

FREE! TIPS CARDS



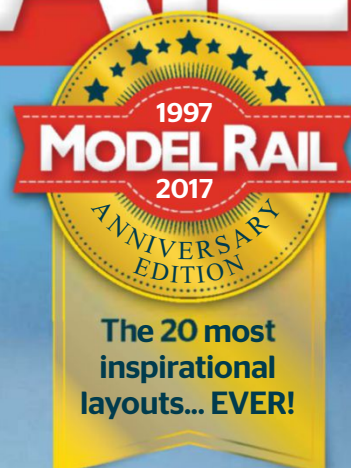
No. 241 November 2017 £4.10

MODEL RAIL

DETAILING SPECIAL

UPGRADE YOUR TRAINS THIS WEEKEND

4 sure-fire projects to get the best out of your locomotives, coaches and wagons



Add an extra dimension with sound

Save money with our budget coach upgrade

Create a lifelike finish for your wagons

WIN!



£2,800 of RTR models to give away!

Weekend project



Build a unique Class 31 in 20 steps



Reviewed inside:

- ♦ Minerva '8750' pannier
- ♦ Kernow LSWR 'Gatestock'



N Scale Locomotives

Dawn of the Diesels

Our new Graham Farish N Scale Class 40 locomotives feature six-axle drive from a coreless motor, NEM couplings, directional & interior lighting, plus an additional accessory pack. All locomotives are equipped with the compact *Next/8* decoder interface, making DCC Sound fitting easy.

We are also delighted to release our first N Scale diesel locomotive to feature **DCC SOUND**.
See & hear our **NEW** sound Class 40 (371-183DS) in action on our YouTube channel now!



371-183DS Running No. 40141
BR Blue Split Head Code Full Yellow Ends



371-180 Running No. D211
'Mauretania' BR Green Indicator Discs



371-181 Running No. D369 BR Green
Centre Head Code Small Yellow Panel



371-182 Running No. 40159 BR Blue
Centre Head Code Full Yellow Ends



Sound Ready



Directional Lighting



Next/8 Ready



1957-1966



1957-1971



1971-1994

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Dynamis Ultima & RailController the perfect partners to any DCC layout!
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MODEL RAIL

brought to you by



Richard Foster
Inclement weather forced me to start on a new 'OO9' project - accompanied by The Cadillac Three...



George Dent
George bought a stash of classical LPs. Vaughan Williams' A Sea Symphony has accompanied his Class 31 conversion.



Chris Leigh
ELO, Eagles, Neil Young and Gerry Rafferty have eased Chris through the process of building a Ffestiniog locomotive kit.



Mike Harris
Mike's been listening to Billy Joel, George Michael, Dokken and W.A.S.P. from the comfort of his new reclining sofa.



Chris Nevard
The country's leading model railway photographer: an absolutely superb modeller and top bloke!



Peter Marriott
Where has our intrepid explorer been now? The French Alps, where he wrote about Wisbech... where there are no hills.



Dave Lowery
Professional modeller Dave works on top secret projects for train operators and model manufacturers.



Paul A. Lunn
Paul is full of ideas for innovative and exciting layout designs with almost endless possibilities.



Ben Ando
Ben is a seriously talented modeller and 'N' gauge expert. He's also started making his own RTR models too.

Get in touch: E-mail the magazine at modelrail@bauermedia.co.uk or call on 01733 468000



This is a proud – dare I say, surreal – moment as I welcome you to our 20th birthday issue. It's a bit difficult to pin down exactly when *Model Rail* No. 1 hit the newsstands because that first issue was simply dated 'Autumn 1997'. But, with

the leaves turning brown and the temperature dropping, it seems like the right time to break out the balloons and candles, and to celebrate.

Model Rail had been around a lot longer than that of course, but previously only as a slim supplement in *RAIL*. MR1 was the first standalone issue, 100 pages of excitement and innovation, never before seen in a railway modelling magazine. To celebrate our birthday, you'll find the top 20 layouts that have appeared in *Model Rail* over the years, as chosen by our friends, colleagues in the industry and loyal Facebook followers. We've also got 20 ready-to-run locomotives to give away to 20 lucky readers, collectively worth over £2,800.

Our main features in this issue also pay homage to MR1. We've selected subjects from that inaugural edition and revisited them, using 20 years worth of experience and new product development. So, George has weathered the wagons to go behind the '9F' that appeared in MR1, has found some new tweaks to make to Lima Mk 1s and has hacked about a Class 31. Enjoy!

Richard Foster Editor



Subscribe now and get SIX months for £17.50

Choose from print, digital or a combo deal and get *Model Rail* for less. See p18.

Workbench TIPS CARDS

In this issue you'll find four tips cards attached to the cover. Collect them and keep them on your workbench for a bit of expert modelling knowhow!



Life's better with Model Rail

Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Every issue, we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices. Don't forget our own range of exclusive models - see p104.

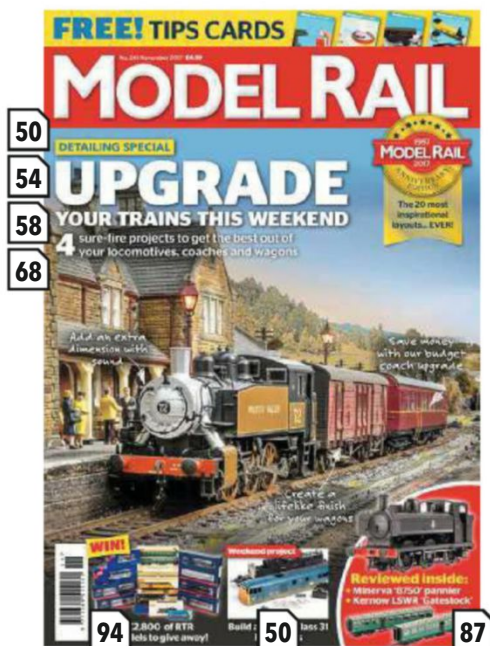
From the archives Issue 1, 1997

A new name in railway modelling periodicals, with Dave Lowery as editor and Chris Leigh as editor-in-chief. First appearance in print of 'Tetleys Mills', full walk-round of a Fowler 'Jinty', Dave weathers a '9F' to raise funds and we unveil our first limited edition: Virgin Class 90 90002.

Star review: Hornby's ex-Airfix '14XX'
Masterclass: Class 31

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CHRIS NEVARD

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The essential guide to November 25/26's Warley National Model Railway Exhibition.



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'A Nod to Brent'

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Minerva Model Railway's 'O' gauge '8750' pannier tank and Kernow Model Rail Centre's 'gate stock' coaches are reviewed by our experts.



Looking for a previous article?

Search the online index at:
www.ukmodelshops.co.uk/modelrail



Workbench

50 Create a unique diesel

Fuelled by nostalgia, George Dent recreates one of the early ETH-equipped Class 31/4s - with a difference.

54 Rust without the fuss

Creating authentic corrosion effects on steel wagons can be a challenge, although George Dent knows an effective shortcut!

58 Upgrade Lima coaches

George Dent proves that age is no barrier when it comes to breathing new life into an old Lima Mk 2.

62 Make 'N' gauge scenery

Peter Marriott moves into new territory on his Wisbech & Upwell project - working out how to build the scenery.

68 Customise a 'Bubblecar'

No matter how good a new model is, there's always something you can do to improve it. Chris Leigh reworks Dapol's '122'.



50 Create a unique Class 31



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An exciting new part of *Model Rail* - our team of experts answer your modelling queries and offer dozens of top tips.

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Turn to p104 to order your Sentinel, 'J70' or 'USA' 0-6-OT - and choose from the rest of our exclusive models and publications.

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A sneak peek at what's in store for the next exciting issue of *Model Rail*.

145 Present your case...

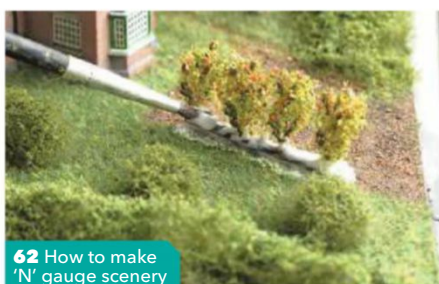
Want to voice your opinion on potential new models? Here's where to do it.

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Opening the box

The latest happenings from the world of model railways



The Big Picture

This glorious London street scene is part of Phill Hutchings' 'Addison Park', a 3mm:1ft scale representation of 1950s London Transport in the capital's suburbs. See page 38.

Photography: CHRIS NEVARD

TOP TEN FACTS

London Underground

- 1.** The Metropolitan Railway is the world's oldest underground railway. It opened between Paddington and Smithfield in 1863. It now forms the basis of the Hammersmith & City Line.
- 2.** The 'Met' tunnels were built using 'cut and cover' trenches. The 'Deep Tube' lines were dug with tunnelling shields and lined with iron rings.
- 3.** The Northern Line features the oldest 'Deep Tube' line - between Stockwell and Borough, opened in 1890 - and will soon feature the newest - the Kennington-Battersea extension, due to open in 2020.
- 4.** The London Underground system comprises 249 miles of railway.
- 5.** Some 1.37 billion people use the Underground every year and Waterloo is the busiest station, handling over 100,000,000 passengers each year.
- 6.** The oldest Underground passenger stock in everyday service is the 1938 Stock that's still being used on the Isle of Wight.
- 7.** Greenwich Power Station provides emergency back-up power for the Underground; its four gas turbine generators are based on the Rolls-Royce Avon jet engine.
- 8.** Steam was used on London Transport metals until 1971, when the last of its ex-GWR '57XXs' were withdrawn.
- 9.** Harry Beck's famous map was initially rejected because it didn't show geographical distances. A limited trial run of 500 copies was published in 1932... followed by 700,000 in 1933!
- 10.** Locomotive-hauled passenger trains lasted until 1962, when the ex-Metropolitan Railway electrics were withdrawn and replaced by 'A' Stock EMUs.

Workbench

5 skills you can master this issue

- ◆ Create a unique diesel p50
- ◆ Weather a mineral wagon p54
- ◆ Create a Mk 4 barrier vehicle p58
- ◆ Make 'N' gauge scenery p62
- ◆ Customise a 'Bubblecar' p68



DAPOL ADDS '14XX' TO 'O' GAUGE FLEET

Dapol has added a branch line classic to its range of pocket-sized 'O' gauge steam locomotives.

In 1932 the GWR introduced its 75 0-4-2Ts – which followed a Charles Collett design but were inspired by an earlier one from Armstrong – for branch line and autotrain working. They were originally classified '48XX' but were reclassified and renumbered in the '14XX' series after the Second World War. A batch of 20 that weren't fitted with push-pull gear were introduced in 1933 and classified '58XX'.

Dapol's model will complement its ex-Lionheart autococh. It promises a fully compensated die-cast chassis, flickering firebox glow, removable cab roof, sprung buffers and Dapol's new 'Quick-t' DCC and speaker design.



DAPOL GWR '14XX' 0-4-2T

What's planned?

- ◆ 7S-006-001: '48XX' No. 4800, GWR green
- ◆ 7S-006-002: '48XX' No. 4871, GWR 'shirtbutton' roundel
- ◆ 7S-006-020: '14XX' No. 1432, GWR green
- ◆ 7S-006-021: '14XX' No. 1405, BR black early emblem, top feed
- ◆ 7S-006-022: '14XX' No. 1444, BR lined green early emblem, top feed
- ◆ 7S-006-023: '14XX' No. 1426, BR lined green late emblem, top feed
- ◆ 7S-006-050: '58XX' No. 5811, GWR green
- ◆ 7S-006-051: '58XX' No. 5809, GWR 'shirtbutton' roundel
- ◆ 7S-006-052: '58XX' No. 5819, BR black early emblem

Unnumbered versions of each livery will be available

Price: RRP from £225.00

What stage is it at? CAD completed, tooling ready to start

When's it due? Q3 2018

Where can I find out more? www.dapol.co.uk

'N' GAUGE APT-E IN THE PIPELINE



Impressed by the 'OO' gauge Rapido/Locomotion Models APT-E? Want a version in 'N'? Thanks to Revolution Trains, your wish may soon come true.

The crowdfunding specialist has launched a scheme to produce the record-breaking four-car gas turbine unit in 1:148 scale. However, the project will only progress if demand is evident. To register an expression of interest –

which is not a firm commitment to buy – go to www.revolutiontrains.com

Exact specifications have yet to be confirmed (including whether or not it will tilt) although analogue and DCC-sound versions are

planned. RRP is likely to be around £225.00.



Colour correction

Golden Valley Hobbies has asked us to point out that Churnet Valley Railway-based YEC 'Janus' 0-6-0DH Roger H. Bennett is actually blue and not black as we stated in our review of its 'OO' gauge model in MR239. We apologise for any inconvenience caused.

PROGRESS REPORT FROM REVOLUTION TRAINS



Revolution Trains used the 2017 International N Gauge Show on September 9/10 to bring 'N' gauge enthusiasts up to date with the numerous projects that it has under way.

It revealed that after more than two years in development, the Class 390 'Pendolino' is now in production, and that its Class B 35t tank wagon has reached the decorated sample stage; the final samples will be displayed at Warley in November and the order book closed shortly afterwards.

It also said that its KFA container flat has been tooled and is ready for production, and that once liveries have been finalised the order book will be closed, probably around Christmas.

Meanwhile, design work for the IZA Cargowaggon Twin is



complete, with tooling to start imminently, while an engineering sample of its Class 92 will be undergoing close inspection. Once approved, the order book will be closed and the models put into production.

News in brief

First look at MGR

 Dapol has unveiled the first images of the engineering prototypes of its forthcoming 'O' gauge HHA 'merry-go-round' coal hopper.

The model promises many detail differences, including removable inserts for earlier versions.

Price: TBC

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



Keep up to date

Connoisseur Models has updated its catalogue of 'O' gauge locomotive, carriage and wagon kits.

The 36-page catalogue not only includes information about each kit but also prototype details. It normally retails for £1, but *Model Rail* readers can get a free copy by sending an address label and second class stamp to Connoisseur Models, 1 Newton Cottages, nr Weobley, Herefordshire, HR4 8QX.

Gap year for Wishlist

The annual 'Wishlist Poll' – the national survey of which locomotives enthusiasts want to see ready-to-run – is to take a break this year.

The Wishlist Poll will return in 2018. In the meantime, if you wish to contact the Poll Team, you can e-mail thepollteam@gmail.com

Accucraft goes to war

 Accucraft is planning to produce the First World War 60cm Hunslet 4-6-0T as a live steam 1:19 scale model.

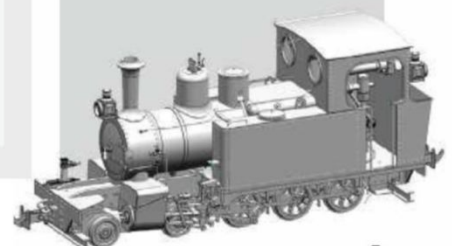
Proceeds from sales of the model will go towards the restoration of No. 1215, one of the last of the 155 built still in existence.

RRP: £1,950.00.

Availability: Accucraft (UK).

Tel: 01981 241380.

Web: www.accucraft.uk.com



HELJAN FILLS CLASS 25 VARIANT GAP



Heljan is to follow 2016's Class 25 and 25/1 with another important variant, the Class 25/3. These 80 machines were introduced in 1966/67 for freight duties, as they didn't have water tanks and steam-heating boilers. They made use of the revised noses, which didn't originally have gangway doors.

Liveries and prices have yet to be confirmed. However, the model will have the proven mechanism found on previous Heljan 'O' gauge models. The project is already at the computer design stage and the models are expected to be available towards the end of 2018.



D. PYE/COLOUR RAIL

Incoming

Updates on exciting new ready-to-run model projects

OXFORD RAIL DIA. AA1 'TOAD' BRAKEVAN

◆ Price? £14.95

◆ What stage is it at? Decorated sample

◆ When's it due? Q4 2017

◆ Where can I find out more?

www.oxfordrail.com



OXFORD RAIL DIA. AA3 'TOAD' BRAKEVAN

◆ Price? £14.95

◆ What stage is it at? Decorated sample

◆ When's it due? Q4 2017

◆ Where can I find out more?

www.oxfordrail.com



Rolling stock releases The next locomotives and rolling stock arriving soon in your local model shop

NEW LOOK FOR HELJAN CLASS 128

What's planned?

Heljan has reissued its 'OO' gauge Class 128 parcels unit as W55992 in weathered BR livery with 'Scooby Doo where are you?' written in the dirt.

◆ **Product code:** 89221

◆ **RRP:** £142.00

◆ **Availability:** Heljan stockists



NEW MARKET FOR MINERVA

Minerva Model Railways has moved into the world of ready-to-run 'O' gauge rolling stock with its next model, the GWR 'Iron Mink' van.

The GWR introduced these metal-bodied vehicles in the late 19th century and 20,000 were built, the last remaining in Departmental service until the 1980s.

Minerva's model is set to feature a plastic body and chassis, compensated axleboxes, sprung

buffers and hook draw-gear with three-link couplings. Three liveries are available: GWR with 25in lettering, GWR with 16in lettering and British Railways unfitted grey. The models are due for release in November.

Price: £42.00 (you can save £2 per model if you order five or more 'Iron Minks').

Availability: Minerva Model Railways. **Tel:** 02920 531246.

Web: www.minerva-modelrailways.co.uk



SAVE THE CLASS 321

Revolution Trains is ready to start tooling its 'N' gauge Class 320/321 EMU... but said it won't do so unless the project generates more interest. Revolution's Ben Ando told *Model Rail*: "Expressions of interest were very healthy when we offered this model, but orders have not matched this. We would now urge enthusiasts who are interested in this model to order now, so we can proceed."

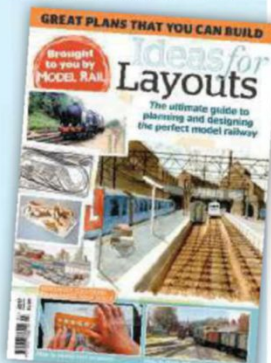
"If, by Christmas, the orders

have not reached the point where we can proceed to tooling, plans for this model will be reviewed."

The number of liveries has been reduced to seven: two Class 320s (ScotRail 'Saltire' and Strathclyde PTE orange/black) and five Class 321s (Network SouthEast, London Midland, First Group, Silverlink and plain white). If you've ordered a different livery, you can either switch to an alternative or receive a refund.

GET READY FOR IDEAS FOR LAYOUTS

Model Rail's next *Ideas for Layouts* publication is on its way! Track planning and layout design guru Paul A. Lunn guides you through the often complicated world of planning a model railway. Crammed with innovative and inspirational designs to suit every space, pocket and interest, this 132-page publication is the perfect starting point to building your dream layout. Order your copy today - call 01733 840111 or visit www.greatmagazines.co.uk/modelrailbookazines



New addition to 'Pillbox' family

Dapol is planning to produce a second version of its 'O' gauge Southern Railway 'Pillbox' brake van.

The model was first introduced in 2014, and now the Chirk-based company plans to make the post-1940 version with 'uneven' planking (two thin planks and two thick planks). Three versions are planned: Nos. 56365 and S56371 in SR brown with red ends (7F-100-100/7F-100-101) and No. 56352 in BR grey (7F-100-102). The models are due early/mid-2018. **Price:** £80.60 **Availability:** Dapol stockists

Airbrush firm acquisition

Anest Iwata recently announced its acquisition of respected German airbrush manufacturer Harder & Steenbeck. The two ranges are still expected to compete, and manufacturing will remain in Germany, but the increased investment should mean the H&S range is improved even further. **Availability:** www.harder-airbrush.eu/en



OO
GAUGE

WEATHERING HEIGHTS FOR OXFORD MODELS

Oxford Rail has unveiled a new range of weathered models under the brand 'Weathered in Wales'. As the name suggests, these models will be hand-weathered at Oxford's Swansea headquarters and no two finishes will be identical.

The initial range comprises East Kent Railway-liveried Adams 'Radial' and two open wagons. The first models are due in stock by mid-November.

Oxford Rail's Tim Mulhall told *Model*

Rail that 'Weathered in Wales' locomotives will remain the same price as unweathered models, but that wagons will increase in price by £1. He added that the only part of the locomotive not to be weathered will be the driving wheels, in order to minimise disruption to electrical contacts.



CARFLATS IN COLOUR

The N Gauge Society's forthcoming 'Carflat' exclusive commission has reached the decorated sample stage. The model is being produced by Bachmann for the NGS and depicts the 63ft 6in version

built on redundant Mk 1 coach underframes. Six liveries are being produced, but the model is only available to NGS members.

Availability: <http://newweb.ngauesociety.com>

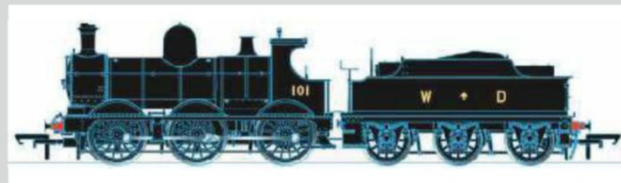


N
GAUGE

In brief

'Dean Goods' gets the wartime look

Oxford Rail is to produce its 'OO' gauge 'Dean Goods' in War Department livery. Oxford has chosen to replicate WD No. 101, formerly GWR No. 2533, which was the first 'Dean Goods' sent to France during the First World War. It is planned for release in early 2018.



Resins to be cheerful

Oxford Rail has shown off the first production samples of its 'Oxford Structure' range of resin buildings. Here is a tantalising glimpse of some of the new items, and they're available to order from www.oxforddiecast.co.uk



OS76T002 The Bush Inn, rrp £34.99



OS76R001 Station Building GWR, rrp £44.99



OS76R002 Signal Box GWR, rrp £24.99

OS76T001, St Catharine's Church, rrp £39.99



News Real

What's happening on Britain's railways...

**OLD
OAK
COMMON
SPECIAL**

Photography:
Jack Boskett

Lots in Common

Over 7,000 people attended Great Western Railway's open day at Old Oak Common depot on September 2. 'OOC' has been a major locomotive servicing point since 1906, but will cease servicing HSTs next year because the site is being redeveloped as a major Crossrail-HS2 interchange hub.

To celebrate, the present GWR brought together classic Western steam and diesel power to rub shoulders with its fleet of today and tomorrow (Class 800). Here are some of the highlights.

Right: HST power car 43093 was named *Old Oak Common HST Depot 1976-2018* and was sporting this striking livery depicting the main line at the September 2 open day, featuring silhouettes of a Class 800, Class 180, Class 43, Class 50, 'Western', 'Warship', 'Modified Hall' and 'King'.



GWR gave 57604 *Pendennis Castle* a fresh coat of paint for the event, showing off many elements of its retro Great Western scheme: nameplate, 'garret crest' plaque, GWR coat of arms and orange and black lining. The 'PDN' on the solebar pays homage to the way GWR applied shed allocation details to steam locomotives.

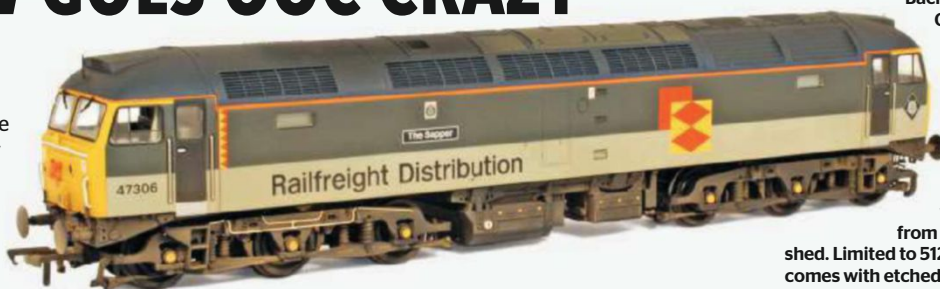


There was a distinct 1990s theme in one corner of the site, as D05 Preservation's Class 47 47828, recently repainted into InterCity 'swallow' livery, was posed next to GWR's HST powercar 43185 *Great Western*, which received this classic scheme in 2016.

KERNOW GOES OOC CRAZY

Kernow Model Rail Centre launched four new limited editions from its stand at the Old Oak Common open day on September 2, including its first ever joint project with Hornby.

Here are the four new models:



Left: 32-816Z: Bachmann Class 47/3 47306 *The Sapper*, in weathered Railfreight Distribution 'triple grey'. Depicts the condition of the real 47306 when it worked from St Blazey shed. Limited to 512 pieces, it comes with etched nameplates and a certificate of authenticity. RRP from £159.99. Expected December 2017.



Left: 31-657Z: Bachmann Class 47/7 47701 *Old Oak Common*, in revised Network SouthEast livery. 47701 was named at an Old Oak Common open day on August 17 1991. Limited to 512 pieces, it comes with etched nameplates and a certificate of authenticity. RRP from £159.99. Expected December 2017.



Two cars from five-car Class 180 'Adelante' set 180104 also received a spectacular new colour scheme, featuring iconic GWR structures, a depiction of legendary engineer Isambard Kingdom Brunel and images from the Second World War, as well as images and a track plan of Old Oak Common shed.



Right: **R4868:** Hornby Mk 3a GWR Night Riviera Sleeper Pack. Pack contains three Mk 3a Sleepers - 10590, 10601 and 10612 - in GWR green with individual logos in the correct position for each number. Limited to 250 pieces. RRP: £89.99. Expected second quarter of 2018.



32-935X: Bachmann Class 150/2 150216, in FGW purple. 150216 received plain purple livery, but was one of the few that didn't have the toilet window blanked out. Limited edition of 512, with a certificate of authenticity. RRP: £189.95. Expected December 2017.



STEAM
RAILWAY

Keep up to date with the real railway and the preservation scene with *Model Rail's* sister titles *RAIL* and *Steam Railway*. To subscribe, go to www.greatmagazines.co.uk

RAIL

What's going on at Dave's Place



A sneak peek into the world of the professional model maker...

At long last I've managed to fit point motors to a set of yard sidings and was then able to ballast and weather them accordingly. Weathering, of course, means adding scenic grasses etc. So I asked our very own Mr Marriott to show me how, and the tutorial went well, but lacked a little bit of spice!

It is always worth keeping an eye on other modelling genres, and I came across Warpainter Scenics. They had just what I was looking for: superb clumps of grass, small bushes and flowers all on self-adhesive bases that you just stick in place - job done!



Carole Borsclair uses military modelling techniques to paint her realistic figures. If you want to see more examples of her work, visit www.detailedminiatures.co.uk



You probably wouldn't give a doll's house manufacturer a second look, but you'd be missing out on a fantastic range of excellent laser-cut building kits produced by www.petite-properties.com. The picture shows part of its range that featured at the recent Telford 0 Gauge Exhibition.

So, next time you're at a loose end, have a look at what other modellers are doing better than us...



THE ALL NEW

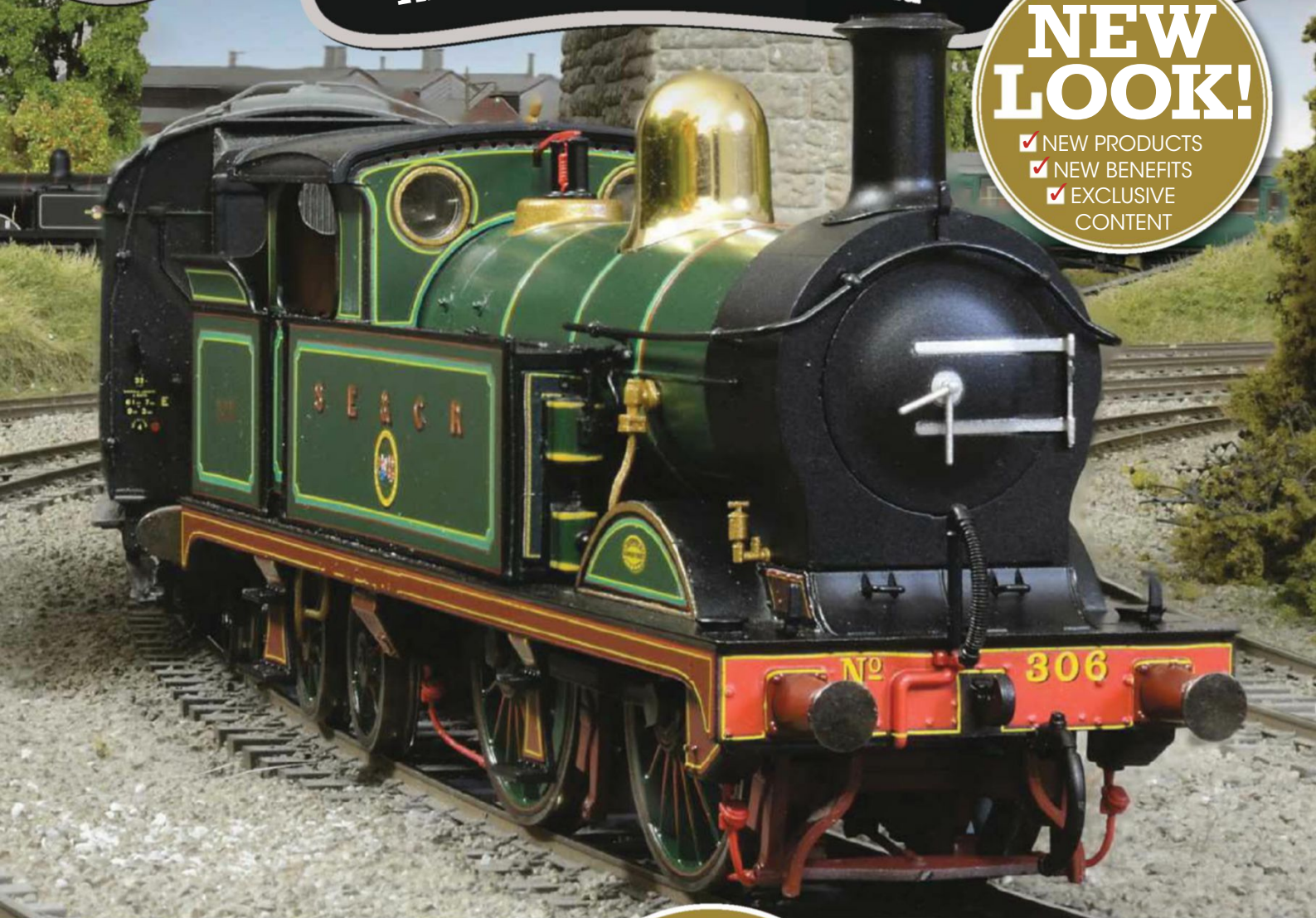
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According to Chris...



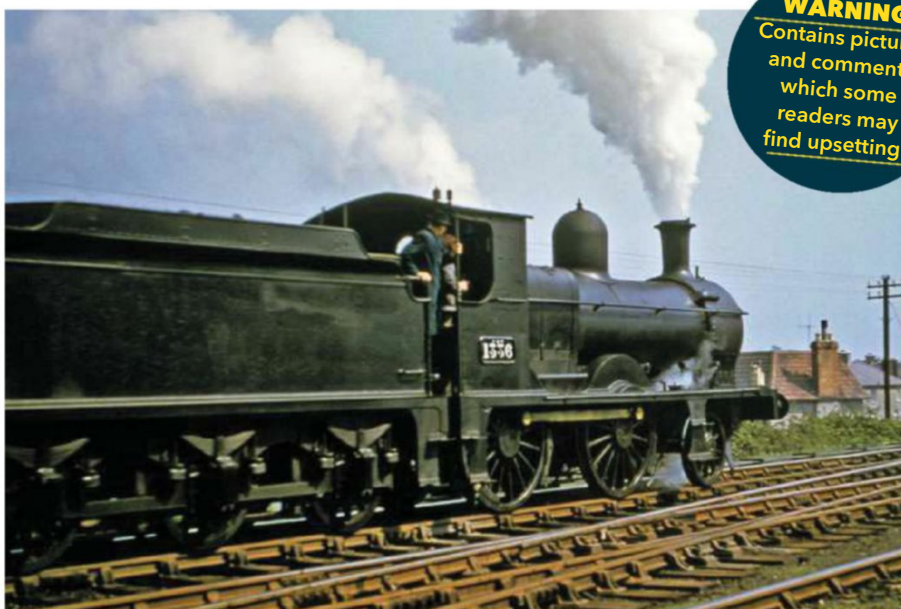
There's nothing more retro than a good kit-bashing project. Oxford Rail's 'Dean

Goods' 0-6-0 attracted some controversy, so **Chris Leigh** ponders whether he could kit-bash it into something a little different.

I know we old 'uns keep saying that today's modellers have it all on a plate, that they can buy every locomotive they could wish for, ready-to-run. The hardest part of modelling today is opening the packaging. Sorry folks, but I'm afraid it's true. These days, you fill in a wish list, wait a couple of years, and hey presto!, there's the locomotive you asked for. It wasn't always like that.

I started as a teenage modeller in the 1960s. I'd been given a Hornby-Dublo three-rail train set for Christmas 1955. It was the BR '4MT' 2-6-4T, some wagons, an oval of track and a siding. I started trainspotting during one summer holiday. It wasn't very demanding. The railway ran past the side of our house. I sat in the garden and took the numbers of steam locomotives taking freights to and from Feltham yard. I bought an Ian Allan 'Abc' book and started underlining the numbers. But I soon wanted to see more – and different – locomotives. My mum suggested that my brother and I should take the train from Staines to Weybridge. We'd lived there, right beside the line, before the move to my gran's house, between Staines and Egham.

At Weybridge, I saw Bulleid 'Pacifics' – lots of them. So when Hornby-Dublo introduced one in model form it was the catalyst that really started me off in railway modelling. I sent a photograph of No. 34109 *Sir Trafford Leigh-Mallory* heading the 3.54pm Clapham Gate-Exeter Central milk empties to *Meccano Magazine*, pointing out that you could model that train using the Hornby-Dublo 'West Country' and six-wheel milk tanks. It was a defining moment. I had started on the road to becoming a railway modeller and I'd had my first article published.



Above: Ex-MSWJR Dubs 2-4-0 No. 1336 back on home territory at Cirencester Watermoor for a final railtour on May 9 1953. It was the oldest MSWJR locomotive taken over at Grouping and it outlasted its two sisters, which received similar treatment by the GWR. COLOUR RAIL

Right: The Dubs cab was very different from that of the Dean Goods, even after GWR modifications. There's no turning back now!

I was on the slippery slope, motorising Airfix and Kitmaster kits – or trying, at least – and adapting models to create something closer to the prototype that I wanted to model, because I'd exhausted the available ready-to-run types.

Tri-ang and Trix were not compatible with Hornby-Dublo, so I was limited to around half a dozen different locomotives. I had the '4MT', a pre-war 'Duchess' and an 'A4', a 'Castle' and the 'West Country'. I disposed of the LMS and LNER locomotives for £1 each at a school fête. I bought a Gaiety 0-6-0PT from Hatton's to boost my Western 'fleet' and that was it. After that it was a question of "what can I buy and carve up to represent something else?"

It's been 30 or 40 years since I last considered a major carve-up of a model locomotive, but there's one potential project that's been niggling at me.

