'Crawler' model available ~~£168.90~~ **FREE POSTAGE**



**VECTOR ZERO THREE** **£93.90**

**FREE POSTAGE**

- 2 x 2.5mtr hand held controllers
- 1 x 12V DC accessory
- OO/HO/N/OO9 gauge (1 amp per track)
- Twin track



**VECTOR ZERO THREE 'CRAWLER'** **£93.90**

**FREE POSTAGE**

- Perfect companion for all the small shunter type locomotives being manufactured
- Slowest speeds ever plus all the benefits of the Vector Zero Three



**Our controllers do not have any type of feedback, inertia or PWM therefore fully suitable for coreless motors.**


**CDU FOR POINT MOTORS ON-BOARD**


Each controller has state-of-the-art design, offering very best performance capability. Slow and fast speeds are superb. Internal separate transformers for each track from 220/240 AC mains.

**www.morleycontrollers.com**

✉ [jet@morleycontrollers.com](mailto:jet@morleycontrollers.com) ☎ 01704 533 116

PO Box 501, Southport, PR9 9ZL



Made in the UK

# Peter's Spares

EST 2009

MODEL RAILWAYS LTD



- ♦ New & Used Hornby Spare Parts
- ♦ Our own spare parts made in China
- ♦ Locomotives and Rolling Stock
- ♦ Plastic Kits, Paints, Tools & Glues
- ♦ Digital Decoders & Controllers

- ♦ Locomotive Detailing parts
- ♦ Mega Steam Smoke Fluid
- ♦ Tracks & Train Sets
- ♦ We have it all at Peters Spares
- ♦ Check our **NEW LOOK STORE** now!

**NEED HORNBY SPARES?**

Talk to Peter's Spares; Over 4000 Different Hornby and Dapol Spares in stock. Back in stock alerts and wishlist. Pre-Order Your Accurascale, Bachmann, Dapol, EFE Rail, Graham Farish & Hornby Rapido Trains With Us.

**DON'T FORGET WE SELL:**



**Locomotives, Rolling Stock, Scenics and much more!**



**NEW & USED MODEL RAILWAYS**

Specialists in Model Trains since 1994 - Servicing, Repairs & DCC Decoder Fitting  
2J Brighthouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT

**PECO**

**GRAHAM FARISH & BACHMANN**

**dapol**

**HELJAN**

**GAUGEMASTER**

**Tel: 01642 909794**

Open Mon-Sat 10am-5pm

**Web: www.petersspares.com**

Email: [sales@petersspares.com](mailto:sales@petersspares.com)



**FOR MODELLERS WHO REQUIRE QUALITY, ACCURACY, PERFORMANCE & DURABILITY**

*The new name in brass  
O gauge RTR locomotives,  
built to the highest standards*

*Fully finished by SAM Models in  
Korea after extensive UK research,  
design and development.*

**www.55H.co.uk**

*See website for  
running numbers, versions  
and latest availability.*

55H Unit 3 Fulford Business Centre,  
35 Hospital Fields Road, York YO10 4DZ  
Tel: 01904 656736 / [John@55h.co.uk](mailto:John@55h.co.uk)

55H is a trading name of Finescalebrass (UK) Ltd



**5MT & 4MT AVAILABLE 2024  
- SEE WEBSITE FOR DETAILS**

Built: Roger Scanlon / Painted: Paul Moore  
For illustration purposes only



**BR Standard 5MT  
BR Standard 4MT 2-6-0 & 4-6-0**

Visit the 55H website for running numbers, versions and latest availability. Fully factory finished and tested ready to run on delivery.

**www.55H.co.uk**

**PRE-ORDER PRICE FROM: £2750.00 DC**

**LIMITED RE-RUN - DON'T DELAY!!**

**FIVE REGIONS WITH JUST FIVE MODELS  
AVAILABLE FOR EACH REGION**

**7MT "Britannia" class.** See website for numbers, names and latest availability.

**PRE-ORDER PRICE: £2800.00 DC**





Illustrated Catalogues Including Post  
00, 009 (1/76th).....£7 in colour  
N (1/148th) Full Colour.....£6 in colour  
O (1/43rd) Full Colour.....£5.50 in colour

Mail Order By Return P+P £4.40.  
Unpainted metal kits - glue with epoxy  
glue (£7) Trade/Shops Welcome.

## LANGLEY MODELS



166 Three Bridges Road, Crawley, Sussex, RH10 1LE  
Tel 01293 516329 [www.langleymodels.co.uk](http://www.langleymodels.co.uk)

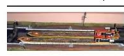


### OO SCALE

Wide Lock Gates £29.3. Narrow Lock  
Gates £23.60. 72ft Narrowboats From  
£41.55; 9 available. Taxi Boat £22.35.  
Swans & Ducks £6.25. Lifebelt &  
Stands £5.90. Loads of other kits in  
our catalogue/website.



8 assorted Walking Women.....	£8.20	Painted War Memorial.....	£13.05
8 assorted Walking Men.....	£8.20	Painted Gardeners (4 figs and equipment).....	£15.90
4 Lineside Men digging boll greaser boll lifting pair.....	£5.50	Painted Blacksmith and equipment.....	£47.90
4 Lineside men set 2 3 track straighteners + pickaxe.....	£5.50	Painted 4 Soldiers Marching.....	£12.10
4 Seated lying down drunks.....	£5.50	Painted 1 Officer for Above.....	£3.40
4 drunks/wino's dancing, puking, peeing and sleeping.....	£5.50	Painted 6 Sitting Figures.....	£17.35
1 1950's Station figs guards fat controller porter etc.....	£7.20	Painted 6 x Standing Figures set 1.....	£17.35
6 ass Gravediggers. Pick, shovel and lamp holders.....	£7.20	Painted 6 Standing Figures set 2.....	£17.35
Canadian Canoe and 2 paddling figs.....	£7.85	Painted 6 x Standing Figures set 3.....	£17.35
Canadian Canoe paddling and resting figure.....	£7.85	Painted Punch & Judy Tent and Figures.....	£20.50
3 Deep-sea Divers, 2 helpers, compressor.....	£7.70	Painted 4 Sheep.....	£9.95
3 x Kids/R.C. Toys, 1 adult launching plane.....	£7.20	Painted Shepherd, Sheepdog and 4 Ass Sheep.....	£14.10
6 kids, 4 with skateboards, 2 rollerskates.....	£7.20	Painted Single River Punt.....	£8.25
1 x Windsurfer and figure.....	£5.90	Painted Funeral Scene.....	£14.90
3 Surfers, 2 surfing one waxing board.....	£7.20	Painted 6 Assorted Dogs.....	£10.20
4 Hunting figs & 2 gun dogs with pheasant.....	£7.20	Painted Newspaper vendor and paper box.....	£7.70
6 Assorted People with Umbrellas.....	£7.30	Painted 2 Freisian Cows (patched brown/white).....	£9.95
8 Assorted Ambulance/Paramedics.....	£9.85	Painted 2 x Highland Cattle.....	£9.50
2 Assorted Mobility Scooters and Figs.....	£7.55	Painted White Wedding scene (8 figs).....	£26.10
Council/Municipal Figure and rubbish cart.....	£5.80	Painted 6 Closed Sacks (dry goods flour etc).....	£10.20
Cider/Fruit Press Figure and demijohns.....	£7.20	Painted 6 x Working Action figures set 1.....	£17.35
C.C.T.V. Cameras (3 wall and 1 post mounted).....	£6.00	Painted 6 x working figures set 2.....	£17.35
5 Policemen in various positions.....	£6.25	Painted Wharfside Figures.....	£17.35
Assorted Agricultural Tools & Equipment.....	£5.25	Painted 2 Wooden Barrels Weathered.....	£8.10
Ass Industrial Tools & Equipment.....	£5.25	Painted Lifebelts and Stands.....	£11.00
Platform Machines (tickets chocolate weighing scales).....	£7.20		



