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◆ HORNBY LAUNCHES 'TT' 'BLACK FIVE'



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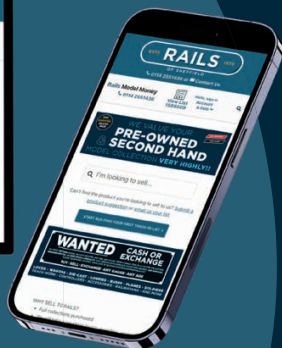
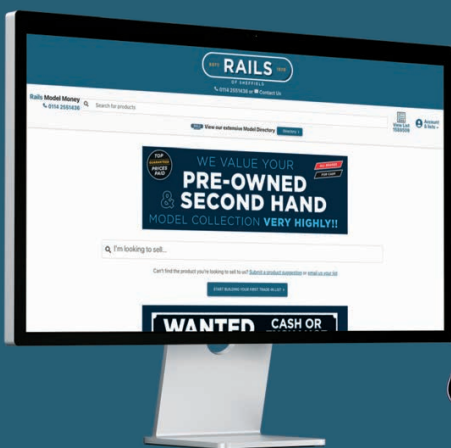
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This month's cover image



Chris Nevard's 'Whimsy Pit' layout has been created from salvaged sections of previous projects. Chris' three-part guide to how it was done begins this month - turn to page 42. CHRIS NEVARD

Welcome

I'm always fascinated to see how railway modellers manage to find room for a layout, and Kevin Crane's 'Gonerby' really grabbed my imagination. Built on a shoulder-high shelf around his home office, it offers something a little different as a background for video work calls!

Kevin's assertion that the layout's height makes it more effective for viewing has set me thinking, as many of us follow the convention for table-top or midriff height, but there is definite merit in viewing any model as if you were standing at the lineside.

You can read all about Kevin's excellent layout on page 28, and his inclusion of a scrap metal terminal has reminded me of a similar facility I'd like to include on one of my own layouts - and of the half-finished fleet of POA/SSA wagons I need to complete.

Talking of scrap metal wagons, Cavalex's new JXA (reviewed on page 90) tickled my fancy this month, as I'm a real sucker for open wagons that appeared shabby in real life and carried commodities that provide an interesting modelling challenge. It's great to see new models of wagon types that have not been available before. Other highlights of this month's review section include the incredible Hornby-Dublo *Deltic*, Dapol's Class 87 and Rapido's 'N' gauge version of the LNER dynamometer car.

It has been a really exciting month at *Model Rail* HQ, as we've just launched a brand-new *ModelRailOffers.co.uk* website, which boasts a much-improved browsing experience, especially when navigating the site on a smartphone or tablet. There's also a smoother checkout process, and we're adding plenty of



Kevin Crane has built 'Gonerby' atop a shelf in his office - see page 28. CHRIS NEVARD

interesting extra content on there, too. The new site also allows us to run more special offers, so there'll be even more chances to save money on our exciting range of exclusive limited-edition models. Be sure to check out *ModelRailOffers.co.uk* and you may be able to grab yourself some bargains.

Happy modelling!

George Dent Head of Content

Meet the team behind the UK's best modelling magazine



Helen Milbank - Deputy Head of Content
Our newest member is 'on track' to help the team keep to the timetable.



Thomas Bright - Content Editor
Has a gift for telling great stories and a passion for steam.



Richard Gunn - Content Editor
Loosely modelling the Longmoor Military Railway in 'N' gauge.

This month's contributors



Chris Nevard



Peter Marriott



Chris Leigh



Ben Ando



Ben Jones



Nick Brodrick



Tony Streeter

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Workbench



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42 Building Whimsy Pit, Part 1

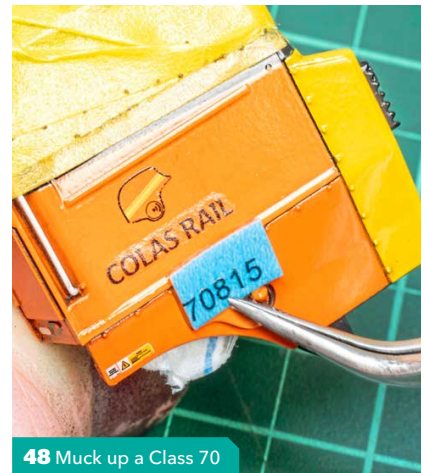
In the first instalment of a new series, Chris Nevard shows us how he took two finished layout projects, carved them up and created something very special.

48 Muck up a Class 70

Things started going wrong when George Dent began tweaking a Bachmann Class 70, but a new set of decals saved the day.

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Making structures from scratch can be satisfying and Peter Marriott shows how easy it can be.



48 Muck up a Class 70



68 Layout: Holgate



54 Build a modern industrial unit

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Opening the box

The latest happenings from the world of model railways

The Big Picture

The last trains passed over the much-lamented Woodhead line 45 years ago this July, with British Rail closing the trans-Pennine route for good, following years as a freight-only connection. Brian Tucker's 'Gorton Lane' pays homage to this pioneering electrified inter-city railway, depicting a fictional traction maintenance depot somewhere between Manchester and Sheffield. Read the full story about 'Gorton Lane' in a future issue of *Model Rail*.
Photography: Chris Nevard







LMS 'BLACK FIVE' LEADS HORNBY'S 'TT:120' APRIL RANGE LAUNCH



Sir William Stanier's legendary mixed-traffic Class 5 workhorse, the 'Black Five' has been added to Hornby's 'TT:120' steam fleet, with the first production batch due to land at the end of the year.

Developed with the aid of research undertaken during Hornby's recent, wheels-up revamp of its 'OO' gauge 'Stanier Five', the 1:120 scale version will feature an equally impressive level of detail and fidelity. A powerful coreless motor is fed

by power collected by all driving and tender wheels and models will come supplied with optional miniature snowploughs.

The tooling allows for many variations across the huge prototype fleet, including rivetted or flush bufferbeams and smokeboxes, AWS fitment where appropriate, steam lance fitment and top feed apparatus.

Three versions have been announced so far (available in DCC-ready and DCC sound-fitted



formats), with each featuring separate domes and top feeds and Stanier-welded tenders.

All models are equipped with a Next18 decoder socket within the tender, with space for a speaker and optional Hornby Power Bank unit.

What's planned?

- TT3068M Class 5MT No. 5408,

LMS lined black

- TT3069M Class 5MT No. 45315, BR lined black, early crest

- TT3070M Class 5MT No. 45446, BR lined black, late crest

When's it due? November
Prices: £189.99 (DCC-ready), £259.99 (DCC sound)

Availability: Hornby stockists

Web: www.hornby.com

OTHER 'TT:120' HIGHLIGHTS



There was much more within Hornby's April 'TT:120' range launch, with several new livery options for existing locomotives and rolling stock. The diminutive Class A1 'Terrier' O-6-OT returns, in Isle of Wight lined maroon, LSWR lined green and LBSCR Stroudley 'Improved Engine Green', along with a host of four-wheel coaches in matching LSWR and loW paint schemes. Another small tank locomotive is the 'J50', with LNER and BR versions for buyers to choose between.

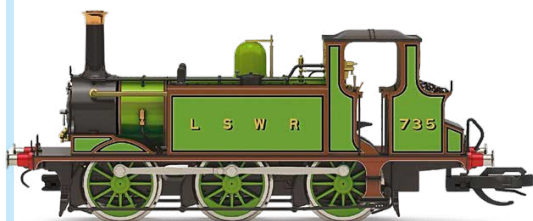
The BR Class 08 diesel shunter gains EWS red/maroon and a special BR/GER lined blue scheme, as applied to D3760 (08593) *Colchester TMD* in the 1990s. The Class 37 also gains a few new editions, with 37413 in Transrail grey and 37254 in InterCity depicting two popular prototypes.

Another famous English Electric diesel is the Class 50, with a further two new models, offering D403 in original Rail blue condition and 50026 *Indomitable* in 'large logo' blue.



Fans of early privatisation era HSTs will enjoy the Class 43 power car set and Mk 3 coaches (the latter sold individually) in First Great Western 'fag packet' green/gold colours.

More coaching stock is added, allowing longer rakes of BR Mk 1s to be created in blue/grey, plus a few K-type Pullman cars. In terms of freight vehicles, the KFA container wagons, CDA china clay hoppers and HAA coal hoppers reappear with new liveries and numbers (and different containers in the case of the KFA). For the steam/transition era, new versions of the 12ton tank, plus and various vans and seven-plank opens.





BRUSH TYPE 2 ADDED TO DIESEL ROSTER



Another all-new model for 'TT:120' is the BR/Brush Type 2, the tooling for which caters for both the original Mirrlees-engined Class 30 and the re-engineered Class 31 with English Electric power units. Accordingly, both the 'skinhead' and headcode box variants are on offer, with pre- and post-refurbishment details observed where appropriate.

Models feature working lights and a five-pole, skew-wound motor, with drive to (and power collection from) all wheels. The initial production batch consist of four BR-era liveries, with DCC sound-fitted options available on some versions.

What's planned?

- TT3071M BR Class 30 D5502, BR green
- TT3072M BR Class 31/1 31270, BR Rail blue

- TT3073M BR Class 31/1 31237, Railfreight 'red stripe'
 - TT3074M BR Class 31/1 31219, 'Dutch' grey/yellow
- When's it due?** 2027 (TBC)
Prices: £159.99 (DCC-ready), £229.99 (DCC sound)
Availability: Hornby stockists
Web: www.hornby.com



HOPPING TO IT: THREE ALL-NEW 'TT' WAGONS



On the rolling stock front, the BR YGA/YGB 'Seacow' and YGH 'Sealion' bogie ballast hoppers are new to Hornby's 'TT:120' range, available in BR black and 'Dutch' liveries and EWS red. Featuring a highly detailed body and chassis, the Civil Engineers

wagons are offered individually (£44.99) and in triple-packs (£129.99).

Also added to the range is the HEA domestic coal hopper, which is perfect for BR air-braked freight workings from the 1970s to the early '90s. BR

bauxite and Railfreight red/grey schemes are available, again as single (£29.99) or triple (£89.99) wagon packs.

Finally, making good use of Hornby's existing HAA Merry-Go-Round family of hoppers, is the MEA open ballast/spoil



carriers, which were converted from redundant HAA hoppers in the late 1990s (£27.99 each or £83.99 per triple-pack).

When's it due?
Late 2026/
early 2027



LATEST HORNBY 'OO' ARRIVALS



Amongst the new releases from Hornby this month is a raft of Class 66s in the budget-friendly RailRoad range, including GB Railfreight's 66775 HMS *Argyll* being supplied with optional etched nameplates and Royal Navy insignia, which look excellent once installed! (R30534, £94.99). Another eye-catching '66' is Freightliner's 66601 in its special 60th anniversary green/yellow livery (R30531, £94.99).

A special Railway200-themed version of Hornby's high-spec LNER Class 801/2



'Azuma' has arrived, depicting 801207 in its 'Darlington - Driving innovation for 200 years' scheme. A five-car set includes pair of driving cars, plus two Motor Standard intermediate cars and a single Motor First (R30460, £549.99).

Additionally, a matching four-car expansion pack is available to allow 801207's full nine-car rake to be recreated, featuring a Trailer Standard, Motor Composite, Motor Standard and Trailer Standard Restaurant Buffet (R40493, £289.99).

Availability:
Hornby stockists
Web: www.hornby.com



WELSH WONDER



Memories of South Wales coal traffic in the late British Rail era are rekindled by a new train pack in Hornby's 'TT:120' range (TT1008M). Featuring refurbished 'Heavyweight' Class 37 37799 *Sir Dyfed County of Dyfed*, decked-out in BR Trainload Coal sub-sector livery, together with a trio of matching HFA MGR hoppers (with canopies fitted),

The coal hoppers feature Barry depot and coal sub-sector logos. Similarly-liveried hoppers are also available individually. The packs are offered in analogue and DCC sound versions.

When's it due? Summer 2026
Prices: £199.99 (DCC-ready), £249.99 (DCC sound)

Availability: Hornby stockists
Web: www.hornby.com



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ACCURASCALE SETS THE PACE



One of the most polarising trains of the past 40 years is the subject of Accurascale's new diesel multiple unit project, the British Rail Class 142 'Pacer'. Often depicted in the mass media as one of the worst trains ever, the 'Pacers' have also garnered a loyal enthusiast following, thanks to their distinctive character and important role in BR's Provincial passenger operations from the mid-1980s.

Offered in various early BR Provincial colour schemes (light blue, GMPTE orange/brown and

cream/brown), plus Northern Rail blue - in which most of the real '142s' saw out their last years - the models will feature fully detailed interiors and a smooth, low-profile motor.

Accurascale's 'stay alive' circuitry will ensure smooth running, while exterior and interior lighting will be installed, with day/night headlight settings. For DCC users, the two-car sets are designed to be controlled by a single decoder.

The outer couplings are



designed to accept NEM tension locks or similar, although a set of magnetic BSI couplers will also be provided, which are compatible with Accurascale's forthcoming Class 153 and 155 DMUs.

Models are due to arrive next year, with pre-ordering

available now, only via the Accurascale website.

When's it due? Q1 2027

Prices: £199.98 (DCC-ready), £299.99 (DCC sound)

Availability:

Accurascale website

Web: www.accurascale.com

LEYLAND UNITS MOVE TO ACCURASCALE



Now that the news of Accurascale's acquisition of Heljan has sunk in (see the News story in last month's issue), it has been confirmed that the latter's BR/Leyland Class 153 and 155 project has moved to the Accurascale brand. While the model retains its previously stated detailed specification, a revised electrical package has been designed to enhance functionality. An enhanced DCC sound package has also been developed, and the

mechanism will be aided by 'stay alive' circuitry.

New, lower pricing has also been announced and livery options confirmed, with these models being available direct or via Accurascale's network of retailers.

What's planned?

- ◆ Class 153 153301, BR Regional Railways blue/grey
- ◆ Class 153 153311, East Midlands Trains blue/orange/red
- ◆ Class 153 153356, London Midland City green/grey
- ◆ Class 153 153351, Northern Rail blue/purple
- ◆ Class 153 153380, GWR green
- ◆ Class 153 153906,

Transport for Wales grey/red

- ◆ Class 155 155301, BR Provincial 'Sprinter' blue/grey
- ◆ Class 155 155301, BR Provincial 'Sprinter' blue/grey
- ◆ Class 155 155344, West Yorkshire PTE red/cream
- ◆ Class 155 155345, West Yorkshire PTE red/cream
- ◆ Class 155 155346, Northern white/blue
- ◆ When's it due? Q1 2027
- ◆ Prices: Class 153 £169.98 (DCC-ready), £219.98 (DCC sound)
- ◆ Class 155 £219.98 (DCC-ready), £319.98 (DCC sound)

Availability:

Accurascale stockists

Web: www.accurascale.com



EXCLUSIVE 'TRACTOR' ADDED TO RANGE



As part of Accurascale's next batch of Class 37s, due next year, the manufacturer has announced a high-fidelity replica of preserved D6724 (37024) in early BR condition, carrying green livery with small yellow panels.

The real D6724 is in the care of the Heavy Tractor Group, and sales of the model - available only via the Accurascale website - will help to support the Group's ongoing work.

Accurascale's popular Class 37 has undergone a few tooling enhancements for this third production batch, with the grilles and glazing being improved. Also, the DCC sound option will now see the roof fans synced to the sound files for greater realism.

When's it due? Q2 2027

Prices: £189.95 (DCC-ready), £289.96 (DCC sound)

Web:

www.accurascale.com



NEW 'SHEDS' ON THE WAY



A third batch of Class 66s has been unveiled by Accurascale, featuring a colourful array of livery options across EWS, DB Cargo and Freightliner schemes, including a rendition of Accurascale's 'own' 66, 66091. Named *Accurascale* by DB Cargo in July 2025, to recognise the manufacturer's fund-raising

efforts for various charities, including Marton House Children's Hospice, 66091 will come complete with optional etched nameplates.

The latest raft of '66s' feature a few minor improvements over previous releases and both of Freightliner's special 60th anniversary livery schemes are

recreated, on 66501 and 66601.

What's planned?

- ◆ 66017 EWS red/gold
- ◆ 66091 *Accurascale*, DB Cargo red
- ◆ 66501 *Spirit of '65*, 'Freightliner 60' G&W orange/black
- ◆ 66587 *As One, We Can*, ONE pink
- ◆ 66601 *The Hope Valley*, 'Freightliner 60' green/black
- ◆ When's it due? Q3 2027
- ◆ Prices: £179.95 (DCC-ready), £279.95 (DCC sound)

Availability:

Accurascale stockists

Web: www.accurascale.com



HELJAN'S STEAM RAILCAR IS A FIRST



Marking the first new project launched as part of the Accurascale family, Heljan's forthcoming Dia. 96/97 Sentinel-Cammell railcar also marks a first for an LNER steam railcar in RTR form.

Built in large numbers between 1925 and 1932, and known as 'Chip Vans' (due to their tall and

smoky chimneys), they operated local services on branch lines across the LNER, from North London to East Anglia, Northeast England and Scotland. Some were also employed on the Cheshire Lines Committee routes and the LMS, with a single example lasting just long enough to work under British Railways.

Heljan's model features a wealth of exterior and interior detail and is offered in eight versions, catering for each of the railways mentioned above. Available with or without DCC sound, features include controllable LED lighting, ESU-designed electronics with 'stay-alive' capacitor units,

factory-fitted speakers and a Next18 DCC interface. A low-profile motor will sit below the passenger saloon. Detail variations across Dia. 96 and 97 railcar designs have been observed, and models come with appropriate destination boards to suit each prototype and period.

When's it due? Q2 2027
Prices: £149.99 (DCC-ready), £249.99 (DCC sound)

Availability:
Only via Heljan's website
Web: www.heljan.com



PECKETT AND MORE WAGONS FROM RAPIDO



Rapido Trains UK is growing its 'OO9' catalogue with a new Peckett O-4-OST plus three new wagons for its 'All-Purpose' wagon range.

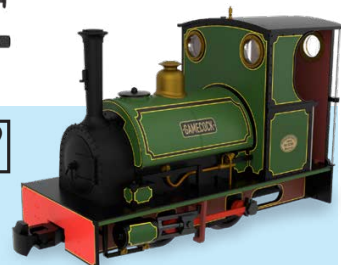
The manufacturer's new narrow gauge motive power represents Peckett & Sons' 'Cranmore' Class O-4-OST, which originated in 1904 with a saddle tank for the Mendip Granite & Asphalt Company named *Cranmore* (but quickly renamed *Gamecock*).

Nine examples are being produced, all in different liveries interpreting either well-known colours or matching the paint of Rapido's previous 'OO9' Kerr, Stuart & Co. 'Sirdar' range. In addition, Fourdees Ltd. will stock two exclusive models of *Cranmore* in works grey plus

an example in Ffestiniog Railway-style green. Rapido and Fourdees will also sell the chassis alone.

The Pecketts will be available in DCC-ready and DCC-fitted forms and will include a bag of customising parts.

The trio of new generic wagons are a wooden coal hopper, rectangular tanker and round-ended flat wagon, all in eight different liveries



including private owner variations for the tankers and with different business-branded loads for the flat wagons.

Prices: Pecketts £139.95 (DCC-ready), £179.95 (DCC-fitted), 'All-Purpose' wagons £27.95

Availability: Rapido stockists and Fourdees Ltd.
Web: www.rapido.co.uk, www.fourdees.co.uk



WELL-ROUNDED SUBJECTS FOR RAPIDO



Rapido's wagon empire continues to build, with a freight feast for those who model the railways of southern England. The firm has just announced its first-ever round-ended 'OO' wagon, representing the open 5-plank 10ton open types built by the South Eastern Railway and its South Eastern & Chatham Railway successor.

Thousands of Dia. 1340 and

1341 types were constructed between 1897 and 1901, with both round and square ends. The last one went out of service in 1948. Rapido's recreations will come in four different tooling variations (including both types of ends), and include SER red and dark grey, SECR light and dark grey and Southern brown paint schemes, with alternative numbers.

Additionally, Rapido is expanding its existing SECR six-wheel brake van series, with 12 new versions, in dual- and single-veranda forms spanning



SER to BR days along with the Kent & East Sussex Railway's sole preserved version.

Prices: SER/SECR 5-plank 10ton wagons £33.95, SECR six-wheel brake vans £39.95

Availability: Rapido stockists
Web: www.rapido.co.uk



In Brief

EFE 'T3' STEAMS IN



Arriving just before we closed for press, EFE Rail's Adams LSWR 'T3' 4-4-0 caused a stir among the *Model Rail/Steam Railway* team. Look out for a full review in the next issue of *Model Rail*, on sale June 4.

Availability: Bachmann/EFE stockists



REBUILT MTU POWERHOUSE WABTEC/GBRf CLASS 73/9

1:76.2 SCALE/OO GAUGE
EXPECTED Q1 2027

accurascale
EXCLUSIVES

DC/DCC READY
£179.99
DCC SOUND
£279.98



All MTU 73/9s came from the same drawing board, forming two visually distinct groups based on their operator and duties; Phase 1 (GBRf) and Phase 2 (Caledonian Sleeper). Our tooling enables us to cover all 13 Class members. The models have assured all-wheel drive, a powerful five-pole motor, lighting modes, Accurathrash speakers, and an impressive haulage capacity all backed by a lifetime warranty. **Pre-order** directly from [accurascale.com](https://www.accurascale.com)



Pre-production samples subject to change

All Class 73/9 models feature

- High level of detail
- Die-cast chassis
- Five-pole motor
- DCC ready & DCC sound (ESU loksound v5) options
- Details specific to individual prototypes
- Working roof fan
- High fidelity metal and plastic parts
- Sprung metal buffers
- Precision gears for maximum performance
- PowerBank line of capacitors
- Comprehensive lighting functions

Scan the QR Code or visit: www.accurascale.com to view the full range of exclusive Class 73/9 locomotives available to pre-order.



LOK SOUND
EST. 1999

BACHMANN REVS UP FOR ALL-NEW 'TURBOSTAR'



Many modellers have welcomed the announcement of an all-new Class 168, 170 and 171 'Turbostar' family of DMUs, with Bachmann's previous tooling dating back over 20-odd years.

Like Bachmann's revamped 'OO' Class 158, each of the new 'Turbostar' driving cars will be powered by low-profile, flywheel-fitted mechanisms and a PluX22 DCC interface will be accessed via a removable panel in the underframe. Power collection from all wheels and conductive inter-car couplers are featured, along with a full exterior and interior lighting suite (including destination panels).

Two- and three-car variants are planned (four-car units are also in the pipeline) and the initial batch offers good regional coverage, with many current operators

represented, plus the 'classic' Midland Mainline green. All are available in analogue or DCC sound options, and pre-orders can be placed at your local dealer.

What's planned?

- ◆ 35-580/SF Class 171/7 2-car 171727, Southern
- ◆ 35-601/SF Class 170/1 2-car 170114, Midland Mainline
- ◆ 35-602/SF Class 170/1 2-car 170111, CrossCountry Trains
- ◆ 35-625/SF Class 170/4 3-car 170412, ScotRail
- ◆ 35-626/SF Class 170/4 3-car 170420, East Midlands Railway

When's it due? Late 2026

Prices: £349.95-£569.95

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



In Brief

NEW VENUE FOR MILTON KEYNES SHOW

Due to last year's show being a massive success, Milton Keynes MRS has chosen a larger venue for its next exhibition, to be held on Saturday June 6. Doors will be open between 1000-1630 and 29 layouts will be on display, plus trade stands, demonstrations and preservation societies. Held just days before the 40th anniversary of BR's Network SouthEast sector, five NSE-themed layouts are in the line-up.

When is it? Saturday June 6

Where is it? The Brooklands Campus at Walton High School, Fen Street, Brooklands, Milton Keynes MK10 7HE

Admission: Adults £8, Children (5-16) £2, Under-5s Free

Web: www.mkMrs.org.uk

DATES FOR YOUR DIARY

Looking ahead to the rest of 2026, here's a selection of interesting railway-related events (real and model) to mark in your diary!

MAY 16-17: Steam Celebration with Model Railway Exhibition, organised by Fox & Edwards Events. Tickets include a return journey behind visiting locomotive *Tornado*, entry to the Model Railway Exhibition, and the opportunity to visit the footplate of *Flying Scotsman*. Starts and finishes at Nottingham Transport Heritage Centre's Ruddington Fields



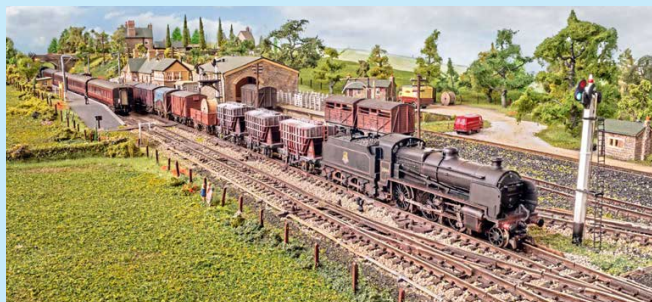
station, www.foxandedwards.com/events

JUNE 6-7: DEMU Showcase - the Diesel & Electric Model Railway Show - Wyndley Leisure Centre, Sutton Coldfield, www.demu.org.uk/showcase/showcase-2026

JUNE 27-28: Perth Model Railway Club Exhibition, Dewars Centre, Perth, smet.org.uk/show
One of the largest shows in Scotland, with more than 30 layouts, lots of traders, and specialist societies and demonstrations. See the advert in the next issue of *Model Rail* magazine for more details.

