



MODEL RAIL

INNOVATIVE ◆ IN-DEPTH ◆ INDEPENDENT

DEPOT DASH

How THIS
super-detailed
layout was built
in just 3 weeks

PAUSE FOR THOUGHT

Scratchbuild
a wayside halt
platform

ADAPT AND OVERCOME

kit-bashing your
way out of a corner

SCULPTURE CLUB

Crafting rock faces with new
modeller-friendly plaster

Bumper 22-page reviews section



KR Models
'Leader'



Rapido
Stirling
'Single'

Darstaed 'K-type' Pullmans



Hornby TPE 'Nova 1'



Hornby TT:120'
Class 66



Accurascale
16T Minerals



Heljan
35T Tanks



Accurascale
Mk 1 'Subs'



KMRC LBSC
'Open A'



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OF RAILS

ESTD

RAILS

1970

OF SHEFFIELD

— ESTD 1970 —
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IN SHEFFIELD

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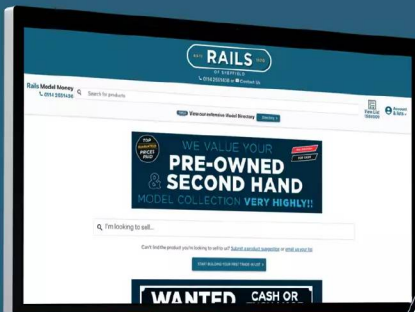
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This month's cover image



Dan Hughes' 'Katie Lane TMD' was built in just three weeks, yet features a superb level of detail. Turn to page 64 to learn how it was created. CHRIS NEVARD

Welcome

'Choice facilitates freedom'. It's one of the guiding principles of western capitalism. Hobbies haven't been immune from this push towards ever-greater choice. Anyone with an interest in painting would once have headed to a local art shop, to be faced with a handful of different paints and essential tools. Compare that to a stroll around a modern retail outlet such as Hobbycraft today, where there are aisles filled with all manner of accessories you didn't know you needed.

One of my other great passions is music, and fellow guitarists will be aware of just how many ways there are to part with your money, whether it be on effects units, amplifiers, accessories, or simply on more guitars!

As we all know, there's greater choice in the world of model railways than in any previous era. But is it a good or a bad thing? Certainly, none of my guitar-playing acquaintances are concerned about the surfeit of choice in their field, nor are my friends who enjoy knitting, embroidery or watercolours.

However, can too much choice cause a state of paralysis? I'm reaching a point in life where I fancy branching out from 'OO' after 40-odd years. The charms of 'TT:120' really appeals, but as my eyesight is already making certain aspects of 4mm scale modelling trickier, do I really need to go smaller? I guess 'O' gauge would be the natural progression but, with space at a premium and limited budget, perhaps 'O-16.5/NG7' is a suitable compromise? But what about all the amazing stuff that's appearing in 'OO' these days? And there's never been a better time to scratch my longstanding itch in modelling Irish railways in 'OO'.



The emergence of 'TT:120' and continuing improvements in 'OO' present modellers with even more choice.

All these choices raise countless possibilities and inevitably generate far too many modelling ideas, most of which are tempered by time and budget restrictions. But it's worth remembering that we all have the option to pursue our hobbies in a way that brings the most reward to ourselves. It really doesn't matter what others think. And that's the greatest freedom.

Happy modelling!

George Dent Editor

Meet the team behind the UK's best modelling magazine



Chris Leigh
Active in the hobby for over 60 years

- he can claim to be experienced.



Chris Gadsby
The smaller the

detail, the more interested he is.

This month's contributors



Chris Nevard



Peter Marriott



Ben Jones



Ben Ando



Dave Lowery



Tony Kunzmann

Model Rail essential information

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64 Layout: Katie Lane TMD

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- Hornby GWR 'King'
- Hattons Genesis coaches
- Kernow LBSC 'Open A' wagons
- Parkside LNER bulk grain wagon kit



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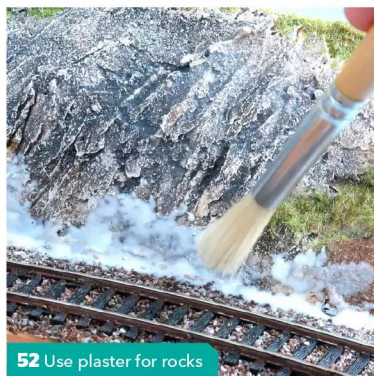
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56 Recreate the Brush 'Hawk'



52 Use plaster for rocks



60 Build a classic GWR halt platform

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UPDATE: BACHMANN CLASS 69



The first decorated samples of the forthcoming Class 69 were revealed just ahead of Bachmann Europe's Spring 2025 announcements in early February. Developed with the full support of GB Railfreight, Bachmann's 'OO' Class 69s feature a wealth of detail, tailored to match each of the prototypes which, due to the nature of the

donor Class 56 bodysells, are less than uniform.

Four livery options have been announced so far, featuring the earlier conversions, but with the re-engineering project now well advanced, Bachmann has extended its agreement with GBRf to accurately replicate further class members in future.

The models feature full exterior and lighting functions,

while DCC users will appreciate the PluX22 interface and Stay Alive system. A new twin speaker arrangement is being finalised for DCC sound-fitted versions, promising increased bass response, while Bachmann's sound-fitted and sound-fitted deluxe versions will also operate on analogue layouts, with start-up and running sounds emitted as power is applied.

Bonuses of the 'deluxe' options are the addition of auto-release tension lock couplers (as pioneered on Bachmann's Class 31), along with powered roof fans.

Models are available to pre-order now at local stockists.

What's available?

- ◆ 36-776/SF/SFX GBRf Class 69, 69001 *Mayflower*, GBRf blue (UK and US flags)
 - ◆ 35-777/SF/SFX GBRf Class 69, 69002 *Bob Tiller* CM&EE, BR 'large logo' blue
 - ◆ 35-778/SF/SFX GBRf Class 69, 69003 *The Railway Observer*, GBRf blue
 - ◆ 35-780/SF/SFX GBRf Class 69, 69005 *Eastleigh*, BR green
- When's it due?** Q3/Q4 2025
Prices: £249.95 (DCC-ready), £359.95 (DCC sound), £389.95 (DCC sound deluxe)
Availability: Bachmann stockists
Web: www.bachmann.co.uk



MORE BULLEID COACHES A BOON

Bachmann's acclaimed range of Southern Bulleid passenger stock is to be enhanced with two new types, the Dia. 2406 Brake Composite Corridor (BCK) and Diagram 2017 Third Open (TO).

Built at Eastleigh during the final years of the Southern Railway and into the early period of British Railways, the BCKs and TOs were often employed as 'loose' coaches, rather than marshalled into the Southern's fixed rakes. As such, they could be used to

strengthen sets during peak times, or within rakes due to be split at intermediate stops. Both types ventured away from the Southern region during their latter days.

Bachmann's tooling provides the option to replicate original smooth-sided coaches or with later raised strengthening ribs, as well as various other detail modifications carried out on the real vehicles. Details of liveries and pricing had yet to be released as we closed

for press, but delivery was planned for 2026.



EFE LAUNCHES CLASS 74

Although only 10 Class 71 electric locomotives were converted to electro-diesel Class 74s, the long-lost prototypes have gained in popularity over the years. Bedevilled by unreliable power units, the '74s' were intended to complement the Southern region's versatile Class 73s on passenger and freight duties, working just as comfortably on electric or diesel power. Things didn't go to plan, however, with the last Class 74 cut for scrap by 1981.

The '74' had remained a missing link in the 'OO' market, but this new model, produced under the EFE Rail brand, is due to arrive at retailers later this year. With no prototype to study, Bachmann's designers have



undertaken painstaking research to produce a high-fidelity rendition, which will feature a powerful coreless motor driving all four axles, working lights, plus a 21pin DCC socket and space for a speaker.

Production was due to get under way imminently, with livery versions, numbers and pricing to be revealed after we closed for press. With the '74s' only wearing Rail blue during their lives, we can guess what colour they'll be!



TOUAX CONTAINER FLATS

New to Hornby's 'TT:120' range is the KFA inter-modal wagon, which will carry Touax blue and be available with three different sets of containers, consisting of 20ft 'boxes' and 'tanktainers' and 40ft containers. Just the thing for hauling behind your Hornby 'TT:120' Class 66 - see review on page 82.

Price:

£54.99 each

Due: Summer 2025



HORNBY TYPE 3 TRIO CATCHES EYE

TT:120
GAUGE

Although Hornby had already revealed that the Class 37 was due to enter its 'TT:120' range, the planned versions were only announced to the public in late January, with a handsome duo spanning the prototype's early and late BR career, while a third option caters for the nascent years of privatisation.

The three models showcase the breadth of Hornby's tooling suite for the English Electric Type 3s, EPs of which were on show at December's press event (which

looked fantastic!). Accordingly, green split headcode D6700 depicts the very first '37' in as-new condition, while 'large logo' blue 37408 *Loch Rannoch* is a refurbished centre headcode version. 'Heavyweight' Class 37/7 37704 carries rebuilt ends and a coat of Wisconsin Central red/gold livery, with early EW&S lettering.

Two of the three models will be available with DCC sound and HM7000 Bluetooth-enabled decoders installed.

WIN A HORNBY 'TT:120' HST TRAIN SET

TT:120
GAUGE

Worth £249.99!

Hornby's superb 'TT:120' HST power cars 43063 and 43062, plus two Mk 3 TS coaches (see review in MR327) have been packaged into a very desirable new Inter-City 125 train set, available in analogue or DCC sound-fitted format.

Wearing the iconic original BR livery, the HST features power cars 43063 and 43062, plus two Mk 3 TS coaches (E42064-5), depicting a shortened version of Eastern region set 254004. The set also provides track, controller and mains transformer, power clip, plus a re-railing tool.

With a footprint of just 140cm by 92cm, the train set provides an ideal entry into the scale. And thanks to Hornby, *Model Rail* readers can win one of the analogue sets, worth £249.99. Simply head over to the *Model Rail* website to find out more.

Web: www.model-rail.co.uk



What's planned?

- ◆ TT3035M/TXSM
BR Class 37/4 37408
Loch Rannoch, BR large logo blue
- ◆ TT3036M BR Class 37/0 D6700, BR green
- ◆ TT3037M/TXSM
BR Class 37/7, 37704
EWS red/gold

Prices: £159.99 (DCC-ready), £214.95 (DCC sound)

When's it due? Autumn

Availability: Selected Hornby stockists

Web: www.hornby.com



* Pre-production models shown

EXCLUSIVE CLASS 26 - ON SALE NOW!

Our exclusive version of Heljan's all-new Class 26 was on its way from Denmark as we closed for press, and expected in stock by the time this issue hits the shelves (or doormats). Redesigned from the wheels up, the new '26' is a welcome replacement for the original tooling, which dates back almost 20 years. Featuring a more authentic profile and greater detail variations, the redesigned chassis also offers improved performance and greater DCC functionality, with a 21pin decoder socket accessed by simply unclipping a section of the roof, while locating lugs are provided for a pair of 'sugar cube'-style speakers. Our model comes supplied with optional miniature snowploughs and various other detail fittings, including horn vent covers and alternative footsteps.

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Model: 2647 BR Class 26/1 26043 in Rail blue with DCE stripes and Haymarket depot logos
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Price for Model Rail subscribers: £189.00
Tel: 01209 705459
Web: www.modelrailoffers.co.uk



FACTFILE: CLASS 26/1 26043

Built by the Birmingham Railway Carriage and Wagon Company (BRCW) in 1959, Sulzer Type 2 D5343 (later 26043) was sent initially to Edinburgh Haymarket depot before moving to Inverness, where it operated over the Far North lines on a variety of passenger and freight duties.

Following refurbishment in 1985, 26043 proved to be the last Class 26 to be outshopped in BR Rail blue. Moving between Haymarket, Inverness and Eastfield depots, 26043 passed into the Departmental Civil Engineers (DCE) business sector in 1988, gaining a set of DCE markings below the cab windows, complete with ScR initials, denoting its Scottish region allocation. Employed on all manner of ballast and engineers' trains, alongside regular outings on general freight and the odd passenger

and parcels services, it eventually lost its Rail blue livery in November 1990, reappearing in the grey/yellow 'Dutch' scheme.

Having returned to Inverness in August 1992, 26043 was withdrawn the following January after snow ingress caused a power-earth fault. Following a period in store at Perth, the Type 2 was purchased by the Cotswold Mainline Diesel Group, arriving at the Gloucestershire & Warwickshire Railway in April 1994. After a thorough overhaul, 26043 began its preservation career in 2005 and has been a regular performer over the years. Currently nearing the end of another major overhaul, 26043 is expected to reappear in this version of Rail blue once again.

● For more details visit www.cmdg.online

HORNBY'S 2025 RANGE

OO
GAUGE



LEGENDARY CHURCHWARD 4-6-0 IS HEADLINE NEWS

Amongst Hornby's many new 'OO' gauge releases planned for 2025 and beyond, the all-new Churchward GWR 'Saint' 4-6-0 stood out as something that little bit extra special. Emerging from Swindon

Works over a decade from 1902, a total of 77 'Saints' were constructed, although some were initially built as 4-4-2s and subsequently converted.

Boasting a five-pole, skew-wound motor, 21pin DCC interface, firebox flicker effect

and provision for a steam generator unit, Hornby's 'Saint' will initially be offered in two versions, one of which depicts the Great Western Society's new-build No. 2999.

◆ R30404 GWR 'Saint' 4-6-0 No. 2999 *Lady of Legend*

For details of the full Hornby 2025 range, see your local stockist or www.hornby.com

GWR green
◆ R30405 No. 2975 *Lord Palmer*
GWR green
Price: £234.99 each
Due: Jan 2026

STEAM HIGHLIGHTS

Another new steam locomotive comes in the form of the LSWR 'B4', which makes use of Hornby's trusty 0-4-0 chassis. Launched under the RailRoad range, the 'B4' is being offered in train sets and individually, in various liveries.

Hornby's existing arsenal of steam locomotives will be put to good use again this year, with new identities offered of 'Big Four' and British Railways traction types and liveries, plus the odd pre-Grouping treat. From the Peckett 'W4' and the all-new GNR 'J13'/LNER 'J52' (see MR334), to a Caprotti 'Black Five' and steam generator-fitted Thompson 'A2/2', there's plenty to choose from. Here are some highlights...



◆ R30409 Peckett 'W4' 0-4-0ST Nancy, lined green, £139.99. **Due: October**



◆ R30379 RailRoad LSWR 'B4' 0-4-0T No. 96 *Normandy*, £39.99. **Due: January 2026**



◆ R30410 SR 'T9' 4-4-0 No. 302, SR green, £229.99. **Due: December**



◆ R30390 BR Standard '2MT' 2-6-0 No. 78019, BR black, £239.99. **Due: June**



◆ R30389 LMS Caprotti 'Black Five' 4-6-0 No. 44748, BR lined black, £249.99. **Due: May**



◆ R30395SS LNER Class A2/2 4-6-2 No. 60501 *Cock O' the North*, BR green, with steam generator, £364.99. **Due: August**



◆ R30400 LMS 'Princess Coronation' 4-6-2 No. 46230 *Duchess of Buccleuch*, BR green (Hornby-Dublo version), £349.99. **Due: September**



◆ R30401 SR 'Merchant Navy' 4-6-2 No. 35013 *Blue Funnel Certum Pete Finem*, BR blue, £239.99. **Due: September**

DIESEL AND ELECTRIC HIGHLIGHTS

With Hornby's Greater Anglia FLIRT bi-mode units due imminently, a further Class 755/4 has been announced for 2025 in GA's special Pride livery. Another recent special colour scheme is captured on an Avanti Class 390 'Pendolino', depicting the COP26 environmental scheme applied to 390121. A four-car pack, plus individual coaches allow a full 11-car set to be assembled.

The BR Class 91 returns, in a choice of original BR 'Swallow' InterCity, GNER or

LNER liveries, with matching DVTs also available. The popular '4VEP', featuring recent improvements, gains classic Rail blue and Network SouthEast schemes, while a set of HST power cars capture the latest version of Midland Pullman blue, complete with small warning panels.

The Class 66 moves to the RailRoad Plus range, with two more contemporary GBRF

colour schemes, while the venerable Class 58 tooling is resurrected in a choice of Railfreight 'red stripe' or Mainline blue.

A new tooling for RailRoad sees a more affordable version of the Class 800 IET, in LNER 'Azuma' and GWR guises, which will see use within train sets and be available separately, with three-car packs supported by additional coaches.



◆ R30443 Avanti Class 805 five-car bi-mode unit, £549.99. **Due:** November



◆ R30421 HST power car set, Midland Pullman blue with warning panels, £394.99. **Due:** May



◆ R30423 BR Class 91 91031 Sir Henry Royce InterCity 'Swallow', £244.99. **Due:** March

◆ R30424 BR Class 91 91124 Reverend W Awdry, GNER blue, £244.99. **Due:** March

◆ R30451 BR Class 91 91130 Lord Mayor of Newcastle, LNER red/grey, £244.99. **Due:** March



◆ R30444 Avanti Class 390 390121 COP26 livery, four-car set, £339.99. **Due:** July

◆ R40451/R40482/R40483 Class 390 COP26 add-on coach packs, £109.99/£159.99. **Due:** July



◆ R30449 RailRoad Class 800 802001 LNER 'Azuma' three-car set, £149.99. **Due:** December

◆ R30488/R40489/R40492 RailRoad Class 800 LNER 'Azuma' coaches, £34.99 each. **Due:** December



◆ R30450 RailRoad Class 800 800001 GWR three-car set, £149.99. **Due:** December

◆ R30490/R40484/R40491 RailRoad Class 800 GWR coaches, £34.99 each. **Due:** December



◆ R30448 BR '4VEP' four-car EMU 3193, Network SouthEast, £399.99. **Due:** May

◆ R30447 BR '4VEP' four-car EMU 7712, Rail blue, £399.99. **Due:** May



◆ R30329 RailRoad Plus Class 58 58020 Doncaster Works, Railfreight 'red stripe', £94.99. **Due:** January 2026

◆ R30383 RailRoad Plus Class 58 58046 Asfordby Mine, Mainline blue, £94.99. **Due:** January 2026



◆ R30428/TXS RailRoad Plus Class 66/7 66711 Sence, Aggregate Industries, £94.99/£149.99. **Due:** June

◆ R30429/TXS RailRoad Plus Class 66/7 66723 Chinook, GBRF blue, £94.99/£149.99. **Due:** June



◆ R30446 Greater Anglia Class 755/4 FLIRT four-car set Pride livery, £449.99. **Due:** August



RAIL 200

To mark 200 years of train travel, Hornby will release new versions of Locomotion No. 1, plus a special commemorative pack featuring *Locomotion*, *Rocket* and *Lion*. For the modern image crowd, Hornby's Class 395 'Javelin' will feature a new RAIL 200-themed livery, which will be revealed by operator

SouthEastern this April.

◆ R30445 Birth of the Railways 200th Anniversary Train Pack, £399.99. **Due:** July

◆ R30442 Rail 200 SouthEastern Class 395 four-car pack, £299.99. **Due:** April

◆ R40447 Rail 200 SouthEastern Class 395 coach pack, £119.99. **Due:** April

ROLLING STOCK

Alongside new runs of GWR Collett corridor stock, SR Maunsells, and Gresley's 'teaks', the big news is Hornby's production of Bulleid's Tavern and Dining cars, which are being offered as twin packs. Both the

original condition, with mock Tudor pub-style exterior and dining car with inward-facing seats and small windows, plus the rebuilt versions with traditional seating arrangement and full windows are being offered.

◆ R40470 Tavern Kitchen White Horse, Composite restaurant car S7833, BR carmine & cream

◆ R40471 Tavern Kitchen Jolly Tar, Composite restaurant car S78345, BR green, £139.99 per twin set **Due:** December



RETRO TRAIN SETS

Hornby's popular range of retro-style train sets continues to grow, with a 1960s-style Tri-ang Intercity Express pack featuring a green Class 37 and three Pullman cars (R1290M, £179.99). For children of the BR blue era, the High Speed Train pack is a homage to the R685 train set from the 1970s, including a pair of HST power cars and a single Mk 3 coach, plus an oval of track (R1289M, £169.99). **Due:** September/October

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ACCURASCALE'S RUSTON IS HERE!

Marking Accurascale's first foray into 'O' gauge locomotives, the humble Ruston & Hornsby 88DS arrived into stock in January, with a variety of industrial liveries to choose from, plus BR blue and green options. DCC-ready and DCC sound-fitted versions are available and, for those ordering from Accurascale's website, there's also an exclusive 88DS in Tarmac Roadstone olive green. Look out for a full review in next month's issue. **Prices:** £229.99 (DCC-ready) £319.99 (DCC sound)



O&K WAGONS DELIVERED

Produced by Cavalex for Ultimate Model Railways, the Orenstein and Koppel (O&K) PHA/JYA aggregate wagons arrived into stock in late January, with both inner and outer wagon types offered in early and later Yeoman liveries, plus unbranded versions. Models are packaged individually, in pairs or in five-wagon sets.

A pair of models arrived at Model Rail HQ as this issue neared completion, and a full review will follow next month.

Price: £49.99 (single), £99.99 (pair), £249.99 (five-pack)

Availability:

Ultimate Model Railways
Web: www.ultimatemodelrailways.com



'CLAYHOODS' GET THE ACCURASCALE TREATMENT

A key freight wagon from the early BR era was the timber-bodied china clay open, built between 1954-60 and working until 1988. Operating across Devon and Cornwall, as well as to Staffordshire, they were equipped with protective

tarpaulin sheets to keep the cargo dry, leading to their 'Clayhood' nickname.

Accurascale's mission to offer a high-specification 'OO' rendition of these wagons is well advanced, with the tooling allowing the accurate depiction

of all manner of detail variations and era-specific modifications. Both the 'peaked' and flat sheeted versions are being produced (which will be removable), with pre- and post-TOPS era liveries, and a choice of unfitted or vacuum-

braked wagons. Twelve different triple-packs have been announced, available to pre-order now, with delivery expected towards the end of the year.

Price: £89.95 per triple pack
Web: www.accurascale.com



CAVALEX '60' ARRIVING



The first version of Cavalex Models' Class 60 has arrived, with an exclusive rendition of DB Cargo's 60062 *Sonia* - in the striking 'Steel on Steel' advertising livery - produced for Rails of Sheffield. Cavalex's own versions were not far away, as we closed for press, with



a choice of BR and post-privatisation liveries. **Price:** £194.95 (DCC-ready), £259.95 (DCC sound)

Availability:

Cavalex Models stockists
Web: www.cavalexmodels.com

RHAPSODY IN BLUE BY RAPIDO



Following the arrival of the 'Jones Goods' (see MR335), Rapido has turned its attention to another Scottish legend, Drummond's Caledonian Railway 4-2-2, No. 123. Built in 1886, more as an exhibition piece rather than an everyday workhorse, the one-off locomotive was set aside for preservation in the 1930s, returning to steam on the main line in the late 1950s until 1965, and now resides in the Glasgow Riverside Museum.

Rapido's model will feature

a similar drive train to the Stirling 'Single' and the specification includes a 21pin DCC socket, dynamic firebox flicker effect and a pair of factory-fitted speakers and stay-alive units in all models. Four versions are being produced, including the late '50s/early '60s BR 'railtour' version of CR lined blue, plus



LMS lined crimson, LMS lined black and a 'what if' version in BR lined black.

Pre-orders are being taken

now, with the project moving into the tooling stage.

Prices: £249.95 (DCC-ready), £364.95 (DCC sound)

Availability:

Rapido Trains UK stockists

Web: www.rapidotrains.co.uk



EVOLUTION BATCH 2 GOES AHEAD



With healthy pre-orders of Rapido's first batch of 'Evolution' pre-Grouping 48ft coaching stock, a second raft of models is now available to pre-order, with a choice of 10 new liveries, including Caledonian, Highland, Metropolitan, London Transport, LSWR, NER and L&YR. Additionally, Rails of

Sheffield has commissioned an exclusive set of vehicles in North British Railway livery. Five different vehicle types are being produced in each scheme - Brake Third, Third, First, Composite and full Brake - presented in

three-car sets or individually.

Price: £69.95 (single), £199.95 (three-pack)



'88' GETS CLOSER

Final production samples of the Dapol Class 88 have been

revealed, which are available exclusively from Rails of Sheffield.

There are four DRS-liveried examples to choose from and DCC users can look forward to a servo-operated pantograph.

They can be pre-ordered now and are due to arrive this spring.

Price: £199.95-£329.95 each

Web: www.railsofsheffield.com



'CO-BO' BACK SOON



Produced initially by Heljan for Hattons, a new batch of Class 28 'Co-Bos' is in production for Rails of Sheffield, and due this autumn. For the first time, DCC sound-fitted options are available, with five new versions to choose from.



