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Revolution 'Borail'
& 'Mullet'



Bachmann
'Tin Car'
saloon



Revolution GM Saloon

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This month's cover image



Chris Nevard recently worked his magic on a Dapol engine shed kit, the tooling for which dates from the early 1960s. Turn to page 44 to see how Chris achieved such amazing results. CHRIS NEVARD

Welcome

In early December, Hornby hosted its traditional annual press preview of its plans for 2025, and I type these words on the proverbial morning after. Gazing out to sea from a funky Margate coffee shop, as the drizzle clouds the windows, I've been reflecting on the events of the previous day.

Naturally, my lips are firmly sealed regarding new releases, pending Hornby's official launch in mid-January, but some stories can be shared, including progress updates on existing projects – see page 8.

One subject that dominated yesterday's discussions was the positive outlook for Hornby's 'TT:120' range, with the company's research revealing fascinating results on who has been buying into this exciting 'new' scale.

It seems that younger customers (as in younger adults) have taken a particular interest, with a significant proportion taking advantage of digital control, which isn't surprising. With wireless control systems like Hornby's HM7000, which communicates direct to locomotives fitted with Bluetooth-enabled decoders via a smartphone or tablet, layout operation becomes a more contemporary experience, especially for post-Millennial generations.

I imagine most of us would begin with DCC these days, if starting from scratch – even dyed-in-the-wool analogue users like me. Without a sizeable collection of older models to convert, digital offers manifold benefits, even if lights and sound are not your bag.

That said, there's always a place for 'legacy' models and accessories in this diverse hobby. Chris Nevard proves this with his beautiful engine shed that adorns this month's cover. I recall building one of these as a very young



In a moment of serendipity, a suitably named Hitachi Class 395 conveyed George to Margate, for the annual press day at Hornby's HQ.

boy, when they were still available under the Airfix banner. In fact, it was the first railway-related plastic kit I ever built. A well-meaning uncle tried to convince me to bond the parts with solvent-based Tippex which, even as a nipper, I thought was an odd suggestion. It takes all sorts, I guess...

Happy modelling!

George Dent Editor

Meet the team behind the UK's best modelling magazine



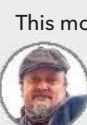
Chris Leigh

In his 65th year in the hobby, so he can claim to be experienced!



Chris Gadsby

The smaller the detail, the more interested he gets.



Chris Nevard



Peter Marriott



Dave Lowery



Ben Ando



Ben Jones

This month's contributors

Model Rail essential information

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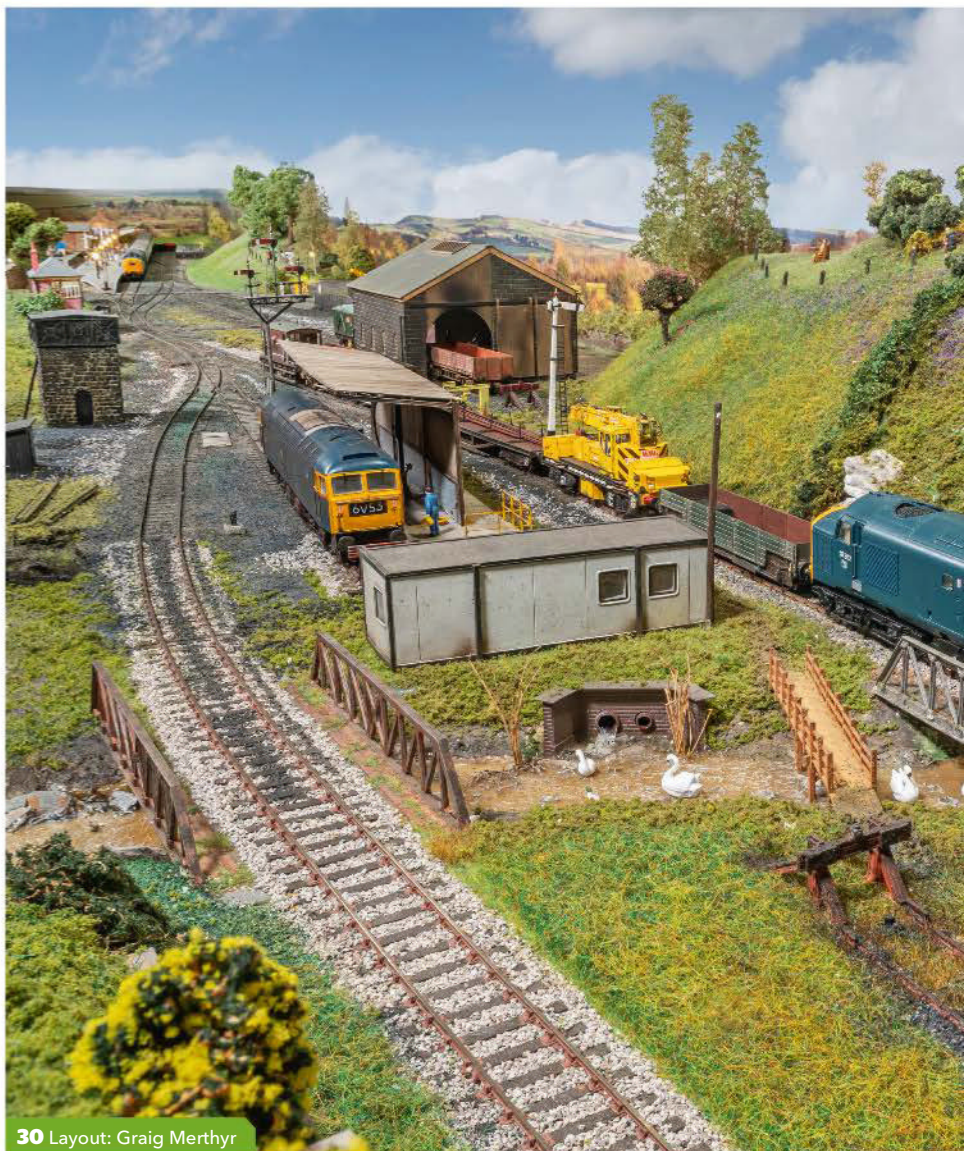
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66 Layout: Old Parrock



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48 Create snow effects



52 Build a metal Class 06

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Opening the box

The latest happenings from the world of model railways

The Big Picture

If there's one thing model railway builders are good at it's accumulating a lot of stuff. We rummage in the bargain bins at exhibitions and we never, ever throw anything away – it might be useful in the future! We're always thinking 'I could turn that plastic kit sprue into something.' 99% of the time it gets put in a box of bits, never to be seen or touched again until eventually the pile gets so big that something has to be done. You can't just bin the lot, surely? You could follow Dave Finney's lead and build a shunting layout using as many bits and bobs as possible, purely to put them to use. Read more about how he created his latest layout 'Cheeky Shunt' in an upcoming issue of *Model Rail*.

Photography:
CHRIS NEVARD





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GAUGE



REVEALED: HORNBY'S ALL-NEW 'J13'/'J52'

In late November Hornby announced an all-new tooling of the Great Northern 'J13' O-6-OST, later known as the LNER 'J52'. This humble saddle tank locomotive had been part of the Hornby range for many years, but this full revamp will bring a huge uplift in detail and performance, as well as a wealth of period-specific details to correctly represent the GNR, LNER and BR eras, including different bunkers, chimneys, safety valves and more.



So far, three versions have been revealed and all will feature a five-pole skew-wound motor, 21pin DCC socket and space for a speaker. A mix of painted and unpainted samples have been on show recently, revealing extensive use of die-cast metal to provide welcome extra ballast, as well as an impressive array of etched and turned brass detail fittings. The cab interiors and controls are fully rendered, and the inside valve gear is also represented between the frames.

All three versions are available to pre-order now.

Notably, with Rapido Trains UK having already announced its own 'J13'/'J52' project, the two manufacturers have been working together to ensure that each range offers different prototype versions, which is a very welcome development for modellers.



What's available?

- ◆ R30365 Class J13 O-6-OST No. 1257, GNR lined green
- ◆ R30366 Class J52 O-6-OST No. 4225, LNER black
- ◆ R30367 Class J52 O-6-OST No. 68873, BR black, early crest

Price: £174.99

When's it due? Summer 2025

Availability: Hornby stockists

Web: www.hornby.com

DUBLO DELTIC PROTOTYPE GETS POWER UPGRADE

Although announced as part of the 2023 programme, Hornby's rendition of the prototype English Electric *Deltic*, is now likely to enter production towards the end of 2025. As part of the collectable Hornby-Dublo range, *Deltic* features a trademark die-cast metal bodyshell, albeit adorned with a wealth of finely moulded and etched detail components, the fit of which is currently being refined.

We inspected the latest sample during the Hornby press event in early December and, boy, is it heavy! So much so that a whole new drive unit has been created to ensure optimum performance. Despite its bulk, *Deltic* is shaping up to be an exquisitely detailed model, with the bogies and underframe featuring as much care and attention as the bodyshell. A 21pin DCC

interface will be provided and the model will come equipped with working lights.

Price: £349.99

When's it due? Dec 2025



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NEW FLEET OF 'TUGS' SAILING IN

Hornby also revealed a quartet of new Class 60s, two of which come pre-loaded with Triple X Sound DCC decoders and speakers.

Loadhaul's popular livery features on a Hornby '60' for the first time in a while, and GBRf and DC Rail versions will cater for the more recent era. Perhaps the most recognisable, however, is 60081 *Isambard Kingdom Brunel* in its commemorative GWR green livery, representing the 'Tug's' current condition, as preserved as part of the One:One Collection.

All four are available to pre-order now.



00 GAUGE

What's available?

- ◆ R30373 BR Class 60 60081 *Isambard Kingdom Brunel*, GWR green
- ◆ R30354TXS BR Class 60 60008 *Gypsum Queen II*, Loadhaul black/orange
- ◆ R30355TXS BR Class 60 60056 *Great Gable*, GBRf blue/orange
- ◆ R30374 BR Class 60 60029 *Ben Nevis*, DC Rail Freight grey

Price: £249.99/£294.99

When's it due? March 2025

STOP PRESS BUMPER CROP OF NEW RELEASES

A host of exciting new models arrived just as we closed for press, including Rapido's Highland Railway 'Jones Goods' 4-6-0, EFE Rail's North British 'Warship' and Bachmann's 'Palvan'. Also delivered at the eleventh hour was Hornby's jaw-dropping 'Coronation' observation saloon, adding the finishing touch to the rake of matching, articulated stock reviewed on page 82.

Look out for in-depth reviews of all these models in the February issue - out on January 16.



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ATOMIC 'FLATROL' DESIGN IMPROVED

As revealed in the November 2024 issue, *Model Rail* is working with Revolution Trains to produce an exclusive 'OO' gauge model of the BR 'Flatrol MJ' atomic flask wagon, producing both the earlier six-axle version and the refurbished four-axle XKB.

A number of readers have been in touch since the announcement, offering useful information regarding paint schemes, which has been gratefully received.

Revolution's team has also worked to improve the original plans for the later twin-axle bogies for the XKB variant. Accordingly, the inner framework has been greatly enhanced, with the addition of brake calipers and brake disc inserts.

A few other improvements have also been designed into the wagon's main frames and we're very excited to be moving towards the tooling stage.

We'll share more updates in the new year, once livery and number variations have been finalised.

Web: www.model-rail.co.uk



'TT:120' CLASS 37 AND 'J50' PROGRESS

TT:120 GAUGE

Hornby's future plans for 'TT:120' will be revealed early in the new year but, in the meantime, the Margate company has been keeping modellers abreast of progress on its Class 37 and LNER Class J50 0-6-0T.

The '37' has reached the prototyping stage, with a split headcode version available for us to examine. The level of



detail is highly impressive, with a range of innovative approaches employed to the tooling. Finely etched frost and radiator grilles, plus wire handrails and

detailed bogies add finesse. Full details of liveries and sub-classes will be revealed next year, leaving EE Type 3 fans in hopeful expectation!

The 'J50' is also progressing well, with various painted samples being displayed.

'SLIGO TANKS' A BOON

Irish Railway Models has teamed up with Heljan to offer modellers a special version of the former BR Class B oil tank wagons purchased by CIÉ in the late 1960s. Synonymous with oil trains from North Wall to Sligo, the wagons were modified by CIÉ engineers to include extra bracing between the tank and chassis, which has been

faithfully replicated on the models.

The real wagons operated in Ireland into the early 2000s and Heljan has produced 12 individually numbered vehicles, allowing an authentic rake to be reproduced.

Available only from the Irish Railway Models or Accurascale websites, each pack is priced at



€169.99, with 10% off when ordering two or more packs. They can be pre-ordered now, with delivery due in January.

This is expected to be a one-off production run, so grab them while you can.

Web: www.irishrailwaymodels.com
www.accurascale.com



BRUSH UP! BR MIRRLEES TYPE 2/CLASS 30 & BR EE TYPE 2/CLASS 31

1:76.2 SCALE/OO GAUGE

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to view the full range of Class 31 locomotives available to pre-order.



ESU

LOK SOUND
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MIRRLEES CLASS 37/9 ADDED TO RANGE

OO
GAUGE

British Rail's ill-fated Class 38 development programme of the 1980s led to a small fleet of 'heavyweight' refurbished Class 37s being equipped with Mirrlees diesel powerplants and Brush alternators, to evaluate this traction package for use in a new fleet of locomotives.

It never materialised, and the project was shelved, but the Class 37/9s (some of which gained Ruston engines and GEC electrical gear), remained in use on heavy freight work. The Mirrlees power units proved reliable, leading to a larger version being specified for BR's Class 60.



Added to Accurascale's extensive Class 37 production programme, the Mirrlees-powered Class 37/9s will be produced in three different versions, each featuring the revised roof panels and exhaust outlets, plus other unique details appropriate to each individual locomotive and timeframe.

Additionally, Accurascale has also developed a bespoke new sound project, capturing the



What's planned?

- ◆ BR Class 37/9 37901 Mirrlees Pioneer, Europhoenix
- ◆ BR Class 37/9 37902 British Steel Llanwern, Railfreight Metals sector
- ◆ BR Class 37/9 37903, Railfreight grey

Price: £189.99 (DCC-ready), £289.99 (DCC sound)

When's it due? Winter 2025

Availability: Accurascale stockist

Web: www.accurascale.com

distinctive tones of the Mirrlees power plant.

Of the three models revealed so far, Europhoenix 37901

Mirrlees Pioneer will be available exclusively from Accurascale's website, with all now available for pre-ordering.

MORE NEW WAGONS FROM RAPIDO

The latest additions to Rapido's growing range of pre-Grouping freight wagons is the Great Eastern Diagram 17 five-plank and Diagram 48 seven-plank opens. With a 9ft wheelbase and sturdy timber frame, the 10ton and 12ton capacity wagons were used for carrying coal and general merchandise from the 1890s



onwards. Hundreds lasted into BR days, many ending up in the Departmental sector.

In all, nearly 30 different wagon models are being produced, across GER, Lancashire Derbyshire & East Coast Railway, Great Central, LNER and BR liveries, and the project has reached the prototype stage.

Another new model under development is the LBSCR Diagram 8, 8ton covered van, of a type built in their hundreds between the 1880s and 1915, with a fleet finding their way onto the Isle of Wight network. Numerous wagons survived into BR days, mostly in

departmental use, with a handful now in preservation.

LBSCR, SR and BR liveries are being replicated, across 18 different versions, with the project now in the tooling stage.

Price: £32.95/£34.95 each

Availability: Rapido stockists

Web: www.rapidotrains.co.uk

OO
GAUGE



ACCURASCALE SADDLES UP

OO
GAUGE

Nearly 500 Hunslet 'Austerity' 0-6-OSTs were constructed between 1943-1964, by Hunslet and others, including Bagnall, Hudswell, Clarke and Vulcan Foundry. They were built initially for the Ministry of Supply to fill a need for a rugged heavy shunting locomotive for wartime traffic, with many subsequently purchased by the LNER and various industrial concerns.

The ex-LNER versions continued in use with BR until the mid-1960s and some of those in industry served into the 1980s, with plenty of examples being saved for preservation.

Working prototypes of Accurascale's new 'OO' model have been under test, with decorated samples due in the new year. Six versions have been revealed so far, with a mix of industrial, LNER and BR livery options. The specification includes a powerful coreless motor, equipped with a flywheel and low-speed gearing, plus a Next18 DCC socket,



What's planned?

- ◆ 'Austerity' WGB2762, No. 18, United Steel Company lined red
- ◆ 'Austerity' HC1775, No. 68025, BR black early crest
- ◆ 'Austerity' HE3151, No. 8008, LNER desert sand
- ◆ 'Austerity' HE3810, *Glendower*, NCB South Wales green with hazard stripes
- ◆ 'Austerity' VF5300, No. 59, NCB North East black
- ◆ 'Austerity' HE3823, *Warrior*, NCB North West red with 'wasp' stripes

Price: £149.95 (DCC-ready), £249.95 DCC sound

When's it due? Q2 2026

Availability: Accurascale stockists

Web: www.accurascale.com

powerpack capacitor for superior running, firebox glow effect and a wealth of prototype-

specific details. DCC sound-fitted options are also on offer, with pre-orders now being taken.

DAPOL'S RAILCARS ARE APPROACHING

N GAUGE The latest production batch of Dapol's Class 142 'Pacers' has reached the decorated samples stage, with delivery now expected early in the new year. Models are available to pre-order now, with five versions being produced, including original BR Provincial blue, Regional Railways, First Great Western blue and Northern Rail blue/purple.

Price: £162.00 (DCC-ready), £205.20 (DCC-fitted)



N GAUGE Dapol's new run of Class 153 railcars was due to arrive with retailers in late December, with a choice of Transport for Wales' current grey/red livery (as 153333) or Wessex Trains 153318 in an eye-catching advertising livery for The Heart of Wessex Line.

Price: £140.35 (DCC-ready), £172.80 (DCC-fitted)

OO GAUGE Due to public demand, Dapol has announced a second production run of its MRA side-tipping ballast wagon set. These five-wagon sets were built between 2000-2002 for Railtrack, continuing in use today with Network Rail, although a large number of vehicles have recently

undergone conversion into conventional, individual ballast/spoil carrying wagons, coded JNA-Y.

Dapol is to produce six different five-wagon sets, in Railtrack, Network Rail and Metronet liveries, with slight modifications being made to the existing tooling to incorporate magnetic couplers between the cars. They're expected to reach retailers in Q3 2025, with pre-ordering available now.

Price: £225.00 per set with magnetic couplers

Availability: Dapol stockists

Web: www.dapol.co.uk



OXFORD UNCOUPLES FROM HORNBY - SPECIAL AWARD FOR LYNDON DAVIES

Having owned the Oxford Diecast operation (including Oxford Rail) outright since 2021, Hornby recently sold the loss-making brand back to the Davies family for £1.38 million.

Founder Lyndon Davies, popularly known as 'Taff', was recently presented with a Special Recognition Award by the British Toy and Hobby Association. Starting out in the die-cast trade in the late 1970s, Lyndon formed the Oxford Diecast



range in 2000, which soon became one of the leading die-cast model manufacturers in the world.

Having fought back from serious illness over the past 12 months, resulting in sight loss, Lyndon and the Oxford Diecast team have been raising money for the Royal National Institute of Blind People (RNIB).

Meanwhile, progress on Oxford Rail's forthcoming LNER Class J26 0-6-0 continues, with pre-production samples recently on show. Four livery options are being produced, across NER, LNER and BR schemes, each available with or without DCC sound. Delivery was expected around the turn of the year.

Prices: £129.95/£229.95

Availability: Oxford Rail stockists

Web: www.oxforddiecast.co.uk



GO SHOPPING WITH SCALESCENES

The latest addition to the Scalescenes range of download-and-print-at-home kits is a row of town shops, complete with highly detailed interiors, backs and yards. A choice of brick colours is available, and a variety of billboards, signs and roofing materials allows easy customisation. The row can be assembled in various ways and, as always with Scalescenes, a single purchase allows you to print the kit parts as many times as you like. Available in 'N' and 'OO', full instructions are provided.

Model: T021A Row of shops

Price: £7.99

Web: www.scalescenes.com



HELJAN LAUNCHES NEW PRODUCT CATALOGUE

The 2025 Heljan UK catalogue can be downloaded for free, simply by heading to the manufacturer's website. Featuring all planned releases in 'OO' and 'O', the full-colour, interactive catalogue provides links to the latest updates on Heljan's various projects.

Web: www.heljan.co.uk



LITTLE OLD PRAIRIE



Churchward's original 'small prairies', the 44xx class, are being made for the first time ever in OO Gauge ready-to-run, with a large variety of liveries and detail variations covering their long working lives.

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RAPIDO TRAINS UK

LIONHEART LAUNCHES IVATT 2-6-2T AT SHOW

Dapol chose to announce its next 'O' gauge steam-outline project at The Gauge O Guild's Wigan exhibition - H.G Ivatt's Class 2 2-6-2T is to be produced under the Lionheart Trains banner.

Built by the LMS and BR between 1946-52, the Class 2 proved to be a reliable and versatile mixed traffic locomotive, finding work on the Midland, Southern and Western regions, on a wide range of local passenger and freight work. The last examples were withdrawn in 1967, with four being preserved.

Engineering prototypes were on show in Wigan, revealing extensive

use of die-cast metal for the chassis and body, plus a host of fine plastic and brass detail components. The models also feature a powerful five-pole motor, fed by live axle bearings, while a magnetic cab roof permits easy access to the detailed interior. Many detail differences have been factored into the tooling, including the option of push-pull equipment.

Eight versions of the 2-6-2T have been announced, with each being offered in DCC-ready, DCC-fitted or DCC sound formats. Non-numbered versions are also available to pre-order now.

The news of the Ivatt Class 2 coincided with the arrival of Lionheart's '3MT' 2-6-2T with retailers in mid-December. Look out for our review of the '3MT' in next month's issue.



What's planned?

- ◆ LHT-S-041-001 Ivatt Class 2, No. 1205 LMS black
- ◆ LHT-S-041-002 Ivatt Class 2, No. 41219 BRITISH RAILWAYS lined black (push-pull)
- ◆ LHT-S-041-003 Ivatt Class 2, No. 41272 BR lined black, early crest (push-pull)
- ◆ LHT-S-041-004 Ivatt Class 2, No. 41294 BR lined black, early crest
- ◆ LHT-S-041-005 Ivatt Class 2, No. 41296 BR lined black, late crest
- ◆ LHT-S-041-006 Ivatt Class 2, No. 41315 BR lined black, late crest
- ◆ LHT-S-041-007 Ivatt Class 2, No. 41215 BR lined black, late crest (push-pull)
- ◆ LHT-S-041-008 Ivatt Class 2, No. 41241 KWVR crimson (preserved)

Price: £621.00 (DCC-ready), £656.00 (DCC-fitted), £739.80 (DCC sound)

When's it due? Q4 2025

Availability: Dapol stockists

Web: www.dapol.co.uk

MORE EXCITING KITS FROM PECO

Peco has expanded its range of laser-cut wood kits, with a 'OO' rendition of the GWR's Bridport West Bay station. The modest stone-built structure will suit a wide range of branch line scenarios, with a canopy provided over the platform-facing elevation.

The kit components are etched with a convincing dressed stone texture, and a wide range of details are supplied, including chimney pots, canopy brackets, and drainpipes. As a bonus, the

kit also provides interior modules, complete with partition walls, chimney breasts and fireplaces, plus furniture and ticket window for the booking office. The interior can be assembled separately and slotted inside the completed building.

Peco has also launched the first in a series of exciting new narrow gauge wagon kits for 'On16.5'/'NG7', based on Glyn Valley Tramway prototypes. One pack provides a trio of open wagons, while the other kit covers a brake van. The kits are predominantly made up of laser-cut wood components, suiting the material employed on the real things, plus sets of metal wheels and bearings and a handful of injection



moulded plastic parts. We'll be looking at these wagon kits in more detail in the next issue.

Models: Peco LK217 WGR West Bay station building kit (£24.95), OR161 Glyn Valley Tramway open wagon kit, triple-pack (£39.95), OR167 Glyn Valley Tramway brake van kit (£19.95)

Availability: Peco stockists

Web: www.peco-uk.com



METCALFE GOES FOR MOCK TUDOR

A new addition to Metcalfe Models' range of 'OO' card kits is a Tudor-style, three-storey timber-framed building, with shop premises at ground floor level. Representing a structure that can be found in many towns and cities throughout England, the kit follows Metcalfe's usual format of high-quality printed card components, die-cut to ease assembly.

A choice of interiors is provided for the ground floor, depicting a pub, wine dealer or homeware shop, while printed glazing sheets provide the leaded windows. The kit requires a footprint of 120mm by 75mm.

Model: PO350 Number 1 Market Street card kit

Price: £16.50

Web:

www.metcalfe-models.com



REVOLUTION TEAM GAINS NEW MEMBER

The Revolution Trains team is now a quintet, thanks to the recent recruitment of CAD designer Louis Spurgin to the role of Product Development Engineer. After three years at Hornby, where he was responsible for several impressive models, including the acclaimed TTA tank wagons in 'OO' and 'TT:120', Louis will be helping Revolution to develop a range of exciting new products.

Revolution's Ben Ando says: "Louis is young and full of ideas. We've been impressed with his 3D design skills, and he has considerable experience in 'TT:120', which is an area of the hobby we are exploring." Louis is already hard at work on completely new locomotive and wagon projects, so we look forward to seeing the results!

Web:

www.revolutiontrains.com



Louis Spurgin, left, and Ben Ando.

GWR 'Mica B'

Refrigerated Meat Van

'MICA B', the telegraphic code 'MICA' designating a Refrigerated Meat Van of which 'B' is the ventilated variant. The ventilated vans were mainly used to transport chilled beef carcasses from ports such as Birkenhead to Smithfield and other markets. It is fitted with internal tanks for solid CO2 and trap doors on top of the roof for loading the dry ice. Meat hooks were fitted. Built between 1923 - 1926, 149 were produced based on the X8 diagram.

