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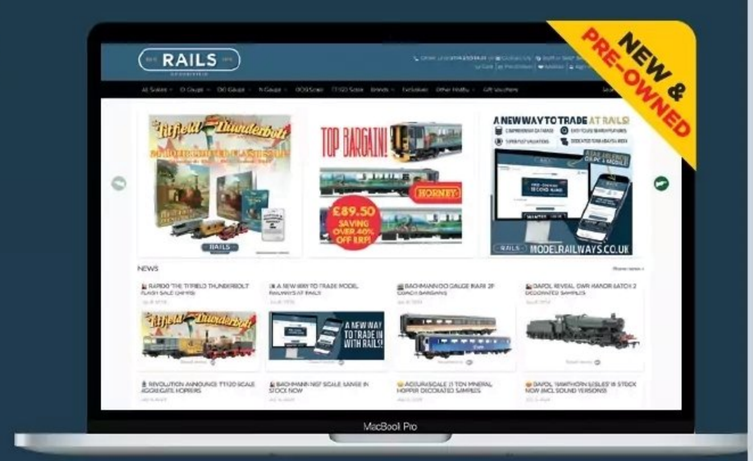


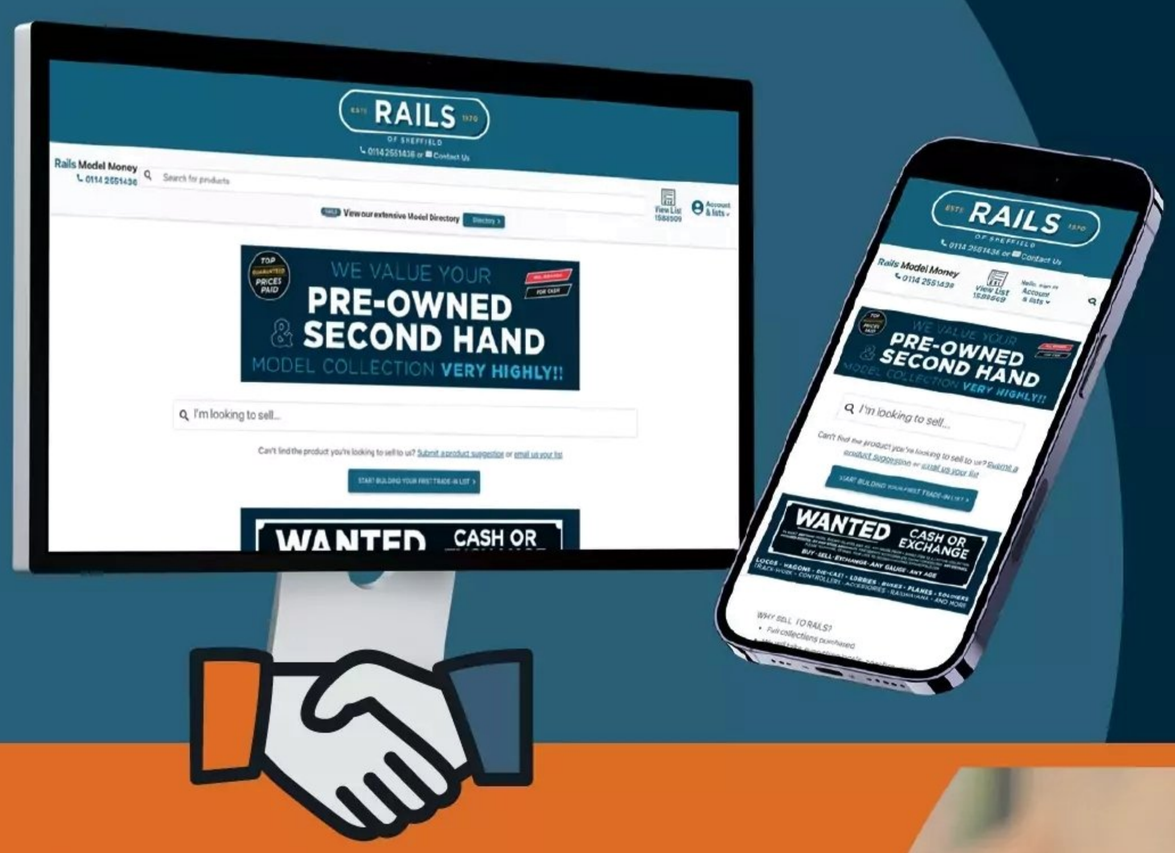


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This month's cover image



Russ Pigott's 'Cley-on-Sea' imagines what a forgotten Norfolk port might look like if it hadn't fallen out of use in the 1700s. Turn to page 28 for the full story. CHRIS NEVARD

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Welcome

By happy coincidence, Hornby's eagerly awaited Stadler Class 755 'FLIRT' bi-mode multiple units were running around my test track while I spoke to a reporter about the Margate company's recent delisting from the London stock exchange. I'm no economist, so I'm not best placed to comment about the ins and outs of the manufacturer's corporate structure. But it's always interesting to hear about how the hobby and model industry are viewed by those 'on the outside'.

The papers and airwaves have carried various stories recently, based on the premise that hobbies like ours are dying out, yet this isn't borne out by any tangible evidence. Like everything else these days, the focus seems to be on doom, whether real or imagined.

As I've repeated to several interviewers in recent months, the hobby is as exciting and vibrant as I've ever known it, with healthy crowds at the many large and local shows I've attended, and new generations embracing and enjoying the hobby in their own ways. Is it evolving? Yes. Is it dying? Certainly not.

Whether Hornby's corporate plans are successful or not, only time will tell, but it feels like they're heading in the right direction. One could argue that, as *the* household name in the field (in the UK at least), we probably expect more from Hornby than other manufacturers. Who else offers a range of entry-level trainsets, a budget-friendly line, or a toy range aimed at getting young kids playing with trains in the first place? All while trying to please the most discerning collectors and modellers with its 'grown-up' range!

Furthermore, Hornby's 'FLIRT' units offer a useful reminder that today's trains still capture the imagination of enthusiasts of all ages. Prototypes with an element of 'novelty' make for especially compelling models, and Stadler's three-car and four-car Class 755s are a prime example, with an unusual articulated make-up and an ability to run on diesel or electric power. Together with the all-electric Class 745 variant and the Bombardier 'Aventra' Class 720s, the 'FLIRTs' have transformed operations on the Greater Anglia network. Will a 'OO' gauge '745' version follow, or a tri-mode '756'?

Enjoy the issue!

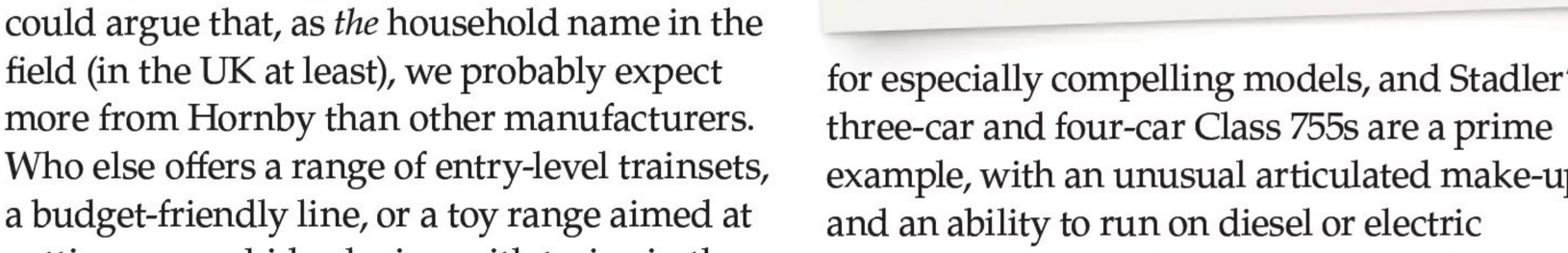
George Dent Editor





Greater Anglia's 'Aventra' Class 720s now dominate services on the West Anglian route to London Liverpool Street. On May 8 2024, 720565 calls at Ipswich. GEORGE DENT

Meet the team behind the UK's best modelling magazine



Model Rail essential information

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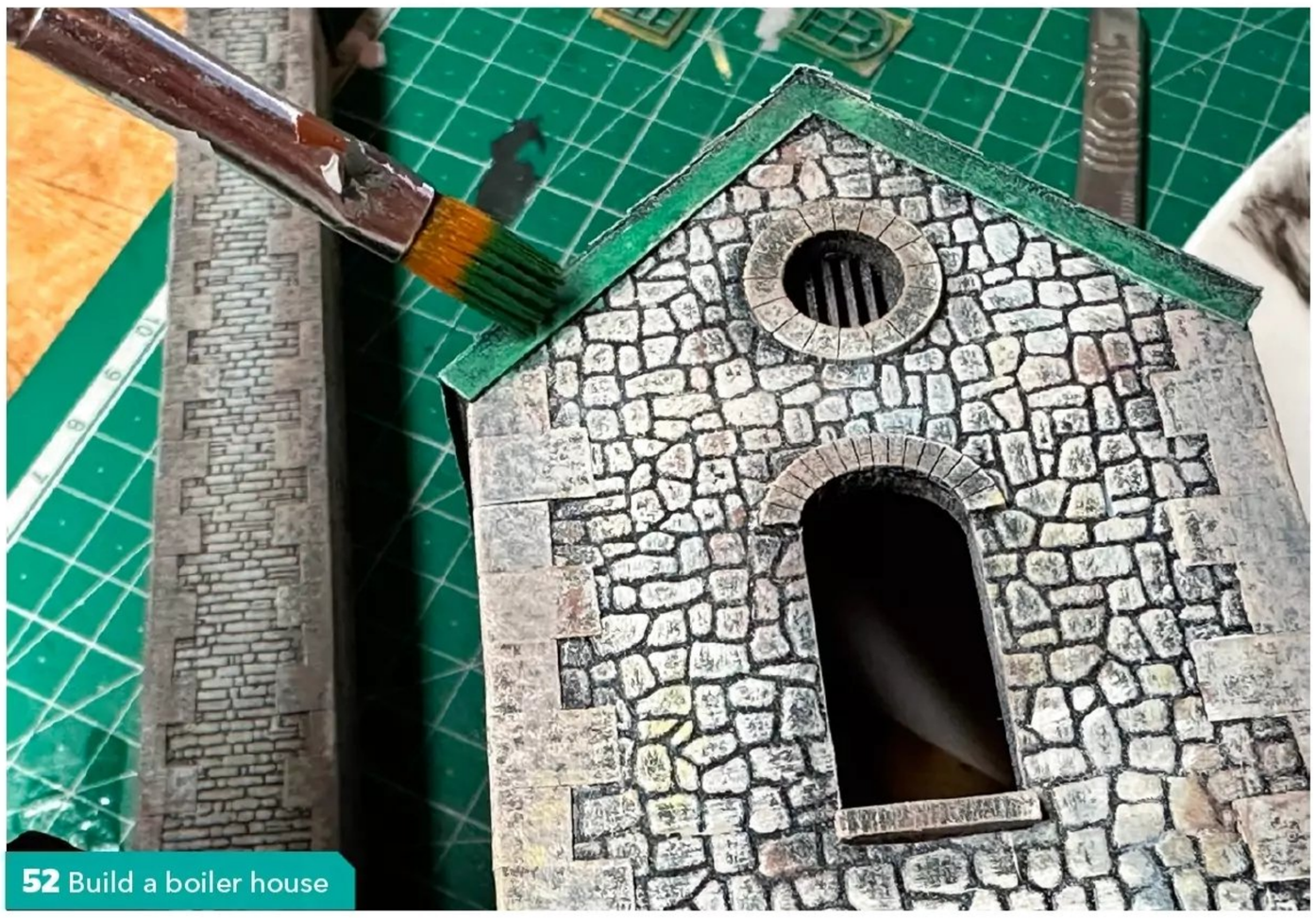
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Opening the box

The latest happenings from the world of model railways

The Big Picture

One of countless model railways built during the Covid pandemic, 'Rosebury Goods' was devised as a love letter to the Black Country's gritty industrial landscape. Having been brought up in the Wednesbury area, Neil Woodbine and Sue Farmer sought to incorporate several real landmarks within this loose interpretation of the local exchange sidings. Neil and Sue also chose to experiment with the backscene, striving to create a greater sense of depth in the limited space available. You can read more about this 'OO' gauge layout in next month's issue of *Model Rail*. Photography: Chris Nevard



The Big Picture



BACHMANN BUILDS A NEW 'SHED'

OO GAUGE

With its existing 'OO' gauge Class 66 tooling dating back 20 years, Bachmann has now launched an all-new model, re-designed from the rails up and providing much more in the way of modern detail and electrical features.

With the facility to accurately portray each of the various sub-types of '66', Bachmann's new model will feature a range of features such as a full lighting suite (with appropriate light colours and temperatures), high-quality drive unit and precision gears, PluX22 DCC interface with magnetic roof access panel, 'stay alive' circuitry, fully detailed cab interiors and extensive use of etched metal detailing parts.

As per Bachmann's previous diesel releases, the new 'Sheds' will be available in DCC-ready, DCC sound and DCC sound deluxe formats, the latter boasting Bachmann's DCC-operated Auto-Release coupling system, plus tinted windscreens. Sound-fitted models will feature Bachmann's new Dual XL Speaker System, plus an ESU LokSound V5 decoder.

Twelve livery options are available to pre-order now, with the first models due to arrive before the end of the year.

What's planned?

- 50-000 Class 66/0 66015, EWS red/gold
- 50-000A Class 66/0 66096, EWS red/gold
- 50-001 Class 66/5 66515, Freightliner green



- 50-002 Class 66/6 66606, Freightliner green
- 50-003 Class 66/7 66761 *Wensleydale Railway Association*, GBRf Europorte
- 50-003A Class 66/7 66777 *Annette*, GBRf Europorte
- 50-004 Class 66/8 66847 *Terry Baker*, Colas Rail Freight
- 50-004A Class 66/8 66850 *David Maidment OBE*, Colas Rail
- 50-009 Class 66/3 66304, DRS 'Compass'
- 50-010 Class 66/4 66422 *Max Joule 1958-1999*, DRS 'Compass'
- 50-011 Class 66/5 66501 'Freightliner 60' G&W orange/black
- 50-012 Class 66/6 66601 'Freightliner 60' green

Prices: £229.95 (DCC-ready), £339.95 (DCC sound), £369.99 (DCC sound deluxe)
Availability: Bachmann stockists
Web: *www.bachmann.co.uk*







WARTIME HEROES

OO GAUGE

Also announced recently by Hornby is a quartet of 'OO' steam locomotives in wartime black livery, to mark the 80th anniversary of the end of the Second World War. Presented in special packaging, the range includes 'Pacifics' from the LNER, LMS and Southern. Models can be pre-ordered now, all in DCC-ready format, with delivery expected in November.

What's planned?

- R30452 'A4' No. 4469 *Sir Ralph Wedgewood*, LNER black, £217.99
- R30453 LMS streamlined Coronation Class No. 6247 *City of Liverpool*, LMS black, £189.99



- R30454 LNER Class A3 No. 103 *Flying Scotsman*, LNER black, £279.99
- R30455 SR 'Merchant Navy' No. 21C9 *Shaw Savill*, SR black, £239.99

Availability: Hornby stockists
Web: *www.hornby.com*





'DELTIC' AND CLASS 122 IN 'TT'

TT GAUGE

In a real boost for the emerging British 'TT:120' scale, Heljan has revealed two exciting new high-fidelity models, depicting two iconic British Railways diesel prototypes. The Class 122 railcar will be a hugely popular addition, opening up the prospect of modelling all manner of classic branch line locations, while the Class 55 'Deltic' provides a top-link express locomotive for the BR green and Rail blue eras.

Both models are already at the working prototype stage, with samples seen running at the recent Model World event at the NEC. Boasting plug-and-play DCC capability, factory-fitted speakers, working lights, high-quality drive unit and finescale wheels, several livery options have been revealed for Heljan's own range, plus a number of special editions produced exclusively for Rails of Sheffield.

Models are available to pre-order now.

Price: £189.99 each (Class 55 and Class 122)

Web: *www.heljan.co.uk*





HORNBY EXPANDS 'TT' RANGE

TT GAUGE

In April, Hornby showcased a host of new tooling projects for its 'TT:120' range, with the LBSCR 'Terrier' 0-6-0T catching the headlines, along with a range of four-wheel coaches in a variety of steam-era liveries. The 'Terrier' is offered in LBSCR Stroudley yellow, Southern green and BR black, with the tooling catering for various detail alterations to suit each period. Each is priced at £159.99.

The four-wheel coaches, similar to those offered in 'OO', are available in LBSCR, SR and BR liveries, with First class, Third, Brake Third and Brake Third Baggage vehicle types reproduced, all at £34.99 each.

Another all-new steam locomotive is the LSWR 'B4' 0-4-0T, which comes in a bargain-priced starter 'TT:120' train set, along with a pair of wagons, oval of track, controller and re-railer tool – all for under £100!

Other additions to the Hornby 'TT:120' range include new versions of the Class 66 in EWS red/gold, Freightliner green and GBRf blue, plus HST power cars in GNER blue/red and Virgin Trains red/grey, with matching Mk 3 coaching stock. A Rail blue Class 08, adorned with Thornaby's Kingfisher logo, and an LMS maroon 'Princess Coronation' as No. 6233 *Duchess of Sutherland* in as-built condition are further highlights.

Modern freight stock is not forgotten, with further versions of the IFA inter-modal wagon, TTA tanks and MGR coal hoppers added to the range, along with more steel-sided Pullman cars.

All models are available to pre-order now at Hornby stockists.

Web: *www.hornby.com*















In Brief

HORNBY-DUBLO SILVER SPECIALS

00 GAUGE

To celebrate 90 years since the record-breaking debut of the LNER's Class A4 'Pacific' *Silver Link*, a striking quartet of models has been added to the collectable Hornby-Dublo range. Each model features a highly detailed, die-cast metal bodyshell, 21-pin DCC socket and retro-style packaging.

As well as No. 2509 *Silver Link*, No. 2510 *Quicksilver*, No. 2511 *Silver King* and No. 2512 *Silver Fox* make up the silver quartet. All are due for delivery in October, with pre-orders now being taken.

Prices: £320.99 each

Web: *www.hornby.com*



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MORE '31S' INCOMING

Accurascale has revealed the subjects of its second Class 31 production run, which includes six new livery options catering for the various periods of operation for the venerable Type 2s.

The most eye-catching is D5579 in its experimental Golden Ochre colour scheme, which it wore from new until 1966 when it succumbed to BR green. This model will be available exclusively from Accurascale's website and features period-specific detail for this Class 30, with its original Mirrlees power unit.



Also catering for the early period is 'Toffee Apple' D5501 in BR green with small yellow panels, again depicted in original Class 30 form. For the later BR era, a Rail blue '31/4' is included, represented by 31418, one of the few former disc headcode-fitted versions to undergo conversion to electric train heating. More colourful options come in the form of Railfreight 'red stripe' 31301 and 31271 in Construction sector triple-grey, complete with Stratford's Cockney Sparrow emblems. For the privatisation era, 31602 *Chimaera* is presented in its popular Fragonset black scheme.



Production of each version is limited, with pre-ordering recommended from your local stockist or direct, with delivery slated for early 2026.
Price: £184.96 (DCC-ready), £284.96 (DCC sound)
Availability: Accurascale stockists
Web: *www.accurascale.com*





'CRYSTAL PALACE' BRAKE VAN

Rapido's latest wagon project is the LNWR Dia. 17B goods brake van, colloquially known as 'Crystal Palaces' due to the healthy provision of glazed windows on all sides of the body. First introduced in 1917, well over 500 examples were constructed at Earlestown Wagon Works, sporting a single veranda with side access doors and riding on a compact 10ft wheelbase. Operating across the LNWR network, their use was continued by the LMS, and eventually British Railways.

Many examples were sold into private use, giving Rapido scope to offers some fascinating liveries in addition to LNWR, LMS and BR versions. Longmoor Military Railway, the National Coal Board, Royal Naval Armament Depot, and the Manchester Ship Canal are represented in the range, along with a striking red/white United Steel Company version.







Featuring a highly detailed body (including interior) and chassis, models are available to pre-order now, with tooling due to get under way soon.
Price: £46.95
Availability: Rapido Trains UK stockists
Web: *www.rapidotrains.co.uk*

RETURN OF THE TIPPLER

Due to demand, Accurascale is revisiting the PTA tippler, bringing tooling improvements and more colour schemes.

Four liveries are to be included, with Yeoman and ARC catering for Mendip stone traffic, while iron ore operations are covered with another run of wagons suitable for the famous Port Talbot-Llanwern workings. Additionally, the Redcar-Consett ore flow can now be replicated, with tippler rakes hauled up the steep grade by pairs of Class 37s.

As before, wagons are offered in packs of five, with 'inner' and 'outer' sets available, the latter containing pairs of wagons with conventional drawgear, plus working tail lamps. Due in Q2 2026, pre-orders are being taken.
Price: £179.95 per five-pack
Availability: Accurascale stockists or direct
Web: *www.accurascale.com*









Model Rail Offers

CLASS 12 ON THE HIGH SEAS

We were recently notified that *Model Rail*'s exclusive models of the BR Class 12 are now on their way to the UK, with arrival into stock anticipated in late summer. Following on from our Class 11, the latest models have again been manufactured by Heljan and feature a similar specification.

All five versions sport an array of prototype-specific details, with later era models boasting working electric lamps, while a super-smooth drive unit, Next18 decoder socket and pre-installed speakers come as standard. Liveries include original BR black, green (with and without 'wasp' stripes) and Rail blue, plus a post-BR industrial version of 15231 in Tilcon blue.

Turn to page 98 for full details of the range. We'll begin taking orders as soon as we have a confirmed timeline for arrival.
Web: *www.modelrailoffers.co.uk*



NRM CLASS 02 ARRIVES

OO GAUGE

Commissioned as part of Heljan's first production run of 'OO' gauge Class 02s (see full review on page 80), Locomotion Models' exclusive version is now in stock. Depicting the National Railway Museum's own preserved example, D2860, the model is presented in BR green livery with 'wasp' ends and red bufferbeams.





The Rolls Royce-powered diesel-hydraulic was purchased from BR upon withdrawal in the early 1970s and has been employed in shunting stock at the York museum for the past 50 years.

Models are available for mail order or can be purchased in-person at the NRM York or at Locomotion, Shildon.

Price: £149.00
Availability: Locomotion Models
Web: *www.locomotionmodels.com*

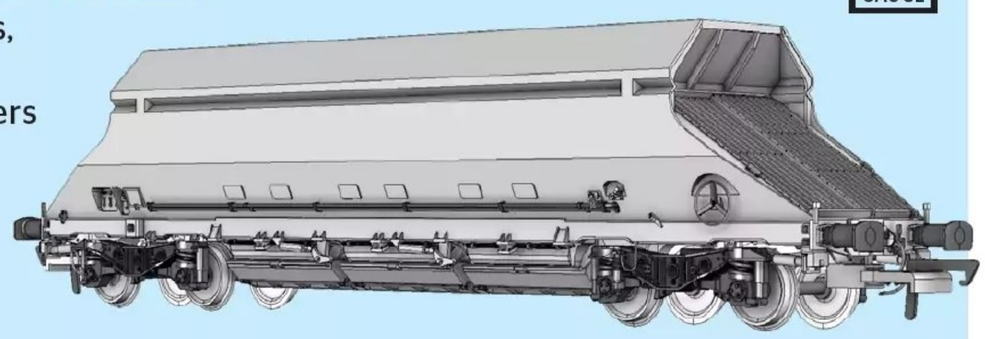
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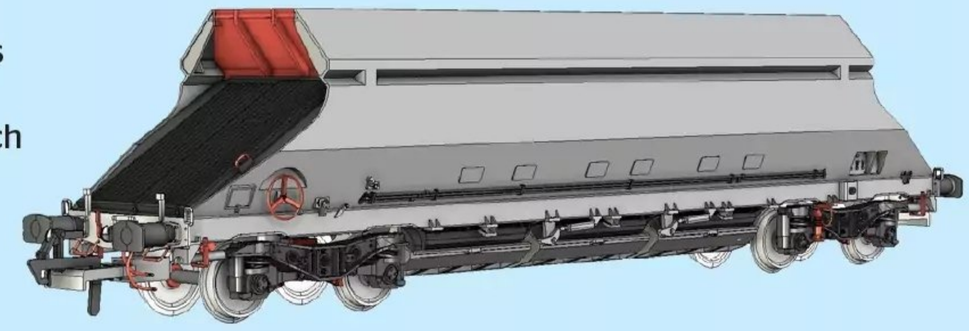
OO GAUGE

Following the success of its HOA-A hoppers, Revolution Trains is to produce the similar IIA-B and HOA-B hoppers, enabling modellers to operate authentically mixed contemporary stone trains.

Ordered by EWS (later DB) in 2008, the IIA-B hoppers were delivered in the grey and blue livery of Cemex, (the Cemex branding was soon removed) and they have operated on traffic from Dove Holes quarry in the Peak District and Shap in Cumbria. Mendip Rail also ordered a batch of IIA-Bs, financed by leasing company NACCO and VTG for stone trains from Torr Works/Merehead and Whatley Quarry. Since 2019, hundreds more hopper orders were placed, to an almost identical design, although they were given the TOPS code of HOA-B.

Revolution is tooling several variations to cover the full services lives of these wagons, and they will be offered in early de-branded Cemex, Mendip Rail-NACCO, Mendip Rail-VTG silver grey, Touax red and Mendip Rail-VTG blue.





Revolution's Mike Hale said: "The response to our HOA-A wagons, delivered late last year, has convinced us that there is clearly a market among 'OO' modellers who wish to reflect modern aggregate traffic on their layouts."

The model is being produced with the full support of DB, Mendip Rail and VTG/Greenbrier and pre-orders are expected to open soon, with delivery expected in mid-2026. Prices had yet to be announced as we closed for press.

Web:
www.revolutiontrains.com





In Brief



CIÉ'S WAGONS COME BUBBLING BACK

OO GAUGE

Making a welcome return to the Irish Railway Models range is the CIÉ bulk cement wagon, commonly known as 'bubbles' due to their distinct shape. Built in the late 1960s and early 1970s, they could be seen transporting cement across Ireland until 2008, with 150 examples eventually entering service.

Marking the fourth production run of these popular wagons, it's great to see the orange variant included for the 1970s era, along with the ivory livery with CIÉ roundels, a livery worn from the early 1980s until withdrawal. Presented in triple-packs, three different packs are available for each livery, providing plenty of individually numbered wagons. If ordering direct from the Accurascale website, a 10% saving is available when buying two or more packs. Delivery is expected later this year.

Price: £109.96 per triple-pack
Availability: Accurascale stockists
Web: *www.accurascale.com*

TAG YOURSELF A GRAFFITIED HOPPER

O GAUGE

Launched initially last summer, Dapol has responded to the healthy demand for graffitied HIA limestone hoppers by unveiling more individual wagons, featuring heavily 'tagged' green and white wagons. It's virtually impossible to find clean HIAs on the real railway today, with entire rakes inevitably covered in graffiti.

Based on real wagons, some of the 'artworks' will look familiar to lineside watchers, especially the 'I Love Eggs' version! Models are due to arrive with stockists in May.

Price: £85.00 each
Availability: Dapol stockists
Web: *www.dapol.co.uk*



RAPIDO TRAINS UK PRESENTS

IVOR THE ENGINE

OO GAUGE



IVOR THE ENGINE is being made in model form for the first time ever!

DCC SOUND versions feature sound effects and clips from the TV show.

Recreate your childhood dreams in miniature by ordering an IVOR THE ENGINE train pack, complete with cardboard figures and building kits as well as a brand new story book!


Pre-production prototype shown



TRAIN PACK RRP £304.95 with DCC SOUND

ROLLING STOCK PACK RRP £114.95

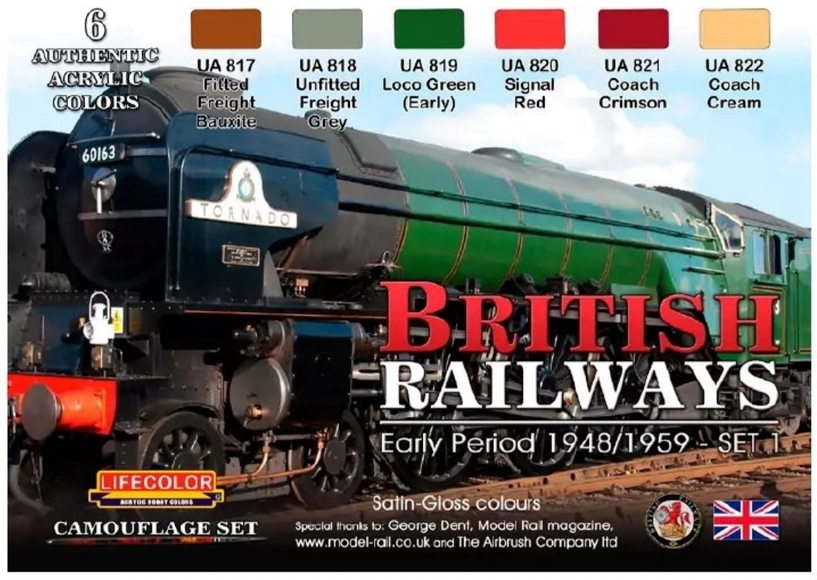
Available to order NOW from RapidoTrains.co.uk or your local Rapido Trains UK stockist

RAPIDO TRAINS UK

WIN! AUTHENTIC BR PAINT SETS

Thanks to the kind folks at The Airbrush Company, three lucky *Model Rail* readers can each win a pair of LifeColor acrylic paint sets worth £37. Produced by Italian firm Astromodel, and aided by *Model Rail*'s George Dent, the paint sets provide essential, authentic shades for the steam and diesel eras of British Railways.

Set one covers the 1948-1959 period, containing Standard Locomotive green, signal red, coaching stock crimson and cream, plus grey and bauxite wagon colours. Set two includes Rail blue, Rail grey, warning panel yellow, Railfreight red and grey, plus coaching stock blue-grey.





Water-based, non-toxic and formulated for easy application by brush or airbrush, the paints are supplied within 22ml plastic jars with screw-top lids, with each six-jar set packaged within attractive boxes.

Feeling lucky? Simply head to the *Model Rail* website for full details of how to enter, and you could win all 12 paints!

Web: *www.model-rail.co.uk*

'COUNTY' COMEBACK

OO GAUGE



The latest Hornby RailRoad train pack has arrived with stockists, consisting of GWR Class 1000 4-6-0 No. 1019 *County of Merioneth* plus Composite coach 6138 and Brake Third 4942 (R30376). Decorated to an impressive standard, each vehicle carries the GWR 'coat of arms' livery, suiting the 1940s era when the locomotive was new.

Like the rest of the RailRoad range, the models employ older, more simplistic tooling to keep them in the budget-friendly price range, albeit with enhanced mechanisms, wheels and overall finish. Indeed, it's good to see the ex-Dapol 'County' back after a few years out of production, which now features a loco-based drive unit and 8pin DCC socket in the tender. Our sample ran very well once a slight tweak was made to a misaligned connecting rod, while the blackened coach wheels rotate very freely, making for a smooth-running, attractive train.



Price: £179.99

Availability: Hornby stockists

Web: *www.hornby.com*

PECO LAUNCHES RAIL200 CHALLENGE

PECO is celebrating the rail bicentenary by challenging modellers of all abilities to create scenic models using a common baseboard kit, which has been specially designed. The competition features two categories, one concentrating on 'OO' gauge and demanding a common track format to allow finalists' layouts to be linked together. A standalone category allows modellers to create a scene in any scale, with the emphasis on scenic techniques and creativity.

Entrants need only purchase one of the special RAIL200 baseboard kits and follow the guidelines. More information and detail of the prizes can be found on the PECO website.

Web: *www.peco-uk.com*



In Brief

ARCHIE BROWN

We're sorry to report that Archie Brown, Honorary President of the Glasgow and West of Scotland Model Railway Club and former Chairman of AMRSS Ltd, recently passed away after a long illness. He is survived by his wife Elizabeth.

Archie was a skilled modeller, with his scratchbuilt buildings adorning a range of acclaimed layouts, such as 'Lockerbie', 'Glenkiln Road' and 'Phoenix Lane'. A highly respected member of the modelling community, many young modellers were encouraged and mentored by Archie, many of whom have gone on to build award-winning layouts. Our condolences to his wife, family and friends.