Price: £199.95 each (DCC-ready), £329.95 (DCC sound)
Web: www.railsofsheffield.com

NEW LNWR OPENS



Rapido is adding more pre-Grouping-era wagons to its roster, with the LNWR's ubiquitous 10ton four-plank open. Dating from 1904, the D84 general merchandise and D90 locomotive coal wagons were built in their thousands, and Rapido's models will be offered in LNWR, LMS and BR guises, plus examples in RNAD and Port of London Authority ownership. Currently in the tooling stage, models can be pre-ordered now.

Price: £32.95 each



OXFORD'S NEW WAGON A CHARM



The unusual GWR 'Totem A' bogie flat wagon is being modelled by Oxford Rail. Introduced in 1889, the short 25ft wagons could accommodate heavy loads, such as iron castings and industrial machinery. Both GWR and BR versions are in development, with un-numbered options available.

Price: £28.95



WAGONS GALORE



The orderbooks for our upcoming LMS Iron Ore Hoppers and GWR O19 OPEN C wagons will be closing in March, so don't miss out, get your pre-orders in now!

RRP LMS IRON ORE HOPPER - £34.95

RRP GWR O19 OPEN C - £35.95



These **OO Gauge** wagons are made to the usual Rapido Trains UK high standard, with metal bearings and lots of separately-fitted details.



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

RAPIDO TRAINS UK

MUSEUM SPECIAL 'SINGLE'

After much demand, Rapido Trains UK has just delivered its second production run of Patrick Stirling's famous GNR 'Single' 4-2-2 No. 1, with an all-new tooling to represent the Sturrock tender that was paired with the locomotive for most of its life in preservation (see our review on page 86).

Additionally, Rapido has also manufactured a batch of models featuring No. 1's more authentic

GNR tender, which was restored and reunited with the National Collection icon in 2014. Available exclusively from Locomotion Models, the models are billed as Museum Condition, portraying the 4-2-2 as it currently appears at the National Railway Museum in York. Featuring a 21pin DCC decoder socket and pre-installed speakers



(on all versions), developments in production techniques since the original 2018 batch have allowed some improvements to the finish on these latest models.

We had the chance to trial a DCC sound-fitted version, which sounded great, looked superb and ran beautifully!

Model: Rapido Trains UK GNR Stirling 'Single' 4-2-2 No. 1

Prices: • £249.95 (DCC-ready)

• £349.95 (DCC sound)

Availability: Locomotion Models

Web:

www.locomotionmodels.com



DAPOL AUTOCOACHES IN COLOUR

Dapol recently revealed a suite of decorated samples of its forthcoming GWR Diagram N Autocoaches. These all-new models are based on six vehicles built by the GWR in 1907, numbered 36-41, and employed on various branch

lines across the West Country and Wales, with the final examples withdrawn in 1957.

Dapol is producing seven different livery options, catering for the GWR and BR eras, with a choice of DCC-ready, DCC-fitted and DCC sound options.

Production will be getting under way soon, with delivery expected in Q2 this year.

Prices: • £80.00 (DCC-ready)

• £115.00 each (DCC-fitted)

• £165.75 (DCC sound)

Availability: Dapol stockists

Web: www.dapol.co.uk



LAR POCKET WAGON SET TO RETURN



Dapol's sought-after KQA/KTA inter-modal pocket wagon will return to the range early next year, with four individually numbered versions to choose from, decorated in Tiphook blue. The requisite 'High Cube' 9ft 6in tall containers will be sold separately.

Price: £45.00

Web: www.dapol.co.uk



TMC LAUNCHES POINT MOTOR

Produced originally for Hattsons by DCCconcepts, TMC has now relaunched these solenoid point motors in single or triple-packs.

Offering a range of mounting options, including a handy secondary opposite-axis crank, the motors come with pre-soldered tail wires to allow for easy linking to screw terminals, making future maintenance easier.

TMC is also offering DCC accessory decoders, which include frog polarity switching and LED outputs and control panel. Each also incorporates a capacitor



discharge unit to give the solenoid some extra oomph.

Prices: • Solenoid Point Motors

£7.50 each (£21.50 triple-pack)

• Solenoid Decoders £12.49 each (£35.50 triple-pack)

Availability: The Model Centre

Web: www.themodelcentre.com

THE MODEL RAIL SHOW FOR LARGER GAUGES
MIDLANDS GARDEN RAIL SHOW
0 GAUGE, G SCALE, GAUGE 1, 16MM & MORE

NEARLY TIME FOR MIDLANDS GARDEN RAIL SHOW

One of the leading model railway events dedicated to the larger scales, the 2025 Midlands Garden Rail Show takes place on March 1-2, featuring layouts in 'O', 'G' scale, 'Gauge 1', 16mm scale and more. As well as over 15 layouts and clubs, a range of leading suppliers will also be in attendance. The show promises to offer plenty of inspiration for anyone interested in garden railways, be they electrically operated or live steam.

When is it? March 1-2

Where is it? Warwickshire Event Centre, nr Leamington Spa, CV31 1XN (on the Junction of the A425/B4455). Visitor Car Park Entrance off Southam Road B4455 CV31 1FE

Times: 1000-1600

Prices: Adult £12.50,

Senior Citizen £12.00,

Child (5-14) £5.00

Web: www.midlandsgardenrailshow.co.uk



30-UP FOR WEST MIDS 'N' GAUGE CLUB

The West Midlands N Gauge Club is celebrating its 30th birthday, after being formed originally by Geoff Waters in 1995. The group began by constructing a 20ft model based on a combination of Hatton and Yeovil Pen Mill, resulting in 'Waterstock', a layout that has been exhibited at various shows since 2007, including the 40th anniversary of the N Gauge Society and The International N Gauge Show.

The club now boasts four 'N' gauge exhibition layouts and meets twice a month at Tipton Green Methodist Church Hall and now offers junior membership. The club has also just received two 'OO9' layouts, which are currently being renovated to exhibition level.

Web: www.wmngc.co.uk

The Leader

You asked for it,
so we made it.

IN STOCK READY TO SHIP



All 5 liveries are available

KR Models are proud to announce 2 additional fictitious liveries for The Leader. These will be the BR Green, Late crest, and BR Blue, Full yellow ends. Both liveries will be limited to just 200 units.

Model Specification

- ▶ Plux22 socket
- ▶ Directional LED Lighting.
- ▶ Heavy die-cast metal chassis with central motor and flywheels giving powerful performance.
- ▶ Sprung buffers.
- ▶ Flush glazing.
- ▶ Available in OO Gauge.
- ▶ Available in prototype brushed Aluminium and BR Black Early Crest
- ▶ DCC Ready **£199.00**, DCC Fitted **£225.00** and DCC Sound **£299.00**.
- ▶ Plux22 sound decoder

**Orders now being taken,
head to our website**

BUILT LIKE A BRICK OUTHOUSE

OO
GAUGE

Assembled from laser-cut fibreboard and wood, this handy little kit provides a versatile pair of brick structures that will suit a domestic, agricultural or industrial setting. Both structures are free-standing, although the main shed could also form a lean-to extension for a larger building, while the outdoor privy (complete with full interior) could also mimic a standalone storage shed.

The structural parts slot together easily, although it pays to lightly sand the surfaces to remove the layer of carbon from the laser-cutting process, thus helping glue and paint to adhere. The real wood doors feature realistic grain texture and can be readily distressed with the tip of a sharp blade or pin. Separate lintels, hinges and door handles



add extra relief, as do the paper roof coverings. Once painted and weathered, the buildings really look the part.

Although designed for 'HO', they look equally at home on a 'OO' layout and provide an

enjoyable assembly project.

Product: Model Scene 98529

Outhouse & Shed kit

Price: £6.94

Availability: Scale Model Shop

Web:

www.scalemodelshop.co.uk



TIME FOR CAKE

OO
GAUGE

Noch has introduced a new range, dubbed 'Tiny Scenes', for 'HO'/'OO' layouts.

This pack provides a clear display case filled with tempting cakes and desserts, plus a female staff member carrying a plate. It's perfect for the interior of a baker's shop or café.

Product: Noch 16510

Cake display

Availability: Noch stockists or Gaugemaster

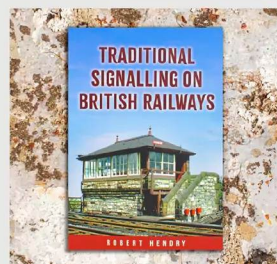
Web:

www.gaugemasterretail.com

Price: £10.75

Modeller's Bookshelf

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



SEMAPHORES FOREVER!

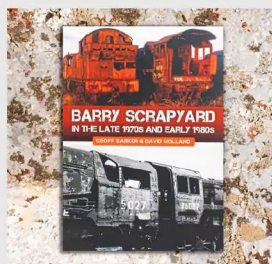
Signalling on Britain's railways evolved throughout the 'Big Four' era but the nationalised railway accelerated the pace of change from manually operated traditional semaphore signalling towards colour light and electronic signalling. Robert Hendry is a well-known writer, and this is a good quality, highly pictorial summary of traditional practices, packed with prototype images, plus sample track plans to inspire modelling and provide guidance on how 'proper' signalling was arranged and how it ensured the safe movement of trains over more than a century. (CJL)

Book: *Traditional Signalling on British Railways* by Robert Hendry

Price: £15.99

Web:

www.amberley-books.com



A 'SCRAPPY' MEMOIR

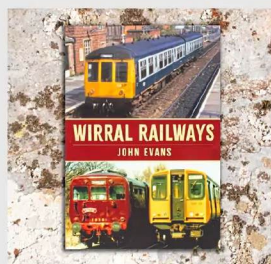
Those who grew up during BR's steam days were lucky, while those who caught the tail end saw enough to know what they'd missed, being left only with the experience of derelict locomotives awaiting scrapping. That was the story for Messrs Barker and Holland whose photographic record of Woodham's Barry scrapyard features good quality images of Britain's largest locomotive graveyard. Detailed captions explain what happened to each locomotive, with more than 200 of Barry's inmates rescued for preservation. I don't often enjoy the sight of derelict locomotives, but this is the best Barry album I've yet seen. (CJL)

Book: *Barry Scrapyard* by Geoff Barker & David Holland

Price: £15.99

Web:

www.amberley-books.com



OVER THE WATER

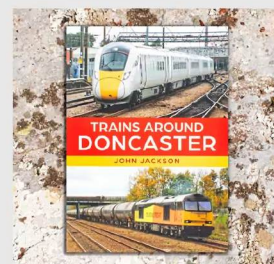
Rail journeys along the Wirral peninsula offer a stark contrast of scenic backdrops, from docklands, shipyards, oil refineries and urban sprawl, to idyllic farmland and bustling seaside resorts. This photographic album showcases the changing scene of the past 50 years, from GWR expresses to Woodside to the arrival of Merseyrail's new Stadler EMUs and TFW's CAF diesel units. Changes to infrastructure are also charted. The focus is on passenger operations, although a few departmental vehicles from the 1980s also crop up. Some background information on each of the routes is provided, including the closed Hooton-West Kirby line. (GD)

Book: *Wirral Railways* by John Evans

Price: £15.99

Web:

www.amberley-books.com



'DONNIE' DELIGHTS

Having spent many hours of my life changing trains at Doncaster, this title provided an enjoyable read, capturing the pleasing variety of passenger and freight operations that can still be witnessed today. Offering a record of this important interchange over the past 25 years, the book is packed with good quality colour images of East Coast Main Line traction, as Class 91s and HSTs gave way to Class 800 IET units. There's also a diverse array of local diesel and electric units that have plied their trade on routes towards Manchester and various other parts of Yorkshire, Humbershire and Lincolnshire. (GD)

Book: *Trains Around Doncaster* by John Jackson

Price: £15.99

Web:

www.amberley-books.com



ON THE WORKBENCH

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

DRILL IN STYLE

With a three-jaw chuck and ergonomic design, this stylish pin vice can accommodate drill bits of between 0.3mm and 3.2mm diameter. Fashioned from aluminium alloy, the tool is lightweight and easy to operate. Featuring a rotating palm rest, it allows the user to impart pressure onto the workpiece while retaining control and avoiding blisters, making it ideal for repetitive, precise tasks when a power drill is not appropriate (or you just fancy some peace and quiet!).

Product: Dspiae Universal Pin Vice Handle

Price: £15.99

Availability:

Scale Model Shop

Web: www.scalemodelshop.co.uk



HAIR CONDITIONING

As a student, I got into the habit of treating my paintbrushes to a regular shampoo and conditioning, aiming to keep the natural bristles in tiptop form. It's a good habit to adopt and this new product from AK Interactive offers a one-stop solution. Formulated for natural bristles (another version is available for synthetic brushes), brushes can be dipped into the fluid after cleaning, to restore the flexibility, shape and smoothness of the bristles, while offering protection from split ends. Regular use will prolong the life of your brushes.

Product: AKB151 Natural brush condition fluid

Price: £4.50

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



GET TRUCKING

Among the latest releases from Oxford Diecast is a range of modern HGV tractor units, supplied without trailers and wearing a plain white colour scheme. Here we have the Scania New Generation S Cab and DAF XF Euro6 Cab tractor units, while a Mercedes Actros and Volvo FH4 are also available, all in right-hand drive format.

Featuring die-cast metal cabs and chassis, with plastic detail fittings, they come adorned with manufacturer and model logos, plus marker lights, but no licence plates, making them ripe for customising with your own paint and decals, or simply for portraying leased vehicles. Presented in plain card boxes, the models offer great value.

Products: • 76WHSNGCAB Scania New Generation S Cab
• 76WHDACFAB DAF XF Euro 6 Cab

Price: £12.95 each

Availability:

Oxford Diecast stockists

Web: www.oxforddiecast.co.uk



DON'T SPOOL THE FUN



Billed as a 1:35 scale diorama accessory kit from the Polish MiniArt brand, the pack provides enough parts to make up three 50mm diameter and three 28mm diameter cable spools. The injection-moulded plastic parts feature a convincing grain texture and plank detail, plus retaining bolts. Once assembled, primed and painted, a set of waterslide decals provide a range of logos for UK, US and European cable manufacturers from the 1930s-1980s eras. The

proportions of the spools are well-suited to 'O' gauge layouts.

Product: MiniArt 35583 Cable spools

Price: £13.75 **Availability:** Wonderland Models
Web: www.wonderlandmodels.com



LIMITED EDITION GRASS MASTER

This new special edition of Noch's Grass-Master 3.0 PROFi is limited to just 1,000 pieces and features a distinctive yellow flock container, plus a set of new 'grass stamps'. With an output of up to 16kV, it is one of the most powerful battery tools available in the UK.

Included in the pack are three different grades of mesh (fine,

medium or coarse) for use with the shortest (2mm) to longest (12mm) grass fibres, plus two grass stamps and an adhesive tray. Look out for a demonstration of this tool in a future issue.

Powered by eight 1.5V AA batteries (not included), the tool is suitable for adding static grass over small or large areas.



Product: Noch 60115 Grass-Master 3.0 PROFi

Price: £185.00

Availability: Noch retailers or Gagemaster

Web: www.gagemasterretail.com



TWO MEN AND A BOAT



Another handy cameo set from Busch features two men carrying a small boat, which will make a fun addition to a lakeside or coastal scenario.

Product:

Busch 79817 Boat carry set

Price: £24.25

Availability:

Golden Valley Hobbies

Web:

www.goldenvalleyhobbies.com



'AUSTERITY' CREWS

Modelu's list of footplate crew packs aimed at specific RTR models continues to grow, with three different sets now available for the Dapol and EFE Rail 'Austerity'/Class J94 O-6-OST. Each pack provides a driver and fireman, clad in BR or industrial-style uniforms. The BR pack (pictured) includes a fireman leaning on his shovel, while the industrial staff are variously clad in hard



hats, flat caps and donkey jackets. Initially designed for 'OO' models, they're also available in other scales.

Products: • 11253 J94 BR crew pack

• 11254 J94 Industrial crew pack 1

• 11255 J94 Industrial crew pack 2

Price: from £7.95 per pack

Availability: Modelu

Web: www.modelu3d.co.uk

EXHIBITION DIARY - FEBRUARY-MARCH 2025

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:** Adult £5, Under-16 Free.

February 15

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

February 15 & 16

CHAPEL EN LE FRITH, HIGH PEAK.

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:** Adult £8, Accompanied under-16 Free **Web:** www.nmrdm.co.uk

HIGHBRIDGE, SOMERSET.

Sedgemoor Gauge O Group, Annual Model Railway Show. The King Alfred School & Academy, Burnham Road, Highbridge, Somerset TA9 3EE. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £7, Accompanied under-14 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. **Times:** 1000-1600 both days. **Admission:** Adult £8, Child 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. **Admission:** Adult £6, Child/OAP £5, Family (2+2) £14. **Email:** david_forbes2@sky.com **Facebook:** [MonmouthRotaryClub](https://www.facebook.com/MonmouthRotaryClub)

February 21, 22 & 23

GLASGOW, SCOTLAND. Model Rail Scotland. Hall 3 Scottish Event Campus, Glasgow G3 8YW. **Times:** Fri-Sat 1030-1830, Sun 1030-1700. **Admission:** Adult £17, Child £5, Family (2+2) £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:** Adult £7, Child (5-17) £1. **Email:** risexmanager@rdmrc.org.uk **Web:** www.rdmrc.org.uk

February 22 & 23

HEWORTH, YORK. Ebor Group of Railway Modellers, York Against Cancer Model Railway Show. Trinity Church Hall, Melrosegate, Heworth York YO31 0RP. **Times:** Sat 1000-1700 Sun 1000-1600. **Admission:** Adult £4, Child £1, Under-5 Free. **Tel:** 07899 861943. **Facebook:** [EGRM](https://www.facebook.com/EGRM)

TENTERDEN, KENT.

Ashford Model Railway Club, 2025 Tenterden MRE. Homewood School, Ashford Rd, Tenterden TN30 6LT. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £3, Concession £5, Family (2+2) £15, Under-5 Free.

WATERLOOVILLE, HAMPSHIRE.

Portsmouthrailex 2025, Horndean Technology College, Barton Cross PO8 9PQ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £3.

March 1

SWINDON, WILTS. Swindon Model Railway Club, Swindon Modrail 2025. STEAM Museum of the Great Western, Fire Fly Avenue, Swindon SN2 2EY. **Time:** 1000-1600. **Admission:** Adult £7, Accompanied under-16 Free. **Tel:** 07880 654755. **Email:** imburbidge@btinternet.com **Web:** www.swindonmodelrailwayclub.com

YATE, BRISTOL. Sodbury Vale MRC Exhibition. Yate Community Hall, Yate Parish Hall and Yate YMCA, Station Road, Yate, Bristol BS37 4PQ. **Time:** 1000-1630 (9.30 for Blue Badge and disability visitors). **Admission:** Adult £7, Accompanied under-16 Free. **Tel:** 07388 893090. **Web:** www.sodburyvalemrc.co.uk **Facebook:** [Sodbury Vale Model Railway Club](https://www.facebook.com/SodburyValeModelRailwayClub)

March 1 & 2

ABINGDON, OXFORDSHIRE. Abingdon & District Model Railway Club ABRAIL 2025. Abingdon & Witney College, Wooton Rd, Abingdon OX14 1GG. **Times:** Sat 1030-1700, Sun 1030-1630. **Admission:** Adult £12 (pre-booked) £15 on the day, Accompanied children (x2) Free. **Web:** www.abrail.org.uk **Booking:** www.ticketsource.co.uk/abrail

LEAMINGTON SPA, WARKS.

Midlands Garden Rail Show. Warwickshire Event Centre, nr Leamington Spa CV31 1XN. **Time:** 1000-1600 both days. **Admission:** Adult £12.50, Senior citizen £12, Child (5-14) £5. **Web:** www.midlandsgardenrailshow.co.uk **Facebook:** [Meridienne Exhibitions Ltd.](https://www.facebook.com/MeridienneExhibitionsLtd)

RAINHILL, MERSEYSIDE.

Rainhill Model Railway Club's Model Rail 2025 Exhibition. Rainhill High School, Warrington Road, Rainhill L35 6NY. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £7, Child £4, Family (2+2) £18. **Tel:** 01925 226266. **Web:** www.rainhillmrc.org.uk

REDDITCH, WORCS.

The 52nd Redditch Model Railway Exhibition. Trinity High School, Grove Street, Redditch Town Centre B98 8DS. **Times:** 1000-1700 Sat, 1000-1630 Sun. **Admission:** Adult £6, Child Free. **Web:** www.redditch-mrc.com **Tel:** 01527 540289. **Email:** enquiry@redditch-mrc.com

ROMSEY, HANTS.

Romsey and District Railway Modellers Society. Crossfield Hall, Romsey SO51 8GL. **Times:** Sat 1030-1700, Sun 1000-1630. **Admission:** £7, Child £3, Family (2+2) £17. **Tel:** 07801 267482. **Email:** www.rdrms.com/contact-secretary.html **Web:** www.rdrms.com/about.html **Facebook:** www.facebook.com/groups/659575359142546

March 2

CHESHAM, BUCKS. Chesham Model Railway Club Annual Exhibition. White Hill Centre, White Hill, Chesham, Bucks HP5 1AG. **Time:** 1000-1600. **Admission:** Adult £6, Child (4-16) £3, Under-4 Free, Family (2+2) £12. **Tel:** 07939 327947. **Web:** www.chesham-mrc.co.uk/exhibition_2025.php

March 8

AYLESHAM, CANTERBURY.

East Kent Model Railway Society Exhibition. Aylesham Community Project, Ackholt Road CT3 3AJ. **Time:** 1000-1600. **Admission:** Adult £5, Accompanied under-16 Free. **Email:** ekmrswhitstable@gmail.com

PUDSEY, LEEDS.

Narrow Gauge North 2025. Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds, LS28 5TA. **Time:** 1030-1630. **Admission:** Adult £10, Accompanied under-16 £1, Family (2+2) £15. **Web:** www.narrowgaugeleeds.org.uk

STIBBARD, NORFOLK.

Stibbard Charity Railex. Stibbard Village Hall, Guist Bottom Road, Stibbard, Fakenham NR21 0AQ. **Time:** 1000-1600. **Admission:** Adult £3, Under-16 Free. **Web:** www.stibbardvillagehall.co.uk **Email:** bert_etherington@msn.com

March 8 & 9

BIRTLEY, GATESHEAD, TYNE

AND WEAR. Birtley Model Railway Engineers Annual Exhibition 2025. Birtley Community Centre, Ravensworth Road, Birtley, Gateshead, Tyne and Wear DH3 1EN. **Time:** 1000-1600 both days. **Admission:** Adult £6 accompanied Child under 12 Free. **Tel:** Michael Hedley 07806 323860. **Email:** michaelnhedley@gmail.com

March 9

STEYNING, WEST SUSSEX. Wealden Railway Group Exhibition. The Steyning Centre, Fletchers Croft, Steyning, BN44 3XZ. **Time:** 1000-1630. **Admission:** £5 (cash only) Accompanied child Free. **Email:** wealdenrailwaygroup@gmail.com

...and finally



Unusual scenes captured by the lens of Chris Nevard

Back in olden times every railway station in the country would have a resident cat who kept vermin at bay. Stations with cats tended to attract more passengers too, though dog owners not so much.

Station cats are now few and far between, with many stations being unstaffed. A few of the more internet-savvy cats have taken to social media, and the Huddersfield Station Cats have quite a following online, both locally and globally. It just goes to prove that cats both young and old can indeed learn new tricks. *Photographer: Chris Nevard*



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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.

Harry Needle Railroad Co. has sold the majority of its assets, including its Workshop site, spot hire shunter fleet, Class 08/09s, 20s and 37s to Swietelsky Babcock Rail. HNRC locomotives started to receive Swietelsky branding in January, including orange 20302/311 and 37405. Swietelsky operates a large fleet of infrastructure vehicles and on-track plant and it is expected that the former HNRC locomotives will be used to move vehicles around the network as required. HNRC



London North Eastern Railway (LNER) officially launched its Railway 200 celebrations on January 14, unveiling a Class 801 'Azuma' in a unique livery marking Darlington's contribution to 200 years of rail travel. In a similar style to LNER's other recent named trains, nine-car Hitachi EMU 801207 now carries large 'Darlington' graphics along the sides of the driving cars, as well as 'Railway 200' branding. This year will see a wide range of events take place across Britain to celebrate the 200th anniversary of the opening of the Stockton & Darlington Railway, including a major open weekend at Alstom's Derby works in August, a main line outing for replica S&DR 0-4-0 Locomotion and a steam event in Darlington in September/October. BEN JONES

Staff Show & Tell

A towering tale

George Dent has scratchbuilt another low-relief building for his layout, fitting it into an awkward area of the backscene.

Curved backscenes are great on many levels, eliminating visible corners in the sky, but when you're backdrop consists of a row of buildings, shaping the structures into a curved footprint demands extra effort.

Needing something tall and imposing, I plumped for a water tower, with an iron tank mounted atop a brick and stone base. After mocking-up a basic structure using 5mm thick foamboard, it allowed me to see whether the planned proportions would look right within the setting. Accordingly, the width and depth was deemed ok, but more height was needed.