The decorated samples are now here and delivery is expected very soon



Thanks to the Severn Valley Railway for their support with this project.

Available in single van or a 3 pack, priced at £30.00 each or £75.00 for the 3 pack. 6 running numbers will be produced in OO gauge.



Van 1	105873 (preserved at Severn Valley Railway)
Van 2	105852
Van 3	105901
Van 4	105860 (preserved at Didcot)
Van 5	105923
Van 6	105923
Pack A	105873, 105852 & 105901
Pack B	105860, 105923 & 105966

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News Real

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



Transport for Wales has taken delivery of its first refurbished Class 153/5 with a modified interior designed for carrying bicycles. Now carrying a colourful livery depicting landmarks along the scenic Heart of Wales Line, 153531 was released from Chrysalis Rail's Swansea Landore depot in November. The '153/5s' have also been fitted with controlled emission toilets and will work with TfW Class 153s on the Swansea-Shrewsbury route. MIKE CAMPBELL



BEN JONES

Young volunteers at the Severn Valley Railway in Kidderminster are edging closer to completing the conversion of a 1957-built Class 08 into a hydrogen fuel cell-powered prototype. Over the last three years they have repaired and overhauled 08635 - now numbered H3802 - fitted new batteries and prepared it for the installation of a hydrogen fuel cell. Testing is expected to commence in 2025. BEN JONES



Avanti West Coast introduced its second new train fleet of 2024 on November 11 when 'Evero' EMU 807004 became the first of its class to carry fare-paying passengers. AWC is taking delivery of ten Hitachi-built seven-car Class 807s to boost its West Coast Main Line fleet, along with 13 bi-mode Class 805s which are replacing Class 221 DEMUs on routes to North Wales. AVANTI WEST COAST

EXHIBITION DIARY - DECEMBER 2024-FEBRUARY 2025

December 21

HERNE BAY, KENT. East Kent Model Railway Society. Herne Centre, School Lane, Herne CT6 7AP. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied under-16s free. **Email:** ekmrswhitstable@gmail.com

December 28

CONWY, WALES. The N gauge Society Conwy Model Railway Exhibition. St Mary's Church Hall, Rose Hill Street, Conwy LL32 8LD. **Time:** 1000-1700. **Admission:** Adults £3, Children over 6 £1.50, Under-6s free.

WEST CAMEL, SOMERSET. West Camel Model Railway Society Christmas Model Railway Exhibition, Davis Hall, West Camel, Somerset BA22 7QX. **Time:** 1000-1530. **Admission:** Adults £5, Children free. **Email:** charliebishop@hotmail.co.uk

December 28 & 29

MAIDSTONE, KENT. Mid Kent Club, Maidstone and Mid Kent Model Railway Exhibition. Lockmeadow Market Hall, Barker Road, Maidstone ME16 8LW. **Time:** 1000-1600 both days. **Admission:** Adults £7, Under-16s £2. **Tel:** 01732 840787. **Email:** midkentgroup@outlook.com

January 11

BEAMINSTER, DORSET. Bridport & District Model Railway Club. The Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied under-16s free, Unaccompanied under-16s £3. **Tel:** 07484 213267. **Email:** kenbanksrailway@gmail.com

January 11 & 12

BOGNOR REGIS, WEST SUSSEX. Bognor Regis Model Railway Club, Model Railway Show. Felpham

Community College, Felpham Way, Bognor Regis, West Sussex PO22 8EL. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Children £3, Under-6s free.

January 12

WITHAM, ESSEX. Witham Model Railway Exhibition. Witham Public Hall, Collingwood Rd, Witham CM8 2DY. **Time:** 1000-1600. **Admission:** Adults £6, Children £1, Families £14. **Tel:** 07595 255150.

January 18 & 19

BIRSTALL, LEICESTER. Syston Model Railway Society, Model Railway Exhibition and Open Weekend. Birstall Social Club, 16-18 Wanlip Lane, Birstall, near Leicester LE4 4JS. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £5, Families £10, Accompanied under-15s free, Unaccompanied children £4. **Tel:** 0116 260 5760.

January 25 & 26

EASTLEIGH, HAMPSHIRE. Southampton Model Railway Society Exhibition. Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £10, Accompanied under-16s free. **Web:** www.southamptonmodelrailwaysociety.co.uk

ERITH, KENT. Erith Model Railway Society, Thamesmead Model Railway Exhibition 2025. Harris Garrard Academy, Yarnnton Way, Thamesmead, Erith, Kent DA18 4DW. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults (17+) £9, Children (5-16) £1. **Email:** erithmrs@gmail.com **Tel:** 07736 560956

IRVINE, AYRSHIRE. Kilmarnock and District Model Railway Club Exhibition

2025. Scottish Maritime Museum, Linthouse Building, Harbour Rd, Irvine KA12 8BT. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £7, Concessions £5, Under-16s free. **Web:** www.kilmarnockmrc.com **Facebook:** www.facebook.com/KDMRC71

PONTEFRAC, WAKEFIELD.

Normanton & Pontefract Railway Modellers Society Model Railway Exhibition. Pontefract Racecourse, Park Road, Pontefract WF8 4QD. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £10, Accompanied Under-16s free. **Facebook:** Search for Normanton and Pontefract RMS.

February 1

HILLINGDON, LONDON. Hillingdon Railway Modellers Test Track Open Day. Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. **Time:** 1000-1500. **Admission:** £6. **Web:** www.hillingdonrailwaymodellers.co.uk **Tel:** 0208 368 4090.

SHIREHAMPTON, BRISTOL.

Shirehampton MRC Annual Model Rail Exhibition. Shirehampton Public Hall, Station Road, Shirehampton, Bristol BS11 9TU. **Time:** 1000-1630. **Admission:** £5, Families (4) £7. **Web:** www.shirehamptonmrc.com

February 1 & 2

KENDAL, CUMBRIA. Kendal Model Railway Exhibition 2025. Kendal Leisure Centre Burton Road, Kendal, Cumbria LA9 7HX. **Times:** Sat 1000-1700, Sun: 1000-1600. **Admission:** Adults £6.50, Children (6-18) £2.50. **Web:** www.kendalmrc.org **Tel:** 01539 733844.

February 14 & 15

SOUTH SHIELDS, TYNE & WEAR. The Salvation Army, Model Rail 2025. Community and Worship Centre,

Wawn Street, South Shields NE33 4EB. **Times:** Fri 1300-2000, Sat 1000-1700. **Admission:** Adults £5, Under-16s free.

February 15

TONBRIDGE, KENT. Tonbridge MRC. The Angel Centre, Angel Lane, Tonbridge, Kent, TN9 1SF. **Time:** 1000-1700. **Admission:** Adults £8, Children (10-16) £1, Under-10s free. **Web:** www.tonbridgemrc.com **Tel:** 01959 523840. **Email:** tonbridgemrc@yahoo.co.uk

February 15 & 16

CHAPEL EN LE FRITH, DERBYSHIRE. New Mills & District Railway Modellers Annual Exhibition. Chapel en le Frith Leisure Centre, Long Lane, Chapel en le Frith, High Peak SK23 0TQ. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £8, Under-16s free. **Web:** www.nmdrm.co.uk

HIGHBRIDGE, SOMERSET.

Sedgemoor Gauge O Group, Annual Model Railway Show. The King Alfred School & Academy, Burnham Road, Highbridge, Somerset TA9 3EE. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £7, Accompanied under-14s free.

WESTON-SUPER-MARE, N SOMERSET.

Weston-Super-Mare Model Railway Show 2025. Burnham Model Railway Club Model Railway Exhibition, Priory Community School, Queens Way, Weston-Super-Mare BS22 6BP. **Time:** 1000-1600 both days. **Admission:** £8, Children free. **Web:** www.bdmrc.co.uk

February 16

MONMOUTH, WALES. Monmouth Model Railway Exhibition. Bridges Community Centre, Drybridge Park, Monmouth NP25 5AS. **Time:** 1000-1600. **Email:** david_forbes2@sky.com

February 21-23

GLASGOW, SCOTLAND. Model Rail Scotland, Hall 3 Scottish Event Campus, Glasgow G3 8YW. **Times:** Fri/Sat 1030-1800, Sun 1030-1700. **Admission:** Adults £17, Children £5, Families £35. **Web:** www.modelrail-scotland.co.uk

February 22

PRINCES RISBOROUGH, BUCKS. Risborough & District Model Railway Club Risex 2025 Model Railway Exhibition. Wades Centre, Wades Park, Stratton Road, Princes Risborough, HP27 9AX. **Times:** 1000-1700 both days. **Admission:** Adults (18+) £7, Children (5-17) £1. **Email:** risexmanager@rdmrc.org.uk **Web:** www.rdmrc.org.uk

February 22 & 23

TENTERDEN, KENT. Ashford Model Railway Club, 2025 Tenterden Model Railway Exhibition. Homewood School, Ashford Rd, Tenterden TN30 6LT. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Children £3, Concessions £5, Families (4) £15, Under-5s free.

...and finally



Unusual scenes captured by the lens of Chris Nevard

The mobile moonshine production train has just arrived to deliver a batch of 180% proof gin to The Kettle Inn. To keep the general public away from what could be quite an explosive operation, an old van has been repainted to look like it's carrying gunpowder, but those in the know will be aware that 'G.P.V.' actually stands for 'Gin Production Vehicle'.

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R30200	Railroad 0-4-OST BR	R3899	BR Class 08 yellow	R615	RH Diamond Crossing	31-002	Robinson BR Early Crest	35-418	BR Class 47 Construction
	£43.19		£166.95		£16.85		£94.99		£203.95
R30221	The Railway Children Return 4F.....£125.99	R3901	CI 60 Colas.....£161.99	R617	Uncoupling Ramp.....£3.95	31-127	CL3000 BR ROD.....£118.45	35-419	BR Class 47 Rft Distribution.....£203.95
R3527	N15 SR Black 'Camelot'£139.45	R30010	Sentinel Hitachi.....£98.09	R618	Double Isolating Rail	31-128	BR ROD Weathered		
		R30013	R&H 48DS Gower Princess		£12.15		£102.45		
R3635	BR Lord Nelson 'Lord Rodney'.....£152.95	R30026	GBRf Class 60.....£206.09	R620	Railer Uncoupler.....£6.95	31-136	DC D11/2 BR.....£115.90	35-351	Class 20 BR green
R3781	K&ESR Terrier.....£80.75	R30073	CI. 56 BR Blue.....£196.19	R628	Half Curve 3rd Rad.£2.80	31-442	LMS Ivatt 2mt tank		£152.95
R3833	LNER A2/3 Chamossaire	R30083	Sentinel 0-6-0 P o B	R643	Half Curve 2nd Rad.£2.25		£140.20	35-352	BR Cl. 20 Green.£191.20
	£171.00		£98.09	R8072	LH Point.....£11.85	31-443	BR Ivatt 2mt tank.....£140.20	35-352A	BR Cl. 20 Green.£191.20
R30134	LMS Turbomotive 6202	R30084	Sentinel 0-6-0 M.S.C.	R8073	RH Point.....£11.85	31-481	Class G2A BR Early	35-357	BR Class 20 Rft...£152.95
	£239.85		£98.09	R8074	LH Curved Point£18.85		£114.70		
R30137	BR B17/5 City of London	R30097	TXS BR Class 43 HST	R8075	RH Curved Point£18.85	31-635B	GWR 64xx.....£118.95		
	£247.49		SOUND.....£404.99	R8076	Y Point.....£13.90	31-932	DC BR Compound		
R30317	Railroad M&GNJR 0-4-OT	R30099	East Coast Trains HST	R8077	LH Express Point ...£18.85		£127.75		
	£49.50		£326.69	R8078	RH Express Point ...£18.85	31-932	BR Compound Early		
		R30115	CI08 Blue 604 Phantom	R8261	4th Radius Curve.....£2.80		£169.95		
R30228	LMS Coronation Queen Mary.....£217.79		£167.40	HORNBY Track Accessories		31-933A	BR Compound Late		
		R30121	R&H CI.08 Black (NRM)	R076	Footbridge.....£16.20		£169.95		
R30285	S&DJR Class 4F ..£139.50		£185.99	R169	Junction Home Signal	32-131A	GWR 4575.....£140.20	2548	Class 25/3 Green FYE
R30286	S&DJR Class2P ...£139.50	R30172	BR Cl. 101 Strathclyde		£16.85	32-132	BR 45xx green£140.20		7561£177.65
R30287	United Glass Bottle 0-4- OST PUG.....£76.50		£121.50	R170	Junction Distant Signal	32-883	BRITISH RAILWAYS Fairburn.....£157.20	2547	Class 25/3 BR Blue 25301
R30325	S&DJR 3F Jinty Black	R30180	BR Cl.37 Intercity ..£87.30		£16.85		£157.20		£177.65
	£71.99	R30188	Railroad LoadHaul Class 37	R171	Single Home Signal£12.90	35-200	LNER green V2.....£195.45	2546	Class 25/3 BR Blue 25904
			£86.30	R172	Single Distant Signal	35-201	BR black V2£195.45		£177.65
R30316	S&DJR 3F Jinty Blue	R30191	BR Departmental Class		£12.90	BACHMANN Diesel/Electric Locomotives			
	£71.99		40(97)£87.30	R189	Single Brick Bridge£12.80	E83031	Class 144 BR WYPTE Metro.....£212.45	2545	Class 25/3 ETHEL2
R3733	BR Robert Blake BR green late.....£202.50	R30203	Class 121 Coca-Cola	R406	Colour Light Signal ..£9.90	E83022	Class 144 BR Provincial		UNPOWERED£177.65
R3982	BR 2MT Green ...£206.10		£87.30	R574	Trackside Accessories		£212.45	2544	Class 25/3 BR Blue 25095
		R30223	DRS Class 66.....£87.30		£14.90	E84005	Class 58 Railfreight redstripe.....£157.20		£177.65
		R30030	BR Class 87 Large Logo	R626	Point Underlay.....£6.90		£157.20	2543	Class 25/3 Green SYP
			£196.20	R636	Double Level Crossing	E84007	Class 58 Mainline£157.20		D5243£177.65
		R30167	Class 66 Fastline Freight		£28.80	31-265A	Class 419 MLV BR green	2540	Class 25/3 ETHEL1
			£87.30	R645	Single Level Crossing		£135.95		UNPOWERED£177.65
		R30150	GBRf Class 66 Grey		£18.85	31-267A	Class 419 MLV Blue/Grey	4S-001-014	BR 7802 Bradley
			£87.30	R658	Inclined Pier Set£9.90		£135.95		Manor£151.95
		R30151	GBRf Class 66 HS2 Green	R659	High Level Pier Set ..£8.10	31-578	Windhoff MPV NR Yellow	4S-001-010	GWR 7806
			£87.30	HORNBY Trackside			£271.95		Cockington Manor
		R30375	Railroad Grand Central HST.....£134.99	R460	Straight Platform.....£4.00	31-579	Windhoff MPV NR Orange		£151.95
				R462	Large Curve Platform		£271.95	914001	HR Jones Goods (1960s)
		HORNBY TRACK			£4.00	32-613SF	Class 90 Intercity Sound		£186.50
		R083	Buffer Stop.....£2.95	R463	Small Curve Platform		£280.45	914002	HR Jones Goods (1890s)
		R207	Track Fixing Pins.....£3.25		£4.00	32-620SF	Class 90 Freightliner Sound.....£280.45		£186.50
		R600	Straight.....£2.70	R464	Platform Ramp.....£3.00	32-652A	BR CI44 Blue Ingleborough	914003	HR Jones Goods (1900s)
		R601	Double Straight.....£3.15	R8003	Water Tower.....£14.85		£161.45		£186.50
		R604	Curve 2nd radius.....£2.85	R8007	Booking Hall.....£26.99s	32-653	BR CI44 Green Helvellyn		£161.45
		R605	Double Curve 1st Rad.£3.90	HORNBY Control Equipment		32-678A	BR CI45 Green	914004	LMS Jones Goods (Early)
				R044	Point Switch.....£10.75		£161.45		£186.50
		R606	Curve 2nd Rad.£3.05	R046	Two Way Switch.....£10.75	32-679A	BR CI45 Green	914005	LMS Jones Goods Lined
		R607	Double Curve 2nd Rad.£3.90	R047	On/Off Switch.....£10.75		£161.45		£186.50
		R608	Curve 3rd Rad.£3.15	R602	Power Connecting Clip	32-755A	CI57 Arriva Wales.£157.20	914006	LMS Jones Goods (Late)
		R609	Double Curve 3rd Rad.£3.90		£2.80	32-908	CI108 Blue/Grey...£203.95		£186.50
		R610	Short Straight.....£2.00	R8014	Point Motor.....£9.45	LARGE RANGE OF QUALITY SECOND HAND MODEL RAIL IN STOCK			
				R8015	Point Motor Housing £6.60				

Staff Show & Tell

Changing stations

Chris Leigh takes a light-hearted look at a major layout alteration.

Do you ever tire of your layout? It's always the same and it becomes a bit boring at the same time that it starts to look a bit care-worn, dusty or knocked about. I have two stations on my modest oval of double track. One is fairly permanent. It has three platform faces and a complex building based on the Southern station at Bishopstone.

The other station is smaller, has just two platforms and currently features two Hornby Skaledale buildings, both of which were substantially altered for *Model Rail* articles. The Up side building is Hornby's Moreton-in-Marsh but re-roofed with slates and chimney stacks. The Down side building, if I recall correctly, began as a cricket pavilion and was transformed into a Colonel Stephens wood and corrugated iron station similar to that at Bodiam.

I like building structures and I have several station buildings, unused, on a shelf. They



include Handborough and Savernake Low Level and unbuilt kits for Chalford. I had also just completed a CLASP station using Smart Models parts and wanted to show it in position on a station platform.

In a frivolous mood, it occurred to me that I could have my 'OO' people demolish the existing station and replace it with the CLASP building as a *Model Rail* step-by-step, so here goes...

STEP BY STEP



1

The first thing your miniature commuters will need is a replacement bus service. I already had a suitable EFE London Transport country area 'RT' with appropriate blinds.



2

The demolition train is brought to site by the lovely little *Model Rail*/Heljan PWM 0-6-0 diesel shunter (see page 95). My Plasser crane was scratchbuilt many years ago, but EFE Rail's version appeared more recently.



3

A scratchbuilt 'tube' wagon and converted Dapol 'Pasfruit D' complete my works train. Hornby's freelance four and six-wheel coaches include departmental vehicles.



4

I could not stick strictly to period but these 3D-printed barriers and cones from Smart Models (www.smartmodels.org) are just what is needed to keep passengers away from the building site.



5

I already had a couple of suitable back-hoe loaders which seem to be the preferred weapon of demolition crews. Such machines are usually delivered by low-loader. This one was an eBay purchase.



6

With the site blocked off by red-painted 50 gallon drums and a red and white striped plastic rod, work has begun. The BR name signs have been piled on the platform ready to go to Collector's Corner.



7

I painted the barriers and cones appropriately and had to visit my local model shop (Trains4U) to find suitable construction workers from Bachmann and Woodland Scenics.



8

With the lines through the station closed, the demolition is about to start. Don't despair! I did not wreck a nice Hornby Skaledale building!

Big changes were afoot at Virginia Water station in the late 1960s/early 1970s, as the LSWR buildings were replaced by CLASP structures and traditional Southern Railway signs made way for Corporate Image decor.



I wanted to salvage the building with as little damage as possible to the platform and surroundings. I had glued it down well, but a flat steel rule slid under the station broke the glue joint.



Care and gentle leverage separated the building from the card platform. Some resurfacing of the platform will be needed as the new building is smaller.



Well, they made short work of that! For a bit of fun, I made up a rough outline of the building in demolished state, using some Wills brick sheet and a pile of broken plaster.



I made some imitation brickwork by rolling out DAS clay on one of the Wills sheets, letting the clay dry and then painting it with Omen red brick acrylic paint before breaking it up.



I also mixed a thin layer of plaster (Polyfilla or Woodland Scenics Shaper Sheet plaster will do) and allowed it to dry thoroughly before wrapping it in a polythene bag and crushing it a bit.



And finally, the CLASP station is erected. It is temporary. I plan to install one of my existing station buildings, either Savernake Low Level or the Timber Tracks Chalford kits in its place.

Interested In Selling Your Collection?

Contact Dave



Or Contact Ellis... Or Albert!



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Inside track with Ben Ando



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

TRIPLE JEOPARDY?

In my first column of 2024 I reflected on the end of Hattons and the Warley National show at the NEC, as the demise of both had just been confirmed.

At the time these two completely unconnected news items seemed to some to be indicative of a hobby teetering on the edge of a precipice.

Yet, as 2024 comes to a close, the Revolution team has just returned from the 'new' NEC November show which was a successful debut for its organisers and clear evidence, to me, that the torch has been passed on successfully.

The aisles were busy and, if our experience is anything to go by, very few wallets were 'marked as safe..!'

Similarly, the demise of Hattons, while unfortunate, has allowed other well-known names – many of them advertisers in *Model Rail* – to flourish and former Hattons staff I know personally are now thriving at Rails, Ellis Clark, Rapido UK and elsewhere.

In short: life goes on.

I was reminded of this when, at the NEC show, there was much wailing and gnashing of teeth about the duplication of models, particularly in the admittedly crowded 'OO' market.

This was prompted by the announcement by Hornby that a new run of its existing Class 60 locomotives would be arriving early in 2025, hot on the heels of announcements by Cavalex and Accurascale of their own all-new versions of the class coming later in the year.

Some at the show, and later online, went so far as to suggest that Hornby should cancel its proposed models so as not to flood the market.

Others didn't criticize any manufacturer individually, but complained that such duplication



Top: Hornby has announced that a new run of its existing Class 60 locomotive will be arriving in 2025.

Above: Cavalex Models displayed a range of new pre-production samples of its Class 60 at the Great Electric Train Show in October.

(or rather, triplication!) pushed other, more deserving prototypes, aside.

But is that fair?

Models are not produced overnight.

Even generating a new run based on existing tooling can take many months; licenses need to be secured, painting diagrams created, finished samples produced so colours and markings can be checked and, on occasion, signed off by the licensor.

The reality is that, like an aircraft passing V1 on the runway, once you reach a certain point it's too late to abort.

I have no doubt that all will be excellent models; and that all, in time, will find their way onto layouts in lofts and clubrooms.

Every customer will have their own priorities when it comes to deciding which to buy; maybe new or unique features on offer; a key livery or locomotive identity they want; a brand they trust or just what they consider to be the best price.

But whatever their reasons for making those decisions, they do have a choice.

That is how the free market is designed to work, and whatever its flaws it does mean we manufacturers will strive to ensure our own models aren't just better than the competition we know about, but also the potential new rivals we don't.

“Once you reach a certain point it's too late to abort”

Accurascale unveiled decorated samples of its Class 60 at the DEMU showcase in mid-June this year.



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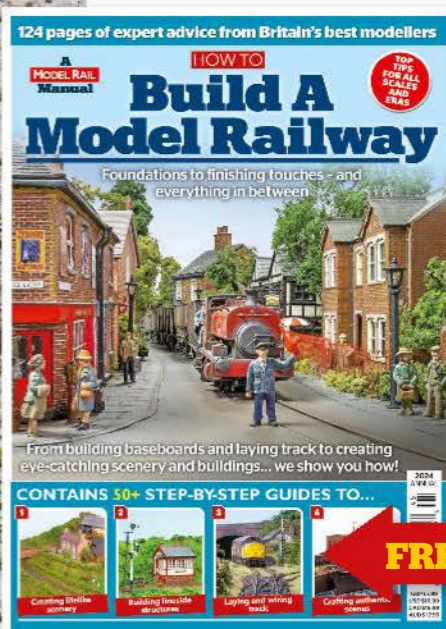


Our series of *How to Build a Model Railway* manuals have proven hugely popular over the years, and we're offering a special edition as a welcome gift to new subscribers. It's crammed with practical hints and tips on all

aspects of the layout building journey - from baseboards and wiring to adding scenery and fine details - all presented in our easy-to-follow, step-by-step format.

George Dent, Editor

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MODEL RAIL

MODEL OF THE YEAR 2024



What a fascinating year it has been, with an impressive array of top-quality ready-to-run locomotives and rolling stock

appearing across the various scales.

As usual, modellers in 'OO' have been particularly spoiled for choice with a host of classic diesel and electric traction types, plus a few 'oddballs', while the steam era hasn't been overlooked, with several interesting prototypes being offered for the first time.

While it's been another quiet year for 'OO9' narrow gauge, the expansion of 'TT:120' has been fascinating to witness. The 'Tabletop' scale has remained the domain of just two manufacturers this year but, with Revolution Trains due to enter the fray, 2025 is lining up to be another good year for 'TT:120'.

It has also been a modest year for new 'N' gauge locomotive releases, although some exceptional 2mm scale carriages and wagons did reach the market. 'O' gauge continues to attract new acolytes, helped by diesel and steam-outline locomotives big and small. Narrow gauge modelling in 7mm scale becomes increasingly viable, thanks to another manufacturer dipping its toe into the waters.

Our Model of the Year awards began in 2006 and offer

you, the reader, a chance to acknowledge the amazing effort that manufacturers put into their products, as well as offering us a useful barometer of public opinion.

Voting is completely free and open to everyone, with each nominee consisting of a new ready-to-run model that has appeared over the calendar year, and which has been reviewed in *Model Rail* in 2024. This includes all-new and revised toolings, including those receiving enhancements to mechanisms, electronics and detail specifications.

Categories are spread across each of the popular scales, featuring locomotives and rolling stock. For the first time, we've included 'TT:120' products, now that the scope of products has increased dramatically this year.