AUGUST 24-25: Mid Suffolk Light Railway's Steam Railway and Model Mania & Hornby Collectors Days, Brockford Station, Stowmarket, Suffolk, www.msir.org.uk/model-mania-and-hornby-collectors-day

SEPTEMBER 5: TaD-Rail 2026 Model Railway Exhibition, organised by the Tring & District



Model Railway Club, The Cottesloe School, Wing, www.tringmrc.co.uk/exhibitions.html

SEPTEMBER 12-13: The International N Gauge Show (TINGS), Warwickshire Event Centre, Leamington Spa, organised by Meridienne Exhibitions, www.meridienneexhibitions.co.uk/events/the-international-n-gauge-show

SEPTEMBER 19-20: Bala Model Railway Show, Ysgol Godre'r Berwyn Secondary School, Bala, Gwynedd, bala-lake-railway.co.uk/events/model-show

OCTOBER 3-4: RailEx - Fareham Model Railway Club, Fareham Leisure Centre, Hampshire, fareham-mrc.org.uk/railEx

OCTOBER 10-11: Great Electric Train Show, Marshall Arena, Stadium MK, Milton Keynes, www.keymodelworld.com/grealelectrictrainshow

NOVEMBER 21-22: National Festival of Railway Modelling, NEC, Birmingham, www.rmweb.co.uk/shows/nfrm

DECEMBER 12-13: Manchester Model Railway Exhibition, The Sugden Centre, Manchester, www.mmrs.co.uk

GWR 'Mica B'

Refrigerated Meat Van

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

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



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

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



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

Available to pre-order now at www.krmodels.net

SUPER LINESIDE CABINETRY



Lineside telephone, relay and equipment cabinets have been a key component of Britain's railway landscape for many decades, so they're a vital addition to model railways set in the post-war era. The style of cabinet has evolved over the years, and Modelu's new range of 3D-printed components presents an intriguing selection, each based on specific prototypes to suit different periods.

Presented in themed packs, the parts simply require breaking free from the support framework before painting and installing.

The simple telephone cases are ideal for placing beside signals or other areas where a train crew may need to speak to the signaller.

The Western Region (WR) Medium lineside cabinets were usually employed close to mechanical signalling equipment

or points, while the WR Large lineside cabinets are based on units installed during the resignalling of the WR route in the 1960s and 1970s.

Moving forward in time, the WR 1980s Tall lineside cabinets feature a single-pitched roof, while the pack of 'Modern' units sport peaked roofs, and these can be seen in their thousands on today's railway.

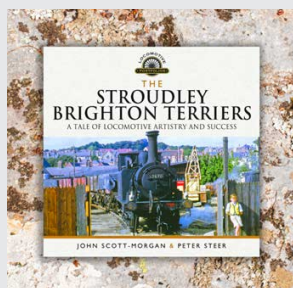
'OO' gauge versions are featured here, but each pack is also available in 'N', 'TT' and 'O'.

Products: • 2161-076 Telephone cases • 2162-076 WR Medium lineside cabinets • 2163-076 WR Large lineside cabinets • 2164-076 WR 1980s Tall lineside cabinets • 2165-076 Modern cabinets
Price: £5.49-£8.99 per pack
Availability: Modelu
Web: www.modelu3d.co.uk

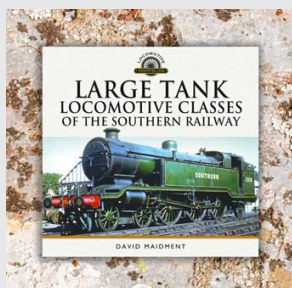


Modeller's Bookshelf

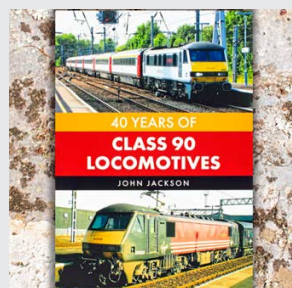
Richard Gunn and George Dent present a quartet of new titles that will inform and inspire your modelling.



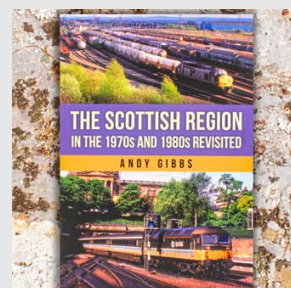
TERRIFIC LITTLE TERRIERS
 This new work chronicles the life and times of the other end of the Southern tank spectrum. The 'A1'/'A1X' classes are among the best-loved of all British engines, and this book does justice to their working careers. The story is told mainly by photos with informative captions, with all members pictured, and includes those that strayed away from the south, including Great Western-liveried examples. Mostly black and white, but there's a small colour selection. Lots of inspiration and detail. **(RG)**
Book: *The Stroudley Brighton Terriers* by John Scott-Morgan & Peter Steer
Price: £29.99
Web: www.pen-and-sword.co.uk



SUBSTANTIAL SOUTHERN TANKS
 Focusing on the heftier tank locomotives of the three companies that formed the Southern Railway, along with the SR's own limited developments, and the BR Standards that subsequently saw service, this book is a real education. The various types (including the disastrous 'Rivers' rebuilt as 'U' and 'U1' tender engines and Bulleid's 'Leader' experiments) all receive extensive and knowledgeable write-ups, complete with vital specifications and a fantastic selection of images. **(RG)**
Book: *Large Tank Locomotive Classes of the Southern Railway* by David Maidment
Price: £29.99
Web: www.pen-and-sword.co.uk



PRAISING THE 'NINETIES'
 Built at Crewe in the late 1980s, the '90s' were initially deployed on West Coast passenger and freight work, with part of the 50-strong fleet later forming the mainstay of Great Eastern passenger workings. The '90s' have also hauled Anglo-Scottish sleepers and regular King's Cross-Leeds expresses, while many examples continue in use today on freight traffic. This good quality colour album shows this underrated class at work, featuring virtually every individual locomotive in a colourful array of liveries. **(GD)**
Book: *40 Years of Class 90 Locomotives* by John Jackson
Price: £15.99
Web: www.amberley-books.com



SCOTRAIL EXPLORER
 A hugely enjoyable book of quality colour images takes the reader on a journey from the southern reaches to the northern tip of Scotland, courtesy of BR during the 1970s and '80s Rail blue era. There's a rich seam of inspiration, despite the prevailing air of decline and the sweeping away of traditional infrastructure, with a host of classic traction on show, including Classes 06, 24, 26 and 27, plus an array of '37s', '40s' and '47s', along with WCML electrics and first generation BR multiple units. **(GD)**
Book: *The Scottish Region in the 1970s and 1980s Revisited* by Andy Gibbs
Price: £15.99
Web: www.amberley-books.com



ON THE WORKBENCH

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

SHEAR QUALITY

These Japanese-made, high-quality precision cutting shears, from the hugely respected

GodHand range, are designed for cutting and trimming plastic strip and sheet up to 2mm in thickness. The carbon steel jaws feature an acute cutting edge on one jaw (along with a serrated shoulder), plus an obtuse cutting angle on the other blade, helping the tool navigate sheet material without becoming wedged or distorting the material.

The tool is also useful for separating injection-moulded plastic parts from a sprue, and the spring-loaded jaws work smoothly, with comfortable hand grips. A locking button holds the tool in the closed position for safer storage and longer blade life. The jaws feature a 30mm long cutting edge, and the tool is 150mm overall, making it compact and easy to operate.

Also suitable for cutting small resin and 3D-printed parts, this is a superb tool for kit assembly and scratchbuilding tasks.

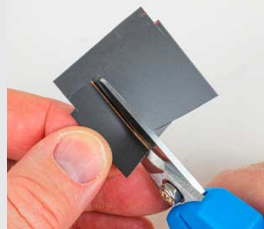


Product: GH-BH-145 GodHand Puraban-Hasami Scissors

Price: £22.96

Availability: The Airbrush Company

Web: www.airbrushes.com



PICK UP ARTIST

The Army Painter range consists of a constantly expanding range of modeller-friendly paints, tools and scenic accessories, aimed mainly at figure and military modellers and the wargaming community. However, there's plenty to interest railway modellers too, not least this handy twin-pack of miniature steel tweezers. The coated handles reduce the 'cold' feeling of bare metal, and the slotted design affords extra grip for the fingers.

The pack provides a useful combination of wide and fine jaw tweezers, which cover a wide range of picking and placing jobs, such as kit assembly or the installation of detailing or scenic components. The spring tension of both tools feels just right, and their lightweight nature reduces the risk of fatigue.

Measuring 95/103mm long, the tweezers are formed from high-quality steel, and the tips of the jaws are neatly machined. An essential addition to any modeller's toolbox.

Product: AP-TL5035P The Army Painter Tweezers Set

Price: £10.00

Availability: The Airbrush Company

Web: www.airbrushes.com



PIT PONY CLUB



The role of horses in Britain's Industrial Revolution is often overshadowed by steam power, but these powerful and dignified animals remained essential into the latter years of the UK mining industry. They can now be replicated in miniature thanks to Modelu's pack of 3D-printed figures, which provides a pair of stocky pit ponies, tacked up with harnesses and masks. A miner, complete with helmet and lamp, is also provided in a pose to suggest he is leading both animals.

On a similar theme is a Bargeman and his statuesque Clydesdale barge horse, again complete with appropriate bridle and harness. A little care is needed when cutting away the support framework from the 3D-printed animals to avoid damaging the harness straps. Once painted, these figures will make for arresting cameo scenes.

Product: 31303-076 Barge Horse & Bargeman • 31304-076 Pit Ponies & Miner

Price: £8.95-£13.49 per pack

Availability: Modelu
Web: www.modelu3d.co.uk

MEET ME AT THE CHAPEL



The ever-popular Metcalfe Models range of card building kits has been joined by this attractive stone-built chapel, which is available in both 'OO' gauge and 'N'. Inspired by a real structure near Garsdale Head, beside the world-famous Settle-Carlisle Railway, the chapel is perfect for replicating a typical, modest place of worship for various Christian denominations, especially Methodists. Indeed, chapels like this can be found in countless towns, villages and rural hamlets across the north of England, still in use for religious purposes or converted into dwellings or commercial premises.

Following Metcalfe's usual

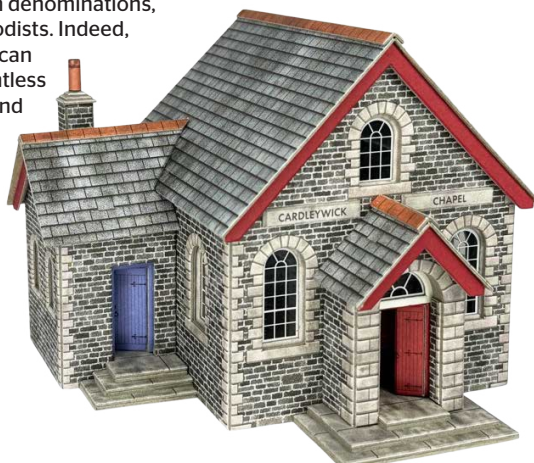
recipe, the quality printed card components are die-cut and fully finished to make assembly easier. The main and side doors can be posed open or closed.

Product: P0318/PN918 Little Cardleywick Chapel kit

Price: £12.50-£16.00

Availability: Model shops or direct from Metcalfe website

Web: www.metcalfemodels.com



HERD INSTINCT



Ambient rural sounds offer a relaxing, immersive experience to complement the noise of passing trains, and Noch's various sound and figure sets offer a simple means of adding switchable effects to a layout. Several packs have already been offered in 'HO'/'OO', but this shepherd and small flock of sheep is aimed at 'TT' modellers.

In traditional garb with crook and black sheepdog, the seven sheep feature random standing poses, all nicely painted and ready to 'plant'. The supplied electronics consist of a small PCB and pre-wired loudspeaker with mounting screws, designed to run from a standard 16V AC or DC power source. When activated, the effects include gentle bleating sounds which are loud enough to penetrate from beneath a baseboard. There's no means of altering the volume,



although adding a resistor in series with the speaker output is possible. Full instructions are provided. **(PM)**

Product: Noch 12911 Shepherd and sheep sound effect module

Price: £40.00

Availability: Noch stockists

Web: www.noch.com/en

EXHIBITION DIARY - MAY 9-JUNE 7 2026

May 9

BERKSWICH, STAFFORD. Stafford Spring MRS. Berkswich Methodist Church Hall, The Rise, Stafford ST17 0LH. **Time:** 1000-1800. **Admission:** Adults £6, Accompanied under-16s Free. **Email:** webmaster@staffordrailwaycircle.org **Web:** www.staffordrailwaycircle.org

BIRCHINGTON, KENT. East Kent MRS 2026 Exhibition. The Centre, Alpha Road, Birchington, Kent CT7 9EG. **Time:** 1000-1600. **Admission:** Adults £6, Children (5-16) £1, Accompanied under-5s Free, Families £12. **Email:** ekmrswhitstable@gmail.com

LANSING, WEST SUSSEX. Sompting and District MRC. St Peter the Apostle Church, Bonness Ave, Sompting, Lancing BN15 9TS. **Times:** 1000-1600. **Admission:** Adults £4, Children £1. **Web:** www.somptingdistrictmrc.co.uk **Email:** info@somptingdistrictmrc.co.uk

May 9 & 10

STAMFORD, LINCS. Stamford Model Railway Show. Market Deeping MRC. Stamford Welland Academy, Green Lane, Stamford PE9 1HE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £10, under-18s £5, Registered disabled £5, Parent & child £12.50, Families (2+3) £28. **Web:** www.mdmrc.org **Email:** showman@mdmrc.org

LEEMING BAR, NORTH YORKS. Wensleydale Railway, Model Railway Show. Leeming Bar Station, Leases Road, Leeming Bar, North Yorkshire DL7 9AR. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Accompanied under-16s Free. **Tel:** 01677 425805.

May 16

BOOTLE, MERSEYSIDE. Liverpool and West Lancs. 'O' Gauge Group (LAWLOGG - 70th Anniversary Year!) St Monica's Parish Centre, Stewart Avenue, Bootle L20 9JD. **Time:** 1000-1600. **Admission:** Free, donations welcome. **Web:** lawlogg.uk **Facebook:** www.facebook.com/lawlogg/

BURGHEAD, SCOTLAND.

Model Railway Show. Burghead Community Hall, Grant Street, IV30 5TT. **Time:** 1000-1630. **Admission:** £5, Accompanied children Free. **Email:** arrayshed@btinternet.com

ELY, CAMBS. Ely and District MRC Model Railway Exhibition. Ely College, Downham Road, Ely CB6 2DY. **Time:** 1000-1630. **Admission:** Adults £7, Children (5-16) £3, Accompanied under-5s Free, Families (2+2) £18. **Tel:** 07855 513506. **Web:** www.elymrc.org. **Facebook:** [@elymodelrailwayclub](https://www.facebook.com/elymodelrailwayclub)

May 16 & 17

ORPINGTON, KENT. Orpington and District MRS. Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Children £1.50. **Facebook:** [orpington anddistrictmodelrailwaysociety](https://www.facebook.com/anddistrictmodelrailwaysociety)

PORTHMADOG, WALES.

Porthmadog Model Railway Show & Workshop. Y Ganolfan

Stryd Fawr, Porthmadog LL49 9LU. **Time:** 1000-1600. **Web:** www.festrail.co.uk/model-railway-workshop/

SHEFFIELD, SOUTH YORKS. Neepsend Model Railway Society. Grenoside Community Centre, Main Street, Sheffield S35 8PR. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £8, Children £2. **Web:** www.neepsendmrs.weebly.com

TYNE & WEAR, NEWCASTLE. Jarrow Model Railway Club Exhibition 2026. Primrose Community Association, Lambton Terrace, Jarrow, Tyne and Wear NE32 5QY. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £7, Children £3, Families £14. **Web:** jarrowmrc.org

May 17

ELGIN, MORAYSHIRE. Moray Coast Gauge 'O' Group Model Show ('OO' and 'N' too). Burghead Community Hall, Grant Street, Elgin IV30 5TT. **Time:** 1000-1630. **Admission:** Adults £5, Accompanied children Free. **Email:** arrayshed@btinternet.com

May 23

SAFFRON WALDEN, ESSEX. Saffron Walden Model Railway Show. Abbey Lane URC Hall, Abbey Lane, Saffron Walden CB10 1AG. **Times:** 1000-1600. **Admission:** Free. **Tel:** 01799 521 029. **Email:** julian.nettle@openworld.com

COVENTRY. Coventry MRC Open Day. Unit 3 Coventry Canal Warehouse, Leicester Row, Coventry CV1 4LH. **Time:** 1000-1600. **Admission:** Free. **Web:** <https://coventrymodelrailwayclub.org.uk>

May 23 & 24

ANDOVER, HAMPSHIRE. Salisbury & South Wilts Railway Society. Thruxton Centre, Thruxton Circuit, Andover, Hampshire SP11 8PN. **Times:** Sat 1000-1630, Sun 0930-1600. **Admission:** Adults £10, Children (5-16) £2, Accompanied under-5s Free, Families (2+2) £22. **Tel:** 07768 448369. **Web:** www.sandswrs.co.uk **Facebook:** [@sswrailsoc](https://www.facebook.com/@sswrailsoc)

AYLESBURY, BUCKS. RAILEX 2026

MRE. Risborough & District MRC. Stoke Mandeville Stadium, Guttman Road, Aylesbury, Bucks HP21 9PP. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults (17+) £14, Accompanied under-16s Free. **Email:** railexmanager@rdmrc.org.uk **Web:** www.railex.org.uk

BROCKENHURST, HANTS. New Forest MRS. Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £8, Accompanied children Free. **Web:** <http://nfmrs.org> **Email:** nfmrs@yahoo.com

LEEDS, WEST YORKS. Morley Model Railway Show 2026. St. Francis of Assisi Church, 1 Westfield Road, Morley LS27 9NF. **Admission:** £5, Accompanied under-14s Free.

ROBERTSBRIDGE, EAST SUSSEX.

Rother Valley Railway, Model Railway Exhibition 2026. Robertsbridge Village Hall Station Road TN32 5DA. **Times:** 1000-1600 both days. **Admission:** Adults £5, Accompanied children Free. Free on Sun returning with Saturday's ticket. **Web:** www.rvr.org.uk

May 24 & 25

COSSINGTON, LEICS. Leicester MRG, Cossington Open Gardens. Main Street, Cossington, LE12 7UU. **Times:** 1100-1700

May 29 & 30

BANGOR, WALES. Model Railway Exhibition, City Church, Main Street, Bangor, BT20 4AG. **Times:** Fri 1900-2130, Sat 1000-1630. **Admission:** Adults £7, Children £3, Families £15. **Web:** firstbangormrc.co.uk **Email:** secretary@firstbangormrc.co.uk

May 30

SLEAFORD, LINCS. Sleaford and District MRC Exhibition. St George's Academy, Westgate, Sleaford NG34 7PP. **Time:** 1000-1600. **Admission:** Adults £8, Accompanied under-12s Free, Children 12+ £4. **Email:** sleaford-mrc@hotmail.com **Tel:** 01529 400142.

May 31

RAMSEY, CAMBS. Ramsey Fen Fair & Fenland Classic Vehicle Show. Ramsey Rural Museum & Ramsey 1940s Camp. Ramsey, Huntingdon, Cambs, PE26 2XD. **Time:** 1000-1500. **Admission:** Adults £10, Children (5-16) £5, Accompanied under-5s Free, Families (2+2) £25. **Tel:** 07563 920526. **Email:** fcvsramsey@gmail.com **Facebook:** [fenland classic vehicle show](https://www.facebook.com/fenlandclassicvehicleshow)

June 1

LUDLOW, SHROPS. Craven Arms & District MRC Model Railway Exhibition, Ludlow Racecourse, Bromfield, Ludlow, Shropshire, SY8 2BT. **Time:** 1000-1600. **Admission:** Adults £7, Accompanied under-16s Free. **Tel:** 07510 109347.

June 6

HILLINGDON, LONDON. Hillingdon Railway Modellers. Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. **Time:** 1000-1500. **Admission:** £6. **Web:** www.hillingdonrailwaymodellers.co.uk **Tel:** 02083 684090.

MILTON KEYNES, BUCKS. Milton Keynes MRS. The Brooklands Campus at Walton High, Fen Street, Brooklands, Milton Keynes MK10 7HE. **Time:** 1000-1630. **Admission:** Adults £8, Children (5-16) £2, Accompanied under-5s Free. **Tel:** 07501 223035. **Email:** dennis@1epromotionals.co.uk **Web:** www.mkmrs.org.uk

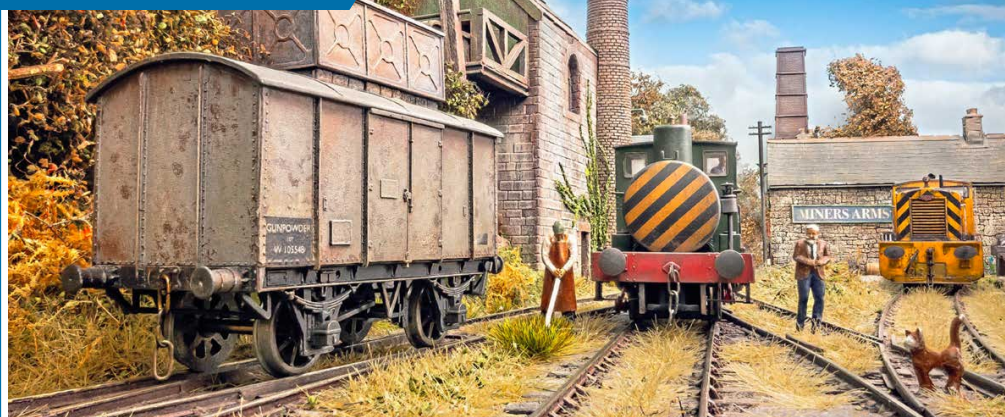
WOLSEY ISLAND, LEICESTER.

Leicester MRG. Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX. **Times:** 1100-1630.

June 6 & 7

SHILDON, DURHAM. Spring Exhibition. 1 Dale Road, Shildon DL4 2RE. **Times:** 1000-1700 both days. **Admission:** Free. **Tel:** 07564 301487. **Email:** smrcexhibition@gmail.com

...and finally



Unusual scenes captured by the lens of Chris Nevard

Today in the Land of the Inch High, explosive goods are being handled in the goods yard. This requires the use of a suitable gunpowder van and a fireless locomotive. In addition to these precautions, a specialist has been drafted in to clear the area of mischievous cats - for it's a little-known fact that cats can cause potentially catastrophic sparks when sharpening their claws on the side of a railway van.

LATEST ARRIVALS / OO

DAPOL OO

- 4A-003-001 Wagon Wheels 8 Spoke 12.5mm (20 Wheels on 10 axles).....£18.00
4A-003-002 Wagon Wheels 3 Hole Disc 12.5mm (20 Wheels on 10 axles).....£17.00



- 4F-031-137 6 Wheel Milk Tank - Primrose Dairy.....£18.00
4S-517-001 517 Class Steam Locomotive No. 202 Lined GW Green Red Frames.....£139.99



- 4S-517-003 517 Class Steam Locomotive No. 1158 GW Green.....£122.99
4S-517-005 517 Class Steam Locomotive No. 1159 Lined GW Green.....£122.99
4S-517-006 517 Class Steam Locomotive No. 539 Lined GW Green Black Frames.....£122.99

EFE RAIL OO

- { \$GCPV&D&W7 6WDP 1R 65 / ICHG2 0H* UHQ† 3UHQ†£169.99
{ \$GCPV&D&W7 6WDP 1R 65 / ICHG2 0H* UHQ† 3UHQ†£169.99

FALLER OO

- 180014 Solar Panel Set Kit.....£9.75

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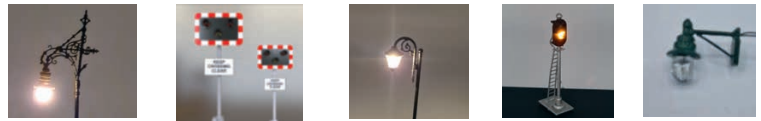


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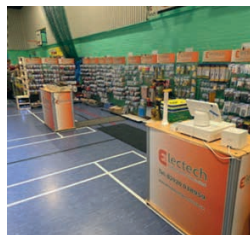
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News Real

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.



▣ A very unusual formation that would no doubt be called non-prototypical if it appeared on a layout! National Collection 'A3' No. 60103 *Flying Scotsman* and its Mk 1 BSK support coach were escorted from the Mid-Hants Railway on March 23 by RailAdventure Class 43 power cars 43423 and 43467 as the 5Z43 0921 Alton-King's Norton. RICHARD GUNN/MODEL RAIL



▣ Loram's new generation 'RGC' rail grinding machine for Network Rail has completed ETCS Level 2 testing, making it the UK's first On Track Machine fitted for in-cab digital signalling and ETCS-enabled. RGC01 is the latest Loram rail grinder supplied to Network Rail to replace an older Loram machine. RGC01 is fitted with an ETCS system supplied by Hitachi Rail and, earlier this year, completed successful trials at NR's Tuxford and Melton Mowbray Test Tracks. LORAM

▣ More than 25 years after it last worked a main line train, unique Brush prototype 89001 *Avocet* returned to the West Coast Main Line in March. After undertaking short light engine test runs in September 2025, the 'Badger' worked loaded tests with a matching rake of InterCity Mk 3 coaches from Crewe to Tebay on March 18 and 20. No date has yet been confirmed for the locomotive's first outing in charge of a public train. TOM MCATEE



▣ One of the industry's worst kept secrets has been confirmed with the news that ScotRail is to replace its InterCity HST fleet with Class 222 'Meridian' DEMUs in 2027-28. The units will be formed into 22 five-car trains and will receive a full exterior repaint and internal refresh, including realignment of seats to maximise alignment with windows. The final ScotRail HSTs are expected to be retired in December 2028, bringing scheduled InterCity 125 passenger operation to an end after 52 years. SCOTRAIL

George has added a light green 'PWM' to his fleet, although the attractive livery has been toned down with a weathering job, inspired by images of the real thing.



What George used

- ◆ MR-403 Ruston & Hornsby 0-6-0DE PWM653, BR light green **Price:** £169.00 (MR subscribers £152.10) **Web:** www.modelrailoffers.co.uk
- ◆ MIG enamel washes and thinners **Web:** www.scalemodelshop.co.uk
- ◆ LifeColor acrylic paints, paintbrushes, airbrushes and accessories **Web:** www.airbrushes.com

Staff Show & Tell GOING GREEN

With a yellow 'PWM' already at work in his engineers' yard, **George Dent** recently added a green version of the R&H 0-6-0DE to his fleet, giving it a suitably work-stained appearance.

As the bulk of my own modelling output tends to reflect the 1975-1990 era, I was quick to add a yellow BR/Ruston & Hornsby 'PWM' diesel locomotive to my fleet when the models first arrived.