KETTERING CLUB RAISES FUNDS FOR PROSTATE CHARITY

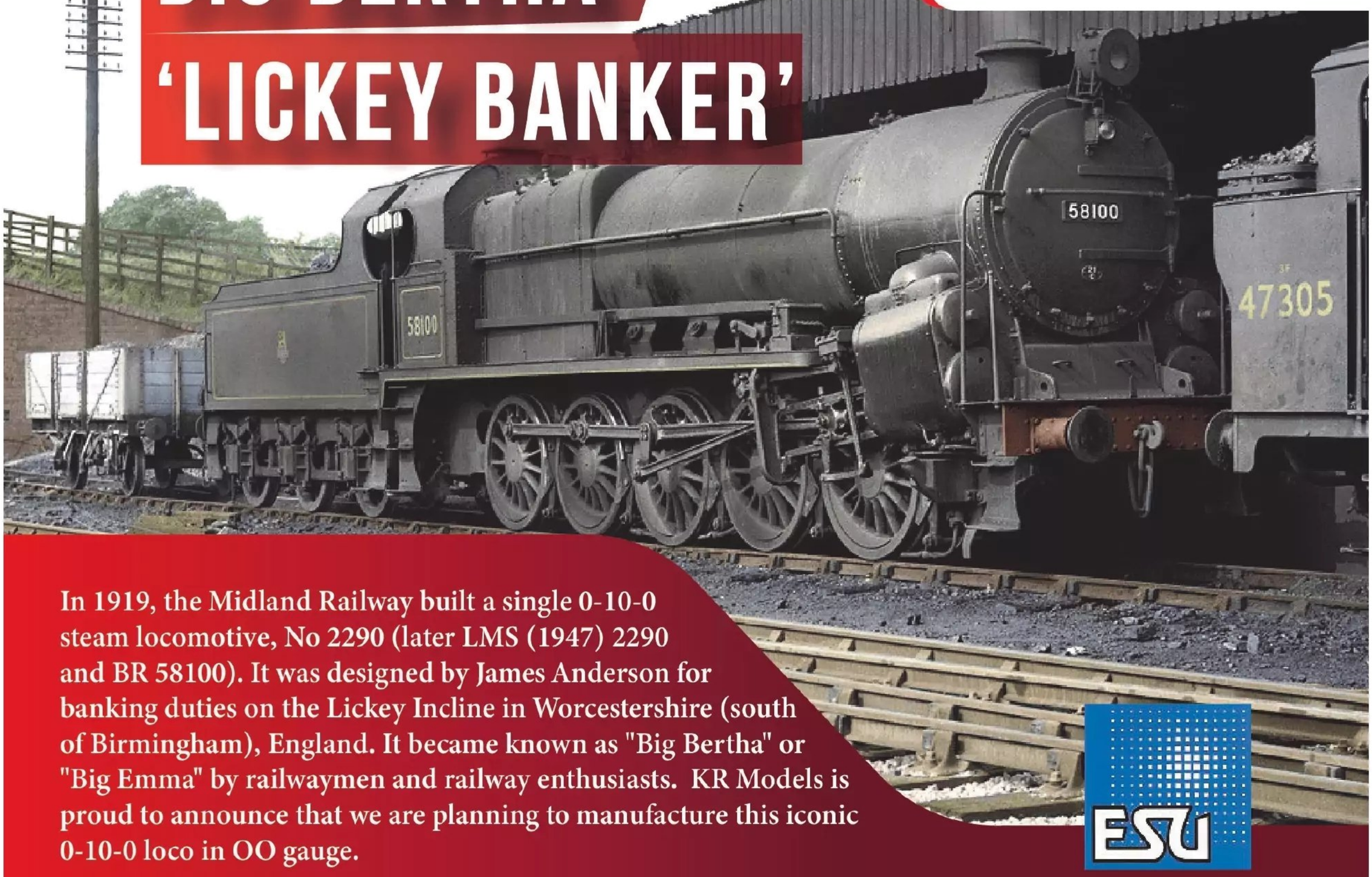
Kettering & District Model Railway Society has a number of members who have received prostate treatment and in 2024 the club raised £300 for the cancer charity Prostaid UK by auctioning a limited edition Accurascale Class 66 in the GBRf 'prostate charity' livery.

The club's open day on Sunday April 6, to which admission was free, has raised a further £250 for the charity, thanks to donations from visitors. The aim of the open day was to attract potential new members for the club's Wednesday evening meetings in Thorpe Malsor Village Hall, NN14 1JS.

Web: *www.kdmrs.webador.co.uk*

BIG BERTHA
'LICKEY BANKER'

KRModels

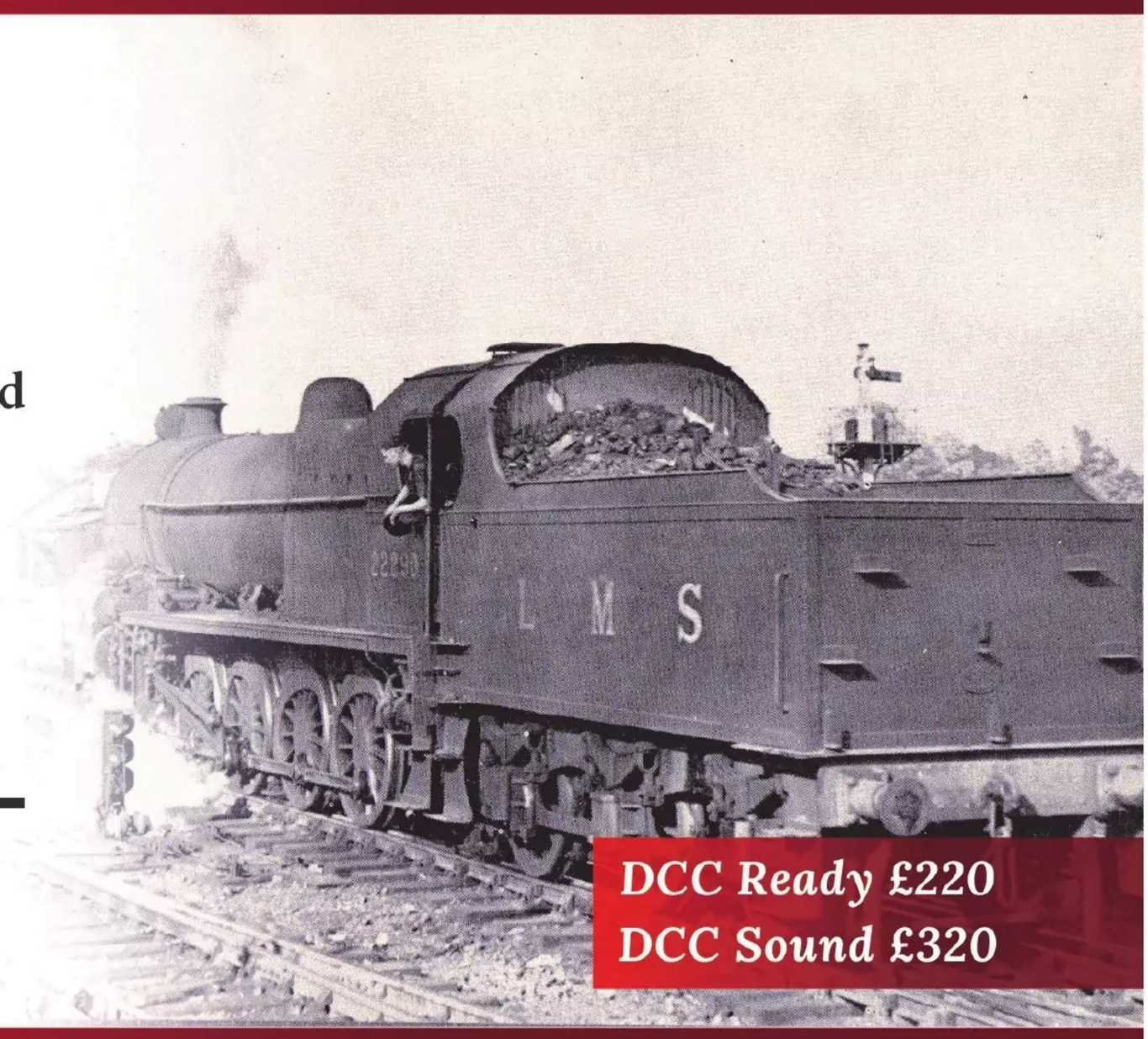


In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 2290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and railway enthusiasts. KR Models is proud to announce that we are planning to manufacture this iconic 0-10-0 loco in OO gauge.

ESU

- Cast chassis
- Firebox flicker
- Stay alive
- LokSound V5.0 sound decoder
- Working front light
- Fine detail
- OO gauge

LMS Crimson, LMS Black,
BR Black Early Crest



DCC Ready £220
DCC Sound £320

www.krmodels.net

STAY GROUNDED

Dapol's range of operational 'O' gauge semaphore signals has been bolstered by the arrival of BR pattern ground signals. Available in single or double format, each 'dolly' features illuminated red or green lenses, and as per Dapol's semaphores they're designed for easy installation with no need for soldering, thanks to the pre-wired toggle switch (with 1m of cable) and plug-in connectors.

Capable of operating on a 9-12V DC or 14V AC supply, full installation and operating instructions are provided. When activated, the servo motor operates the signal via discreet wires, with the counterbalance arm also moving for added realism. The signal itself can be bolted to the baseboard, with the operating unit simply clipping into position. A bright yellow band aids alignment (a boon when working under a layout). There's also a facility to fine-tune the position of the disc by turning a small trim pot under the control base.

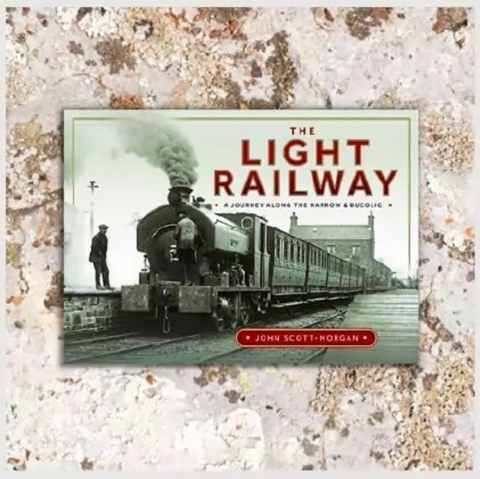




Products: Dapol 7L-005-100 BR ground signal, single disc
Price: £65.00 each
Availability: Dapol stockists
Web: *www.dapol.co.uk*

Modeller's Bookshelf

Richard Foster and George Dent present four new titles that will inspire and inform your modelling.



KEEP IT LIGHT

A bold attempt to feature every light railway in the UK in one volume. It's full of inspirational images. The problem is that the introduction suggests that all the subjects are a result of the Light Railways Act of 1896 that allowed many rural lines to be built. Unfortunately, this includes lines built well before the Act (such as the Ffestiniog, which was built 60 years earlier). The book also mislabels lines such as the Lynton & Barnstaple and North Sunderland as light railways. Photographs are well produced but many are familiar. A map would be useful too. ***(RF)***

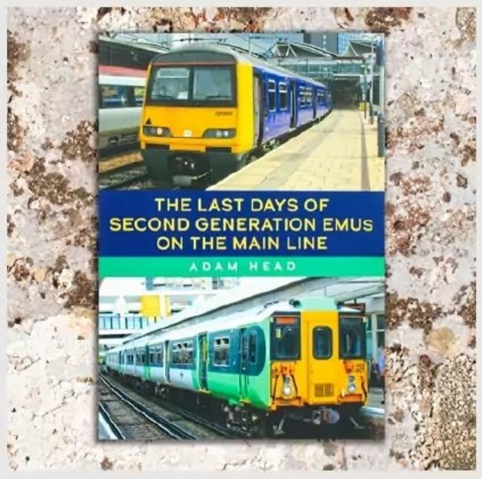
Book: *The Light Railway* by John Scott-Morgan
Price: £17.50
Availability: *www.pen-and-sword.co.uk*



POTTERING ABOUT

Staffordshire is an often overlooked area, but it has featured a fascinating range of passenger and freight operations. This excellent colour album focuses on the post-1990 scene, featuring good quality images of BR and post-BR operations. While Stoke's location ensures a constant flow of local and express passenger workings, its proximity to Crewe and Derby works see many unusual locomotives and multiple units on test or heading to/from overhaul. Longport's recent Euro Class 66 and Class 56-69 re-engineering projects also provide added interest. ***(GD)***

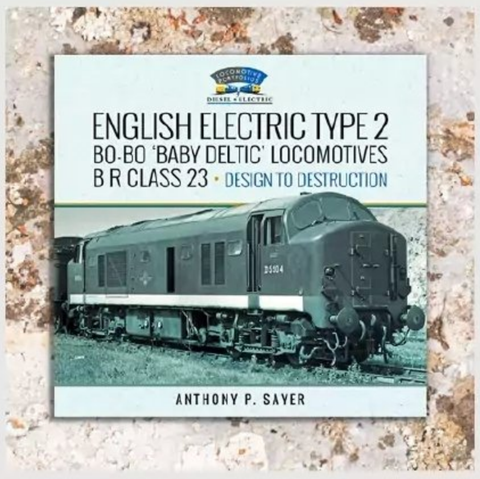
Book: *Railways Around the Potteries* by Cliff Beeton
Price: £15.99
Availability: *www.amberley-books.com*



ELECTRIC FINALE

The past decade has witnessed the widespread renewal of electric multiple units, many of which dated back as far as the 1970s. Much younger units, including the Class 332 and 360, enjoyed criminally short careers. This useful volume showcases 15 different EMU fleets, which operated across England and Scotland, portraying a colourful array of liveries. An interesting addition to most chapters is an image or two of the new replacement units. Few images are dated but all herald from the past 20-odd years, with some useful information. ***(GD)***

Book: *The Last Days of Second Generation EMUs on the Main Line*, by Adam Head
Price: £15.99
Availability: *www.amberley-books.com*



HELLO 'BABY'

Anthony Sayer has become *the* author for definitive histories of BR's more unusual locomotives and this latest offering – about the English Electric Type 2 – is another worthy addition to the bookshelf. The choice of putting the Napier 'Deltic' engine into a Type 2 was, apparently, because it was the only suitable engine available at the time. The class initially performed well but, as the author explains, they soon developed problems. Full of fascinating stats and information. ***(RF)***

Book: *English Electric Type 2 Bo-Bo 'Baby Deltic' Locomotives BR Class 23 – Design to Destruction* by Anthony P. Sayer
Price: £24.50
Availability: *www.pen-and-sword.co.uk*



ON THE WORKBENCH

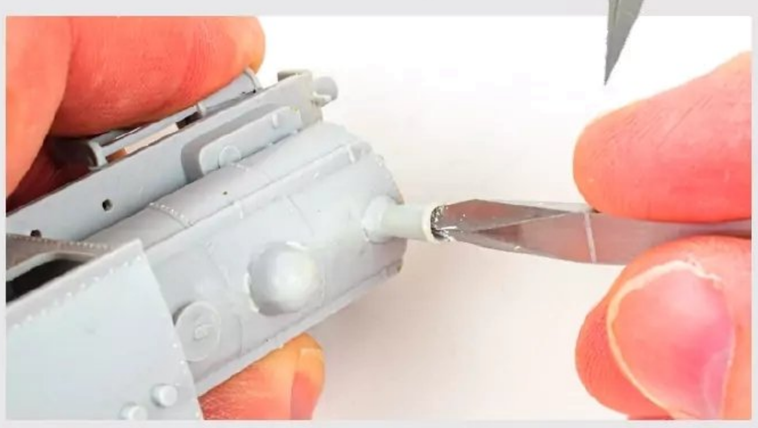
What new items have appeared in **George's** workshop this month?

Dual-purpose cutter

This twin-tipped cutting tool has been machined from high-quality steel and features super-sharp edges. Supplied with a pair of close-fitting plastic sheathes, one end of the tool can be used safely while the other is covered. At 5in long, it's a handy-sized tool and the flat chisel end is ideal for paring away unwanted detail from plastic or resin components, or for shaping wood. At the other end, a tapered point provides an effective broach or reamer that's effective for opening out holes or cleaning the interior of plastic tubes. The long cutting edges are also great for scraping away moulded seams or imperfections from plastic kit parts or figures.

This is a great addition to the toolbox – definitely one of those tools you didn't know you needed, but couldn't live without!

Product: Dspiae AT-TSA Broad edge cutting broach
Price: £7.99
Availability: Scale Model Shop
Web: *www.scalemodelshop.co.uk*



The green stuff



Green modelling putties have long been a favourite with plastic kit builders, thanks to their heightened visibility over white or grey fillers, with components often moulded in the same colour. It's much easier to see where to file or sand when repairing or modifying parts during kit assembly. While older solvent-based formulas are now hard to find, this water-based alternative from, aptly, Green Stuff World, offers fast curing time and an extra hard finish, allowing it to be sanded easily and to a super-smooth finish. Resistant to shrinking, the putty has good adhesion to most plastics and a range of other materials, such as resin, wood, card and metal. Supplied with a pinpoint applicator tip, it's easy to work into fine gaps and can even be thinned with water to create a thinner, brush-able paste that can also be employed as a textured coating. Non-toxic and low odour, it can be cleaned up with water before it dries.



Product: Green Stuff World green putty, 20ml
Price: £3.99
Availability: Scale Model Shop
Web: *www.scalemodelshop.co.uk*



TUFT LUCK

ANY GAUGE

Offering 75 individual, ready-to-plant grass tufts, this pack from Green Stuff World features grass fibres of around 6mm in length in a pale beige shade, ideal for burnt late summer grass or riverside reeds. Each tuft consists of slightly different shades, presenting a natural appearance, and they're easily peeled away from the backing sheet. The base of the tuft is sticky, but it helps to place them into a small blob of scenic glue or PVA for a reliable bond.

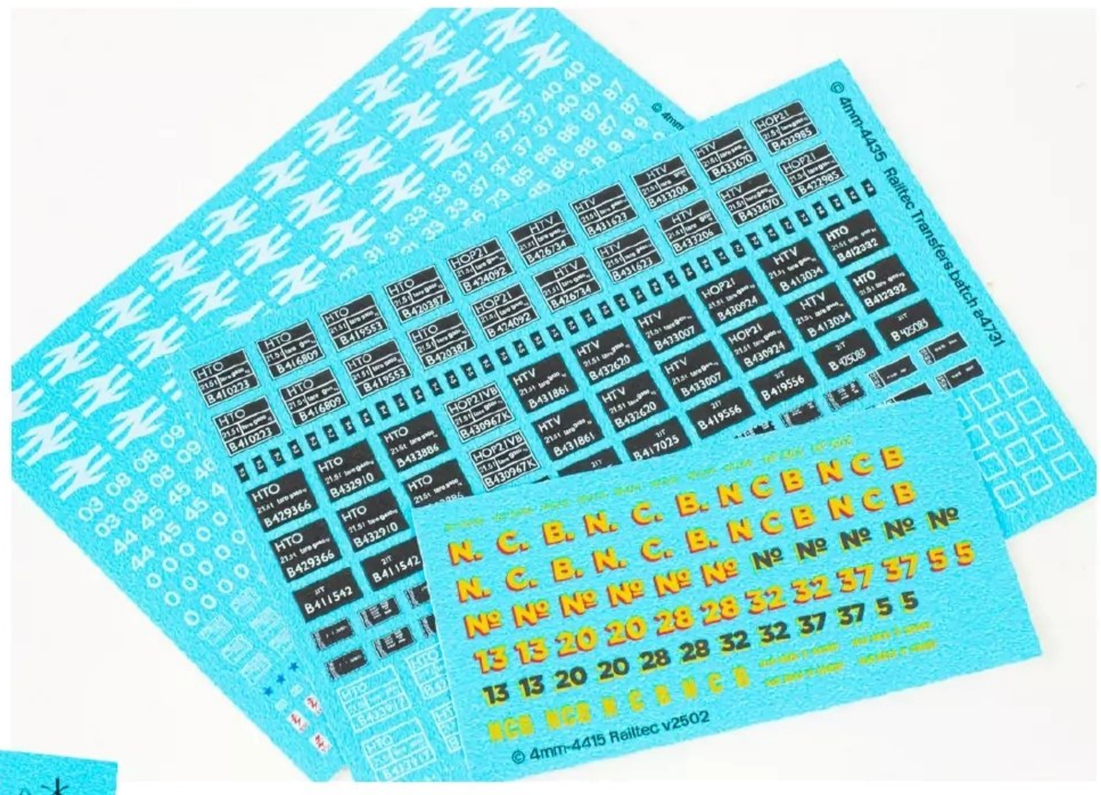
Other packs are available, offering different shades from verdant green to pale 'winter white' grass, with fibre lengths ranging from 2mm up to 22mm long, thus suiting a range of scales and situations.

Product: Green Stuff World 6mm Grass Tufts
Price: £5.99 per pack
Availability: Scale Model Shop
Web: *www.scalemodelshop.co.uk*

NEW DISTRIBUTOR FOR RAILTEC

N GAUGE 00 GAUGE O GAUGE

Golden Valley Hobbies recently announced that it has become the main distributor for the popular Railtec range of waterslide transfers, supplying UK model shops or direct to modellers in the UK. With over 15,000 items currently in its range, Railtec covers both British and Irish railway subjects in each of the popular scales, spanning the pre-Grouping, 'Big Four', BR and privatisation eras. As well as the usual locomotive and rolling stock numbers and emblems, Railtec also offer 3D nameplates, rivet strips and an extensive range of graffiti, based on real examples.





A good selection of packs are already available from the Golden Valley Hobbies website, and more are due to be added soon, with many aimed at customising locomotives and rolling stock.

Products: Railtec Transfers
Prices: from £3.90 per pack
Availability: Model shops or Golden Valley Hobbies
Web: *www.goldenvalleyhobbies.com*

SHOOTING GALLERY

HO SCALE

This is another of Busch's quirky 'HO/OO' figure sets that provide a quick and easy way to add a cameo scene. The pack provides four photographers in a variety of poses and wielding different types of camera, along with lighting gear (non-working) and a diverse range of props including wooden crates, a scarecrow, two park benches, small animals, and a bed of flowers. Oh, and a few aliens. Quite a mixed bag this is! ***(PM)***

Product: Busch 79810 Photographers
Price: £37.75
Availability: Golden Valley Hobbies
Web: *www.goldenvalleyhobbies.com*



EXHIBITION DIARY – MAY 10–JUNE 1 2025

May 10

BIRCHINGTON, KENT. East Kent MRS. The Centre, Alpha Road, Birchington CT7 9EG. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied under-16s Free. **Email:** *ekmrswhitstable@gmail.com*

BUSHEY, HERTS. The MRS Railway Society 43rd Annual Model Railway exhibition. Queens School, Aldenham Road, Bushey, Herts WD23 2TY. **Time:** 1000-1630. **Admission:** Adults £8, Children £4, Families (2+2) £16, Accompanied under-15s Free (2 per adult). **Web:** *www.southwesthertsmrs.org.uk* **Email:** *jhdavy1@virginmedia.com* **Tel:** 07783 823457. **Facebook:** *www.facebook.com/SouthWestHertsMRS.*

LANCING, WEST SUSSEX. Sompting and MRC Annual Exhibition. St Peter The Apostle Church, Bowness Ave, Sompting, Lancing BN15 9TS. **Time:** 1000-1630. **Admission:** Adults £4, Children £1. **Web:** *www.somptingdistrictmrc.co.uk*

LUTTERWORTH, LEICS. Lutterworth Railway Society, MRE. The Wycliffe Rooms, George St, Lutterworth, Leics. **Time:** 1000-1600. **Admission:** Adults £5, Children £3, Families £12. **Tel:** 07889 792897

May 10 & 11

CALNE, WILTS. Calne Model Railway Show. Calne Community Campus, White Horse Way, Calne, Wiltshire SN11 0SP. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £8, Children (5-17) £3, Under-5s Free, Families (2+3) £20. **Tel:** 01454 322515 **Web:** *www.calnemrs.org.uk*

SHEFFIELD, SOUTH YORKS. Sheffield Railex. Grenoside Community Centre, Main Street, Sheffield S35 8PR. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £7.50, Under-16s Free. **Web:** *www.neepsendmrs.weebly.com*

STAMFORD, LINCS. Market Deeping MRC Model Railway Show. Stamford Welland Academy, Green Lane, Stamford PE9 1HE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £9, Under-16s £4, Disabled £4, Parent & child £12.50, Families (2+3) £25. **Email:** *showman@mdmrc.org* **Web:** *www.mdmrc.org*

May 17

ANDOVER, HAMPSHIRE. Salisbury & South Wilts Railway Society SALISBURY RAILEX 2025. Thruxton Centre, Thruxton Circuit, Andover, Hampshire SP11 8PN. **Times:** Sat 1000-1630. Sun 1000-1630. **Admission:** Adult £10, Children (5-16) £2, Accompanied under-5s Free, Families (2+2) £22. **Tel:** 07768 448369. **Web:** *www.sandswrs.co.uk* **Facebook:** *@SSWRailSoc.*

BOOTLE, MERSEYSIDE. Liverpool and West Lancs 'O' Gauge Group Open Day. 1st Floor, St Monica's Parish Centre, Stewart Avenue, Bootle L20 9JD. (Use far left door). **Time:** 1000-1600. **Admission:** Donation. **Web:** *www.lawlogg.uk* **Facebook:** *www.facebook.com/lawlogg*

BURGHEAD, MORAY. Moray Coast Gauge O Group Model Show ('00' & 'N' too). Burghead Community Hall, Grant Street, Burghead IV30 5TT. **Time:** 1000-1630. **Admission:** Adults £5, Accompanied children Free. **Email:** *arrysshed@btinternet.com*

May 17 & 18

BRADFORD, WEST YORKS. Bradford MRC, Queensbury Model Railway Show. Victoria Hall, Sandbeds, Queensbury, Bradford BD13 1AB. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** £7, Accompanied under-16s Free. **Web:** *www.bradfordmrc.co.uk*

ELY, CAMBS. Ely and District MRC, Model Railway Exhibition. Ely College, Downham Road, Ely CB6 2DY. **Time:** 1030-1630. **Admission:** Adults £6.50, Children (5-16) £3, Under-5s Free, Families (2+2) £15. **Tel:** 01353 721280. **Web:** *www.elymrc.org.uk* **Facebook:** *@elymodelrailwayclub.*

JARROW, TYNE & WEAR. Jarrow MRC Exhibition 2025.Primrose Community Association, Lambton Terrace, Jarrow, Tyne and Wear NE32 5QY. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Children £3, Families £14. **Web:** *www.jarrowmrc.org*

PORTHMADOG, GWYNEDD. Ffestiniog and Welsh Highland Railways 4th Model Railway Workshop event. Ffestiniog & Welsh Highland Railways, Y Ganolfan Community Centre, High Street, Porthmadog LL49 9LU. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £6, Children £2. **Web:** *www.festrail.co.uk/model-railway-workshop*

May 24

BILLERICAY, ESSEX. Billericay MRE. Hannakins Community Centre, Rosebay Ave, Billericay CM12 0SY. **Time:** 1000-1600. **Admission:** Adults £5, Children £3, Families £13. **Tel:** 07767 390172. **Email:** *exhibitionmanager@billericaymrg.org* **Web:** *www.billericaymrg.org*

SAFFRON WALDEN, ESSEX. Saffron Walden MRC, MRE. United Reformed Church Hall, Abbey Lane, Saffron Walden, Essex CB10 1AG. **Time:** 1000-1600, **Admission:** Donations accepted.

May 24 & 25

AYLESBURY, BUCKS. RAILEX 2025 MRE, Stoke Mandeville Stadium, Guttmann Road, Aylesbury, Bucks HP21 9PP. **Times:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adults (17+) £12, Under-16s Free. **Web:** *www.railex.org.uk* **Email:** *railexmanager@rdmrc.org.uk*

BROCKENHURST, HAMPSHIRE. New Forest MRS. Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £7, Accompanied under-18s Free. **Web:** *http://nfmrs.org* **Email:** *nfmrs@yahoo.com*

ROBERTSBRIDGE, EAST SUSSEX. Rother Valley Railway Supporters Association, MRE 2025. Robertsbridge Village Hall, Station Road, Robertsbridge, East Sussex TN32 5DA. **Times:** 1000-1600 both days. **Admission:** Adults £4, Accompanied children Free, return Sunday Free with Saturday's ticket.

SCARBOROUGH, NORTH YORKS. Scarborough MRS, Newby & Scalby Community Hall, Scarborough YO13 0RA. **Times:** Sat 1000-1700, Sun 1000-1530. **Admission:** Adults £7, Accompanied children Free. **Web:** *www.sdrmweb.co.uk/Scarborough_2025.php*

May 25

REDRUTH, CORNWALL. Hayle Railway Modellers Spring Fundraising Exhibition. St Mary's Church Hall, Portreath TR16 4NF. **Time:** 1000-1600. **Admission:** Adults £3, Under-5s Free. **Web:** *www.haylerail.co.uk*

May 30 & 31

BANGOR, CO DOWN. MRE. City Church, Main Street, Bangor BT20 4AG. **Times:** Fri 1900-2130, Sat 1000-1630. **Admission:** Adults £6, Concessions £4, Children £3, Families £12. **Email:** *secretary@firstbangormrc.co.uk*

May 31

COVENTRY, WEST MIDS. Coventry MRC Spring Open Day. Unit 3 Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH. **Time:** 1000-1600. **Admission:** Free. **Web:** *www.coventrymodelrailwayclub.org.uk*

PLYMOUTH, DEVON. Plymouth Model & Railway show, John Kitto YMCA Centre, Kitto Centre, Honicknowle Ln, Plymouth PL5 3NG. **Time:** 1000-1600. **Admission:** Adults £5, concessions £3, families £10. **Email:** *ekcork@btinternet.com*

SLEAFORD, LINCS. Sleaford MRC, Sleaford Model Railway Exhibition. St George's Academy, Westgate, Sleaford NG34 7PP. **Time:** 1000-1600. **Admission:** Adults £6, Children £4, Families £12. **Email:** sleaford-*mrc@hotmail.com* **Tel:** 01529 400142.

May 31 & June 1

HULL, EAST YORKS. Hull Miniature Railway Society, Hull Model Railway Show 2025. The Event Space, Princes Quay, Hull City Centre HU1 2PQ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £7, one child free with each adult, additional children £1. **Web:** *www.hullmrs.org*

...and finally



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

Many enthusiasts' railtours operated during the final few years of the former Somerset & Dorset Joint Railway, and captured here is one such special working, hauled by '7F' No. 53809, on a bright summer Saturday in 1964. Usually, the special train would stop at various locations for passengers to disembark, allowing them to stretch their legs and enjoy shooting photographs and cine film, while the train performed a couple of run-pasts. The crew of the '7F' are doing just that, performing a run-past at Catcott in the middle of the Somerset Levels, a pretty enough spot. Very occasionally, train crews were known to forget about reversing the train to collect passengers, leaving them stranded in the middle of nowhere – often for several hours. Thankfully, on this occasion Driver Willy Wilkes was paying attention… *Photographer: Chris Nevard.*

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• Statfold 11-12th October • Cheltenham 25-26th October • NEC 22-23th November

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R3977 BR Class A2/2 Earl Marischal.....£251.99
R3982 BR 2MT Green £206.10
R30134 LMS Turbomotive 6202 .....£239.85
R30200 Railroad 0-4-0ST BR £43.19
R30221 The Railway Children Return 4F.....£125.99
R30225SS BR Black 5 Steam Generator £287.99
R30228 LMS Coronation Queen Mary.....£217.79
R30285 S&DJR Class 4F..£139.50
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R3899 BR Class 08 yellow £166.95
R3901 Cl 60 Colas.....£161.99
R30010 Sentinel Hitachi £98.09
R30013 R&H 48DS Gower Princess £98.10
R30026 GBRf Class 60.....£206.09
R30030 BR Class 87 Large Logo £196.20
R30073 Cl. 56 BR Blue.....£196.19
R30083 Sentinel 0-6-0 P o B £98.09
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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.



▶ Southeastern and Hornby unveiled full-sized and 'OO' gauge Class 395 EMUs in 'Railway 200' livery on March 25. 'Javelin' high speed train 395015 has been decorated with unique vinyls to celebrate this year's events, and Hornby has released a matching train pack which is available now (see review on page 92). SOUTHEASTERN

▶ Italian Frecciarossa (Red Arrow) high-speed trains could be coming to St Pancras in 2029 if Trenitalia obtains approval to operate Paris-London services in competition with Eurostar. The Italian company is one of six operators hoping to serve London over the coming years, joining Evolyn, Gemini Trains, Heuro, Renfe and Virgin. On May 18 2023, two sets of Frecciarossa sets pause at Turin Porta Nuova with trains bound for Milan and Naples. BEN JONES



▼ Peppercorn 'A1' No. 60163 *Tornado* became the world's first operational steam locomotive to run under European Train Control System (ETCS) supervision in early April. The 'A1' is being used as a 'pathfinder' for the testing and installation of ETCS equipment on heritage rail vehicles. Overnight trials took place on the Cambrian Line, between Shrewsbury and Newtown, with the 'A1' seen here on a preceding test run via the Hellifield circuit on March 26, prior to heading to Wales. Class 55 'Deltic' D9000 *Royal Scots Grey* will play a similar role for heritage diesel traction later this year. PHIL METCALFE



◀ A very different kind of rail vehicle should soon be coming to the streets of Coventry. Track laying has started on a 220-metre test track for the Very Light Rail (VLR) trial, which aims to prove that the concept can be delivered more quickly and at lower cost than conventional tram systems. The prototype vehicle is expected to start operating this summer. RICHARD WILCOCK



Staff Show & Tell

A welcome nudge

One of **George Dent**'s winter modelling projects stalled at an early stage, but after a chance discovery, he's eager to get started again.



Above: Mouldsworth Junction may be of a different type to the CLC signal box featured in the MMR kit, but finding this image proved inspirational for George. WR Pannier tanks Nos. 9630 and 9610 make heavy work of restarting the Altrincham Railway Society's 'Holyhead and Brymbo Railtour' and head towards Chester, on August 21 1966.
COLIN WHITFIELD/RAIL PHOTOPRINTS

At last year's Guildex show, I picked up an 'O' gauge laser-cut signal box kit of a Cheshire Lines Committee (CLC) structure, after being struck by a pre-assembled display model on MMR Model Kits stand. Not physically struck, you understand, but it grabbed my attention nonetheless.