### N Scale

#### Waterways

#### Scene

#### 2 Narrowboats

#### & Lock Gates

£28.75.

#### Seats and

#### sitting figures

£4.30.



Hansom Cab.....	£5.60	Painted Loading Gauge.....	£6.85
Gypsy caravan, horse & figures.....	£12.80	Painted 2 x Station Seats with 2 figures.....	£6.85
Morris Commercial Van 1 ton 1950's.....	£7.35	Painted Yard Crane.....	£9.30
Shand Mason horse drawn fire engine.....	£12.80	Painted Crossing Gates (4).....	£10.90
Leyland Beaver flatbed lorry 1949-70's.....	£10.55	Painted Single Crossing Gates (2).....	£8.70
Leyland Beaver 3 way Tipper 1949-70's.....	£10.80	Painted Telephone box x 1.....	£5.60
Coal cart - horse drawn.....	£7.60	Painted Pillar Boxes 2 off.....	£5.60
Brewery Dray - horse drawn.....	£7.85	Painted Single head Traffic Light x 4.....	£9.90
Ruston Bucyrus 19RB face shovel '37-55.....	£19.95	Painted Twin head Traffic Light x 4.....	£9.00
19-RB dragline/dam bucket/demo '37-55.....	£29.65	Painted Police Telephone box.....	£6.85
AEC Mercury tractor & low loader 50's.....	£12.05	Painted AA Box.....	£6.85
AEC Mercury tractor & flatbed trailer 50's.....	£10.55	Painted Bus Shelter and Bus Stop.....	£9.65
AEC Mercury 3 way Tipper 1950's.....	£10.80	Painted 5 Ass Farm Figures.....	£13.40
AEC Marshall/Mammoth Major flatbed.....	£10.80	Painted Ballast Boxes (two wooden boxes).....	£7.05
Leyland Beaver & low loader 1947.....	£12.05	Painted trackside relay boxes.....	£6.95
22-RB Face Shovel Crane 55onwards.....	£20.10	Painted War Memorial.....	£7.85
22-RB Dragline/Demolition Crane '55 on.....	£29.65	Painted 2 Plain Horses (unharnessed).....	£7.70
22-RB Lattice Crane & Fly Jib '55 on.....	£31.30	Painted Loco Crew.....	£5.15
22-RB Bulldozer Crane 1960's.....	£20.10	Painted Swans & Ducks x 4 each.....	£8.30
Preistman Hydraulic Excavator.....	£19.95	Painted Waterford 10x Swans, ducks, geese.....	£10.45
Barber Green Aggregate Loader.....	£16.85	Painted Washing Line & Figure.....	£9.10
Austin LD Ambulance.....	£8.30	Painted Wild Animals.....	£9.00
Leyland 8 wheel Bulk Tanker.....	£12.65	Painted Assorted Seagulls x 8.....	£8.45
AEC 8 wheel Bulk Tanker.....	£12.65	Painted Dogs 6 off.....	£8.30
Burrell Showman's Traction Engine.....	£17.40	Painted 6 x Pigs.....	£7.85
		Painted Sheep 8 off.....	£8.45



Folkestone Model Railway Club

# MODEL RAILWAY EXHIBITION

Leas Cliff Hall, Folkestone, CT20 2DZ

Sat 5th & Sun 6th October 2024, 10am-5pm

Supported by:



ADULT (16+): £8  
CHILD(5-15): £3 FAMILY: £21



[www.folkestone-mrc.com](http://www.folkestone-mrc.com)

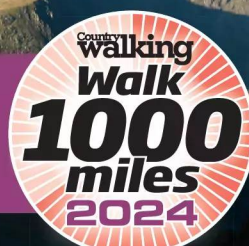


See **MORE**. Be **MORE**.

Walk **1000** miles

97% of participants say they've seen  
new places and **feel more alive.**

Sign up and join the UK's biggest  
self-improvement movement today:  
[walk1000miles.co.uk](http://walk1000miles.co.uk)





Quality downloadable  
card model railway kits  
since 2005

Visit → [scalescenes.com](https://scalescenes.com)

Download → Print → Build



## NEW T014a Non-conformist Chapel

ONLY £5.99

With its modest  
footprint, you'll  
be able to add  
architectural  
interest to even the  
smallest layout!

View our large range of  
OO and N kits and texture sheets

Includes interior detail, choice of  
doors, signs and gable stones.

scale  
scenes

Buy once unlimited prints

[www.YorkModelrail.com](https://www.YorkModelrail.com)  
Online Shop

We manufacture a wide range of unique laser-cut  
scenery detailing and architectural components;  
helping you build your railway layouts.



We also offer a bespoke laser-cutting service  
so can re-scale & tweak our standard range of products;  
catering for all model-makers working in all scales.