However, the yellow scheme only came into being during the 1980s, adopted around the time the locomotives were re-numbered into the 976XX series. To cater for the late 1970s, therefore, I've just added PWM653 to my roster of Departmental locomotives, which wears the fetching light green shade of BR green.

Offering a much breezier appearance than the original, drab 1960s livery - and a change from the all-pervading Rail blue of the '70s - PWM653's pristine finish was duly tempered by a fairly quick weathering job, which took just a couple of afternoons to complete.

Because I was pressed for time, I opted not to dismantle the model and did my best to keep the glazing as clean as possible. Normally, I prefer to treat bodysHELLS and chassis separately, as it makes both parties easier to

handle. But with such a compact locomotive, this approach didn't pose many issues, although I did have to wait slightly longer for each stage to dry, lest I introduce fingerprints or unwanted scuffs to the finish.

The main downside to not removing the body is that I've yet to install a driver into the cab, so that's an important job for another day. Another essential task that was taken care of was the cleaning of the wheels and power contacts, which is vital after weathering. Cotton swabs, soaked in Deluxe Materials' Track Magic fluid, make easy work of lifting paint and other contaminants from the wheel treads, flanges and inner faces, the latter being where the wiper contacts collect the track current. A small brush, also dipped in Track Magic, will clean the tips of the wiper contacts. A few drops of light oil onto the crank pins reduce friction on the coupling rods and, after a thorough test-run, the 'PWM' was ready for service.

I'm happy with the finished model, as it offers a more authentic form of traction for

marshalling my late 1970s-era ballast and track-carrying wagons.

Given recent events, it's worth clarifying that, despite Accurascale's recent acquisition of the Danish company, the exclusive tooling that *Model Rail* commissioned from Heljan (BR Class 11, 12, 48 and the R&H 'PWM') remains our property and did not form part of the sale. Subsequently, these models remain exclusive to *Model Rail* and are only available for purchase new from us.

From time to time, our R&H 'PWMs' are offered at specially discounted prices, so it's worth checking out the website to see the current offers (see panel), with the full range illustrated on page 101.



The weathering has brought out the relief in the bodysHELL and added gritty texture to the underframe.

STEP BY STEP



1

To bring out all the detail relief and give the impression of ingrained grime, I applied a coat of dark brown enamel weathering wash. Using cotton buds, I wiped most of the wash away.



2

Most of the wash pigment was removed, but traces were left within the panel seams, louvres and around raised details. This process is explained in more detail on page 48.



3

To add extra texture to the underframe, I blended some LifeColor acrylics and stippled the paint around the chassis frames and wheels.



4

A similar blend of acrylics was also stippled onto the running plate, built up over a few light layers. The stippling action creates a random texture and avoids visible brush marks.



5

The model comes with extra details, including shunter's pole brackets that need to be glued above each buffer. But, before they were installed, I weathered them to match.



6

With the extra details installed, the finishing touches were applied via light mists of thinned RailMatch enamel, Frame Dirt and Weathered Black.

SIZE ISN'T EVERYTHING

With modern homes getting smaller, some may wonder if it's worthwhile to build small layouts. Peter Marriott recently had the opportunity to study a pair of tiny 'HO' scale layouts 'in the flesh' during a show in Europe, and he returned to the UK full of new ideas and respect for layout builders who devote time and expertise to creating highly detailed scenes in a minimum space.

One of the smallest and most delightful creations was 'Rue Des Etoiles', a street scene with moving road vehicles, beautifully capturing part of a French town, complete with boules players and locals going about their everyday business. The project is the work of Michael Kohler and proves that even if space is limited, a hugely memorable project can be made.



Another layout to catch Peter's eye was 'Depot Aebimatt', which depicts a locomotive depot during the 1958-1963 period, built by Marc Theilkas. Sound-fitted steam and diesel locomotives moved in and out of the scene by a clever arrangement of traversers, with mirrors on each side to create an illusion of extra depth. All elements were nicely weathered, adding an overall sense of realism.



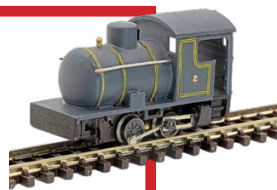
SMOKE... WITHOUT FIRE

With MR's content editor Richard Gunn being a Longmoor Military Railway modeller and thus appreciating the more eclectic side of railways, MR351's articles on fireless locomotives inspired him to see what was around in 'N' gauge. Unfortunately, the only ready-to-run choice seems to be a German 0-6-0 from Bachmann Europe's Lilliput range.

But while browsing Footplate Models' second-hand 2mm stock, Richard chanced across a 3D-printed Bagnall fireless loco. Priced at £49.95, somebody else had already done the hard work of mating it to a TU-Koppel A Supermini chassis, and painting, lining and numbering it - and a pretty good job they'd made of it too. There's no official record of fireless locomotives at the LMR, but who knows what might have been borrowed for instructional purposes on this 'anything goes' army system?

It needs some further finishing, such as buffers, etc, but Richard is now relishing following Chris Nevard's 'OO' weathering guide to make this delightful little locomotive look more careworn.

Web: www.footplate.co.uk



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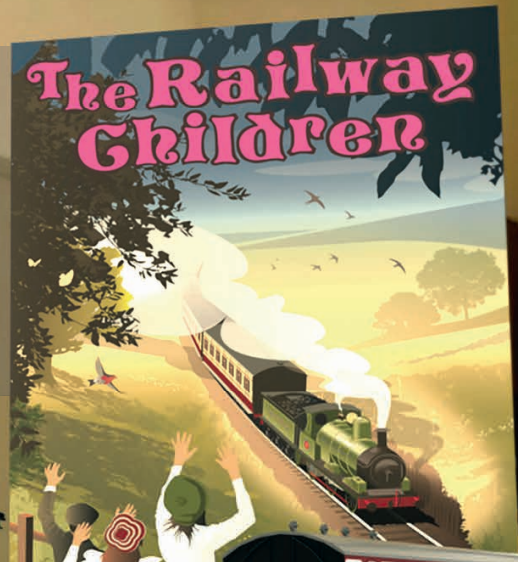
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3D render shown for illustration purposes.



Inside track with Ben Ando



Model railway retailers and manufacturers tend to accept the '40-year' rule, making the BR Rail blue era a key element of today's market. A shabby blue Class 47 runs through 'Farkham', a layout built originally by Mickleover MRG. CHRIS NEVARD

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

“Many of us are attempting, in miniature, to recreate a world we remember with affection that is now lost”

Ben's own modelling preference is for the railways of the past decade or so. This is Steven Dale's 'Staffordshire Border Route', which will feature in a future issue of *Model Rail*. CHRIS NEVARD

Modelling your memories... or living in the now?

What is your first railway recollection? To properly recall the days before the end of steam in 1968, you would need to be in your mid-60s now; for others, those formative memories may be of trains in 'toothpaste' Network Southeast livery or Strathclyde red and black; while readers under 40 may struggle to remember anything before railway privatisation.

My earliest memories are of trips down to London as a child of the early '70s; alighting at King's Cross and walking along the platform past rows of mixed maroon and blue/grey coaches with a giant blue diesel humming at the buffers.

Nostalgia has been described as 'the pain of remembered pleasure' and there is a sense that many of us are attempting, in miniature, to recreate a world we remember with affection that is now lost. But are we nostalgic for how the world was, or for how we were: younger, fitter and with what felt like timeless opportunity ahead?

Among model railway retailers and manufacturers there is a generally accepted '40-year' rule; that is, the most popular models will date from approximately 40 years ago. So back in the 1980s the magazines were full of GWR branchlines, whereas now we are on the cusp of the BR blue era, which has been selling solidly, passing on the baton to the sectorisation era.

But there are gaps in that logic. For example, how does it explain the sudden popularity of the pre-Grouping era, with strong sales reported of the generic four-wheel, six-wheel and bogie coaches offered by Rapido and Hattons/Accurascale and locomotives to match?

Perhaps another saying – 'build it, and they will come' – is more apt? It can hardly be a coincidence that the explosion in interest in modelling at the turn of the last century is largely down to imaginative manufacturers and retailers developing these undeniably quaint and appealing models; finding a market where previous wisdom had stated there was none.

Where does it leave modern image modellers, such as me? I do feel strong affection for the early BR blue era, and I enjoy watching such layouts at shows, but my own modelling is almost exclusively based around the locos, units and wagons of the last decade or so.

I have heard it said that, irrespective of the 'most popular' era at any given time, the second most popular is consistently the current day; clearly for many modellers there is, literally, no time like the present.

This, I suspect, can be largely attributed to a significant number of us simply deriving inspiration from what we see around us every day – even if the speed of franchise renewals, livery changes and rolling stock upgrades in the 21st century can make it feel exhausting.

Ultimately, however wide or narrow your modelling era; and whether your goal is to recreate the past or depict the present, it seems fitting to remember, in this 201st year of railway history, that any time can be the right time.



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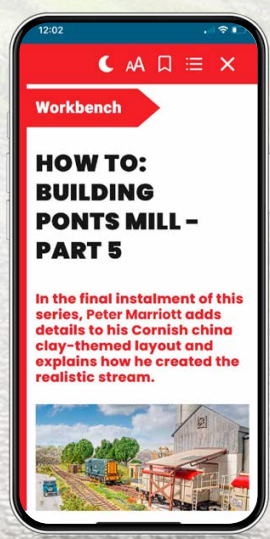
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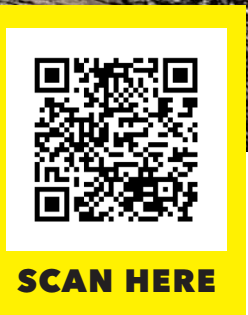


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SHELF LIFE

Who needs a railway room when you can build a layout in your office?
Kevin Crane demonstrates how vertical thinking solved his space problem.

Words: **Nick Brodrick** Photography: **Chris Nevard**



“ **What makes this layout great?**

Gonerby proves that you don't need oodles of space - or even a fiddlyard - to have an out-and-back layout powered by big diesels. Despite being less than a foot deep, clever use of layered scenics from front edge to backscene creates multiple eye-deceiving illusions. ”





There are probably times when you've gazed into a room at home and pondered, 'if only I could empty it and build my dream layout'.

Space – the common thwart to such dreams – is an ever-precious commodity in modern life, especially since the pandemic when working from home required any spare space to become an *ad hoc* office in many houses. But what if you could turn an office into a multi-functional space? One that can accommodate a layout...

That's precisely what Kevin Crane did for his 'OO' traction maintenance depot and freight yard. 'Gonerby', named after his home village in Lincolnshire, reflects a grubby slice of the BR Sectorisation period of the late 1980s-early 1990s, inspired by his memorable time working at Stratford depot overseeing the maintenance of Classes 31, 37 and 47. His current part-time job in freight performance for GB Railfreight necessitates the use of three large computer screens and, inevitably, a large desk in the box room, which also plays host to an exercise bike.

"It was a question of how I could fit the biggest layout I could into my small, 9ft x 8ft office without

ABOVE What would ordinarily be a featureless fiddleyard has been brought to life by incorporating it as a scenic part of the overall layout. Class 33 33211 and Class 37 37423 Sir Murray Morrison are idle between duties as a recent car crash is investigated.

RIGHT Bachmann's excellent single road diesel depot building, based on the real one at Peterborough, makes an effective corner filler - and temporary home for 'Chopper' 20132.

interfering with my day-to-day work," he reflects on his original dilemma. The solution came from an unlikely source...

HIGHER IS BETTER

IKEA floating shelves allowed Kevin to plan his railway to be mounted on two wall sides *above* his office essentials at shoulder height, without the added complication and interference of having to incorporate support legs and trusses.

Four of these floating shelves support three individual boards to form the L-shape layout. "Once I had figured out the height, I rested the layout's MDF boards on top," Kevin says. A sub-frame of 2in by 1in timber gives the clearance for point motors and wiring. "At shoulder height, it means you aren't looking down at it, you're looking straight across, so you get to see all the detail. If you're going to build a shelf layout, I'd recommend to anyone to mount it as high as you can."

Rather than adapt the attic or loft, he "wanted something that could be viewed all the time, because I knew I'd get pleasure just looking at the layout – even without running trains".

"Neat and tidy presentation" by matching the layout facias with the black office furniture means that ►

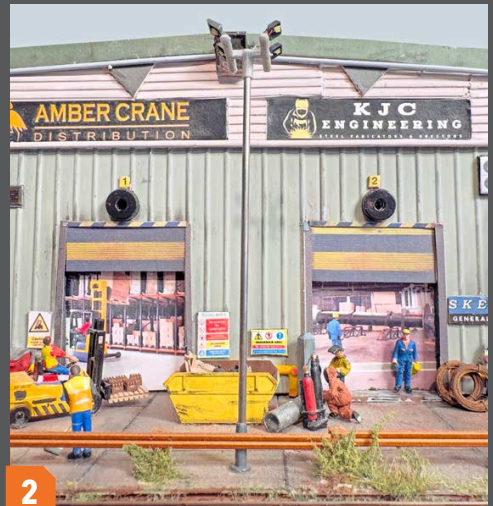


3 things we like



1

The 3D backscene provides some vital depth to the narrow baseboards.



2

Images of the interiors of factories add another layer of optical illusion.



3

Littered crisp packets and supermarket bags are tiny but effective details on 'Gonerby'.

“everyone who comes and sees it remarks how well it fits in the room and doesn’t overpower it... it doesn’t intrude at all”.

Indeed, with ‘Gonerby’ appearing as the backdrop to work video calls, “a couple of the guys I work with are always making remarks like ‘I can see your Class 56 has been moved this week’ and ‘it looks like you’ve got some new wagons!’ on calls”.

PLAN TO SUCCEED

As with any project, some careful planning was essential in creating something that its builder “happily wouldn’t change anything about”.

BELOW By carefully matching the colours of the scratchbuilt warehouses, Kevin has created a seamless transition from model to backscene. The use of his surname in the company name is no accident!

Kevin learnt the hard way from his four previous layouts by being “too impatient” and “not very methodical” in their planning.

The “key” to ‘Gonerby’s’ success in Kevin’s eyes was to have run-round roads at either end of the 8ft 6in run so that he could realistically run a train from one end to the other and vice versa, and “as many sidings as I could to give a bit of variety but not too many to make it congested”.

“I was always getting rulers out and looking at what worked; trying to find wagon consists to fit each of those. Two 60ft inter-modal wagons fit perfectly in the inter-modal siding; four cement wagons at the cement



yard; four scrap wagons outside the scrapyards – so I'm not restricted by running trains because other trains can run around them. Once I had the siding lengths, it was a case of what could I add on... a fuelling point, a dead-end road for a locomotive to be stabled etc.

"As soon as I knew the track layout, I just wanted to get on with it. I sourced everything needed first, so once I started, I didn't have to wait for things to turn up... it probably took me three months to complete the scenic and lighting part of the layout once the track and wiring had been installed – it was that intense."

Three months was around the same time it took to perfect the design. "It wasn't very challenging because ►



Run-round loops at either end of 'Gonerby' are vital for its successful operation. A Class 37 has deposited its consignment of steel wire and is returning along the middle road. The steel frame gantry crane is a Bachmann Scenecraft product.

5





I'd done my homework before I started," Kevin says. That meant I wasn't going to come across any unknowns – and that meant I was able to crack on and finish it so quickly."

HANDS OFF!

Fiddleyards are a traditional necessity of end-to-end track plans, but Kevin's dislike for these "ugly" areas meant he was only happy to eschew another convention of layout construction, not least to help fulfil the requirement for 'Gonerby' to "blend in" with its domestic environment. His equivalent fiddleyard is

the left-hand end loops and sidings which are presented in the same, consistent scenic fashion as the right-hand boards that contain the main area of industrial activity. They are linked by a curving freight-only single line.

The realism of the scenic-fiddleyard is seldom broken by hands continuously changing stock. Instead, Kevin's modus operandi sees trains remain on 'Gonerby' for days at a time rather than minutes, and "because I don't use the layout all the time, I also just like to view locomotives and rakes of wagons in sidings until they're next used, just like in a real yard." ►



Hands-off coupling and uncoupling is achieved by a “simple but effective” adaptation of the ubiquitous tension lock system.

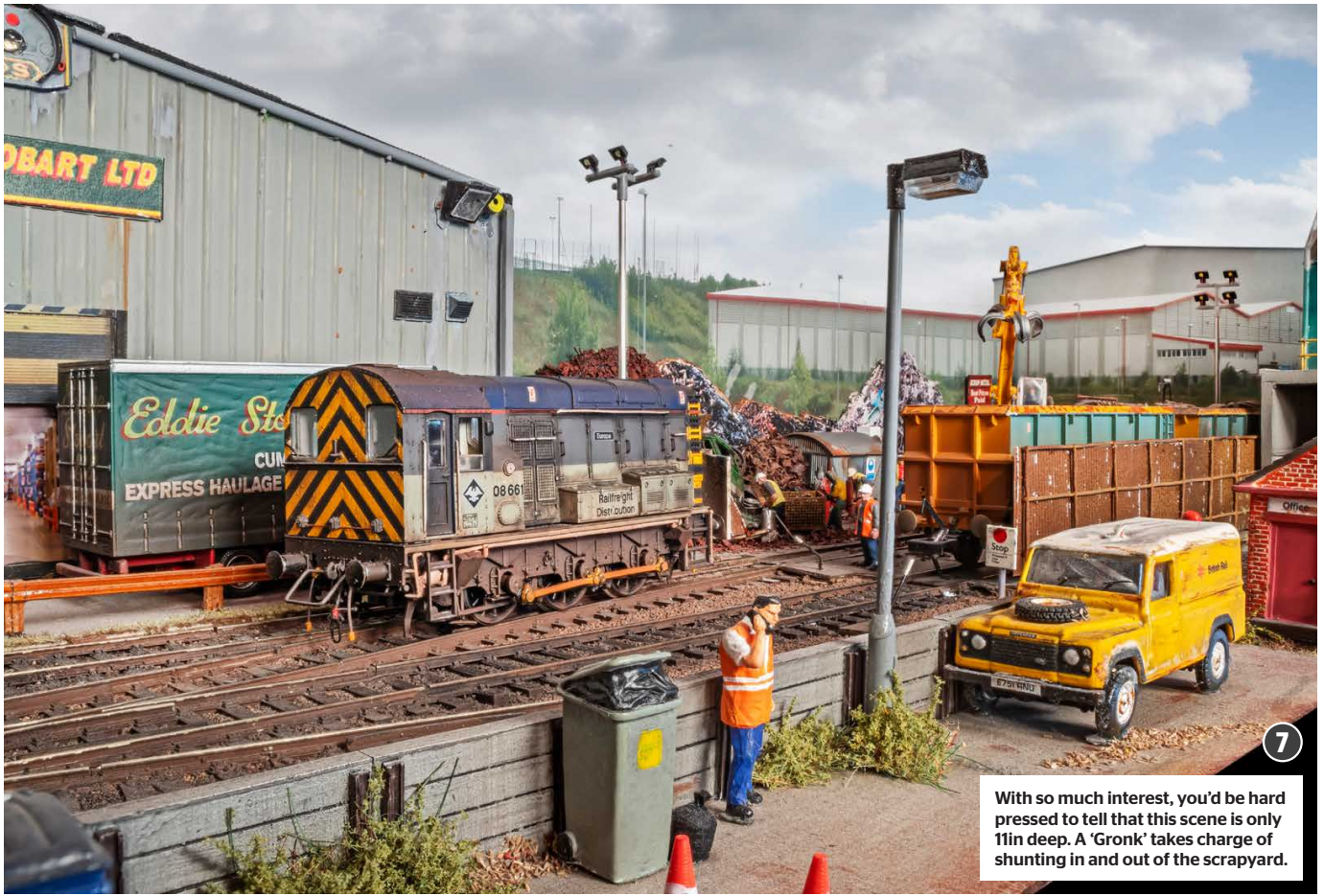
Around 30 strong neodymium magnets are placed in strategic places on the underneath of the baseboards. Kevin added L-shape staples to the lift-bar on the wagon tension locks which lift above the magnets when the couplings are eased to uncouple. Recoupling simply involves pushing the wagons back a smidge. Nattily, the hooks have sufficient ‘grab’ on the corresponding wagon or locomotive hoops when they are taut, so there is no risk of break aways. Explains Kevin: “To make sure I got the right position

ABOVE Locomotives, like this Cavelex Class 56, have been professionally weathered by Paul Wright at Traction and Rolling Stock Works Ltd, who also helped Kevin with the baseboards, track and electrics.

for the magnets, I drilled very small holes through the board and glued the magnets over them. The nearest sleeper ends are painted white to denote the precise stop point. I’m continuously adding to them as new train and shunting permutations arise.”

NARROW VIEW

What ‘Gonerby’ lacks in depth (just 11in) is compensated for by a careful blend of two- and three-dimensional elements. The industrial unit backdrop, supplied by ID Backscenes, has been enhanced with matching style and colour “ultra-low relief” (¼in thick) scratchbuilt factory units, ►



With so much interest, you'd be hard pressed to tell that this scene is only 11in deep. A 'Gronk' takes charge of shunting in and out of the scrapyards.





complementing a mix of ready-to-plant and plastic kitbuilt structures elsewhere.

Therefore, it is unusual that the layout matches the backscene rather than other, usual, way round.

Kevin's own photographs inside warehouses are mounted inside the large door openings, "which gives depth as if you're looking into a big building".

This hybrid backscene continues into the scrapyards, which has an unruly pile of rusty fill (from Goodwood Scenics) glued onto a half-relief mound shaped from card. Nearby, there's also a pile of discarded washing machines, against a homemade photo layer of white goods scrap. "I wanted it to all look as 3D as possible," Kevin affirms.

The backscene is 6in high, which allows the baseboards to be tipped backwards and rested on the floating shelves, enabling access to the electrical gubbins beneath when necessary. Held together by dowels and clips, the three baseboards can be quickly separated for this access, and the adjoining wiring has enough slack for each segment to be turned over without having to be disconnected.

"It's a layout that I don't think I can improve on"



FACTFILE: 'GONERBY'

Era: Late British Rail
Gauge and scale: 4mm: 1ft, 'OO' gauge
Size: 7ft 3in x 8ft 6in x 11in
Track: Peco Code 75
Power and control: DCC (sound)
Time to build: Three months



ABOUT THE MODELLER: KEVIN CRANE

Kevin started working for British Rail at Liverpool Street aged 17 in 1978. Various railway industry roles later, he now works as a Performance Manager for GB Railfreight, dealing with Delay Attribution. His interest in modelling started when attending exhibitions from the early 2000s onwards, and the subsequent advent of DCC sound provided the push to pursue and build new layouts. Kevin has two grown-up children, Liam and Josh, and his younger son also works on the railway, for LNER at Newark Northgate station.



This wiring also feeds a whole host of interactive features, including lights (like welding flashes), working signals, and DCC sound (including an imitation of the signal box lever clunks and telegraph bells). "It's got to the stage where there's not a lot I could do to it," Keven contemplates. "It's a layout that I don't think I can improve on."

In doing so, he might have discovered modelling utopia – and certainly, a place of work that is much more than a boring office!