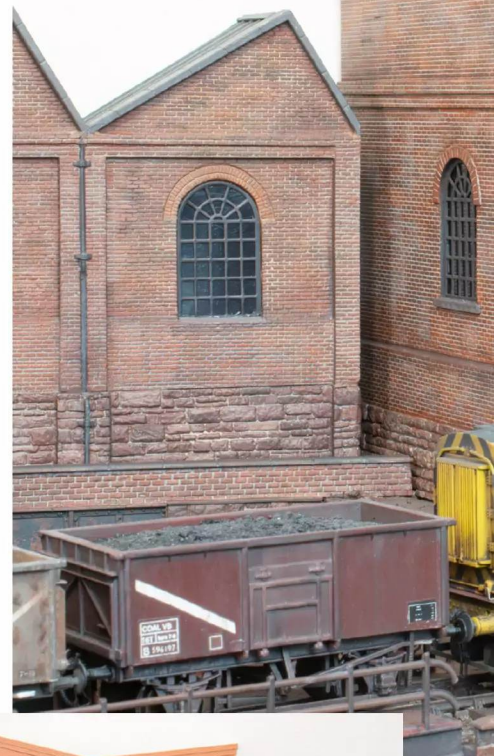
Once satisfied, I transferred the proportions to a sheet of 80thou' thick plain plastic card which formed the core of the building. The outer faces were then clad in Slater's brick

textured plastic sheet, built up in layers to provide decoration and a sense of relief.

The water tank employed parts from Dapol's venerable water tower kit (ref: C005) and modifying them to fit wasn't difficult. However, forming a suitable curved profile to the rear, to match the profile of the backscene, was more challenging. Creating a template allowed me to cut the roof and a series of strengthening fillets to give the structure - which is essentially just two walls - extra rigidity.

There's just one other main building to create for this layout, an ornate Victorian engine house, which will also act as a scenic break, allowing the trains to exit this end of the baseboard discreetly. Hopefully, I can bump this up the queue of modelling tasks slated for the next few months.

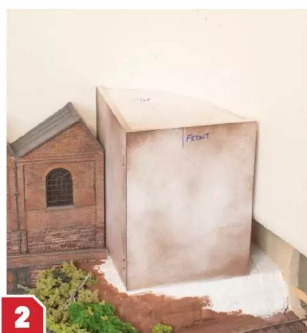
The backdrop of low-relief industrial buildings is almost complete, thanks to the addition of this water tower. It's missing an access ladder and some pipework, but George will be adding those once the backscene has been painted and the structures fitted in place permanently.



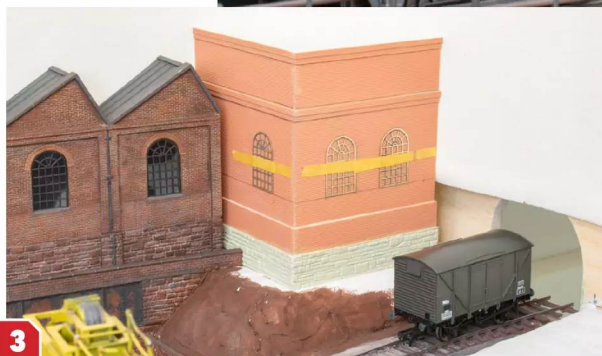
STEP BY STEP



1 With a scrap of foamboard laid onto the area of baseboard where the new building will sit, I held a pencil against the curved backscene former and described the exact profile. This will form a master template to help cut subsequent parts.



2 Using more 5mm thick foamboard, I mocked up the two elevations required for the structure, with curved fillets added. A light misting of brown aerosol paint made the mock-up more visible, and I checked whether the proportions matched the idea I had in my head.



3 The dimensions from the mock-up were transferred to 80thou' plain plastic card, with the two walls bonded at a right angle and reinforced with brackets cut from the same 80thou' sheet. Once cured, the walls were clad with Slater's brick sheets, layered to form decorative features, plus Wills dressed stone sheets at the base. A set of metal window frames were taped in place prior to the apertures being marked and cut out, with Wills brick arch overlays added, plus styrene strip pillars.



4 Parts from a Dapol water tower kit were modified to provide the tank sides, cutting the sections as straight and cleanly as possible to help create seamless bonds. After fixing the panels together with liquid poly cement, any gaps were filled with putty, while layers of the Slater's plastic brick sheet were built up to provide a decorative plinth below the tank.



5 When the filler had cured fully, the surfaces were sanded smooth, while attempting to retain as much of the detail relief of the tank sides as possible.



6



Power car progress

DAVE LOWERY continues building a set of HST power cars in 'O' gauge using a fascinating kit from PRMRP.

Last month we looked at the shaping of the brass bodysheells and installation of the resin cab and gangway ends. These resin ends, especially the cabs, are so much better than previous kits that required the modeller to roll and fold brass to the required profile, which was a challenge, to put it mildly. The resin castings are very impressive and, believe me, they save a lot of time, but more importantly, they provide continuity, so each of the driving cars will now look the same.

Along with the etched brass and resin

parts, the PRMRP HST power car kits also feature a wealth of whitmetal castings, plus a good set of instructions and diagrams that will help you along.

As with any subject, it helps to have some good photographs of your chosen model to hand. The internet is great for this, with lots of images to scroll through, obtained simply by using Google search engine. Additionally, I find YouTube is also handy, as I can freeze the frame and take a screenshot of it, which can then be printed for reference purposes.



I found it best to pop the cab bulkhead into place (no glueing just yet) to help maintain bodyshell stability and prevent distortion. Adding the whitmetal vent struts is boring, but these too provide extra strength.



The brass strip vents are then fixed to the struts, one at a time, always checking that the body is not twisted, and the roof remains flat. I used low temperature solder to bond the struts and vents.



The curved template helped me to cut a series of internal fillets to match the profile of the backscene which, in turn, were packed out with brackets cut from spare plastic sheet. The result was a very sturdy building that will hopefully resist any warping in future.



After priming and painting, I added strips of timber to the tank roof, using coffee stirrers, given an aged appearance with wood stain. More details are required, especially an access ladder, but that will have to wait.



Filler time! To seal any gaps between the brass shell and resin ends, I used Isopon 38 two-part automotive body filler, only mixing up a little at a time, as its working time is short. It's very effective, but can be very messy, so it's best done outside.



Meet my best mate, 'Sandy'. This is a Minicraft electric sander, running off the same power transformer as my mini drill. Start with coarse paper and work through the grades of abrasive, finishing up with fine grade wet-and-dry. Wear a facemask.



If you're building metal kits regularly, certain pieces of equipment make life easier, such as this set of rolling bars. Form a slightly excessive profile into the component initially, and then ease it back to the required shape, which takes the 'spring' out of the metal. All the roof panels were shaped to the same profile before being fixed in place.



Another handy piece of equipment is this set of folding bars which, as you can see, are well time-served. Here, I'm forming the underframe baseplate. The sides are folded up to the same profile as the lower portion of the bodyshell, then soldered in place.

WHAT'S NEXT?

Dave moves onto the painting stage next month - but what livery has he chosen for these power cars?



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Inside track with Ben Ando

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

“There is an Italian saying ‘dolce far niente’ which translates literally as the ‘sweetness of doing nothing’”

Revolution Trains will be at Model Rail Scotland from February 21-23 in the Scottish Event Campus Glasgow.
GEORGE DENT

IT'S THE TIME OF YEAR FOR YOUR ROUND TUIT...

The second half of winter... the excitement of Christmas and the New Year is over, but the brighter days of Spring feel far into the future, and it seems to go on forever.

Hopefully some (or most!) of us will take some comfort in continuing to enjoy whatever train-shaped treats were under our tree; similarly the slew of new model announcements from the major manufacturers can offer bright moments in the gloom.

However, one advantage of the short days and long nights is that when there is little to do outside then indoor hobbies – like model railways – can take an unabashed centre stage.

Depending on its location you may feel that your layout is a little too cold or awkward to work on but that can give you a gift – the gift of time.

A kitchen table, or even a flat tray on your lap as you recline in your favourite armchair, can offer the perfect workbench to catch up on some of those niggling little jobs that are easily put off when running trains beckons.

Perhaps you can take the opportunity to service your motive power fleet – as I wrote last month, model locomotives are machines and will repay a modest level of cleaning and general maintenance.

Or maybe now is the time to raid the top shelf and build some of the building or rolling stock kits that we all have but, for some reason, have never managed to get started on.

It may even be that you're thinking of extending your layout or building a new one. What could be better when it's icy outside than a relaxing hour or two looking through books or surfing the web for inspirational images, historical data or useful maps and plans?

As some may know – and my name suggests – I am half Italian on my father's side, and there is an Italian



Winter is the perfect time to play with the train-related items that were under your tree, perhaps there was even a whole layout! CHRIS LEIGH

saying ‘dolce far niente’, which translates literally as the ‘sweetness of doing nothing.’

And while in its purest form that means simply taking pleasure in being completely at rest, it can also extend to the joy of not having a guilty feeling that you are wasting time that could be put to better use on some humdrum layout task you've been putting off.

Of course winter doesn't last forever, and spring is just around the corner. At Revolution we are already planning and looking forward to our first big show of 2025: Model Rail Scotland in Glasgow on the last weekend this month.

Damaged stand parts need to be replaced; press releases for any new announcements need to be prepared, posters need to be designed and any sample models need to be checked.

But in the meantime why not take advantage of that thing so many modellers desire – the round tuit?

And I hope that whatever project or plan you choose gives you joy in finally getting around to it!



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1



A legacy layout

Almost 40 years in the making, **Phil Mason's** 'Ebridge' covers his entire modelling life and has moved with him, and with the times.

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



“What makes this layout great?”
‘Ebridge’ has a legacy about it. This isn’t an exhibition layout where everything is perfectly modelled. It looks great, but Phil is able to look around the layout and recount modelling builds of years past that still find a home on ‘Ebridge’, a layout that covers his entire modelling life.”

For a lot of people, an impending house move would result in the dismantling of their precious model railway, perhaps to be rebuilt, perhaps never to have a locomotive run across it again. This is particularly the case when layouts are built permanently into a room and cutting up the baseboards would result in an irrecoverable mess. However, life finds a way, and Phil Mason has always found a way to get his layout 'Ebridge' from one house to the next, and then the next, and then the next!

"Over the years the layout has been in six locations

across four houses, before eventually finding what I hope will be a permanent home in my current loft. It started life in 1986 as a 9ft by 6ft layout in my terraced house and I'm still making alterations to it today. The concept has always been an 'N' gauge layout that would allow for both end-to-end running and a looped section in the same scene, which required a reversing loop. It was simple enough to do in 'N'. The issue in the first house though was that I had a wrap-over section with the reversing loop hidden underneath the main station, which proved to be a nightmare whenever there was a problem as the ➤

Phil has used an unusual technique to construct his cooling tower. Rather than buying a kit he has built it in the same way as his scenery, carving away at polystyrene until he got the right shape and then covering it with builder's plaster.

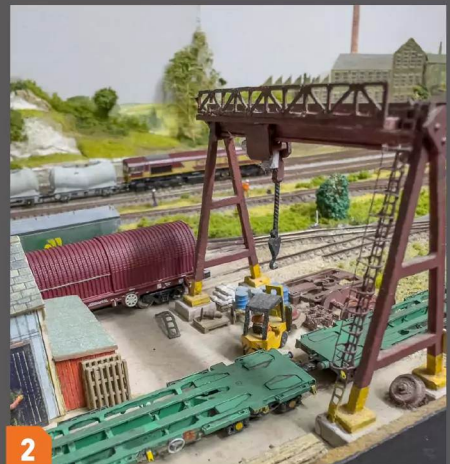


3 things we like



1

Driving out is the easy bit, what about reversing in?



2

The overhead gantry crane outside the wagon repair shop.



3

The telegraph instruments and bells, built to resemble the equipment in a real signal box.





whole station had to be lifted off. When I moved to my current home I put the layout in the loft but couldn't lift the station off easily because of the roof trusses, and a 6ft wide layout proved to be too cramped, so I took the opportunity to widen it to 10ft. The lift off terminus station was then added as a 'leg' to one corner, giving me a total area of 18ft by 10ft."

To give you some indication of just how big 'Ebridge' is, Phil has calculated that to run a complete loop of the track from the terminus station, around the track and back again is 44 yards, a scale 3.75 mile run. There are 12 different terminals for freight traffic, two stations, two locomotive sheds and a DMU shed, 75 points and space for 24 trains at any one time, with a complete sequence of running taking four hours. No wonder it's taken him almost four decades to complete.

"It's now getting to the point where things are breaking as quickly as I can mend them or that technology is advancing so quickly that the old stock

just isn't compatible with modern couplings or the 'pizza cutter' wheelsets all need changing out. For this article I've elected to set 'Ebridge' in the year 2000, but that would have been 15 years in the future when I started. However, I have enough stock that I can run anything from the 1960s through to today with the introduction of Kato's Class 800 to the layout. For me, that's the best 'N' gauge model I own by far. It's got plenty of power, can cope with less than perfect track and looks superb."

Nothing is on 'Ebridge', be it stock or structure, without a purpose. Whether it's transporting passengers or moving materials from one of the freight terminals to another, everything has its place and everything is sporting a well-worn appearance given to it by Phil.

"I have two methods for applying weathering to my models. In 'N' gauge I find trying to use an airbrush to be a waste of time as you can't get a precise enough ►

The working colour light signals are all connected to the track via relays. This means that as Phil removes or gives power to a piece of track, the signals will change accordingly.







flow of paint for the tiny size of the models, so I do everything with a brush. Tamiya acrylics are my paints of choice with a little bit of weathering powder added in key locations at the end, but I either run a wash across the whole model so that the paint rests in all of the nooks and crannies, or dry brush paint onto the bits raised above the surface. There really is no right way, it's just whatever feels best for that particular model."

A TOUR OF EBRIDGE

A trip around 'Ebridge' begins at Ashley Station junction, where nearly everything has been scratchbuilt apart from a very old Peco station roof and a couple of Metcalfe kits at the far side. Between the station and the junction is the steelworks. For this, Phil took inspiration from the Walthers kit, but this wouldn't fit, so he made a 75% version out of plastic card to go alongside the oxygen plant and other large sheds. These have a base of suitably sized cardboard boxes, before also being covered in embossed plastic card or corrugated paper. Pipes have been created from various sprues.

As the ninety-degree turn is made, trains pass the coal mine on the left-hand side. This has been 'cobbled together' in Phil's words from various Walthers kits.

"I wanted some sort of sense to the coal mine but it was difficult to find out how to arrange all of the parts and make it fit. After all, there was no template on the prototype. I felt the mine needed two winding gears, so used one from an underscale 'OO' kit and one from 'N' to add a bit of variety. As trains continue they pass the cement works on the right-hand side (another Walthers kit with a paper chimney tapered at one end), before making a left-hand turn at the power plant and by-passing Ebridge station." ➤

MEMORY LANE

"I'm not sure what this says about the improvement of my modelling over the past half century, but I built Ebridge station when I was a teenager and it is more than 50 years old! It has been on three different layouts and doesn't look out of place at 'Ebridge', even now. I don't know if that means I built it exceptionally well all those years ago or if I've not made anything better since!"

The station is not the only old part of Phil's layout, there's some *Model Rail* history on there as well.

"When *Model Rail* was still a supplement in *Rail*, a paper wagon works kit was offered to readers in 'OO' gauge. I scanned it, scaled it down to 'N' gauge and wrapped it around a plastic card base to create the final structure. I then added some finer details and a modified crane from Knightwing to complete that area."





After trains have passed the station another left turn takes them past the scrapyards and stone quarry (another kit) on the right-hand side and a coke works on the left. A tunnel and scenic break is encountered before passing the coal mine again and into Ebridge station before arriving at Lowerhouse or carrying on to another tunnel which houses the reversing loop. This gives a run of around 22 yards in each direction.

"I don't count the locomotive shed and modern depot as part of the 3.75 mile run as you can only access that area from the Lowerhouse branch line. In my universe the area is now owned by Northern, but that's as much of a location placement as I've given the whole layout! I can run 'Ebridge' with either two

The large mill above Lowerhouse is an old Metcalfe kit from before the windows were added as separate pieces. Phil has said that although he could take the building to another level realism-wise, it works as a piece of scenery and he has no desire to cut out all of those windows.

10



operators or one. One person can operate Ashley Station Junction and the steelworks while the other does the main loop or I can sit in the middle of the loop and just watch trains. It is more of an operation layout than a looking-at layout so I can operate from the terminus station across the whole of the layout, it just gets a bit more complicated to keep an eye on."

Finally, trains pass through a tight cutting created from polystyrene and return to the coal mine. This is all leftover packaging from the last time Phil bought a washing machine, and he has covered it with a crumpled grass mat torn into smaller pieces and covered with additional details.

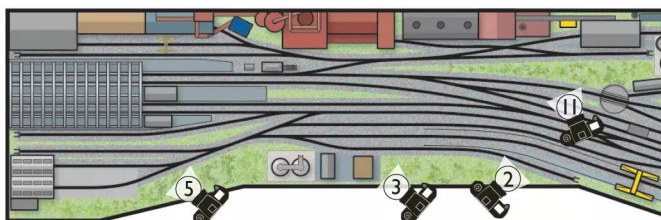
"I've avoided using static grass around 'Ebridge', ➤

ONE OF A KIND

A rarely modelled side of steelworks is the various wagons required to move materials around the works. Phil purchased the Minitrix slag ladles from eBay, threw the box away, repainted them, and has never found any more since! The hot metal carrier was also a Minitrix model, but it was so huge that Phil chopped it into pieces, resin cast the bits he needed and put the castings together to make his carrier. After this, he visited Scunthorpe Works and discovered that not all of the molten metal carriers were torpedo-shaped, so he found a spare tank he had lying around and painted that to match. The metal and slag which has accumulated around the top of the wagon has been created from plastic filler.



The signal bells on each of the control panels both contain a dial from Phil's dad's old stereo tape deck. With a couple of hidden resistors behind the box, Phil has been able to make the dials default back to normal after they have been turned either way.



18ft

Artwork: Andrew Mackintosh

10ft

FACTFILE: 'EBRIDGE'**Gauge and scale:** 2mm:1ft, 9mm gauge, 'N'**Size:** 18ft by 10ft**Track:** Peco Code 80**Power and control:** Analogue**Time to build:** 38 years**ABOUT THE MODELLER: PHIL MASON**

"I enjoy cycling a couple of times a week and have done the three peak cyclo-cross 20 times. I also spend my time gardening, listening to classical music and I'm 'odd job man' at a local church and community centre. Other than that I work on my various model railways. The hobby keeps the brain going!"

finding I get much more control doing it by hand, especially with so many areas being too small to get a static grass machine to them with any real success.

A LAYOUT IS NEVER FINISHED

You could be forgiven for thinking that after nearly 40 years Phil's layout would finally be completed, but of course there are always things to do.

"I made a rod for my own back really because when Chris came to photograph another one of my layouts 'Derwenthorpe' (MR326), I showed him 'Ebridge' looking for some advice on how to further improve it. The advice was given, followed by 'I'll be back in six months!' As many modellers will tell you there's nothing like a deadline to focus the mind, and I was up against it to paint the sides of all of the rails, populate the layout with more figures and add small details such as the Knightwing white metal parts at

the DMU depot. I'm still looking to complete the signalling which I didn't get done in time for the photographs. 'Ebridge' needs more working colour light signals. Those which are on the layout have been scratchbuilt with telephones, subsidiary shunt signals, theatre displays and number plates. The banner repeaters and minor details are from N Brass Locos, while the semaphore ground signals are from West Hill Wagon Works. Maybe one day I'll get it finished!"

We're rather glad that Phil decided to split his layout into 10 boards, and improve on it house move after house move, or it wouldn't be the stunning 'N' gauge work that it is today. Building a layout with the future in mind is always a good idea as none of us knows what life is going to throw at us, but in Phil's case his house moves allowed him to not only keep 'Ebridge' but improve upon it. We hope for his sake though he doesn't need to move house again! **MR**

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HOW TO

BUILD WHITEHALL

PART
TWO

Chris Nevard concludes his story of how this delightful snapshot of the Culm Valley line was created, focusing on the scenic elements.



PHOTOGRAPHY: CHRIS NEVARD

Last month, I outlined the reasoning behind this latest layout project, which serves to provide the missing link between Hemyock and Culmstock, two locations that I've already modelled in recent years, as described in *Model Rail* issues 309-312 and 327-329 respectively.

As a brief re-cap, those previous projects were created on modular baseboards, allowing the layout as a whole to be developed in piecemeal fashion, which is just



as well given that I work mainly in a spare room at home, which can only accommodate a few sections at a time.

Whitehall Halt, as in real life, is an intermediate stop between Culmstock and Hemyock on the long-lost Culm Valley line in Devon, which closed to passengers in 1963 and completely in 1975. Accordingly, this new

section, which measures 7ft by 2ft and is made up of two equally sized baseboards, has been designed to slot in between the Hemyock and Culmstock sections, thus creating an elongated U-shaped layout, with fiddleyards at each extremity.

After laying and ballasting track and forming the basic landscape contours in the previous instalment, here we'll take a look at how the scenery was created and the finishing touches added.

I've taken a few liberties with the prototype



here, in order to provide extra interest in visual and operational terms, given that the real location was pretty sparse. Creating a small hamlet of farm buildings, cottages, a mill and a country inn close by the railway presents a more appealing picture, as well as providing a new home for some lovely model buildings, created by Ian Robertson and salvaged from a demolished layout.

Accordingly, Whitehall Halt has proven to be a departure for me, with Ian's salvaged buildings making up the vast majority of



structures. Not surprisingly, the project proved quicker than normal. I'm honestly not sure that I could have built the structures to a similarly high standard to Ian's efforts, but if I'd tried, the number of hours would have been way in excess of the time I've invested here.

KIT-BASHING DOES THE JOB

One structure I did create is the humble footbridge which serves as a handy scenic break to an otherwise mundane corner of the layout. Its presence, which is somewhat of a scenic punctuation point, helps to create a feeling that the railway covers more distance than it actually does.

It does serve an important purpose for the location's inhabitants, meanwhile, linking the mill in the foreground to the farm track at the rear of the scene, allowing workers to travel to and fro without having to take the long way around via the level crossing.

The bridge's creation came about by chance. While browsing in my local model shop, I noticed Dapol's footbridge kit, which can easily be modified to suit almost any situation. The inexpensive kit was released in the early 1960s under the Airfix label and, after a bit of kit-bashing and the addition of some plastic girder section, the structure soon came to life.

FINAL THOUGHTS

This proved to be a fun project, making use of old model buildings that may otherwise have ended up in landfill, which would have been a crying shame. Some of the buildings did need a little TLC, repairing damaged areas and working to slow down or halt further decay.

As to where you can track down good second-hand models, there is no formula, other than keeping an eye on online auction sites, chatting to other enthusiasts and keeping your ear to the ground. Most models will have been on permanent layouts which have sadly been broken up

What you will need

SHOPPING LIST

◆ Dapol C004 Footbridge kit
Price: £9.30

Availability: Dapol stockists
Web: www.dapol.co.uk

◆ Ratio 509 Occupation crossing kit
Price: £9.25

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

◆ Plastruct or Evergreen styrene strip, rod, girder section

◆ DAS clay

◆ PVA glue

◆ Scenic materials

Availability: Model shops

◆ Various 'organic' coloured matt household emulsion colours

Availability: Hardware stores

TOOLS

◆ Knife and spare blades

◆ Cutting mat

◆ Steel rule

◆ Needle files

◆ Scissors

◆ Electro-static grass applicator

◆ Paintbrushes

when the builder has had to move house or has simply become bored and wanted a new challenge. If the builder has passed on to the great marshalling yard in the sky it's even more gratifying to give good quality models a new life.

It's possible to find some real gems, for the fraction of the cost of commissioning new models, which can be a boon for those who don't have the time or the skills to build things themselves.

STEP BY STEP



1

After the landscape and roads were painted with various shades of earthy brown and grey household emulsion paints (cheap tester pots are ideal), a layer of hanging basket liner will give the areas of greenery depth and texture.



2

An even coating of PVA glue was brushed over the landscape, working on a few square inches at a time. The hanging basket liner fibres can be pressed into the glue as it turns tacky, repeating the process across the scenic area.



3

Once the base layer of basket liner had dried, it was trimmed with scissors and hair clippers, with the excess vacuumed away. A layer of static grass fibres was then applied, having brushed the surface with a layer of PVA glue.



4

The backscene was painted in a muted colour, followed by an impression of distant hills using a grey/blue shade. A darker grey/green shade suggested the outline of trees. A derelict farmhouse gave this corner a focal point.



5

Having planted trees and generally overgrown vegetation, the scene came to life. The painted elements of the backscene have largely disappeared but can still be glimpsed from various angles.



6

To avoid too stark a transition from the scene to the backdrop, I created an impressionistic suggestion of distant trees and bushes using various shades of green, applied mostly with a dabbing motion with the brush.