York Modelmaking 01904 400358 [laser@yorkmodelmaking.com](mailto:laser@yorkmodelmaking.com)  
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

STOWMARKET MODEL RAILWAY CLUB

## TRAIN & MODEL FAIR



- TRADE STANDS
- CLUB LAYOUTS
- INFORMATION TABLE
- REFRESHMENTS

£2.50 ENTRY, ACCOMPANIED  
UNDER 12S FREE.

10AM - 2:30PM

SUN 6TH OCT 2024

NEEDHAM MARKET COMMUNITY  
CENTRE, IP6 8BB

[enquiries@stowmodelrail.club](mailto:enquiries@stowmodelrail.club)

## CRANE GARDEN BUILDINGS

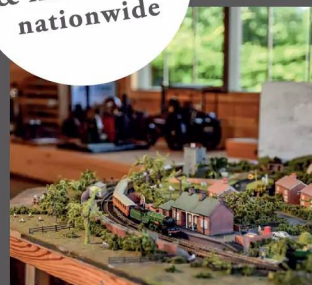
### THE PERFECT LOCATION FOR A MODEL RAILWAY

Our buildings are strong and robust, built with the  
highest quality sustainably sourced timber, and can  
be tailored to suit your individual needs.

By tailoring the building design to your exact requirements,  
it will be the perfect size, with each feature precisely as you  
want it. Our sheds and workshops can be fully lined and  
insulated, with electrics, allowing for comfortable year-round  
use. To find out more visit [cranegardenbuildings.co.uk](https://cranegardenbuildings.co.uk)



FREE  
DELIVERY  
& installation  
nationwide



SHOW SITES  
ACROSS THE  
COUNTRY

HANDMADE  
BY SKILLED  
CRAFTSMEN





**Trains4U.com** 27 St. David's Square, Fengate, Peterborough, PE1 5QA  
Open Tuesday - Saturday 10:00-5:00, Sunday 10:30-3:30, closed Monday

**Revolution** **RAPIDO** **GRAHAM FARISH** **by BACHMANN** **BRANCHLINE** **accurascale**

Check out our **ebay** site for a great range of new & pre-owned products (ebay ID = Trains4U)



We also stock a huge selection of quality used models for all budgets in our Peterborough store

**NOCH** **METCALFE** **PECO** **WOODLAND** **SCENICS** **EVERETT**

Tel: 01733 895989 e-mail: [Info@trains4u.com](mailto:Info@trains4u.com)

**50% OFF CODE: MODELRAIL**

**Love Model Railways?**

**rm RAILWAY MODELLERS.COM**

Join a community of railway enthusiasts! All scales covered including OO, N and O, including Modern Image and Steam Era. Plus, UK and International railways.

Get 50% off a Standard Yearly Subscription or First Class Yearly Membership when you sign up\* now!

Annual membership from £7.99 with voucher

**WWW.RAILWAYMODELLERS.COM**

\*Web subscriptions only. Discount Code cannot be used on signups made via the Android or iOS apps. Expiry date October 31st 2024.

**Durham Trains of Stanley**



"more than just a model shop"

6 Station Road, Stanley, County Durham DH9 0JL  
Tel: 01207 232545  
email: [durhamtrainsofstanley@gmail.com](mailto:durhamtrainsofstanley@gmail.com)

Opening times: 9.30 - 5.00 Mon, Tues, Fri & Sat, 11.00 - 5.00 Thurs, Closed Wed.

**DCC Fitting**

**[www.durhamtrainsofstanley.co.uk](http://www.durhamtrainsofstanley.co.uk)**

**1960s Young Women Figures**  
Available in N, TT, OO & O Scale from £4.99 each



**WWW.SMARTMODELS.CO.UK**

Smart Models Unit 302, Jarrow Business Centre, Rolling Mill Road, Jarrow, Tyne & Wear NE22 3DT  
Tel: 0191 4283307 Email: [info@smartmodels.co.uk](mailto:info@smartmodels.co.uk)

**BRIDGES** FOR MODEL LAYOUTS & DIORAMAS



**100+ PRODUCTS!**

from Vollmer, Kibri, Auhagen, Busch...

**Ask for them at your local model shop**

TRADE ACCOUNTS WELCOME! [WWW.GOLDENVALLEYHOBBIES.COM](http://WWW.GOLDENVALLEYHOBBIES.COM) - 01981 241237

**HOWES MODELS LTD** UNIT 16B, STATION FIELD INDUSTRIAL ESTATE, ROWLES WAY, KIDLINGTON, OXFORD OX5 1JD  
**01865 848000**, Open from 09.00 - 16.00 Monday - Friday

**80+! 1939-2023**

**HOWES THIS FOR SOUND!**

**PROBABLY THE BEST AVAILABLE AND NOW THE BEST FOR LESS NEW LOW PRICE £109.99!**

Hundreds of hours have been invested by our experts to ensure you receive what we believe to be the best UK sounds available. We can supply ESU Loksound decoders with our sound files and can also re-blow your ESU LOKSOUND decoders if you are unhappy with the sounds on them - our 're-blow' service is only £12.00 plus return courier charge.

**These are the latest LOKSOUND 5 decoders!**

**BR diesels, electrics, multiple units & steam - huge choice - just visit us on-line to see our full selection!**

Sound decoder with speaker - £109.99 for ESU/Howes V5.0 plus £6.50 delivery (UK).

*Please remember that we offer a decoder fitting service, please phone for more details.*

All our sounds can be offered for 'O' gauge models but may require a different decoder, depending on current draw - please phone for details.

ESU/Howes **XL** decoders for all **Heljan 'O' diesels**; are available at £219.99 inc speaker.

**WANTED MODEL RAILWAY COLLECTIONS BEST PRICES PAID, CONTACT US FOR DETAILS**

**[www.howesmodels.co.uk](http://www.howesmodels.co.uk)**



## KENT GARDEN RAILWAYS

Specialist suppliers of  
G scale and 16mm  
garden railways

LGB ♦ Accucraft  
Bachmann  
Piko ♦ Pola  
Roundhouse  
USA Trains, etc.

Large stocks of 00 and N  
from all leading suppliers

Hornby ♦ Bachmann  
Farish  
Heljan  
Dapol  
Rapido  
Woodland Scenics, etc.

