

MODEL RAIL

||||| INNOVATIVE ◆ IN-DEPTH ◆ INDEPENDENT |||||



MILL TOWN MAGIC

A 'P4' masterpiece by
Manchester MRS

FOREST FUN
Top tips for
realistic fir trees

**SHEETED
SPLENDOUR**

Make the Accurascale
'Clayhoods' even better

REVIEWED THIS MONTH



Rapido Manning,
Wardle L Class



Revolution 1938 Tube stock

Bachmann
Class 47



Bachmann NER
E Class/J71'



Accurascale
Class 37/9



Revolution KSA



'TWENTY' TWEAKS
Tart up your EE Type 1s



— OVER —
55 YEARS
OF RAILS

RAILS

ESTD 1970

— ESTD 1970 —
FOUNDED
IN SHEFFIELD

PROUD
WINNERS
OF THESE
RECENT
AWARDS:



**WE STOCK ALL THE
MAJOR BRANDS**

plus many, many more...



**NEW SHEFFIELD
STATION STORE
NOW OPEN!**



SCAN
CODE
TO SEE
INSIDE!

**VISIT US IN-STORE
OR SHOP ONLINE**

railsofsheffield.com



**NEW &
PRE-OWNED**

See our **PRE-OWNED** range
added daily to the website



Hattons



YOUR ULTIMATE MODEL RAILWAY RESEARCH TOOL

THE HATTONS DIRECTORY

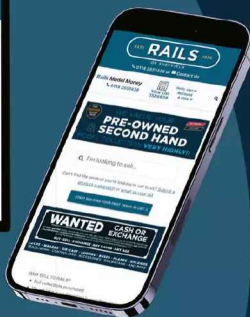
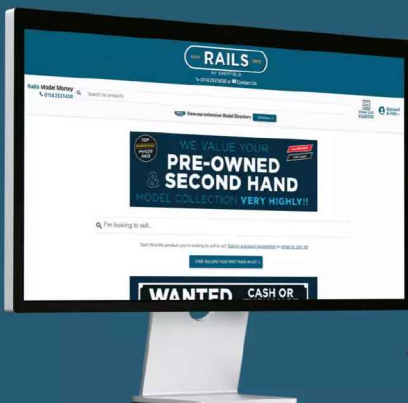
The ever-growing resource to help you
get more from the hobby continues!

Visit: **HATTONS.CO.UK**

Join our exclusive
REWARDS SCHEME
to earn points from
purchases and
unlock special
features while you
shop with us at
Rails of Sheffield!

*The more points you
collect, the more you save!*

SEE WEBSITE FOR MORE DETAILS



RAILS MODEL MONEY
**THE BEST WAY
TO TRADE IN
AT RAILS**

- COMPREHENSIVE DATABASE
- SUPER FAST VALUATIONS
- EASY TO USE SEARCH FEATURES
- DEDICATED TEAM, 6 DAYS-A-WEEK

MODELRAILWAYS.CO.UK

PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS: The price advertised on Rails of Sheffield website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

PLEASE NOTE: All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

CHESTERFIELD ROAD - FLAGSHIP

Open 6 days a week (9am to 5pm) *closed Wed*

STATION STORE

Open 7 days a week (10am to 6pm)

**RAILS TV &
SOCIAL MEDIA...**

Like us on:



[railsofsheffield](#)



[railsofsheffield](#)



[railssheffield](#)



[railsofsheffield](#)



[store](#)

**Search:
RAILS-OF-
SHEFFIELD**

[RAILS-SHEFFIELD](#)

SHIPPING COSTS: ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

ROYAL MAIL 24 HOUR TRACKED £5.00: Royal Mail aim to deliver within 1 day of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

SPECIAL DELIVERY £8.50: Guaranteed delivery by 1pm the next day Monday to Saturday. With full track and trace system, your parcel is delivered speedily and securely (orders must be placed by 2pm to guarantee same day dispatch).

PARCEL FORCE COURIER SERVICE £7.50: Next day delivery for much of the UK, including Saturdays. Full track and trace system. Used for parcels over 1.8kg without packing or if you would like a speedy secure delivery of your parcel. This excludes the following post codes BT, JE, GY, IM, KW, IV, PA and PO30-44, KA27-28, PH17-26, PH49-50 and ZE. The cost for these postcodes is £12.00 and will be delivered within two to three working days (orders must be placed by 3pm to guarantee same day dispatch).

WORLDWIDE POSTAGE: For all orders outside the UK, postage will be charged at cost, based on the weight and size of the parcel.

FLAGSHIP STORE: 21-29 Chesterfield Road

SHEFFIELD STATION STORE: Sheaf Street

✉ info@railsofsheffield.com



[railsofsheffield](#)

Sheffield

Sheffield

f [railsofsheffield](#)

S8 ORL

S1 2BP

f [railssheffield](#)

UK

UK

X [railssheffield](#)

Tel: (0114) 255 1436

(call number above)

📷 [railsofsheffield](#)

Corporate Partners of

**RAILWAY
MUSEUM**



www.facebook.com/modelrail

www.x.com/modelrailuk

www.instagram.com/modelrailmag

MODEL RAIL

Get in touch

For all editorial enquiries, you can contact us by email: modelrail@bauermedia.co.uk

Postal address

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

Or you can call us on 01733 468412

Model Rail is also on

Facebook: www.facebook.com/modelrail

X: @modelrailUK

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

Get Model Rail for less! See p26.

SUBSCRIPTIONS

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

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

BACK ISSUES

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

● Overseas customers should call +44 1858 438884.

This month's cover image



Manchester MRS' huge 'P4' layout 'Slattocks Junction' is a fabulous re-creation of an East Lancashire mill town. Read all about it on page 28. CHRIS NEVARD

Welcome

It has felt like a 1980s BR Railfreight fest this month, thanks to my work on a Bachmann Class 20, plus the coincidental arrival of review samples from Accurascale and Bachmann. I was really taken by Bachmann's 47280, as I've been after a Railfreight grey Brush Type 4 for a while. This livery may appear dated now, but when it first appeared in the early '80s, it felt modern and exciting after years of generic Rail blue traction.

Another highlight was the arrival of Accurascale's 37903, also in Railfreight grey, marking the first time the Mirrlees-powered '37s' have been available in ready-to-run form.

Back in 2016, I converted a Vi-Trains (remember them?!) '37' to 37901, using a set of etched brass parts from PH Designs. At the time, I was thrilled with the results, having wanted a '37/9' for my collection for years, especially after riding behind the real 37901 during its period in preservation. Peter Harvey's excellent conversion kit was a joy to work with, especially after I'd given up with an older kit a few years previously.

Today, however, the Vi-Trains '37' looks basic compared to the Accurascale model – and the all-new Bachmann '37' that was also released in the intervening years – especially around the underframe, although the bodyshell isn't too shabby. Time marches on, and I've been wondering what to do with my large fleet of customised Vi-Trains Type 3s, which have barely been out of storage for the past decade.

For those who keep hold of their *Model Rail* copies, you can read all about my '37/9' conversion project in MR230, or on my blog, which can be accessed from www.model-rail.co.uk via the 'Features' menu.



George was chuffed with his conversion of a Vi-Trains '37' back in 2016.



On a different note, I hope you enjoy each of our feature layouts this month, which show what can be achieved by groups of passionate, dedicated model railway club members. Both 'Slattocks Junction' (Manchester MRS) and 'Kirkfield' (Merseyside MRS) are superb, complex models that would probably require more than one lifetime of work for an individual.

They showcase the benefits of joining a modelling club, so why not check out your local society and get involved?

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 Brodick

Model Rail essential information

Q: Want to order one of our exclusive models?

A: Go to www.modelrailoffers.co.uk or call 01209 705459.

Q: Want to order one of our bookazines?

A: Go to www.greatmagazines.co.uk or call 01858 438884.

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

A: Visit www.greatmagazines.co.uk/faq

Q: Subscription issue not arrived?

A: Call our Subscriptions Department on 01858 438884.

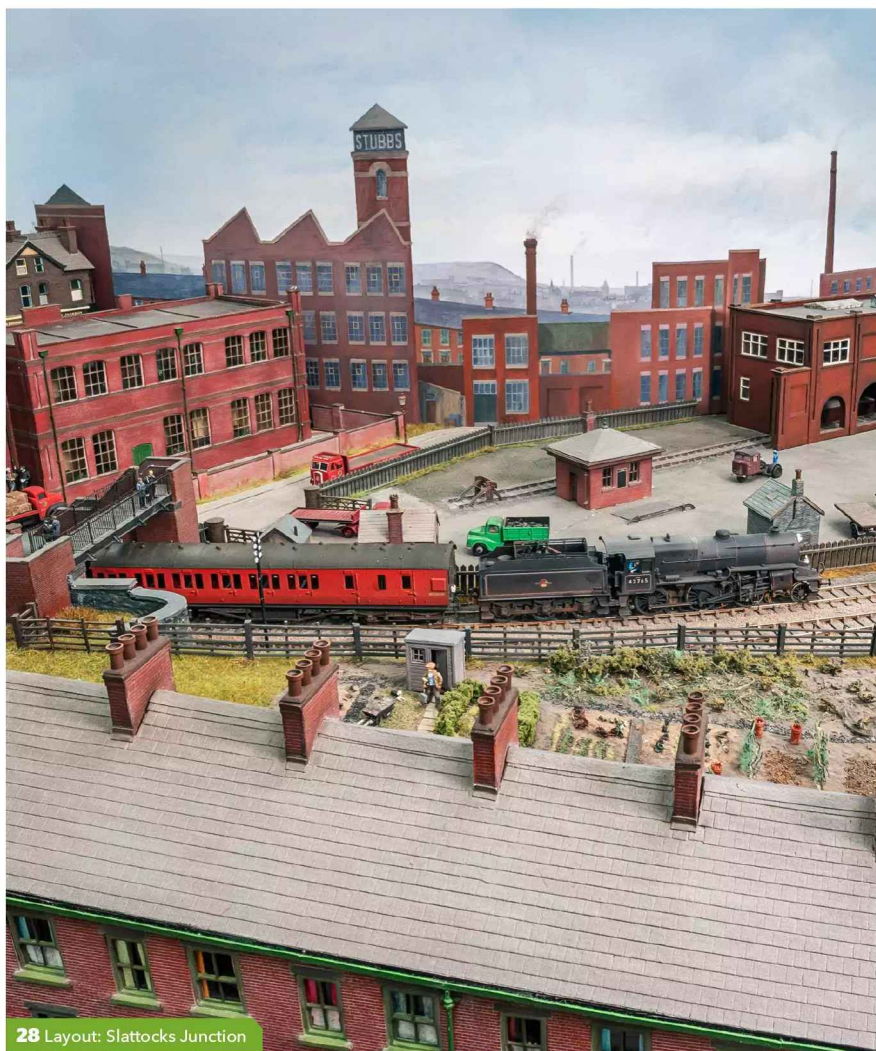
Contents Summer

Cover Stories

- 8 Hornby lands on Stephenson's *Planet*
- 11 Class 58 to come from Accurascale
- 28 Mill town magic
- 50 'Twenty' tweaks
- 54 Forest fun
- 58 Sheeted splendour

Opening the box

- 6 The Big Picture**
A sneak peek at Peter Brown's 'N' gauge re-imagining of Alston, in Cumbria, which will appear in *Model Rail* soon.
- 8 News**
Hornby's summer announcements, new diesels and pannier tanks from Accurascale, stereo DCC decoders and much more.
- 16 News Extra**
A round-up of new tools, glues, kits and bits, plus book reviews.
- 21 News Real**
The latest news from the real railway.
- 22 Staff Show & Tell**
The *Model Rail* team show you what they've been working on this month.
- 25 Inside Track**
Is perfection in model railways always out of reach? Ben Ando ponders the question.



28 Layout: Slattocks Junction

Inspiration

- 28 Layout: Slattocks Junction**
The building of Manchester MRS' 'P4' layout didn't go exactly to plan, but the team overcame setbacks to create a fabulous evocation of an East Lancashire mill town.
- 68 Layout: Kirkfield**
Starting out as a BR steam-era layout, Merseyside MRS gradually evolved the concept to incorporate 21st Century elements.

Regulars

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

81 Reviews

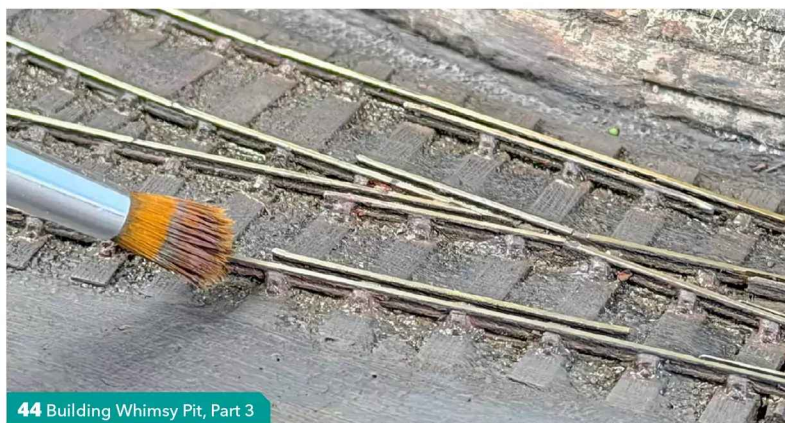
- Rapido Manning, Wardle L Class • Revolution 1938 Stock/Class 483 • Bachmann NER E Class
- Accurascale Class 37/9 • Bachmann Class 47
- Revolution KSA 'Cubes' and log carriers



SUBSCRIBE...

...and save money
with the latest
reader offer
see p26

Workbench



44 Building Whimsy Pit, Part 3

44 Building Whimsy Pit, Part 3

Chris Nevard's new layout comes to fruition, with the track and scenery work completed.

50 Tweak a 'Twenty'

George Dent tinkers with a Class 20, bringing back fond memories in the process.

54 Make your own fir trees

Peter Marriott harnesses an interesting new Dutch kit to create a forest of realistic - and cheap - fir trees.

58 Enhance Accurascale's 'Clayhods'

Can a set of high quality new wagons be improved? George Dent attempts to find out.

62 Convert an 'E1' to an 'E1/R'

Chris Leigh embarks on a loco conversion project, creating something unavailable RTR.



50 Tweak a 'Twenty'



54 Make your own fir trees



58 Enhance Accurascale's 'Clayhods'



68 Layout: Kirkfield

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

Order yours today!

Browse our entire range of exclusive models, including GWR '16XX's, LNER 'J70's, R&H/BR 'PWM's, LMS/BR/SR Class 11 and 12s, and more!



100

Opening the box

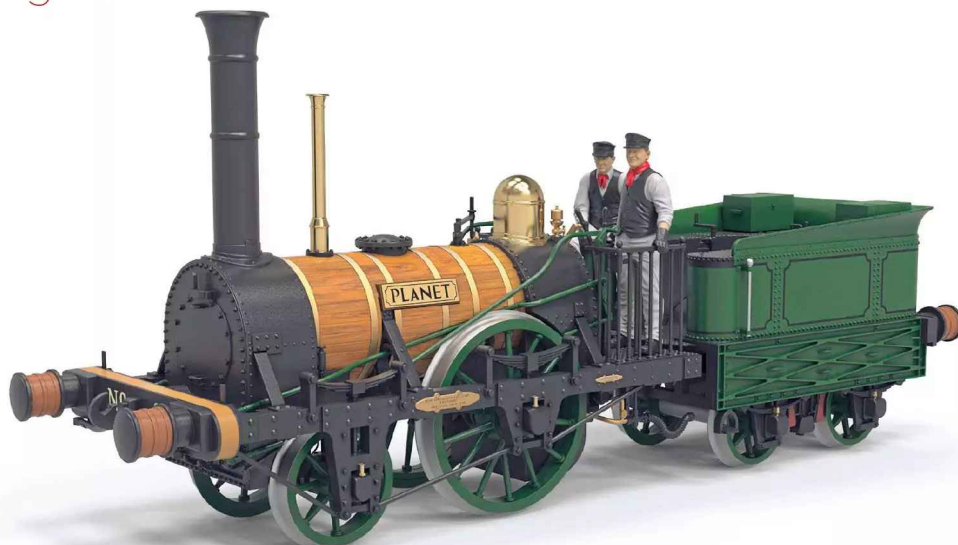
The latest happenings from the world of model railways

The Big Picture

Peter Brown has artfully re-jigged the geography of the real location, but 'Alston' nevertheless captures the feel of this delightful Cumbrian market town, including the glorious North Eastern Railway station buildings. Look out for the full story behind this layout in a future issue of *Model Rail*.
Photography: Chris Nevard







STEPHENSON'S PLANET HEADLINES HORNBY'S SUMMER REVEAL

00
GAUGE

Hornby is set to expand its range of 'Era 1' models by adding the pioneering Liverpool & Manchester Railway 2-2-0 *Planet* to its locomotive roster. Built by Robert Stephenson in 1830, *Planet* - and its subsequent classmates - featured a host of important technical developments that would have a major influence on locomotive design, including the use of inside cylinders and a standardised set of buffers and drawgear. Hornby's model will feature a coreless motor, all-wheel pick-up, a Next18 DCC socket and a set of decorated footplate crew (R30511, £184.99).

Another eye-catching addition to Hornby's range is Bulleid 'Merchant Navy' No. 35019 *French Line CGT*, turned out in BR 'Express' blue as part of the collectable Hornby-Dublo range. It features a die-cast metal body and special République Française headboard, with flags also

included, as carried by locomotives during an official state visit to London by a French President (R30477, £319.99).

The 'Merchant Navy' also features in the main Hornby range, with No. 35028 *Clan Line* portrayed in un-rebuilt condition, complete with DCC-controlled steam generator equipment. Indeed, the provision of smoke-generating technology is expanding to include several new versions of LNER 'Pacifics' plus the GWR 'Saint' (see right). All models provide up to 20 minutes of smoke operation between refills of water, with the emissions linked to the 'chuffing' of the DCC sound profiles for extra realism.

A non-steam generator fitted 'Saint' bolsters the range of GWR 4-6-0s, depicting No. 2945 *Hillingdon Court* (R30498, £234.99) in GWR lined green. Two new renditions of the 'Terrier' 0-6-OT have also been announced, featuring LBSCR



number No. 643 (R30512) and Newhaven Harbour Co. No. 72 *Fenchurch* in lined black (R30513), priced at £164.99 each. A quartet of LBSCR lined brown four- and six-wheel carriages is also added to the range (R40538/9/40/1, £39.99 each).

Finally, the GNR 'J13' 0-6-OT is to be offered in early 1900s grey, as No. 1252 (R30499, £174.99).

All models are slated to arrive this autumn/winter.

What's planned?

Hornby's new DCC sound & steam generator locomotives:

◆ R30474SS Class A2/3 No. 500 *Edward Thompson*,

LNER green, £364.99

◆ R30476SS Class A3

No. 60063 *Isinglass*, BR express blue, £319.99

◆ R30553SS Class A4

No. 60024 *Kingfisher*, BR ultramarine blue, £389.99

◆ R30554SS Class A4

No. 60002 *Sir Murrrough Wilson*, BR green, £389.99

◆ R30472SS un-rebuilt

'Merchant Navy' No. 35028 *Clan Line*, BR green, £364.99

◆ R30497SS, GWR 'Saint'

No. 2980 *Coeur de Lion*, GWR green, £314.99

Availability: Hornby stockists

Web: www.hornby.com



GBR CLASS 800 FLIES THE FLAG

00
GAUGE

For modellers of the current rail scene, Hornby's RailRoad Class 800 IET is being offered in the patriotic colour scheme of Great British Railways, with arrival expected this autumn. As with previous releases, a twin-pack of driving cars (R30561, £149.99) is bolstered by individual add-on coaches (R40570/1/2, £29.99 each), allowing an authentic five-car bi-mode formation to be modelled.

The popular Class 423 '4-VEP' multiple unit returns, depicting set 3417 complete with Gordon Pettitt names, in plain BR blue

(R30469, £399.99), while the Southern Region theme continues with a new version of the RailRoad Class 73 as 73235 in InterCity 'Swallow' livery, available with or without DCC sound (R30530/TXS, £89.99-£144.99).

Another highlight for modellers of BR operations in the south is a pair of Network SouthEast Mk 1 coaches. The TSO and BSK are available individually (R40542/3, £49.99 each) and likely to arrive in November.

Availability: Hornby stockists
Web: www.hornby.com



LATEST '37' RUN PROVIDES COLOUR

00
GAUGE

Accurascale's popular Class 37 is set to return with another production run, offering a colourful array of BR and privatisation era liveries, covering the 60-plus years of the venerable English Electric Type 3s.

D6713 in plain green represents an early, as-built example, fresh from Vulcan Foundry in 1961, while 37800 *Cassiopeia* brings the range right up to date, wearing the complex Rail Operations Group's blue livery. The latter is an Accurascale website exclusive, but the rest will also be available from retailers.

Rail blue (including 37185 with Cornish Railways 'Wizzy' logos), Civil Engineer's 'Dutch', and West Coast Railways maroon are also represented, with a mix of headcode and pre- or post-refurbishment body variants, making for an eclectic roster.

Prices from the previous batch have been held and the new models are due to arrive early next year.

Prices: £189.95 (DCC-ready),

£289.99 (DCC sound)

Availability: Accurascale stockists or direct

Web: www.accurascale.com



In Brief

00
GAUGE

GET HANDS-ON WITH HORNBY'S 'TT:120' CATALOGUE

Hornby's 'TT:120' range can now be browsed via a traditional catalogue, available now from Hornby stockists or direct.

Price: £4.99

Availability:
Hornby stockists

Web: www.hornby.com

BREAKING NEWS - KR MODELS IN LIQUIDATION

After mounting speculation, it was finally confirmed - just as we closed for press - that KR Models had gone into liquidation. In an email to customers, the Canada-based manufacturer cited various reasons for its demise, including global economic uncertainty and "negative campaigning" by social media influencers for eroding customer confidence in its products.

The fate of several unfinished model projects has yet to be resolved, and customers with upfront payments have been left to pursue refund claims.

Too Many Trains?

WE CAN HELP WITH THAT

We get it: things change. A new plan, a new home – or just life getting in the way.

If you find yourself with model trains to sell – and you're not sure where to start – we're here for you. Just ask the thousands of delighted customers we've helped over the last 15 years.

Our friendly team of experts will take care of every step of the process, from valuing to collecting your trains. In the world of model railways, there's nothing they haven't seen.

All *you* have to do is pick up the phone or drop us a line.



STEREO DECODERS FROM ELLIS CLARK

Ellis Clark Trains has unveiled what it believes is "the future of digital sound", with the launch of its dual-channel Nexus sound decoders. The new chips will bring stereo sound to 'O', 'OO' and 'TT:120' models for the first time (from a single unit), and allow users to play different sounds from twin speakers. Effectively, this means that noise will be able to emanate from the relevant areas of a locomotive (for example, exhaust from the front of the engine and the sound of coal being shovelled from the tender area).

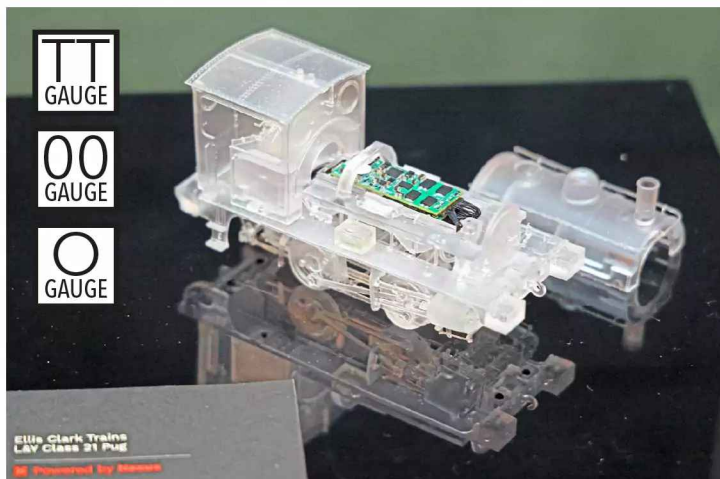
The Nexus system will debut to the public later this year in Clark Railworks' eagerly anticipated 'OO' gauge War Department



'Austerity' 2-10-0, closely followed by Ellis Clark Trains' 'O' gauge Lancashire & Yorkshire Railway Class 21 O-4-OST. However, the decoders will subsequently be made available to other manufacturers from mid-2027, opening up the possibility of stereo-equipped models from a range of other brands. In time, individual modellers will be able to buy them as well.

The chips will come in two sizes: 'Medium' (45mm x 18mm) for 'O' and larger 'OO' locomotives and 'Small' (21mm x 12mm) for more diminutive 'OO' and 'TT:120' products. These are equivalent in size to current PluX22 and Next18 decoders, and are compatible with all modern DCC systems. Both will have 256Mb of memory onboard, double that of current decoders and permitting up to 12 minutes of high-quality audio. The Medium board will be capable of outputting ten watts via two speakers; for the Small unit, the total is six watts. Sound files will be uploadable by USB connection, with no need for additional hardware.

Conventional decoders are only single channel, meaning that



all sounds produced are in mono format - however many speakers they're projected through. This also means that individual noises of different frequencies have to compete with each other, ultimately reducing their clarity. By adding an extra channel, Nexus sounds should be clearer and more realistic, able to be directed to different speakers and allowing customisable fading of noises between different channels. Enhanced lighting features and motor control have also been promised as part of the packages.

The Nexus system was unveiled at a special event in

Yorkshire (close to Ellis Clark Trains HQ) in early June, attended by manufacturers, retailers and media, along with other prominent names from the world of model railways such as Pete Waterman. "We've developed this over three years from the ground-up with award-winning electronics designers," explained company boss Ellis Clark.

"Very importantly, it's all been designed and will be manufactured in the UK as well."

The DCC Nexus-equipped WD 'Austerity' 2-10-0 and L&Y 'Pug' will both retail for £415 when they go on sale later this year.

Web: www.nexusdecoders.com

ACCURASCALE THROWS US A 'BONE'

Accurascale is working on another British Rail heavy freight diesel locomotive, in the form of the Class 58. Uniquely for BR, the Class 58s were built to a modular design, consisting of a narrow bonnet section, with full-width cab units at each end, leading to the affectionate nickname of 'Bones'.

The first of the 50-strong fleet entered service in 1983, and the class became synonymous with heavy Merry-Go-Round coal trains emanating from the Midlands and South Yorkshire. Accurascale's model will feature all the usual features we've come to expect, including a powerful, high-quality mechanism, motorised roof fans, a removable roof section for easy access to the DCC socket and a host of prototype- and era-specific details.

Six livery options have been revealed so far, including original Railfreight

'red stripe', Railfreight Coal triple-grey, and Mainline Freight blue.

The '58' will only be available direct from Accurascale for now, with the manufacturer stating that this approach has been taken to keep costs (and retail prices) to a minimum. Production numbers will be limited, and pre-orders are being taken now.

Prices: £169.99 (DCC-ready),

£259.99 (DCC sound)

When's it due? Q4 2027

Availability: Accurascale website only

Web: www.accurascale.com





00
GAUGE

O WOW! RAPIDO'S STIRLING 0-6-0

The South Eastern Railway O Class 0-6-0 is the subject of Rapido's latest steam locomotive project, with nine different versions planned to suit the pre-Grouping and 'Big Four' eras.

Featuring a highly detailed exterior, the tooling will reflect various detail modifications to suit the Stirling-designed beauties throughout their career. Each model will come with pre-fitted speakers and 21pin

DCC sockets, plus firebox flicker effect and a smooth-running mechanism.

Over 120 O Class locomotives were built between 1878 and 1899, and they were ostensibly meant for freight traffic; they also hauled passenger trains across the South East of England. The last example was retired from service in 1932.

The project is currently undergoing tooling, and

pre-orders can be placed now at your local Rapido dealer.

What's planned?

- ◆ 825001 No. 315, SER Cudworth green
- ◆ 825002 No. 378, SER lined black
- ◆ 825003 No. 80, SER lined black
- ◆ 825004 No. 1, SECR Wainwright green
- ◆ 825005 No. 381, SECR Wainwright green

- ◆ 825006 No. 171, SECR plain green
- ◆ 825007 No. 142, SECR grey
- ◆ 825008 No. A8, SR lined black
- ◆ 825009 No. 436, SR plain black

Prices: £209.95 (DCC-ready), £319.95 (DCC sound)

When's it due?

TBC

Availability:

Rapido stockists

Web: www.rapidotrains.co.uk

HORSEY EVOLUTION

00
GAUGE

Following the success of Rapido's 'Evolution' coaching stock range, a similar approach has been taken with a forthcoming range of railway horseboxes and open carriage trucks.

Horseboxes and carriage trucks, once prevalent on UK railways, allowed passengers to take their equine appendages and carriages or carts along for the ride, in the days when long-distance road travel was more of an endurance test.

Rapido's models share a common underframe and are not based on any specific prototypes. Rather, they're

informed by many vehicles types built during the late 1800s-early 1900s. Featuring a high level of detail and intricate paintwork, the tooling for both projects incorporates several detail tweaks.

The horseboxes incorporate accommodation for travelling grooms, while each carriage truck will come with a variety of removable carriage types. A huge range of livery options are available for both vehicle types, with many pre- and post-Grouping schemes (the horsebox is also available in BR livery), and all are available to pre-order now.



Prices: £39.95 each

When's it due? TBC

Availability: Rapido stockists

Web: www.rapidotrains.co.uk

PIPE DREAMS ANSWERED

00
GAUGE

A much-requested late BR-era wagon has been added to the Accurascale range, in the form of the ODA open.

Built originally by BR in the 1960s, based on an earlier LNER design, these versatile 12ton capacity open wagons were originally designed to carry pipes and short steel sections. However, a rebuilding programme in the 1980s saw them fitted with air brakes and employed on Ministry of Defence and BR Speedlink traffic.

The ODAs carried numerous colourful liveries during their careers, particularly once cascaded into Departmental service, with examples continuing in service well into the post-privatisation era.

Accurascale's models will be available in a wide array of colour schemes, and will be offered in single or triple wagon packs.

Prices: £29.99 each, £79.98 per triple-pack

When's it due? Q1 2027

Availability: Accurascale website only

Web: www.accurascale.com



KERNOW PROUDLY REVEALS NEW EXCLUSIVES

TT
GAUGE

00
GAUGE

O
GAUGE

The Kernow Model Rail Centre team announced a trio of new exclusive model projects recently, the most colourful of which is a special Class 170 3-car unit in CrossCountry Trains 'Pride' livery. Based on Bachmann's all-new 'Turbostar' tooling, the model depicts 170618, which gained its 'Pride' livery in May 2024, in support of the LGBT+ community.

Kernow's Chris Terrese said: "We're delighted to announce a model utilising Bachmann's very latest Class 170 tooling in



CrossCountry Trains' first-ever Pride-liveried train. We are proud to bring this striking model to market to highlight the diversity across all communities and modellers alike."

The '170' will be available in DCC-ready (£429.99) and DCC sound (£499.99) formats and can be pre-ordered now, with delivery expected early next year.

Also in the pipeline is a '00' 7-plank open wagon in the livery of Franks and Co.,

a coal, gravel and salt merchant based in Guildford. Produced for KMRC by Rapido, the wagon is due later this year (£32.95).

Another exclusive Private Owner coal wagon is available now, in both 'TT:120' and 'O', bearing the red livery of Moger & Co. Ltd, a concern that operated out of LBSCR yards across South London. The 'TT:120' version has been produced by Peco (£25.00) and the 'O' model by Dapol (£65.99).

Web:

www.kernowmodelrailcentre.com



REBUILT MTU POWERHOUSE WABTEC/GBRf CLASS 73/9

1:76.2 SCALE/OO GAUGE

EXPECTED Q1 2027

accurascale
EXCLUSIVES

DC/DCC READY

£179.99

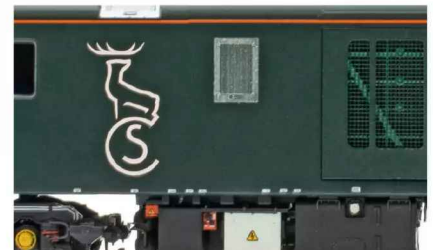
DCC SOUND

£279.98

MANUFACTURER OF THE YEAR
WINNERS
2021-25
HORNBY MAGAZINE



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.



IT'S FISH FOR 'TT', THANKS TO TMC



The Model Centre has teamed up with Rapido Trains UK to launch a fleet of BR Fish vans in 'TT:120'. The new models portray the BR Dia. 1/801 'Blue Spot' design, as built for fresh fish traffic in 1960-61. Although rail-borne fish traffic had collapsed within a decade, many of the vans were repurposed into parcels use and operated into the late 1980s.

Building on research undertaken by Rapido for its own 'OO' model, TMC's wagons have been designed from scratch and

will be available individually or in triple packs. A host of liveries and running numbers are available, catering for the pre- and post-TOPS eras.

Models are available to pre-order now, and TMC's in-house weathering and customisation services can also be harnessed, at extra cost.

When's it due? Q2 2027

Prices: £32.95 each, £95.95 triple-pack

Availability: The Model Centre

Web: www.themodelcentre.com



MORE PANNIERS ON THE WAY



After the success of the first raft of GWR pannier tanks (see MR349), Accurascale has launched a follow-up production run, featuring an improved pick-up design. Six new versions are in the works, available from retailers, catering for various GWR and BR liveries as well as No. 3650 in

Stephenson Clarke blue, as it appeared while working at Gwaun-cae-Gurwen colliery in South Wales.

An additional, exclusive version depicts No. 9600 in its current preserved condition, sporting lined BR black and main line accoutrements.



Prices: £139.99 (DCC-ready), £239.99 (DCC sound)

When's it due? Q2 2027

Availability:

Accurascale stockists

Web: www.accurascale.com



REVENUE PROTECTION AND MORE FROM OSBORN'S



Osborn's Models' range of pre-painted figures now boasts a pair of modern Revenue Protection Officers, clad in appropriate uniforms, which will look at home on a post-2000 station platform, standing beside the ticket barriers, or roaming the network.

Also now in stock is a limited edition 'TT:120' seven-plank Private Owner coal wagon, bearing the livery of well-known West Country merchants Renwick, Wilton & Co. of Torquay and Dartmouth. The wagon has been produced exclusively for Osborn's by PECO.

Products: • OSBF220 Revenue Protection Team (£13.00) • TTC034 Renwick Wilton mineral wagon (£21.50)

Availability: www.osbornsmodels.com



OBITUARY: GEOFFREY KICHENSIDE

Chris Leigh writes: Geoffrey M. Kichenside, former Editor of *Model Railway Constructor* and a noted authority on railway carriages, railway signalling and safety, has died at the age of 93. He was the first person I met when I interviewed for the post of junior editorial assistant on *Model Railway Constructor* magazine in the summer of 1963, and it was Geoff who appointed me.

Quiet, studious and helpful, he came from a BR background. My abiding memory of Geoff is from when we glided smoothly out of Paddington on May 9 1964, with 'Castle' No. 4079 really getting into its stride. Geoff turned to me and said, "like a well-oiled sewing machine!" I had not seen him for many years, but I will always be grateful for the start he gave me.



ENJOY THE WORLD OF STEAM WITH A **STEAM RAILWAY** SUBSCRIPTION



WHY SUBSCRIBE?

- **FREE UK Delivery**
- Instant access to the latest and past issues via the **Steam Railway app**
- **Rewards, Discounts and Prizes**
- Monthly **editor's e-newsletter**

Subscribe today and visit
greatmagazines.co.uk/steam

Terms and Conditions: The minimum term is 12 months. Subscriptions will start with the next available issue. Offers cannot be used in conjunction with any other offer. For general terms and conditions, please visit: www.greatmagazines.co.uk/offer-terms-and-conditions

LIGHT WORK OF BUFFERSTOPS



Electric warning lights are now a universal feature of bufferstops on today's railway, and these user-friendly, pre-wired LED units from Train-Tech make it easy to

incorporate these features on your own layout. Available in 'N', 'OO', 'TT' and 'O' gauge, in single or multi-packs, they're designed to clip

between the rails of proprietary track just behind a regular bufferstop kit, providing a secure fit that can be enhanced with a couple of small blobs of epoxy if desired.

Taking power from the rails, each unit features a pair of LEDs, both of which are automatically illuminated on DCC layouts. However, on analogue control, just one LED is lit at a time – only when power is applied – switching to the other as the polarity is reversed. This can be overcome by inserting a discreet insulation break in the rails in front of the bufferstop and adding a constant, independent power source to the rails below the lighting unit.

In operation, they really look the part. Full installation instructions are provided, and the units can be painted and

weathered as desired to blend into their surroundings.

Products: Train-Tech Bufferstop lights; TTBL1 'OO' gauge, TTBL2 'N', TTBL3 'O', TTBL4 'TT'

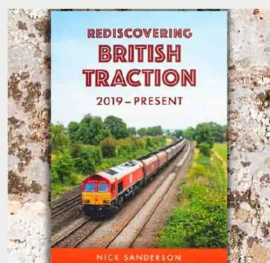
Prices: £7.50-£12.25 each

Availability: www.gaugemasterretail.com



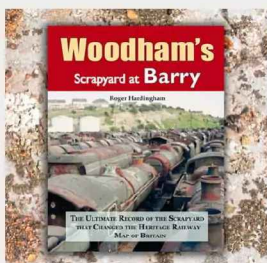
Modeller's Bookshelf

Richard Gunn, George Dent and Peter Marriott present a quartet of books to inform and inspire your modelling.