The Midland & South Western Junction Railway, which has been a personal favourite for nearly as long as I've been in this business, had three Dubs-built 2-4-0 tender locomotives, built in 1894. They passed to the GWR at Grouping and Swindon revamped them with the No. 11 boiler. They were retained by BR



primarily to work the Lambourn branch (another personal favourite), until the mid-1950s. I find that I sometimes have to look twice at photographs to distinguish between the Dean 0-6-0 and the modified MSWJR locomotives (Nos. 1334-1336).

So, could I hack an Oxford 'Dean Goods' into a 2-4-0? It's going to be a likeness, not a perfect model and, clearly, the rivet counters and forum critics will need to look the other way. As *Model Rail* passes its 20th birthday and I approach my 55th year in the business of writing model railway articles, it might be nice to turn the clock back, just this once.

“The hardest part of modelling today is opening the packaging”

Want more Chris? Visit the Chris Leigh Blog at www.model-rail.co.uk/new-blog/

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PHIL METCALFE/C.B. METCALFE

MODELLING LIVES

Tales from the miniature world.



The catalyst for Phil Metcalfe's return to the hobby was a single photograph...



Over the years, I've tried to get back into the practical side of the hobby on a number of occasions, although the demands of real life have usually scuppered my attempts. With two young sons, I had a good excuse to dust off my old 'OO' and 'N' gauge stock as we set about building a couple of rudimentary train sets and a fledgling layout or two.

I even managed to board out the attic, with a view to installing a 'proper' layout up there, out of the way of everyday family life. And yet I just couldn't get started.

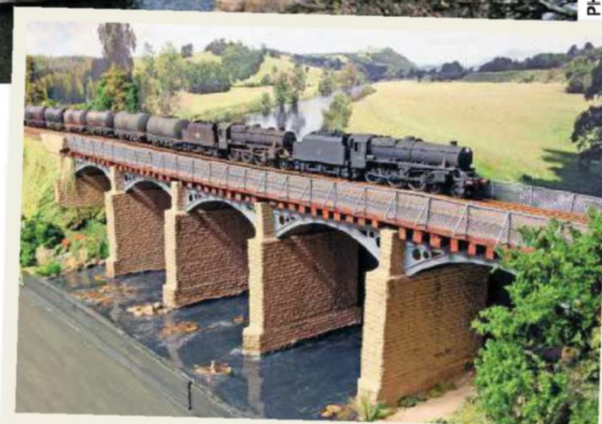
It's not as if I've been short of inspiration. In my day job I have to travel around the country capturing images and footage of real trains. And I've also spent years filming *Model Rail*'s team of experts for countless DVD programmes, picking up plenty of hints and tips along the way.

But the final push came courtesy of a single photograph. While sorting and digitising my late father's massive collection of railway slides, I happened upon

a wonderful 1960s image of a pair of 'Black Fives' crossing the Crook of Lune, near Halton, on the former Midland route from Lancaster Green Ayre to Wennington.

The more I studied the image, the more I started thinking about how I could go about scratchbuilding the viaduct. Then I thought 'what the heck, just build it!' And I did, initially on the kitchen table. But it seemed such a shame not to be able to run trains over it.

So that was that. I was committed to building the layout I'd been dreaming of for



locomotives; my aim was to recreate the real trains that passed along these routes in the BR steam era.

It helped that a good friend was also hoping to return to railway modelling around the same time, so we've egged each other on. The mutual support has been great. We've even started our own

WhatsApp group with a few other mates, where we share images of our latest modelling efforts. The social aspect has been welcome too, as our families regularly meet up for running nights.

It may have taken a while, but getting back into railway modelling has been hugely rewarding. Sometimes we just need a spark of inspiration to go from the 'dreaming'

to the 'doing' stage. And that spark often appears when we least expect it!

“The more I studied the image, the more I started thinking about how I could go about scratchbuilding the viaduct. Then I thought ‘what the heck, just build it!’”

years. Featuring part of the 'Little' North Western Halton line on one side of the room and Carnforth shed and station on the other, the layout has been progressing steadily over the past few years.

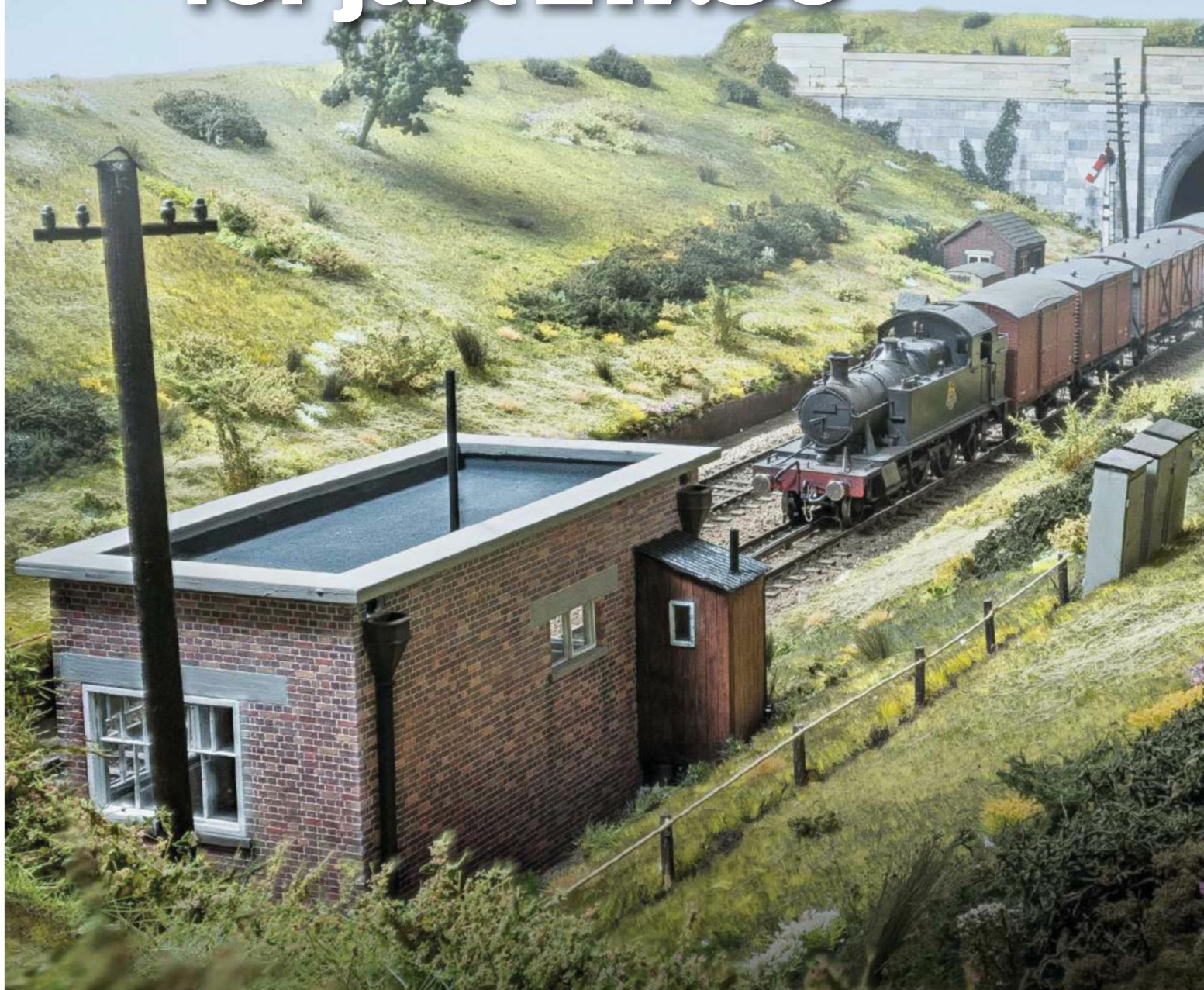
Dad's photo archive has provided a treasure trove of prototype inspiration for both weathering and renumbering to either Carnforth or Green Ayre-allocated

MODELLER'S CV

Phil Metcalfe was given his first SLR camera at the age of six, and he accompanied his father on photographic trips to all corners of the BR network. He's been a professional railway photographer and film maker since the late 1990s. Visit www.telerail.co.uk to see his work.

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In it for the **LONG HAUL**

Robin Sweet has worked on the same layout for over a decade. The result? A delightful homage to both Brent station and his father.

Words: **Mike Harris** Photography: **Chris Nevard** Artwork: **Andrew Mackintosh**



Big layouts can be even bigger commitments; opt for a micro layout and you'll likely be finished within a year – sometimes less. But large layouts like Robin Sweet's 'A Nod to Brent' (14ft by 7ft 10in) can take years to complete, and even then there's always something to fix, upgrade or amend. The solution? Make sure you choose a subject that's going to retain your interest for the long haul.

The reasons why Robin chose to build a model of Brent station are many, but his main connection with the subject matter is deeply personal. "My father used to live in nearby Kingsbridge when he was a lad," he explains. "Brent station is a model he

would have built if he were still alive, so it's something of an homage."

Robin also shares his father's affinity with the prototype, and has found much to enjoy since he started the build way back in 2003. He explains why: "It's a GWR main line station with a branch line, which means I can run a variety of stock. The main line caters for my love of fast express trains, which I can leave to run round while I shunt the yard."

The name 'A Nod to Brent' is derived from the compromises Robin has been forced to make along the way. His nod to the prototype has certainly worked; the key hallmarks of the station are all there ►

VITAL STATS

Layout: 'A Nod to Brent'

Size: 14ft by 7ft 10in

Gauge: 'OO'



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'A Nod to Brent'
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2

"I had to shorten each canopy, but was happy with the result – it's about what you can live with"



– it couldn't be anywhere else! The layout should prove inspirational to anyone who's ever dismissed the idea of modelling a prototype layout because of space restrictions.

EASY LIVING

Since starting the project in 2003, Robin has observed a sharp rise in the quality of specialist scenic products. "It's much easier now than it used to be," he says. "The past five or six years have been a giant leap in terms of availability and quality – it's good for the hobby."

An example of such advancements are the laser-cut flowers that adorn the station, but Robin isn't averse to turning back the clock. "The laser-cut flowers are from Noch, but flock and a touch of paint still works well", he says.

Robin is also an advocate of carved polystyrene covered in plaster of Paris bandage. He explains why: "It's an old method, but it still works. Once it's dry, I'll paint it green or brown and then cover it in Green Scene's Grass Mat. The finishing touch is a few static grass fibres, applied using a Noch Puffer Bottle and secured with a misting of hairspray."

BESPOKE BOUTIQUE

There's no questioning the merits of Robin's scenery, and the buildings leave no doubt as to the prototype location. The layout houses a mixture of modified kit-built and bespoke laser-cut structures, the latter built by DJ Modelmaking Services' David Amias.

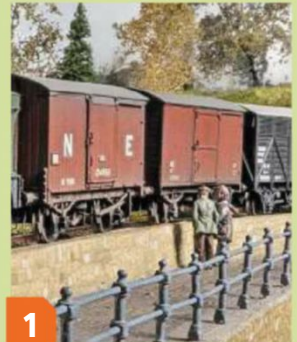
"David is a professional model maker. He built the buildings on the platforms and the overbridge," says Robin. "He sends me the buildings in kit form, leaving me to assemble and paint them."

The buildings were produced from authentic drawings, but Robin was forced to compromise on the length of each canopy: "If a building's too big you're forced to cut it down. Any changes can't be too drastic or you'll lose the building's essence. I had to shorten each canopy, but was happy with the result – it's about what you can live with."

Robin's painting regime is an undercoat of Halfords Primer Grey, followed by layers of Phoenix Precision Paints; the station buildings are clad in the classic GWR Stone No. 1 (P21) and No. 3 (P22) shades and really look the part.

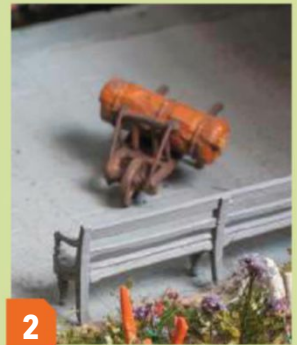
Weathering has become something of a subculture within the hobby. There's a multitude of different techniques with which to ➤

3 things we like



1

Robin weathers his wagon with paint and thinners. It's a simple technique that works.



2

The many station details are from Dart Castings.



3

David Amias' overbridge – card former adorned with embossed plastic card.

What makes this layout great?



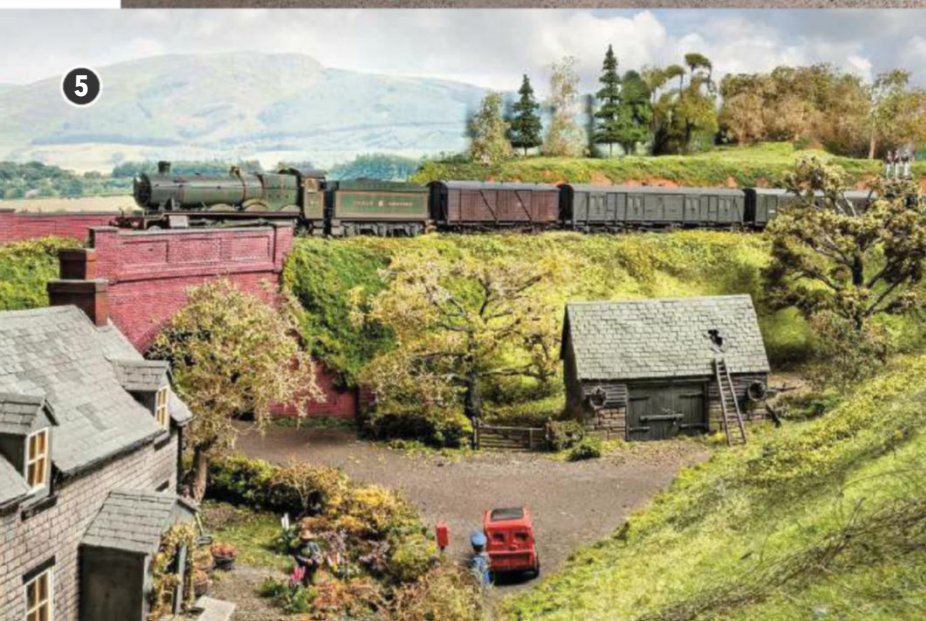
Robin's attitude towards model making is almost as impressive as his work. How many of us talk the talk but never walk the walk? I've always approached new ground with caution – but not Robin. He tackled 'A Nod to Brent' head-on, and the result is a GWR through station that any modeller would be proud of.

4



"I don't like to see things too grotty. I'll weather roofs, but otherwise I tend not to bother. For me, less is more"

5



achieve a variety of effects. Yet Robin prefers to weather his buildings sparingly: "I don't like to see things too grotty. I'll weather roofs, but otherwise I tend not to bother. For me, less is more."

Despite his stance on weathering, Robin has heavily weathered the water tower and an old barn to reflect their age. The barn is an old Wills Kit, as Robin explains: "It's supposed to look old and run-down, so I weathered it. I tend to dry-brush, although I'm into using weathering powders at the moment too."

The water tower is a Mike's Models kit and has

Workbench BUILDINGS

TIPS & TRICKS

Scenery is the glue that holds a model landscape together, but it's very often the buildings that identify a prototype layout's exact location. Robin has spent time and effort to ensure that the buildings on 'A Nod to Brent' accurately depict the real Brent station, and he has a few tips to help you out too.



1

Never underestimate the value of mock-up buildings. They're easy to make and provide an accurate, tactile visual aid as to where new buildings and surrounding details should go.



2

Robin commissioned DJ Modelmaking Services' David Amias to create the station buildings and overbridge from scale drawings. The buildings arrived in pieces, making them easier for Robin to paint.



3

Robin has been careful not to leave an unsightly gap between the bottom of his buildings and the surface on which they stand. This image shows how he's inset the signal box to ensure a snug fit.



4

Posters not only help to place the era of a layout, but they make great decorations. Robin gets all of his posters from www.sankeyscenics.co.uk

been treated to a layer of rust. "The building was painted using Phoenix Precision Dark Rust (P951)," says Robin. "I then stippled Humbrol Maskol onto the areas I wanted to look rusty. Once the whole model had been painted and was dry, I used a stiff brush to remove the Maskol, revealing the rusty surface beneath."

HARD KNOCKS

'A Nod to Brent' wasn't without its challenges; the relatively large 14ft by 7ft 10in footprint demanded a lot of baseboard work. But Robin rose to the challenge, ➤

GRIMY GREATNESS

Robin's favourite locomotives and items of rolling stock are weathered by Glenn Martin of Mattingley Custom. **Web:** www.mattingleycustom.co.uk

“The main line caters for my love of fast express trains, which I can leave to run round while I shunt the yard”

6 Figures are from Dart Castings' Monty's Models range. Robin painted some himself and purchased others already painted.



Historical factfile: Brent station

'A Nod to Brent' is set during the 'Big Four' era, a time when activity in and around Brent station was at its peak.

The station served the Devonshire village of South Brent, situated at the southern perimeter of Dartmoor. It opened as part of the South Devon Railway in June 1848, despite the line itself opening around a month prior.

On February 1 1876, the South Devon Railway became a constituent of the GWR. At the end of 1893 the Kingsbridge branch line opened, joining the South Devon Main Line via the introduction of a junction at Brent station.

The Kingsbridge branch line lasted until September 1963, and Brent's goods traffic ceased operation shortly after in April of 1964 – passenger

services followed suit in October.

Today, only the goods shed remains, following the demolition of the signal box on November 12 2014 (which had continued to operate until December 1973).

Robin often runs visiting Southern Railway stock on 'A Nod to Brent', and there's a practical reason why: SR traffic was often diverted onto the South Devon Main Line *en route* to or from Plymouth.

'Castle' No. 4098 *Kidwelly Castle* enters Brent station, doubleheading a 'Warship', on August 5 1960.
HUGH BALLANTYNE/RAIL PHOTOPRINTS



Mind the gap

7

Platform structures were made using Townstreet formers. Robin used 1.5mm mount board to create each platform top, which he then covered in either Slater's embossed Plastikard (to represent paving) or Texture Paints from Green Scene. Each platform was painted with various shades of grey using either Humbrol or Revell enamels.

Web: www.townstreetuk.co.uk and www.green-scene.co.uk



8 Robin is a fan of fast express trains, and the GWR 'Castle' is his favourite locomotive.



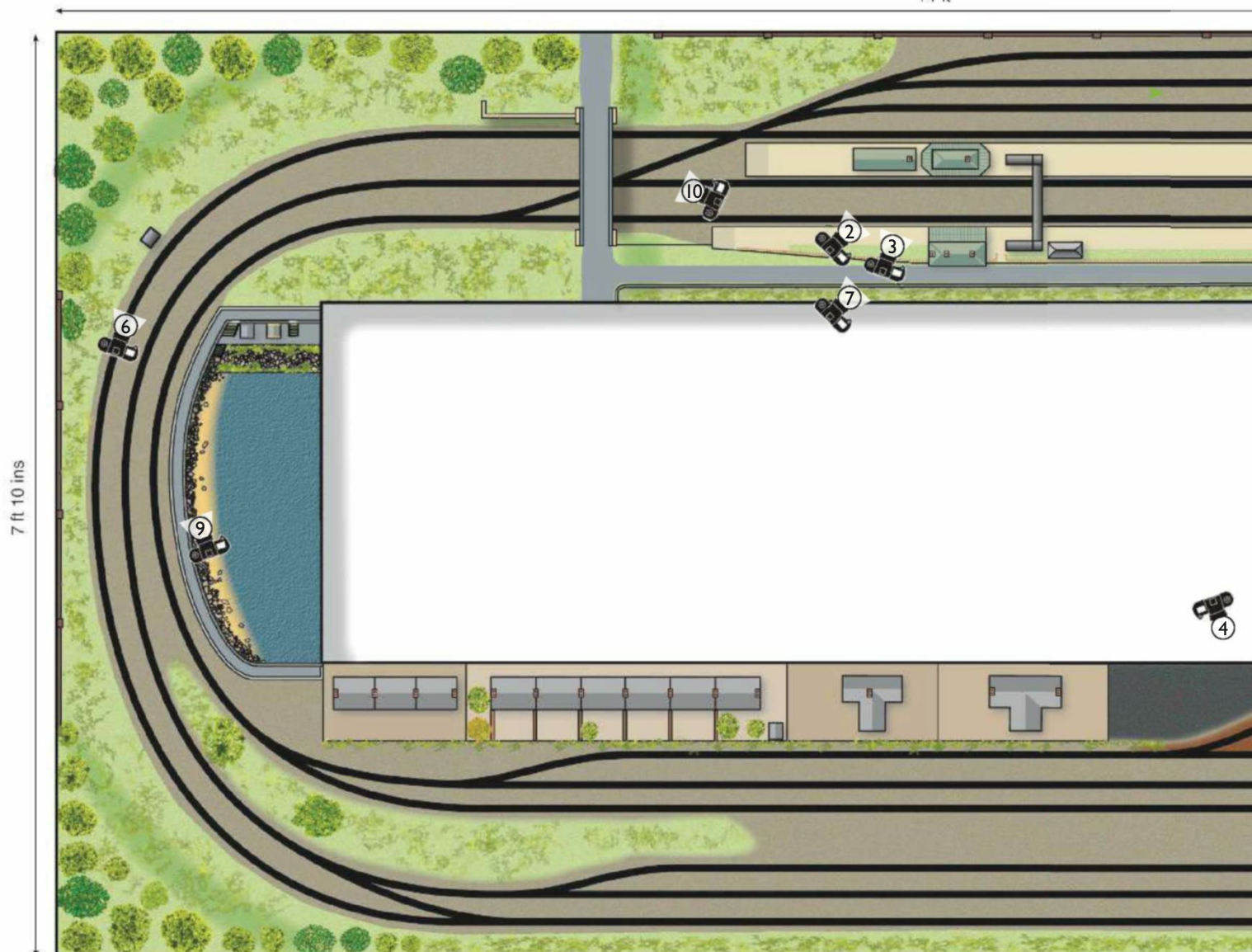
despite having never built his own baseboards before. "I used 3ft by 1ft bracing with a plywood top," he explains. "I actually found it quite straightforward – the trick is not to rush things. I'm pleased because this is my first attempt and it's stood for over a decade."

Some challenges weren't quite so simple. Robin remembers his experience painting the retaining wall: "It was a nightmare. I decided to install it first and then paint it... All I needed to do was apply an undercoat, pick out a few individual bricks and finish off with some dry-brushing. But with the retaining wall *in situ*, I had to lean awkwardly over the layout while maintaining a steady hand – not recommended!"

Water proved equally as frustrating, and that's something many modellers can sympathise with. Robin still isn't happy with his efforts, despite the fact that the *Model Rail* team thinks the water looks grand. I can certainly relate to my own efforts when modelling water (MR228). Very often we're our own biggest critics.

There's no disputing the effectiveness of Robin's method: "The colour is paint, applied directly onto the baseboard, and I used a mixture of browns and greens. Just don't use blue – everyone assumes water is blue but it never is!" Once the paint had cured, Robin layered Woodland Scenics Realistic Water on top. ➤

14 ft



9 The troublesome retaining wall is Slater's Plastikard layered onto a flexible 3mm plywood former.



MODELLER CV: ROBIN SWEET

Robin and his father shared a passion for model railways. He had a train set when he was a child in the 1970s, but it was a chance encounter that brought him back to the hobby years later. "My father and I were passing a model shop in Warwick - over 20 years ago," he explains. "On the spur of the moment we bought a GWR mixed freight train set. We set it up in his garage and everything spiralled from there." Work on 'A Nod to Brent' started in 2003. Robin has continuously refined the layout over the years: "I don't think layouts are ever finished," he says. "I'm always adding, detailing and weathering new stock. That's the aspect of the hobby I enjoy the most."

Finally, thin layers of varnish were brushed onto the dried Realistic Water for a glossy finish.

GRASSROOTS TO GREATNESS

Robin chose a subject matter that really appealed, and he's stuck to his guns; 'A Nod to Brent' is testament to what can be achieved if you take your time and see a project through. It's hard to believe that 'A Nod to Brent' was Robin's first proper layout. Not only is it beautifully modelled, it clearly resembles the prototype.

Since embarking on 'A Nod to Brent' in 2003, Robin has become an experienced modeller. As such, he has some advice for anyone embarking on their first proper layout: "Plan everything, because I never did. The prototype has two overbridges, but I only managed to accommodate one on my layout. If I'd been more thorough in the planning stage I could have found room for two."

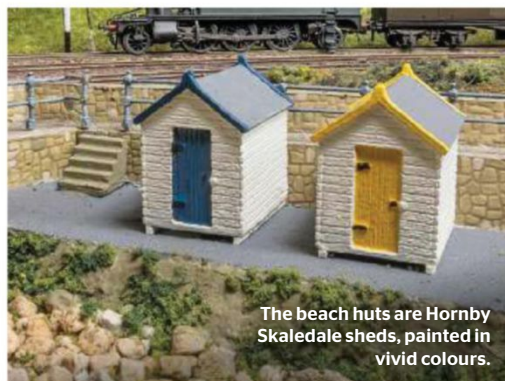
No layout is perfect and every layout is a learning experience. Find a subject that interests you, stick with it and you might end up surprising yourself. 'A Nod to Brent' gets a tip of the hat from *Model Rail*. 



THINGS YOU MAY HAVE MISSED



Robin isn't particularly fond of this old Ratio kit. Proof that something always needs to be fixed or amended!



The beach huts are Hornby Skaledale sheds, painted in vivid colours.



The realistic shades of paint used on the station buildings are from Phoenix Precision (www.phoenix-paints.co.uk).

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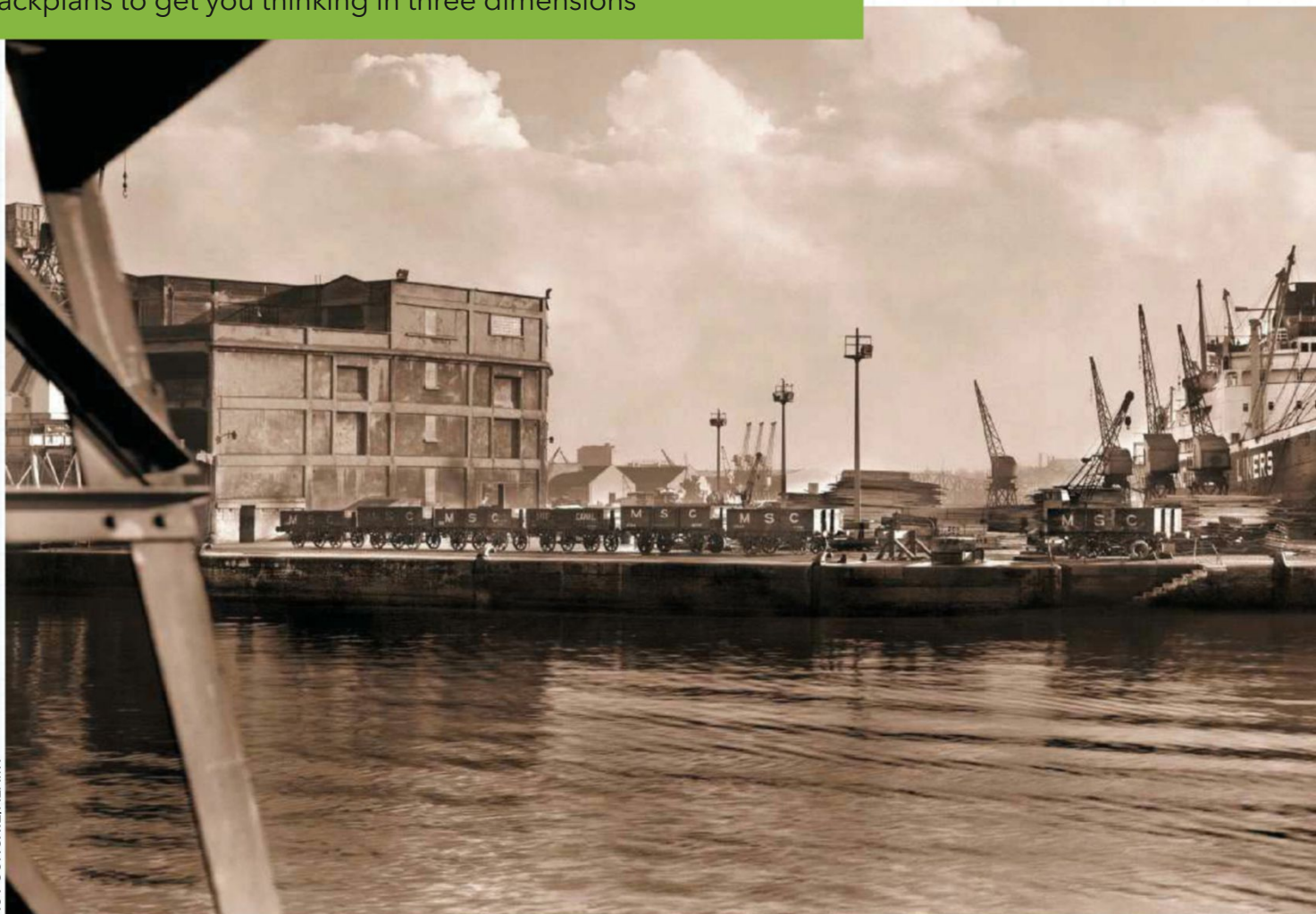
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Trackplans to get you thinking in three dimensions

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DRAMATIC DOCKSIDE

If the thought of industrial locomotives scurrying around large ships floats your boat, let **Paul A. Lunn** whet your appetite with this modular, expandable concept, in **Part 2** of our Dramatic Lines series.

Artwork: **Paul A. Lunn** Photography: **Paul A. Lunn Collection**

A railway doesn't have to be surrounded by towering mountains to be dramatic. Sometimes, a man-made landscape can be just as impressive. So this 'dramatic line' focuses on a railway that was built through the urban jungle: the Manchester Ship Canal Railway.

Actually, the railway was instrumental in the construction of this particular urban jungle. The Manchester Ship Canal scheme was born in 1882. Shipping tariffs charged in Liverpool irked Manchester's traders and merchants and so, influenced by the success of the Suez Canal, work started on a canal to give the inland city access to the sea.

Construction started in 1887, and it was completed

in 1893. Unlike the canals normally associated with narrowboats and barges, the Manchester Ship Canal averaged a width of 120ft and was 27ft 10in deep; a typical, 'traditional' canal is, on average, 4ft deep.

The MSC is 36 miles long. It runs from Eastham Locks on the south bank of the River Mersey, opposite Liverpool, flanking the river via Runcorn to near Lymm, where the two merge for a few miles. The canal then uses the River Irwell to Manchester.

Railways were vital to the canal's construction, and the canal company took over the contractor's railways. This became the Manchester Ship Canal Railway, the largest private railway in the British Isles, with over 230 miles of track.



Above: MSC 26 works a brake van tour around the system in the 1970s. This was one of 14 Rolls-Royce Sentinel 4wDHs used on the railway. COLOUR RAIL



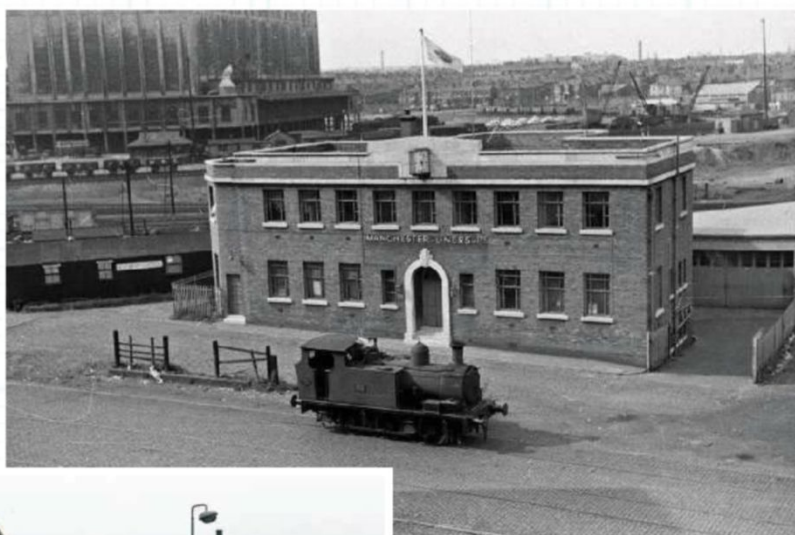
Left: The Manchester Ship Canal's railway system was the largest private railway in Britain. It might have been privately owned, but that didn't diminish the quality of its infrastructure or signalling. The railway continued to serve industry in 2009, although it had closed as a through route in 1977. J. LEAF/COLOUR RAIL

The Manchester Ship Canal helped form Trafford Park, the world's first industrial estate. The site, occupying approximately five square miles, was adjacent to the MSC and had its own wharf. It became a hive of activity, featuring steel foundries, oil works, brick manufacture, biscuits and lard production. It became the place for North American companies to set up UK operations: Ford opened its first factory outside of Detroit in Trafford Park in 1911, which would be replaced by a purpose-built plant in Dagenham, in 1931. Cereal giant Kellogg's European operations are based here.

Housing, churches, public baths and hotels soon appeared. Westinghouse became Trafford Park's largest employer, and it played a major part in British weapons and munition production.

Trafford Park has its own railway, which started life as a gas-operated tramway. In 1904, the Estates Company became the operating company of the Trafford Park Estate Railway, which was linked to the Manchester Ship Canal's metals.