American HO and N from leading suppliers

**www.kgrmodels.com**

68 High Street, St Mary Cray, Orpington, Kent BR5 3NH

Telephone: 01689 891668

Telephone, Web and Exhibition Sales only



Coronation FOFO post 1951 Model and Photo by Paul Morter

**Carriage kits. 3d Printing and  
scale drawings**

scan the QR code or  
visit: [qrcc.me/s7edd2hg086u](http://qrcc.me/s7edd2hg086u)



23 Oak Tree Road, Thatcham, Berks. RG19 4QP  
Andy@Isinglass-models.co.uk 01635 925627



## MODEL RAILWAY SHOW

at Bressingham Steam Museum

**SUNDAY 22ND SEPTEMBER 2024**

20 + LAYOUTS

TRADE SUPPORT

NARROW GAUGE PASSENGER TRAIN RIDES

GALLOPERS

CAFE

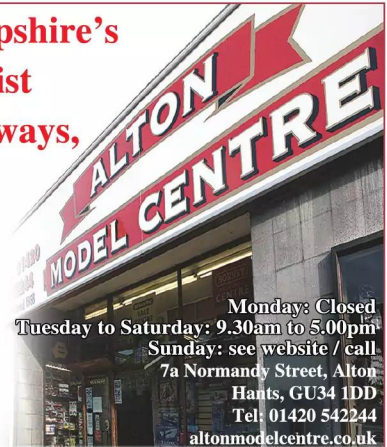
MUSEUM

**10:30 - 17:00 ENTRY ONLY £8**



FOR MORE INFORMATION PLEASE VISIT  
[WWW.BRESSINGHAM.CO.UK/EVENTS](http://WWW.BRESSINGHAM.CO.UK/EVENTS)

**Possibly Hampshire's  
Largest Stockist  
of Model Railways,  
Die-Cast,  
Books,  
Magazines,  
Scalextric  
and much  
more.**



Monday: Closed  
Tuesday to Saturday: 9.30am to 5.00pm  
Sunday: see website / call  
7a Normandy Street, Alton  
Hants, GU34 1DD  
Tel: 01420 542244  
[altonmodelcentre.co.uk](http://altonmodelcentre.co.uk)

Full range of model railway products from the leading  
manufacturers including:

Hornby, Bachmann, Dapol, EFE Rail, Graham Farish, Heljan,  
Oxford Rail, Peco, Ratio, Wills, Superquick, Metcalfe,  
Gaugemaster, Parkside, Railmatch, Woodland Scenics  
and many, many more.

DCC equipment from DCC Concepts, ESU, Gaugemaster, Hornby  
and Bachmann. Sound decoders from South West Digital.

Modelling materials & tools including Vallejo Model Colour  
AK pigments and washes, MIG Primer, Varnish & Weathering  
Products

Wide selection of books & magazines.

**accurascale**  
OFFICIAL STOCKIST



**PROUDLY PRESENTS  
FAREHAM RAILEX**

**Fareham Leisure Centre,  
Park Lane, Fareham, PO16 7JU**

Sat, 5th Oct 1000 ~ 1700

Sun, 6th Oct 1000 ~ 1600

Admission: £12 on door / £10 advance

Accompanied Children Free (under 16's)

Large number of layouts booked, Demonstrations &  
Full Trade Support by National & Local Names

Free parking for up to 3hrs

On-site catering

@farehammrc

Fareham & District Model Railway Club

[www.fareham-mrc.org.uk/railex](http://www.fareham-mrc.org.uk/railex)

Free Heritage Bus Service from Fareham  
Railway Station to the Leisure Centre  
(courtesy of SDTHT)

Supported  
by





**25 Years**  
**EAST SOMERSET MODELS**

THE RAILWAY STATION,  
CRANMORE, SHEPTON MALLET,  
SOMERSET, BA4 4QP

We carry comprehensive stocks from the major manufacturers  
**Bachmann - Farish - Dapol - Accurascale - Rapido UK - Peco**  
We also hold a wide range of accessories, vehicles and scenic materials  
**Saturdays 10:30am-3:30pm and Sundays 11:00am-2:00pm**  
(Please check our Website/Facebook Page for latest opening times)

Telephone: 01749 880651 - [www.esmodels.co.uk](http://www.esmodels.co.uk) - Email: [mail@esmodels.co.uk](mailto:mail@esmodels.co.uk)

**LOCOS**  
**COACHES**  
**WAGONS**  
**BUILDINGS**  
**INSET TRACK**  
and  
**MORE**

**RECREATION21**  
**3D PRINTED MODELS**  
**ORDER ONLINE**  
**www.rue-d-etopal.com**

**VARIOUS**  
**SCALES**  
Gauge 1,O,S  
OO,HO,TT,N  
OO9,O16.5  
SM32,G  
and  
..... MORE

**THE SPORTS MODEL SHOP**

66 High Street,  
Dingwall, IV15 9RY  
**Tel: 01349 862346**  
[www.sportsandmodelshop.co.uk](http://www.sportsandmodelshop.co.uk)  
Open Mon-Sat 9.15 - 17.00

Traditional Model Shop  
with large range of  
OO and N gauge  
model railways  
Plastruct, Glues,  
Scenics, Metals

To advertise in  
**MODEL RAIL**

Please contact Sarah Charity on  
**01733 979458**  
or email: [sarah.charity@bauermedia.co.uk](mailto:sarah.charity@bauermedia.co.uk)

**NICK TOZER**  
RAILWAY BOOKS

**RAILWAY BOOKS BOUGHT & SOLD**

Free Railway Booksearch Service  
155 Church Street, Paddock,  
Huddersfield, HD1 4UJ  
(Shop: Tue / Wed 11:00-17:00 + Thu 14:00-20:00)  
[www.railwaybook.com](http://www.railwaybook.com)  
email: [nick@railwaybook.com](mailto:nick@railwaybook.com)  
**Tel: 01484 518159**

**REDCAR MODELS & HOBBIES**

Most leading  
brands of  
"OO" gauge model  
railways & accessories.  
Also Diecast, Plastic  
Kits, Woodland  
Scenics, K+S metal  
Centre etc  
**130 High St, Redcar,**  
**Cleveland, TS10 3DH.**  
**Tel: 01642 494912**  
(Open Tuesday to Saturday)  
[sales@redcarmodels.co.uk](mailto:sales@redcarmodels.co.uk)

Tri ang Collector  
**Dave ANGELL**  
07968 975867

**Supplier & Collector of Vintage Trains**

Primarily, but not  
exclusively,  
made by Triang.