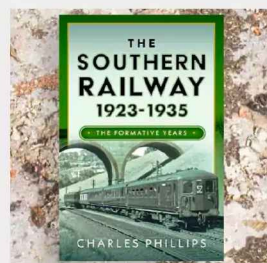
RAILWAYS OF TODAY

The Covid pandemic inspired Nick Sanderson to rediscover his love of trainspotting, and this new colour album presents an engaging collection of images captured over the past six years. Featuring locations across England and Wales, a host of diesel and electric locomotives are captured at work on a diverse range of freight and passenger workings or resting at depots. A few heritage railways feature too, and there are some interesting special main line workings as well. Image quality is good and the captions are informative, showcasing a colourful array of liveries across classic BR and modern-day traction types. **(GD)**
Book: *Rediscovering British Traction* by Nick Sanderson
Price: £15.99
Web: www.amberley-books.com



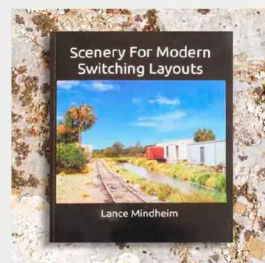
FROM SCRAP TO SAVED

This fascinating book tells the story of the infamous scrapyard in Barry, South Wales, and how its owner, Dai Woodham, resisted the urge to swiftly cut up so many of the redundant locomotives consigned there, thus helping secure a second life in preservation for 213 of its steam residents. The narrative primarily takes the form of long and detailed captions to more than 300 photographs, which also feature some early diesel types that were disposed of. Modellers will delight in the graveyard scenes of corrosion, decay, graffiti and makeshift paint jobs; there's a wealth of weathering inspiration here. **(RG)**
Book: *Woodham's Scrapyard at Barry*
Price: £30.00
Web: www.railwayvideo.com



EARLY SOUTHERN DAYS

Despite mainly confining itself to the narrow 12-year window of the pre-teen years of the Southern Railway, modellers will still mine a large amount of information and inspiration here. As well as steam locomotives and early EMUs, it also focuses on infrastructure – fans of prefabricated concrete rejoice! – plus the Southern's maritime operations and even its air transport dabblings. While more photos would be useful for modelling purposes, the research and writing are top-notch and the 1929-49 appendix of locomotives and ships will also benefit those trying to recreate the south during the 1920s and 1930s. **(RG)**
Book: *The Southern Railway 1923-35: The Formative Years*
Price: £25.00
Web: www.pen-and-sword.co.uk



INDUSTRIAL INSPIRATION

Prolific writer and modeller Lance Mindheim covers a range of topics that will be useful to any type of project, not just switching – or shunting – layouts. Subject matter mainly covers scenic treatments suitable for industrial lines, but the various techniques, materials and ideas are highly thought-provoking, inspiring the reader to strive for more realistic results. The contents include composition, colour treatment, soils, gravel lots, grass, track and ballast, underbrush, weeds, pavements and roads, canals and rivers, and backdrops. **(PM)**
Book: *Scenery for Modern Switching Layouts* by Lance Mindheim
Price: £24.53
Web: www.amazon.co.uk



ON THE WORKBENCH

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

BRUSHING BRILLIANCE

Dry-brushing, whereby only a trace of paint is held on a brush's bristles before it is stroked over a surface, is a simple and hugely effective way of adding extra tonal variety to all kinds of models. It's especially good for enhancing detail relief on buildings and rolling stock and for suggesting streaks of dirt and rust. These special round brushes, featuring soft goat hair bristles shaped to dome-shaped tips, are designed especially for dry-brushing.

The triple pack provides a Miniature (7mm diameter), Medium (12mm) and Mighty (15mm) brush, each featuring an ergonomic handle, allowing work on models of all sizes and shapes. They've been tested on a number of projects recently, producing some great results. If cared for properly, these high-quality brushes will last for years.

Product: The Army Painter TL5054 Masterclass Drybrush Set

Price: £19.99

Availability: www.airbrushes.com



BEND IT LIKE A PRO

Made in Japan from high-quality carbon steel, these special pliers from the respected GodHand range are designed for precise shaping of metal or plastic components. The jaws feature smooth internal jaws, ensuring materials are not damaged, and angled tips to promote sharp folds at varying pitches. Indeed, the sprung jaws are designed so that optimum clamping force is concentrated at the tips, making the task easier and results consistent.

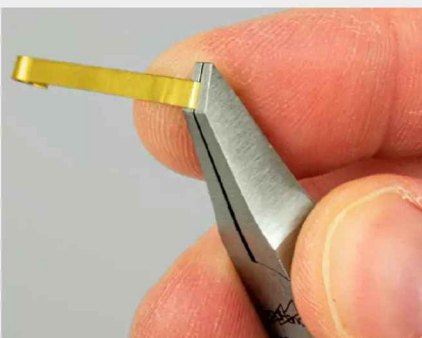
They've been great for shaping brass wire handrails, etched brass and nickel silver detailing parts, metal strip and sheet. Styrene strip, pre-softened in hot water, has also been shaped successfully. The coated handles provide comfort and a secure grip, and they perform so much better than regular pliers.

Highly recommended!

Product: GodHand BND-115-N Sharaku bending pliers

Price: £24.95

Availability: www.airbrushes.com



DELUXE DECALS

Also new from Deluxe Materials is a pair of setting solutions for use with waterslide decals. Sure-Set is formulated to aid precise placement, working to break surface tension and create a smooth liquid film, thus helping the decals glide effortlessly from the backing paper to the model. The fluid also works to improve adhesion and promises to reduce the visibility of clear carrier films.

For more uneven surfaces, the Soft-Set fluid gently softens the decal and helps it conform to the underlying relief and settle into recessed areas.

Both are presented in 60ml plastic bottles and are available from model shops. We'll be trialling these products in future Workbench projects.

Product: Deluxe Materials BD86 Decal Sure-Set, BD87 Decal Soft-Set

Price: £7.50 each

Availability: Deluxe Materials stockists or Gaugemaster

Web: www.gaugemasterretail.com

WINNING FORMULA FOR 3D-PRINTED COMPONENTS

New from Deluxe Materials is 3D Weld, a specialist liquid solvent adhesive designed especially for 3D-printed kits and components. Formulated to work with PLA, PLA+, ABS, PETG and ASA materials, the thin liquid chemically fuses parts together, creating clean, durable bonds. With a fast grab time of just 4-5 seconds, bonded parts can be handled in under a minute.

Supplied in a 40ml glass jar, with an in-built precision applicator brush, the solvent can also be applied over 3D-printed parts to smooth rough surfaces, and, when dry, parts can be painted as normal. We're looking forward to trialling this product - look out for the results in a future issue of *Model Rail*.



Product: Deluxe Materials AD94 3D Weld
Price: £9.95

Availability: Deluxe Materials stockists or Gaugemaster
Web: www.gaugemasterretail.com

FORD TRANSIT RED MET POLICE VAN

New from Busch is a highly detailed 1:87 scale model of a contemporary Ford Transit Custom van, in the red livery of the Metropolitan Police's Parliamentary and Diplomatic Protection Group, complete yellow/blue high-visibility panels along the sides and ends. It features right-hand-drive and a fully appointed interior, plus a pair of clear roof-mounted lighting bars. Just the thing for a modern era layout based in or near London. (PM)

Product: Busch 52519 Ford Transit Custom, Met Police

Price: £42.00

Availability: www.goldenvalleyhobbies.co.uk



EXHIBITION DIARY - JULY 4-AUGUST 9 2026**July 4**

SCARBOROUGH, NORTH YORKS. Scarborough North Yorkshire East Coast Model Show, Newby & Scalby Hall, Scalby Road, Scarborough YO13 ORA. Time 1000-1600. **Admission:** Adults £5, Accompanied children £1, Families £10. **Tel:** 07817 865538. **Email:** EastCoastModelShow@gmail.com

TEWKESBURY, GLOUCS. 85E Tewkesbury MRE, Tewkesbury Baptist Church, Station Street, Tewkesbury GL20 5DR. **Time:** 1000-1700. **Admission:** Adults £6, Accompanied children £1. **Tel:** 07946 374771 & 07855 503709.

WEST DRAYTON, LONDON. The Hillingdon Railway Modellers Club Open Day. Yiewsley Baptist Church Clubroom, 74 Colham Avenue, West Drayton, London UB7 8HF. **Time:** 1100-1500. **Admission:** Free. **Web:** www.hillingdonrailwaymodellers.co.uk

July 4 & 5

SWINDON, WILTS. Beyond Exhibitions, BeyondSTEAM. A celebration of contemporary railway modelling. Great Western Hall, STEAM, The Museum of the Great Western Railway, Swindon SN2 2EY. **Times:** 1000-1600 both days. **Admission:** Adults £10, Accompanied children Free. **Web:** www.beyondsteam.com

July 11

PRINCES RISBOROUGH, BUCKS. Risborough & District MRC. St Mary's Hall, Church Street, Princes Risborough HP27 0AF. **Time:** 1000-1630. **Admission:** Free. **Email:** secretary@rdmrc.org.uk **Web:** www.rdmrc.org.uk

HILDENBOROUGH, KENT. St John's Church Hildenborough 3rd MRE in conjunction with Southwark & District Model Railway Club and Tonbridge MRC. St John's Church & Centre, 194 Tonbridge Road, Hildenborough, Tonbridge TN11 9HR. **Time:** 1000-1500. **Admission:** Free. **Tel:** 07957 287866. **Email:** valeriemarsh1947@gmail.com

CRAWLEY, WEST SUSSEX. Seaboard Southern MRG's Open Day. Hut13, Tilgate Park Recreation Centre, Tilgate Drive (off Brighton Road), Crawley RH10 5PQ. **Time:** 1000-1600. **Admission:** Free. **Tel:** 07915 068816. **Email:** malcolm.g.dickie@gmail.com **Web:** www.seaboard-southern.org.uk

July 11 & 12

PENARTH, SOUTH GLAMORGAN. Barry & Penarth MRC, Barry and Penarth MRC Exhibition. St Cyres School, Sully Road, Penarth, Vale of Glamorgan CF64 2TP. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £8, Accompanied under-16s Free. **Web:** <https://bpmrc.club> **Facebook:** Barry & Penarth MRC

July 12

WIMBORNE, DORSET. Southwestern MRC Model Rail Showcase. Cobham Sports and Social Club, Merley Park Road, Ashington, Wimborne, Dorset BH21 3DA. **Time:** 1000-1600. **Admission:** Adults £4, Accompanied under-16s Free. **Email:** swmrcsecretary@gmail.com **Tel:** 07751 257666. **Facebook:** www.facebook.com/southwesternmrc

July 18

FILEY, NORTH YORKS. Filey Model Railway Show. St. Johns Church, West Avenue, Filey YO14 9AU. **Time:** 1000-1630. **Admission:** Donations welcomed. **Tel:** 01723 870166.

ROADE, NORTHANTS. Northampton & District Model Railway Club Annual Show. Roade Village Hall, Bailey Brook Lane, Roade, Northampton NN7 2LS. **Time:** 1000-1600. **Admission:** Adults £6, Accompanied children Free. **Tel:** 01604 890275. **Web:** www.nmrc.org

July 19

HOVETON, NORFOLK. 32A Hoveton Model Railway Show. Hoveton Village Hall, Stalham Road, Hoveton, Norfolk NR12 8DU. **Time:** 1000-1600. **Admission:** Adults £4, Accompanied children 50p, Families £6.50.

July 25

BARNSTAPLE, NORTH DEVON. Barnstaple & District Model Railway Exhibition. Christ Church, Bear St, Barnstaple EX32 7BU. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied children £1.50, Accompanied under-5s Free. **Tel:** 01237 238872. **Email:** shadylane@live.co.uk

HITCHIN, HERTS. Letchworth Model Railway Society. The Priory School, Bedford Road, Hitchin, Hertfordshire SG5 2UR. **Time:** 1000-1630. **Admission:** Adults £5, Accompanied under-16s Free. **Web:** www.leitchworthmrs.org.uk

PLYMOUTH, DEVON. Plymouth Model Show, John Kitto Centre (YMCA), Honicknowle Lane, Plymouth PL5 3NG. **Time:** 1000-1600. **Admission:** Adults £5, Families £10, Seniors £3. **Email:** ekcork@btinternet.com

July 26

ALDRIDGE, WALSALL. Aldridge Transport Museum. Models in the Museum. Aldridge Transport Museum, Shenstone Drive, Northgate, Aldridge, Walsall WS9 8TP. **Time:** 1000-1600. **Admission:** Adults £6, Accompanied children £2, Families £15, Accompanied under-5s Free.

TELFORD, SHROPS. Telford Steam Railway, Model Railway & Collectibles Exhibition. The Old Loco Shed, Bridge Road, Horsehay, Telford, Shropshire TF4 2NF. **Admission:** Adult £15, Children £10, Families £42. **Tel:** 07968 975867. **Web:** www.telfordsteamrailway.co.uk

THIRSK, NORTH YORKS. Thirsk Model Railway Show 2026. Thirsk Town Hall, Westgate, Thirsk YO7 1QR. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied children Free. **Web:** expo-thirsk.co.uk **Tel:** 07779 436652.

July 29

BISHOPS LYDEARD, TAUNTON. Taunton Model Railway Group Open Day. Bishops Lydeard Station Platform 1, West Somerset Railway, Bishops Lydeard, Taunton TA4 3RU. **Time:** 1000-1600. **Admission:** Free. **Web:** www.tauntonmodelrailwaygroup.co.uk **Facebook:** www.facebook.com/tauntonmodelrailwaygroup

August 1

CAMBORNE, CORNWALL. Camborne Railway Modelling Group, Summer Model Railway Exhibition. Camborne Community Centre, 9 South Terrace, Camborne, Cornwall TR14 8SU. **Time:** 1000-1600. **Admission:** Adults £4, Accompanied under-5s Free. Unaccompanied under-16s must be accompanied by an adult.

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

REDCAR, NORTH YORKS. Redcar MRE. Cleveland MRC. Redcar and Cleveland College, Corporation Road, Redcar TS10 1EZ. **Times:** 1000-1600 both days. **Admission:** Adults £6, Accompanied children £4, Families £18. **Email:** clevelandmrc.publicity@gmail.com **Web:** www.clevelandmrc.co.uk/exhibition.html

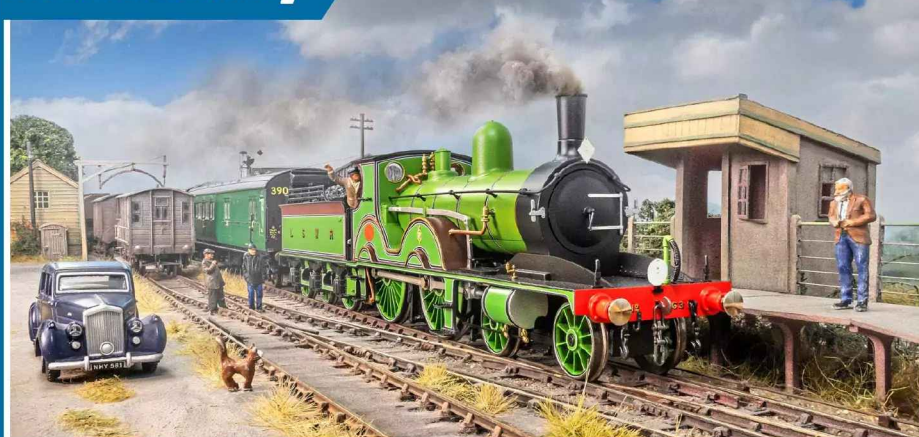
August 5

BISHOPS LYDEARD, TAUNTON. Taunton MRG Open Day. Bishops Lydeard Station Platform 1, West Somerset Railway, Bishops Lydeard, Taunton TA4 3RU. **Time:** 1000-1600. **Admission:** Free. **Web:** www.tauntonmodelrailwaygroup.co.uk **Facebook:** www.facebook.com/tauntonmodelrailwaygroup

August 8 & 9

WELLS, SOMERSET. Wells Railway Fraternity, Railwells 2026. Wells Town Hall, Market Place, Wells, Somerset. **Times:** Sat 1030-1700, Sun 1030-1600. **Admission:** Adults £10, Under-17s £5, Accompanied under-14s Free, Wheelchair users Free. **Tel:** 01308 897539.

WIMBORNE, DORSET. Wessex Association of MRCs, Wimborne MRE. The Hamworthy Club, Magna Road, Wimborne BH21 3AL. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £7, Accompanied children Free. **Web:** www.wamrc.com

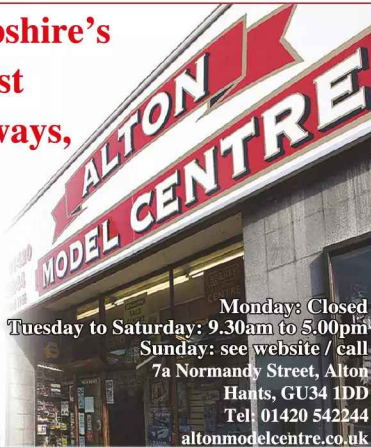
...and finally**Unusual scenes captured by the lens of Chris Nevard**

Back in the old days, especially during busy summer months when locomotives were in short supply, it wasn't unheard of for an engine to be 'borrowed' from the local railway museum, without too many awkward questions being asked.

And so, we find ourselves at Catcott Burtle, a little-known halt on the Evercreech Junction to Highbridge line, where today's train has arrived behind a magnificent LSWR 'T3' 4-4-0 instead of the usual Midland '3F'. A splendid sight indeed, I'm sure you'll agree.

Try not to cheer too loudly - control and the museum curator may not have noticed it's missing...

**Possibly Hampshire's
Largest Stockist
of Model Railways,
Die-Cast,
Books,
Magazines,
Scalextric
and much
more.**



Monday: Closed
Tuesday to Saturday: 9.30am to 5.00pm
Sunday: see website / call
7a Normandy Street, Alton
Hants, GU34 1DD
Tel: 01420 542244
altonmodelcentre.co.uk

Full range of model railway products from the leading manufacturers including:

Hornby, Bachmann, Dapol, EFE Rail, Graham Farish, Heljan, Oxford Rail, Peco, Ratio, Wills, Superquick, Metcalfe, Gaugemaster, Parkside, Railmatch, Woodland Scenics and many, many more.

DCC equipment from DCC Concepts, ESU, Gaugemaster, Hornby and Bachmann. Sound decoders from South West Digital.

Modelling materials & tools including Vallejo Model Colour AK pigments and washes, MIG Primer, Varnish & Weathering Products

Wide selection of books & magazines.

accurascale
OFFICIAL STOCKIST



Layouts
Locomotives
Accessories
Track Plans
Programming



Z21
ECoS
PIKO Smart
XpressNet
LocoNet
WiThrottle
DigiKeijs
YaMoRC
PiSPROG
DCC-EX

Universal Mobile WiFi Throttle

01380 530530

www.YouChoos.co.uk

info@youchoos.co.uk

Do the Loco-Motion....

Loco Motion Loco Oil LU06 25 ml

Instant friction reduction. Smooth realistic starting & running

- Cuts running current up to 20%
- Precise application & regulated flow
- Penetrates awkward bearings
- Safe on metal, paint & plastic including nylon
- Resistant to temperature change
- Long term protection
- Use on axles, motor bearings, linkages, gears

Approved by:



Lubricates & eliminates friction



Loco-Motion oiled parts ensure they are always ready for a smooth take-off. Something that traditional mineral oils do not



Works in ways other oils cannot. Compatible with Track Magic

Distributed to all good model rail shop by Gaugemaster gaugemaster.com & through our international distributor network

In Australia by Hobbies Australia www.hobbiesaustralia.com.au

In case of difficulty BUY FROM deluxematerials.com

Photos courtesy of George Dent Model Rail



LEARN MORE



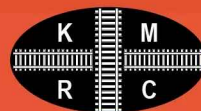


CAMBORNE
98A Trelowarren Street, TR14 8AN

Kernow Model Rail Centre

Visit www.kernowmodelrailcentre.com or call our team on 01209 714099

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



GUILDFORD
75B Stoke Road, GU1 4HT

KMRC EXCLUSIVE / OO



31-520Z Bachmann Class 159 3 Car DMU No. 159 016 South Western Railway livery...£399.99

31-520ZSF Class 159 - DCC Sound Fitted...£499.99

LATEST ARRIVALS / OO

KMRC EXCLUSIVES OO

E85019SF Adams Class T3 4-4-0 Steam 561 LSWR Adams Pea Green...DCC Sound £289.99



E85023SF Adams Class T3 4-4-0 Steam No. 564 LSWR Urle Green...DCC Sound £169.99

E85030SF Adams Class T3 4-4-0 Steam No. 563 LSWR Drummond...DCC Sound £289.99

BACHMANN OO

31-065 NER E Tank 495 NER Lined Green & Maroon...£144.96



31-066SF NER E (J91) Tank 317 LNER Lined Black...DCC Sound £229.46

31-069 NER E (J91) Tank No. 68260 BR Black...£135.96

31-069SF NER E (J91) Tank No. 68260 BR Black...DCC Sound £229.46

31-319A GCR 9J (J11) 0-6-0 Steam Loco No. 64305 BR Black...£144.99

31-884A MR 3835 4F Steam Locomotive No. 43982 BR Black...£144.99

31-884ASF MR 3835 4F Steam Locomotive No. 43982 BR Black...DCC Sound £237.99



31-885 MR 3835 4F Steam Locomotive No. 3850 LMS Black...£144.99

31-885SF MR 3835 4F Steam Locomotive No. 3850 LMS Black...DCC Sound £237.99

31-886 MR 3835 4F Steam Locomotive No. 43982 BR Black...£144.99

31-886SF MR 3835 4F Steam Locomotive No. 43982 BR Black...DCC Sound £237.99



31-995A LMS 1-Co-Co-1 Diesel No. 10001 BR Lined Green...£178.46

31-995ASF LMS 1-Co-Co-1 Diesel No. 10001 BR Lined Green...DCC Sound £289.96

31-999A LMS 1-Co-Co-1 Diesel No. 10000 BR Black...£178.46

31-999ASF LMS 1-Co-Co-1 Diesel No. 10000 BR Black...DCC Sound £289.96

35-411A Class 47/0 Diesel Loco No. 47 226 BR Blue...£203.99

35-411ASF Class 47/0 Diesel Loco No. 47 226 BR Blue...DCC Sound £301.99

35-411ASF Class 47/0 Diesel Loco No. 47 226 BR Blue...DCC Sound Deluxe £335.99

35-411B Class 47/0 Diesel Loco No. 47 238 BR Blue...£203.99

35-411BSF Class 47/0 Diesel Loco No. 47 238 BR Blue...DCC Sound £301.99

35-411BSFX Class 47/0 Diesel Loco No. 47 238 BR Blue...DCC Sound Deluxe £335.99

35-416 Class 47/0 Diesel Loco No. 47 280 BR Railfreight Grey...£203.99

35-416SF Class 47/0 Diesel Loco No. 47 280 BR Railfreight Grey...DCC Sound £301.99

35-416SFX Class 47/0 Diesel Loco No. 47 280 BR Railfreight Grey...DCC Sound Deluxe £335.99



35-416SF Class 47/0 Diesel Loco No. 47 280 BR Railfreight Grey...DCC Sound £301.99

35-416SFX Class 47/0 Diesel Loco No. 47 280 BR Railfreight Grey...DCC Sound Deluxe £335.99



35-431 Class 47/4 Diesel Loco No. 47 826 WCRC Maroon...£203.99

35-431SF Class 47/4 Diesel Loco No. 47 826 WCRC Maroon...DCC Sound £301.99

35-431SFX Class 47/4 Diesel Loco No. 47 826 WCRC Maroon...DCC Sound Deluxe £335.99

37-275H BR 27 Ton Steel Tippler Wagon No. B387939 BR Grey SAND...£119.51

37-280A BR 27 Ton Steel Tippler Wagon 19 Lancashire Steel Manufacturing Dark Grey...£119.51

37-283 BR 27 Ton MSO Steel Tippler Wagon No. B384378 BR Grey & Yellow, w/inter...£22.06

39-700A BR Mk2F BSO Brake Second Open Coach M9516 BR Blue & Grey InterCity...£76.99

39-700ADC BR Mk2F BSO Brake Second Open Coach M9516 BR...DCC Fitted £93.99

39-702A BR Mk2F BSO Brake Second Open Coach 9513 BR InterCity Swallow...£76.99

39-702ADC BR Mk2F BSO Brake Second Open Coach 9513 BR...DCC Fitted £93.99

DAPOL OO

4F-018-112 Salt Van Mortons Salt...£12.92

4F-018-114 Salt Van Cerebos Salt...£12.92

EFE RAIL OO

E85019 Adams Class T3 4-4-0 Steam No. 561 LSWR Adams Pea Green...£169.99

E85023 Adams Class T3 4-4-0 Steam No. 564 LSWR Urle Green...£169.99



E85030 Adams Class T3 4-4-0 Steam No. 563 LSWR Drummond - as preserved...£169.99

HORNBY OO

R30367 Class J52 0-6-0ST Steam Locomotive No. 68873 BR Black...£157.49

R30410 T3 4-4-0 Steam Locomotive No. 302 SR Maunsell Green...£206.99

R30420 Hornby Dublo DP1 Deltic NRM...£314.99

R30443 Class 805 5 Car Train Pack No. 805 005 Avanti West Coast...£494.99

R30510 Stephenson's Rocket...£166.49

R30531TXS Railroad Class 66 Diesel Loco 66 790 'Louise' Colas...DCC Sound £134.99



R30544 Railroad Class 37 Diesel No. 37 422 'Pegasus' Switelasky Rail Services...£85.49

R30544TXS Railroad Class 37 422 'Pegasus' Switelasky Rail Services...DCC Sound £134.99

R30545 Railroad Class 37 Diesel 37 501 'Teesside Steelmaster' British Steel Light Blue...£85.49

R30545TXS Railroad Class 37 501 'Teesside Steelmaster' British Steel...DCC Sound £134.99

R4052ZSF Railroad Mk3 First Open Coach FO No. 41157 GWR Green...£31.49

R40553 Railroad Mk3 Buffet Coach FO No. 40754 GWR...£31.49

R40554 Railroad Mk3 Trailer Guard Standard TGS No. 44086 GWR...£31.49

R60360 Railroad BR FFA Container Wagon with two 30 containers...£26.99

R9367 Playtrains Track Expansion Pack...£9.99

RAPIDO OO

960001 Manning Wardle L Class 0-6-0 Steam Locomotive 'Matthew Murray'...£130.99

960002 Manning Wardle L Class 0-6-0 Steam Locomotive 'Arthur'...£130.99

960003 Manning Wardle L Class 0-6-0 Steam Loco 'Sir Berkeley' (as preserved)...£130.99

960004 Manning Wardle L Class 0-6-0 Steam Loco 'Sir Berkeley' (Cranford condition)...£130.99

960005 Manning Wardle L Class 0-6-0 Steam Loco No. 20 Logan and Hemmingsway...£130.99

960006 Manning Wardle L Class 0-6-0 Steam Locomotive 'Forward'...£130.99



960007 Manning Wardle L Class 0-6-0 Steam Locomotive 'Bombay'...£130.99

960008 Manning Wardle L Class 0-6-0 Steam Locomotive Plain Red...£130.99

960009 Manning Wardle L Class 0-6-0 Steam Locomotive SECR 331 (what if)...£130.99

960010 Manning Wardle L Class 0-6-0 Steam Locomotive No. 481 Hawthorn...£130.99

DCC Sound Fitted versions of the above are also available

LATEST ARRIVALS / TT

HORNBY TT

TT3027M J50 Class 0-6-0T Steam Locomotive No. 68958 BR Black...£134.99

TT3029M J50 Class 0-6-0T Steam Locomotive No. 600 LNER Black...£134.99

TT3046M Terrier 0-6-0T Steam Locomotive No. 655 'Stepney' LB&SCR...£143.99

KMRC EXCLUSIVE TT



TT03031 RCH 1907 7 Plank Open Wagon Moger & Co Ltd No. 576...£25.00

LATEST ARRIVALS / N

GRAHAM FARISH N

374-900A BR Mk1 POS Post Office Sorting Van Royal Mail Travelling Post Office Red...£45.49

374-901C BR Mk1 POS Post Office Sorting Van Post Office Red...£45.49

374-902B BR Mk1 POS Post Office Sorting Van BR Blue & Grey (Royal Mail)...£45.49

374-903A BR Mk1 POS Post Office Sorting Van Royal Mail Letters Red...£45.49

LATEST ARRIVALS / O

KMRC EXCLUSIVE O



K7074 7 Plank Open Wagon Moger & Son London LB&SCR No. 232...£65.99



BARGAIN CLEARANCE

VISIT THE WEBSITE FOR OUR CURRENT BARGAINS



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

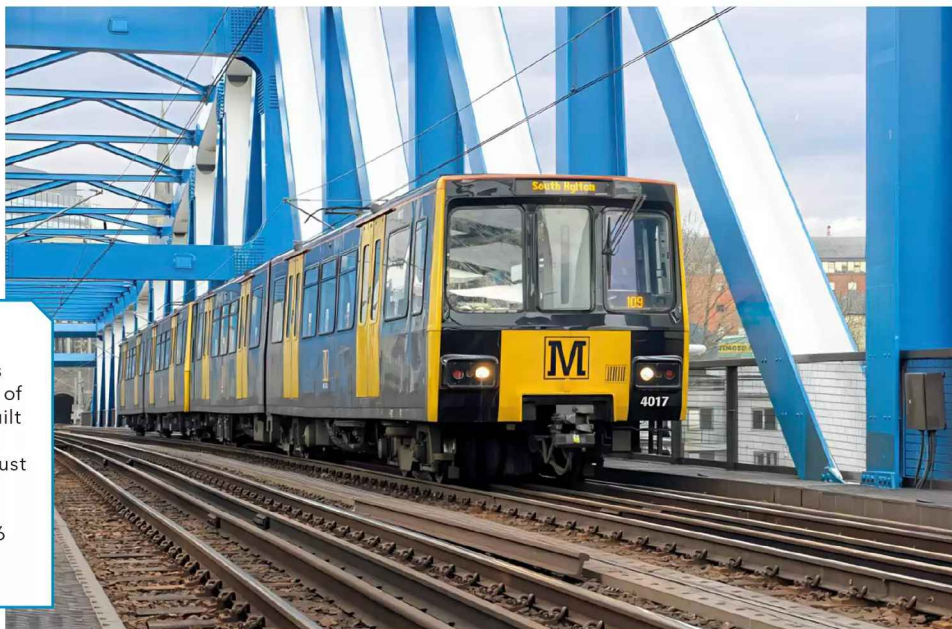
We offer a DECODER FITTING SERVICE for OO & N Gauge DCC Ready Locomotives, provided that the model is being purchased from KMRC. Please phone or email us for a quote.

Sign up to our newsletter & join our loyalty scheme at www.kernowmodelrailcentre.com • Kernow Model Rail Centre • % @kernowmodelrail • *at time of despatch **subject to stock levels

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.

After more than 46 years, Tyne & Wear Metro plans to retire the final examples of its original Metrocars at the end of June. The Metro-Cammell-built trains have carried 1.7 billion customer journeys since August 1980 and clocked up half a billion kilometres. They have been replaced by a fleet of 46 Stadler Class 555s. ONTRACKIMAGES



A LNER Class 800 'Azuma' (800104) made a rare appearance on the Midland Main Line overnight on June 3/4. It worked a return trip from Leeds to Bedford via Doncaster, Chesterfield and Leicester to assess the viability of diverting East Coast Main Line services to London St Pancras during closures for engineering work. PETER ALVEY/LNER

One of the most astonishing railtours of recent years took place on May 22-24, taking a former Southern Region 'Hastings' DEMU to the Scottish Highlands. The eight-car formation with additional power cars ran from Tonbridge to Edinburgh, Perth, Inverness and Aberdeen before returning south via the West Coast Main Line. PHIL WALLIS



The first phase of enhanced Cornish local services commenced on May 18 with the start of hourly 'Mid Cornwall Metro' services between Newquay and Par. In 2027, trains will be extended to Truro and Falmouth to complete a £57 million package of improvements, which include new signalling, restored passing loops and the reinstatement of a second platform at Newquay. Here, ex-Transport for Wales DMU 175114, now part of the GWR fleet, basks in the sun at Newquay with the restored platform visible to the right. NETWORK RAIL

SHOW & TELL

Model Rail modellers share what they've been up to.



George's customised 'USA' tank has benefited from a few finishing touches, using metallic paints to enhance areas of the underframe and body.

An overlooked task had been driving GEORGE DENT to distraction, so he set about giving his 'USA' tank that finishing touch.

FINISHING IT OFF

Back in the June issue, I gave a Bachmann/Model Rail Exclusives S100 Class 'USA' 0-6-0T a new coat of paint and some scratchbuilt modifications, inspired by a surviving Yugoslavian-built engine that is still at work in Bosnia (see MR352). It proved to be a challenging but hugely rewarding project, although the pressure of an immovable press deadline did bring a degree of pressure.

Indeed, in my rush, a planned final step was overlooked. I hadn't noticed at the time but, once I realised the omission, I found it increasingly difficult to ignore.

On the one hand, I should try to temper my perfectionist streak, but equally, adding some metallic highlights to key areas of the model did provide a pleasant 30-minute job, and I'm much happier with the model now.

I employed a trio of AK Interactive True Metal paints for the task. These are wax-

What George used

- ◆ AK Interactive True Metal paints
- AK454 Copper • AK457 Steel
- AK460 Brass **Price:** £6.00 each
- Availability:** Scale Model Shop
- Web:** www.scalemodelshop.co.uk

STEP BY STEP



1

George's 'USA' tank in its virtually finished state. The lack of burnished highlights in key areas, and the uniform appearance of the pipework proved frustrating.



2

AK Interactive paints were decanted onto a scrap of card. Foam micro brushes are ideal applicators, dipped in the paint and then wiped on tissue to leave a faint trace on the tip.



3

The copper shade was dry-brushed along the pipework below the cabs, while the brass paint was added to the valves and whistle. Only a tiny amount of paint is needed.



5

A dry-brushing approach allows us to highlight the relief in the coupling rods, as well as the edges of the other rods - all this detail had been lost somewhat under the layer of grime.



6

The steel paint was also drybrushed over the handrails and the edges of footsteps, plus lamp brackets and any other areas likely to see heavy, daily wear and tear.



7

You may find random loose flakes of metallic pigment scattered over nearby areas - to get rid of this, simply brush it away with a dry, soft-bristled brush or cotton swab.

based and supplied in 20ml tubes, so a small amount must be squeezed out onto a mixing palette or a piece of card. The paints feature super-fine metallic particles, giving them an ultra-realistic appearance, with a host of different colours aimed at recreating specific metals and alloys, including steel, iron, gunmetal, copper and brass.

The latter two shades are ideal for picking out pipework and valves on steam locomotives, especially when a model features simple black plastic mouldings. Meanwhile, the steel, iron or gunmetal shades can be used to pick out burnished sections of bare metal, such as handrails, footsteps, door handles and other high-traffic areas, polished smooth and bright with constant use by footplate crew and fitters.

I've had these tubes of paint for nearly a decade now, and they're still almost full, thanks to only small amounts being needed for each project. Thankfully, the paint formula ensures a long shelf-life, provided the lids are replaced properly after use (keep the threads clean of paint before re-fitting the lid).

Application can be achieved with regular paintbrushes, but I prefer small micro-brushes with foam tips rather than bristles, as they're easier to work into precise areas. A drybrushing approach is often best, with only a trace of the pigment on the applicator, as a little of the True Metal paints goes a long way.

They require a good 24 hours to dry fully and, due to the density of the metallic particles, treated surfaces can be buffed

The suggestion of bare copper and brass on the injector and top feed pipework, plus the whistle, and the highlighted coupling rods, handrails and footsteps, helps bring this model to life.



with a dry cotton swab or a fingertip to create more exaggerated burnishing effects. The paints adhere best to painted or primed surfaces, although I haven't had many issues with them sticking to bare plastic pipework on RTR locomotives, provided the surface is free of oil and grease.

In this particular case, the model had been repainted and heavily weathered, so the surfaces were ideal for capturing faint traces of the metallic pigment, allowing for subtle results, especially on the various handrails,

footsteps and even the coupling rods. I should point out that brushes need to be cleaned in cellulose thinners after use, as water or enamel thinners/white spirit will not work. This is one of the reasons I use disposable micro brushes for the task, as I've ruined a couple of good quality paintbrushes by not having the correct thinners to hand.

We probably all know the saying about modelling projects never being finished. But pushing a project closer to a sense of completion can be hugely satisfying.



Excess metallic paint can be wiped away with a swab, and this also helps the copper and brass effect blend with the 'dirty' weathering paint below, tempering any areas that are too 'shiny'.



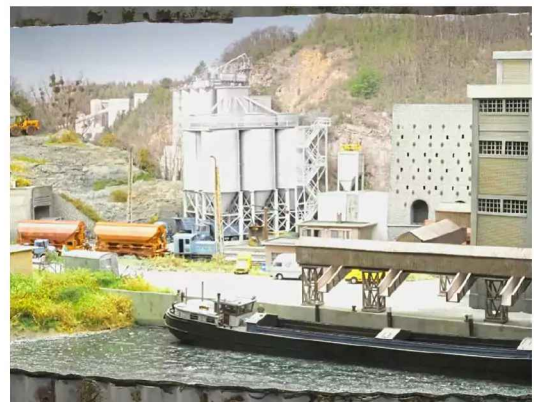
Allow the True Metal paints to dry, then try burnishing areas with a fingertip or swabs. I also wiped away weathering paint from the working surfaces of the slide bars and piston rods.

Framing the artwork

While visiting a recent model railway show in Leuven, Belgium, Peter Marriott came across a fantastic layout with eye-catching presentation.

'Carbel Hermoha', built by members of the Modelspoorclub Het Spoor de Saint-Nicolas, is based on the limestone quarries Carneuse Moha and L'Hoist Hermalle, with the name being a conglomeration of both locations. While the standard of modelling on the scenic areas is of the highest quality, Peter was equally taken by the external presentation, which consisted of a curved sheet of 'rusty' corrugated iron framing the layout.

Two extended side panels effectively hide the storage sidings and loops, and the addition of a tatty fuse box, conduit and exposed wiring (not live!) adds an industrial - and fun - aspect to the presentation.



We also supply...

Relays, Motors, Connectors, Capacitors,
Fasteners and so much more

www.electechcomponents.co.uk

Background Scenes **£15.00**



Background Scenes - available in 2 sizes 9" (suitable for N Gauge) and 15" (suitable for 00/HO Gauge) and 3 designs (Village, Into the Town and Hills & Dales)

Wired Rail Joiners 4 pack - £6.00

Rail Joiners with hand soldered connection of 16/02 wire a pack of 4 pairs (Red and Black). These joiners have centrally placed solder connections for joining sections of code 80 or 100 rail and provide wire connections for DCC and DC power Buss connections Ideal for those who do not like soldering themselves - Supplied in Packs of 4 pairs (8 wires).



Laser Cut products - Starting From £14.99

Our new range of Laser Cut Baseboards...
available with or without wiring kits
(see our web page for full description and sizes etc)



Vehicle Lighting Kits



These vehicle lighting kits for land based vehicles (Head & Tail Light, Construction Lights, Emergency Light etc). Utilizing small LEDs and in some cases grain of wheat bulbs these kits add lighting effects to your models. These kits will bring the town or village scenes to life. The kits vary in power and voltage supplies some including a 2 x AAA Battery holder others use a standard 12v supply all are provided with detailed instructions and are easy self assembly.