Due to its popularity, we have retained the option to vote for your favourite model retailer, with two categories to help differentiate larger concerns from smaller, local businesses. We've also been squirrelling away an amazing array of goodies for our bumper prize draw, worth well over £3,500, with free entry for everyone who votes in *Model Rail's* Model of the Year 2024 awards.

This is YOUR chance to recognise the hard work, dedication and innovation of those at the heart of our wonderful hobby... so cast your votes today!

George Dent, Editor

VOTE NOW

Voting is easy - just head to the *Model Rail* website and cast one vote per category. The poll closes at midnight on February 16 2025, and we'll publish the results in full in *Model Rail* issue 337, on sale March 13.

www.model-rail.co.uk

'OO' GAUGE - the shortlist

'OO' gauge steam locomotives



◆ Dapol Hawthorn, Leslie 0-4-0ST, MR329



◆ Heljan LNER Class O2 2-8-0 (upgraded tooling), MR331



◆ Hornby Dublo LNER Class A4 4-6-2, MR322



◆ Hornby LMS 'Black Five' 4-6-0, MR326



◆ Hornby LMS Class 8F 2-8-0 (upgraded tooling), MR324



◆ Rapido Trains UK LNER Class Y7 0-4-0T, MR334



◆ Hornby LNER Class W1 'Hush-Hush' 4-6-4, MR323



◆ Hornby LNER Class B17/5 streamlined 4-6-0, MR331



◆ Kernow MRC GWR Steam Railmotor, MR323



◆ OO Works L&Y Class 27 0-6-0, MR325



◆ Rapido Trains UK Metropolitan 'E' Class 0-4-4T, MR330

'OO' gauge diesel & electric locomotives



◆ Accurascale Class 31, MR332



◆ Accurascale Class 66, MR328



◆ Bachmann BR Class 25, MR327



◆ Bachmann BR Class 31, MR329/330



◆ Cavalex Models Class 56, MR324



◆ EFE Rail SR 'Booster' Co-Co, MR324



◆ Heljan (for RAILS) BR/Metro-Vick Gas Turbine 18100, MR327



◆ Heljan Class 47, MR325



◆ Heljan Class 57 (upgraded tooling), MR325



◆ Hornby Ruston & Hornsby '88DS' 4wDM, MR322/327



◆ Hornby Class 31 (upgraded tooling), MR323



◆ Hornby Class 43 HST power cars (upgraded tooling), MR323/333



◆ Hornby Class 50 (upgraded tooling), MR323



◆ Murphy Models CIÉ Class 141/181 (upgraded tooling), MR330

'OO' gauge coaching stock

- ◆ Accurascale BR Mk 1 Suburban stock, MR333
- ◆ Accurascale BR Mk 2b, MR325
- ◆ Accurascale/IRM CIÉ Mk 2b/c, MR330
- ◆ EFE Rail NAA PCV, MR332
- ◆ Hornby LNER 'Coronation' stock, MR334

'OO' gauge freight rolling stock

- ◆ Accurascale SR Banana vans, MR326
- ◆ Bachmann HRA 'cut-down' hopper, MR322
- ◆ Clark Railworks BR 25T 'Lowmac', MR333
- ◆ Dapol 14T 'Air Ministry' Class A tank wagon, MR330
- ◆ EFE Rail GWR 10T 'Bloater' fish van, MR327
- ◆ EFE Rail Plasser & Theurer 25T crane, MR333
- ◆ Hornby TTA tank wagon, MR322
- ◆ IRM CIÉ Bulleid 12T open/flat wagons, MR329
- ◆ Rapido Trains UK GWR O11 'open A/B' wagons, MR325
- ◆ Rapido Trains UK GWR V14 'Mink A' van, MR325
- ◆ Rapido Trains UK GWR VY4 Banana van, MR325
- ◆ Rapido Trains UK RCH 1907 PO five/seven plank wagons, MR327
- ◆ Rapido Trains UK LNWR 10T van, MR331
- ◆ Rapido Trains UK LMS/LNER 'Lowmac', MR331
- ◆ Revolution Trains PCA Alumina tanks, MR324
- ◆ Revolution Trains HOA hoppers, MR328

'OO' gauge Manufacturer of the Year

- | | |
|--|---------------------|
| ◆ Accurascale (including Irish Railway Models) | ◆ Heljan |
| ◆ Bachmann Europe (including EFE Rail) | ◆ Hornby |
| ◆ Cavalex Models | ◆ Kernow MRC |
| ◆ Clark Railworks | ◆ Murphy Models |
| ◆ Dapol | ◆ OO Works |
| | ◆ Rapido Trains UK |
| | ◆ Revolution Trains |

'009' GAUGE - the shortlist

- ◆ Bachmann Baguley-Drewry 70hp 4wDH, MR325



- ◆ Peco/Kato FR 'Small/Large England', MR328



- ◆ Bachmann Gloucester bogie coach, MR323



- ◆ Bachmann 'Tin car' saloon, MR334

'009' gauge Manufacturer of the Year - the shortlist

- ◆ Bachmann Europe
- ◆ Peco

'N' GAUGE - the shortlist

'N' Gauge Locomotives



- ◆ Dapol Class 59, MR327



- ◆ Graham Farish LMS 10000/10001 'Twins', MR325



- ◆ Revolution Trains Class 59, MR326



- ◆ Sonic Models GWR 'Large Prairie' 2-6-2T, MR329

'N' gauge rolling stock

- ◆ Graham Farish HRA 'cut-down' hopper, MR322
- ◆ Graham Farish SECR 'Dance Hall' brake van, MR326
- ◆ Graham Farish 14T Class A

- ◆ anchor-mounted tank wagon, MR330
- ◆ Peco BR 16ton mineral wagon, MR323
- ◆ Rapido Trains UK SECR wagon pack, MR331
- ◆ Revolution Trains

- ◆ FNA-D flask wagons, MR330
- ◆ Revolution Trains 'Borail'/'Mullet' MR334
- ◆ Revolution Trains Southern Region General Manager's saloon, MR334

'N' gauge Manufacturer of the Year - the shortlist

- ◆ Bachmann Europe (Graham Farish)
- ◆ Dapol
- ◆ Peco
- ◆ Rapido Trains UK
- ◆ Revolution Trains
- ◆ Sonic Models

'O' GAUGE - the shortlist

'O' gauge locomotives



- ◆ Dapol BR Class 121 railcar, MR328



- ◆ Bachmann Narrow Gauge 'NG7' 'Quarry Hunslet' 0-4-0ST, MR328



- ◆ Ellis Clark Trains LMS 'Black Five', MR324



- ◆ Heljan BR Class 37/0 (split headcode), MR326



- ◆ Heljan R&H 48DS, MR332

'O' gauge rolling stock

- ◆ Bachmann Narrow Gauge 'NG7' Quarry wagons, MR328
- ◆ Dapol Freightliner HIA hopper wagon, MR323
- ◆ Flangeway BR independent snowplough, MR328
- ◆ Heljan LMS Observation saloon, MR331
- ◆ Heljan BR Mk 2 coaches, MR333

'O' gauge manufacturer of the year - the shortlist

- ◆ Bachmann Europe
- ◆ Dapol (including Lionheart Trains)
- ◆ Ellis Clark Trains
- ◆ Flangeway
- ◆ Heljan

'TT:120' GAUGE - the shortlist

'TT:120' locomotives



- ◆ Hornby BR Class 43 HST power cars, MR327



- ◆ Hornby BR Class 50, MR328



- ◆ Hornby LMS 'Duchess' 4-6-2, MR329



- ◆ Hornby LNER 'A4' 4-6-2, MR327

'TT:120' rolling stock

- ◆ Hornby BR Mk 2f coaches, MR328
- ◆ Hornby BR Mk 3 HST coaches, MR327
- ◆ Hornby LMS 57ft coaches, MR330
- ◆ Hornby RCH 12ton tank, MR322/334
- ◆ Hornby 12t LNER/BR Vent van, MR322
- ◆ Hornby LNER 'Toad E' brake van, MR322
- ◆ Hornby RCH seven-plank open, MR322
- ◆ Hornby TTA tank wagon, MR325
- ◆ Hornby HAA hopper, MR330
- ◆ Peco RCH seven-plank open, MR322
- ◆ Hornby IFA Intermodal wagon, MR333

'TT:120' Manufacturer of the Year - the shortlist

- ◆ Hornby
- ◆ Peco

Overall Manufacturer of the Year

- ◆ Accurascale (including Irish Railway Models)
- ◆ Bachmann Europe (including EFE Rail & Graham Farish)
- ◆ Cavalex Models
- ◆ Clark Railworks/Ellis Clark Trains
- ◆ Dapol (including Lionheart Trains)
- ◆ Flangeway
- ◆ Heljan
- ◆ Hornby
- ◆ Kernow MRC
- ◆ KR Models
- ◆ OO Works
- ◆ Peco
- ◆ Rapido Trains UK
- ◆ Revolution Trains
- ◆ Sonic Models

Retailer of the Year

Do you have a favourite model shop or retailer from whom you regularly purchase model railway materials and accessories? If so, you can also vote for your 'Large' and 'Local' Retailer of the Year.

Any retailer can be nominated, whether they sell trains, kits, scenic accessories, electronics/DCC equipment or anything else model railway-related. So why not give your preferred model shop the recognition it deserves?

**CAST
YOUR VOTE
TODAY!**

Remember, the poll will close at midnight on **February 16 2025.**

Web: www.model-rail.co.uk

WIN!

MODEL OF THE YEAR MEGA PRIZE DRAW

Every reader who casts a vote in our Model of the Year 2024 awards will be automatically entered into a bumper prize draw, with a huge range of locomotives, carriages, wagons and buildings up for grabs, in 'N', 'OO', 'TT:120' and 'O' gauge, plus a Gaugemaster Infinity Sovereign DCC control system (as reviewed on page 91).

A full list of prizes can be found on the *Model Rail* website, and winners will be drawn at random after the voting closes.

Entry into the prize draw is via the Model of the Year voting webpage only, and we reserve the right to allocate individual prizes at our discretion.



**OVER
£3,500**
worth of
prizes to be
won!



“ What makes this layout great? ”

Andrew has accomplished a delicate blend of old and new with this layout, making sure he stayed true to the one he bought while also adding his own flair for modelling. ”



Working on a **coal mine**

Buying a pre-built layout worked out well for Andrew Morris, who soon realised he had something rather special on his hands.

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

Many of us have bought something on eBay at one point or another. It may be that you only dabble occasionally, or you might be checking it daily for new railway slides to try and add to your collection. The great thing about the site is that you can almost always get exactly what you need for an excellent price. It might be a part for your car, a birthday present, or, in Andrew Morris' case, a model railway.

"This layout, which I have since named 'Graig Merthyr', was spotted online by my then-wife and it was located fairly close to me as we were living in Wales at the time. It seemed as though it would be perfect. I won the auction, headed up to have a look at it and was taken aback when I first saw it. Something didn't seem right, but at first glance I couldn't quite put my finger on it. Then I realised – this isn't 'OO' gauge!"

TRACK INSPECTION

For a second I felt disheartened, but upon closer inspection I discovered that no, it was the right gauge, but all the track had been handbuilt from C&L sections of track and Scaleway points with the correct sleeper spacing for 'OO' gauge. It really threw my eye when I first looked at it. When I got the layout home and could give it a proper inspection, the same trackwork that had originally thrown me off completely blew me away. The quality of the work was astounding and encouraged me to up my game when it came to adding the extension. I'm not a rivet counter by any means, but still wanted a reasonable representation of a railway and couldn't let the layout transition from stunning handbuilt track to off-the-shelf pieces." ➤





The bulk of the signals are Ratio kits and Andrew has the majority of them operating from servo motors. The exception is the three-arm round post signal near the end of the goods shed which is all MSE brass kit.



3 things we like



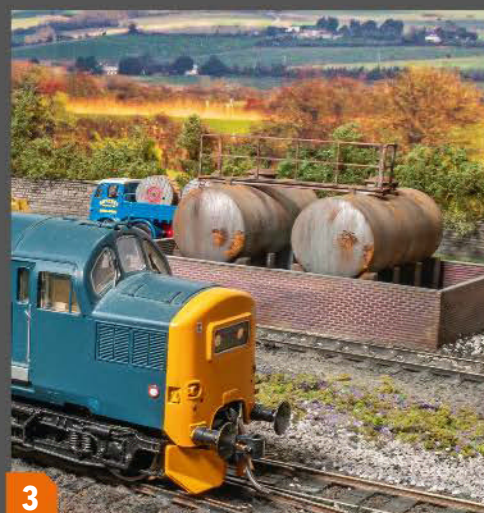
1

How many men does it take to re-ballast a lineside?



2

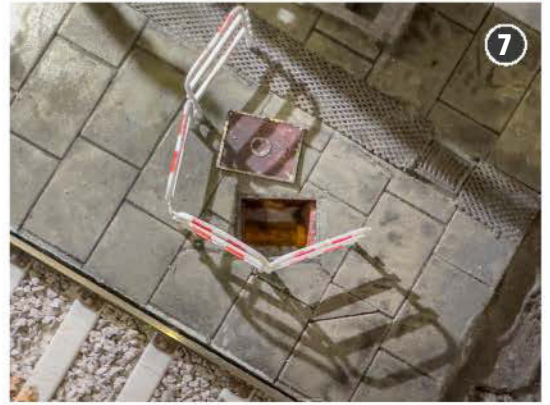
The old wheelbarrow overlaid with coal.



3

These tanks have seen better days.





Within three months of 'Graig Merthyr' (the name taken from a colliery local to Andrew) changing home, Andrew had decided to extend it.

"The fiddleyard that came with the layout was a little travel-worn and the join between the fiddleyard and the scenic section consisted of a small piece which was, in my opinion, poorly done. It looked as though it was an afterthought. It did mean though that I had the perfect excuse to take it out, improve it, and add an extension at the same time. Since the layout is Welsh I opted to go down the coal route for the extension and elected to incorporate a bridge that would lead to another colliery and act as a scenic break. Rather than have the bridge right at the end of the scenic section as many modellers do, I chose to put it a foot or so inside the scenic section so that trains would disappear into the distance, rather than into a tunnel. The bridge is reasonably accurate for one I saw in the local area as I took plenty of photographs and counted the bricks to make the model."

KEEPING IT REAL

When you buy a layout second-hand you can rip it all up and just use the baseboards, or you can keep everything as close as possible to the original design. ➤

10 The Hornby Mk 1 coaches have all been weathered by Andrew. He rushed through these before the photographs were taken but since then, he has added the gangway connections from York Model Making and West Hill wagon works magnetic couplings.



Andrew decided that the latter was the better option and kept everything as original as he could up to the Portakabin, which marks where old meets new.

"If you're going to buy a layout and then rip all of it out then you might as well have just started from scratch in the first place! The only significant part of the original layout I've changed is the old steam shed, which I've converted into a modern fuel point as I run the layout in the BR blue era of the 1980s. With my collection I could run it anywhere from the mid-1960s onwards. I've tried my best to find information about when and how the layout was first built and have come up with absolutely nothing. All I've been able to do is guess that it was built around the 1980s, given the

products used and the dates on the few boxes that I do have from the purchase. The station area still has points controlled by H&M point motors which are very old and give a really heavy clunk when they move, but they're pretty robust. I've never had any problems with them. Overall, the buildings have aged reasonably well and I've not had to do anything other than replace the odd missing chimney pot, and lights have been added to the platform to put my own mark on the area, but with the build quality so good in the first place, why change it?"

Having such a good base to work with meant that Andrew could spend much more of his time on the finer details of the layout, using ideas that occur to him while he's driving as inspiration. ➤



"These details come from my memories of the area that was heavily attacked during the war. The bomb crater on top of the hill is a prime example. Today, they have all grown over, but if you go for a walk in the local valleys, you reach one and can tell by the circular nature of it and its size that nobody has dug that by hand. The manhole cover in the street allows a nice view of the sewer pipe below and those pipes have remained in my mind for a long time. When I was a boy, my friends and I used to go and play in some of the industrialised areas and we'd see these pipes. Never sure what was coming out of them as it clearly wasn't water or sewage, we made the decision not to touch it as it was probably some industrial chemical. There weren't the water regulations there are now.

"I made a change to the fiddleyard earlier this year, bringing it from a 6ft straight one to a 4ft traverser, but I think now that the layout is complete. I'm certainly not extending it again now that it's 24ft long. Of course, it takes some dedicated modelling professionals to help everybody's layout come together so I'd like to thank Justin at Scale Model Scenery, as well as Martin and Rhys at WWS for their assistance during the ➤

12 From the original layout, the trees were the one aspect that did not stand the test of time well. Andrew has tried lots of different methods to make the new trees but is most satisfied with the ones made from sea moss.



13



14





15 Andrew believes it's important to get the right balance between the layout looking good and driving yourself nuts in the pursuit of perfection. He is very good at taking a back step, perhaps even for a month or two, if he isn't happy.



FACTFILE: 'GRAIG METHYR'

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

Size: 24ft by 2ft

Track: C&L

Power and control: DCC

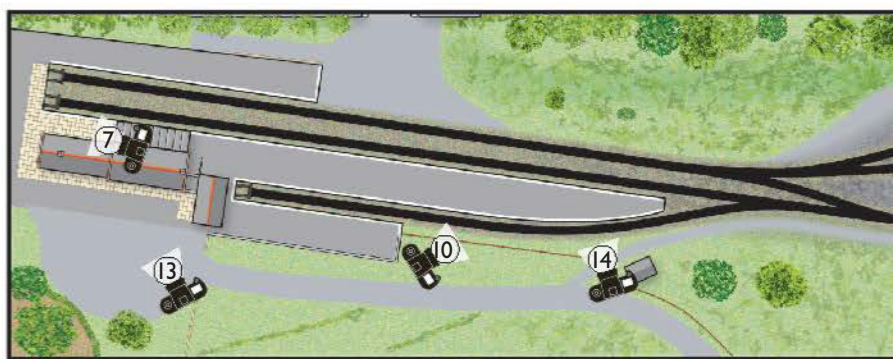
Time to build: Unknown

ABOUT THE MODELLER: ANDREW MORRIS

"I work for GWR at Longrock depot, but when I'm away from the railways, either full-size or miniature, I get out with my Welsh sheepdog as she is a ball of non-stop energy! Our favourite walk is along the beach as she loves the sea."



Artwork: Andrew Mackintosh





build, and a special thank you goes to Chris at West Hill Wagon Works who rushed through an order for me when I realised something was missing right before Chris Nevard came to take the photographs!"

A quick eBay search shows that there are plenty of model railways for sale at the moment, and at prices to suit almost every budget. Whether you're looking for something that's ready to go or something that you can build upon without having to come up with a fresh idea of your own, why not have a browse and see what's available? You might just grab yourself a bargain along the way. 

16

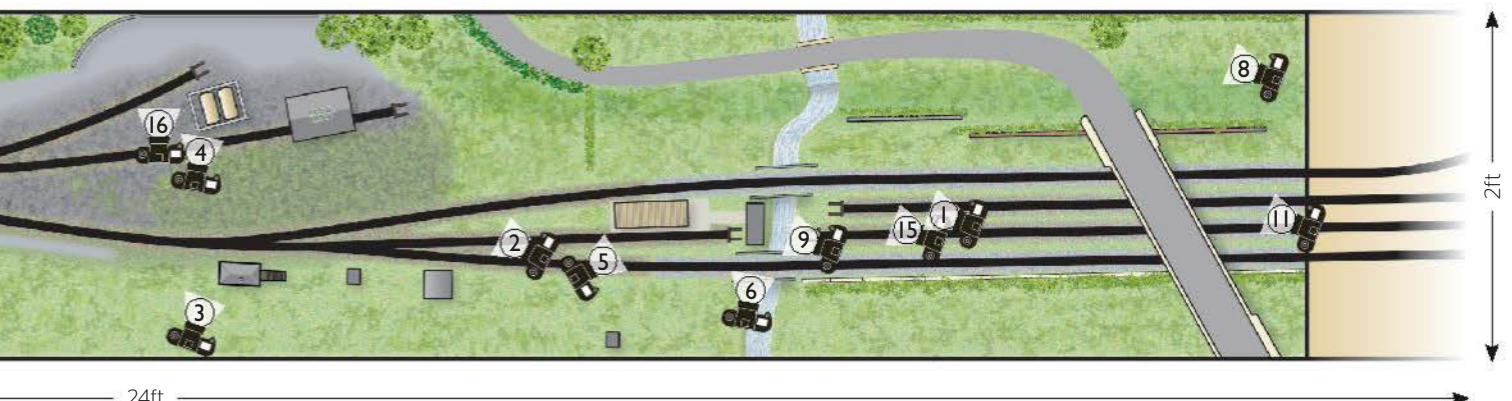


RAIL CRANES

Andrew has tried to lean on his experience working on the railway as much as possible with 'Graig Merthyr', and that includes his cranes.

"I wanted to include some things that not everybody has. It's easy to buy things off a shelf but I wanted something a little bit different and cranes just seem to be my thing. The Plasser single jib crane is a resin cast kit which was a lovely kit to assemble and travels impeccably on the track because it weighs a ton! There's also a crane I used to work on as an apprentice. This one is a Dapol kit on which I've made a slight alteration to the chassis to turn it into a rigid eight-wheel vehicle and I've adjusted the cab to give it a sloping roof rather than a flat one, as well as adding wire handrails. The match truck that goes with it was also a cheap find from Ratio that I've altered the jib length on as it was slightly inaccurate.

"The salmon wagon cranes were scratchbuilt but I have since found out that West Hill Wagon Works are making those cranes and generators, which is handy because I have another four wagons that need to be craned up. The next project is to make some long welded rail to go on the beds of the wagons which are long enough but flexible enough to go on the curves of the layout. I've tried a few things already but have not yet found a material which looks like rail, but bends enough to go round the curves.



MegaPoints Controllers



megapointscontrollers.co.uk



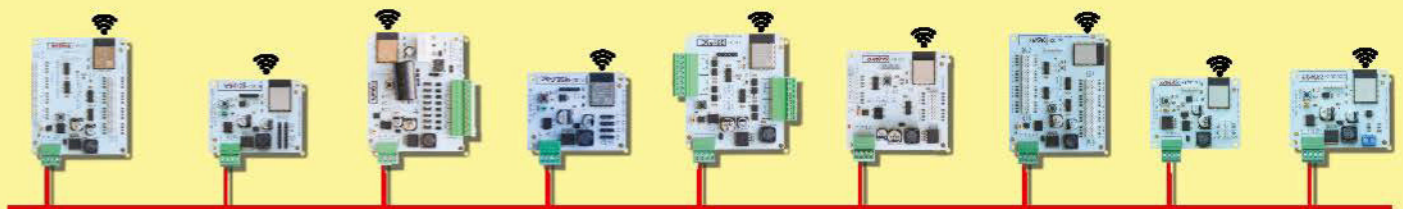
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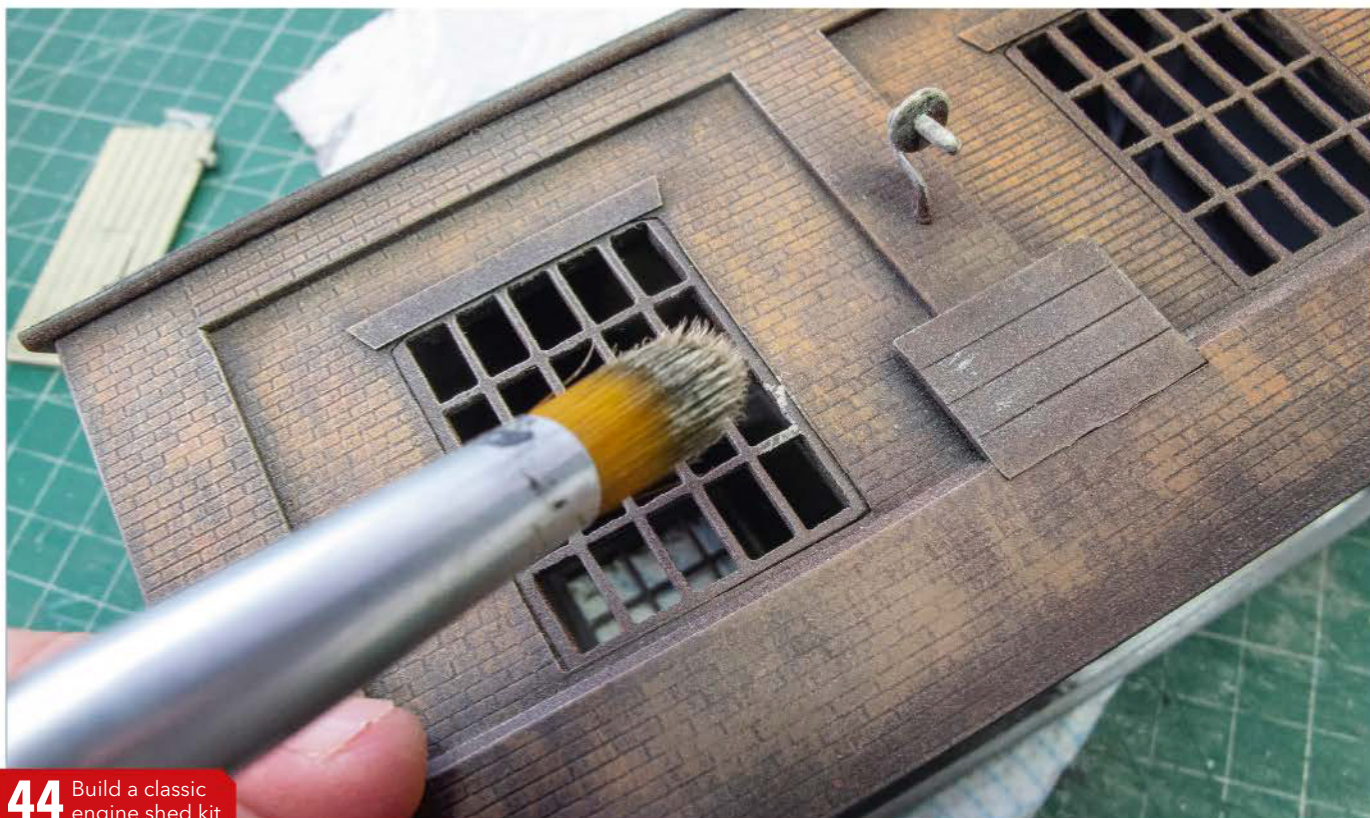
- Servo motors.
- Solenoid motors.
- Tortoise and analogue stall.
- MTP MP10 motors.
- Kato points motors.
- RFID Tag readers and displays.
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"System2 has simplified our installation and enabled new possibilities for Making Tracks" - Pete Waterman - OBE



44 Build a classic engine shed kit

Workbench

Inspirational projects, advice and top tips that show you how



48 Create snow effects with a grass box



52 Build a Class 06 from a metal kit

Meet the *Model Rail* Expert modellers



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



Dave Lowery
Professional model maker with a lifetime's experience.