7

The addition of static grass brings the scene to life along with pale earthy colour washes. The road here was originally slate grey, but the earthy tones bring everything together in the predominately rural area.



8

As explained last month, DAS clay was built up around the rails to provide a smooth road surface. Check rails were added to allow room for the wheel flanges of passing trains.



9

The level crossing gates came courtesy of the Ratio Occupational and farm crossing gates kit (ref. 509), which look suitably rustic for a location such as this.



10 Rather than the thick plastic discs provided with the kit, I made use of red self-adhesive stickers.





11

Real sieved earth was added to the farm track, followed by a little diluted PVA to hold it in place. Be aware that the earth will likely dry darker in colour than before. Once set, rubbing with a finger lightens it a little. Planting rougher earth and fine stones along the edges and centre of the track adds to the effect, completed by the addition of green flock powder and static grass fibres.



12



13

The hedgerows on either side of the farm track and along the edges of the fields were created from rubberised horsehair, teased to the required shape and trimmed with scissors. After 'planting' into wet glue, the horsehair was covered in Woodland Scenics Poly Fiber, followed by a dusting of flock powder, secured with thin PVA glue or hairspray.





14

To create a scenic break as the line curves round to join the other baseboard, I decided to create a footbridge, providing access to the mill. In the local model shop I noticed a Dapol footbridge kit, which dates back to the 1960s.



15

The plastic kit is easy to modify and I had some styrene girder section to hand, so with a bit of chopping about, something bespoke was easily made to fit into the space. Checks were made to ensure clearance for rolling stock.



16

Once assembled, the bridge was sprayed with Halfords grey primer with a little additional weathering applied. There is an element of whimsy to the structure, but I think it suits the location well.



17

I painted the pond area a dark muddy brown, using matt emulsion. When this was fully dry, I brushed on a couple of layers of clear gloss Modpodge. This product is similar to a thick PVA glue but dries completely clear and shiny. Your local art supplier will likely stock it, or Hobbycraft.



18

Due to the model's age, the finish on this cottage and stable had become brittle. After a little thought I painted the offending areas with lightly diluted PVA glue, which dried clear. Hopefully, this has stabilised the plaster.



19

Note the oily ballast here, I simply applied some cheap classroom paint from Hobbycraft. It even has a slight sheen to it. Perfect.



20

A small gate was added across the private mill siding, modified from parts from Peco's level crossing kit (LK-50). The gate is hinged, allowing it to be opened or closed manually.

21

The completed layout section, measuring 7ft by 2ft, is ready to be mated with the earlier sections depicting Culmstock and Hemyock.



**HOW TO**

DISTRESS PRIVATE OWNER WAGONS

With an urge to recreate a fleet of shabby private owner wagons for the BR steam era, **George Dent** seeks to create a greater sense of texture to plastic bodyshells.

Recent years have seen an explosion in the availability of high-quality 'OO' private owner mineral wagons, with a vast range of colourful liveries and branding offered from various manufacturers. It's a far cry from the turn of the Millennium, as evinced in an article I unearthed by renowned wagon expert Paul Bartlett, in the February 2000 issue of *Model Rail*.

Back then, the release of Bachmann Branchline's 'Blue Riband' private owner wagons ushered in a step-change from the previous RTR offerings, followed over a decade later by newly tooled Hornby products, plus the great value offerings from Oxford Rail. Each of these are still available today, but the emergence of Rapido Trains UK's stable of pre-Grouping-era rolling stock has added even more variety, in terms of prototypes and colour schemes.

Therefore, we're now spoilt for choice, and no longer rely on building kits if, like me, you're a bit of a wagon nerd and want extra



**MODEL Oxford Rail RCH Private Owner wagons (£11.95 each),
Rapido Trains UK 1907 RCH Private Owner wagons (£32.95 each)**



6
hrs



AVAILABILITY Oxford Rail and Rapido stockists Web: www.oxforddiecast.co.uk www.rapidotrains.co.uk

realism. That said, no matter how well detailed and finished the aforementioned wagons are, they still present an overly uniform appearance, thanks to the injection-moulded plastic bodyshells.

This was brought home to me while building Peco's new 'NG7' narrow gauge wagon kits, rendered in laser-cut wood (see last month's issue). Even after painting, the wood grain texture of the components remains visible.

Aiming to replicate a rake of faded and shabby ex-private owner wagons in the post-1950 era, a little research threw up plenty of interesting images to work from. These revealed several striking features that would be fun to reproduce, especially the faded lettering and any replaced (and unpainted) timber planks.

Fading the factory-applied decoration is simple enough, by employing a variety of abrasives, depending on how much of the paint is to be removed. But I wanted to reproduce other key features such as the discernible grain texture, uneven gaps and distressed edges to the planks, especially along the top rails, which would be exposed to regular bumps and scrapes.

Anyone who has read my book *Weathering for Railway Modellers*, Volume 1 (www.crowood.com) may have seen how I scribed timber grain patterns into an 'O' gauge plastic wagon kit, which had a dramatic effect. At the time, I doubted whether a similar approach would work in 'OO' but, with a couple of spare evenings and a handful of wagons, I decided to have a go.

What you will need

SHOPPING LIST

- ◆ Vallejo acrylic paints set 71.187 Old & New Wood Effects **Price:** £23.99
Availability: Scale Model Shop
Web: www.scalemodelshop.co.uk
- ◆ LifeColor acrylic paints • UA701 Rust Dark Shadow • UA702 Rust Base • UA703 Rust Light Shadow • UA207 Schwarzgrau, LC02 Matt Black • LC37 Matt Burnt Umber • UA610 Dunkelgrau 52 • UA706 Dust
Price: £2.99 each
Availability: The Airbrush Company
Web: www.airbrushes.com

TOOLS

- ◆ Scalpel and fresh blades
- ◆ Profile cutter and spare blades
- ◆ Embroidery pin
- ◆ Pin vice
- ◆ Fine-tipped scribe
- ◆ Abrasive strips (150-320grade)
- ◆ Old toothbrush
- ◆ Paintbrushes
- ◆ Airbrush and equipment (optional)
- ◆ Cotton swabs
- ◆ Calligraphy pen and white ink

Undertaken as part of a layered weathering approach, the scribing and distressing didn't take anywhere near as long as I expected, not least as these 'OO' wagons are much smaller than 'O' gauge equivalents. Indeed, I managed to take care of all the physical distressing in an evening. And yes, it was pretty mindless stuff but, with an audiobook playing away, it was oddly therapeutic.

One thing I realised was how easy it was for the profile cutter blade to wander off course when running along the recessed seams. While this created some happy accidents, giving a few planks some extra distressing, it became clear that starting the task with an embroidery pin was a much safer option.

There was an element of trepidation before the painting and weathering followed, as the wagons looked pretty ragged. But thanks to the added texture, the paint pigments reacted favourably with the rough surfaces and it wasn't long before I felt vindicated that an evening beaver away with a pin and old toothbrush had been time well spent.

I'm really pleased with the results and will be treating more similar wagons in future – they're certainly looking at home on my colliery-themed layout.

I heartily recommend trialling these techniques on cheap or second-hand models initially, so you can get a feel for how the tools and abrasives react with the printed motifs and paintwork.

Furthermore, working with sharper tools will afford more control, reducing the risk of damaging the moulded straps and door detail – but watch those fingers!

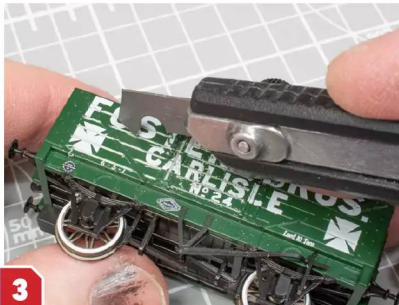
STEP BY STEP



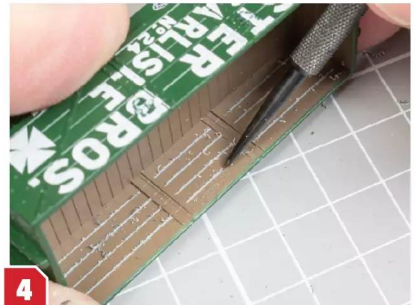
1 With a set of pristine private owner wagons to treat, only a basic set of tools was required for this job, with various abrasive strips, a profile cutting tool (with a fresh blade), a pin and miniature vice. A mini steel brush can also be handy.



2 With an embroidery pin held firmly within a pin vice, I began scribing along the plank seams to dig slightly deeper and less uniform trenches, taking care to work around the various bodyside straps and raised door fittings.



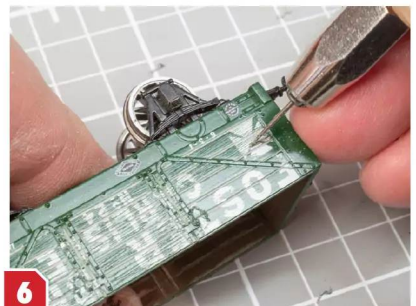
3 A profile cutter, with a hook-type blade designed to be drawn towards the user, can be gently run along the plank seams to deepen them. Again, work up to the raised detail and take care to keep the blade on course.



4 After treating the exterior planks, I continued onto the interior too. I tried using a fine scribing tool, which was a little less bulky than the pin vice, making it easier to work within the inside of the wagon.



5 After brushing away debris, a 150grit abrasive pad was rubbed very lightly along the length of each plank (not vertically). As well as removing much of the printed logos, the abrasive also imparts a rough texture akin to timber grain.



6 I repeated the process with 240grit and 320grit abrasive pads, again working lengthways along each plank, with the minimum of pressure, removing much of the printed legends. I then began scribing more severe grain texture.



7 As before, I worked along the length of each plank, applying moderate pressure. Much of the scribing cuts into the layers of paint rather than the plastic below, which proved adequate later, although experimentation is recommended.



8 To remove the perfect profile of the upper planks, I ran the edge of a sharp scalpel blade along the inner and outer faces, altering the angle as I went. Remember that we're trying to avoid an overly uniform appearance.



9 The distressing stages created a very rough texture which was ameliorated slightly with the abrasive pads, working along the planks, inside and out. Work gently to avoid flattening the texture and take care around raised detail relief.



10 With the physical distressing complete, the wagons were cleaned before the painting began. First job was to mimic the addition of unpainted and weather-worn replacement planks. A set of Vallejo paints was employed.



11 The paint set (see Shopping List) provides six different paint shades, plus a surface primer and a dark grey wash. The shades were built up in random layers, running the brush along the planks to reinforce the grain texture.



12 It took a short while to treat the bare timber planks (not forgetting the interior too). Next job was to touch in the iron strapping and plates. Here, I'm stippling layers of rust-coloured paints with a flat brush to gain a random texture.



13 Commonly, the strapping would be given a coat of protective paint during repairs, so other wagons gained a very dark grey shade (rather than black), applied carefully with a fine brush. It doesn't have to be perfect.



14 The painted planks and strapping were allowed a few hours to dry before the weathering began. A blend of black, brown and dark grey acrylic paint was brushed onto one section of the wagon, working it into the plank seams.



15 Immediately, a cotton swab wiped most of the paint away, working in vertical strokes. This left the grimy paint within the recessed areas and around raised detail. Dipping the swab in acrylic thinners helped shift stubborn traces.



16 Having worked around the exterior of the body, repeating the brush-on-wipe-off process, the same paint mix was stippled onto the chassis frames and brake gear. Some of it can be dabbed away with a swab, but I left it alone.



17 After dry-brushing the interiors with the various Vallejo wood shades (working a flat brush along the planks), the dark wash from the same pack was brushed over the surface, allowing it to settle between the planks.





18

Gently brush the thin wash evenly along the planks and allow to dry. Any areas where an excess of wash has pooled can be absorbed with a cotton swab. Already, the dark plank seams help bring the interior to life.



19

Weathering paused while black panels were roughly painted onto the sides and allowed to dry. A fine calligraphy pen and white ink then allowed me to add some BR-era markings, taking numbers from prototype images.



20

It was BR practice to indicate which end of a wagon featured an unloading door using a white diagonal stripe. I used an off-white 'dust' shade, so it wouldn't be too stark, applied along the raised strapping.



21

The wagons looked suitably grubby and could well have been left as they were but, for a more refined finish I created a dark brown/grey blend of thinned Tamiya acrylic paints and misted it through an airbrush.



22

My aim was to add very subtle shading to complement the hand-applied weathering coats, so only a very fine mist of paint was targeted around the strapping, doors, lower edges, underframe and interior.





HOW TO

USE PLASTER TO LIFELIKE ROCK F

Peter Marriott dons an apron and sets about testing an interesting new modeller-friendly plaster material that hails from Belgium.

With plans for a number of new modelling projects this year, most of which will feature large areas of exposed rockfaces, I thought it prudent to try out some new products and techniques. This would help me to decide whether to employ them on these upcoming layouts, or if I should stick to processes that I've used before.

What prompted me to experiment was the



appearance of Mifoshape, a sculpting powder that has recently become available. Formulated in Belgium, it was created out of dissatisfaction with established plaster materials, with an aim of creating a medium that can be worked easily for up to

30 minutes before it begins to set. With traditional plasters, we're lucky if we get 10 minutes to work the material before it begins to harden and becomes unworkable.

Another feature of Mifoshape is the ability to still work on the landscape while it's curing. The nature of the material allows fine detailing to be imparted into the rockfaces, especially if a little PVA glue is added to the water/powder mix, and drying time is



What you will need

SHOPPING LIST

- ◆ Mifoshape sculpting powder
Price: £25 per 1.5kg bag
Availability: DCC Train Automation
Web: www.dcctrainautomation.com
- ◆ Mifoshape website:
www.scapesupplies.com
- ◆ Woodland Scenics Poly Fibers, various scatter materials and grass tufts, plaster cloth, acrylic paints, PVA adhesive
Availability: Model/craft shops

TOOLS

- ◆ Mixing bowl
- ◆ Small trowel
- ◆ Paintbrushes
- ◆ Electrostatic grass applicator (optional)

used as the basis for the landscape, which was then covered with a layer of plaster cloth to give the Mifoshape a good surface to adhere to.

Next day, I mixed some of the Mifoshape powder with water in a plastic tub (plastic takeaway food tubs are ideal for this purpose - cleaned of course!). I used a 3:1 ratio of Mifoshape and water, plus a little PVA adhesive, mixing it thoroughly with a wooden stick. Once I was happy with the consistency, it was applied to the scene with a small trowel.

The Mifoshape was applied to an initial depth of 2-3mm and, after leaving it to dry for about 15 minutes, I used the cleaned trowel to cut into and shape the damp Mifoshape to represent cracks and texture of a typical rockface.

CONCLUSIONS

Painting was carried out the following day, followed by the addition of layers of greenery, and I was pleased with the finished results. I found Mifoshape easy to work with and, once it is coloured, it looks very realistic. I didn't feel like I was working against the clock to achieve the desired results, thanks to the longer working time, while the material was responsive when adding textures and strata patterns to the surface.

Due to its porous nature, only thin washes of paint are necessary to colour the Mifoshape once it has fully cured. Applying too much paint is likely to reduce the realism of the finished rockface. The packaging foam sheets provided a great basis for the landscape, being lightweight - and free! Patience is needed with all modelling projects, but particularly when creating rockfaces, as it's important to allow each stage to dry-out fully before moving on to the next step. The trial has felt like a success, so I will feel confident using this Mifoshape sculpting powder on my scenic projects in future. ➤

CREATE ACES

dependent upon the amount of water added to the mix, and the thickness of the material. Initial curing takes place within the first two hours, but full curing may take a couple of days, depending on ambient temperature and humidity. Drying can be speeded up by positioning a fan to ventilate the area, encouraging the water to evaporate.

Various mixing ratios can be employed, the most common ratio is 3 parts powder to 1 part water. The less water used, the quicker the drying time. It is recommended to experiment with the ratios and discover what works best for you. The powder has

a maximum shelf life of six months once the sealed bag is opened, but remember to reseal the bag using the strip provided to prevent any moisture from entering the bag.

TESTING MIFOSHAPE

To put this new sculpting material to the test, I opted to build a diorama featuring a railway cutting hewn from rock, which would provide an interesting backdrop. When the parcel arrived, the Mifoshape was packaged within a couple of useful black foam sheets. As I'm always happy to recycle materials wherever possible, the foam was



1

I made a small diorama measuring 27cm by 20cm, from a sheet of mounting card, onto which the landscape contours were created using pieces of foam packaging, bonded with PVA glue and covered with plaster cloth.



2

Mifoshape is a new powder from a Belgian manufacturer, designed for creating landscapes and rock faces. It has been formulated with modellers in mind, with the aim of making it easier to with than most regular plasters.



3

You can tailor the mixing ratio, but I opted for the 'regular' 3:1 blend of Mifoshape and water, measured out in plastic cups. To improve adhesion of the mixed Mifoshape I mixed in 10% by volume of PVA woodworking glue.



4

It's important to fully close the protective strip along the top of the Mifoshape packaging, to lock out any moisture from the air and ensure the product remains usable for up to six months after first opening.



5

After mixing the water, PVA glue and Mifoshape powder thoroughly, the mixture becomes 'claggy', which is easy to pick up with a miniature trowel. It's now ready to apply to the model scene.



6

I applied the mixture over the dried plaster cloth, to a depth of around 2mm. The miniature trowel (about 20cm long) proved an ideal tool (they're available from art/craft stores), helping to apply and spread the mixture accurately.



7

After spreading the mixture over the area, I waited about 15 minutes before using the cleaned trowel to create a more refined texture, as well as strata lines, wiping the tip of the tool with a cloth at regular intervals.



8

The Mifoshape remained workable for a good 30 minutes, so there was no need to rush during the treatment of this small diorama. When happy with the appearance, I set the scene aside overnight in a warm room to dry out.



9

Next day I created various washes from several Revell acrylic paints, diluted heavily with water (about 90% water and 10% paint). Water-based paints will be absorbed easily by the porous surface, so only a small amount is required.

BEHIND THE SCENES

The sheets of foam packaging provided a perfect - and free - material with which to form the landscape. A layer of plaster cloth allowed the basic scenic contour to be created, while also providing a more rigid surface.



10

Starting with a mid-brown wash shade, and using the 'leopard spot' technique, I applied it in modest spots with a round brush along the rockface. The process was repeated with a few lighter and darker brown washes.



11

After the 'dotted' brown colours had started to dry, I applied a thin black wash over the rockface, which naturally found its way into all the recessed texture and crannies, bringing out the surface relief.

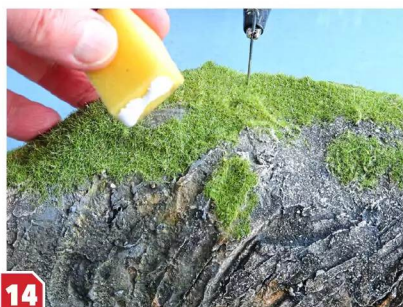


12 The surrounding areas were also painted at this time, allowing the thinned paints to dry before applying more coats and different shades where necessary.



13

In certain areas, I applied patches of fine sand, having brushed on a layer of adhesive. PVA or scenic glue will suffice, but I used a light coat of matt Mod Podge, with the fine sand sprinkled on while it was wet.



14

Short static grass fibres were added to the top of the rockface, applied over wet PVA. The pin from the electrostatic grass tool was pressed into the landscape and then more glue was added with a sponge...



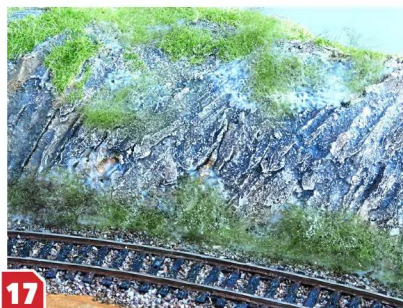
15

...before a second layer of static grass was applied, this time using slightly taller fibres. Adding these taller fibres, in random areas, creates a more natural texture, especially if slightly different shades of fibres are mixed.



16

A believable transition was needed between the trackbed and rockface, so more PVA glue was brushed along the cress area, between the track and base of the cutting.



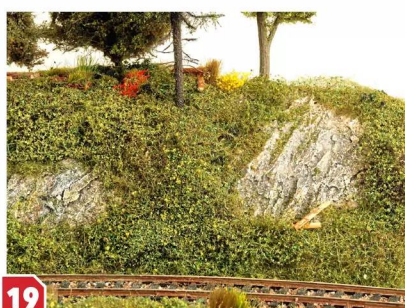
17

Some teased-out Woodland Scenics Poly Fibre was pressed gently into the wet glue and allowed to dry. I then used hairspray, targeted over the Poly Fibre, and sprinkled on a selection of fine scatter materials to represent foliage.



18

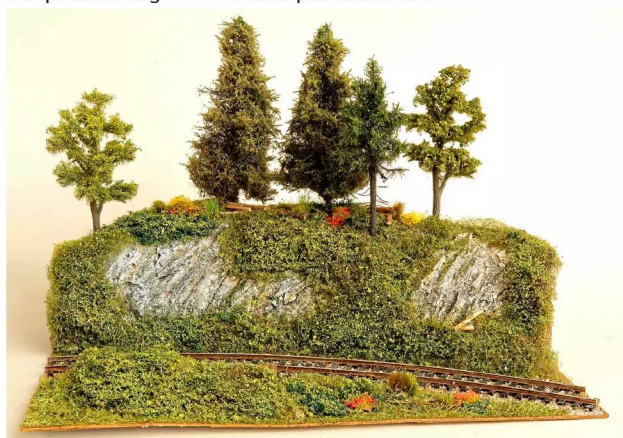
Scenic modellers are now blessed with a multitude of grass tufts available in different colours and heights. Some of the tufts can be cut down to make smaller tufts of grass with a small pair of scissors.



19

The grass tufts were fixed on to the landscape with PVA glue, while more areas of Poly Fibre were added, followed by layers of scatter materials secured with hairspray, to build up various layers of vegetation.

20 A row of trees were planted, consisting of a selection by Anita Décor, Primo Models and two created from Noch tree armatures coated with clump foliage and finer scatter materials.





HOW TO

RECREATE THE UNIQUE BRUSH 'HAWK'

Thanks to the arrival of Heljan's RTR model of prototype Type 1 10800, **Tony Kunzmann** was able to attempt a conversion project to depict an important research locomotive.

As a lover of the old so-called 'Dinosaur' diesels, particularly if they survived into the 1960s, I was very interested when Heljan's model of 10800 arrived in 2023.

Although withdrawn by British Railways in 1959, it remained in store for a couple of years before being purchased for a second career with Brush Traction. Indeed, while I was looking online for photos of 10800, up popped an image of a strange looking version of the North British-built Bo-Bo.

The photograph was taken at Brush's works in Loughborough, and showed 10800 in its lighter shade of green, with small yellow warning panels, and boasting many external alterations which changed its appearance significantly. It set me to wondering if it would be possible to tweak the Heljan model to portray the locomotive in this guise - when it gained the unofficial name 'Hawk' - as it ran on BR metals during tests of its new traction package.



MODEL Heljan NBL 10800 Bo-Bo locomotive ♦ Price £254.95

AVAILABILITY Heljan stockists
Web: www.heljan.co.uk



While the idea was percolating, I noted that several of the large model railway retailers had slashed the price of Heljan's 10800, with some offering up to £100 off. With the main variations of the prototype covered in Heljan's range, as far as 10800's BR career was concerned, a conversion to represent 'Hawk' would require quite a bit of work.

I decided to purchase the BR green version of 10800, mostly as it already had black bogie frames, which would save me a job. Besides, if I ultimately wasn't brave enough to carve up the model when it arrived, at least I'd have a good model of the original in its final BR guise.

When the model did arrive, I was in a real dilemma - it was a cracking looking model. Could I do it? After a couple of days thinking about it and bad sleep, I decided to take the

plunge. What helped was the good lady saying that I could have it as an early anniversary present. Result!

I know my model is not 100% correct, but I think it captures the look of the real thing. I wish I could have found more photographs to work from. It's not until you study 'Hawk' that you realise how different it is from the original 10800. Only after I'd finished did I realise that there should be another set of bonnet access panels, one either side of the cab. I have since made them and intend to tack them in place for now, in case I discover I've got them wrong.

As Heljan's 10800 is still being heavily discounted by many retailers (at the time of writing), since finishing this project I've purchased another of Heljan's models. It's interesting to pose the models side-by-side as a comparison.



1 The first job was to dismantle the locomotive, by removing the four screws under the chassis (see model's instructions). With the screws removed, the body was loose but still not releasing fully, with something catching under the cab. I looked online and saw a post about dismantling Heljan's similar Class 16. Apparently, if you pull both sides out at the same time it releases a clip, and it worked!

I removed the cab altogether and took away the glazing and removed the two side visors. However, with the cab removed, the bonnet moulding seemed a little delicate, due to the narrow cross beam that allows the cab interior to remain clear. Therefore, I decided to work on the bonnets with the cab section in place to maintain its rigidity.