Starting From £5.00

Layout Wiring

* colours: RD YL BL BK WH GR VI OR GY PK BR

	10m	100m
EW7/02	£2.00	£15.00
EW16/02	£2.60	£21.00
EW24/02	£3.80	£31.00
EW32/02	£5.00	£42.00
EW1/06	£2.00	£15.00
EW10/01	£2.00	£15.00

Multicore Wire
£3.40per mt



Ultra fine wire
£3.50 per 2m



Miniature Toggle Switches

SMT1 on/off	SPST	£1.20
SMT2 on/on	SPDT	£1.20
SMT3 on/off/on	SPDT	£1.25
SMT4 on/off or on/on		£1.30
SMT5 on/off/on	DPDT	£1.40
SMT6 [on]-off-[on]	SPST	£1.60
SMT7 [on]-off-[on]	DPD T	£1.90

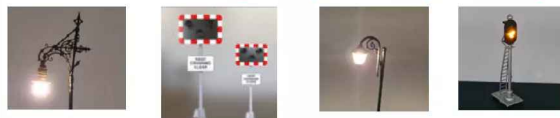
Switch Cleaner
£10.99



Lever covers Pack 10 - £2.00

CC5 no solder connectors Pack 10 - £1.00

Check out our Lighting and Signal range



For quality lighting and signals in various
pack sizes see our web page:
www.electechcomponents.co.uk

Diary Dates for 2026... Upcoming Electech Exhibitions



19-20 September 2026 - Swansea
Rail Modellers

26-27 September 2026 - Stafford
Railway Circle, Staffordshire County
Showground, Weston Rd, Stafford
ST18 0BD

Scan me for our full
range of products



www.electechcomponents.co.uk

Electech Components - Telephone: 02920 038 959
Unit 10 Glan-Y-Llyn Industrial Estate, Cardiff Road, Taffs Well CF15 7JD
Email: office@electechcomponents.co.uk

Prices correct @ time of print (June 2026)

Fast Efficient Service
P & P only £4.50
Free on orders over £150.00

Order before 2.00pm for
same day dispatch
*see website for details



Inside track with Ben Ando

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

“It is tempting, when examining CAD drawings, to obsess over tiny details... But equally important is the ability to accept that perfection, by its very definition, is always just out of reach”



A perfect world?

Like any manufacturer, our basic goal is to give the customer what they want and do that in a way that enables our business to survive.

We don't always get it right, and we would never claim our models are perfect. They are a fraction of the size of the real thing, and since some things (such as minimum thicknesses of material) do not scale, there will always be compromises. Plus, many of the models we produce represent prototypes that have been in existence for some time and may have had numerous upgrades or changes that alter the outward appearance. Finally, even if we have toolled up each variant and get as close as we can to prototypical accuracy, there is the thorny question of which livery to produce.

The old days of a manufacturer announcing a new model in three liveries, with the rest to come years (or even decades) in the future, are gone. Nowadays, it is normal, especially for smaller manufacturers, to offer many different liveries as soon as a new model is launched.

Revolution's Class 66 in 'N' is a good example. When Graham Farish introduced its 'N' gauge version back in 2005, only three were offered: EWS, Freightliner, and GBRf. It was some years before other variants, such as DRS, Colas, or Fastline, appeared. However, in just the first run, the Revolution model was offered in EWS, DB, DB Maritime, Freightliner green, Freightliner orange, DRS Compass, DRS plain, Colas and several different versions of GBRf, and more liveries are in development.

However, offering such a choice can come with its own issues. In Aesop's fable *The Fox and the Cat*, the fox

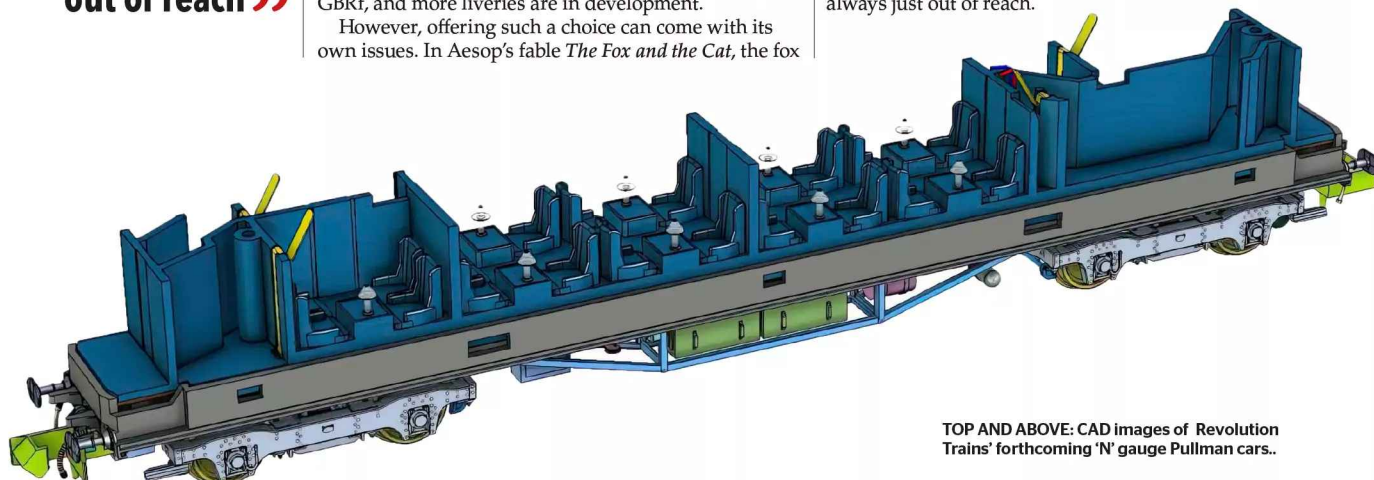
boasts to a cat that he has 'hundreds of ways to escape' whereas the cat has only one: to climb a tree. Yet when the dogs come, the cat immediately jumps up and escapes, whereas the fox, unable to decide which way to run, is devoured.

This phenomenon is known as 'analysis paralysis' – that is, when faced with an overabundance of choice, some people become overwhelmed, and find themselves unable to make a decision for fear of choosing wrongly, or regretting the choice later.

I suspect that most of us, to some extent or another, are overthinkers who tend to mull over different outcomes. This can drain our energy, impair our capacity, and potentially leave us feeling stressed, unable to think clearly and even frozen. Sometimes, when chatting to customers at exhibitions, it is clear that they held back from ordering a model – paradoxically – because we had given them too much choice. But this doesn't just apply to those buying our models. It also applies to us when developing them.

Voltaire summarised it as 'the perfect is the enemy of good' – meaning that sometimes striving for perfection can thwart the chance of reaching a good outcome.

It is tempting, when examining CAD drawings viewed at many times life size, to obsess over tiny details, to keep demanding ever finer amendments or alterations. But equally important as the ability to spot errors is the ability to know when it's time to stop; when very good is good enough, and to accept that perfection, by its very definition, is always just out of reach.



TOP AND ABOVE: CAD images of Revolution Trains' forthcoming 'N' gauge Pullman cars..

YOUR SUMMER PROJECT STARTS HERE

Let *Model Rail* magazine be your guide this summer, with every issue providing clear, step-by-step how-to guides that encourage modellers of all abilities to enjoy their hobby. Plus, there are reviews, the latest news from the model and real-railway scene, and inspirational layout photography.

★★★★★

Fantastic magazine. Great write-ups, brilliant reviews - an all-round magazine that gives great information and inspiration for all things you might need.

Trusted Customer

★★★★★

I like the photography, and the content of the magazine is always varied with a friendly approach and humour. I read a range of model railway magazines, but this is my top rated choice.

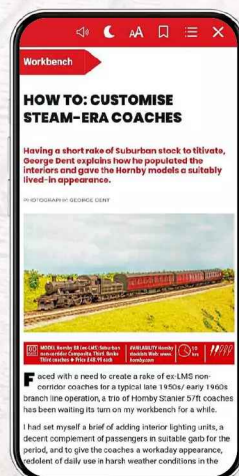
Trusted Customer

Terms & Conditions: *Saving applies to initial trial term. The minimum term is 12-months. Offer closes on 31/08/2026. Subscriptions will start with the next available issue. Offers cannot be used in conjunction with any other offer. Trial offers are only available on recurring payment and will auto-renew on 6-monthly/monthly payments after the initial trial period based on the subscription option. If you wish to cancel before the end of your trial period, please notify customer services at least 10 days before the end of your trial. Should the next payment have already been taken by the time you cancel, please contact us as soon as possible to arrange a refund. Any subsequent payments are non-refundable, and any cancellations will be from the next payment date. We reserve the right to modify the magazine, its platforms, and features, and to change or end any subscriptions or promotions at any time. For general terms and conditions please visit: www.greatmagazines.co.uk/offer-terms-and-conditions



Get your first 3 issues for just £3

- ✓ Save 83% on shop prices*
- ✓ FREE UK delivery
- ✓ Unlock bonus content & rewards in the app
- ✓ Get 10% discount on full-price models at ModelRailOffers.co.uk



Get this limited time deal!
[greatmagazines.co.uk/
 modelrail](http://greatmagazines.co.uk/modelrail) or call 01858 438 884



SCAN HERE



BUILD BACK BETTER

Things don't always go to plan when building a layout, but the team behind 'Slattocks Junction' had to come back from a setback that cost the project ten years. However, the wait was more than worthwhile...

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

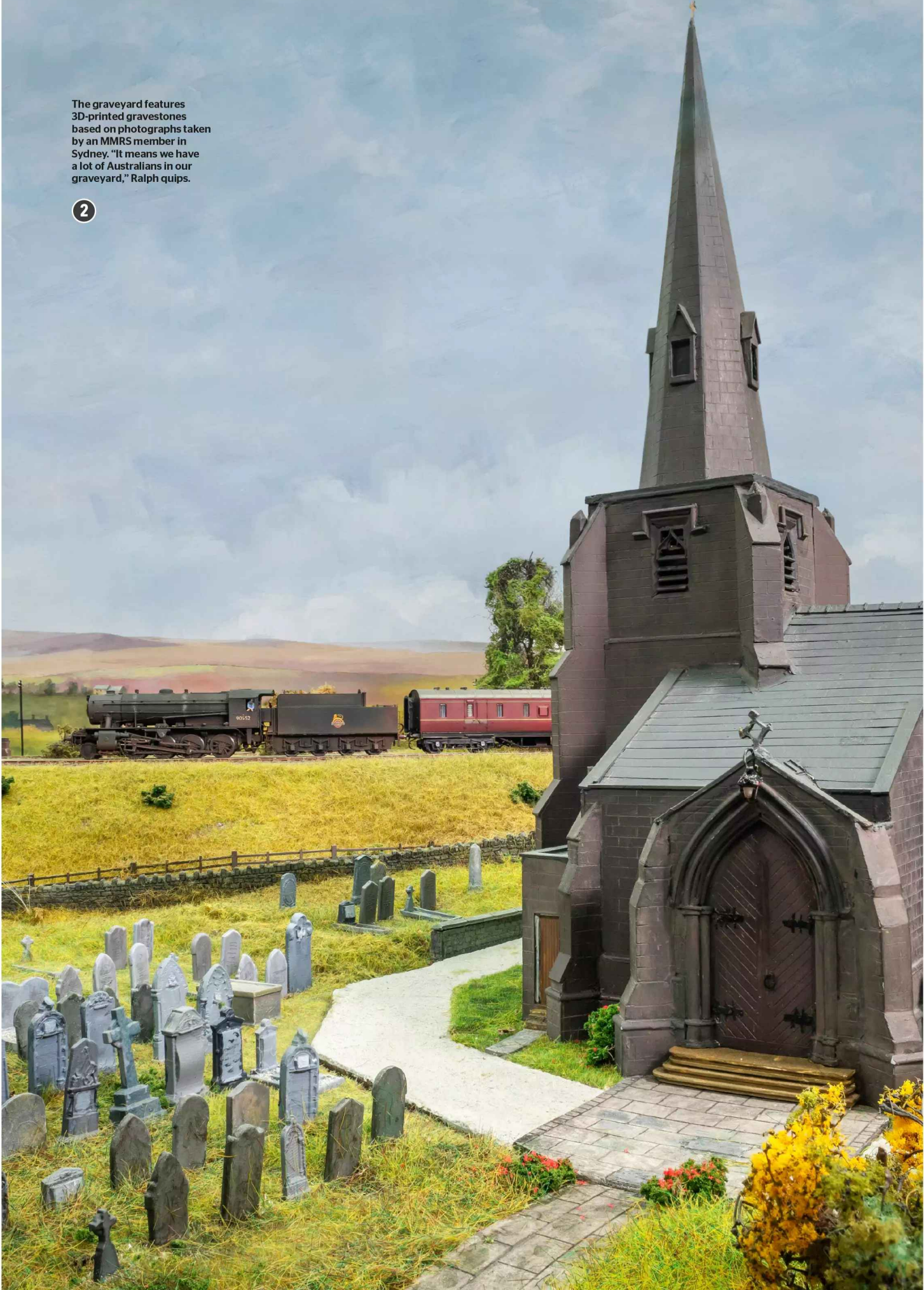
“What makes this layout great?”

It isn't just technical accuracy that elevates this showstopper, it's the attention to other aspects, such as the soft, late summer hues and grubby industrial scenes that set the layout firmly in a Manchester September sometime during the late 1950s.

”

The graveyard features 3D-printed gravestones based on photographs taken by an MMRS member in Sydney. "It means we have a lot of Australians in our graveyard," Ralph quips.

2





It says something about the resolve of the Manchester Model Railway Society that it didn't allow ten years of wasted effort to derail completion of its monstrous urban Manchester tail-chase masterpiece, 'Slattocks Junction'.

It was only after all the original finescale track had been laid that it became agonisingly apparent that paint wouldn't adhere to its thousands of sleepers. Unfortunately for the builders of the mid-to-late 1950s-themed exhibition layout, a batch of off-the-shelf flexi-track it was using was made with polypropylene; the same slippery, resistant plastic used in paint tins.

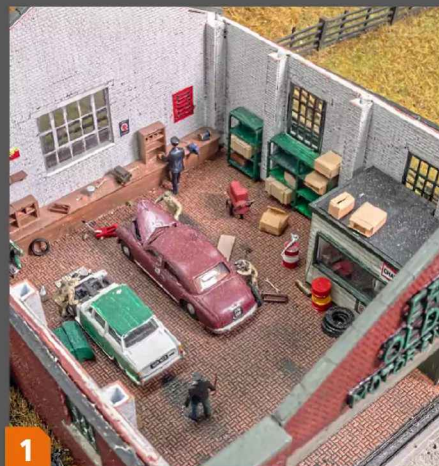
"We laid all this wonderful layout out, made it, painted it, and we then discovered that if you actually put your finger on the sleepers, the paint would flake off." Some 15 years later, the society's Ralph Robertson can appreciate the silver linings that were left when the difficult decision was made to "rip it up and start again". But it seemed much less fortunate at the time.

The obvious comfort was that there were still baseboards that could be recycled. The second was the serendipitous arrival of a new club member, the late Dick Petter, a former British Rail bridge engineer whose modelling interest in track provided the necessary impetus for 'Slattocks Mk 2'. As originally ➤

BELOW The footbridge just outside of the station (with its platforms imagined to be beyond the layout's scenic envelope) provides an ideal location for trainspotting.

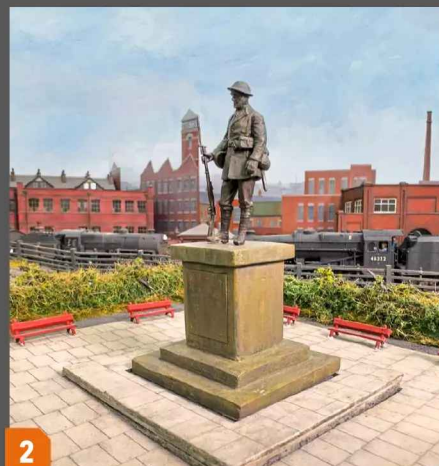


3 things we like



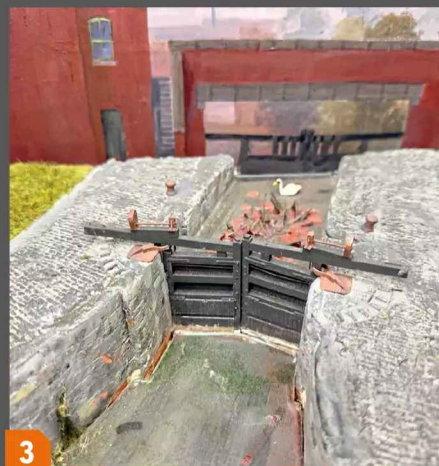
1

Buildings are fully detailed outside and in, even down to the smallest part.



2

The war memorial, made by *Model Rail*'s very own George Dent for an April 2016 Workbench feature!



3

The disused Rochdale Canal tells a story of the railway's goods transport dominance.

devised, the layout's namesake junction was hidden 'off-stage', which, on his recommendation, was altered to become the focal point.

"Dick went away, and two weeks later returned with the new track layout drawn out to scale," Ralph recalls. As well as a plethora of additional pointwork added, the long section of straight main line was smoothed into what he describes as "a great big 50-foot radius curve right the way through the front", allowing long trains to realistically "snake through".

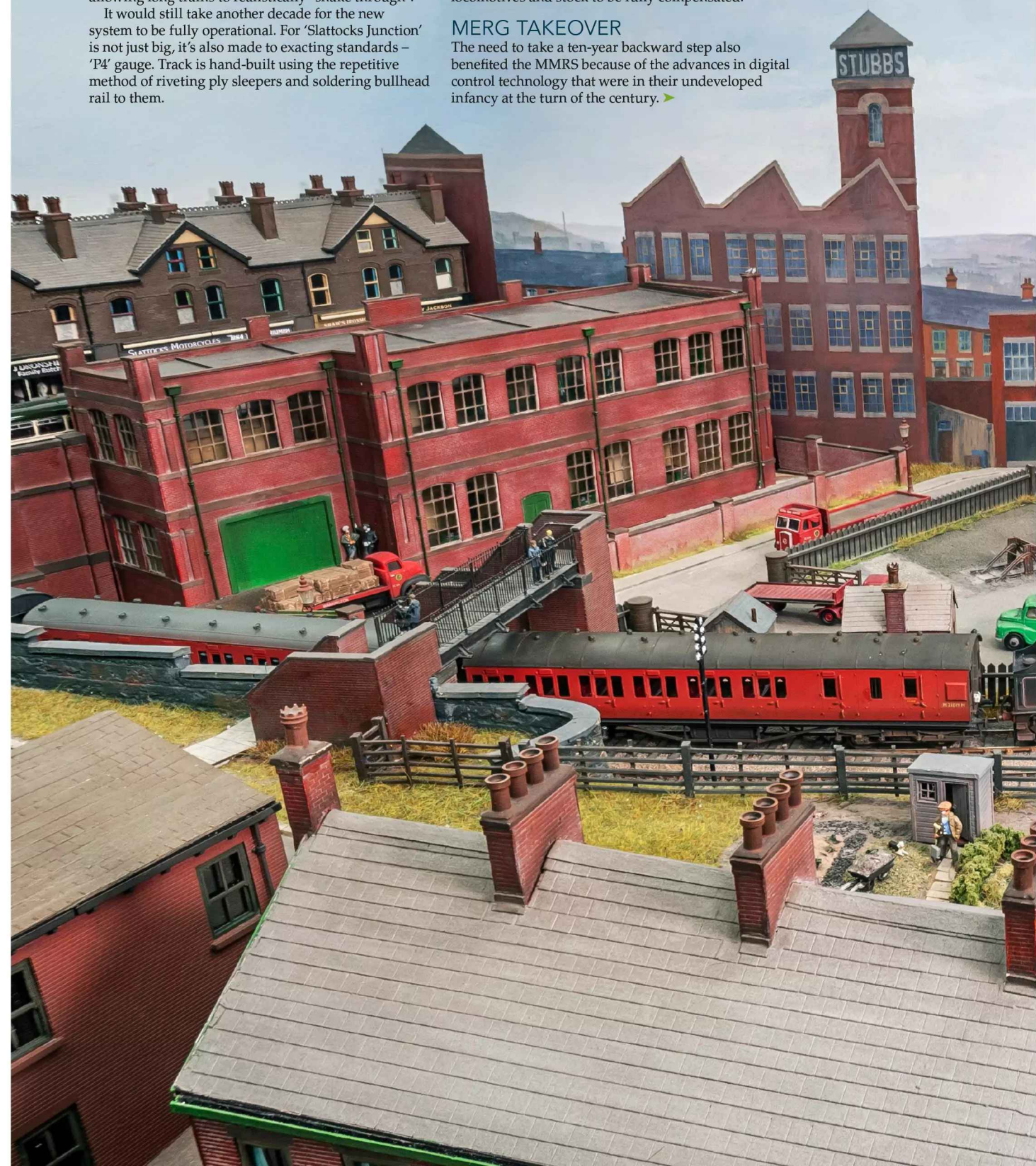
It would still take another decade for the new system to be fully operational. For 'Slattocks Junction' is not just big, it's also made to exacting standards – 'P4' gauge. Track is hand-built using the repetitive method of riveting ply sleepers and soldering bullhead rail to them.

"When you come to the club for a couple of hours, one night a week, and you're building to a high standard, it takes a long time," Ralph affirms. And 'P4' is unforgiving because of the shallower depth wheel flanges, which will jump at the first imperfection.

To any budding 'P4-ers', Ralph warns: "It's not like just sticking some bits of set track together, plonking it on the ground and running a train round and round without any problem!" Indeed, '18.83mm' calls for all locomotives and stock to be fully compensated.

MERG TAKEOVER

The need to take a ten-year backward step also benefited the MMRS because of the advances in digital control technology that were in their undeveloped infancy at the turn of the century. ➤



'P4' GAUGE LAYOUT **SLATTOCKS JUNCTION**

The reddish hues of the brickwork around 'Slattocks' will be familiar to Mancunians. This elevated view over the rooftiles emphasises the convincing transition from model to backscene.



Authentic lever frame operation was the initial plan and was indeed trialled using Brassmaters equipment, but it was found that setting up the route for each train movement was overly time-consuming, which would have introduced periods of inactivity for viewers.

Instead, the 'Slattocks' team adopted semi-automated digital control, coinciding with another expert, Dr Mike Bolton, joining the society to design and install a revolutionary system – CBUS, a sophisticated layout control bus.

The 'leccy' guru had developed CBUS in harmony with the Model Electric Railway Group (MERG). On 'Slattocks Junction', a series of circuit board-activated servos and relays control accessories such as points and signals, and sensors that aid train detection. The latter is essential for a track plan that disappears from scenic or fiddleyard view, no matter where you stand as an operator.

CBUS route setting is itself controlled through another whiz-bang system: JMRL, or Java Model Railroad Interface. This enables the signaller, positioned within the layout oval, to set the route and signals (both post-mounted and ground semaphores) for each train using a series of pre-programmed (or

interlocked) routes between the storage sidings and scenic section via a touchscreen PC.

Two drivers standing on the outside of the layout control trains in each direction to a timetable using handheld MERG DCC controllers. Signallers and drivers exchange Ready, Right Away and Move Complete communication via handheld Bluetooth devices, while drivers must also diligently obey the sequence of semaphore signals.

The signalman also has the benefit of a CCTV monitoring the junction, equivalent to watching movements from the signal box itself. As a busy four-into-two track junction, "it requires great concentration", says Ralph.

For the audience, the result is a busy 55-minute operating sequence that interweaves suburban and express passenger trains, with lengthy mineral and departmental goods workings hauled by all manner of 'Lanky', LMS and BR(M) motive power.

MANCHESTER MAKE-UP

'Slattocks' makes for an interesting juxtaposition with another MMRS 'OO' blockbuster, 'Dewsbury Midland', based on the West Riding of Yorkshire in the ➤

BELOW An '8F'-hauled load of track panels weaves from a stand on the Up relief heading south, crossing a Leeds-bound express behind a 'Black Five'.







steam-diesel changeover period. With its sandstone buildings, it has been a favourite on the exhibition circuit for 25 years.

By way of shaking things up, 'Slattocks' is centred on the other side of the Pennines. The newer layout depicts the north-east of Manchester, where brick-built terraces and mills blend with the edge of Lancashire's moody moorland.

While Slattocks is a hamlet you can find nestled just off the M62, it never boasted a busy junction or station, as imagined by the MMRS. The railway situation is rooted in authentic practice, however.

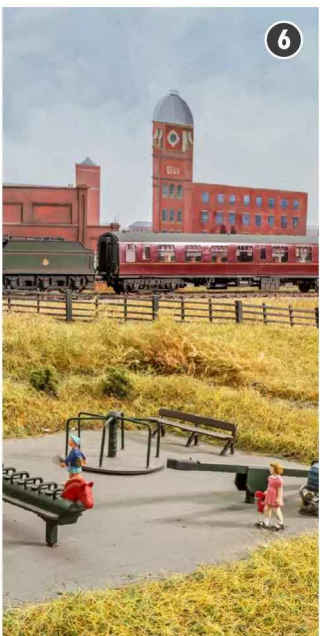
The original Lancashire & Yorkshire Railway route from Manchester Victoria split at Castleton South Junction, with the western route to Heywood, Bury and Bolton (via what is today's East Lancashire Railway) and the eastern Calder Valley line towards Rochdale and Leeds. And so to justify 'Slattocks' more populated existence in miniature, the junction has been moved one mile south and occupied with a mix of buildings based on real structures from the Manchester area.

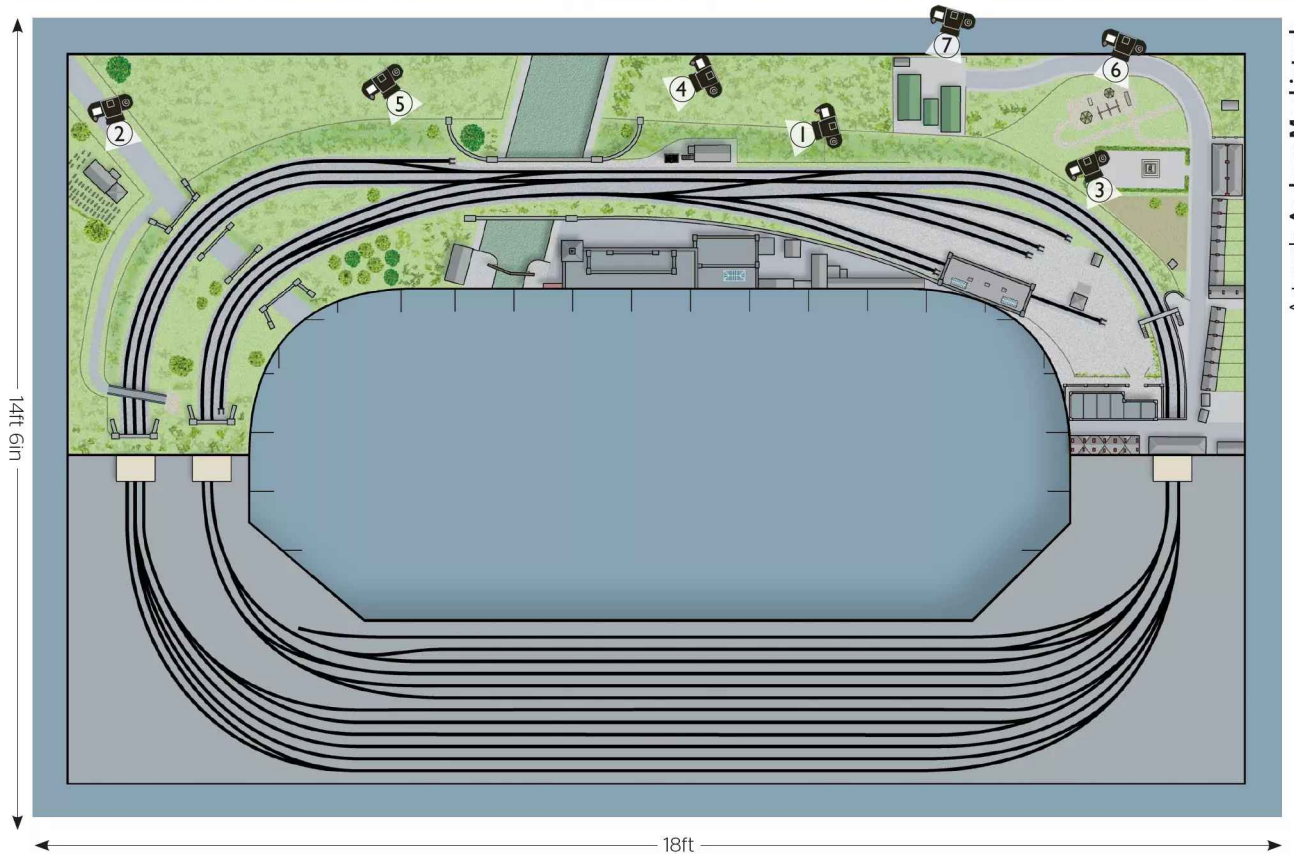
Manchester Library's website and the photographic archive on the Ordnance Survey website provided a wealth of photographic inspiration. Ralph made most of the layout's archetypal red brick buildings in card using a laser cutter overlaid onto a plywood shell, ➤

ABOVE The partly submerged barge on the Rochdale Canal helps add to the gritty realistic feel of an industrial urban landscape now in decline.



RIGHT The playground scene, with its merry-go-round and rocking horse, is a nice reminder to older generations that, once upon a time, the pleasures of childhood weren't dependent on screens.





Artwork: Andrew Mackintosh

augmented by 3D-printed accessories, like ridge tiles and chimney pots. Windows are fitted with actual glass cut from microscope slides. As well as to add realism, it is in response to the age-old problem of celluloid warping in hot weather.

There are a couple of scratch-built plastic buildings, made by Phil Taylor (also responsible for many of Dewsbury's structures), including the haunting Immanuel Church at Feniscowles, Blackburn. Slattocks Top Lock and its adjacent cottage on the Rochdale Canal are the most locally authentic pieces to be found on the layout.

SUNNY INTERVALS

The parched grassland and dull greenery of the trees firmly establish 'Slattocks Junction' as set in September, with in-person vegetation colour research conducted around the city during the permitted exercise hours mid-lockdown 2020.

Ralph recalls: "Doug, who was one of our newer members, came into the group and had nothing to do, so we said, 'Right, you're Mr Green'. So, he became the static grass man!"

Knitting everything together is the "magnificent" painted canvas backscene, expertly blended with the three-dimensional elements by Mike Raceby, whose earlier work on the 2mm:1ft scale exhibition favourite 'Chee Tor' will be familiar to many.

His work was created in harmony with the specialist presentation provided by Philip Sweet, who also brought his own professional experience of theatre stage productions.

If you see 'Slattocks Junction' at an exhibition, you will indeed see that it is presented very much like a stage. The proscenium arch (coupled to the high backscene) constrains the eye to a 28in tall aperture, which concentrates your eye on the layout without outside distractions.

Philip believes that the MMRS is the first model railway exhibitor of "consistent oblique lighting". Three banks of six, diffused LEDs lanterns, hung on the inside of the 'arch', are set at 30° to simulate the effect of morning (eastern) sunlight shining across the scene "to produce consistent shadows".

"Any photographer would tell you that it's the shadows that are important, to give the fine texture of the surface," he adds. And just like with household Christmas tree lights, they can be dimmed sequentially. Philip has used this to his advantage by creating the effect of clouds drawing shadows across the scene before the sun pops out again. Their direction even matches the direction the wind is dispersing smoke being emitted from the factory chimneys on the backscene.

"Yes, we are all mad!", Philip cheerily concedes. But, *Model Rail* reckons, in a very good, creative way. **MR**

FACTFILE: 'SLATTOCKS JUNCTION'

Era: 1955-1960

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

Size: 18ft x 14.5ft

Track: Handbuilt

Power and control: DCC

Time to build: 30 years



ABOUT THE MODELLERS

The Manchester Model Railway Society is the world's third-oldest model railway society and celebrated its centenary in 2025. It has been based in an old church hall in Sale since 1969, with six layouts set up on two floors, with a reference library containing more than 5,000 books. The society holds courses for members, and running night sessions are designed to accommodate rolling stock collections of all tastes. See mmrs.co.uk for more information.





AN ACCURASCALE BRAND

- 📦 FREE Shipping Over £100
- 🕒 Easy Instalments Option
- 🎁 Rewards Club
- 📍 Buy Direct From Source

www.heljan.com

IN STOCK • IN STOCK • IN STOCK • IN STOCK • IN STOCK

**BARGAIN
'PEAKS'!**



**BR CLASS 45
FROM £249.98**



PRE ORDER TODAY



**BR CLASS 58
ONLY £299.99**



**BR CLASS 25
ONLY £299.99**



**OO MOTORISED 27.4 METRE (90ft)
TURNTABLE ONLY £199.98**



**BR CLASS 26
ONLY £169.98**



**LNER GRESLEY 'O2' 2-8-0
ONLY £119.99**



**BR 'AL6' - CLASS 86
FROM £99.98**



**NEW
LIVERIES DUE
LATE 2026**

Only Available through the HELJAN website: www.heljan.com

LOCOS FROM JUST £99! • LOCOS FROM JUST £99! • LOCOS



OO BRUSH TYPE 4 -
CLASS 47

FROM
£99!



O RUSTON &
HORNSBY 48DS

ONLY
£99.98!



PRE ORDER TODAY

TT BR CLASS 122
DIESEL RAILCAR

ONLY
£124.98!

PRE ORDER • PRE ORDER • PRE ORDER • PRE ORDER • PRE



PRE ORDER TODAY

OO BR CLASS 42 'WARSHIP'
FROM £149.99



PRE ORDER TODAY

OO BR/SULZER TYPE 4 -
CLASS 44 FROM £149.99



PRE ORDER TODAY

OO LNER 'U' BEYER-GARRATT
FROM £274.98



PRE ORDER TODAY

OO LNER STEAM RAILCAR
FROM £149.99

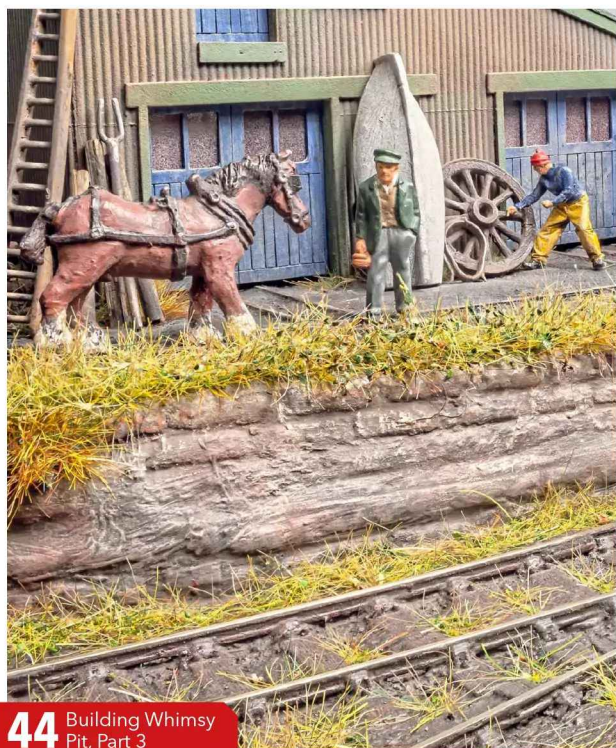
Only Available through the HELJAN website: www.heljan.com

**NOW IS THE
TIME FOR NEW
TRAINS FOR
BRITAIN.
RAPIDO.**



**New Class 45/46 locomotives
available to pre-order.**

www.RapidoTrains.co.uk



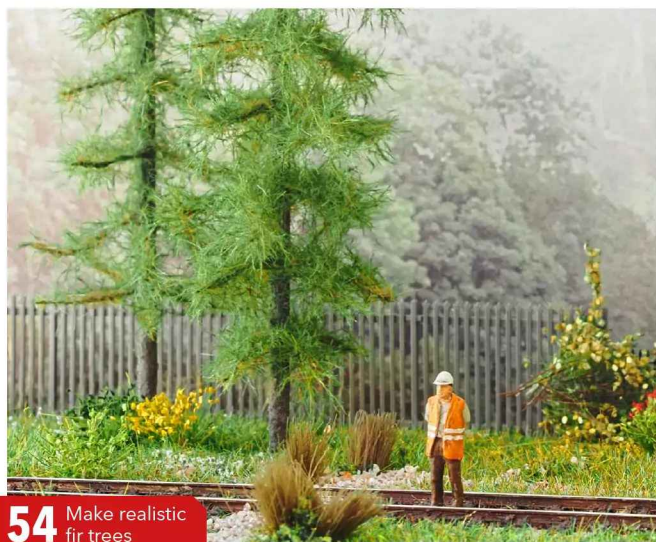
44 Building Whimsy Pit, Part 3



50 Tweak a 'Twenty'

Workbench

Inspirational projects, advice and top tips that show you how



54 Make realistic fir trees



58 Enhance Accurascale's 'Clayhods'



62 Convert an 'E1' to an 'E1/R'

Meet the Model Rail Expert Modellers



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



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



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



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.

PART 3



HOW TO

BUILD WHIMSY PIT

Chris Nevard's quest to make a new layout out of the remains of two previous projects comes to an end as he completes the trackwork and surrounding scenery, testing some interesting natural foliage material along the way.

As chronicled over the previous two issues of *Model Rail*, my new 'OO' layout, 'Whimsy Pit', has been created from sections of a former 'OO9' narrow gauge layout, plus a baseboard salvaged from beneath a different project.

Previously, I've explained how sections of the old layouts were cut-and-pasted together, new track laid and a curved backscene created. Here, in this final instalment, I'll show you how the track was ballasted and the surrounding scenery was completed, as I strove to portray an almost-forgotten, weed-strewn freight branch somewhere along the North Somerset coast.



ROCK AND SAND

I'm often asked about my method for ballasting the track and, in truth, I seldom use actual ballast at all. I find many of the bags of crushed stone marketed to model railway use too coarse for my tastes, especially for the sleepy, steam-era backwaters I often replicate. I can see their use on more modern scenes, although if I do use 'proper' ballast, I err on the side of finer grades than what the package states. For instance, on an 'OO' gauge scene, I prefer the look of 'N' gauge stone.

But, leaving that aside, I employed my usual mix of fine, dry sand (kiln-dried plastering sand from DIY stores is perfect, or you can simply collect some from a nice sandy beach!), followed by a layer of DAS clay.

Before any of that is applied, however, it's important to prime the track after it has been laid, wired and thoroughly tested. I use a blend of red, black and grey Halfords aerosol primers, sprayed over the entire trackbed. Not only does the primer improve adhesion to the metal rails and plastic sleepers for water-based weathering paints later, but it also protects the foamboard underlay.