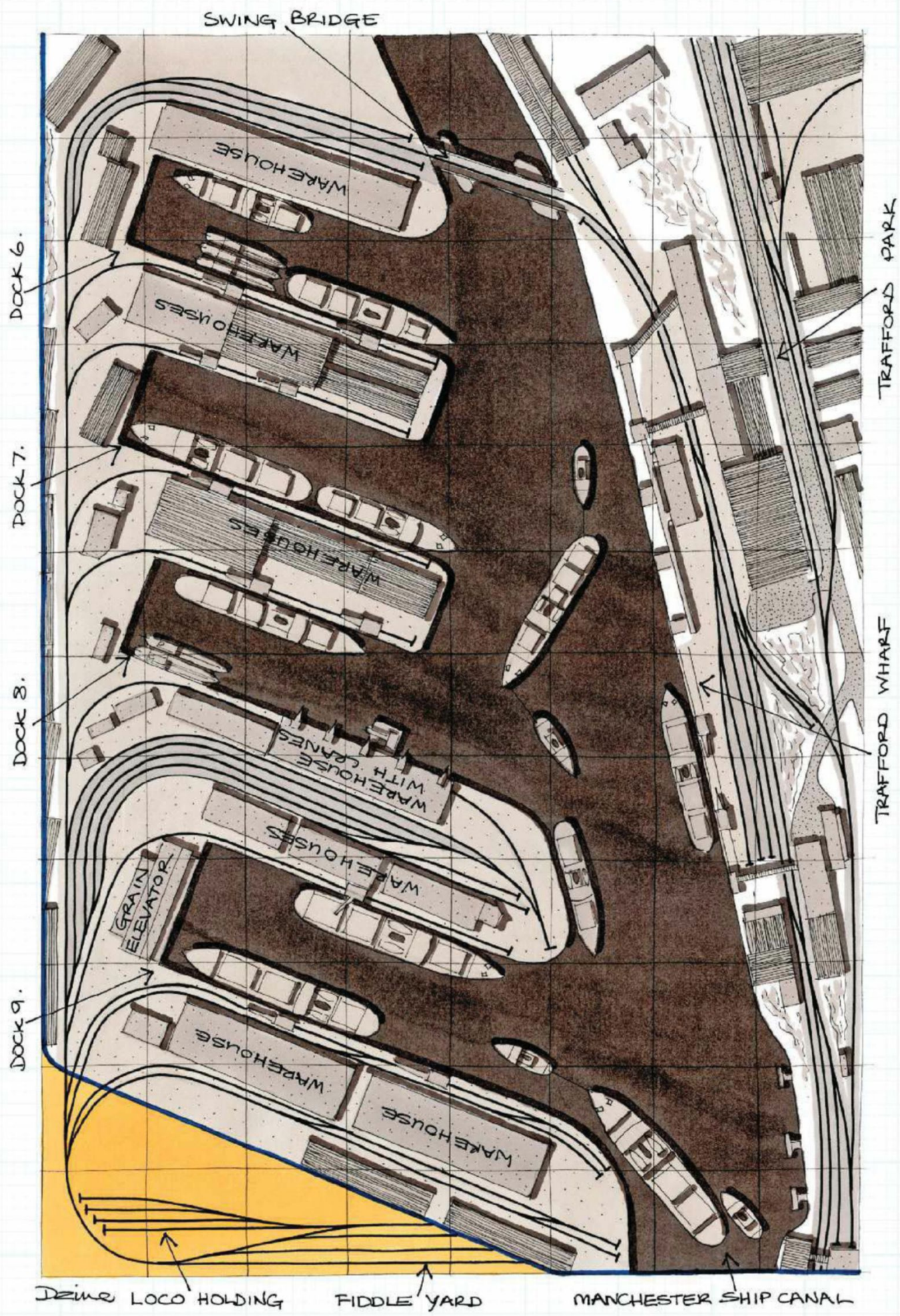
The MSC and Trafford Park suffered during Britain's industrial decline in the 1970s/1980s and the move towards containerised traffic. The MSC railway closed throughout in 1977, although the last section remained in use until 2009. The Trafford Park Estate Railway closed in 1998.



Above: One of the Manchester Ship Canal's Hudswell Clarke O-6-OTs stands in front of Manchester Liners' headquarters. A new, radical-looking building was opened behind this in 1969 by the High Commissioner for Canada. This celebrated the fact that ML's main route was between Britain and Canada. J. LEAF/COLOUR RAIL



Left: Hudswell Clarke supplied two designs of O-6-OT to the Manchester Ship Canal and both are illustrated here: MSC 'Short Tank' No. 31 stands in front of an unidentified 'Long Tank' in 1970. No. 31, named *Hamburg*, is on display at the Keighley & Worth Valley Railway. COLOUR RAIL



A modular approach

This track plan is more of a schematic of the prototype, drawing on many real aspects of Manchester Docks, Salford, and to which I've added a number of fictitious components. It's a much-compressed yet plausible design, with key features as follows:

- Flexible-sized 'N' gauge layout: maximum overall is 12ft by 8ft, minimum is 4ft by 2ft.
- Large layout built in small components, both 4ft by 2ft and 4ft by 4ft.
- The project could be built in stages over a number of years, and several sections can be used as stand-alone units.
- Boards can be matched in pairs for exhibition use.

There follows a selection of various layout sizes, contained within the much larger design, which can be arranged for exhibition. Please note: for those who prefer working in 'OO' plans 1 to 4 would easily double up for the larger scale without becoming unmanageable in size.

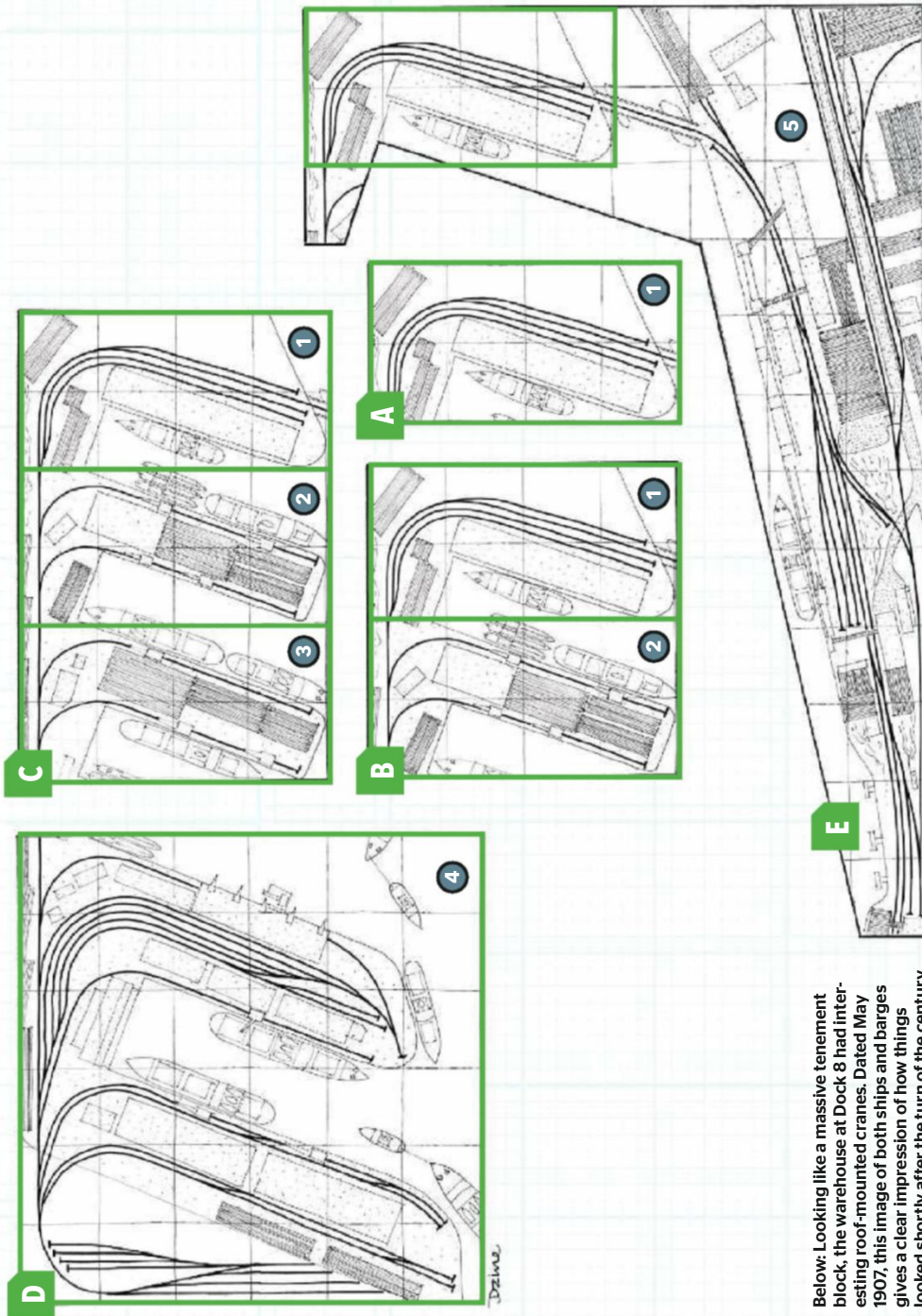
A Plan 1 represents the first phase, a 4ft by 2ft micro layout which comprises several sidings to shunt, one large warehouse, Dock No. 6 and a roughly triangular area of ground to the right, to be filled with raw materials for export/import. The cassette and fiddleyard is top left.

B Plans 1 and 2 could be built with the latter as the first expansion to 1, or both built together as a single 4ft-square unit. Add a temporary cassette or fiddleyard top left.

C Plans 1 and 2 could be expanded by adding Plan 3 to make a 6ft by 4ft layout. Conversely, the whole thing could be built as one fixed layout from the outset. Add a cassette or fiddleyard top left.

D Plan 4 consists of the largest and most interesting docks and can be built either as a further add-on to plans 1-3, or as a stand-alone 6ft-square layout.

E Plan 5 brings in Trafford Wharf and Trafford Park as a 12ft by 8ft 'L'-shaped arrangement that could include one or more of the smaller docks. If viewed from the inside, I would suggest revising the track plan in order to give improved viewing access to ➤



Below: Looking like a massive tenement block, the warehouse at Dock 8 had interesting roof-mounted cranes. Dated May 1907, this image of both ships and barges gives a clear impression of how things looked shortly after the turn of the century.



MSC WAGONS

I don't propose to focus on individual wagon types, save for mentioning that Bachmann, Graham Farish, Dapol and Peco offer a wide selection in either ready-to-run or kit form. What I do want to focus on is the difficulty of shunting in 'N' gauge.

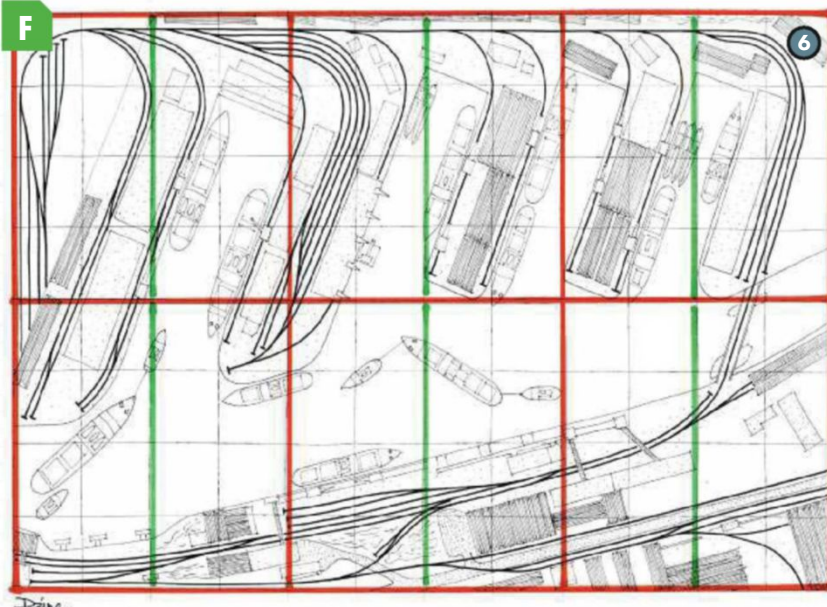
There's a variety of magnetic uncoupling systems available, and while I'm sure many readers have personal preferences, I've been particularly impressed with Dapol's Easi-Shunt system. I can't emphasise enough the importance of extreme accuracy in fitting products - especially couplings - to wagons without a pocket, and those made by different manufacturers in your core stock. Furthermore, it's likely that all wagons will require additional weight to keep them on the track during the uncoupling/coupling process.

the Park lines and perhaps pulling everything slightly forward, so the single track section is not so close up against the backscene.

F Finally, as shown in Plan 6, the entire layout can be divided up into a series of matched boards, six at 4ft sq (shown in red) or 12 at 4ft by 2ft (green). Please note that the join lines for the former work better as far as structures are concerned, and that you may have to adjust some pointwork so as to avoid baseboard joints. Conversely, the design can be used as a home-based layout, retaining some sectional joints to give access for cleaning and maintenance.

Where layouts are built in incremental sections, rather than as stand-alone units, you'll have to deal with baseboard joints in the 'water', as follows:

- Make joints as unobtrusive as possible.
- Wherever possible, view-block with ships and boats, not in neat straight lines but at angles, or in front of joint lines from the normal viewing side.
- Set the layout at a height where the docks are at eye-level and, therefore, all joints are masked from view.



MSC'S LOCOMOTIVE FLEET

The Manchester Ship Canal owned 91 steam locomotives from the following builders: Hudswell Clarke (56), Hunslet (21), Kitson (seven), Peckett (four) and one each from Manning Wardle, Hudswell Clarke & Rogers, and Vulcan Foundry.

Between 1959 and 1966, it bought 34 diesels: D1 to D14 (204hp Hudswell Clarks), DH15-DH32 (Rolls-Royce Sentinels) and two 400hp Hudswell Clarke O-6-ODEs - 4001 and 4002.

'N' gauge modellers don't have a great choice of suitable locomotives for an MSC layout. The following will be suitable, but you'll need to scratchbuild to be completely accurate:

- N Brass Locos' Peckett 'E' O-4-OST and proposed Peckett 'X' O-6-OST.
- BH Enterprises' Ruston & Hornsby '48DS' 4wDM, Hunslet 'D1/1' O-4-ODM, Hudswell Clarke 'D2/7' and 'D2/12' (www.bhenterprises.co.uk).
- Lytchett Manor Models' L&Y/LMS/BR Aspinall O-6-OST (<http://lytchettmanor.co.uk.websitebuilder.prositehosting.co.uk>).
- The N Gauge Society's forthcoming ready-to-run Hunslet O-6-ODH (<http://newweb.ngaugesociety.com>).
- DJModels' forthcoming Hunslet 'Austerity' O-6-OST (or you could use the old Graham Farish model).
- Graham Farish's Class 04 and 08 could also be used.



Above: Hudswell Clarke O-6-OT No. 644 *Belfast* was built in 1903. It's photographed in front of an unidentified O-4-OST.

Below: For those who want to represent the more recent period, you can use Bachmann Farish Class 08s to represent those used on the Trafford Park system. Here are 08669, 08615 and 08613 on June 11 2000. All three survive.



Hudswell Clarke 'Long Tank' O-6-OT No. 67 was built in 1919 and is part of the Middleton Railway's collection. Other preserved MSC locomotives include Hunslet 'Jazzier' O-6-OT *Lady Armaghdale* (Severn Valley Railway) and 400hp O-6-ODE 4002 at the East Lancashire Railway.





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Starting from **SCRATCH**

The unique character of London Transport proved a fitting challenge for 3mm stalwart **Phill Hutchings**.

Words: **Francis Gomme** Photography: **Chris Nevard** Artwork: **Andrew Mackintosh**



LAYOUT **ADDISON PARK**

VITAL STATS

Layout:

'Addison Park'

Size: 16ft by 2ft

Gauge: 14.2mm





3 Points are operated by the wire-in-tube method and connected to slide switches. Several manufacturers offer this option, including Mercontrol from Lytchett Manor Models (<http://lytchettmanor.co.uk.websitebuilder.prositehosting.co.uk/lytchett-manor> or <https://goo.gl/h1Ltay>).

Those who build in 3mm:1ft scale uphold one of the last surviving areas of the hobby, where just about every aspect of layout construction involves an element of scratchbuilding. In a world of out-of-the-box track, stock, buildings and scenery, 3mm modelling requires a mastery of working with metals, plastic and card, which were once a prerequisite for every railway modeller.

Going 3mm is challenging enough, but Phill Hutchings decided to make life even harder for himself – he wanted to capture the intricacies and unique character of London Transport. This is not Phill's first layout to carry the name 'Addison Park'. His first was set in the 1930s and featured North London Railway steam services and Southern electrics running into a small terminus.

A new layout moved the setting into the early 1950s London Transport scene, with the first post-war trains running alongside vintage pre-war stock. Phill built new baseboards rather than be saddled with the odd-sized collection from the previous build. He also decided to ditch 12mm gauge 'TT' track in favour of the more accurate 14.2mm gauge. Yet another modelling challenge!

However, after a house move the layout was put in storage, and that's where it would have stayed had the editor of the 3mm Society's magazine *Mixed Traffic* not appealed for layout features.

Phill submitted a photograph of one of his scratchbuilt Metropolitan Railway electrics and a rake of Worsley Works 'Dreadnought' coaches on a section of the embryonic layout. It generated a lot of interest and people wanted to know more, so Phill had to get to work.

FOURTH RAIL

London Underground trackwork is always a challenge, whatever scale you work in. Modelling a third rail system is bad enough, but London Underground uses the fourth rail system, where the rail outside the running rails is the positive (+420V DC) and the inner rail is the negative (-210V DC).

Phill used 3mm Society 14.2mm track with Code 60 rail for the running lines and glued Code 70 flat bottom rail for the conductor rails to the sleepers. The reason for the deeper rail on the conductor rails is that the outer rail stands 3in above the running rails, ➤



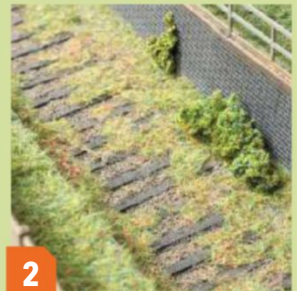
“Phill used 3mm Society 14.2mm track with Code 60 rail for the running lines and glued Code 70 flat bottom rail for the conductor rails to the sleepers”

3 things we like



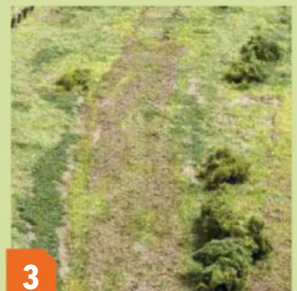
1

All the buildings are scratchbuilt, using multiple layers of card.



2

Extra attention was given to the site of the abandoned trackwork in the foreground to reflect its return to nature, and semi-relief trees were added to the backscene, a far more realistic solution than painted trees!



3

Phill used a variety of hues and a mix of scrub and grass, so typical of these areas, to avoid making the landscape appear uniform and sterile.

What makes this layout great?



'Addison Park' is different - not only is it 3mm, but it's a representation of London Transport, a subject matter we seldom get to experience in any scale. And despite the wonderful RTR models that so many of us hold dear, there's no denying that scratchbuilding is model making in its purest form.

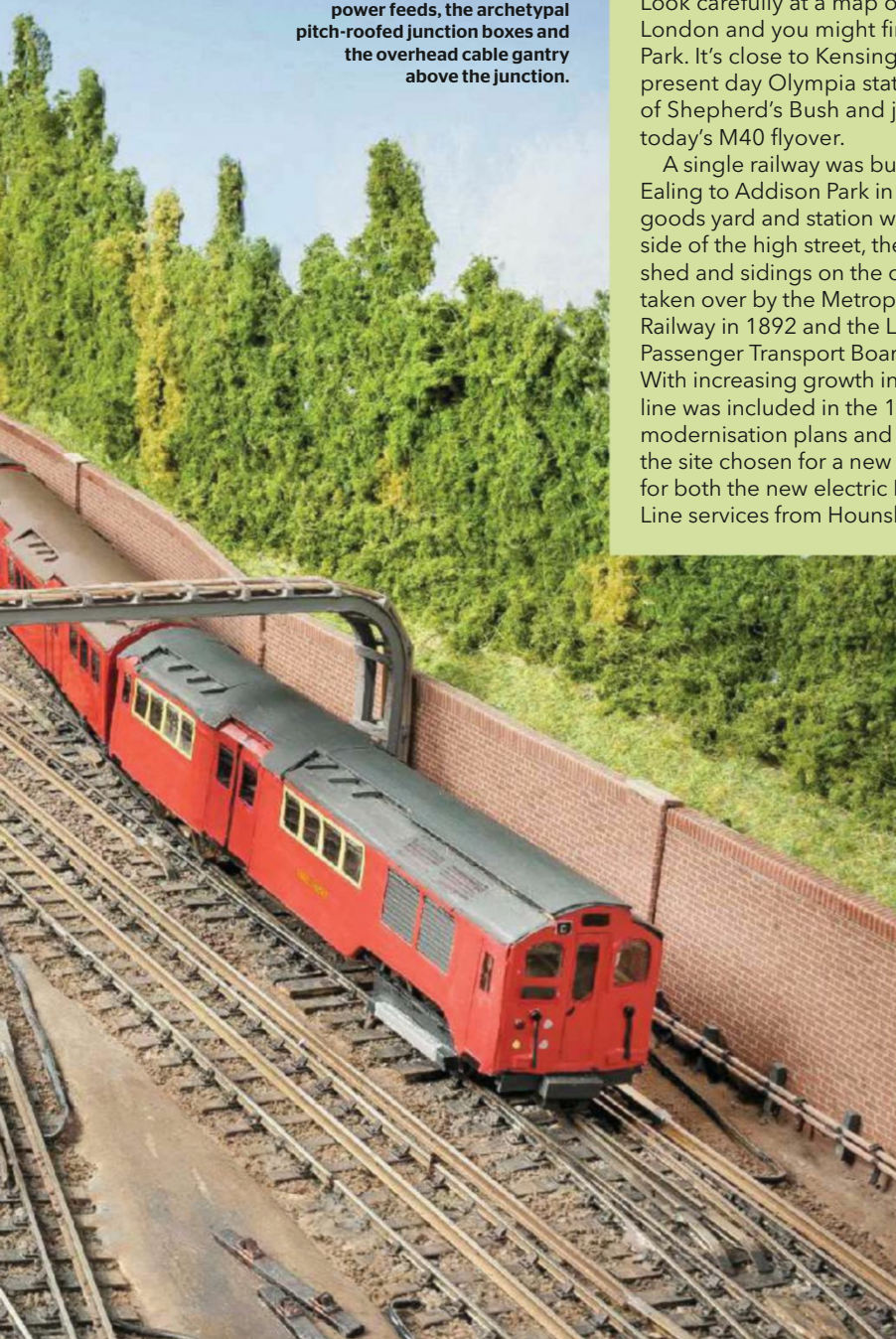
THINGS YOU MAY HAVE MISSED





Phill has paid great attention to classic London Transport lineside furniture, including trackside cabling and power feeds, the archetypal pitch-roofed junction boxes and the overhead cable gantry above the junction.

4



'Addison Park': A fictional history

Look carefully at a map of West London and you might find Addison Park. It's close to Kensington and the present day Olympia station, north of Shepherd's Bush and just south of today's M40 flyover.

A single railway was built from Ealing to Addison Park in 1872. The goods yard and station were on one side of the high street, the locomotive shed and sidings on the other. It was taken over by the Metropolitan Railway in 1892 and the London Passenger Transport Board in 1933. With increasing growth in the area the line was included in the 1936 LPTB modernisation plans and became the site chosen for a new terminus for both the new electric District Line services from Hounslow and the

Piccadilly Line from South Harrow.

This new terminus represented a collaborative project between LPTB and local developers, with an imaginative Charles Holden-inspired station building incorporating shops, offices and a large housing estate alongside, mirroring a similar project at Park Royal, which sits alongside the A40 Western Avenue in north Ealing.

A short section of track that led to the original station under the road was retained for goods traffic into a small yard, but this closed after the Second World War and the track lifted. However, the former trackbed, underbridge and some associated infrastructure survive... if, of course, any of the above was true.

whereas the inner rail stands just 1½in proud. There could have been an issue with the clearances, with the motor bogies and their 9mm wheels fouling the insulators. The 9mm wheels only just clear the trackwork!

The conductor rails were the most demanding to fit. There were lots of very short sections and all needed a ramp at each end. Phill's technique involved filing down the head of a piece of flat bottom rail and twisting the flat section down to replicate a ramp. This would be attached to the conductor rail that was already in place. It was a lengthy process but it really captures this important detail.

Phill's station building is based on the stylish London Transport building at Park Royal that overlooks the A40 Western Avenue. It was created by architect Felix Lander in the 1930s, working to the designs of the legendary station designer Charles Holden.

Park Royal is a truly impressive building of its era, with a flat concrete roof, brick tower, circular booking hall and a sweeping curved block accommodating the associated shops and flats. The long runs of Crittall windows, central tower and dramatic curved glazed booking hall made a strong statement about London Transport's ambitions in the late 1930s, and represented exactly the building Phill needed for his redeveloped station. ➤



'R' Stock

Stock

Perhaps the most impressive aspect of Phill's layout is the rolling stock, a mixture of 1950s sub-surface and tube stock. Everything is scratch-built from card, plastic and Perspex with metal detail, and they're all powered by Halling motor bogies. Phill's fleet list comprises:

'F' Stock: Built for District Railway by Metropolitan Cammell, transferred to Metropolitan Railway in 1950/51. In service: 1920-1963. One set in LT red.

'O'/'P'/'Q' Stock: A standardised sub-surface design built by Gloucester and BRCW. 'O' stock worked the Hammersmith & City, 'P' worked the Metropolitan and 'Q' stock was for the District. In service: 1937-1981. All models in red livery.

'R' Stock: 1949-built version of 'O'/'P'/'Q' Stock, utilising some rebuilt 'Q' Stock driving motor cars. In service: 1949-1983. One set in silver with maroon lining.

'T' Stock: All new motor cars worked initially with older trailer cars, but later builds also received all new trailer cars. Built by Metropolitan Vickers and BRCW. In service: 1927-1962. Two sets, one in later brown and the other in brown but including two prototype A60 vehicles in red livery.

'Dreadnought' coaches: The first were rebuilds that entered service in 1910, followed by two more batches built in 1912 and 1920,

respectively. Later builds included pick-up shoes for electric heating and lighting. In service: 1910-1962.

Standard Stock: The first standardised EMU used on the deep Tube lines. In service: 1923-1966, although some vehicles found use on departmental duties or were shipped to the Isle of Wight. One set in red livery with cream trim.

1938 Stock: The classic Tube train, which formed the basis for all subsequent designs until the 1990s. Over 1,000 cars were built by Metro-Cammell and BRCW. In service: 1938-1988, although some still in service on the Isle of Wight as Class 483.

Metropolitan electric locomotives: Twenty of these machines were introduced in 1921, and although classified rebuilds, they were largely new, being built by Metropolitan Vickers. In service: 1921-1962. Three locomotives: Nos. 8 *Sherlock Holmes*, and 9 in wartime grey and 16 *Oliver Goldsmith* in maroon.

Battery locomotives: Six locomotives built to the Tube loading gauge were ordered from Gloucester Railway Carriage & Wagon Co. in 1936 to replace older machines. Two locomotives, Nos. 35 and 38, in maroon livery.

ACV unit: An experimental, modular multiple unit built by Associated Commercial Vehicle Co. (AEC and Park Royal) in 1952. It was used on the Chesham branch in October 1952.



'O'/'P'/'Q' Stock

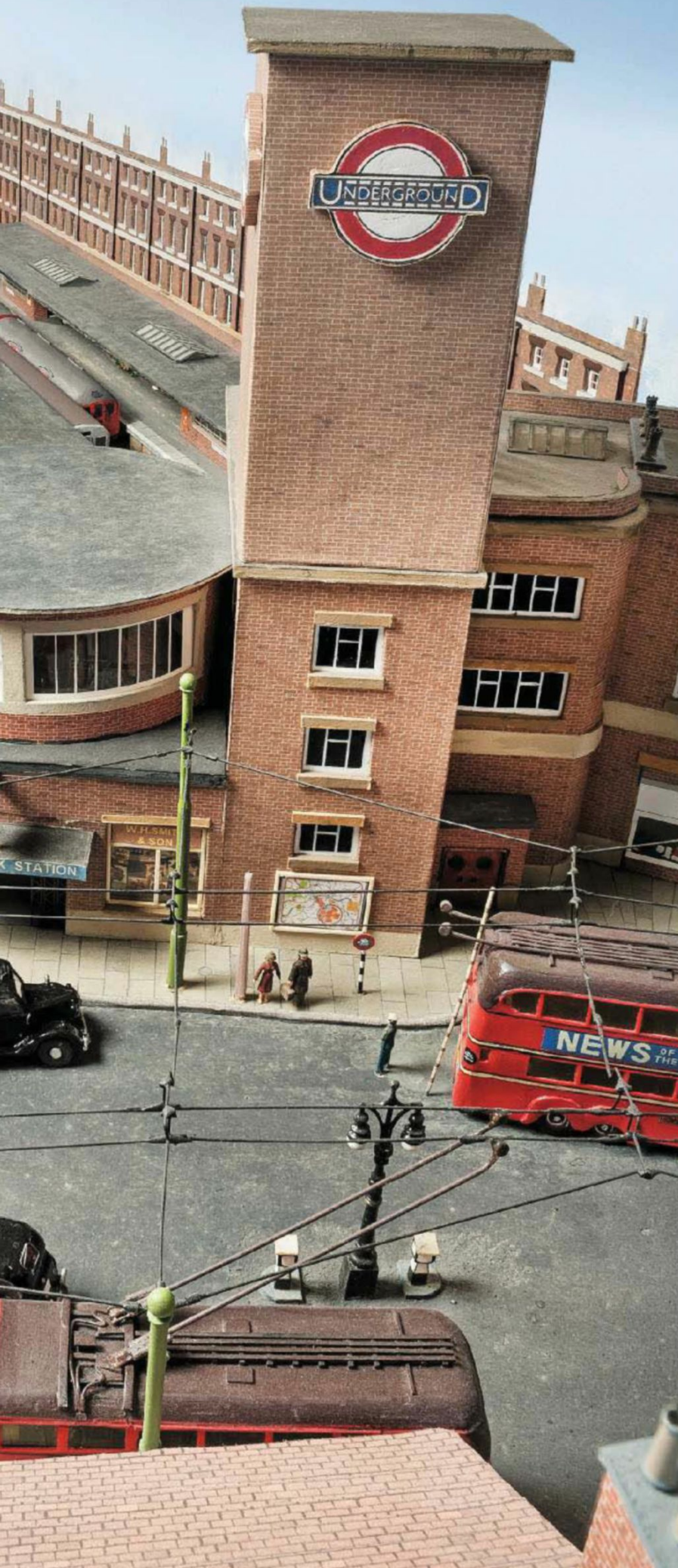


'F' Stock



Addiston Park station was inspired by the station at Park Royal whilst the platform buildings were based on those at Harrow-on-the-Hill.

5



On the buses

Phill's bus garage is another feature that captures the essence of 1950s London Transport. The building, based on the office and canteen building at Leatherhead, plays host to some significant vehicles:

Pioneer Routemaster RM1 is on its tour of LT bus depots as the 'bus of the future' and is being inspected by local drivers and conductors. Alongside, is one of the new AEC Regal IV RFW touring coaches in green and cream livery, with a standard red RF behind. And to complete the line-up at the garage is a Regal IV British European Airways coach in its attractive blue and grey finish. Phill scratchbuilt the latter, built his RFs from Brynkits products and RM1 is a modified Lesney Matchbox model.

6



Not content with simply modelling an archetypal LT station, Phill was determined to capture the street scenes that were so typical of London in the 1950s when the city was beginning to free itself from the immediate post-war period but still displayed features from that dark time. Harold Macmillan's assertion that we had 'never had it so good' was just around the corner and the impact of the Swinging '60s was still some way in the future!

Phill has created a very convincing high street scene immediately outside the station entrance with many buildings mirroring actual examples, such as the Westminster Bank property, based on the building in Thame in Oxfordshire but quite appropriate for this location. This area creates as much interest on the exhibition circuit as the railway itself and includes a number of rarely modelled features that reflect both Phill's attention to detail and his observation skills.

Two scratchbuilt C Class LT trolleybuses are plying their trade, and one is modelled with its poles down after developing a fault. The driver is shown positioning the bamboo pole up against the back of the bus to let other drivers know that it is safe to pass by on the wires.

Austin FX3 taxis complete the scene, and one is portrayed about to practise its extremely tight turning ability as it swings round to the station ➤

LAYOUT **ADDISON PARK**

entrance for its next fare. The reflective pads that line the pedestrian crossing are left over from war when they acted as an aid during the Blitz blackouts. The convincing nature of the scene is enhanced by some intricate scratchbuilt trolley pole and wire modelling.

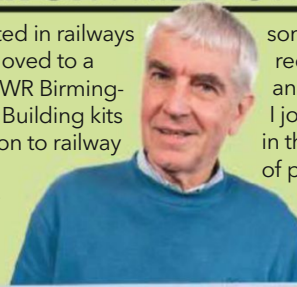
Phill has always enjoyed modelling unusual or slightly different aspects of railways in either 4mm or 3mm and this, his latest in a series of outstanding 3mm

layouts, demonstrates his command of this scale and his attention to detail. Exceptional observation skills are reflected in the evocative street scenes and iconic road vehicles, as well as the intricate trackwork and stunning rolling stock. 'Addison Park' is a modelling masterpiece and a triumph for scratchbuilding. But then, as he will tell you, he has actually been working in 3mm for over 40 years! 

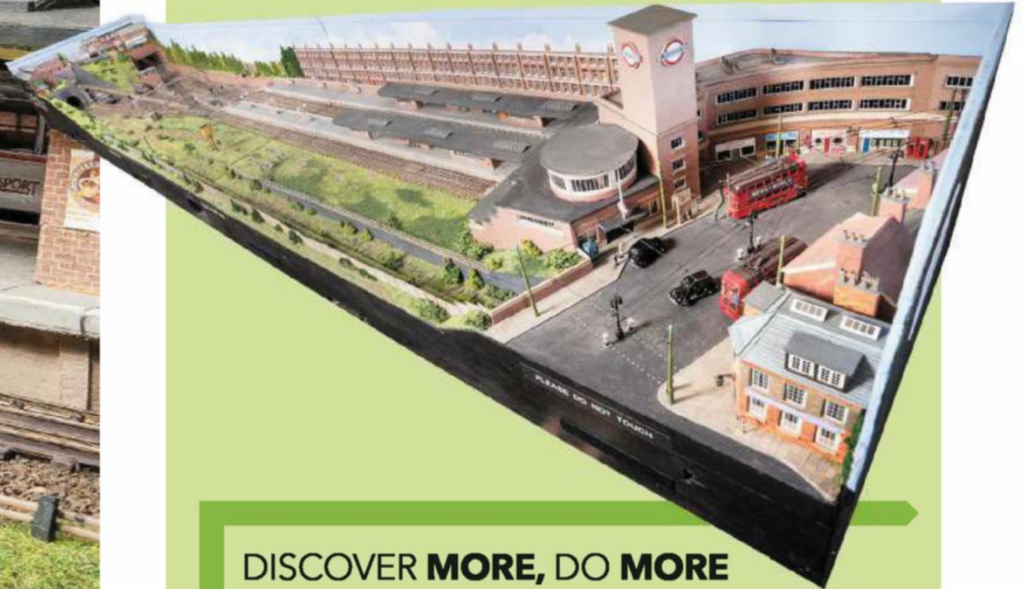
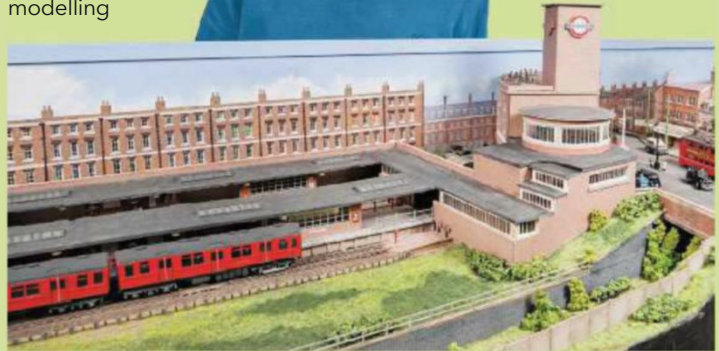


MODELLER CV: PHILL HUTCHINGS

"I became interested in railways when my family moved to a house next to the WR Birmingham line, in 1953. Building kits was my introduction to railway modelling, first in 'OO' then 'TT'. I've always enjoyed modelling



something different - it requires a lot of research and scratchbuilding. I joined the 3mm Society in the 1970s and the range of products it offers has helped me to build layouts such as this."