"I wanted something that could be viewed all the time, because I knew I'd get pleasure just looking at the layout – even without running trains" **MR**

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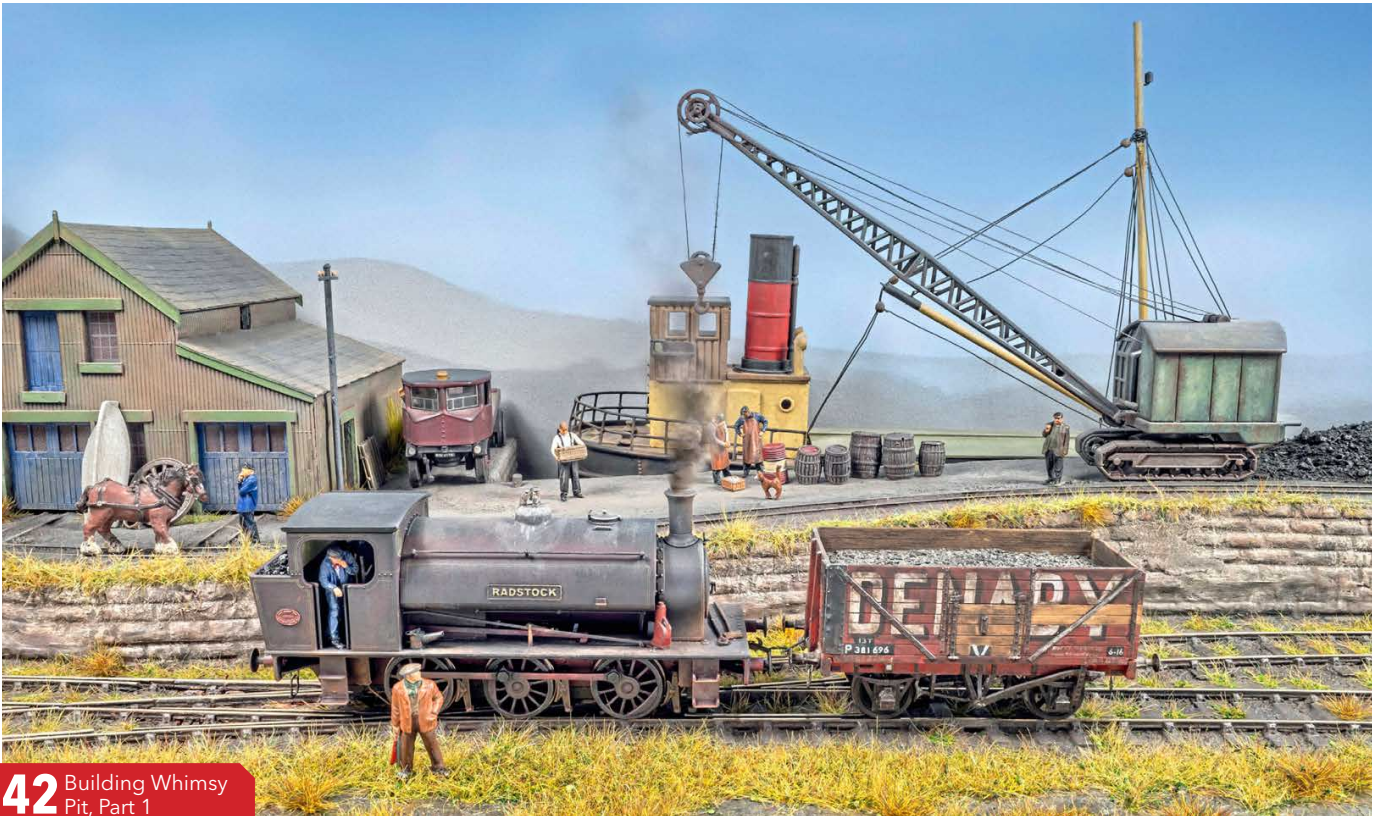


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Workbench

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Meet the *Model Rail* Expert modellers



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

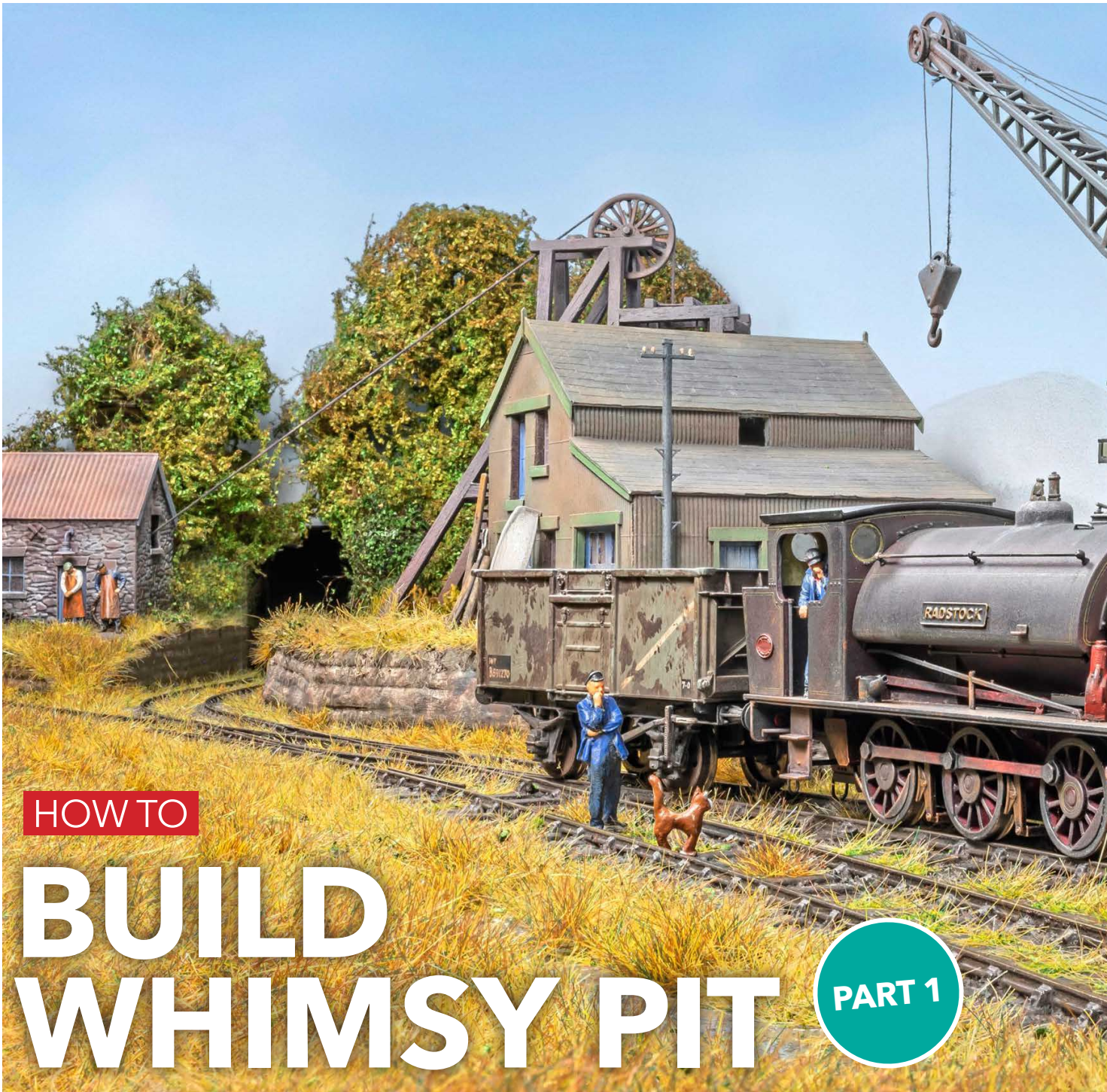


Chris Nevard
Our ace snapper is also a hugely talented modeller.



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

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



HOW TO

BUILD WHIMSY PIT

PART 1

Two become one as **Chris Nevard** lets his imagination run wild, carving up 'Moorewood Colliery' and 'Windmill Sidings' to create one single layout, complete with standard gauge conversion...

PHOTOGRAPHY: CHRIS NEVARD

A

few years ago, I built a tiny 3ft by 1ft 'OO9' narrow gauge layout called 'Moorewood Colliery', which featured in the April 2021 issue of *Model Rail* (MR285). It was inspired by a kit-built model of a wooden pit headstock, which Chris Leigh kindly gave me from his 'hobby graveyard' storage shed (filled with all manner of used, unfinished or

OO GAUGE

24 hrs

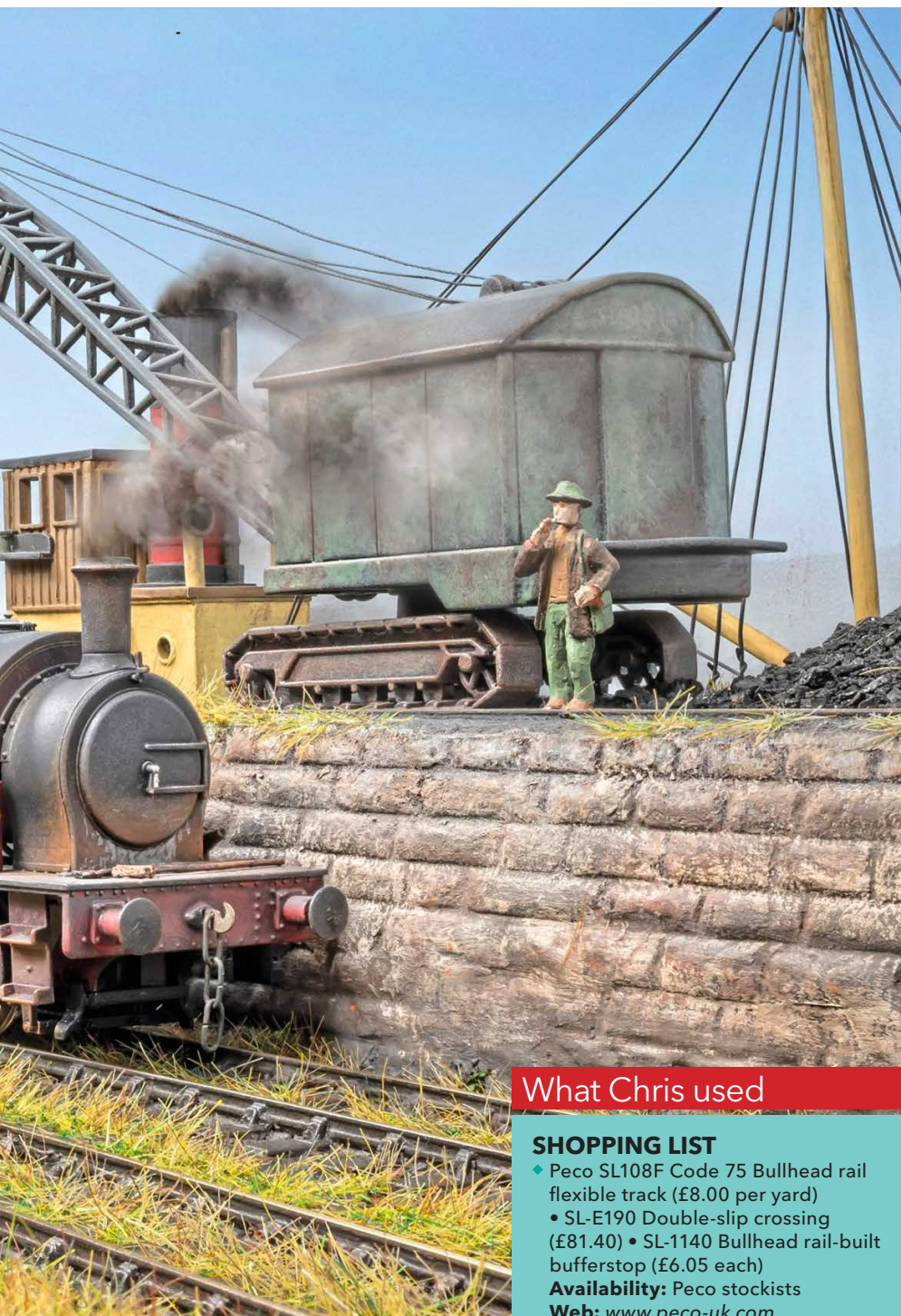


broken model projects). The resulting layout was based on one of the most westerly coal mines of the Nettlebridge Valley, close to the Mendip Hills, which was joined to the Somerset & Dorset Joint Railway via a tramway.

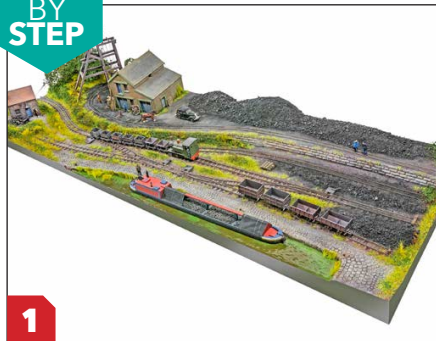
The finished layout proved pleasing and, as it had been built on a foamboard base, the original plan was to fix it onto a proper plywood baseboard, then enclose it within a diorama-type case and create a fiddleyard extension to make it fully operational.

However, as many readers will understand, the pressure of day-to-day life and other projects saw 'Moorewood Colliery' confined to the top shelf of my railway room, covered with a dust sheet and only appearing briefly from time to time when the need to photograph a new 'OO9' model arose.

Looking even further back in time, 'Windmill Sidings', which was built for the



STEP BY STEP



1

This is 'Moorewood Colliery', as originally built. At only 3ft long and 1ft wide, there's not a lot of room, but the use of 'OO9' narrow gauge track ensured space for sidings and a run-round loop.



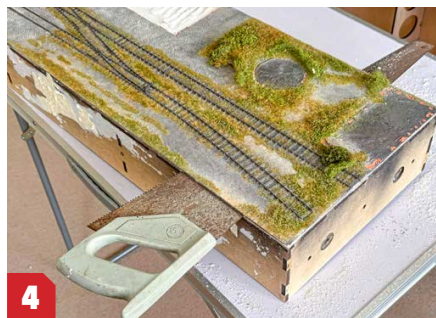
2

The other 'donor' for this project was 'Windmill Sidings'. Or rather, the Tim Horn plywood baseboard below the layout was to be salvaged for my new project. Everything else will be saved for future re-use.



3

The mock up that started it all: balancing some standard gauge stock atop the 'OO9' track on 'Moorewood Colliery'. The new layout would provide a home for the 'Clyde Puffer' ship (see MR347).



4

The point of no return! The fact that I use a foamboard sub-base for my layouts means that the trackbed could be removed easily with a saw. The buildings and other scenic items had already been packed safely away.

What Chris used

SHOPPING LIST

- ◆ Peco SL108F Code 75 Bullhead rail flexible track (£8.00 per yard)
- SL-E190 Double-slip crossing (£81.40)
- SL-1140 Bullhead rail-built bufferstop (£6.05 each)

Availability: Peco stockists

Web: www.peco-uk.com

- ◆ Insulation foam
- ◆ 5mm thick foamboard sheets
- ◆ 6mm plywood
- ◆ PVA woodworking glue
- ◆ **Availability:** Craft and DIY stores
- ◆ Tools
- ◆ Hobby knife and spare blades
- ◆ Hammer
- ◆ Cutting mat
- ◆ Steel rule
- ◆ Needle files
- ◆ Drill with various bits
- ◆ Paper nail files or sandpaper
- ◆ Paintbrushes

February 2019 issue of *Model Rail* (MR257), used a selection of lovely second-hand model buildings. This layout had also been sat under a dust cover for years, only rearing its head very occasionally as a background for photographing rolling stock.

'Windmill Sidings' was built on a 3ft by 1ft laser-cut plywood baseboard, from the fantastic Tim Horn Laser Cutting range; however, there were elements I wasn't totally happy with. The main issue was those second-hand buildings. I kept getting imposter syndrome, especially when people asked how I made them, despite never making any claim I'd created them myself.

Recently, I began to formulate a few ideas about what to do with both 'Moorewood

Colliery' and 'Windmill Sidings'. Could I create a single layout that would prove more useful and fulfilling?

What if I stripped the lovely second-hand buildings off 'Windmill Sidings' and put them aside for something else? The Tim Horn laser-cut baseboard could then form the base for the 'OO9' colliery layout. But wait... how about converting 'Moorewood Colliery' to standard gauge track?

The more I thought about it, the more the plan appealed, especially the standard gauge conversion. I felt this would present me with an interesting challenge, given the limited amount of space. After many pangs of guilt, especially as I'm a long-time member of the OO9 Society, I bit the bullet and got the saw out.

THE CONCEPT

Whimsy Pit was a little-known colliery on the North Somerset coast. Indeed, if you look in history books and online it's unlikely you will be able to find any record of it whatsoever.

Quite a few coal mines extended under the sea, especially in the north-east of England, while the seams of Cornish tin mines also extended beneath the ocean. Even Shakespeare Colliery, not far from Dover, sat below the famous white cliffs between the railway and the sea.

Therefore, the reality isn't unusual, but it was the only pit to be so located in the Somerset coal field, this being the western extremity which extends under the Bristol Channel - well, in my imagination anyway!

Of course, 'Whimsy Pit' is complete nonsense, with the name being a partial giveaway. But, of course, in our miniature world, we can let our imaginations run wild.

In this first of three instalments, I'll explain how I formulated a revised track plan, salvaged the used plywood baseboard, and converted the narrow gauge scene into a standard gauge affair, replacing a foreground canal scene with a quayside backdrop.

WHAT'S NEXT?

In the next issue, we'll look at the creation of a curved backscene and revised scenic contours - while ballasting and scenic work will be covered in the third instalment.

TOP TIP

USE PAPER TEMPLATES

Peco provides a range of full-size track, crossing, and point templates that can be downloaded for free and printed at home as many times as you like. These templates are a great help when planning your track layout - you will know for sure what will fit before buying any track.

Web: www.peco-uk.com/collections/track-plan-sheets



'Whimsy Pit' offers a whimsical - and fictitious - portrayal of a North Somerset coastal colliery and quayside.



This is Chris' 'Moorewood Colliery' in its original, narrow gauge form. The 6.5mm gauge track in the background would be retained as a quayside waggonway.



5 The Tim Horn board after stripping and sanding. The job was undertaken outdoors, as it was fairly messy. It's important to get the baseboard's upper face smooth and flat.



6 Instead of the cork sheet, I like to use 5 or 6mm thick foamboard as a base. It's cheap, lightweight and easy to cut. It's also easy to push fenceposts, telegraph poles and trees into.



7 Foamboard is easier to glue down flat, in contrast to rolls of cork, which tend to curl up. PVA woodworking glue is ideal for fixing the foamboard to the baseboard.



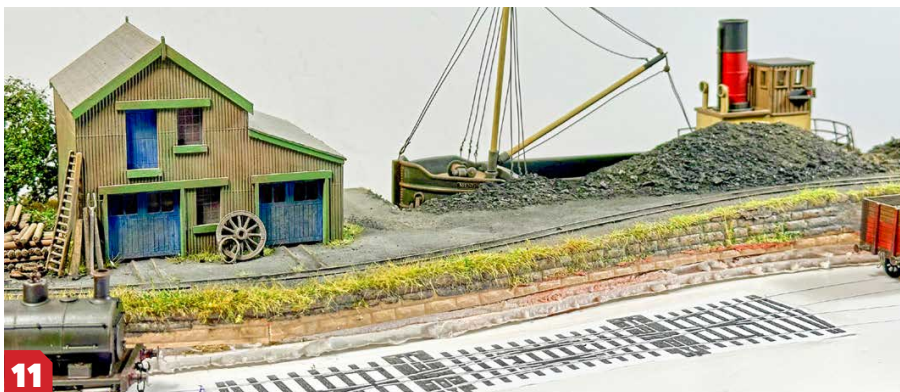
8 'Moorewood Colliery' had been built on layers of foamboard, although I always intended to fix it to a proper baseboard at some point. It will need some surgery now, before that happens.



9 Using a sturdy trimming (or Stanley) knife, I cut gradually through the layers of foamboard - and DAS clay contouring - separating the key scenic areas from the 'OO9' track sections.



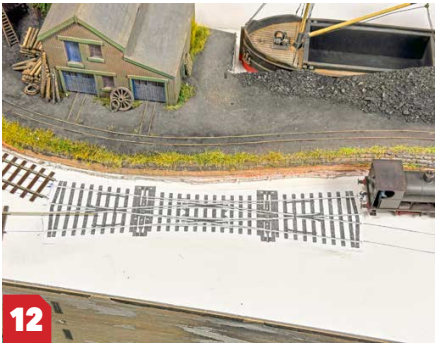
10 The ballasted track section was kept intact, as I hope to use it elsewhere in due course - I try not to waste anything if I can help it. This is another advantage of using a foamboard base.



11 The colliery scenic section, with an area cut out to form a channel basin for the quayside, would form an effective backdrop. Here, I'm mocking things up in the middle and foreground to see what will fit, or what will not.

Workbench

EXPERT MODELLERS SHOW YOU HOW



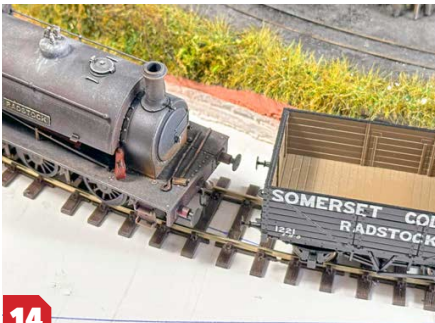
12

Peco's point templates - free to download - are great. While they feature flat-bottomed Code 75 or 100 rail, the geometry is the same as the newer Bullhead range.



13

A double slip offers a huge space saving compared to separate points. Remember to drill/cut any holes for point motors now, before fixing the track down.



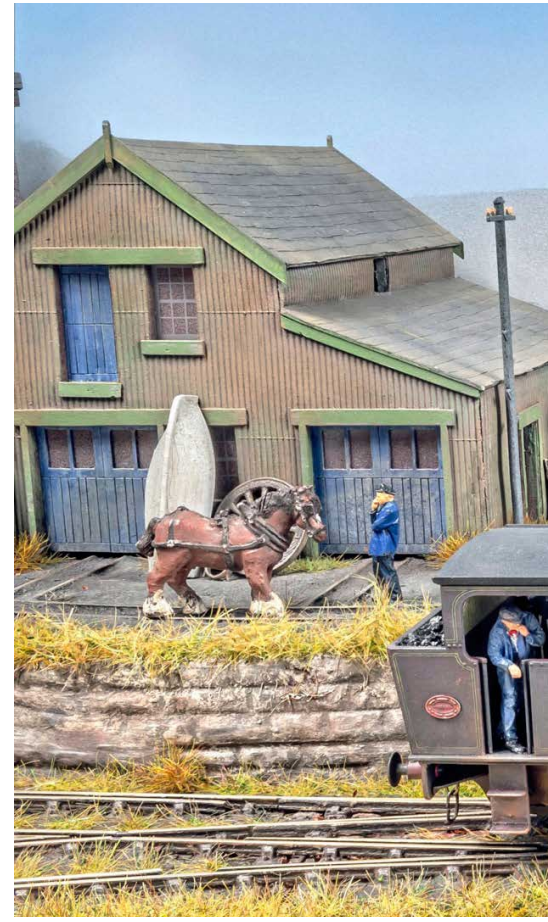
14

Because I use three-link couplings, I needed to be sure that 'buffer lock' wouldn't be an issue, so stock was tested out on the planned curvature before anything was fixed in place.



15

After finalising the track layout, the sections of track were cut and joined neatly with the double slip, ensuring a smooth transition from the straighter to the curved sections.



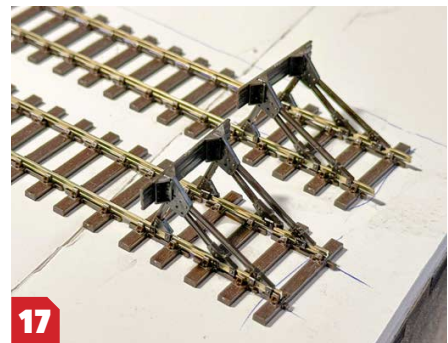
Another view of 'Moorewood Colliery'. The 'OO9' track section - and canal - would soon be cut out and replaced by standard gauge sidings.



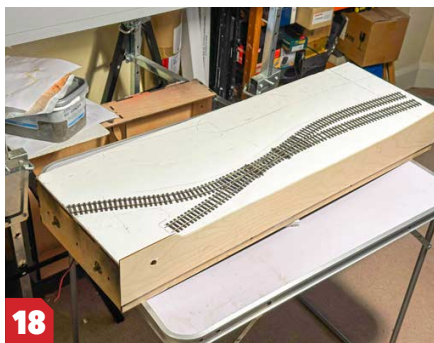
Chris' conversion of a '009' narrow gauge layout to a standard gauge 'OO' scene has created an enthralling micro layout.



16 With all sections test-fitted, the track was fixed to the foamboard with UHU all-purpose glue. Ensure the paper coating of the foamboard is intact, or the UHU may melt the foam.



17 A pair of Peco bullhead bufferstop kits were assembled and clipped into place. They will be bonded firmly to the rails during ballasting, which will be explained in a later instalment.



18 With the track in place and the glue dry, now is a good time to add any power connections to the rails, passing the cables through small holes drilled in the baseboard. Careful testing is recommended at this stage.



19 Once the power connections were correct and working well, it was time to paint the track using a mix of red, black and grey Halfords aerosol primers (work outdoors if possible). The primer also seals the paper surface of the foamboard.



HOW TO

MUCK UP A COLAS CLASS 70

After something of a hiccup, **George Dent** found the motivation – and a suitable set of decals – to finish a weathering job on a Bachmann model.

Marmite. You either love it or hate it. The General Electric Class 70 can be viewed similarly, as it could never be described as good-looking. Yet for some, it does have a certain attraction.

When these locomotives first arrived in the UK in 2009, I must admit that I was not exactly smitten. However, the '70s' have grown on me in recent years. That may be due to seeing more of them at work at close quarters, after proving elusive initially. Indeed, a sighting of a Freightliner '70' is still a rarity for me, but examples of Colas' brightly attired fleet tend to appear in my locality fairly regularly these days.

With a deep and distinctly retro-sounding growl, smoky exhaust and grimy deposits of oil and soot streaking down the bodywork, the Colas '70s' have got under my skin. At only around ten years old, they're still relatively new but, perhaps due to Colas' fleet being staged at various stabling points around the country and maintained by mobile crews – and thus rarely given a deep clean – they're often delightfully grubby.



Model: Bachmann 31-591A
Class 70, Colas Rail

Availability: Bachmann stockists
or pre-owned Price: £249.95



START-STOP PROJECT

Back in 2024, I treated myself to a new Bachmann '70' and, as explained in *Model Rail's* Staff Show & Tell pages at the time (see MR327), a quick weathering job led to some unforeseen problems.

My favoured brand of enamel washes somehow dissolved the printed TOPS numbers and smaller Colas Rail lettering on the cab sides.

After treating countless locomotives in a similar manner over the years, this had never happened before, so it left me a little stumped. Why had the wash reacted with some of the printed legends, but left all the others intact?

Eventually, I put it down to being just 'one of those things', but the project duly stalled and the dismantled '70' sat in my workshop's 'In Progress' drawer, while other tasks took priority. During the hiatus,

I pondered whether to grab this opportunity and update the model with the later style of Colas 'diamond' logos. It would also be an ideal time to change the identity to a prototype which I've seen more frequently.

There was also the issue of obtaining the necessary decals, with an initial search proving fruitless. Eventually, however, I came across a suitable pack of waterslide transfers in the Railtec range, which included a choice of Colas logos, lettering and numbering options.

After placing an order with Railtec, the Bachmann '70' was soon back on the workbench and shunted to the front of the queue.

After mulling over my options, I decided to stick with the 'hard hat' style logos, as the newer diamond-shaped devices look pretty dull in comparison. However, I did re-number the model to portray a locomotive I've seen



**STEP
BY
STEP**



1 Work began with a coat of enamel weathering wash brushed onto a section of the body with a soft, flat brush, working the pigment into all the nooks and crannies.



2 Just as the wash began to dry, I began wiping most of it away with swabs, used mostly in vertical strokes - mimicking the effects of gravity and creating subtle streaks.



3 You can remove as much or as little of the wash as you deem fit. In this initial treatment, the sides have been cleaned up quite a bit, but the dark pigment is retained in the recesses.



4 The process was repeated on both sides and ends. When I reached the cab sides, the wash reacted with the TOPS numbers and Colas Rail lettering, causing them to disappear. See panel.

What you will need

SHOPPING LIST

- ◆ MIG Productions enamel washes and thinners • Mr Hobby Mr Super Clear Gloss • Tamiya acrylic clear paint and thinners • cotton swabs • paintbrushes • decal setting solution **Availability:** Model stores or Scale Model Shop **Web:** www.scalemodelshop.co.uk
- ◆ LifeColor acrylic paints • paintbrushes • Ultramask film • airbrushes and equipment **Availability:** The Airbrush Company **Web:** www.airbrushes.com
- ◆ RailMatch enamel paints and thinners • Deluxe Materials Track Magic **Availability:** Model stores or ModelGIANT **Web:** www.modelgiant.com
- ◆ Railtec 2196 Colas Class 70 waterslide decals **Availability:** Railtec Transfers **Web:** www.railtec-models.com

TOOLS

- ◆ Miniature screwdrivers
- ◆ Tweezers
- ◆ Scissors
- ◆ Cotton swabs
- ◆ Cocktail sticks
- ◆ Paintbrushes
- ◆ Airbrush and equipment (optional)



5 The washes didn't affect any other printed legends, so I continued and, after an overnight rest, applied a second wash treatment to some sections of the bonnet.