An excess of moisture, especially diluted PVA glue and thinned acrylic paint, can cause the foamboard's paper backing to swell, so



the aerosol primers essentially create a waterproof layer.

After spreading the sand around the trackwork, tapping the rails gently helps the material to settle between the sleepers and plastic webbing, while a brush can help refine the arrangement – and keep any moving parts of the points free. The sand is secured with PVA glue, diluted with surgical spirit to help it penetrate the sand and dry much quicker than if water is used. I also add a drop of washing-up liquid to the mix, which reduces the surface tension and allows it to flow more freely.

Oh, and do remember to check that the thin glue isn't dripping all over the carpet through any holes in the baseboard for power feeds and point motors!

When the surface is completely dry, the DAS clay is added. I get asked a lot about why I bother with the sand, as much of it is subsequently hidden by the clay. The aggregate creates a better surface on which

What you will need

SHOPPING LIST

- ◆ Woodland Scenics Tree Armatures, FS643 Tuft Tac glue, Static Grass fibres
Availability: Bachmann stockists
- ◆ Gagemaster GM157 Mid Green Leaves **Availability:** www.gagemasterretail.com
- ◆ DAS modelling clay
Availability: Art & craft stores
- ◆ Fine dry sand, PVA woodworking glue, UHU contact adhesive
Availability: DIY stores

TOOLS

- ◆ Modelling knife and spare blades
- ◆ Electrostatic grass applicator
- ◆ Paintbrushes
- ◆ Track rubber

the clay can adhere, and there are areas where I avoid using DAS clay, such as point blades and so forth. Besides, the blend of materials creates some welcome textural variety too.

The final results are achieved with acrylic and emulsion paints, applied by brushes, and, according to how much texture you impart into the clay before it sets, a range of effects can be achieved. This approach is especially good for those areas where the 'ballast' resembles a congealed mass of ash, clinker, oil and grease – take a close look at period photographs of wayside railway yards and steam sheds, or even a motive power depot on a heritage railway, for inspiration.

And the most crucial stage? Don't forget to thoroughly clean the top surfaces of the rails and all contact surfaces of points and crossings, with a track rubber and fine abrasive pads, vacuuming away all the debris as you go. It's a good idea to test locomotives and stock at this stage, to check that everything works as well as it did before the track was treated. It's easier to iron out any issues now, before the greenery is applied.

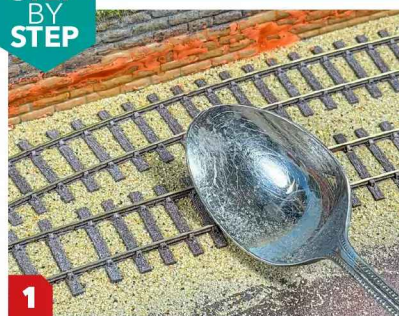
Cleaning will be necessary again after the grass and vegetation are planted, but hopefully it will be quicker this time, with just stray glue, hairspray and loose grass fibres to clear away. Be thorough, and your layout will operate as well as it looks!

FINAL THOUGHTS

This was certainly a fun project, taking a pair of layouts that I didn't have much use for and creating something with a bit more life. I've yet to complete a fiddleyard, which will finish it off nicely and allow for full operation, but that will happen in due course.

And finally, I still have the salvaged 'OO9' track base, which can be used on another project. Maybe a layout based around a small station? Also, I still have the standard gauge 'OO' track base from 'Windmill Sidings' (which donated its baseboard to 'Whimsy Pit'), and this would be ideal for a photographic diorama, perhaps based around a small locomotive shed... Watch this space!

STEP BY STEP



1

I prefer to use fine dry sand for track ballast, as many stone chips for the hobby market look too coarse for railway backwaters. As it's so fine, it's easy to sprinkle between the sleepers.



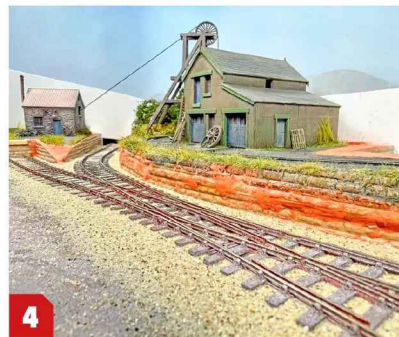
2

The sand settles into place easily, aided by tapping the rail tops and a soft-bristled brush if necessary. The colour's obviously not right for the UK, but that can be fixed with paint later.



3

I flood the surface with PVA glue, diluted to the consistency of milk. A little washing up liquid and surgical spirit in the mix helps, and the glue is applied with a pipette.



4

Before the PVA sets, make adjustments to the sand, clearing any point frogs and blades, then leave for a day or two to cure. Note the card to protect the backscene I created in Part 2.



5 Painting the sand with acrylic or emulsion paints will create a realistic appearance, but I wanted to create a smoother ballast, akin to ash and clinker, so I applied a little DAS clay.



6 Apply the clay with fingertips. Knead it until it's soft and pliable, then press it into the sand, which provides a good surface to cling to. Keep the clay away from moving point blades.



7 With a flat brush, add a little water to the surface of the clay to help smooth it out. More water will create a slurry that can be brushed into awkward areas.



8 You can use a larger brush to tamp the clay into place, while a stiff-bristled brush can impart a rough texture. I left a recess in the clay here to allow a puddle to be formed later.



9 The DAS clay needs to dry overnight. Unlike plaster, DAS clay does not shrink or crack as it dries. I applied a dull, muddy paint over the trackwork - B&Q Chocolate Torte in this case.



10 The Chocolate Torte shade dried to a greyish-brown colour, which is perfect as a base coating. Note that I also painted the retaining walls.



11 I wanted the track to appear dirtier - and darker - where the trains run, so I created a wash of diluted black and raw sienna poster paints, which was brushed over the track.



12 The dark wash soon dried to a matte finish and, thanks to the pigment settling into recessed areas of the textured surface, the appearance was effective.



13 To create a seamless transition from the darker shades to the lighter surrounding areas, a Zin brush lightly applied some beige interior matt emulsion to suggest dry compacted mud.



14 Don't be afraid to mix artist acrylic, matte emulsion, or poster paints together; they're all water-based. I simply use whatever I have lying around left over from DIY projects.



15 The stone retaining wall, following its initial coat of B&Q Chocolate Torte, was dry-brushed with beige matte emulsion, plus various browns and reds.



16 Next I make a start on the green and grassy bits, always choosing autumn and winter colours. I tend to mix them up a little too. A static grass tool is used for application.

MAKE YOUR OWN GRASS TUFTS

You can buy ready-made static grass clumps and tufts, in various shapes, sizes and shades, from a huge range of manufacturers, and they do save time when adding the greenery. However, they're really easy to make yourself, and you can save a few 'bob' too.

Using some grease-proof paper, parchment paper or cooking foil, apply a few beads of Woodland Scenics Tuft Tac adhesive (Ref: FS643). Apply your chosen static grass fibres

over the wet glue – 6mm or 7mm long are a good starting point for 'OO' layouts – using an electrostatic applicator or one of those cheap little 'puffer' bottles.

Allow the Tuft Tac to set, and then you have some grass tufts that you can peel off and apply using tweezers. Thanks to the Tuft Tac remaining extremely tacky, even when dry, the tufts are self-adhesive. But if you think you need a strong bond, simply apply the tuft to another small blob of the glue.



Depicting a fictional North Somerset coastal location, Whimsy colliery ships its coal by coastal freighter and by rail.





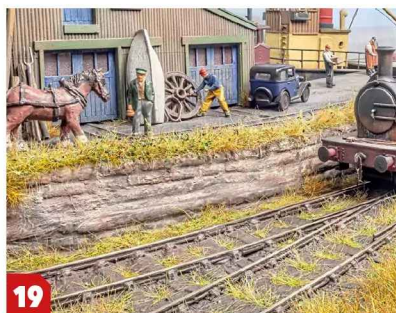
17

After vacuuming off the excess static grass, I sprinkle Woodland Scenics Blended Turf Green Blend (Ref. T1349) to suggest weeds growing in the grass. These fine scatters can be secured with hairspray.



18

I aimed to create the look of an overgrown railway track. Small patches of PVA glue were brushed between the sleepers, and alongside the tracks, then static grass fibres were applied.



19

Ready-made grass tufts make this task easier. If the fibres appear too long, trim in situ with scissors. It's easy to make your own grass tufts, which can save you money - see panel.



20

There are many ways of producing trees. In this case, I used Woodland Scenics bendy tree armatures. They're made of a flexible plastic that you can manipulate as desired.



21

Here, I'm laying out the trees in position, so I can see how many I am likely to require, and can also shape the branches to suit the surrounding scenery.



22

Recently, I came across some dead flowers from a Smoke Tree plant (*Cotinus coggygria*), thinking they could be useful for miniature tree foliage. By late summer, the dead flowers can be harvested.



23

The dried Smoke Tree flowers were attached to the Woodland Scenics tree armatures with UHU contact adhesive. When the glue had set, the foliage could be trimmed (pruned!) with scissors where necessary.



24

The foliage looked a little pale in colour, so I experimented by misting over a little aerosol paint to darken them down a little. I used Halfords black primer, but an earthy brown shade might be worth a try.

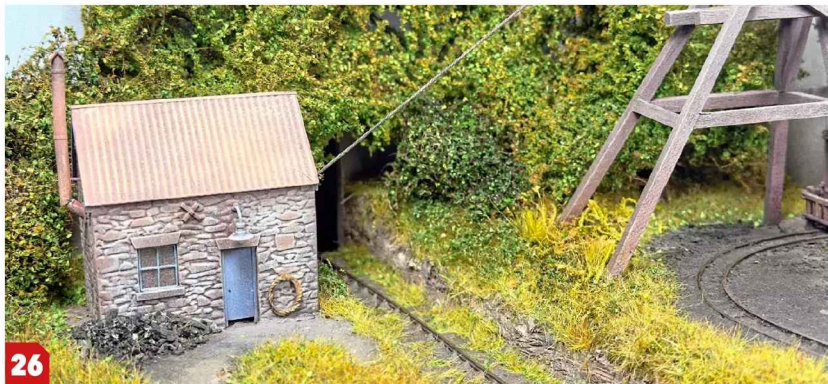


The former 'OO9' trackbed has been transformed into standard gauge 'OO', allowing a few short wheelbase wagons to be shunted alongside the quay.



25

The trees were then coated with hairspray before dusting on a liberal coating of Gaugemaster Mid Green Leaves (GM157). Extra colour was achieved with a light misting of red and yellow spray primers.



26

I like the dense nature of the trees' foliage, but I wonder how the natural Smoke Tree base will fare in the long term. If it does start to disintegrate, a liberal coating of hairspray or diluted PVA glue should hold it all together. Only time will tell...



The venerable English Electric Type 1s have been one of the UK's most successful diesels, and **George Dent** recently tinkered with a couple of Bachmann models, rekindling happy memories in the process.



MODEL Bachmann Branchline BR Class 20 ♦ Price
£224.95-£324.95 (RRP new), £70.00-£179.00 (pre-owned)

AVAILABILITY Bachmann stockists and
pre-owned dealers Web: www.bachmann.co.uk



Bachmann's Class 20 has been a staple of its Branchline 'OO' gauge range since 2004, with the tooling being gradually improved over the years to refine details, offer greater variations, and enhance the mechanical and electronic performance.

Eventually, the '20' was re-tooled from the wheels up in 2022, offering a much more authentic product, and several options are provided in this year's catalogue, taking in a host of detail variations and liveries.

The English Electric Class 20s were one of the most common 'spots' during my young trainspotting days, with pairs of shabby blue locomotives rumbling to and from Fiddler's Ferry power station, near Widnes, delivering an endless supply of coal from collieries in the North West, Yorkshire, Midlands and North Wales. Once in a while, a colourful Railfreight version would stand

out from the crowd, the bright red solebars and large BR logos marking a striking contrast to the ubiquitous blue. Although it may seem a little dated now, this livery retains a special place in my heart, so I've been determined to add one or two Railfreight '20s' to my collection for a while.

Indeed, I've had 20090 in my 'to-do' pile for about six years now. I'd snapped it up for a bargain price when Bachmann's re-tooled version first arrived, it being a release from the late 2010s. It may lack working lights, but to me, it still looks the part and runs beautifully, so it deserves a place in my fleet.

So, what would it need to bring it up to snuff? I'm not too interested in working lights and sounds when it comes to my own layout, so I was happy to stick with the analogue 'spec'. However, it would need a convincing weathered finish, the addition of extra bufferbeam details, plus a footplate crew was essential.

Happily, the cab interiors of these slightly older '20s' are easy to access, without the risk of damaging delicate LEDs and wiring. Simply spread the sides with your fingernails to release the locating clips and slide the cab upwards away from the bonnet and footplate section.

Adding a Modelu crew was child's play, the figures being designed especially to fit onto the cab seats. The larger side windows of this particular '20' afford a great view of the crew and interior, so I also weathered the cab consoles and bulkhead to ensure everything looked harmonious with the exterior.

Another key task was to add a radiator fan. Despite being a key feature of the Bachmann '20' for years, the fans are missing from a few models I have from this period, thanks presumably to the expected provision of DCC sound speakers in this area. Shawplan offers a very nice set of etched brass parts to create



an authentic radiator fan, along with a superior grille and surround. I passed on the prospect of modifying the roof and just built the fan, creating a simple mounting bracket for the interior from a scrap of brass strip.

With the fan in place, it's a subtle but important improvement, given that we spend a lot of time looking down at our model trains.

I'm pleased with the finished model and, when placed beside a post-2022 Bachmann version, it still holds up well. The underframe

What you will need

SHOPPING LIST

- ◆ MIG enamel weathering washes and thinners, Tamiya cotton swabs
Availability: Scale Model Shop
Web: www.scalemodelshop.co.uk
- ◆ Shawplan • DP45-09 etched lamp brackets • EEDP20-00 Class 20 radiator roof fan & grille
Availability: Shawplan Model Products **Web:** www.shawplan.com
- ◆ Ultramask masking film
• LifeColor acrylic paints
• airbrushes and equipment
Availability: The Airbrush Company
Web: www.airbrushes.com
- ◆ 3D-printed footplate crew for Bachmann Class 20 **Availability:** Modelu **Web:** www.modelu3d.co.uk
- ◆ RailMatch enamel 402 Frame Dirt • 403 Roof Dirt • 412 Weathered Black • enamel thinners • Deluxe Materials Roket Rapid and Rocket Max cyano glues • Glue 'n' Glaze glazing adhesive **Availability:** ModelGIANT **Web:** www.gaugemasterretail.com

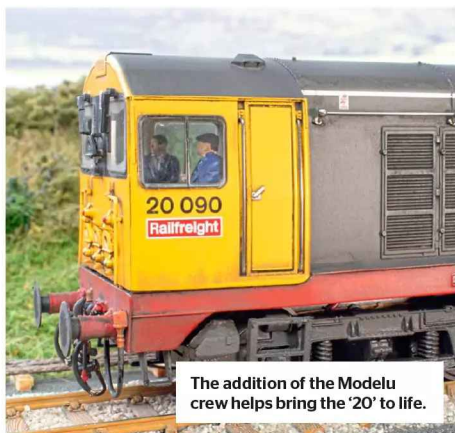
TOOLS

- ◆ Modelling knife and spare blades
- ◆ Cutting mat
- ◆ Tweezers
- ◆ Paintbrushes
- ◆ Cotton swabs
- ◆ Cocktail sticks
- ◆ Miniature screwdrivers
- ◆ Drill and bits
- ◆ Airbrush and equipment

is perhaps the most obvious area where the newer models excel, with a greater level of detail and finesse. And obviously, the working lights make a difference. The fit of the components is also enhanced, with less obvious gaps around the cabs in particular.

Working on BR blue 20057 (a 2022 release) in parallel with 20090 was interesting, therefore. Save for adding bufferbeam fittings and painting the blue radiator fan red, I concentrated mostly on the weathering work, which mirrored the approach on its Railfreight sister. I was a bit nervous about opening up the cab to fit a crew - and navigating the lighting system - so that's a job for another day!

A quick trawl across the internet revealed the prices of pre-owned Class 20s ranged from £70 to £160, depending on their condition and age. The older the models, the less refined is the detail, but it's worth shopping around as the '20' provides an ideal basis for trialling your weathering and detailing techniques. Given that they usually worked in pairs, even a non-running model is worth considering, if the price is right, as it can be hauled as a dummy after disconnecting the drivetrain.



The addition of the Modelu crew helps bring the '20' to life.

STEP BY STEP



1

Having removed the body from the chassis, weathering began with a coat of blended enamel washes (Dark and Dark Brown shades), applied liberally with a flat brush, working on a few square inches at a time.



2

As the wash begins to dry out, use dry cotton swabs to wipe away most of the pigment, but leave traces of it within the recessed panel lines, louvres and around the raised door handles and details.



3

The 'brush-on-wipe-off' process was continued around the bodysell. With a bit of care and practice, it's possible to create effective streaking effects, which show up especially on lighter base colours.



4

I was aiming to keep the yellow ends fairly clean, but it was important to add the wash into the recessed marker light panels and horn grille, which would retain grime more readily. This initial wash coat was left overnight to dry out fully.



Older Bachmann Class 20s can be picked up on the pre-owned market for reasonable money, providing a great platform for detailing and weathering projects.



The supplied headcode discs were treated to the same weathering wash blend before installation. I pushed the locating pins into a scrap of foamboard to hold them still. The wash brings out the hinge detail nicely.



Next day, I decided the side grilles and louvre panels needed extra contrast, so I applied a much darker blend of enamel washes, targeting it more precisely, and only wiping away pigment that had strayed outside the grilles.



While the body dried again, attention turned to the chassis. After degreasing the bogie frames with an electrical contact cleaner fluid, I stippled the surfaces with a blend of black, dark brown and dark grey acrylic paints to add texture.



With the initial weathering stage complete, it was safe to install the headcodes disc and bufferbeam detail. I lost the nose-end lamp brackets, so I folded up replacements from Shawplan etched brass strips, slotted into the mounting holes.



When the glue had set, the brass lamp brackets were touched in with paint (I mixed some LifeColor shades to a close match), then weathering wash was added to help them blend into their surroundings.



No working locomotive is complete without a footplate crew and this pair of figures is from the Modelu range, 3D-printed to fit into the Bachmann Class 20 cab. They needed painting first, though, in 1980s BR uniform colours.



The crew fit effortlessly into the cab, which was pre-treated with weathering wash to take away the incongruous pristine appearance. This being an older Bachmann '20', the cab was easier to remove.



My Railfreight Class 20 lacked a radiator fan, so a Shawplan etched brass replacement was assembled (the parts bonded with cyano glue) and made ready for priming. I didn't bother replacing the grille.



The brass fan was sprayed with red oxide primer then weathered with a dark enamel wash. I had to rig up a mounting bracket from thick brass strip, painted black, which was shaped to allow the fan to sit below the grille.



My makeshift bracket was fixed into position with slow-setting cyano glue, so I could check the alignment before it set. To provide a more resilient bond, I then spread some contact adhesive around the joints (a Dave Lowery tip!).



15

The final weathering stages involved an airbrush and thinned RailMatch enamel paints. First, Frame Dirt was misted gently over the chassis, working with the earlier acrylic coating to produce an authentic grimy finish.



17

RailMatch Roof Dirt was misted over the upper areas of the bonnet and cab roof. To keep the cab ends fairly clean, I made a card template to match the roof profile. This produces a softer 'edge' to the weathering compared with tape.



19

I wanted subtle dirt on the windscreens, so I cut some templates from Ultramask, a low-tack masking film, shaped to mimic the travel of wipers. The wipers on my model were loose, so I removed them to make this stage easier.



22

After cleaning the wheels and wiper contacts, the body was reunited with the chassis, and the model was test-run. When happy, the wipers (originally grey but repainted black) were installed with a clear glazing adhesive.



16

The Frame Dirt shade was also misted along the lower sides, bufferbeams, and down onto the flat running plate. Again, just the faintest wisp of paint is enough, spraying the thinned paint at around 15psi of air pressure.



18

The straight edge of the card also protected the cab sides from overspray, especially the windows. The same approach was used at the nose end. I have a stash of these simple templates to suit different locomotive types.



20

With the masking in place, I sprayed an ultra-light mist of Roof Dirt over the windows, testing the spray on a piece of paper beforehand. For a cleaner look, clear matt varnish can also look effective.

Bumping the buffers

Things didn't go exactly to plan with this project, as I managed to drop the bodyshell during the initial weathering stage, damaging a couple of the buffers. This was a blessing in disguise, as the original units looked a bit too 'spindly' to me. After removing the shanks, the mounting plates were gently filed to remove traces of old glue, then a set of turned brass replacements was installed.

The brass buffers came from the A1 Models range, which I'd had in stock for years, sprayed with red oxide primer before installation, fixing them in place with slow-setting cyano glue. I painted the bufferheads and spindles black once they were in place.

A1 Models buffers often turn up on traders' stalls at exhibitions, but alternatives are available from the likes of Peter's Spares or Wizard Models.

Web: www.petersspares.com
www.wizardmodels.ltd



21



21

When the paint was dry, the masking film was gently removed, taking care not to scratch the glazing, revealing the wiper trails. The shaped masks can be re-used many times if placed back onto the backing sheet.



Class 20s usually work in pairs, so I've paired 20090 with Rail blue 20057, a post-2022 Bachmann model with an improved detail and electronic specification, meaning all I needed to do was weather it.



HOW TO

MAKE FIR TREES USING STATIC GRASS FIBRES

Peter Marriott can't see the wood for the trees as he hones his arboricultural skills, experimenting with a fir tree kit from the Netherlands.



Model: Unique Scenery Products kit for building ten fir trees of 23cm (81-1020-04) **Price:** €15.95 per pack **Web:** en.scenery.shop

AVAILABILITY
Unique Scenery Products



15 mins
per tree



PHOTOGRAPHY: PETER MARRIOTT

When it comes to modelling a garden, wooded bank or woodland scene, some prefer to make their own trees rather than buy ready-made ones in the quest for a realistic look. Many of us have a go at making our own, but buy ready-made trees to harvest bits and ideas to improve them, and I've seen expert modellers turn fine wire and

hot glue into excellent-looking specimens at some of the major railway shows.

At the ON TRAXS 2026 model railway show in the Netherlands, I came across a demonstration of a Unique Scenery Products fir tree kit, which gave impressive results. I bought one and, on returning home, set about building it - only to find it was a little lofty!

The kit was for ten fir trees up to 23cm tall, and I didn't consider how tall that would be on my layout (one of the shorter tree kits might have been a better bet). However, silver linings and all that, and I have turned this to my advantage by cutting most of the trunks in half - double the trees for the same price.

Each kit comes with ten timber tree trunks of varying heights, depending on the pack



bought, as mentioned earlier. The trunks are pre-drilled with holes at right angles, which is a wonderful time-saver. In addition, there are approximately 50 pieces of florist's wire, plus instructions in words and pictures of the step-by-step process, as well as a template to work with if the kit is going to be made according to the instructions. All this is, of course, in English, so no need to become fluent in Dutch.

'PLANT' YOUR IDEAS

Before you start modelling, take a long, hard look at real trees while you're out and about, as it's amazing what our eyes take for granted. Observe the texture and colour of the bark, the shape of the branches, and the variety of

What you will need

SHOPPING LIST

- ◆ Florist's foam to stand the trees in during the build process
 - Adhesive, such as white glue, plus extra-hold unscented hairspray
 - Static grass fibres (2mm, 2.5mm, and 4mm lengths)
- Availability:** Noch, www.noch.com, Woodland Scenics, woodlandscenics.com, and WW Scenics, www.wwscenics.com
- ◆ Vallejo Earth Texture (26218)
- Availability:** Model shops and all Vallejo stockists

TOOLS

- ◆ A pair of sprue cutters
- ◆ Paintbrushes for the adhesive and the bark effect
- ◆ Electrostatic grass planting tool

Earthy results

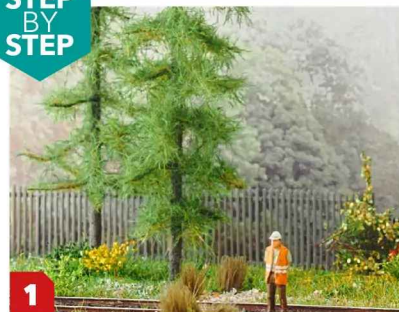
Vallejo Earth Texture Dark Earth (Art. 26218) is a thick, dense paste that is versatile for creating realistic ground textures on layouts depicting muddy paths, forest landscapes, or damp meadows. Dark Earth can be easily applied with a brush, palette knife or other tools and, with its thick consistency, easily creates rough, realistic textures that, once dried, form a sturdy, dense surface. In addition, I found the product dried well to represent tree bark.

The paste dries in about 30 to 45 minutes, depending on the thickness of the layer. It can also be diluted with 20% to 40% water to achieve a smoother finish or add subtler details. The product contains no solvents and is non-flammable, making it suitable for all ages and safe for use in enclosed spaces. It comes in a 200ml pot, which retails at around £10. One pot would be sufficient for hundreds of trees. Available from all Vallejo stockists.

the leaves. Of course, not all leaves are the same size or colour, but their variety is surprising when you take the time to really look: each tree is unique. Sometimes the whole or part of a tree may have died; some may have lichen or ivy growing on them, and some may suffer from disease - all excellent fodder for the model maker.

Each tree I crafted using this kit took approximately 15 minutes to make. If you set up a 'production line' to make the same type of tree, this time can be reduced to around 10 minutes each. Before you start, make sure you have all the materials and tools you need to hand. Also, bear in mind that the suggested times do not include the drying of the bark paint and adhesive.

STEP BY STEP



1

This may sound obvious, but it's easy to get wrong: use the right size of tree for the scale of your layout. Short trees run the risk of looking like saplings if the scale is off.



2

A 25cm model tree is a 40m tree in 'N' scale; 20m tree in 'HO' scale; and 11m tree in 'O' scale. A 20cm model tree is a 35m tree in 'N' scale, 17m tree in 'HO' scale; and 9m tree in 'O' scale.



3

Consider the elevation of your location - not all trees survive on higher ground: deciduous trees can grow up to 1,300m above sea level, but conifers can thrive at higher altitudes.



4

Planning stage over, you're ready to start. Each kit will be different in its approach, so read the instructions to avoid missing a step. My kit has step-by-step photos and templates.



5

My kit is from Unique Scenery Products, based in the Netherlands, with an online shop (see en.scenery.shop). This kit is for 'HO', but the trees could be used for larger scales, too.



6

Follow the templates to cut each florist's wire to the correct length. Each kit comes with ten trunks of varying heights, depending upon the pack, pre-drilled with holes.



7

I didn't need 23cm tall trees, so cut the trunks in half using sprue cutters. One of the trunks will have holes to the ground - dab white glue on these holes (paint will cover them later).



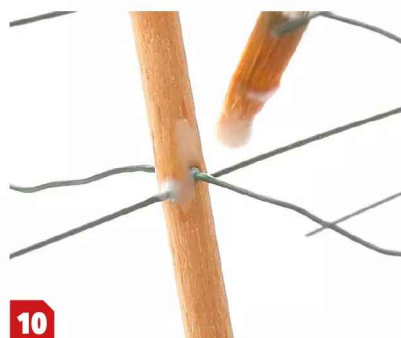
8

Using sprue cutters, I cut two pieces of wire to the same length, because each layer of branches requires two pieces. Once the wires are ready, pop into the holes at each layer.



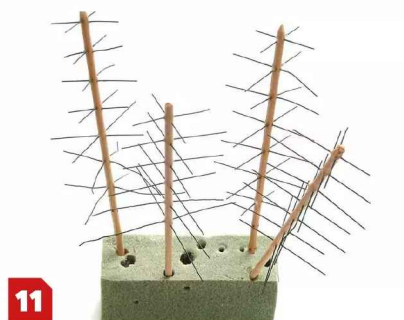
9

Wood glue, contact adhesive or Mod Podge are all good glues for fixing the wires in position. It is best to leave the adhesive to set for a few hours before the next step.



10

After pushing the wires in at right angles on each layer, I introduced a blob of adhesive to each wire and, again, left the glue to dry for a few hours.



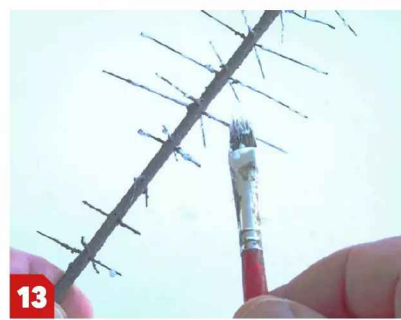
11

After painting on the adhesive, I stood four of the completed tree trunks - with branches - in a piece of florist's foam to dry for a few hours before moving on to the next step.



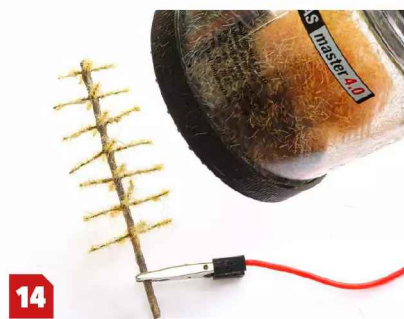
12

Next, I painted the trunks with Vallejo Diorama FX Earth Texture, then left the tree to dry. Once dried, I looked at the tree's outline and trimmed stray branches using sprue cutters.



13

I decided to paint the branches with adhesive rather than spray them so only a small amount of adhesive will get onto the trunks. I used Woodland Scenics' Static-Tac.



14

For the first layer of static grass fibres, I used 2mm light brown colour fibres then, when that was complete, I left the tree to dry for around three hours.



15

The tree to the left has had two layers of short static grass fibres, demonstrating how the foliage on the branches soon builds up layer by layer.



16

This demonstrates the need to plant grass fibres quickly into wet adhesive. On some branches, no fibres had stuck because it was a warm day and the glue had lost its 'stick'.



17

This tree has had one layer of 2mm fibres, followed three hours later by a layer of 4mm fibres. In hindsight, it would have been best to cover the top of the trunk with fibres too.



18

The next step was to bend the branches using my fingers to create the natural 'droop' of a real tree. This is a quick two-minute job on each tree.



19

For the third layer of grass fibres, I used extra-hold unscented hairspray bought from the supermarket, and sprayed it up and down over the branches.



20

I added green static grass fibres to my Gras-Master and attached the grounding pin to the trunk to create the circuit before switching on.



21

After just two minutes' work, this was the result. The first two layers of brown fibres still show though and make a realistic colour variation on the branches.



22

The first four trees are from the kit. The fifth is 23cm and needs more fibres. To the right is a plastic tree armature by Woodland Scenics that I used to test planting static grass fibres.



23

My 12cm tall trees built using the kit. The second tree on the left tree has an additional layer of green static grass fibres, which have filled out the foliage nicely.



24

Seen on a project layout: it is not necessary to add static grass fibres to each of the lower branches on taller trees. Leaving some bare creates the impression of dead old branches.



25

The tree on the right has had an extra layer of green static grass fibres. One 2mm layer of brown fibres then a 4mm layer is good as a basis for the two layers of green fibres.



26

The finished woodland scene. I am impressed by the result! Each tree costs £1.50 (because I made 20 trees from the kit rather than the supplied 10) - and this cost also included the paint, adhesive, and the grass fibres I used.

Expert tip

Do your research as to which trees are native to your layout, and which can be seen in the vicinity of the track if your layout is based on an actual location. Look at photographs of the area and, if possible, take your own images from various angles and lines of perspective to help you plan. Think too about each the type and age of your trees, and again, do your research. As a guide, a silver birch can grow to 30m, which is around six times the height of a locomotive. Beech trees grow up to 40m in height.



HOW TO

ENHANCE ACCURASCALE'S 'CLAYHOODS'

With a set of new china clay wagons to integrate into his existing fleet, **George Dent** set about replacing the moulded covers with homemade alternatives.

China clay freight operations have been popular with railway modellers for generations, and for many, the BR 'Clayhood' wagons are especially synonymous with the traffic. Built in the late 1950s and operating well into the 1980s, they were hauled by all manner of classic steam and diesel locomotives, working around the South West of England, as well as servicing paper mills and ceramics factories much further afield.

For many years, Bachmann's 'OO' model was the main off-the-shelf option for 'OO', albeit

MODEL Accurascale BR
'Clayhood' wagons
◆ Price £89.95 per triple-pack

AVAILABILITY
Accurascale stockists
Web: www.accurascale.com

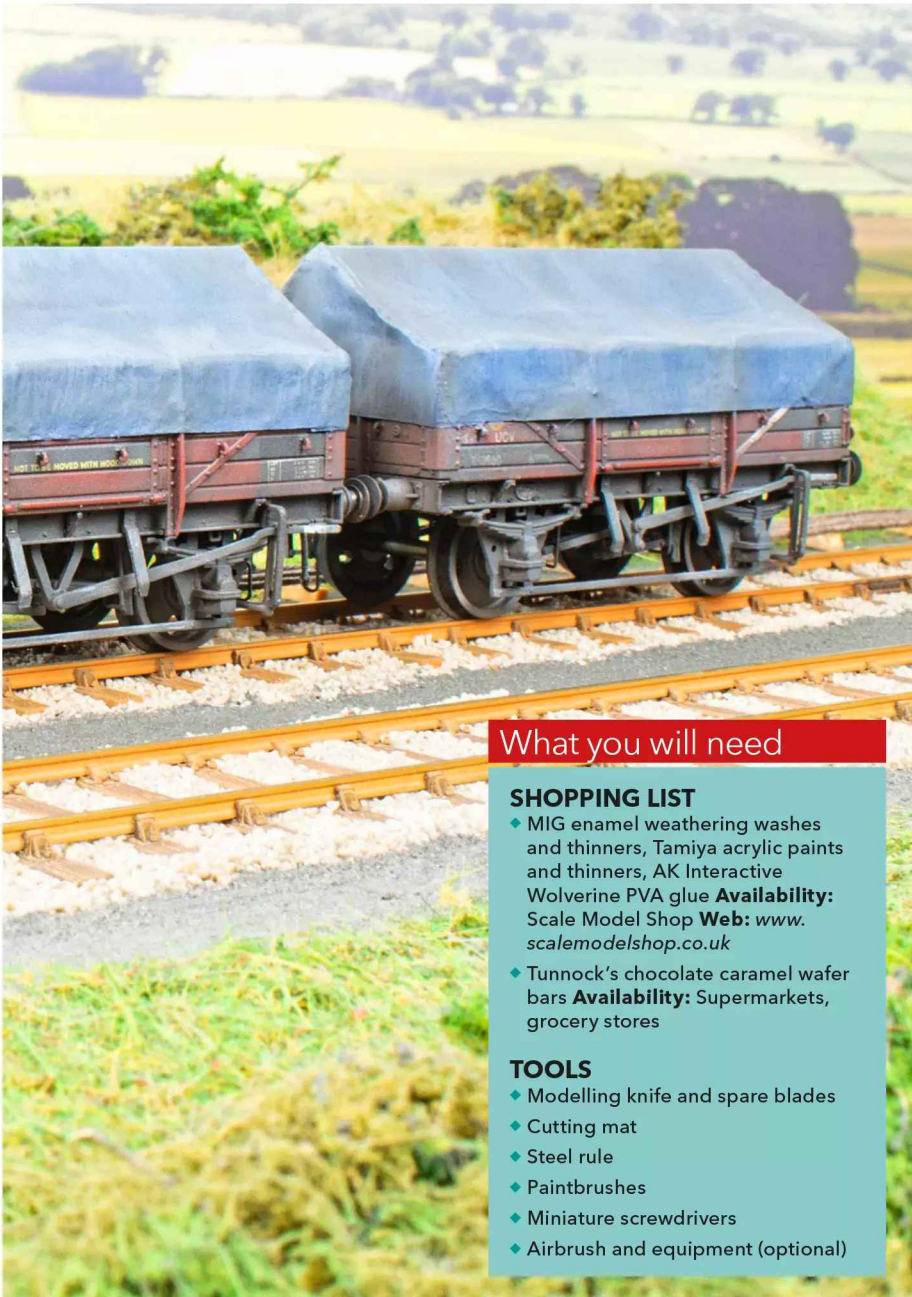
 **2 hrs
per
wagon**



based on a tooling that dates back several decades, while plastic kits provided more refined alternatives. Over the years, I've built many of these Ratio and Parkside kits, and replaced the Bachmann underframes with Parkside chassis kits, to amass a decent fleet of 'Clayhoods', featuring peaked and flat tarpaulins to suit different flows and wagon types.

I still have a dozen or so partially finished kits that I must get around to completing one day, but the urgency dissipated as soon as Accurascale revealed its range of BR 'Clayhoods', which arrived earlier this year.

Offered in triple wagon packs, these new models offer a high-fidelity replica of numerous different BR 'Clayhood' variants, in



What you will need

SHOPPING LIST

◆ MIG enamel weathering washes and thinners, Tamiya acrylic paints and thinners, AK Interactive Wolverine PVA glue **Availability:** Scale Model Shop **Web:** www.scalemodelshop.co.uk

◆ Tunnock's chocolate caramel wafer bars **Availability:** Supermarkets, grocery stores

TOOLS

- ◆ Modelling knife and spare blades
- ◆ Cutting mat
- ◆ Steel rule
- ◆ Paintbrushes
- ◆ Miniature screwdrivers
- ◆ Airbrush and equipment (optional)

both un-fitted and vacuum-braked formats, with models catering for the pre- and post-TOPS eras.

THEY'RE GREAT, BUT...

As stated in my review in MR348, Accurascale's 'Clayhoods' look superb straight from the box, with the body and chassis festooned with fine detail, but they're a little too pristine for my tastes. After all, it was rare to see any of these wagons without a generous coating of grey dust. Some weathering was essential, therefore, before they could join my fleet. However, I also began to wonder if another area could be enhanced...

The distinctive blue tarpaulins - or 'hoods' - are rendered in a flexible plastic, allowing them

to slot snugly over the body. All in all, they give a convincing impression of ripples and texture in the material. There's even some variation in the shades of blue employed, mimicking the distinctive fading of the real things.

Inevitably, though, the excessive thickness of the plastic covers means that they stand proud of the wagon's body, thus exaggerating their size. The real tarpaulins were quite thin in comparison.

Furthermore, as I'll be running these Accurascale wagons alongside my existing fleet of Bachmann and kit-built 'Clayhoods', a sense of uniformity is essential. I've made my own paper hoods for my existing stock, so it was logical for me to attempt a similar approach for the new additions.



Waterproof covers were essential for china clay wagons to keep the material dry in transit.

I explained how I created the flat-style tarpaulins in a special *How to Build a Model Railway* bookazine about a decade ago, and I've been meaning to create a feature for *Model Rail* on the 'peaked' versions for some time, which I may yet do, as the processes involved are slightly different to what is employed here.