Not only did it look like a well-produced kit of a lovely prototype, but it's rare indeed that I come across anything tailored to one of my favourite railways.

If I were to tally up the years, I'm sure that a huge chunk of my 50 years on this planet will have been spent living close to – or travelling along – one of the CLC's various routes across the north-west of England. With several lines succumbing to the Beeching axe, I've also navigated some of the routes on foot or bicycle. I even learned to ride a horse along one of them! Furthermore, as I mentioned in last month's editorial, one of the CLC's distinctive stations formed the basis of my very first scratchbuilding project while I was but a wee nipper (it wasn't great, but you could sort of tell what it was meant to be).

Anyway, having been thrilled with my signal box purchase, it was earmarked as one of my 'winter projects', one of those undertakings that can be done with minimal tools away from my usual workshop, during the long evenings while listening to an audio book. And so it came to pass, with the main structure assembled in no time, thanks to the careful design of the components. However, I soon began to wonder if should start adding a little extra detail here, and there before the project advanced too far. Perhaps I would inject a little extra relief into the exterior walls, doors and window frames. Cutting out some new parts from thin card or real wood veneer shouldn't be too difficult and, once the structure was painted, it could help bring the model to life.

And that's where things ground to a halt.

A few months later, I'm now looking to restart the project, having sourced extra materials, an interior detailing kit, Modelu signaller figure, and several other odds and ends. But I do so hate losing momentum with a model, as I find it hard to refocus my attention, especially after starting on other projects in the interim. Thankfully, while searching for images on an unrelated subject, I came across a wonderful photograph of the CLC's Mouldsworth Junction signal box in the mid-1960s which has given me fresh impetus. We all need a spark of inspiration to give us a nudge sometimes.

Look out for progress updates on this signal box in future issues.

What George used

- SB07 Cheshire Lines Committee 'O' gauge signal box kit **Price:** £34.99
  Availability: MMR Model Kits
  Web: *www.mmrmodels.co.uk*

STEP BY STEP



1 Here are the contents of the MMR Models kit, with the vast majority of parts laser-cut from good quality card, plus a sturdy floor unit cut from thicker fibreboard. The kit can be built with or without an exterior porch/toilet extension. A set of instructions is provided, along with clear plastic glazing.



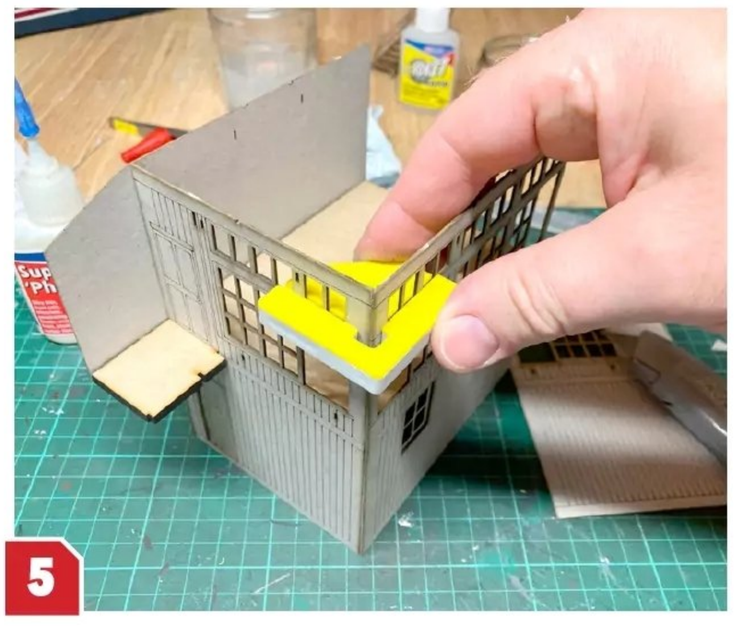
2 The laser-cut parts are easy to free from the surrounding fretwork with a sharp, stout blade. Owing to the build-up of carbon dust along the edges, I used medium grade abrasive pads to clean up the parts, taking care to avoid the dust. This will help the glue adhere to the material.



3 Like many structure kits, this signal box requires the walls to be bonded, in pairs initially, checking each corner is square before the glue sets. Magnetic corner clamps (these are from the Proses range) are a great help, keeping hands free to make checks with a set square.



4 When the pairs of walls have set enough to allow handling, they're brought together and bonded, checking the angles again to ensure all four walls are square and standing vertical in relation to the work surface. This is the lower section of the signal box.



5 Once the joints of the lower base had set, the cabin floor was added and the outer walls – with cladding detail – were assembled around the base. Then I thought that the parts might benefit from extra relief, especially to the frames, and the project ground to a brief halt.

George began building this MMR Model Kits signal box kit a few months ago, but decided to pause while considering ways of adding more detail while the parts were easy to access.

Latest updates from the Lowery and Marriott workshops

The latest 'O' gauge diesel multiple unit to roll off Dave Lowery's production line is a kit-built BR Derby Class 116 three-car unit, complete with working lights and sound. Meanwhile, on a smaller scale, Peter Marriott has been creating a fascinating cameo scene based around a weather-worn shipping container. Peter has been working hard to portray layers of grime and rust streaks to the exterior, while also adding a set of open doors to reveal the interior. These containers can be seen all over the country, being repurposed as storage units, farm buildings and even cafés and bars, so we're looking forward to seeing the finished results!



Rustling up a Ruston

Chris Nevard has been beavering away with one of *Model Rail*'s exclusive Ruston 'PWM' diesel locomotives, creating a suitably lived-in appearance.

Working from period photographs of the real 97652, which spent much of its life working in Devon, shunting the engineers' yards at Taunton and Plymouth, Chris has worked his magic with household emulsion paints, plus a little Humbrol enamel, proving that a convincing weathered finish can be achieved without an airbrush.

The detail of the 'PWM' models really 'pops' once the weathering is applied, highlighting the superb relief in the bodyshell moulding and chassis frames. Careful dry-brushing of key areas will bring even more realism.

Chris will be describing this project in detail in the next issue of *Model Rail*. See page 101 to see our full range of 'PWM' models, or check online to see the latest special offer prices, and maybe snag yourself a bargain!

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Inside track with Ben Ando

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

Reaching the TTipping Point...?

It's hard to believe that it is has been three years since I wrote, in *Model Rail* issue 302, about the launch of 'TT:120'.

Although the scale has become synonymous with Hornby in Britain, it is worth remembering that the first company to test the 'TT' water was Peco, which announced a modest selection of wagons, buildings and accompanying track in June 2022.

But it was Hornby's unveiling of a selection of complete sets comprising LNER 'A3' and 'A4' steam locomotives with corresponding Pullman and BR Mk 1 coaches, and its proposed phased introduction of further models that really kickstarted the new scale.

Since then the range has grown steadily, with HSTs, LMS 'Princess Coronation', LNER 'J50', Class 50 and Class 66 locomotives emerging, accompanied by Mk 2 and Mk 3 coaches and a selection of wagons.

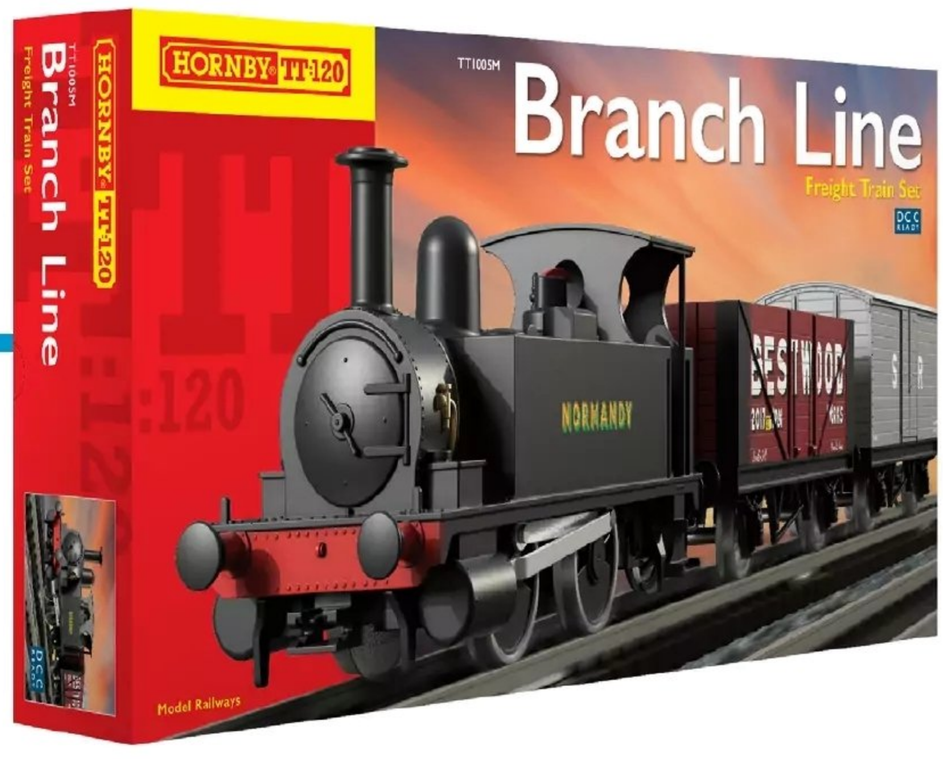
Revolution has joined the fun by offering our MMA/JNA box wagons in the scale, designed specifically to accompany the Hornby Class 66s.

And recently Hornby announced a series of new models including a basic starter set for under £100 which looks sure to prove popular with those entering the hobby, or looking for a gift for an enthusiastic child or grandchild.

But while impressive, it is impossible to ignore the fact that, for most modellers, the possibility of creating a coherent and realistic model railway remained elusive – until now.



Heljan's announcement of a Class 122 for 'TT:120' opens up countless possibilities for modelling idyllic branch lines. COLOUR RAIL



Hornby is also now offering suitable steam locomotives and rolling stock for branch line operations, in a welcome contrast to the prestige 'Pacifics' hitherto released.

"Suddenly a plausible BR blue or green era 'TT:120' layout set in the Midlands, West Country or Scotland is a real possibility"

HSTs, big expresses and freight are all well and good, but there is a distinct lack of the workaday secondary services or commuter trains that complete the picture.

At the recent Model World Live show Heljan announced its entry into 'TT:120'. And while the Class 55 'Deltic' may have grabbed the headlines, for me the Class 122 'bubble car' unit is far more significant as it is the first model to directly fill that gap.

Suddenly a plausible BR blue or green era 'TT:120' layout set in the Midlands, West Country or Scotland is a real possibility – especially with blue and green Class 37s and blue/grey Mk 1s also incoming.

'TT:120' is aimed primarily at attracting newcomers to the hobby, however I have always felt that those active in other scales (primarily 'OO') who fancy a smaller scale 'side project' that does not require a large loft or garage can also provide an important market to grow the scale.

For the 1960s, 70s and 80s, the bubble car is just the ticket. Similarly a single-car Regional Railways Class 153 to go with the BR 'large logo' blue Class 50, or a GWR Class 150 DMU to go with the corresponding HST creates similarly rounded opportunities for modellers of the sectorisation or contemporary eras.

It may be the fast expresses, glamorous 'Pacifics' and heavy freight locomotives that grab the glory, but the arrival of humdrum and workaday units are a sign that 'TT:120' has gone over the tipping point into long-term viability and success.



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Cause and **effect**

Altering one decision can drastically change the outcome of one's life. Russ Pigott has filled his room with a hypothetical scenario based on one change from 300 years ago.

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



‘OO’ GAUGE LAYOUT **CLEY-ON-SEA**

What makes this layout great?

“It doesn’t matter whether Russ is in the mood for shunting or running long rakes of wagons, there’s something he can do to while away the hours at ‘Cley-on-Sea’. One of the lucky ones with plenty of space to include everything he wanted, it’s no wonder his family lose him for hours at a time!”

Anybody who has watched plenty of science fiction television or films will be familiar with the laws of causality. For those who aren't familiar with the term, the premise is that a single decision in the past creates an entirely new timeline and therefore one cannot simply go back in time and change an event expecting everything to be the same. We often think about this in our own lives with the expression 'I wonder what life would have been like if I hadn't…' Fortunately, model railways allow us to play out these hypothetical scenarios without inadvertently changing the course of human events. Russ Pigott has done just that with his enormous room-filler 'Cley-on-Sea'.

"The port of Cley used to be one of the busiest ports in England before it was silted up in the 1700s. If you look at historical maps you can see how much more water there used to be around the area. My 'event change' from the past is that this silting didn't happen, and that Cley continued to grow and become a busy holiday destination like Great Yarmouth with a thriving railway. In real life I'm quite pleased that Cley-next-the-Sea remains a quiet little village, with the hustle and bustle confined to my dedicated railway room." ➤



2

"My 'event change' from the past is that this silting didn't happen, and that Cley continued to grow and become a busy holiday destination"

3 things we like



1

Everybody loves a barn find, and these vehicles look ripe for restoration.



2

The local coal merchants are hard at work bagging up all that fuel.



3

The busy townscape and terminus station, with its similarity to Norwich Thorpe.

3 The track rises about three inches as it leaves the terminus station, giving a subtle but pleasing elevation change.



4

Russ splits his free time seasonally, working on his array of classic cars in the summer, before heading upstairs in the winter to work on the 200 yards of track at 'Cley-on-Sea'.

"Construction of the layout began in 2018 with the building of 100ft of baseboards, covering in laminate flooring to ensure quiet running and allow the track to be lifted easily again if required. The track is all Peco Code 100 as I had a lot of it already from previous projects, but I did have to purchase a bit more to cover the 140 points that the layout now has. Unlike many modellers, I didn't spend ages coming up with a track plan before I started building, my approach was to put track down and just see what looks right. A benefit of



a fictitious layout! I knew I wanted a terminus station, but also the ability to run trains in a loop, a triangular junction, motive power depot, small marshalling yard, tramway and a swing bridge. It's a good job I had a 35ft by 18ft room to put all that in. What I didn't want was rows of sidings which looked too geometric and ended up with a big loop around the outside of the room and a triangular junction which feeds the terminus station in the middle.

TAKING A TOUR

With 'Cley-on-Sea' being so large, we'll allow Russ to take us on a tour of his creation, starting with the large terminus station. ➤







8 Russ has painted his track with aerosols before ballasting with Woodland Scenics fine ballast. This was then coated with Pledge Klear floor polish, applied from a trigger spray, before the track was weathered with more aerosol-based paints.

9 **The water for the Norfolk Broads has been created using Allan Downes' method of painting the baseboard and pouring PVA on top in small layers, allowing each to dry before moving on.**

"I've taken inspiration for that from Norwich, Yarmouth and Lowestoft, so it's a real mix of areas. There are four main platforms and a bay platform with a busy street down one side, consisting of low-relief buildings, either ready-made or kits. I've also included some larger buildings constructed from Tri-ang Arkitex, which some older readers may remember. In the station throat there are three double slips and a scissors crossing which allows trains to reach any platform and the sidings from both main lines and on the opposite side of the station there are some smaller sidings for shunting wagons for the quayside and a coal yard.

"Leaving the station and turning right you reach the village I've called Wiveton Quay and the Wiveton swing bridge where the railway crosses the Norfolk broads. This was laser-cut for me by Adrian from Torri Laser and given more relief with profiled plastic strip. Trains then move through the village consisting of some ready-to-plant buildings such as the pub and shop from The Model Centre, but the signature of the area is the flint cottage which I had to make from card and embossed plastic card as nothing is available on the market. Norfolk also has many large flint churches, and to replicate this I use ➤



10



the Metcalfe example as a base, covering it in flint plastic card. Keen not to fill the entire layout with track, I then have a section of country track in a plain setting which passes through a former station and into the non-scenic sidings above the stairs.

"At the other end of the non-scenic section trains go past Glanford Yard. This has no influence from Norfolk at all, this time taking inspiration from places such as Doncaster, with a shed, fuel storage and warehouse. From here trains can either follow tracks around to the right and into the terminus station again, or loop around the entire layout again."

AS REAL AS POSSIBLE

Despite 'Cley-on-Sea' being a fictitious layout, as a freight train driver, Russ still wanted to make it look as realistic as possible, from the way he operates his points to the positioning of the semaphore signals.

"With 140 points to operate, I made the decision that only those operated by a signal box would have point motors, my rationale being that in a yard points would be changed by hand, so I might as well switch the points by hand as well. The signals are from Ratio with MSE ground discs and a banner repeater. Unfortunately, my modelling skills don't extend to being able to make ➤





13 Russ built 'Cley-on-Sea' primarily to run trains, but hasn't considered running it to a timetable. As long as the stock is appropriate for Norfolk in 1968/69, it can run in Russ' railway room.



operational semaphores but they are all posable to ensure they look correct for photography. My colour light signals have been wired with multiple switches in sequence so that moving one switch changes the aspects of multiple signals to the correct colour, avoiding a green signal directly before a red one. I'm quite fussy about getting the signalling right as I've seen so many fabulous layouts ruined by signals placed haphazardly all over the place."

There isn't any more room for 'Cley-on-Sea' to expand, but with the build complete other than the addition of a few more extra details, Russ is now ready to kick back and play trains, something he doesn't feel he's done enough of over the last four years.

"Most of the models are fitted with DCC sound, so I'm looking forward to sitting back and listening to them make their way through the East Anglian countryside. I've also been starting to film videos for YouTube so once the cars have been packed away again this winter, expect to see many more videos on my channel."

With Russ' layout showing what might have been had one decision not been made 300 years ago, it highlights just how many variations of layouts there could be depicting the same place had different decisions been made throughout history. The mix of alternative and true history always makes for an entertaining layout, so why not give it a try? MR

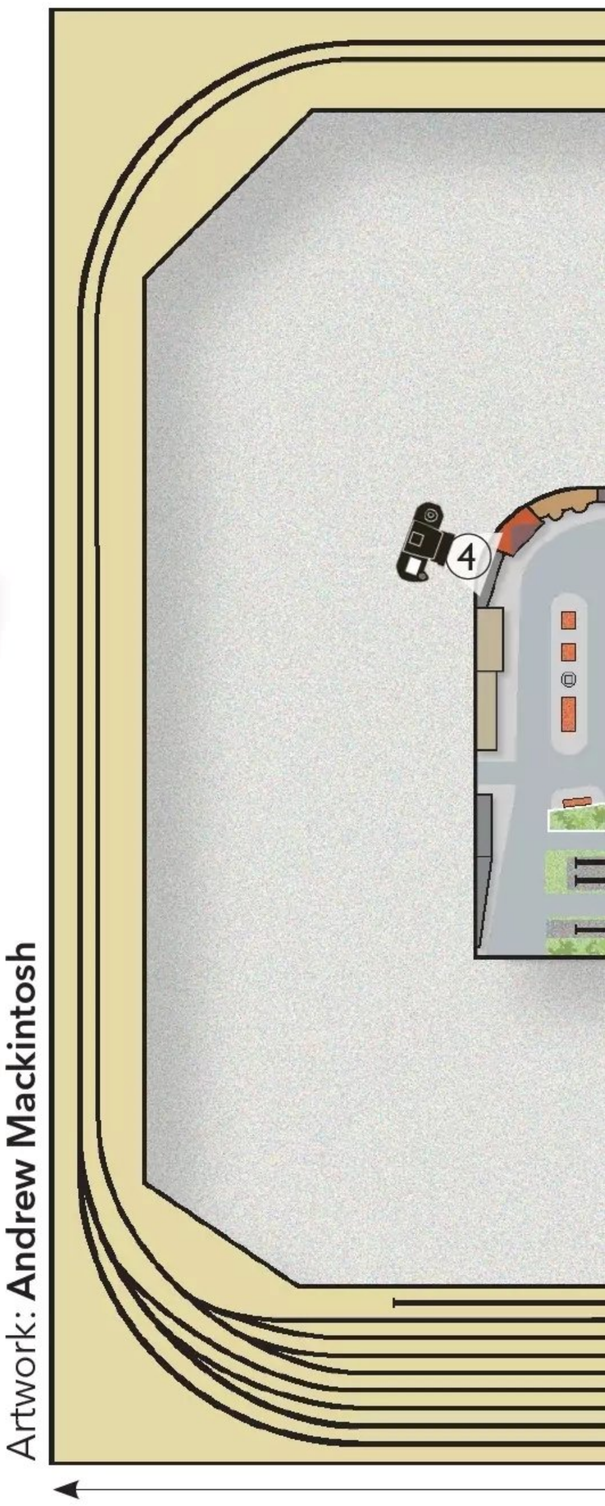


FACTFILE: 'CLEY-ON-SEA'

Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'
Size: 35ft by 18ft
Track: Peco Code 100
Power and control: DCC
Time to build: Four years

ABOUT THE MODELLER: RUSS PIGOTT

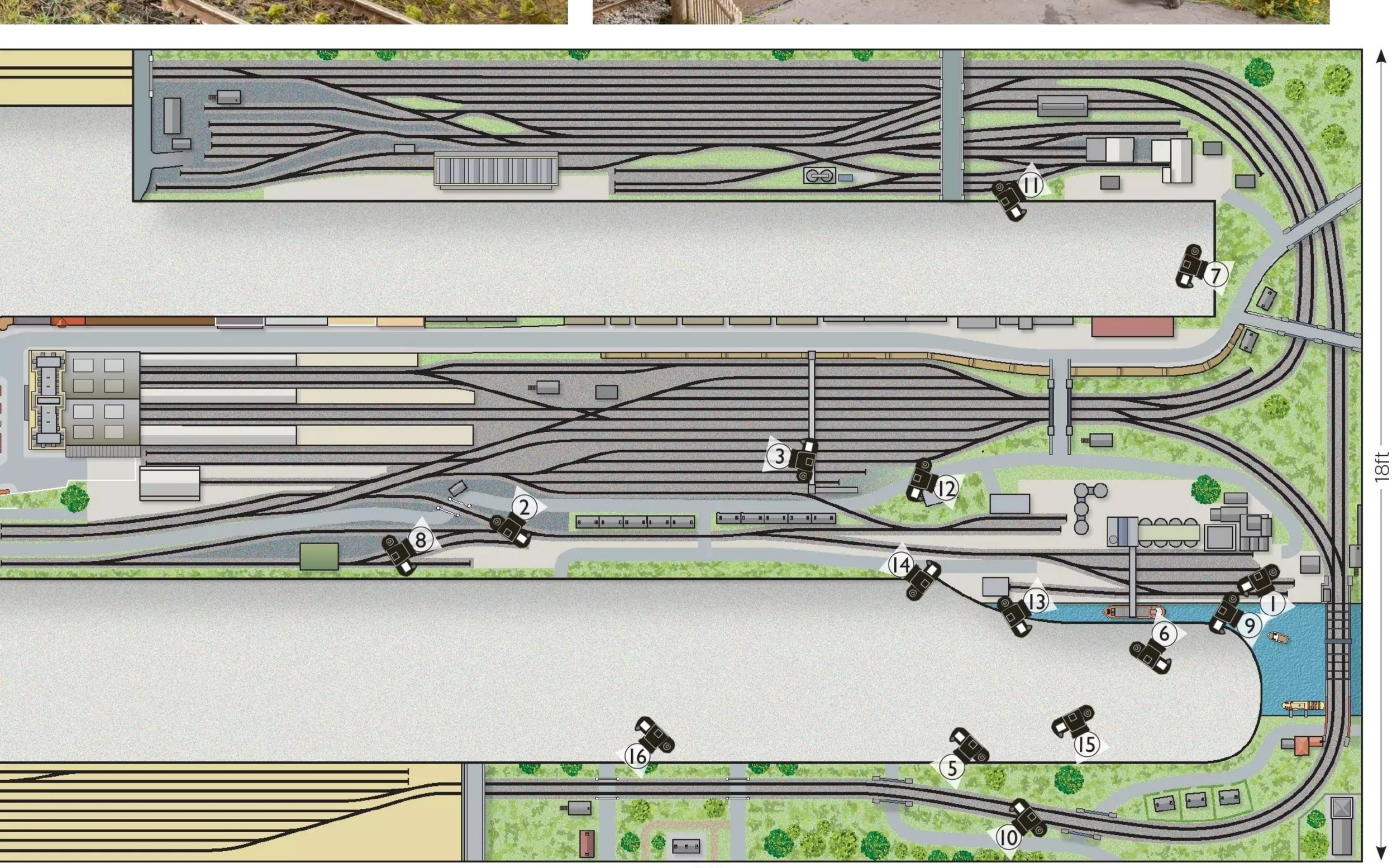
"I'm a freight train driver and enjoying taking my collection of classic cars out for drives in the summer months. I have four MGs, including a Maestro that wins a few prizes at shows, and two Rovers."






15


16


11
7
3
12
2
8
14
13
1
9
6
16
5
15
10
18ft
35ft

Paddle steamers

When Dugald Drummond set his course towards perfecting a 4-6-0 design, he didn't quite make it. Richard Foster recounts the history of his striking, yet flawed 'T14'.

Dugald Drummond is an enigmatic locomotive engineer. He's responsible for some of the London & South Western Railway's most famous locomotives – the 'M7' 0-4-4Ts, the 'Black Motor' 0-6-0s and the 'T9' 4-4-0s – and yet the classic lines of most Drummond designs are actually the result of rebuilding by his successor, Robert Urie.

Drummond joined the LSWR as Locomotive Superintendent (later Chief Mechanical Engineer) in 1895. He'd trained under William Stroudley, following him to the London Brighton & South Coast Railway. He'd then started to establish the Drummond name for locomotive design at the North British Railway in 1875, followed by a move to the Caledonian in 1882.

> "The Southern Railway inherited all ten 'Paddleboxes' and Chief Mechanical Engineer Richard Maunsell attempted to cure them of their ills once and for all"

Dugald Drummond's Scottish locomotives were no-nonsense machines, rugged yet attractive. But at Nine Elms and, latterly Eastleigh Works (which he was instrumental in developing), he started to experiment. He developed water tube fireboxes, where tubes across the firebox increased the heating surface. He eschewed the superheater for





Ex-LSWR 'T14' No. 444 passes Weybridge with an Up parcels train in the late 1930s. As the decade progressed, the 'Paddleboxes' found themselves relegated to such secondary duties, including milk trains, goods trains and semi-fast passenger trains. The class was saved by the outbreak of war where they were used on heavier trains and also worked onto former London Brighton & South Coast and South Eastern & Chatham Railway metals. BERNARD WHICHER/RAIL ARCHIVE STEPHENSON/RAIL ONLINE

Drummond 'Paddleboxes' Nos. 447 and 444 stand alongside Bulleid 'West Country' No. 34023 *Blackmoor Vale* outside Nine Elms shed in 1949. The arrival of new Bulleid 'Pacifics' and BR Standard 4-6-0s would render the troublesome 'Paddleboxes' redundant. The class were concentrated at 9E in their last years, No. 458 being destroyed during an air raid there in 1940. C.R.L. COLES/RAIL ACHIVE STEPHENSON/RAIL ONLINE



Right: 'T14' No. 458 is less than a year old when photographed at Eastleigh shed on October 16 1912 (it entered service in December 1911). The imposing front end was the result of having all four cylinders in a line. The huge splashers (complete with inspection 'porthole') gave rise to the 'Paddlebox' nickname. The angular box on the side of the boiler housed the water tube firebox. RAIL ARCHIVE STEPHENSON/RAIL ONLINE

a smokebox-mounted 'steam drier'. He introduced a four-cylinder 4-4-0 in 1897 that was actually a 4-2-2-0 because the driving wheels were not coupled and each driving axle had its own set of cylinders.

His first foray into designing a 4-6-0 was the 'F13' in 1905, which was an ungainly machine with a water tube firebox that footplate crews found impossible to fire. Then came the 'G14' mixed traffic 4-6-0 in 1908, complete with steam drier. After that came the mighty 'P14' in 1910.

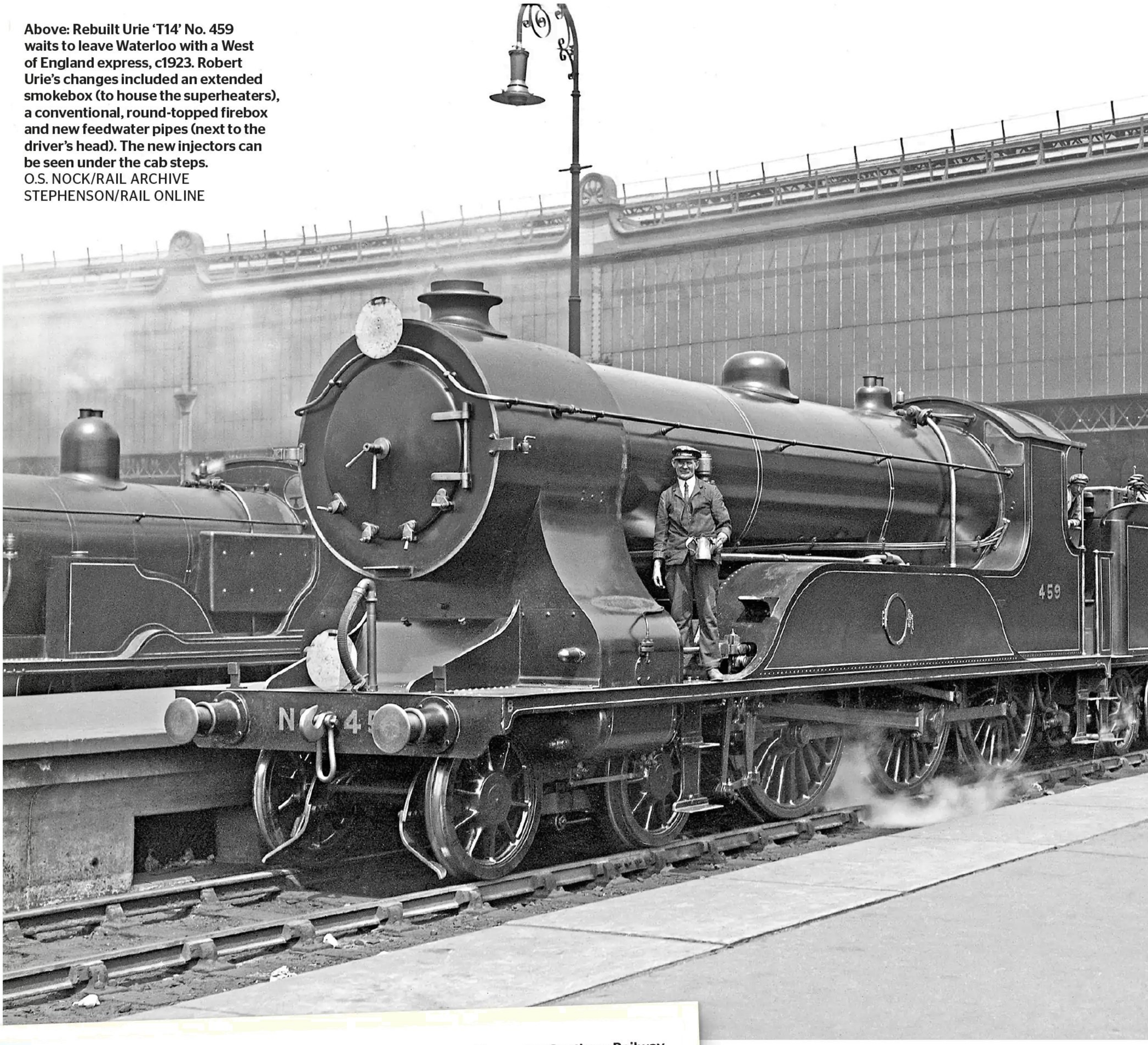
All were built in small numbers and performance ranged from tolerable to woeful. So it was perhaps a little odd that another new 4-6-0 appeared in 1911.

This was the 'T14' and it was designed primarily for London-Bournemouth workings. It had all the hallmarks of a Drummond 4-6-0 but looked even more imposing. While the boiler was effectively the same as previous designs, it was pitched slightly higher. It had four cylinders but they were mounted in line, turning the smokebox saddle into a wall of steel.

It was the huge splashers that gave rise to the 'Paddlebox' nickname. They almost covered the 6ft 7in driving wheels, like those over the paddlewheels on an Isle of Wight ferry. A porthole-like inspection window completed the nautical theme.

Five 'T14s' entered service in 1911, all ➤

Above: Rebuilt Urie 'T14' No. 459 waits to leave Waterloo with a West of England express, c1923. Robert Urie's changes included an extended smokebox (to house the superheaters), a conventional, round-topped firebox and new feedwater pipes (next to the driver's head). The new injectors can be seen under the cab steps.
O.S. NOCK/RAIL ARCHIVE STEPHENSON/RAIL ONLINE



Still carrying Southern Railway livery and number, No. 443 sits with other withdrawn locomotives at Nine Elms in June 1949. It had been scrapped by the end of the year.
COLOUR RAIL



based at Nine Elms shed in South West London. Of those, only No. 447 was fitted with a steam drier.