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

Project difficulty ratings



Easy: one screwdriver



Very hard: five screwdrivers.



HOW TO

BUILD A CLASSIC ENGINE SHED KIT

Chris Nevard sees what he can do with an old favourite plastic kit, which dates back to the Airfix range from the 1960s.

The Dapol Engine Shed kit was originally released as part of the Airfix 'Trackside Series', around 1960. That's the same year that British Railways was building its final steam locomotives, so you could say that it's a kit from the steam age – just about!

This plastic kit is often overlooked these days, with so many other offerings in this area. Indeed, there are so many resin, card, plastic, laser-cut timber and now even 3D-printed engine sheds in 4mm scale, in kit and ready-to-plant form. Sometimes though, when faced with a bewildering array of choice, it's good to go back to one's roots and remember the older kits from days gone by.

The Dapol kit is still freely available from model shops and Dapol stockists, now packaged under the famous old Kitmaster brand name. The moulding tools may be classed as vintage, but the kit is still definitely worth experimenting with, not least due to its bargain price, which at the time of writing was



MODEL Dapol C007 Engine Shed kit ♦ Price £11.83

AVAILABILITY Dapol stockists
Web www.dapol.co.uk

⌚ 8 hrs



under £12 (although it's often seen on sale for less than a tenner). Looking on eBay and similar online sites, there are also plenty of the old Airfix versions still available, too, if you fancy a full-on vintage experience.

There's also the likelihood that older kits will feature less in the way of 'flash' on the components, as the tooling was less worn. Indeed, it's noted in the current kit's comprehensive instructions that, owing to the age of the tooling, one must be prepared to do a little more tidying up before assembly than with more modern kits.

A definite advantage of this (and similar) kits is that the injection-moulded plastic parts are easy to work with. They can be bonded securely with liquid poly cement, and the pliable material can be modified with a knife, drill and files. Multiple kits can be joined

together and there's plenty of opportunity to add extra exterior and interior details.

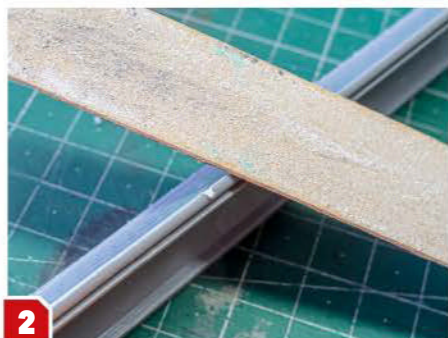
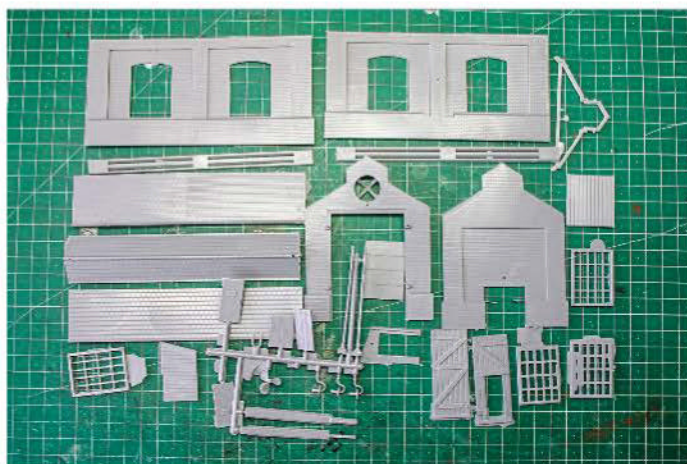
With a little work, the kit can be made to look great if you accept that it will take a little more effort to complete than, say, a Wills or Ratio kit. And I hope you agree that it does have fabulous character with a hint of whimsy – something that appeals to me anyway.

And my final thought is that the bottom of the doors do sit rather high above the ground. I presume this allows for tinplate track-work which would have been common in the 1960s. I might graft on a bit of extra material to the base of the doors at some point to remedy this – literal – shortfall.

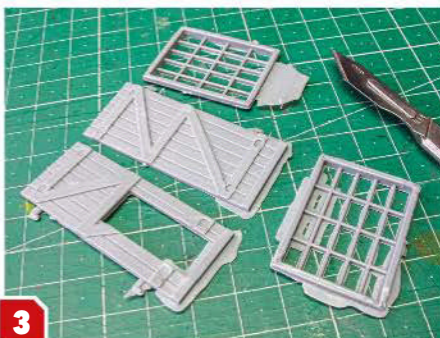
Anyway, next time you're browsing in your local model shop, look out for one of these kits and treat yourself to a cheap and very enjoyable assembly and painting project.

STEP BY STEP

1 The first job is to identify all the components while looking at the exploded view diagram, noting the disclaimer about numbers on parts not necessarily matching those of the instructions! But, with relatively few parts, this is not a big deal.



2 Once all the components have been identified, the next task is to clean up the mouldings which have quite a bit of flash. Needle files or emery files are ideal tools for this job.



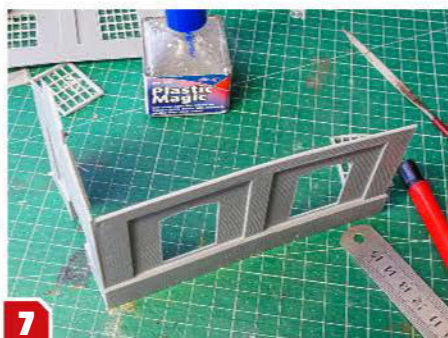
3 The window frames and doors were the worst affected, with lots of excess plastic seeping between the tools during the moulding process, owing to the age of the tooling. Cleaning these parts was time-consuming.



4 Initially, I tackled the window frames with a flat needle file, which reached within the latticework easily. Wear a mask and vacuum away the dust at intervals to avoid inhaling the fine powdered plastic.



5 I also found that scraping the surfaces with a fresh scalpel blade helped remove waste. The flat file was better for achieving true straight lines and square corners, so combining the two techniques was helpful.



7 Assembly began by bonding one side wall to the rear, doing a 'dry' run first to ensure the parts fit neatly. Apply solvent from the inside and check the walls stand vertically and the corner joint is set at 90°.



8 NOTE: Don't remove what looks like sprue from the round aperture on the front wall, as this forms part of the support framework for the ventilation fan. Take care when removing the flash from these parts...

What you will need

SHOPPING LIST

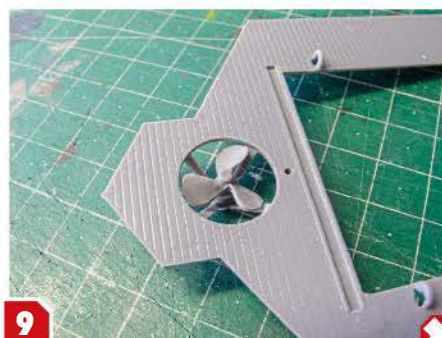
- ◆ Slater's Plastikard 2mm plain plastic sheet, 7mm Scale Corrugated sheet (437)
Availability: Model shops
Web: www.slatersplastikard.com
- ◆ Grey, Red, Filler (yellow) primers and Matt Black aerosol paints
Availability: Halfords stores
Web: www.halfords.com
- ◆ A selection of brick red, yellow ochre, brown and beige matt enamel or interior matt emulsion testers • black poster paint.
Availability: Hardware/craft stores
- ◆ Styrene Solvent, such as Plastic Magic by Deluxe Materials
Availability: Model shops
Web: www.deluxematerials.co.uk

TOOLS

- ◆ Scalpel or hobby craft knife with spare blades
- ◆ Needle file or disposable nail file
- ◆ Metal ruler
- ◆ Cutting mat
- ◆ Paper masking tape



6 After the scraping and filing, the plastic parts can still look ragged, but a neat trick for achieving a smoother edge is to paint some liquid poly cement over the surface. This dissolves the tiny burrs into the plastic.



9 Enough material must be removed to allow the propeller-type fan to fit into place. It took me a few attempts to get it right, as the framework is quite delicate, so handle with care once in place.



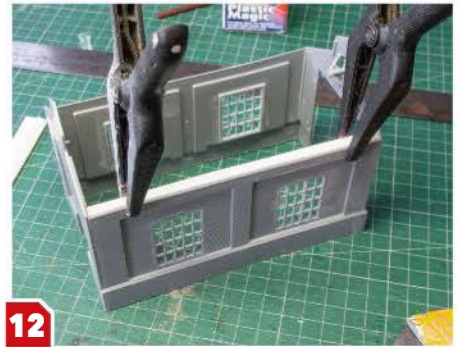
10

The front wall was bonded to the other side, checking the angles. When the cement had cured, the two halves of the structure were brought together. At this stage it was clear that the walls were warped and quite bendy.



11

When the four walls had cured, I added interior supports, cutting strips from a sheet of 2mm thick plastic card. They were cut with a stout trimming knife, using several cuts against a steel rule to work through the thick material.



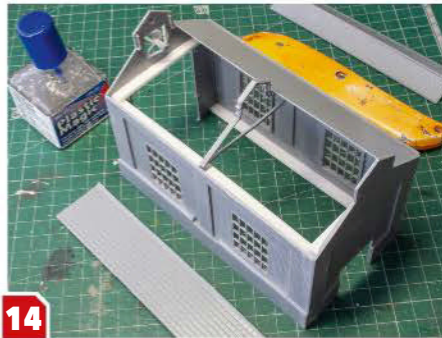
12

Having cut two strips to length, to fit within the side walls, they were glued to the inner top edge and held in place with spring clamps until the cement cured, working on one side at a time.



13

The process was repeated by adding shorter strips of 2mm thick plastic card to the inside of the end walls, sat atop the side strengtheners. Once these were bonded, the walls were straight, and the structure was much sturdier.



14

After adding the intermediate roof support truss, the next job was to attach the roof sections, which slot inside of the outer walls. As a result, the moulded slates don't go all the way to the end of the wall, which I found unsightly.



15

I wonder if this is to allow multiple kits to be joined together for a longer shed? Anyway, one solution would be to apply a layer of laser-cut roof slates from Scale Model Scenery (www.scalemodelscenery.co.uk).



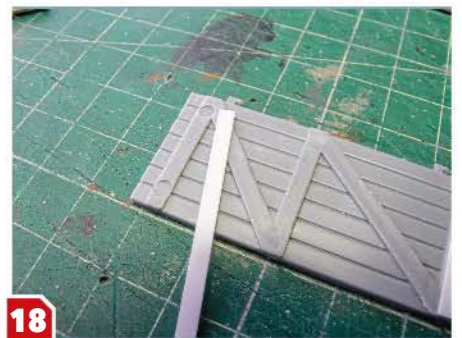
16

Instead, I decided to represent corrugated asbestos roofing, suggesting that the building had been repaired at some point. For this I had some Slater's Plastikar 7mm scale corrugated sheet (ref. 437).



17

The textured sheet was cut into sections to treat all four roof panels, with the corrugations oriented vertically. I applied the sheet upside down, preferring the softer wavy look of the underside.



18

The doors both featured ugly round injector pin parks on the interior bracing. Filling and sanding these would be a pain, so a quick fix was made by adding a strip of super-thin plastic card over the top.



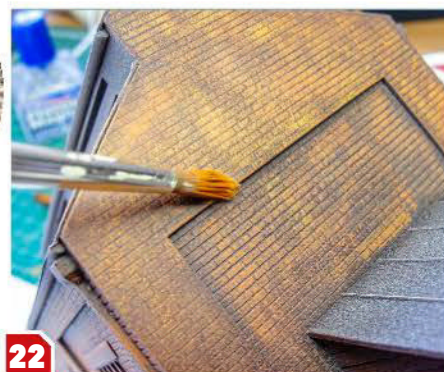
19

Note the lintels over the windows. These are not supplied with the kit but were easy to form from strips of thin plastic and add some extra interest to the structure. When the glue was dry, the building was cleaned, ready for priming.

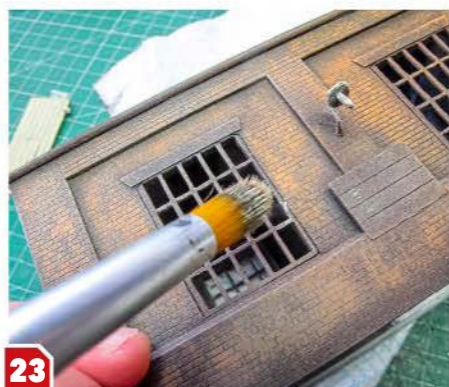
20 I primed the building with my usual mix of Halfords primers - grey, red oxide, filler (yellow) and matt black - blending light layers to create a mucky undercoat. I spray from around three feet away, which gives the model a slightly rough key for the next step. From above, I blasted a little grey primer, the idea being that the upper surfaces are a little paler. Be sure to work outside and wear a facemask, as these paints can be hazardous to your health if inhaled.



21 I've explained my methods for painting brickwork before (see last month's issue) but, in a nutshell, it involves dry-brushing colours from a very lightly loaded brush. The pigment doesn't get into all the crevices. Here's my messy mixing plate, with a blend of artist's acrylics and matt household emulsion. Probably not the best paints, but I tend to use what I have to hand. If starting from scratch, matt modellers' enamel is the best for dry-brushing, in that you can 'work the paint' to achieve the desired result, although they take hours to dry.



22 The finishing touch is a little dry-brushed dark beige, it softens everything and works particularly well, bringing out the detail of the asbestos roof.



23 A grey-beige shade, dry-brushed over the windows, helps to bring out the surface relief in the frames.



24 Lintels were masked with strips of low-tack tape, then dry-brushed with a pale grey/beige to suggest concrete or stone.



25 After painting the doors, they were coated in watered-down black poster paint, which was quickly dabbed off with a bit of kitchen tissue, leaving the dark pigment in the crevices.





HOW TO

CREATE SNOW EFFECTS WITH A GRASS BOX

Peter Marriott finds a winter use for an electrostatic grass planting tool.

Every autumn I start thinking about fresh ways of working with snow to produce a new winter diorama. We don't get a lot of snow in this country, so it always seems to be a big event when we do. And, since it's rare, it isn't something often modelled.

This year, I have been experimenting with white static grass fibres in conjunction with a WW Scenics Pro Grass Box. This box is specifically designed for planting static grass to make tufts or grass strips, but it also has wider applications. The box measures 12 x 9.5 x 5cm and is powered by a 9V battery which needs to be inserted into the device. The tool

ANY GAUGE | 10 minutes per tree

works in the reverse of the more familiar electrostatic grass tools, with grass fibres flying upwards through the air rather than down when using electrostatic grass tools. It's a useful tool for making grass fibres, grass strips and adding foliage to hedges and trees, but it also works on adding snow. A similar technique could also be used for a random array of reds, oranges and browns in autumn. It's a very simple process and if you set up a production line, you could have a small forest ready to go in no time at all!

What you will need

SHOPPING LIST

- ◆ WW Scenics Grass Pro Box
Price: £49.99
Availability: www.wwscenics.co.uk
- ◆ WW Scenics Snow
Price: £5.99 to £31.99
Availability: www.wwscenics.co.uk

● The WW Scenics Pro Grass Box is not recommended to be used by people with pacemakers fitted.



Prototype inspiration



ALAMY



GEORGE DENT



ALAMY

STEP BY STEP

1

As an experiment, I added snow to three different varieties of trees to see what effects I could get. Firstly, plastic tree armatures, secondly, a piece of sea moss and, thirdly, a plastic tree armature that has already been treated with adding fine snow scatter on top of spread adhesive.

2

The first step of improving the appearance of the plastic tree armatures was to rub off the moulding lines on the trunk with the emery part of an Ammo rubbing stick. Any rubbing stick or abrasive paper will do the trick.

3

I teased out some brown poly fibre from its ball into a very thin layer to be draped over the plastic branches of the tree armatures. If you only have green, it is best to spray it black before adding it to the tree armature to prevent green foliage showing through the snow.

4

After loosely spreading the poly fibre material over the plastic branches the tree looks like this. I quite liked the idea that some of the branches were vaguely visible through the poly fibre and the whole tree had a more 'wispy' feel to it.



5

To add the snow effect to the tree I used a WW Scenics Pro Grass Box along with the same company's Snow Powder and Layering Spray. The snow powder will be put on the metal plate ready for it to be attracted to the tree armature.



6

The more adhesive you spray over the poly fibre, the heavier the appearance of snow will be, because more of the snow powder will stick to the adhesive. Layers of snow can be added one by one after a few minutes to create the desired effect.



7

Attach the alligator clip to the base of the tree trunk. Then, turn on the box and as the tree is brought closer to the metal plate the powder is drawn to the adhesive on the armature. The closer the armature is held to the plate the more snow is attracted to the tree.



8

Compare this photo to the previous one to see how much more additional snow has been attracted to the adhesive on the armature. You can see how much powder has been drawn to the fibre. Applying in small layers will help you get the exact result you want as it is harder to remove.



9

Whereas you may be able to get away with leaving plastic armatures brown, it helps to spray seaweed trees black. To the left is a piece of sea moss straight out of the box. To the right is a piece that has been sprayed with black paint (from an aerosol), which is better suited for winter branches.



10

The process of covering the seaweed in snow is the same as with a plastic tree armature. You don't have to use poly fibre on the tree to add more snow, but be aware that you don't want snow to be sticking to the underside of a branch, unless replicating a hoar frost, which will cover more of the tree's limbs.



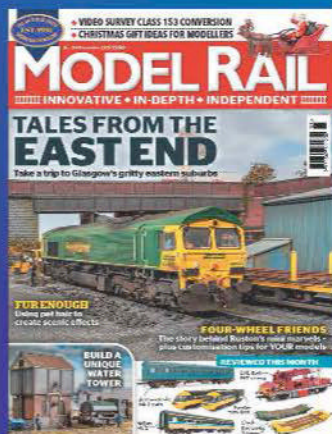
Here are the finished trees using plastic armatures and teased out poly fibre (left and centre) and sea moss (right), all given a dusting of the snow powder. You can see how each one looks different depending on the product used as a base, so experiment and see what works best for you. The tree on the right suggests a hoar frost, with the fine white powder covering most of the limbs, similar to the scene captured in the lower image on page 49.

Peter's TOP TIP

The more snow that you want on a tree the closer it needs to be held to the Pro Grass Box. If you want a light covering, position your tree further away so less snow scatter is attracted to the adhesive on the tree.

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HOW TO

BUILD A CLASS 06 FROM A METAL KIT

Dave Lowery recounts the joy of building a kit from the highly respected Mercian Models range, offering various hints and tips along the way.

Apart from the numerous PR Model Railway Products (PRMRP) diesel and electric locomotive kits I've been building recently (as featured in various issues of *Model Rail*), something a little different recently landed on my workbench: a Class 06 diesel shunter kit.

The kit is made up primarily of etched nickel silver and brass components, plus a clutch of whitmetal castings. A motor, gears and wheels all had to be sourced separately, along with my preferred choice of spring contact pick-ups, with the Slater's range providing all the necessary elements.

The locomotive kit is from the highly regarded Mercian Models range which, following the death of Trevor Cousins in 2022, is currently in limbo. Hopefully, CSP/Sans Pareil Models will be re-launching these kits in the future, so look out for updates on the CSP website (see panel).

In the meantime, unbuilt kits regularly appear on the second-hand market, often



MODEL Mercian Models
Class 06 kit ♦ Price £POA

Availability: Second-hand/due for
re-release Web: www.cspmodels.com

30
hrs



with sets of wheels and a mechanism thrown in, at decent prices, so it's also worth checking with dealers or online auction sites.

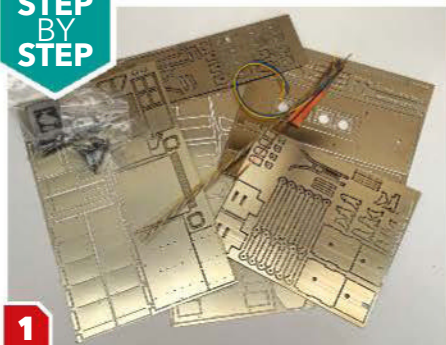
Construction of the kit proved straightforward, aided by the helpful instructions, and was achieved using a 'regular' 60/40 grade of solder and a decent high-temperature soldering iron/station. As seen in the demonstration, I also made use of a mini butane-powered blowtorch, which can be more effective at quickly heating larger areas of metal to a consistent temperature. This helps greatly when laminating several layers of brass together or when working with thicker brass parts, such as axle bearings.

Most of the parts were folded to shape with a pair of flat-nosed pliers (choose a set without serrated grips on the inner jaws that might damage the soft metal).

Like the real thing, this model '06' is covered in handrails and door handles, all formed from fine brass wire (supplied with the kit). While it helps to solder such things in place during construction to give a secure bond, they can also get in the way during the masking and painting stage. Therefore, I decided to leave them off both ends, to ease the masking of the yellow warning panels and, particularly, the addition of the black warning chevrons, which were applied using waterslide decals. The original holes were then carefully opened up and the various lamps and handrails were glued in place with cyanoacrylate.

This was an enjoyable kit to build, using techniques common to the vast majority of metal locomotive kits in various scales. My customer was also happy with the results, so it was smiles all round!

STEP BY STEP



1

Here's the contents of the Mercian Models kit. There's something about a sheet of etchings that never fails to give me a buzz. These are well designed and produced to a high standard, with the various parts slotting together neatly.



3

Always ream out the etched holes, with a tapered or straight reamer, rather than using a drill – a reamer offers greater accuracy and control. Open the holes just enough to allow the brass axle bearings to drop snugly into place.



5

With both side frames equipped with bearings, the chassis could be slotted together. I had to open up some of the slots slightly with a slitting disc. Assemble the frame on as flat a surface as possible – I used a sheet of toughened glass.



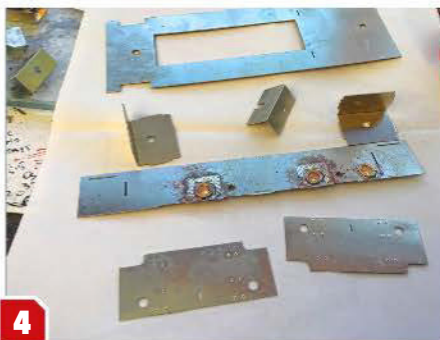
8

Fiddly bits can be built up while still attached to the fret, so they're easier to handle. The brakes are a good example, with the shoe overlays clamped and soldered in place. Once cut from the fret, the edges were tidied with files.



2

To complete the Mercian Models kit, a set of Slater's 3ft 7in Barclay wheels is required, along with a driving axle set for the crank drive. Slater's also provided the motor and gearbox, with the combination set being preferred.



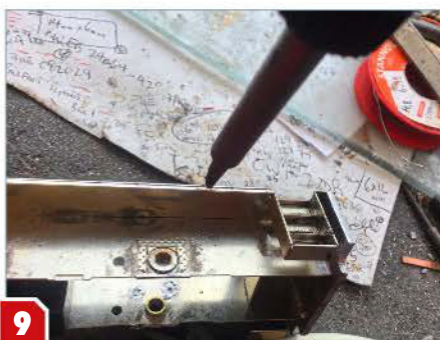
4

I prefer to 'tack' solder the bearings in place initially, using flux to help the solder flow into the joint. Once all parts were in place, I applied more flux and used a mini blowtorch to heat the frame evenly, adding solder where needed.



6

At this point, it's a good idea to check that the motor/gearbox assembly fits within the aperture in the floor panel, keeping the holes for the sprung pick-ups clear.



9

When soldering a strip along the edge of a footplate, start at one end and work gradually along; this allows for expansion.

What you will need

SHOPPING LIST

- ◆ Slater's • 7L001 Motor and Gearbox set • 7843IB 3ft 7in spoke Barclay wheel set (x2)
- ◆ X78002 Driving wheel axle set
- Availability:** Slater's Plastikard
- Web:** www.slatersplastikard.com
- ◆ Transfers, RailMatch paints
- Availability:** Fox Transfers
- Web:** www.fox-transfers.co.uk

TOOLS

- ◆ Soldering iron and equipment
- ◆ Mini blowtorch
- ◆ Flat-nosed pliers
- ◆ Tweezers
- ◆ Stout knife and spare blades
- ◆ Needle files
- ◆ Reamers
- ◆ Drill and bits
- ◆ Spring clamps
- ◆ Engineer's square
- ◆ Flat reference surface (such as toughened glass)
- ◆ Heat-resistant work surface



7

The crank axle counterweights must be made up from a number of etchings laminated together. The square etched hole allows the counterweights to slot onto a Slater's driving wheel axle. This is another job where a mini blowtorch helps, allowing the parts to be heated evenly while firmly clamped together, with solder flowed into the joints, aided by a prior application of flux.