The different approach for the Accurascale models came about due to the presence of the longitudinal sheet rail, which is revealed once the plastic 'hood' is removed. This provides the ideal - and fully authentic - support for the new sheets and allows for a degree of 'sag' to be introduced in the paper.

My method means that the 'hoods' are fixed permanently to the wagons, which may not suit everyone, especially those wanting to show loading/unloading operations in progress. That said, BR 'Clayhoods' were prohibited from running without their covers on the main line, whether loaded or empty.

Years of dedicated trials and experiments have led me to the perfect material for making these wagon covers: the foil-backed paper wrapping found on Tunnock's chocolate wafer bars. I diligently clean, flatten and save these wrappers, which are flexible and resilient, yet thin and able to take paint readily (especially the paper side).

After a few trial runs with a single piece of wrapper, folded at the ends, I eventually opted for a three-piece affair, which created a seamless appearance that mirrored the real thing more accurately. It was a little fiddlier and time-consuming, but once I'd made one, the other two followed more swiftly.

A generous coating of Wolverine PVA glue, which dries fast, created a surprisingly durable set of wagon covers, which have stood up to repeated handling and layout operation for a while now.

I'm really satisfied with the results and, thanks to the card templates I created, I can now make the covers quickly and consistently, so I'll have no trouble treating the other six wagons in the queue.

As Accurascale's wagons feature tiny hooks along the sides and ends, I did contemplate adding some securing ropes for the covers, using model aircraft rigging thread. This was quickly dismissed, as I don't have the patience or the eyesight these days. But if you fancy giving it a go, do let us know how you get on!



STEP BY STEP



1

Accurascale's BR 'Clayhood' wagons offer a high-fidelity replica of a popular prototype. The hoods look good, but I wondered if I could do better with a thinner material.



2

Tunnock's foil-backed paper biscuit wrappers provided the raw material for this project. The paper faces were cleaned of any chocolate beforehand.



3

As I'll be using Instanter couplings rather than the tension locks, I removed the NEM pockets, which unscrew. This allows the die-cast metal chassis frame to detach from the plastic body.



4

The chassis was reattached. Without the coupler mounts, the screws are now too long, so they'll penetrate the interior. The new covers will be fixed, so it wasn't an issue.



5

It makes sense to begin weathering the wagon before the new covers are attached, so I began with an overall coating of enamel wash, brushed into all the recesses of the bodywork.



6

Once the wash had begun to dry out, I used swabs to wipe away most of it, leaving the dark pigment traces within the plank seams and around the ribbing, straps and door gear.



7

Weathering washes do not really show up on black chassis frames, and besides, I wanted to create extra texture, so I stippled on a blend of dark LifeColor paints.



8

The wheels were also treated to the acrylic paint blend, stippled with a flat brush. It helps to remove the wheels from the frames, so they're fully accessible.



9

A fine, general mist of a dark brown/grey blend of paints was airbrushed over the underframes, wheels and bodywork, to even things out. More weathering will follow later.



10

Having discerned the shape and size of the hood sections, I cut some templates from card, using them to create a set of parts for my fleet of wagons.



11

For the end pieces, the templates allowed me to cut the overall shape of the parts, but I had to mark out the various fold lines freehand. Absolute precision was not vital at this stage.



12

After test-fitting the hood sections, I began by fixing the main cover to the wagon. Wolverine PVA was brushed over the top of the rail and along the upper edges of the sides.



13 After loosely folding the main hood section in half, longitudinally, the centre of the sheet was located over the rail, and the sides stretched over the body with minimal tension.



14 The ends of the sheet were pressed onto the bodysides to effect a tight bond with the PVA glue. Before it set, I lifted the corners slightly to make space for the tabs of the end sections.



15 More of the glue was applied to the upper edges of the end and rail, plus the inside of the sheet. The Wolverine glue is quite gloopy and is best applied with a brush for greater precision.



16 The tabs of the end section were folded over and carefully tucked under the main sheet section. I ensured the lower edge of the hood matched up with the sides.



17 It took a little time to adjust the end section until the fit was perfect. More PVA was brushed into the joints, which also fills gaps. The other end section was then installed in the same way.



18 The glue begins to dry after a couple of minutes, but there's plenty of time to make any adjustments and ensure the lower edges are consistent around each side and both ends.



19 Excess glue was wiped away from the wagon body with a swab. I then applied a coat of the same Wolverine glue, diluted slightly with water, brushed lightly over the entire hood.



20 The glue was left to cure. I mixed up blue and light grey acrylic, tweaking the blend for each wagon to create tonal variety. I then dry-brushed much lighter shades to add highlights.



21 The dry-brushing accentuates the paper's texture. Shading and weathering was added with the airbrush, using a generic brown/grey paint blend. Coverage was mostly random.



22 The final weathering stage consisted of spraying a very fine misted blend of light grey and brown Tamiya acrylic paints, which were airbrushed over the underframe, body and hood, to mimic china clay dust.



Crafted from biscuit wrappers, the new wagon covers have a prototypical thickness and texture.



HOW TO

CONVERT AN 'E1' TO AN 'E1/R'

When the Southern Railway needed some extra 0-6-2Ts for work in the West of England, they converted ten Stroudley 'E1' locomotives. **Chris Leigh** tried the same idea...

If you look back through past issues of *Model Rail*, you will find that Rapido Trains UK's LBSCR 'E1' 0-6-OT began as a project for a *Model Rail* exclusive. I recall the first meeting when we came up with the idea. I was not particularly interested in the 'E1', which I saw as simply an enlarged Stroudley 'Terrier' 0-6-OT. However, I posed the question, 'Can we have the tooling designed so that we can do the 'E1/R' 0-6-2T?' The general view was that the tooling changes to produce the 'E1/R' would be too complex to be worthwhile, so the idea went no further.

Subsequently the 'E1' project was handed over to Rapido Trains UK and it appeared as a Rapido release last year (see review in MR342), with models still in stock with many retailers at the time of writing.

I bought a nice SR Malachite green Isle of Wight version, but I still had in the back of my mind the 'E1/R'. I bought a lined black BR 'E1' too and set it aside for an



MODEL Rapido Trains UK's LBSCR 'E1' 0-6-OT ♦ Price £164.95-£264.95

AVAILABILITY Rapido stockists

12 hrs



old-fashioned conversion job. In the post-Christmas lull, I finally got around to giving the conversion a try.

WHY AN 'E1/R'?

In the late 1920s, the Southern Railway found itself with a surplus of Stroudley 'E1' 0-6-OTs that were well maintained and in good condition. At the same time, it faced a shortage of suitable locomotives for shunting and light passenger work in the West of England, particularly on the recently opened (1925) North Devon & Cornwall Junction Light Railway.

The ND&CJLR connected, end-on, with the Barnstaple-Torrington line at Torrington and, using remnants of the 3ft gauge Torrington & Marland Mineral Tramway, it linked to Halwill Junction where the lines to Padstow and Bude

diverged. It was the last light railway project engineered by Col. Holman F. Stephens, and it was inevitable, therefore, that it would require appropriate motive power. It served seven tiny stations and four unstaffed halts on this very rural 20.5-mile route.

Maunsell converted ten of the surplus 'E1' 0-6-OTs, adding a new 'Ashford' cab and enlarged bunker and using the same pony truck design as on his 2-6-0s, to provide a trailing truck, creating an 0-6-2T. Even so, some required extra balancing work to make them suitable for use on passenger trains.

Having read up on the 'E1/R' before starting the project, I found contradictions among the various sources. Some suggested that the frames were extended to accommodate the pony truck, enlarged cab and bunker. Others pointed out that the extra length for the cab

What you will need

SHOPPING LIST

- ◆ Spoked wagon wheels and axle
Availability: www.petersspares.com
- ◆ Fox FRH4075/1R BR/LNWR general mixed traffic grey/red lining transfers **Availability:** www.fox-transfers.co.uk
- ◆ HMRS Pressfix transfers Sheet 14: BR steam era locomotive numbers and insignia **Availability:** www.hmrs.org.uk/transfers
- ◆ Styrene strip, section and sheet, glues and paints **Availability:** Try your local model shop

TOOLS

- ◆ Miniature screwdrivers
- ◆ Modelling knife and spare blades
- ◆ Steel rule
- ◆ Set square
- ◆ Tweezers
- ◆ Pliers
- ◆ Needle files
- ◆ Junior hacksaw
- ◆ Drill and bits
- ◆ Abrasive pads
- ◆ Draughtsman's compasses
- ◆ Paintbrushes

and bunker was a result of dispensing with the large toolbox over the rear bufferbeam.

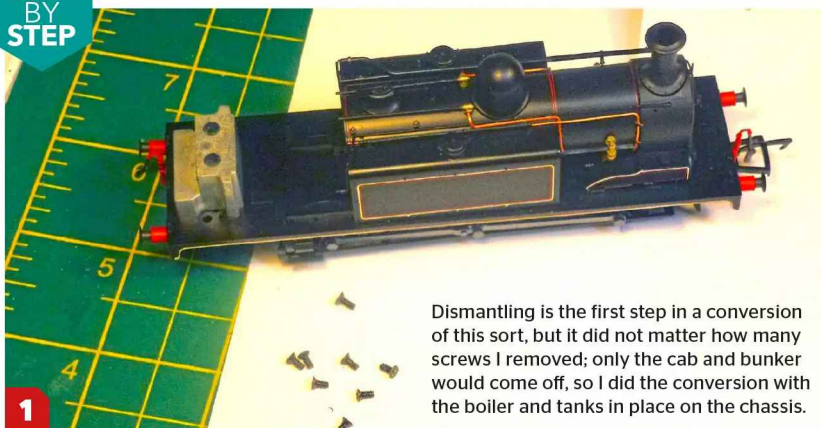
The 10 'E1/R' conversions mostly worked out their time in North Devon and Cornwall, including banking trains between Exeter St Davids and Central stations. I feel sure that, somewhere in my research, way back, I saw pictures of 'E1/Rs' fitted with a cab-to-shore radio 'pod' on the cab roof and working in Southampton Docks, but I cannot now confirm that, and it appears I may have imagined it.

The extra length was just 4½in so it seemed to me that this could easily have come from the toolbox space and that major alterations such as frame extensions on locomotives, which were already over 50 years old, would have been unlikely. I studied my 'E1' model against photographs of the 'E1/R' and became convinced that I could make the necessary modifications, and that lengthening the frames would not be necessary. It was, however, quite a fraught conversion at times, and I did wonder about opening this feature with those familiar TV words: "Don't try this at home!"

Nevertheless, I now have a working 'E1/R', which looks 'right', and I quite enjoyed the challenge. I still keep spotting tweaks that I will do in due course. I need to add some cab handrails, and when I can find my little tin of crushed coal, the bunker will be filled.

(Special thanks to 'Mr Maunsell', alias Kevin Patching of Kettering & District MRS, without whose help my 'E1' might have gone for scrap.) Here's how I did it...

STEP BY STEP



Dismantling is the first step in a conversion of this sort, but it did not matter how many screws I removed; only the cab and bunker would come off, so I did the conversion with the boiler and tanks in place on the chassis.



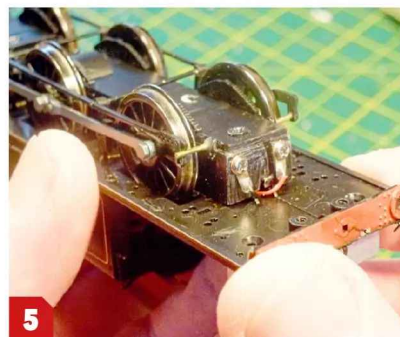
First job: create space for a rear truck to swing on sharper-than-scale curves. I set the model upside down and cut through the chassis behind the keeper plate mounting screw.



The two Mazak half-chassis castings proved too tough for a razor saw, so I used a junior hacksaw. Styrene sheet was wedged between the chassis and the body to prevent damage.



Another surprise: wires from the pick-ups were attached to the sawn-off chassis ends. I unscrewed them and discarded the chassis parts. The wires will need to be re-attached.



I called in some help and a friend from Kettering & District Model Railway Society drilled and tapped the ends of the split-frame chassis and re-attached the pick-up wires.



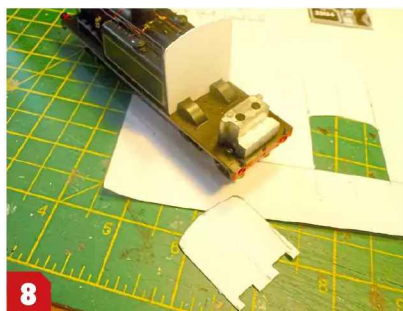
I used a 10mm wagon wheelset and made the bogie from styrene strip and 30thou sheet. A hole was drilled in the chassis keeper plate, and the bogie pivots on a self-tapping screw.



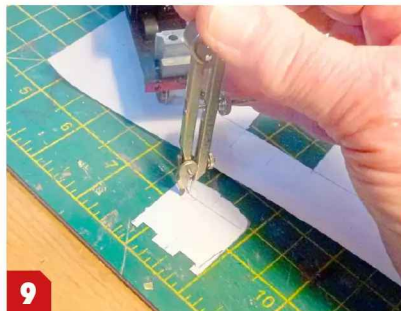
I used my trusty drawing instruments from GCE 'O' level days to draw out the cab parts on paper, as I could find no suitable scale drawings from which to work.

Workbench

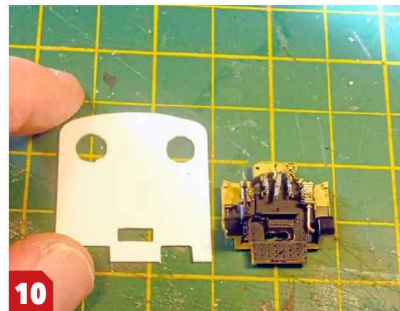
EXPERT MODELLERS SHOW YOU HOW



8 I proved my drawings by making postcard parts and checking the fit - including cut-outs for the splashers and firebox 'glow' before cutting matching shapes from 20thou' styrene sheet.



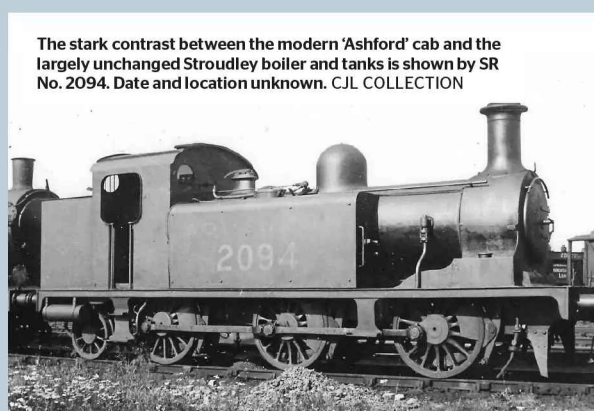
9 The spring bow compasses were used to draw the spectacle windows and a similar pair of dividers turned carefully in the same centre hole was used to cut them out.



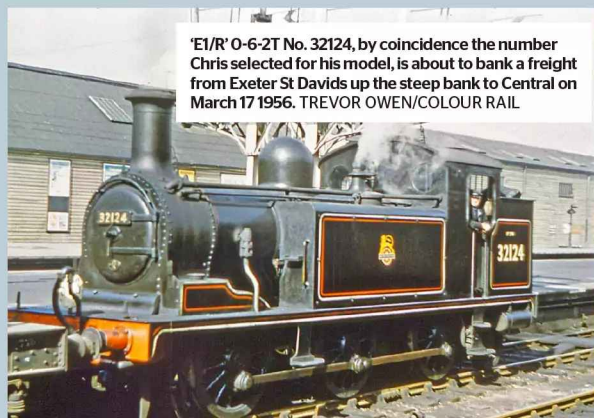
10 A rectangular hole was carefully positioned to allow the firebox glow LED to show through once the cut down remains of the original cab front/backhead were trimmed to fit.



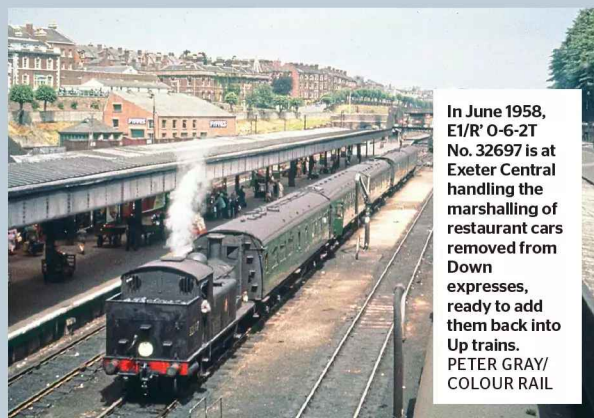
With its tall 'Ashford' cab and enlarged bunker, Chris' 'E1/R' really looks the part.



The stark contrast between the modern 'Ashford' cab and the largely unchanged Stroudley boiler and tanks is shown by SR No. 2094. Date and location unknown. CJL COLLECTION



'E1/R' O-6-2T No. 32124, by coincidence the number Chris selected for his model, is about to bank a freight from Exeter St Davids up the steep bank to Central on March 17 1956. TREVOR OWEN/COLOUR RAIL



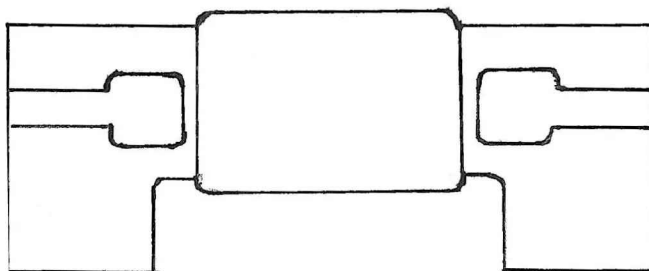
In June 1958, E1/R' O-6-2T No. 32697 is at Exeter Central handling the marshalling of restaurant cars removed from Down expresses, ready to add them back into Up trains. PETER GRAY/ COLOUR RAIL

Top Tip

When cutting through a metal chassis block, take care to remove all debris to prevent the metallic particles from entering the mechanism or interfering with the electronics. If in doubt, cover the mechanism with masking tape before work starts.

Make your own cab!

Here's a template for creating your own 'Ashford' cab for an 'E1/R' conversion. Simply transfer the plan to a sheet of 20thou' plastic card, cut it out and fold to shape following Chris' demonstration in Steps 14-15.

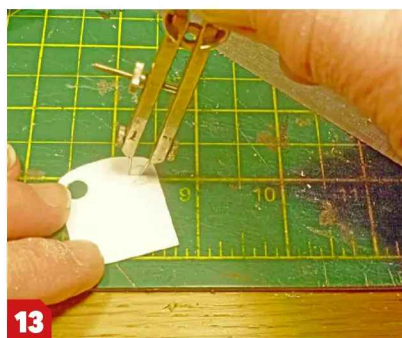




11

Trial and error caused a slight re-cutting of the cab front to clear the firebox glow, and various holes were marked and drilled for pipes and handrails from the boiler top.

12 The new cab front and the cut-down backhead were glued in place against the rear of the side tanks using liquid polystyrene cement and the pipes and handrails were popped into their holes.



13

The cab rear was cut to shape at the same time as the front to be the same profile. Again, the spectacle openings were cut with the sharp point of the spring bow dividers.



14

The cab sides and roof are a one-piece wrap-over in 20thou styrene sheet using a postcard dummy first to check the fit. A full-size template is provided on the left.



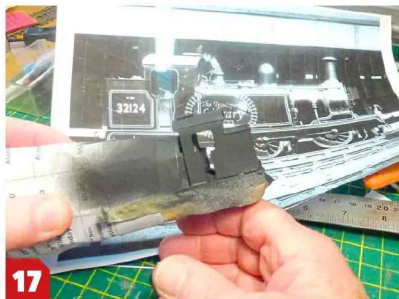
15

The roof curves were formed in a vice, using repeated finger pressure only. The eaves area has a sharp curve for which the 1/8in diameter shaft of a screwdriver proved an ideal former.



16

The cab front and rear, and the cab/bunker roof and sides followed, all glued with liquid cement and held upside down in the vice while the glue set.



17

The boiler and tanks were masked off and the cab and bunker sprayed with Humbrol matt black aerosol. This saved all the original lining and decoration on the boiler and tanks.



18

Working from a photo of No. 32124, I used waterslide grey/red lining and HMRS Pressfix BR emblems and numbering. Bunker lining is a compromise due to the curve complexity.



19

The boiler feed pipes are ducted outside the splashers on the 'E1/R'. I cut the plastic pipes off and replaced them with small pieces of brass wire, fitted in holes in the running plate.



20 To allow for sideways swing on the bogie I made the vacuum reservoirs from plastic tube cut in half and attached to the outside edge of the running plate.

SHOW & TELL

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



Last days of a truncated terminus

By Dee Clark

Beeching's Close' is a truncated, run-down branch Western Region terminus in the early 1960s. It served a mixed residential and industrial area, but now most of the factories have closed down and the houses have been condemned. The station has been shortened, and half the road over-bridge has been bricked up, while the former engine shed has been taken over and adapted by one of the surviving factories, Endoline Engineering, as a covered loading bay.

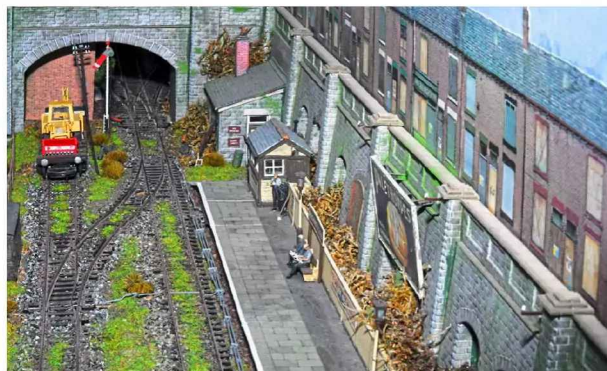
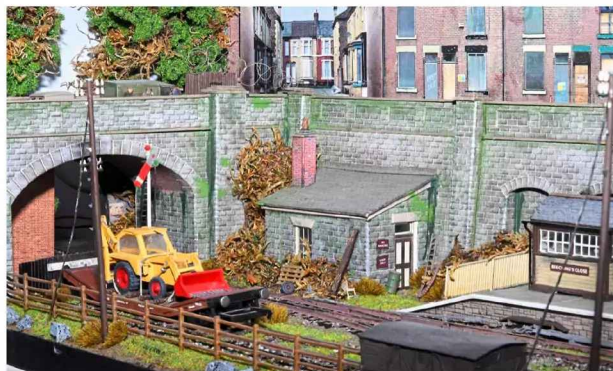
The only traffic left is a passenger railbus service (Heljan) and occasional Class 04 or 08 (Bachmann Branchline), bringing a 'Vanwide' or container to or from Endoline. It won't be long before the last train runs and another forgotten backwater takes its final breath.

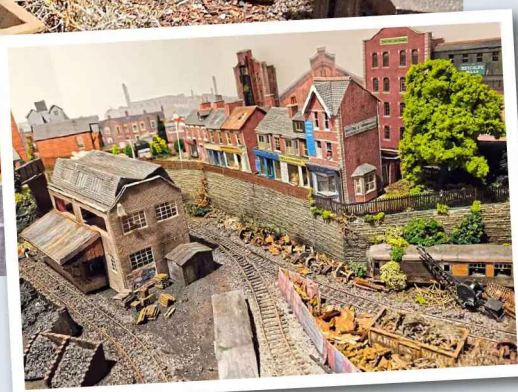
When we moved house in November 2022, the previous occupiers had left some nice bits of timber in the garage, so I went a-rummaging. I came out with a plank measuring 69in by 9in, so that was the layout size. Track is Peco Code 100 Setrack. It's all analogue, controlled by a Gaugemaster Combi with point control via rod-in-tube.

The derelict houses and factory on the backscene are by Sankey Scenics, as are the bespoke station signs, while the rest of the built scenery is Metcalfe, Ratio or Wills Finecast. Figures are by Modelu or, probably, Dart Castings from a box full of a lifetime's supply. The Morris Minor van and Land Rover



of the demolition crew are from Oxford, while the JCB is the old Kitmaster kit. The barbed wire is Eduard photo etch intended for 1:35 scale military dioramas – it helps to be a multi-discipline modeller! Operationally, it's a simple shunting layout, intended one day for exhibition.





Family connections on a first layout

By Chris Lotarius

Ecclesborough' is a 6ft by 4ft layout, loosely based on the Eastern Region during a spring in the early 1960s. It's all analogue, with basic wiring; for me, it's more about the modelling rather than a super-complex magnus opus. It's a musing on 'better times' and a bygone era.

It's my first ever layout and has taken four years so far. During and after Covid, my mental health suffered, doing 65-70-hour weeks as a multi-drop courier, with 100 drops a day, six days a week. My wife suggested a 'OO' gauge train set as part of my healing process; a Bachmann tank engine with carriages was

my choice. There's an obvious use of Metcalfe kits, but I'm now getting into scratchbuilding, including the two pillboxes, the depot canopy, a coal staithe, etc.

I use card from delivery boxes, coffee stirrers from McDonald's, basic artist acrylics, and as much imagination as I can to keep it cheap but fun.

Many names are personal to my family. Sully's scrapyard is christened after our Jackapoo, with the scrap in it being 90% chopped-about junk from my shed, discarded yoghurt pot foils, etc. The carpenter, Chip Away, is named after our deceased Jack

Russell. There's also an abandoned builder's yard, Henry Large, as my father-in-law is a long-retired builder. It includes a cat pooping in the sand, as that was his pet hate! H.P.L. Hardware references my dad's initials, while Spinning Jenny Shoes is a nod to my shoe-obsessed sister-in-law. The brewery will be Browse Brewery, my mum's maiden name.

Thanks go to my wife for her patience and kindness in letting me follow my passion, and Model Junction of Bury St Edmunds for free advice and help in sourcing bits along the way.

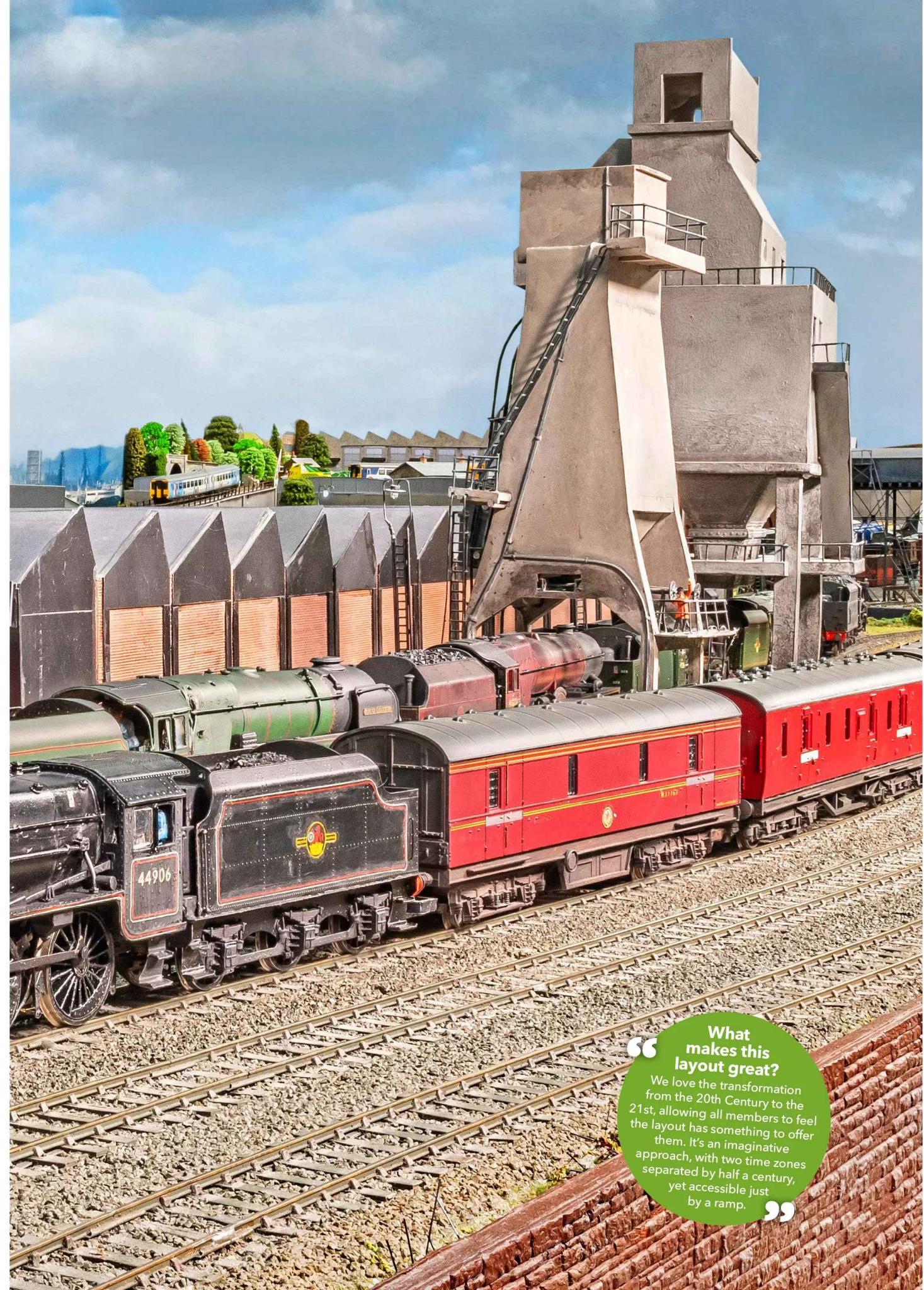


SPLIT PERSONALITY

Originally conceived as a 1950s-themed layout, the Merseyside Model Railway Society's 'Kirkfield' layout has evolved over the years, to cleverly incorporate 21st-century elements.

Words: **Richard Gunn** Photography: **Chris Nevard**





“ What makes this layout great? ”

We love the transformation from the 20th Century to the 21st, allowing all members to feel the layout has something to offer them. It's an imaginative approach, with two time zones separated by half a century, yet accessible just by a ramp.



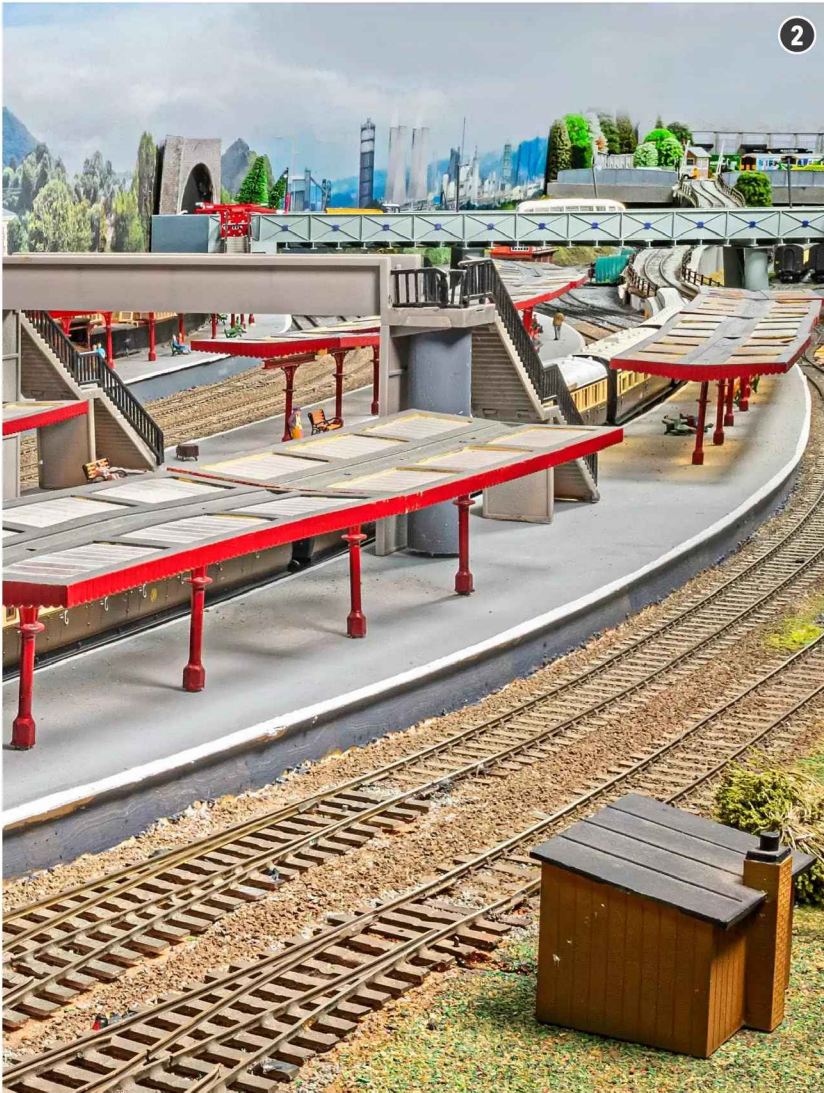
Back in MR349, editor George Dent paid a visit to the Merseyside Model Railway Society, getting to know its members and discovering their layouts. He was especially impressed by 'Kirkfield', the club's large, long-established 'OO' gauge finescale creation that has adopted an innovative solution to allowing multiple eras of stock to be run – by incorporating a modern image section that sits atop the original steam age-themed circuit, with the two areas linked by a ramp. "It was built largely as a 1950s-era layout," says MMRS membership secretary Nigel Greenwood. "But latterly, it has been migrated to basically anything over the last 40 or 50 years. As new members came on board, and maybe their own interests weren't back in steam days, 'Kirkfield' gradually developed to allow their wishes to be reflected."

The result is an unusual and clever oval layout, incorporating a four-track main line, expansive engine shed and facilities, rail-served warehouse, station with seven platforms, and adjacent town, all set firmly in the mid-20th Century. However, a short jaunt up a concrete incline fast forwards to the 21st Century, with a modern servicing depot and fuelling point, container unloading facility and retail park. Here, 'Sprinters' and Class 66s rule the rails rather than the 'Black Five's' and '9Fs' found down below. It's a very ➤

ABOVE With five through platforms and two bay ones, the extensive station (with its main building inspired by Market Harborough) offers plenty of potential for passenger workings.

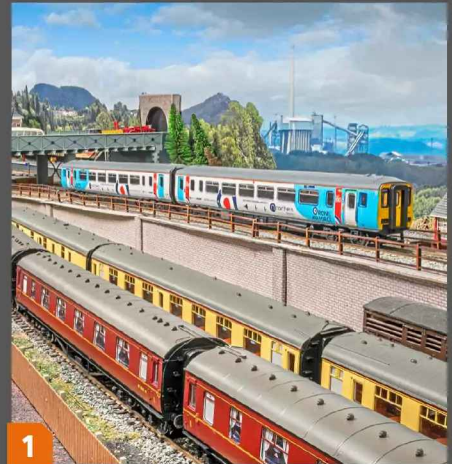


RIGHT The up-to-date fuelling point on the overhead section presents a contrast to the steam-era shed on the level below.



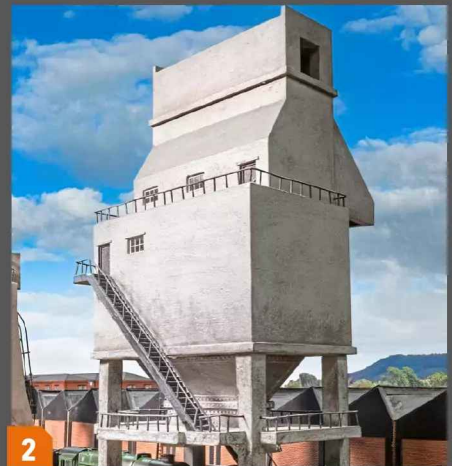
2

3 things we like



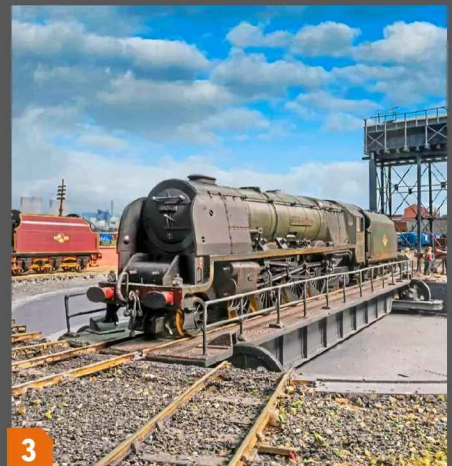
1

The 'transition' from 20th to 21st Century via a ramp connecting the past to the present.



2

The concrete coaling tower that is the impressive centrepiece of the locomotive shed.



3

The turntable adds more operational interest to the steam depot area.





LEFT As well as the steam shed, the 1950s/60s part of 'Kirkfield' also features a small diesel shed.

RIGHT A Class 156 'Super Sprinter' begins the descent from the modern image area to the 'Kirkfield' of the 1950s down below.



5



creative form of time travel. "At the moment, it's running things like the Royal Train, the modern diesel version, along with a six-coach 'Midland Pullman'", says Nigel. "Anything goes, really."

The origins of 'Kirkfield' stretch back to around the mid-2000s. It was under way by the time the MMRS moved into its new premises in Birkenhead during 2009, the former fire station building allowing generous capacity to accommodate a layout measuring 27ft long. Initially, there were plans for it to be lengthier still. Nigel recalls it as largely complete when he joined the club in 2017.

"It has been built by committee; over the years, different people have come in with different ideas, and built different parts," explains Nigel. The modern image add-on, which occupies one end of 'Kirkfield', elevated above the original tracks, was constructed over the last three years. This piecemeal approach (Nigel estimates that between 15 to 20 members have worked on it over the years) has led to some issues, with bits occasionally not working because people didn't understand how things had been done before.

"There's been no 'Fat Controller', so to speak, somebody who knows what it's all about and can pinpoint problems." But it's also meant that a range of ►



Thanks to isolating sections, the engine shed is able to stable a significant amount of locomotives. The scratchbuilt lamp standards are all functional.

MMRS members have been able to bring their own ideas and imaginations into the club space. And, in general, everything still works pretty well.

One idiosyncrasy that Nigel points out is how the "layout is the wrong way around," as he puts it. Originally, 'Kirkfield' was operated from a central well surrounded by the tracks, with the station at the rear and the engine shed at the front. Now, though, with four analogue DC Gaugemaster Combi controllers on long leads allowing multiple operators to run trains from almost anywhere, the effect of the station, slightly hidden away at the back, is somewhat diminished. That said, it does allow the sprawling shed area to be properly appreciated by viewers, showcasing aspects such as its concrete coaling tower and turntable.