6 After pondering my next move (see main text), I eventually decided to continue. Any partially removed numbers and lettering were removed using a swab dipped in enamel wash thinners.



7 After some searching, I found a set of decals from Railtec Transfers, which provides a choice of different logos, lettering and numbers. Now the project could restart in earnest.



8 I masked up the glazing and sprayed the side panels and nose ends with two light coats of clear gloss - I used Mr Hobby's Mr Super Clear aerosol, which produces a tough finish.

several times over the past few years, in locations ranging from Devon to Aberdeenshire.

LOOKING GOOD

With the new decals in place and sealed with clear acrylic varnish, the weathering work could recommence, using a mix of enamel washes, stippled acrylic paints and, finally, airbrushed enamels.

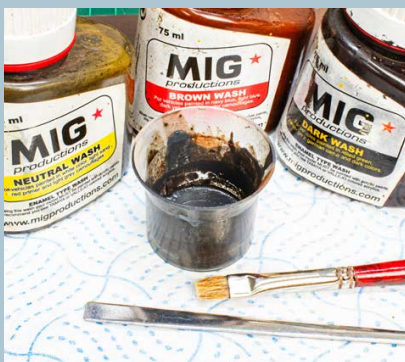
Bachmann's model captures the real Class 70 exceptionally well, and the weathering serves to bring greater definition to all the surface relief on the bodyshell in particular. Although not in the current Bachmann catalogue, a quick trawl on the internet revealed several retailers with models in stock at a significant discount over the full retail price, while many pre-owned versions also came up, so there should be no problem obtaining a Colas-liveried example.

In these days, when the need to add lots of detailing parts to new RTR locomotives has become a thing of the past, spending more time on bespoke weathering work gives us something to sink our teeth into.

TAKING THINGS FOR GRANTED

Having never encountered such a reaction before, even after working on hundreds of ready-to-run models over the years, the rapid dissolving of certain printed legends on the Bachmann Class 70 came as a surprise. My usual choice of MIG enamel weathering washes have not let me down in the past, but the incident provided a useful reminder to test for a negative reaction on a small area of a model before launching headlong into a project.

I have a feeling this was an isolated incident, but if you're in doubt, either employ acrylic-based washes or give your model an overall coat of clear satin varnish before applying any weathering. This will seal the factory finish and prevent any damage to printed details. The choice of a satin or semi-gloss finish will allow the weathering wash pigment to be easily manipulated, whereas a clear matt coat will produce a rougher surface, promoting much greater adhesion for the wash pigment, which is not always desired!



Bachmann's Class 70 captures the unusual character of the GE Class 70 well, but some carefully applied weathering takes the realism up a notch.



With heavier deposits of dirt and grime around the centre of the body, below the exhaust outlets, the Bachmann '70' really looks the part.



Now George has finally completed his Colas Class 70, it gives him something new to pose on this fabulous diorama, built by Paul Gosden, which featured in MR342.



9 When the clear coats had cured completely, the decals were cut from the sheet and soaked in clean tepid water. Micro Set decal setting solution was used to aid adhesion.



10 Once the decal had begun to separate from the backing paper, it was removed from the water and, using a blunt wooden cocktail stick, gently slid into position as the paper was pulled away.



11 Excess water was absorbed with a swab, gently pressing the decal onto the surface to remove moisture and air bubbles. Final adjustments were made and then the decal was left to dry.



12 The process was repeated with each of the elements. I was changing the identity to 70815, so the numbers were gently slid into position.



13 I also had to replace the TOPS numerals on the nose ends, following the same procedure. Once all the decals were in place, the model was left overnight to dry naturally.



14 To render the decal film invisible, I sprayed a light coat of clear gloss acrylic (Tamiya) via an airbrush. When this was dry, I sprayed the cab with a satin varnish.



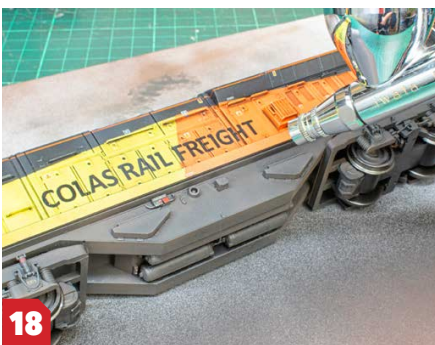
15 After re-fitting the cabs, weathering continued. A blend of LifeColor acrylics was created and stippled over the chassis and bogie frames. The exact colour is not critical at this stage.



16 The stippling of the acrylics - over two coats - is mostly about introducing a random texture to the underframe. The stippling action of the brush is effective in recreating this.



17 I thinned a pair of RailMatch enamel paints: Frame Dirt and Weathered Black. A small amount of each paint was decanted into jars and thinned to the consistency of skimmed milk.



18 After loading the airbrush with the Frame Dirt shade, setting the air pressure to about 18psi and testing the flow on a scrap of paper, a fine mist was sprayed over the underframe areas.



19 Low pressure and careful regulation of the paint allows closer airbrush work. Thus, the Frame Dirt could be misted, allowing the overspray to work up the sides.



20 Switching to the Weathered Black shade, the roof and upper areas of the body were misted, concentrating around the exhaust outlets and introducing some streaks.

FACTFILE: GE CLASS 70

As the dust began to settle following full privatisation of Britain's railways in the late 1990s, freight operators were faced with a need to renew their traction fleets. Many former British Rail diesel locomotives were nearing the end of their lives and, following the lead of English, Welsh & Scottish Railway (EWS), Freightliner turned to the American-built EMD Class 66 as a proven and highly versatile solution.

By the early 2000s, however, Freightliner sought a more powerful locomotive design that could still comply with modern emissions regulations and settled on the General Electric (GE) Powerhaul platform, which boasted an output of around 3,800hp and a superior tractive effort compared to the '66'.

An initial order of 20 Powerhaul locomotives was placed, with assembly taking place at GE's Erie, Pennsylvania, plant. The first examples of what became Class 70 were shipped from the USA in 2009, with delivery taking place over the next couple of years.

Freightliner also retained an option to order a further 10 examples, but this was not activated. In fact, the operator never received all 20 of its locomotives, thanks to 70012 being severely damaged during unloading at Newport Docks. It was eventually shipped back to Erie and repaired to become a testing platform.

With much of the testing and acceptance work undertaken in the US before shipping, the '70s' were notable for entering service quickly after arrival in Britain, and Freightliner's fleet has since been gainfully employed on container and general freight work, although periods of storage have occasionally put their future in jeopardy.

A single Turkish-built Class 70 - 70099 - was imported to the UK in 2012 as a demonstrator, leading Colas Rail Freight to place an order for 10 more locomotives from GE, which, again, were built in the USA, with delivery beginning in 2014. Orders for a further seven followed, and 70099 was also absorbed into the Colas fleet, re-numbered as 70801.

The Colas '70s' can be seen across the network, hauling general freight (such as cement, timber or oil tanks) and especially infrastructure trains for Network Rail.

With a modular, narrow body redolent of the BR Class 58, the Class 70s feature large cabs at each end, which afford drivers with excellent visibility and much-improved levels of comfort compared to the Class 66. The unusual front ends can be explained by the high level of crash protection built into the cabs.

A slightly faded and careworn 70803 has just run around its train of ballast wagons at Crewe in October 2025.



An increasingly common feature of Colas Class 70s is heavily stained paintwork, especially in the region of the engine compartment and exhaust outlets.



The earlier 'hard hat' style of Colas Rail logos is carried by last-built 70817 and classmate 70812.





The most recent iteration of the Colas Rail logo is seen on the cab side of 70803. Note the shabby, weathered appearance and distinctive pattern described by the windscreen wipers.



The Colas '70s' spend long periods outstationed at remote stabling points, meaning that visits to conventional depots with mechanised cleaning plant are infrequent. 70808 is seen at Westbury in 2018.



Despite being just over a year old, 70814 is already showing signs of oil and soot staining along the bonnet sides when captured at Westbury in June 2018. ALL: GEORGE DENT



21

I cut a piece of Ultramask clear film into the shape of wiper blade trails and placed it on the windscreen. A mist of the Weathered Black was then sprayed over the upper front ends.



22

The Ultramask film was then re-used at the opposite end. Ultramask is a flexible film available in rolls or sheets, is easily cut to the desired shape, and can be re-used many times.



23

The wheels were given a thorough clean. The treads, flanges and inner faces were cleaned of all paint and contaminants, along with the tips of the wiper contacts (using a fine brush).



24

The final step was to repaint the driver. After re-fitting the interiors, the body and chassis were re-assembled and given a test run before the Class 70 was passed fit for service.

HOW TO

BUILD A MODERN INDUSTRIAL UNIT - FROM SCRATCH



Making structures from scratch can be a far more satisfying – if time-consuming – project, and it offers the chance to create something truly unique, as **Peter Marriott** discovers.

On earlier layouts, I have used and adapted resin-built structures, or assembled plastic, cardboard and wood kits. This time, however, I decided to scratchbuild the main structure for this project, which depicts a modern rail-served industrial depot. While it may take longer to build structures from scratch, the process can be much more satisfying and offers the chance to create something truly unique.

On studying images of real modern industrial units, warehouses and depots, the structure is often simply a big steel box. For the main fabric of the depot, I used some packs of Auhagen corrugated plastic sheet. Each pack provides two 100mm by 200mm sheets, which are injection-moulded and feature a convincing texture.

00 GAUGE | 8 hrs | 1 1 1 1 1

At approximately 1mm thick, the sheets are rigid enough to be largely self-supporting, while also being easy to cut and trim to the required size and shape. The dimensions of the corrugations lend the sheets to 'HO', 'OO', and even 'TT:120' scenes, and the material is ideal for forming walls and roofs of all manner of warehouses and industrial buildings.

It's often the small details that make a model, so I also added various detailing products, including homemade signage, to enhance the building's visual appeal and interest.

To represent a modern, sustainable industrial development, I added panels of green foliage to the roof using mixed fine

scatter materials. These living roof systems offer several benefits in the urban landscape – from providing habitats for birds and other wildlife to reducing water runoff – and are relatively easy to replicate in model form.

The depot took around five hours to build, and once it was in position, I spent a couple of hours adding details, including a security camera, air-conditioning units, signage, waste bins, and figures.

In reality, modern parcels depots are huge, so this project is not entirely realistic, but the idea was just to capture some of the flavour of a modern rail-served depot using products that were new to me. I am pleased with the result, and it has also provided a useful diorama for displaying my rolling stock.

STEP BY STEP



What Peter used

SHOPPING LIST

- ◆ Auhagen 52233 corrugated cladding sheets (£10.25) • 80352 Stabilizing pieces (£12.50) • 80102 Suction removal system (£9.25)

Availability: Golden Valley Hobbies
Web: www.goldenvalleyhobbies.com

- ◆ Bachmann Scenecraft 44-528 air-conditioning units **Price:** £4.95
Availability: Bachmann stockists

Web: www.bachmann.co.uk

- ◆ Mounting card
Availability: Art/craft stores

TOOLS

- ◆ Modelling knife and spare blades
- ◆ Cutting mat
- ◆ Steel rule
- ◆ Abrasive sheets
- ◆ Paintbrushes

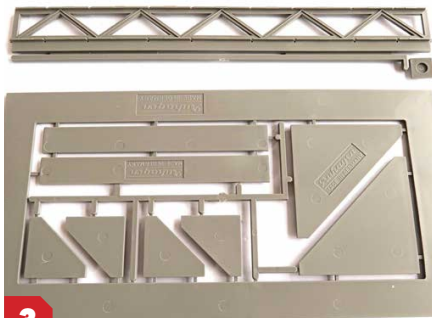


1

These twin-packs of corrugated plastic sheets by Auhagen provide useful material for scratchbuilding modern industrial structures. Each sheet measures 100mm by 200mm.

2

The lower edge of each sheet features raised 'pips' from the moulding process. These must be trimmed flush with a sharp craft knife before the sheets can be joined together.



3

Another pack of useful parts from Auhagen is this set of 'stabilising elements', providing internal bracings for internal joints. Similar parts can be cut from scrap, but this saves time.

4

I joined two of the corrugated sheets using cyanoacrylate, although a liquid poly cement would also work. One of the braces was added to the inside to reinforce the joint.

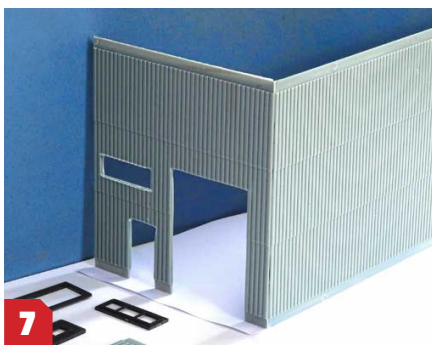


5

I cut window and door apertures (for pedestrians and rail traffic) into the corrugated sheet to form one of the end walls. I made the cuts in stages and I tidied up the edges.

6

I found a suitable window frame and door in my spares box, and the apertures were cut to suit their dimensions. After fettling to achieve a neat fit, the parts were bonded in place.

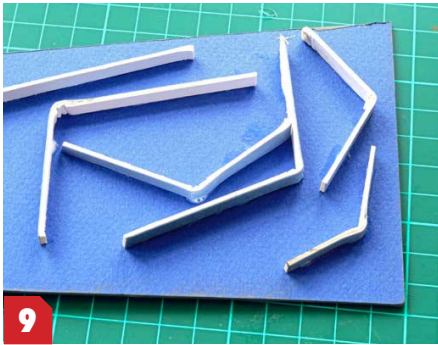


7

The opposite end of the building features a plain wall. The side and ends walls were glued together and left to dry, checking the outer corner angles were set at 90°.

8

I reinforced the interior and added a small offcut of corrugated sheet to the inside of the larger door aperture. After checking the corner angles again, the walls were left to cure.

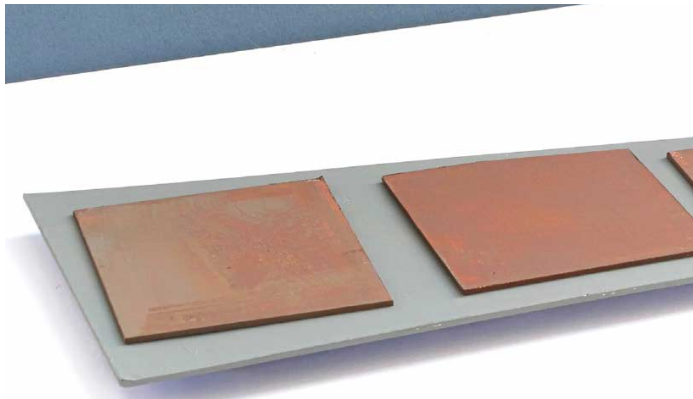


9 To form the flat roof, I cut a piece of artist's mounting card to size, strengthening the underside with card offcuts folded into angles to add rigidity. These were bonded with PVA.

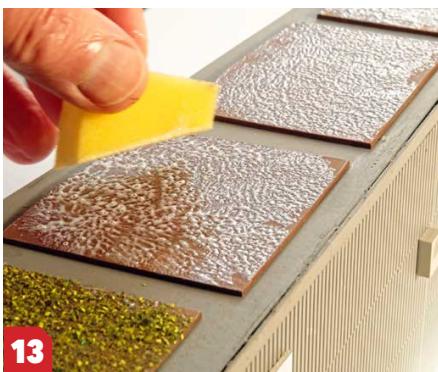


10 Strips of card were also added to the upper inside edges of the walls, onto which the roof will sit. The card roof was painted grey, save for areas where extra panels were to be fitted.

11 Four square panels of card were cut, painted brown and bonded to the roof. These will form a sustainable 'living roof' system, mimicking an increasingly common feature of modern buildings.



12 I blended various fine scatter materials in a small pot to mimic sedums and short wild grasses typically seen on roofs. Clear matt Mod Podge was used to bond the scatter material.



13 I applied the Mod Podge to the roof panels with a small piece of sponge, dabbing the glue onto the painted card. While tacky, the scatter material was gently sprinkled over the roof.

14 After the glue had fully dried, I turned the building upside down and collected the leftover scatter material for future use. I was pleased with the random appearance of the living roof panels.



15 To alleviate the plain appearance of the side wall, I opted for an industrial extraction/ventilation system, courtesy of another handy pack of plastic parts from the Auhagen range.



16 I glued the ventilation unit to the wall after painting it. The air-conditioning extractor fan is a resin-moulded item from the Bachmann Scenecraft range.



17 The DPD sign was printed off on my home printer and glued to a piece of mounting card. When dry, it was cut out using a sharp craft knife and steel ruler over a cutting mat.



The plastic drainpipes down the side of the building were courtesy of my spares box, and various signs were also added, being left over from other kits. The white security camera was from the Bachmann Scenecraft range, as were the waste bins and other detailing parts. The bicycle that can be seen in the picture below is by Artitec, with the motorbike alongside it by Noch.



A true survivor

It's hard to believe that steam locomotives can still be found in industrial use in Europe, but a special wartime survivor – a close relative of the Southern's 'USA' S100 class tanks – is still at work in Bosnia in 2026.

Words and images: Tony Streeeter

Built to British and Middle East Composite Loading Gauge.”

The reference on the drawing for the 'S100' 0-6-0T tells you much about the genesis of these US Army shunters and what they were to be used for. That was in 1941, the year before construction started. Produced by America's H.K. Porter, Davenport, and Vulcan Iron Works, they were initially shipped to the UK and then went onwards with the Allies to the Continent from 1944.

What you see here isn't exactly an 'S100' but – as anyone who remembers the 'USAs' at Southampton Docks and elsewhere will know – it's very close.

It's now 59 years since the Southern Region dropped the fires from the last of its 'Yank Tanks' – but in the Balkans, one Class 62 occasionally still shunts a yard for real.

Britain's Southern Railway wasn't the only organisation that took on 'S100s' after the Second World War. France, Greece, Austria, Italy, Egypt, China... the list of countries they went to was extensive. One of them was Yugoslavia.

That, though, was only the beginning of the story, for having acquired 106 US-built examples in 1952, the Adriatic country started domestic production. When Croatia's Đuro Đaković finished the last one in 1961, a further 90 had been added to the list. Both

versions were categorised as Class 62.

You can still find these outside-cylinder

0-6-0Ts scattered across what are now the independent countries of the former Yugoslavia – sadly, largely dumped.

But there is an exception.

Bosnia is perhaps the last country in the world that can truly say it uses steam locomotives without any tourist overtones at all. A pair of mines in the Tuzla canton still shunt with German 'Kriegsloks' while, not far away, the Banovići operation frequently employs

“... nearly six decades on from BR retiring its last 'USAs', a close relative is among the last genuinely working steam locomotives anywhere on the planet”



Right: Shed cameo. Having cleaned the 0-6-0T's fire, its driver shovels hot ash clear of the rails and into a pile. While little snow clings to the in-steam No. 62.125, the cold metal of stored No. 19.12 forms an ideal resting place for the 'white stuff' that has been falling in recent days.



Above: Outside its shed in the valley... 'Yugo-USA' No. 62.125 in steam and ready to shunt the standard-gauge yard at Oskova in Bosnia. When the US Army Transportation Corps developed its 'S100' design in 1941, it's unlikely anybody realised that a derivative would still be at work in 2026.



Left: The 'elbow' in the steam pipe is perhaps the most obvious difference between a Yugoslavian Class 62 and the classic 'USA'. As a working engine, No. 62.125 does not receive the attention of cleaners, but rather offers a perfect opportunity for a masterclass in weathering. Note details such as the scrapes laid on the side tank and the plank laid across the buffers to make emptying the smokebox easier. ▶

Masterclass



The entire Banovići system washery area offers modelling inspiration. Moving away from the yard bothy, the '62' is about to pass under a bridge carrying a coal conveyor. The washery is to the left, and out of sight behind that are the narrow gauge lines. The engine shed is at the end of the yard, in the distance.

a 0-8-2 or 0-6-0T to do the same in its 760mm-gauge yard at Oskova.

Oskova is a modeller's dream – albeit one that would need lots of space to recreate. The narrow gauge yard is cut into a ledge on a hillside, with lines running from reception sidings to the coal washery. Once coal has been processed, it's dropped into standard gauge wagons in a yard below, for onward transport to the power station serving the city of Tuzla.

That standard-gauge yard is normally shunted by a diesel. But the diesel is not always available – and so shares its engine shed with a reserve engine, a Class 62.

In truth, No. 62.125 rarely runs. But 'rarely' is not 'never', and when the 0-6-0T does steam, it can do so for days at a time. When that happens, the 'Yugo-USA' divides its time between a spot outside its single-road shed, and the yard itself. Yet even there, you may well find the engine lurking beside the crew 'bothy' at least as much as it moves wagons. After all, why rush?

Below: Oskova's compact standard-gauge facility: a single-road engine shed, with room for the diesel and the '62' reserve engine, plus stabling space outside. Other than No. 62.125, this shot includes stored Skoda 0-6-0T No. 19.12 (by the lamp) and another Class 62, No. 62.677. Neither engine currently steams.



Oskova's No. 62.125, with stored Skoda 0-6-0T No. 19.12 also just in shot. Worth noting for any winter layout is the varying depth of snow – not only a result of nature but also due to the shovelling needed to clear a path for locomotives to access the shed. ALEX STREETER



So, more than 80 years after the 'S100s' were built, and nearly six decades on from BR retiring its last 'USAs', a close relative is among the last genuinely working steam locomotives anywhere on the planet.

How close are the two designs? Very. So much so that Yugoslavian-built examples have been brought to the UK to run in pseudo-BR guise in preservation. The former No. 62.669 is now 'No. 30075', with No. 62.521 being 'No. 30076'. Both are at the North Dorset Railway in Shillingstone, where No. 30075 recently returned to steam in December. Its classmate is currently being restored.

The main differences in the variants came about because of Đuro Đaković's use of plate rather than bar frames. That itself may not be visually obvious, for free mags check sastatus.com but the consequences are: the domes are shorter and flatter, while, rather than being straight, the steampipes incorporate an angle.

Such details might stand out if you compare the two side by side, but experience No. 62.125 shunting and its origins are obvious indeed. In fact, given it's even painted a (filthy) Southern-esque green, it's easy to pretend...

What's more, since there were actually more of the original 'S100s' in Yugoslavia than the locally built versions, how good would one of *Model Rail's* 'USA' 0-6-0Ts look shunting a colliery yard as a grubby '62'?

George Dent sought to create something along those lines... turn over to see more!



There's not much to see on this engine that's truly black! Shades of rust and grime mingle on the Đuro Đaković-built 0-6-0T.



Above: The engine shed is of basic breeze block construction. Working industrial railways do not offer pristine surroundings - as demonstrated by the various pieces of equipment in this scene.



Grease, oil, dirt... there's so much weathering potential here.



Below: Note the distinctive texture in the grease and grime - something that's important to replicate when weathering model locomotives.

The corrugated bunker extension and cab shutters give the 'USA' a unique appearance. The etched *Simone* nameplates were found in George's spares box, originally created for a different project that was abandoned years ago!



HOW TO

CUSTOMISE A 'USA' TANK FOR INDUSTRY

Inspired by a Yugoslavian Class 62 still at work in Bosnia, **George Dent** transformed a 'USA' tank into a freelance industrial locomotive that has survived well into the diesel age.

Indulging in a little freelance modelling now and again can feel hugely liberating, compared to being bound to replicate specific prototypes as faithfully as possible.

After seeing Tony's images of the grimy 'Yugo' Class 62 in Bosnia, I felt moved to tinker with one of *Model Rail's* exclusive 'USA' Class S100 0-6-0Ts - of which we only have a single version left in stock, in limited numbers.

While I didn't fancy trying to convert the 'S100' model into a true 'Yugo' Class 62, I did want to add some extra details and give it a new coat of paint. The National Coal Board's livery of the donor model may have looked great, but I wanted something a little different.

Rummaging through my box of styrene offcuts (I rarely throw any leftover modelling materials away!), I found various scraps of Plastikard sheet and Evergreen strip, plus a sheet of thin corrugated plastic. The latter would be perfect for mimicking an improvised extension to the coal bunker, while the plain sheet and strip would be harnessed to form a set of sliding cab side and roof shutters. Some wide 'U' section styrene would also be cut and

OO GAUGE MODEL MR-107 Bachmann/*Model Rail* 'USA' 0-6-0T ♦ Price £124.95 (£112.46 *Model Rail* subscriber price)

AVAILABILITY
Tel. 01209 705459
Web: www.modelrailoffers.co.uk

 18 hours



shaped to form some extra footsteps on the bunker and cab sides.

Perhaps the trickiest element of this project was the partial dismantling of the model to allow the body and chassis to be modified and repainted. Removing the coupling rods and wheels demanded a modicum of care (especially in not losing any of the tiny screws and bolts!), although the task is eased by some clever design by Bachmann. The lower base plate of the chassis, which keeps the axles in place, also has the delicate wiper power contacts installed, but instead of fiddly wires and soldered joints that would be easily damaged, the system employs a pair of simple sprung contacts. Accordingly, the base plate could be removed fully and set aside in a safe place. By weathering the brake shoes, which are incorporated into the base plate moulding, with a brush, the wiper contacts were not disturbed or contaminated with paint, making

reassembly easier and drastically reducing any risks to performance.

Moreover, painting and weathering the wheels, chassis and body elements separately also allowed the motor, gears and electronics to be protected with masking tape, while the wheels could also be masked and cleaned much more easily.

So, it may have taken longer to prepare the sections of model for the painting and weathering, but much time was saved later during re-assembly and testing. It was important to re-lubricate moving parts, where necessary, before giving the model a test run.

I'm really happy with the finished results, with the shabby green 'USA' forming an interesting - and eye-catching - addition to my industrial steam fleet. Hopefully, it will look at home on my South Wales colliery-themed layout, shunting coal wagons around, in the presence of BR blue diesels.