10

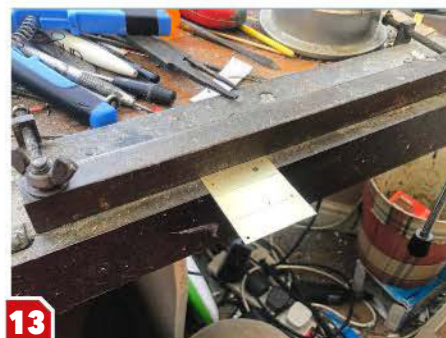
Half-etched rivets need pressing out. They can be lightly tapped with a punch and hammer, or you can use special riveting tools. Whatever method you use, always support the components on a block of metal or hardwood.



11 Squareness is essential throughout the chassis frames and bodyshell. When putting in place the first upright of the superstructure (the front of the cab) onto the footplate, use a good engineer's square to ensure accuracy.



12 Using the cab front as a reference, the sides and rear can be slotted into place and soldered. Again, use the square to keep checking the angles during soldering. The door and window blanks were left in place to keep the parts rigid.



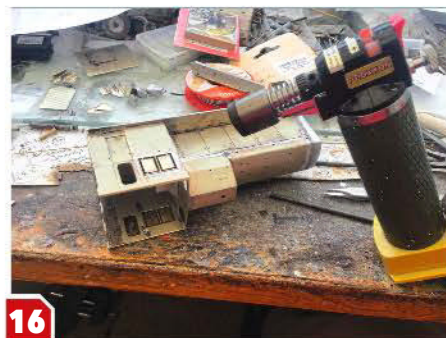
13 While most of the etched parts were shaped with my trusty set of flat-nosed pliers, if you intend to build lots of brass kits, you may want to consider investing in a set of bending bars, which makes the task quicker and easier.



14 The bonnet involves a mix of parts that need to be shaped into square corners, or curved profiles. Take your time with the folds. Do not try to push or spring them into place, or attempt to correct them in situ – trust me!



15 If you have shaped and assembled the bonnet correctly, the tabs will slip into their locating slots within the chassis frame easily. Double-and triple-check the alignment and then solder the bonnet tabs in place.



16 This little Proxxon blowtorch, with a variable flame, is a real lifesaver. I use it to finish off soldered joints after the parts have been tacked together with a conventional iron. Always flux well to allow the solder to flow.



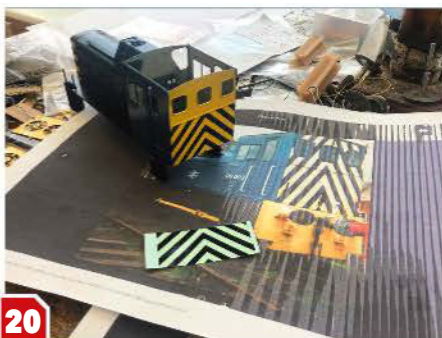
17 Twelve brass wire supports had to be soldered into the bonnet. They need to stand squarely, or the bonnet top won't slot over them. Once soldered in place, ensuring an even gap around the panel, excess wire was filed flush.



18 Nearly there! All the small detail parts, such as door handles, handrails, window frames and so on can be fitted to the sides of the cab and bonnet. The ends were left unadorned for now, to help with masking and painting.



19 After a thorough clean to remove debris, flux and grease residues, the body and chassis were primed, followed by application of the yellow ends. A selection of Tamiya masking tapes then sealed the yellow ends.



20 After applying the BR blue and black elements, the model was given a coating of gloss. When dry, the transfers were added, including chevrons to the cab front and nose end. Keep good reference photographs to hand.



Soldering in a nutshell

Soldering is a means of joining two metals, using a third metal as the 'adhesive'. The 'adhesive' is the solder and this alloy (a combination of different metals) is designed to have a much lower melting point than the parts being mated.

Mains-powered soldering irons are graded by power output. A 25 watt iron is a common tool that will cover a wide amount of general model railway tasks but, if you intend tackling metal locomotive kits, especially in 'O' gauge, then a 50-75 watt tool will be more effective.

The wattage refers only to the power output of the iron and does not signify the actual temperature range, but a larger wattage will help an iron to transmit its heat more effectively to the metal, especially when working on larger areas.

Having the ability to adjust the temperature of a soldering iron is useful, particularly when working on different materials. Whitmetal, in particular, has a much lower melting point, requiring a cooler iron and a specific grade of solder.

Always keep the tip of your iron clean, 'tinning' it regularly with fresh solder and using a sponge or wire cleaning tool after every solder joint to remove traces of corrosive flux.

Talking of which, flux comes in liquid or paste form and works with the iron to

help molten solder penetrate joints and bond with the metals more effectively. Most fluxes are corrosive, so residues need to be cleaned away fully, especially before the model is painted.

Another essential step is to ensure that the metal parts to be soldered are as clean as possible, so a quick rub with fine abrasives or swabbing with an alcohol-

Solders and fluxes contain harmful ingredients and must be used with care. Wash hands thoroughly after handling and avoid inhaling fumes released during soldering.



based cleaner will remove any grease or tarnish. This helps the solder and flux do their work more effectively.



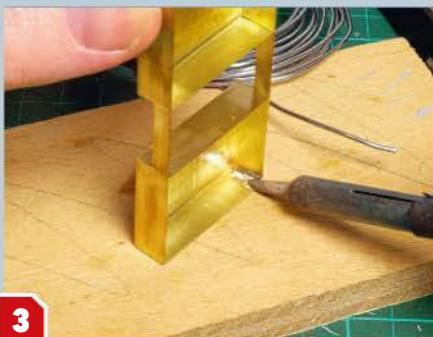
1

With the etched metal parts cleaned, aligned correctly and retained securely, brush a little flux into the joint. Flux pastes, rather than liquid, are easier to apply, staying put rather than flowing away with gravity.



2

With the soldering iron up to temperature, run the tip over a damp sponge, then melt a little solder over the tip. Wipe the iron's tip again on the cleaning pad to reveal a shiny, 'tinned' tip. This will transmit heat more effectively.



3

'Tinning' the tip at the start of every project is a good habit. Melt a fresh blob of solder onto the hot iron tip and then press it into the fluxed joint. As the metal heats, the solder will transfer into the joint. Remove the iron and clean the tip again.



4

Check the fit of the parts after the initial 'tacking', then melt more solder onto the iron's tip, add more flux to the joint and repeat, moving the iron along the entire joint to ensure the solder is applied evenly. Allow parts to cool.



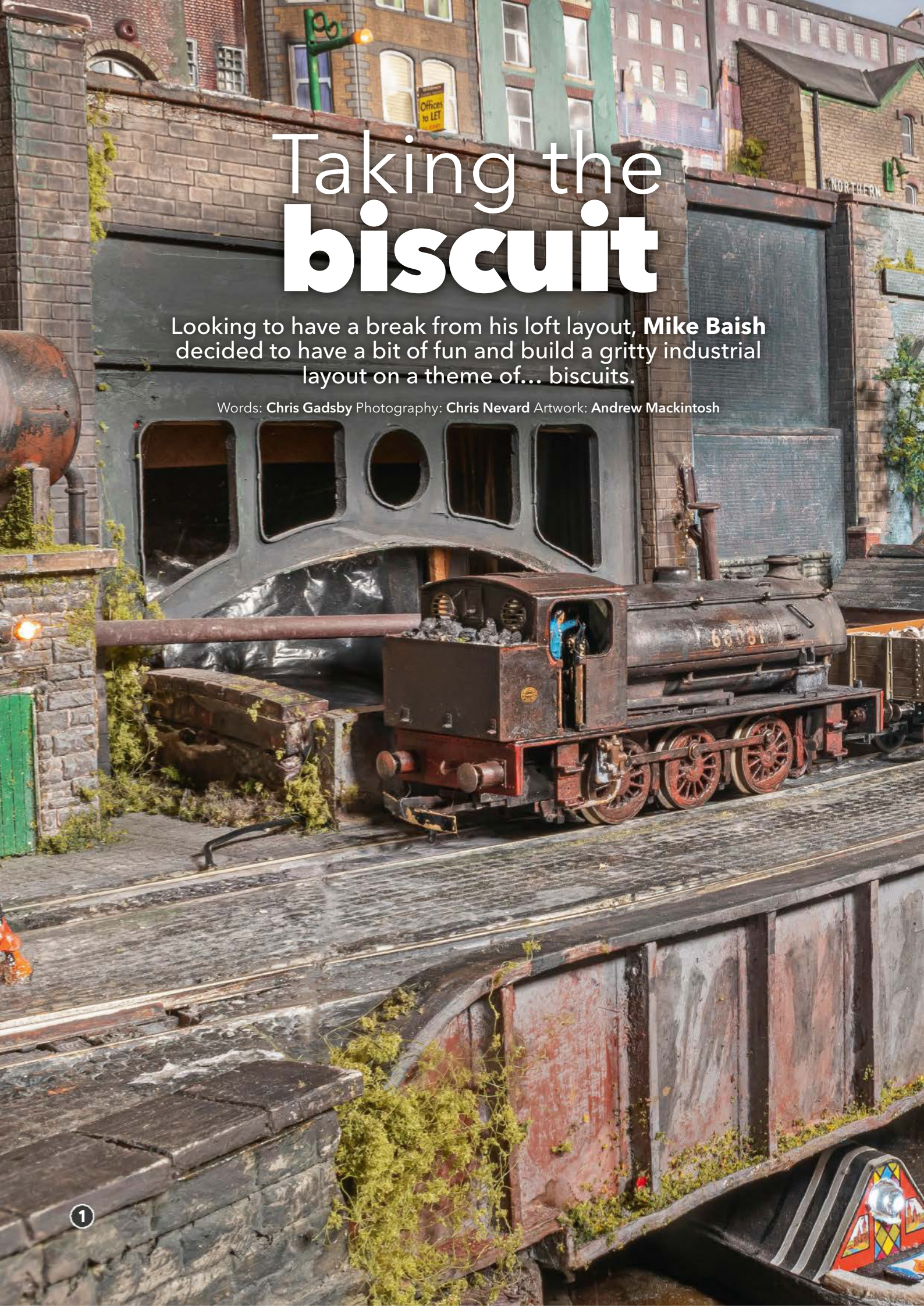
A total of 35 Class 06 diesel-mechanical shunters were built for British Railways by Andrew Barclay Sons & Co., between 1958-60, for use on the Scottish Region. Powered by a 204hp Gardner eight-cylinder engine, typical duties involved shunting goods yards, the odd trip freight on the Glenrothes branch, station pilot work and shunting at BR's



locomotive depots, including Eastfield and Motherwell.

The fleet was eliminated during the 1970s, with only 06003 being retained for use in the departmental fleet. Moving to Reading Signal Works and renumbered 97804, it continued in use until 1984 and was eventually saved for preservation.

BOTH: COLOUR RAIL

A highly detailed model railway layout. In the foreground, a steam locomotive with the number 63081 is on the tracks. The background features a large industrial building with a bridge-like structure and a sign that says 'Offices to LET'. The scene is set in a gritty, industrial environment with various structures and tracks.

Taking the biscuit

Looking to have a break from his loft layout, **Mike Baish** decided to have a bit of fun and build a gritty industrial layout on a theme of... biscuits.

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



What makes this layout great?

“ Not knowing where to look adds a level of excitement and mystery to 'Re-United Biscuits'. Rather than staring at one entrance to the scenic section, waiting for the next train to come through, any one of eight entrances can be used here, so your eyes are constantly flicking around the layout and taking in new parts of it. ”

As the television advert says 'Have a break, have a KitKat' (other chocolate bar brands are available), but has your break time snack ever arrived by model train? Mike Baish's has, although his sweet treat has been on the layout for so long that we advise you probably not to tuck in as it arrives. We can't imagine the glue tastes very nice. Mike's 'OO' gauge layout 'Re-United Biscuits' may sound like the conclusion to a Davina McCall-hosted ITV show, but it's actually a multi-layered modelling marvel over several layers, mixing the art of top-quality model making with the humour required to bring the viewers coming back for more. Not bad for a layout which was only meant to be a stop-gap.

"There's a much larger layout in my loft but I was at a bit of an impasse with that, not entirely sure how to proceed. To avoid the modeller's equivalent of writer's block I decided to put my time into something else, and came up with the idea that I should try to build an exhibition-quality layout for less than £80. Suffice to say it's cost a bit more than that now! The layout is based very loosely in Manchester, and I can remember the exact moment that this scene stuck with me. Cooped up in the back of my parent's car on the way to Morecambe for a holiday in 1962, we drove through Manchester and I was overwhelmed by the canals, factories and derelict mills that littered the landscape. The elevation wasn't as extreme as I've created, but I don't do flat layouts."►

2

It pays to ask

The Bilsons Steels factory situated at the rear of Mike's layout is based on a real facility. Billson Steel was once based in Kettering and, upon hearing that the business was moving, Mike paid a visit and asked if he could take photographs. Not only did he get permission, a large crane which was casting a shadow on the building was moved to accommodate him! However, despite working from his photographs, Mike can't understand how he missed the second 'L' out of Billsons!



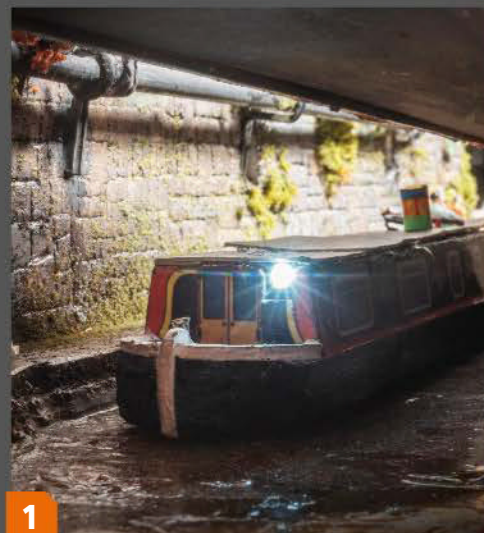


Mike has used the Faller system across 'Re-United Biscuits', with lorries bringing goods to the factories throughout the day. Although the instructions recommend a radius no smaller than seven inches to ensure a smooth and trouble-free turn, Mike has been able to reduce that to four inches without any difficulties.



To avoid any problems with expansion and contraction of the rails in hot or cold exhibition halls, Mike has avoided using fishplates across the entire layout. Instead, dropper wires on each track provide a reliable power supply and magnetic catches from B&Q on all of the appendages ensure everything electrically, and magnetically, remains in place.

3 things we like



The bright headlamp on the narrow boat.



Mike's customised Ford Transit.



An open door provides a glimpse of the interior.



6 Mike has scratchbuilt all of the lights and lampposts at 'Re-United Biscuits' from brass tubes. Although fiddly and time-consuming, he was determined to succeed and is pleased with the final result.

Mike runs 'Re-United Biscuits' like a magician's stage show, with nobody knowing what's going to happen next. There are openings onto the layout from the left and right sides as well as the centre – eight in total if you include the active roadway, so it's always a bit of a mystery what will appear next, and from where it will appear.

"The compressed perspective gives a good impression of the height and the depth of typical northern towns, with the canal at the lowest level. Above that is the road which drops down as it goes from one side of the layout to the other, and the Re-United Biscuits factory sidings. The station and other industries occupy the highest level of the scenic part of the layout, situated on top of the retaining wall."



QUALITY FIRST, HUMOUR LATER

One of the fabulous things about model railways as a hobby is that you can really enjoy it however you want to. Some people believe that everything needs to be correct down to the finest detail, while others want to create something outlandish and fun. It's your layout, and you can do with it whatever you want. Mike decided that despite having a light-hearted theme he didn't want to compromise the modelling detail.

"I don't do blue skies and green grass. I like to tell it how it was and be truer to real life, which is why all the buildings are heavily weathered and the general area is quite dirty. Nothing on the layout has come straight out of the box as I never like to have a recognisable building that anybody could have on their layout, so everything is either very heavily ➤



8 From an early stage, Mike was insistent that the layout had to have an unusual name. Possibilities included 'Jam Butty Mines', 'Treacle Mines' and 'Black Pudding Quarries' before he decided on 'Re-United Biscuits'.





kit-bashed or built from scratch. The most difficult building to create was the large Re-United Biscuits factory in the front right corner. Firstly, I couldn't decide what sort of windows I wanted, then I had to work out the footprint in 'OO' gauge as the building was about 50ft tall, then add a chimney on top of that! That was easily the most time-consuming part of construction. That and other scratchbuilt sections of the layout have been constructed from cereal packets to keep the weight down, and any kits are plastic for the same purpose. The heavy stone walls at the front of the yard are slightly different as they're made from polystyrene fish and chip boxes, which used to smell of vinegar."

For those wanting to entertain at exhibitions, something to catch the viewer's eye is essential. As well as having chocolate biscuits glued to some of his wagons and the rake of them entering the factory with McVities logos on the side, Mike has added a well-known chimney scaler to please the children.

"The workers at Re-United Biscuits have obviously been good this year as they have a visit from Santa Claus! When I'd almost finished the layout I had some servo motors left over and was looking for an excuse to use them. This was around Christmas time and on a visit to a high street bookshop there were some pens on display that made the Santa on top light up when the button was pressed. I decided to combine this action with one of the servos so that Santa could pop out the top of the chimney of the factory. This happens a couple of minutes after another Santa, on a train with an assortment of fir trees, enters the factory. For anyone watching it appears as though Santa has climbed up the chimney from the track level. There are also two blokes pushing their mate on a swinging gate because it's his birthday and a crane that moves in and out over ➤





the yard. For those among us who remember listening to their favourite music on cassette tapes, I've hidden one within the factory, as the rotating spindles make the factory ventilators (constructed from cardboard) spin! I like to model things that many people don't so the layout is a bit different."

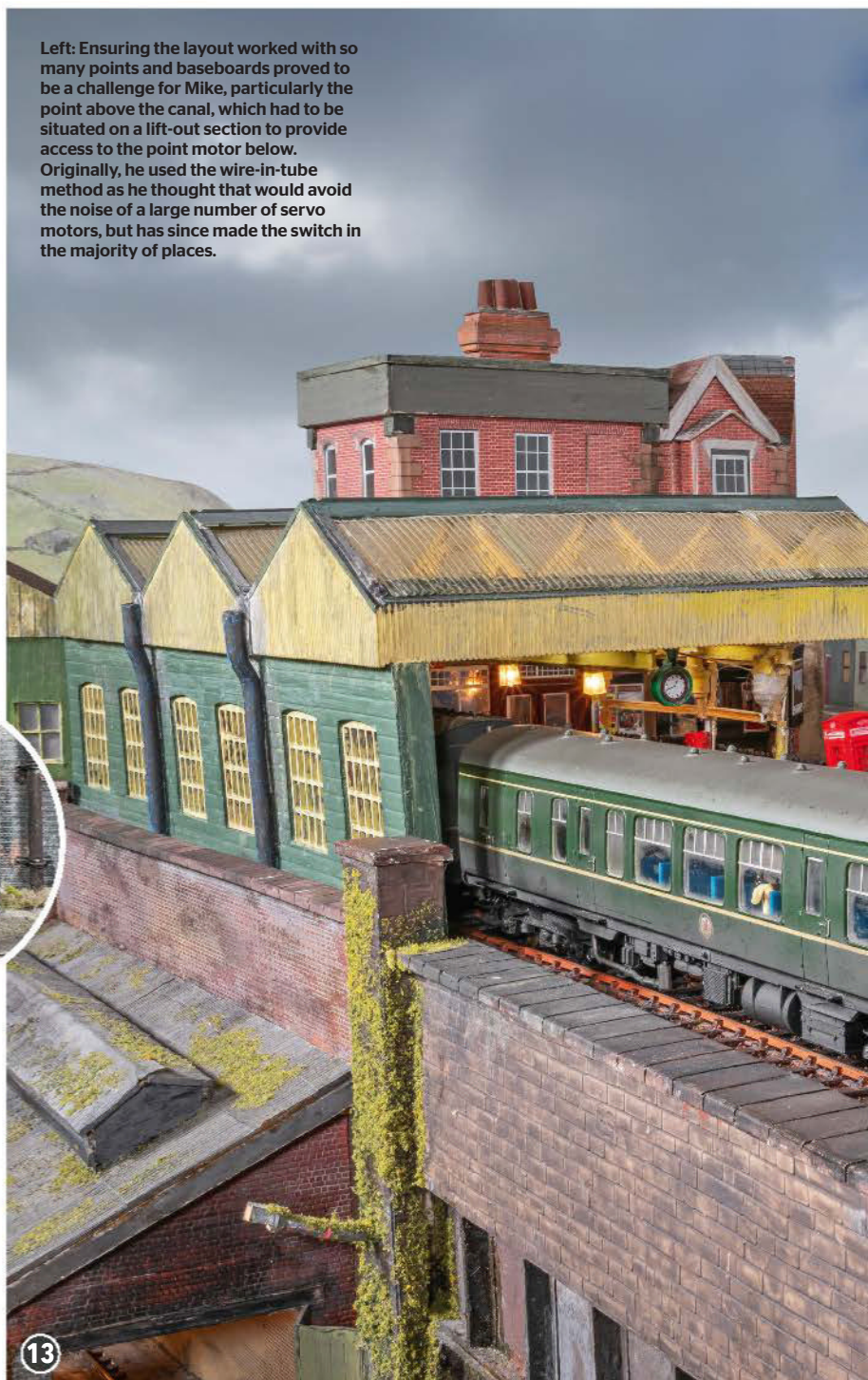
GIANT JIGSAW

Transporting a model railway takes a lot of care and patience. The last thing you want to do is break a model you've spent countless hours creating, and the task of transportation is even more troublesome if your layout splits into several pieces. Despite being four metres long, Mike has come up with an ingenious way of getting everything to fit in his car.

"People have told me that my Honda Jazz is like a TARDIS as it's bigger on the inside than the outside! The layout is built on wallpaper tables because they are all the same height, foldable and fit in the car. I begin by taking all of the buildings off the boards. The boards then interfold with one another on a trolley and I can wheel it from the car into the hall and back again in a controlled manner with the buildings all fitting in suitable gaps between the two. I give myself about an hour and a half to set it up and test it, but my record is 55 minutes. I've had plenty of comments during the process of 'that will never fit in there', but it does!"

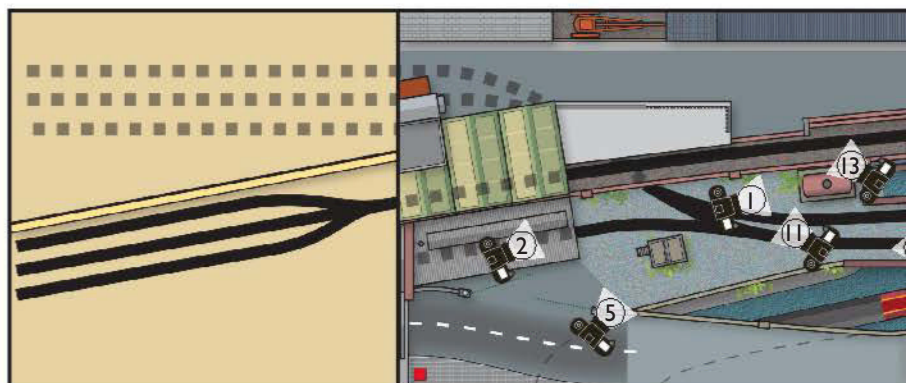
With so much to take in at 'Re-United Biscuits' you'll need a break by the time you've finished observing it, just make sure the biscuits you use are fresh! 

'Re-United Biscuits' is available for exhibitions, weddings and other functions. Contact mickeyboy50@hotmail.com for more details



Left: Ensuring the layout worked with so many points and baseboards proved to be a challenge for Mike, particularly the point above the canal, which had to be situated on a lift-out section to provide access to the point motor below. Originally, he used the wire-in-tube method as he thought that would avoid the noise of a large number of servo motors, but has since made the switch in the majority of places.

Artwork: **Andrew Mackintosh**



“I like to model things that many people don't so the layout is a bit different”



FACTFILE: 'RE-UNITED BISCUITS'

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

Size: 13ft 1in by 6ft 6in

Track: Peco Code 75

Power and control: Analogue

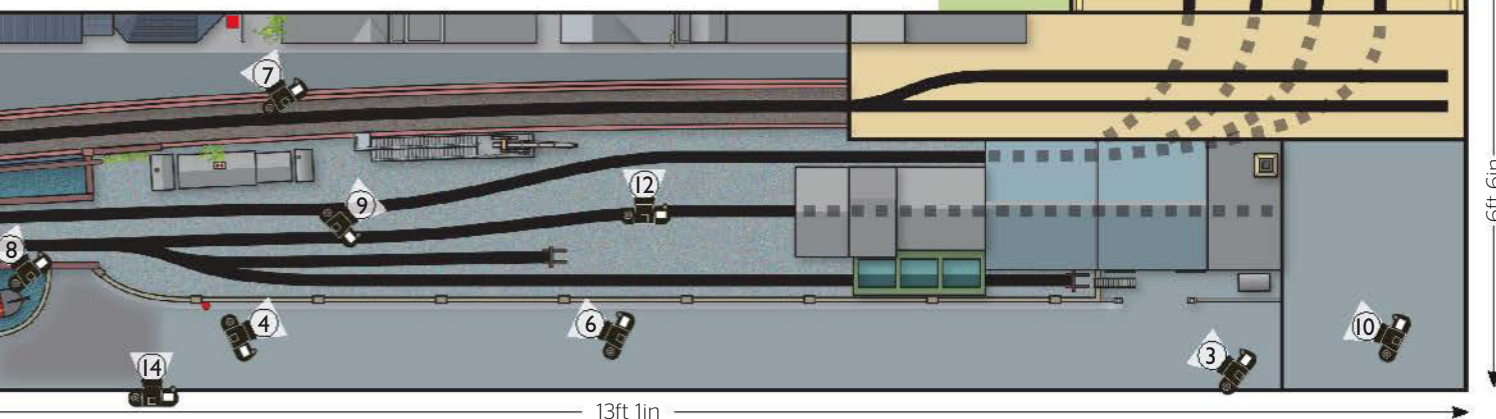
Time to build: Three years

ABOUT THE MODELLER: MIKE BAISH



I get together with four friends for bike rides every Wednesday morning. We do rides of up to 40 miles, ensuring that there are suitable coffee and cake stops on the way! I also volunteer at Grafton Underwood Airfield, which was a B17 base during the war.