ANALOGUE AND DIGITAL

While train control is analogue, points management is digital, set up by a former club member, Keith Whitehead (who also constructed the station building). "It would have been a lot easier to have made the whole layout digital, but the objection was that a large number of members had/have a large collection of analogue locos," reflects Keith. "The cost and complexity of conversion would have been enormous, so a compromise was reached to keep locomotive control analogue but to make the points digital." It proved to be a very complex task. "I spent day after day under the layout... on many occasions, various members didn't think I had attended because they ▶







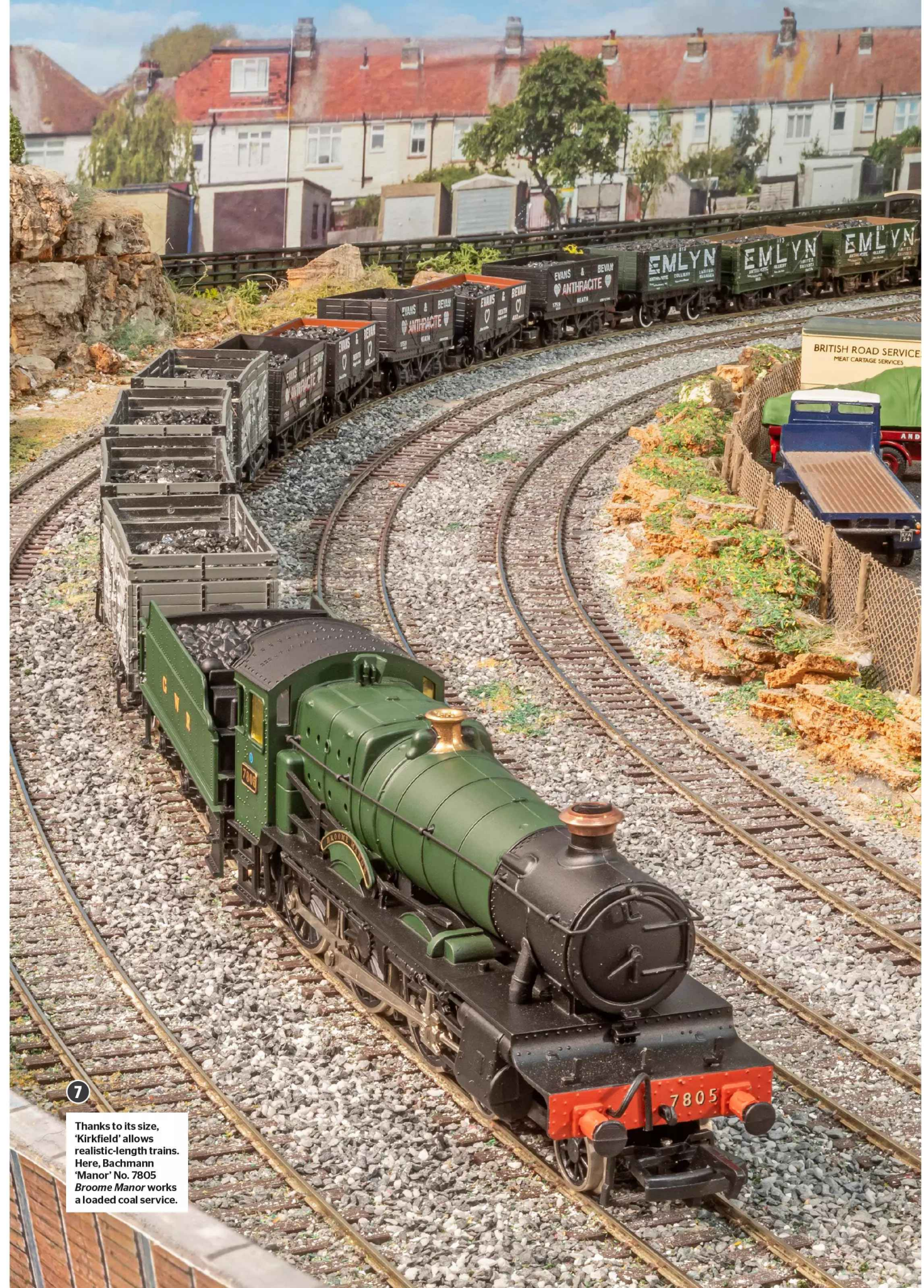
A 'Black Five' leads the line of locomotives, having recently received a load from the coaling tower. Built from scratch, it is the tallest structure on 'Kirkfield'.

never saw me!" There are 48 points in total, controlled from two mimic panels through the MERG (Model Railways Electronics Group) encoder/decoder system.

Originally, all the points were hand-built, but Peco items have almost completely replaced them. The trackwork around the steam depot features several isolation areas to allow easy stabling. The turntable at one end of the shed was once motorised, but a plan to convert it to digital didn't quite go to plan, so it's now worked by hand.

Most of the more significant structures – such as the coaling tower, warehouse, engine shed and station – are scratch-built, while smaller ones are kits such as Metcalfe, with several found in the '21st Century zone'. "The large brick warehouse is based on the LMS goods warehouse at Wednesfield Road, Wolverhampton, while the station is a modified Market Harborough," notes Nigel. Made by Keith, as were many of the other buildings (although another ex-member, Rodney James, put together the steam loco shed and coaling tower), the method employed was styrene sheet and

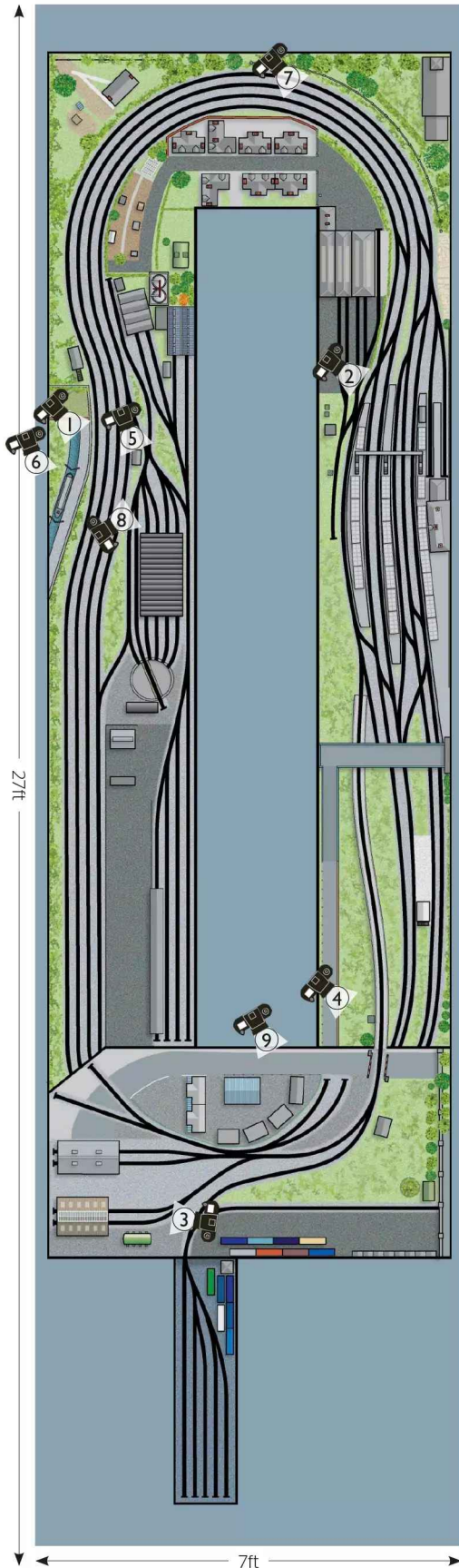




7

Thanks to its size, 'Kirkfield' allows realistic-length trains. Here, Bachmann 'Manor' No. 7805 Broome Manor works a loaded coal service.

Artwork: Andrew Mackintosh



Slater's brick sheeting, with cutting done by a homemade Computer Numerical Control (CNC) machine (including the ornate station windows, comprised of six separate pieces). The station differs from the real thing because to model its entirety would have been too large a footprint. "A lump at the rear" has thus been left off, but a low side section added, in the same architectural style. The canopies are off-the-shelf items, while curved platforms were adopted to add visual appeal. They're comprised of a base of 20mm solid pine, covered with styrene sheet

ABOVE Franco-Crosti-boilered '9F' No. 92025 on shed at 'Kirkfield'.





and with every surface paving stone hand-scored. "The buildings were regarded as so valuable to the layout that they were kept in a locked wooden box when not in place," says Nigel.

The area around the shed has scratchbuilt working yard lights, as does the station – and the effect after dark is a favourite with many MMRS members, including Nigel. "I think, when it's all loaded up, the train shed at night is very impressive. We have some coach sets which have illuminated interiors, and when they run past at night, it just looks so good."

Fortunately, the MMRS has a big collection of members' locomotives and rolling stock with which to "load up" 'Kirkfield'. "One of our members, John Ince, provides a lot of the steam era, extra-detailed LMS engines such as the 'Black Fives' and '8Fs'. If it's a 'Coronation', it's probably down to Scott Thompson – I think he's probably got most of the class." The healthy selection of road vehicles – both classic and current – around the layout hail from Oxford Diecast.

Nigel believes that 'Kirkfield' will keep its place in the MMRS clubhouse for at least the next five years. "As the layout was built as a compromise for those modellers firmly in the analogue mould, it will be retained as such. But there's likely to be lighting, track and wiring improvements to fully exploit it for newer members to help improve their skills." Which is exactly how a club should be, we reckon... not only a place for like-minded enthusiasts to meet up, socialise and run trains, but also somewhere to learn new abilities and put them into practice. **MR**

BELOW The large brick-built warehouse is one of the standout buildings on 'Kirkfield' and was scratchbuilt, based on a real Cheshire Lines structure.

FACTFILE: 'KIRKFIELD'

Era: 1950s-60s and modern image

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

Size: 27ft x 7ft

Track: C&L Finescale Code 75, some points replaced by Peco equivalents

Power and Control: Analogue with four handheld Gaugemaster controllers (now switched to four-way mounted panel)

Time to build: Around 17 years



ABOUT THE MODELLERS: MERSEYSIDE MODEL RAILWAY SOCIETY

The well-established Merseyside Model Railway Society held its first meeting in September 1949 and now operates out of historic premises in Birkenhead. It currently has just over 40 members but in the past has boasted up to a hundred; its longest serving member has been involved for 62 years of the club's 77 years. For more details, including a calendar of public open evenings, see: www.merseysidemrs.weebly.com



AIRBRUSHES.com

UK Distributor for Iwata & Sparmax Airbrushes,
Lifecolor & Createx Paints ... & More!

iwata

SPARMAX®



NEW
SETS & VARNISHES

LIQUID PIGMENTS



Water-based washes for creating shadows, colour depth and tonal variation in scale modelling, fantasy, military and sci-fi. Ready to Use with airbrush or brush.

www.Airbrushes.com 01903 767800 sales@airbrushes.com
The Airbrush Company Ltd. 79 Marlborough Road, Lancing Business Park, BN15 8UF



**LIQUID
PIGMENTS**

THE
**ARMY
PAINTER**

LIFECOLOR
ACRYLIC HOBBY COLORS

**MODEL
CRAFT**



Reviews

In-depth and unbiased reviews of the latest products

82 **Rapido Trains UK**
Manning, Wardle L Class

86 **Revolution Trains 1938**
Tube stock/Class 483

90 **Bachmann NER**
E Class/LNER 'J71'

94 **Accurascale**
BR Class 37/9

96 **Bachmann**
BR Class 47

98 **Revolution Trains KSA**
'Cubes' and log carriers



Our reviewers

George Dent

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

Richard Gunn

A keen 'N' gauge modeller with a love for anything Southern.

How we test

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



Rapido Trains UK Manning, Wardle L Class 0-6-0ST

◆ GAUGE 'OO' ◆ MODEL Rapido Trains UK Manning, Wardle L Class 0-6-0ST ◆ PRICE £149.95 (DCC-ready), £259.95 (DCC sound)

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

Manning, Wardle tank locomotives are hugely charismatic engines, and, given Rapido's penchant for replicating well-known industrial traction types, it's no surprise to see the L Class 0-6-0 saddle tank added to its range.

Various versions have been produced, catering for the myriad detail differences that existed within the L Class, as locomotives were built to the specifications of customers. Accordingly, open and covered cabs, different wheels, buffers, smokebox styles, water tanks and footstep options exist to match the appropriate prototypes.

Eight versions have been produced in total, across a colourful spectrum of liveries, and Rapido kindly supplied Logan & Hemmingway's No. 20, resplendent in lined green. This civil engineering firm helped to build several important railway routes in England between the 1890s and 1910s, with these diminutive, lightweight locomotives able to work on temporary track, hauling and propelling trainloads of spoil and building materials between worksites.

Supplied in Rapido's usual, deep foam-lined packaging, the model captures the elegant – if eccentric – character of the prototype extremely well. Ample use has been made of die-cast metal to provide a good amount of overall mass, and it feels well-balanced too, with the weight evenly distributed over all three axles.

The bodywork is festooned with lots of individually fitted detail fittings, including fine wire handrails, valves and pipework, all picked out in metallic paints. The reverser cranks and sanding levers look

great too, as does the tiny steam whistle and even the safety valve linkages have been included.

As this is an open cab version, the eye is immediately drawn to the firebox backhead, adorned with a set of appropriately rudimentary controls. The twin sight glasses and steam pressure gauge are real highlights, while the etched valve handwheels and separate regulator handle, gear lever and handbrake complete the appointments. Oh, and the leaf springs and hangers for the rear axle correctly protrude into the cab, presenting a clear trip hazard for driver and fireman – health and safety considerations were clearly not a priority back in the 1890s!

The small 'weatherboard' looks like it will provide scant protection for the crew, but the plug-fitted, super-clear glazing is superb. The moulded coal load in the bunker is a little lacklustre, but the lack of a raised pile is hugely welcome, making it easier to fix some real coal chippings in place for added realism.

The only real disappointment is the chimney, with an unsightly gap at its base. It's a shame this could not be rendered as a single

component, as per the Bachmann NER E Class (see page 90).

Conventional buffers are a feature, although they're unsprung, and a set of optional dumb buffers is provided in the detail bag. These fit to the headstocks and allow the locomotive to work with chaldron-type wagons, which offers some interesting operating potential. The detail goodie bag also provides a set of etched brass works plates, plus three-link couplings, each of which I fitted before photography. Slimline

tension locks came pre-installed. Into NEM pockets, but these are easy to remove if desired.

The chassis side frames are particularly impressive, with prototypical openings revealing the equalising beams between the front and central axles, plus a good view of the cosmetic inside valve gear. The small wheels, with their distinctive counterweight bosses, are a delight, and the brake and sanding gear is all correct.



WHAT MAKES IT TICK?

Inside the locomotive is a small coreless electric motor (the manual provides guidance on suitable power controllers), which drives the rear axle via a compact set of gears. There's an E24 DCC decoder interface, plus a small speaker pre-installed to all models, while factory-fitted DCC sound options exist across all eight versions in this first production run.

On the rails, the model performed admirably following the recommended running-in period. The mechanism is smooth and extremely quiet. The centre axle is compensated, with plenty of movement vertically and laterally, while the coupling rods are articulated, helping the locomotive negotiate curves and crossings with minimal drag. Plunger pick-ups are installed throughout, which

worked well on our sample, with no issues encountered.

I like the inclusion of a small access hole in the keeper plate to allow the gears to be lubricated with a pin-type

applicator. Accordingly, this means that there's no need to unscrew anything for such servicing, and the mechanism is largely protected from the ingress of dirt and debris. ➤



3 things we like



1

Livery application is superb.



2

Overall level of detail is excellent, especially the various pipe runs, levers and handrails.



3

Fully detailed cab controls, including sight glasses and steam pressure gauge.

“Livery application is flawless, with the attractive two-tone green bodywork, lining and gold-shaded numerals looking exquisite”



Rapido Manning, Wardle L Class 0-6-0ST - in detail

Factfile: Manning, Wardle L Class 0-6-0ST

Manning, Wardle & Co. Ltd of Leeds began building steam locomotives at its Boyne Engine Works from 1858, specialising in tank engines, particularly for industrial use. Railway building contractors were also a major customer, and Manning, Wardle locomotives were employed across the UK and to a host of foreign lands as the railway boom spread across the globe.

The L Class, built from the late 1880s, was particularly favoured by civil engineering contractors, and examples also found their way into daily use on light railways. Manning, Wardle's alphabetical classification system denoted the power output of the range, with the L Class being largely derived from the earlier K Class, albeit with a larger boiler and longer cylinder stroke.

With each engine built to order, customers could specify a host of options within each class, such as alternative gauges, plus different wheel patterns, buffers, steps, smokeboxes and a choice of open or covered cabs.

Around 100 L Class saddle tank 0-6-0s were built, with examples employed in Britain, Sweden, Mexico, Hong Kong and China, plus a crane-fitted version sent to India. Two examples survive in preservation, including *Sir Berkeley*, which is in the care of the Vintage Carriages Trust, based at Ingrow on the Keighley & Worth Valley Railway. Built

originally in 1891 for Logan & Hemmingway (No. 30), it was employed during the construction of the Manchester, Sheffield and Lincolnshire Railway's extension to Derby, and on the Great Central Railway's famous London Extension, before being sold to the Cranford Ironstone Company near Kettering.



Preserved Manning, Wardle 0-6-0ST *Sir Berkeley* simmers away at Moor Road, during a visit to the Middleton Railway in September 2023.
GRAHAM NUTTAL/STEAM RAILWAY

In terms of pulling power, Rapido's model is well up to the task of shunting and hauling rakes of short wheelbase wagons (our sample was happy with 10 wagons on the drawbar) or a few bogie carriages, commensurate with such a diminutive prototype.

Livery application is flawless, with the attractive two-tone green bodywork, lining, and gold-shaded numerals looking exquisite. The lining extends to the Indian red frames and two-tone green wheels, too. Furthermore, there's a pleasing satin sheen to the paintwork, contrasting subtly with the matt of the smokebox and chimney, which is impressive.

With a suitably attired crew on the footplate and a load of real coal in the bunker, this little beauty will really look the part. Rapido's team have done a tremendous job of producing an accurate, detailed, and superbly finished replica of a characterful prototype. And one that runs smartly too, all for a very reasonable asking price.

Perfect for operating within an industrial or light railway setting, the L Class is a versatile machine, with some still in use well into the 1960s. Alternatively, it will look great as part of a preservation scene, and it even opens up the possibility of a Victorian era layout depicting the construction of a railway – something that is very rarely modelled, but now much more viable.

While new models that capture a prototype faithfully and offer tons of user-friendly functions are fabulous, it's refreshing when a locomotive type is offered for the very first time and the choice of prototype serves to generate ideas for entirely new layout projects.

This model ticks all those boxes! (GD)

SUMMARY

PROS

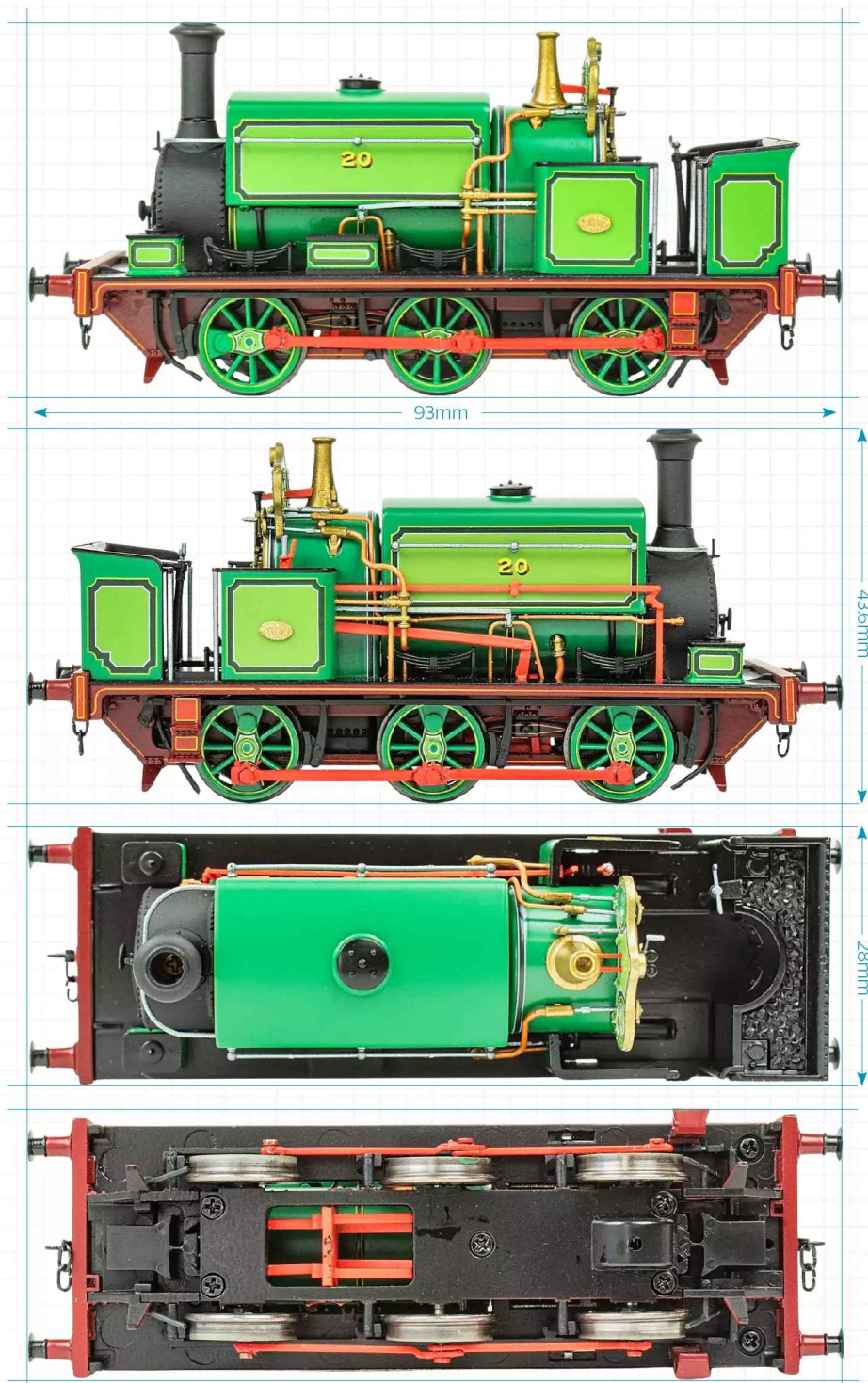
- Overall looks and fidelity.
- Excellent level of detail.
- Top-class paint finish.
- Runs sweetly.

CONS

- Fit of chimney.

FINAL VERDICT

Fabulous.



VITAL STATISTICS: RAPIDO MANNING, WARDLE L CLASS

OVERVIEW

Manufacturer: Rapido Trains UK
Ref. No. 96005
Unit No. 20
Scale/gauge: 1:76 scale, '00' gauge
Body: Metal with plastic parts
Chassis: Metal with plastic parts
Weight: 112g
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.4mm

DIMENSIONS

Length (over buffers)
 Height
 Width
 Wheel diameter
 Coupled wheelbase

PROTOTYPE

23ft 3in
 10ft 9in
 7ft 1in
 3ft 0in
 10ft 8in

1:76 SCALE

93mm
 43.1mm
 28.4mm
 12mm
 43mm

MODEL

93mm
 43.6mm
 28mm
 12mm
 43mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: No
DCC-ready? E24 decoder socket, pre-fitted speaker

SERVICING

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

MECHANISM

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

Revolution Trains 1938

◆ **GAUGE 'N'** ◆ **MODEL** Revolution Trains • RT-N-LU1938-MAR301C London Transport four-car 1938 Stock, maroon • RT-N-LU1938-RED402A London Transport three-car 1938 Stock, red • RT-N-LU1938-NSE201A, Isle of Wight two-car Class 483, Network SouthEast • RT-N-LU1938-MAR202A Isle of Wight two-car Class 483, maroon
◆ **PRICE** £189.95 (two-car), £239.95 (three-car) and £289.95 (four-car) ◆ **AVAILABILITY** Revolution Trains stockists **Web** www.revolutiontrains.com

There can be few of us from the older generations who haven't ridden aboard the prototypes of Revolution Trains' latest 'N' gauge release in our lives. For anybody travelling sub-surface across London until the mid-1980s, a ride on one of London Transport's 1938 Stock tubes was almost inevitable.

After leaving the capital, a handful of survivors played to a more limited audience, with ten two-car units sent to the Isle of Wight. But for enthusiasts, no ferry trip across the Solent was truly complete without a bouncy, creaky ride on these aging but characterful

electric multiple units, up until their final demise – after 83 years of service – in 2021.

Revolution announced the first-ever 'N' gauge ready-to-run London Underground tube trains that same year. They've been eagerly anticipated since then, especially by those with an appreciation of releases that aren't exactly mainstream. At last, the long wait is over. Revolution generously supplied

Model Rail with four review samples; a three-coach unit in original maroon with cream window frames



and gold 'London Transport' lettering, a four-coach one in later 'Bus red' with LT roundel, and two Isle of Wight Class 483s, sporting Network SouthEast livery and the maroon 'Island Line' paint scheme with which the EMUs ended their careers.

First impressions are excellent even before opening the packaging. They're well-presented in sturdy boxes, illustrated with 1938 Stock or Class 483s in service plus, in a fun touch, appropriate moquette seat branding along the top. The contents are securely swaddled in plastic padding and sheeting, and there's a small booklet giving information on history, formation, an exploded diagram with spares references, and other notes.

The only extra parts are hooks to connect carriages – because of the low profile, standard NEM couplings couldn't be fitted – and a tiny driver's cab whistle for the Class 483s (for which you'll need to drill an equally tiny hole). There's also Revolution's usual magnetic wand, used to turn the warm glow interior lights on and off by tapping the roof. For coupling multiple sets together, the dummy 'Wedgelock' couplings on each cab end can be simply removed.

A CRACKING JOB

Revolution has done a cracking job of capturing the look and personality of the trains. All variations look spot on, both dimensionally and in their



Stock/Class 483

3 things we like



1

Top marker lights blanked off on NSE units. All units feature removable 'Wedgelock' coupler beneath the cab.



2

One collector shoe correctly missing from Class 483 cars.



3

Underframe mouldings (which hide decoder socket) show formation information.

detailing. The roofs feature a mass of riveting – most noticeable on the maroon Class 483s with their light grey roofs – and underframe components and fittings are also well-moulded. Incidentally, for DCC operation, the centre underframe sections of the outer cars easily unclip to accept a 6-pin socket. While this has functions for front and rear lights, saloon illumination is controlled only via the wand.

The Class 483 modifications for Isle of Wight use have been incorporated, albeit with some compromises. For example, in London Underground service, five marker lights were fitted to cabs; Class 483s had the two top ones plated over and the centre

one converted into a headlamp. On the NSE model, the upper two lights were painted yellow, while the maroon Island Line one had all five lamps still in situ. The '483s' also had external door buttons; these are correctly in place and picked out in silver and yellow, but you'll also find their mouldings on the Underground cars, albeit painted body colour so they're barely noticeable. For third rail operation, the Class 483s had one of their four electrical current collection shoes per car removed. Revolution has correctly done the same (and subsequently had some customers contact them to ask if their models are missing a bit).

Livery application is superb across the range; all the shades

appear right, and printing is crisp and sharp – there's no fuzziness to the NSE stripes and they're all dead straight, for example. Units numbers are readable despite their minuscule size, and windows have no smoking signs (of both LT and BR designs) applied. Cab destination indicators show appropriate London or Isle of Wight locations, in correct period fonts.

SMOOTH AND QUIET

Despite the usual half an hour of running-in being recommended, all the review samples ran smoothly and quietly right from the start – the motor hum at higher speeds even sounding quite tube-like. One coach per set is motorised, and the power vehicle is surprisingly heavy (65g versus 33g for a non-powered car), thus giving good adhesion. ➔



“ Revolution has done a cracking job of capturing the look and personality of the trains. All variations look spot on, both dimensionally and in their detailing ”

1938 Stock/Class 483 - in detail



Factfile: 1938 Stock/Class 483

Shortly after the 1933 creation of London Transport, a massive New Works Programme was launched, investing what would today be the equivalent of over £2.58 billion between 1935 and 1940. This included 1,121 new cars from Metro-Cammel and Birmingham Railway Carriage & Wagon Company.

Dubbed 1938 Stock after their year of introduction, they were a great success, with their floor-mounted electrical equipment meaning that nearly all the cabin space could be used for passengers. Intriguingly, because the Northern and Central lines extended over London & North Eastern Railway metals, an agreement between it and the London Passenger Transport Board meant the LNER officially owned 289 examples.

By 1953, a further 173 cars had swelled the fleet, comprising new builds and conversions from pre-1938 tube trains. Over the years, the units were deployed to the Bakerloo, Northern, Piccadilly, East London, Central and Northern City lines. Although withdrawals began during the early 1970s, it wasn't until May 1988 that the final ones bowed out of London Underground service, lingering on well past their planned withdrawal dates on the Northern Line.

Yet despite being half a century old, some of the surviving cars found themselves unexpectedly destined for a new island life. Seeking to replace its life-expired Class 485/486 electric multiple units on the Isle of Wight - which were themselves 1923 tube trains - Network South East acquired 20 cars, refurbishing and reforming them as two-car units. After the unusual sights of the newly-christened Class 483s being tested on the South West Main Line, Portsmouth Direct Line and Shepperton Branch Line, they entered traffic on the Isle of Wight from 1989. They remained plying between Ryde Pier Head and Shanklin until withdrawal in January 2021, by which time, at 83 years old, the design was by far the oldest in non-heritage passenger service in Britain.

1: In original London Transport maroon, but having lost the cream window bars that the 1938 Stock sported between the 1930s and 1950s, a seven-car formation pauses at Wembley Central with a Bakerloo line service for Elephant & Castle on March 4 1961. F. HORNBY/COLOUR RAIL

2: Newly outshopped in Network SouthEast colours, No. 483 001 is captured at Eastleigh during testing between the depot and Basingstoke on June 30 1989, prior to setting sail for the Isle of Wight. COLOUR RAIL

3: During the 2000s, London Transport-style maroon livery returned to the Island Line Class 483s, with No. 483 007 even sporting historic London Transport branding. It's seen here at Ryde St John's on August 3 2003. COLOUR RAIL



The short bogie wheelbases and small wheels intended for the tight Underground curves mean the trains easily cope with radius 1 trackwork. On *MR*'s test circuit, the two- and three-car units all performed very well; the four-car unit did struggle slightly with traction when coming off a sharp curve on an upward gradient but this was a deliberately challenging track configuration that probably wouldn't be found on most layouts. Besides, as Revolution mentions in its booklets, most 1938 Stock ran in seven-coach configurations, which in model form would mean a pair of powered cars provided by three-car and four-car units marshalled together.

Because of the severely restricted loading gauge, the

motor fills the entire power car. So not only is there no room for an interior – all other carriages have one – but there's also no lighting. We're sure Revolution did its best to try and overcome this, but it does mean that, in any consist, one coach will stubbornly remain dark. It's unfortunate and looks a little odd, but as anybody who travelled in 1938 Stock towards the end of its life may

fondly recall, random blackouts were quite common. And, of course, there is the option to turn all the other saloon illumination off to match.

Overall, these are fabulous little models from Revolution, well-priced and with impressive levels of detail despite the diminutive dimensions. They fill a niche that no other manufacturer has attempted to

tackle before, and do so very well indeed – something that Revolution should be applauded for. I can imagine a lot of London-based 2mm layouts suddenly sprouting tube lines so modellers have an excuse to run 1938 Stock, and wouldn't be too surprised to see the Class 483 variants inspiring many new Isle of Wight-themed creations too. (RG)

SUMMARY

PROS

- Captures the tube stock look wonderfully.
- Copes well with the tightest curves.
- Excellent livery reproduction spanning 83 years.
- Novel models not previously produced.

CONS

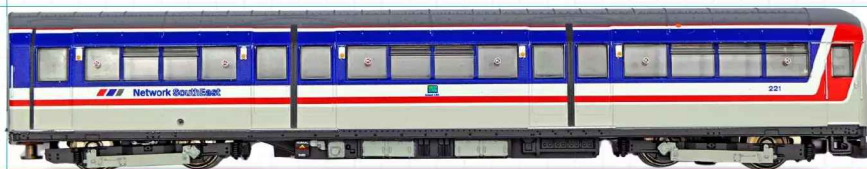
- No lighting in motorised cars.

FINAL VERDICT

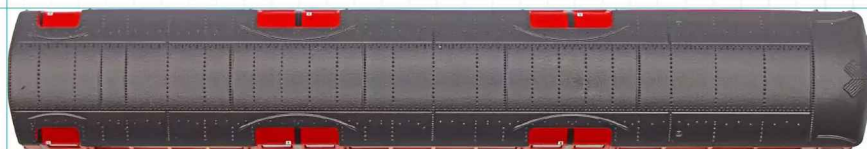
Underground models that go above and beyond in quality and detail.



109mm



20mm



18mm



VITAL STATISTICS: 1938 STOCK/CLASS 483

OVERVIEW

Manufacturer: Revolution Trains
Ref. No. RT-N-LU1938-MAR301C, RT-N-LU1938-RED402A, RT-N-LU1938-NSE201A, RT-N-LU1938-MAR202A
Unit No. 66, 045, 483 001, 483 007
Scale/gauge: 1:148 scale, 'N' gauge
Body: Plastic
Chassis: Metal with plastic parts
Weight: 96g (two-car), 127g (three-car), 157g (four-car)
Min. curve radius: 228mm (Radius 1)
Wheel back-to-back: 7.5mm

DIMENSIONS

Length
 Height
 Width
 Wheel diameter
 Bogie wheelbase

PROTOTYPE

52ft 3¾in
 9ft 5½in
 8ft 6¼in
 2ft 7in
 6ft 3in

1:148 SCALE

107.7mm
 19.5mm
 17.5mm
 5.3mm
 12.3mm

MODEL

109mm
 20mm
 18mm
 5.5mm
 12.5mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Directional head/tail, interiors of non-motorised cars
DCC-ready? 6-pin socket

SERVICING

How to dismantle: Body unclips from chassis.
Where to oil: Bogie gears and axles – see instructions.

MECHANISM

Drive system: Motor drives four axles via driveshafts and gears
Flywheel(s): Yes
Traction tyres: No



Bachmann NER E Class/LNER 'J71'

◆ GAUGE '00' ◆ MODEL Bachmann Branchline 31-065 NER E Class 0-6-0T No. 495, NER lined green ◆ PRICE £159.95-£279.95

◆ AVAILABILITY Bachmann stockists **Web** www.bachmann.co.uk

Bachmann introduced a delightful, all-new NER E1 Class/LNER 'J72' in 2019, offering modellers a much-improved rendition of Wilson Worsdell's compact 0-6-0T compared to the old, former Mainline product. In a logical progression, it's now time to admire Bachmann's 'J71', the precursor to the 'J72', designed in the 1880s by Worsdell's brother, Thomas.

Built by the North Eastern Railway from 1898, the E

Class (re-named Class J71 by the LNER) may look similar to its successor at first glance, but such are the myriad differences that only a handful of common components are employed across both models. Indeed, this marks the first time that the E Class has been available in RTR '00' gauge.

Three versions have been produced in this first run, taking in the NER era with No. 495 (featured here) resplendent in lined green and maroon livery.

The 'Big Four' era is represented by LNER No. 317 in the stately lined black scheme. This locomotive is notable for having taken part in the Stockton & Darlington Railway centenary cavalcade of 1925. Rounding off the range is BR No. 68260, in plain black with early emblems.

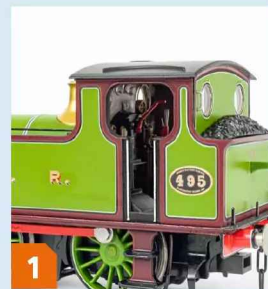
Scrutiny of all three iterations reveals an interesting array of era-specific details, including clack valves and pipework, Ramsbottom or Ross Pop safety valves, 'bell' or pipe-shaped

whistles, smokebox door handles or handwheels, and coal rails atop the bunker where appropriate.

FIRST IMPRESSIONS

Like Bachmann's new 'J72', the E Class feels surprisingly heavy for its size, thanks to the ample use of die-cast metal in the chassis block and footplate (with integrally cast footsteps). There are extra weights within the side tanks, too, giving an all-up weight of 166g, which will help with adhesion and power collection.

3 things we like



1

The fully detailed and painted cab interior.



2

The livery application is absolutely superb.



3

Period-specific polished brass details are very impressive.

“I was particularly impressed by the one-piece chimney, which is free from any unsightly joint or moulding seams”



It's an incredibly pretty model, especially in this ornate lined livery, which has been applied impeccably. The fine lines on the bodywork, boiler, footplate edges, headstocks and wheels are superb. Notably, this NER version carries a £10 premium on the RRP, due to the intricacies of the finishing process, which is understandable. The polished brass effects on the safety valve

bonnet, smokebox band, clack valves and even the rims of the spectacle plates are impressive, while the polished steel of the buffers, handrails and smokebox embellishments are equally well rendered, as are the shaded gold letters and brass-effect numberplates.

In terms of overall looks, Bachmann's team has really 'nailed' the essence of the

prototype, and all key dimensions are scaled correctly. Fine wire handrails are a feature, mounted within turned metal knobs, and the etched brass lamp brackets are refined yet sturdy. I was particularly impressed by the one-piece chimney, which is free from any unsightly joints or moulding seams. This is such an important element to get right, given how it inevitably draws the eye, so full marks to Bachmann!

Our sample features all the correct period-specific fittings, and the cab interior is fully appointed with controls, instruments, gauges and pipework, plus tool cabinets, all picked out in appropriate colours. A firebox glow effect features too,

which works more as a flicker on DCC control.

There's a hint of the inside valve gear visible between the frames, with the boiler barrel moulded in its entirety – again, no unsightly joints here. Below the frames, the elegant, spoked wheels are notably larger than a 'J72', giving the E Class a slightly more purposeful appearance, and the fine coupling rods, brake and sanding gear, and etched lifeguards ensure the underframe is as eye-catching as the bodywork is.

MOVEMENT MATTERS

There's ample side-play in all three axles, plus articulation in the rods, allowing the model to cope with

Bachmann NER E Class 0-6-0T - in detail



Factfile: NER E Class 0-6-0T

Designed by Thomas Worsdell for the North Eastern Railway, the E Class was intended to become the NER's standard shunting locomotive. The first example entered traffic in 1886, with several batches eventually built over a nine-year period. In total, 120 examples were turned out, with a few design tweaks implemented along the way.