[www.daveangelltrains.co.uk](http://www.daveangelltrains.co.uk)  
[dave@daveangell.co.uk](mailto:dave@daveangell.co.uk)  
**07968 975867**

**THE HOBBY GOBLIN**

54 Hamil Road, Burslem,  
Stoke-on-Trent ST6 1AU

Special commission  
Stoke-on-Trent wagons and  
Model Art Miniatures bespoke  
'Potteries' resin models in  
N, OO and O gauges.

- Hornby • Bachmann • Peco
- Dapol • Gaugemaster
- Woodland Scenics
- Plus much more!

OPEN: Tue-Fri 10am-4pm  
Sat 10am-1pm

T: 01782 818433/07973 478294  
E: [thehobbygoblin-uk@hotmail.com](mailto:thehobbygoblin-uk@hotmail.com)  
[www.thehobbygoblin.co.uk](http://www.thehobbygoblin.co.uk)

**Orwell Model Railways**

Ipswich Model Railway Centre  
48-52 Tomline Road  
Ipswich IP3 8DB  
**01473 724578**

[www.orwellmodelrailways.co.uk](http://www.orwellmodelrailways.co.uk)

Open  
Mon-Fri 10:00 - 16:00  
Wed 10:00 - 18:00  
Sat 10:00 - 17:00

**TRIDENT TRAINS**

No10, The Craft Arcade,  
Dagfields Craft Centre,  
Crewe Road, Waltherton,  
Nantwich, Cheshire. CW5 7LG  
[www.tridenttrains.co.uk](http://www.tridenttrains.co.uk)  
**01270 842400**  
HORNBY • BACHMANN  
DCC CONCEPTS • FARISH  
DAPOL • PECO • LENZ  
TRAIN TECH • GAUGEMASTER  
METCALFE • RATIO  
& MUCH MORE

**P&D MARSH MODELS**

PAINTED OO GAUGE		PAINTED N GAUGE	
PDZ6 Track gang (4)	£10.50	PDX40 Ferguson tractor	£9.50
PDZ9 Bikes (4)	£9.95	PDX41 Stack of barrels	£6.65
PDZ12 Trackside signs (4)	£9.95	PDX43 Skip & cones	£7.95
PDZ19 Loco crew (2)	£10.85	PDX50 Mumsprams (2)	£9.95
PDZ23 Row boat	£11.95	PDX51 Cyclists (2)	£9.95
PDZ31 Gardening set	£8.95	PDX56 Gravestones (8)	£7.95
PDZ39 Coalmen & scales (2)	£9.95	PDX58 Fire buckets	£8.50
PDZ50 Platform trolley/porter	£9.95	PDX68 Forklift	£9.25
PDZ54 Chimney pots (8)	£6.85	PDX80 Benches (4)	£7.50
PDZ57 School crossing (1950)	£10.85	PDX351 GWR home signal	£9.95
PDZ106 Lambretta rider	£9.25	PDX361 Ground signals (5)	£9.50

AVAILABLE FROM ALL GOOD MODEL SHOPS  
DISTRIBUTED BY EXPO TOOLS & DRILLS

[WWW.PDMARSHMODELS.COM](http://WWW.PDMARSHMODELS.COM)  
**07730 202270**

**BRANCH LINES**

**Dapol Kit Package Deals**

Each package deal contains the Dapol plastic kit, our etched n.silver chassis kit, our body detailing (or interior) kit, Mashima motor, Romford gears, wheels and all screws wire, etc. to complete.

Railbus p/deal with full interior	£63.50
Drewry '04' diesel complete p/deal	£84.50
BR mogul & tender complete p/deal	£117.50
City of Truro complete p/deal	£119.50

Most parts available separately

**P.O. BOX 4293, WESTBURY BA13 9AA**  
**Tel/Fax: 01373 822231**  
**E-mail: [sales@branchlines.com](mailto:sales@branchlines.com)**

Cat's SSAA + £1 (in stamps) or £2.50 C. Card and PLEASE STATE INTERESTS

P&P: UK £2.50 (value under £30), £4.50 (£30 to £50), £5.50 (over £50).  
Overseas orders at cost, minimum £5.00.

VISA, MASTERCARD, SWITCH/MAESTRO, SOLO  
EXPORTS WORLDWIDE  
**Hours: Mon-Thursday: 9.30-1, 2-6**

**Car or van, work or play**

Take a five-minute pitstop.  
**Compare insurance with**

**Mustard CO.UK**

★★★★★ REVIEWS

T&Cs apply. See website for details. Authorised and regulated by the Financial Conduct Authority. Mustard.co.uk is a trading name of the H Bauer Publishing Limited Partnership which for general insurance distribution is an Appointed Representative of Vast Viability Limited, 8 Princes Parade, Liverpool L3 3DL, which is authorised and regulated by the Financial Conduct Authority under Firm Reference Number 566973. You can check these details on the FCA Register.



**C&M Models**

1 Crosby Street  
Carlisle CA1 1DQ  
(near to station and city centre)

Tuesday > Saturday  
10.00 to 16.30

Phone: 01228 514689

E-mail: [sales@candmmodels.co.uk](mailto:sales@candmmodels.co.uk)  
Web: <https://candmmodels.co.uk>

Online shop available in website  
Mail Order welcomed  
Many ranges in stock

**Cavalex class 60 advance orders now being accepted**

**Mark's Trains**

A RENOWNED SPECIALIST  
DCC CONVERSION SERVICE

- DCC conversions • Servicing & repairs
- Weathering • Resprays • Kit building
- Motor rewinds & remagnetisation

[www.marks-trains.co.uk](http://www.marks-trains.co.uk)

01733 609 414  
[info@marks-trains.co.uk](mailto:info@marks-trains.co.uk)

[f](https://www.facebook.com/marks.trains.uk) [i](https://www.instagram.com/marks.trains.uk) [in](https://www.linkedin.com/company/marks-trains-uk) [yt](https://www.youtube.com/channel/UCmarks_trains_uk)

**roxeymouldings.co.uk**

**Roxey**  
MOULDINGS

**Loco, Coach & Wagon Kits**

**Fittings & Accessories**

**Wheels / Motors & Gears in 00 and 0**

**Tel: 01932 245439**

*Visiting the Isle of Wight?*

Discover our two floors of rolling stock, buildings, figures, scenery, models and much more!

**All brands All gauges**

**UPSTAIRS DOWNSTAIRS**

Pier Street - Sandown PO36 8JR  
01983 406 616 - [www.trainshop.co.uk](http://www.trainshop.co.uk)

**Crafty Hobbies**

South Cumbria's number one shop for model railways, crafts, and doll's houses.