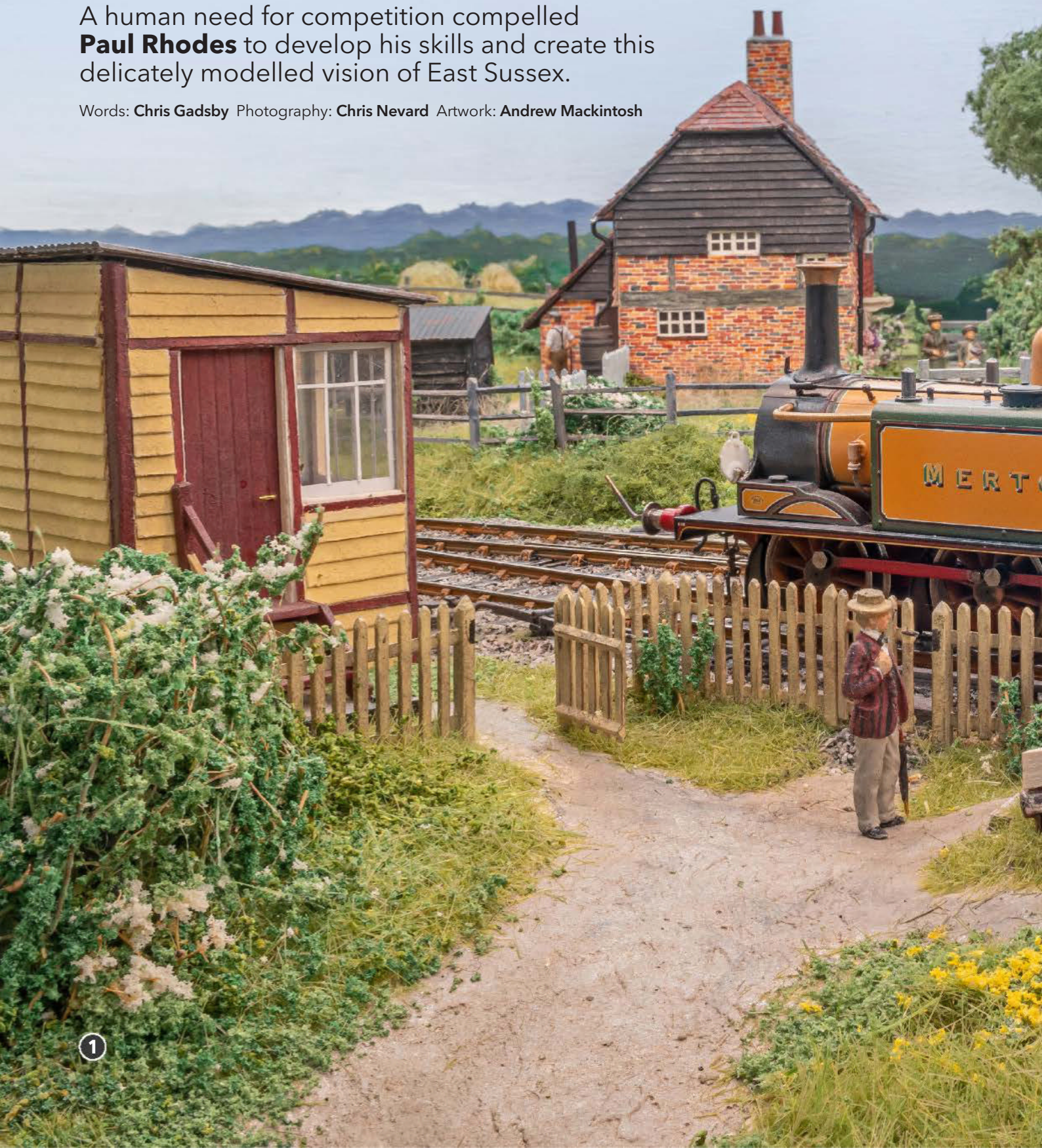
We're currently building a visitor centre and have permission to build a museum.



Going through **the mill...**

A human need for competition compelled **Paul Rhodes** to develop his skills and create this delicately modelled vision of East Sussex.

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





**What
makes this
layout great?**

“The framing draws you into the layout, and you have to get your face so close that your nose is almost touching the quaint station building. The world disappears around you, and you feel as though you’ve been pulled through a time portal to the English countryside, a century ago.”



There's something about human beings that means we love competing against one another. No matter what it is, the 100m sprint or who can fit the most marshmallows in their mouth while still saying 'chubby bunny', there is an instinctive desire to want to be the best. Model railways are no exception, and we have seen plenty of model railway competitions in the past. If modelling competitively is your thing then these contests are great, but even if you aren't interested in winning, they can still inspire you to model in a different way to how you do usually, or model a completely different area. Paul Rhodes was one such modeller, who was excited that a hard deadline would give him the impetus to see a layout through from start to finish.

"The hilarious thing about it is that I still

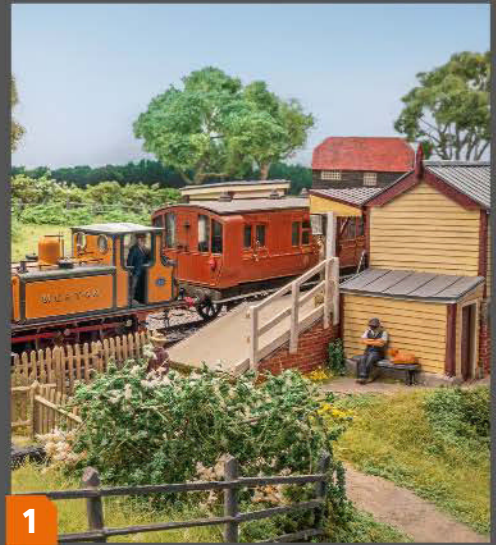
didn't get it finished on time! I got so interested in building two of the structures at the rear of the layout that I completely ran over time and 'Old Parrock' never got submitted. I can remember the rules for the cameo competition were informal as I limited my layout to 4ft 3in by 1ft 6in to fit in the car, and I chose 'OO' gauge because I already had some ready-to-run stock. But where to model? A few years ago I found photographs of an old watermill in East Sussex near Forest Row, which was close to where I grew up. The mill disappeared in the 1930s and the photographs show it heavily run-down but still functional as early as 1903. The sandstone base, weatherboard upper frame and rural location stuck in my mind. I really wanted to build it." ➤

2 Paul's favourite part of the layout is the overall design setting. A lot of thought went into the lighting, and he spent a long time making it convey the ambience of a summer's day.



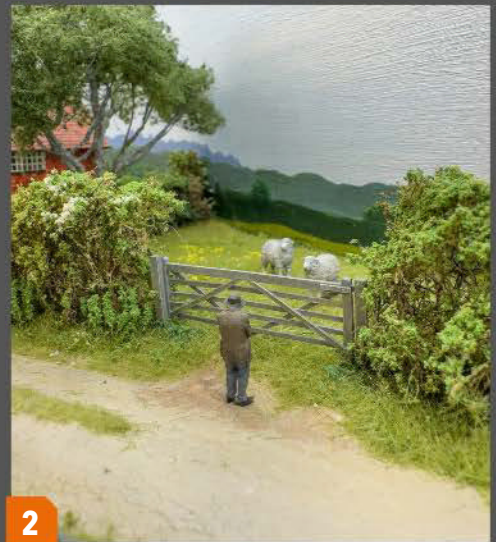


3 things we like



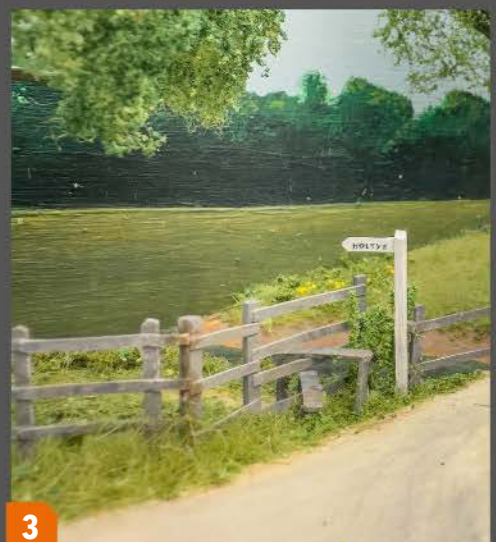
1

Is he on a legitimate break or hiding?



2

The sheep coming to say 'hello'.



3

The delicately modelled stile and signpost.

3 The name 'Old Parrock' was derived from the name of a road close to where Paul grew up in Hartfield, East Sussex. It was called Parrock Lane, and 'parrock' is an old form of the word 'paddock'. Paul says that show-goers often think it's his surname.



CHANGING TACK

Paul's first intention was to set the layout in the 1930s, with the idea that the mill had survived a little longer but was now only used to store cattle feed. Paul's fantasy has been extrapolated from a combination of the actual mill at Tablehurst and the concept of two mills further south at Barcombe, both of which were served by private sidings, but at least one of which was also worked by horses. Originally, Paul had imagined a new, off-stage, mill by the private siding, with a coal merchant also taking up business there, but this idea was abandoned when he decided to add a short halt to the front of the loop and re-imagine the layout as a wayside station on a minor East Sussex branch line.

"The Kent and East Sussex Railway was my inspiration, and now the layout sits more within the pre-Grouping era, with two locomotives in 'Austerity' grey, some Hornby 'Terriers' in improved engine green, and Edwardian Brighton stock."



Changing plan and modelling a station did cause Paul some problems, most notably that it would only fit at the front of the layout and, therefore, the station platform would be facing away from the viewer.

"The biggest shame is that the station nameboard, which I spent a long time getting right in Adobe Photoshop, is not visible. I've also sourced period-appropriate posters and a timetable, none of which can be seen, other than the impression the viewer gets from seeing the back of them. The hut is based on a typical K&ESR example, but with the size much reduced to fit the space. This is only a small branch line after all. The structures are made from card, as I have followed the Pendon method of constructing buildings. Both the mill and the cottage took four months each to complete. It certainly wasn't a quick process – the outside privy took about as long as it takes Chris Nevard to construct an entire layout. The brickwork has been scored and painted manually, but I could only do ➤





about half an hour at a time before I needed a break. Starting with a section that would be hidden under the bridge allowed me to practise the technique before moving on to more significant and visible areas.

"I've also used corrugated card to shape the landscape away from the open-top baseboard. This was great as I could just hack away at it to alter the landscape until I was happy. I was continually moving trees from one area to another until I was satisfied I had with the placements, re-filling the holes with papier-mâché as I went. Although I followed Gordon Gravett's excellent book about making trees, it took several goes to get it right. In the end I placed two of the highest ones at the front to try and add some additional depth to the scene."

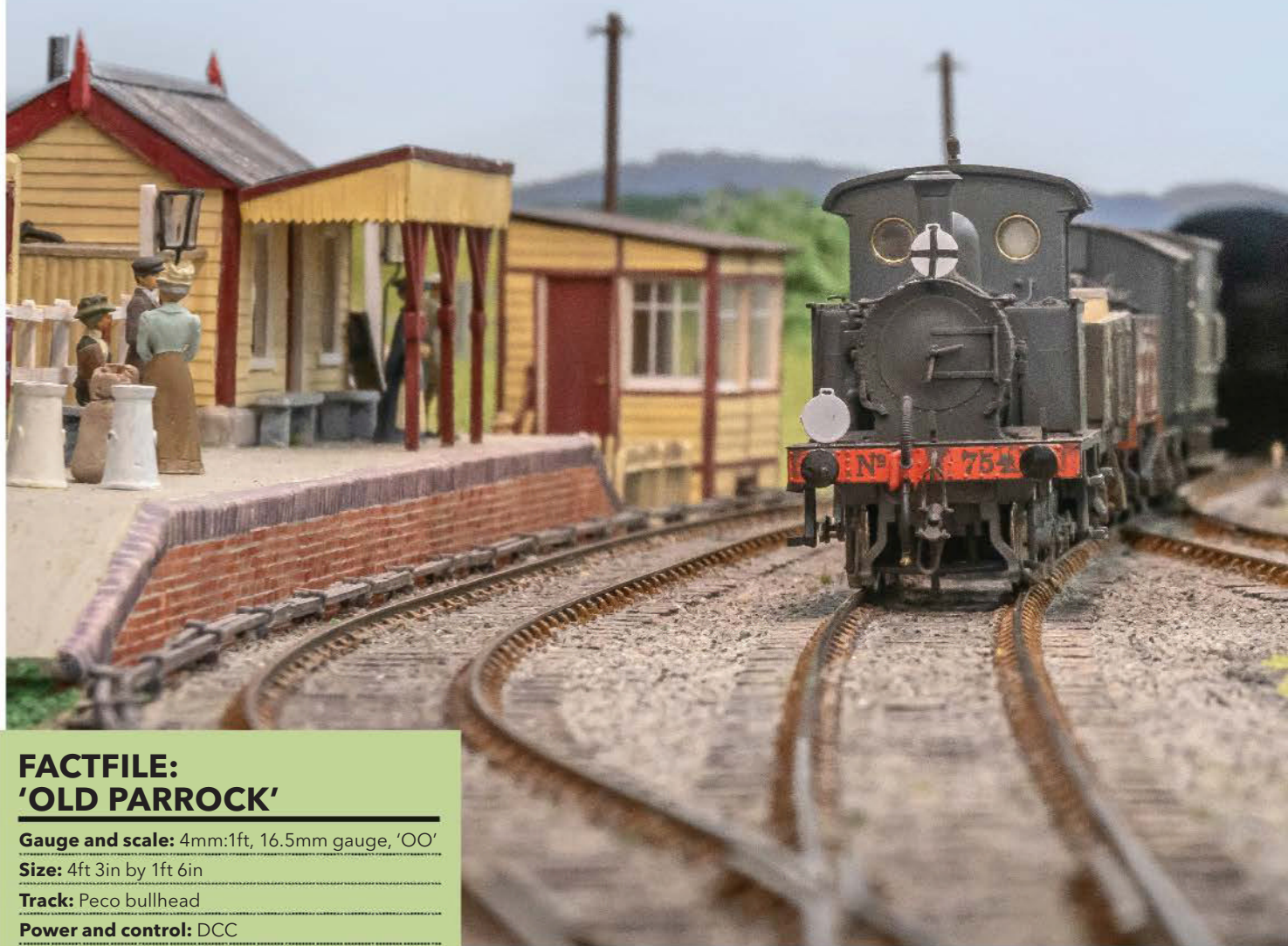
QUITE A SHOW

'Old Parrock' is now a regular feature on the exhibition circuit. Spending the weekend operating his layout for punters was never something Paul thought he would do, but it's something he's very glad he's taken up.

"I often have a little chuckle to myself when I set up in the exhibition hall and come back from getting my cup of tea to find 'Old Parrock' completely dwarfed by these huge 30 or 40ft looped layouts. Then there's my tiny one that fits in the car! I never thought I would have as much fun or make as many friends as I have done taking it on the circuit. A team of three or four of us go ►



11 'Old Parrock' uses Peco bullhead finescale track, but because the layout is viewed from across, rather than above, it can appear to be 'EM' or 'P4' scale. When it was first built Paul wired it for analogue control, as only one locomotive would be running at a time, but after the purchase of an NCE Starter pack to improve slow running, the layout now runs on DCC.



FACTFILE: 'OLD PARROCK'

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

Size: 4ft 3in by 1ft 6in

Track: Peco bullhead

Power and control: DCC

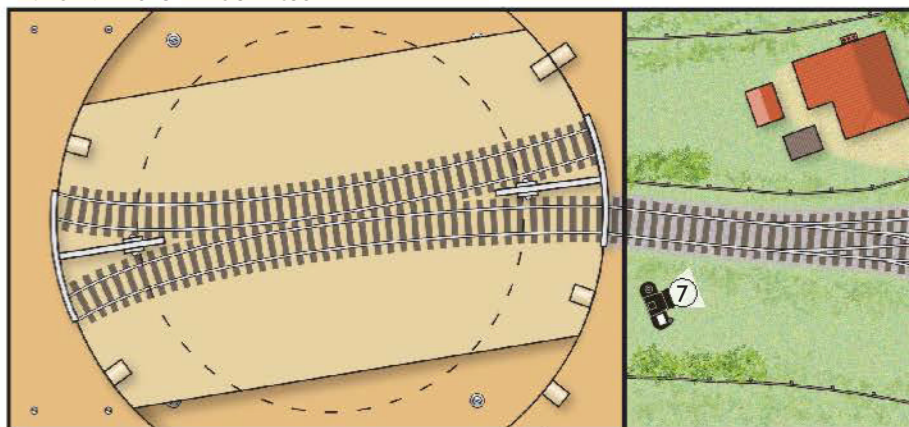
Time to build: Two and a half years

ABOUT THE MODELLER: PAUL RHODES



"I play double bass, so need a big car that can accommodate such a huge instrument – comes in handy when it comes to moving the layout. I play in a jazz band at concerts and clubs and in a skiffle band trio, and we perform at lunch clubs and similar functions."

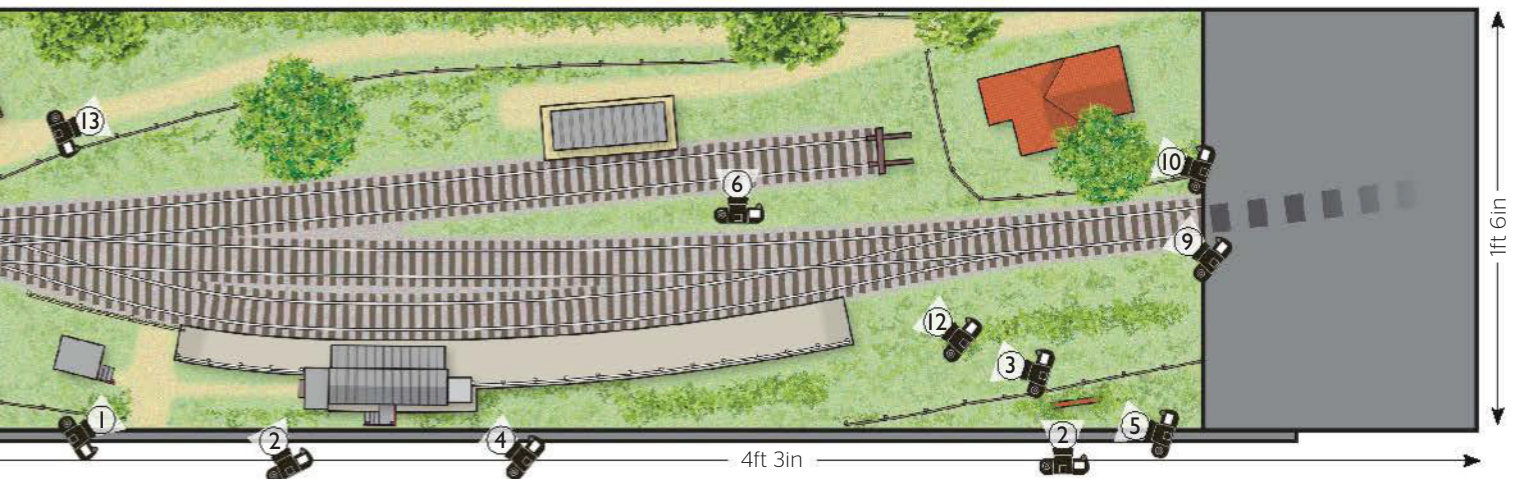
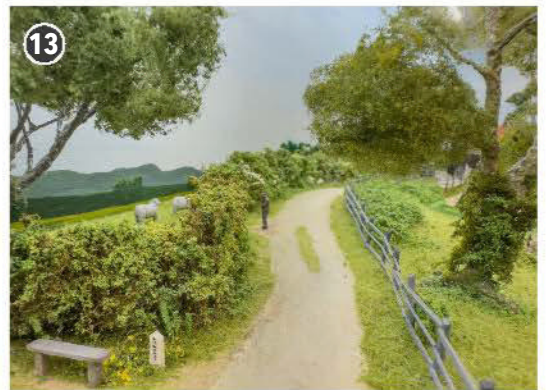
Artwork: **Andrew Mackintosh**





away to shows and operate, although I have to say I don't enjoy running it anywhere near as much as my colleagues as I prefer talking to the viewers. Even doing that, I'm exhausted by the end of the weekend as I need a high level of concentration to run a layout for two days straight. Despite the size, we like to put on a bit of a show as most of the stock has sound, so we get children to press the button for the whistle and I can explain to people how I did the build, if they ask. It's fun but very tiring."

Although he wasn't able to submit it for the cameo competition, Paul remained motivated to complete his build and finished with a layout that was both practical and fun. Changes are being made all the time to 'Old Parrock', be it new stock or the conversion to DCC running, so there's still plenty for Paul to be doing between exhibitions. If you're struggling with your modelling mojo at the moment, perhaps a look online for any modelling competitions may just kickstart your next great idea, even if you aren't 'in it to win it'. 





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HORNBY OO



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DAPOL O

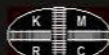
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- 9038 Ruston & Hornsby 48DS Diesel Shunter Express Dairy Blue with Open Cab.....£169.99



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Our reviewers

George Dent

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

Chris Leigh

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

How we test

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





Rapido Trains UK LNER 'Y7' 0-4-0T

◆ GAUGE 'OO' ◆ MODEL Rapido Trains UK 932009 LNER Class Y7 0-4-0T, No. 68089, BR black ◆ PRICE £144.95

◆ AVAILABILITY Rapido Trains UK stockists Web www.rapidotrains.co.uk

It says a lot about the contemporary 'OO' gauge ready-to-run market that such a humble little steam locomotive like the LNER 'Y7' is now available off the shelf. Rapido's latest model depicts

one of a small class of simple shunting locomotives which originated in the 1880s, with only two making it into the British Railways fleet.

And yet, here we are, with a lovely little 0-4-0T which is

initially available in nine different guises, spread across NER and LNER liveries, plus a single BR version and a National Coal Board example, portraying one of the many sold by the LNER into industrial use.





“Rapido has captured the appearance of the ‘Y7’ faithfully, helped by the ability to study two surviving examples”

inside motion - glimpsed under the boiler and between the side frames - is another welcome feature. The safety valves and the rooftop whistle also looks the part (but be careful not to rest the model upside-down on a hard surface while servicing the chassis!).

Other detail highlights include the clack valves and pipework (in appropriate brass and copper colours, respectively) and lubricating gear. The cab interior is fully appointed too, with a plethora of pipes, valves, gauges, controls and sight glasses, all painted in appropriate colours and the flush-fitting spectacle plates are superbly done.

Below the running plate, the side frames are adorned with sanding and brake gear, while the spoked wheels and coupling rods sport an admirably fine profile.

There are a couple of minor quality control issues on our sample, with the fit of the cab roof and chimney not being 100% perfect. The front NEM coupler mount was also not installed properly.

Rapido's tooling allows for multiple variations to suit individual prototypes, including different frame lengths, smokeboxes, handrail patterns and cab extensions. BR No. 68089, under review here, is supplied with vacuum brake pipes pre-fitted, replicating the condition of the real locomotive during its stint working passenger services along the bucolic North Sunderland Line in Northumberland between 1948-51.

There's no doubting that Rapido has captured the appearance of the real 'Y7s' faithfully, helped no doubt by the ability to study two surviving prototypes. The O-4-OT's compact yet graceful proportions have been scaled down accurately, with the domeless boiler giving the 'Y7' a surprisingly refined appearance.

The smokebox features rows of super-fine rivets and the wire handrails and separately

installed plastic pipework really bring the model to life. The lamp brackets and smokebox door dart are equally fine, while the cosmetic



3 things we like



1 Detailed cab interior.



2 Cosmetic inside motion.



3 Neatly executed cab glazing.

Rapido LNER 'Y7' - in detail



The sprung oval buffers are slightly out of kilter although, looking at images of the real No. 68089 in the late 1940s, this appears to be prototypical!

The austere plain black early BR livery has been applied flawlessly, including the printed lettering and numerals, with the numbers repeated on the bufferbeams and the addition of a 52D (Tweedmouth) shedcode plate.

Inside the locomotive, a small coreless motor is mounted within a die-cast chassis block, with a circuit board accommodated on one side - with a Next18 DCC decoder

socket - while a speaker is pre-installed on the other side. Rapido also offers the option of DCC sound-fitted models.

A small detail bag provides a set of optional shunting poles, which were fitted to each corner of some locomotives, allowing them to shunt wagons on adjacent lines with the use of ropes. There's also an alternative set of dumb buffers, extra footsteps, handrails, brake linkages, three-link couplings and a couple of fireman's tools.

In terms of performance, the 'Y7' features an exceptionally smooth mechanism, allowing the model to run beautifully straight from the box. There's the unavoidable risk of losing

Factfile: LNER Class Y7 0-4-0T

Designed for the North Eastern Railway by Thomas W. Worsdell, the first Class H 0-4-0Ts emerged from Gateshead Works in 1888, followed by more examples in the 1890s. The simple twin-cylinder locomotives were designed primarily for shunting work in the tight confines of dockyards, with several examples employed at Tyne Dock, as well as Alexandra Dock on the Humber. Examples could also be found at Leith Docks in Scotland, York and as works pilot at Gateshead and Darlington.

Owing to the success of the design, the LNER ordered a further five locomotives in 1923, to be built at Darlington, with the entire fleet subsequently re-classified as 'Y7'. Weighing only 22 tons in full working order and with a wheelbase of just 6ft, the 'Y7s' could cope with the tightest of curves and the lack of a rear bunker aided visibility for the crew, although the small coal space in the left-hand side tank did pose problems. It was not unknown for locomotives to be seen with extra coal piled up along the top of the tank and even on the cab roof!