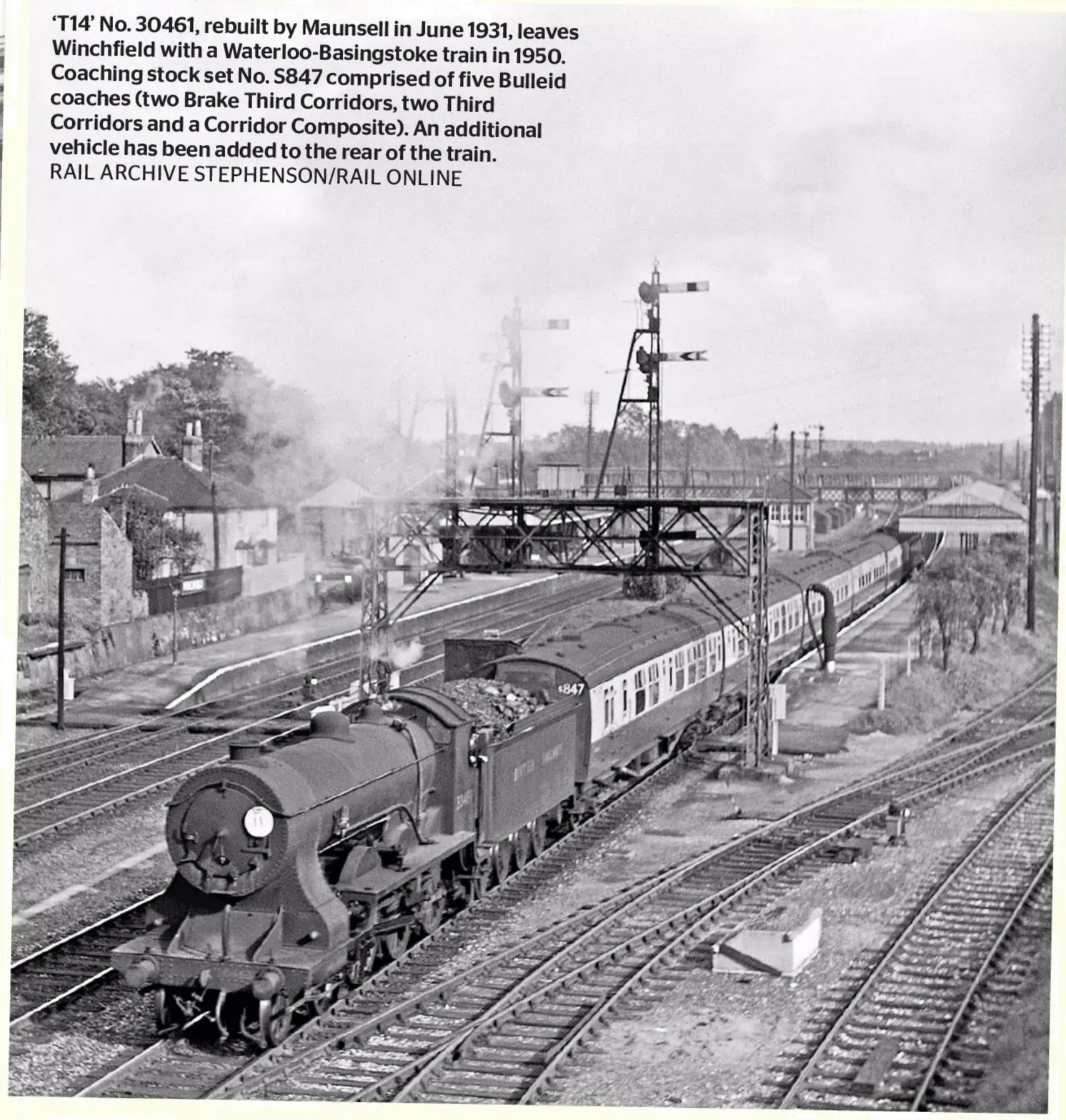
Performance was better than the 'G14s' and 'P14s' but train timings on expresses to Southampton were considered too relaxed for an engine of such size. As well as poor steaming, hot axleboxes plagued these engines.

Water consumption was an issue too. They were getting through the contents of the 4,500gal 'water cart' tender and so they were provided with a new 5,800gal design in 1912. But even then, frequent water stops caused delays.

Yet Drummond ordered five more, which were delivered in 1912. Also new in 1912 was the 'D15' 4-4-0, Drummond's final design for the LSWR before his somewhat bizarre death on November 8 1912 (the result of having both feet amputated after ➤

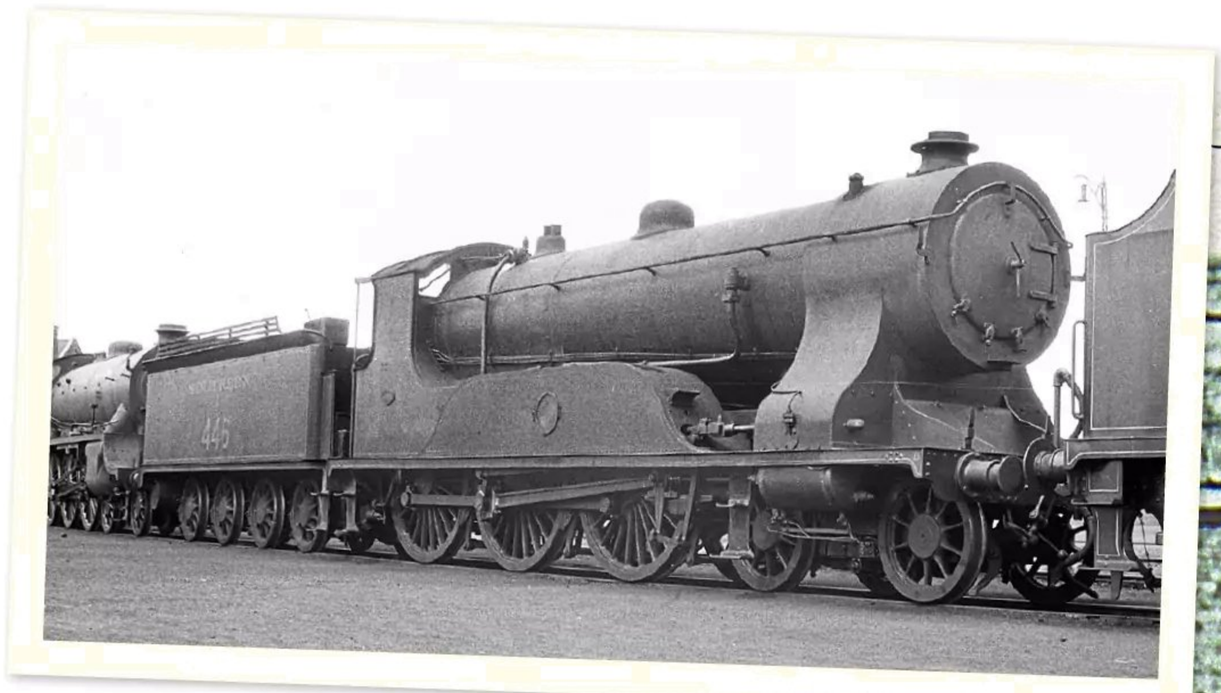


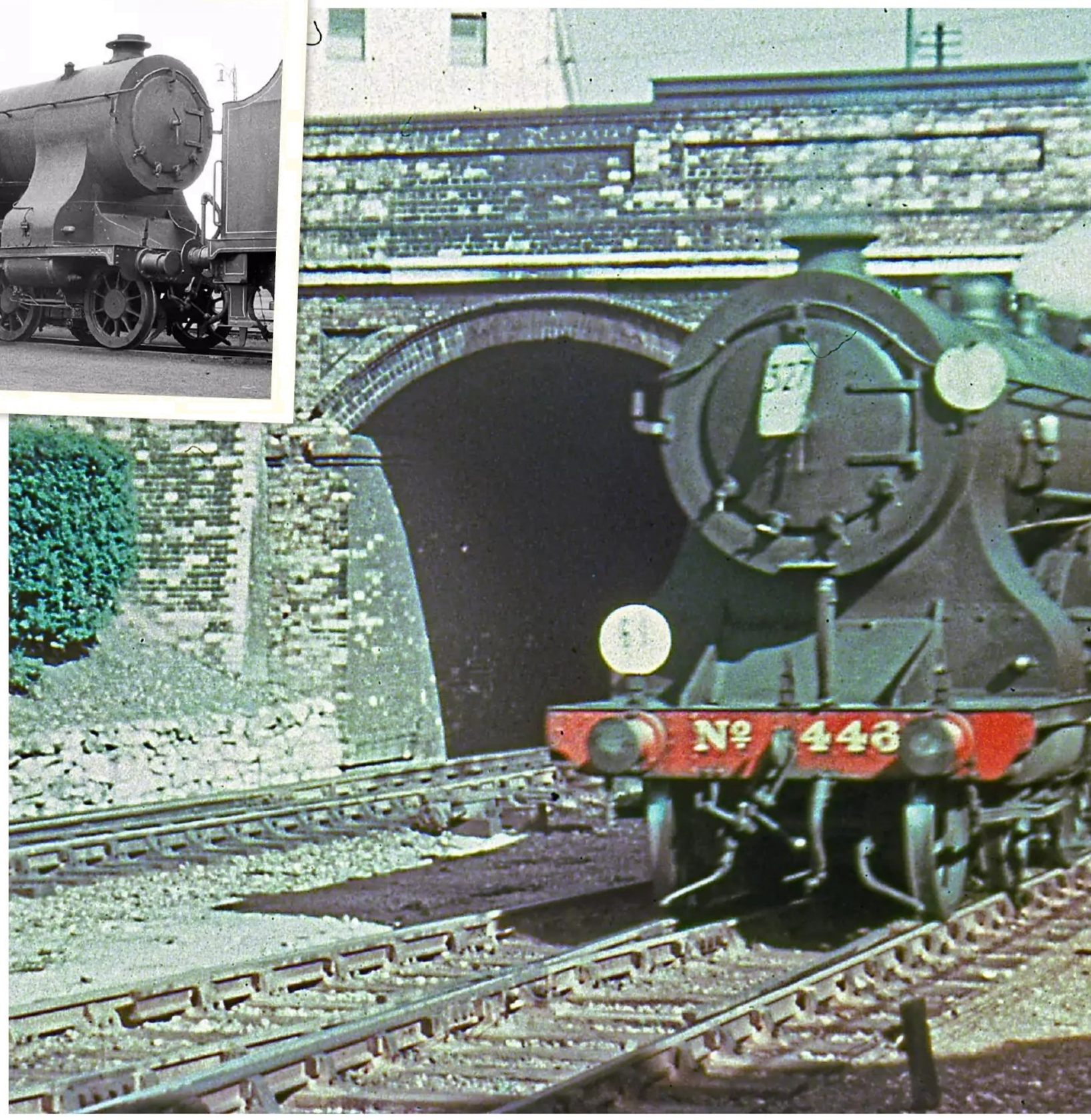
'T14' No. 30461, rebuilt by Maunsell in June 1931, leaves Winchfield with a Waterloo-Basingstoke train in 1950. Coaching stock set No. S847 comprised of five Bulleid coaches (two Brake Third Corridors, two Third Corridors and a Corridor Composite). An additional vehicle has been added to the rear of the train.
RAIL ARCHIVE STEPHENSON/RAIL ONLINE



'T14' No. 30461, the last to remain in service, speeds through Vauxhall on September 16 1950. The flush-riveted Urie smokebox has been replaced by one with snap head rivets. Also visible is the Urie chimney, a chance modification that finally solved the class' steaming issues.
G.H. HUNT/COLOUR RAIL







Above: No. 446 is seen at Eastleigh just prior to entering the works in the summer of 1931. The original, enormous splashers and low, straight footplate will soon be gone, as part of Maunsell's modification programme. COLOUR RAIL

Right: Five years after the above image was captured, No. 446 is seen again, emerging from the Holdenhurst Road bridge on the approach to Bournemouth station, with its rebuilt splashers and footplate evident. Given that the 'Paddleboxes' were all withdrawn before the end of 1951, colour photographs of them in service are rare – and one showing them in Southern Railway lined green is even rarer. The headcode discs are correct for a London-Bournemouth West working, via Sway and Brokenhurst. J. KINNISON/COLOUR RAIL

Below: Initially, following the 1922 Grouping, the Southern Railway employed prefixed numbers to avoid duplication, with E (for Eastleigh) denoting former LSWR locomotives. No. E445 is seen at Orpington in this undated view. COLOUR RAIL





Factfile: Drummond 'T14' 4-6-0

LSWR/ SR No.	BR No.	Built	Urie modifications	Maunsell modifications	Withdrawn
443	30443	March 1911	November 1915	July 1931	May 1949
444	30444	April 1911	July 1917	March 1931	February 1950
445	30445	May 1911	December 1915	February 1931	November 1948
446	30446	June 1911	November 1915	August 1931	April 1951
447	(30447)	June 1911	February 1917	September 1930	December 1949
458	-	December 1911	September 1915	November 1930	October 1940
459	30459	June 1912	May 1917	January 1931	November 1948
460	30460	January 1912	September 1916	April 1930	November 1948
461	30461	March 1912	March 1918	June 1931	June 1951
462	30462	April 1912	October 1917	August 1930	February 1950



Above: The final incarnation of the 'T14s', as illustrated by No. 443 at Nine Elms in c1925. The huge splashers have been removed and replaced by a high running board and splashers of a more conventional shape. The outside piston valves still protrude above the running plate. Just behind the chimney are the snifting valves for the Maunsell-pattern superheaters. The valves were later removed. R.S. CLARK/ RAIL ARCHIVE STEPHENSON/RAIL ONLINE

severe scalds turned gangrenous). The 'D15' proved a very capable locomotive and able to maintain timings that were beyond the 'T14s'.

Robert Urie, Drummond's successor, believed that the 'T14s' were worth persisting with, and authorisation was duly gained to rebuild Nos. 443, 445, 456 and 458.

These engines were fitted with Eastleigh superheaters and new, conventional fireboxes. Shorter chimneys were to improve steaming while Detroit sight-feed lubricators aimed to reduce the hotbox issue.

There was a marked improvement. Coal and water consumption went down. Hotboxes became less frequent and the remaining locomotives were soon modified.

However, Urie's work didn't eradicate the problems. The Southern Railway inherited all 10 'Paddleboxes' and Chief Mechanical Engineer Richard Maunsell attempted to cure them of their ills once and for all.

Mechanical lubricators were fitted and the large splashers removed, with the newly raised running plate allowing more air to circulate around the wheels. However, overheating axleboxes remained an issue, but were now at more manageable levels.

The steaming issue was solved by accident in 1940, after formal trials in 1937 failed to offer any improvement. While under overhaul at Eastleigh, there were no spare chimneys available for No. 447. A chimney from a Urie 'G16/H16' was fitted as a temporary measure and performance was transformed.

The Second World War gave the 'Paddleboxes' a renewed sense of purpose, although it left the class in a poor state. In fact, only nine survived the war for No. 458, known by enginemen as 'The Cow', was destroyed, along with parts of Nine Elms shed, during an air raid in October 1940.

British Railways took on the nine remaining 'Paddleboxes' but swiftly withdrew Nos. 445, 459 and 460 in late 1948. Others began to receive BR lettering and numbers in the 30XXX series. No. 30447 never actually returned to service with its new number: it was condemned days after emerging from Eastleigh Works with a cracked frame in December 1949.

As 1951 dawned, the only 'Paddleboxes still in service were Nine Elms' Nos. 30446 and 30461. Neither made it beyond the summer: No. 30446 was withdrawn week ending April 21 1951 and No. 30461 followed week ending June 2 1951.

It's sad that of the four surviving locomotives credited to Dugald Drummond, only 'M7' 0-4-4Ts Nos. 245 (National Railway Museum) and 30053 (Swanage Railway) are largely how he envisioned them. Part of the National Collection, 'T9' No. 30120 is as modified by Robert Urie while Caledonian Railway 4-2-2 No. 123 (on display at the Riverside Museum, Glasgow) is a joint effort between Drummond and locomotive builder Neilson.

Dugald's younger brother Peter also became a locomotive designer. He initially followed his elder sibling from railway to railway but elected to stay in Scotland when Dugald joined the LSWR. While he incorporated some 'Drummondisms' into his Scottish locomotives, such as 'water tube' fireboxes, he achieved what Dugald didn't – designing a successful 4-6-0 in the form of the Highland Railway's superb 'Castles'. Sadly, Peter Drummond's legacy is even more poorly represented in preservation than Dugald's – the diminutive Glasgow & South Western Railway 0-6-0T No. 9 is all that survives.



HOW TO

BUILD A DRUMMOND ‘T14’ IN ‘OO’

Using modern technology – and a dose of good old ingenuity – **ALEX ROCKEY** adapts a chassis from a Hornby model of LNER ‘A1’ *Tornado* to create a replica of Drummond’s striking ‘Paddlebox’ 4-6-0.

PHOTOGRAPHY: ALEX ROCKEY

Constantly looking for unusual or unavailable prototypes to model, the Southern region is always a rich source of inspiration. A flick through a comprehensive guide to the region’s varied locomotives led me to stumble across Drummond’s ‘Paddlebox’ 4-6-0, possibly so-called as the originals had large valances covering the tops of their driving wheels, redolent of river-going paddle steamers.

I was struck by the large, riveted smokeboxes of these impressive prototypes, and without too much thought as to the practicalities, I dove straight into the design – only later becoming aware of some of the valve gear complexities unique to this locomotive.

OO GAUGE | 50 hrs

From the outset, I intended to design the locomotive to be largely 3D-printed and driven by an (extensively) modified Hornby *Tornado* chassis. I am lucky enough to have my own, small resin 3D printer, but the size of the model stretched it to its limits. It was to be the first entire locomotive in 4mm scale that I had tackled using this method – as well as the first to design, print and apply my own lining transfers. A model of firsts, if you will!

This project took a long time from inception to completion and there were a number of difficulties along the way. Not only do these make the finished model more rewarding to admire, but they also help to build up the varied skills us modellers acquire along the way, which makes each model (hopefully) better than the last.

I have since taken on board many of the new skills and tips learnt while undertaking this project, and I am now regularly printing my own transfers and even developing my own 3D-printed chassis.



There's no sign of the LSWR Class T14 in ready-to-run form, so Alex combined 3D-printed components with a cut-down Hornby 'Pacific' chassis to create a unique re-creation of Drummond's 4-6-0. CHRIS NEVARD

What you will need

SHOPPING LIST

- Hornby LNER 'A1' *Tornado* 4-6-2 chassis **Availability:** Second-hand model dealers
- Southern Railway numerals and lettering decals **Availability:** Fox Transfers **Web:** *www.fox-transfers.co.uk*
- Vallejo acrylic paints (various shades) **Availability:** Model shops or Scale Model Shop **Web:** *www.scalemodelshop.co.uk*

TOOLS

- 3D Printer
- Computer Aided Design (CAD) Software
- Knife
- Tweezers
- Files and abrasives
- Drill and various bits
- Paintbrushes
- Airbrush and equipment (optional)

STEP BY STEP



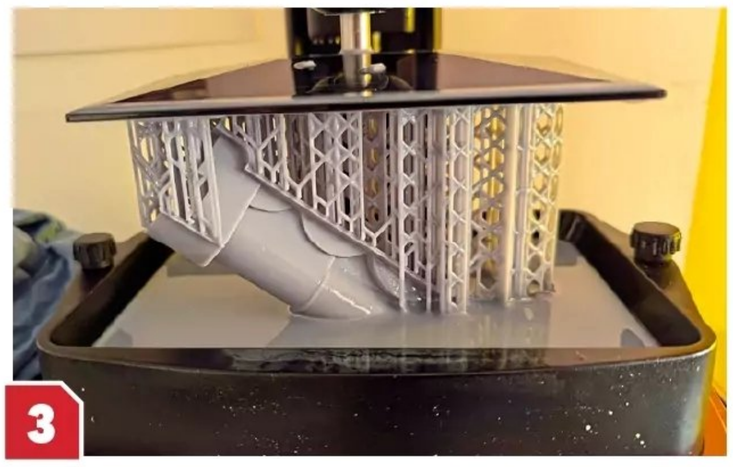
1

The first step of this project was to find a suitable chassis featuring the correct dimensions. I identified that an LNER 'A1' had the correct wheel dimensions and spacing, so I searched for – and found – a very cheap Hornby *Tornado* on an online auction site, to prove a donor chassis. Upon arrival, the model ran perfectly, so this was a good start...



2

...until I realised, when comparing it to some scale drawings, that the motor/flywheel assembly stood no chance of fitting into the proportions of the 'T14'. Some detailed studying of the drawings and chassis ensued and, after a deep breath, out came the saw, Dremel and a variety of files. I re-shaped the die-cast chassis block and reversed the motor and mount.



3

Next was the long process of designing the actual bodyshell using drawings and a variety of pictures. I am self-taught on CAD, so I am sure I don't always use the most streamlined of workflows, but in the end, I had a fully detailed, 3D representation of the 'T14'. I then printed a basic version of the bodyshell as a test – the benefits of having your own printer.



4

When designing a model, there is always a bit of back-and-forth component testing for the right fit. In this case, it was vital to ensure the bodyshell was a good fit over the modified chassis, and that the fixings were in the right place. It was also an opportunity to check that the chassis ran well with the body attached, with adequate clearance for the coupling rods.



5

I wanted to see how well 3D-printed valve gear would work. I set about drawing up and printing each of the individual parts – here you can see the first test of the components around the cylinder. You can also see the complex way in which the valve gear protrudes through the curved section of the footplate – which made for an interesting design challenge.



6

Here, all the valve gear components are being test-fitted and, to my relief, it all functioned. It won't be as robust as etched components and, in the future, I will likely revert to these – but it was a fun experiment and the locomotive runs just fine. It's a bit of a party piece to have fully 3D-printed valve gear – and endlessly replaceable if I do have any disasters.



7

With the bodywork and mechanism progressing well, it was time to finish the chassis. It was stripped down and painted black, the wheels masked and painted to represent Southern olive green and then lined in black by hand. These were then given a coating of varnish prior to removing the masking tape. The lining is not perfect, but looks OK from a distance.



8

I designed a simple bogie for the tender, and the axles just click into place. This was painted black and the wheels treated to the same paint scheme as the driving wheels. Getting the chassis and wheels to this stage was a satisfying milestone and spurred me on to tackle the next steps.



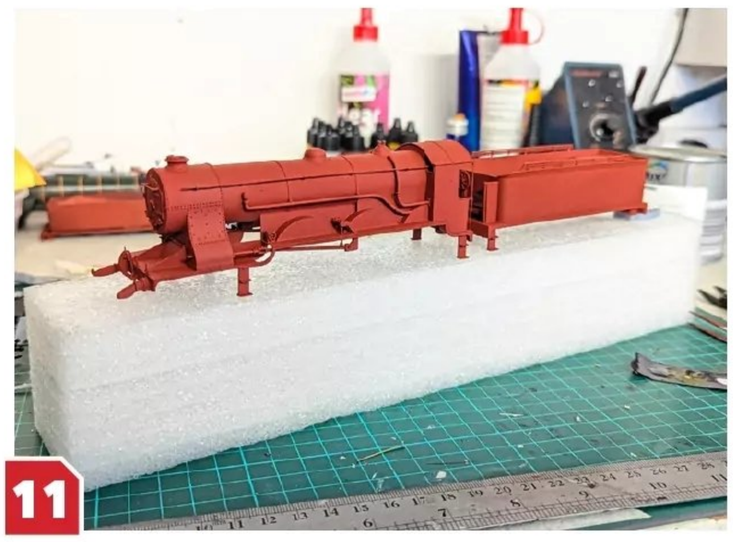
9

It was now time to print a more detailed version of the bodyshell and do a final test fit on the finished chassis to prove all still worked before I committed to the rather long, final 3D print. All seemed well, so I took the plunge and set the final version to print.



10

While the final version was printing, I quickly mocked up the tender body out of card to get a feel for how the whole thing would look, and to see where I could weigh down the tender. This should have perhaps been done before I set the final print going, but it still helped me work out where best to situate the weight.



11

About 9-10 hours later and after careful sprue removal, I had these locomotive and tender prints. I sprayed them in a red oxide primer to highlight blemishes. Luckily this print turned out very well and needed little clean-up, although a couple of tiny details did need re-attaching after a slight mishap.



12

Here are my 3D-printed valve gear components, alongside the metal coupling rods – cleaned and painted in Vallejo metallic steel (71.065). The parts were left to dry before assembling them with dressmaker's pins (similar to the way as etched valve gear is put together). Along with the rest of the locomotive, these were printed in ABS-like resin which improves strength, but they are still prone to breakages.



13

With the prints now fully dry and any blemishes corrected, I set about mixing various Vallejo greens and browns (71.139 US Field Drab, 71.137 US Light Green, 71.057 Black) to achieve an approximation of Southern Railway olive green. When content, I used an airbrush to achieve an even finish on the locomotive and tender. I did several coats to build up the depth of colour and create a more durable finish.



14

When the green base coat had dried, I used a paintbrush to start applying the various detail colours such as the black smokebox, red bufferbeams and metalwork. This was a relatively slow process, but time taken here is worth it in the end. Again, I built up the colours using multiple thin layers, which avoids runs and long-dry times.

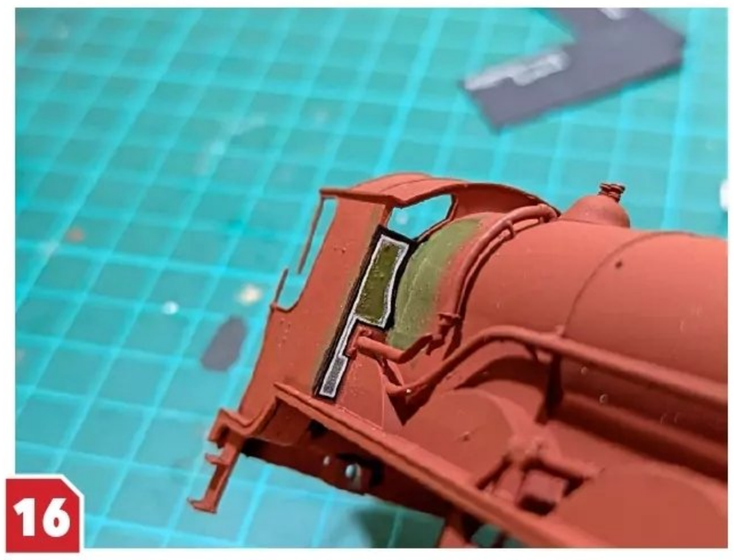




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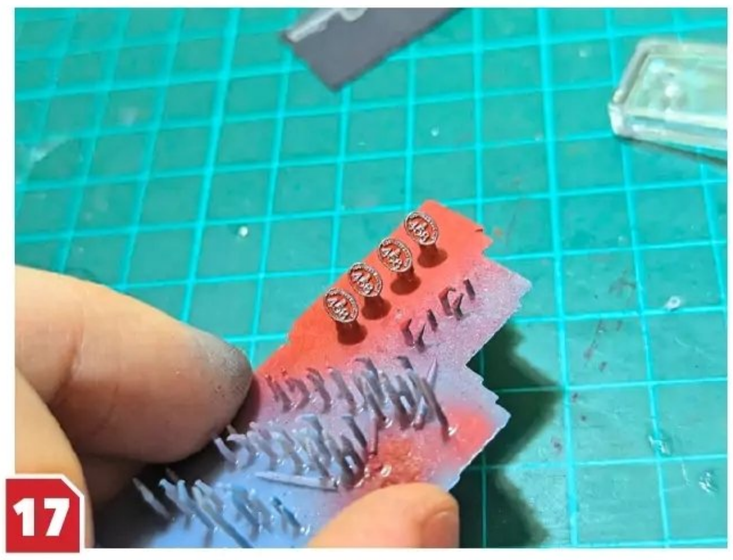
Modelling is all about compromise – and on this project, the firebox had to be a bit further back than it should be to fit around the motor. No big deal, but does mean it is more prominent, so I had to put a degree of effort into making it look good. Using some copper wire and 3D-printed parts, and picking out the details in various colours, the cab was brought to life.





16

Next job: lining. I couldn't find anything suitable to buy so I designed my own to print on waterslide decal paper. These were then cut out with a scalpel and applied with water and a decal fixing solution. Here I'm testing the lining on one of a test print – I applied the white lining and then filled in the black surround with a fine paintbrush.



17

Locomotives in olive green often had very elegant, oval numberplates – and in keeping with the ethos of this build, I designed and printed some of these. They were very small, and this picture is somewhat of a cruel close-up – but when fitted, they really look the part and bring the livery together.



18

Here, the tender lining is complete, alongside some Fox Transfers numbering and lettering. You can also see the coal railings have been added (3D-printed, of course) and real coal was added at this point too. I also printed off and painted up some footplate crew based on 1:50 scale architectural figures from Thingiverse (credit to gerw88), duly shrunk to 1:76 scale.

19 With lining and varnishing complete, all that's left is to fix the valve gear and coupling rods and give the model a test run. I think it will need to be weathered at some point – but after the painstaking work required to line it, I think I will admire it in pristine condition for just a little longer.



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HOW TO

BUILD A VICTORIAN BOILER HOUSE

Chris Nevard offers a happy medium between scratchbuilding and buying off-the-shelf.

Is there anything more daunting than the idea of scratchbuilding a structure? How do you work out the right size? What do you make it out of?

Some modellers seem to be able to effortlessly throw buildings together. The late Allan Downes was a prime example, making it all look so easy, yet producing stupendous results. But there is an alternative option. And no, I'm not talking about resin 'ready-to-plant' structures. I've nothing against them but use them sparingly, otherwise your layout might look like everyone else's.

The solution is something called a 'scratch aid'. When it comes to buildings, these 'scratch aids' provide the bare bones – the skeleton – of the structure, namely the main walls and roof. Some also provide windows, doors and other odds and ends. Yes, you might see another building that's the same overall size and shape as yours, but the beauty is that the finish can be 100% unique.

I've been using scratch aids for years. Readers of the previous issue of *Model Rail* will have seen the pair of rendered terraced houses I created from one such kit. The same kit maker is featured here, Fair Price Models. Having seen its Vale Boiler Pump House kit, I thought it would be perfect for a Cornish-themed 'OO' gauge layout I'm currently building.

MODEL Vale Boiler Pump House kit ◆ **Price** £11.98 (plus p&p)
AVAILABILITY Fair Price Models Web: *www.fairpricemodels.com*
OO GAUGE | 16 hrs

The building's skeleton bears more than a passing resemblance to Leawood Pumphouse on the Cromford canal, but I thought that, with some careful work, it would certainly look just as good pumping water from a Cornish tin mine as a Derbyshire waterway.

Fair Price Models produces an interesting range of scratch aids. The kits are quite basic and while they are comparatively inexpensive, they are premium quality. Everything fits together perfectly to create a sturdy building.

This is the third Fair Price Models product I've built, and I must say that I'm thrilled with the outcome. I will say that production runs are quite small so if you see something in the range that you like, don't delay. Grab it while you can and then spend some time pondering how you intend to finish it off. Hopefully, the following demonstration will give you some ideas of how it can be done for little expense and without any fancy tools, materials or processes.

What you will need

SHOPPING LIST

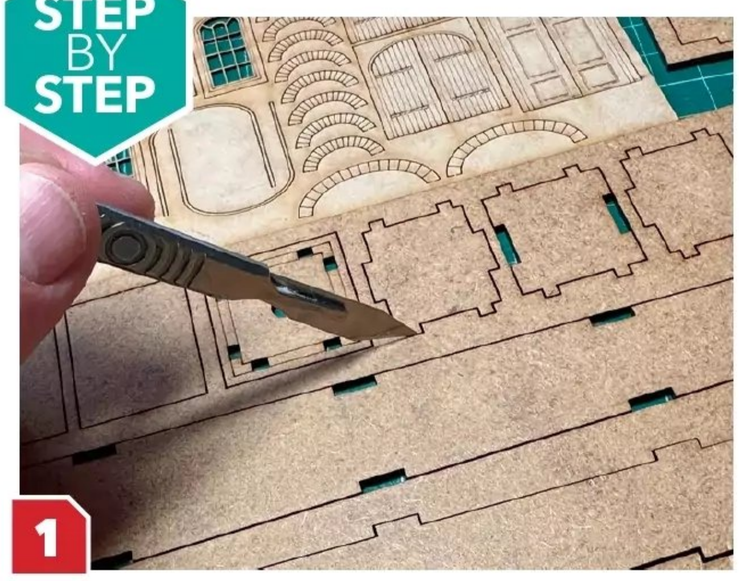
- Scale Model Scenery LX228-00 Roof Slates **Price:** £8.99 **Availability:** *www.scalemodelscenery.co.uk*
- Slater's Embossed Plastikard 0421 'Random Buff Stone' **Price:** £3.92 per pack **Availability:** *www.slatersplastikard.com*
- UHU glue **Availability:** High street stores or online retailers
- EMR Model Supplies Plastic Weld Cement Price £4.50 **Availability:** *www.scalemodelshop.co.uk*
- Mod Podge Gloss **Price:** £6.00 **Availability:** Hobbycraft stores **Web:** *www.hobbycraft.co.uk*
- Humbrol • Matt 224 Dark Slate Grey • Matt 76 Uniform Green **Price:** £2.89 each **Availability:** Humbrol stockists or *www.kernowmodelrailcentre.com*
- Halfords • 258771 Matt Black; 258627 Grey Primer • 258651 Filler Primer • 258635 White Primer **Price:** £11.99 each **Availability:** Halford stores or *www.halfords.com*
- Gorilla Wood Glue **Price:** £7.70 **Availability:** Hardware stores or *www.diy.com*

TOOLS

- Knife and spare blades
- Cutting mat
- Steel rule
- Needle files
- Scissors
- Paintbrushes
- Pin vice and selection of drill bits

PHOTOGRAPHY: CHRIS NEVARD

STEP BY STEP



1 What you get are several sheets of laser-cut components. Study the instructions to identifying all the individual components prior to assembly. The parts are easy to remove with light use of a hobby knife.