GRAB ONE WHILE YOU CAN

This may be your last chance to buy a *Model Rail/Bachmann* 'USA' tank, as we now have only one version in stock (NCB No. 36), with only a limited quantity left. The models feature an excellent level of detail, superb build quality and smooth performance, with a 6pin DCC socket. Once they're gone, they're gone! Turn to page 102 or head to www.modelrailoffers.co.uk to see the latest offers on the 'USA' and our other exclusive, limited-edition models.

STEP BY STEP



1

The body is unscrewed after removing the NEM couplers to reveal the mounting screws. I also removed the crankpin bolts and coupling rods, then unscrewed the keeper plate and extracted the wheels.



2

The side frames and wheels were de-greased using an electrical contact cleaning fluid and cotton swabs. When dry, I masked up the axles and gears, plus the motor/electrics, cylinders, rods and front end of the chassis.

What you will need

SHOPPING LIST

- ◆ 2702-076 Tank Engine Fire Iron set
- ◆ 2704-076 Loco Oil Supply cans
- Availability:** Modelu
- Web:** www.modelu3d.co.uk
- ◆ LifeColor acrylic paints, thinners, airbrushes and equipment, Model Craft masking putty
- Availability:** The Airbrush Company
- Web:** www.airbrushes.com
- ◆ Tamiya acrylic paints and thinners, aerosol paints and masking tapes; Mr Surfacer aerosol primers, glues and styrene material
- Availability:** Scale Model Shop
- Web:** www.scalemodelshop.co.uk

TOOLS

- ◆ Modelling knife and spare blades
- ◆ Tweezers
- ◆ Drill and bits
- ◆ Needle files
- ◆ Abrasive strips (various grades)
- ◆ Steel rule
- ◆ Cutting mat
- ◆ Paintbrushes
- ◆ Airbrush and equipment (optional)



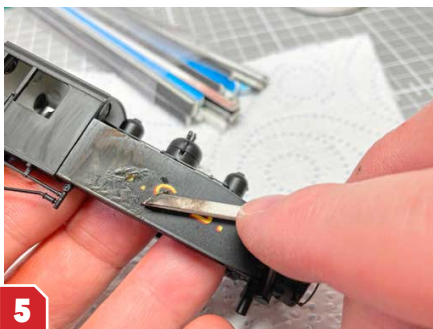
3

I trialled a tin of masking putty, which proved ideal for protecting the wheel rims and flanges, to allow the faces of the wheels to be primed and painted. Wooden clothes pegs are great for holding wheel sets securely.



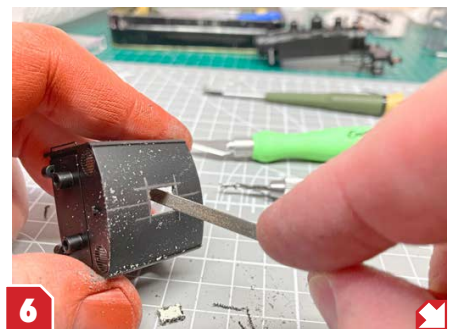
4

The chassis side frames and wheels were treated to a coat of red oxide primer and, when this had dried, a deep red gloss topcoat was applied. I had a tin of Tamiya Pure Red to hand, which produced a tough, glossy finish.



5

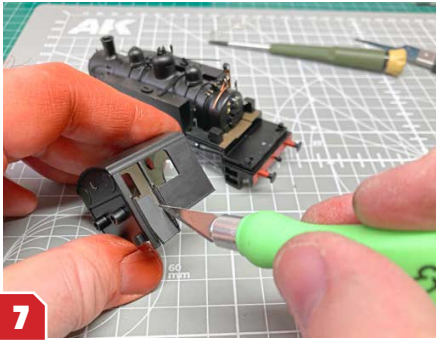
While the underframe was drying, I began preparing the bodyshell by wet-sanding the tank and cab sides to remove the NCB lettering and numbers. The shaded lettering looked lovely, so I had second thoughts for a while!



6

After marking out its location, I drilled and cut out an opening in the roof that will form a ventilation hatch. Once the bulk of the waste was cut out, I used a flat needle file to form the aperture to its final size.

Masterclass



7 I also decided to cut away the cab side doors. A few passes with a sharp scalpel along the recessed seams allowed the doors to be snapped away. I'll re-fit them later, so they were kept safe. The cab edges were filed smooth.



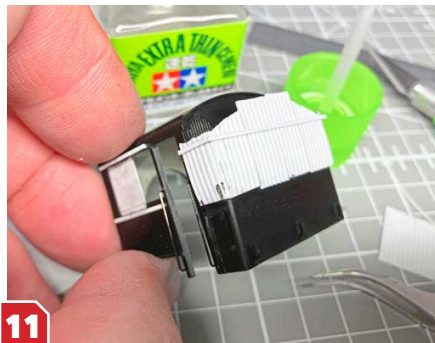
8 Using offcuts of thin styrene sheet and strip, I fashioned a sliding roof vent cover and rails, fixed in position with Tamiya's Extra Thin liquid poly cement, using the fine brush supplied. This cement creates a very strong bond.



9 A similar set of sliding shutters and rails was cut and fixed to the cab's side apertures. Again, scraps of plastic, saved from previous projects, provided the materials - proving that it's worth holding on to offcuts for future use.



10 A sheet of corrugated styrene was marked out and cut to form a simple extension for the bunker. I trimmed the material imperfectly, to mimic panels that have been bolted together. Little touches like this add oodles of character.



11 After installing the side extensions first, the rear panel was fixed in position, the parts bent to fit around the original coal rail. When the cement had cured, I added a retaining bar around the rear and sides from styrene strip.



12 I cut some footsteps from offcuts of wide 'U' channel Evergreen styrene strip, chamfering the upright sections to mimic mounting brackets, then bonded them to the sides of the coal bunker, two per side.



13 The cab side doors, removed earlier, were trimmed in height and their edges were tidied up with files before being fixed back into the cab in the open position. This will make it easier to add a crew later.



14 After cleaning up the body sections, I masked up the cab interior and rear bufferbeam before spraying a couple of light coats of Mr Surfacer 1200 grey primer. This was left overnight to harden completely.



15 In a nod to the Bosnian Class G2, I fancied a light green livery, although a dark green shade was applied first. Tamiya XF-81 RAF Dark Green was thinned slightly and airbrushed over the tanks, boiler and cab.



With its shabby paint and grimy appearance, *Simone* is very much at home in an industrial setting.



The array of fire irons, oil cans and tools atop the tanks add extra character.



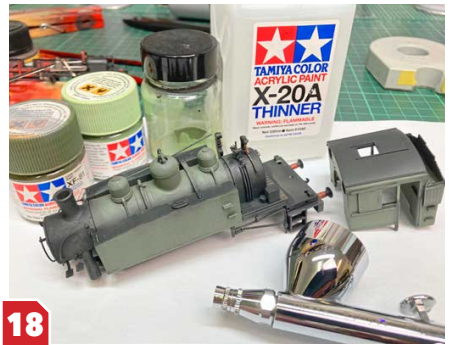
16

Tamiya's XF-71 Cockpit Green was darkened slightly with a few drops of XF-81 and then misted over the bodywork gradually, allowing the darker shade to remain in recessed areas and around raised detail.



17

Only a small amount of the lighter shade of paint was required, misted gently and patiently with the airbrush, to retain the subtle shading effects from the initial coat of darker green.



18

I mixed up some Tamiya XF-1 Flat Black, XF-69 NATO Black and XF-10 Flat Brown, then targeted it on the smokebox, tank tops and cab roof and footplate, using a piece of card as a masking template to protect the green areas.



19

A blend of LifeColor acrylics (LC02 Matt Black, UA 736 Burned Black and LC37 Burned Umber) was brushed over the underframe and wheels. Swabs removed most of the paint, but left traces behind to represent dirt.



20

The same blend was applied to the body, one section at a time, wiping it away with vertical strokes to ensure remaining streaks mimicked the action of gravity. Dipping a swab in thinners helped shift stubborn deposits.



21

Finishing touches to the weathering were made with the airbrush before re-assembly, using the same mix of Tamiya paints (see Step 18). A darker blend was created and applied to the upper areas, smokebox and cab roof.



22

The weathering paints were left to dry fully before the model was carefully reassembled. Various fire irons, oil cans and tools, from the Modelu range, were fixed to the top of the tanks using Glue 'n' Glaze adhesive.



23

After installing footplate crew, I added some real coal into the bunker, arranging it into a suitable pile before securing it with Ballast Bond, applied through a needle tip applicator and leaving it overnight to harden.



24

One last mist of the Tamiya paint mix (Tamiya paint lasts for a long time after thinning, if kept in an air-tight container), disguised any visible traces of glue on the tools and around the coal, leaving the 'USA' ready for service.

SHOW & TELL

The place to share your projects with the *Model Rail* community.

Bridges, beaches and a bit of mischief

By Trevor Burley

From the moment a small oval of track first circled my childhood bedroom, I was hooked. Back then, my layout spread right around the room, a miniature world that expanded as my imagination did. But, as with many of us, teenage distractions took over and the layout was left unfinished. I always said I'd return to it in retirement, but, as I neared my late fifties, I thought, why wait? In August 2018, I decided to build the railway I'd always dreamed of.

A modest shed became the project's home. Though not huge, careful planning made the most of the space, with a central operating well giving access all round. The setting is inspired by the Great Western Railway along the south west coast - not a real location, but one that feels familiar, with tunnels, cliffs, rivers, docks and, inevitably, more bridges than originally intended!

I began with the landscape, carving polystyrene bases and covering them with plaster rock moulds, each one glued in place and blended using plaster webbing. The surfaces were coloured with Woodland Scenics Earth Colour liquid pigments to create realistic, weathered rock. I then added layers of foliage and vegetation to soften the transitions and make the scene feel natural. A fun detail is a group of workers installing steel mesh on the cliff faces - a small addition, but it brings a sense of life and activity.

For the grass, I used the War World Scenics Pro Grass Static Grass Applicator and layering spray, with Gaugemaster and Peco glue products for adhesion. The varied lengths and tones of static grass really helped the rural textures come alive.



Water features play a big role in my layout: a sandy beach, a rapid, rocky river, and a dock on the river. The beach is a particularly special feature, inspired by memories of my own beach hut holidays - the waves, sunshine and family fun.

To capture the sea's movement, I used a mix of Deluxe Materials: Making Waves, Scenic Fibres, Aqua Magic, and AK Interactive's Still Water, sculpting the resin to form crests and troughs. The river was inspired by a rafting trip in Australia, complete with an inflatable raft and a figure falling out - a playful nod to my own experience of being thrown into the rapids. The water's colour was mixed from green, brown and yellow acrylics for a natural, fast-flowing effect.



Lighting was another rewarding challenge. Streetlights, building lights and industrial yard lamps were fitted in key areas, with wiring neatly run beneath the baseboard. Ironically, after suffering a stroke, my physiotherapist told me that soldering those fine wires - often lying on my back - was excellent therapy for regaining dexterity and coordination.

Lockdown gave me the unexpected time to make major progress. Although I aim for a late-1980s feel, I'm not strict about eras.



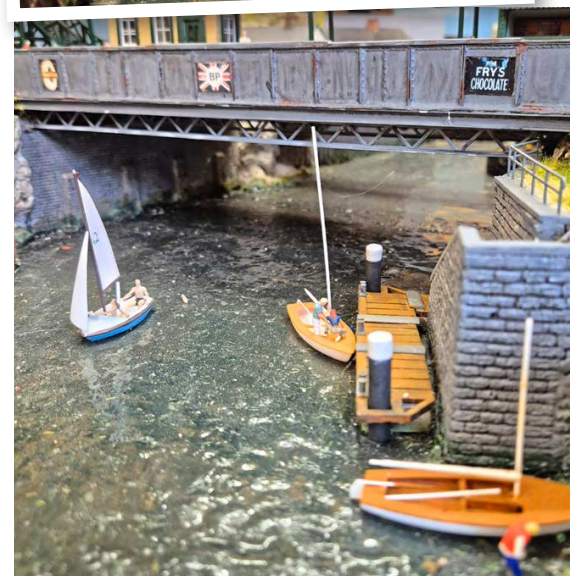
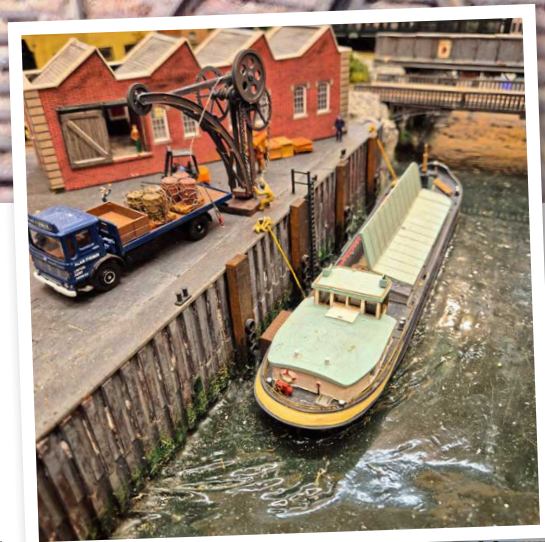


I like variety - and fun. I try to add small cameos from real life too; one shows me being stopped by police for speeding in my old XR3!! The cars might not match the railway era perfectly, but they fit the spirit of the layout - not too serious, always enjoyable.

Backscenes of rolling hills and skies add depth, while a castle and nearby ruins lend a sense of history. Semi-detached railway workers' cottages, complete with small gardens, give the layout a lived-in feel.

Buildings are ready-made models, plastic kits, and scratchbuilt card structures, carefully chosen to complement the rural setting.

Today, my 'OO' gauge layout runs on DCC with sound, using a Gaugemaster Prodigy Advanced system and standard Peco Set-track. It's almost finished - just point motors and a bit more weathering to tackle. My next project? A small, ultra-detailed diorama that might even make it to an exhibition.



YORK RACECOURSE

Words: Richard Gunn Photography: Chris Nevard



What makes this layout great?

No compromises are necessary with 'Holgate'. As a six-track main line, it allows everything from light engine workings and local DMUs through to full-length East Coast expresses and hefty freight services. And it's all set against the backdrop of a very recognisable and accurate chunk of one of Britain's most important railway cities.

York is one of Britain's great railway centres, and with 'Holgate', the **Bridlington Model Railway Society** has created a great 'N' gauge representation of it, allowing prototypical length main line trains and realistic speeds.



The saying is that no model railway layout is ever truly complete. There's always something that can be added, improved or completely rebuilt. In the case of the Bridlington Model Railway Society's 'Holgate', though, what club chairman Arthur Frost refers to as "a long and very convoluted gestation period" has been decades rather than months or years, having first been designed and built over 20 years ago.

'Holgate' is based on a real place; the half-mile of East Coast Main Line immediately south of York station, with six main running lines and four holding sidings. It captures the trackplan before 1988, immediately before electrification, because, says Arthur, "I didn't much fancy putting the knitting on it! It really has taken decades to get to where it is now. We started in part of a railway arch at Bridlington railway station; it was cold, crowded, damp, dark, dingy... and what also didn't help was that I was the only 'N' gauge modeller. So every time I came back from sea duty, somebody had dismantled a bit of 'Holgate' to make more space. Then, because of the conditions, the marine plywood baseboard began to warp."

A decision to rebuild was made in August 2022, after the BMRS had moved to new premises that were more spacious and, crucially, much drier. The club ➤

RIGHT Although the layout is technically pre-1988, the wide variety of stock owned by members of the BMRS means that anything goes really - even a very modern Class 68 and rake of Mk 5a coaches in TransPennine Express colours.



BELOW Two of the main landmarks of the layout are Holgate Bridge and St Paul's Church; the former has been rebuilt four times, while the latter, a Metcalfe kit, is about to be reconstructed in more accurate form.





3 things we like



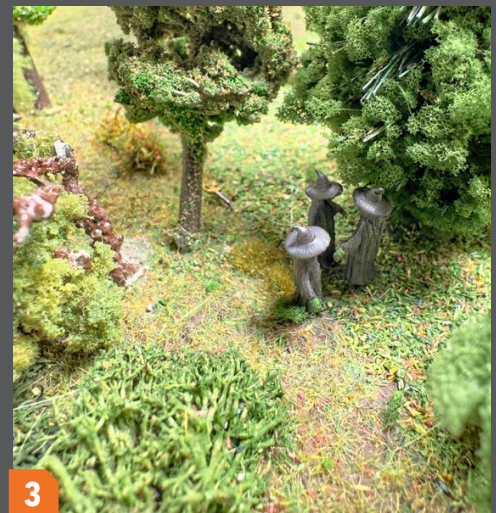
1

Mysterious crop circles in the fields by the line are prompting a great amount of local interest.



2

The windmill is a well-known feature of the real Holgate, and naturally features on the scale version.



3

The three witches; is a Shakespearian tragedy about to unfold? Don't mention *Macbeth*!





had also attracted more 'N' gauge modellers, generating more interest in the scale. "Within a month, the baseboards were built, and the track was down again," recalls Arthur.

'Holgate' extends over nine baseboards, each of them 4ft by 2ft 8in, which means they fit into one small van and one Ford Kuga for exhibition transport. Infamously, at one of the post-revamp layout's first show trips, the securing bolts were forgotten. "That's not a mistake that will be repeated," laughs Arthur. "Member Graeme Potter did a quick run to the nearest Screwfix and bought nine boxes of bolts. We have two sets now, just in case. And a big sign at the top of the stairs, saying 'DON'T FORGET THE BOLTS' as well."

With the track in place, the scenery took shape, with a lot of hard work led by Graeme, formed of polystyrene sheet and Woodland Scenics foam putty laid over with grass mat and flock. Much of the layout has been rebuilt several times as new ideas take shape. Although 'Holgate' does make some inevitable compromises with the genuine location, it features ▶

5



'N' GAUGE LAYOUT **HOLGATE**



ABOVE Many people recognise that the layout is portraying Holgate in York even before they read the details, thanks to the distinctive road bridge. As elsewhere, the bridge features lighting; elsewhere, the street lamps are from Gaugemaster and Modelu.



several very recognisable landmarks recognisable to anybody familiar with the actual spot.

The centrepiece is Holgate Bridge, taking Holgate Road across the ECML. A bit further along the line is 'Dickie Footbridge', a perennial favourite among rail enthusiasts, plus there's also Holgate Windmill and the southern end of York station. The girder-constructed Holgate Bridge is now in its fourth incarnation. "It keeps getting more realistic every time," says Arthur. "I made a complete hash of the first version. The second was a botched-together laser-cut kit while I finalised the design for a better one. The third was nearly right except for the girders on the roof, and the fourth version is spot-on. Each side has six pieces, 3D-printed. The main girders are very thin brass strips; with that in place, I built up the roof structure, the spider's web, which was loads and loads of Plaststruct. Numerous people have recognised it before they even see the layout's name."

The bridge is Arthur's favourite part. "It took so much work over the years that to get it right in the end is the most satisfying thing imaginable. And to get a picture of two or three trains passing under the bridge is just so great." An inconsequential-looking track hut nearby hides a secret that allows others to get a similar perspective, with a video camera hidden inside, giving a lineside view. At shows, QR codes displayed on the front of the layout allow visitors to log in and watch. "You get a spotter's view of the trains as they go past; that was the idea of our electronics wizard, Gary Foulds," explains Arthur.

Another BMRS member, Peter, was responsible for the windmill. "It is about 1km away from the line, but ▶



An East Coast racehorse for an East Coast racecourse; celebrity 'Deltic' D9002 *The King's Own Yorkshire Light Infantry* in its 1980s two-tone green livery departs from York for the south with a train of Mk 2 air-conditioned stock. The memorial garden to the left forms an especially colourful part of 'Holgate'.



we were asked at one exhibition if we were going to put it in," Arthur says. "So we wrote to the Holgate Windmill Preservation Society and it sent us the actual architectural plans. Peter then got hold of two kits and just kit-bashed them from there, using card for the body and modifying the sails from four to five."

EXTREMES OF YORK

The extremities of York station are represented by Peco overall roof ends, glued slightly raised from the backscene. "I then made up a rough representation of the interior, and a few little bits next to it such as the Royal Station Hotel and engineering school. There's also a section of city wall in front."

Aside from the scratch-built structures (generally designed using TurboCAD software, which Arthur is currently learning), most of the other buildings are Metcalfe card kits. That includes the church, which Arthur is currently rebuilding in scratchbuilt form to make it more accurate to the real St Paul's Church in Holgate. The hope is that a new one will be in place for

BELOW A full size 'Azuma' is no problem on the lengthy 'Holgate'. The backdrop is iD Backscenes, from its 'Into the Town' series. "When I looked at them, I thought it looked exactly like the approach to Holgate; I'll have those! I used the 'OO' version, not the 'N' gauge one, to avoid so much sky," says Arthur.

The International N Gauge Show (TINGS) in September. Many of the buildings are lit, as is Holgate Bridge. "I haven't done the lighting in the station yet, so that's something to work on," says Arthur. "The lights go on and off in some buildings randomly."

Gary, the BMRS' aforementioned tech guru, was responsible for the DCC-Ex open source digital control system via a wireless receiver and six tablets "This means that the layout doesn't have to be operated from the back, although we usually have two people there for the 20-road fiddleyard (which can accommodate trains up to six feet long), and another at 'front of house' to talk to viewers," explains Arthur. It also means that, at exhibitions, children (and others) can operate aspects such as speeding up or slowing down certain trains and making sounds. *Thomas*, *Annie* and *Clarabel* are very popular, of course. We've also got 'hands off' operation too; the system will select at random one of five trains in the fiddleyard, take it once around the layout, back into the yard and then pick another one. This can give operators a brief break." ➤



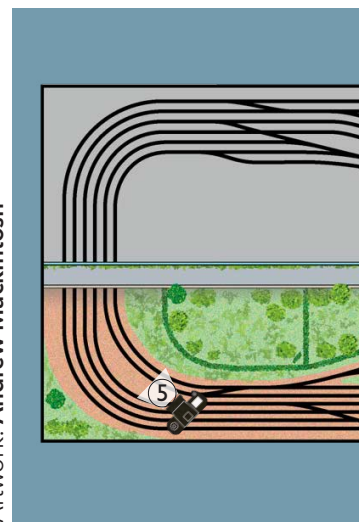
That *Thomas* and co. can make a crowd-pleasing appearance highlights that 'Holgate' focuses more on entertainment rather than a slavish adherence to its pre-1988 period. Says Arthur: "Each of us has our own particular collection of stuff. A 'Midland Pullman' makes an appearance occasionally, 'Azumas' get in, in addition to *Thomas* and his buddies. Although it's semi-realistic, we do run it for fun." One of the main things that Arthur, as prime instigator, did want to achieve was to "run full-length passenger and freight trains in a semi-realistic environment. The section at Holgate allowed me to model that." This includes double-headed Class 37s with about 30 wagons in tow.

The evolution of 'Holgate' is likely to continue for some time yet... if it ever ends. There's that new church for starters. But even so, this award-winning and show-stopping layout still stands as a testament to the talents of the Bridlington Model Railway Society, and its ability to so wonderfully capture in 2mm scale the city just down the road from it. **MR**



ABOVE The full extent of 'Holgate', viewed from the station end. Note the section of York city wall just in front of the station platforms.

Artwork: Andrew Mackintosh





FACTFILE: 'HOLGATE'

- Era:** Prior to 1988

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

- Size:** 24ft x 4ft

- Track:** Peco Code 55 in scenic areas,
Code 80 in fiddleyard

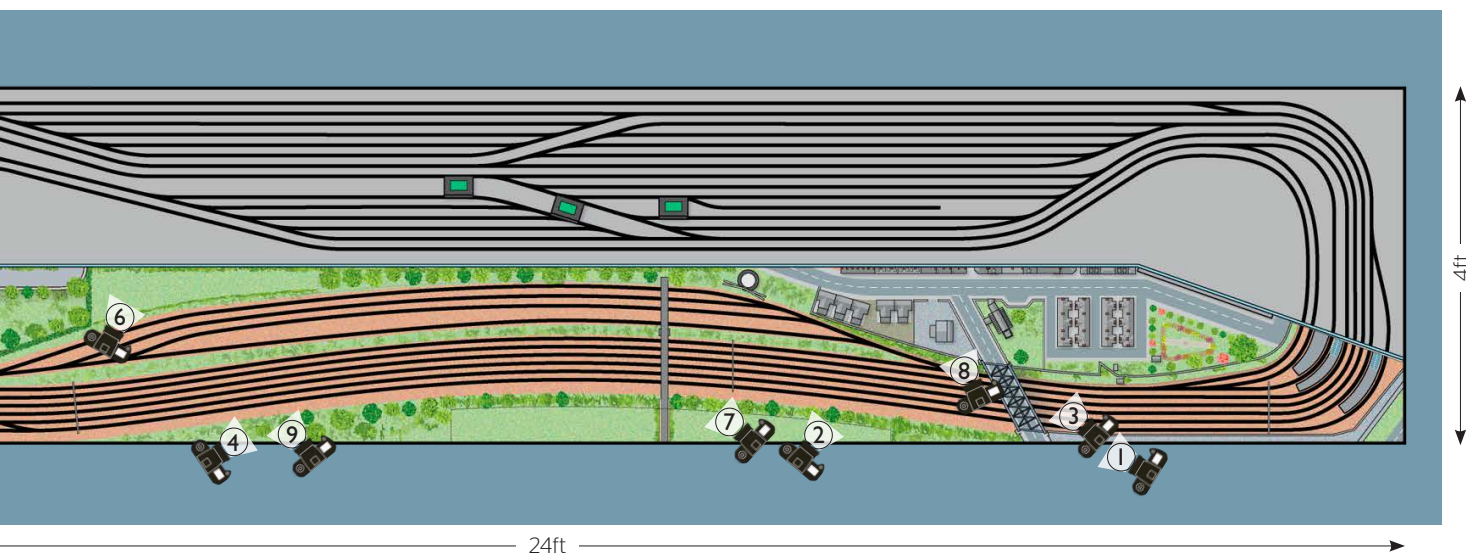
- Power and control:** DCC-Ex Command Station
open source, using tablets and phones

- Time to build:** Evolved over 20 years,
rebuilt from August 2022



**ABOUT THE MODELLERS:
BRIDLINGTON MRS**

The Bridlington Model Railway Society was established in 1982 and now has 24 members, modelling 'N' gauge (two layouts) through 'TT:120' (one layout) to 'OO' (four layouts). Pictured above are, left to right, members Pete Masters, Graeme Potter, Arthur Frost, David Hodson and Paul Hodson. Arthur's own model railway adventure began when he was a boy; he got his first 'TT' gauge train set aged eight. A career at sea meant he couldn't indulge his hobby as much as he wanted to, although while away on ships, he'd creatively use his time by designing models to scratchbuild later when he got back to land. He's also now chairman of the 'N' Gauge Society. For more info on the BMRS, email: info@bridrailmodellers.co.uk



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Reviews

In-depth and unbiased reviews of the latest products

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Collection' buildings



Our reviewers

George Dent

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

Richard Gunn

A keen 'N' gauge modeller with an interest in steam and diesel.