Of the 24 'Y7s', 17 were sold into industry during the Depression of the early 1930s, as dockyard work dwindled, with most headed for work at collieries in the North East of England.

By the time of nationalisation, British Railways inherited just two examples, Nos. 68088/9. No. 68089 was put to work on the four-mile North Sunderland line, running from Chathill on the East Coast Main Line to the small fishing port of Seahouses on the Northumberland coast. Operating mixed passenger and freight services, the 'Y7' was duly equipped with vacuum brake gear, working the route until closure in 1951.

Meanwhile, No. 68088 worked as a pilot locomotive at Stratford Works in London. Both BR locomotives were withdrawn in the early 1950s.

Amazingly, two 'Y7s' survive in preservation: BR No. 68088, which had been sold to the National Coal Board, can be found at the Mid-Suffolk Light Railway, while NER No. 1310 was sold by the LNER in the 1930s and worked at various collieries before being saved for preservation at the Middleton Railway.



1: In a delightful scene at Seahouses, No. 68089 stands at the head of a mixed train destined for Chathill on October 10 1951, just weeks before the line's closure. RAIL ONLINE



2: BR's only other 'Y7' No. 68088 is seen at Stratford Works in December 1948, where it was sent to perform pilot duties. Note the fully enclosed rear cab sheet, which was unique to this locomotive. COLOUR RAIL



3: No. 68088 also boasted spark arresting apparatus atop the chimney, a legacy from its time working at Tyne Dock. It is seen at Stratford in August 1949 and it looks like the enclosed rear cab sheet has been partially removed. D. WILLIAMS ARCHIVE/RAIL ONLINE



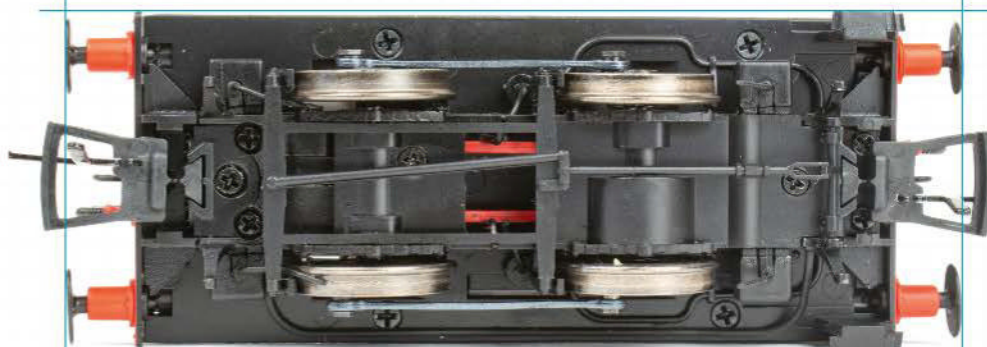
82.7mm



48mm



30.5mm



electrical power over insulated points and crossings, owing to the short wheelbase, but the sample managed to negotiate the live frogs on my layout and test track without any significant issues. With a couple of six-wheel coaches and a handful of vans in tow, the 'Y7' had no problems hauling its load.

We've certainly been blessed by the proliferation of small 0-4-0 locomotives in 'OO' over recent years, with the 'Y7' offering another fillip for anyone contemplating a micro layout with a North Eastern flavour. With examples also employed at busy dockyards, collieries and quarries, as well as on shed pilot duties, the 'Y7' is surprisingly versatile and its unique looks single it out as something a little special.

Aside from a few minor issues, Rapido has done a tremendous job in capturing the character of Worsell's little workhorses, with an impressive level of performance to match. **(GD)**

SUMMARY

OVERVIEW

Manufacturer: Rapido Trains UK

Ref. No. 932009

Unit No. 68089

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

Body: Plastic with metal parts

Chassis: Metal with plastic parts

Weight: 94g

Min. curve radius: 438mm (second radius)

Wheel back-to-back: 14.3mm

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length	20ft 4in	81.5mm	82.7mm
Height	N/A	N/A	48mm
Width	N/A	N/A	30.5mm
Wheel diameter	3ft 6 1/4in	14mm	14mm
Coupled wheelbase	6ft 0in	24mm	24mm

SERVICING

How to dismantle: Body unscrews from chassis

Where to oil: Gears - see instructions

ELECTRICS

Electrical system: 12V DC two-rail

Motor type: Coreless

Lights: No

DCC-ready: Next18 socket, speaker pre-fitted

MECHANISM

Drive system: Motor drives rear axle via cardan shaft and gears

Flywheel(s): Yes

Traction tyres: No

SUMMARY

PROS

- Looks and fidelity.
- Impressive level of detail.
- Performance.
- Paint finish.

CONS

- A few minor assembly issues.

FINAL VERDICT

A lovely little model.

Hornby LNER 'Coronat coaching stock

◆ **GAUGE** '00' ◆ **MODEL** Hornby LNER 'Coronation' coach packs • R40224 Double Open First, R40225 Open Third/Kitchen Third • R40226 Open Third/Brake Third ◆ **PRICE** £149.99 per twin-set ◆ **AVAILABILITY** Hornby stockists **Web** www.hornby.com



Launched to great fanfare in 1937, the LNER's new flagship Anglo-Scottish express service was dubbed the 'Coronation', in a patriotic nod to King George VI's ascension to the throne. Running from London King's Cross to Edinburgh Waverley in six hours, and hauled by Gresley's streamlined Class A4 'Pacifics', a new set of coaching stock was built expressly for this service.

Similar to the existing stock for the prestigious 'Silver Jubilee' express, the 'Coronation' stock consisted of four articulated pairs of streamlined carriages, decked out in Art Deco styling and a beautiful two-tone blue colour scheme. Polished stainless steel trim and lettering added a final touch of pizzazz.

Articulation was employed to cut the overall number of bogies and wheels throughout the rake. Combined with streamlined fairings to the underframes and between each car, the amount of drag was significantly reduced.

Four full sets of coaching stock were constructed, two of which would be employed on 'Coronation' services per day, while one would operate the 'West Riding' express to Leeds and the fourth set would be spare.

Additionally, a pair of sleek observation cars were also built, in matching style, and one would be coupled to the rear of each operational 'Coronation' set during the summer months.

The 'Coronation' services ran until the outbreak of war in 1939, and did not restart, British

Railways simplified and dispersed the coaching stock, and all had been withdrawn by the early 1960s. Thankfully, the two observation cars survived into preservation.

HORNBY'S BLUE TRAIN

Announced as part of Hornby's 2023 product range, the carriages have now arrived with retailers, presented in four articulated twin-coach packs, three of which are reviewed here, in the form of a double Open First set, an Open Third/Kitchen Third, and an Open Third/Brake Third. The other pack consists of a Brake Third and Kitchen Third. The observation car has also been produced but had yet to arrive as we closed for press.

The coaches come packaged in deluxe foam-lined boxes with



lift-off lids, and the articulation system is a fairly simple arrangement, allowing the stock to be assembled on the tracks in quick order.

The models are highly impressive, with an exquisite finish. The polished steel trim and lettering is rendered in metal foil and the instructions warn against



ion'



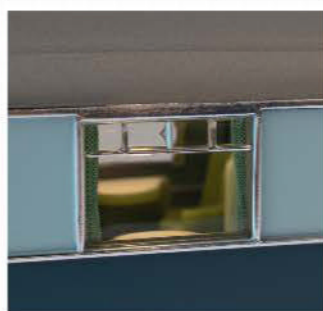
“The polished steel trim and lettering is rendered in metal foil”

excessive handling, to avoid tarnishing these areas. The Garter and Marlborough blue shades look spot-on, as does the overall profile of the vehicles, while the various coach types look accurate to plans and images of the real things.

As well as the high-quality paint job, the coach bodies also feature separate T-pattern door handles, and wire handrails beside the guard's doorways. Blackened metal bufferheads adorn the outer headstocks and the rendition of the Gresley pattern bogies is authentic, with the wheels correctly decked out in red with white tyres, and a good rendition of the brake shoes and yokes.

Behind the streamlined valances, the coach underframes are equipped with separately fitted battery boxes, vacuum cylinders, brake rigging, dynamos and other essential equipment, despite all of this being virtually invisible when the cars are on the tracks.

An effective set of kinematic couplers are installed at the outer ends of each twin set, with slim tension locks pre-installed into the NEM pockets. Alternative couplers are provided, including magnetic knuckle-style units that offer improved close-coupling for



layouts with gentle curves.

The articulated couplings consist of a simple slot-together fit, with the coaches pivoting freely around curves, swivelling around the streamlined 'infill' section. For the outer ends, the conventional gangway sections are a magnetic fit to the body, allowing them to be replaced with optional streamlined fairings between multiple twin sets.

INTERIOR DELIGHTS

Lighting units are installed throughout the coaches, emitting a warm light and highlighting the excellent interior detail, including the correct pattern of seats and hinged tabletops. A discreet 'stay alive' circuit is included, ensuring the lights remain illuminated during brief station calls or signal checks (on analogue control).

All axles, across all six cars under review, ran freely, allowing the full rake to glide along the rails and offer no problems for a Hornby 'A4' on my test track. Each twin set weighs in at 298g and the power collection for the interior lighting provides minimal friction.

An instruction sheet provides useful information, although there's no mention of how to access the interiors. In practice, the bodies simply unclip from the chassis, with thin shims of plastic helping separate the elements. Avoid using metal tools for this job and take care not to damage the finish, especially the foiled 'Coronation' lettering.

Hornby has done a sterling job with these stunning models, and the addition of an optional gangway cover with silver 'Coronation' lettering is a bonus. I can't wait to see the matching observation car. (GD)



3 things we like



1

Beautifully packaged.



2

Simple, effective articulation system.



3

Optional, magnetic streamlined gangway cowlings.

SUMMARY

PROS

- Looks.
- Excellent finish.
- Run sweetly.
- Effective articulation system.

CONS

- Nothing.

FINAL VERDICT

Fantastic.



Revolution Trains Southern Region General Manager's Saloon

◆ GAUGE 'N' ◆ MODEL Revolution Trains Southern GM Inspection Saloon • N-SGMIS-001 TDB975025 BR blue/grey • N-SGMIS-003 975025 Network Rail green 'Caroline'
 ◆ PRICE £146.95 each ◆ AVAILABILITY Revolution Trains stockists **Web** www.revolutiontrains.com

Revolution's 'OO' model of the BR Southern Region's General Manager's inspection saloon was released in 2023 to great acclaim (see MR317), and now it's time for the 'N' gauge version to take centre stage.

Converted in 1969 from a redundant Hastings line multiple unit car, with the distinctive 'Slim

Jim' profile, the one-off saloon was employed for route inspections and VIP tours across the Southern Region network. In its time, it has carried the newly married Prince and Princess of Wales as well as Pope John Paul II during his visit to the UK in the 1980s. Having undergone various modifications over the years, the saloon remains in use with Network Rail,

operating across the entire network, and named 'Caroline'.

As per the 'OO' release, Revolution has created three distinct versions of this unique carriage, with numerous era-specific detail variations observed. For review, we have the BR blue/grey version, as it appeared between 1969-84, plus Network Rail's green 'Caroline',

suiting the post-2015 era. Also on offer is a saloon in BR Network SouthEast livery, for the 1991-2003 period.

MULTIPLE FEATURES

Inspection saloons provide modellers with an instant single-car train, which can be hauled or propelled, providing something unusual to operate. Their go-anywhere nature even lends them to freight-only locations. Therefore, they can be seen as a 'treat' purchase and, accordingly, Revolution has pulled out the stops to ensure the models feature an extensive array of detail fittings (inside and out) and lighting functions with DCC functionality, via a Next18 decoder socket.

The slim profile and proportions of the real saloon have been well captured by Revolution. The top-notch paint





finish and exquisitely detailed body and chassis combine to provide definite 'wow' factor when the model is removed from its box.

Reflecting the saloon's original condition, blue/grey TDB975025 features an illuminated two-character headcode display at each end, plus sets of waist-level brake hoses and multiple working jumper cables and sockets. In contrast, the Network Rail version sports a revised array of head and tail lights, plus various other appropriate fittings, such as radio antennae.

The bodysells feature sharply moulded door and panel seams, with fine wire handrails installed beside the access doors. The glazing sits snugly within the frames, affording a clear view of the detailed interiors, with furniture painted in period-specific colours. The roof vents, windscreen wipers and air horns are also neatly fitted, along with vestibule rubbing plates, oval buffers and electric train heating cables and sockets on each headstock.

The underframe is equally striking, with a host of individual parts making up the trussing and various equipment boxes, tanks and brake gear. Even the red propane gas tanks for the on-board kitchen are visible through slats in their cradle, although you have to turn the model upside down to see them!

The bogies also feature

a wealth of detail and a set of high-quality metal disc wheels are installed. Sprung, kinematic NEM coupler pockets are provided at both ends, with each sample coming with a cosmetic scale knuckle coupler pre-installed at one end, which offers a much-improved appearance over the standard Rapido-style coupler at the other end.

CLIP-FIT BODY

The body is a clip-fit to the chassis, so accessing the interior is not too fiddly. A few thin plastic shims pressed under the lower bodysides will release the retaining clips. I also like the way the lighting strips can be unclipped from the interior moulding to allow full access when installing passengers, with no delicate cables or joiners to navigate. The Next18 socket sits on the underside of this circuit board and it's also simpler to fit a decoder while the board is free.

While DCC affords the user a variety of switchable lighting

options, analogue users can control the interior lights with the supplied magnetic 'wand'.

Power for the lighting is drawn via metal axle bearings and a series of contacts leading to the circuit board, so there's no drag on the wheels or cables hindering bogie rotation. They're nicely weighted too, tipping the scales at 32g apiece. Accordingly, these coaches are extremely quiet and free-running when out on the rails.

As already mentioned, the level of finish is high, with the various livery elements applied accurately, with finely printed logos, numbers and warning legends on the underframe gear. The printed window frames are equally well executed.

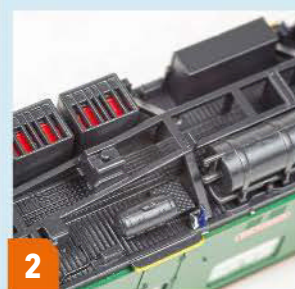
These are wonderful models, which are bound to be extremely popular. The BR versions provide a perfect match for a Dapol Class 33 or 73, while a Farish '37' would be ideal for the Network Rail green 'Caroline'. Bravo Revolution! (GD)

3 things we like



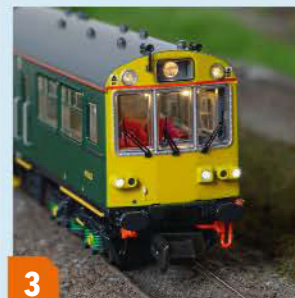
1

Fully appointed interior, with painted furniture.



2

Fantastic level of detail to underframe, including red gas tanks visible within storage cradles.



3

Impressive exterior and interior lighting.

SUMMARY

PROS

- Captures look of prototype perfectly.
- Impressive overall detail.
- Effective lighting.
- Super-smooth running.
- Quality finish.

CONS

- Not a lot.

FINAL VERDICT

Superb.

Revolution Trains 'Borail EC' & 'Mullet'

◆ GAUGE 'N' ◆ MODEL Revolution Trains • RT-N-BRV-203 BR 'Borail EC' BRV • RT-N-YLA-206 BR YLA/YMA 'Mullet'

◆ PRICE £94.95 per twin-pack ◆ AVAILABILITY Revolution Trains stockists Web www.revolutiontrains.com

Having been in the works for a couple of years, it's great to see the arrival of these important new wagons from Revolution Trains. Depicting the British Railways 50ton 'Borail' – and later variants – they represent a fascinating and versatile fleet of freight and infrastructure vehicles.

Built originally between 1959-61, the 'Borails' rode on pairs of 8ft wheelbase plate-framed bogies, with a 62ft long body (excluding buffers) and were designed to carry rails, hence the 'Borail' name (Bogie Rail carrier), as well as pipes, and steel or concrete beams for the construction industry.

As the prototypes have been modified in numerous ways over the years, the Revolution team have developed a healthy amount of model options. The 'Borail EC' reflects the earliest builds, with flat decks and retaining stanchions, optimised for carrying concrete beams, while the 'EB/MB' variants gained a set of bolsters to lift the loads above the flat deck, which better suited loads of steel rails, girders or pipes. Incidentally, the first letter of the latter two variants referred to the regional allocations: E for Eastern and M for Midland.

Under TOPS, the 'Borails' were given the code BRV. BR refurbished 150 out of the 165 vehicles with new Y25 fabricated bogies and the addition of air brakes, creating the BRA fleet, for use on steel traffic within the Speedlink network. As newer vehicles came on stream, the BRAs were cascaded into the Departmental fleet and re-classified as YLA/YMA and, as was the tradition, they were given a fish-related name: 'Mullet'.

Further modifications followed in the 1990s, with some wagons equipped with longitudinal timber baulks to support concrete sleeper loads, creating

the YQA 'Parr'. Some of these were again rebuilt by EWS in 2010 to become the 'Super Tench', with removable 20ft modules with mesh sides and drop-down doors.

All of the above versions have been recreated by Revolution and, while 'OO' versions are also in the pipeline, it's the 'N' gauge editions that have arrived first. Presented in twin-packs, we received a set of 'Borail ECs' in original condition, plus a pair of 'Mullets' in 'Dutch' yellow/grey livery to suit the 1990s era.

LONG AND LEAN

Their size alone ensures that these wagons immediately catch the eye. At 135mm long, there are few other freight wagons of similar length, so they certainly offer something a little different.

Looking at the 'Borail EC' first, the wagon's deck features sharply defined planks, and the side frames are superbly rendered, with the angle iron and rivet detail really 'popping'. The tie-down rings are separately installed for greater definition and a welcome, less-than-uniform appearance. A set of finely moulded stanchions is provided, although mounting holes need to be drilled into the deck to accept them. As positions could vary according to the loads, Revolution has opted to

“At 135mm long, there are few other freight wagons of similar length, so they certainly offer something a little different”

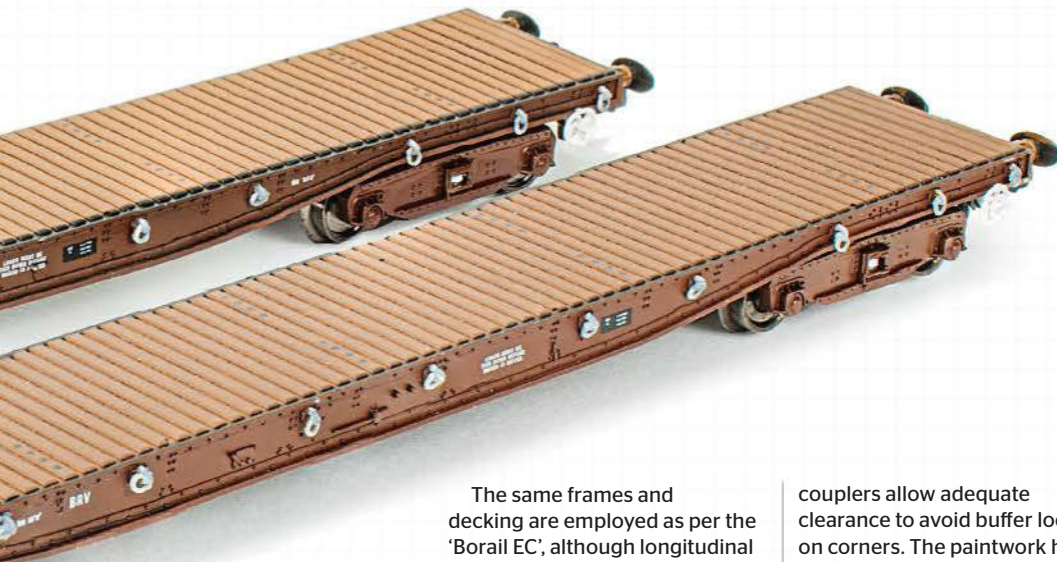
print small drilling guide marks onto the deck to allow modellers to choose the most appropriate locations. The deck is plastic, so drilling and installation will be easy.

The plate-framed bogies also look great, with crisply moulded rivets, suspension and axlebox detail. The disc wheels feature a refined profile, although the spoked hand brake wheels suffer

from excess 'flash' from the moulding process. A little tidying with a scalpel blade would improve matters significantly.

The underside of the frames features a prototypical ribbing structure, twin vacuum cylinders and associated shafts, levers and rigging for the brake gear.





Traditional 'N' gauge couplers are retained in NEM pockets, which are mounted on sprung mounts. The self-centring spring mechanism on our samples were not wholly consistent in operation, but no issues were encountered during test running.

The YLA/YMA 'Mullet' pairing offers quite a contrast in appearance, with the later Y25 bogies installed along with air brake gear slung under the frames (with correct valves, reservoir tanks and pipework). The bogies are equally well rendered, with sharp definition in the framework and suspension.

The same frames and decking are employed as per the 'Borail EC', although longitudinal baulks give the wagons a very different appearance. One wagon (the YLA) is equipped with bolsters and, again, a set of plastic stanchions is provided which can simply be fixed into a choice of existing holes. The original tie-down rings have been replaced with ratchet straps and loops.

The 'Mullets' demand careful handling, as I found the additional upper framework easy to dislodge. That said, the fact that this structure sits proud of the deck, with daylight clearly visible in between - as per the real thing - is a real bonus in terms of fidelity.

Both models ran freely under test, with the axles and bogies rotating unhindered, while the

couplers allow adequate clearance to avoid buffer locking on corners. The paintwork has been applied to a good standard too, with the various number and information panels printed crisply. The YLA even features Carlisle Currock depot logos, with both 'Mullets' wearing the modern style of overhead warning panels, lending them to the early privatisation era.

These wagons will look even better with suitable loads added and I expect to see many of them at work on 'N' gauge layouts in future. Their suitability for steam, BR diesel and privatisation era layouts, and wide geographical operation, will attract many modellers and I'm looking forward to seeing the 'OO' versions appearing in the near future. *(GD)*



3 things we like



1

Original plate frame bogies captured well.



2

Later Y25 bogies are even better.



3

Vacuum or air brake gear rendered accurately, according to prototype.

SUMMARY

PROS

- Look and run great.
- Several useful variants covered.
- Fidelity.
- Important prototypes.

CONS

- Some areas of flash on some components.

FINAL VERDICT

Excellent.



Bachmann FR 'Tin Car' saloon

◆ GAUGE 'OO9' ◆ MODEL Bachmann Narrow Gauge 394-100 Ffestiniog Railway saloon Third No. 119 crimson and cream

◆ PRICE £64.95 each ◆ AVAILABILITY Bachmann stockists **Web** www.bachmann.co.uk

A long, long time ago I recall being confronted with some tiny new trains, an O-4-OST and some quarry tipping wagons under the Minitrains label. They marked the dawn of 'OO9', narrow gauge prototypes running on 9mm, 'N' gauge track. Of course, those early models were to 3.5mm:1ft scale and based on foreign prototypes. It took a long time for a major British manufacturer to offer British prototypes in 'OO9', but since Bachmann launched its Hunslet O-4-OSTs and double-ended Fairlies, the Barwell company has enjoyed great success.

Locomotives need appropriate rolling stock and Bachmann has chosen to develop models of some of the more modern rolling stock. The FR has continued to develop and build new coaches to cope with its modern role as a major tourist attraction.

Received for review is a model of Saloon Third No. 119, built at Boston Lodge in 1980. It had a steel body mounted on ex-Isle of Man Railway underframe R10 and pattern 88 bogies. Reframed and rebodied to the FR's 'Super Saloon' standards in 2014/15, its old body was sold to the Golden Valley Railway at Butterley.



As befits a modern tourist railway coach, No. 119 had a flush-sided steel body with large windows and half a dozen seating bays with tables. Each bay had a centrally placed droplight. Access was by end doors and there was even a toilet at one end of the car. In addition to working on the FR, these coaches were also used on the restored Welsh Highland Railway before withdrawal in 2018.

Bachmann has replicated all those details exquisitely, the clear bodyside giving a convincing flush-glazed effect with grab rails and No Smoking

stickers apparently printed on the inside of the windows.

The model runs on plastic bogies fitted with blackened metal wheels on pin-point metal axles and the pivoted hook-and-loop couplers are attached to the bogies.

The large windows allow a clear view of the well-finished interior with its open arrangement of seats and tables. If you want to fit passengers, the chassis unclips from behind the solebars, with two clips above the bogies at either end.

The character - or perhaps lack of character - of the smooth metal body and domed roof, which earned these vehicles the nickname 'Tin Cars', has been well captured. The glazed ends with their 'crew only' gangway connections are particularly effective. Weighing in at 47g (1.66oz) the coach is very free-running, which means that a Bachmann Fairlie should be able to haul a good length train.

The model is being offered as



Nos. 119 and 120 and both will be available in either crimson and cream or all-over maroon livery. The quality of finish is absolutely top-notch, with the rubber grommet around the window glazing picked out in black, the crimson gutters and the separation between colours being really crisp.

Printing, too, is commendable with fine gold-coloured lettering for 'Third' and vehicle numbers, while the FR 'circlet' logos are little works of art on which the words Ffestiniog Railway (original spelling) are legible. (CJL)

SUMMARY

PROS

- Fine detail and impressive build quality.
- Essential companion to the Fairlie and England locomotives.
- Remarkable printed details.

CONS

- Not a lot.

FINAL VERDICT

Impressive.





Hornby Thompson 'L1' 2-6-4T

◆ GAUGE 'OO' ◆ MODEL Hornby R30361 Thompson Class L1 2-6-4T, No. 67735 BR lined black ◆ PRICE £199.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

After a hiatus of a few years, Thompson's 'L1' returns to the Hornby range, with two new versions now available. Built primarily for short-distance passenger and freight work, Thompson's 'L1' ultimately proved to be a disappointment, being employed mainly on intensive suburban work around London until withdrawal in the early 1960s.