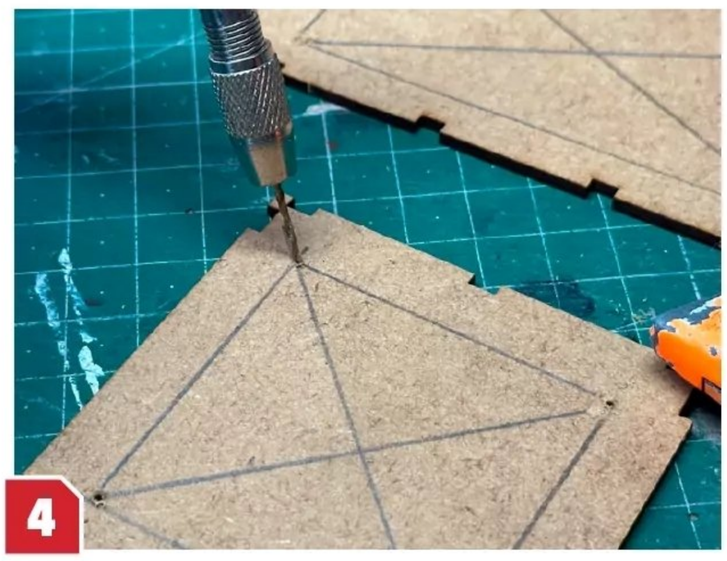
2 I started by assembling the chimney stack. It might look complex but you simply start by assembling a series of boxes: a small box which forms the base, followed by a tall narrow box for the main stack. Everything slots together neatly and is self-supporting.



3 The top of the chimney is formed from three parts that easily slot together. They're then glued on top. While there are bespoke glues available for laser-cut kits, I use Gorilla Wood Glue from my local hardware store, which 'grabs' quickly, can be cleaned up with a damp cloth while wet and forms a very strong bond.







4

The bases of each building are solid, so you can't access the interior when fully assembled. To rectify this, I marked out an aperture, ensuring plenty of 'meat' around the edges to provide strength, then drilled holes in each corner. I then cut between them with a heavy-duty knife and a straight edge.



5

Once the waste material was cut from the base, the walls of the main building were assembled around it. As well as applying glue to the two mating surfaces, I also apply some along the inside of the join too. Low-tack masking tape is useful to hold parts while the glue cures.

TOP TIP

When assembling a building, start with the side that will face away from the viewing side. That way, if you mess it up, nobody will know apart from you.





6

The smaller building was assembled in the same way, cutting out an access hole in the base and then slotting the walls together, bonding everything with glue. I have yet to join the two buildings and chimney. That's best left until later. Time to start to personalising the kit!



7

As this was to be a Cornish engine house, I opted to cover the shell in Slater's Embossed Plastikard 0421, which has a random stone texture. I drew around each side onto the back of the Plastikard and then cut it with a sharp blade and a steel rule.



8

You want the Plastikard overlays to be ever-so-slightly oversized, so it can be trimmed in situ later. UHU glue works really well to secure the Plastikard to the shell. It bonds quickly but allows just enough time to wiggle the plastic into position.



9

With the UHU fully cured, gently press a sharp blade through the windows and door apertures. Shining a light from inside helps pick them out. Dress those apertures and edges with a file or sanding stick.



10

Leaving the Plastikard oversize means that it's easier to tidy up the corners. Neat corners will help elevate your model. If you do get any unsightly gaps, fill with Deluxe Materials' Create & Shape or other suitable hobby filler.



11

A liquid poly cement, such as EMA Plastic Weld, is ideal for fixing the window and doorway arches. To be picky, you should remove some Plastikard so that they don't stand too proud. But I wanted to finish this quickly!



12

I improvised a set of cornerstones – known as quoins – from a sheet of textured card. You can decide on a suitable size to match the building you're replicating. Depth wise, get them to match the height of brick or stone courses. Take a look at real quoins for inspiration.



13

After folding the quoins around the model, I flooded the thin card with polystyrene solvent and pushed them into place, pressing hard to avoid gaps. The solvent softens the plastic, effectively welding it to the card for a strong bond. Be careful not to leave fingerprints.



14

Sturdy white card is supplied for the roof. You might need to trim it to size depending on whether you want an overhang or not. Glue the card in place with PVA once you're happy with the fit, clamping with low-tack masking tape if necessary.



I used offcuts of plastic card to make some bargeboards for the gable ends. You could, if you wanted, use some of the surplus fibreboard left over from the model. Scale Model Scenery's Roof Slates provide the finishing touch, applied in slightly overlapping layers from the gutter line upwards.



Windows and doors are provided with the Fair Price Models kit, laser-cut from thin fibreboard. They're designed to be built-in in layers for authentic relief. I used PVA glue to allow a little movement before the glue sets, wiping away excess with a damp swab. Once it sets, only a scalpel will separate the layers.



It's a good idea to paint the window frames before installation and glazing. I like Humbrol Matt 76 Uniform Green on industrial buildings for some reason. I think it gives an old vibe and looks great weathered!



I cut glazing from plastic packaging. Mod Podge 'Gloss Lustre' sets clear and is perfect for attaching glazing to laser-cut frames. Put the windows aside for installation once the buildings have been painted and weathered.



The two buildings and chimney stack were bonded together and the doors installed. Once the glue was fully set, I took the structure outside and blasted it with a coat of Halford Matt Black aerosol paint. Take care not to breathe in those fumes.



Dry-brush on shades of grey and brown paint. Choose colours that reflect the geology of the area being modelled, which can vary hugely depending on the part the country. A stiff flat brush works best, wiping off most of the paint onto tissue before stroking it over the surface.





With minimal paint on the brush's bristles, and with a very light stroking motion, the pigment will land only on the raised detail, maintaining the dark primer coat in recessed areas, thus producing an effective shading effect. It's a simple technique that is quick to master.



Here is the result after applying a few slightly different colours, as well as picking out a few stones in slightly different shades. Varying the shades is the key to avoiding an overly uniform appearance. Add slightly darker washes to areas that don't receive much cleansing rain.



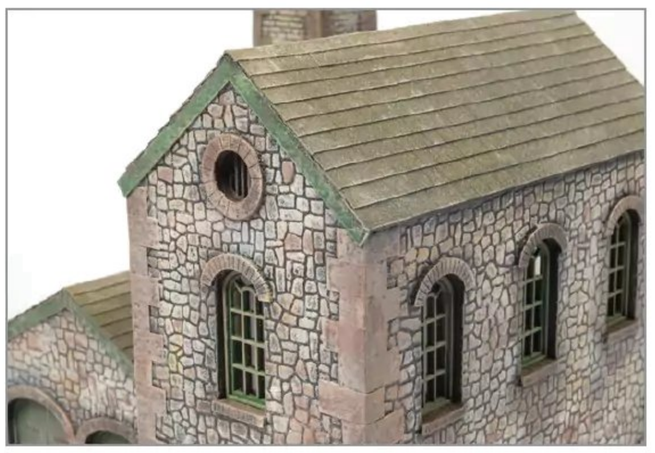
Decorative timber bits were picked out with Humbrol Matt 76 Uniform Green, to match the window frames. When dry, these elements were dry-brushed with murky matt beige/ earthy brown to give them an aged look, suggesting the timber had seen better days.

By choosing an appropriate stone texture and paint shades, the building can be made to fit into any geographic locality. In this instance, Chris sought to portray a Cornish tin mine scene.

TOP TIP

I find that interior matt emulsion is ideal for dry-brushing onto models. They dry quickly, have low odour and are easily sourced from your local hardware or DIY store. You can also use enamel tinlets but they take much longer to dry. Hobby acrylic paints can also be effective.

It's worth spreading the painting process over a day or two so that you can gauge the results with fresh eyes and tweak accordingly.





24 The slate roof was painted with Humbrol Matt 224 Dark Slate Grey. Then, from a distance of around 3-4ft, I misted on a little Halfords Grey Primer and Filler Primer to suggest moss and lichen.



25 The final job was to fit the windows. I used more Mod Podge, though PVA would be just as good. I'd probably avoid UHU though, because it's all too easy to get strings of glue everywhere.



HOW TO

MODEL A SHINGLE BEACH

With the weather getting a bit warmer, **Peter Marriott** turns his attention to summer and describes how to make a beach with a difference.

OO GAUGE | 2 hrs

Think 'beach' and you immediately picture smooth, sun-kissed sand. Perfect for building sandcastles (or digging holes if you prefer!), playing football or cricket or simply relaxing on a towel. Yet there are dozens of beautiful beaches around the UK where you can't dig, play or relax because they comprise more shingle than sand.

From Scotland to the South Coast, East Anglia to North Devon, there are shingle beaches galore. Some are mixed with sand whereas others are nothing more than acres of smooth stones that make that distinctive clonking sound when you walk on them.

A sandy beach is quite easy to recreate in model form, but a shingle beach presents some challenges. Woodland Scenics offers the solution in the form of its bags of Talus – essentially small stones – which come in three grades: coarse, medium and fine.

Another good find from the Bachmann/Woodland Scenics range was re-purposing the Scenecraft Sleeper Retaining Walls as groynes, the distinctive feature that you find on a beach that acts as a barrier to long-shore drift.

In fact, you can get pretty much everything you need for a pebbly, shingle beach from Bachmann/Woodland Scenics. That made modelling this small scene a very quick affair. Within a few hours, I had a scene where, with a bit of imagination, I could hear the waves washing over the stones, smell the salt of the sea and feel the breeze blowing my hair.

All I needed was the taste of fish and chips!

PHOTOGRAPHY: PETER MARRIOTT

What you will need

SHOPPING LIST

- Woodland Scenics • WC1274 Fine Brown Talus • WC1275 Medium Brown Talus • WC1276 Coarse Brown Talus (£6.50 each) • WA1937 'HO' Windy Day Play (£13.25) • WA1939 'HO' Outdoor Dining (£13.50)
- Bachmann Scenecraft • 44-0153 Lifeguard hut (£15.95) • Wood Sleeper Retaining Walls (£13.95)
- **Availability:** Bachmann stockists
- **Web:** *www.bachmann.co.uk*

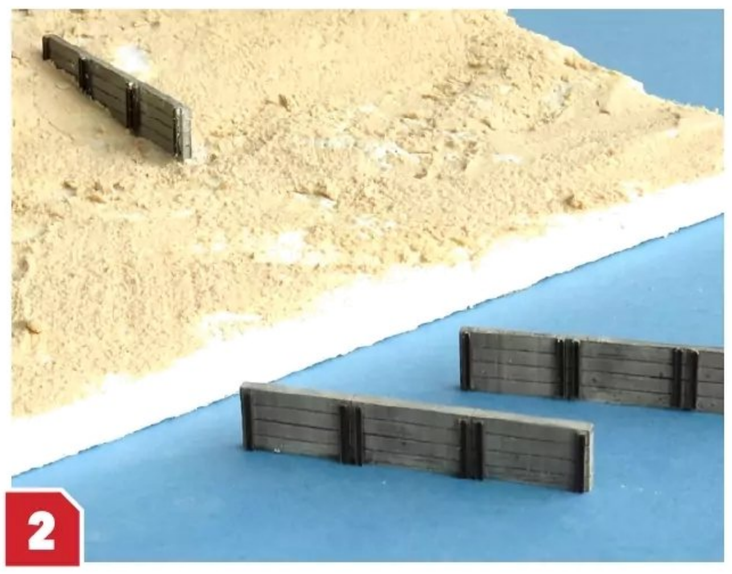
TOOLS

- Woodland Scenics Scenic Glue
- Craft knife with sharp blade
- Bowls
- Paint brushes
- Plastic pipette

STEP BY STEP



1 I used a piece of white foam to provide a lightweight base and then used plaster cloth to make the profile of a beach. Cut out small pieces of the base foam to make rock pools.



2 The surface was covered with a thin layer of plaster, coloured with a little brown paint. Set the Scenecraft retaining walls into the plaster. A little Scenic Glue helps to fix them into place. Leave to dry.



3 It's worth studying pictures of real beaches to get a feel for where to place the different grades of Talus. I used all three sizes – fine, coarse and medium. Be careful to maintain depressions within your rock pools.



4 Use a plastic pipette to spread Scenic Cement over the loose Talus. Once the first coat has dried, cover the whole area again to ensure a permanent bond. This has worked well and the beach has remained stable.



5 Line the edge of the baseboard with masking tape to prevent the water solution from leaking all over the place. I used Woodland Scenics' Realistic Water for the first layer. Apply using the supplied instructions.



6 A layer or two of Realistic Water will leave a nice, flat, glossy water surface. In order to create waves, I used Woodland Scenics' Water Ripples. You can use the supplied 'lolly stick' to whip the fluid into waves.



7 Woodland Scenics' range of surface water products includes this white paint, which has been formulated to create 'white horses' on its Waves and Ripple products. Dab on to the dried waves.



8 Don't forget the rock pools. Use poster paints to colour the bottom of the pool – study the real thing first. Then fill with a little Realistic Water. Allow each layer to dry before adding another.

9 I used 7mm static grass towards the rear of the diorama to represent marram grass, fixing it into Woodland Scenics' Static-Tac adhesive. Some Woodland Scenics Peel 'N' Plant tufts bring a little variety.





10 Woodland Scenics offers some useful packs for a beach scene, albeit in 'HO' scale. Fix with Scenic Glue. I felt the scene needed a fish retailer – but that particular Scenecraft model is no longer available new.

HOW TO

CREATE A REALIST



Peter Marriott employs some useful modelling aids to produce convincing scenic contours and lifelike vegetation, offering some vital hints and tips along the way.

ANY GAUGE | 3 hrs per metre

It cannot be stated enough how important it is for us modellers to take the time to study the natural landscape around us. This helps us to reproduce what we see more effectively, resulting in better looking scenery.

For example, on looking at an area of grass and weeds it soon becomes apparent that sometimes the shorter grasses are darker than the longer strands. Therefore, the challenge is how to best employ different shades of grass fibres to make the most realistic landscape.

We see many different textures and shades of green in real life which means that, to make the best scenery, multiple layers of scenic covering and a range of different materials are necessary.

Go out for a walk or study photographs of your chosen location, making notes on what you see. When browsing products, you'll be able to seek out the most appropriate colours and lengths of grass fibres to suit your subject, considering the scale you're working in and also which season of the year you're looking to reproduce.

I always suggest veering towards more subdued colours for scenic work, rather than bright vivid colours which can look garish on a scale model. Pay attention to seasonal colours too, as there's more likely to be paler shades of grass and vegetation in autumn than in the height of spring, for instance.

The use of static grass on model railway layouts has become popular because modellers love the realistic three-dimensional effect that it creates, especially compared to traditional scatter materials. That said, simply covering an area in white glue and planting layers of static grass fibres is not the answer to realistic scenery.

As I demonstrate here, we can create more compelling textures by building up the fibres in layers, varying the length and colours with each application, while complementing grass fibres with scenic foam pieces, tufts and Poly Fibre material. And yes, those traditional fine scatter materials do still have a role to play, adding fine leaf texture to bushes and hedges.

What you will need

SHOPPING LIST

- Woodland Scenics Shaper Sheet, Poly Fibre, fine scatter materials, Static-Tac, Tuft Tac and Scenic Glue
  Availability: Bachmann stockists
  Web: *www.bachmann.co.uk*
- Static grass fibres (2, 4, 6 and 7mm length in various colours), sand
  Availability: WW Scenics
  Web: *www.wwscenics.co.uk*

TOOLS

- Tweezers
- Scissors
- Paintbrushes
- Electrostatic grass tool

PHOTOGRAPHY: PETER MARRIOTT

IC EMBANKMENT

STEP BY STEP



1

The trackbed was raised 2in above the top of the baseboard by using Woodland Scenics foam risers. I also added a strip of 1mm thick mounting card to the top of the riser (bonded with scenic glue) to provide an underlay for the track. The card was painted black.

SHAPING UP WELL

Woodland Scenics Shaper Sheet is a very useful product, consisting of a strong and pliable sheet that holds its form without the need for extensive support. It can be shaped and re-formed to create the desired landscape profile and can, if desired, be covered with wet plaster (matching Shaper Sheet Plaster and Plaster Cloth products are also available), to create a wide range of effects, such as rock faces. The wet plaster bonds securely to the fibrous coating of the Shaper Sheet's upper surface to form a hard, permanent shell, while the metal foil of the underneath is what helps keep its shape.

To link flat sections of Shaper Sheet together, tease the fibre mesh away from shaper foil along the connecting edge, thus exposing the tacky surface. Pull off the gauze backing on the fibre mesh from the shaper foil and press the section of Shaper Sheet onto the tacky surface and cut away any excess material.



Product:
Woodland Scenics WC1178 Shaper Sheet
Price: £17.75
Availability:
Woodland Scenics/ Bachmann stockists
Web:
www.bachmann.co.uk



2

A bridge was scratchbuilt from Styrofoam and card (see MR337) and, once this had been fixed in position, it was time to turn my attention to the creation of the embankment around it.



3

Woodland Scenics Shaper sheet holds its form without the need for underlying support. The sheet was cut into long strips wide enough to treat the height of the embankment with a little excess for bonding to the baseboard surface.



4

The Shaper Sheet strips had to be wide enough to create a gentle landscape profile, and cut to a suitable shape to cater for the abutments and wing walls. Cuts were made gradually after test-fitting the material in place.



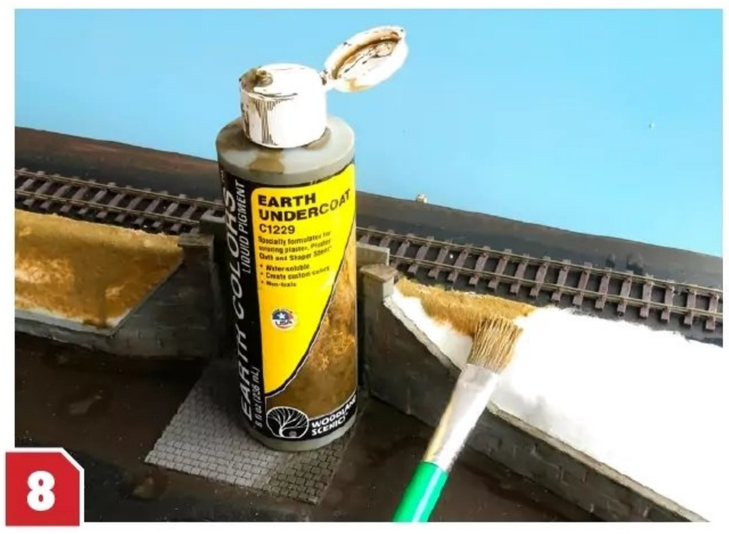
5 After testing the fit of the Shaper Sheet strips, and feeling happy with the shape and contours of the embankment, the material was bonded to the leading edge of the trackbed and held in place with removable nails or drawing pins.



6 The Shaper Sheet was tucked behind the walls of the bridge and bonded with glue, gently stretching the material to achieve the desired contours. Note that the Shaper Sheet was laid with the metal foil side facing down, and the 'fluffy' side upwards.



7 Glue was spread along the lower edge of the embankment and the Shaper Sheet formed to the desired contour before pressing it down into the adhesive. Woodland Scenics Foam Nails are handy for holding parts while the glue sets, when they can be removed and reused.



8 Having repeated the process along each side of the embankment, and once the glue had cured, I painted the Shaper Sheet with a coat of earthy brown acrylic paint (Woodland Scenics Earth Undercoat), which soaked readily into the material.



9 The first coat of paint tamed the rough texture of the Shaper Sheet and, once dry, I touched up any areas that were missed. I was impressed how the sheet maintained its gentle profile, in contrast to plaster cloth, which has a habit of sagging unless stretched or supported.



10 I teased out pieces of Poly Fibre and glued them to certain areas of the embankment. I then misted over a layer of extra-hold hairspray across the scene before sprinkling a range of fine scatter materials to create a leaf effect on the vegetation.



11 Rather than cover the entire embankment in static grass, I wanted areas of exposed stony earth, so I brushed on some cheap PVA and sprinkled a layer of fine sand into the wet glue. The track was then ballasted, bonding it in place with a thin PVA-type glue.



12 The next step was to run beads of PVA glue along the top of the embankment, along the edge of the ballast, and along the lower edge of the bridge and retaining walls. I sprinkled on a mixture of green scatters into the wet glue.



13 Static-Tac glue was spread with a round paintbrush around the areas of exposed rough ground, dabbing it into the surface. I wanted to create the impression of random plants of a gravelly embankment, being careful not to paint the entire slope with glue.



14 To plant static grass fibres, I used an electrostatic applicator tool, loaded with a mixture of lengths and colours. The contact cable was clipped to a rail track, the tool activated and gently shaken over the wet glue.



15 The process was repeated a second time, blowing away any loose fibres to reveal 'bald' areas of sand, then dabbing on a little more Static-Tac adhesive, especially towards the base of the embankment.



16 More static grass fibres were applied from the tool. My aim was to create the appearance of random weeds rather than a uniform layer of grass. For this 'OO' scene, I used a blend of 2mm, 4mm and 6mm long grass fibres.



17 Once the glue on the first layer of the fibres had dried, the next day, I added dots of Tuft Tac in random places, prior to planting taller and darker static grass fibres.



18 The clumps of taller, darker grasses provide greater visual variety and texture, contrasting nicely with the visible areas of rough earth (created with the sand scatter material). I was really happy with the results so far.



19 Behind the track I needed a strip of dense vegetation to form part of the backscene, so I started first with some pieces of hedging salvaged from a previous layout, fixing these to the mounting card using scenic glue.



20 Gaps between the hedgerows were filled with teased-out pieces of Poly Fibre. These were leftovers from previous projects, so it was quite random. The Poly Fibre clumps were bonded to the base with PVA glue.



21 More layers of hairspray were misted on, followed by more fibres between the trackbed and the hedging, plus a few coloured bits of foam to add some attractive wildflowers. Use the hairspray to seal everything in place.



22 After spraying the teased-out Poly Fibre and Hedgerow Scenics vegetation with extra-hold hairspray, a mix of fine scatter materials were applied, unifying the appearance and providing leafy texture.

BE A STATIC KING

Like real grass and vegetation, static grass fibres stand upright when applied with an electrostatic tool. Using static grass is a great way to model areas of vegetation, whether that be fields and meadows or even patches of weeds around rail tracks or concrete aprons.

It helps to employ different lengths and colours of grass fibres to mimic different kinds of vegetation and phases of growth. For example, the Woodland Scenics Field System range includes four lengths of fibres – 2mm, 4mm, 7mm and 12mm – in four different colours – light green, medium green, dark green and straw.



For this project, I used a Woodland Scenics Static King electrostatic tool, which is good for covering large areas and, thanks to its clever design, it can be placed upside-down for easier filling. It comes with various sieve sizes to suit different fibre lengths, while a divider allows the use of multiple colours and lengths at the same time.

Another welcome feature is the clear hopper that ensures you always know how much Static Grass you have left. An indicator light makes it easy to know if the Static King is turned on or off. Power is supplied via a 9V battery (not supplied) or, to ensure more consistent operation, by using a mains power supply (available separately).





Like all electrostatic tools, it's necessary to create a static field between the applicator and model surface. Often, a cable and crocodile clip are provided which can be attached to a nearby rail or a nail temporarily pushed into the scenery. With the Static King, a four-pronged metal anchor provides an effective 'ground' connection.

Product: Woodland Scenics WFS639 Static King
Price: £124.50
Availability: Woodland Scenics/ Bachmann stockists
Web: *www.bachmann.co.uk*

SHOW & TELL

Sharing your projects with the *Model Rail* community.

Paying a visit to the Snowdrop line

Father and son Andy and Colin Eaton showcase their second 'N' gauge layout, which features an interchange between the national network and a heritage railway.

My dad and I first got into 'N' gauge model railways at the end of 2003. The model you see here is our second layout, which we have called 'The Snowdrop Line'. It is a fictional village called 'Eaton Garden village' set somewhere in the UK, which has a main line station and a branch line that comes off at the station, which is called the Snowdrop line and is now a preservation line. We started planning this one at the very end of 2020 and started building at the beginning of 2021, it took us just over three years to get to where we are now, and we are still trying to come up with more details we can add, but we are nearly finished.

The baseboard is 2 metres long and 1.2 metres wide, featuring around 25 meters of track in total, plus nearly 250 meters of wiring! We are still using analogue/DC control, and all the points at the front of the layout are powered, while those in the fiddleyard are manually operated.

Owing to a lack of space, we made the layout so it can be put away when not in use, so it has a custom-built lid to keep it clean and safe, plus a set of wheels to make it easier to move.

Ostensibly, the village is set in the present day, but we don't stick to a fixed era or even country for the trains we run. Over the last 21 years we have built up a good collection of 126 locomotives in total, across steam, diesel and electric types, ranging from British, American, Canadian, Japanese, and European subjects. We have also have over 200 wagons and coaches, again ranging from British, American, Japanese, and European.

We've also built up a large range of different road vehicles which we can move around the layout's streets and car parks to keep things fresh and different. A wide range of military vehicles and aircraft are on display at the miniature museum.

All the buildings have working lights, plus the streetlights, bus stops, and telephone boxes are also illuminated. Warning lights are installed outside the fire station, plus working traffic lights at the road junction. All of the street, warning and traffic lights were handmade by dad.

Many of the buildings were assembled from kits, but others are handmade, such as two large barns and a stable block at the farm, a park bandstand, car showroom and petrol station.

We have tried to add as much detail as we can to our layout but, due to there being less choice amongst off-the-shelf products in 'N' gauge, we've created a lot of features ourselves, such as the allotments, pub garden and memorial garden at the church. TV aerials, solar panels, air source heat pumps, electric car chargers, bins, defibrillators and grit boxes are just some of the modern fixtures we've made ourselves. We thought it was important to make our village up to date, so we have added wheelchairs, mobility scooters around the layout and wheelchair ramps and lifts at the station.

The layout is populated by hundreds of figures, with lots of cameos, from the fire crew undergoing training to a roadworks scene, plus hikers getting ready for a walk and horses being shod by a farrier. There's also a wedding in progress at the church. It's important to have a bit of fun, so we have some Daleks crossing the road, plus a Tardis and a Rancor monster from Star Wars lurking around, plus other film references here and there, including a Platform 9¾ sign on the station, in honour of Harry Potter. Dad also made a Christmas train with a few wagons and Father Christmas standing in the brake wagon at the back.

We found a company to professionally print our signage, so we've created bespoke business names and roads signs. To make the village look as attractive as possible, we've added lots of grass, trees and flowers, especially to the public park. There's also a small wild area with some deer, with the exposed rock being formed from stones found in our garden.



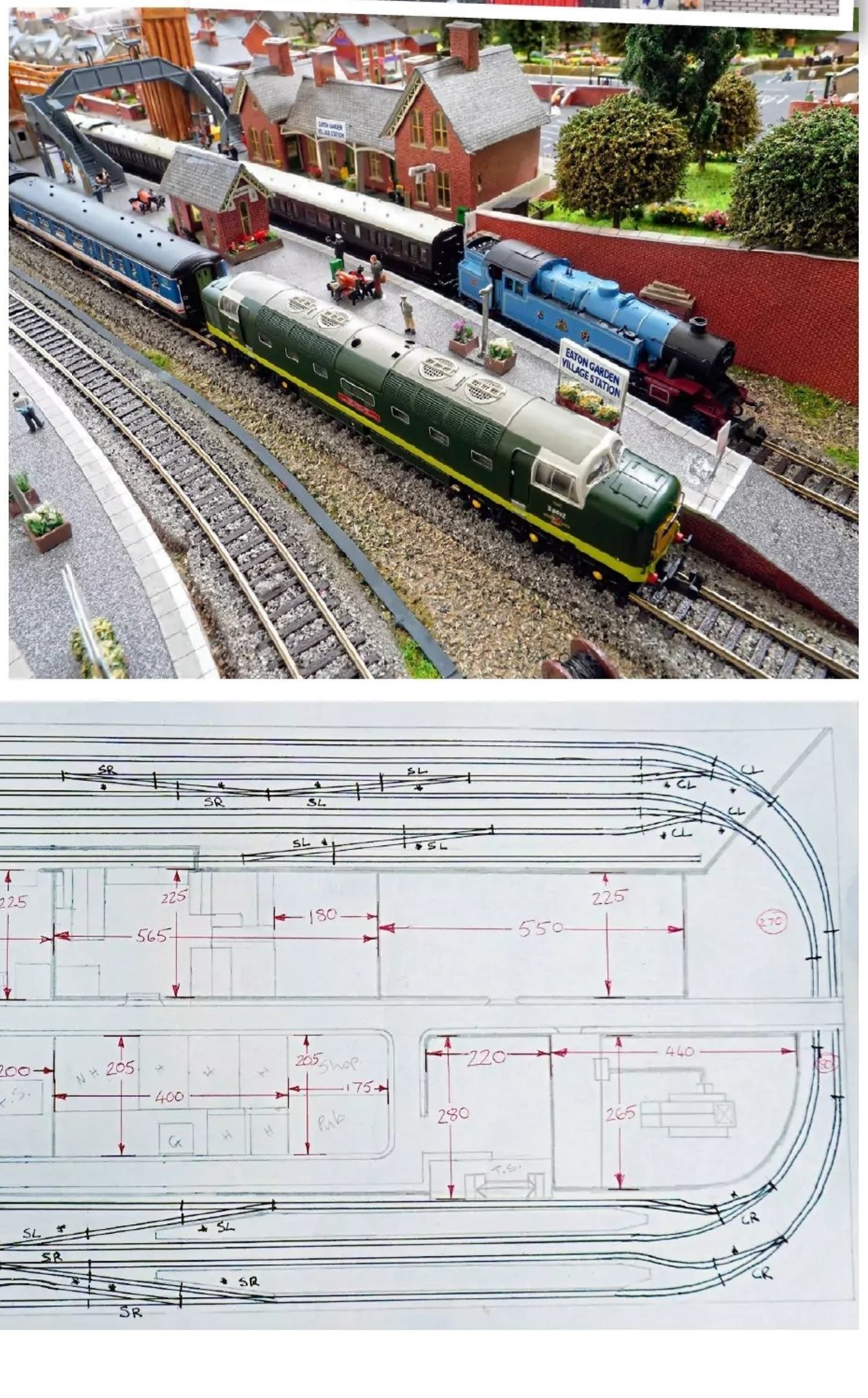












We have set up a Facebook page and a YouTube channel, which shows more photographs and videos of our layout.

SEE MORE

Check out Colin and Andy's YouTube channel
Web: *www.youtube.com/@SnowdropLineNGaugeModelR-nq2st*

Tackling

Tetbury's terminus

Following a return to 'P4' gauge, Brian Lewis set about creating an inch-by-inch replica of a station which suffered at the hands of Beeching's axe.

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

1

What makes this layout great?

Modelling a real location is a challenge, modelling a real location to the exact scale is even more daunting. Brian has done a superb job of capturing the essence of Tetbury with this layout.

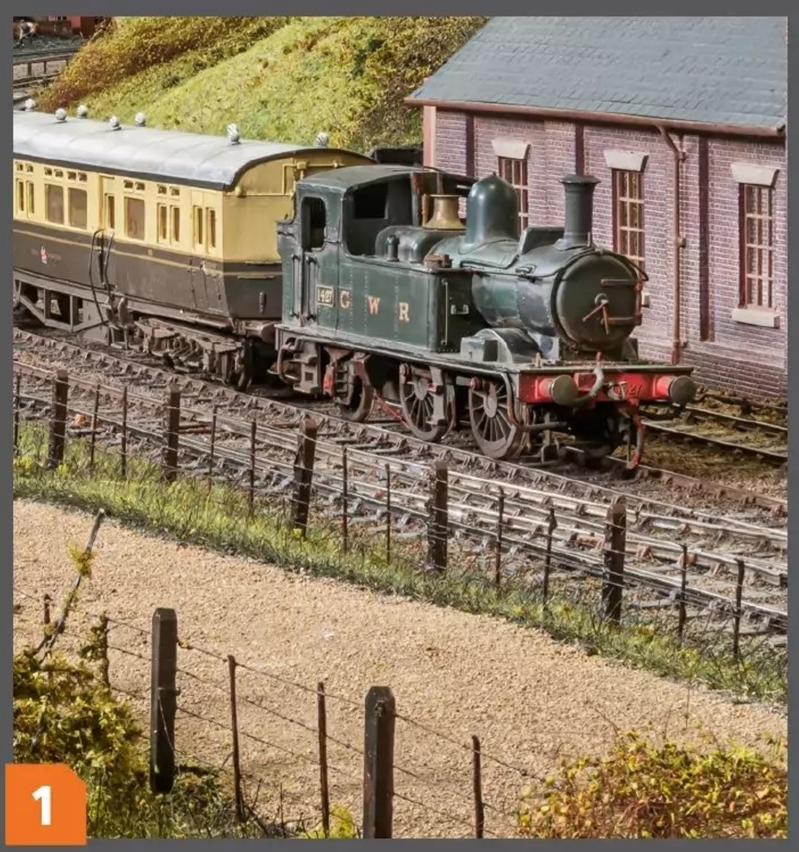
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3

Building an exact replica of an area brings with it a few advantages when it comes to constructing a model railway, primarily that you don't have to think too much about what you're going to build. It's all done for you. Get a plan of the area, enlarge it to the scale you want, and you have a track plan ready to go. That's not to say you should run to your computer and jump onto Google to download track plans, as the desire for accuracy can bring with it a fresh set of challenges that modellers of fictitious layouts don't have. You can't simply add extra elements because you enjoy them and you might find yourself counting bricks as much as you do running trains. This wasn't a problem for Brian Lewis though with his 'P4' depiction of Tetbury, as less time running trains suits him down to the ground.