[www.craftyhobbies.co.uk](http://www.craftyhobbies.co.uk)  
54 Cavendish Street,  
Barrow-in-Furness,  
T: 01229 820759

To advertise in  
**MODEL RAIL**

Please contact  
**Sarah Charity on 01733 979458**

or email:  
[sarah.charity@bauermedia.co.uk](mailto:sarah.charity@bauermedia.co.uk)

**www.ToppTrains.co.uk**

**STAFFORD'S BEST SHOP**  
for the model railway enthusiast

Professional assistance and advice from fellow enthusiasts.

**WIDE RANGE OF STOCK**  
from all your favourite suppliers:

Bachmann, Peco, Dapol, Hornby, Expo Tools, Javis, Gaugemaster, Graham Farish, Metcalfe, Rapido etc.

Sets, locos, rolling stock, track, accessories, tools, scenery, paints, brushes, kits and bits.

**01785 247883**  
[www.topptrains.co.uk](http://www.topptrains.co.uk)

**JOHN DUTFIELD**

Stockists of: **HORNBY** **TWIN**

Peco • Bachmann  
Graham Farish • Wills • Ratio  
Cavalex • Accurascale and much more including secondhand

**WARDS YARD,**  
**133 SPRINGFIELD PARK ROAD,**  
**CHELMSFORD, ESSEX, CM2 6EE**

**01245 494455**

Open 9-5.30 Mon, Tues, Thurs, Fri, Sat.  
Closed Weds & Sun.

[heatherwilkinson@btconnect.com](mailto:heatherwilkinson@btconnect.com)  
[johndutfieldmodelrailways.co.uk](http://johndutfieldmodelrailways.co.uk)

**MonkBar Model Shop**  
Established in 1963

2 Goodramgate  
York - YO1 7LQ  
01904 659423

Open Monday - Saturday 9am - 5pm

**00, N & O Gauge Model Railways**

Visit us in York!

Stockists of Hornby, Bachmann, Graham Farish, Peco, Dapol, Gaugemaster, Ratio, Wills, Woodland Scenics, Metcalfe, Oxford Diecast, Rapido, Accurascale and more

[monkbarmodelshop.co.uk](http://monkbarmodelshop.co.uk)

**P. D. K. MODELS**

Brass and Nickel Silver Locomotive Kits. Suitable for 'OO' and 'EM'.

**PDK 41. HOLDEN GER/LNER/BR 'B12/1 & 2' 4-6-0. £115-00**

**PDK 40. LNER/BR 'B12/1 & 2' 4-6-0. £115-00**

**Brass body and tender construction with a Nickel Silver chassis (Can be beam compensated if required). Whitemental and Brass detail parts. Nickel Silver coupling rods. Sprung buffers etc.**

Further info is available on our website.  
(Wheels, Motor & Gearbox not included).

**SELECTED OTHER KITS**

PDK 6 - Maunsell 'W' 2-6-4 Tank.....	£120-00
PDK 14 - SR/BR Maunsell 'L1' 4-4-0.....	£105-00
PDK71 - LSWR/SR/BR Urie 'G16' 4-8-0 Tank.....	£120-00
PDK72 - LSWR/SR/BR Urie 'H16' 4-6-2 Tank.....	£120-00

**COMING SOON - LSWR/SR/BR 'T14', LBSC/SR/BR 'K' MOGUL.**

**Professional Building Service Available. Price On Application.**  
As well as our own kits we will consider other manufacturers kits. Please visit the gallery pages on our website for examples.

Please visit our website at [www.pdkmodels.co.uk](http://www.pdkmodels.co.uk) for further details. Payments are via PayPal on our website, Credit/Debit card by phone or Cheque.

Hilltop Bungalow,  
Carnkie, Helston,  
Cornwall, TR13 0DZ.  
Tel: 07732 213251. (Between 10am & 3.30pm).  
E-Mail: [pdkmodels@hotmail.co.uk](mailto:pdkmodels@hotmail.co.uk)

List of Kits & Detailing Parts. Download from the website or send a LARGE A4 SAE.

**POSTAGE**

Recorded Postage £6.00 on Loco kits and £4.00 on Tender and Chassis Kits  
Overseas customers please email for quote.

To get your products in front of 21,631 readers

Please call  
**Sarah Charity on 01733 979458**

or email  
[sarah.charity@bauermedia.co.uk](mailto:sarah.charity@bauermedia.co.uk)



# Backscene



Working on two magazines keeps him busy, but sometimes CHRIS LEIGH finds that a picture in one prompts an idea for the other...

I recently wrote an editorial comment for *Steam World* around a fascinating picture of a Bulleid 'Pacific' at Eastleigh. The locomotive was 'Battle of Britain' No. 34057 *Biggin Hill* and it was standing at the head of a short Down parcels train. Staff were busy loading goods into the second vehicle, working in the lee of a building that was being demolished. Minimal health and safety at work in 1967!

However, what had caught my attention was that the locomotive was *Biggin Hill*. Between 1959 and 1963, when I was in my early teens, I changed from being a kid playing with a train set to being a railway modeller. Several developments prompted that change, not least Meccano's switch of Hornby-Dublo from three-rail to two-rail. It wasn't just the track and the electrical system that changed. The models switched to plastic construction.

In parallel with that, the Rosebud Dolls company, in Raunds, Northamptonshire, started a range of plastic locomotive kits which ran on 'OO' gauge track. Marketed as Kitmaster models, they were made in the new polystyrene which could be 'welded' with solvent adhesive. In due course there were accompanying Mk 1 coach kits and even a motorised box van and motor bogie which could push the unpowered locomotives around your layout.

From memory, the earliest locomotives included a 'J94' 0-6-0ST, an L&YR 'Pug' 0-4-0ST and the GWR 4-4-0 *City of Truro*. There was an 'HO' model of the American 4-4-0 *The General*, which capitalized on the contemporary Disney movie *The Great Locomotive Chase* which told the story of the Andrews raid in April 1862 during the American Civil War.