DISCOVER MORE, DO MORE

3mm Society

The society was founded in 1965 and supports all 3mm:1ft scale modellers, whether they're scratchbuilders or fans of Tri-ang 'TT'.

With more than 30 active area groups throughout the country and a large worldwide membership, the society is thriving. It produces an informative, high-quality quarterly magazine and newsletter and, of course, a website.

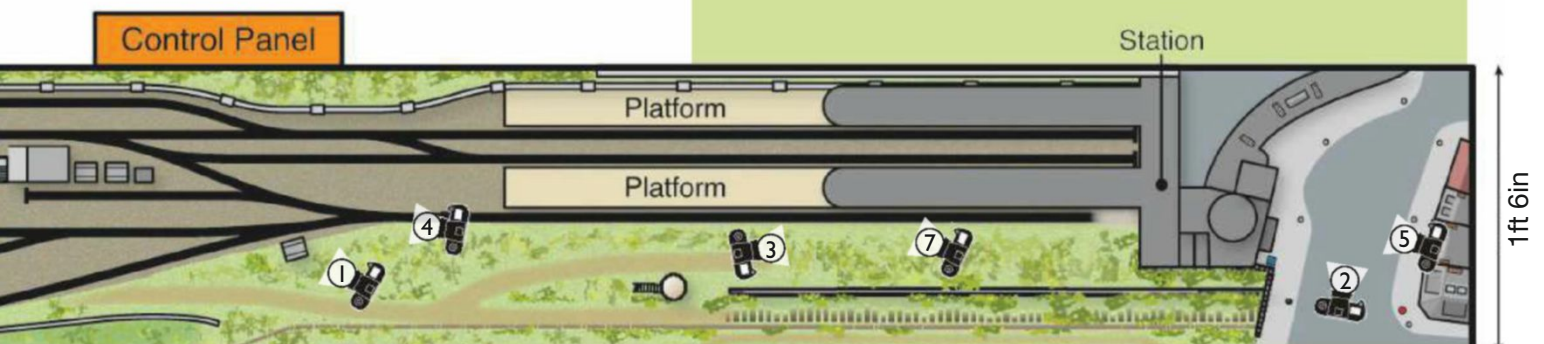
The society has also sponsored a huge range of 3mm kits and components, which are available exclusively to members, including locomotive and rolling stock wheels, cast and etched locomotive and rolling stock, track components and over 50 Parkside Dundas plastic wagon kits.

Find out more at <https://sites.google.com/site/3mmpublic>

SEE IT YOURSELF

You can see 'Addison Park' at the following exhibitions: Letchworth (November 25), Stevenage (January 13/14 2018), Tonbridge (February 17 2018), Welwyn Garden City (February 21) and 'Expo EM' at Bracknell on May 19/20 2018.

16ft



Olivia's Trains of Sheffield

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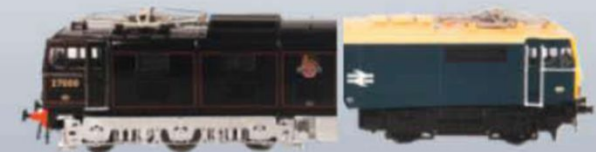
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50
Create a unique
Class 31



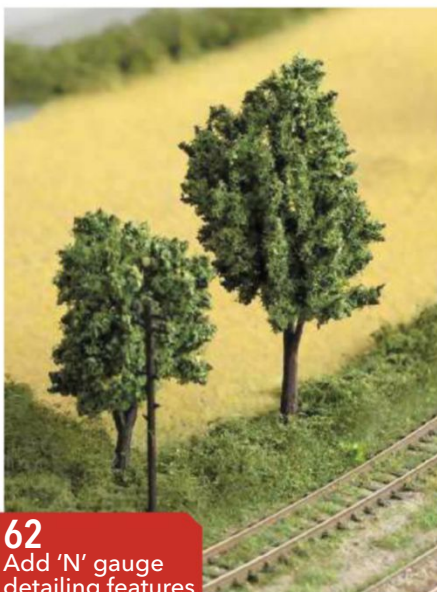
54
Weather 16t
mineral wagons

Workbench

21 pages of projects, advice and top tips that show you how



58
Tackle a Lima
Mk 2 conversion



62
Add 'N' gauge
detailing features



68
Super-detail
Dapol's '122'

Meet the *Model Rail* Expert Modellers



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



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.



HOW TO

CREATE A UNIQUE DIESEL



Fuelled by nostalgia (and, perhaps, feeling the cold snap) **George Dent** recreates one of the early electric train heating-equipped Class 31/4s.

Rush home from school. Get changed. Scoff a couple of biscuits. Grab boots, gloves and a football. Sprint over to the playing field.

Stand in goal as the whistle blows.

Then listen out for the sound of a '31'.

Luckily, the football pitch bordered the railway and, at five-to and five-past every hour, a Class 31/4-hauled trans-Pennine service would rumble past. If I was at the right end of the pitch, I'd sneakily remove the pen from my sock and scribble the numbers on the back of my gloves - the perks of being a 'goalie'!

Introduced in the mid-1980s, these secondary expresses provided welcome relief on the otherwise DMU-only Cheshire Lines route between Liverpool and Manchester. Alas, the excitement was relatively short-lived, with new 'Super Sprinter' units taking over in the early 1990s.

My old 'Abc' from 1989 shows well over three quarters of the 69 Class 31/4s underlined, which is not bad considering that these trains had only been running for a couple of years.

The '31/4s' had been converted originally in the 1970s, as more electrically heated,



MODEL Hornby R2571 BR Class 31 | **PRICE** (rrp) £129.95

AVAILABILITY Hornby stockists
Web: www.hornby.com



air-braked passenger stock entered traffic. While the '31s' were never blessed with high speed or hauling power, they were useful locomotives nonetheless. The '31/4s' were initially employed on empty coaching stock duties in the London area, before redeployment on secondary services further afield.

Indeed, the class became synonymous with a number of services and routes in the 1980s and early '90s, including the Leeds-Settle-Carlisle, Hull/Leeds-Lancaster, Cardiff-Portsmouth, North Wales coast and trans-Pennine services via the Hope Valley and Diggle routes.

With a few 'OO' Class 31s already in my collection, I'd yet to replicate one of the 31/4 fleet. So, after picking up a reasonably priced pre-owned Hornby model, I set to.

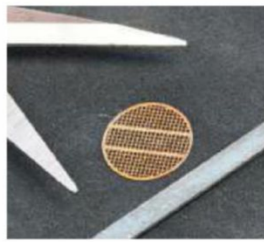
It's been pleasant to recall those youthful memories while working on this project. The '31s' may not have captured many enthusiasts' imaginations during their heyday, but I always loved the sight and sound of them rushing through Sankey station with four Mk 2s in tow.

Mind you, when I wonder why I never made it as a footballer, perhaps I should've concentrated more on the ball instead of those shabby blue diesels...

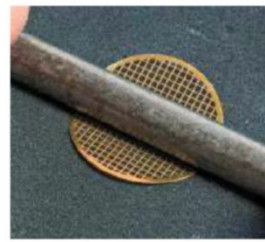




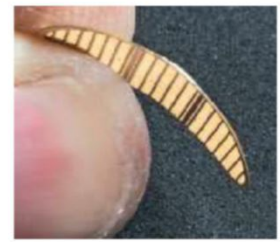
Rolling, rolling, rolling...



Shaping etched metal parts is simple. All you need is a computer mouse mat and a steel rod. Cut the part from the fret and tidy up the edges with a needle file.



Lay the part face-down onto the back of the mouse mat and gently roll the steel rod across the surface. Start with the rod in the centre of the part and move back and forth.



Only gentle pressure is required. Check the profile regularly. If it needs a tighter curvature, apply more pressure with the rod.

WARNING!



Paint strippers are harmful and **must** be used with care. Wear gloves and eye protection at all times to guard against splashes. Work on plenty of newspaper and dispose of any contaminated waste responsibly.

What you will need

SHOPPING LIST

- ◆ Class 31 detail kit, ETH sockets
Availability: PH Design
Web: www.phd-design-etchings.co.uk
- ◆ Class 31 roof fan and grille
Availability: Shawplan Tel: 01773 718648 Web: www.shawplan.com
- ◆ Radio roof pod Availability:
A1 Models Tel: 07584 620638
Web: www.a1modelsuk.com
- ◆ High-intensity headlights
Availability: Replica Railways
Tel: 01793 642594
Web: www.replicarailways.co.uk
- ◆ Transfers, RailMatch paints
Availability: Fox Tel: 0116 319 4950
Web: www.fox-transfers.co.uk

TOOLS NEEDED

- ◆ Mini screwdrivers
- ◆ Craft knife
- ◆ Tweezers
- ◆ Round-nose pliers
- ◆ Drill and bits
- ◆ Files and abrasives
- ◆ Soldering iron and equipment (optional)

Prototype factfile: 31418

Built at the famous Brush Works in Loughborough, D5522 entered traffic in March 1959, at Stratford depot, along with the previous 22 Brush Type 2s. It was allocated the TOPS number of 31104 but this was never carried, as D5522 was selected for Electric Train Heating (ETH) conversion in 1973.

Gaining the new identity of 31418, this was the first locomotive of the original headcode disc – or 'skinhead' – pattern to be converted. Eventually, 69 locomotives were converted to '31/4' status by the late 1980s, with just three more 'skinheads' treated (31444/450/461).

Initially, 31418 retained its steam generator after ETH conversion, along with the disc headcodes and original fittings, such as bufferbeam cowlings and a raised waist-level panel. Following a heavy general overhaul in the late 1980s, the boiler was removed and all associated body fittings plated over.

The elegant cowlings and waist strip were also cut away.

High-intensity headlights were installed around the turn of the 1990s, along with rooftop aerial pods. By this time, 31418's use on passenger stock was dwindling, with parcels, freight and civil engineers' workings being more common.

Becoming something of a celebrity in the North West and Midlands, the shabby blue locomotive received the unofficial name of 'Boadicea', applied in white italics on the bodysides, along with painted-on white disc headcodes at the No. 1 end.

As British Rail fragmented, 31418 was briefly taken into Transrail's traction fleet, before withdrawal in October 1995. Happily, preservation beckoned under the care of A1A Locomotives. Currently, '418' is undergoing restoration at the Midland Railway Centre.



31418 leads classmate 31411 and Class 47 47978 at an unrecorded location in November 1993. COLOUR RAIL

Buyer beware – 'Mazak Rot'

Be careful when buying a second-hand Hornby '31'. Avoid any of the earliest batches that featured inferior alloy chassis that have since expanded and fractured, leading to burst plastic bodyside shells. I've discovered that two of my models have this affliction and I have yet to try and salvage them – another project for the future!

STEP BY STEP



1

If, like me, you intend to strip the donor model back to bare plastic, the bodyshell requires dismantling. Remove all glazing, cab interiors and lighting circuits and store all parts and screws in a safe place.



2

Phoenix Paints' Superstrip is extremely effective on plastic models. Decant into a sealable container and soak the body for up to ten hours. Scrub with an old toothbrush before washing and rinsing thoroughly.



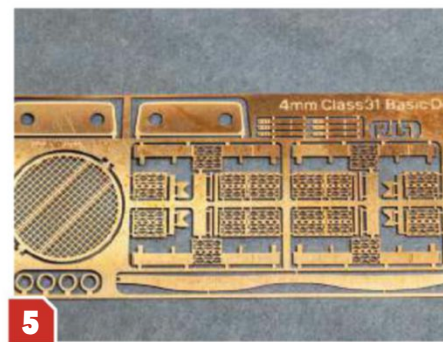
3

Carefully cut away any unwanted detail to suit your prototype. For 31418, I needed to slice away the lamp brackets, remove the handrails and fill the headcode disc mounting holes.



4

Revised pattern handrails were formed from 0.3mm stiff brass wire, shaped with round-nose pliers. Mark and drill mounting holes and secure the wire in place. Plastic headlights (from Replica) were glued in position.



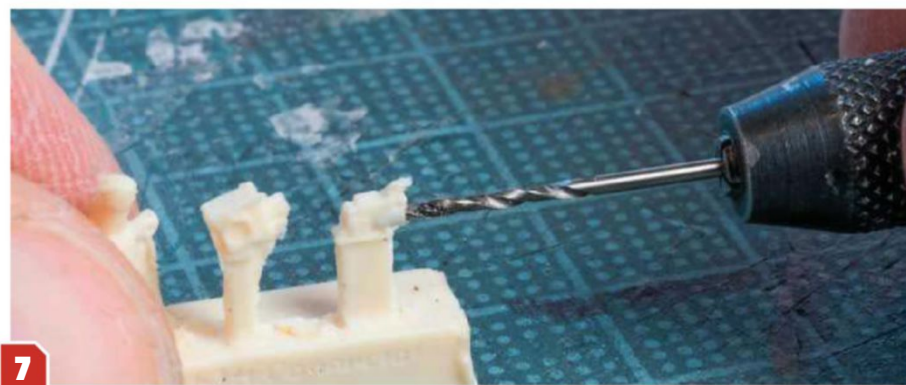
5

The PH Design detail kit includes many parts to suit a variety of prototypes throughout their long careers and is designed to fit either the Lima model (now in the Hornby RailRoad range) or the 'high-spec' Hornby version.



6

The fine etched lamp brackets from the PH Design kit were carefully folded to shape and secured with cyano adhesive. A few extra blobs of glue to the fold joints help the brackets keep their shape.



7

PH Design also offers a set of resin ETH sockets. Clean up any flash with a sharp scalpel and drill a hole in the base of the main cab-mounted socket to accept a length of copper wire (see Step 20).



8

Cut the resin sockets from the casting base carefully and tidy the rear with a flat file before fixing to the lower edge of the cab front. Check prototype images for exact locations.



9

While the PH Design kit provides a radiator grille, a Shawplan set also comes in handy. I decided to blend the two sets together, not least as I have a terrible habit of breaking the ultra-fine Shawplan mesh!



10

Having removed the original grille, the Shawplan base plug is shaped to the correct profile (see panel) and glued in place. Fill any gaps around the edge and sand gently to blend with the surrounding roof.



11

Cut the etched grille from the PH Design fret and dress the edges smooth with a needle file. After rolling to shape, lay it face-down on a strip of low-tack masking tape. Apply a thin bead of cyano glue around the edge.



12

Align the grille carefully before laying it in place, using the tape to clamp it securely while the glue cures. Wait for an hour or so before gently peeling the tape away. File or sand away any dried glue deposits.



13

Repeat the process with the Shawplan retaining ring. Cyano glue demands rapid progress, so less experienced modellers may prefer epoxy adhesive, which gives longer working times.



14

Finally, the PH Design cowling strip was rolled to a form a circle. The ends overlap slightly and were secured with a drop of solder before the unit was fixed to the roof. After initial tacking in place, more glue was added with a cocktail stick.



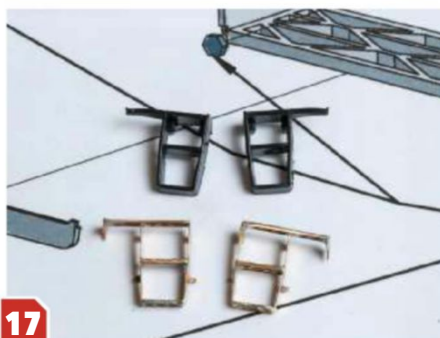
15

Build up the numbered layers of the Shawplan fan on the end of a cocktail stick. Bond with glue or solder. When dry, cut and drill away the wood before mounting onto the shaft on the Hornby chassis.



16

The final detail to add to the body is a pair of rooftop aerial pods (if your prototype demands them). Mark out the roof's centreline to ensure correct alignment. Etched parts are available from Shawplan or A1 Models.



17

The PH Design footsteps are best assembled with solder, the delicate parts building into fairly robust little units that are far superior to the moulded originals. Follow the instructions carefully.



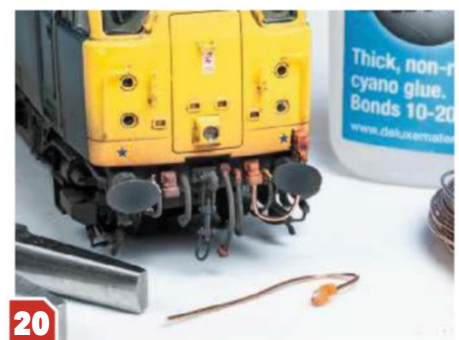
18

Pull away the moulded steps with pliers and fix the etched units into position, securing with cyano or epoxy glue. The 'V'-shaped recess should sit snugly atop the cylinder moulded onto the bogie frame.



19

After priming and painting the bodysell, a deep gloss clear finish was applied prior to the application of waterslide decals. An orange cantrail stripe was then added using paint and a ruling pen.



20

After final re-assembly, the ETH jumper cables were created from copper wire fixed into the bufferbeam-mounted receptacle. The wire then slots loosely into the cab-mounted sockets to allow for easy dismantling in future.



Recreating heavily corroded wagons is deceptively simple - and great fun too!

HOW TO

CREATE RUST - WITHOUT A FUSS

Creating authentic corrosion effects on steel wagons can be a challenge. Luckily, **George Dent** knows an effective shortcut!

I dread to think how many steel-bodied mineral wagons are lurking in my rolling stock collection. These once-ubiquitous vehicles came in many different shapes and sizes, so there's little risk of running out of inspiration.

As coal was once the most important commodity to be transported by rail, pre-Thatcher-era modellers really can't have too many of them!

They also offer endless possibilities in terms of weathering. Indeed, they provide the perfect blank canvas for all manner of techniques and processes. With many cheap



MODEL Dapol A009 unpainted
20t mineral wagon ♦ Price £1.18

AVAILABILITY Dapol stockists
www.dapol.co.uk



6 hrs per wagon



RTR or kit options to be found, we can practise these methods to our hearts' content, free from the worry associated with working on expensive models.

Dapol's range of unpainted 'OO' gauge wagons is especially suited to experimentation with weathering techniques. The underframes are also ripe for replacement with superior plastic or metal kits and components, but here we'll concentrate on making

the best of what's provided in the box.

With the 21t mineral wagon, the moulded plastic bodies feature plenty of detail relief that can be greatly enhanced with a considered weathering job alone.

Such wagons received plenty of abuse during their working lives, and contemporary images show large areas of peeling paint revealing patches of corroded steelwork. What's important to note is that the rust



What you will need

SHOPPING LIST

- ◆ Lifecolor paints and dry pigments
Availability: The Airbrush Company
Tel: 01903 767800
Web: www.airbrushes.com
- ◆ Tamiya acrylic paints and thinners
Availability: Scale Model Shop
Tel: 01422 405040
Web: www.scalemodelshop.co.uk

TOOLS NEEDED

- ◆ Mini screwdrivers
- ◆ Craft knife
- ◆ Tweezers
- ◆ Masking fluid
- ◆ Sponge
- ◆ Stiff brush
- ◆ Paintbrushes



The randomness of the rust deposits and the different livery shades avoids an overly uniform finish.



The combination of a realistic surface texture and the rust showing through from underneath the paintwork produces a superior finish.

appears from beneath the paintwork, rather than atop the finish.

This vital aspect is not so difficult to recreate in miniature, as many people assume. Indeed, there are numerous possible methods and materials to achieve this end, including the use of salt crystals, Marmite and hairspray. However, using ordinary masking fluid – such as Humbrol's Maskol – provides one of the simplest and cleanest methods.

Equally suitable for any scale, the addition of a discernible texture to the 'rust' is another key element in the process. This is

often omitted by modellers, yet it has a transformative effect on perfectly flat, plastic or metal surfaces and mirrors reality; run your fingers over an area of corroded steel and you'll feel a very rough, uneven surface.

I'm a long way from shaking my addiction to weathering mineral wagons. Indeed, I'm still having great fun refining and tweaking my favoured techniques, with the aim of constantly improving the finished results.

The way things are going, though, I may have to model Edge Hill's 'grid iron' sidings in order to accommodate them all!

George's paint & pigment choices

FOR THE RUSTY BODY

- ◆ Lifecolor acrylics: UA723 Weathered Black, LC32 Matt Rust, UA702 Rust Base
- ◆ Lifecolor dry pigments: PG107 Burned Rust

FOR THE GREY LIVERY

- ◆ Lifecolor acrylics: UA816 grey, UA818 Unfitted Freight Grey, UA227 Slate Grey

FOR THE GRITTY UNDERFRAME

- ◆ Lifecolor acrylics: UA723 Weathered Black, UA719 Frame Dirt, LC02 Matt Black
- ◆ Lifecolor dry pigments: PG101 Golan Dark Earth

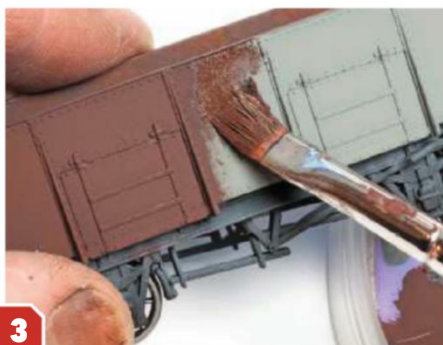
FOR FINAL WEATHERING

- ◆ Tamiya acrylics: XF1 Flat Black, XF24 Dark Grey, XF10 Flat Brown

STEP BY STEP

1

Dapol's unpainted wagons offer the perfect basis for low-risk weathering practice. Simply unclip the body from the chassis and treat it to a coat of grey aerosol primer.



TOP TIP

Help decals to adhere to textured surfaces by applying a decal softening solution, such as Micro Set.

2

Mix up a range of 'rust' shades (see previous page), plus a darker tone, such as Weathered Black, on a palette. Add a little rust-coloured dry pigment to create a slightly gritty texture.



4

When dry, stipple further shades (without the dry pigment added) onto the surface, dabbing most of the paint onto some tissue beforehand, to create a variety of subtle light and dark rust tones.



5

With the 'corroded' finish completely dry, apply masking fluid by dabbing with a scrap of natural sponge. Leave the fluid to dry for at least 30 minutes before continuing.



6

The livery can be sprayed or applied by hand, with a flat, soft-bristled brush. Introduce tonal variety by adding lighter and darker shades to the livery colour, mixing the wet paints on the model's surface.



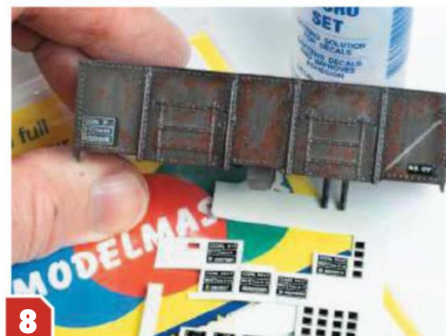
7

When dry, employ a stiff, dry brush in vertical strokes to loosen and remove the masking film, revealing the corrosion beneath. Note how the different livery shades give the paintwork a lived-in aspect.



8

Apply clear gloss coats to the entire bodysell, prior to adding waterslide decals. Once dry, seal with a flat matt clear coat. Try adding the white stripes with a fine brush and light grey paint.



9

To treat the underframe, mix a further palette of paints and dry pigments, this time using darker shades of paint and dry pigment. Tailor the degree of grittiness by altering the amount of dry pigment added.



10



Having removed the wheels, stipple the textured medium onto the underframe, working it into all of the raised and recessed detail. Be sure to keep it clear of the axle bearings.



11

Treat the wheels separately with the same textured paint mix, employing a wooden peg to hold them securely. Work the paint into the spokes to achieve an even coating.



12

Clean the wheel treads and pinpoint axles with a swab dipped in a track cleaning fluid, such as Track Magic. Avoid white spirit as it may leave an oily residue behind.



13

Final weathering, with dry pigments or an airbrush, softens any hard edges and creates a more believable model. A mix of Black, Brown and Dark Grey Tamiya acrylics are being employed here.



14

Interiors can be left in the all-over corroded finish, duly weathered with a darker mix of powders or airbrushed paints, concentrated mostly around the floor and corners.

The same principles apply to wagons in any scale, even 'N' gauge. The only variable to adjust is the amount of dry pigment added to the paints, to control the amount of texture.

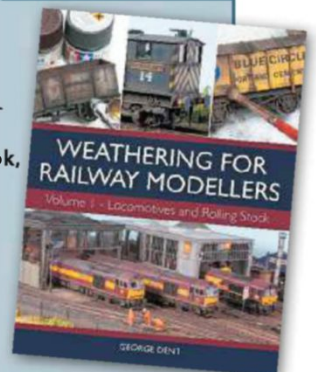


Essential reference

A vast range of weathering techniques for rolling stock and locomotives is covered in George's new book, *Weathering for Railway Modellers* (ISBN: 97817850 03301). Aimed at modellers of all abilities, scales and eras, our modelling guru guides you through **every stage** of the process. Fully illustrated and bursting with hints and tips, subjects include dry-brushing, pre-shading, paint chipping, distressing and creating realistic timber effects.

George also shares his special techniques for reproducing faded liveries and that quintessential 'polished' look for steam traction.

It's available from bookstores, model shops and Amazon, or direct from Crowood Press. **Tel:** 01672 520320
Web: www.crowood.com



WIN! George's new book

We've got **THREE** copies of *Weathering for Railway Modellers* Vol 1 to give away, courtesy of Crowood Press. To win a copy, all you need to do is go to www.model-rail.co.uk/weatheringcomp and answer the following question. Closing date is November 20.

Q: Dent station is on which famous railway?

A: Settle & Carlisle

B: Somerset & Dorset

C: Waverley Route

Don't have the internet? Don't worry - send your answer, plus contact details, to Book Competition, *Model Rail*, Media House, Peterborough Business Park, Lynchwood, Peterborough PE2 6EA. For full terms and conditions go to www.bauerlegal.co.uk/competition-terms.html



HOW TO

CREATE A Mk 4 BARRIER VEHICLE

George Dent proves that age is no barrier when it comes to breathing new life into an old Lima Mk 2 carriage, by converting it into a Mk 4 barrier vehicle.

With their sunken glazing, chunky moulded detail, huge wheel flanges and obtrusive couplings, it's no surprise that many of us have disposed of our RTR coaches from yesteryear.

However, there are still potential uses for models dating back to the 1980s – and earlier. Indeed, I regret trading in my old Lima, Airfix and Replica stock, as there are numerous Departmental prototypes that can be readily reproduced using these cheap, basic models.

Furthermore, Departmental conversions resolve many of the shortcomings of older stock: poor glazing and basic levels of detail become irrelevant when the windows are plated over and fittings removed. Upgrading wheels and couplings is simple enough, providing a dramatic uplift in looks and performance.

There are certainly plenty of prototypes to choose from, for steam and diesel-era modellers. Barrier or translator vehicles,



MODEL: Lima Mk 2 coach
PRICE: £10-20

AVAILABILITY: Pre-owned stockists or
Hatton's Web: www.ehattons.com



works test trains, mess or tool vans and camping coaches are all possibilities.

The degree of accuracy is down to personal aspiration and available reference material. A modicum of compromise may be necessary, depending on the models you have at hand. To illustrate the possibilities, I've unearthed an old Lima Mk 2, with the aim of converting it into a barrier vehicle for Mk 4 stock.

IC225 BARRIERS

When BR's flagship Mk 4 stock emerged, a fleet of barrier vehicles was also required, to allow individual coaches to be moved by locomotives with traditional draw gear. A total of six redundant carriages (four Mk 2As and two Mk 2Cs) were duly converted into barrier cars, with knuckle couplings installed at (and buffers removed from) one end.

Alas, my Lima Mk 2B coach is not an ideal donor model. While it's easy to correct the pattern of doors to portray a Mk 2A, the fact that it's a Second Class carriage is the main problem. Real barriers were either First Class Corridor or Standard Brake Opens, so the number and spacing of the windows is not correct for either.

Accuracy issues aside, I'm more than happy with the finished result – it provides an interesting addition to my early privatisation-era stock. An unloved model that would otherwise have ended up in the scrap line or sold for peanuts has been given a new lease of life at minimal cost.

It certainly looks at home with more modern RTR stock. In fact, my Hornby Mk 4s now look in dire need of a detail upgrade themselves!

With minimal cost and effort, a striking barrier carriage has been created.



TOP TOOLS

As well as a set of files, abrasive pads, sheets and sticks are essential aids for rolling stock conversions. Work through coarse, medium and fine grades to ensure surfaces are left smooth and free of tool marks. For best results, use with water as a lubricant, which will also prolong the life of the abrasives.

Availability: Albion Alloys stockists
Web: www.scalemodelshop.co.uk



Don't dispose of those old coaches - they may be suitable for Departmental conversions.

What you will need

SHOPPING LIST

- ◆ 0.010in plastic card, DCCconcepts
12mm disc wheels **Availability:** Gaugemaster Tel: 01903 884488
Web: www.gaugemaster.com
- ◆ MJT BR coach buffers, roof vents.
Availability: Dart Castings
Web: www.dartcastings.co.uk
- ◆ Symoba NEM close-coupling kit
Availability: DCC Supplies
Tel: 0845 224 1601
Web: www.dccsupplies.com
- ◆ Transfers, RailMatch paints
Availability: Fox Transfers
Tel: 0116 319 4950
Web: www.fox-transfers.co.uk
- ◆ Bachmann 36-037 BR B4 bogies
Availability: Bachmann stockists
Web: www.bachmann.co.uk

TOOLS NEEDED

- ◆ Screwdrivers
- ◆ Craft knife
- ◆ Straightedge
- ◆ Tweezers
- ◆ Round-nose pliers
- ◆ Drill and bits
- ◆ Spring clamps
- ◆ Files and abrasives



Until fairly recently, redundant passenger stock was often redeployed in Departmental service. This Mk 2 was formerly in use as part of a test train, seen here awaiting disposal at Crewe in 2005. CHRIS GILSON/RAIL



Mk 1s were also a popular source of Departmental vehicles, being employed in test trains or as barrier vehicles for HST or EMU stock. CHRIS GILSON/RAIL

STEP BY STEP



1

The first job is to remove all raised detail from the carriage sides with a flat file and abrasive pads. I chose to leave the roof and glazing in place (it's a single moulding) to help support the plastic sides.



2

Work through various abrasive grades until the sides are super-smooth. More accurate door seams were added with a profile cutting tool (Tamiya), drawn along a set square with light pressure.



3

Window blanking panels were cut from 10thou plastic card, with the corners rounded over with abrasive pads. The plates should be a few millimetres larger than each aperture.



4

Clamp a straightedge to the sides to help align the blanking plates, securing from within with liquid poly cement. Apply the solvent sparingly to achieve neat bonds and to avoid seepage onto the exterior.



5

Door hinges, cut from 10thou square plastic strip, were fixed into the recessed door seams with extra-thin liquid poly cement, applied with a small brush. Mark out their locations with a pencil beforehand.



6

The gangway at one end was removed and the surface flattened before blanking over with more 10thou plastic card. All other detail was removed from this end, including the buffers.



7

A horizontal recess was formed across the non-gangway end with a flat needle file, before creating a smoother surface with abrasive pads. Any gaps or flaws were treated with filler and sanded smooth.



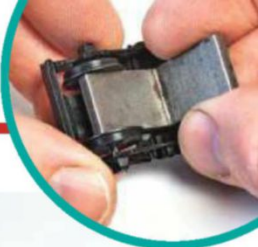
8

At the other end, the moulded handrails were gently cut away with a sharp scalpel. Mounting holes were drilled and new handrails formed from fine brass wire. The buffers were also replaced with products from MJT castings.



9

The roof and glazing is formed from a brittle clear plastic and must be handled carefully. The roof was sanded smooth before drilling mounting holes for new ventilators.



10

Some of the underframe fittings were cut away with a razor saw and files. I had difficulty in establishing exactly how the underframes should be modified on each vehicle, so a little guesswork was involved.



11

I found some moulded air brake equipment in the spares box, from a Bachmann Mk 1 or Mk 2, and this brought some welcome realism to the sparse underframe. Extra plumbing could be installed using brass wire, if desired.



12

With the modification work complete, the roof/glazing unit and underframe were secured permanently to the bodysell. Rubber bands clamped everything tightly while the glue set.



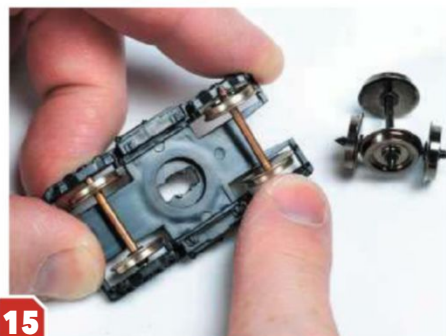
13

A coat of grey primer will highlight any surface imperfections that are hitherto invisible. These can be treated with filler and abrasives before cleaning and re-priming.



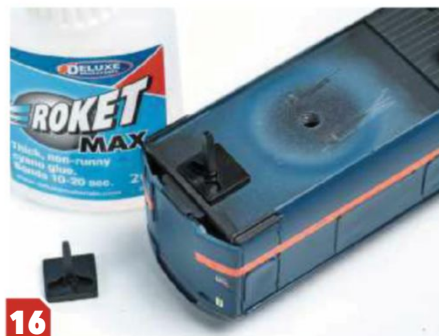
14

After a few coats of RailMatch GNER blue, followed by a high-gloss clear varnish, waterslide decals (Fox) provide the red stripes and detail embellishments. The stripes require a white base layer to be applied first.



15

I wasn't keen on the Lima bogies. A set of Bachmann B4 bogies (available separately) offer a much better alternative, especially when fitted with upgraded wheels with a finer flange profile.



16

After cutting away the small stabilising plastic stubs on the carriage floor, the Bachmann B4 bogies were attached with a pair of pan-head bolts screwed into the existing pivot holes.



17

Symoba close-coupling units are secured to the centreline of the underframe. The existing cut-out of the Bachmann bogies provide clearance for use on shallow curves. Modification may be needed for tighter curves.