2 With several of the bonnet side louvres needing to be removed, I covered those that were to remain with masking tape - I didn't want to accidentally remove the wrong ones. I then removed all the handrails and, from inside the body, any clear plastic components for the marker lights. As far I could see, 'Hawk' didn't carry any electric marker lights.

Now it was time to bite the bullet and remove the necessary bodyside louvres, which was achieved by scraping away the plastic with a thin chisel blade, then smoothing with wet and dry paper.



Factfile: Brush Traction's 'Hawk'

Designed originally for the LMS, 10800 was built by the North British Locomotive Company during the late 1940s. Entering service in 1950, the diesel-electric Bo-Bo underwent running trials on the London Midland, Southern and Eastern regions before withdrawal in 1959.

Proving to be the forerunner of the Class 15 and 16, 10800 certainly proved its worth. Following storage at Derby Works, 10800 was purchased by Brush in 1961 to act as a testbed for experiments with AC power transmission. At the time, all diesel-electric locomotives had operated with DC traction motors, but Brush decided to replace the original 827hp Paxman diesel unit with a more powerful Maybach MD655, plus an AC generator and traction motors.

Unofficially named 'Hawk', 10800 ran trials on the Great Central route between Leicester and Nottingham during 1966-68. The results helped with Brush's 4,000hp *Kestrel* prototype and the development of AC generators and rectifying equipment that would later be installed in HST power cars and Class 56, 58 and 60 freight locomotives.

After temporary use as a standby works generator in 1972, the locomotive was cut up later that year.

Following conversion by Brush, 10800 retained its number but gained many exterior detail alterations, plus a lighter green livery. It is seen outside Brush's Falcon Works in 1966. COLOUR RAIL



3 I then removed the unwanted detail from the shorter bonnet, including the lower step and all the gauges together with raised detail above the bonnet. At the opposite end, the lower grilles were cut away, along with the footsteps. All of the roof detail on the longer bonnet was also flattened.



4 The two recessed water filling hatches (on the shorter bonnet) were plugged with filler and, when fully cured, sanded flush and smooth.

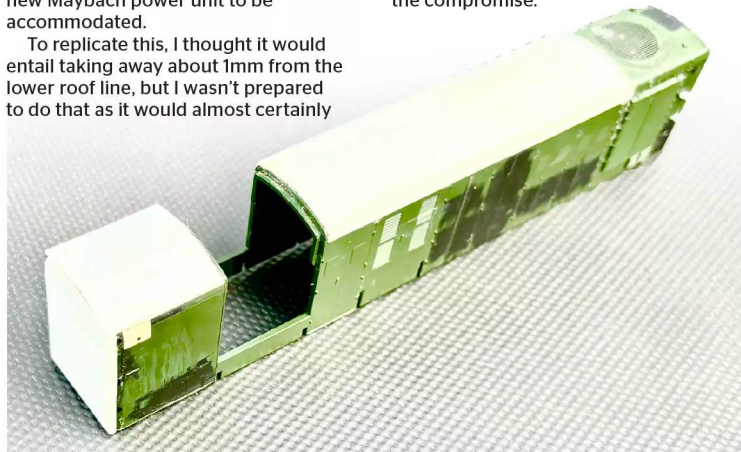
The raised detail on the nose end of the shorter bonnet needs to be removed. I started to file it off before I realised much of this end is actually a separate plug-in part. So, after that was removed, I cut a piece of Plastikard to fill the void. I then stuck a whole new piece of 20thou' Plastikard over the top of that. After studying photographs, it appeared that the nose ends of each bonnet stood slightly proud of the bufferbeams following conversion.

5 I noticed that 'Hawk' had a distinct raised section on the roof of the longer bonnet, running from behind the main roof fan, all the way back to the cab. I assume extra clearance was needed within the bonnet to allow the new Maybach power unit to be accommodated.

To replicate this, I thought it would entail taking away about 1mm from the lower roof line, but I wasn't prepared to do that as it would almost certainly

ruin the tops of the bonnet door panels.

Instead, I decided to file flat the roof detail and removed the side roof vents (again plug-in items), filling the voids. I then wrapped a piece of 20thou' Plastikard over the top. I was happy with the compromise.



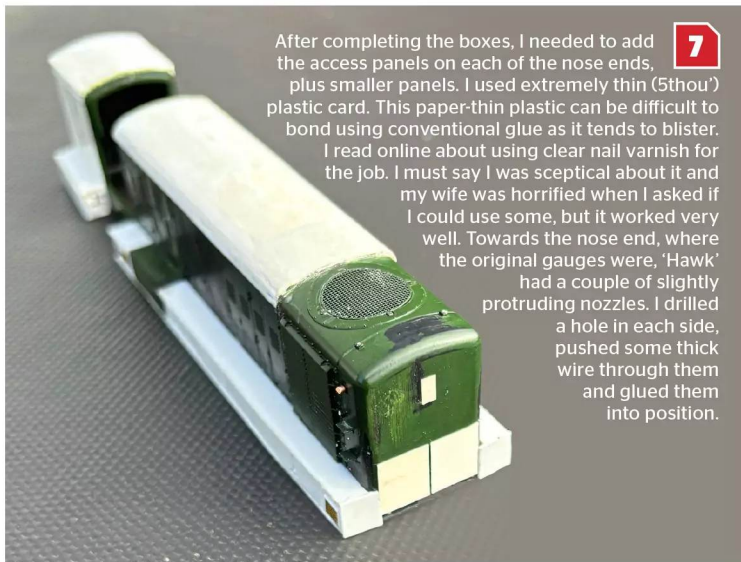
Going back to the shorter bonnet, which housed all the new electronic equipment, 'Hawk' gained new ventilation louvres on each side and the rear, which were fabricated from various sizes of microstrip styrene.

The next major job was creating the line of equipment boxes which run along the length of each running plate. I initially struggled to work out the height of the boxes, as I was using the model's original side boxes as a reference. However, it turns out that the original boxes were reduced in height by a few inches (about 1mm in 'OO'), so I removed the boxes and trimmed away some material from base before reattaching. The new boxes were then slightly lower than the reattached one.

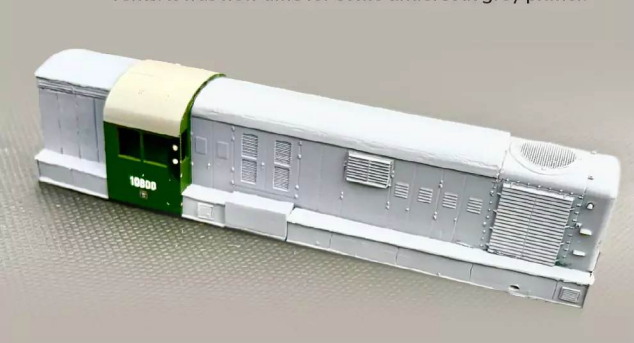
As you can't glue the new boxes directly to the sole bar, and as you wouldn't be able to separate the body from the chassis, they need to be fitted to the body only. To keep it as square as possible I used a large flat ceramic bath tile to sit the body on. Before glueing anything to the side, the bottom slat of the large front grille needed filling away on both sides. I used 60thou' square plastic strip, with other bits of scrap styrene strip to make the boxes, clad with 15thou' thick Plastikard. Lines were scored into the plastic to represent the individual equipment boxes. I sat the body on the chassis every now and then to check the shape, especially as it tapers in at each end.

After completing the boxes, I needed to add the access panels on each of the nose ends, plus smaller panels. I used extremely thin (5thou') plastic card. This paper-thin plastic can be difficult to bond using conventional glue as it tends to blister.

I read online about using clear nail varnish for the job. I must say I was sceptical about it and my wife was horrified when I asked if I could use some, but it worked very well. Towards the nose end, where the original gauges were, 'Hawk' had a couple of slightly protruding nozzles. I drilled a hole in each side, pushed some thick wire through them and glued them into position.



8 Another big difference on the locomotive is a protruding grille about halfway along the longer bonnet. I had an old, damaged Tri-ang Class 31 bodysell knocking around. With some cutting and filing, it looked OK. After glueing into position, the seam between the two doors it spans was filled in. I made new replacement roof hatch doors and exhaust ports with updated side roof vents. It was now time for some undercoat grey primer.



9 New front handrails were required, with the lower section needing to fit into the side of the metal solebar. I didn't have a suitable drill bit, so I compromised by using a piece of plastic with a small hole in it, stuck to the solebar. There is also some pipework that goes across the main radiator grille. I made this with thin brass rod.

After a grey primer coat (seen above), I used RailMatch Sherwood green, which is the lighter shade used

on two-tone green diesels such as the Class 47. Warning panel yellow was also used. I had some decals made by John at Precision Labels (www.precisionlabels.com). I did the artwork and used the closest matching font I had on my computer. Some online sources said the legends under the 10800 numerals should be Experimental Locomotive, while others said Research Locomotive. I went for the latter (*correct! Ed*), although I had both made just in case.



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HOW TO

BUILD A CLASSIC HALT IN 'O' GAUGE

Chris Leigh brings together Timber Tracks and Intention structures to create a classic Great Western halt in 7mm:1ft scale.



PHOTOGRAPHY: CHRIS LEIGH

In this Workbench feature I shall bring together the Timber Tracks and Intention buildings featured in *Model Rail* 331 and 335, on a typical halt platform. I wanted to continue with structures based on the Newbury-Lambourn branch where, in the early years of the 20th Century, the GWR provided standard-height platforms and



new waiting shelters to replace the rail level stopping places on the former Lambourn Valley Tramway.

My plan was to use the Timber tracks ticket

office and signal box based on Welford Park, with the Intention Pagoda-roofed shelter and a scratchbuilt platform to produce an arrangement not unlike the Up platform at Welford Park. The halt would be on a one-piece base which could, on sunny days, be incorporated into my outdoor 'O' gauge running track.

GWR E



What Chris used

SHOPPING LIST

- ◆ 5mm thick foamboard, balsa wood, DAS clay, plaster, plaster cloth
- Availability:** Craft/Model shops

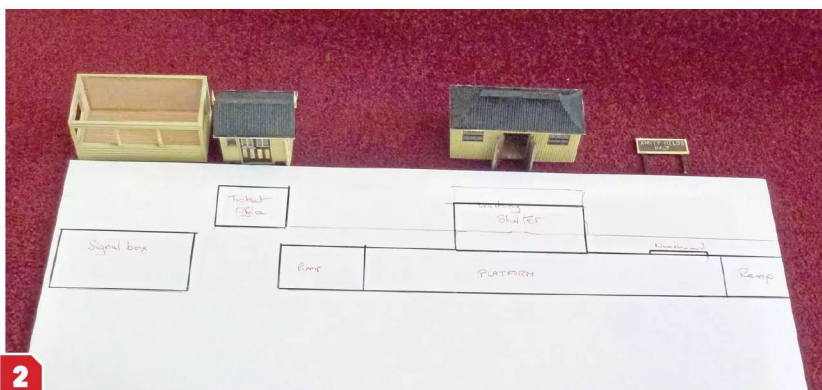
TOOLS

- ◆ Knife with spare blades
- ◆ Steel rule
- ◆ Dividers
- ◆ Cutting mat
- ◆ Paintbrushes
- ◆ Soldering iron and equipment (optional)

STEP BY STEP



- 1 I began by trying the buildings on a sheet of 5mm foamboard to see if I could create an arrangement similar to that at Welford Park.



- 2 Once I had gained an idea of how much space I would need, I marked the positions of the buildings on the foamboard. This was mainly necessary because I am not very familiar with working in 'O' gauge.



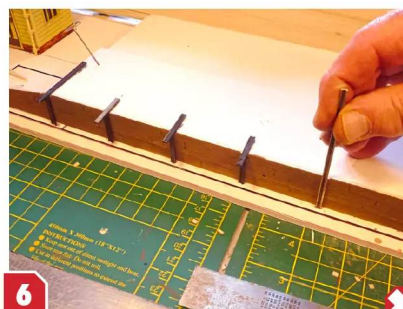
- 3 The 'roughing-out' process continued with some 1/8in balsa sheet cutting to shape for the platform wall and ramps, and a piece of Woodland Scenics foam base material for the platform.



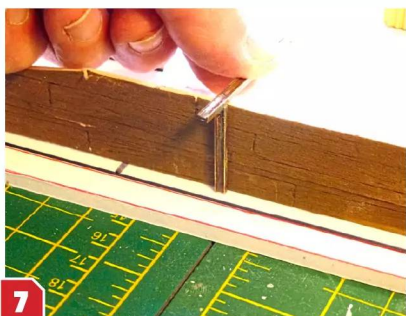
- 4 The halt platform consisted of a front wall formed from sleepers laid horizontally, fronting a mound of spoil topped with ash. I began by scribing the sleeper shapes onto the balsa wood with a pair of dividers.



- 5 I then painted the balsa with Omen Acrylics wooden grime shade. Concerned that it might warp, I allowed the balsa to dry under the weight of several steel rules.



- 6 The sleepers would require additional support to hold back the solid material of the platform. Pictures showed 'T'-shaped buttresses made of old rails, so I did the same.



7 Using rail salvaged from damaged Peco track, I cut the verticals to length and soldered them to form the T-shape with the front overhang carefully kept to the same length.



8 The 'Ts' will support the platform edge. I painted them dark brown before embedding the 'tail' into the platform and glueing the vertical part to the platform wall. I next rested a strip of balsa on the overhanging part of the 'Ts'.



9 The balsa extends down the ramps at both ends. I used DAS clay for the platform surface, rolling it out to a layer about 4mm thick with a rolling pin and pastry board.



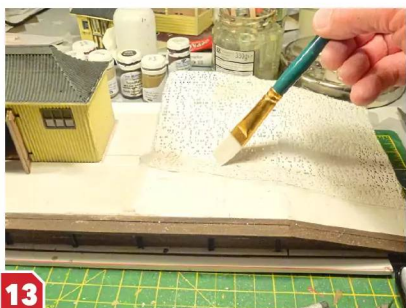
10 I cut a straight edge to the DAS layer, to butt the platform edge strip and pressed it into place, having coated the expanded foam base with PVA glue so that the clay bonds to it.



11 A piece of 1/8in thick balsa wood, cut to size, provides a base for the waiting shelter, with the DAS clay worked carefully into place around it. I did damp the clay to smooth it, but very sparingly.



12 With the DAS clay in place, I built up the base for the surrounding scenery using expanded polystyrene from packaging for the sake of economy, glued in place with Foam Tack adhesive.



13 Plaster cloth was then added. I always use the plaster cloth dry, cut to size and then fixed by brushing with a minimal amount of clean water. Excessive soaking just causes a lot of mess.



14 Next, a thin coat of plaster was applied over the plaster cloth and the whole area was painted in shades of brown and sand colour using water-based acrylic paints.



15 I used a fine grey gravel for the platform surface, applied onto a light coating of dilute PVA. The grass areas received a coating of static grass. The fence is Evergreen square strip for posts, with 20thou' rod for the wire.



16 The nameboard was made up using Slater's letters with a border of half-round Evergreen plastic strip. The name reflects John Field, fiddle player with folk band Amity, who left me a bequest in his will.

17 A test-fit of the halt into its location on my garden 'O' gauge. It will be removable so that it is only outside on sunny summer days. The hollyhocks are bristles from a broom, with suitably coloured scatter.



PROTOTYPE INSPIRATION: STOCKCROSS AND BAGNOR HALT

Below: I photographed Stockcross and Bagnor halt on the Lambourn branch in 1973 when the platform and even the building, out of use for over a dozen years, had been engulfed by brambles. CHRIS LEIGH



Above: I wanted a 'little used but still open' look to my model halt. This was Stockcross and Bagnor in the 1960s before it got too overgrown. CHRIS LEIGH

Fortunately, the Great Western Society rescued the halt shelter from Stockcross & Bagnor and it now provides access to trains on one of the centre's two demonstration lines. CHRIS LEIGH





Detail on a deadline

Despite being built within a tight three-week time limit, **Dan Hughes'** 'Katie Lane TMD' doesn't scrimp on the detail.

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



What makes this layout great?

"'Katie Lane' feels like a snapshot of a much larger depot in a bustling industrial environment. With the glimpse of terraced houses and the rear of a Tesco store, you get the impression that a busy South Wales town is just the other side of the backscene."

We often think of model railways as a relaxing hobby that we can do to while away the hours, painting miniature people and making sure everything is exactly how we want it to be before moving on. But what if you haven't got hours to spend on the finer details? What if you are told you have just three weeks to build an exhibition layout before the Swansea model railway show? That was the challenge Dan Hughes found himself met with in 2023 when one of the members of the Swansea Railway Modellers Group asked him if he fancied

building something for the upcoming event. Dan said yes, and the result is 'Katie Lane TMD'.

Despite being on such a tight deadline, Dan was insistent with himself that this wouldn't be a slapdash job, even if that would mean pulling some all-nighters.

"I went through about eight different track plans before I decided I was happy with where each of the four points were situated and with the curvature of the tracks that those locations gave me. It would have been easy to panic with the time constraint and include siding after siding in the 10in wide space, but as somebody who has always built depots, I knew better than to haphazardly include track where it wasn't needed. Everything at the depot has to be there for a reason. It's a bit of a niche, but I have ➤

2



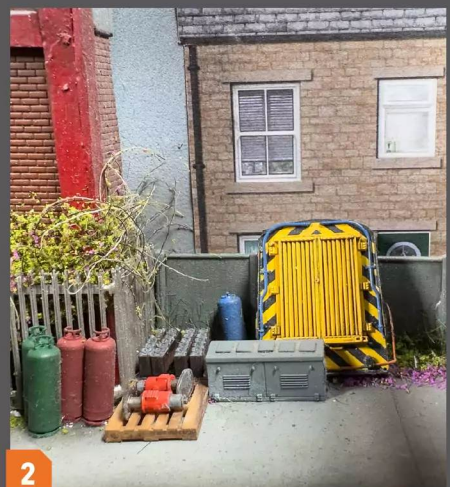


3 things we like



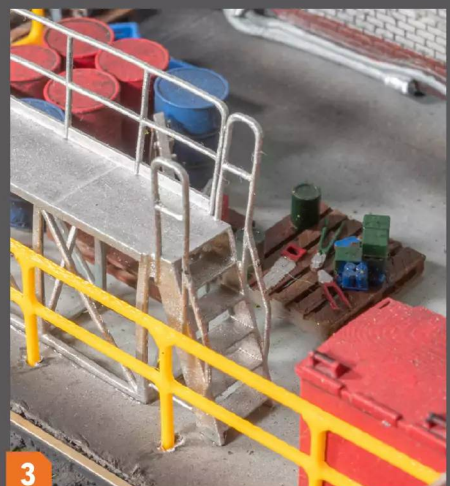
1

Workers digging away behind safety barriers.



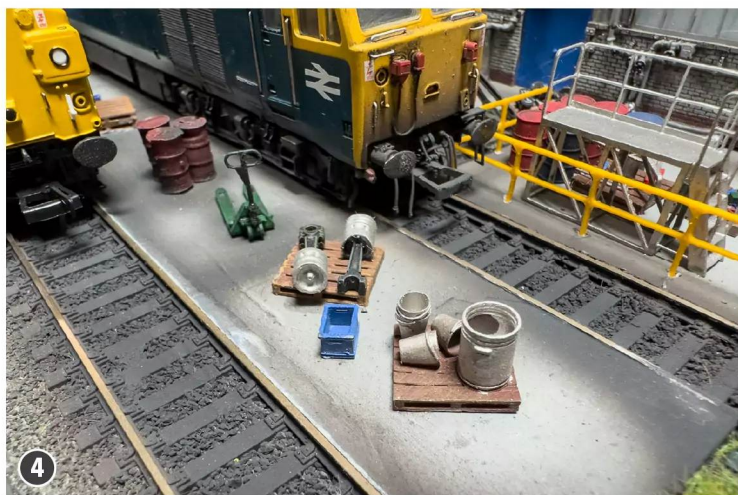
2

A host of spare locomotive parts in open storage.



3

The finely painted tools and equipment.



“I’m well versed in what these depots need to include and what I needed to include to represent them fairly”



a thing about fuel points. Most of my research goes into them as I love the dinginess and grime surrounding them, so including one is a must on all of my layouts. With a fuel point comes the need to drop fuel off on site, so another siding is needed for incoming tankers. After both of those and the inclusion of a Bachmann Scenecraft shed, there was only room for one more short siding to still give me space for the smaller details. I’ve always been interested in railways and every one of my layouts has been based on the South Wales coast around the same 1980s to 1990s period, so by this point I’m well versed in what these depots need to include and what I needed to include to represent them fairly.”



DEVIL IN THE DETAIL

You might think that building a layout that only has a 3ft 6in by 10in scenic section would keep the cost down. However, with such a small area comes the ability to really hone in on all of those small details that would get lost on a large scale creation. Dan has modified the shed to fit the space, before filling it with hundreds of pounds worth of finer details.

"I've got a great relationship with the people at West Hill Wagon Works, but they keep bringing out products that make me part with my money! I've always enjoyed making micro layouts so that I can concentrate so much on smaller areas to get the feel just right, and having such a wide range of available products from West Hill and others makes it so ➤







much easier than it was a decade or so ago. I wanted to get plenty of atmosphere into the space while at all times remembering that less is often more. It would be so easy to overdo an area and so I spent a while moving parts around, adding stuff and taking it away, until I got the look I wanted. I used to work for War World Scenics so have used products from there to create the two small embankments on the left-hand side and any greenery between the tracks, and the curtain which disguises the entrance to the fiddleyard has been made from strips of fabric bought from The Range."

After spending so much of his three-week time limit getting everything in the right place, Dan couldn't just let a shiny new locomotive come onto the scene. Fortunately, weathering is where he gets the most enjoyment out of the hobby.

"I used to use a mix of airbrushing and powders on all of my models but after many years of practice, I've found that I much prefer using the airbrush. Even on tiny details you can get a good effect if you tune the airbrush with a finer nozzle and adjust the pressure. I do sometimes use powders for textured work but have found I end up just airbrushing over the top of them anyway. To make the model look as good as possible I always refer to prototype pictures ►



11

and replicate them as closely as possible. That way you know that where you are putting dirt is a realistic location for where it would be in real life."

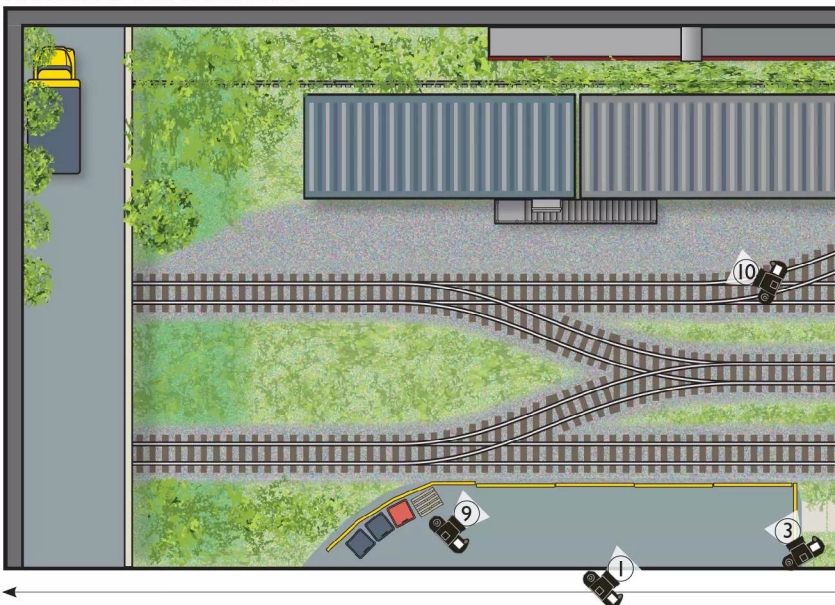
THE FAVOURITE

As with any layout, there will always be something deemed 'the favourite'. For Dan, that's a very special ModelU figure.

"If you look closely there's a figure taking photographs of the fuel point from the corner of the car park. That's a scan of my wife Katie, from which the layout gets its name, and that figure has been on every 'Katie Lane TMD' I've built. There have been a few before this one, but this is the only one I've finished!"