Following the Grouping of 1923, the E Class would become known as the LNER Class J71. Before that, however, Thomas Worsdell's successor as Chief Mechanical Engineer of the NER - his brother Wilson - had developed the E Class design to produce the E1 Class, which began entering traffic in 1898. These would later be classified as 'J72' by the LNER.

Although outwardly similar, the E Class differed from the later variant in many ways, most notably in terms of larger wheels, smaller side tanks and bunkers, the use of external clack valves (later removed) and thinner headstocks, in comparison to the beefier versions found on the 'E1'.

Thomas Worsdell's E Class 0-6-0Ts could be seen working across the NER network, especially at ports and dockland locations, as well as freight yards. They were also well-suited to station pilot duties, trip freight workings and shunting locomotive depots and works.

By the 1930s, the 'E1' began to take precedence over its older cousin, and withdrawals of the E Class began. By nationalisation in 1948, 81 examples survived into British Railways ownership, but these were on borrowed time, thanks to the spread of diesel-powered shunting locomotives.

The final 'J71', No. 68233 - by then over 70 years old - was withdrawn in 1961. None survived into preservation.

1. LNER Class J71 No. 8314 simmers away outside Gateshead works in June 1950. Note the addition of steam heating and vacuum brake hoses. COLOUR RAIL

2. During the line's last year of operation, 'J71' No. 68246 operated a RCTS railtour to Easingwold in June 1957. COLOUR RAIL



short radius points and second radius curves. Power is collected from all six wheels by wiper contacts and a coreless motor is mounted towards the front of the locomotive, driving the centre axle via a brass worm and nylon gears. Adjacent to the motor, in the firebox area, is located a Next18 DCC decoder socket, below which is a pre-installed 11mm by 15mm speaker (fitted to all models). DCC sound-fitted versions are available, equipped with LokSound Micro V5 decoders. As with Bachmann's other DCC sound-fitted products, they can also run on analogue layouts, with a simplified range of sounds emitted.

After the usual running-in period of around 30 minutes, the model was assessed on the test track, hauling a mix of freight and passenger stock, which it handled extremely well. There's ample haulage capacity for a small O-6-OT, aided by the model's heft, and it ran smoothly throughout the speed range, with an impressive crawl.

NEM coupler pockets are provided at each end, fitted with slimline tension locks, but an excellent set of three-link couplings is also provided, albeit supplied erroneously as four-links, but I cut away the errant extra links! The detail bag also provides a set of cosmetic oil lamps, plus a set of fully painted and lined cab doors. The latter were a bit tricky to install from outside, and a magnetic, lift-off cab roof would have been welcome, which would also ease the fitting of a footplate crew (not supplied).

It's also worth mentioning the fixed coal load in the bunker, which is moulded into a mound, making it difficult to fix real coal on top. It looks like a little surgery may be needed to cut this away and replace it with

a false internal floor, but that's a job for the future.

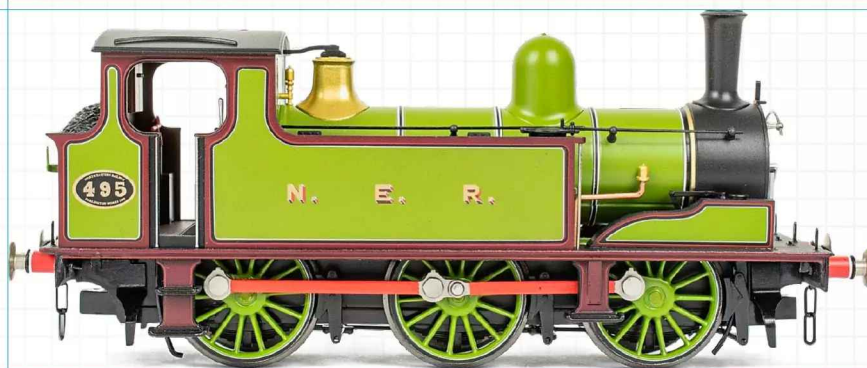
This is a lovely little model, capturing Thomas Worsdell's

workhorse accurately and with an admirable level of finesse. It runs as well as it looks, and is reasonably priced too. It's a most

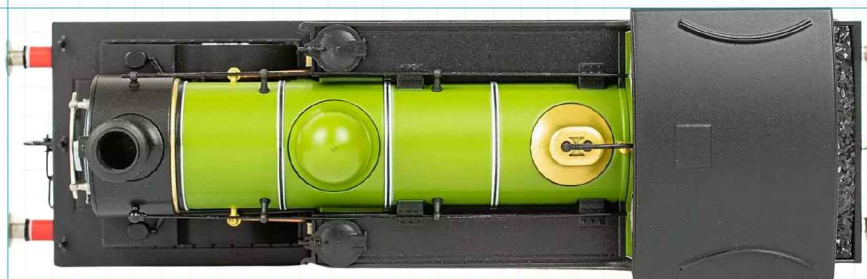
welcome addition, and will appeal to modellers of the pre-Grouping, 'Big Four' and early BR eras. (GD)



113mm



48.4mm



32mm

SUMMARY

PROS

- Really looks the part.
- Impressive level of detail.
 - Flawless finish.
 - Runs beautifully.

CONS

- Not a lot.

FINAL VERDICT

Superb.

VITAL STATISTICS: BACHMANN NER E CLASS 0-6-OT

OVERVIEW

Manufacturer: Bachmann Europe
Ref. No. 31-065
Unit No. 495
Scale/gauge: 1:76 scale, '00' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 166g
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.3mm

DIMENSIONS

Length (over buffers)
 Height
 Width
 Wheel diameter
 Coupled wheelbase

PROTOTYPE

28ft 8¼in
 12ft 0in
 8ft 1in
 4ft 7¼in
 13ft 8in

1:76 SCALE

115mm
 48mm
 32mm
 18.5mm
 55mm

MODEL

113mm
 48.4mm
 32mm
 19mm
 55mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Firebox glow
DCC-ready? Next18 socket, pre-fitted speaker

MECHANISM

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

SERVICING

How to dismantle: Body unscrews from chassis
Where to oil: Gears and axle bearings - see instructions

Accurascale BR Class 37/9

◆ GAUGE 'OO' ◆ MODEL Accurascale ACC3166 BR Class 37/9 37903, BR Railfreight grey ◆ PRICE £189.99 (DCC-ready), £289.99 (DCC sound)

◆ AVAILABILITY Accurascale stockists Web www.accurascale.com

Accurascale's third production run of the Class 37 arrived with retailers in May, consisting of a handful of new Class 37/4s and, most notably, a trio of Class 37/9s.

Marking a first in ready-to-run format, the re-engineered Class 37/9s represent the handful of locomotives equipped with Mirrlees Blackstone power units and Brush generators, as part of British Rail's ill-fated Class 38 development project.

Although the Class 38 project was abandoned, 37901-904 remained in traffic in their rebuilt guise, and acquitted themselves

well to the demands of heavy steel traffic emanating from South Wales.

While two further '37/9s', 37905-906, were equipped with Ruston diesel units, these were not so outwardly different to 'regular' refurbished '37s'. In contrast, the Mirrlees-powered 37901-904 required a pronounced 'hump' in the roof to provide clearance for the larger new engines.

Accurascale has produced models of 37902 in Railfreight Metals Sub-Sector livery, plus 37903 in original Railfreight grey, as seen here. These are available via Accurascale's dealer network,

but Europhoenix's 37901 *Mirrlees Pioneer* was only available from the Accurascale website. The past tense is deliberate, as 37901 sold out fast!

The tooling caters for the small differences seen on each of the re-engineered '37/9s', notably the pattern of nose side grilles, while the distinctive roof 'hump' also reflects individual machines at different stages. With our sample depicting 37903 as it left Crewe Works in February 1987, the original twin exhaust port arrangement is faithfully reproduced.

Along with the obvious '37/9' features, Accurascale has also

incorporated some targeted improvements to the '37' tooling across the whole production run, including enhanced windscreen glazing, see-through slat detail in the radiator side grilles and improved bonnet top doors, all of which add extra finesse to what was already a fantastic model. There are some improvements under the hood, too, with a powered radiator fan, switchable tail light functions and a convincing hint of interior detail visible through the engine room windows.

Most of the roof can be lifted away, being retained by small magnets, thus revealing the



“Along with the obvious '37/9' features, Accurascale has also incorporated some targeted improvements to the '37' tooling across the whole production run”

21pin MTX DCC interface. With our sample featuring DCC sound, the EM2 bass reflex speaker is prominent atop the PCB too, and is accompanied by a smaller secondary speaker, ensuring a broad range of sound frequencies are emitted. Authentic sound files have been created, recorded from the real 37901, and the results are fantastic. All models come with a capacitor power pack on board for improved performance when operating under digital control.

A generous bag of extra details is provided, including bufferbeam fittings for both ends and a choice of miniature three-piece snowploughs, although I don't recall seeing these installed to the '37/9s', in BR days at least.

Like Accurascale's previous '37' releases (see reviews in MR314/316/319/321), this is a superb model, depicting a much-requested sub-class, sales of which have been



understandably brisk. Having carved up numerous RTR models to fit etched brass replacement roof panels in the past, it's great to finally have an off-the-shelf option for a '37/9', especially one that

features such an impressive level of detail and authenticity.

The various tooling upgrades are welcome and our sample ran beautifully under test, and sounds just like the real thing, too! It's a real gem. (GD)

3 things we like



1

The radiator roof fan is now powered.



2

Modified roof panels are authentic to the real thing.



3

Enhanced glazing, bonnet top doors and radiator side vents.

SUMMARY

PROS

- High-fidelity replica.
- Superb level of detail.
- A few enhancements over previous models.
- Top-notch performance.
- Immaculate finish.

CONS

- Nothing.

FINAL VERDICT

Absolutely first-class.



Bachmann BR Class 47

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline 35-416 BR Class 47 47280, Railfreight grey
◆ PRICE £239.95-£394.95 ◆ AVAILABILITY Bachmann stockists Web www.bachmann.co.uk



Bachmann's all-new 'OO' Class 47 was released initially in 2021 and, when reviewing it for MR293, I was struck by how effectively the tooling captured the look and character of the Brush Type 4. Various other manufacturers have attempted to produce a definitive '47' over the years, including previous offerings from Bachmann, but this was the best so far, by some margin.

Fast-forward to 2026, and Bachmann has now released a slightly upgraded version of the '47', taking on board customer feedback from earlier batches

and rolling out a few technical upgrades that have been offered on other recent releases. In terms of visual differences, the windscreen area has been tweaked slightly, resulting in a better fit and enhanced appearance of the glazing. The supplied set of miniature three-piece snowploughs has also been redesigned so that they fit directly to the chassis rather than the bogie, and they look so much better. The rear faces of the 'ploughs have also been painted black, which is a hugely welcome little touch.

This year's production run of Class 47s offers two different Rail

blue '47/0s' (47226/238), plus a '47/4' in West Coast Railways maroon (47826) and Rail Express Systems '47/7' 47791. BR Railfreight grey 47280 completes the range and is the subject of this review. All models are available in DCC-ready, DCC sound-fitted, and DCC sound deluxe versions, and our sample falls into the latter category, boasting a suite of extra goodies.

Once again, the overall look of the handsome Brush Type 4 has been captured, with all the relevant prototype-specific details faithfully reproduced. This '47/0' version correctly features underslung water and

fuel tanks, although the redundant steam boiler compartment has been plated over. High-intensity headlights have been installed, and the lenses even feature an authentic ribbed texture, as do the marker lights at the No. 2 end, as per the real thing.

The overall fit and finish are a joy to behold, with everything neatly installed and topped off by a flawless paint job. A key feature of the DCC sound-fitted deluxe models is the tinted windscreen glazing, which is subtle and effective. Furthermore, this top-of-the-range model also includes powered radiator

3 things we like



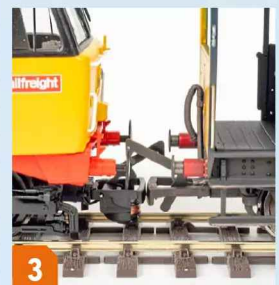
1

Improved windscreen glazing and optional snowploughs.



2

Working radiator fans (Sound-Fitted Deluxe models only).



3

DCC-controlled coupling system (Sound-Fitted Deluxe only).

SUMMARY

PROS

- Captures prototype well.
 - Superb level of authentic detail.
 - Performance.
 - Top quality finish.
 - Excellent sound.

CONS

- Not a lot.

FINAL VERDICT

A tip-top Type 4!

“DCC sound-fitted models can also operate on DC layouts, straight from the box, with a convincing engine start-up sequence and running sounds”



cooling fans (now driven by a separate miniature motor and controllable via DCC), plus Bachmann's DCC-controlled auto-release tension lock couplings, which work brilliantly.

At the touch of a function key on a DCC control unit, the locomotive performs a coupling or uncoupling manoeuvre, for hands-free shunting. These coupling units are also easy to remove, should you wish to add the snowplough and bufferbeam detail to one or both ends.

All '47s' now come with a 'Bach-Up' stay alive circuit installed, to improve

performance for DCC users, plus a single pre-fitted speaker. Meanwhile, the DCC sound options feature Bachmann's new Dual XL speaker setup, offering a heftier bass response and improved all-round sound quality, in tandem with the LokSound V5 decoder loaded with real '47' tones. DCC sound-fitted models can also operate on DC layouts, straight

from the box, with a convincing engine start-up sequence and running sounds.

There's much to admire with this model, and Bachmann's tweaks to the tooling and DCC provision are a bonus, providing a superb re-creation that runs and sounds as well as it looks. **(GD)**



Revolution Trains KSA Rover 'Cube' vans and log carriers

◆ GAUGE 'OO' ◆ MODEL Revolution Trains KSA 'Cube' vans and log carriers ◆ PRICE £124.95 per twin-pack

◆ AVAILABILITY Revolution Trains stockists Web www.revolutiontrains.com

Crafted in Finland during the mid-1990s, the KSA 'Cube' covered wagons were ordered by Rover and designed for the carriage of automotive components between assembly facilities. A fleet of 100 wagons was assembled, which worked mostly

between the Longbridge and Swindon car plants.

At 75ft long, the KSAs possessed a substantial payload area, and the special hooded body featured removable panels to allow full access for rapid loading and decanting. The deep,

sturdy side frames of the wagons are as notable as the corrugated hoods, making for an eye-catching sight.

After a period in storage, following the demise of Rover and its Longbridge plant in 2005, some wagons were acquired for use on W.H. Malcolm freight services, operated by DRS, between Daventry and Scotland. Others also found work on cross-Channel general freight flows.

A significant conversion project was undertaken in 2011, with 10 KSAs converted into open

log carriers to strengthen existing wagon fleets on timber traffic to the Kronospan works in Chirk from various loading points in England and Wales.

Revolution launched its 'OO' gauge KSA wagon project back in 2022, with models arriving with retailers recently. A host of twin-packs have been produced, offering the original 'Cube' wagons in Rover brown/grey and DRS/Malcolm blue/red, plus timber carrier variants in NACCO red.

Received for review is one pair each of the 'Cubes' and timber





“Like the real things, both wagon types share a common chassis, which has been faithfully rendered, complete with distinctive raised lower beading that flares out artfully over the bogies”



wagons, and each wagon offers a real feast for the eyes, with an impressive array of fine detail and a superb overall level of fit and finish.

Like the real things, both wagon types share a common chassis, which has been faithfully rendered, complete with distinctive raised lower beading that flares out artfully over the bogies. The frames and ends are festooned with individual detail fittings, including ferry cleats, wire handrails, etched footsteps and handbrake wheels. The timber wagons correctly feature ratchet strap securing points, plus mesh instruction sheet carriers, while the log retaining stanchions include the prominent box-section profile at the ends. The yellow/black hazard strips along the edges of the deck are a nice touch, too.

The corrugated hoods of the Rover 'Cube' vans are equally well rendered, with locking brackets, release handles and information panels all present and correct. Sprung buffers are a welcome addition, complete with polished rams, while the bogie frames are crisply moulded, with brake shoes in line with the wheels. A set of slimline tension lock couplers comes pre-mounted

into the NEM pockets, which form part of the kinematic close-coupler units – a real boon for wagons of this length, which perform very much like coaching stock.

Although the chassis and body mouldings are predominantly plastic, internal metal weights provide ample ballast, and the wagons weigh in at a respectable 138g ('Cubes') and 127g (log carriers).

The wagons are presented in Revolution's usual, stylish, lift-top boxes and small bags of extra details provide optional

air brake hoses and cosmetic screw couplings.

Under test, all four sample wagons ran faultlessly over second-radius curves and short radius Peco Code 75 points and, due to their impressive size (302mm long), make for a striking sight on any modern era layout. The Rover 'Cubes' will look great behind a Railfreight Distribution Class 47 in the latter days of British Rail, or an EWS '66', while the log carriers are perfect for running behind a Colas '66' or '70'. Indeed, creating an authentic load will provide an enjoyable modelling project for the latter wagons!

Decoration is to a high standard, with the plethora of printed information and number panels all crisply printed and legible.

These are a hugely welcome arrival from Revolution, offering high-quality, high-fidelity replicas of some interesting modern prototypes. (GD)



3 things we like



1 Impressive level of detail to underframe and – especially – the ends.



2 Side frame fittings include ferry cleats, brake handles and, on the timber carriers, ratchet strap securing points.



3 Bogie frames are excellent, with SKF roller bearing covers.

SUMMARY

PROS

- Looks and prototype accuracy.
- Attention to detail.
- Smooth runners.
- Interesting prototypes.

CONS

- Nothing.

FINAL VERDICT

Fantastic.

LMS/BR CLASS 11 0-6-0DE

CHOOSE FROM 15 VERSIONS

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

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

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

00
GAUGE



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



➤ **MR-505** BR 12043, black, BRITISH RAILWAYS lettering



➤ **MR-503** LMS 7120, pre-war black



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



➤ **MR-501**
War Department 70271, olive green



➤ **MR-504** LMS 7128, post-war black



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

WEATHERED

BR/SR CLASS 12 0-6-0DE

00
GAUGE

FIVE VERSIONS AVAILABLE

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

OUT
NOW

Pristine models

£169.00

£152.10
Model Rail
subscribers
price

Featuring Bulleid-Firth Brown wheels, our tooling caters for the original and later versions, with and without electric head/tail lamps.
All five versions now in stock!





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



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

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



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



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



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



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



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



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

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

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

**OUT
NOW**

Pristine models

£169.00

£152.10

*Model Rail
subscribers
price*

Weathered versions

£179.00

£161.10

*Model Rail
subscribers
price*

What's available?

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



➤ **MR-520**



➤ **MR-522**



➤ **MR-521**



➤ **MR-523**



➤ **MR-524**

'16XX' 0-6-0PT

CHOOSE FROM 19 VERSIONS 

Specification list

Made by:

Rapido Trains Inc.

Motor: Five-pole

DCC socket: Next18

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

£149.00

£134.10 price for Model Rail subscribers



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

BR BLACK, EARLY CREST (PRISTINE)

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

LOW STOCK

BR BLACK, EARLY CREST (WEATHERED)

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

BR BLACK, LATE CREST (PRISTINE)

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

BR BLACK, LATE CREST (WEATHERED)

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

'BUSBY' CHIMNEY

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

NCB GREEN

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

PRESERVED GREEN

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



BR Class 26/1 26043

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

ONSALE NOW!



Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: 21-pin

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

£210.00

£189.00 price for Model Rail subscribers

Ruston 'PWM' 0-6-0DE

CHOOSE FROM EIGHT VERSIONS



MR-403 PWM653
BR light green



MR-405A PWM 97651
BR yellow



MR-405B PWM 97652
BR yellow



MR-402 PWM651
BR green, 'wasp' ends



MR-400A PWM651
BR green



MR-400B PWM652
BR green



MR-401 PWM654
BR green, 'wasp' ends



MR-404 PWM652
BR Rail blue

Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights
• NEM coupler pockets

£169.00

£152.10 price for Model Rail subscribers

LNER Sentinels - the latest batch



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



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



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



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

LAST FEW

SOLD OUT

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

£99.00

£89.10 price for Model Rail subscribers

LNER 'J70'

Specification list

Made by: Rapido

Trains

Motor: Coreless

DCC socket: Six-pin

Features:

- NEM coupler pockets
- Space for speaker
- Removable cowcatchers
- Etched worksplates

£127.50

£114.75 price for Model Rail subscribers

Open or closed end doors

Full interior detail

JUST ONE VERSION LEFT!
LOW STOCK



MR-204

No. 68226, British Railways lettering, no skirts

Poseable side and end windows

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

'USA' 0-6-0T

Specification list

Made by: Bachmann **Motor:** Three-pole

DCC socket: Six-pin

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

MR-107

£124.95

£112.46

price for Model Rail subscribers

SOLD OUT



MR-107 No. 36, National Coal Board black

**ORDER AT
WWW.MODELRAILOFFERS.CO.UK
OR 01209 705459**



Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: 21pin

Features: • NEM coupler pockets • directional and interior lighting • sprung buffers • speaker mounts • includes optional snowploughs

BR/BRUSH TYPE 4 CLASS 48

FOUR TO CHOOSE FROM

What's available?

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



£230

£207.00

price for Model Rail subscribers

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

COMING SOON ONLY FROM MODEL RAIL



**DUE
LATE
2026**

**00
GAUGE**

**BR 'Flatrol MJ'/XKB
atomic flask wagons**

Produced by
Revolution Trains

**009
GAUGE** **Vale of Rheidol
2-6-2T**

Produced by Revolution Trains

**DUE
LATE
2026**



Next Issue

ON SALE
JULY
30

Type 5 tweaks

We present a host of crafty hints and tips for customising heavy freight locomotives.

WAGONS ROLL!

Chris Nevard works his magic on a fleet of Private Owner wagons, showing what can be done with a little creativity and simple materials.

NEVER
MISS AN
ISSUE!

Turn to page 26 for details of our great subscription offer

ADVERTISERS' INDEX

Accurascale.....	13, 40-41
Alton Model Centre.....	19
Crane Sheds & Summerhouses.....	117
Deluxe Materials.....	19
DMG Technical.....	24
Durham Trains Of Stanley.....	118
Ellis Clark Trains.....	10
Finescalebrass (UK).....	117
Gaugemaster Control.....	124
Hornby.....	112
Howes Models.....	118
JG Models.....	118
Kernow Model Rail Centre.....	20
Littleworth Models.....	119
Megapoints Controllers.....	116
Metcalfe Models.....	107
N Gauge Society.....	119
Peter's Spares.....	119
Rails Of Sheffield.....	1, 108-111

Rapido Trains UK.....	42
Revolution Trains.....	114
Scale Model Scenery.....	116
Scalescenes.com.....	116
Smart Models.....	116

The Airbrush Company.....	80
The Hereford Model Centre.....	113
Trains4U.....	118
York Modelmaking.....	116
YouChoos.....	19

CLASSIFIED INDEX

Classified advertisers on pages 121

Branchlines.....	121
Coastal DCC.....	121
Crafty Hobbies.....	121
Dave Angell Trains.....	121
Gravesend Model Centre.....	121
John Dutfield For Model Railways.....	121
Mark's Trains.....	121
Nick Tozer Railway Books.....	121

P&D Marsh.....	121
Roxey Mouldings.....	121
The Hobby Goblin.....	121
The Sports And Model Shop.....	121
Topp Trains.....	121
Trident Trains.....	121
Upstairs Downstairs.....	121

ADVERTISING IN MODEL RAIL

If you want to advertise in *Model Rail* call the number below to speak to our advertising team.

**Model Rail
Account Manager:**
Imogen Jackaman
01733 459278
email:
imogen.jackaman@bauermedia.co.uk

SCAN ME!



METCALFE

Card Construction Kits

metcalfemodels.com ☎ 01729 830072 ✉ info@metcalfemodels.com

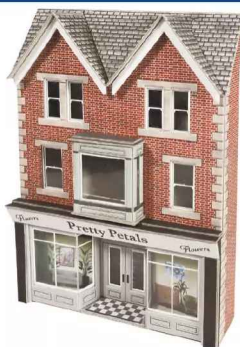
Call or e-mail for
a **FREE** catalogue!

WELCOME TO THE MINIATURE WORLD OF METCALFE KITS



LOW RELIEF TOWER BLOCK

00 SCALE - PO360 £17.75 / N SCALE - PN960 £13.00



LOW RELIEF No. 7 HIGH STREET SHOP

00 SCALE - PO374 £11.00 / N SCALE - PN974 £9.50

LOW RELIEF HOTEL WEDNESDAY

00 SCALE - PO375 £17.00

N SCALE - PN975 £10.50



**LOW RELIEF
TIMBER FRAMED SHOP**

00 SCALE - PO421 £8.90

N SCALE - PN190 £9.45

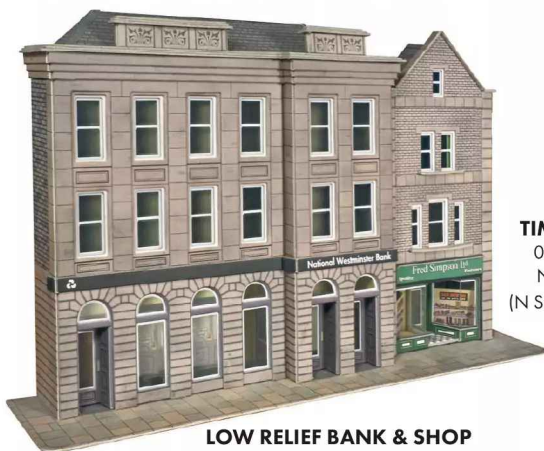
(N Scale comes with 2 buildings)



LOW RELIEF CINEMA & SHOPS

00 SCALE - PO206 £12.60

N SCALE - PN170 £8.90



LOW RELIEF BANK & SHOP

00 SCALE - PO271 £14.00 / N SCALE - PN971 £11.00

DON'T FORGET THE GLUE & TOOLS!

You don't need expensive or complicated tools to do the job.

MAKE GLUING EASY...

Use our Fine Tip Glue Applicator bottles (MT907)
Can be used with a choice of glue, all available at metcalfemodels.com



LOW RELIEF PUB & SHOPS

00 SCALE - PO205 £15.70 / N SCALE - PN972 £11.00

METCALFEMODELS.COM



@metcalfemodels



metcalfemodelsandtoys

PROUD
WINNERS
OF THESE
RECENT
AWARDS:



RAILS

ESTD 1970

FAMILY
BUSINESS

FRIENDLY
SERVICE

PRE-OWNED & SECOND HAND

WE VALUE YOUR COLLECTION VERY HIGHLY!

1 

CONTACT US
get in touch by email,
phone or post with
your list of items

3 

PACKAGE
either visit the shop,
send us your items,
or we can collect
larger collections

2 

OUR OFFER
our friendly staff will
review your list and
make an honest
valuation offer

4 

PAYMENT!
fast, secure payment
via your choice on
confirming of the
value offer – easy!

IMMEDIATE PAYMENT IN 4 EASY STEPS



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

EFE Rail

FLAGSHIP STORE: 21-29 Chesterfield Road Sheffield S8 0RL UK Tel: (0114) 255 1436

✉ info@railsofsheffield.com

▶ railsofsheffield

f railsofsheffield

X railssheffield

📷 railsofsheffield

Corporate Partners of

RAILWAY
MUSEUM



SCAN
FOR
MORE
INFO!

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO
A LIFETIME COLLECTION. DISTANCE NO OBJECT.

BUY - SELL - EXCHANGE - ANY GAUGE - ANY AGE

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

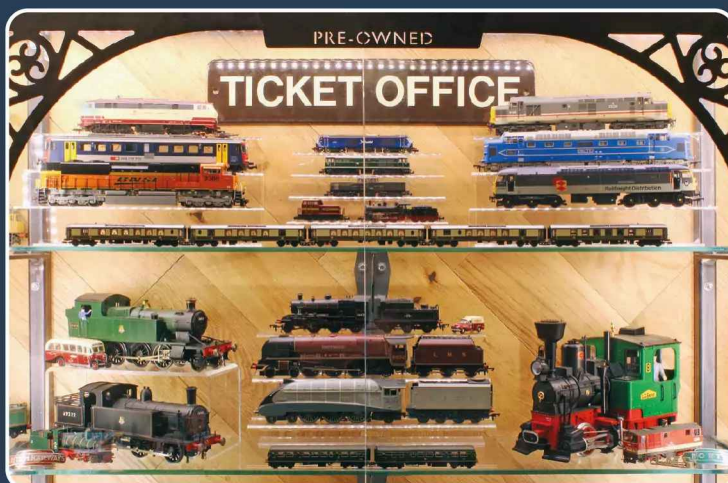
R. Rae ★★★★★

I have had an excellent experience selling items through Rails second-hand service. The whole process was simple and straightforward and completed in seven days. A special mention to Ben who was my main contact and was a pleasure to deal with. I went into the process with some doubts but these were quickly dispelled and I would certainly use the service again.

Google
Reviews ★★★★★



Make our day by leaving us a 5 star review!



TOP
GUARANTEED
PRICES
PAID

Quote Ref:
MODELRAIL26

DON'T DELAY - GET IN TOUCH TODAY!

☎ +44 (0)114 255 1436 ✉ secondhand@railsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE 🛒 Stuff to Sell? LINK:

www.railsofsheffield.com

SHEFFIELD STATION STORE: Sheaf Street Sheffield S1 2BP UK Tel: (0114) 255 1436

✉ info@railsofsheffield.com

📺 [railsofsheffield](https://www.youtube.com/railsofsheffield)

f [railsofsheffield](https://www.facebook.com/railsofsheffield)

✂ [railssheffield](https://www.instagram.com/railssheffield)

📷 [railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of
**RAILWAY
MUSEUM**

EXCLUSIVES

RAILS



FOUNDED IN SHEFFIELD

EXCLUSIVES

OO, N, O GAUGE MODELS

SEE THE WEBSITE FOR FULL DETAILS:

IN STOCK / AVAILABLE NOW! / PROMPT DELIVERY

NOW AVAILABLE WEATHERED



CLASS 88
DRS ELECTRO-DIESEL
DAPOL
BUY NOW!
From £199.95



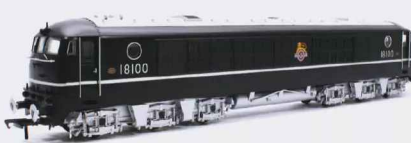
CLASS 89
VARIOUS VERSIONS
ACCURASCALE
BUY NOW!
From £229.99



CLASS A4
VARIOUS VERSIONS
DAPOL
BLACK LABEL
BUY NOW!
£399.00



DERBY 2-CAR BEMU
TEST UNIT 'GEMINI'
BACHMANN
BUY NOW!
£269.95



BUY NOW!
From £124.50
HELJAN
CLASS 80 18100
BR GAS TURBINE



ROBINSON A5
GCR CLASS 9N 4-6-2
SONIC
BUY NOW!
From £149.95



GWR Q13
INSPECTION SALOON
VARIOUS VERSIONS
DAPOL
BLACK LABEL
BUY NOW!
From £149.95



CLASS 60
VARIOUS VERSIONS
CAVALEX
BUY NOW!
From £194.95



CLASS 28
VARIOUS VERSIONS
HELJAN
BUY NOW!
From £199.95



NEW
RAILS OF SHEFFIELD
STORE
LOW RELIEF
SHOP
SCENECRAFT
BUY NOW!
£42.95



EXCLUSIVE TO RAILS

BUY NOW!
£19.95
JUST
Threads
HERITAGE
T SHIRTS
BR, GWR &
MANY MORE!



CLASS J52/2
0-6-0 STEAM TANK
RAPIDO
BUY NOW!
From £139.50



CLASS 66 GBRf
VARIOUS VERSIONS
HORNBY
BUY NOW!
From £94.99



BUY NOW!
£59.95
BACHMANN
BSK RESEARCH
COACHES MK1



CLASS 56
VARIOUS VERSIONS
CAVALEX
BUY NOW!
From £189.95



LMS 10000
BLACK & CHROME
BACHMANN
BUY NOW!
From £209.95



CLASS 59 206
'JOHN F YEOMAN'
DAPOL
BUY NOW!
From £89.95

N GAUGE



CLASS 5101
2-6-2 LARGE PRAIRIE
SONIC
BUY NOW!
£129.95

FLAGSHIP STORE: 21-29 Chesterfield Road Sheffield S8 0RL UK Tel: (0114) 255 1436

✉ info@railsofsheffield.com

📺 railsofsheffield

f railsofsheffield

✂ railssheffield

📷 railsofsheffield

Corporate Partners of

RAILWAY
MUSEUM

COLLECTION

LATEST AVAILABILITY, ARRIVAL DATES AND CURRENT PRICES

PROUD WINNERS OF THESE RECENT AWARDS



FORTHCOMING RELEASES / PRE-ORDER NOW!

NEW



HORNBY
PRE-ORDER! CLASS 5MT 4-6-0
£249.99 THE LANCASHIRE FUSILIER



DAPOL
CLASS A1X TERRIER PRE-ORDER!
VARIOUS VERSIONS From £139.95



RAPIDO
PRE-ORDER! O CLASS 0-6-0
From £209.95 NO. 49 SECR

NEW



SONIC
CLASS D34 'GLEN' PRE-ORDER!
VARIOUS VERSIONS From £179.95



BACHMANN
NER SNOWPLOUGH PRE-ORDER!
VARIOUS VERSIONS From £69.95

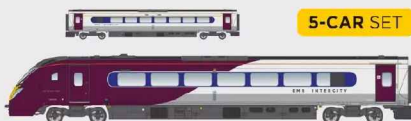


CLARK RAILWORKS
LYR CLASS 'PUG' PRE-ORDER!
O-4-0ST 1288 From £150.00

O GAUGE
ALSO
AVAILABLE



ACCURASCALE
CLASS 66 GBRF PRE-ORDER!
NEWELL AND WRIGHT From £179.95



5-CAR SET
CLASS 180
EAST MIDLANDS
TRAINS DMU **PRE-ORDER!**
From £449.95



RAPIDO
CR SINGLE NO.123 PRE-ORDER!
4-2-2 CR DARK BLUE From £224.95



EVOLUTION COACHES & WAGONS
NORTH BRITISH RAILWAY & SECR LIVERIES
VARIOUS VERSIONS

RAPIDO
PRE-ORDER!
From Single: £39.95 / Triple Packs: £199.95

NEW



RAPIDO
USATC S160 2-8-0 PRE-ORDER!
From £269.95



CAVALEX
CLASS 47 PRE-ORDER!
VARIOUS VERSIONS From £209.95



RAPIDO
WAR DEPT.
SIRDAR CLASS 0-4-0
& VARIOUS WAGONS
From £27.95



RAPIDO
RECTANGULAR
TANK
HENDERSONS
PRE-ORDER! £27.95



NEW



BACHMANN
CLASS 439
From £184.95 CALEDONIAN 0-4-4T



CLARK RAILWORKS
WD AUSTERITY
From £269.95 2-10-0



N GAUGE



REVOLUTION
CLASS 313 EMU
From £269.95 & T7 TRANSLATOR
VEHICLES



CLASS 66
GB RAILFREIGHT
RAILWAY 200 **PRE-ORDER!**
From £159.95



DAPOL
CLASS 66 779
From £395.00 'EVENING STAR'

O GAUGE

SHEFFIELD STATION STORE: Sheaf Street Sheffield S1 2BP UK Tel: (0114) 255 1436

✉ info@railsofsheffield.com

📺 railsofsheffield

🌐 railsofsheffield

✂ railssheffield

📷 railsofsheffield

Corporate Partners of

RAILWAY
MUSEUM

THE CLASS 37 'TRACTOR'

Based on extensive research, the highly detailed Hornby TT:120 Class 37 locomotives feature a diecast chassis and underframe, working directional and cab lights (including day/night mode*).
A must have for any modern era TT:120 layout.

* Requires DCC decoder to be fitted.



TT3044M	Transrail, Class 37, 37413 'Loch Eil Outward Bound'
TT3045M	Intercity, Class 37, 37254 'Driver Robin Prince M.B.E.'
TT3057M	BR, Class 37, '37086'



Available at selected stockists.