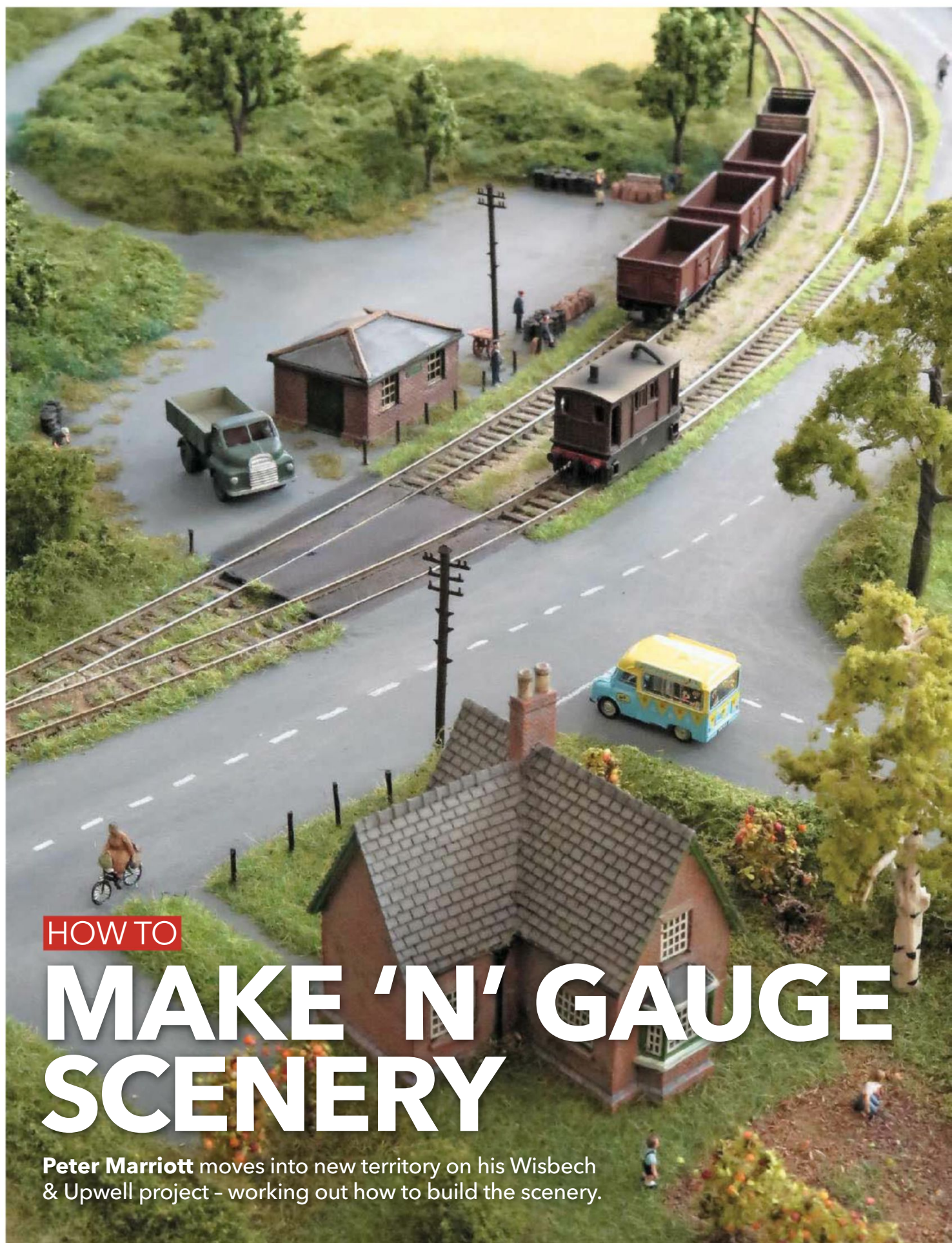


18

Slot the NEM pocket onto the coupling pivot and use the Symoba jig to set the correct height. Glue the pocket in place, trim away the surplus material and affix your chosen coupler.



The modified non-gangway end is intended for coupling with Mk 4 vehicles.



HOW TO

MAKE 'N' GAUGE SCENERY

Peter Marriott moves into new territory on his Wisbech & Upwell project - working out how to build the scenery.

PHOTOGRAPHY: PETER MARRIOTT

There really is practically no scenic accessory that you can't buy for a 'OO' gauge layout. Contrary to popular belief in the *Model Rail* office, I don't know about every single 'OO' gauge scenic accessory available, but I do have a fairly comprehensive knowledge of what's out there.

It's a slightly different situation in 'N'.

However, the amount of available accessories is catching up with the larger gauge. With the greater amount of scenic space to play with in 'N', to my mind the scenic possibilities are arguably better.

The scenic skills required on 'N' gauge layouts are somewhat different to those on 'OO' and larger. Take static grass, for

example. This didn't have a place on 'N' gauge layouts until manufacturers started to produce shorter fibres that were more suitable.

What follows is how I modelled the scenery on my Wisbech & Upwell layouts. And because this part of the world is flat, there won't be any references to hills made from plaster-impregnated cloth!



Grass

An increasing number of manufacturers make static grass for 'N' gauge. Ideally, you'll need fibres that are between 1mm and 2.5mm but, unlike the larger scales, one application will generally suffice.

The one difference between planting the shortest grass fibres and the longer ones is that you need to be very careful of the size of the holes in the sieve on your electrostatic grass planting tool. If the holes are too wide, the grass fibres will just drop through, even before the machine is turned on.

For tiny applications of grass fibres, the Pro Grass Precision Applicator from WWS is specifically designed for planting electrostatic grass in tight spaces and for adding the finishing touches to a layout. The Pro Grass Precision Applicator runs on a 9V battery supplying 15kV DC power to apply charge to the grass. The device is supplied with a small pot of glue, plus two sample bags of short green grass.

STEP BY STEP



1

There is a good selection of short static grass fibres now available for 'N'. Choose fibres from Noch and WW Scenics that are 2.5mm or shorter in length.



2

Static grass applicators come with different heads to suit different length fibres. Select the head with the mesh best suited to 2.5mm or shorter fibres. Then fill the applicator with fibres.

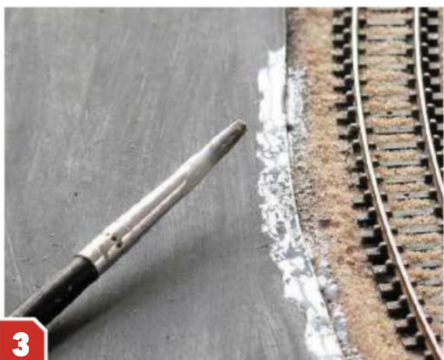
What you will need

SHOPPING LIST

- ◆ Noch 60135 Gras-Master 2.0, £129.95. Availability: Gaugemaster. Tel: 01903 884488. Web: www.gaugemaster.com
- ◆ WW Scenics Pro Grass Precision, £47.99. Availability: WW Scenics. Tel: 01792 815841. Web: www.war-world.co.uk

TOOLS NEEDED

- ◆ Paintbrush
- ◆ PVA glue



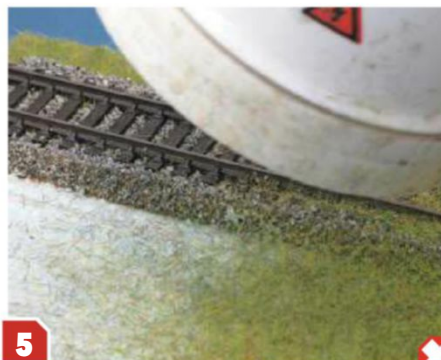
3

To plant the grass and weeds between the line and the road, I painted on Grass Glue with a round paintbrush.



4

Attach the alligator clip from the electrostatic grass planting tool to a rail (or a pin in the baseboard) to complete the electrical circuit.



5

Hold the electrostatic grass tool a few centimetres from the wet glue and shake it. The fibres will fall out and stand upright in the glue.

TOP TIP

If you're a serial layout builder, it might be worth investing in a small hand-held vacuum cleaner purely for working with static grass, as it will help you save the excess fibres. Amazon offers hand-held vacuum cleaners for less than £30.



6

The glue dries clear. This is what the grass alongside the track looked like after a first pass. I added a second layer in some places later.



7

To represent the weeds between the lines, I dabbed just a little glue with a brush on to the tops of the sleepers, and around them.



8

I then filled a Gaugemaster Puffer Bottle with a blend of fibres. Hold your finger over the top and give the bottle a vigorous shake to 'charge' the fibres.



9

Squeeze the fibres out on to the white glue. How thick you want your grass to grow will depend on how much glue you apply - more glue equals more fibres.



10

In some places along the road I wanted to plant taller, yellow grass that you see during summer. Apply glue to the fibres already in place with a paint brush...



11

...I used Noch golden yellow 2.5mm static grass fibres to represent tall dead grass. I used a Noch Gras-Master 2.0, attaching its alligator clip to a rail to complete the electrical circuit.



12

I also wanted to plant some shorter weeds around the road and around the goods yard. I used the new Noch 2.5mm grass fibres with subtle colours.



13

Apply a thin layer of grass glue with a brush. Apply the glue with a stippling motion, rather than brushing it over the surface.



14

I used the Gras-Master 2.0 again to create these 'randomised' clumps. You can see that there was a very thin gap under the base of the building. It had to go...



15

The first step was to paint a very thin line of PVA glue around the base of the building with one of the thinnest paintbrushes I could find.



16

I then used the WW Scenics Precision Pro Grass electrostatic tool to plant the 2mm grass fibres in the glue. I fixed the alligator clip to the adjacent rail.



17

After the glue had dried, I removed the excess and this was the result. Hiding the gap between building and ground was worth the effort.

Here's quite a simple way to add some texture to your landscape: in one of the fields, I intentionally ran lines of thick glue across the field before planting the straw-coloured fibres. When the glue had dried, it left some good-looking ridges in the field.

Hedges and foliage

Woodland Scenics Poly Fiber is a key product here. It's so versatile - you can tease it out between your fingers to make hedges, or you can roll it into balls and cover it in scatter to make background trees. And you can stick scatter to it with either PVA or extra-hold hairspray.

It's great value too: a bag of it will set you back just £3.50, and you'll have enough for a layout of this size. Oh, and you can use it for filling in gaps in the scenery and to model creeping plants on building walls.

What you will need

TOOLS NEEDED

- ◆ Wide paintbrush
- ◆ Extra-hold hairspray
- ◆ PVA glue

⌚ 10 mins per 20sq/cm of dense foliage; 30 min per 30cm hedge | 🖌️

STEP BY STEP



1 Poly Fiber comes out of the bag in small 'balls'. Work it between your fingers so that it will cover a greater area.



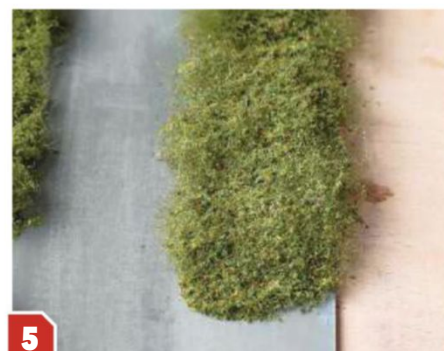
2 Using a flat paintbrush, apply neat PVA glue to the area where you intend to plant your hedge. Spread it around with the brush to ensure even coverage.



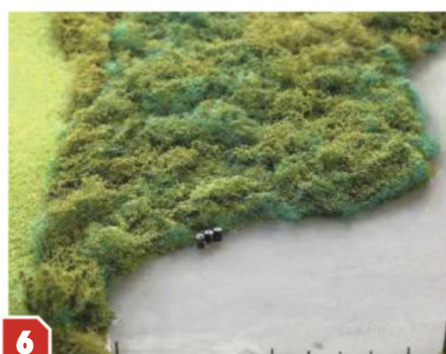
3 Push the Poly Fiber into the glue with your finger. Don't worry about clearing up the excess glue just yet...



4 Sprinkle on fine, good-quality scatter material of your choice and leave it to dry. No wet glue should be showing.



5 Leave your hedge to dry. Vacuum away the excess scatter and you should be left with a hedge that looks something like this.



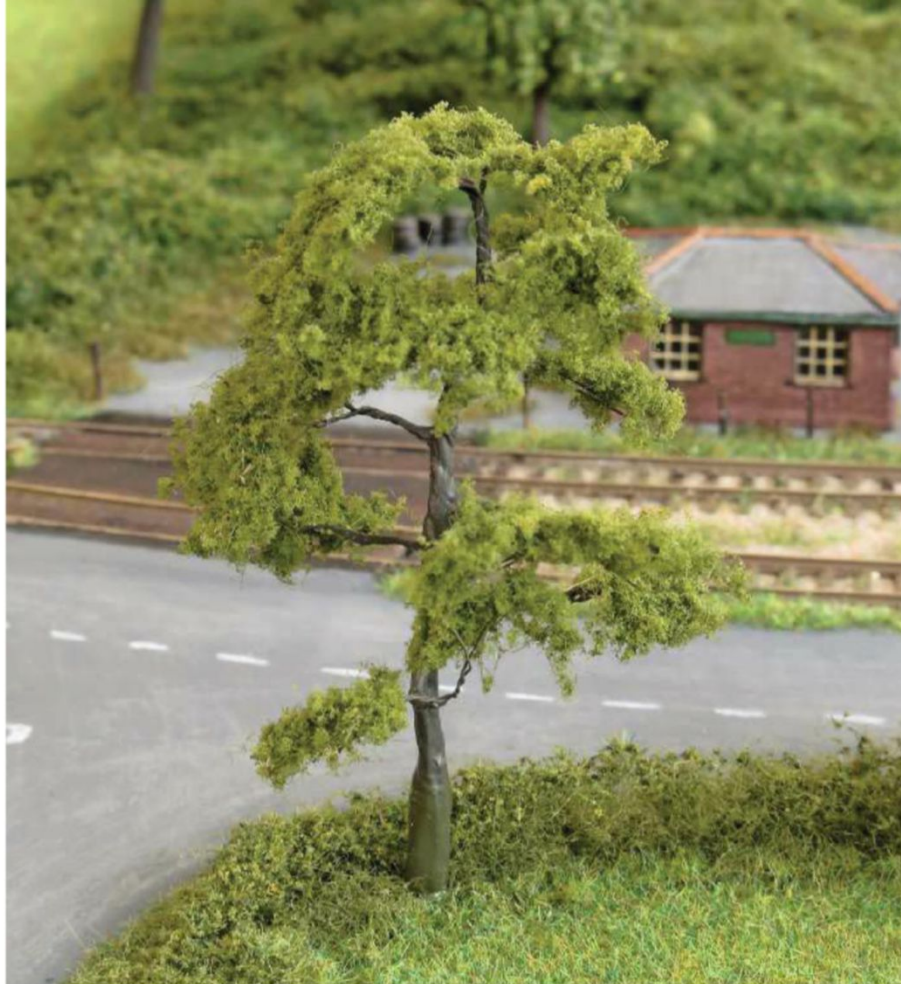
6 This section represents a heavily overgrown area, thick with weeds and brambles. The brighter green material is a fibre from US company Micromark (www.micromark.com).



7 Spray the area with extra-hold unscented hairspray. Supermarket own-brand hairspray is an economical purchase.



8 After sprinkling the green scatter materials on the still-wet hairspray, this is the result - quite a difference. This was just five minutes' work. ➤



5 mins
per tree

STEP BY STEP



1

This is fruit growing territory, so I thought these Noch fruit trees would be ideal. The fruit looks horribly over-scale under a magnifying glass.



2

I ran a bead of PVA glue in the cottage garden and pushed the line of fruit trees into the glue. I spread the glue over the base and sprinkled on some 'soil' scatter.



3

Noch 'N' gauge standard summer trees next to a 2p coin. The trees in the pack vary between 40mm and 100mm in height.



4

Drill, bore or punch a small hole into the baseboard, place a blob of PVA into the hole and press the tree in place. Hide the base with scatter. In this case, I've used Poly Fiber.

Trees

I used a selection of ready-made trees on this layout, including Noch summer deciduous trees, Noch fruit trees, Woodland Scenics Premium trees and Woodland Scenics Classic trees. All of the trees looked good, and I also added three very cheap trees that I had in stock which had bright green foliage. I covered it with hairspray, then sprinkled on fine-quality scatter materials to improve their appearance.

What you will need

SHOPPING LIST

- ◆ Noch summer deciduous trees 24215, £15.75; Noch fruit trees 21537, £11.25. Availability: Gaugemaster. Tel: 01903 884488. Web: www.gaugemaster.com
- ◆ Woodland Scenics Premium trees TR1621, £12.50; Woodland Scenics Classic trees TR1501, £9.25. Availability: Bachmann stockists

EXPERT TIP

Look for tree similarities

Aspen trees are not that common in the Fens, but I had these miniature ones in stock and wondered if I could use them to represent silver birches. They're a little over-scale, but I think that they work rather well.



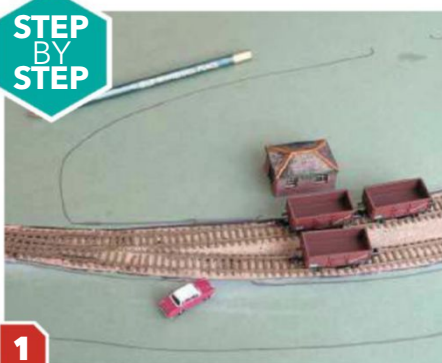
Roads

Roads often play a secondary, scenic role on layouts, but given the fact that the Wisbech & Upwell was a tramway, my road has a much more prominent part to play. Initially, I painted the road with grey acrylic, but it created a nasty rough finish when it dried.

My usual road making technique is to mix Woodland Scenics Asphalt and White Earth paint, which dries to a lovely flat, matt and road-like finish. While I was building the layout, I took delivery of a pack of Noch road marking templates featuring different markings, and I used them here.

2 hrs

STEP BY STEP



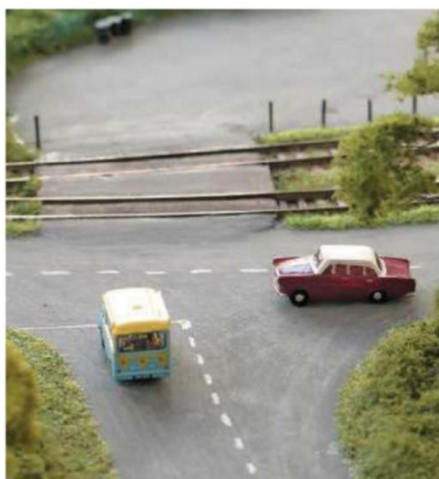
I covered the entire baseboard with mounting card, after laying the track to build up the level of the land around the track. Here is where the road will go.



I reverted to my preferred road-making method: mix some Woodland Scenics Asphalt and white Earth Colours in a plastic dessert tub. Mix thoroughly - you don't want a streaky road.



To hide the joins in the two pieces of mounting card, I filled the gap with Deluxe Materials' Perfect Plastic Putty and left it to dry before prepping and painting.



I used grey acrylic from a hobby store to paint the road - but the brush marks dried like this. A road with pronounced grooves on it is not very realistic.



Here are the finished road and goods yard. I don't use the Asphalt neat as it's a bit too dark, which is why I mixed it with white.



Noch's road marking kit contains a template, bendable ruler and white marking pencil. The ruler ensures consistency of the road markings.

What you will need

SHOPPING LIST

- ♦ Woodland Scenics Top Coat Asphalt paint WST1453, £5.95; White Earth Colour WC1216, £7.00. Availability: Bachmann stockists
- ♦ Noch Street Markings 60745, £11.25. Availability: Gaugemaster. Tel: 01903 884488. Web: www.gaugemaster.com

TOOLS NEEDED

- ♦ Wide paintbrush
- ♦ Tamiya finishing papers



I thought that Tamiya's Finishing Abrasives would make light work of this, and they were ideal for removing the grooves in the road - but it took a lot of rubbing down!



I find that once the paint is dry, a light rub with some very fine Tamiya Finishing Abrasives removes any imperfections and tones down the surface for a neat finish.



To show the difference just a few road markings make, compare the left of the picture with the right.

What's next?
Peter will cover adding the buildings and smaller details to his diorama.



HOW TO

CUSTOMISE A 'BUBBLECAR'

No matter how good a new model is, there's always something you can do to improve it. Railcar enthusiast **Chris Leigh** considers what he can do to make a Dapol Class 122 'bubblecar' his own.

It was over the moon with Dapol's Gloucester Railway Carriage & Wagon Co. Class 122 railcar the moment I saw it. I'm now on my sixth generation of such models, having started in the 1960s with a scratchbuilt model of the very similar Pressed Steel (Class 121) version.

Then came a custom-built Anbrico Gloucester car, costing the princely sum of £9 back in the 1960s. This was followed by the purchase of an MTK kit, which was so awful that I gave up trying to build it.

When Lima introduced a three-car Class 117 in the 1970s, I converted the power cars into single units, using my own whitmetal castings. Lima introduced their own Class 121 a decade later, although with a couple of cast metal roof domes you could turn that into a '122'. After Hornby acquired Lima at the end of 2004, the railcar chassis was retooled and fitted with better wheels, a superior mechanism and an eight-pin DCC decoder socket.

Now Dapol has trumped all of those earlier models with a state-of-the-art Class 122. I've already bought two of them and pre-ordered a Class 121, which is due for release later this year. I find that if I know a prototype intimately, no matter how good a model might be, I can still spot potential tweaks. I also like to change the running numbers to represent examples that I've seen or travelled on.



2 hrs
per railcar



This is the story of what I did to my pair of Dapol 'bubblecars':

W55000: Despite some online controversy regarding Dapol's shade of BR green, I'm happy with the colour. Indeed, I helped Andy and Joel from Dapol choose the shade from a selection of swatches. The original colour faded quickly, giving these railcars a 'washed-out' look which would be difficult to reproduce without a complete repaint.

Darkening the colour, as some modellers have done, merely produces a weathered look. The darker green was applied later, with yellow warning panels. Getting an authentic 'washed-out and dirty' finish is beyond my ability, so my models remain ex-works.

Jobs to be done on this model included fitting the supplied bufferbeam details, speedometer cable and destination/headcodes. I also wanted to disguise the raised internal floor and add a crew and passengers. The paint job would be tweaked by painting the axlebox covers correctly, and giving the exhaust pipes a more 'used' appearance. In a late change of plan, I also fitted this model with a DCC sound decoder.

SC55007: This railcar is painted in the later, darker shade of BR green, with yellow warning

What you will need

SHOPPING LIST

- ◆ DCC sound decoders and speakers. Legomanbiffo. Tel: 0113 256 3415. Web: www.dckits-devideos.co.uk
- ◆ YouChoos. Tel: 0844 772 5052. Web: www.youchoos.co.uk
- ◆ DCC Supplies. Ref. 110100 20mm round speaker. Tel: 0845 224 1601. Web: www.dccsupplies.com

TOOLS NEEDED

- ◆ Miniature screwdrivers
- ◆ Pliers
- ◆ Knife
- ◆ Soldering iron and equipment
- ◆ Tweezers
- ◆ Paintbrushes

panels. My aim was to carry out the same tweaks as W55000, including fitting DCC sound, plus a change of identity back to an original 'W' prefix. Different digital sound systems have been employed in each railcar – from YouChoos and Legomanbiffo – allowing a comparison between the two.



STEP BY STEP

TWEAK A DAPOL CLASS 122



1

The body unclips from the chassis. A few bits of cut-up credit card slipped between the body and solebar will release it. The cab interiors are trickier to remove - I started by unclipping them from either side with a small screwdriver.



2

The cabs connect to the lighting bar via copper strips. You could unsolder them, but it's safer to unscrew the whole assembly. Easing the strip from the light ducts needs some persuasion - take care not to bend or break any contacts.



3

I then set about painting the interior, in particular the cream plastic box which shows through the guard's compartment windows. This was treated to a couple of coats of Humbrol acrylic matt black.

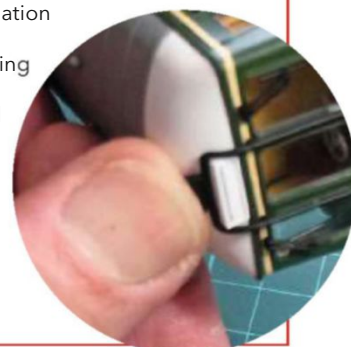


4

Humbrol acrylic No. 62 was applied to the raised floor, rendering it less obvious than the bright cream moulding. This colour suggests the terracotta-coloured linoleum employed on a lot of early DMUs.

Pipe bending

I also adjusted the top of the moulded plastic exhaust pipe so that it lies closer to the destination box. A bit of gentle bending and finger pressure did the trick. The exhaust outlet could also do with a little bending backwards.



5

The stark, white roof domes soon discoloured in service, taking on a creamier tone. After masking, RailMatch acrylic Weathered Stone was applied. I also painted the axlebox covers yellow, with a horizontal red stripe.



6

Dapol supply an excellent speedometer drive which plugs into one axlebox and an adjacent location in the solebar. The 'cable' is flexible, and it's the first time I've seen this on a 'OO' RTR model, other than the rigid version on railbuses.



7

I keep a Word document on my PC containing various sizes of destination blinds and other details, for printing onto waterslide decal paper. I change it for each new project, but it saves time finding correct fonts and sizes.



8

The destination blind decal sits on the outside of the glazing. I found the font size (6pt) by a process of trial and error, but it depends entirely on the length of the word. Choosing short names makes life a lot easier.



9

By careful cutting you can create partially wound blinds. Mount the decals face down on the inside of the glazing, sealed with a drop of Microsol. A spare set of headcode frames is supplied; keep them in place with a spot of PVA.



10

The tension lock couplings were removed before fitting the bufferbeam details, following the supplied diagram. Multiple-unit jumpers fit to the left below the bufferbeam, and vacuum hoses to the right in holes in the bufferbeam. ➤

STEP BY STEP

INSTALL A DCC SOUND SYSTEM



1

Unscrew the seating unit to reveal the speaker-mounting location, above the bogie. The Legomanbiffo package appears to be a generic DMU kit with a choice of two speakers, neither of which fit the mount in the Dapol model.



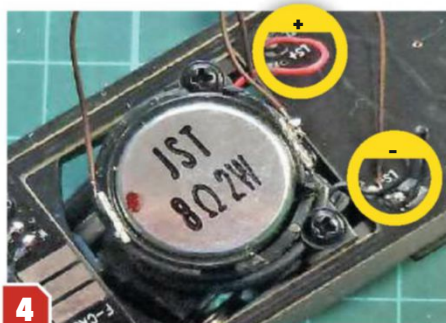
2

Take care not to bend the pins when removing the analogue PCB. Gentle leverage from underneath, close to the mounting pins, will help ease the PCB away. Keep it just in case you ever decide to go back to analogue.



3

DCC Supplies offers a 20mm round speaker that fits perfectly within the flanged Dapol mounting. Two short, fine wires are needed - I snipped 30mm lengths from the spare speaker and soldered them to the round speaker.



4

Before fitting the decoder, I soldered the other ends of the fine wires to the tiny terminals marked LS+ and LS-. It's a much simpler job than it seems, requiring only a deft touch with a hot soldering iron.



5

The speaker needs to be positioned to enable the two flange screws to hold it in place. Once secured, it presents a sealed edge around the speaker. The DCC decoder can then be pressed into place on the 21-pin locator.



TOP TIP

Always test the model fully before refitting the body. Run the chassis back and forth on your layout for a few minutes to ensure that everything is working as it should.

Chris' railcar reflections

The 20 'Gloucester singles', as they were known at the time, were delivered to the Western Region in 1958. Some were put to work on branch services in the London area, including my local Staines West branch, while others plied their trade along various West Midlands routes, including the Shrewsbury-Hartlebury line, the Worcester-Bromyard branch and the Wellington-Much Wenlock branch.

When the latter route closed, a wonderful photograph of a Gloucester railcar standing at Much Wenlock's idyllic station was published in *Trains Illustrated*. That was when I first became aware of these units. However, my travels on BR did not start until 1962, and by then the 'Gloucesters' had migrated to the West of England.

It was the Pressed Steel railcars that I came to know best (later Class 121). These were remarkably similar to the Class 122, but updated with four-character headcode panels on the roof domes. My first journey on a 'Gloucester' was probably a 1966

RCTS



trip on the St Ives branch, with W55006. The cars based at Tyseley received 'M' prefixes when that depot was transferred to the LMR. I photographed one such Gloucester railcar, still in light green livery, at Leamington Spa, its freshly-applied 'M' showing up clearly on otherwise filthy paintwork.

I formed the impression, rightly or wrongly, that after ten years in service and

under their TOPS classification of Class 122, the 'Gloucesters' were less highly regarded than the Class 121. While the latter maintained the Ealing-Greenford and Thames Valley branch services to Windsor, Henley and Marlow, the LMR despatched several of its Class 122s to Scotland, where they were quickly downgraded to parcels cars.

Eventually displaced by second-generation DMUs, a number of Class 121s and 122s were adapted for route learning or Sandite duties. Chiltern Railways acquired W55020 in 2003 and returned it to passenger use, in much-modernised condition.

It was fitted with electronic destination displays and central door locking and decorated in Chiltern's blue and silver livery. By far the most significant alteration to its appearance was the re-routing of the exhaust pipes through the guard's van to the roof, thus neatening the cab end considerably.

Six Class 121s survive in preservation, while W55020/34 await disposal by Chiltern Railways.

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MODEL RAIL'S

TOP 20 LAYOUTS

We've featured some stunning layouts over the last 20 years - so here are the 20 most memorable and inspirational, as chosen by friends, former editors and writers of *Model Rail*.





Dewsbury Midland

Builder: Manchester Model Railway Society

Issues it appeared in: MR129 April 2009, MR130 May 2009

Chosen by: George Dent, Deputy Editor

Manchester MRS' 'Dewsbury Midland' is a perfect example of a layout that instantly captures a sense of place and time. Just a quick glance tells you it's set somewhere in a gritty northern conurbation, most likely West Yorkshire, at any point between 1950 and 1980.

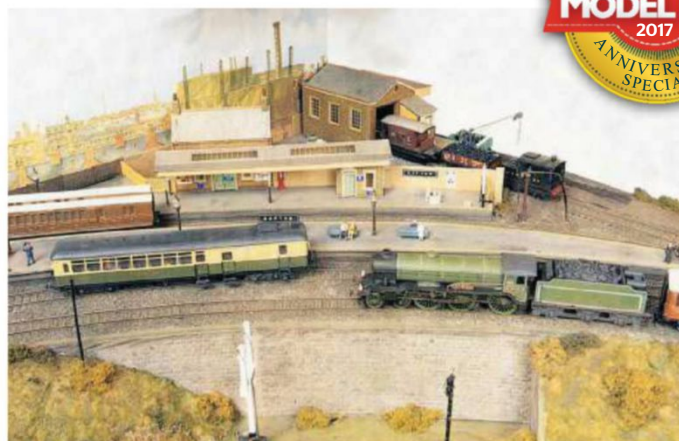
Seeing the layout for the first time, at the 2004 Manchester show, it genuinely took my breath away. In fact, I've yet to be enraptured by another layout to the same degree since.

I must have spent a couple of hours poring over the scenic and architectural detail. As with some of the best layouts, the trains become almost incidental, as there's just so much else to grab the imagination.

Every area of the layout makes me feel like I could step into the scene, walk under the damp stone viaducts and climb the steps to the platforms. And yet, the layout is a work of fiction, which makes it even more incredible!



CHRIS NEVARD



MARTYN BARNWELL

Safton

Builder: Peter Moore

Issue it appeared in: MR3 Summer 1998

Chosen by: Richard Foster, Editor

'Layouts that never leave home': it was a snappy title and one of the key reasons that I chose to buy *Model Rail* over the competition. The layouts found in people's lofts, spare rooms and garages were just so different to those featured elsewhere.

It felt almost brave to feature the northern grit of 'Tetleys Mills', or the compressed main line of 'Llandudno Junction'.

Peter Moore's 'Safton' epitomised this bravery, for it featured toy trains as well as a model railway. Peter's layout

was quite ingenious: he could switch eras between LNER pre-war splendour and post-war Eastern Region excitement.

These trains ran on a simple yet effective landscape, a proper model railway if you will. But on the inside of this 8ft by 4ft loop he had a Trix Twin system, crude three-rail track and simple tinsplate buildings.

The two should never have gone together and yet, like chilli and chocolate, they did. This was only issue three and I was hooked.



TIM EASTER



Llandudno Junction

Builder: Chris Evans

Issues it appeared in: MR11 September 1999, MR22 August 2000, MR125 December 2008

Chosen by: Chris Leigh, Consultant Editor

I used to accompany photographer Martyn Barnwell on layout shoots. Chris Evans' layout occupied a complete room, including alcoves which had once been a built-in wardrobe.

I loved the way so much detail had been worked into the space, allowing the main room space to house the junction station,

locomotive depot and even, if I recall correctly, the Britannia tubular bridge. It helped, too, that Chris made good use of old Hornby-Dublo, including the 'short' Mk 1 coaches. These allowed him to run longer trains. I grew up with those coaches so their shortness never bothered me. Chris Evans felt the same.

Bucks Hill

Builder: Kevin Wilson

Issue it appeared in: *Art of Modelling* 2016

Chosen by: Mike Harris, Staff Writer

I recall this image of a GWR 'Bulldog' 4-4-0 No. 3331 *Pegasus* rounding a curve with the rolling hills and an old barn in the background. It's one of the most realistic rural model landscapes I have ever seen.

Kevin's 48ft by 8ft 'O' gauge representation of the Welsh Marches is a patchwork of model making expertise, thanks to contributions from some of the best modellers in the hobby (the likes of Maggie and Gordon Gravett, Paul Bambrick and the late Carl Legg).

If photo-realistic buildings and a very unique method of weaving Silhouette Studios' Silflor into carpet underlay (pioneered by Kevin and his friend Chris Gates) wasn't enough, it features some of the most gorgeous kit-built Edwardian-era locomotives to boot!

There really is something very romantic about the early 19th-century railway, a time when locomotives were flawlessly turned out in the most intricate of liveries. In my opinion, that's what 'Bucks Hill' captures better than any other layout – splendour. In fact, it's so splendid it's verging on vulgar – Edwardian Britain would have certainly approved.



CHRIS NEVARD

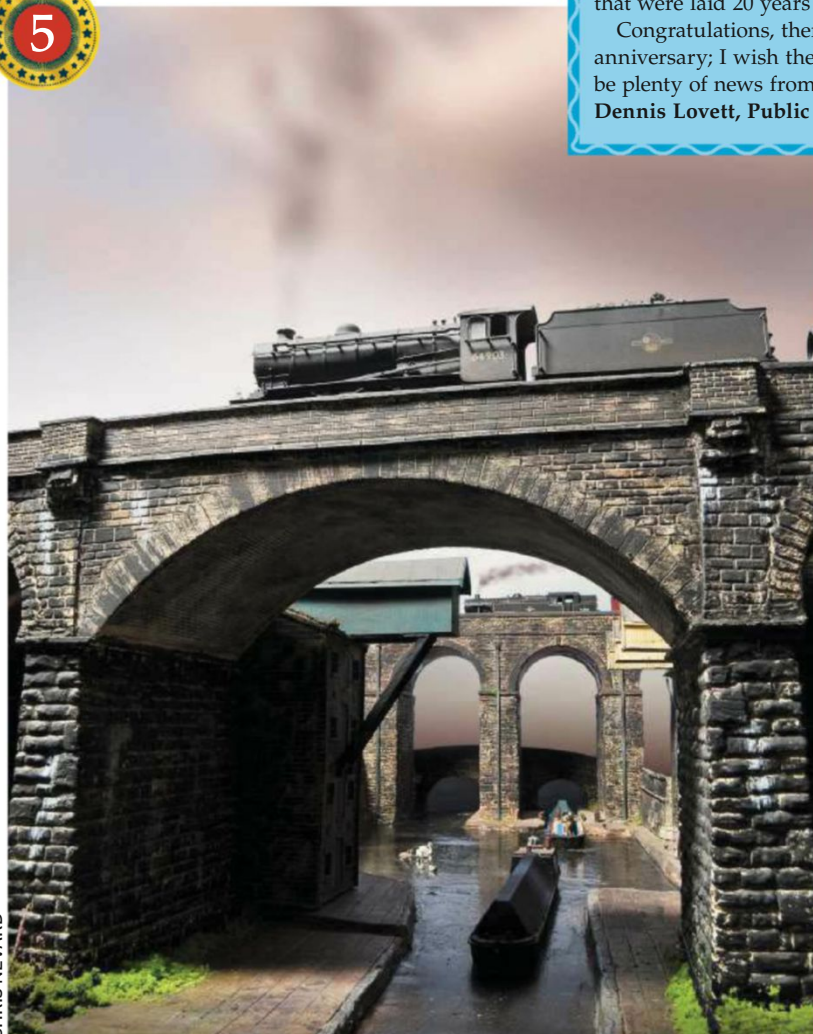
HAPPY BIRTHDAY MODEL RAIL!