"Anyone who knows me will tell you that I find operating boring. For me, the joy is in the building, and once a layout is finished I get rid of it and start again. I've built quite a few exhibition layouts in my time. My first 'P4' layout appeared at Scaleforum in 2000 and was sold shortly after; 'Llaniog', my 7mm layout, also went after appearing at Warley. After this, I returned to 'P4' and created 'Tetbury', which I've already sold to make space for my next layout." ➤

3 things we like



1

The intricate – and painstakingly built – lineside fencing.



2

The detailed water tower, with operating chain and precarious access ladder.



3

Well there's no use crying over it!

Designed at the outset to be an exhibition layout, the viewing side is a 90º convex shape, matching the prototype Great Western Railway branch line. This gives viewers an excellent viewing angle as, wherever you stand, you can hear trains approaching but can't see them until they round the bend.

"I had looked at modelling Twyford but no matter how hard I tried I just did not have the space, so opted for Tetbury instead. It takes up an 18ft by 14ft space in the room but because of the curve, has a 26ft running length."

With the decision to model in 'P4' and its 18.83mm gauge as opposed to 'OO' at 16.5mm, Brian was left with no choice but to handbuild his track. Fortunately, after years of producing Timber Tracks' plywood sleepers and turnouts, all Brian had to do was add C&L two-bolt rail and rail chairs to his products.

"'P4' is much more unforgiving than 'OO' track. The back-to-backs have to be absolutely perfect and you have to take a lot of care over construction, but when you get it right the results are so much better than the unprototypical look of the heavy track you get with ➤





'OO'. It can be daunting to start building your own track, but with decades of modelling experience and a full-size template of the track plan to work with, I was able to work methodically and complete the task without any difficulties. For wiring, simplicity of use demanded that I use DCC for operation as I've never got on with electricity. My NCE controllers are approaching 20 years old and have never let me down yet, nor have the Tortoise point motors which are fitted below each of the points."

Away from the rails, the buildings on Brian's depiction of 'Tetbury' have also come from his Timber Tracks range. Although the prototype station buildings have gone, the cattle dock and goods shed remain, the latter now being an arts centre. Not one willing to spend more money than he had to, Brian also decided to create his own static grass machine to produce the greenery surrounding the railway. ➤

‘P4’ GAUGE LAYOUT **TETBURY**

7



Above: The GWR '14XX' was a common sight on the Tetbury branch, employed on passenger and freight work. Most of Brian's locomotives and rolling stock have been converted to 'P4' with the aid of Ultrascale wheels (which offers a pack especially for the '14XX' amongst many other specific locomotives and railcars), but lots of fettling is still required when converting a RTR chassis. In some cases, Perseverance chassis kits have been employed, which make the conversion process simpler, although a new motor and gearbox have to be sourced and installed.



"After the typical plaster, then Polyfilla, then the process of creating the undercoat with earth shades I baulked at the cost of a static grass machine so I purchased an electric fly killer for less than £2 and wired it to a tea strainer. It's worked for what I needed but I suspect it wouldn't be powerful enough to do longer mixtures of fibres.

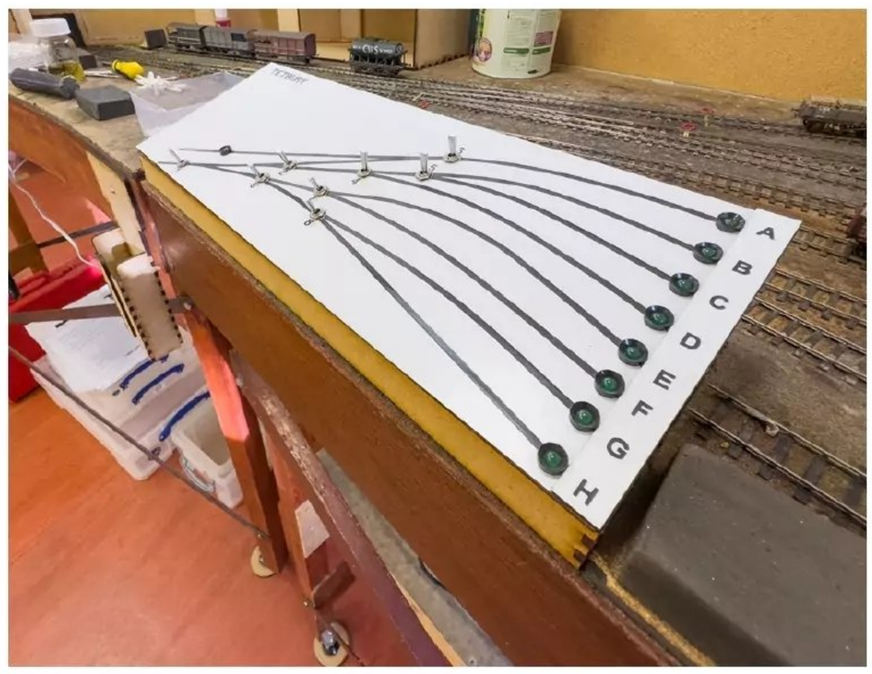
BENDING THE TRUTH

Despite the desire to get 'Tetbury' as accurate as possible scenically, Brian decided to bend the prototypical truth somewhat when it came to adding locomotives and rolling stock to his build.

"Traffic was always light, as you might expect at a branch line terminus. There were only six or seven trains a day and these were worked on a 'one engine in steam' policy, so Tetbury only needed ground levers. Typical running included a few mixed and some light goods trains, with '14XX's and '57XX's providing the motive power. An AEC Railcar was also present in later years. I have an affection for GWR locomotives though, so have added a wide range of those to ➤




TETBURY


A
B
C
D
E
F
G
H

DCC COMPATIBLE COMMAND CONTROL
LOC: 022 12:27PM
FWD: 000
NCE PROCAB
DIRECTION
MOMENTUM
INC FAST
SPEED
INC
DEC FAST
DEC
HORN/ WHISTLE
BELL
HEADLIGHT
OPTION
EMERGENCY STOP
RECALL

FACTFILE: 'TETBURY'

Gauge and scale: 4mm:1ft 18.83mm gauge, 'P4'

Size: 18ft by 14ft

Track: Handbuilt using C&L and Timber tracks components

Power and control: DCC

Time to build: 15 years

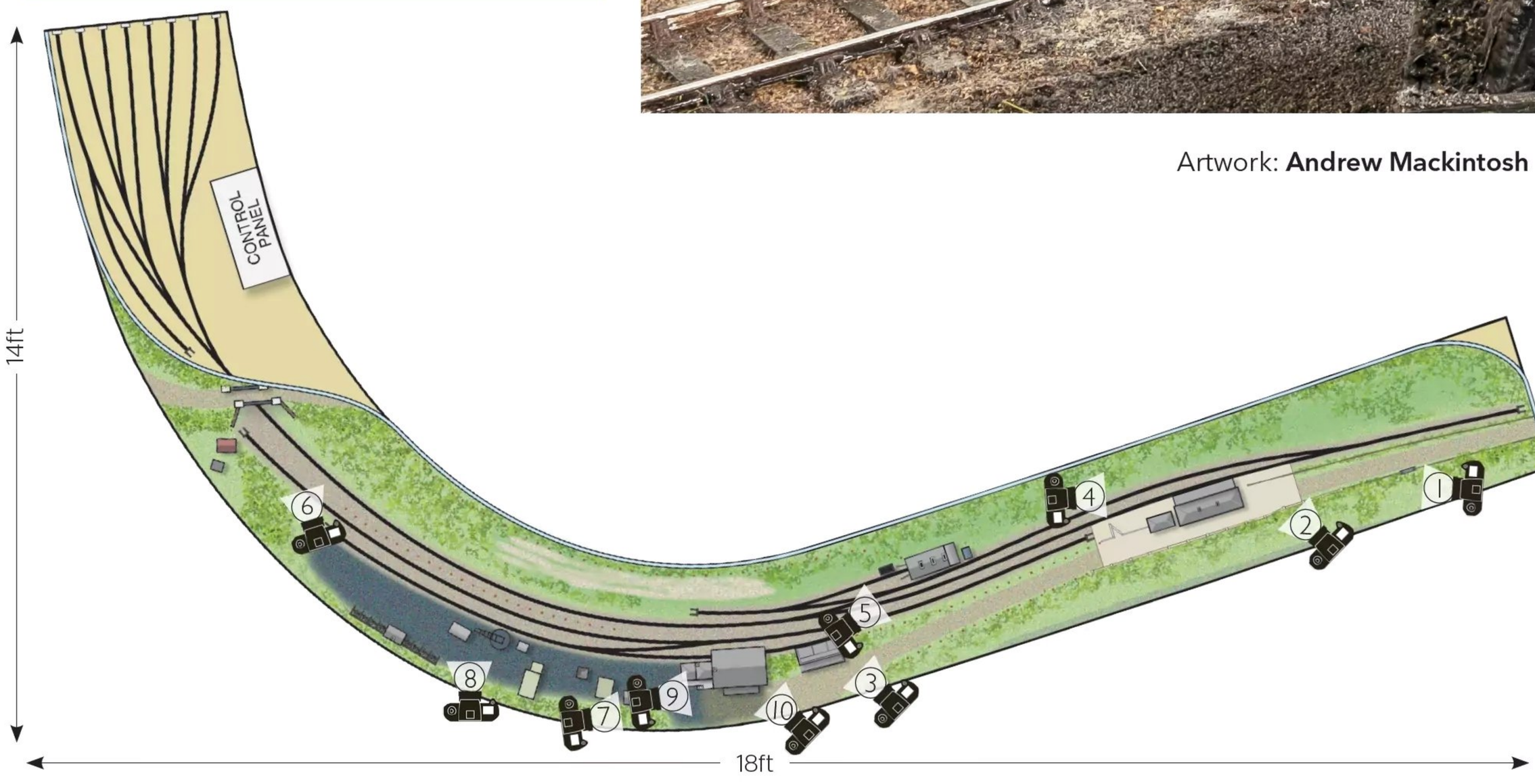


ABOUT THE MODELLER: BRIAN LEWIS

Brian has been modelling for over 60 years in a variety of scales and has seen the hobby transform from crude models on oversized track to today's miniature marvels. Alongside his Timber Tracks business, he used to be the UK distributor of Tortoise point motors.



Artwork: **Andrew Mackintosh**



'Tetbury', hence the need for such a large, eight-road, fiddleyard. Most of the models have been converted to 'P4' using Ultrascale wheels and a lot of careful fettling under the chassis. As the wheelbase only needs to be 2mm wider, you can gently scrape away 1mm per side to get the necessary width, but some of them have bodies on Perseverance chassis kits, making the conversion a breeze. It's certainly much easier to do it now than it was years ago when I started in the scale. All of the rolling stock is commercially available but I have swapped the couplings out for more realistic alternatives. After trying a few different varieties I've found that Dingham couplings are the best, with uncoupling achieved via electromagnets between the rails. I actually have enough stock to be able to run three periods of the line's history, either 1936, 1947 or 1962, so if anybody were to view it on the circuit they may not see the same thing twice."

With 'Tetbury' no longer in Brian's possession, and as he is now approaching his 84th birthday, he is already working on his next project, this time in 7mm scale. We look forward to seeing that when it's completed. MR



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Reviews

In-depth and unbiased reviews of the latest products

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96 **Revolution Trains IHA steel carrier**

97 **Rapido BR ‘Blue Spot’ Fish vans**

















Our reviewers

George Dent
Model Rail’s modern image expert also has a passion for steam.

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

How we test

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





Heljan BR Class 02

◆ **GAUGE** 'OO' ◆ **MODELS** Heljan • 2840 BR Class 02 D2861 BR green • 2850 LCP Fuels light green SAM ◆ **PRICE** £169.00 each
◆ **AVAILABILITY** Heljan stockists **Web** *www.heljan.co.uk*

It's difficult not to like a little engine that offers so many small layout possibilities. Kitmaster's and then Hornby's L&YR 'Pug' 0-4-0STs were a case in point and Heljan's latest little delight, the Yorkshire Engine Company's Rolls-Royce-engined 0-4-0, known by BR as Class 02, is the latest to fit that bill. Indeed, the prototype was introduced as a replacement for the 'Pugs'.

Heljan announced it was working on a model of the diminutive Yorkshire Engine Company 0-4-0 way back in 2020, with an 'O' gauge version also arriving soon. It is a good choice, given that it caters for both BR and industrial guises.

IN DETAIL – LOTS OF IT

That the Class 02 is a chunky little model is evident from the moment one opens the stout standard Heljan box and packaging which protects the model very well in transit. Weighing in at 120g yet just 3.5in long over buffers, it appears from the outset that the construction is substantially in cast metal, but in fact the upper parts, 'bonnet', cab and details are all moulded in plastic. Accordingly, the injection-moulded plastic parts feature a greater degree of finesse than is usually possible in die-cast metal.

The body captures the shape and character of the real thing extremely well. The neatly painted and fitted handrails are formed from fine wire. The nose end of the locomotive – the 'face' – features a very fine etched grille, with separately fitted lamp brackets, while an etched 'Yorkshire' builder's plate and oval 'horse' logo are supplied as optional customer-fit parts which will require a little care to attach.

The large round bufferheads are, surprisingly, not sprung. Small electric lamps are fitted front and rear and the outer pairs are illuminated, one red and one white, front and back as is the custom for shunting locomotives. The central lamps are 'dummies'. In fact, the lamp atop the nose end can be lifted away to reveal one of the bonnet mounting screws.

There's also a tiny LED mounted within the ceiling of the cab, activated (on analogue control) by the supplied magnetic wand. It's a very subtle form of interior lighting that is best appreciated in low levels of ambient light, but it helps to reveal the impressively detailed interior.



3 things we like



1 Detailed cab interior with painted controls and dials.



2 The ingeniously hidden bonnet securing screw!



3 Finely etched radiator grille and all-round finesse of the bonnet detail.

“The white railings are particularly fine, formed as a single plastic moulding, neater and more durable than I am used to finding on North American models”

The running plate, valance and steps are cast metal and, along with the metal chassis block, contribute most of the weight. The front steps are fitted with separate handrails but it is the rear steps and verandah which particularly impressed this reviewer. I am accustomed to seeing models of North American diesel switchers with a railing-protected rear verandah and a centrally placed cab door, but this was an extremely rare feature for a British locomotive. The white railings are particularly fine, formed as a single plastic moulding, neater and more durable than I am used to finding on North American models.

The cab has clear flush-fitted glazing on all four sides. A pre-fitted speaker for DCC ➤





Heljan BR Class 02 – in detail

Factfile: BR/Yorkshire Engine Co. Class 02

As it switched from steam traction to diesels, BR, somewhat unimaginatively, ordered a lot of like-for-like replacements. So, it is no surprise to find that the Lancashire & Yorkshire Railway's 'Pug' 0-4-0STs which had done such sterling work as dock shunters, particularly in Liverpool, were replaced by a small fleet of equally petite 0-4-0 diesel shunters.

In 1959 BR ordered a batch of 20 0-4-0 diesel shunters based on an existing design for industrial users, from the Yorkshire Engine Company of Sheffield. Ten were delivered in 1960, numbered D2850-9, and the remainder, D2860-9, the following year. They were fitted with a 170hp Rolls-Royce engine and hydraulic transmission with a Rolls-Royce three-stage torque converter.

Perhaps the most distinctive feature, unique on BR, was the American-style railed verandah at the rear which enabled shunters to board and travel in relative safety. Traditional British steps were fitted at the front. They were concentrated in the North-West at Liverpool Bank Hall, Allerton, Lostock Hall (Preston), Newton Heath, and Warrington Arpley.

Even as they were introduced, the work for which they were built was disappearing as shippers switched to road transport, so they had short BR careers. Withdrawals began in 1969 with Nos. D2861-3/8/9, and the last three, by now renumbered 02001/3/4, went in June 1975. No fewer than 11 were sold to industrial users and as a result seven 'escaped' into preservation, including D2860 which is used to shunt exhibits at the National Railway Museum.



1: Allocated from new to Bank Hall in north Liverpool, D2866 would spend most of its BR career in the Manchester area, where it is seen in 1967, at Newton Heath shed. Withdrawn in 1970, it was sold for use in a Scottish ship breaker's yard before preservation beckoned. COLOUR RAIL

2: Still in BR green but carrying a newly applied TOPS number, 02003 (ex-D2853) rests at Allerton depot (Liverpool) in May 1974. It would be withdrawn from BR stock a year later, enjoying further work in industry and eventual preservation. COLOUR RAIL

3: In typically grimy late-steam-era conditions, D2861 shunts mineral wagons at Preston Dock Street, April 1967. Withdrawn in 1969, this '02' would be scrapped before it was 10 years old. COLOUR RAIL

sound is fitted under the driver's control desk. To fit DCC sound, the Next18 blanking plate on the top of the chassis must be removed and replaced with an ESU LokSoundV5 Micro or similar sound decoder loaded with a Class 02 sound package.

Included in the small bag of customer-fit parts are scale three-link couplings and small ready-painted blanking plates for the NEM coupler pocket slots. For those who wish to fit tension-locks, there are pivoted NEM pockets. These are also customer-fit parts. They slot into a location behind the bufferbeams and are fixed with the cross-head screws supplied.

Heljan has produced five livery options in its main range, consisting of a trio of BR green locomotives (one of which comes pre-weathered), plus two industrial schemes. The Gaugemaster Collection offers a further pair, namely Redland khaki *Diane* (ex-D2864) and the unique BR blue 02005, while Locomotion Models has commissioned a model of the NRM's D2860 (see page 12).

Heljan kindly supplied two samples for review, with D2861 finished in BR green livery with 'wasp' stripes on the bonnet front and cab rear, and traditional red bufferbeams. BR 'late crests' and the number, in the correct font, are carried on the cabsides. There are some small markings, too, which are neatly printed, including overhead live wire warning signs and the oval builder's plates on the rear cab steps. Even the fuel gauges are printed, despite being smaller than a pin-head!

Wearing a lighter shade of green is LCP Fuels' *SAM*, formerly BR D2868, which is presented in a lightly weathered condition, giving it a convincingly lived-in appearance. Indeed, it's an admirably restrained factory weathering job. LCP Fuels operated a pair of ex-BR Class 02s at the Pensnett coal stockpile depot in the West Midlands during the 1970s and 1980s.



RUNNING TESTS

It is interesting to see that the '02' is suitable for first radius curves, which means that some fairly tightly curved dock railways will be possible. I ran the model in on Kettering club's circular test track where it ran for most of the evening, before carrying out the loaded tests on my own layout at home. It was smooth and positive in operation right from the start but the Kettering test track has no pointwork. At home, the short wheelbase inevitably can cause some hesitation over dead frog points, although to be fair there was only one turnout that consistently defeated it and that turnout is a problem for many locomotives.

I reckoned on a modest load of wagons and some simple shunting manoeuvres but the little shunter seemed to hardly notice a load of half a dozen four-wheel wagons.

Eventually I built the tail-load up to 18 wagons, with a Bachmann 'Queen Mary' brake van, which is quite heavy, and only then did the Class 02 show the slightest sign of slipping.

I would certainly want to fit a driver in the cab and a shunter on the rear platform but there's nothing else that's really needed. This is a super little model which is difficult to fault. It should tempt even the most space-starved modeller into dabbling with a 'shunting plank' or two. ***(CJL)***









SUMMARY

PROS
- Looks the part.
- Heavy for its size.
- Durable construction.
- Excellent performance.

CONS
- Not a lot.

FINAL VERDICT

So cute!

VITAL STATISTICS: HELJAN BR CLASS 02

OVERVIEW
Manufacturer: Heljan
Ref. No. 2840/2850
Unit No. D2861/N/A
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 120g
Min. curve radius: 371mm (1st radius)
Wheel back-to-back: 14.5mm

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	21ft 11½in	88mm	90mm
Height	11ft 5¼in	46mm	46mm
Width	8ft 6in	34mm	34mm
Wheel diameter	3ft 4in	13mm	13mm
Coupled wheelbase	6ft 0in	24mm	24mm

SERVICING
How to dismantle: Body unscrews from chassis (see instructions).
Where to oil: Gears and axles – see instructions

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Shunting lights front and rear. Cab light.
DCC-ready? Next18 socket and pre-fitted speaker

MECHANISM
Drive system: Motor drives both axles via worm and gears
Flywheel(s): Yes
Traction tyres: No

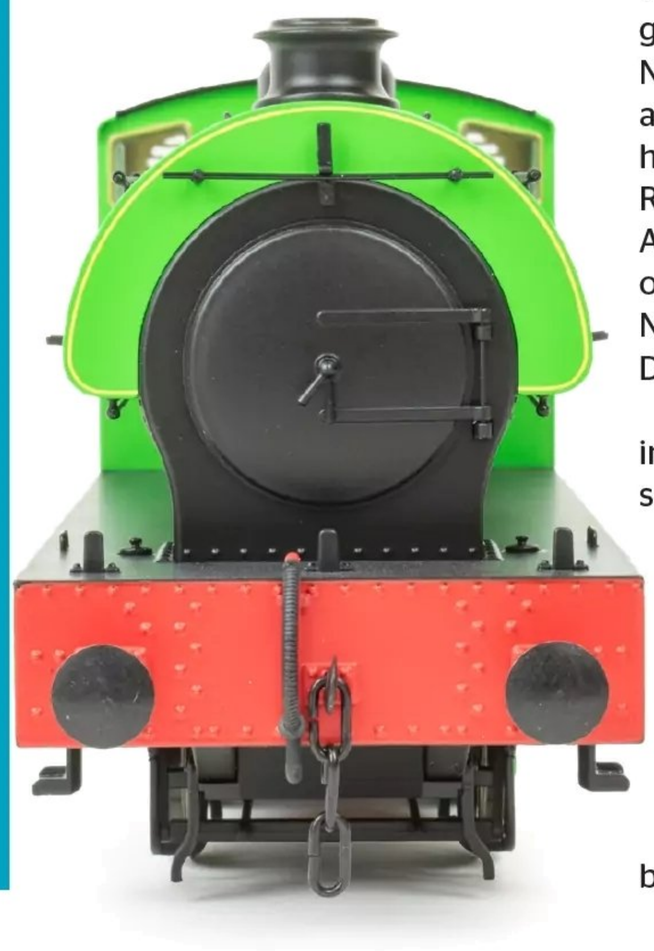
Dapol Hunslet 'Austerity' 0-6-0ST

◆ **GAUGE** 'O' ◆ **MODEL** Dapol 7S-094-007 Hunslet 'Austerity' 0-6-0ST NCB lined green *Whiston* ◆ **PRICE** £270.00 (DCC-ready) ◆ **AVAILABILITY** Dapol stockists **Web** *www.dapol.co.uk*



The compact and capable 'J94'/'Austerity' 0-6-0ST is an ideal subject for a RTR 'O' gauge model, with the real things operating over a long period and across various areas of the UK. Moreover, examples could be found working in locations that are perfect fodder for minimum-space layouts, such as the Cromford and High Peak or countless industrial settings. With examples working well into the 1980s, they could be seen in the company of Rail blue diesels and, with many examples surviving into preservation, even more modelling opportunities arise.

Dapol's 'Austerity' tanks have been in development for a couple of years, with the first raft of models arriving with stockists in March. Under review here is the National Coal Board's *Whiston* (Works No. 3694), which was built by the Hunslet engine company in 1950. Working initially at Haydock Colliery, it soon moved to Cronton pit, near Widnes, where it worked until moving to Bold Colliery near St Helens around 1961. Here it remained until the early 1980s (taking part in BR's 'Rocket 150' celebrations in 1980), before being purchased for preservation in 1983.



Also available are War Department, LNER and BR black versions, plus other industrial guises (including Mechanical Navvies and United Steel), as well as No. 196 *Errol Lonsdale* in the handsome Longmoor Military Railway lined blue livery. Additionally, Rails of Sheffield is offering an exclusive rendition of No. 150 *Warrington*, in War Department green.

All versions can be purchased in DCC-ready, DCC-fitted and DCC sound format, with the RRP starting at £270. With a retailer's discount, this presents superb value, and offers yet another compelling reason to start dabbling in 'O' gauge.

Presented in a stout card box, lined with tough expanded polystyrene, the model comes bolted to a clear acrylic plinth. This provides a pleasing display piece as it is, although countersinking the bolts would be helpful to provide a flat underside and prevent scratching of furniture.

FIRST IMPRESSIONS

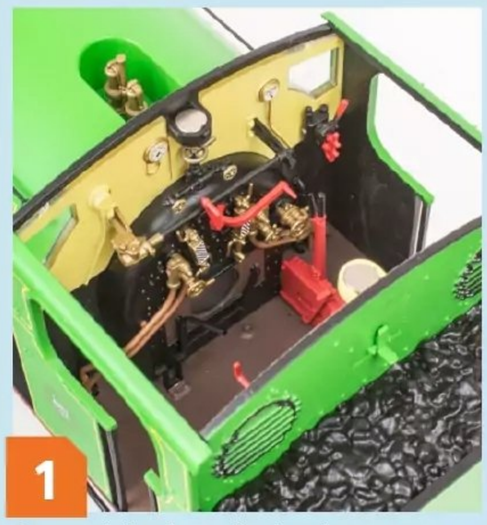
It's a simple task to free the model from its shackles and, as well as noting the significant weight, it's immediately clear that the distinctive character of the 'J94' has been captured well. The positive first impressions continue when running a ruler over all the key dimensions, which scale up to the prototype almost exactly.

While the model has been built to a price point, it doesn't feel cheap at all. The nature of the 'Austerities' helps in this respect, as they weren't exactly festooned with complex equipment or fancy profiles. But there's a welcome sense of refinement to the separately fitted details, such as the wire handrails and etched metal footsteps. The safety valves and whistle are plastic rather than turned brass (and easily damaged if knocked), but they look OK, and the water filler hatch features a nice rendition of the retaining screw lever. The stubby chimney profile is convincing, with only the slightest vertical mould seam which is visible but not obtrusive.

The smokebox door is hinged, clipping shut and a special prising tool is provided to help release it without scratching the plastic.



3 things we like



1 Superbly detailed cab interior, with magnetic roof.



2 Easy access to DCC socket and speaker mounts via hinged smokebox door.



3 Full set of working inside valve gear.

“One of the main highlights of this model is not that obvious at first glance, but the inside motion is rendered in its entirety”

Once opened, the main circuit board can be slid out to reveal the 21pin DCC interface, while a pair of speaker enclosures sit in the underside. Our sample is a DCC-ready version, but it looks like a simple operation to upgrade to digital control and sound if desired.

The cab interior is beautifully appointed, with all controls, pipework, gauges and dials present, the latter featuring printed faces, in common with the sight glasses. The roof simply lifts off to provide easy access, being retained by a pair of mini magnets. Glazing is neatly installed, with no unsightly excess material or glue stains, and the sandbox filler plugs in the cab floor haven’t





Dapol Hunslet 'Austerity' 0-6-0ST – in detail

SUMMARY

PROS
- Captures character of prototype.
- Impressive specification.
- Build quality and finish.
- Performance.
- Great value.

CONS
- Not a lot.

FINAL VERDICT

Fabulous!

Factfile: Hunslet 'Austerity' 0-6-0ST

Almost 500 'Austerity' 0-6-0STs were built between 1943-64, designed initially for War Department service in the UK and abroad following the liberation of Europe and North Africa. The locomotives were designed with an emphasis on simple maintenance and efficient performance, hence the 'Austerity' nickname.

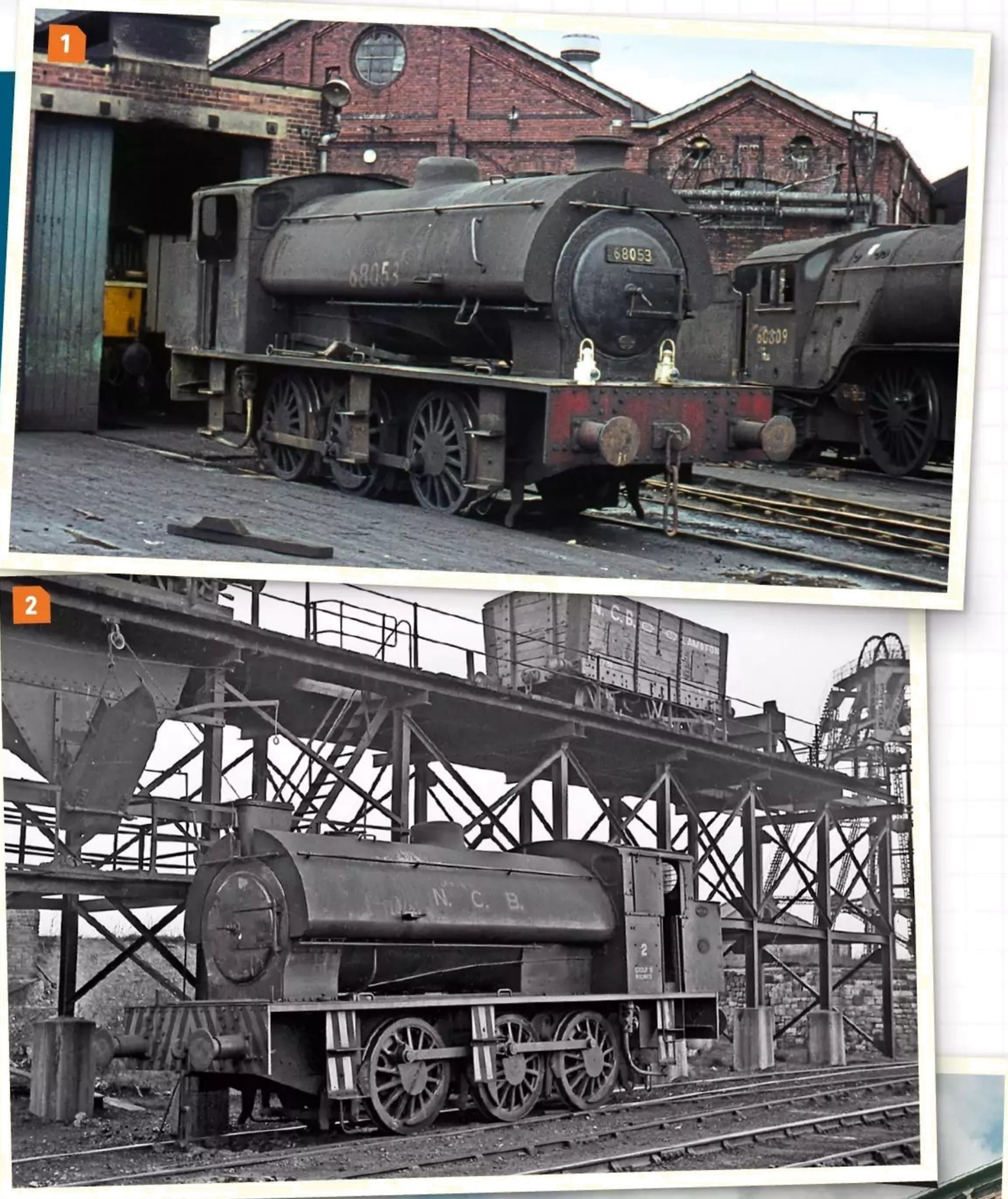
Manufacture of the locomotives was undertaken at many English works, including Hunslet, Andrew Barclay, W.G. Bagnall, Hudswell, Clarke, Robert Stephenson & Hawthorns and Vulcan Foundry.

When the Second World War was over, the LNER purchased 75 'Austerities' from the War Department, bestowing the 'J94' classification which was perpetuated by British Railways. The War Department retained a large number, while nearly 40 were sold for use in the Netherlands and several to French customers.

The design was perpetuated in the post-war years, with various modifications, owing to orders from industrial customers, especially the National Coal Board. Indeed, the NCB retained working 'Austerities' into the 1980s at collieries and coal processing plants.

British Railway's fleet of 'J94s' continued in service until 1967, with examples famously employed on the tortuous Cromford & High Peak Railway in Derbyshire.

A huge number of 'Austerities' have survived into preservation, providing heritage railways with an ideal source of economical traction. Most came from industry, but two ex-LNER 'J94s' also made it into preservation.



1: Darlington shed plays host to ex-LNER 'J94' No. 68053 in August 1964. Note the extra footstep and diagonal handrail on the side of the saddle tank. COLOUR RAIL

2: Sporting a distinctive Giesl ejector in place of a typical round chimney, the National Coal Board's Hunslet 'Austerity' No. 2 (Works No. 3091, built 1944) is seen at Philadelphia, County Durham in December 1965. PAUL CHANCELLOR COLLECTION

3: While this view places the NCB's *Whiston* (right) in typical surroundings, it is actually a preservation era scene. The 'Austerity' is working at Onllwyn coal disposal point beside a Stephenson & Hawthorns 0-6-0 during a photographic charter in August 1997. GORDON EDGAR

been overlooked. The moulded coal load in the bunker is, inevitably, a bit plasticky, but it can be easily covered with real coal chippings in a jiffy.

HEAVY METAL HERO

Sprung buffers, with a pleasingly stiff tension, adorn the headstocks, as does an impressive array of rivet heads. The headstocks, running plate, chassis block and boiler/water tank are all crafted out of die-cast metal, as are the main footsteps. Only the cab, bunker and smokebox front are moulded in plastic, which explains the prodigious weight of this modest locomotive.