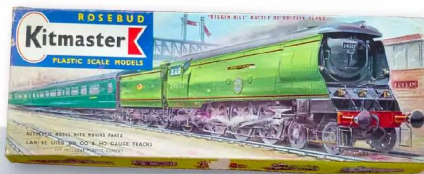
For me, as a modeller of the Southern Region, there was one highlight in the Kitmaster range, Bulleid 4-6-2 No. 34057

*Biggin Hill*. Bulleid's light 'Pacifics' have always been my favourite locomotives and though I had Hornby-Dublo's rebuilt 'West Country' No. 34005 *Barnstaple*, there was no unrebuilt Bulleid in 'OO' except for Tri-ang's *Winston Churchill*. It never looked 'right' to me and, in any case, Tri-ang models would not run on Hornby track.

So I bought, and built, *Biggin Hill* (several times over the years) and progressed to the Kitmaster Mk 1 coaches. The motor bogie was designed to fit in a brake coach in order to propel the unpowered locomotives but it offered another possibility for Southern modellers. In *Model Railway Constructor* magazine, Alan Williams showed us how to turn Kitmaster Mk 1s into the Southern's Kent Coast EMUs. Add a motor bogie and you had a working Southern EMU, and suddenly, you were a railway modeller!

The Kitmaster range lasted less than five years, as Rosebud went into receivership. The range went to Airfix which released just a handful of further rail-themed kits that have since passed to Dapol. My generation of modellers owes a lot to Rosebud Kitmaster. When I moved to Northamptonshire in 1992 I went looking for the Rosebud factory in nearby Raunds, but the area had been redeveloped.

I have a rake of Kitmaster Mk 1s built by the late Keith Willows. They are coupled with bent paper clips but they run more reliably than more recent ready-to-run Mk 1s. I also still have my Kitmaster American 4-4-0 *The General*, the only survivor, though happily unbuilt Kitmaster kits can still be found on eBay, and the Airfix survivors, including *Biggin Hill*, are now made by Dapol.



'Battle of Britain' No. 34057 *Biggin Hill* pauses at Eastleigh in 1967. Bulleid's unrebuilt 'Light Pacifics' remain Chris' favourite locomotives.



## CONTACT US

Media House, Lynchwood, Peterborough  
Business Park, Peterborough PE2 6EA  
Email: [modelrail@bauermedia.co.uk](mailto:modelrail@bauermedia.co.uk)

### EDITORIAL

Telephone: 01733 468000  
Editor: George Dent  
Consultant Editor: Chris Leigh  
Staff Writer: Chris Gadsby  
Model Consultant: Dave Lowery  
Editorial Assistant: Sara Herbert-Mattick  
Art Director: Mandy Brett  
Art Editor: Matthew Hunt  
Production Editor: Shane Collins  
Sub Editor: Richard Hampson  
Photography: Jacques Portal, Chris Nevard, George Dent  
Artist: Andrew Mackintosh

### PRODUCTION

Telephone: 01733 468377  
Print Production Manager: Richard Woolley  
Advertising Production: Zoe Bellamy  
Printed by: Wyndeham, Walstead, Bicester, Chaucer  
Business Park, Launton Road, Bicester, Oxon OX26 4QZ

### ADVERTISING

Telesales Account Manager  
Sarah Charity 01733 366350  
Group Sales Manager  
Lucy Scott 01733 366362

### MARKETING

Telephone: 01733 468000  
Marketing Manager: Susan Litawski  
Marketing Executive: Sofie McIntyre  
Head of Newstrade: Leon Benoiton  
Newstrade Marketing Manager: Karen Caruso

### SUBSCRIPTIONS & BACK ISSUES

To contact us about subscription orders, renewals, missing issues, back issues or any other queries, please email [bauer@subscription.co.uk](mailto:bauer@subscription.co.uk) or call our UK number on 01858 438884. To manage your account online visit <https://secure.greatmagazines.co.uk/Solo>. If you're outside the UK, call +44 1858 438884.

### H BAUER PUBLISHING

Group Editor: Chris Jones  
Publisher - Special Interest: Holly Jerram  
Chief Digital Officer: Charlie Calton-Watson  
Chief Financial Officer Bauer Magazine Media: Lisa Hayden  
Co-CEO, UK Publishing (Content): Helen Morris  
Co-CEO, UK Publishing (Operations): Steve Prentice  
Syndication email address: [syndication@bauermedia.co.uk](mailto:syndication@bauermedia.co.uk)



From January-December 2023 *Model Rail* sold an average of 16,587 copies per issue, as independently confirmed by the Audit Bureau of Circulations (ABC).

*Model Rail* magazine is published 13 times per year by H Bauer Publishing, registered in England and Wales with company number LP003328, registered address Media House, Peterborough Business Park, Lynchwood, Peterborough, PE2 6EA.

COMPLAINTS: H Bauer Publishing is a member of the Independent Press Standards Organisation ([www.ipso.co.uk](http://www.ipso.co.uk)) and endeavours to respond to and resolve your concerns quickly. Our Editorial Complaints Policy (including full details of how to contact us about editorial complaints and IPSO's contact details) can be found at [www.bauermediacomplaints.co.uk](http://www.bauermediacomplaints.co.uk)

No part of the magazine may be reproduced in any form in whole or in part, without the prior permission of H Bauer Publishing. All material published remains the copyright of H Bauer Publishing and we reserve the right to copy or edit any material submitted to the magazine without further consent. The submission of material (manuscripts or images etc) to H Bauer Publishing, whether unsolicited or requested, is taken as permission to publish that material in the magazine, on the associated website, any apps or social media pages affiliated to the magazine, and any editions of the magazine published by our licensees elsewhere in the world.

By submitting any material to us you are confirming that the material is your own original work or that you have permission from the copyright owner to use the material and to authorise Bauer to use it as described in this paragraph. You also promise that you have permission from anyone featured or referred to in the submitted material to it being used by H Bauer Publishing. If H Bauer Publishing receives a claim from a copyright owner or a person featured in any material you have sent us, we will inform that person that you have granted us permission to use the relevant material and you will be responsible for paying any amounts due to the copyright owner or featured person and/or for reimbursing H Bauer Publishing for any losses it has suffered as a result. Please note, we accept no responsibility for unsolicited material which is lost or damaged in the post and we do not promise that we will be able to return any material. Finally, while we try to ensure accuracy of your material when we publish it, we cannot promise to do so. We do not accept any responsibility for any loss or damage, however caused, resulting from use of the material. ● H Bauer Publishing is authorised and regulated by the FCA (Ref No. 845898) VAT No. 918 5617 01

● H Bauer Publishing is a company registered in England and Wales with company number LP003328, registered address The Lantern, 75 Hampstead Road, London, NW1 2PL.