Not everybody will have the desire to build a model railway from start to finish in a matter of weeks, or pull all-nighters to get it done. If you do want a model railway without spending years on it though, then maybe putting everything you have into one over a short period of time is the way to go? Dan has since sold 'Katie Lane TMD' to make space for another layout, perhaps he will give himself more time to get this one finished! **MR**

Artwork: **Andrew Mackintosh**





“To make the model look as good as possible I always refer to prototype pictures”



FACTFILE: 'KATIE LANE'

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

Size: 3ft 6in by 10in

Track: Peco Code 100

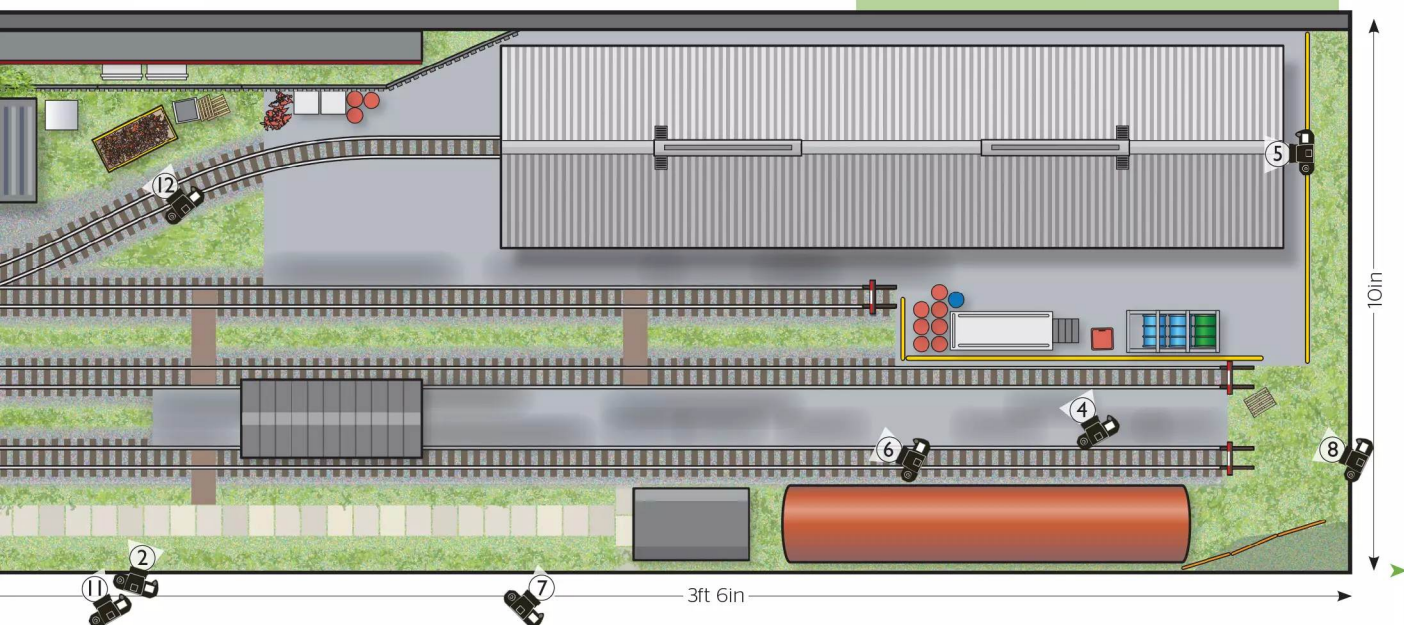
Power and control: DCC

Time to build: Three weeks

ABOUT THE MODELLER: DAN HUGHES



"I've recently got into offroading so could do with Oxford Diecast releasing some more 4x4 vehicles! I used to run a small weathering business but have had to put that to one side as a new job has meant I can't put the time into it I once could."





“There’s a figure taking photographs of the fuel point from the corner of the car park. That’s a scan of my wife Katie”



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Decorated samples shown. Production models may incorporate amendments. Class 175 & 180 photos courtesy Tom Everitt.

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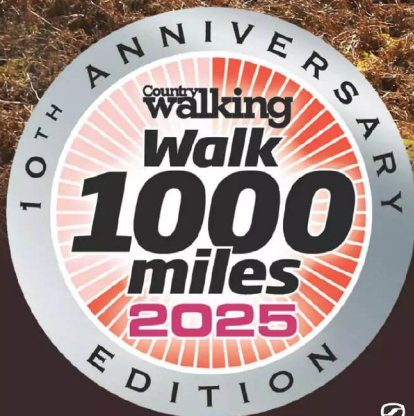
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Suburban stock

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35ton Class B tanks

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GWR 'King'

97 Hattons
Genesis coaches

98 Kernow LBSC
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99 Parkside LNER
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Chris Leigh

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



KR Models Bulleid 'Leader' 0-6-0+0-6-0

◆ **GAUGE** 'OO' ◆ **MODEL** KR Models Bulleid 'Leader' No. 36001, BR mixed traffic lined black ◆ **PRICE** £162.50 (DCC-ready) £245.83 (DCC sound)

◆ **AVAILABILITY** KR Models stockists or Rails of Sheffield **Web** www.railsofshffield.com

I think my first encounter with a model 'Leader' was through an article in *Model Railway Constructor* in which an enterprising contributor had created a passable 'Leader' using the body of a Trix 'Western' and two Hornby-Dublo 'R1' 0-6-0T chassis. Yes, really!

It was good enough to raise my awareness of a locomotive I'd never heard of, and it sparked a latent interest in the 'Leader' which has remained with me as a fan of all Bulleid's locomotives. I'd wrestled with the odd kit-bashing exercise but not succeeded in creating a working model.

KR Models' standard white box packaging holds the 'Leader' in the customary clam-shell but this seems not to be adequate packaging for a model which weighs in at a whopping 11lb 6oz. Inspection of some shop stock revealed a number with damage caused by movement within the packaging. The box includes the briefest of instruction leaflets, as well as a folded sheet with prototype notes by author and 'Leader' expert, Kevin Robertson.

KR Models offers the 'Leader' in a variety of interesting and attractive but fictitious colour schemes, as well as the 'silver grey' in which the prototype No. 36001

ran on its trials. Our main review sample, kindly loaned by Rails of Sheffield, carries BR mixed traffic lined black, which would have been the colour scheme applied if 'Leader' had actually entered traffic. Indeed, No. 36001 was initially painted black inside Brighton works but was repainted silver-grey before it emerged. I also bought a silver-grey version for my own use and the shop rejected four with either whistles and lamp irons detached or with poorly retouched blemishes.

The first thing that impresses about KR's 'Leader' is the weight. The second is that the distinctive character of the real thing has

been well captured. The curious 'thin at the ends, thick in the middle' shape looks right and the scale length of this 67ft beast is certainly impressive. In most respects the model is like a typical diesel model, say a 'Western' or a Class 50, with the same physical 'presence' and a standard 'diesel' mechanism arrangement. Though the review models are silent analog versions, one almost feels the need to have DCC sound just to prove that it isn't a diesel! All models come with speakers pre-installed and a PluX22 decoder socket resides on the underside of the main circuit board, accessed by removing the body.



Detail of panel lines is neat and crisp and tiny domed rivets are featured, making them perhaps a little more prominent than they were on the real thing.

KR Models has taken on a difficult task in choosing to model one-offs and obscure locomotives as there are inevitably few photographs of the real thing. Indeed, such photographs that do exist of the only completed 'Leader', No. 36001, are no more than 'snaps' taken by those involved in the tests or of incomplete locomotives in works. Thus, getting the details 100% accurate to the same standard as models based on scans of the real thing is near-impossible. My reference for this review has been *Leader: The Full Story* by Kevin Robertson.

DETAILS

I had to keep reminding myself that this is a model of a steam locomotive and seeking out the details of a steam locomotive. No. 1 end is the chimney end and features the black chimney top in

a circular cut-out in the roof. It's off-centre, as are the safety valves behind it because, of course, the boiler was off-centre to the right in order to allow for the corridor on the left side. The turned metal safety valves are modelled in two separate circular cut-outs but some sources suggest they should be in a single oval recess. However, the original SR drawing shows them separate and as depicted on the model. This may well be a case of what one of my engineering friends called the difference between 'as drawn' and 'as built'. In any case, it's a small point.

Behind the safety valves are the long plain panels above the boiler and firebox. We then come to the

fireman's 'compartment' with its rectangular ventilator which lifted vertically to open. On the left side is the fireman's door with flush-glazed window. This was a sliding door and I would have been inclined to model it open, as it would usually have been when running, for reasons which are well documented.

Behind the fireman's compartment is the coal bunker, with a rather lumpy 'coal' load. Interestingly, the coal load on the black model is quite different from that on the grey one. The latter is close to being out of gauge but looks to be based on a photograph ▶



“The first thing that impresses about KR's 'Leader' is the weight. The second is that the distinctive character of the real thing has been well captured”

3 things we like



1

Underframe includes plenty of detail.



2

SR indicator discs slot over metal lamp brackets with no need for glue.



3

Neatly applied lining and BR logos.



KR Models 'Leader' - in detail

Factfile: Bulleid's 'Leader' 0-6-0+0-6-0

KR Models' motto is 'We dare to build'. It might well have been Oliver V. S. Bulleid's motto, too, for the Southern Railway's last Chief Mechanical Engineer was responsible for a series of avant garde locomotives during his tenure.

Having gained experience as an assistant to Nigel Gresley on the LNER, Bulleid made improvements to existing SR locomotives, but his first new design was the austere 'Q1' 0-6-0, built during wartime constraints in 1942. He innovated again with his 'Merchant Navy' 4-6-2s and, following the post-war building of a lightweight version of his air-smoothed 'Pacific', his attention turned to pushing steam locomotive design to new limits, in the face of a shift towards dieselisation.

Bulleid's final offering was a remarkable blend of, simply, too many innovations. With a need to replace aging tank engines, an 0-6-4T version of the 'Q1' was initially drawn up. However, Bulleid was, by this time, also involved with the SR diesel-electric locomotives and it has been suggested that he had an obsession to prove that a steam locomotive could be developed to the point of comparison with the new traction.

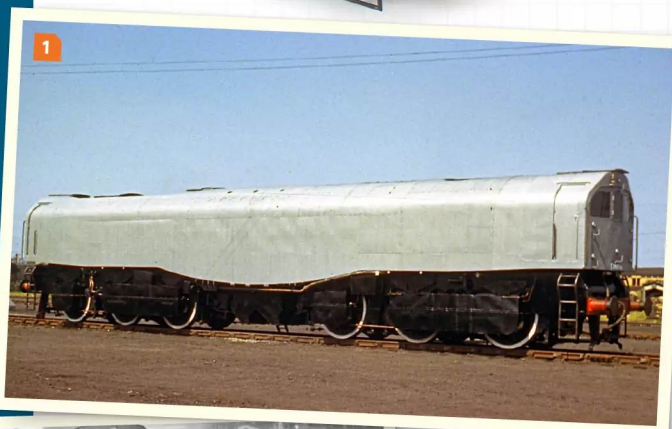
Following Paget's experimental locomotive for the Midland, the LMS and LNER had already experimented, respectively, with the high-pressure 4-6-0 *Fury* and Gresley's 'hush-hush' Class W1 4-6-4 with its high-pressure marine boiler. None were successful, but Bulleid carried out experiments with a Brighton 'Atlantic' adapted with sleeve valves and envisaged a steam locomotive carried on two six-wheel bogies.

Of numerous design drafts, one was marked as the 'leading' contender and from this the class would become known as 'Leaders'. Simple cylinders would drive the middle axle of each bogie, the outer axles being connected by chain drive.

As the need for the new locomotives became more pressing the traffic department requested coal-firing rather than oil, so the design gradually became more compromised. The boiler was offset to allow a narrow corridor on one side, necessitating ballasting with 2.5 tons extra weight to counterbalance the boiler.

An order was placed for five of the 'new tank engines', with construction taking place between 1946-1949. Only one, No. 36001, was completed, though at least two others were at an advanced stage of construction when, under government instruction, the now nationalised railway cancelled the order and all were scrapped.

Perhaps, if nothing else, 'Leader' has the unenviable distinction of being the first transport project of significance to be cancelled by government and then heralded as a huge waste of public money. Its £750,000 cost would be about £30 million today.



1: Bulleid's No. 36001 basks in the sun outside Eastleigh works in June 1949, just prior to receiving painted numbers, BR logos and lining. COLOUR RAIL



2: The coal load was intended to be covered by a tarpaulin, which is seen neatly secured over the roof of No. 36001. SSPL/GETTY IMAGES



3: 'Leader' No. 36001 sits inside Brighton Works in the autumn of 1949. A.W. CROUGHTON/ RAIL ARCHIVE STEPHENSON

by SR engineer John Click of 36001 at Brighton station. 'Leader' was provided with a canvas cover for the coal bunker but this seems to have seldom been used. For any modeller who does not like the coal load, it can easily be removed as it is held by double-sided tape.

Finally we come to the 'rear of the locomotive, the No. 2 end, where the water filler, a turned metal tank vent, and what I guess may have been a water treatment tank, are situated in an accurately shaped recess, and the cab roof vent over the No. 2 end cab.

The ends of the locomotive capture the character well, and on our samples all whistles and (metal) lamp irons were present and correct. The windshield wipers correctly indicate that the driving position was on the left at the No. 1 end and the right at the No. 2 end. Separate wire handrails are fitted to cab doors and corners and the distinctive cab steps are well modelled.

The bag of small detail parts includes SR route discs which slot onto the lamp irons, making them easy to reposition. Also included are two tension lock couplings. These are quite flimsy and require the two parts to be assembled and the vacuum pipe removed before they will fit into the NEM pocket. I fitted a Bachmann coupling instead. A set of scale couplings are provided, albeit in the form of Instanter links, which belong on a wagon rather than a locomotive.

The two six-wheel bogies have ample side-play for second radius curves. They are fitted with representations of the distinctive Bulleid-Firth-Brown wheels but these have holes where there should just be recesses. They are, however,

largely hidden by the oil baths which encased the chain drive to the wheels of the real thing.

On both review samples the semi-matt paint finish looks good. The example in original livery is a silver-grey, almost aluminium colour, undoubtedly based on what few colour photographs exist, with the numbers in white outlined with black. Lining, on both examples, is fine and faultless, red and white on black, and red and black on the silver-grey. It seems churlish to criticise the fictitious lined black livery but the early BR emblems, arranged as left and right-facing, should both face the No. 1 end, not the rear, and the numbers should be straw-coloured. Neither model has red bufferbeams, which were compulsory at that time, making it a significant omission.

One thing, which needs a magnifier to see it on the silver grey version, is the cast 'smokebox numberplate' which the locomotive carried low down on the front. The real plate resides in the National Railway Museum at York, sadly the only bit of 'Leader' which survives.

ON TEST

The drive arrangement on the model takes advantage of its diesel-like appearance to incorporate the tried and tested arrangement of a centrally mounted motor with twin flywheels and a shaft drive to gear towers on both bogies driving all six-wheels of each bogie.

I road-tested both (analog) samples and their performance was pretty consistent. One ran like a Swiss watch right from the outset. The other had a bit of a growl to start with, but soon settled down. Performance was smooth and positive through Peco pointwork, due in no small measure to both the length and weight of the model.

I did find that the length and the extreme width low down (over the cab steps and chain-drive sprocket boxes on the bogies) caused it to strike one of my platform ramps as it came off the curve but not enough to cause any damage.

Directional lighting illuminates all six headcode lights at the leading end and two red tail lights at the rear. This is effective but not



prototypical. The lighting can apparently be controlled on DCC-equipped versions but there is no switching arrangement for analog users.

Although we've heard of some models suffering from a lack of haulage power, both our samples handled trains of 14 bogie coaches, mostly Bachmann Mk 1s on my 3ft radius curves. In this instance, it seems our KR's 'Leaders' performed in a way that Mr Bulleid could only have dreamed of. (CJL)

• With thanks to Rails of Sheffield for the loan of this sample.



SUMMARY

PROS

- Overall proportions and character captured well.
- It's likely to be the only ready-to-run 'Leader'.

CONS

- A few detail inaccuracies, especially the incorrect wheels.
- Some quality control issues.

FINAL VERDICT

Favourable, if you get a good one.

SUMMARY

OVERVIEW

Manufacturer: KR Models
Ref. No. N/A
Unit No. 36001
Scale/gauge: 1:76 scale, '00 gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 629g
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.5mm

DIMENSIONS

Length (over buffers) 67ft 0in
 Height 12ft 11in
 Width 9ft 0in
 Wheel diameter 5ft 1in
 Bogie wheelbase 15ft 6in

PROTOTYPE

Length (over buffers) 67ft 0in
 Height 12ft 11in
 Width 9ft 0in
 Wheel diameter 5ft 1in
 Bogie wheelbase 15ft 6in

1:76 SCALE

Length (over buffers) 268mm
 Height 52mm
 Width 36mm
 Wheel diameter 20mm
 Bogie wheelbase 62mm

MODEL

Length (over buffers) 268mm
 Height 52mm
 Width 36mm
 Wheel diameter 20mm
 Bogie wheelbase 62mm

ELECTRICS

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

MECHANISM

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



Hornby 'TT:120' Class 66

◆ GAUGE 'TT:120' ◆ MODEL Hornby Class 66 • TT3017M 66097 DB Schenker red • TT3018M 66779 *Evening Star* GBRf retro green

◆ PRICE £159.99 (DCC-ready), £214.99 (DCC sound) ◆ AVAILABILITY Selected Hornby stockists Web www.hornby.com

Anounced at the outset of Hornby's excursion into 'TT:120', the Class 66 has been eagerly awaited by modellers with a penchant for the post-privatisation era.

Five versions have been produced so far, covering the Class 66/0, 66/7 and 66/8 sub-classes, across DB, Colas and various GB Railfreight colour

schemes, with each being available with or without DCC sound.

For this review, Hornby kindly supplied us with Class 66/0 66097 in DB Schenker red and GB Railfreight's '66/7' 66779 *Evening Star* in retro BR locomotive green. Also arriving, just before the issue went to press – and not illustrated here – was Colas Rail Freight 66850

David Maidment OBE, equipped with a HM7000 TXS sound decoder (more of which later).

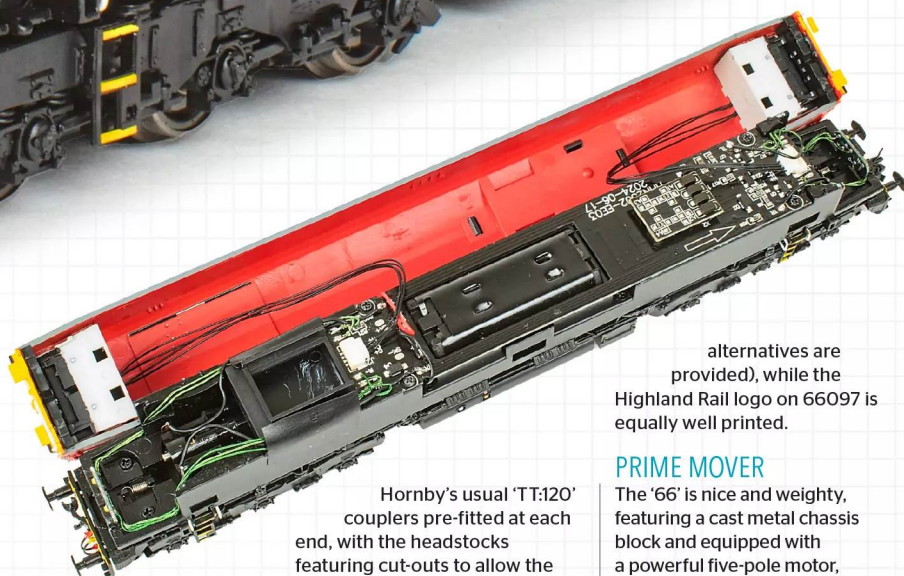
LOOKING THE PART

Overall, the look of each '66' is convincing, with the key prototype dimensions scaled faithfully. The various profiles of the bodysell, including the 'peaked' roof, look right and the corrugated side panels, grilles,

recesses and seams are all nicely rendered. The exhaust unit is a separately fitted unit, as is the roof grille, while lots of separately installed detail parts adorn the body, chassis and bogies, including fine wire handrails.

Details specific to each sub-class have been well observed, with 66097 sporting a set of side mirrors, plus original-pattern light clusters,





swing knuckle couplers and manual release levers (with some of the tie-down rings removed), plus small cabside vents and three-piece cab windows.

Replicating the later Class 66/7, 66779 features larger bodyside and rooftop radiator grilles, two-piece cab windows, revised light clusters, larger sandboxes, smaller fuel tank and additional engine room access door on one side, with attendant footsteps.

A few minor issues were discerned. The side grilles at the cooler group ends of the '66/O', look to be a smidgen too tall, and there's also a suspicion that the light clusters are oversized, albeit by only a fraction. That said, each of the models still look very much like the real thing when viewed from every angle.

Each model comes with

Hornby's usual 'TT:120' couplers pre-fitted at each end, with the headstocks featuring cut-outs to allow the sprung close-coupler units to pivot. Alternatively, replacement headstocks are provided and are a simple push fit into the chassis frame after removing the auto couplers from their NEM pockets. For some reason the fit of these replacement headstocks, which incorporate the buffers and pre-installed air brake hoses (and swing buckeye couplers on the DB version) is not perfect, resulting in pronounced gaps on one or both sides. I'm sure a little fettling will solve the problem.

In terms of decoration, each of our samples is finished to a high standard, with accurate paint shades and clean separation between colours. There's a little bit of fuzziness around the yellow panels and tie-down brackets on 66779 and the orange of the multiple working sockets is too pale. The orange and black lining on 66779 is excellent, as are the printed nameplates (etched

alternatives are provided), while the Highland Rail logo on 66097 is equally well printed.

PRIME MOVER

The '66' is nice and weighty, featuring a cast metal chassis block and equipped with a powerful five-pole motor, mounted centrally and driving all six axles via twin flywheels, cardan shafts and gears. After running-in, the locomotives cruised quietly and effortlessly around the test track, with an impressive haulage capability, tackling a mix of passenger and freight stock. The detailed bogies rotate freely, and the close-coupling units do their thing without fuss.

Small apertures are provided on the underside of the bogies to permit oiling of the gears, although an excess of lubricant had seeped onto the frames on each of our samples. This was wiped away with a soft dry cloth before testing, and the problem has not reoccurred.

The lighting units work well, and I was impressed by the tailoring of the LEDs to suit each prototype, with a warmer glow to the '66/O' and a whiter light emitted from the '66/7', as per the real things. ➤

3 things we like



1

Alternative headstocks to allow use of standard 'TT:120' close-coupler units or a more authentic appearance.



2

Decoration is to a high standard. Choice of 66097 is a good one, with BR-style Highland Rail logo.



3

Body and chassis feature plenty of separately applied detail parts.

Hornby 'TT:120' Class 66 - in detail



Factfile: Class 66

In the early years of privatisation, many of British Rail's aging diesel locomotives were ready for retirement. Accordingly, the UK's biggest freight operator, US-based Wisconsin Central, looked back across the Atlantic for a solution.

Following the success of the General Motors/Electro Motive Division Class 59, ordered by Foster Yeoman in the 1980s for use on Mendip stone traffic, Wisconsin Central saw a design that was already certified for use in the UK. A fleet of 250 locomotives was built at EMD's London, Ontario works and shipped from Canada to the UK between 1998-2001, emblazoned in the red/gold livery of Wisconsin Central, which had branded its UK operation as English, Welsh & Scottish Railways (EWS).

Although the Class 66 looked outwardly similar to the Class 59, the new design differed markedly in terms of power and control equipment. Able to haul virtually any type of train to virtually every corner of Britain's rail network, and displaying impressive reliability figures, other UK freight operators soon took notice, with EMD subsequently building bespoke fleets with various power and gearing options to suit specific traffic demands. Thus, within a decade the '66s' had revolutionised the UK rail scene, working for operators including Freightliner, Direct Rail Services, GB Railfreight, Fastline, Advenza and Colas.

With the purchase of EWS by Deutsche Bahn (now DB Cargo), the original Class 66/0 fleet has undergone a protracted refurbishment and repainting process, while a drop in traffic has seen the German state operator selling off numerous examples. DB has also recently been re-gearing a number of Class 66/0s to a similar specification as Freightliner Heavy Haul's '66/6' fleet, to compensate for the withdrawal of DB's remaining Class 60s.

Having become the dominant freight locomotive in the UK, many Class 66s have migrated across the Channel to work in Europe, while others have come the other way, as locomotives built for Continental operators have been acquired and converted to UK standards by GB Railfreight in recent years.

The hundreds of Class 66s at work in the UK have worn a veritable rainbow of liveries over the years, as operators have changed their corporate identities, while colourful advertising or heritage-style schemes have also abounded. Despite many examples having been in traffic for over a quarter of a century, there's no sign that the Class 66s will not be around for decades to come.



1: DB Cargo's Class 66/0 66192 banks a loaded limestone train up the gradient at Peak Forest in April 2024. GEORGE DENT



2: Featuring revised LED light clusters, Freightliner Class 66/5 is stabled at Ipswich in June 2024. GEORGE DENT



3: Sporting the original (and short-lived) Europorte version of the GB Railfreight logo on the cab sides, 66779 *Evening Star* basks in the sunshine at Arcow Quarry in July 2016. PHIL METCALFE/ALAMY

All models feature a Next18 decoder socket, which is accessed by simply unclipping the bodyshell. Although I had limited time to assess the DCC sound-fitted version, the performance was excellent after running-in, with smooth slow-speed running. Loaded with a HM7000 Bluetooth-enabled decoder and a 15mm by 11mm 'sugar cube' speaker, the model broadcast a convincing array of sounds (akin to Hornby's 'OO' Class 66s), while also offering extra lighting functions, including cab interior illumination.