I am not sure where the last 20 years went but my association with *Model Rail* goes back to its days as a supplement in *RAIL*, which is still avidly read by every railway press office on the network.

Looking through the Bachmann library, I realised just how much the hobby has changed since those early days. Appointing Chris Leigh to edit the magazine initially was a sound move. Chris was followed by Ben Jones and more recently Richard Foster, who have continued to build on the foundations that were laid 20 years ago.

Congratulations, therefore, to the *Model Rail* team on reaching their 20th anniversary; I wish them every success in the years ahead. I am sure there will be plenty of news from Bachmann to report in future editions.

Dennis Lovett, Public Relations Manager, Bachmann Europe Plc



CHRIS NEVARD

Tetleys Mills

Builder: Dave Shakespeare

Issues it appeared in: MR1 Autumn 1997,

MR9 July 1999, MR40 February 2002,

MR54 April 2003, MR142 April 2010

Chosen by: Ben Jones, MR editor 2008-2014

We featured the late Dave Shakespeare's Yorkshire masterpiece on several occasions in my 13 years working on *Model Rail*, partly because he kept making changes to it (some by choice, some enforced by woodworm!) but also because it was just so good.

Dave was the first to say that his aim was to recreate an atmosphere, rather than a rivet-perfect replica of 1950s West Yorkshire, and he achieved that gritty, grimy feel of a Pennine industrial town perfectly. Also, with its typical West Riding mix of Eastern and London Midland Region trains, steam and early diesels, passenger, goods and parcels trains, all delivered with an eye for local period detail and a sense of humour, it had something for almost everyone. Featured in MR1, it appeared again on several occasions and was always hugely popular with staff and readers, thanks to Dave's entertaining tales and the wonderful images taken by the likes of Martyn Barnwell and Chris Nevard. Modest to a fault, Dave was nevertheless a very talented and imaginative modeller and his passing in 2014 was a real loss to the hobby.

Carrick Road

Builder: Neil Sullivan

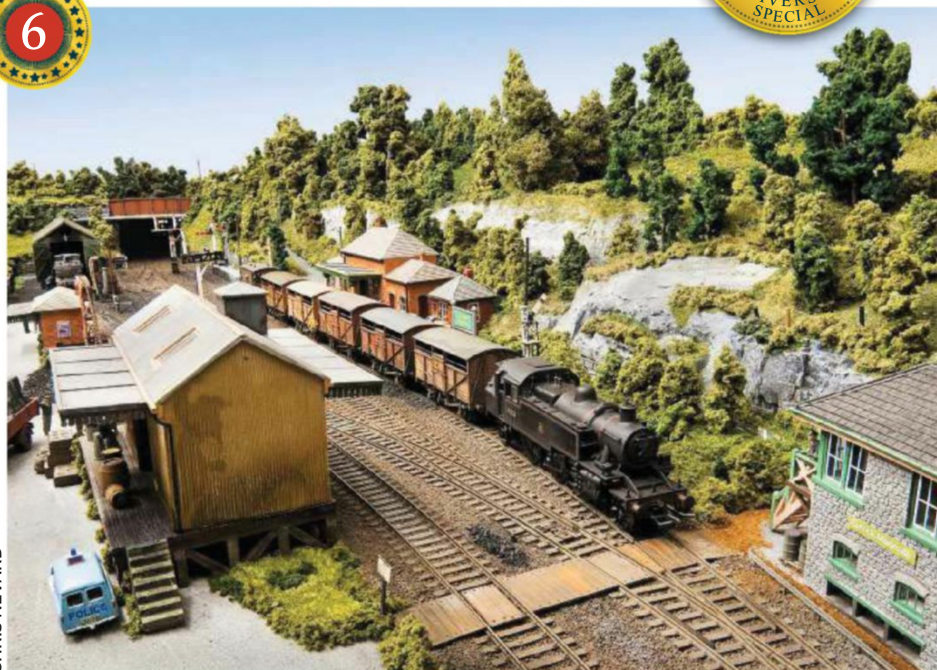
Issues it appeared in: MR12 October 1999, MR43 May 2002, MR91 May 2006, MR163 December 2011

Chosen by: Chris Trerise, Managing Director, Kernow Model Rail Centre

My most memorable layout would be Neil Sullivan's 'Carrick Road' because every element spoke directly to me. It was Cornish, it was a branch line, it had a harbour, blue diesels, 'bubblecars', clay dries and clay 'hoods'. The North Cornwall line has always held a fascination for me and this layout just oozed the feeling of the area.

Around the time it appeared in *Model Rail*, I was working in London and had no idea I would later open a model railway business. When I did, one of the first people through my door was Neil Sullivan, and the great friendship we have shared ever since has its roots in those *Model Rail* articles.

I remember one of his quotes from the article "I don't think I have enough years left to do all the modelling I want to do". I understood that all too well - and I was only 30 back then!



CHRIS NEVARD



CHRIS NEVARD

Dave Lowery's layout

Builder: Dave Lowery

Issues it appeared in: MR100 February 2007, MR231 February 2017

Chosen by: Dennis Lovett, Public Relations Manager, Bachmann Europe Plc

Dave and I have known each other for more years than we both care to remember. Our relationship blossomed when I worked for Network SouthEast's Public Affairs Department and Dave edited *Model Railways Magazine*. My MD, Chris Green, noticed an issue of MRM on my desk with Dave's 'O' gauge Class 86 86401 in full NSE livery on the cover. Before long I was commissioning presentation models for NSE from Dave, and he stopped being an editor and became a full-time model maker.

I've seen Dave's layout grow over the last 20 years. It's always fun to watch and there is always something new to see. If ever a layout encompassed the railways of the last 50 years, then this is it. Being 'O' gauge makes it even more of an achievement.

Sub Wealden Gypsum Co.

Builder: Peter Bossom

Issue it appeared in: MR239 September 2017

Chosen by: Paul A. Lunn, Layout Design Consultant

Any layout that pushes the boundary of our interest is always an exciting prospect. In 3mm:1ft scale, Peter Bossom clearly shows the space benefit of this lesser known and less well-supported scale, and he does so with great panache. Although the layout represents a prototype, the composition is largely fictional. As such, Peter's ability to group buildings in an aesthetically pleasing manner and contain the viewer's eye with effective view blocking holds lessons for us all.

Peter's work reminds me that in all my time as a layout designer, I've never produced a layout design in this or associated scales, particularly 'TT'. I certainly hope to rectify this in due course, and Peter's work is certainly an inspiration.



CHRIS NEVARD

Kyle of Lochalsh

Builder: Pete Matcham

Issue it appeared in: MR216 December 2015

Chosen by: Peter Marriott, scenic guru

As I stared at the layout in *Model Rail*, I thought, "Wow, he has captured the real location superbly". It took a while to realise that I'd been fooled: Pete had only modelled half of the station!

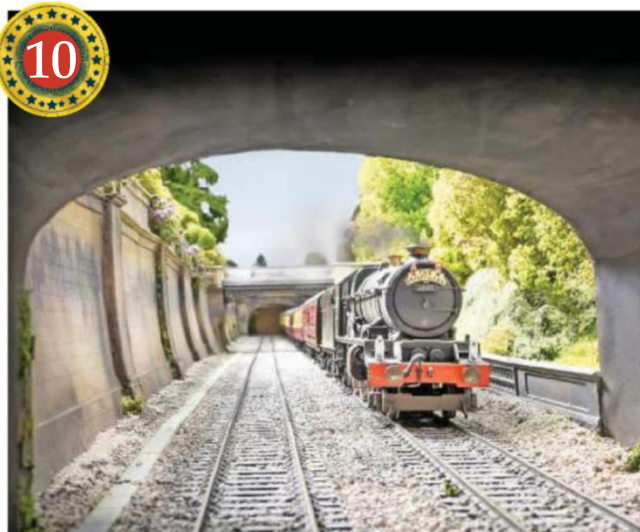
The distant hills looked to be a great representation of the real location and the atmosphere was truly Kyle. Pete's eye for the understated details impressed me, from the boats tied up at the quayside to the bits of spare rail lying around.

I confess to being fooled twice – I initially thought that it was 4mm:1ft scale (it's 2mm:1ft). The lovely presentation of the layout rounded off for me what is a memorable layout.

Well done to Pete Matcham! I have long thought about modelling this station location but never got around to it. To see what is possible has encouraged me to have a go myself in the future.



CHRIS NEVARD



Sydney Gardens

Builder: Steve Jones

Issue it appeared in: MR210 July 2015

Chosen by: Chris Nevard, model maker and photographer

Steve Jones' layout appeals to me because I regularly visited the real location in the 1980s to photograph trains. Sydney Gardens, with Brunel's 'God's Wonderful Railway' was, and still is, a great place to watch trains snaking through a unique location.

'Sydney Gardens', modelled in 'OO' gauge, is an excellent bit of model making, as well as a fabulous miniature vista to watch trains flying through the landscape. When close up and down low, you really feel you are like a giant visiting the actual location – such is the accuracy and attention to detail. But it's not just about the detail – many layouts are very detailed, but they don't feel like a real scene in miniature. Many models of real locations fail, even though they might be accurate technically, but they lack that special something that makes them believable. For me, 'Sydney Gardens' captures that special something.

Ribblehead

Builder: Allen Pearson

Issue it appeared in: MR207 April 2015

Chosen by: Ben Ando, 'N' gauge correspondent

Over the last two decades, *Model Rail* has featured many wonderful 'N' gauge layouts, but my favourites remains Allen Pearson's 'Ribblehead'.

This deceptively simple layout – a twin track loop depicting the celebrated Ribbleshead Viaduct and adjacent station – makes the most not just of the scenic possibilities offered by 'N' gauge, but also the very latest in 3D printing techniques to produce arguably the most accurate and definitive model of this iconic piece of Victorian civil engineering.

Sadly, the layout was destroyed shortly after it was photographed for *Model Rail* when, during a storm, a tree fell onto the building housing it. This means that the *Model Rail* article remains the best record of this beautiful piece of modelling, however Allen is now working on a new layout which features not one but two viaducts!



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Borchester Market

Builder: Frank Dyer

Issue it appeared in: MR126 January 2009

Chosen by: Dave Lowery, Modelling Consultant

I always have to be different, so I've gone for two layouts, but for very different reasons.

I first went to Bekonscot Model Village on a school trip, and while I loved the buildings, the model railway stole the show. It was the sound of the coaches going over the rail joints that did it. A couple of years ago, I bought an Exley coach from eBay and when I ran it round my layout, it made the same sound that I'd heard all those years ago... wonderful!

The other is 'Borchester Market', which appeared in MR126 (January 2009), and many years later I saw it at an exhibition. For this is all you need for a successful and enthralling layout: a simple circuit, a terminus station, involved pointwork, a turntable and locomotive and goods yards. The stock was built to a lovely, consistent standard, all topped off by working signals.

These two layouts were, for me, the inspiration that got me started, and why I now have such a rewarding life working on model railways.

CHRIS NEVARD



Catcott Burtle

Builder: Chris Nevard

Issue it appeared in: MR125 December 2008

Chosen by: Nick Brodrick, Editor, *Steam Railway*

This diminutive yet spacious creation of a Somerset branch line can only be the work of an artist. Perhaps even a genius.

It captures a gentle pace of life. Big skies and 'flat' terrain are immediately recognisable, punctuated by a subtle use of Southern Railway concrete and Somerset & Dorset paraphernalia that gives the layout a strong sense of belonging. You can almost hear the rustle of leaves in the wind and the call of curlews.

Colour, texture and depth of field are all critical elements to the success of 'Catcott'. And being an accomplished photographer, Chris knows how to shape the landscape to create a harmonious scene, which then makes for effective pictures. It's like a 3D Ivo Peters photograph - I can think of no higher praise than that.



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CHRIS NEVARD

HAPPY BIRTHDAY MODEL RAIL!

It seems surreal to be wishing *Model Rail* a happy 20th birthday – it only seems like yesterday that I was eagerly waiting for my subscriber copy of *Rail Enthusiast* magazine (which contained *Model Rail* as an embryonic supplement) to drop through the letterbox, before I had to head off to school.

I remember it for its more relaxed style, and I think that is what *Model Rail* has done more than anything over its 20 years – made our wonderful hobby accessible to a wider audience in an entertaining, yet informative way.

I wish Richard, Chris and all our friends who work so hard on the magazine all the very best, and I'm looking forward to the next 20 years.

Ian Fowler, Managing Director, Gaugemaster

Online comments...

What you said: a selection of your favourites taken from our Facebook page.

Farkham

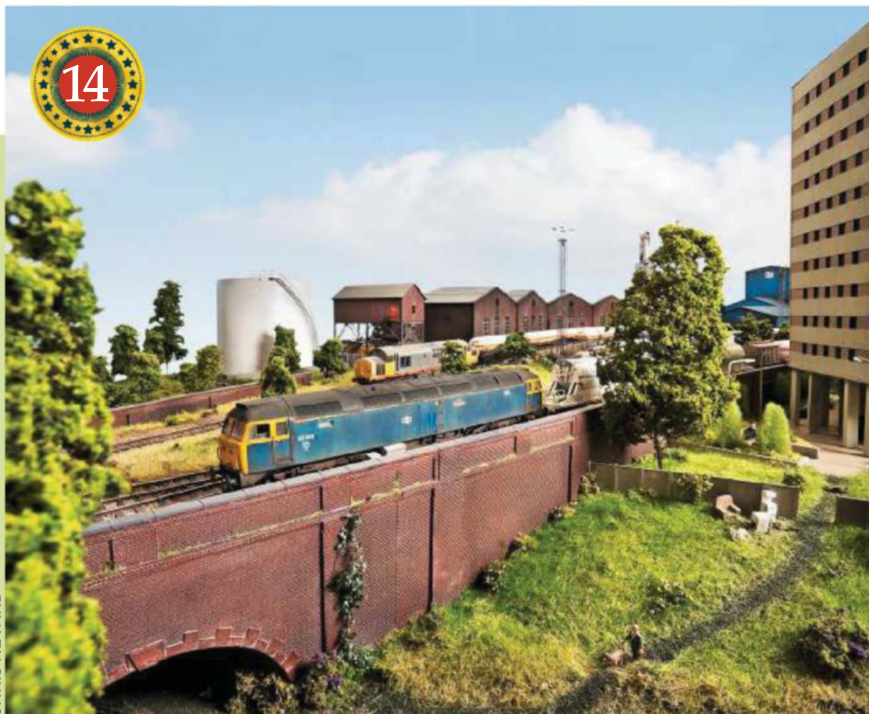
Builder: Mickleover Model Railway Group

Issue it appeared in: MR181 Spring 2013

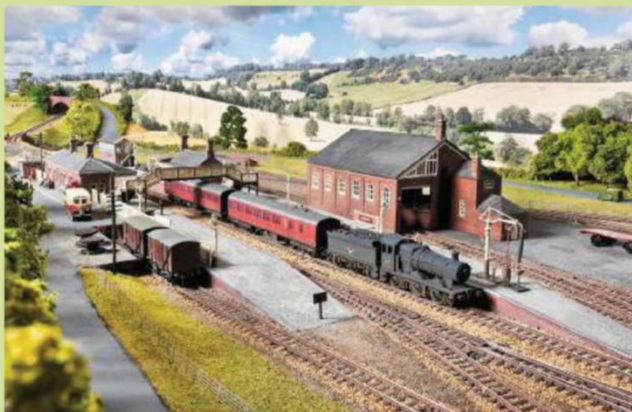
Chosen by: Ian Baker

"'Farkham' is one of my favourite layouts featured in *Model Rail*. With the urban setting, 1990s theme and clever use of foreground buildings to force the viewer to seek out the trains, it gives such amazing depth in a small space. In real life you might catch a glimpse of a train as it scurries through the buildings or scenery; 'Farkham' reproduces this really well."

CHRIS NEVARD



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CHRIS NEVARD

Vale of Oxbury

Builder: Carl Woodward

Issue it appeared in: MR186 September 2013

Chosen by: Matthew Pinto

"'Vale of Oxbury': a Western Region masterpiece in 'N' gauge."

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MARTYN BARNWELL

Boldon Junction

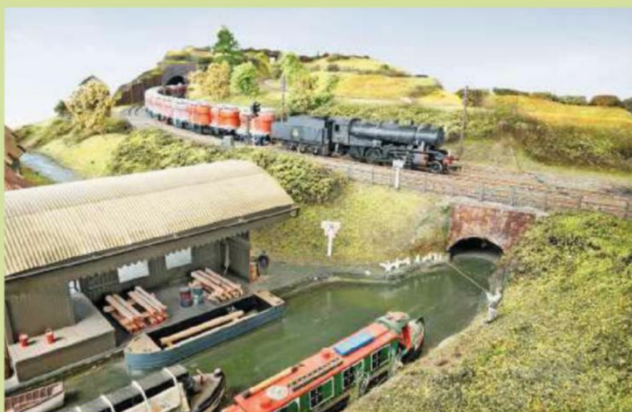
Builder: Furness Model Railway Club

Issue it appeared in: MR74 December 2004

Chosen by: Thomas Husband

"Either 'Boldon Junction' or 'Tetleys Mills' in 'OO', plus 'County Gate' in 'OO9'."

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CHRIS NEVARD

Haddon Bank

Builder: Chelmsford and District MRC

Issue it appeared in: MR204 January 2015

Chosen by: Brent Linley

"'Haddon Bank' - I love the detail on the coal merchants."

17



CHRIS NEVARD

Junction Road TMD

Builder: John Batley

Issue it appeared in: MR205 February 2015

Chosen by: Marcus Lambert

"'Junction Road TMD' by John Batley - the main inspiration behind my work."

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And finally... this feature wouldn't be complete without highlighting two of Britain's most epic and realistic layouts, Pete Waterman's 'Leamington Spa' and Pendon Museum's 'Vale Scene'.

Leamington Spa

Builder: Pete Waterman

Issues it appeared in: MR137 November 2009,
MR168 Spring 2012, MR226 September 2016



CHRIS NEVARD

HAPPY BIRTHDAY MODEL RAIL!

It's said that one sign of getting old is when police officers start to seem young. Something similar could be implied when magazines start celebrating milestone anniversaries and you remember when they were launched.

I find it difficult to believe that *Model Rail* is 20. It seems even more incredible when you consider that it has only had three (albeit amazing) editors – Chris Leigh, Ben Jones and now Richard Foster, who has developed and evolved the magazine even further.

Over the last 20 years *Model Rail* has been at the forefront of the model railway industry, pushing boundaries and exploring new ways to encourage modellers to increase their skills.

During my years at Hornby I was very keen to encourage newcomers into the hobby. *Model Rail* was too, and it continues to promote modelling with energy and enthusiasm. Whether it's via supplements or even the amazing *Model Rail Live* exhibitions, it all goes to prove that the magazine cares not only for the present but also the future of the hobby, and long may this continue.

Simon Kohler, former Hornby Marketing Manager

Pendon

Builder: Roye England (et al)

Issue it appeared in: MR18 (and numerous issues since)



CHRIS NEVARD

What's next?

Want to know the full story of how
Model Rail came into being?
Don't miss RAIL Managing
Editor Nigel Harris'
account next
month.

Know your stuff

All your technique and modelling questions answered by our team of know-it-alls. E-mail your queries about railways – real or model – to modelrailkys@bauermedia.co.uk



George Dent
MR's Deputy Editor can offer sage-like advice on any modelling subject.



Chris Leigh
MR's Consultant Editor is referred to by his grandchildren as 'Granddad Trains' – need we say more?



Peter Marriott
Rumour has it that MR's resident scenery buff even uses a Gras-Master on his own front lawn...



Mike Harris
MR's Staff Writer has spoken to some of the best modellers in the hobby and is ready to share their secrets.



Keep up to date with **Model Rail News** online.

BUILDINGS: SCRATCH VS KIT VS READY-TO-PLANT



I'm starting a new layout and want to hear your thoughts on scratchbuilt, kit-built, and ready-to-plant buildings.
Gary Lloyd, Birmingham

Mike says: Some people will tell you that *real* modellers scratchbuild everything, but ultimately this is *your* layout; build what you find most enjoyable and rewarding and you won't go far wrong.

On a more practical note, if you've only ever used proprietary resin buildings but would like to start building your own structures, then kits provide something of a halfway house – no pun intended...

Then again, if you're not one to shy away from a challenge, there's plenty to learn from building your own structures from scratch.

'Ready-to-plant': We're all familiar with the Bachmann Scenecraft and Hornby Skaledale ranges; these proprietary resin buildings are good to go straight from the box. And if you're partial to getting the brushes and paints out, there's no reason why you can't paint or weather them to suit.

Things can get difficult if you're building a specific prototype (although some prototype ranges are available) but the quality of each product and the relative lack of modelling experience needed to put them to good use are attractive prospects – particularly if your sole focus is operation.

Kit-building: Kits are both rewarding, slightly quicker to make than scratch-builds, and easily customised or

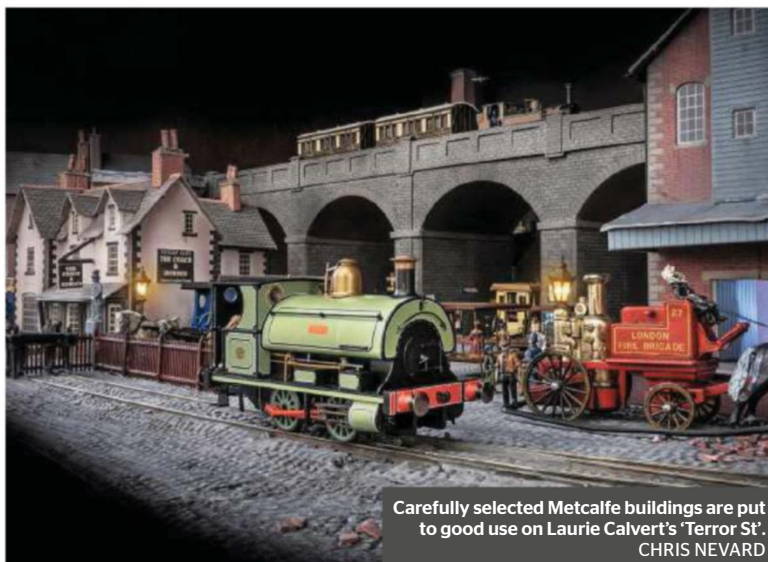
adapted. Back in MR232, Paul A. Lunn demonstrated just how versatile even age-old kits can be – so long as you're willing to get creative.

Some kits, such as Metcalfe's card or 4Ground's laser-cut structures, come already finished and are made specifically to be constructed quickly and easily. Laurie Calvert's 'Terror St' (see image below) is a fine example of a layout that's made almost entirely using Metcalfe structures. In fact, Laurie purchased some of the buildings ready-made at an exhibition.

Scratchbuilding: It's the most advanced method of populating your layout with structures. It's time-consuming, difficult to master, and (at times) frustrating, but it's also highly rewarding.

Best of all, you're only ever limited by your imagination – no prototype is ever out of the question. Scratchbuilds can even be a necessity, should you choose to build in a scale that isn't well supported commercially, such as 3mm.

Allan Downes is the undisputed king of scratchbuilding and is famed for his beautifully detailed 1:43 scale chocolate box cottages (see main image). His skills have been honed over the years, and his tried and tested methods are proof that scratchbuilding needn't be overly complicated, time-consuming or difficult.



Carefully selected Metcalfe buildings are put to good use on Laurie Calvert's 'Terror St'.
CHRIS NEVARD

This fishing village might look photo-realistic, but Allan Downes' techniques aren't as complicated as you might think. CHRIS NEVARD



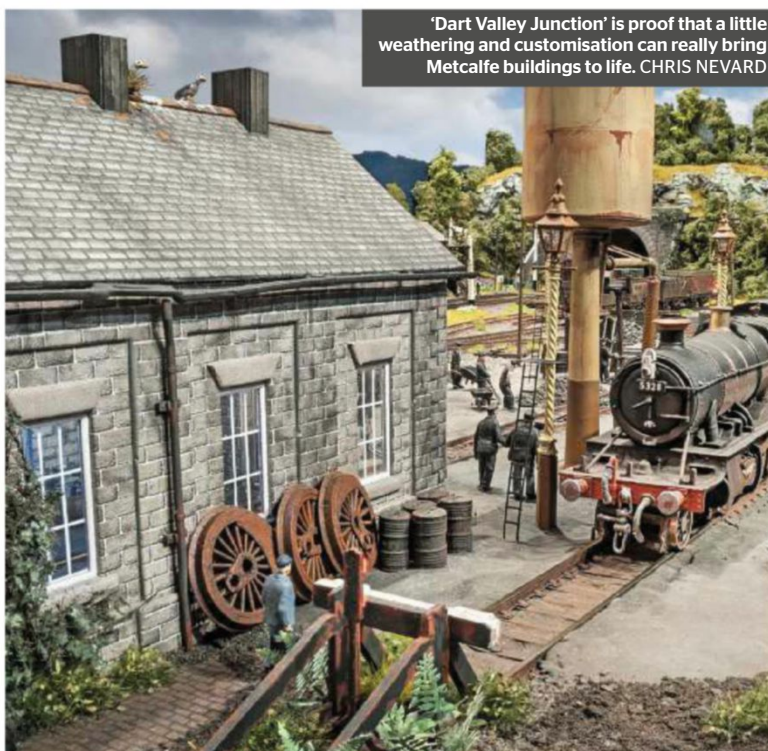
Bespoke commissions: This is almost certain to be the most expensive option. But it does provide the luxury of ready-to-plant buildings that can be tailored to suit any prototype.

Bespoke kits are also available from etched metal and laser-cut specialists, giving you the satisfaction of building (and sometimes finishing) finescale structures.

Mix and match: A lot of modellers choose to populate their layouts with a mixture of scratchbuilt, kit-built, and ready-to-plant structures – you don't have to stick to just one method!

When mixing building styles, modellers often place the most detailed buildings at the front of the layout, saving the rest for the back. If you're new to scratchbuilding, for example, it might be a good idea to practise your skills on building the less prominent buildings at the rear of your layout, where imperfections won't be quite so noticeable, and keep your more expensive buildings for the foreground.

As always, experiment and find out what you find most enjoyable. This is your hobby and it should never feel like a chore.



"Dart Valley Junction" is proof that a little weathering and customisation can really bring Metcalfe buildings to life. CHRIS NEVARD

Upscale funk



CHRIS NEVARD

RTP and kit-built models are hugely popular, but if there's one persistent bugbear, it's that they're not particularly unique. Yet this is easily remedied - if you're prepared to get those creative juices flowing. You'll be surprised at just how different a commercial building can look with a few extra details and a lick of paint. Common alterations include individual roof tiles, guttering, curtains, and even detailed interiors. Chris Nevard has recently overhauled Metcalfe's Boilerhouse & Factory Entrance (PO284), and the difference is nothing short of astounding.

- See next issue for more.

MODELLING JARGON BUSTER

Backscene: Largely 2D backgrounds (can be embellished with areas of relief) that mask where a model railway ends. They can be created using photographs, commercial imagery or paintings, and often depict landscapes or just plain sky.

Technique of the month

Boarding up factory windows

For that gritty look of industrial decay, boarding up windows of factories and warehouses with corrugated iron sheet is a simple way of adding visual interest to drab commercial premises.

It's not enough just to cut out sheets of embossed styrene, however. Scribing, bending and twisting the soft material to create further texture - along with careful painting and weathering - will really bring the buildings to life. (GD)

Product: Slaters 4mm scale corrugations embossed plastic card.

Availability: www.slatersplastikard.com



Cut out sections of the embossed sheet to cover each aperture, before lightly scribing separate, overlapping panels, roughly in scale 6ft by 4ft rectangles. Twist and bend the edges.



Create a rusty texture with a mix of acrylic paints and dry pigments, stippled onto the surface. Finish by lightly dry-brushing with a metallic gunmetal shade to bring out relief.



Secure to the model with cyano, epoxy or PVA adhesive. Such windows are seldom boarded up neatly, so give them a slightly wonky appearance.



PETER MARRIOTT

MODELLING FARM TRACKS



I want to model rugged farm tracks on my rural branch line layout. The problem is, I'm having difficulty creating realistic-looking tracks.

Josh Elliott, by e-mail

Peter says: Farm tracks are formed by the wheels of heavy machinery, so the perfect tool to gauge their width is a suitably scaled tractor.

They are often bumpy, so plaster cloth layered atop foam sheet provides a suitably uneven former. I then recommend brushing Woodland Scenics Foam Putty along the entire track to produce a smooth surface. Once cured, paint the track an earthy brown or green and leave to dry.

Now sprinkle sand onto the road surface. Alternatively, I recommend using Woodland Scenics Earth Fine Turf or Treemendus Earth Powder. Use poly fibre to build up the far edge of each track, followed by a sprinkle of suitably coloured scatter (fixed with hairspray).

I used golden/brown static grass fibres to cover each track, pushing the fibres into white glue with my finger - to represent areas



that have been consistently flattened under tyres. The edges and middle strip of grass can be covered in green static grass fibres and applied with a static grass tool. Alternatively, you could use adhesive grass tufts.

It's also worth considering the density of your farm track. If you're depicting a particularly uneven or rocky area, fine ballast chippings can be mixed into your scatter materials to surprising effect.

Web: www.woodlandscenics.com and www.treemendus-scenics.co.uk

QUICK FIX - WEATHER PAPER SIGNS

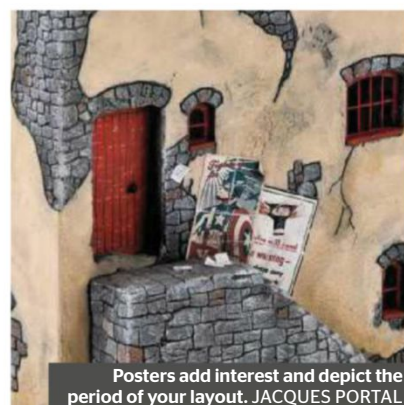


I print my own posters to decorate buildings - any tips on how to weather them?

Roy Hope, via Facebook

Mike says: Fold your posters into quarters - repeat the process several times to emphasis each crease. Folding over a corner or two will also increase realism. Also, don't glue the whole poster down, allow it to peel away from the wall or billboard slightly.

As for weathering, only use dry products: weathering powders, charcoal, pencil, and pastels work well. Avoid paint as it will crumple the paper as it dries.



Posters add interest and depict the period of your layout. JACQUES PORTAL



Where can I buy 'OO'/'HO' figures?

Whether you're building a sleepy branch line or a bustling central station, good figures are essential if you want your layout to feel alive. The hobby is now blessed with loads of figure manufacturers to the point that there's a figure to suit almost any situation you can think of. Firemen? Check. Beach-goers? Check. Railwaymen? Check, check, check!

FUN...

Noch 'HO' figures

The figures illustrated – Fire Brigade (15021) and Tennis Players (15880) – are just two examples of Noch's extensive range. Despite being 'HO', these figures should suit 'OO' gauge layouts fine. The Noch range also includes individual figures, and a special Illuminated Figures range, which includes photographers with LED flashing cameras.

Price: £2.15 to £74.95

Availability:

www.gaugemaster.com

BRITISH OUTLINE...

Bachmann Scenecraft figures

British outline modellers can't go far wrong with Bachmann figure packs. From the 1950s Train Crew (36-407) to the Seated Coach Passengers (36-408), the pre-painted miniatures cover a wide range of themes and eras. The range also features figure accessories, animals and some more specialist packs, such as the WW1 Medical Staff and Soldiers (36-409).

Product code: N/A

Price: £7.05 to £14.95

Availability:

Bachmann stockists

CUSTOM...

ModelU 3D printed figures

ModelU uses 3D scanning and printing technology to realise *real* human beings in miniature. The result is a range of highly realistic figures (and not just in 'OO'). The real draw is that proprietor, Alan Buttler, travels to shows across the country, giving exhibition-goers the chance to be scanned and printed. If you've ever fancied having a miniature fireman that looks exactly like you, now's your chance.

Price: £3 ('OO' figure) £25 (scan)

Availability:

www.modelu3d.co.uk

Install easy-peasy tramlines...

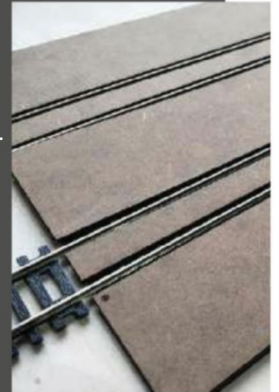
Replicating rails inset into concrete has never been particularly easy, especially if you're a beginner. Laying track is hard enough in the first

place, let alone burying it in clay and hoping that smooth running ensues, once dried. If you've been tearing your hair out attempting to create a tramway, then Scale Model Scenery's Concrete Hardstanding Kit (LX096-OO) might be for you. The laser-cut wood product simply slots either side of, and in between rails, for simple inset trackwork – as seen on Neil Mason's 'Masons Lane' (below).

Price: £8.50

Availability:

www.scalemodelsceury.co.uk



CHRIS NEVARD

Best of the rest: Andrew C. Stadden, Dart Castings, Woodland Scenics, Preiser, Langley Models, Aidan Campbell, Faller, Harburn Hobbies.

PROTOTYPE QUESTION OF THE MONTH



I recently bought a Hornby R2769 Class 121 in Chiltern Railways blue livery. A friend of mine says that the model doesn't look right, but I can't see much wrong with it. What's your verdict? Lesley Brooks, Swindon

Chris says: As the first of its class, W55020 has an interesting history. Having sported the 'standard' sequence of lined green, Rail blue, Rail blue and grey, it was given BR-style chocolate and cream with a silver roof for GWR 150 in 1985. Once the year was over, it was selected to show off the new red, white and blue Network SouthEast livery.

Chiltern carried out extensive modernisation, including LED lights and destination displays. Visually, it was the fitting of central door locking and removal of the cab-front-mounted exhaust pipes that made the biggest difference – not present on Hornby's model.

The central door locking is visible as a square panel welded to the lower part of the door and overlapping the footstep. This allows the doors to be locked by an electromagnet operated by the driver. The exhaust pipes were re-routed through the guard's compartment to a pair of small outlets on the roof, enabling the ugly pipes to be removed from the cab front.



Above: A modernised '121'; 55020 at Aylesbury depot a few days before it was withdrawn from traffic in May 2017, as the longest serving BR-designed passenger train, at 57 years old. CHRIS LEIGH

DO YOU HAVE ANY TIPS OR TRICKS FOR DRY-BRUSHING WAGONS?



Having been inspired by a number of George Dent's weathering projects, I've decided to have a go at dry-brushing a rake of cattle wagons. Can he please give me some tips as to the best paints and brushes to use?