The side frames feature a full rendition of the brake gear, sanding equipment and a set of shaped lifeguards. The spoked wheels, with separate blackened metal tyres, look the part and, thanks to the compensated centre axle coupling rods, the model's road-holding ability is enhanced.

One of the main highlights of this model is not that obvious at first glance, but the inside motion is rendered in its entirety. Not only can this be admired by glancing below the boiler, but especially with the model upturned, with all the various connecting rods and balance weights present and correct. But wait for it... it actually all works! It's a joy to behold when the locomotive is pootling around, although you really have to look to be able to see it. Bravo to Dapol for incorporating such an impressive feature, especially on a such a competitively priced model.

A stout, vertically mounted motor is contained within the firebox, which drives the rear axle. A brass flywheel smooths the output, and operation is quiet and fluent, especially following a running-in period. At nearly 800g, this is a solid piece of kit, aided by all that die-cast metal, thus providing plenty of adhesion and hauling power. My 'O' gauge test track is limited in size, but our sample handled 10 twin-axle mineral wagons, some of which are heavily weighted, without a hint of strain.

In terms of finish, the vibrant shade of green has been applied flawlessly, as have the other colour elements, while the fine yellow lining is fully opaque and neatly applied. So too are the printed names, logos, brass effect builder's plate and NCB North Western Area coat of arms.

This is a fabulous model, in terms of looks, specification and, especially, value. I love the idea of seeing this particular version at work with Dapol's HAA hoppers in an early 1980s colliery scene. Indeed, I've been generating ideas for suitable micro layouts that I'll probably never get round to building – but there's nothing wrong with dreaming...! ***(GD)***

VITAL STATISTICS: DAPOL 'HUNSLET' 0-6-0ST

OVERVIEW

Manufacturer: Dapol
Ref. No. 7S-094-007
Unit No. N/A
Scale/gauge: 1:43.5 scale, 'O' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 789g
Min. curve radius: Second radius, 1.028mm
Wheel back-to-back: 29.1mm

DIMENSIONS	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	30ft 4in	212.5mm	213mm
Height	12ft 1¼in	84.8mm	85mm
Width	8ft 2½in	57.5mm	57.6mm
Wheel diameter	4ft 3in	29.8mm	29.5mm
Coupled wheelbase	11ft 0in	77mm	77.5mm

SERVICING

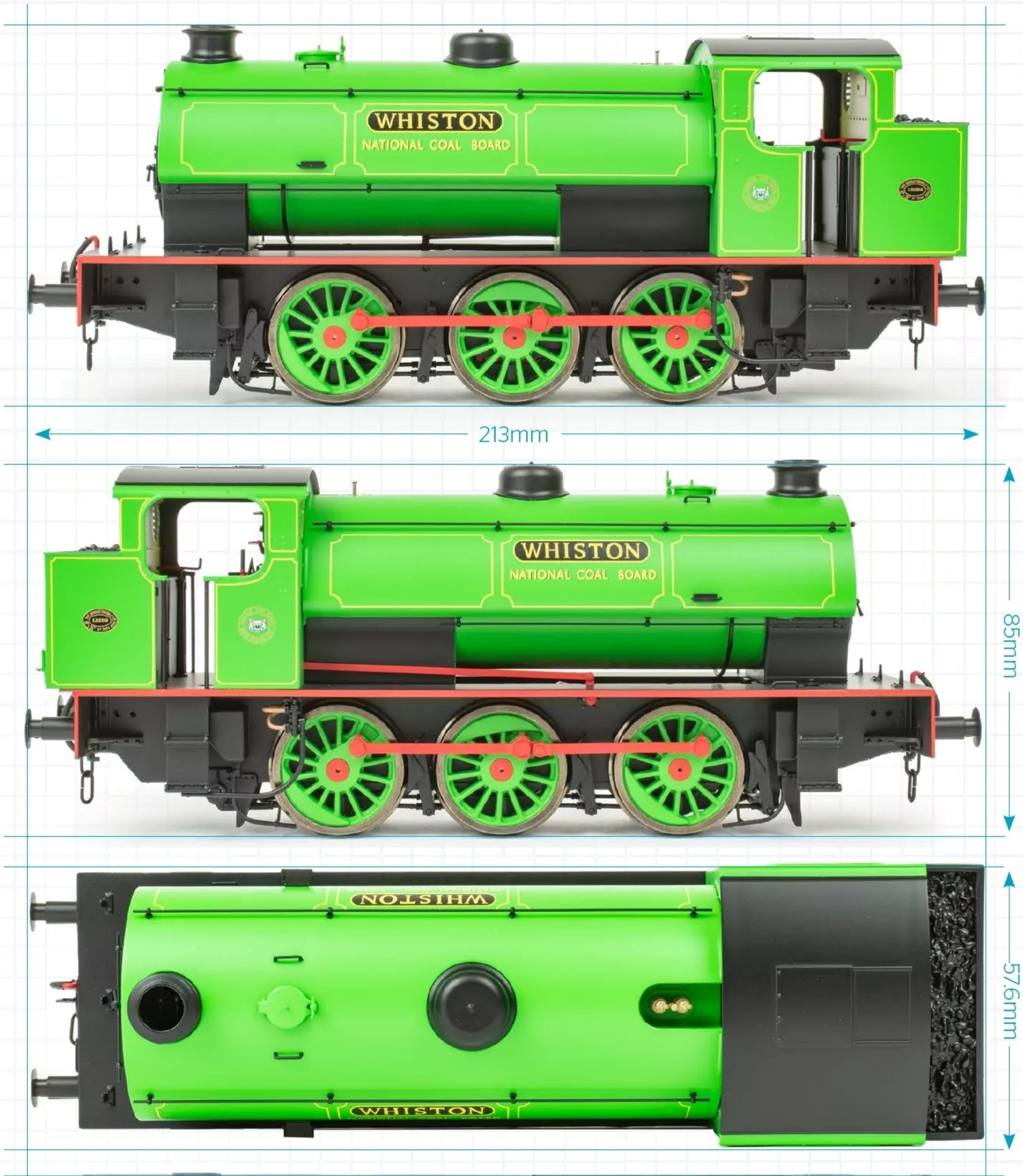
How to dismantle: Body unscrews from chassis.
Where to oil: Gears – see instructions

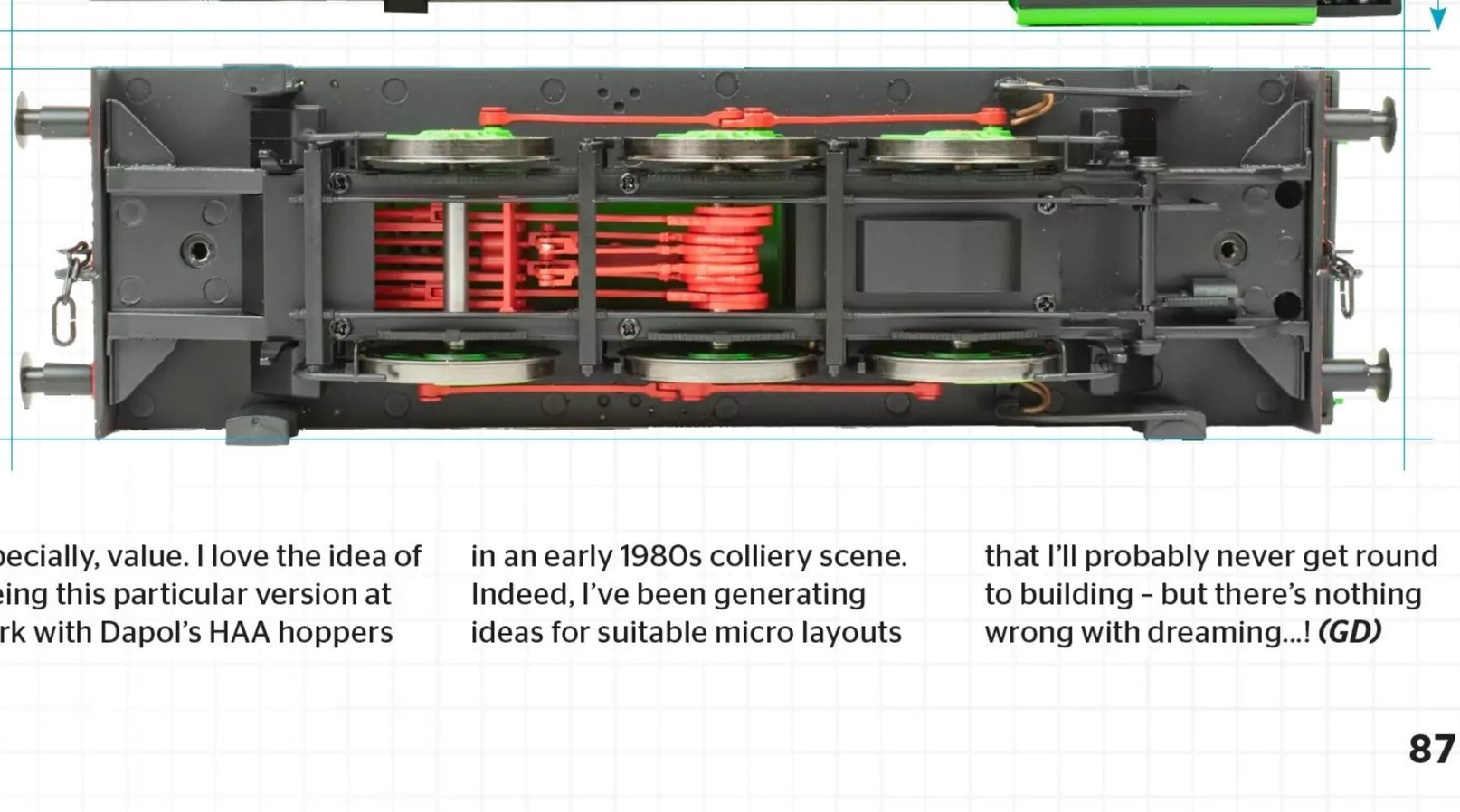
ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five pole, skew wound
Lights: Firebox glow
DCC-ready? 21pin socket, 2 x speaker mounts

MECHANISM

Drive system: Motor drives rear axle via worm and gears
Flywheel(s): Yes
Traction tyres: No





Hornby Class 755 'FLIRT'

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby • R3963 Class 755/3 three-car 'FLIRT' unit • R3964 Class 755/4 four-car 'FLIRT' unit
◆ **PRICE** £399.99/£449.99 ◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*



"In terms of looks, Hornby's design team have really nailed the appearance of the Stadler units, especially in terms of overall profile"

Hornby's Class 755 'FLIRT' project is something I've been following closely since it was first revealed in 2023, having been intrigued by the prototypes. With their striking appearance, articulated bogies and unusual, stubby power cars, they certainly stand out from the crowd of modern multiple units.

And having travelled on a good few examples over the past few years, I've been eager to see how Hornby's model compares to the real thing. Happily, the models have now arrived, with a choice of three and four-car formations produced, with two different running numbers for each.

LIFTING THE LID

Hornby kindly supplied samples of both versions, providing an interesting comparison. They're presented in attractive lift-top boxes, with each set split into manageable portions which can be extracted easily and placed onto the track before joining them together. The sections simply clip together over the shared bogies, onto which the gangway section is fixed. An internal, vertical pole provides the fulcrum around which the clip-on couplings pivot, providing plenty of rotational movement to allow the trains to navigate second radius curves without any issues.

In terms of looks, Hornby's design team have really nailed the appearance of the Stadler units, especially in terms of overall profile and application of the attractive Greater Anglia (GA) livery. The sleek, minimalist style bodywork and varying window depth have been well observed, while the panel seams and door furniture of the cabs are excellent.

The diesel power car features an array of etched metal grilles in each of the side panels and CCTV pods are present on each of the vehicles. The main windows are gently tinted, but the interior mouldings remain visible, with white-faced tables, clear partitions and the raised seating areas above the bogies discernible. Other key interior features are also present, including the PRM-compliant toilet compartment, wheelchair spaces with attendant consoles and bicycle storage space. The discreet indicators for wheelchair and cycle access have been included on the exterior, although GA has since added more visible cycle logos to the real trains.

The cab glazing is also nicely tinted, but the driver's commodious console is visible, which features an array of controls and gauges courtesy of coloured stickers (in similar fashion to Hornby's 'Javelin' models). The electronic destination blinds are illuminated,



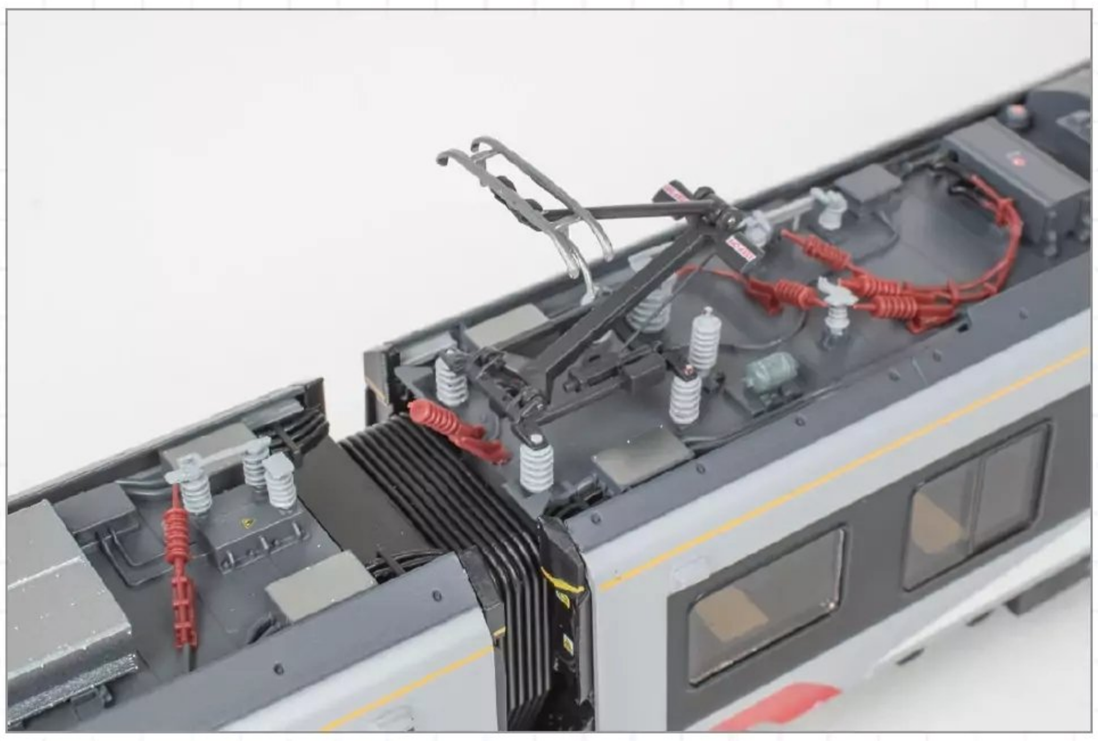


with the three-car version featuring Ipswich at both ends, while the four-car model depicts a Norwich-bound service.

The head and tail lamps function well, and interior lighting is provided too. All lighting functions work on analogue layouts when the train is under power, while DCC users have the option of controlling each function separately.

To allow step-free boarding, the 'FLIRTs' feature low floors and, as a result, much of their essential equipment is mounted on the roof. This has been captured extremely well by the Hornby model, with all manner of separately installed equipment modules, conduit and cooling fan grilles present, some of the latter being rendered in finely etched metal. The diesel exhaust units look great and the 25kV AC equipment and pantograph(s) are faithfully reproduced.

The pantograph is plastic and is flexible and resilient enough to withstand a few bumps. It's partially sprung and can be posed in the raised position or clipped into its lowered station. There's no option for a servo-operated version. The Class 755/3 comes equipped with a single pantograph, while the '755/4' correctly features two.



There isn't too much in the way of fancy detail underneath each car, but there are plenty of crisply moulded equipment boxes, fuel tanks and air cylinders, plus the heavy-duty power cable runs are a real highlight. All components are neatly installed, while warning symbols and information panels are printed where appropriate.

The bogies are equally well captured, with numerous separately applied detail fittings installed. The side frames are quite deep, but that's presumably to account for the overly narrow nature of 'OO' wheelsets. Those modelling in 'P4' and 'EM' may need to fettle the inside faces a little to gain clearance, but each bogie employs inside bearings, so that makes life a little easier. Hornby's attention to detail extends to the provision of two different diameter wheelsets, as per the real thing, and the brake disc inserts add a welcome touch.

WHAT MAKES IT GO?

Copying the real 'FLIRT' bi-mode units, the leading bogie of each driving car is powered, with a small motor discreetly mounted in the floor and driving both axles via a cardan shaft and gears.

3 things we like



1 Rooftops are festooned with impressive detail, especially the diesel power pack car.



2 Working directional head/tail lights look great, as do the electronic destination panels.



3 Easy access to 21pin DCC sockets in each driving car, thanks to the lift-off panels.



Factfile: Stadler Class 755/3 and 755/4 'FLIRT'

Like many train operating companies in recent years, Greater Anglia's existing train fleet was formed from a fairly motley array of ex-British Rail diesel and electric multiple units, many of which were reaching the end of their lives. Indeed, East Anglia remained an outpost of diesel locomotive-hauled passenger trains well into the 2010s thanks to a shortage of multiple units.

With a mix of electrified main lines and rural branch lines without overhead wires, Greater Anglia looked towards a bi-mode solution to a new standardised passenger fleet for its local services, while all-electric sets would operate long distance services under the wires.

Accordingly, a raft of three and four-car diesel and electric multiple units were ordered from Stadler in 2016, using its Fast Light Innovative Regional Train (FLIRT) platform that was designed originally for the Swiss Federal Railway and employed widely across Europe.

Featuring a self-contained 'power pack' vehicle within each set, equipped with 645hp Deutz V8 turbo diesel engines, two of which are provided in a three-car set, while four engines are carried in each four-car set. The 'FLIRTs' are also equipped with rooftop pantographs for 25kV AC power collection from overhead wires.

Boasting impressive acceleration, the Class 755/3 (three-car) units have a potential output of 1,290hp under diesel power, while the four-car Class 755/4 can deliver 2,570hp. In electric mode, the units can produce a whopping 3,500hp, with a maximum speed of 100mph.

The 'FLIRTs' employ an articulated design, reducing the number of bogies and wheels and providing step-free boarding thanks to their low floors in the centre of each car, while raised areas are provided above each bogie. Electric traction motors are fitted to the outer bogies of each driving car, with slightly larger wheels installed on the powered axles.

The first 'FLIRT' units arrived in the UK in late 2018 and entered service the following summer. In all, 14 Class 755/3 and 24 Class 755/4 have been delivered, each being built on the Continent across Stadler's various plants. Dellner automatic couplers are installed.

Greater Anglia also took delivery of 20 Class 754 12-car all-electric 'FLIRT' units, while Transport for Wales' fleet of three and four-car Class 756 tri-mode (diesel, electric, battery) 'FLIRTs' entered service on Cardiff Valley services last November.





1. Three-car Class 755/3 755332 rests among its classmates in the stabling point at Ipswich in May 2024. GEORGE DENT

2. Four-car unit 755416 sits at Ipswich before forming a service to Cambridge, in May 2024. Note the prominent cycle logo denoting the position of bike storage racks, echoed by the black triangle on the yellow warning panel. GEORGE DENT



3. The most distinctive elements of the bi-mode 'FLIRT' units are the articulated bogies and self-contained diesel power cars, which feature a passenger gangway within. This is Class 755/4 755416. GEORGE DENT



Hornby Class 755 'FLIRT' - in detail



Each motor is equipped with a low-profile brass flywheel and the performance of each unit proved to be flawless under test. The instructions recommend a running-in period, which was adhered to, although our samples ran very smoothly straight from the box. There was ample power and adhesion to allow the motors to power the units around the test track and to negotiate gentle gradients without any hint of slipping. Operation was quiet and the mechanisms proved responsive throughout the speed range.

Wiper pick-ups collect power from all wheels but, as there are no fiddly power connectors between the individual portions of each train (as they're presented in the packaging), power is not linked throughout the entire unit. Therefore, each motor is powered by the wheels of two bogies, which posed no problems under test.

Each of the driving cars features a pre-installed speaker and a 21pin DCC socket, the latter being accessed simply by removing the air conditioning unit from the roof, which is retained by a pair of small magnets. For enhanced sound, the power pack car also features a 21pin DCC interface and ample space for a large EM1-style speaker. These are reached by unclipping and lifting away the body from the chassis.

Similarly, gaining access to the passenger compartments also requires the bodyshells to be unclipped from the chassis, with the aid of some plastic shims. In practice, I found it a wee bit tricky, particularly when it came to re-fitting the body, and I ended up having to re-solder one of the power cables to the circuit board. So do take care if you intend fitting some passengers and train crew.

Interestingly, a set of pivoting Dellner couplers are installed at the nose end of each driving car. Seemingly, they can be clipped together to allow multiple units to run together, although this isn't covered in the instructions. When I then had great difficulty in separating the two units, I soon realised why the instructions didn't mention it! I'd say this is something you do at your own risk – I won't bother doing it again.

A small detail bag provides plastic sanding pipes to fit into holes provided in the base of the underfloor hoppers, plus a set of horizontal dampers to link each of the vehicles (for static display only), which can replace the 'split' versions already present on the model.

The arrival of the 'FLIRTS' has provided modellers of the current UK scene with a superb rendition of a very interesting prototype. With some modifications, the tooling also offers Hornby with the chance to replicate the tri-mode Class 756s now in use with Transport for Wales. But in the meantime, the Greater Anglia variants can be enjoyed, with their impressive attention to detail, high level of prototype fidelity, performance and top-notch paint finish providing an impressive all-round package. ***(GD)***

VITAL STATISTICS: HORNBY CLASS 755 'FLIRT'

OVERVIEW
Manufacturer: Hornby
Ref. No. R3963, R3964
Unit No. 755327, 755422
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 716g (Class 755/3), 856g (Class 755/4)
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.3mm

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (three-car)	65m	855mm	855mm
Length (four-car)	80.7m	1062mm	1062mm
Height (pantograph lowered)	3.915m	51.5mm	52mm
Width	2.720m	35.8mm	35.9mm
Wheel diameter (powered)	870mm	11.4mm	11.4mm
Wheel diameter (non-powered)	760mm	10mm	10mm
Bogie wheelbase	2.7m	35.5mm	35.5mm

SERVICING
How to dismantle: Bodies unclip from chassis.
Where to oil: Axles – see instructions.

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five-pole, skew-wound
Lights: Head/tail lights, interior
DCC-ready? 21pin sockets, speakers pre-installed

MECHANISM
Drive system: Motors drive both axles of one bogie within each driving car
Flywheel(s): Yes
Traction tyres: No

SUMMARY

PROS
- Captures character of prototype perfectly.
- Excellent level of detail.
- Easy-to-use coupling system.
- Smooth performance.
- Superior finish.

CONS
- Not a lot.

FINAL VERDICT

Fabulous!



Hornby Class 91

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R30423 Class 91 91031 *Sir Henry Royce*, BR InterCity 'Swallow' livery ◆ **PRICE** £244.99
◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*

One of a trio of new Class 91 releases for 2025, 91031 *Sir Henry Royce* is resplendent in original BR InterCity 'Swallow' livery, a scheme it carried from new in early 1991. Depicting the final example of the 'Electra' locomotive building programme for the East Coast Main Line – and the last locomotive to be built at Crewe Works – 91031 is quite an exceptional prototype. Happily, it now resides at the Museum of Scottish Railways at Bo'ness.

Hornby's all-new Class 91 arrived in 2023 (see review in MR301), providing a huge improvement over the original tooling from the late 1980s. With an impressive level of detail and fidelity, plus a five-pole skew-wound motor and all-wheel drive, the '91' runs as well as it looks. Authentic head/tail lamps (with day/night switch), a 21pin DCC socket and space for a speaker ensure it meets contemporary expectations. All that's missing is the option of a DCC-controlled pantograph, as offered by other manufacturers these days.



This '91' is finished to an extremely high standard, with an optional set of nameplates provided, although the printed versions look great. A driver, in white shirt and red tie, is fitted in the No. 1 end cab, which is a welcome touch. Also available now is GNER blue 91124 *Reverend W Awdry* and 91130 *Lord Mayor of Newcastle* in LNER red/grey. Matching Mk 4 coaching stock and DVTs for all three colour schemes are also due for release this year ***(GD)***

SUMMARY

PROS:
- Looks and fidelity.
- Top-notch finish.
- Runs superbly.

CONS:
- Plastic pantograph.

FINAL VERDICT

An East Coast beauty!

Hornby Rail200 Class 395 'Javelin'

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby • R30442 Class 395 'Javelin' four-car set, Southeastern Rail200 livery • R40447 Class 395 two-coach add-on pack
◆ **PRICE** £299.99 (£119.99 add-on pack) ◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*

Operating Southeastern's high-speed services from London St Pancras to the Kent coast – including Margate – the Hitachi Class 395 'Javelin' dual voltage EMUs are an ideal subject for Hornby. Having been in the range, on and off, since 2009, the 'Javelin' has recently been upgraded to feature 21pin DCC sockets in each of the driving cars and this latest release portrays 395015 in its special Rail200 scheme.

Unveiled to the public in March, the Class 395 carries artworks on each driving car depicting key landmarks on the Southeastern route, which have been captured accurately by Hornby's designers. Presented in attractive commemorative packaging, the '395' is offered as a four-car pack, consisting of twin driving cars and a pair of intermediate coaches. An extra two-coach add-on pack is also available, with correct running numbers to allow 395015 to be modelled in its full six-car formation.

Powered by a five-pole, skew wound motor, driving both axles of one bogie, the six-car unit ran well under test, with the directional head/tail lights really looking the part. Overall finish is excellent and, although Southeastern's special Rail200 scheme is rather restrained, it still makes for a welcome addition to Hornby's 2025 range. ***(GD)***





SUMMARY

PROS:
- Captures look of the real thing.
- Runs well.
- Quality finish.

CONS:
- Bogies are a little simplified.
- Plastic pantographs.

FINAL VERDICT

An excellent modern unit.



Heljan SR PLV/PMV van

◆ **GAUGE** 'O' ◆ **MODEL** Heljan 9150 Southern Railway PLV/PMV van, SR sage green No. 1171 ◆ **PRICE** £199.00 ◆ **AVAILABILITY** Heljan stockists **Web** *www.heljan.co.uk*

Most modellers seem to like parcels trains. They are an opportunity to run motley assortments of vans from widely differing sources, ex-Southern vans sometimes appearing in Scotland, and so on.

Heljan has provided 'O' gaugers with another very useful parcels van in the shape of the Southern Railway parcels and luggage van (PLV), also often known as a parcels and miscellaneous van (PMV). Some hundreds of these were built in the late 1930s and our sample, numbered 1171, dates from a batch numbered 1054-1250 built between April 1935 and 1937 as 12/13ton, 21ft wheelbase parcels and mail vans. These were built with the standard even-width planking but others had the Southern's novel two-wide/two narrow planking arrangement. The fact that the box label refers to 'even planking' denotes that versions with 'uneven' planking are also being offered.

Weighing in at 14.3oz (406g) this is an impressive piece of rolling stock. The moulded plastic body sides and ends capture well the distinctive character of these vans with their very pronounced horizontal planking, vertical angle-iron framing, oval chalking boards and hooded vents. The latter are separately fitted, as are the grab handles on the doors. Horizontal security bars are fitted behind the glazing.

The chassis is equally impressive, with truss rods, brake cylinders and operating rods all correctly represented. Turned metal wheels on bush-insulated metal pin-point axles run in brass bearings. The axleboxes are individually sprung and operate very freely. Turned metal sprung buffers are fitted and very neat, heavily sprung, screw couplings. Two crosshead screws on the underside appear to hold the body on the chassis but I did investigate taking the body off as it also requires removal of the sprung couplings which looks to be potentially tricky. Builder's plates printed on the solebars read 'Southern Railway 1171 1935'.

The roof is a separate moulding with four separately fitted 'torpedo' ventilators and on our sample is finished in matt white, as was the SR standard. No. 1171 is presented in the Southern Railway's sage green with the correct 'minimalist' amount of lettering, just Southern Railway, the number and the word 'luggage'. The black ends carry representations of the cast metal registration plates, and these are legibly lettered in white. There are also separately fitted lamp irons picked out in white.

Arrival of this model prompted me to revive my outdoor 'O' gauge from its winter slumbers and the PLV ran faultlessly in its test, both hauled and propelled. The PLV is a superb addition to the ever-growing range of ready-to-run 'O' gauge wagons. It is also offered in BR green and carmine versions. I recall these vans, in BR times, as being a uniform shade of dirty brown, as they were seldom, if ever, cleaned. So there's potential for some really heavy weathering jobs. ***(CJL)***





SUMMARY

PROS

- Crisp, characterful moulded body.
- Metal wheels running in brass bearings.
- Compensated chassis.
- Working screw couplings.

CONS

- Not a lot.

FINAL VERDICT

Excellent – I'll 'need' several!



IRM Bulleid 12t 'H' vans, 12t grain hoppers and ex-BR 35t tanks

◆ **GAUGE** 'OO' ◆ **MODEL** Irish Railway Models • IRM1285 CIÉ bulk grain wagons • IRM1279 CIÉ Bulleid 'H' vans • IRM1173 CIÉ/Esso 35t 'A Tank' wagons
◆ **PRICE** £82.50 per triple pack (vans/grain), £139.99 per four-pack (tanks) ◆ **AVAILABILITY** Accurascale **Web** *www.accurascale.com*

When Oliver Bulleid took up his role as Chief Engineer at Corás Iompair Éireann (CIÉ) in the 1950s, one of his key tasks was to update the railway's freight rolling stock. Once a standardised 10ft wheelbase, triangulated steel frame chassis had been developed, it was rolled out across a new fleet of open and enclosed wagons, allowing many older timber-framed vehicles to be phased out.

The 12ton capacity 'H' van became the CIÉ's standard general merchandise van, with a plywood and steel bodyshell, twin side doors and end ventilators. Operating to every corner of the network, carrying all manner of cargoes, the 'H' vans ran in mixed and bulk trains. Originally built with hand brakes only, Inchicore Works also turned out vans with vacuum brakes in the early 1950s, with later conversion of unfitted wagons during the 1960s. The vans were hard at work well into the 1970s, when they were gradually replaced by more modern bogie stock and containers.

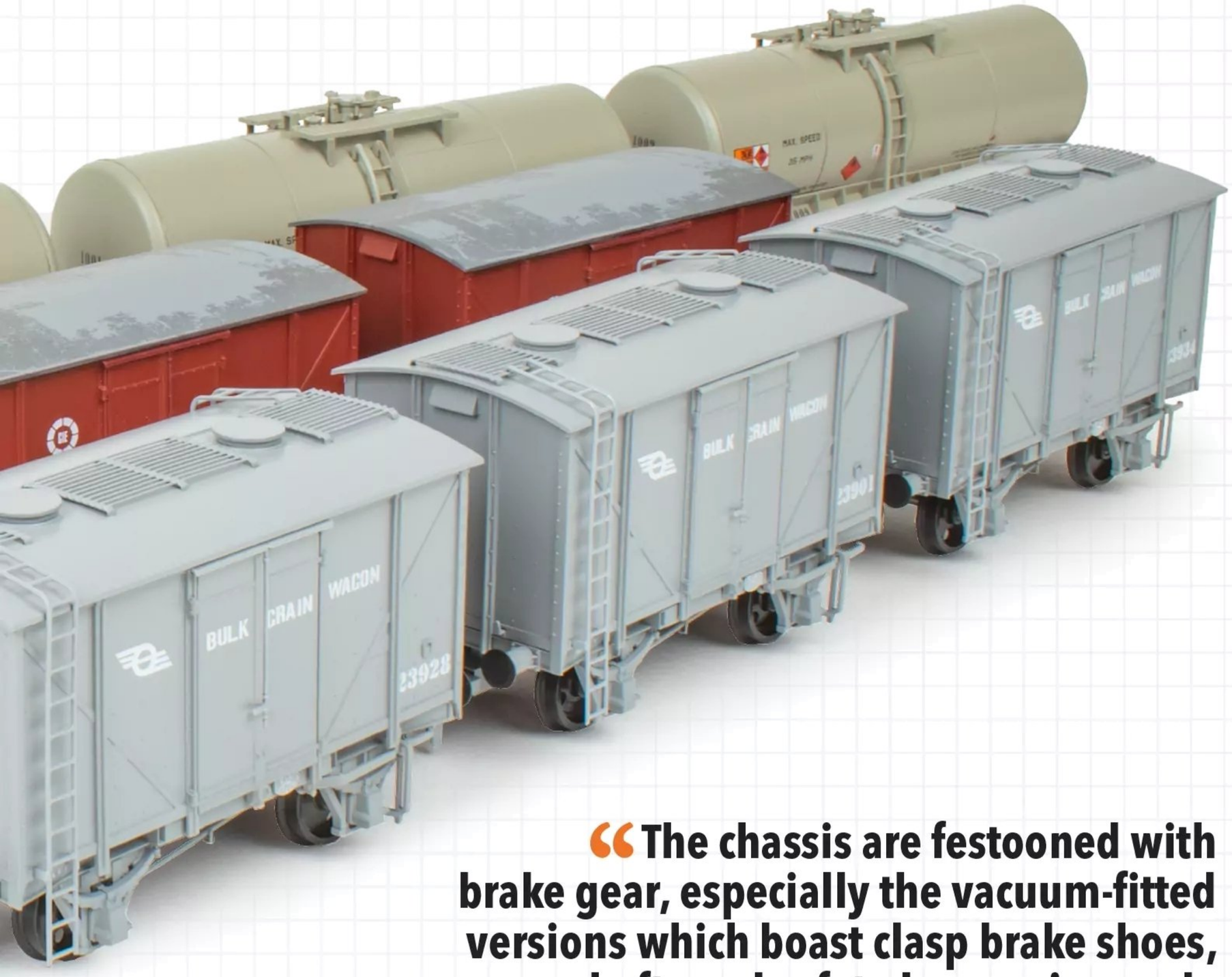
A development of the 'H' van was the bulk grain hopper, which was similar in its outward appearance, but with the addition of access ladders, rooftop walkways and loading manholes, plus discharge chutes between the frames. Over 50 wagons were built to this design at Inchicore in 1955 but, due to demand, a good number of standard 'H' vans were converted to grain hoppers during the 1960s.