Hornby's '66' has been worth waiting for, with good looks, a quality finish and impressive performance. With limited rolling stock for modern image

enthusiasts, save for Hornby's IFA and KFA inter-modals and Revolution's forthcoming JNA/ MMA open wagons, there's not much for the '66s' to haul just yet, especially in the liveries

produced so far. An EWS red/gold '66' would have suited Hornby's 'TT:120' TTA tanks and HAA hoppers, so hopefully one of these will follow at some point, especially as there

are plenty of prototypes still carrying these colours.

The '66s' certainly show the great potential of this scale, and an admirable commitment on Hornby's part to continue to improve the standard of models being added to the 'TT:120' roster. It bodes well for the forthcoming Class 37! (GD)



SUMMARY

OVERVIEW

Manufacturer: Hornby
Ref. No. TT3017M/TT3018M/TT3019TXSM
Unit Nos. 66097, 66779, 66850
Scale/gauge: 1:120 scale, TT:120 gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 203g
Min. curve radius: 310mm (second radius)
Wheel back-to-back: 10.2mm

DIMENSIONS

	PROTOTYPE	1:120 SCALE	MODEL
Length (over buffers)	70ft ½in	178mm	180mm
Height	12ft 10in	32.6mm	33mm
Width	8ft 8¼in	22.1mm	22.7mm
Wheel diameter	3ft 6in	8.9mm	8.9mm
Bogie wheelbase	13ft 7in	34.5mm	34.5mm

SERVICING

How to dismantle: Body unclips from chassis
Where to oil: Axles - see instructions

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: five-pole, skew wound
Lights: Directional head/tail lamps
DCC-ready? Next18 socket

MECHANISM

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

SUMMARY

PROS

- Overall looks and character.
- Impressive level of detail.
- Build quality and finish.
- Runs well, plenty of haulage power.

CONS

- Some minor dimensional issues.
- Fit of replacement headstocks not perfect.

FINAL VERDICT

Excellent. Hornby's 'TT:120' locomotives get better and better.





Rapido Trains UK GNR Stirling 'Single' 4-2-2 (1938 condition)

◆ GAUGE 'OO' ◆ MODEL Rapido Trains UK 947001 GNR Stirling 'Single' 4-2-2 No. 1, GNR green (1938 condition) ◆ PRICE £249.95 (DCC-ready)

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

Rapido Trains' museum-quality model of Stirling 'Single' No. 1 first appeared in 2018, being produced with the aid of the National Railway Museum and based on the real locomotive's current condition. That meant that the locomotive was coupled to a larger, more original tender that had been restored from a derelict hulk in 2014.

However, for 80-odd years prior to that, No. 1 had been paired with a smaller (and inauthentic) Sturrock tender, so this is how many enthusiasts remember the prototype,

especially as it was brought back to operational condition several times during that period, the most recent being in the 1980s.

With a potential market of enthusiasts preferring this earlier preserved condition, Rapido has created an all-new tooling for the smaller tender, while also updating a few elements of the locomotive. Available in DCC-ready and DCC sound formats, No. 1 is also being re-offered in 'Museum Condition', with the more authentic larger tender (see page 14), although these are available exclusively from Locomotion Models (www.locomotionmodels.com).

Here though, we'll concentrate on the post-1930s version, with the newly tooled tender displaying an impressive level of detail. Like the locomotive, extensive use of die-cast metal provides plenty of weight, as well as a more refined appearance and feel. The large cut-outs in the side frames allow the brake gear and rigging to be admired and all three axles rotate freely, with power collected from each wheel via the pinpoint bearings.

Separately fitted lamp brackets, wire handrails, handbrake standard and coal door handles add finesse, and

there's a modest coal load cast integrally into the bodysell. Sprung buffers and flexible guard irons adorn the rear headstock, the latter being resistant to the odd bump from handling.

Within the tender sits a 21pin decoder interface, plus speakers are factory-fitted to all models. A clip-together 8-pin connector joins the locomotive and tender and it's notable that the fall plate profile has been tweaked to provide clearance for this different tender design.

As before, the locomotive is exquisitely rendered and the cast metal boiler, cab and running



“Extensive use of die-cast metal provides plenty of weight, as well as a more refined appearance and feel”

plate maintain a sense of quality. Also unchanged is the drive unit, which powers not only the large single set of driving wheels, but also the trailing axle, via a set of precision gears. Power is collected from all but the bogie wheels. A set of optional front splashers is provided, designed to be screwed into holes behind the cylinders. While they will impair the rotation of the bogie, there is some leeway available to allow varying degrees of movement. Fully lined out to match the rest of the livery, they certainly look good once in place, but experimentation is needed to see if your layout's curves will accommodate them. Also supplied in the detail bag is a set of cosmetic screw couplings and safety chains, plus vacuum brake hoses.

Rapido states that a few improvements have been made to the livery application of these new versions, thanks to recent technological advances. It's certainly one of the best-looking 'OO' steam models I've encountered so far, with deep lustre to the green livery and the lining is flawless throughout. The metallic paint shades of the gold lettering and bright steel/brass work looks highly convincing. Indeed, I love the inclusion of brass elements to the coupling rods and crossheads.

On the rails, our sample ran beautifully, especially after the prescribed running-in period, and the locomotive negotiated

curves and crossings on the test track without any problems.

It's great to see Patrick Stirling's masterpiece now being offered in the form that many of us remember it, even if the tender is not authentic to the 'Singles' during their original Great Northern Railway condition. With the prototype never having steamed in its current preserved condition, this version offers a more viable model in terms of operational possibilities.

Like the original release, these are true museum-quality models, in terms of detail and finish, so they carry a premium price tag. But for what you're getting, it's hard to quibble. **(GD)**



3 things we like



1

All-new tender tooling replicates No. 1 as it appeared for over 80 years in preservation, during which it was steamed on the main line and heritage railways.



2

Paint finish and lining is superb throughout.



3

Detailed cab interior and easy-to-operate loco-tender electrical coupling.

SUMMARY

PROS

- Looks and fidelity.
- First-class finish.
- Runs beautifully.
- More recognisable condition for many enthusiasts.

CONS

- Nothing.

FINAL VERDICT

Absolutely stunning.

Hornby Class 802/2 TPE 'Nova 1'

◆ GAUGE 'OO' ◆ MODEL Hornby R3908 Class 802/2 TPE 'Nova 1' five-car unit ◆ PRICE £549.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

From a commuter's point of view, TransPennine Express (TPE) rank pretty low in terms of reliability (I speak from years of bitter experience), but its trains at least carry some of the most striking liveries of the contemporary scene. Despite operating solely across the

north of England, with tentacles reaching up to Glasgow and Edinburgh, TPE trains have proven popular with model railway enthusiasts, with Dapol's Class 68s and Accurascale's Mk 5 coach packs selling well in recent years.

Hornby announced its intention to join the TPE party back in 2022, but the

development of the Class 802/2 'Nova 1' five-car unit has been dogged by delays. Happily, the models are now here and will soon be joined by the Lumo Class 803 set.

TPE's first 'Nova 1' bi-mode units entered traffic in late 2019, with 19 sets eventually built by Hitachi, destined for use on Liverpool/Manchester to Newcastle and Edinburgh services. Operating on electric power while 'under the wires', the onboard diesel generator units kick into action during those sections either side of the Pennines where electrification has yet to be completed. With the recent – and

controversial – withdrawal of the Class 68/Mk 5 sets, 'Nova 1' units now also operate services to Scarborough.

The specification has been enhanced somewhat since the model's initial launch. Now featuring a 21pin DCC interface in each power car, easily accessed via removable lower panels, while the interior and exterior lighting also boasts flicker-free circuitry, which makes for a much more authentic experience when the train is running.

The main distinguishing feature of the TPE Class 802/2 compared to other operators' units is the blanking-out of just two of the windows in the First class driving car. However, the interior moulding has not been modified to include the extra seating, with part of the drive unit's flywheel and mounting bracket visible through the





tinted glazing. It's not obvious, however, especially when the train is in motion.

And as for the striking TPE livery, Hornby has done a superb job of replicating the various colours, stripes and graphics, including the graduations in tone. The blue and purple shades look to be a very close match to the real thing and the overall sheen is redolent of a vinyl coating, which forms the livery on the prototype. Indeed, it appears that the power cars have been treated with large decals, which have been trimmed around the protruding CCTV camera pods, cab door recesses and other detail relief. If these decals are applied by hand in the factory, it must be a demanding task for staff and probably explains the premium pricing of this train pack, as well as the

“There's plenty of mass in the powered car to provide traction for the full rake”

delay in it reaching the market.

Additionally, all of the small logos, numbers and information panels – of which there are many on each individual car – are printed crisply and are fully legible. Hornby's model represents 802203 on an Edinburgh-bound service, running north of the border, with the information screens announcing the next calling points as Reston and Dunbar.

The rest of the model's specification tallies with Hornby's previous releases in the Class 800 family (see the most recent review in MR302), with a powerful five-pole skew-wound motor powering both bogies of the First class driving car, with a pair of flywheels smoothing the output. There are no fiddly power connectors between cars, making it easy to couple-up the full unit on the rails, and performance of our sample was impressive from the get-go.

There's plenty of mass in the

powered car (491g) to provide traction for the full rake, with running equally good in either direction and, as already mentioned, the lighting works well. The plastic pantographs are posable but un-sprung.

There has been chatter regarding the pricing of this train pack but, given the superb level of decoration and equivalent price of a high-specification locomotive and four carriages, with working lights in each car, the cost is actually reasonable. I've noted a few retailers offering welcome discounts on the listed price, so shopping around is recommended.

For modellers of the current scene who want something eye-catching for their layouts, regardless of whether they're modelling an electrified route, the bi-mode TPE 'Nova 1' definitely fits the bill. It's certainly, in my humble opinion, the best of the Class 800 family released in model form thus far. (GD)



3 things we like



1

Excellent re-creation of the striking TPE livery throughout the five-car set.



2

No fiddly power connectors between cars, just a simple close-coupling system that works well.



3

Easy access to the 21 pin DCC sockets and speaker mounts by unscrewing base of each power car.

SUMMARY



PROS

- Overall looks and detail.
- Impressive livery application.
- Performance.
- Improved lighting.

CONS

- Visible flywheel/missing interior section.



FINAL VERDICT

Fabulous.





Accurascale BR 16ton mineral wagons

◆ GAUGE 'OO' ◆ MODEL Accurascale ◆ ACC1024 BR Dia. 1/108 16ton mineral wagons Pack D ◆ ACC1071 BR Dia. 1/108 16ton mineral wagons Pack R

◆ PRICE £74.95 per triple-pack ◆ AVAILABILITY Accurascale stockists Web www.accurascale.com

Based on vehicles built speculatively by private contractors during the inter-war period – and others built for the Ministry of Transport during the Second World War – British Railways eventually amassed a fleet of over 220,000 16ton steel-bodied mineral wagons by 1959.

Designed to offer greater capacity and longer service life over the prevailing timber-bodied vehicles, the 16ton minerals shared a common 9ft wheelbase steel chassis and a body featuring hinged side and end doors. However, elements of the design evolved, leading to differences in brake gear, buffers, and either riveted, welded or pressed steel

doors. Some also boasted bottom discharge doors and later batches received vacuum brake equipment.

The humble 16ton mineral wagons could be seen across the entire British network from the 1950s until the mid-1980s, making them one of the most ubiquitous items of rolling stock and an essential addition to any layout set during that period.

Accordingly, a manufacturer looking to represent these wagons faithfully is not only blessed with a large potential market, but also with the prospect of catering for countless detail variations.

After producing various key mineral wagons over the years, Accurascale announced its plans for the 16-tonners in autumn 2023 and the first production batch landed in the UK at the turn





of the year. This initial batch concentrates on the Dia. 1/108 (welded body) and 1/109 (riveted body) types, featuring Morton hand brakes, fitted to one side of the wagon only. Twenty different triple-wagon packs have been produced, with a range of pre- and post-TOPS-era BR markings, plus various private owner schemes, including the National Coal Board, plus the delightfully named POO soda ash wagons, complete with tarpaulin covers, in ICI livery.

For review, we received a trio of wagons in late 1960s/early 1970s BR livery, plus a pack of NCB-branded wagons, all of which portray the Dia. 1/108 design, albeit with numerous small detail variations across the six vehicles.

HEAVY METAL

The wagon bodysells are rendered in plastic, with the main side doors, top flaps and the hinged section of the end door all being separate mouldings. As a result, there's a hairline gap around these components, visible especially from the interior, which adds to the realism. The definition in the strapping, hinge and latch detail is excellent and there's a pair of fine wire grab handles fitted to the end doors.

Featuring a die-cast metal underframe, giving the wagons a pleasing degree of heft (37g each), the plastic axleguards are enhanced with crisply moulded axlebox and spring detail. The three-hole disc wheels rotate freely, aided by the installation of brass pinpoint bearings, which have received a tiny amount of



light oil in the factory. Thus, our samples ran extremely smoothly under test.

The simple brake gear is impressively captured, with split rods and fine wire safety loops, while there's a mix of solid and pressed steel handbrake levers across the six samples. The eagle-eyed will also notice two different types of sprung buffers and the tension lock couplers are pre-mounted into flexible NEM mounts, allowing a degree of sideways play. An alternative set of longer tension locks is also provided, should your layout feature extremely tight curves, while sets of three-link and Instanter couplings are included for a more prototypical appearance.

The paint finish is excellent on the BR and NCB wagons.

Interestingly, one of the BR vehicles carries bauxite livery, which was usually reserved for vacuum-braked stock, but was occasionally applied on unfitted vehicles, presumably in error. The lettering and number panels are all neatly printed and legible, including the builder's plates on the solebars which display the correct builder, date and lot numbers for each prototype.

These wagons are excellent in all regards and, although the 16ton mineral has been produced in RTR form before, there has seldom been enough of them on the market to satisfy demand. The fact that these new models provide a superior level of detail is a bonus and, by all accounts, they've been selling fast. And it's great to know that more variants are currently under development. (GD)

3 things we like



1

Top-notch paint finish and crisply printed legends.



2

Doors are separate inserts, with excellent hinge and latch detail.



3

Underframe and brake detail is impressive.

SUMMARY

PROS

- Looks and prototype fidelity.
- Impressive attention to detail.
- Excellent finish.
- Smooth runners.

CONS

- Nothing.

FINAL VERDICT

Fabulous model of a once-ubiquitous wagon.



Darstaed K-Type Pullman cars

◆ GAUGE 'O' ◆ MODEL Darstaed All-steel K-Type Pullman cars • D25-01G Kitchen First *Evadne* • D25-03C Parlour First *Eunice* • D25-05A Brake Third No. 77

◆ PRICE £399.00 each ◆ AVAILABILITY Ellis Clark Trains Web www.ellisclarktrains.com

The first batch of Darstaed's eagerly awaited 'O' gauge K-Type Pullman cars arrived in to stock recently. Produced exclusively for Ellis Clark Trains, the Skipton-based retailer kindly loaned us a trio of models for review.

It portrays an all-steel design, built by Metropolitan Carriage, Wagon and Finance Company, which debuted in the summer of 1928 on the LNER's prestige services, with further vehicles being built for use on GWR and Southern routes.

Darstaed's first batch consists

of First and Third class Kitchen and Parlour cars, plus Brake Thirds, each available in a choice of numbered or named identities. Under review, we have Kitchen First *Evadne*, Parlour First *Eunice* and Brake Third No. 77.

The models are very reasonably priced for RTR 'O' gauge, especially given the build quality, finish and level of detail. Significant discounts are available when buying three or more cars and various multi-car packs are available to cater for specific named trains, including the 'Bournemouth Belle' and 'Ocean Liner Express'.

Construction features a blend of materials, with etched brass sides fixed to a moulded plastic superstructure which, in turn, fits onto a stout plastic underframe. As a result, the sides feature subtle beading detail, while the plastic roofs are enhanced by sharply rendered rivet strips and separately fitted ventilators. Water filler pipes and handrails are formed from fine wire and there are plenty of other fine details, such as lamp brackets and footsteps. Below the floor there are battery and equipment boxes, brake cylinders, tanks and actuating gear, plus dynamos

(but no rendition of drive belts).

The bogie frames appear to be die-cast metal and feature a wealth of detail on the exterior frames, plus refined suspension and brake gear. Each axle is compensated, and the bogies feature plenty of vertical and rotational movement, allowing the stock to run extremely well, even over crossings and uneven trackwork, negotiating second radius curves without any issues.

Sprung metal knuckle couplers are pre-installed, with a drophead unit fitted to the brake end of the Brake Third, to allow the use of scale screwlink couplings. All





“All partitions feature glazed or panelled doors and depictions of the various wood veneer patterns and decorative marquetry”

buffers are in the retracted position, but it looks like they can be extended where necessary, while the gangway bellows are sprung and flexible enough to allow the cars to traverse reverse curves.

Exterior decoration is superb, with the umber and cream elements applied flawlessly, with a satin sheen. The lining, Pullman crests and lettering are exquisite, while the builder's plates below each door are fully legible.

The large windows are glazed with super-clear plastic, allowing the detailed interiors to be admired. The tables are moulded to suggest white linen covers and printed paper overlays are fixed to the seats and floors to represent the ornately patterned upholstery and carpets.

Printed curtains feature subtle shading to mimic tiebacks and folds in the fabric and the table lamps consist of brass rod stems and decorative plastic shades. All partitions feature glazed or panelled doors and depictions of the various wood veneer patterns and decorative marquetry. The guard's compartment of the Brake Third

is not overlooked, with a handbrake wheel and ledger visible through the window.

Interior lighting is provided, with roof lights and table lamps emitting a soft, warm glow. The brake car also sports a working tail lamp and power is collected from the rails via wiper pickups bearing on the rear of each wheel. There's very little perceptible drag, aided by the presence of roller axle bearings.

Access to the interiors is possible by removing the roofs (instructions are provided) and the detail bag provides printed plates and cutlery for the tables. Gangway covers, bufferbeam hoses and blank nameboards are also provided with each coach. Painted nameboards are available separately, with a choice of named trains, at £3.00 per pair.

These are superb coaches, capturing the prototype vehicles well and offering an impressive level of detail without feeling overly complex or fiddly. The interiors are fabulous and will be enhanced further with a host of well-heeled travellers and uniformed staff. A further batch of Pullman cars is also in



development and available to pre-order, including preserved prototypes and un-numbered/un-named cars to allow for easy customisation. (GD)

SUMMARY

PROS

- Looks and fidelity.
- Fabulous interior detail.
- Top notch finish.
- Smooth runners.
- Great value.

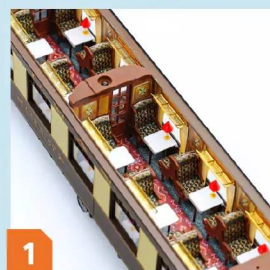
CONS

- Not a lot.

FINAL VERDICT

Fantastic!

3 things we like



1

Interior detail, featuring patterned fabrics, carpets, curtains and partitions adorned with marquetry.



2

Interior lights and illuminated table lamps bring the model to life.



3

Detailed underframe and bogies, equipped with roller axle bearings.



Accurascale BR Mk 1 Suburban stock

◆ GAUGE 'OO' ◆ MODELS Accurascale • ACC2353 BR Mk 1 BS M43361 • ACC2347 BR Mk 1 BTE43113 non-gangway coaches, carmine red
◆ PRICE £74.95 each ◆ AVAILABILITY Accurascale stockists Web www.accurascale.com

The first of Accurascale's BR Mk 1 57ft non-gangwayed coaches arrived last autumn, carrying the rather austere Rail blue livery. A more vibrant version is now with us, thanks to the delivery of carmine red coaches, a livery that was applied to these vehicles from new.

With each of the main vehicle types being manufactured by Accurascale, we received a pair of Standard class brake coaches for review, namely Eastern region BT E43113 (built at York in 1954) with KINGS CROSS INNER SUB lettering at each end, along with London Midland region BS M43361 (built Derby

1955) with METROGAUGE legends, denoting suburban services out of St Pancras.

Without repeating too much of our original review of Accurascale's Mk 1 'Subs' (see MR333), these carmine versions feature the same superbly detailed bodysells and chassis, plus fully appointed interiors with correct seat colours, etched luggage racks and framed pictures and mirrors on the cream walls.

The guard's compartment is worthy of note, as the roof periscopes - blanked off on the Rail blue versions - are very much in use on these original condition vehicles. Indeed,

panels of clear glazing have been fitted into the raised cowlings, which is a small but important detail.

Inside, the guard's bucket seat is present, along with a ledger, noticeboard, handbrake, heating controls and emergency gear.

All this interior detail can be admired thanks to the lighting units, complete with 'stay alive' circuitry, taking power from the low-friction axle bearings, with removable roofs permitting easy access and magnetic wands switching lighting on or off. Both our samples ran extremely well and build quality is excellent, with the crystal-clear glazing neatly fitted and all detail fittings securely and accurately installed.

As for the paintwork, the rich shade of crimson looks spot-on to my eyes, and it's great to see that the numbers and



lettering on each side is outlined in black, as it should be. The black rubber doorstops are another nice touch.

Despite the humdrum nature of the prototypes, these models are glorious. The carmine livery caters for the BR steam and early diesel era of the mid-1950s to the early '60s, with BR maroon versions due next, with delivery expected later in the year. (GD)



SUMMARY

PROS

- Looks.
- Prototype fidelity.
- Detailed body and chassis.
- Interior detail and lighting.
- Lovely finish.

CONS

- Nothing.

FINAL VERDICT

Superb.

Heljan 35ton Class B tanks

◆ GAUGE 'OO' ◆ MODEL Heljan 1114 35ton Class B tank wagons, Regent Oil, four-pack
 PRICE £109.00 ◆ AVAILABILITY Heljan stockists Web www.heljan.co.uk



Heljan answered many a prayer when it released its 'OO' model of the 35ton Class A/B

tank wagons in 2017. The enduring Airfix plastic kit (still available in the Dapol range) had been the only source of these groundbreaking vehicles until that point. Introduced in the 1950s - and operating into the 1980s - these tank wagons offered a marked improvement over previous designs and paved the way for the huge fleet of TTAs that transformed oil traffic on Britain's railways from the late 1960s.

Heljan has once again listened to the call from modellers by producing another run of tank wagons, this time offering them in quartets of individually numbered wagons in matching liveries. Both Class A and Class B

variants are covered, along with a set in molasses traffic. There's also an individual wagon pack, depicting a single wagon in ICI's blue/orange livery.

A set of Regent Oil tanks was received for review, with the models attractively packaged within a generously foam-lined lift-top box. As per the earlier production run, the wagons feature open-framed chassis, as per the real thing, with twin vacuum cylinders, brake rigging and discharge pipework slung under the frames. The metal wheels feature a refined flange profile and, although they were a little squeaky to begin with, a drop of light model oil into the



axle bearings soon had the wagons running sweetly.

The tank barrels feature a pleasing depth to the panel seams and the finely etched walkways and moulded plastic ladders add finesse. Sprung Oleo buffers are installed, with the polished shafts replicated by discreet use of metallic silver paint - a nice touch. Lamp brackets and vacuum hoses also adorn the headstocks. Finished to a high standard, the Regent logos and various number and information panels, plus builder's plates, are all printed neatly.

It's great to see these wagons return and the four-wagon packs offer good value and convenience. Heljan has also produced sets of wagons exclusively for Irish Railway

Models, replicating a fleet of tanks purchased by CIÉ for use in Ireland, complete with extra saddle supports and appropriate livery (see www.irishrailwaymodels.com). (GD)

SUMMARY

PROS

- Looks.
- Run smoothly.
- Attractively packaged.
- Popular, useful prototype.

CONS

- Not a lot.

FINAL VERDICT

Welcome return of an excellent model.





Hornby GWR 'King' 4-6-0



◆ GAUGE 'OO' ◆ MODEL Hornby R30364 GWR 'King' 4-6-0 No. 6009 *King Charles II*, BR green late crest

◆ PRICE £249.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

Hornby's GWR 'King' 4-6-0 has made a return to Hornby's 'OO' range after a few years out of production, with two versions now available. In Great Western green and sporting a single chimney and original pattern steam pipes is No. 6029 *King Stephen*, while our review model caters for the BR era, in the form of No. 6009 *King Charles II*.

A former winner in *Model Rail*'s Model of the Year awards, Hornby's 'King' tooling dates from 2016 and it still makes for a striking model almost a decade later, capturing the majesty (pardon the pun) of the real thing admirably. This version is portrayed in lined BR green with late crests and correctly features a double chimney (which the prototype received in 1956) and revised steam pipes, in which

condition No. 6009 saw out its career, being withdrawn in September 1962.

During its hiatus from the catalogue, Hornby has taken the opportunity to upgrade the DCC provision of the 'King' from the original 8pin interface to a 21pin socket. Adequate space has been provided to allow for Hornby's HM7000 Bluetooth-enabled decoder to be installed if desired, and there's a suitable housing provided for a speaker, all located within the tender.