N. Tanner, by email

George says: As far as paints are concerned, both enamels and acrylics are suitable, as long as they have plenty of pigment and aren't too thin. As we'll be wiping most of the paint off the brush's bristles, we do need some of it to remain. Additionally, the paint must also be able to transfer to the model effectively.

Over time I've come to prefer a small number of paint brands when dry-brushing - Lifecolor acrylics are my first choice. Alternatively, some Humbrol enamels can also be effective, especially some of the metallic shades for picking out areas of burnished steel.

Sticking with your cattle wagon project, here's a quick demo of how I treated a Bachmann factory-weathered version. With an application of dark weathering wash beforehand, to pick out the planking detail and relief, a dirty off-white shade of Lifecolor was gently dry-brushed over the lower body sides and underframe, to simulate the lime that was used on the prototypes as a disinfectant. By mixing in a little brown, a hint of general track dirt was also suggested.

As for brushes, 'flatties' are by far the best option, preferably with soft bristles. Expo has just introduced a set of flat brushes with the bristles cut at an angle, specifically to help with dry-brushing. I was a bit sceptical at first, but they really do make a big difference!

Dry-brushing takes a little practice to master, with an appreciation of how much paint is needed and the amount of necessary pressure exerted on the brush being the main factors. Remember to keep your brushes clean and in good condition, otherwise the stiff bristles will make the process much more difficult.

Expo's special angled flat brushes are designed especially for dry-brush weathering work, allowing the bristles to glide over the surface more effectively, as well as working on awkward areas.
GEORGE DENT



ANY GAUGE

10 mins



STEP BY STEP



1 To enhance this factory-weathered Bachmann cattle van, MIG Dark Wash was brushed over the body and the excess wiped away with cotton buds. Set aside overnight to dry completely.



2 Dip the brush into the well-shaken acrylic paint and wipe away most of the paint onto tissue, until only a tiny amount is left. Practise on a textured surface to see how much paint will be deposited.



3 Gently stroke the brush over the model, working mostly with vertical movements. Mix slightly different shades and repeat the process to add some tonal variation.



4 Using different shades on the underframe helps to bring out the moulded relief. The treatment of the body was deliberately heavy-handed, aiming for a smeared effect.

What you will need

- ◆ Lifecolor paints.
Availability: www.airbrushes.com
- ◆ Flat brushes.
Availability: www.expotools.com



A Warrior IFV is loaded onto an MoD 'Warwell'.
MEL HOLLEY

THE 'WARWELL' LOW-DOWN



While reading your Hatton's and Oxford Rail 'Warwell' reviews in MR237/8, two photographs came to mind; a Warrior infantry fighting vehicle loaded onto a 'Warwell' and a Warrior that had fallen off a 'Warwell'... Perhaps you could write a piece on 'Warwells' and their uses? Philip Bullin, via email

Mike says: I have managed to find an image of a Warrior being loaded onto a 'Warwell', which originally featured in MR20, way back in 2000. You'll notice that the well of the wagon has been bridged with a metal contraption called a cradle. The cradle is specially designed to elevate the Warrior above station platforms, since the vehicles - wider than the 'Warwell' deck - are in danger of clipping lineside objects and structures.

However, this presents another problem; by not sitting in the well, Warriors breach loading gauge height regulations. As such, trains are only allowed to operate specific routes that have been vetted by Network Rail. As with other MoD armoured vehicle

trains, the services are not allowed to exceed speeds of 45mph.

Originally introduced to help Sherman tanks clear the low tunnels and bridges of Britain's railways during the Second World War, 'Warwells' were adapted for general freight use (steel/rail carrier and bolster deck variants) as early as 1949.

Early 'Warwells' featured diamond-frame bogies and vacuum brakes, but later MoD variants have been fitted with Gloucester GPS bogies and airbrakes.

As for model making, there's never been a better time to model a military-themed layout. Hatton's and Oxford Rail 'Warwells' are now available to purchase, and Bachmann's hotly anticipated 'Warflat' can't be too far away either.

Rolling stock expert Paul Bartlett often helps the *Model Rail* team when it comes to wagon-related matters. For the largest online photographic library of rolling stock, visit his website: <https://goo.gl/xg1MTV>

Oxford Rail's 'Warwells' can be purchased with loads such as this Sherman tank.
MIKE HARRIS



Tool of the month

The right tool for the job makes things easier, says **Mike Harris**.

The humble spring clamp can be purchased from all good hardware stores and probably even your local supermarket. It comes in a variety of sizes and can be sourced for under £2. The versatility of this tool makes it a workbench essential - especially during those moments where an extra pair of hands would be useful.

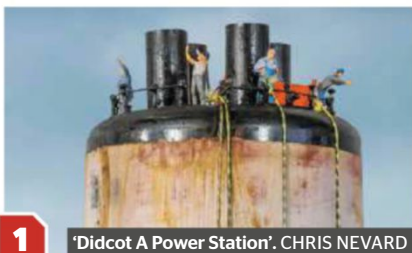


Clamps are available in a range of sizes and inventive modellers will use them for a variety of tasks (too many to list here). Their most common use is to hold objects that are being glued - ideal for securing foamboard or underlay to a baseboard. With a little imagination, clamps can even be used to hang up drying models, such as locomotive bodies or trees.



Whether you have an exhibition layout or an awkward-to-reach fiddleyard, removable backscenes can save a lot of hassle. Spring clamps provide an ideal solution, allowing you to both erect and dismantle a backscene in seconds.

THREE CAMEO IDEAS FOR YOUR LAYOUT...



1 'Didcot A Power Station'. CHRIS NEVARD

Power protest: A famous historical event cameo can help to identify your prototype. Here, Greenpeace activists scale the central chimney - as they did in 2006.



2 'Penfold Priory'. CHRIS NEVARD

Read all about it: A newspaper vendor at a busy station entrance is a common sight, but one that's not often realised in miniature.



3 'Penfold Priory'. CHRIS NEVARD

Walkie-talkie: Rural layouts don't benefit from too many cameos. A couple of hikers or dog walkers make the perfect addition to a quiet backwater settlement.

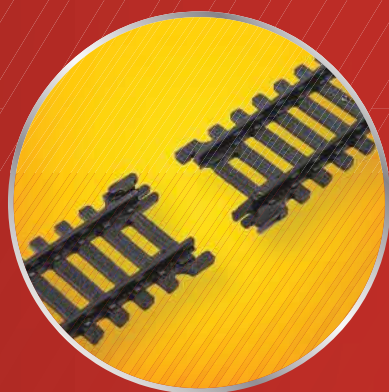


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Reviews

In-depth and unbiased reviews of the latest products

88 Minerva '57XX'
How has a RTR 'O' gauge pioneer got on with its first model of a main line locomotive?

92 Kernow 'gate stock'
Chris Leigh gives long-awaited LSWR rolling stock a once-over.



Our Reviewers

Richard Foster

His forte is steam locomotives, regardless of region or era.

Chris Leigh

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

Our Ratings

We assess models on the following criteria and rate them each out of ten: that way, you know precisely how good a model is.

LOOKS	9/10
PERFORMANCE	9/10
FEATURES	8/10
DECORATION	9/10
VALUE FOR MONEY	6/10
TOTAL	82%

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. To do this, we judge models against prototype images and historical texts, as well as running them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.



Minerva '57XX' 0-6-0PT

◆ **SCALE** 'O' gauge ◆ **MODEL** Minerva Model Railways MOS-8BET '8750' 0-6-0PT, BR unlined black early emblem ◆ **PRICE** £265.00 plus P&P ◆ **REGION** Western
◆ **AVAILABILITY** Minerva Model Railways, PO Box 244, Penarth CF64 9FJ
◆ **TEL** 02920 531246 ◆ **WEB** www.minervamodelrailways.co.uk

Minerva Model Railways has been one of the main forces in the 'O' gauge revolution that's taken place in recent years, offering good quality, ready-to-run models at affordable prices.

It's all very well producing niche industrial designs, but the big money is in producing mainstream, main line locomotives, so it's no surprise that Minerva has moved into the world of 'Big Four' prototypes. And it's chosen an absolute classic.

The Great Western Railway had a diverse fleet of pannier tanks. Some it built from scratch, others it rebuilt from earlier saddle tanks. But the '57XX', designed by Charles Collett, was the definitive and most typical. A total of 863 were built from 1929 and they were the most numerous class on the GWR.

Minerva's first two offerings – a Peckett 0-4-OST and a Kerr Stuart 0-6-OT – were good, albeit a touch basic. That's not to say they were bad models – far from it – but they were missing the odd detail and could have had a slightly simpler finish in places.

It's immediately apparent that Minerva has pulled out all the stops on the '57XX', as this model

is a step above anything it has produced before.

VICTORIAN LOOK

The model really captures the prototype's Victorian look, with its tall chimney and bulbous dome. The 'face' is spot on, with the smokebox door capturing that distinctive dished shape.

Our model depicts the post-1933 '8750' version, which had a larger and more modern-looking cab. The shape matches prototype photographs in Nos. 3 and 4 of Irwell Press' *The Pannier Papers*.

There are some really fine details: the front sanding linkage, the moulded inside valvegear, and the lamp irons and fire iron brackets on the bunker. All rivets are crisp and accurate.

The tank tops feature a wealth of detail too: wonderfully fine tank filler lids, handrails, vents and lifting eyes (each has a fine wire loop).

There are metal handrails throughout and many of the finer details – the footsteps, lamp irons and so forth – are metal too. The only detail that appears to be missing is a hook under the left-hand buffer to hang the coupling chain upon. Oh, and if we're being really picky, there should be very small footsteps on the buffer shanks.

FAB CAB

The cab is a delight, with full firebox backhead detail. Even the gauges have painted scales on them and the coil springs from the rear axle protrude as they do on the prototype. It's a shame that neither the roof ventilator

Authentic tall chimney

Sprung buffers

Screw couplers

nor the bunker access hatch open, as they would allow light to shine into the cab to reveal all that lovely detail. The only cab compromise is that there's no hole between cab and bunker.

The '8750' has all of the mod cons you'd expect from a modern 'O' gauge model. There are sprung buffers, a screwlink coupling chain on a sprung hook, an internal eight-pin decoder socket, plus space for a speaker (you can buy a sound-fitted pannier for £360.00 plus P&P).

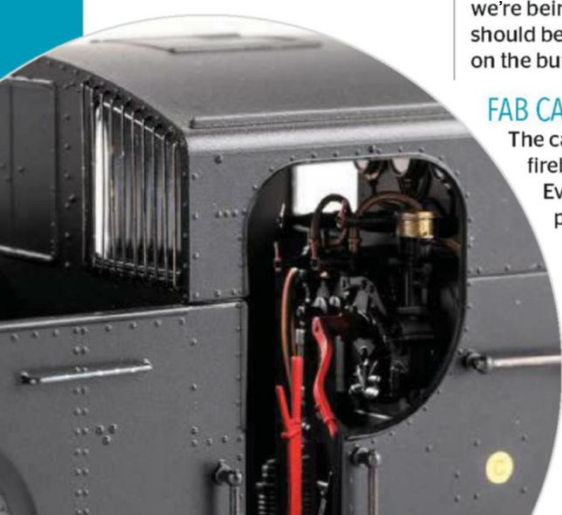
Access to the DCC socket is straightforward: remove the two screws by the coupling springs and then pull out the balancing pipe beneath the water tank. Be

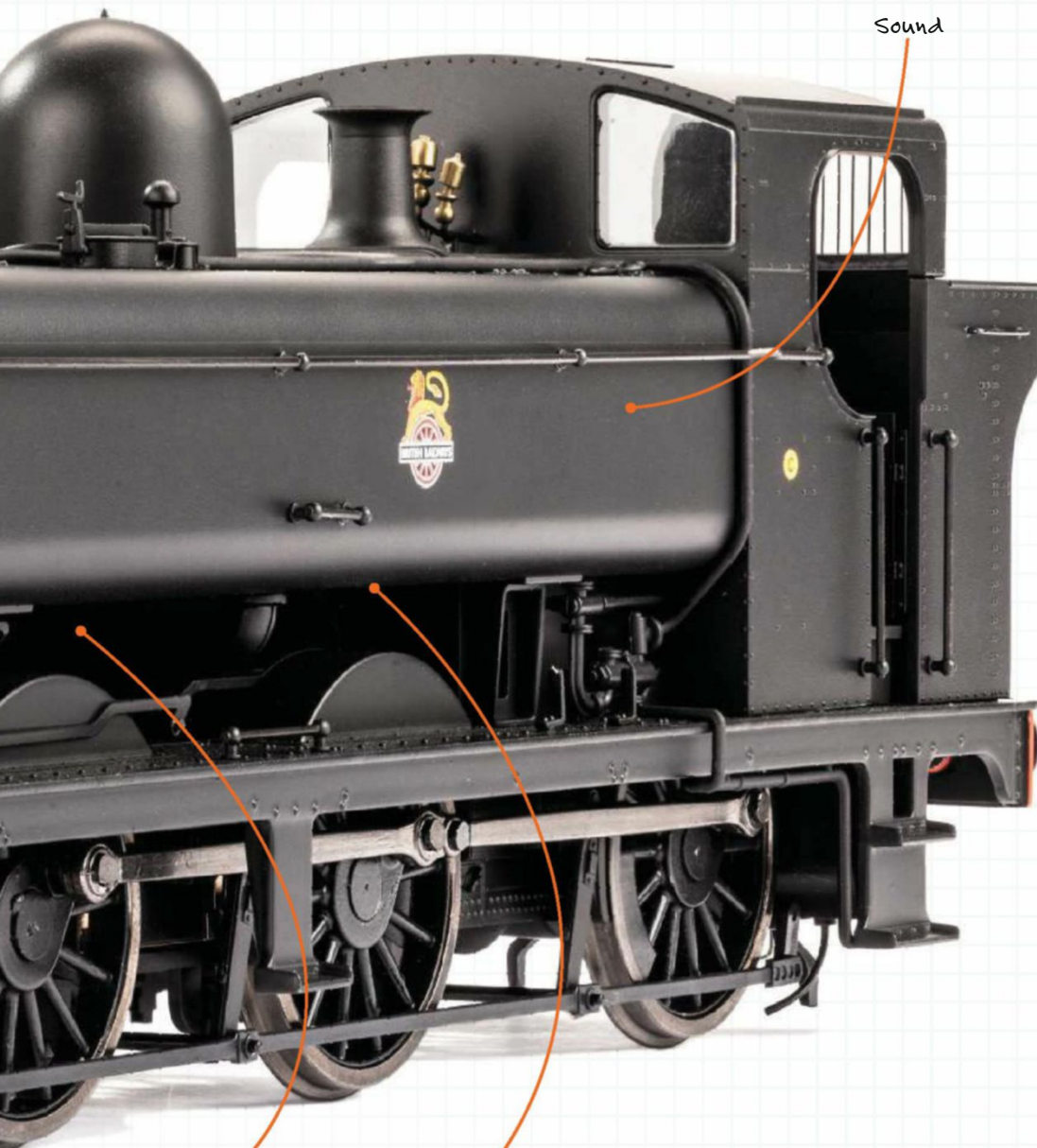
aware, however, that the pipe comes in two pieces. I thought I'd removed all of it, but I hadn't and got the pipe firmly wedged between the bottom of the boiler and the sand box linkage.

MYRIAD VARIATIONS

There are obviously going to be lots of variations in a class of 863 locomotives. We've covered the change in cab (the earlier cab version will appear in later batches) but some contractors built

locomotives with welded tanks, while others used rivets. Top feed was introduced in 1943, so Minerva has produced riveted or flush tank versions, with a choice of with top feed or without.





DCC ready
eight-pin DCC
socket

Flywheel

Sound

There are myriad other detail differences: two types of whistle shield, steam heat pipework, two arrangements of injector pipework, tool boxes, Automatic Train Control, two types of front steps and the introduction of bunker steps and a handrail.

Rather than facing the tricky prospect of sifting through all these combinations to bring you an accurate pannier, Minerva simply supplies you with all the extra detailing parts in a bag, so you have to choose a prototype and select which components you want to fit. Irwell Press' *The Pannier Papers* is the best reference for photographs.

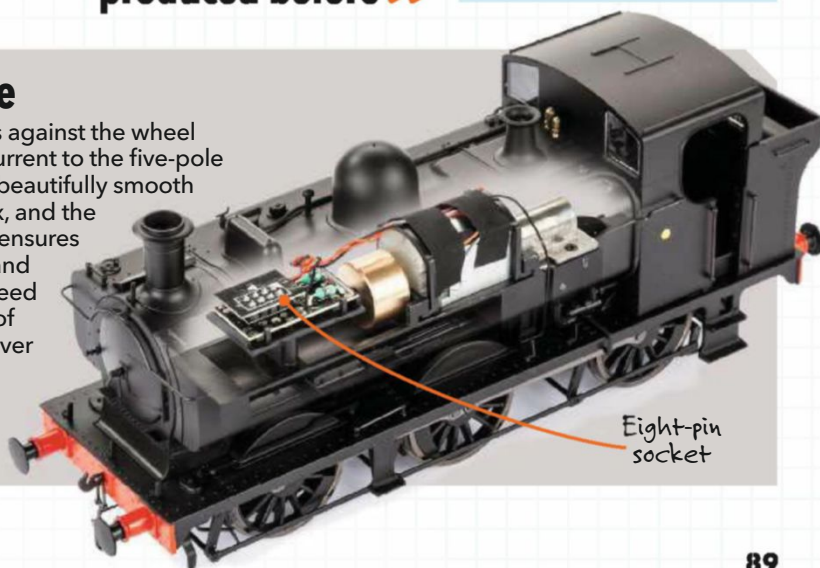
PLATE OPTIONS

You'll notice that our review sample doesn't have any numberplates. That avoids the potential pitfalls of releasing ➤

“Minerva has pulled out all the stops on the '57XX' - this model is a step above anything it has produced before”

Performance

Copper wipers press against the wheel backs and transfer current to the five-pole motor. The '8750' is beautifully smooth straight from the box, and the hefty brass flywheel ensures good performance and controllable slow-speed running. The sound of the model running over track joints is louder than the noise coming from the motor.



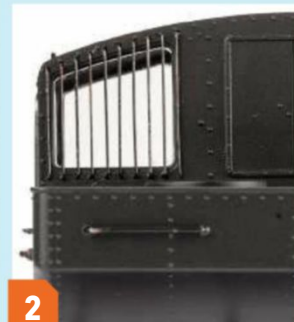
Eight-pin
socket

3 things we like



1

The smokebox door and surrounding rivets are really neatly executed.



2

The guard rails on the spectacle glasses are very fine.



3

There's even a small bucket to hang off the fire iron brackets.



D. BEECROFT

1: A perfect '8750' portrait: No. 9615 outside Frome shed in April 1958. It has welded tanks, no top feed, a whistle shield and injector overflow pipes outside of the frames.

2: The '67XX' series (both original and later cab designs) were built for shunting but without train brakes or steam-heating. No. 6760 has top feed.



3: No. 7701 was built by Kerr Stuart in 1930 and has riveted tanks. As a '57XX', it has the original cab style, and steps on the tank fronts are simple flat ones without the angled edges. Injector pipework goes outside the footplate.

4: Several panniers in the '46XX' series were transferred to the Southern Region. They sported extra lamp irons on the tank and had AWS equipment, the battery boxes being under the rear bufferbeam. Injector pipes are routed through the footplate.



DENNIS OVENDEN



COLOUR RAIL

a model with the wrong detail combination. However, Minerva has joined forces with etched 'plate specialist Narrow Planet to offer complete sets of cabside and smokebox numberplates - full instructions about how to order are supplied.

The result is that there's little relief to the plain black livery. The black has a good lustre, the BR 'cycling lion' is neat and well-printed, as is the yellow route availability code and 'C' power rating. Other than the red bufferbeams, that's about it.

If anything would tempt you into a small, 'O' gauge layout, it's this. Dapol has also announced plans to produce a '57XX', but it's still under development. It'll have to be very special indeed if it's going to better Minerva's model. (RF)



REVIEW REFERENCE

◆ *The Pannier Papers* (Nos. 2, 3 & 4) by Ian Sixsmith & Richard Derry (Irwel Press).

System builder

Other items to complement this model...



Coaches

Dapol (ex-Lionheart) 'B Set' coaches suit the '57XX'. Available from Tower Models (www.tower-models.com) costing £699.99 for four.



Brake van

There's no RTR 'O' gauge 'Toad', so you'll need Peco's kit. Available for just £36.55 from Osborn's Models. Web: www.osbornsmodels.com



Buildings

Timber Tracks' station building kit of Dymock, on the Ledbury & Gloucester Railway. Price: £300. Availability: www.timbertracks.co.uk

REVIEW VERDICT

PROS: Attention to detail, shape, features, finish, price.

CONS: Some build quality issues, otherwise nothing of note.

LOOKS 9.5
PERFORMANCE 9
FEATURES 9
DECORATION 9
VALUE FOR MONEY 9.5

92%

MINERVA MOS-8BET '8750' 0-6-0PT, BR UNLINED BLACK EARLY EMBLEM

OVERVIEW

Manufacturer: Minerva Model Railways
Ref. No. MOS-8BET
Unit No. N/A

Scale/gauge: 1:43.5

scale, 32mm gauge 'OO'

Body: Plastic with metal parts

Chassis: Metal with plastic parts

Weight: 764g

Min. curve radius: 3ft

ELECTRICS

Electrical system:

12V DC two-rail

Motor type:

Five-pole skew-wound

Lights?: No

DCC ready?:

Eight-pin socket

Current consumption

Max. speed: 0.2A

Stalled: 1A

MECHANISM

Drive system: Gear

train to rear driving

axle

Flywheel(s): Yes

Traction tyres: No

DIMENSIONS

Length (over buffers)

Height (over chimney)

Width (over footsteps)

Wheel diameter (driving)

Wheelbase

Wheel back-to-back

PROTOTYPE

31ft 2in

12ft 3 1/4in

8ft 7in

4ft 7 1/2in

15ft 6in

-

1:43.5 SCALE

217mm

86mm

62mm

33mm

109mm

-

MODEL

217mm

86mm

61mm

32.6

108.3mm

29.4mm

SERVICING

How to dismantle: Remove four screws and water balance pipe.

Where to oil: Factory lubricated; instructions suggest further lubrication after running-in.



217mm



86mm



61mm



Kernow MRC LSWR 'gate stock' twin pack

◆ **SCALE** 'OO' gauge ◆ **MODEL** Kernow K1003 and K1004 'gate stock' twin packs ◆ **PRICE** £129.99 ◆ **AVAILABILITY** Kernow Model Rail Centre exclusive ◆ **PERIOD** 1920s-60s

It's like that old metaphor about buses again. You wait years for some pre-Grouping Southern coaching stock and then two new models come up for review in consecutive issues. They even both have nicknames! Last month it was Bachmann's SECR 'birdcage' stock, and this time it's a move to the far south-west and Kernow Model Rail Centre's LSWR 'gate stock'.

As two-car push-pull sets, built in 1914 and offering rather basic accommodation, the 'gate stock' served on branch lines and local services. Some sets in the Plymouth area lasted into the late 1950s, powered by 'O2' and 'M7' 0-4-4Ts. Kernow's twin packs are thus the perfect accompaniment to their exclusive 'O2' model.

If you're seeking chapter and verse on individual vehicles you should consult www.semgonline.com/files/SR_Gate_Stock/GatesPro.pdf but briefly, the story of the 'gate stock' is complex, involving alterations and rebuildings, as well as a couple of renumberings. However, the Kernow models received for review represent two of the two-car push-pull sets in the condition in which they served BR. There seems little doubt that these elderly carriages suffered various patchings and platings in their later careers, and it would not be viable to make tools for every variation. I was pleasantly surprised, therefore, to find that Kernow has endeavoured to incorporate the most obvious variations between the two units in question. Thus, set No. 363, in BR carmine livery, comprises two panelled vehicles, while the green-liveried unit, No. 373, has steel-plated sides. I would not have been surprised to see a single version covering all liveries, so it is commendable that Kernow has gone to the expense of tooling the later, plated bodies for both vehicles. Kernow also offers sets in Maunsell and Bulleid Southern Railway liveries.

In summary, in the carmine set, S2623S was renumbered in 1939 from 6546 (built as 4304 in 1914).

The set number remained 363 throughout. Air-operated push-pull, electric lighting and a SR-style driving end were fitted after Grouping, and First Class was downgraded to Third in 1939.

S737S, built 1914 as 4255, was renumbered 737 after Grouping. It was rebuilt with air-operated push-pull, electric light and SR-style cab end in 1927. The set number remained 363 throughout and it was withdrawn in November 1958, at Lancing.

A similar story covers S2622S and S738S in the BR green set No. 373. This set was the last survivor, withdrawn in June 1960. It was privately purchased for preservation at the Bluebell Railway, but was cut up at Newhaven when local staff apparently ignored instructions from above to set it aside.

IT AIN'T HEAVY...

The first thing I noticed about these models is that they don't weigh very much. That lack of weight is largely due to the austere nature of the real thing, with its open centre vestibule and utilitarian seating, all of which has been neatly reproduced. However, the eye is quickly drawn to the feature that gave these vehicles their nickname, the curious wrought iron 'garden gate' across the open centre vestibule. This was

the only means of entry and exit. Separately fitted handrails and grab irons in an assortment of curly shapes adorn the sides and ends, and the etched metal gates are a work of art.

EYE OF THE BEHOLDER

To my eye, LSWR coaches were seldom a thing of beauty and the Kernow models capture the old and utilitarian look of these vehicles with their large square-cornered windows extremely well. That said, they're attractive in their own way – after a couple of days testing and reviewing these models I'd warmed to them.

Both models feature some very nice panelling on the sides of the cab and guard's section, the carmine set having just the minimalist original panelling on the lower sides of the passenger section. The green set has this area in its final plated-over form, but with dozens of what appear to be tiny rivet heads. A very excellent Colour Rail image of Set 373 shows this area as smooth with little sign of rivet heads, and in fact, those on the model are tiny indentations, rather than raised rivet heads. At certain angles they do indeed become invisible.

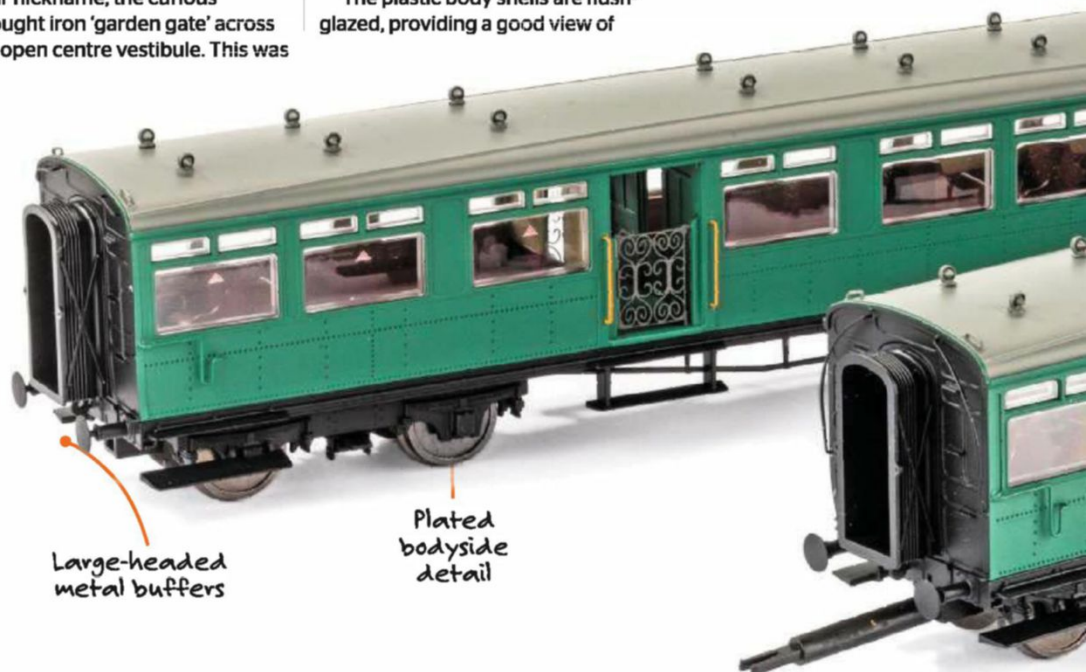
The plastic body shells are flush-glazed, providing a good view of



the spartan interiors which are well modelled, with transverse and sideways seating. Even the curved wooden seat ends have been nicely reproduced. There is, however, a seat blocking the gangway end in the driving car, a slip which wasn't spotted until it was too late to correct.

Inside, the carriage walls are finished in cream with the seats in a deep reddish-brown. The windows in the guard's van and cab are quite small by comparison and it is difficult to see inside, but there appears to be no internal detail in these areas beyond the two-tone colour of the walls.

The external finish of both our samples is matt. The green looks



Large-headed metal buffers

Plated bodyside detail



good to my eye and matches well with other SR stock from different manufacturers. However, just as with the 'birdcage' stock, I'm less happy about the shade of BR carmine. It's an OK match alongside Bachmann's 'birdcages', if a little more purple, but neither really reflects the brightness of the full-size livery. I'm afraid that we just have to be content with the fact that all manufacturers have adopted a similar 'toned-down' version of this livery. Most unusually for plain carmine livery, Set 363 carries waist-level lining, but there's photographic evidence to show that it is quite correct.

TO THE LETTER

Lettering is limited, but what is there is exceptionally fine, the dimensional data and other information on the ends being fully legible under a magnifier, yet almost invisible to the naked eye. 'No smoking' signs are carried on several windows.

The bogies are neatly moulded and fitted with some very substantial steps. They run on 14mm diameter metal disc wheelsets with insulated axles. On the underframe, the brake gear, dynamo and battery boxes are all

separately fitted and the underside of the floor even carries planking detail. The solebars are nicely detailed with moulded truss rods and a full complement of steps below the various doors.

Tension-lock couplings are fitted in NEM pockets mounted on a sprung cam arrangement which draws the cars closer together on straight track when being pulled. On test, the coaches ran well, drawn or propelled by a Hornby 'M7' on curves down to second radius. If you have complex track layouts of sharp radius points, as with any propelling operation, buffer-locking could be an issue.

RAISING THE BAR

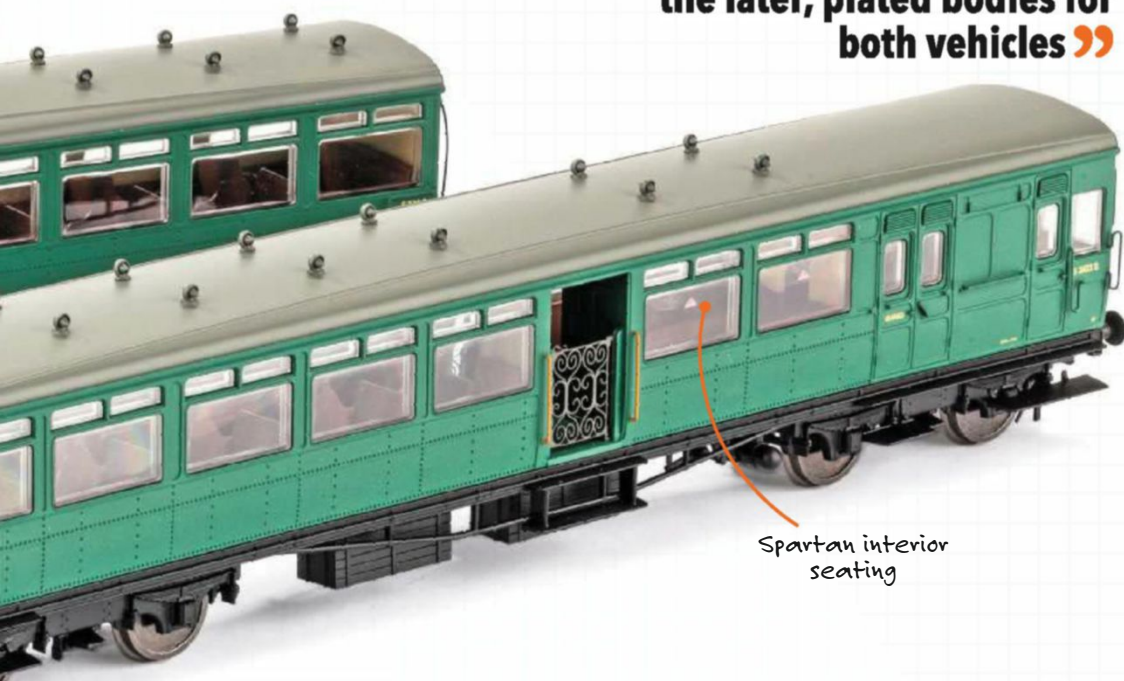
A rigid coupling bar, designed to fit in the NEM pockets is supplied in the bag with the hoses and dummy coupling for the outer end. I would recommend replacing the tension-lock couplings between the two cars with the rigid bar. It works wonders! I'd had trouble with buffer-locking at one particular point on our test circuit while

propelling with the tension-locks still in place. Once the rigid bar was fitted, I could propel the set through even the most complex reverse curves on our test track and it performed faultlessly.

I also ran the review vehicles on my layout at home with the Kernow 'O2', and it really does look 'the business'. The little O-4-4T handles the two-coach unit with ease, both pushing and pulling. Like most new coach models, the 'gate stock' falls within the £55-£70 per vehicle price bracket, so perhaps without provision for lighting they are not quite as good value as Bachmann's 'birdcage' stock. However, in my experience most Southern modellers are pretty partisan, and those who model the 'Sou'western' wouldn't be influenced by a few pounds difference in price - especially as a three-coach 'birdcage' set will set you back more than the 'gate stock' twin pack.

First announced in 2011, the 'gate stock' has been a long time coming. Has it been worth the wait? You bet! (CJL)

“It is commendable that Kernow has gone to the expense of tooling the later, plated bodies for both vehicles”



Spartan interior seating

3 things we like



1

Minutely printed data panel on the cab end.



2

Exquisite, eye-catching, etched metal gates on both cars.



3

Optional rigid coupling bar for stable propelling.

REVIEW VERDICT

PROS. Some exquisite detailing and date-specific variations.

CONS. Flat paint finish, otherwise little of note.

LOOKS	9
BUILD QUALITY	10
FEATURES	8
DECORATION	9.5
VALUE FOR MONEY	8.5

90%



Model: Bachmann Branchline Class 43 'Warship' D838 Rapid, BR maroon
Worth: £149.95
Question: The Class 43 TOPS code was later allocated to which type of train?
A: APT
B: HST
C: IEP

Model: Bachmann Branchline 32-534DS: Class 55 'Deltic' 55004 *Queen's Own Highlander*, BR blue (with sound!)
Worth: £249.95
Question: Napier's Deltic diesel engine has its cranks arranged in which shape?
A: Octagon
B: Square
C: Triangle



20 LOCOMOTIVE GIVEAWAY

We're celebrating *Model Rail's* 20th birthday in style by giving away 20 model locomotives. Entering our competition couldn't be easier: go to www.model-rail.co.uk/birthdaycomp and click on the links for the locomotives you'd like to win (see overleaf for entering the competition by post). Answer the questions and you could receive a shiny addition to your locomotive fleet. Closing date is November 20.