For further information or to buy online go to www.Hornby.com/HornbyTT120



Hornby Model Railways



hornby



officialhornby



officialhornby



hornbymodelrailways

SALES LINE
01432 352809

Email - sales@herefordmodelcentre.co.uk
www.herefordmodels.com

SHOP OPEN MON-SAT 9-5.00

THE HEREFORD MODEL CENTRE

4 COMMERCIAL ROAD, HEREFORD, HEREFORDSHIRE, HR1 2BB

009/HOE IN STOCK

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

SWANSEA MODEL RAIL EXHIBITION

19th & 20th September

CHELTENHAM MODEL RAIL EXHIBITION

24th & 25th October

CARDIFF MODEL RAIL EXHIBITION

31st October & 1st November

HORNBLY		HORNBLY Control Equipment	
R3527	N15 SR Black 'Camelot'£139.45	R044	Point Switch£13.05
R3635	BR Lord Nelson 'Lord Rodney'£152.95	R046	Two Way Switch£13.05
R3833	LNOR A2/3 Chamossaire£171.00	R047	On/Off Switch£13.05
R3859	BR J36£175.49	R602	Power Connecting Clip£3.20
R3974	LNOR Class A2/3 Airborne£251.99	R8014	Point Motor£12.15
R3977	BR Class A2/2 Earl Marischal£251.99	R8015	Point Motor Housing £8.10
R30140	BR M7 class£193.49	BACHMANN Steam Locomotives	
R30200	Railroad 0-4-0ST BR£43.19	31-002	Robinson BR Early Crest£94.99
R30221	The Railway Children Return 4F£125.99	31-127	CL3000 BR ROD£118.45
R30228	LMS Coronation Queen Mary£217.79	31-128	BR ROD Weathered£102.45
R30287	United Glass Bottle 0-4-OST PUG£76.50	31-136	DC D11/2 BR£115.90
R30317	Railroad M&GNJR 0-4-OT£49.50	31-464A	C Class SR Black£174.20
R30365	GNR J13 1257£157.49	31-481	Class G2A BR Early£114.70
R30366	LNOR J52 Black£157.50	31-933A	BR Compound Late£169.95
R30396	BR Class 9F£251.99	32-131A	GWR 4575£140.20
R30406	LNOR Streamlined B17£247.50	32-883	BRITISH RAILWAYS Fairburn£157.20
R30409	MSC Peckett 'Jaffa'£125.99	35-075A	LBSC E4 Lined Umber£140.20
HORNBLY Diesel Electric Locomotives		35-080	LBSC E4 SR Black£140.20
R3373	Class 71 BR Green w/panel£134.95	35-201	BR black V2£195.45
R3376	Class 71 BR Green£134.95	BACHMANN Diesel/Electric Locomotives	
R3705	R&H 48Ds Dewars£71.99	E83031	Class 144 BR WYPTE Metro£212.45
R3707	R&H 48Ds Longmorn£71.99	E83022	Class 144 BR Provincial£212.45
HORNBLY TRACK		31-265A	Class 419 MLV BR green£135.95
R083	Buffer Stop£2.80	31-392	Class 414 Network South East£220.95
R207	Track Fixing Pins£4.45	31-579	Windhoff MPV NR Orange£271.95
R600	Straight£2.75	32-613SF	Class 90 Intercity Sound£280.45
R601	Double Straight£3.20	32-620SF	Class 90 Freightliner Sound£280.45
R604	Curve 2nd radius£2.85	32-652A	BR C144 Blue Ingleborough£161.45
R605	Double Curve 1st Rad.£3.60	32-679A	BR C145 Green£161.45
R606	Curve 2nd Rad.£3.20	HORNBLY Trackside	
R607	Double Curve 2nd Rad.£4.05	R460	Straight Platform£4.65
R608	Curve 3rd Rad.£3.20	R462	Large Curve Platform£4.65
R609	Double Curve 3rd Rad.£4.05	R463	Small Curve Platform£4.65
R610	Short Straight£1.90	R464	Platform Ramp£3.40
R614	LH Diamond Crossing£16.85	R8003	Water Tower£16.99
R615	RH Diamond Crossing£16.85	R8007	Booking Hall£26.99
R617	Uncoupling Ramp£4.45	DAPOL/HELJAN/RAPIDO	
R618	Double Isolating Rail£11.90	35-418	BR Class 47 Construction£203.95
R620	Railer Uncoupler£8.05	35-419	BR Class 47 Rft Distribution£203.95
R628	Half Curve 3rd Rad.£3.20	35-351	Class 20 BR green£152.95
R643	Half Curve 2nd Rad.£2.75	35-352	BR Cl. 20 Green£191.20
R8072	LH Point£14.45	35-352A	BR Cl. 20 Green£191.20
R8073	RH Point£14.45	35-357	BR Class 20 Rft£152.95
R8074	LH Curved Point£22.10	DAPOL/HELJAN/RAPIDO	
R8075	RH Curved Point£22.10	4S-018-009	B4 Wartime Black 87£93.50
R8076	Y Point£16.99	4S-041-011	Large Prairie GWR 5132£129.50
R8077	LH Express Point£22.10	4S-517-004S	GWR 517 Sound£212.50
R8078	RH Express Point£22.10	4S-517-004D	GWR 517 DCC£148.75
R8261	4th Radius Curve£3.20	2570	Class 25/3 BR Blue 7513£177.65
HORNBLY Track Accessories		2549	Class 25/3 BR Blue 25323£177.65
R076	Footbridge£18.70	2548	Class 25/3 Green FYE 7561£177.65
R169	Junction Home Signal£19.55	2547	Class 25/3 BR Blue 25301£177.65
R170	Junction Distant Signal£19.55	2546	Class 25/3 BR Blue 25904£177.65
R171	Single Home Signal£14.85	2545	Class 25/3 ETHEL2 UNPOWERED£177.65
R172	Single Distant Signal£14.85	2544	Class 25/3 BR Blue 25095£177.65
R189	Single Brick Bridge£14.85	2543	Class 25/3 Green SYP D5243£177.65
R406	Colour Light Signal£11.45	2540	Class 25/3 ETHEL1 UNPOWERED£177.65
R574	Trackside Accessories£17.99	914004	LMS Jones Goods (Early)£186.50
R626	Point Underlay£8.55	914005	LMS Jones Goods Lined£186.50
R636	Double Level Crossing£33.99	936008	Class E1 SR Black£140.20
R645	Single Level Crossing£22.10	936009	Class E1 BR Black£140.20
R658	Inclined Pier Set£11.45	966003	SECR 01 SECR Grey£169.95
R659	High Level Pier Set£9.35	966004	SR Cl.01 SR Lined Black£169.95
HORNBLY Trackside		966005	SR Cl.01 SR Plain Black£169.95
R460	Straight Platform£4.65	966011	BR 01 Late Crest£169.95
R462	Large Curve Platform£4.65	LARGE RANGE OF QUALITY SECOND HAND MODEL RAIL IN STOCK	
R463	Small Curve Platform£4.65		
R464	Platform Ramp£3.40		
R8003	Water Tower£16.99		
R8007	Booking Hall£26.99		

Mail Order Service

All prices valid to 30.08.2026.
You must state these prices when ordering.

POSTAGE & PACKING RATES PER ORDER:
• UK Standard (48hr) £5.00 • UK Standard (24hr) £6.00

• UK Special Delivery Next Day £13.00
• UK Special Delivery By 1pm £15.00
• UK Courier Next Day £17.00

• Worldwide at cost • VAT free to non EC
***Train Sets/Packs and Controllers/Handsets -
Postage charged at cost***

PRICES SUBJECT TO CHANGE
WITHOUT NOTICE.

***Please allow 7 days for clearance
when paying by cheque***

**PLEASE QUOTE OUR SPECIAL
PRICES WHEN YOU VISIT**

CREDIT/DEBIT CARDS
WELCOME



Opulence ...in N!

1928 K-TYPE PULLMAN CARS



Photo: Tom Everitt

VSOE-Belmond 3-pack

Three car pack
RT-KP-VSOE-231A
lone, Lucille, Zena

PRE-ORDER: **£157.50** (MSRP £179.99)

In Revolution's K-type all-steel Pullmans your N gauge passengers can enjoy the luxury of yester-year with the latest modern features such as working saloon lights and table lamps, kinematic close coupling and detailed, car-specific interiors.

Coach packs are available depicting the original versions used in famous named trains from the golden age of steam, as well as the refurbished cars in today's VSOE Belmond British Pullman with underframe trusses and Gresley bogies.

Four car packs
**Queen of Scots, Bournemouth Belle,
GWR/SR, ECML**

PRE-ORDER: **£209.95** (MSRP £239.95)

Two car pack
2 x Parlour Brake (for use with Mk1 Pullmans)

PRE-ORDER: **£104.99** (MSRP £119.99)



Parlour brake third decorated sample.

For details of all packs, and to reserve yours, see revolutiontrains.com or your Revolution Trains stockist.

Revolution pre-orders closing: 31st July 2026

www.revolutiontrains.com

Revolution Trains



@baby_pendo

Looking for a new model to add to your collection?



Class 31

Named *RAIL Celebrity* and carrying a unique livery, this was truly one of a kind!



Class 26

This was the final '26' to be painted in the famous Rail blue livery!



Class 48

The first time this experimental fleet of diesels has ever been modelled.



Model Rail subscribers save 10%!



Sentinel

These cute little steam engines are perfect for shunting work.

SHOP NOW



Class '16XX'

Designed by the GWR and built by British Railways - a few worked in Scotland!

Shop for our exclusive diesel and steam locomotives at

MODEL RAIL OFFERS.co.uk

LOVE MODEL RAILWAYS? ...so do we!

TRY 1 MONTH FIRST CLASS FREE!

Join a community of railway enthusiasts!
All scales covered including OO, N & O.
Access how-to's, printables and tons more!

WWW.RAILWAYMODELLERS.COM



USE CODE: MRRM

Cancel anytime or stay!

rm

*Web subscriptions only - code cannot be used on signups made via the Android or iOS apps.
Visit <https://www.scalemodelsociety.co.uk/rmc-free-trial> for full terms.



3D Printed Small Terraced House Kit
Available in
OO Scale from £14.99



WWW.SMARTMODELS.CO.UK

Smart Models, Unit 302, Jarrow Business Centre, Rolling Mill Road, Jarrow, Tyne & Wear NE32 3DT
Tel:- 0191 4283307 Mobile:- 07957 124317 Email:- info@smartmodels.co.uk

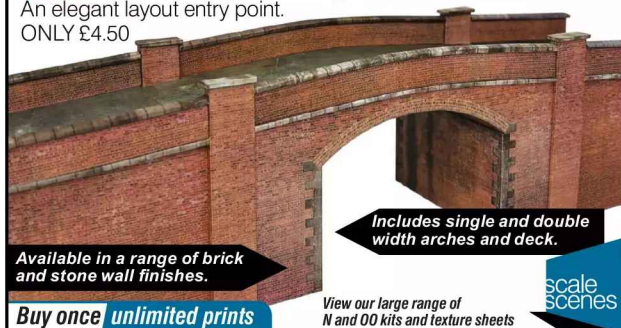
Visit → Scalescenes.com

Download → Print → Build

NEW R011b Humped Bridge

An elegant layout entry point.
ONLY £4.50

The home of quality
downloadable card model
railway kits since 2005



Includes single and double
width arches and deck.

Available in a range of brick
and stone wall finishes.

Buy once unlimited prints

View our large range of
N and OO kits and texture sheets

scale
scenes

www.YorkModelrail.com
Online Shop

We manufacture a wide range of laser-cut scenery
detailing and architectural components;
helping you build your railway layouts.



Online shop categories for N, TT, OO and O, plus tools and materials

We also have a bespoke service enabling re-sizing; catering for ALL SCALES

York Modelmaking 01904 400358 laser@yorkmodelmaking.com
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

We specialise in
layout control.
It's all we do!

MegaPoints Controllers

Sophisticated Simplicity

megapointscontrollers.co.uk



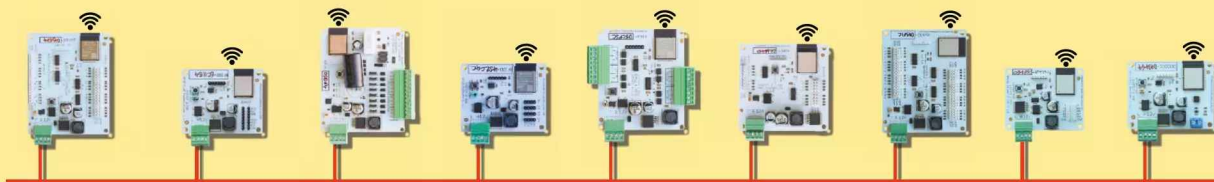
Rev: 28-08

Control everything with System2.
Visit our web site for more details.

- Complete layout control of points, signals, block detection, route selection and accessories.
- Reducing the cabling running around your layout to 2 wires.
- All our products are designed and manufactured in the UK.
- All settings are at your fingertips from your desktop, tablet or phone.
- Built in software update facility for new features.
- Controls can be flexibly assigned to any device on the network.
- Includes an EasyConfig simple setup for preconfigured options.

System2 works with:

- Servo motors.
- Solenoid motors.
- Tortoise and analogue stall.
- MTP MP10 motors.
- Kato points motors.
- RFID Tag readers and displays.
- DCC accessory commands.
- Block detection and feedback.
- JMRI via Wi-Fi.



Servos - Solenoids - Tortoise - Kato - RFID - DCC Accessories - JMRI - Route and Signal Control - Wi-Fi or Wired

"System2 has simplified our installation and enabled new possibilities for Making Tracks" - Pete Waterman - OBE

CRANE

GARDEN BUILDINGS

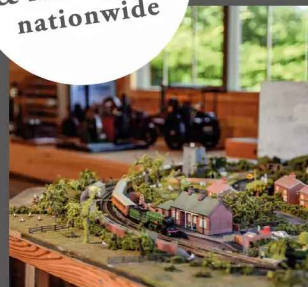
THE PERFECT LOCATION FOR A MODEL RAILWAY

Our buildings are strong and robust, built with the highest quality sustainably sourced timber, and can be tailored to suit your individual needs.

By tailoring the building design to your exact requirements, it will be the perfect size, with each feature precisely as you want it. Our sheds and workshops can be fully lined and insulated, with electrics, allowing for comfortable year-round use. To find out more visit cranegardenbuildings.co.uk



**FREE
DELIVERY
& installation
nationwide**



**SHOW SITES
ACROSS THE
COUNTRY**



**HANDMADE
BY SKILLED
CRAFTSMEN**



**FOR MODELLERS WHO
REQUIRE QUALITY,
ACCURACY, PERFORMANCE
& DURABILITY**

*The new name in brass O Gauge
RTR locomotives, built to the
highest standards*

*Hand built in brass by SAM Model Tech
(South Korea), from official works
drawings and extensive research.
Factory painted with cellulose, lined,
then baked to produce a resilient finish*

www.55H.co.uk

*See website for running numbers,
versions and latest availability.*

55H Naburn North Yorkshire YO19 4RY

Tel: 07836 606465 / 01904 656736

Contact John Riley: John@55h.co.uk

55H is a trading name of Finescalebrass (UK) Ltd

BR Standard Class 5 4-6-0 Caprotti Valve Gear

*Also available
Standard Locos,
Lined Black,
Lined Green and
Lined Black Named*

**£2800 (inc vat)
UK Insured Delivery**



Fitted with Faulhaber Swiss coreless motors, opening smoke box door, revealing interior detail and fully detailed cab. Models reflect variations of reverser handle, whistle type and position, return crank fixings and connecting rod type.

Tenders reflect the type as fitted in operation, with axle boxes painted as required.

The loco and tender fitted with sprung axles, sprung buffers and working screw couplings.

AVAILABLE NOW - LIMITED STOCK!

Direct from the factory ready to run with 12V DC power. In the UK, our workshops can then offer specialist services should you need them, including fitting, DCC sound, DCC synchronised smoke, weathering, coal load and overhead warning signs - at additional cost.

- We use ESU decoders with Bryan Robertson sound.
- DCC fitting, testing and tuning by ModelYard.
- Weathering, coal load and warning flashes by Paul Moore one of the best, professional, paint and detailing specialists.

COMING MID-2026

BR Standard Class 4 / 4-6-0 / 2-6-0
From £2800 - see website for details

LIMITED RE-RUN - 7MT Britannia Class
From £2800 - see website for details and availability

Durham Trains of Stanley



6 Station Road, Stanley, County Durham DH9 0JL

Tel: 01207 232545

email: durhamtrainsofstanley@gmail.com

Opening times: 9.30 - 5.00 Mon, Tues, Fri & Sat, 11.00 - 5.00 Thurs, Closed Wed.

DCC Fitting

www.durhamtrainsofstanley.co.uk



Trains4U.com

Peterborough's model and hobby specialists

Open Tues-Sat 10am-5pm, Sun 10:30am - 3:30pm, closed Monday

27 St. David's Square, Fengate
Peterborough, UK, PE1 5QA

01733 895989

Info@Trains4U.com

IN STOCK NOW

N Gauge Class 66 GBRf Twin Pack

66723 (ZA723) "Chinook"

66775 (F231) "HMS Argyll"

Limited to 150 sets

£325.00 per set

Revolution
Lithuania

ROYAL
AIRFORCES
Association

For every purchase, RAFA and
the RNRMC will each receive a
£10 donation from Trains4U

ROYAL NAVY &
ROYAL MARINES
CHARITY

OO Scale Civil Engineers

"Dutch" class 56s

56047 & 56048

CAVALEX
Models

IN STOCK
NOW



DCC Ready £189.95 each
DCC Sound £289.95 each

HOWES
MODELS LTD

80+!
1939-2023

UNIT 16B, STATION FIELD INDUSTRIAL ESTATE,
ROWLES WAY, KIDLINGTON, OXFORD OX5 1JD
01865 848000. Open from 09.00 - 16.00 Monday - Friday

HOWES THIS FOR SOUND!

**PROBABLY THE BEST AVAILABLE
AND NOW THE BEST FOR LESS
NEW LOW PRICE £109.99!**

Hundreds of hours have been invested by our experts to ensure you receive what we believe to be the best UK sounds available. We can supply ESU Loksound decoders with our sound files and can also re-blow your ESU LOKSOUND decoders if you are unhappy with the sounds on them - our 're-blow' service is only £12.00 plus return courier charge.

These are the latest LOKSOUND 5 decoders!

**BR diesels, electrics, multiple units & steam -
huge choice - just visit us on-line
to see our full selection!**

Sound decoder with speaker - £109.99 for ESU/Howes V5.0
plus £6.50 delivery (UK).

*Please remember that we offer a
decoder fitting service, please phone for more details.*

All our sounds can be offered for 'O' gauge models but may require a different decoder, depending on current draw - please phone for details.

ESU/Howes **XL** decoders for all **Heljan 'O' diesels;**
are available at £219.99 inc speaker.

**WANTED MODEL RAILWAY COLLECTIONS
BEST PRICES PAID, CONTACT US FOR DETAILS**

www.howesmodels.co.uk

JG MODELS

FRIENDLY ADVICE, FAIR PRICES, FAST PAYMENT.

**WANTED
ALL
THINGS
MODEL**



MODEL RAILWAY
- ALL MAKES
AND GAUGES



MILITARY AND
CIVIL AVIATION
MODELS



DIECAST MODELS
(CARS, LORRIES,
BUSES AND
CONSTRUCTION)



MILITARY
VEHICLES
AND TANKS



PLASTIC
MODEL KITS

**QUICK
& EASY
PROCESS**

01



CONTACT
VIA TELEPHONE,
EMAIL, OR
WHATSAPP

02



RECEIVE A
PROMPT,
HONEST AND
FAIR VALUATION

03



ARRANGE A
FREE IN PERSON
COLLECTION OR
SEND BY POST

04



INSTANT BANK
TRANSFER

UK Wide Collection.
A Lincolnshire Based Business

T: 01778 594202 / 07355419254

Email: contact@jgmodels.co.uk



Five Great Reasons To Join The N Gauge Society!



1) Six Full Colour Journals Per Year



Scan the QR code to visit our website!



2) Exclusive Ready-to-run models



3) Meet and chat with other members through an extensive area group network



4) The largest range of rolling stock kits anywhere



5) Free helpline to assist you with all modelling and prototype queries

For an introductory pack giving details of full memberships plus a free sample Journal, send £3(UK ONLY) to:
 NGS, 18 Hendersyde Drive, Kelso, Scotland TD5 7TQ

ngaugesociety.org

Peter's Spares

EST 2009

MODEL RAILWAYS LTD



- ❖ New & Used Hornby Spare Parts
- ❖ Our own spare parts made in China
- ❖ Locomotives and Rolling Stock
- ❖ Plastic Kits, Paints, Tools & Glues
- ❖ Digital Decoders & Controllers

- ❖ Locomotive Detailing parts
- ❖ Mega Steam Smoke Fluid
- ❖ Tracks & Train Sets
- ❖ We have it all at Peters Spares
- ❖ Check our **NEW LOOK STORE** now!

NEED HORNBY SPARES?

Talk to Peter's Spares; Over 4000 Different Hornby and Dapol Spares in stock.
 Back in stock alerts and wishlist.
 Pre-Order Your Accurascale, Bachmann, Dapol, EFE Rail, Graham Farish & Hornby Rapido Trains With Us.

DON'T FORGET WE SELL:



Locomotives, Rolling Stock, Scenics and much more!



NEW & USED MODEL RAILWAYS

Specialists in Model Trains since 1994 - Servicing, Repairs & DCC Decoder Fitting
 2J Brighthouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT





Tel: 01642 909794

Open Mon-Sat 10am-5pm

Web: www.petersspares.com

Email: sales@petersspares.com



GAUGEMASTER

WANTED

Model Railway & Collectables

We buy all makes, all gauges, live steam, aeroplane kits, boats, tanks, radio controlled, die cast and more.



Top prices paid for your models

Swift payment made on collection



01778 594604 or 07578 708785



contact@littleworthmodels.co.uk

LITTLEWORTH MODELS

- 1 Contact us for a valuation 
- 2 We make an offer 
- 3 Bring, send or collect 
- 4 Payment made 

Find out more and get a **FREE** valuation at
www.littleworthmodels.co.uk



18+ years trading in collectables



Collection made in person from across the UK



We carefully dismantle your displays for you



Honest valuations and fair offers given

Littleworth Models • Unit 7 Mays Wharf • Eastgate Industrial Estate • Cherry Holt Road • Bourne • Lincolnshire • PE10 9LA

YOU'RE ON TRACK FOR A GREAT READ!

From heritage steam to today's network and the finest modelling detail, immerse yourself in the railway world you love. With expert journalism, trusted insight and plenty of inspiration, it's the perfect summer read – and one you'll enjoy all year round when you subscribe.

SUBSCRIBE FROM
£1
AN ISSUE*



Model Rail celebrates the model railway scene with inspiring layouts, honest reviews, practical projects and expert modelling advice.



RAIL is the go-to industry magazine delivering in-dept news, analysis, interviews and expert insight on Britain's railways.



Steam Railway is the country's biggest-selling steam news magazine covering news, heritage features and spectacular photography.



SUBSCRIBE TODAY!

Visit: greatmagazines.co.uk/transport
or call: 01858 438 884

TERMS AND CONDITIONS: *From £1 an issue applies to the current offer. The minimum term is 12-months. Offer starts 22/06/2026 and closes on 31/08/2026. Subscriptions will start with the next available issue. Offers cannot be used in conjunction with any other offer. Trial offers are only available on recurring payment and will auto-renew quarterly/monthly payments after the initial trial period based on the subscription option chosen. If you wish to cancel before the end of your trial period, please notify customer services at least 10 days before the end of your trial. Should the next payment have already been taken by the time you cancel, please contact us as soon as possible to arrange a refund. Any subsequent payments are non-refundable, and any cancellations will be from the next payment date. We reserve the right to modify the magazine, its platforms, and features, and to change or end any subscriptions or promotions at any time. For general terms and conditions please visit: www.greatmagazines.co.uk/offer-terms-and-conditions

BRANCH LINES

Dapol Kit Package Deals



Each package deal contains the Dapol plastic kit, our etched silver chassis kit, our body detailing (or interior) kit, Mashima motor, Romford gears, wheels and all screws wire, etc. to complete.

Railbus p/deal with full interior	£63.50
Drewry '04' diesel complete p/deal	£84.50
BR mogul & tender complete p/deal	£117.50
City of Truro complete p/deal	£119.50

Most parts available separately

P.O BOX 4293, WESTBURY BA13 9AA
Tel/Fax: 01373 822231
E-mail: sales@branchlines.com

Cat's SSAE + £1 (in stamps) or £2.50 C. Card and PLEASE STATE INTERESTS

P&P: UK £2.50 (value under £30), £4.50 (£30 to £50), £5.50 (over £50).
Overseas orders at cost, minimum £5.00.
VISA, MASTERCARD, SWITCH/MAESTRO, SOLO
EXPORTS WORLDWIDE

Hours: Mon-Thursday: 9.30-1, 2-6

Gravesend Models, Railways & Diecast Centre



Established in Gravesend, Kent in 2018, We offer expert advice in a friendly and welcoming environment.

We buy and sell:

- Diecast
- Model Kits
- Railway
- Wargames



Gravesend Model Centre
15 High Street
Gravesend
Kent
Da11 0BQ

Opening Times
Monday to Saturday
09:30—16:30
and Sundays
during December

Tel: 01474 536531
www.gravesendmodelcentre.co.uk

P&D MARSH MODELS

PAINTED OO GAUGE		PAINTED N GAUGE	
PDZ6 Track gang (4)	£10.50	PDX40 Ferguson tractor	£9.50
PDZ9 Bikes (4)	£9.95	PDX41 Stack of barrels	£6.65
PDZ12 Trackside signs (4)	£9.95	PDX43 Skip & cones	£7.95
PDZ19 Loco crew (2)	£10.85	PDX50 Mumsyrams (2)	£9.95
PDZ23 Row boat	£11.95	PDX51 Cyclists (2)	£9.95
PDZ31 Gardening set	£8.95	PDX56 Gravestones (8)	£7.95
PDZ39 Coalmen & scales (2)	£9.95	PDX58 Fire buckets	£8.50
PDZ50 Platform trolley/porter	£9.95	PDX68 Forklift	£9.25
PDZ54 Chimney pots (8)	£6.85	PDX80 Benches (4)	£7.50
PDZ57 School crossing (1950)	£10.85	PDX351 GWR home signal	£9.95
PDZ106 Lambretta rider	£9.25	PDX361 Ground signals (5)	£9.50

AVAILABLE FROM ALL GOOD MODEL SHOPS
DISTRIBUTED BY EXPO TOOLS & DRILLS

WWW.PDMARSHMODELS.COM
07730 202270

THE SPORTS MODEL SHOP

Traditional Model Shop with large range of OO and N gauge model railways

Plastruct, Glues, Scenics, Metals

66 High Street,
Dingwall, IV15 9RY
Tel: 01349 862346
www.sportsandmodelshop.co.uk
Open Mon-Sat 9.15 - 17.00

Visiting the Isle of Wight?

Discover our two floors of rolling stock, buildings, figures, scenery, models and much more!



All brands
All gauges

UPSTAIRS DOWNSTAIRS
Pier Street - Sandown PO36 8JR
01983 406 616 - www.trainshop.co.uk

JOHN DUTFIELD

Stockists of: **HORNEY TM20**

Peco • Bachmann
Graham Farish • Wills • Ratio
Cavalex • Accurascale and much more including secondhand



WARDS YARD,
133 SPRINGFIELD PARK ROAD,
CHELMSFORD, ESSEX, CM2 6EE

01245 494455
Open 9-5.30 Mon, Tues, Thurs, Fri, Sat.
Closed Weds & Sun.
heatherwilkinson@btconnect.com
johndutfieldmodelrailways.co.uk

roxeymouldings.co.uk

Roxey

MOULDINGS

Loco, Coach & Wagon Kits
Fittings & Accessories
Wheels / Motors & Gears
in OO and O
Tel: 01932 245439

www.ToppTrains.co.uk

STAFFORD'S BEST SHOP
for the model railway enthusiast

Professional assistance and advice from fellow enthusiasts.

WIDE RANGE OF STOCK
from all your favourite suppliers:
Bachmann, Peco, Dapol, Hornby, Expo Tools, Javis, Gaugemaster, Graham Farish, Metcalfe, Rapido etc.

Sets, locos, rolling stock, track, accessories, tools, scenery, paints, brushes, kits and bits.

01785 247883
www.topptrains.co.uk

Crafty Hobbies

South Cumbria's number one shop for model railways, crafts, and doll's houses.



www.craftyhobbies.co.uk
We have moved - our new address is:
41 Cavendish Street, Barrow LA14 1SF

Mark's Trains



A RENOWNED SPECIALIST DCC CONVERSION SERVICE

- DCC conversions • Servicing & repairs
- Weathering • Resprays • Kit building
- Motor rewinds & remagnetisation

www.marks-trains.co.uk
01733 609 414
info@marks-trains.co.uk
marks.trains.uk marks_trains.uk

THE HOBBY GOBLIN

54 Hamil Road, Burslem, Stoke-on-Trent ST6 1AU

Special commission
Stoke-on-Trent wagons and Model Art Miniatures bespoke 'Potteries' resin models in N, OO and O gauges.

- Hornby • Bachmann • Peco
- Dapol • Gaugemaster
- Woodland Scenics
- Plus much more!

OPEN: Tue, Wed, Fri 10am-4pm;
Thur 10am-12noon; Sat 10am-1pm
T: 07973 478294
E: thehobbygoblin-uk@hotmail.com
www.thehobbygoblin.co.uk

TRIDENT TRAINS



No10, The Craft Arcade, Dagfields Craft Centre, Crewe Road, Walgherton, Nantwich, Cheshire. CW5 7LG

www.tridenttrains.co.uk
01270 842400
HORNBY • BACHMANN
DCC CONCEPTS • FARISH
DAPOL • PECO • LENZ
TRAIN TECH • GAUGEMASTER
METCALFE • RATIO
& MUCH MORE

Triang Collector

Dave ANGELL
07968 975867

Supplier & Collector of Vintage Trains

Primarily, but not exclusively, made by Triang.



www.daveangelltrains.co.uk
dave@daveangell.co.uk
07968 975867

NICK TOZER

RAILWAY BOOKS BOUGHT & SOLD

Free Railway Booksearch Service
155 Church Street, Paddock, Huddersfield, HD1 4UJ
(Shop: Tue/Wed 11:00-17:00 + Thu 14:00-20:00)
www.railwaybook.com
email: nick@railwaybook.com
Tel: 01484 518159



Coastal DCC
www.coastaldcc.co.uk enquiries@coastaldcc.co.uk

DCC by Modellers for Modellers

Stockists of
Bachrus, Circuitron, Tam Valley, CML Electronic, DCC Specialties, Digitrax, ESU, Express Models, Gaugemaster, LDT, CT Elektronik, Lenz, New Rail Models, Roco, RR-Cirkits, Sprog DCC, Team Digital, TCS, NCE, Zimo. Plus Many More!

Ipswich Model Railway Centre, Unit 2, 48-52 Tomline Road Ipswich IP3 8DB.

Coastal DCC
www.coastaldcc.co.uk enquiries@coastaldcc.co.uk

Backscene



Chris Leigh ponders whether recent events could spark the biggest upheaval in model railways since the demise of Hornby-Dublo...

Throughout my life, I've noticed that old people don't like change. Now that I'm one of them, I can see why. Recent events have reminded me of the upheaval in 1964 when Hornby-Dublo was acquired by Lines Bros and absorbed into the Tri-ang Railways range.

Much of the tooling for Hornby-Dublo metal-bodied locomotives was sold off to G & R Wrenn, and a few plastic moulds from Hornby-Dublo were reused at Margate. The name changed to Tri-ang-Hornby, and the evolution favoured neither the Margate nor Liverpool legacies.

It was, however, a major upheaval, coming at a time when ready-to-run was facing a move away from Liverpool's tinplate and three-rail electrics, and from Margate's 'steam-roller' wheel standards, desperately unrealistic track and huge tension-lock couplers. It seemed like forever, but it must have taken a decade for things to settle down, with Lima's botched attempt to bring 'HO' scale British-outline into the mix, too.

Fast-forward to the late 20th-century decline in railway modelling and we saw European manufacturers fall like dominoes, Italian Rivarossi and Lima (at opposite ends of the 'quality and price' spectrum) and French Jouef, taken over by Hornby.

Then came the internet, and online selling. Indeed, for a while it was online everything. Hornby even decided to switch from supplying review samples to the print magazines, to supplying amateur online reviewers, and the 'box-opening YouTube reviews' began. That faith in online reviews was soon seen to be misplaced as the quest for 'clicks' overtook the quest for considered and accurate appraisals.

For a while we have seemed to have a balance between bricks and mortar shops and online selling, with most of the major retailers doing both. However, readers of this column as recently as April (MR350) will recall my concern about the stock levels that shops were being obliged to carry.

We talk of the status quo but, in fact, nothing stays the same for long. The model railway trade has had 'issues' over the entire 60-plus years that I've been either involved or an observer. Model tooling and manufacturers change hands. Couplings, wheel standards and electrical systems are arbitrarily changed to suit the new owner. Now add to that the pros and cons of selling direct versus the retail trade and there's not just varying opinions on what we should buy, but on how we buy it, too.

Recently, I dug out my collection of Class 124 Trans-Pennine DMU cars, which I plan, one day, to convert into one six-car



The BR Swindon Class 124 trans-Pennine DMU was produced by Trix/Liliput in 'OO' in the 1960s, albeit in two-car form, rather than the correct six-car formation. An original Trix car is seen in front of a re-released version by Dapol, dating from the 1970s. JACQUES PORTAL

unit. I have the original review sample of the Trix two-car model supplied to *Model Railway Constructor* in the 1960s. I added two unpowered cars, from the same tooling but in Liliput boxes, bought second-hand.

Liliput manufactured the models for Trix, but when Trix came into the Bachmann fold, the Trans-Pennine vehicle tooling passed to David Boyle's Dapol. I have two vehicles, both powered, in Dapol packaging and no doubt made in the Llangollen factory. Making a two-car unit when the real thing had six cars was never going to be a success, despite the efforts of three manufacturers.

The takeover of Heljan by Accurascale is the hobby's latest upheaval. There are several facets to this: Heljan's older or less accurate toolings will be sold as an 'affordable' range. Modellers anticipating dramatic retooling of Heljan models will, I suspect, be disappointed.

Some models, and particularly 'O' gauge it seems, will only be sold direct online to cut out one level of price mark-up and make them more attractive to beginners.

Understandably, this has caused a reaction from the retail trade, in some cases because small traders will be left with stock that they've paid for but can't sell because it's being undercut by the online prices. In other cases, it may well be because retailers who operated the 'pile 'em high, sell 'em cheap' system will lose that facility.

Hornby tried a similar direct-selling exercise, particularly with 'TT:120', before realising that retailers are an essential outlet and that online purchasing only suits some customers. By that time their relationship with some retailers had been badly damaged and has taken a while to repair.

Meanwhile, from the manufacturers' viewpoint, I do not doubt that slow payment by retailers causes cash-flow issues, and the relentless 'bashing' of certain manufacturers by at least one YouTube reviewer can't be doing them any good. The back-handed curse, "may you live in interesting times," haunts the hobby at present.

This article was written before the collapse of KR Models was announced.

CONTACT US

Media House, Lynchwood, Peterborough
Business Park, Peterborough PE2 6EA
Email: modelrail@bauermedia.co.uk

EDITORIAL

Telephone: 01733 468000
Head of Content: George Dent
Deputy Head of Content: Helen Milbank
Content Editor - News: Thomas Bright
Content Editor - Features: Richard Gunn
Senior Editorial Assistant: Sara Herbert-Mattick
Editorial Assistant: Samantha Toombs
Art Director: Peter McClelland
Production Editor: Richard Hampson
Photography: Chris Nevard, George Dent
Artist: Andrew Mackintosh

PRODUCTION

Telephone: 01733 468377
Print Production Manager: Richard Woolley
Advertising Production: Zoe Bellamy
Printed by: Wyndeham, Walstead, Bicester, Chaucer
Business Park, Launton Road, Bicester, Oxon OX26 4QZ

ADVERTISING

Account Manager
Imogen Jackman 01733 459278
Group Commercial Manager
Sarah Nicholas 01733 366311
Group Sales Manager
Lucy Scott 01733 366362

MARKETING

Head of Marketing: Susan Litawski
Marketing Manager: Lucy Clarke
Marketing Executive: Holly Mason
CRM Manager: Dan Roberts
Head of Newstrade: Leon Benoiton
Newstrade Marketing Manager: Samantha Thompson

SUBSCRIPTIONS & BACK ISSUES

To contact us about subscription orders, renewals, missing issues, back issues or any other queries, please email bauer@subscription.co.uk or call our UK number on 01858 438884. To manage your account online visit <https://secure.greatmagazines.co.uk/Solo>. If you're outside the UK, call +44 1858 438884.

H BAUER PUBLISHING

Group Editor: Chris Jones
Publisher - Special Interest: Holly Jerram
Digital Managing Director: Charlie Calton-Watson
CFO Bauer Magazine Media: Anna Partington
Co-CEOs, Bauer Publishing UK: Helen Morris, Steve Prentice
Syndication email address: syndication@bauermedia.co.uk



From January-December 2025 *Model Rail* sold an average of 15,713 copies per issue, as independently confirmed by the Audit Bureau of Circulations (ABC).

Model Rail magazine is published 13 times per year by H Bauer Publishing, registered in England and Wales with company number LP003328, registered address The Lantern, 75 Hampstead Road, London NW1 2PL.
COMPLAINTS: H Bauer Publishing is a member of the Independent Press Standards Organisation (www.ipso.co.uk) and endeavours to respond to and resolve your concerns quickly. Our Editorial Complaints Policy (including full details of how to contact us about editorial complaints and IPSO's contact details) can be found at www.bauermediacomplaints.co.uk

No part of the magazine may be reproduced in any form in whole or in part, without the prior permission of H Bauer Publishing. All material published remains the copyright of H Bauer Publishing and we reserve the right to copy or edit any material submitted to the magazine without further consent. The submission of material (manuscripts or images etc) to H Bauer Publishing, whether unsolicited or requested, is taken as permission to publish that material in the magazine, on the associated website, any apps or social media pages affiliated to the magazine, and any editions of the magazine published by our licensees elsewhere in the world.

By submitting any material to us you are confirming that the material is your own original work or that you have permission from the copyright owner to use the material and to authorise Bauer to use it as described in this paragraph. You also promise that you have permission from anyone mentioned or referred to in the submitted material to it being used by H Bauer Publishing. If H Bauer Publishing receives a claim from a copyright owner or a person featured in any material you have sent us, we will inform that person that you have granted us permission to use the relevant material and you will be responsible for paying any amounts due to the copyright owner or featured person and/or for reimbursing H Bauer Publishing for any losses it has suffered as a result. Please note, we accept no responsibility for unsolicited material which is lost or damaged in the post and we do not promise that we will be able to return any material. Finally, whilst we try to ensure accuracy of your material when we publish it, we cannot promise to do so. We do not accept any responsibility for any loss or damage, however caused, resulting from use of the material.

● H Bauer Publishing is authorised and regulated by the FCA (Ref No. 845898) VAT No. 918 567 01

● H Bauer Publishing is a company registered in England and Wales with company number LP003328, registered address The Lantern, 75 Hampstead Road, London, NW1 2PL.

MODEL RAIL (ISSN 1369511, PE 8710) is published monthly with an extra 'Summer Issue' in August by H Bauer Publishing Ltd, Media House, Lynch Wood, Peterborough, Cambs PE2 6EA, United Kingdom. Airfreight and mailing in the USA by agent named World Container Inc. c/o BBT 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256.
POSTMASTER: Send address changes to Model Rail, World Container Inc., c/o BBT 150-15, 183rd St, Jamaica, NY 11413, USA. Subscription records are maintained at Bauer Media, Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicestershire LE16 9EF, United Kingdom. Air Business Ltd is acting as our mailing agent.



Bauer
Media
Group



GET MORE FROM YOUR HOBBY WITH A

MODEL RAIL

Digital Subscription



ONLY
£3.99
PER MONTH

WHY SUBSCRIBE?

- Instant access to the latest and past issues via the **Model Rail app**
- **Rewards, Discounts** and **Prizes**
- **10% off** models at **ModelRailOffers.co.uk**
- Monthly **editor's e-newsletter**



Scan the QR code with your smartphone
to subscribe today or visit

greatmagazines.co.uk/mdr

Terms and Conditions: The minimum term is 12 months. Subscriptions will start with the next available issue. Offers cannot be used in conjunction with any other offer. For general terms and conditions, please visit: www.greatmagazines.co.uk/offer-terms-and-conditions

ModelGIANT

FOR BIG IMAGINATIONS



More Than Just a Shop

Our service doesn't end at the checkout.
We're dedicated to helping you get
the most out of your hobby



Open 7 Days a Week

Monday to Friday	1000 - 1700
Saturday	0900 - 1800
Sundays/Bank Holidays	1000 - 1600

Christmas and Easter periods times may differ.
Scan the QR code below for up-to-date times.



Find
Out More

What3Words:
///scales.brands.varieties

Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN



www.modelgiant.com + 44 (0) 1903 884488