The adjustable bar-type loco-tender coupler remains, with a four-cable plug and socket transferring power between the two vehicles, and power collection from all but the bogie wheels.

The drive unit is unaltered, with the same powerful five-pole motor driving the centre coupled axle and providing super-smooth

operation, while the die-cast metal front bogie unit holds the 'road' well. Indeed, our sample ran supremely well straight from the box.

The level of decoration is impressive, with clean colour separation throughout, including the copper-capped chimney, while all lining and livery elements have been printed immaculately. An 81A (Old Oak Common) shed plate adorns the smokebox door and a set of optional 'etched' cab-side number plates are provided in the detail bag, along with brake rigging for locomotive and tender, a set of cylinder drainpipes and a spare tension lock coupler for the front end.

Cab glazing is neatly installed, and the interior is nicely detailed, although the hinged fall plate on our sample was stuck in the raised position. Other than that,

the model has been assembled to a very high standard.

Another model from Hornby's recent past to gain a DCC-centred update, the 'King' is sure to remain a popular member of the range for a while yet. (GD)

SUMMARY

PROS

- Looks the part.
- First class finish.
- Runs superbly.
- Upgraded DCC provision.

CONS

- Not a lot.

FINAL VERDICT

Majestic!





Hattons Genesis coaches

◆ GAUGE 'OO' ◆ MODEL Hattons Originals Genesis six-wheel coaches H4-46Pack-1501 triple-pack, NCB blue

◆ PRICE £149.95 triple-pack ◆ AVAILABILITY Rails of Sheffield Web www.railsofsheffield.com

First released in 2022, the Hattons Genesis range of four and six-wheel coaches went down a storm with modellers. With the vast array of livery options and an impressive detail specification, they certainly filled a gap in the market, especially as Hornby's take on the same theme arrived around the same time, yet both ranges proved a success.

Hattons announced a second production batch not long before the sad demise of the Merseyside retailer, with Rails of Sheffield taking over the project. Pre-orders had been healthy for these new versions, which included many liveries being offered for the first time, including CIÉ green (early and later shades), plus several pre-Grouping, 'Big Four' and BR-era schemes.

I made the mistake of not pre-ordering the Irish coaches that I really wanted, which sold

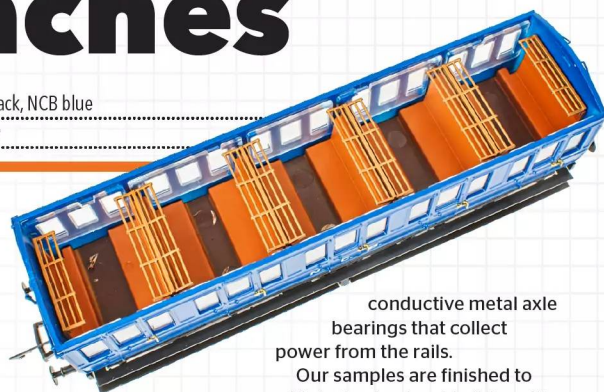
out immediately upon arriving into stock in early January, so my second choice was a handsome triple-pack of blue six-wheel National Coal Board carriages. All of the livery options were offered in single packs (£49.95 each), triple (£149.95) or four-packs (£199.95) and, as this issue neared completion, many had already sold out.

We reviewed the Genesis range in detail back in the November 2022 issue (MR306), so there's little extra to add in terms of specification, with seven different vehicle types catered for, atop four or six-wheeled chassis. The designs are generic, rather than slavish copies, encapsulating key proportions and features of the once-ubiquitous carriage types created during the Victorian and Edwardian eras, with examples lingering into the British Railways and preservation eras.

This particular pack depicts

a fictional miner's train operated by the National Coal Board, placing it in the post-war era, and consists of two Third class compartment cars and a Third class brake vehicle. The handsome shade of blue has a deep lustre and semi-gloss sheen, with white lettering and each car numbered individually. The door furniture consists of separately fitted detail parts, while lamp brackets, brake hoses, footsteps and emergency brake gear give the bodysell a striking appearance.

These coaches feature gas lighting, with appropriate rooftop mantles, pipework and cylinder tanks below the floor (other versions feature parts to represent electric lighting), plus vacuum brake equipment. The carriage roofs are easy to unclip, providing access to the detailed interiors, complete with overhead luggage racks. Instead of the pre-installed lighting of the first batch, optional drop-in lighting units are available separately, with sprung contacts to link with the



conductive metal axle bearings that collect power from the rails.

Our samples are finished to a high standard and build quality is excellent, save for a few loose parts and a poorly installed bearing on the brake carriage. A few minutes of remedial work saw the full rake running smoothly on my layout.

It's great to see this second run of Genesis coaches finally reaching the market. Will it be the last I wonder, or will the team at Rails commission more versions? It certainly appears that sufficient demand is there, so may I enter a plea for more Irish versions next time, please? (GD)

SUMMARY

PROS

- Excellent level of detail and finish.
- Authentic feel.
- Run well.
- Detailed interiors.

CONS

- Not a lot.

FINAL VERDICT

Excellent.



Kernow Model Rail Centre LBSC 'Open A' wagons

◆ **GAUGE** 'OO' ◆ **MODEL** Kernow Model Rail Centre • SB009F LBSC Dia. 1369 five-plank open, SR brown • SB009Q LBSC Dia. 1364 five-plank open, SR brown

◆ **PRICE** £32.99 each ◆ **AVAILABILITY** Kernow Model Rail Centre **Web** www.kernowmodelrailcentre.com

Kernow's latest exclusive 'OO' wagon release is the London, Brighton & South Coast Railway's 'Open A'. Thousands of these five-plank general merchandise open vehicles were built to Diagram 1369, by the LBSC and Southern Railways, between 1905-1926.

Built originally with curved ends and tarpaulin sheet rails, the design was tweaked slightly over the years, with variations to brake fittings and steel framing, while the post-1924 versions (Dia. 1364) featured square ends. Indeed, many of the original versions were subsequently modified to match.

While few survived into British

Railways ownership on the mainland, 450 examples were employed on the Isle of Wight well into the 1960s, with several examples surviving into preservation.

Kernow's tooling caters for numerous detail variations, and we received both a Dia. 1369 curved-end wagon, plus a later Dia. 1364 square-bodied version, both in SR brown. LBSC and BR liveries have also been produced.

The models capture the prototypes well, with an excellent level of detail moulded into the bodysheells (inside and out), while the underframes are refined and accurate. The metal, spoked wheels feature a fine profile and spin freely on their axles, and the



sprung buffers are a welcome bonus, as are the tiny chains dangling from the brake levers. Slimline tension locks are mounted in NEM pockets but sets of three-link scale couplers are also provided. The plastic sheet rail can be posed as desired, although it's easily dislodged and may benefit from a small spot of PVA glue at each end.

The paintwork is flawless, with the wagon's numbers repeated on the solebars, with all printing legible and opaque. The wagons are nicely weighted (19g each) and performed faultlessly on the test track.

This is another impressive

release from the Kernow team, with models reportedly selling fast, so grab them while you can. **(GD)**

SUMMARY

PROS

- Looks the part.
- Well-defined detail.
- Top-notch finish.
- Smooth running.

CONS

- Nothing.

FINAL VERDICT

Excellent.





Parkside LNER bulk grain wagon kit

◆ GAUGE 'OO' ◆ MODEL Parkside Model PC13 LNER Bulk Grain Wagon kit ◆ PRICE £18.95 ◆ AVAILABILITY Peco stockists Web www.peco-uk.com

These days, the arrival of an all-new 4mm scale wagon kit is a cause for celebration for those of us with a penchant for building rolling stock. The Parkside range of plastic kits had become something of an institution before Peco took ownership several years ago, and it's great to see new additions being added from time to time.

The latest new release actually replaces a much older kit of the same prototype, depicting the LNER's bulk grain wagon, which was based on a GWR design from the 1920s. Built in the 1930s, nearly 100 examples were put to work on bulk grain traffic, largely from the Port of Hull, as well as

barley traffic from Lincolnshire to various maltings in Scotland. Continuing in use well into the 1970s, the van-type wagon with lower discharge chute and rooftop loading hatches presents something a little different.

Parkside's kit features completely new toolings, with the injection-moulded parts being crisply rendered, with virtually no 'flash' or tool marks. Indeed, the use of modern tools and, seemingly, a different grade of plastic, gives the kit a very different feel to the longer established kits in the range.

Full instructions are provided and all of the parts fit together neatly. The kit includes a set of good quality metal three-hole

disc wheels and brass 'top hat' axle bearings, plus NEM-compatible coupler mounts for those wanting to employ tension locks, Kadees or other auto couplers.

A full set of brake gear adorns the underframe, with a length of plastic rod included to form the cross shaft, which is a welcome touch. The plank and strapping detail of the bodywork is very fine, and I was a little concerned about whether this would be tempered once a few coats of primer and paint had been applied. Happily, all was well, although the plastic employed on our sample kit did have a slightly coarse texture which was difficult to remedy completely without interfering with the surface detail.

Indeed, paint is the only element that isn't provided with the kit, as a generous sheet of waterslide decals helps to add the finishing touch, with LNER and BR era markings provided for several different vehicles. There are also individual numerals to ensure a long rake of wagons can be built without duplication.

My only other addition to the kit was a small strip of lead,

which was secured inside the body prior to attaching the roof. This extra mass helps the wagon perform reliably on the track.

Providing an enjoyable building, painting and weathering project, this new kit offers the chance to add an interesting prototype to your fleet, especially if modelling a region where grain was a regular commodity. A Scottish region layout springs to mind, especially if you have a distillery in the background! (GD)

SUMMARY

PROS

- Prototype fidelity.
- Easy to build.
- Good level of detail.
- Great value: wheels, bearings and decals provided.

CONS

- Slightly coarse surface texture on some parts.

FINAL VERDICT

Great stuff!



LMS/BR CLASS 11 0-6-0DE

CHOOSE FROM 15 VERSIONS

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

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

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

00
GAUGE



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



MR-505 BR 12043, black, BRITISH RAILWAYS lettering



MR-503 LMS 7120, pre-war black



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



MR-501 War Department 70271, olive green



MR-504 LMS 7128, post-war black



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

WEATHERED

BR/SR CLASS 12 0-6-0DE

00
GAUGE

FIVE VERSIONS UNDER DEVELOPMENT

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

Features: • NEM

coupler pockets • brass flywheel and high-reduction gears • working exterior lights (where appropriate) • cab interior lights • factory-fitted speaker • tooling allows for early and late BR versions.

COMING
SOON -
Expected
mid2025

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



Pristine models

£169.00

£152.10

Model Rail
subscribers
price





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



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

GO TO
WWW.MODELRAIL
OFFERS.CO.UK
TO SEE THE LATEST
SPECIAL OFFERS



➤ **MR-509** BR 12131, black, early crest,



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



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



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



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



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

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

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

**OUT
NOW**

Pristine models

£169.00

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Model Rail
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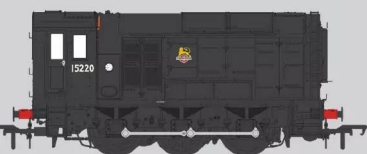
Weathered versions

£179.00

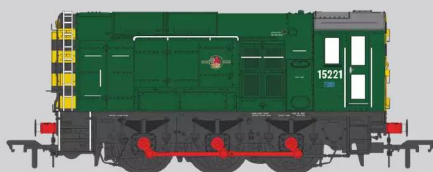
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Model Rail
subscribers
price

What's planned?

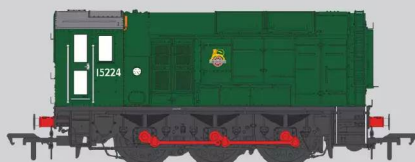
- ◆ MR-520 BR/SR Class 12, 15220,
BR black, early crest
- ◆ MR-521 BR/SR Class 12, 15224,
BR green, early crest
- ◆ MR-522 BR/SR Class 12, 15221,
BR green with 'wasp' stripes, late crest
- ◆ MR-523 BR/SR Class 12, 15212,
BR Rail blue with 'wasp' stripes
- ◆ MR-524 BR/SR Class 12, (ex-15231)
Tilcon blue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



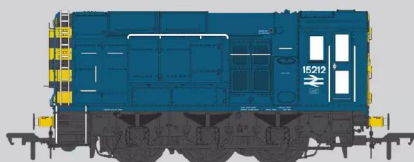
➤ **MR-520**



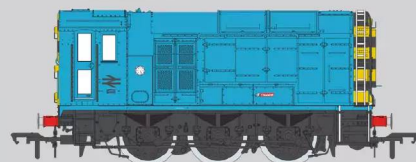
➤ **MR-522**



➤ **MR-521**



➤ **MR-523**



➤ **MR-524**

'16XX' 0-6-0PT

CHOOSE FROM 20 VERSIONS 00 GAUGE

Specification list

Made by:

Rapido Trains Inc.

Motor: Five-pole

DCC socket: Next18

Features: • Speaker fitted • firebox glow effect • NEM pockets

£149.00

£134.10 price for Model Rail subscribers



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OFFERS.CO.UK**
TO SEE THE LATEST
SPECIAL OFFERS

BR BLACK, EARLY CREST (PRISTINE)

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

LAST FEW

LOW STOCK

BR BLACK, EARLY CREST (WEATHERED)

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

BR BLACK, LATE CREST (PRISTINE)

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

BR BLACK, LATE CREST (WEATHERED)

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

'BUSBY' CHIMNEY

- ◆ MR-307A: BR black early crest, No. 1616
- ◆ MR-307B: BR black early crest, No. 1629
- ◆ MR-308: BR black early crest, No. 1661 (weathered)

NCB GREEN

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

PRESERVED GREEN

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



BR Class 26/1 26043

2647 BR Class 26/1 26043 in Rail blue with DCE stripes and Haymarket depot logos

ON SALE NOW!



Specification list

Made by: Heljan

Motor: Five pole

DCC socket: 21pin

Features: • Working head/tail and interior lights • NEM coupler pockets • optional snowploughs, air horn covers and footsteps.

£210.00

£189.00 price for Model Rail subscribers

Ruston 'PWM' 0-6-0DE

CHOOSE FROM EIGHT VERSIONS

00
GAUGE



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

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

LNER Sentinels - the latest batch

00
GAUGE



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



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



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



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

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

£99.00

£89.10 price for Model Rail subscribers

LNER 'J70'

00
GAUGE

SIX TO CHOOSE FROM

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

Features: • NEM coupler pockets • space for speaker • removable cowcatchers • etched worksplates

£127.50

£114.75 price for Model Rail subscribers



MR-203
No. 68225, BR early crest, 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

LOW STOCK

'USA' 0-6-0T

Specification list

Made by: Bachmann

Motor: Three-pole

DCC socket: Six-pin

Features: • NEM coupler pockets • prototype-specific cab, bunker, smokebox and footstep details

£124.95

£112.46
subscriber price

MR-101
No. 1968, USATC black



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

00
GAUGE

MR-111
£129.95

£116.95
price for Model Rail subscribers

ONLY 3 VERSIONS LEFT!

MR-107 No. 36,
National Coal Board black



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 • directional and interior lighting • sprung buffers • speaker mounts • includes optional snowploughs

£230.00 £207.00 price for Model Rail subscribers

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

What's available?

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

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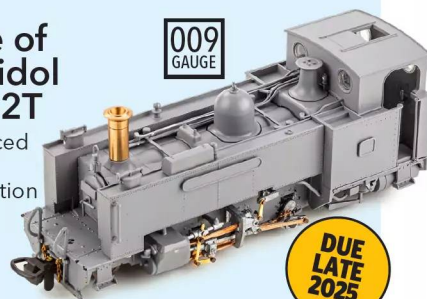


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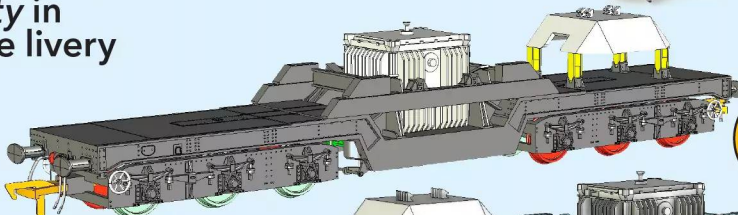


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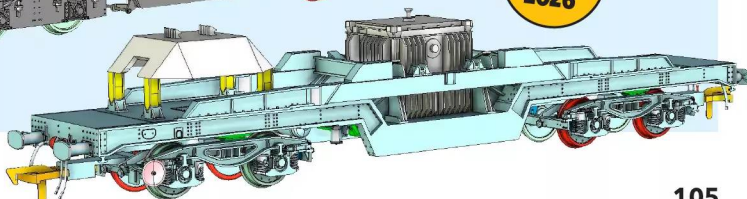
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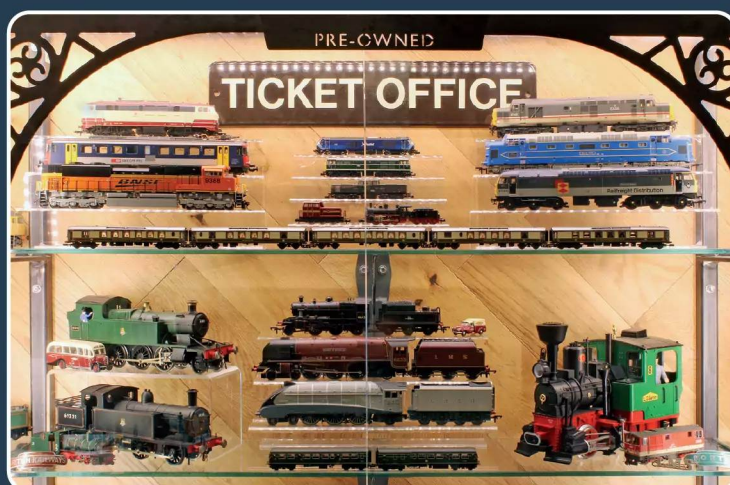
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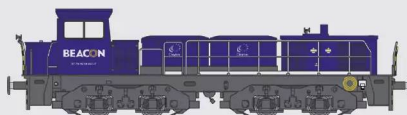
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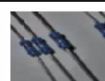
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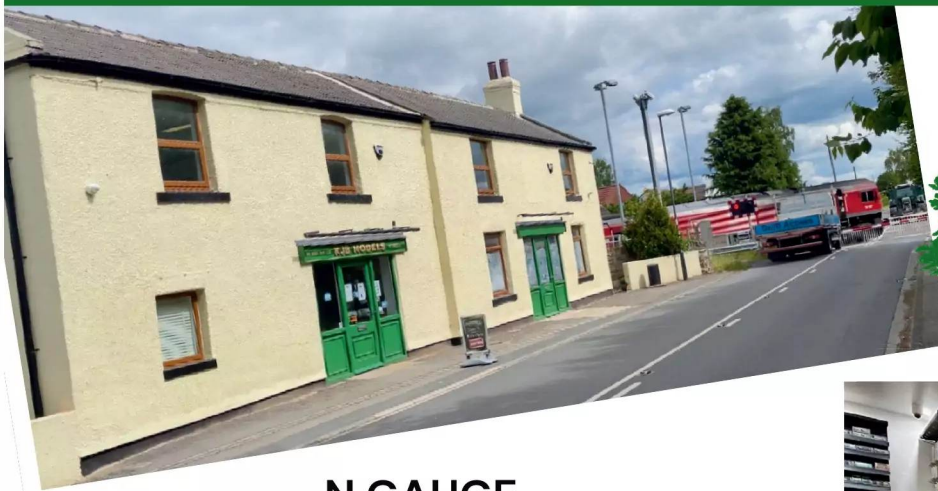


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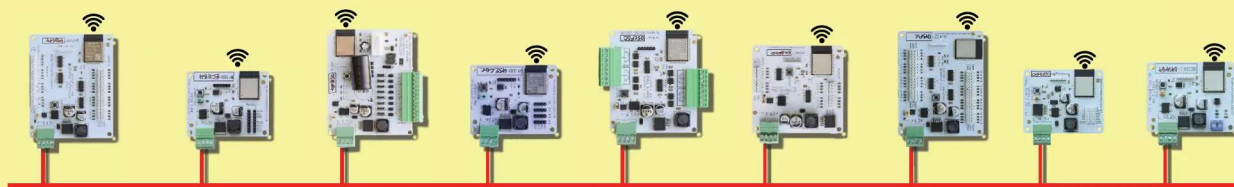
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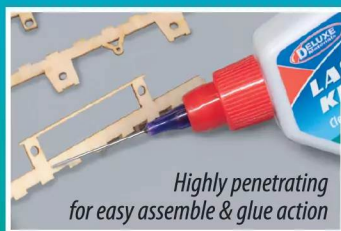
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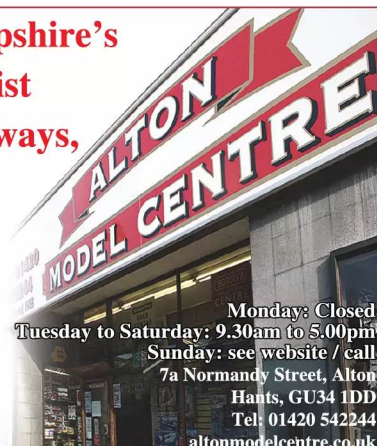
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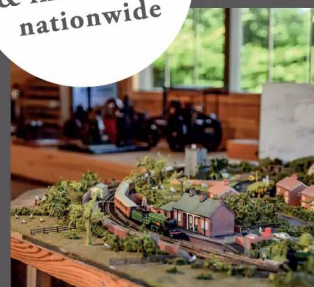
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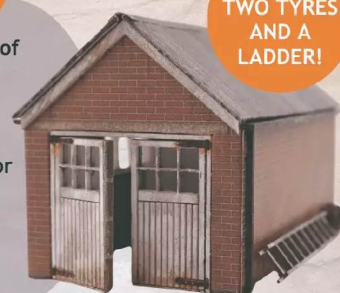


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Backscene



Not 'dark forebodings' but the Spring often brings some mixed feelings and times of change for **Chris Leigh**.

Beware the Ides of March," the soothsayer warns the Roman Emperor in Shakespeare's *Julius Caesar*. In the Roman calendar the 'Ides' was actually the middle of the month but I find that the whole of March and most particularly the end of the month has particular significance for me. March 26 2025 will be the 19th anniversary of my late wife, Diane's passing. A staunch supporter of my hobby and my job, her response to any accusation of 'grown men playing with trains' was that my hobby/job had kept a roof over her head and that of our family, for 30 years.

Late March was also when, in 2022, I received my prostate cancer diagnosis. Treatment followed and so far, so good, though there are inevitable side effects from the treatment. Turning to railway matters, March 27 2025 will be the 60th anniversary of the last passenger train from Staines West to West Drayton, closed by Beeching. Back in 1965 I sat up most of the previous night painting a sign to hang on the back of the last train. Along with various relics from the station it adorns the wall of my layout room.

With that in mind I've been prompted to finish work on my 'N' gauge Staines branch layout which runs round three walls of what was once an office in Barnwell station. Apart from painting the last couple of pieces of backscene, the one remaining job is to build a corner of T&J White's timber yard. Situated close to the railway, it just impinges on one corner of the layout.

I used to buy timber for layout building there, but it has since changed hands and is now one of those big chain builders' merchants' yards. No one photographed timber yards, so I've been reliant on my memory when building the model yard, which I remember as black sheds containing racks full of timber.



On a dark and cold March evening in 1965, the last-ever passenger service prepares to depart Staines West station with my 'The End' board on the rear lamp bracket. KEITH JAGGERS



There was an office (a nondescript modern block, from memory) where you went to order and pay for your timber, which was picked and cut, if necessary, by a member of staff. I remember, having been taught at school how to order timber by the new metric system, trying my new-found knowledge there. The elderly gent who served me did a lot of scribbling on paper before retorting, "Oh, you mean two by one!"

I've had to compromise, building a couple of the racks and sheds using styrene sheet and balsa wood and incorporating some suitable buildings from Bachmann's Scenecraft range. I have just a couple of poor quality photographs in which part of the timber yard is visible and from them I've managed to make a copy of the roadside sign. It seems fitting that in this anniversary month I should complete the few jobs to finish this 'N' gauge project so that I can invite Chris Nevard to come and take some pictures.

March 2025 will also mark a moment in my near-30-year involvement with *Model Rail* as I shall retire from my salaried post with Bauer on March 26. I joined the company, which was then EMAP, in June 1992 as Editor of *Steam World*. The elimination of the *Model Rail* supplements from *RAIL* magazine provided an opportunity to launch *Model Rail* as a standalone magazine and the rest, as they say, is history.

Having worked 13 years past pension age I'm finding the most recent changes in technology difficult to master and the post-Covid working arrangements unhelpful. I hope I shall be able to continue contributing features and reviews to *Model Rail* on a freelance basis.

T & J White's timber yard begins to take shape on my 'N' gauge Staines West branch layout.

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