MODEL RAIL (ISSN 1369511, PE 8710) is published monthly with an extra 'Summer issue' in August by H Bauer Publishing Ltd, Media House, Lynchwood, Peterborough, Cambs PE2 6EA, United Kingdom. Airfreight and mailing in the USA by agent named World Container Inc., c/o BBT 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. POSTMASTER: Send address changes to Model Rail, World Container Inc., c/o BBT 150-15, 183rd St, Jamaica, NY 11413, USA. Subscription records are maintained at Bauer Media Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicestershire LE16 9EF, United Kingdom. Air Business Ltd is acting as our mailing agent.





# Selling your model railways?

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



**FREE VALUATIONS** - We will provide a free, professional valuation of your collection, without obligation on your part to proceed. Either we will make you a fair, binding private treaty offer, or we will recommend inclusion of your property in our next public auction.

**FREE TRANSPORTATION** - We can arrange insured transportation of your collection to our Warwick offices completely free of charge. If you decline our offer, we ask you to cover the return carriage costs only.

**FREE VISITS** - Visits by our valuers are possible anywhere in the country or abroad, usually within 48 hours, in order to value larger collections. Please phone for details.

**ADVISORY DAYS** - We are staging a series of advisory days and we will be visiting all areas of England, Scotland, Wales and Ireland during the coming months. Please visit our website or telephone for further details.

**EXCELLENT PRICES** - Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

**ACT NOW** - Telephone or email Richard Beale today with details of your property.



*Get the experts on your side!*



## Warwick & Warwick

AUCTIONEERS AND VALUERS  
[www.warwickandwarwick.com](http://www.warwickandwarwick.com)

Warwick & Warwick Ltd., Chalon House, Scar Bank,  
Millers Road, Warwick CV34 5DB England

Tel: (01926) 499031 • Fax: (01926) 491906  
Email: [richard.beale@warwickandwarwick.com](mailto:richard.beale@warwickandwarwick.com)



# GAUGEMASTER

## Analogue Control



Choose a controller for life with our Gaugemaster Lifetime Guarantee. We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time and so has our lifetime guarantee:

**"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."**

It's the only controller you'll ever need to buy and they are all made here in the United Kingdom.



### Mains Powered Controllers

Our Mains Powered Cased Controllers come complete with transformer and can just be plugged in, connected to the track and away you go. The controllers also feature additional outputs for powering a variety of accessories.



**BEST FOR**  
Beginners

#### GMC-COMBI

Single Track Controller/Transformer

*Most Suitable For: OO, HO, and N Scale*

Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track and a 16V AC output for accessories.



**BEST FOR**  
Twin Tracks

#### GMC-D

Twin Track Controller

*Most Suitable For: OO, HO, and N Scale*

Our best selling controller! Runs a two track railway with minimum of fuss. The Model D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.



**BEST FOR**  
Four Tracks

#### GMC-Q

Four Track Controller

*Most Suitable For: OO, HO, and N Scale*

The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs and two of 16V AC and 12V DC outputs for accessories.

### Panel Mounted Controllers

Our Panel Mounted Controllers are designed to be able to be set into a control panel of your choice. They require a separate transformer and can be flush mounted too.



**BEST FOR**  
Control Panels

#### GMC-100

Single Track Panel Mount Controller

*Most Suitable For: OO, HO, and N Scale*

Requires 1x GMC-M1/GMC-WM1 transformer

The panel mount controllers are designed to fit snugly into a control panel of your choice. A flush fit fascia results in a clean finish.



**BEST FOR**  
Realistic Running

#### GMC-U

Single Panel Mount with Simulation

*Most Suitable For: OO, HO, and N Scale*

Requires 1x GMC-M1/GMC-WM1 transformer

With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.



**BEST FOR**  
Flexibility

#### GMC-W

Single Track Walkabout Controller

*Most Suitable For: OO, HO, and N Scale*

Requires 1x GMC-M1/GMC-WM1 transformer or GMC-100M

Fitted with 1.5m of cable, this controller allows you the freedom to move around while still controlling your layout.

### Also in the Gaugemaster Analogue Range

#### Cased Controllers

GMC-100M	Single Track Controller
GMC-P	Single Track Controller with Simulation
GMC-100MO	Single Track Controller for O Scale
GMC-10LGB	Single Track Controller for G Scale
GMC-10LGB5F	Single Track Controller for G Scale with Fan
GMC-DS	Twin Track Controller with Simulation
GMC-TS	Three Track Controller with Simulation

#### Panel Mounted Controllers

Orange text shows transformer required

GMC-100.O	Single Track Controller for O Scale	1x GMC-M2
GMC-UF	Single Track Controller with Feedback	1x GMC-M1 or GMC-WM1
GMC-UO	Single Track Controller with Simulation for O	1x GMC-M2
GMC-UD	Twin Track Controller	1x GMC-M1 or 2x GMC-WM1
GMC-UDS	Twin Track Controller with Simulation	1x GMC-M1 or 2x GMC-WM1
GMC-UQ	Four Track Controller	2x GMC-M1 or 4x GMC-WM1

#### Cased Transformers

GMC-M1	2x 16v AC Outputs at 1A
GMC-M3	1x 24v AC Outputs at 1.25A

#### Wall Mounted Transformers

GMC-WM1	1x 16v or 12v DC Output at 1.1A
GMC-WM2	1x 9v DC Output at 1.6A
GMC-WM5	1x 12v DC Smoothed Output at 2A

This is only a selection of our analogue controllers. For the full range please see our website or visit your local Gaugemaster stockist.



This year, Gaugemaster marks a significant milestone - our 50th anniversary! To celebrate our achievements, we are running competitions and hosting a range of fantastic events throughout August that sum up the last 50 years of Gaugemaster. You can find out all about these by visiting [www.gaugemaster.info/gaugemaster50](http://www.gaugemaster.info/gaugemaster50) or scanning the QR Code, and we look forward to these celebrations being the start of another successful 50 years!

**ANNIVERSARY AUGUST:**  
50 Years of Gaugemaster

Events Taking Place  
Throughout August 2024

Find Out More:



These products are available from your local model shop, or, in case of difficulty, direct from ourselves.  
Gaugemaster Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom - +44 (0) 1903 884321 - [hello@gaugemaster.com](mailto:hello@gaugemaster.com). E&OE.



@gaugemaster



@gaugemaster



@gaugemaster\_controls



@gaugemaster\_controls

[www.gaugemaster.com](http://www.gaugemaster.com)