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.





Hornby-Dublo English Electric *Deltic*

◆ GAUGE '00' ◆ MODEL Hornby-Dublo R30297 BR/English Electric DP1 *Deltic* (c.1955) ◆ PRICE £349.99 (DCC-ready), £404.99 (DCC sound)

◆ AVAILABILITY Hornby stockists **Web** www.hornby.com

The revival of the Hornby-Dublo brand as a home for new models with more of a 'collectable' premium has seen an impressive array of '00' gauge steam locomotives added to the roster. Employing modern mechanisms and electronics and highly detailed die-cast metal bodysells, they hark back to the days of hefty toy trains, while satisfying modern-day consumer expectations.

The first diesel to enter the modern Dublo series is the English Electric prototype *Deltic*, which was first announced in 2023 and has been eagerly awaited ever since. Indeed, at the annual press

events in Margate each December, this has been the model we've all been asking about, and it's heartening to see just how invested Hornby's team have been in delivering the best possible model of this iconic locomotive.

RETRO STYLING

Presented in a hugely attractive, retro-style card box, decorated with a facsimile of Hornby-Dublo's 1960 catalogue artwork, the model is bolted to a tough plastic transit cradle and encased in hard foam. In fact, the cradle doubles as a display plinth, once the end sections have been removed, and even incorporates a plaque denoting the locomotive's

provenance, in that Hornby's model depicts *Deltic* in as-built 1955 condition. The model is available with or without DCC sound on board (we received a DCC-ready version for review)

Even before the locomotive is removed from its cradle, it's clear that this is a hefty beast. Tipping the scales at 935g, the die-cast metal bodysell gives it a real presence, and Hornby's engineers specified a powerful motor to ensure optimum performance, but more on that later.

The proportions and profile of the real locomotive have been replicated extremely well - it really does look just like the real thing. The use of metal for the body is





“The proportions and profile of the real locomotive have been replicated extremely well - it really does look just like the real thing”

only a cursory nod to the brand's 1960s heritage, as this is a richly detailed model, with lots of finely moulded plastic and etched metal detail fittings installed.

The grilles and louvres along the roof and bodysides are superb, and the fine wire handrails and etched windscreen wipers are neatly installed, as is the crystal-clear flush glazing, which allows the cab interiors to be seen. A driver and second man come pre-installed (and painted in correct uniform colours) - even the seats are correctly coloured, mimicking the red leatherette of the real thing.

The cab interiors are illuminated too, as are the gauges and dials of the driver's console, which is a first for Hornby, I believe. The engine room is also illuminated, with a convincing impression of the twin Napier power units visible through the side windows.

The twin air horns atop each cab are moulded plastic and look the part, and a set of cosmetic oil lamps is pre-fitted at one end, displaying an 'express passenger' code. The lamps feature painted white lenses at the No. 1 end (which has the footplate crew installed), while those at the opposite end have the lenses painted red. Personally, I'd rather the lamps were left for

modellers to install if desired, not least as two red lamps at the rear is not correct practice - it would be a single lamp with a red lens. Furthermore, if the locomotive is hauling a train, it shouldn't have a tail lamp of any sort.

That said, these lamps are a snug push fit into mounting holes, and spare (empty) lamp brackets are provided in the detail bag, so users can swap them over if desired. However, when doing this on our sample, white markings were left behind on the blue paintwork, which were not easy to remove.

The shape of the oval buffers is correct, and they're sprung too. The profile of the raised aluminium beading along the sides is depicted well, as are the polished alloy handholds beside the boiler access steps.

UNDERFLOOR DELIGHTS

The underframe is equally impressive, with the substantial twin tanks adorned by pipework and filler detail, plus painted gauges (the tanks are nearly full!). Magnetic covers are provided to in-fill the tank underside of the tanks, which are open to accommodate the mounting bolts for the transit cradle/display plinth. This also reveals a socket and mounting point for an optional

electric power bank (R7377) for improved DCC sound operation.

The plastic bogie frames are a real highlight, with sharply moulded detail and countless individual parts, including brake cylinders, handbrake chains, footsteps, air pipes and axlebox covers. The leaf and coil spring detail is crisp, and wire sanding pipes run over the front frames.

The metal disc wheels are painted to match the grey bogies, with white tyres added. The wheels are scaled correctly, but that does mean there's a slightly exaggerated gap between bogies and body (and a fractionally over-scale overall height), but this is barely noticeable.



3 things we like



1

Profile and character of prototype have been captured faithfully.



2

Beautiful, retro-style Hornby-Dublo packaging.



3

Removable roof panel provides access to DCC socket and lighting controls for DC users.

Hornby-Dublo *Deltic* - in detail



FACTFILE: English Electric DP1 Prototype *Deltic*

As British Railways began to consider alternatives to steam traction, The English Electric Company Ltd (EE) commissioned a diesel electric Co-Co locomotive as a testbed for a pair of Napier Deltic engines. Napier, a subsidiary of EE, had enjoyed success in supplying Deltic power units to the Royal Navy for use in minesweepers, and its engineers were keen to see how similar diesel engines would perform in a railway application.

Constructed at EE's Dick, Kerr works in Preston, the diesel prototype locomotive, officially classified as DP1 and later named *Deltic*, was rolled out in 1955. Painted in a dramatic blue livery, complete with cream trim and speed 'whiskers', *Deltic* made for a stunning sight amidst the smoke and dust of the prevailing steam traction.

Equipped with a pair of 18-cylinder Deltic engines, the locomotive boasted a power output of 3,000hp and, after British Railways acceptance work, *Deltic* began running on the London Midland Region (LMR), initially hauling a series of test trains. The following year, *Deltic* was passed fit for hauling passengers and put to work between London Euston and Liverpool Lime Street, being entrusted with the prestigious 'Merseyside Express' and 'Shamrock' services.

Eventually, the LMR engineers decided against pursuing this design, but a transfer to the East Coast route met with greater success. Eastern Region bosses saw *Deltic* as a prime replacement for BR's new 2,000hp Type 4s (Class 40), which were proving unsuitable for fast, heavy expresses. Soon, BR had placed an order for 22 production 'Deltic' locomotives (later Class 55), which were built by EE at Vulcan Foundry, Newton-le-Willows, entering service from 1961.

That same year, DP1 was retired after running nearly half a million miles and, following a period in store (and after stripping various parts), it was donated to the Science Museum. Displayed in London for 30 years, *Deltic* was moved north to the National Railway Museum in York in 1993, and, since 2004, it has been a key exhibit at Locomotion Shildon.

1: With a rake of ex-LMS coaches in tow, *Deltic* is seen working a Euston-bound express from Liverpool in September 1959. COLOUR RAIL

2: By 1960, *Deltic* had moved to the Eastern Region for assessment. It is seen at Doncaster station in July of that year. COLOUR RAIL

3: Heading south, *Deltic* runs light engine through Grantham station. The large central headlight housing was never used; it was initially designed to accept a Mars-style lamp, as used on contemporary North American diesels. COLOUR RAIL



Slimline tension lock couplers (also rendered in matching grey) are fitted into NEM pockets, in turn mounted into sprung kinematic close coupler units, which perform well. Within the detail bag is a pair of red coupling striker plates that can be slotted into the NEM pockets in place of the tension locks if desired. Other optional detail parts consist of screw couplings, vacuum brake and steam heat hoses, extra oil lamps and empty brackets (as mentioned above), plus etched metal English Electric logos and plaques to fit over the printed versions if desired.

Hidden away within the substantial cast metal chassis block is a coreless motor, equipped with dual flywheels, transmitting power to all six axles via cardan shafts and gear towers. Track current is collected by wiper contacts bearing against each wheel.

From the box, the mechanism ran smoothly and quietly. After a 30-minute running-in period, the motor seemed more responsive, and a dozen coaches were hauled and propelled without issue. The model's impressive mass certainly provides plenty of adhesion.

FINISHING NOTES

Special mention must be made of the paint finish, which is immaculate. The shade of blue looks just right, with a beautifully deep lustre, and the black-lined cream elements are virtually flawless. There is something about a painted metal model, which somehow exudes a more authentic appearance than many plastic equivalents.

I was impressed by the red solebar sections and rear buffer faces and shanks. Each of the metallic panels and

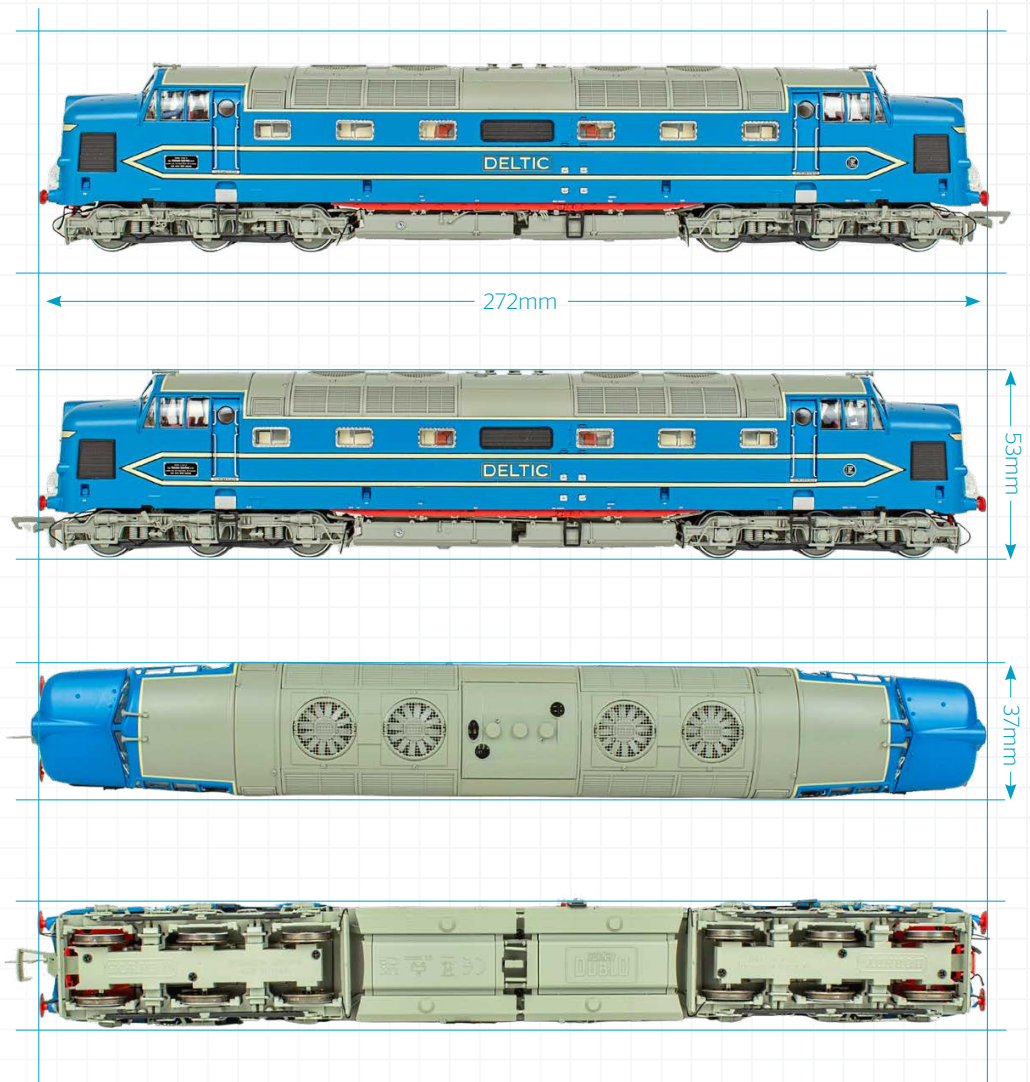
English Electric logos is crisply defined, and even the footplate crew is painted to a high standard, complete with neckties.

This is indeed a premium standard model, which justifies the equally premium price. Boasting a high detail and mechanical specification, the all-round package exudes quality. It's definitely up there with some of the very best RTR model locomotives I've had the pleasure of reviewing over the past 20-odd years. Bravo Hornby! **(GD)**

LOOKING INSIDE

It's not necessary to remove the bodyshell to access the DCC interface, as the rooftop exhaust panel is secured with a pair of small magnets. With this lifted away, the 21pin DCC socket is immediately below. On this DC version, the blanking plug features a bank of five slide switches that toggle the directional head/tail lamp and internal lighting functions, plus the central 'Mars' headlamp, which is set to the off position as standard, appropriate given that the real *Deltic* never had the lamps installed. But it's nice to have the option, and it does look impressive when illuminated!

The removable roof panel also allows a pair of small potentiometers to be accessed, which adjust the speed of the four radiator cooling fans, which run off a separate pair of motors. All models come with a 'sugar cube' speaker installed, but for those wanting a deeper tone, it's possible to install an EMI-type speaker, albeit in place of the motorised roof fans, with full fitting instructions provided in the model's handbook.



SUMMARY

PROS

- Looks and fidelity.
- Highly detailed.
- Top-notch finish.
- Super-smooth performance.
- All-round premium quality package.

CONS

- Not a lot.

FINAL VERDICT

Absolutely stunning.

VITAL STATISTICS: HORNBY-DUBLO DELTIC

OVERVIEW

Manufacturer: Hornby
Ref. No.: R30297
Unit No.: N/A
Scale/gauge: 1:76 scale, '00' gauge
Body: Metal with plastic parts
Chassis: Metal with plastic parts
Weight: 935g
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.3mm

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	67ft 9in	271mm	272mm
Height	12ft 10in	51mm	53mm
Width	8ft 9½in	35mm	37mm
Wheel diameter	3ft 7in	14.25mm	14mm
Bogie wheelbase	14ft 4in	57.3mm	57.3mm

SERVICING

How to dismantle: Body unscrews from chassis
Where to oil: See instructions

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Directional head/tail lamps, interior lights
DCC-ready? 21 pin socket, speaker pre-fitted

MECHANISM

Drive system: Central motor drives all six axles via cardan shafts, worms and gears
Flywheel(s): Two
Traction tyres: No



Dapol BR Class 87

◆ GAUGE 'N' ◆ MODEL Dapol 2D-087-001 Class 87 87031 *Hal o' the Wynd*, BR blue

◆ PRICE £155.00-£190.00 ◆ AVAILABILITY Dapol stockists **Web** www.dapol.co.uk

Sometimes I forget what a key role British Rail's Class 86 and 87 locomotives played during my formative years as a trainspotter. They were so commonplace at my favourite locations as to become almost invisible, with the louder, shabbier classic diesels invariably hogging the limelight.

However, when Hornby's all-new 'OO' gauge Class 87 arrived in 2019, I was a very happy bunny. Looking back 40-odd years, and trawling

through prototype images from the 1980s, more youthful memories of the '87s' emerged

from deep in my hippocampus. The '87s' always felt a little more special than the '86s', not

least as I recall them hauling the prestigious expresses, and seeing pairs of '87s' on heavy steel trains was an exciting occurrence.

Indeed, the 'Electric Scots' proved a key element of West Coast Main Line operations from their introduction in 1973 until the arrival of Virgin's Pendolinos in the mid-2000s, making the '87' a prototype deserving of a high-quality miniature replica.

For 'N' gauge, Graham Farish's model from the late 1990s was the only option in ready-to-run form for





“It’s immediately apparent that Dapol has done a fantastic job of recreating the look and character of the ‘87’”

many years. But, even after being updated and re-released by Bachmann in the mid-2000s, it looks extremely dated now.

Happily, the initial batch of Dapol’s new Class 87, first mooted in 2023, has now arrived with stockists and, here, we cast our eyes over Rail blue 87031 *Hal o’ the Wynd*. Depicted in typical late 1970s/early 1980s condition, 87031 features the original multiple working and headlamp detail on the cab fronts, albeit with the later single-arm, high-speed pantograph.

Other livery options include original InterCity and later ‘Swallow’ schemes, plus Virgin Trains red/grey, DRS blue and Caledonian Sleeper teal, each sporting appropriate detail differences and all versions are offered in DCC-ready and DCC sound-fitted formats.

BLUE BOX OF DELIGHTS

Packaged in Dapol’s usual foam-lined clear plastic case, with a blue card slip cover, the highly detailed ‘87’ needs to be removed with care, as there are some delicate areas, especially the buffers and rooftop equipment. I found it best to remove the whole foam unit, then gently press the side of the locomotive from below to release it.

It’s immediately apparent that Dapol has done a fantastic job of recreating the look and character of the ‘87’. Indeed, the custodians of the preserved 87035 have been credited by Dapol for their assistance during the research and design stage. The distinctive cab and roof profile looks spot on, and all the key dimensions are scaled correctly.

The bodyside grilles and riveted panels are nicely rendered, as is the cab door detail, with the moulded

handrails and door furniture picked out neatly with paint. There’s a super-fine set of windscreen wipers installed, and the cab fronts are enhanced by fine wire handrails and separately installed jumper cables.

The central headlamp correctly features a prominent rubber grommet, and the working LED head/tail lights work effectively, giving off a pleasing amount of light with no ‘bleed’ through the plastic.

Atop the roof, again, the panel and rivet details are exceptionally crisp, and there’s a host of individually installed detail fittings and even a few panels picked out in contrasting shades of paint. The plastic pantograph is posable, with an etched metal head. The unit is not sprung or conductive, so it’s not suitable for running in contact with catenary, but

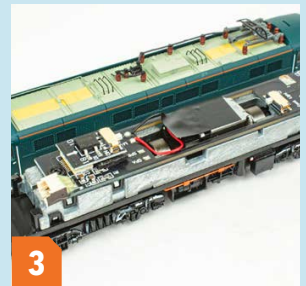
3 things we like



1 Posable pantograph and lots of fine rooftop detail.



2 Nicely rendered bogies and underframe detail.



3 Body is a simple clip-fit to chassis, allowing easy access to chassis and Next18 DCC socket.



Dapol BR Class 87 - in detail



Factfile: BR Class 87

When British Rail received the green light to extend electrification north from Weaver Junction (Cheshire) to Glasgow, part of the project would involve the building of a new fleet of 25kV AC electric locomotives to add to the existing fleet of classes 81-86.

Built at Crewe Works and introduced from 1973, the new Class 87 Bo-Bo electric locomotives were a direct development of the preceding Class 86, albeit with a host of technical improvements. One of the most visible developments was a revised bogie and Flexicoil suspension system, which had been trialled on the Class 86 beforehand (and subsequently retro-fitted to many '86s' later).

Another obvious change from the '86' was the adoption of a twin windscreen arrangement on the Class 87, offering footplate crew enhanced visibility. A total of 36 examples were constructed, and the 5,000hp locomotives proved more than up to the task of hauling Anglo-Scottish expresses over the fearsome gradients of Shap and Beattock.

Known as 'Electric Scots', thanks to several Class 87s receiving names formerly carried by LMS steam locomotives, including 87001 *Royal Scot*, the '87s' supplemented their passenger work with parcels and freight traffic.

The Class 87 was a staple of West Coast Main Line operations for over 30 years until replaced by Virgin Trains' Pendolino units in 2005.

Of note is the unique, thyristor-controlled 87101 (the 36th and final '87' constructed), which passed into EWS ownership from BR's Railfreight Distribution sector. Most commonly seen on freight workings, 87101 was withdrawn in 1999 and subsequently scrapped.

A handful of Virgin's redundant '87s' soon passed to freight operators such as Direct Rail Services and GB Railfreight, while the majority were exported for use in Bulgaria.

By 2010, only 87002 could be seen on the British main line, working empty coaching stock duties for Serco's Caledonian Sleeper operations around London. Now in the hands of Locomotive Services Ltd, 87002 is available for main line charter work. Two '87s' are safely preserved, 87001 *Stephenson/Royal Scot* is in the care of the National Railway Museum, while 87035 *Robert Burns* resides close to its birthplace, at Crewe Heritage Centre.

1. Crewe station plays host to 87019 *Sir William Stanier* in December 1981. Note the original multiple working jumper cables and sockets, plus the early style of central headlight. COLOUR RAIL

2. In the final years of Virgin Trains West Coast operation, a handful of '87s' gained special liveries, including 87019 *ACORP Association of Community Rail Partnerships*. The LNWR-style scheme was chosen as part of a competition by our sister title, *RAIL* magazine. Here, 87019 is passing through Carlisle in 2006, while leased to GB Railfreight, before being exported to Bulgaria. COLOUR RAIL

3. Restored to BR Rail blue for its final years in main line service with Virgin Trains West Coast, 87001 was withdrawn in 2005 and donated to the National Railway Museum. GEORGE DENT



posing it just below the wires will look effective.

Moving to the underframe, the bogies are well-appointed, with the Flexicoil suspension moulded integrally to the side frames. Accordingly, there's an unprototypical gap between the springs and the lower edge of the body, to allow the model to negotiate curves; this is an inevitable compromise. In this scale, it's barely noticeable anyway.

Between the bogies, the battery and equipment boxes and compressor units are moulded with a high degree of finesse, with separately fitted conduit adding the finishing touch. The Oleo buffers are finely crafted, and a bag of optional details provides brake hoses, jumper cables and sockets, cosmetic screw couplings and a set of etched rooftop aerials. The standard 'N' gauge couplers are a clip-fit into NEM sockets fixed to the bogie frames, and Dapol provides an alternative set of knuckle-style units.

In terms of finish, the BR blue and yellow shades look accurate, and the gentle matt sheen suits a model of this size. Paint coverage is even, but there are a few tiny imperfections where the yellow and blue meet, although this is only really visible when looking very closely (or by viewing greatly enlarged photographs!). The printed TOPS numbers and BR logos look good, as do the printed nameplates.

A GREAT 'SCOT'?

Power from the rails is collected from all eight wheels via conductive axle bearings and contacts between the bogies and chassis, thus eliminating any fiddly cables. The centrally mounted five-pole 'super-creep' motor boasts a pair of flywheels,

and output is transferred to all four axles via cardan shafts and gears. Apertures are provided below the bogie frames to ease lubrication of the gears, but it will be important to prevent ingress of dust and debris while the locomotive is in service.

Under test, our sample ran faultlessly from the get-go,

although a running-in period did result in smoother performance, especially at slower speeds. There's plenty of haulage power, with a rake of a dozen Farish and Dapol Mk 2 and Mk 3 coaches tackled without issue on level track.

This is a delightful replica of an attractive, important and

long-lived locomotive.

Reasonably priced, it certainly looks the part and features an impressive level of detail, as well as running extremely well. It's great to finally see the Class 87 rendered to modern standards in 2mm scale and I expect to see many of these on modern image layouts in future. **(GD)**



SUMMARY

PROS

- Captures look of the '87' extremely well.
- Impressive level of detail.
- Good runner.

CONS

- Not a lot.

FINAL VERDICT

A great new addition to Dapol's range.

VITAL STATISTICS: DAPOL BR CLASS 87

OVERVIEW

Manufacturer: Dapol
Ref. No. 2D-087-001
Unit No. 87031
Scale/gauge: 1:148 scale, 'N' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 77g
Min. curve radius: 263.5mm (second radius)
Wheel back-to-back: 7.4mm

DIMENSIONS

	PROTOTYPE	1:148 SCALE	MODEL
Length (over buffers)	58ft 6in	120.5mm	120mm
Height (panto lowered)	13ft 1¼in	27mm	28mm
Width	8ft 8¼in	18mm	18mm
Wheel diameter	3ft 9¼in	7.7mm	8mm
Bogie wheelbase	10ft 9in	22.2mm	22.2mm

SERVICING

How to dismantle: Body unclips from chassis.
Where to oil: Worms, gears, axles - see instructions

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole 'super-creep'
Lights: Directional head/tail lamps
DCC-ready? Next18 socket

MECHANISM

Drive system: Centrally mounted motor drives all four axles via cardan shafts, worms and gears
Flywheel(s): Two
Traction tyres: No



Cavalex Models JXA/PXA

◆ GAUGE 'OO' ◆ MODEL Cavalex Models JXA01 TP(A) JXA opens triple-pack, PXA01 TP(A) PXA covered steel wagons triple-pack
 ◆ PRICE £49.95 each, £149.95 per triple-pack ◆ AVAILABILITY Rails of Sheffield Web www.railsofsheffield.com

Built in the mid-1980s by Powell Duffryn, the PXA high-capacity bogie steel coil-carrying wagons featured a ribbed tarpaulin cover to protect their cargoes from the elements. Leased to British Rail, the 54 wagons could be seen working in block trains or as part of mixed Speedlink services, mostly from South Wales to destinations in England and Scotland, over the following decades. Indeed, the last examples were not retired until 2007.

However, as the volume of British steel manufacture reduced in the 1990s, the PXA wagon fleet was scaled back and,

in 1994, RFS(E) Ltd was commissioned to rebuild 38 of them into open box wagons for the transit of scrap metal from various terminals to steelworks at Sheerness and Cardiff.

The first examples entered traffic the following year, carrying the new TOPS code of JXA, and the fleet continued in use until the early 2000s. A few wagons are still in use as part of Scunthorpe Steel Works' internal-user fleet.

These attractive new wagons from Cavalex Models have been produced exclusively for Rails of Sheffield, and are available in single or triple-wagon packs. As for the real thing, the PXA and

JXA share a common cast zinc-alloy chassis, which captures the distinctive twin-spine design admirably. The metal casting is adorned with many individual plastic detail components, building up the various support brackets, air brake reservoir tanks, valves and pipework, along with brake linkages that thread through the chassis frames.