Once a major commodity on the Irish network, grain traffic ceased in the mid-1970s, leading to the withdrawal of the hopper wagons, although many bodyshells found further use as farm shelters around the countryside.

Having already released open and flat wagons based on Bulleid's 10ft wheelbase chassis, Irish Railway Models (IRM) has now produced a raft of 'H' vans and grain hoppers, offered in the usual triple-pack format with plenty of individually numbered models to choose from. We gratefully received a pack of vans and grain hoppers for review, the former in vacuum braked condition, and the latter with handbrakes only.

There's a good amount of mass in these models, each tipping the scales at 58g, but the addition of metal pinpoint axle bearings significantly reduces friction and promotes free running. The injection-moulded plastic bodyshells feature crisply defined surface detail, especially around the doors, which are adorned with separately installed locking levers, while the chassis are festooned with brake gear, especially the vacuum-fitted versions which boast clasp brake shoes, cross shafts and safety loops, pipework, cylinders and rods.





“The chassis are festooned with brake gear, especially the vacuum-fitted versions which boast clasp brake shoes, cross shafts and safety loops, pipework, cylinders and rods”

Even the more basic brake gear of the unfitted grain hoppers is impressive and, on both wagon types, the use of long axles and the provision of ample space between the frames will make it easier to convert to a more authentic 21mm gauge. That said, the brake gear is currently aligned perfectly with the ‘OO’ wheels, so a little tweaking would be necessary for conversion to Irish finescale standards.

Access ladders and rooftop walkways are rendered in etched metal and sprung buffers are installed, along with pivoting NEM coupler pockets equipped with short, slimline tension locks. For layouts with tighter curves and points, an extra set of tension locks is provided, with extended reach, which will help avoid buffer lock.

The paint finish on all six samples is first rate, including the printed CIÉ logos, lettering and numerals. The ‘H’ vans also feature a tampo printed distressed finish to the roof which, although of an identical pattern on all three wagons, does look effective. A little extra weathering by hand will give these models an even greater level of realism, as prototype images invariably show the wagons in careworn condition.



SPECIAL TANKS

A special commission from Heljan is a choice of three different wagon packs, each containing four 35ton ‘A Tanks’, representing a fleet of former British Railways oil tanks purchased by CIÉ in the late 1960s, and duly re-gauged and modified for operation on the Irish network, most notably the ‘Sligo Oil’ trains. Featuring reinforced mounting brackets for the tank barrels, appropriate extra parts have been tooled by IRM to replicate these key features.

Each pack includes individually numbered wagons, with Hazchem warning panels and an array of operational instructions. In the main, these wagons are as per Heljan’s own models, which were reviewed in detail in MR336, so there’s not much to add here save for commenting on the high-quality paint finish, impressive overall level of detail and smooth running characteristics.

It’s worth noting that, as the tank wagons were designed primarily for the UK ‘OO’ market, there’s less room between the axleguards to allow for easy conversion to 21mm gauge.



WELCOME ADDITIONS

For those of us with a penchant for the subject it’s always great when new Irish-outline models come on stream, but one feels especially spoiled when wagons as good as these appear. The ‘H’ van is an essential vehicle for anyone modelling Irish railways during the 1950-1980 period, and the grain hopper variant provides another important prototype, while the 35ton tanks feel like an added bonus.

Let’s hope that the folks at IRM and Accurascale keep feeding us a healthy diet of grand Irish models in the years ahead! ***(GD)***

3 things we like



1 Distressed effect to van roofs looks effective.



2 Tank wagons feature etched walkways.



3 Highly detailed underframes, with full array of brake gear.

SUMMARY

PROS
- Superb level of detail.
- Build quality and finish.
- Smooth running.
- Vital prototypes.

CONS
- Not a lot.

FINAL VERDICT

Superb – very welcome additions to Irish RTR ‘OO’.

Revolution Trains IHA steel carrier

◆ **GAUGE** 'OO' ◆ **MODEL** Revolution Trains RT-OO-IHA-403A IHA-F Covered Steel Carrier ◆ **PRICE** £48.95
◆ **AVAILABILITY** Revolution Trains stockists **Web** *www.revolutiontrains.com*



With an eye on the trans-European steel market, a fleet of compact bogie steel wagons was assembled in 1991 by Fauvert Girel of France, in advance of the Channel Tunnel's opening. Designed to fit within the confines of the UK loading gauge and featuring a retractable canvas hood to protect finished steel products from the elements, the design proved a success, with further batches being built later in the decade.

Eventually, nearly 250 examples entered service, and they have been seen on various steel flows around the UK, carrying imported material from ports or British-made steel products to various terminals or for export to locations across northern Europe. Given the TOPS code of IHA-F, the wagons are often seen running with BRA/BYA vehicles (as offered in the Bachmann range) and have been hauled by various traction types over the years.

Revolution's 'OO' models are now in stock, with 16 individual versions produced to cater for various periods of the prototype's operation, while also providing multiple number options for each. Our sample features the simple 'H-dot' markings on the canvas cover, suiting the more recent period, and it's certainly an impressive model.

A check of the key dimensions reveals that the prototype has been scaled correctly, and the model features many eye-catching features, especially the representation of the stretched canvas hood, which looks fabulous. The hood's locking hooks and operating gear is made up of numerous individual components and, coupled with the etched walkway, fine handrails and crisply moulded end rib pattern, the overall appearance is superb.

The chassis frames are equally good, with various levers and tie-down cleats separately installed. Although hidden by the deep frames, the underside of the chassis includes a full rendition of the air brake piping, reservoirs, valves and actuating rods. Sprung buffers are installed and the fabricated Y25 bogies have the brake blocks in line with the fine profile wheels. Extra mounting points are provided, allowing the brake gear to be repositioned if dropping in 'EM' or 'P4' wheelsets. NEM coupler mounts are housed within sprung, kinematic close-coupler units. Tipping the scales at 92g, and with free-running axles, the wagon ran faultlessly under test, coping easily with second radius curves and points.

The decoration is top notch, with the attractive red oxide underframe colour replicated well, and all printed legends and data panels are fully legible.

This is yet another high-fidelity modern wagon for the 'OO' market, offered at a realistic price. One or more examples would certainly bring some interest to a layout, and I'd love to see how one would look with a suitably weathered finish!

'N' gauge modellers will be pleased to know that Revolution's 2mm scale version is also due to arrive soon ***(GD)***

SUMMARY

PROS
- Looks fantastic.
- Ultra-realistic rendition of canvas hood.
- First class finish.
- Runs sweetly.

CONS
- Nothing.

FINAL VERDICT

Superb.





Rapido BR 'Blue Spot' Fish vans

◆ **GAUGE** 'OO' ◆ **MODEL** Rapido Trains UK • 957001 BR Dia. 1/801 'Blue Spot' fish van, white • 957008 BR SPV Parcels van, BR blue
◆ **PRICE** £34.95 each ◆ **AVAILABILITY** Rapido Trains UK stockists **Web** *www.rapidotrains.co.uk*

Built by BR in 1960-61, the Dia. 1/801 Fish van was a development of an earlier design from the preceding decade, although both owed a lot to the insulated vans designed by the LNER for express fish traffic from various Eastern ports to London's markets.

The adoption of a 15ft wheelbase chassis offered many advantages over the more traditional 10ft underframe and, with the addition of vacuum brakes and through steam heat piping, the vans were able to operate with passenger stock, while the later addition of roller bearings allowed them to operate at express speeds.

The BR Dia. 1/801 featured roller bearings from new and carried a slightly different bracing and side door arrangement to the earlier 1/800 version. In all, 558 wagons were built to the new design, although their operating lives were cut short by the dramatic downturn in rail-borne fish traffic, which ceased altogether in 1968. Rather than waste these vehicles, BR cascaded many examples into parcels traffic, while others found employment as barrier wagons or for carrying engineers' equipment.

Rapido's new model is available in 16 different versions, depicting prototypes in fish traffic, parcels use or various Departmental guises. While Hornby and Dapol have offered vaguely similar vehicles in the past (the latter an ex-Wren tooling), Rapido's model marks the first time that the Dia. 1/801 van has appeared in RTR 'OO' gauge.

Two samples were supplied for review, with one sporting the original white livery with 'blue spot' identification (denoting suitability for express operation), plus a Rail blue version with Express Parcels lettering and SPV TOPS code. Both models weigh in at a respectable 39g and feature a plastic bodyshell and chassis, the two elements fastened together via a pair of small screws hidden below the pivoting NEM coupler mounts. Metal pinpoint axle bearings are provided for smoother running and the underframe correctly sports roller bearing axleboxes, along with accurately rendered eight-shoe brake gear, with cross shafts, actuating rods and safety loops. Vacuum cylinders, through steam pipes and correctly profiled hand brake levers add the finishing touch.



Sprung buffers feature, as do separately installed lamp brackets, while the exterior side and end strapping adds visual interest to the bodyshell. Fastener head detail is crisp, and the sliding door locking bars are impressive. The paint finish is excellent, with legible markings, even down to the builder's plates and small instruction panels. A detail bag provides optional chalk boards to fix between the moulded brackets (onto which load destinations would be added), plus a set of steam hoses. Both wagons ran extremely well under test.



These well-travelled prototypes – especially once repurposed into parcels traffic – make for an interesting addition to Rapido's range of wagons, with the Rail blue and Departmental versions offering something a little different to a 1970s or 1980s era layout. ***(GD)***

SUMMARY

PROS
- Look the part.
- Detail accuracy.
- Impressive finish.
- Smooth runners.

CONS
- Nothing.

FINAL VERDICT

Nothing fishy about these!

MODEL RAIL OFFERS.co.uk
Unique models you can only buy from us

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LMS/BR CLASS 11 0-6-0DE

CHOOSE FROM 15 VERSIONS

00 GAUGE

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.



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

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.

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*Pre-production models shown

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MR-508 BR 12125, black, early crest



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



MR-509 BR 12131, black, early crest, weathered



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.

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What's planned?

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







MR-520



MR-522





MR-521



MR-523



MR-524

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'16XX' 0-6-0PT

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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

BR BLACK, EARLY CREST (PRISTINE)

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

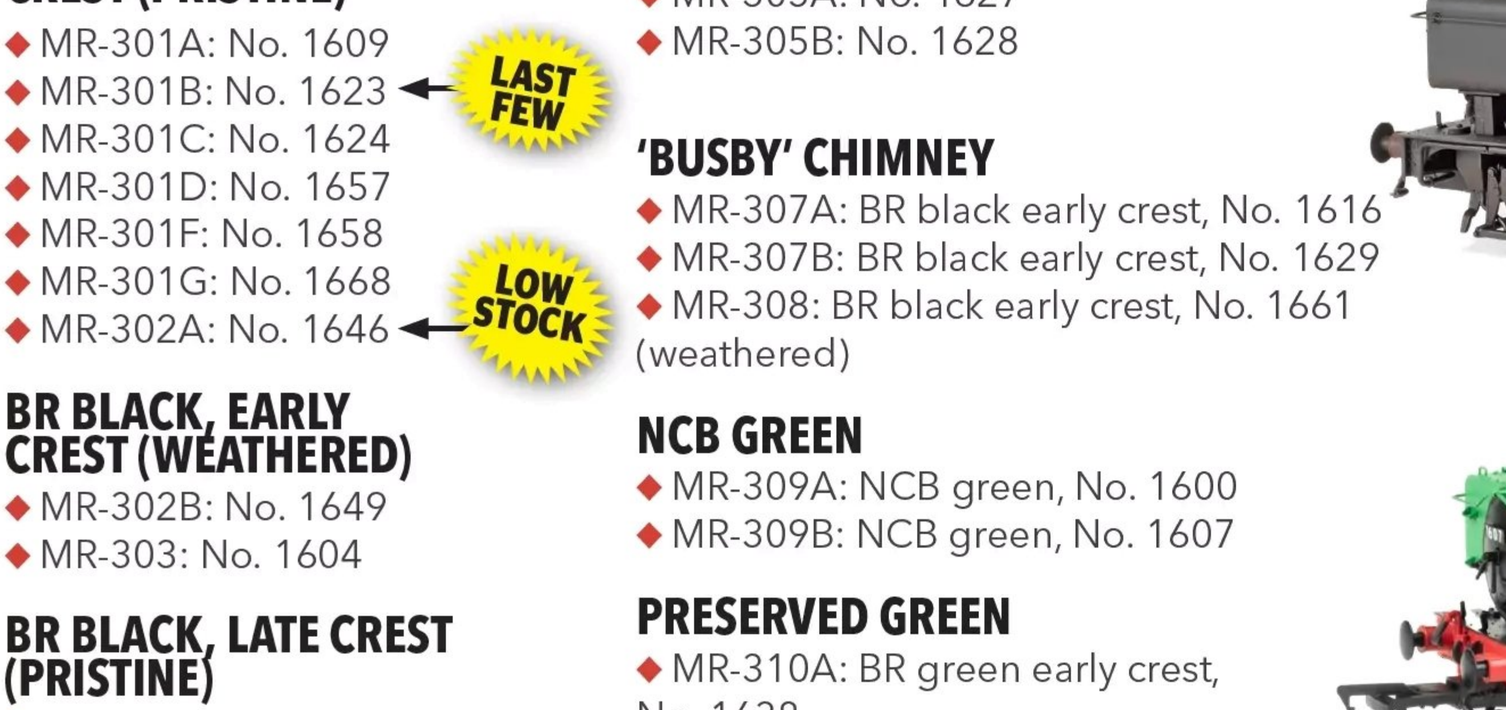




BR Class 26/1 26043

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

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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

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Ruston 'PWM' 0-6-0DE

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00 GAUGE



MR-403 PWM653
BR light green



MR-405A PWM 97651
BR yellow



MR-405B PWM 97652
BR yellow



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



MR-402 PWM651
BR green, 'wasp' ends



MR-400A PWM651
BR green



MR-400B PWM652
BR green



MR-401 PWM654
BR green, 'wasp' ends

LNER Sentinels – the 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

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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

'USA' 0-6-0T

00 GAUGE

MR-111
£129.95

£116.95 price for *Model Rail* subscribers

Specification list

Made by: Bachmann

Motor: Three-pole

DCC socket: Six-pin

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



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

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£112.46 subscriber price



MR-101
No. 1968, USATC black



MR-107 No. 36, National Coal Board black

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What's available?
- 4820 Class 48, D1702 BR two-tone green, small warning panels
- 4821 Class 48, D1704 BR two-tone green, small warning panels, weathered
- 4822 Class 48, D1706 BR two-tone green, full warning panels
- 4823 Class 48, D1703 BR two-tone green, full warning panels, weathered





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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)

Specification list

Made by: Accurascale
Motor: Five-pole
DCC socket: 21pin
Features: • NEM coupler pockets • directional and interior lighting • 'stay alive' unit • etched plates • numbered certificate • only DCC-ready versions left in stock

£169.99 £152.99 price for *Model Rail* subscribers
~~DCC sound-fitted £269.99~~ ~~(Subscribers' price £242.99)~~ SOLD OUT!

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Vale of Rheidol 2-6-2T
009 GAUGE
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DUE EARLY 2026

Next Issue

ON SALE JUNE 5

A taste of the Capital

Contained within a wine box, Paul Page's compact re-creation of a London terminus takes the idea of minimum space layouts to a new level.

Grime artist

There's a myth that you need an airbrush and special paints to create an authentic weathered locomotive, but Chris Nevard reveals how the simple approach is often the best.



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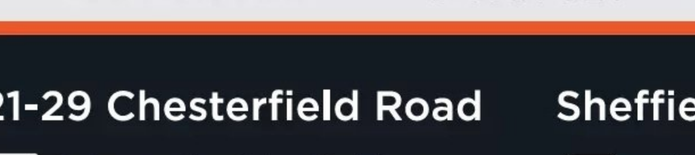
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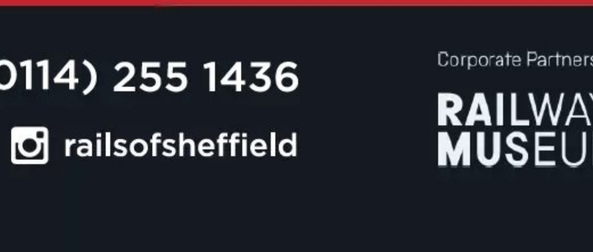


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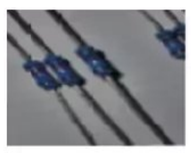
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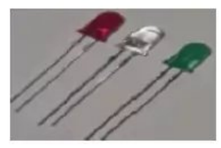
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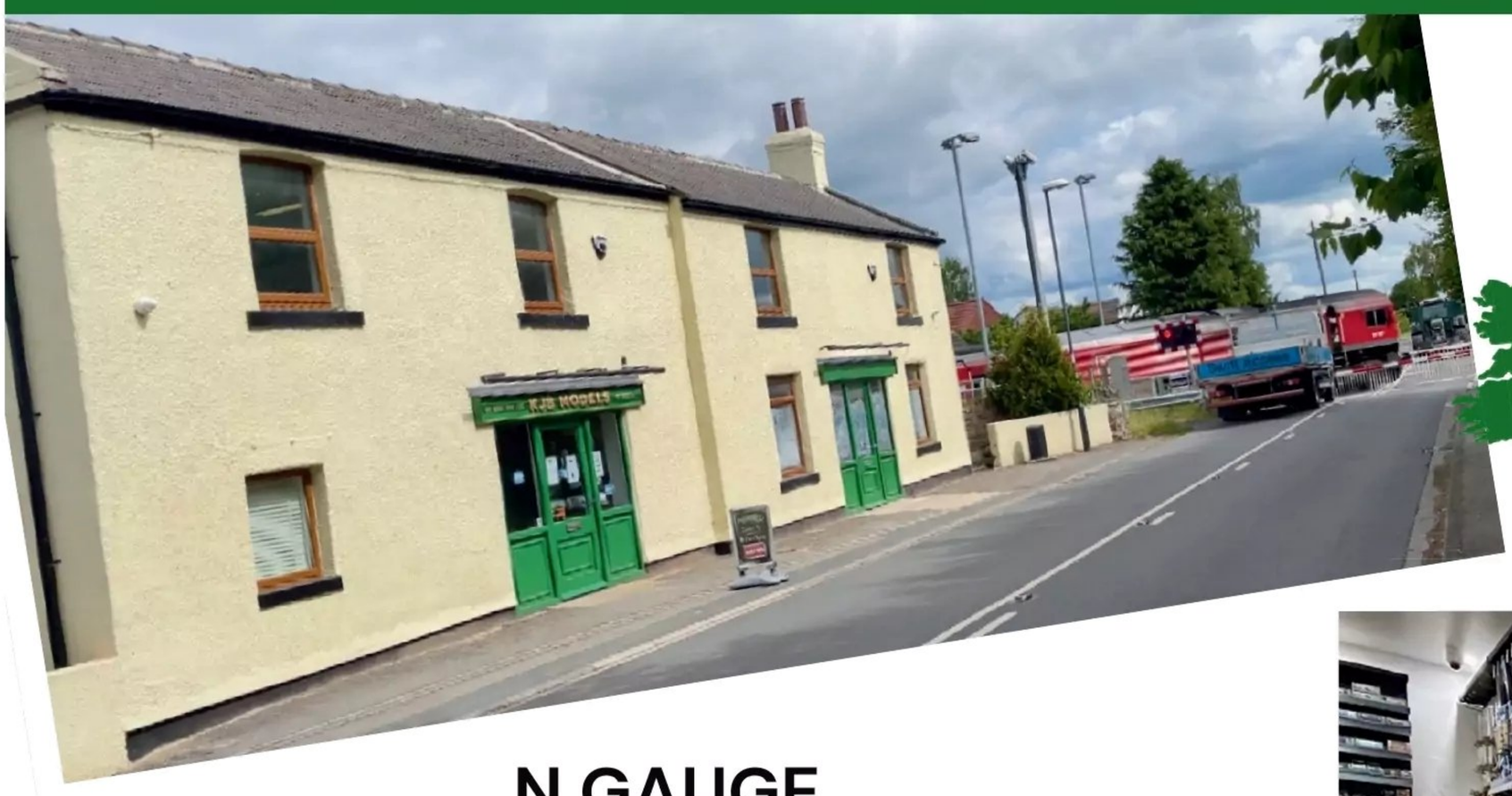
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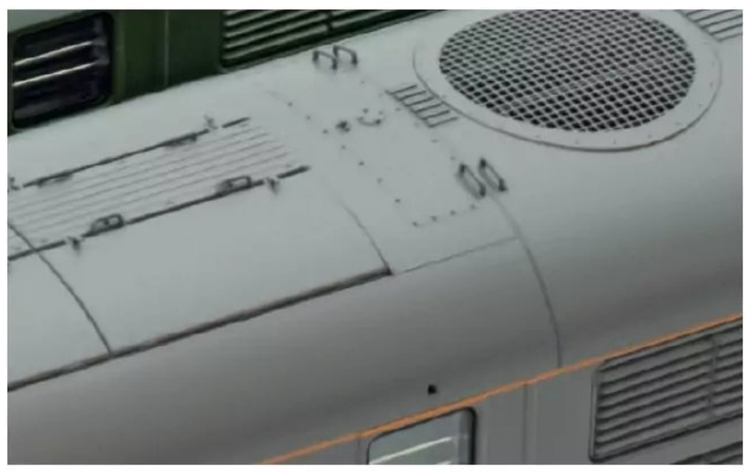
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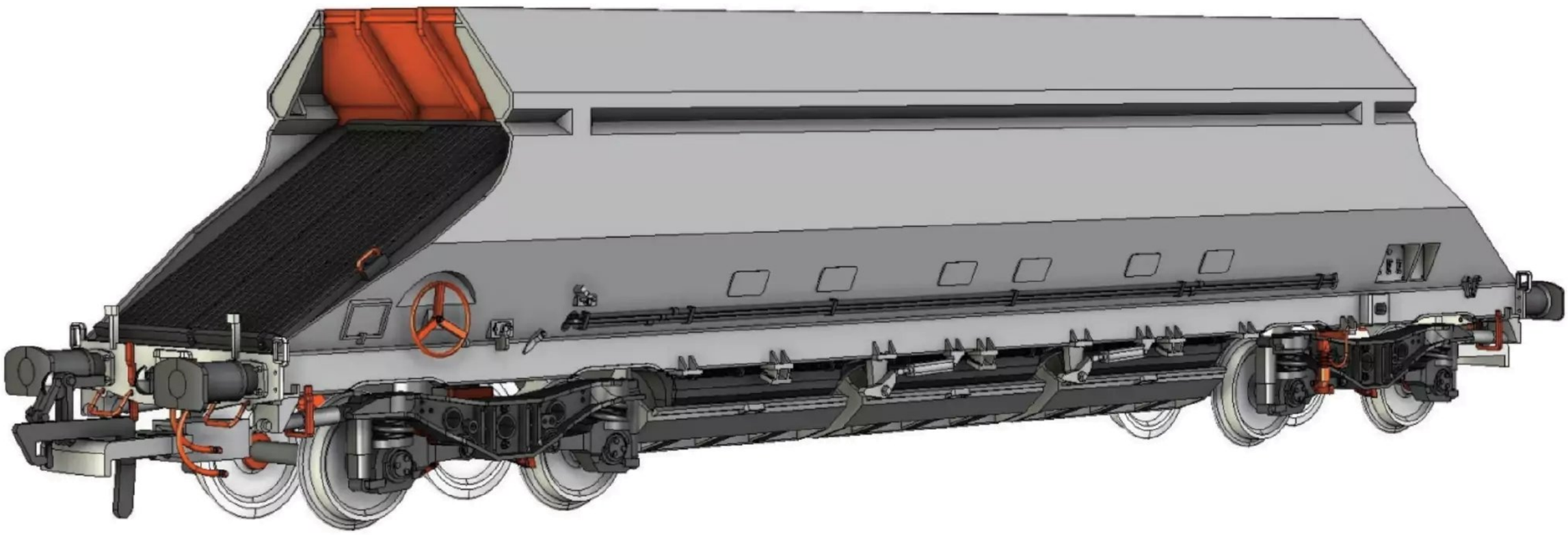
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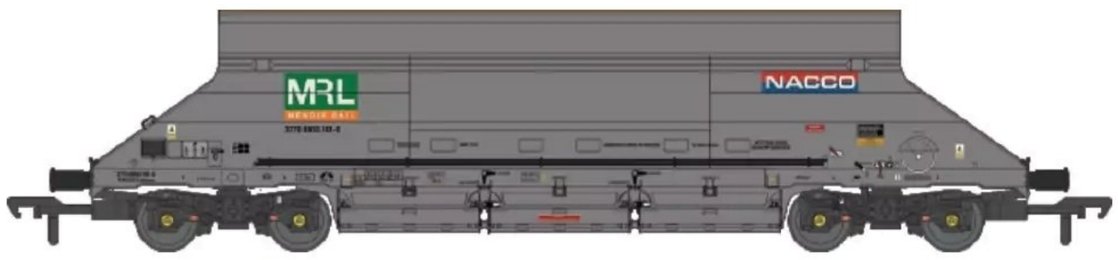
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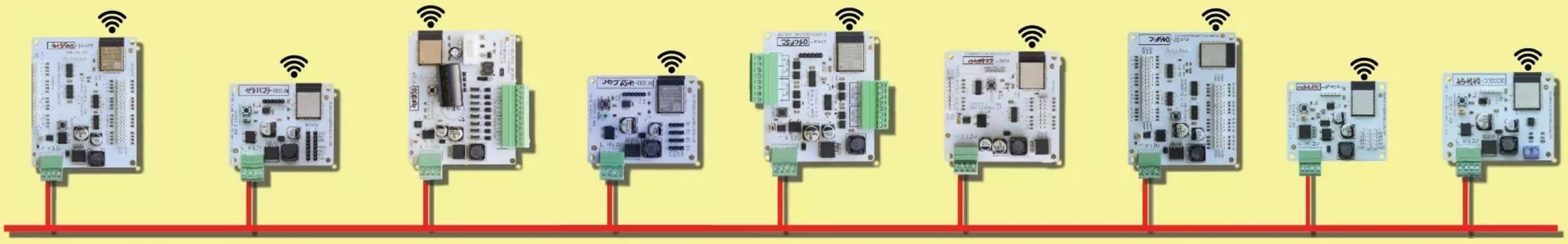
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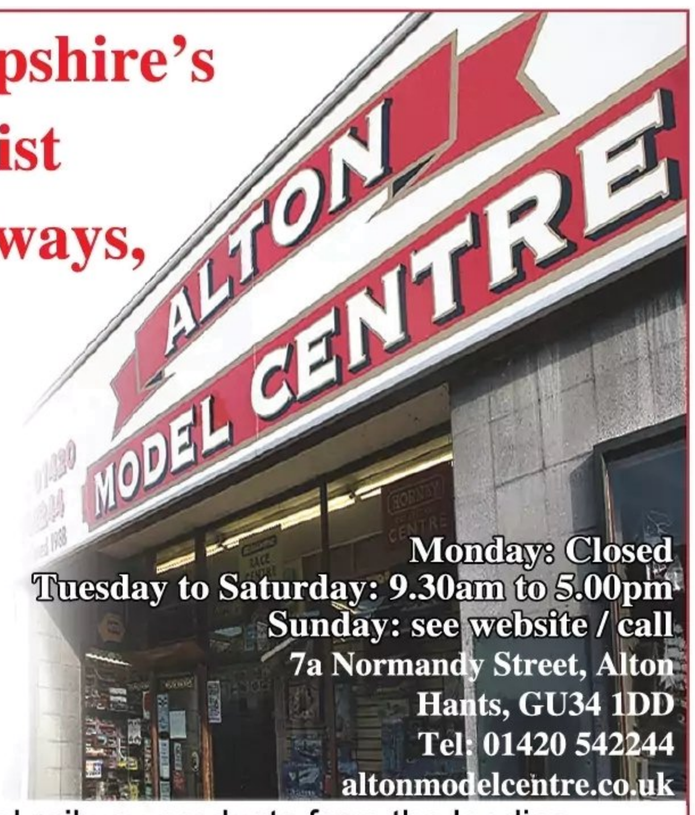
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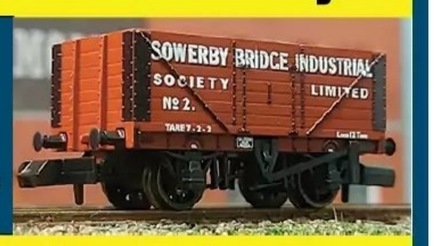
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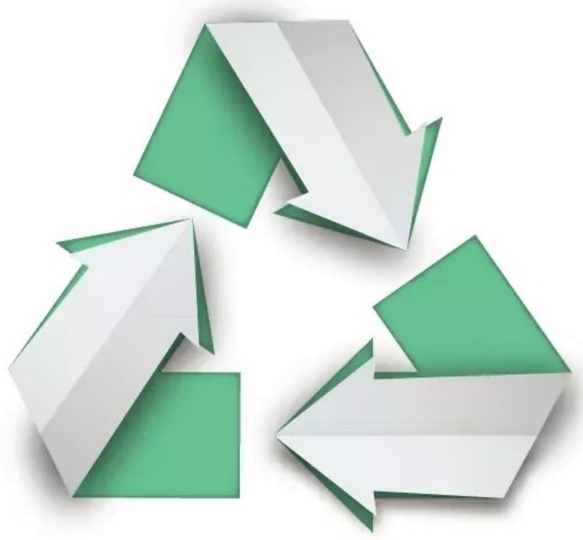

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Backscene



Retirement prompts **CHRIS LEIGH** to look back over a 62-year career, and forwards, too.



Above: A trip out in the sun for the new Heljan SR 'PLV' behind a Dapol '57XX' 0-6-0PT. I don't worry about mixing periods or freelance liveries outdoors. CHRIS LEIGH

A week on from my retirement party at Bauer's Peterborough office, I'm feeling a bit isolated. I no longer need to log onto Teams three days a week to chat to my colleagues and read page proofs. The former is a loss, the latter is not. Indeed it occurs to me that I've been reading page proofs almost every month since 1963.

I needed to find some like-minded folk to chat to about model (and real) railways and Wednesday evenings at Kettering & District Model Railway Society helps to fill that void. They have an excellent circular multi-gauge 'test track' which is great for running in new models, though it does not have any pointwork to enable more extensive testing.

I've been fascinated to notice that, when I started work in 1963, one of the newest 'OO' models was a Southern utility van from Hornby-Dublo. The first model I have reviewed, post-retirement, is a very similar SR 'PLV' in 'O' gauge from Heljan.

The arrival of the Heljan van coincided with the arrival of some Spring weather and I was soon outside test-running the model on my garden 'O' gauge. A day later I was buying plants and arranging the next stages of work outdoors which has had to include precautions over the pond to keep the marauding Nene valley herons from taking any more of my fish.

Indoors, my 'N' gauge Staines West layout is nearing the point where I can ask Chris Nevard to come and photograph it, and I'm working on waterfront industrial scenery on both my Dutch and Canadian 'HO' layouts. In British-outline 'OO' I am really looking forward to some of the forthcoming new models, particularly the Rapido 'E1' 0-6-0T and 'S160' 2-8-0 models as both were the subject of discussion for possible *Model Rail* exclusives in the past.

Recent pictures of painted samples of the 'E1' sent me browsing through my Southern photograph collection which includes a lot of pictures given to me by 'Uncle Mac', A.B. MacLeod. 'Mac' was the Southern's Isle of Wight supremo when lots of 'new' old stock was delivered to the island in the 1930s. As an enthusiast, as well as a professional railwayman, he took photographs of developments involving island locomotives and rolling stock, much of which he was responsible for.

I chose the accompanying view of the 'E1' which was to become 'W4' *Wroxall* being delivered and unloaded by floating crane at Medina Wharf in 1933. Note that there are three former London Brighton & South Coast coaches awaiting unloading from the barge as part of the upgrade to the island railways undertaken by the Southern Railway at the time. It is perhaps remarkable that the Isle of Wight still has a railway line and less so that it continues, as in the past, to operate with obsolete mainland equipment.

Perhaps its good that I don't have any more layout space at home, as an Isle of Wight layout will be tempting when the 'E1' is released.



The 'E1' 0-6-0T which would become No. W4 *Wroxall* is unloaded at Medina Wharf in June 1933. It was already over 50 years old and would be withdrawn in October 1960. A.B. MACLEOD/ CJL COLLECTION

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