Under review is BR black No. 67735, which was built by the North British Locomotive Co.

(NBL) in 1948, while the other option depicts Darlington-built No. E9011 (later No. 67712) in LNER Apple green with BRITISH RAILWAYS lettering, as it appeared for the first few months of its existence.

Hornby's 'L1' tooling has been around for a while, yet it features an impressive level of detail, with fine wire handrails and a multitude of separate fittings adorning the boiler and tanks, including Westinghouse brake apparatus. The twin roof vents can be slid open, and the fully

appointed cab interior is superb, enhanced by the neatly installed, crystal clear glazing.

The lined BR livery is applied to a very high standard, with a 30A Stratford shed plate attached to the smokebox. Diamond-shaped NBL builder's plates also feature.

There has been no upgrade to the electronics, so the chassis still features an 8pin DCC socket, located within the bunker space. No mounts are provided, but there looks to be just enough room for a small speaker above the decoder socket.

Our sample ran well, aided by a five-pole motor and extra power collection from all four bogie wheels. The leading pony truck design is unchanged and can be a tad temperamental on unevenly laid track. Only one tension lock coupler was provided, within the bag of optional extra details, but I found it impossible to fit it into the NEM pocket on the rear of the bogie without some fettling. That aside, this is a welcome return for a lovely model. (GD)



SUMMARY

PROS

- Captures prototype to a tee.
- Runs sweetly.
- Top-notch finish.

CONS

- Poor fit of rear tension lock coupling.

FINAL VERDICT

Still an impressive model
- great to see it return.



Hornby KFA Container wagon

◆ GAUGE 'OO' ◆ MODEL Hornby R60239 KFA Container wagon with 2 x 20ft containers and 1x 20ft tanktainer

◆ PRICE £54.99 ◆ AVAILABILITY Hornby stockists **Web** www.hornby.com

Container trains remain the most colourful of freight flows on today's railways, so it's great to see another new wagon and container set added to Hornby's 2024 range.

Hornby's KFA is a popular model, incorporating a wealth of detail about its skeletal chassis frame, while the use of die-cast metal for the main structure adds plenty of weight to ensure smooth running.

This version features the attractive Touax blue livery, with the chassis frames adorned with contemporary markings, making it perfect for modellers depicting

the UK network from the past 15 years up to the present day.

As for the supplied load, the KFA is packaged with a pair of 20ft by 8ft 6in ISO containers, sporting the red/brown livery of ZIM International Shipping Lines and the green of PO Shipping. A 20ft tanktainer completes the

trio, sporting the fetching silver/olive green scheme of Rinnen, a German logistics firm that specialises in the transport of liquids. The tank is labelled as carrying isopropylamine, with an array of corrosive Hazchem labels and super-heavy warnings.

The level of decoration across all three containers, and the wagon itself, is superb, with all markings well defined and fully legible. The containers slot snugly onto the mounting points on the frames, remaining secure while the wagon operates, but they're also easily lifted away when desired.

The wagon ran well under



SUMMARY

PROS

- Looks.
- Top-notch finish.

CONS

- Not a lot.

FINAL VERDICT

Welcome new version for the present-day scene.

test, although there was a little binding of the wheels against a couple of the brake shoes initially, but a minor adjustment cured this. (GD)

Hornby 'Trout' ballast hoppers

◆ GAUGE 'OO' ◆ MODELS Hornby R60248 25T hopper wagon LNER grey • R60249 'Trout' ballast hopper BR black

◆ PRICE £32.99 each ◆ AVAILABILITY Hornby stockists **Web** www.hornby.com

BR-liveried 'Trout' ballast hoppers are much sought after by modellers of the Scottish and Eastern regions, with Hornby's attractive model appearing only fleetingly over the past decade.

Therefore, it's great to see these new releases, especially the BR black version, with eye-catching GN2 logos, depicting a vehicle associated with the Scottish Region's Civil Engineer's fleet during the 1970s and early 1980s.

Also available is an LNER grey version, with 'Scottish Area, Empty to Cowlairs' branding. Both are finished to a high standard, with smooth-running axles and pivoting NEM coupler mounts. The fine wire handrails are resilient, and the wagon's exterior - and interior - sports a welcome array of detail. If only Hornby made more 'Trouts'! (GD)



SUMMARY

PROS

- Looks.
- Finish.
- Smooth runners.

CONS

- Not a lot.

FINAL VERDICT

Great stuff!

Gaugemaster Infinity Sovereign DCC system

◆ GAUGE 'N/TT:120/HO/00/009' ◆ MODEL Gaugemaster GMI-D01

Infinity Sovereign DCC control system ◆ PRICE £425.00

◆ AVAILABILITY Gaugemaster stockists or direct Web www.gaugemaster.com

Launched during last summer, Gaugemaster's Infinity range of wireless analogue and digital control systems aim to offer modellers a straightforward and effective means of operating their layouts, while providing a host of innovative features.

The impressive analogue version was reviewed in MR331, and now it's the turn of the Sovereign DCC version, which has been governing one of my layouts for the past few months. I must say, it has been a very easy system to get the hang of, offering countless features without overwhelming the user. Indeed, the user-friendly handset, with its uncluttered LCD screen, is easy to read and the various menus are simple to navigate.

Supplied in the Sovereign package is a base unit and power supply, plus a battery-operated wireless handset. The base unit can support two handsets (which are available individually), linked via Bluetooth, which can be paired easily at the touch of a button. If more handsets are required, additional Consort units can be obtained, each allowing two further handsets to be linked to the same base unit.

Full instructions are supplied (and can be downloaded free

from Gaugemaster's website).

As someone who instantly glazes over when faced with lots of technical information, I found the instructions surprisingly easy to follow. Everything is explained clearly and logically, so I was up and running in no time.

The base unit provides a 15V output to the track (3.2 Amp maximum rating), with a real-time current draw indicator on the handset's readout. It's possible to operate up to 20 locomotives at one time, with storage for 100 locomotive addresses within the handset's library, while the operator can stray up to 50 metres from the base unit without issue.

The handset is lightweight and extremely easy to use. The speed control dial is intuitive and allows for precise increments to be made and the tactile push buttons are nicely proportioned and spaced. Indeed, I've been happily operating my layout with the handset in my left hand (my thumb doing all the work) while wielding a coupling hook in my right, making shunting operations a joy, especially with the controller set to Yard mode. I certainly find it more satisfying than using a Smartphone App.

The Multiple Working Consist feature makes double-heading

easier and allows full activation of sound effects on the individual locomotives. Further play value is provided by the adjustable locomotive fuel level gauge and 'scale' clock facilities, adding extra layers to your layout operations. There's also a facility to programme accessory decoder operations in automated - and timed - sequences, helping with route setting, signalling and activation of level crossings, for instance. You can add appropriate icons to individual functions, to suit semaphore or colour light signals, points or clear ON/OFF legends, to avoid ambiguity.

Programming of decoder CVs can be performed on the main layout or on a dedicated programming track, with the instructions providing a step-by-step guide.

The system is future-proofed, with up to 68 possible locomotive functions and the facility for firmware upgrades via the USB port in the base unit. It's also fully NMRA compatible, with plenty of facility for expansion. As well as the extra handsets already mentioned, various booster units, reverse loop modules and digital accessory decoders are also now available.

This is probably the most user-friendly DCC system I've



SUMMARY

PROS

- Easy to set up and operate.
- User friendly instructions.
- Ergonomic handset.
- Huge range of features.
- Made in UK.

CONS

- Not a lot.

FINAL VERDICT

Excellent.



used to date, thanks to the design of the interface and the simplicity of the instructions. The wireless aspect is an obvious convenience, with the handset's batteries still going strong after nearly six months of regular use. It has certainly helped boost my confidence with - and enjoyment of - DCC operation, which is something other systems have failed to do. I have no hesitation in recommending it. (GD)

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.

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GAUGE

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.



MR-501
War Department 70271, olive green



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



MR-503 LMS 7120, pre-war black



MR-504 LMS 7128, post-war black



MR-505 BR 12043, black, BRITISH RAILWAYS lettering



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

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CLASS 11 TODAY**

BR/SR CLASS 12 0-6-0DE

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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.

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mid-2025**

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 in the coming months.*



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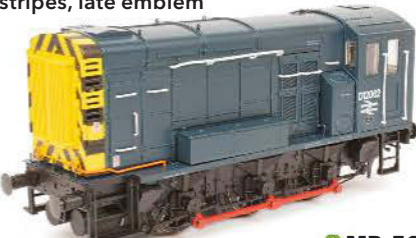
➤ **MR-507** BR 15106, WR green, BRITISH RAILWAYS shaded lettering



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



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



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



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



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



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



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

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

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

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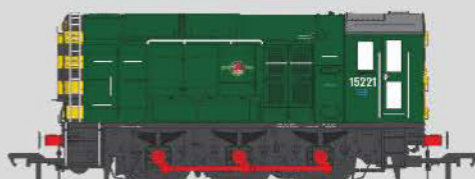
➤ **MR-515** (ex-12099), National Coal Board orange

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-524**



➤ **MR-521**



➤ **MR-523**

'16XX' 0-6-0PT

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Specification list

Made by:

Rapido Trains Inc.

Motor: Five-pole

DCC socket: Next18

Features: • NEM coupler pockets • factory-fitted speaker • sprung buffers • firebox glow • 'Busby' spark arrestor chimney

£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

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LOW STOCK

BR BLACK, EARLY EMBLEM (WEATHERED)

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

BR BLACK, LATE EMBLEM (PRISTINE)

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

BR BLACK, LATE EMBLEM (WEATHERED)

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

GWR GREEN

- ◆ MR-306: GWR green No. 1638

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'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
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Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights
• NEM coupler pockets

£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-402 PWM651
BR green, 'wasp' ends



MR-400A PWM651
BR green



MR-400B PWM652
BR green



MR-401 PWM654
BR green, 'wasp' ends



MR-404 PWM652
BR Rail blue

LNER Sentinels - the new batch

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



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



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



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

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

£99.00

£89.10 price for Model Rail subscribers

LNER 'J70s'

SIX TO CHOOSE FROM

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

£127.50

£114.75 price for Model Rail subscribers

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GAUGE



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



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



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



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



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



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



MR-210 No. 7139, LNER lined livery

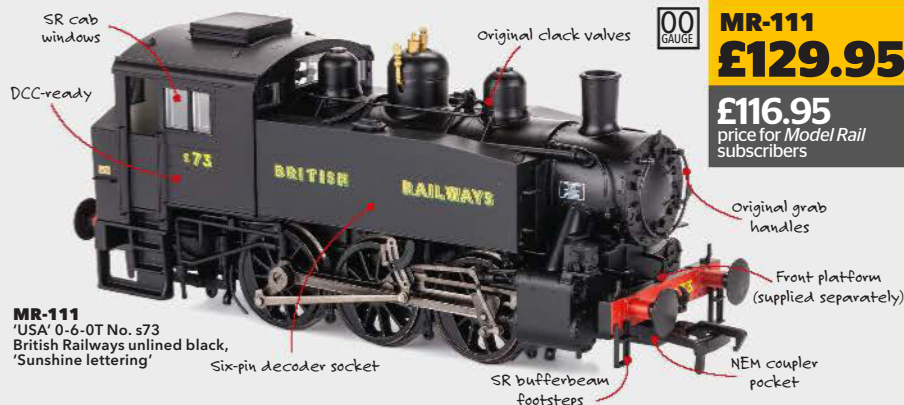
'USA' 0-6-0Ts

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

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



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

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GAUGE

MR-111
£129.95

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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

£230.00 £207.00 price for Model Rail subscribers

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

What's available?

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

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

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

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

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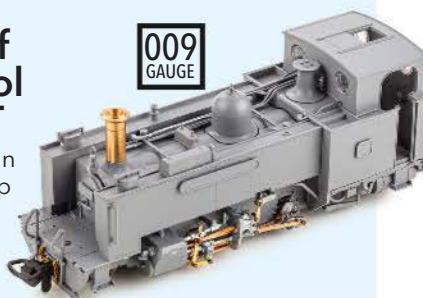


00 GAUGE BR Class 31 31116
Rail Celebrity in
BR Infrastructure livery
Produced by Accurascale

BR Class 26
26043 in Rail
blue with Haymarket
depot emblems
Produced by Heljan



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



DUE JAN/FEB 2025!

Next Issue

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16**

Third time's the charm

Rob Elliott's third iteration of his 'N' gauge layout 'Lostwithiel' is a room-filler with plenty of operational possibilities.

Material matters

We test-build Peco's new 'NG7' wagon kits, which feature real wood components.



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Turn to page 24 for details of our great subscription offer

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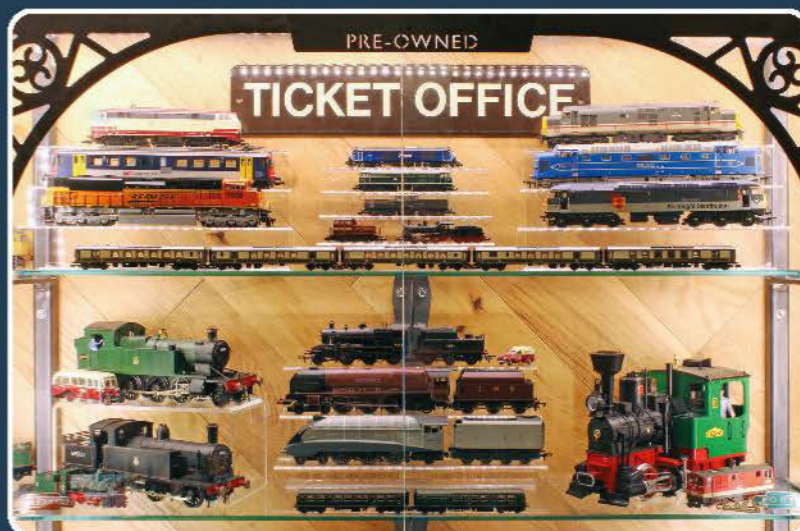
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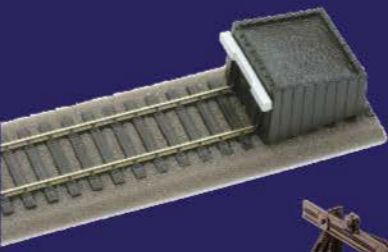


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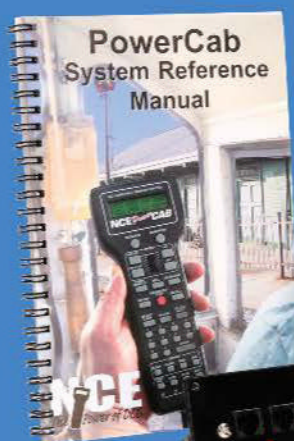
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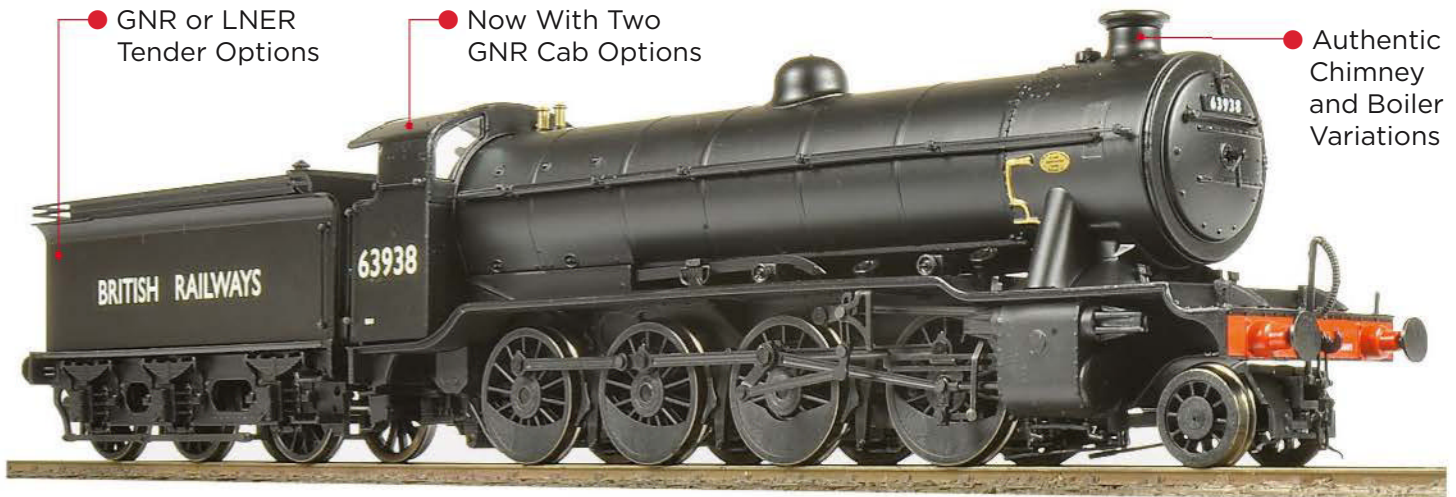


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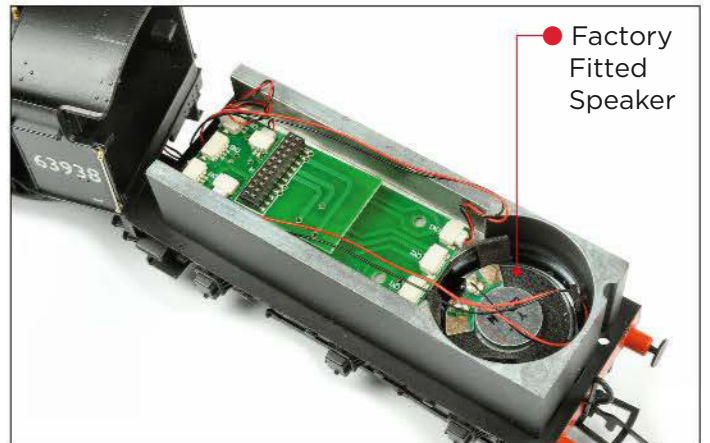
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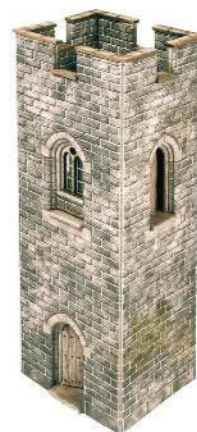
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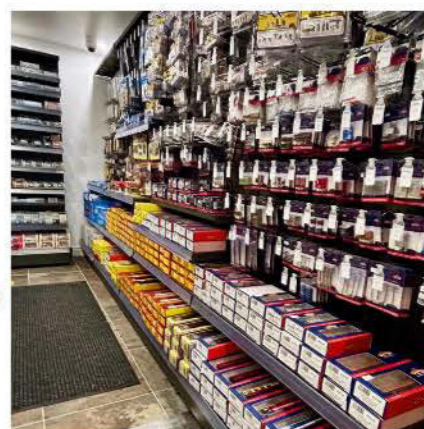
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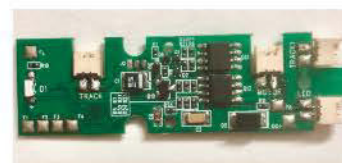
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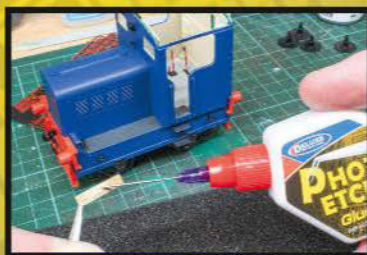
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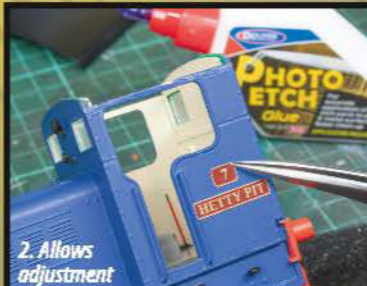
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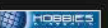
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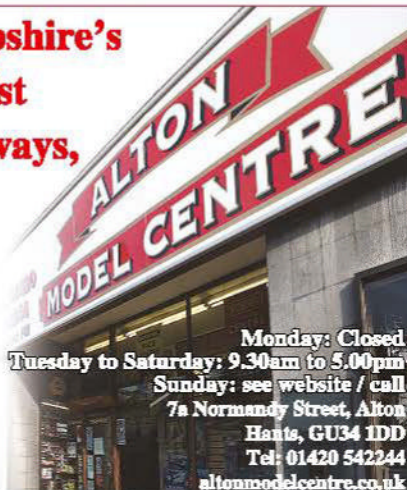
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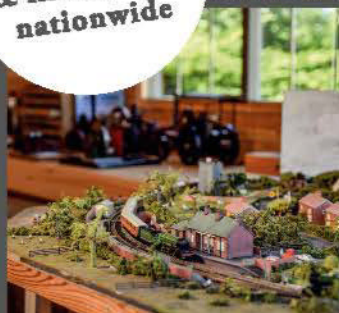
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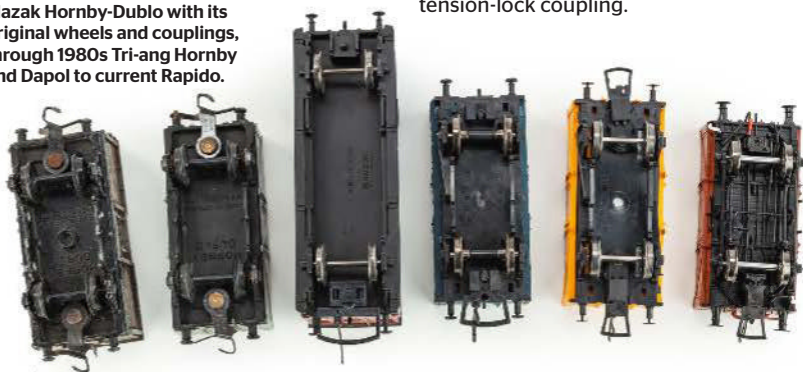
Railway modelling standards have come a long way. **CHRIS LEIGH** suggests it's more by accident than design.

My son and daughter-in-law both work in education. Listening to a conversation between them is like listening to a foreign language, as sentences are peppered with acronyms and initials, SATs and SLTs, Key Stages and so on. Railway modelling can be a bit like that. I hear modellers talk of 'nem couplings', meaning NEM pockets, and there's all that jargon around scales and gauges that must be confusing to newcomers. My former club, down at Egham, has a Tri-ang-based 'TT' layout. I've never worked in 'TT' and I have no idea whether Hornby's new 'TT:120' models will run on the old track or not. There's just too much to learn and in the end we 'old 'uns', with limited storage capacity left in our memory banks, must decide what we need to learn and understand, and what we can allow to pass us by.

We've come a long way in the past 60-plus years. When I started in the hobby, as a child in the mid-1950s, there were three manufacturers of ready-to-run model railways and they were essentially toys - Tri-ang, Hornby-Dublo and Trix Twin. They were completely incompatible. Despite all being nominally 'OO' (16.5mm) gauge, they had differing wheel and track standards, different couplings and differing electrical power supply and control systems.

Yet at that time there existed the BRMSB (British Railway Modelling Standards Bureau) established in the 1950s and META (Model Engineering Trade Association) to name but two. The BRMSB, in particular, was aimed at creating a universal standard in such things as wheel profiles and track geometry for 'OO', yet it had only limited success with ready-to-run. Much more significant in establishing a standard was Peco with its 'Universal' track and pointwork and its subsequent moves towards finer standards with the creation of a range using Code 75 rail,

A selection of wagon underframes, from the cast Mazak Hornby-Dublo with its original wheels and couplings, through 1980s Tri-ang Hornby and Dapol to current Rapido.



It is true, as reported in "Constructor's Review" on page 79, that Tri-ang have adopted a new type of wheel with fixed back-to-back measurements and, in fact, have gone a stage further with the introduction of needle bearings, but we are still no nearer standardised wheel and coupling types. When we talk of standardised wheel profiles the proprietary manufacturers immediately jump to the conclusion that we expect them to produce everything to scale with narrow treads and the minutest of flanges. While we support the former B.R.M.S.B. recommendations for scale models we recognise that the different conditions of the toy trade call for something a little coarser to allow for the track irregularities of removable track sections not fixed to a baseboard. But we still cannot see why there shouldn't be only one proprietary wheel and coupling standard so that a Hornby wagon

An extract from a 1963 *Model Railway Constructor* editorial by Geoffrey Kichenside. It would take a lifetime for things to change.

which was the standard in the USA.

In the 1980s there were opportunities for British modellers to standardize with the rest of the world. Three European manufacturers (Fleischmann, Rivarossi and Lima) tried to tempt British modellers to adopt the worldwide standard 'HO' scale. Britain chose, instead, to press ahead with its 4mm:1ft scale and to widen the track gauge to suit, with the establishment of 'Protofour'. It was never going to be attractive to RTR manufacturers and, sadly, any chance to standardize with the rest of the world was lost at that point.

I recall thinking it was marvellous at the time. In Egham, we were so impressed with the 'P4' track construction system that we had a 'P4' sleeper punch set up to 16.5mm gauge. Standards! What standards?

Today, at a rough count, there are more than 10 manufacturers of 'OO' gauge ready-to-run locomotives and rolling stock and they are all (broadly, at least) compatible in terms of gauge, wheel standards, couplings, and electrical control systems. In addition many retailers and other organisations (including *Model Rail*, of course) are commissioning models which are also fully compatible with the rest.

What brought about that degree of standardisation, however, was no careful plan by a learned group of modellers, but the move to manufacturing in China, where, to a large extent, the standards set by the American NMRA (National Model Railroad Association) have been grafted onto 'OO' by the Chinese manufacturers.

If only they hadn't perpetuated the tension-lock coupling.

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