The bogie frames are moulded in a tough plastic, with crisp suspension and axlebox detail, while separately installed brake shoes and linkages add extra finesse (alternative brake gear is supplied for 'EM/P4' conversion). Metal disc wheels are installed, which rotate freely,

and NEM coupler pockets are fixed into sprung, kinematic close-coupler units mounted to the wagon's floor.

I ought to point out that the plastic handbrake wheels - which look great - are exactly in line with the finger holes in the clamshell packaging, putting them at risk of breakage as the models are removed from the packaging, so beware!

The buffers are sprung, but some of the heads on our samples were prone to rotating out of kilter.

On the original PXA designs, the moulded plastic tarpaulin cover looks fantastic, with a convincing representation of the internal strengthening ribs. Fine wire grab handles are installed at each end, and the cover securing latches are well rendered. The end platforms feature textured treadplate panelling, and the footsteps and handrails are rendered from flexible white plastic.

The box-style open body of the JXA is deceptively complex, with each of the vertical strengthening



“ On the original PXA designs, the moulded plastic tarpaulin cover looks fantastic, with a convincing representation of the internal strengthening ribs ”

ribs separately installed and correctly sporting a subtle I-beam profile. The lower brackets of these ribs are also individual parts, and the side frames and protective barriers over the airbrake gear are very well observed, as is the heavy-duty chamfered edge profile along the top of the bodywork. Lamp brackets are neatly installed at each end.

The finish on all six of our sample wagons is first class, with accurate colour shades and crisply printed legends, number

panels and logos. Even the tiny lettering of the Tiphook owner and RFS rebuilding information panels is legible under a magnifier. The interior of the JXAs is a little too pristine - both wagon types offer a hugely tempting prospect for some weathering work!

It's exciting to see more freight wagons appearing for the later BR and early privatisation eras, with both types offering plenty of potential for layouts portraying various UK locations. While the JXAs were most commonly seen

in rakes of similar wagons, the covered PXA offers a more versatile option, as a handful could be seen marshalled with a host of other steel-carrying wagon types, especially during the BR era.

At 96g (PXA) and 100g (JXA) apiece, they're nicely weighted, and our samples ran smoothly and without any issues. Apart from a couple of parts that had come loose in transit, build quality is excellent, marking another impressive release from Cavalex. **(GD)**



3 things we like



1

Tarpaulin cover and latching detail on the PXA is excellent.



2

Distinctive twin-spine chassis features lots of detail.



3

Effective bogie design allows for easy conversion to 'EM'/'P4'.

SUMMARY

PROS

- Accurate replicas.
- Impressive level of detail.
- Top-notch finish.
- Interesting prototypes.

CONS

- A few loose parts.

FINAL VERDICT

Another pair of high-fidelity wagon models from Cavalex.



Rapido LNER dynamometer car

◆ GAUGE 'N' ◆ MODEL LNER Dynamometer car No. 23591 LNER teak (1923-1936) ◆ PRICE £99.95 ◆ AVAILABILITY Rapido stockists **Web** www.rapidotrains.co.uk

When Rapido's 'OO' gauge LNER dynamometer car hit the shelves in late 2022, those of us who model in 'N' gauge wondered if the model might also be translated into the smaller size. Happily, the firm soon announced that it planned a 2mm version as its first ever foray into coaches in the scale. Stock has now reached retailers.

For the uninitiated, a dynamometer car measures

locomotive performance statistics. Rapido's re-creation is of the North Eastern Railway's 1906 coach, which leapt to fame in July 1938 when it was used to measure 'A4' No. 4468 *Mallard's* record-breaking 126mph run. Withdrawn in 1954, it was subsequently preserved as part of the National Collection and is now on display at York's National Railway Museum.

Six versions have been produced; double the amount 'OO' gauge enthusiasts were treated to. On general release are

three teak-finished examples, one representing the coach in *Mallard* run condition as No. 23591 and two in British Railways 1946 and 1949 forms as Nos. 902502 and E902502. Rapido's love of 'What might have been' fictional liveries has also prompted one in Railway Technical Centre blue/red colours as DB99502. In addition, there is a pair of Rails of Sheffield exclusives, portraying the coach in its current preserved NRM form (with different lettering, roof colour, and recording wheel to its LNER state), as well as another imagining how it might have looked had it remained in

service past 1954 and been repainted in BR lined maroon. *MR's* review sample is the 1938 London & North Eastern Railway incarnation, although, spoilers, I was so taken by the model that I ended up buying Rails' maroon special edition myself.

It is a fantastic little model. It doesn't seem so long ago that 'N' gauge modellers had to make do with coaches with just printed sides to represent doors, handles and other fixtures. Yet this coach displays a stunning level of detail close to 'OO' standards. The plastic body, with its distinctive clerestory roof (framed by torpedo-style roof vents) and central lookout 'bulge', is very sharply moulded, with doors and window frames clearly defined and separately fitted parts including handrails, end steps, window covers and roof pipes. The flexible corridor connection at one end is particularly well done, with folds and creases





“A superb and unusual precision model that genuinely pushes the boundaries of what is possible in ‘N’ gauge”



visible. Rivet counters will have a field day totting up how many are discernible on the frame, which also features fitments correctly in place underneath, including the all-important measuring wheel.

COARSE BUT CONVINCING

Teak finishing has always been tricky to realistically capture in miniature, and up really close, the printed wood effect is a little coarse and grainy. However, from a normal viewing distance, Rapido has made a good stab at it, and the effect is convincing. Lining, lettering and numbering are crisply applied and easily readable. This is also true of the maroon version, which, being painted, looks first-rate from near and far.

The interior is detailed and painted, although it is difficult to make out too much through the glazed windows, even with the lighting on (which has a realistic

warm yellowish glow rather than a harsh LED white). Rapido's usual 'magic wand' turns the glow on and off when waved over the roof. Fortunately, the body separates quite easily from the frame for those who want a closer nose around the accommodation. Metal wheels mean smooth running; combined with the sprung NEM couplers, second radius curves are handled with no issues.



And so to the price. At £99.95 (although most stockists are knocking at least a tenner off), it is pricey for an 'N' gauge coach, not far short of what some locomotives cost. This is commercially understandable; it's a niche model with limited usage scope, and most modellers are likely to buy only one rather than a rake. While some may decry the 'spoof' BR maroon and RTC liveries, they at least make these specialised coaches more attractive to those with layouts set beyond the mid-1950s, thus helping justify Rapido's investment in something left-field in a smaller, less popular scale. But it's also money that some may feel is quite high for a 2mm carriage.

However, those willing and able to buy will be rewarded by a superb and unusual precision model that, along with Revolution Trains' 'Caroline' inspection coach, genuinely pushes the boundaries of what is possible in 'N' gauge. (RG)

3 things we like



1

The corridor connection at one end looks truly flexible.



2

Detailed and coloured interior with easy access for adding figures.



3

High level of underframe detail, including the recording wheel.

SUMMARY

PROS

- Pre-installed realistic lighting.
- Smooth running.
- Excellent attention to detail.
- Sprung NEM pockets.

CONS

- A high (but justified) price tag.
- Teak finish less convincing up (very) close.

FINAL VERDICT

An unusual release that packs 'OO' levels of realism into 'N'.



C-Rail Intermodal FSA/FTA

◆ GAUGE 'N' ◆ MODEL C-Rail Intermodal FSA/FTA container wagons, BR Railfreight Distribution

◆ PRICE £60.00 per pair or £120.00 per four-pack ◆ AVAILABILITY C-Rail Intermodal **Web** www.c-rail-inter-modal.co.uk

Introduced to the British Rail network in 1991, the FSA and FTA container flats were built in France and consisted of 'inner' (FTA) and 'outer' (FSA) wagons, the latter featuring longer decks with access platforms, although all were equipped with conventional draw gear.

The intention was to couple the wagons into semi-fixed pairs, triple-sets or quartets, which could be marshalled into rakes of varying lengths or mixed with similar wagon types. Most of the 700 FSA/FTA wagons are still in use today, making them an ideal subject for a model, and C-Rail has obliged with a variety of twin- or four-wagon sets for

'N' gauge, in either BR or Freightliner livery.

For review, we have a four-pack in original BR black, complete with Railfreight Distribution sub-sector logos, which add a bit of colour to the side frames. The skeletal nature of the wagons has been captured well, with the main chassis structure wisely formed from die-cast metal, with a plastic deck, bogies and detail components. At 12g apiece, they have just enough mass to promote smooth running while allowing for a prototypically long rake to be hauled by an average 'N' gauge locomotive.

Air brake equipment is separately installed within the chassis framework, along with

hand brake wheels and fine wire cross shafts. The ferry tie-down shackles and access handrails are all neatly installed and picked out in yellow or white paint as appropriate. The bogies look the part too, with free-running metal wheels and axles, while the NEM couplers are mounted into sprung close-coupler units, which worked well under test.

Alternative couplers are provided, which are less visually intrusive than regular 'N' gauge couplers and reduce the gap between cars slightly. Air brake hoses are also provided for the headstocks.

The wagons are supplied empty, with C-Rail also offering suitable containers in a diverse range of colours and branding.

Like the real thing, the models are able to carry a combination of 20ft, 30ft and 40ft containers, with each vehicle boasting a scale 60ft load deck. It took a little fettling of the locator pin holes to get the containers to fit securely, but once loaded, the wagons made for quite a sight behind a Farish Class 90.

The printed legends along each side panel are neatly executed, the key dimensions are scaled correctly, they certainly look the part, and no issues arose during testing. Bridging the BR and privatisation eras, the FSA/FTA remains an important prototype, and it's sure to be welcomed by modellers of the post-1990 scene. (GD)



SUMMARY

PROS

- Looks the part.
- Nicely detailed.
- Smooth runners.
- Useful prototype.

CONS

- Not a lot.

FINAL VERDICT

A welcome arrival for modern image modellers in 'N'.

Hornby BR YMO/ YFB 'Salmon'



◆ GAUGE 'OO' ◆ MODEL Hornby • R60297 BR YFB Departmental 'Salmon' with cranes • R60298 BR YMO Departmental 'Salmon'
◆ PRICE £49.99 each ◆ AVAILABILITY Hornby stockists Web www.hornby.com

SUMMARY

PROS

- Looks and fidelity.
- Impressive level of detail.
- Smooth runners.
- Distinctive, long-lived prototype.

CONS

- Slight distortion in the YMP's metal body casting.

FINAL VERDICT

Excellent additions.

Hornby's rendition of the BR 50ton 'Salmon' rail wagon, released initially last year (see review in MR341), has proven extremely popular with modellers. Several versions have appeared thus far, catering for the latter days of BR steam as well as the early and later diesel eras. A model of an original LMS version has also been produced in a 'Big Four' era livery.

Two of the latest additions to the range arrived recently, with DB996184 depicting a wagon built in the early 1950s to BR's Dia. 1/640. Sporting black livery, the presence of YMO TOPS codes and overhead line warning panels places it in the late 1970s-1990 period. Retaining its original LMS-style bogies and timber load deck, the hinged plates at each end of the loading deck are moulded in the lowered position, and there's no vacuum or air brake equipment. A set of timber bolsters and securing pins is provided, which simply clip into position to permit different loading options.

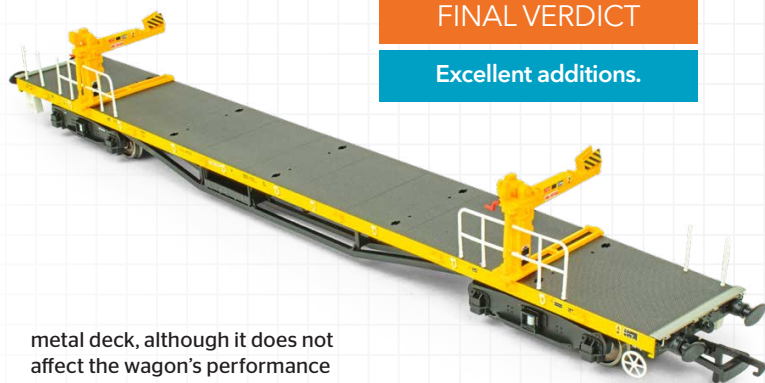
A rather more eye-catching version is YFB DB996985 (built in 1962 to Dia. 1/168) in Engineer's yellow livery, complete with twin Slinger rail-lifting cranes. This equipment was installed on numerous 'Salmons' in the early



1980s, for the hoisting of rails during track re-laying work.

Hornby's model features markings and safety notices to suit the post-privatisation era, reflecting the fact that these venerable wagons continued in use well into the 2010s. Equipped with 8ft wheelbase 'Plateback' bogies and a steel-plated load deck (complete with treadplate texture), a set of hinged end plates is provided, and the underslung air brake gear is present and correct. The wagon carries appropriate YMP TOPS codes, and a set of optional bolsters and pins is supplied.

As with earlier releases, the die-cast metal body and intricately moulded plastic underframe, bogies and detailing parts make for an effective combination. Our YFB sample is marred by a slightly distorted

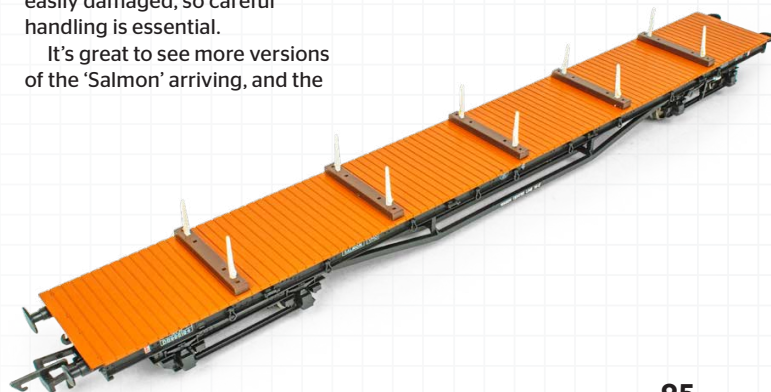


metal deck, although it does not affect the wagon's performance and is only noticeable from certain angles. This is the first Hornby 'Salmon' we've encountered with this issue, so it's likely an isolated incident.

Otherwise, the crane units are impressive, featuring plenty of detail, and they're surprisingly rugged, although the adjacent plastic handrails are easily damaged, so careful handling is essential.

It's great to see more versions of the 'Salmon' arriving, and the

crane-fitted version has already proven a hit with customers, especially given that the prototypes lasted in service with Network Rail well into the 2010s. It would be great to have one or two BR-era versions of this in future. (GD)





Hornby TT:120 Class 66s

◆ GAUGE 'TT:120' ◆ MODEL • TT3030M Class 66 66022 *LaFarge Charnwood*, EWS red/gold • TT3032M Class 66 66725 *Sunderland*, GBRf blue
 ◆ PRICE £159.99 each ◆ AVAILABILITY Selected Hornby stockists **Web** www.hornby.com

We were mightily impressed by Hornby's 'TT:120' Class 66s when they first arrived last spring (see review in MR336), and it's exciting to see more colourful examples arriving in 2026.

Amongst the latest versions is 66022 *LaFarge Charnwood* in EWS red/gold - a popular prototype subject for RTR models, having also just been offered in Hornby's 'OO' RailRoad range, as well as a previous Bachmann Branchline release.

The EWS '66/0' features a set of cab-side mirrors and modified tie-down cleats to accommodate the knuckle coupler release levers at each end. Indeed, Hornby's tooling faithfully portrays the Class 66/0, albeit with just a couple of very minor dimensional issues

surrounding the side grilles and headlight clusters.

Our other sample portrays GB Railfreight's 66725 *Sunderland*, in the vibrant First Group blue scheme, complete with 'Barbie swooshes' at each end. Again, the tooling faithfully recreates the various detail variations of the '66/7' sub-class, with the overall character of the GM 'Sheds' captured to a tee.

As with previous releases, both models come with Next18 decoder sockets, authentic working head and tail lights, space for a speaker and a smooth-running five-pole skew-wound motor. Interchangeable bufferbeam valances are provided for each end, which are a simple

press-fit, thus allowing modellers to portray a fully authentic appearance or to allow the supplied NEM couplings to be employed.

The build quality and finish of both samples are exemplary, with clean separation between colour elements and impressive printed logos and small information panels. Optional etched nameplates are included with each '66', should modellers wish to fit them in place of the printed versions, with the *Sunderland* 'plates' being particularly well produced.

As well as looking the part, these '66s' performed extremely well. Great stuff! (GD)

SUMMARY

PROS

- Overall looks and character.
- Impressive level of detail.
 - Excellent finish.
 - Build quality.
 - Performance.

CONS

- Not a lot.

FINAL VERDICT

Excellent.



Hornby 'TT:120' Red Brick Collection buildings



◆ GAUGE 'TT:120' ◆ MODEL • TT9017 Station Office (£34.99) • TT9019 Double engine shed (£58.99) • TT9020 Goods shed (£42.99) • TT9021 Signal Box (£34.99)

◆ AVAILABILITY Selected Hornby stockists **Web** www.hornby.com

New to Hornby's 'TT:120' range of ready-to-plant resin-cast buildings is a series of railway lineside structures in the 'Red Brick Collection'.

Suitable for steam or diesel traction, the double-track engine shed sports a twin-peaked corrugated iron roof, complete with louvred ventilation stacks. The twin lean-to corrugated iron extensions at the rear suggest a mess room and/or stores, and the building possesses a footprint of 250mm by 100mm, thus easily housing a 'Pacific' tender locomotive or large diesel on each road. An optional set of timber doors is provided, which can be attached in open or closed positions, although there are no hinges or locating slots.

The single road goods shed features openings at each end to allow trains to pass through, with



an interior platform provided, along with an optional pair of doors for the loading bay. At 148mm long and 82mm wide, it doesn't demand much space, but it's an imposing structure to suit a busy freight yard.

Designed as a standalone building, the Station Office (footprint: 87mm by 78mm) will look great atop a platform on its own or when paired with the matching Station Waiting Room (TT9022) to create a fairly substantial station with a country feel. The platform-facing elevation features a ground floor bay window, noticeboard and even a set of wall-mounted fire buckets, while the road-facing side incorporates a small canopy above the entrance door.



Hornby's range of 'TT:120' platform packs will provide the perfect base, with the Extended Platform section (TT9028) capable of accommodating the Station Office and Waiting Room extension.

Finally, the brick-built Signal Box features a timber upper section and a fixed staircase. At 86mm long (including staircase and 35mm wide, it suggests a 'box capable of controlling a junction and sidings.

Each of the buildings features a pleasing array of detail, with etched metal window frames and clear plastic glazing pre-installed. The painted finish is impressive across the board, especially the rendition of the masonry and slate roofs. There's plenty of scope for customisation, especially the addition of nameboards and posters. Furthermore, although the resin walls are quite thick, the interiors are readily accessible, so it's possible to add detail within the buildings.

Offering the chance to populate a layout quickly and harmoniously, this attractive new range of buildings would look effective on layouts set in many areas of the UK, across the steam and early diesel eras. **(GD)**

SUMMARY

PROS

- Convincing designs to suit multiple regions and eras.
- Nicely detailed.
- Well finished.
- Ready-to-plant.

CONS

- Not a lot.

FINAL VERDICT

Attractive, versatile range of structures.



LMS/BR CLASS 11 0-6-0DE

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MR-505 BR 12043, black, BRITISH RAILWAYS lettering



MR-503 LMS 7120, pre-war black



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



MR-501 War Department 70271, olive green



MR-504 LMS 7128, post-war black



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

WEATHERED

BR/SR CLASS 12 0-6-0DE

FIVE VERSIONS AVAILABLE

00 GAUGE

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

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

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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

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MR-520



MR-522



MR-521



MR-523



MR-524

'16XX' 0-6-0PT

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- ◆ MR-301F: No. 1658
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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
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NCB GREEN

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BR Class 26/1 26043

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DCC socket: 21-pin

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Ruston 'PWM' 0-6-0DE

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Specification list

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Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights
• NEM coupler pockets

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BR light green



MR-405A PWM 97651
BR yellow



MR-405B PWM 97652
BR yellow



MR-402 PWM651
BR green, 'wasp' ends



MR-404 PWM652
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Sentinel, No. 68144,
BR black, early crest



MR-020 BR Class Y3
Sentinel, No. 68162,
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DCC socket: Eight-pin

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Trains

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DCC socket: Six-pin

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Specification list

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DCC socket: 21pin

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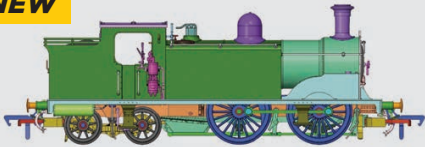


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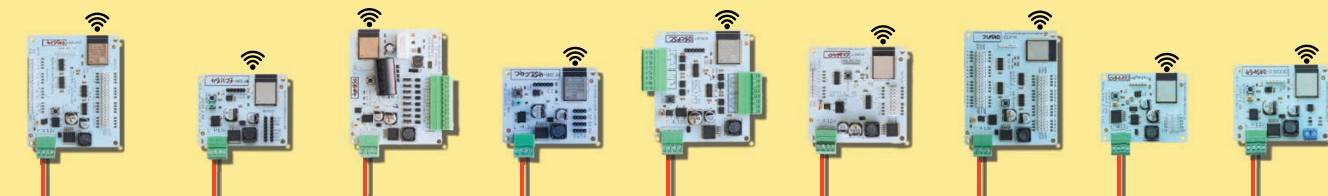
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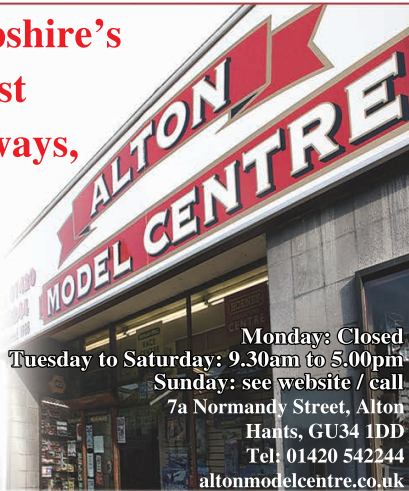
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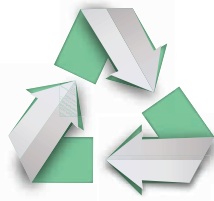


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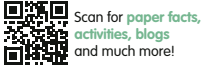




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Backscene



Is being stuck in the 1970s such a bad thing?
Chris Leigh ponders attitudes and expectations.

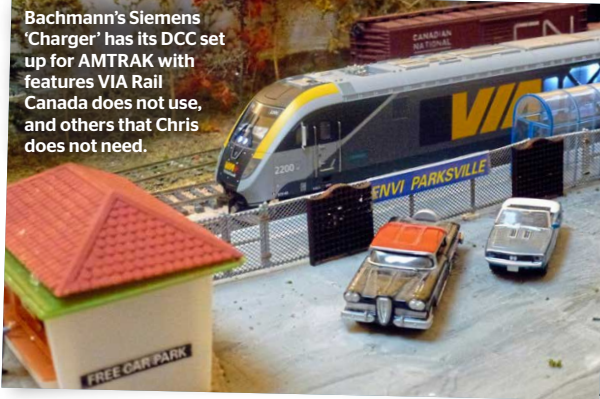
Long-time readers will know that I've never been a big fan of online forums. They do, however, have something of an inexplicable fascination and I am a regular follower of several on both sides of the Atlantic, particularly those which appear on Facebook. I follow some related to full-size railways in both Canada and the West of England, and a model railway forum in the UK. It is fascinating to read the widely varied views on almost every subject, but particularly the comments about forthcoming models, where perhaps only a few painted samples have been seen in public.

I noted, recently, a comment that a forthcoming DMU had extraneous detail on the front that was incorrect for one of the later liveries. I suggested that it was no big deal to file off the moulding and respray the yellow end. I was merely thinking out loud - that's what I would do. The original poster responded that he expected the model to be correct and that it was no longer the 1970s. The reminder that I'm no longer in my model-making prime stung a little!

In another instance, the omission of a windscreen wiper was a deal-breaker for a poster. I think it's fair to say that manufacturers have, in the past 20 years, raised expectations to levels that are now proving, sometimes, to be a little unrealistic. It may no longer be the 1970s - in fact, it hasn't been for nearly 50 years - but in that time, I think railway modelling for me has lost a little of its challenge, and it was the challenge that helped make it interesting.

Back in the 1970s when I could buy a Lima three-car Class 117 DMU, I wanted

Bachmann's Siemens 'Charger' has its DCC set up for AMTRAK with features VIA Rail Canada does not use, and others that Chris does not need.



a Class 121 single-unit. I read an article by someone who had grafted a spare cab end on to the DMS and created a Class 121. I made a pattern for a cab end, had it cast in whitmetal and created a conversion kit so that anyone with a modicum of skill and a junior hacksaw could create a passable Class 121.

Nowadays, I seldom have to think about how I might make something that I want out of something else. I spend a chunk of my pension, buy a beautiful model, run it round the test track on a club running night, put it back in the box and on the shelf.

My most recent purchases make an interesting comparison. For my 'HO' Canadian layout I bought a Bachmann Siemens 'Charger' in Canada's VIA Rail livery. It came from Rails and cost a tidy sum, but Rails did not have the matching coaches and I had to get those from Canada. Thanks in part to US tariffs, Canada's reciprocal tariffs and HMRC's charges, a four-car train has cost me not far off £1,000.

True, I don't need to do anything to it, detail-wise, but I could certainly do with losing some of the complex Bachmann DCC sound, which refers to 'Platform 5' when

I don't have a five-platform station, and which randomly provides the sound of an express passing at high speed, which I also don't need on my single track. Cut-and-shut conversions were easier than trying to change electronics.

My other purchase was a Rapido 'E1' 0-6-OT in BR black, which I've turned into an 'E1/R' 0-6-2T in a challenging conversion that I'll probably describe in a future *Workbench* feature. It's a bit of a 1970s-style 'cut and shut' job, but I've enjoyed the challenge, and I've got a locomotive that I wasn't going to get by any other means. Now that was fun!



A 1970s-style kit-bash job has provided Chris with the locomotive he wanted and plenty of challenging modelling along the way. BOTH: CHRIS LEIGH

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