Model: Bachmann Branchline 32-287: Class 101 two-car DMU, BR blue/grey
Worth: £169.95
Question: When was the last Class 101 withdrawn from main line service?
A: 1983 **B:** 1993 **C:** 2003



Model: Graham Farish 372-629: '2MT' 2-6-0 No. 46460, weathered BR black
Worth: £139.95
Question: H.G. Ivatt's father, H.A. Ivatt, was locomotive superintendent of which railway?
A: Great Eastern Railway
B: Great Northern Railway
C: Great Western Railway

Model: Bachmann Branchline 31-430: '1F' 0-6-0T No. 1725, LMS unlined black
Worth: £95.95
Question: Sole-surviving 'Half Cab' No. 41708 is preserved where?
A: Barrow Hill Roundhouse
B: Midland Railway, Butterley
C: National Railway Museum





Model: Heljan 1322: '1366' 0-6-0PT No. 1370, GWR post-war green
Worth: £159.95
Question: Which famous stretch of railway was NOT worked by the GWR '1366s'?
A: Cromford & High Peak
B: Wenford Bridge branch
C: Weymouth Tramway



Model: Heljan 3481, Class 33/1 D6511, BR blue
Worth: £119.95
Question: The Class 33/1 had which piece of operating equipment?
A: Dellner coupling
B: Push-pull equipment
C: Third-rail pick-up shoe

Model: Heljan 6541, Class 26 26001/D5301 Eastfield, retro BR green
Worth: £119.95
Question: Eastfield depot is in which city?
A: Cardiff
B: Glasgow
C: London



LOCOMOTIVE AWAY!



Model: Hornby R3124 '42XX' 2-8-0T No. 4266, BR unlined black
Worth: £139.99
Question: Some '42XXs' were rebuilt as '72XXs'. What was their new wheel arrangement?
A: 2-8-0
B: 2-8-2T
C: 4-8-0T



Model: Bachmann Branchline 31-883, '4F' 0-6-0 No. 3848, Midland Railway black
Worth: £114.95
Question: Preserved Midland Railway '4F' No. 43924 is famous for being what 'first'?
A: First locomotive saved from Barry scrapyard
B: First locomotive to exceed 100mph
C: First locomotive built at Derby Works



Model: Dapol 2S-009-002: '2884' 2-8-0 No. 2892, GWR unlined green
Worth: £105.00
Question: The Western Region proposed building more '2884s' instead of accepting which new design?
A: Ivatt '2MT' 2-6-0 **B:** Riddles '9F' 2-10-0 **C:** Stanier '8F' 2-8-0

20 YEARS OF **MODEL RAIL**



Model: Bachmann Branchline 31-015: '7F' 2-8-0 No. 13810, LMS unlined black

Worth: £147.95

Question: The '7Fs' were built to work which railway?

A: Midland & Great Northern Joint

B: Settle & Carlisle

C: Somerset & Dorset Joint



Model: Hornby R3010 'King Arthur' 4-6-0 No. 771, Southern green

Worth: £149.99

Question: Sir Sagamore is a knight in the court of which king?

A: King Arthur

B: King Henry VIII

C: King Robert Baratheon

Model: Hornby Railroad R2881, 'Black Five' No. 5112, LMS unlined black

Worth: £99.99

Question: 'Black Fives' famously hauled which train?

A: '15 Guinea Special'

B: 'Flying Scotsman'

C: 'Orient Express'



Model: Graham Farish 372-030: 'Castle' 4-6-0 No. 5044, Earl of Dunraven, GWR 'shirtbutton' livery

Worth: £139.95

Question: Which railway company wanted a fleet of GWR 'Castles' for itself?

A: LMS **B:** LNER **C:** Southern



Model: Hornby R2984 Class 43 43013 and 43014, New Measurement Train Mk 3 twin-pack

Worth: £196.99 & £54.49

Question: The New Measurement Train was introduced by which organisation?

A: Network Rail **B:** Railtrack

C: Railway Technical Centre



Model: Bachmann Branchline 31-135: 'D11/2' 4-4-0 No. 62690, The Lady of the Lake, BR lined black

Worth: £118.95

Question: The Lady of the Lake was written by which poet?

A: Alfred Tennyson

B: John Betjeman

C: Walter Scott

Model: Hornby R3290: '2-HAL' two-car EMU 2639, BR green

Worth: £149.99

Question: The '2-HAL' was introduced in 1939, during the reign of which chief mechanical engineer?

A: Oliver Bulleid

B: Richard Maunsell

C: Robert Urie



Model: Oxford Rail OR76DG001, 'Dean Goods' 0-6-0 No. 2309, GWR 'garter crest' livery

Worth: £112.95

Question: Who designed the 'Dean Goods'?

A: Dixie Dean **B:** James Dean

C: William Dean



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HORNBY

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R2916 GWR 28XX (ROUNDEL)£109.50

R2918 GWR 38XX£109.50



R3171 P2 LNER 2-8-0£59.95

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R3102 BR KING EIP BLUE LTD ED.£108.50

R3115 BR WEST COUNTRY EXETER£129.00

R3132 LNER GREEN A3 BOOK LAW£109.00

R3189 LNER CLASS L1 GREEN£125.50

R3204 MT LSWR LINED GREEN NRM£121.50

R3208 BR SCHOOLS BRIGHTON£121.00

R3229 BR STAR CLASS BRITISH MONARCH£116.65

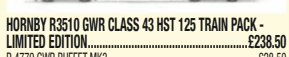
R3239 BR CLASS 700£115.00

R3276 LMS COMPOUND 4-4-0 FOWLER TENDER£55.00

R3277 GWR COUNTY OF DEVON 4-4-0£55.00

R3284 TTS FLYING SCOTSMAN SOUND£92.00

R3288 EVENING STAR BR GREEN 2-10-0£82.50



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R 4781 GWR TSO MK3£28.50

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R2946 4 BR VEP UNIT£119.95

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R3177 BR NRM 2 - BIL TWO CAR SET£105.00

R3260 SR 2 HAL GREEN£113.75

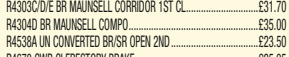
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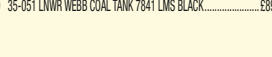
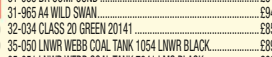
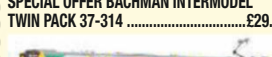
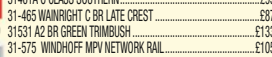
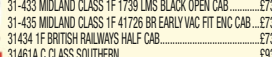
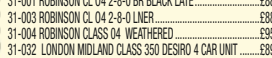
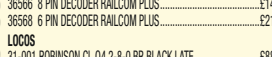
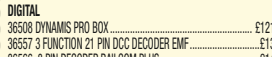
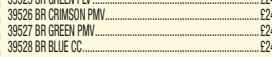
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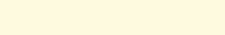
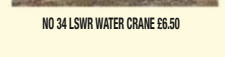
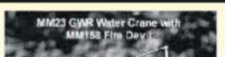
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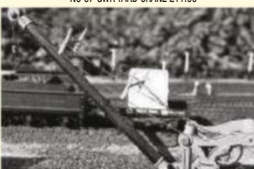
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The club room

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The guest chairman

Warley MRC's Alf Fantham chairs *Model Rail*'s first clubroom and explains how YOU can join one of the most famous model railway clubs in Britain.

Society: Warley MRC

Established: 1967

Location: Oldbury

Chairman: Alf Fantham

Warley MRC was formed in the late 1960s after a chance conversation between workmates at a local engineering factory. From this humble beginning, it has gone from strength to strength. Fifty years on, it runs the annual National Model Railway Exhibition [NMRE] at Birmingham National Exhibition Centre and owns sizable premises at Pearsall Drive, Oldbury.

We've always been a voluntary organisation with a policy of investing any profits back into both the club and the organisation of the NMRE. One major advantage of this is that the subscription is an all-inclusive annual cost – there are no extra charges for each visit. Members are able to attend every night the club is open (three evenings per week). Tea and coffee are also included!

In recent years we took the opportunity to become a Charitable Incorporated Organisation [CIO], which has brought additional benefits. As such, the club must comply with its charitable constitution status and is supported by CIO by-laws.

Twenty-five years ago we'd outgrown our exhibition venue and, with expert guidance from Paul Jones, we started looking for new premises. Birmingham offered a number of suitable venues and we opened negotiations with the NEC. This was a leap into the unknown, but with the support of modellers nationwide (and sometimes worldwide) we had a successful first year, and this success has continued.

Prospective members are always welcome and we have a policy of offering an eight-week trial period before they commit to becoming

Left: Alf (centre) speaks at the Pearsall Drive opening, with the late John Allison (left) and Pete Waterman. TONY WRIGHT



Warley MRC members know a thing or two about making a good layout: 'Broadwater Junction' (MR229).

CHRIS NEVARD

a full member. Once that decision has been made, members can get involved in whatever aspect of the club interests them. Some just want to spend their time reading in our large library!

We have a number of model railways, ranging from 'N' gauge to 'G' scale and new members are always encouraged to join any or all of the projects that interest them. We have an active student members section for those aged 12 to 18 (subject to them being accompanied by a responsible adult). If they go into higher education, they continue to enjoy the special student subscription rate, with all the benefits of being a full member.

A major focus at the club is the annual Warley NMRE. The running of the show is only possible with the help of the members, who give up their weekends to help run the event.

The size of our Pearsall Drive premises means we are able to hold open days, on which many of the club's layouts are in operation. We currently hold open days in February and July. The former attracts around 300 visitors per year, who only have to pay for refreshments and any purchases they make from our bring-and-buy sales. The benefit of these events is that any prospective members can get a feel for the club and what it has to offer.

Our extensive facilities include a meeting room with a table that will seat around 20 people. In keeping with our charitable status, the club makes this room available to outsiders and has hosted a number of events including Model Electronic Railway Group workshops and Scale 7 Group annual meetings. In addition, we have a collection of exhibition apparatus; this is available for use by other clubs, and the only costs they incur relate to the collection and safe return of any items.

If you would like more information on the club and its history, take a look at our website. And, of course, come along to one of our open days or club evenings – we're always happy to welcome new members.

Events

Open day 1: February 18

Open day 2: July 1

NMRE (2017): November 25/26

NMRE (2018): November 24/25

Club nights (from 1900)

'OO'/'HO'/'N'/'EM'/'NG: Tuesdays

'O'/'S7': Wednesdays

'OO': Fridays

Students: Alternate Fridays

Membership fees

Full: £90

Student: £36

Out of town: £45

Associate: £22.50

(The above are annual fees)

Address: Warley MRC, Unit 1F Pearsall Drive, Oldbury, West Midlands B69 2RA
E-mail: enquiries@warley-mrc.org.uk

Web: www.warley-mrc.org.uk

Warley NMRE: www.thewarleyshow.co.uk

The great day out

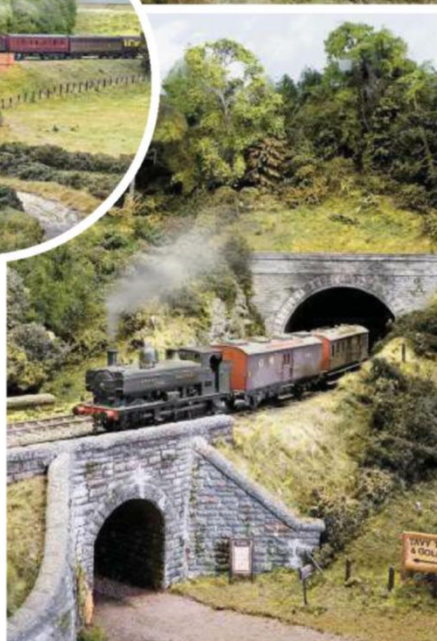
Fancy hitting the road for some inspiration? This month's great day out is the one and only **Pendon**.

Photography: Chris Nevard

Pendon. It's the pilgrimage every modeller should make at least once during his or her lifetime. The man who started it all, Roy England, founded his legacy in the 1950s and today, over half a century later, Pendon's 'Vale Scene' is still one of the most famous model railways in the world.

Set in the Vale of the White Horse, the 1920s/1930s era layout presents a patchwork of contributions from some of the most talented modellers in existence. Our very own Chris Leigh even helped produce the canopy brackets on the model of Culham station.

But Pendon isn't all about the 'Vale Scene'. It also includes the 'Dartmoor Scene' and John Ahern's famous 'Madder Valley'. Throw in a variety of annual events, including modelling workshops, and you can see why you owe it to yourself to pay Pendon a visit!



Plan your visit

Where is it? Long Wittenham, Abingdon, Oxfordshire OX14 4QD

Price: Adult (£7.50), over-60s (£6.50), child (£5.50)

Opening times: For opening times, visit the Pendon website: www.pendonmuseum.com

CLUB CHALLENGE

Use the skills you've learned in *Model Rail* to beat our monthly challenge.

This issue is all about detailing and improving your trains, and we want to see your related projects! Send a photograph of a locomotive or train that you've detailed, along with your name and address, to modelrail@bauermedia.co.uk (the subject line must read: 'Club Challenge') for the chance to win a special prize from the *Model Rail* cupboard.

Closing date: November 6 2017

Please note: The prize received is non-negotiable and *Model Rail* is not responsible for any damage caused during transit. For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html



Mr Leigh's detailed 'bubblecar' is on page 68.
JACQUES PORTAL

Muddle talk...

Modelling miscellany from the *Model Rail* Facebook page:

www.facebook.com/modelrail/

Relocating a driver in a second-hand Bachmann '37', so that he's at the same end as the pipework. I've only decapitated him twice and now I've just noticed that the locomotive headlights aren't working...

Tim Hall

I found my cat with bits of greenery in her fur. The door is usually shut, but someone (probably me) left it open...

Matt Cooke

[On *Miniatur Wunderland*]

I can't help but wonder what they'd do if there was a derailment somewhere in the middle...

Chris Bolland

Yesterday playing on a real railway at Kirkby Stephen East. Today, part fiction, part real maybe? I heard some Hawksworth coaches made it to Rail blue/grey, so I've repainted a Hornby one accordingly. Just need to put the tank filler pipes and bogies back on.

Derek Meller

[On Pendon] I'm Australian, but I went there during my last UK trip in 2015. Breathtaking artistry, concept and workmanship.

Malcolm Street

Hornby-Dublo - the best!!

Steve Thomas



Show & Tell

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

Match the prototype

P.R. Marshall, Burton-on-Trent

I've built around 12 locomotives out of matchsticks over the last 20 years. They're approximately 1:20 scale, and *Flying Scotsman* (below) contains about 35,000 matches!

I've since switched media and now scratchbuild in card. So far, I've built LMS 4-6-0 '7P' No. 46100 *Royal Scot* (pictured), an LMS 'Patriot', and a BR '5MT' (all in 1:20 scale). I'm currently working on a BR 'Britannia'.



Radio ga ga

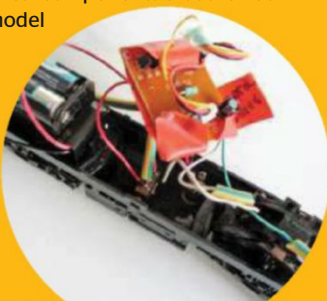
Kenny Mackenzie, by e-mail

After inheriting a 'OO' gauge layout, I experienced difficulty maintaining reliable operation. This was because of the usual problems: loose connections, dirty track and engine wheels, and poorly fitted fishplates. All of these factors prevented enough power or electricity from reaching the motor, which drives the locomotive.

It seemed to me that the answer was a locomotive that carried its own power supply, and that a battery was the best way of going about it. So I raided my old toybox and liberated a broken radio-controlled car. I removed the circuit board and wiring and installed it within the locomotive. I now have a radio-controlled locomotive that can run, despite the above problems.

Please note: Using electrical components that are not specifically tailored for model railway use can be dangerous. Always seek advice from a qualified electrician before attempting any project similar to the above.

Below: Kenny has used four AAA rechargeable batteries to keep the locomotive running.



Control system of the future?

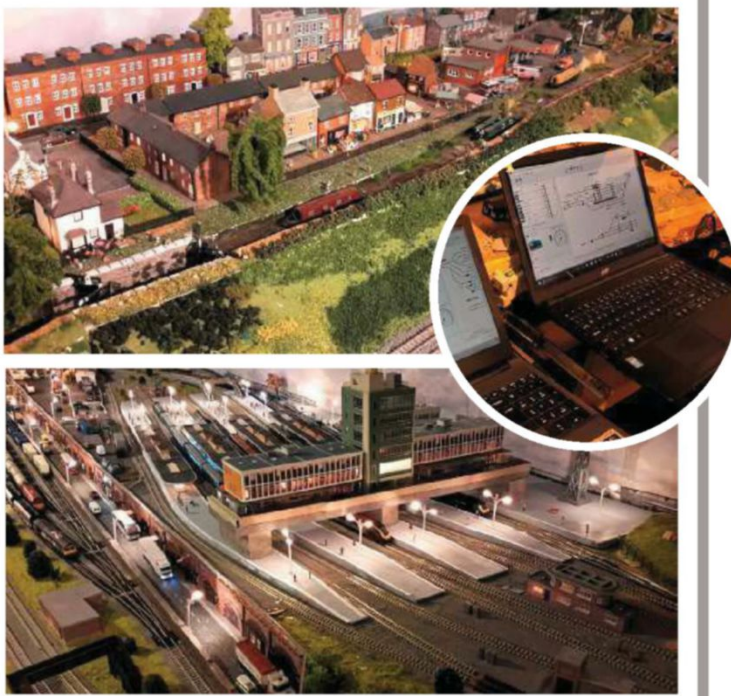
Alan Whitewick, Wiltshire

This is my large 'N' gauge layout, which I control using iTrain software, a Z21 controller and Lenz point accessories. I use two laptops; one acts as a server so visitors can connect their own laptop to the railway and join in the fun. The layout is about 24ft by 10ft and has taken me about three years to build so far. My wife has helped me make the scenery, particularly within the marina and village areas.

Z21 controller: www.z21.co.uk

iTrain software: www.berros.eu/en/itrain

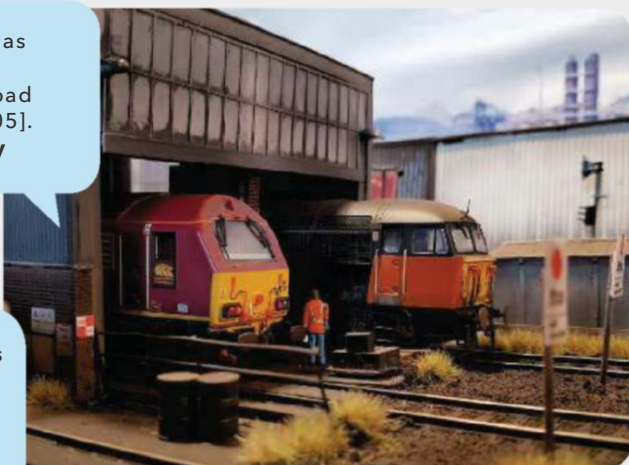
Alan's YouTube channel: <http://goo.gl/a5KH3e> (full link: www.youtube.com/channel/UC8iMIWRQKCZRFHwtTLKUODA)



MODELLING SUNDAYS

Posted on Facebook at 4pm every Sunday - let us know what you've been up to throughout the month.

'67' 67025 has arrived at 'Junction Road TMD' [MR205].
John Batley



Just finished this off for a friend ['67' 67027 in Colas Rail Freight livery].
Jon Harding



Not much modelling (more weathering). Got these and 32 others done.
Paul Dixon



Finishing 'Severn Tunnel East' [MR238]. Added the signalman's veg patch!
Stephen Fay

Post your photographs, with a short description, beneath our Modelling Sundays Facebook post for the chance to have your work featured in *Model Rail*.
Web: www.facebook.com/modelrail

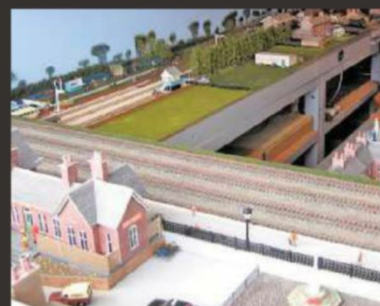


Layout spotlight

'Hedon'
Dennis Cannon,
West Yorkshire

This is 'Hedon', my 'OO' gauge layout inspired by the railways of Hull, as they were in the 1950s. Hedon, to the east of Hull, never had a High Level railway, but I built it to serve the dual purpose of hiding the semi-circular end of the layout and also to represent the elevated tracks that carried The Hull and Barnsley Railway.

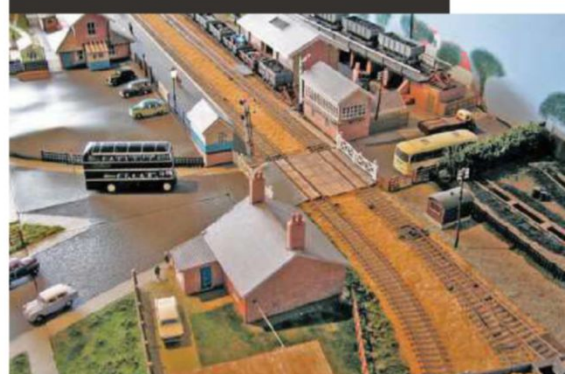
The layout includes chalk hoppers and cement wagons because there was a chalk quarry at Hessle, on the west side of Hull, that provided raw materials for Earle's cement factory (on the east side of the town). To mimic the extensive docks and the vessels that used it, I've made use of the ship on one of Peco's backscenes too.



A central cut-out provides easy access during maintenance - not to mention a fantastic viewpoint during operation!



The ship from Peco's Dock Centre backscene (SK-20), makes for a stunning dockside backdrop.





Exhibition Diary

What's on in your neck of
the woods this month

OCTOBER 19-22

LEAMINGTON SPA, WARKS.

Midlands Model Engineering Exhibition. Warwickshire Exhibition Centre, nr Leamington Spa CV31 1XN. **Time:** Thu-Sat: 1000-1700, Sun 1000-1600. **Admission:** (online/door) Adult £9.50/10.50, Senior £8.50/9.50, Child £3/4. **Tel:** 01926 614101. **Web:** www.midlandsmodeleengineering.co.uk

OCTOBER 21

CHELMSFORD, ESSEX.

Chelmsford MRE. St John Payne School, Patching Hall Lane, Chelmsford CM1 4BS. **Time:** 1000-1630. **Admission:** Adult £4.50, Senior £4, Child £2. **Tel:** 01245 465854. **Web:** www.chelmsford-and-district-mrc.webs.com

CHICHESTER. MRE. Chichester High School for Boys. **Time:** 1000-1630. **Tel:** 07777 681292. **Web:** www.chillions.org

COPNOR, PORTSMOUTH. St Cuthbert's Church MRS. Lichfield Road, Copnor, Portsmouth PO3 6DE. **Time:** 1000-1700. **Admission:** Adult £3.50, Child £1.50.

DIDCOT, OXON. Abingdon & District MRC MRE. Didcot Civic Hall, Britwell Road, Didcot OX11 7JN. **Time:** 1000-1700. **Admission:** Adult £6.

E-mail: pthunt.mrc@outlook.com

HINCKLEY, LEICS. Hinckley MRS. St Peters RC Church Hall, Leicester Road, Hinckley LE10 1LW. **Time:** 1000-1600.

Admission: £3. Tel: 07805 078720.

SANDHURST, BERKSHIRE. Bracknell Railway Soc. & Sandhurst Mayor's Charity. Community Hall, Sandhurst Memorial Park, Sandhurst GU47 9BJ. **Time:** 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **Web:** www.bracknellrailwaysociety.co.uk

OCTOBER 21-22

GREENOCK. Greenock & District MRC MRE. Lyle Kirk, Union Street, Greenock PA16 8DD. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £4.50, Concession: £3.50, Family £13. **Tel:** 07795 681994.

HARTLEPOOL. Hartlepool MRE. Hartlepool College of Further Education, Stockton St, Hartlepool TS24 7LB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Senior £5, Child £4.

MONTREAL WEST, CANADA. The British MRC of Montreal's 'Open House'. 132 Ronald Drive, Montreal West H4X 1M8, Quebec. **Time:** 1000-1600. **Admission:** Free. **Web:** britishmodelrailwayclubofmontreal.blogspot.co.uk

STROUD, GLOS. Gloucester MRC MRE. Thomas Keble School, Eastcombe, Stroud GL6 7DY. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2.50, Family £10. **Tel:** 01452 720599. **Web:** www.cotswoldmrs.co.uk

TAUNTON. Somerset Railway Modellers Club MRS. Taunton School, Staplegrove Road, Taunton TA2 6AD. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £7, Senior £6, Child £3. Family £15. **Tel:** 07891 041026. **Web:** www.somersetmrc.org.uk

UCKFIELD, EAST SUSSEX. Uckfield MRC MRE. Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE. **Time:** 1000-1700 both days. **Admission:** Adult £6. **Tel:** 01903 745759 (eves). **Web:** www.uckfieldmrc.co.uk

OCTOBER 22

WIMBORNE, DORSET. The Central Southern Gauge O Group. Allendale Community Centre, Hanham Road, Wimborne BH21 1AS. **Time:** 1000-1600. **Admission:** Adult £4. **Web:** www.csgo.org

OCTOBER 28

AMERSHAM, BUCKS. Chiltern Hills Vintage Train Group Classic Model Train Show, St John's Methodist Church Hall, 66 Woodside Road, Amersham HP6 6AJ. **Time:** 1030-1700. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01895 672251.

FELIXSTOWE. Felixstowe Area "N" Gauge Group. Trinity The Welcome Hall, High Road, Trimley St Mary IP11 ONT. **Time:** 1000-1600. **Admission:** Free. **Tel:** 01394 277211. **Web:** www.felixstowengauge.org.uk

HIGHBRIDGE, SOMERSET. Bristol & Somerset Group Vintage Hornby Train Show. The King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE. **Time:** 1000-1600. **Admission:** £3. **Tel:** 01278 789031. **Web:** www.somersetthra.org.uk

NEWBURY, BERKSHIRE. Newbury MRC MRE. St Bartholomew's School, Buckingham Road, Newbury RG14 6JP. **Time:** 1000-1630. **Admission:** Adult £5, Senior £4.50, Child £2.50, Family £10. **Tel:** 07590 429643.

RAINHILL, MERSEYSIDE. Stephenson MRG MRE. The Guide House, Corner Old Lane and Stoney Lane, Rainhill L35 9JY. **Time:** 1000-1700. **Admission:** Adult £2.50, Child £1.50. **Tel:** 0151 430 6883. **Web:** www.stephensonmrg.org.uk

SEAFORD, SUSSEX. Seaford MRS. Seaford Baptist Church Hall, Belgrave Road, Seaford BN25 2EE. **Time:** 1000-1700. **Admission:** £4, Concession £3.50, Child £1. **Tel:** 07775 772246. **Web:** www.newhavendmrc.com

SHERWOOD, NOTTS. Nottingham Woodthorpe MRC MRS. Sherwood Community Centre, Mansfield Road, Sherwood NG5 3FN. **Time:** 1000-1700. **Admission:** Adult £4, Child/Concession £3, Family £12. **Tel:** 01159 621153. **E-mail:** bobheath@instalek.com

SWANLEY, KENT. The Greenwich & District Narrow Gauge Railway Society Expo Narrow Gauge 2017. White Oak Leisure Centre, Hilda May Ave, Swanley BR8 7BT. **Time:** 1000-1700. **Admission:** Adult £8, Member/Concession £7, Child £1. **Web:** www.expong.org

WELSHPOOL, POWYS. Newton MRS Mid Wales Model Railway Show. The Town Hall, High Street, Welshpool SY21 7JQ. **Time:** 1030-1630. **Admission:** Adult £4. **Tel:** 01938 559350. **E-mail:** nearleighworks@gmail.com

WYKEN, COVENTRY. Coventry and Warwickshire Open Day. Church of the Holy Cross, St Austel Road, Wyken CV2 5AE. **Time:** 1000-1500. **Tel:** 02476 313221.

YIEWSLEY, LONDON. Hillingdon Railway Modellers Test Track Open Day. Yiewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1600. **Admission:** £4. **Tel:** 0208 368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

OCTOBER 28-29

BODMIN, CORNWALL. Bodmin & District MRC MRE. Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD.

Time: Sat 1000-1700, Sun 1000-1600.

Admission: Adult £4, Child £3, Family £10. **E-mail:** bobhillcote@aol.com

CHELTHENHAM, GLOS. Cheltenham Great Western Modellers Group MRE. St Margaret's Hall, Coniston Road, off Windermere Road, Hatherley GL51 3NU. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £4, Child £2.50, Family £9. **Tel:** 01242 517788.

Web: www.cheltmodrail.org.uk
HAZEL GROVE, STOCKPORT. Hazel Grove and District MRS MRE. Hazel Grove Sports Centre, Hazel Grove High School, Jacksons Lane, Hazel Grove Stockport SK7 5JY. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £3. **Web:** www.hgdmrs.org.uk

SPENNYMOOR, DURHAM. Spennymoor MRS. Whitworth Park School, Whitworth Lane, Spennymoor DL16 7LN. **Time:** 1000-1600 both days. **Admission:** Adult £4, Concession £3, Child £1.50, Family £8. **Tel:** 01388 817907. **Web:** www.wrlpg.com

STOCKPORT. Hazel Grove and District MRS MRE. Hazel Grove Sports Centre, Hazel Grove High School, Jacksons Lane, Hazel Grove SK7 5JY. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £3. **Web:** www.hgdmrs.org.uk

WEYMOUTH, DEVON. Weymouth MRA MRE. Wey Valley School, Dorchester Road, Weymouth DT3 5AN. **Time:** Sat 1030-1630, Sun 1000-1545. **Admission:** Adult £6, Child £2, Family £14. **Tel:** 01305 778869. **Web:** www.weymouthmra.co.uk

OCTOBER 28-30

BLACKROCK, CO. DUBLIN. South Dublin MRC MRE. Blackrock College, Blackrock. **Time:** 1100-1700. **Admission:** Adult £8, Child/Senior €6, Family €20. **Tel:** 00353 86812 6112. **Web:** www.sdmrc.ie

OCTOBER 29

BRACKNELL, BERKS. Hurley O Gauge MRC Binfield O Gauge MRS. Newbold Church, Popeswood Road, Binfield RG42 4AN. **Time:** 1000-1630. **Admission:** Adult £7, Child £1, Family £14. **Tel:** 07753 525202. **Web:** www.hurleymodelrail.club/show.html

NOVEMBER 4

HIGH WYCOMBE. WYCRAIL 2017. Cressex Community School, Cressex Road, High Wycombe HP12 4UD. **Time:** 1000-1700. **Admission:** Adult £6, Child £4, Family £18. **Web:** www.hwdmrs.org.uk

KEMPSTON. Kempston & District MRS MRE. Kempston East Methodist Church, 227 Bedford Rd, Kempston MK42 8DA. **Time:** 1000-1700. **Admission:** Adult £5, Concession/Senior £3, Child £1. **Tel:** 07971 944114. **E-mail:** brownlee243@yahoo.com

LEICESTER. Braunstone MRE. St Peter's Church, Woodshawe Rise, Leicester LE3 1RH. **Time:** 1100-1600. **Admission:** Adult £2.50, Concession £2. **E-mail:** systonmodelrailway@gmx.co.uk

Web: www.stpetersbraunstone.org.uk

PLYMOUTH. North Road Railway Club and Plymouth & SE Cornwall MRC MRE. Yealmpton Community Centre, Stray Park, Yealmpton PL8 2HF. **Time:** 1000-1630. **Admission:** Adult £2.50, Senior £2, Child £1, Family £6. **Tel:** 01752 672374. **E-mail:** jandgcommunications@btinternet.com

THEYDON BOIS, ESSEX. Epping Railway Circle MRE. The Village Hall, Theydon Bois, Essex CM16 7ER. **Time:** 1000-1700. **Admission:** adult £4, Child £3. **Tel:** 020 8508 1764. **Web:** www.eppingrailwaycircle.com

WREXHAM. Hobbies, Toy and MRE. Wrexham Memorial Hall, Bodhyfryd, Wrexham LL12 7AG. **Time:** 1000-1600. **Admission:** Adult £3.50, Child £1. **Tel:** 0151 6383915. **Web:** www.worldofmotion.com

NOVEMBER 4-5

BARNSELY, YORKS. Barnsley MRC MRE. Hoyland Leisure Centre, West St, Hoyland, Barnsley S74 9EH. **Time:** 1000-1700. **Admission:** Adult £5, Concession £4. **Web:** www.barnsleymrc.org.uk

CREWE. Alsager Railway Association Crewe MRE. Legends Conference Centre, Bentley Motors Ltd, Sunnysbank Rd, Crewe CW2 8WD. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £6, Child £2, Family £14. **Tel:** 07747 087050. **E-mail:** jrf.cox@hotmail.co.uk

NEWPORT, IOW. Wight MRG MRS. Medina Leisure Centre, Fairlee Road, Newport PO30 2DX. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Child £3.50, Family £15. **Tel:** 01983 755527. **Web:** www.wmrg.club

NORTHFLEET, KENT. The Gravesend MRS. Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4. **Tel:** 07821 254232. **Web:** www.gres.org.uk

NOVEMBER 5

BUBWITH, YORKS. Carlton Railway Society MRS. Bubwith Leisure Centre YO8 6LX. **Time:** 1000-1600. **Admission:** Adult £4, Concession £2. **Tel:** 07795 831494.

NOVEMBER 11

BARRY, VALE OF GLAMORGAN. Barry and Penarth MRC. Cadoxton Conservative Club, Vere St, Cadoxton CF63 2HU. **Time:** 1100-1630. **Admission:** Adult £3, Child £2. **Tel:** 07891 226753. **E-mail:** bmd6753@yahoo.co.uk

HEYWOOD, LANCs. Heywood MRG MRE. Club Rooms, Unit 3, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmr.co.uk

ROMFORD, ESSEX. Romford MRS MRE. Marshalls Park School, Pettits Lane, Romford RM1 4EH. **Time:** 1000-1700. **Admission:** Adult £5, Child £4, Family £14. **Tel:** 07946 615381.

THORNCOMBE, DORSET. Thorncombe Village Hall & School, Chard St, Thorncombe TA20 4NE. **Time:** 1000-1600. **Admission:** Adult £4. **Tel:** 01297 552280. **E-mail:** gbdevon49-mre17@yahoo.co.uk

PROMOTE YOUR EVENT HERE

Model Rail is happy to accept details of club exhibitions for inclusion on this page free of charge on the understanding that details may be edited down to suit available space and that Model Rail and its staff are not held responsible for any errors, howsoever caused. Send your exhibition details to: Model Rail Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail jane.skinner@bauermedia.co.uk

Entries for the December 2017 issue should reach us by October 27 2017.

What's going online?

Model Rail TV

Mike travels to the East Coast Main Line to visit our very own Dave Lowery and his giant 'O' gauge layout (MR231). From live steam to state-of-the-art sound systems to the real railway, Dave is living proof that model railways don't have to be taken seriously.

Release: The first episode is live now. Three more episodes will be released - visit our Facebook page for updates: www.facebook.com/modelrail

YouTube: www.youtube.com/watch?v=ABnt8ABaYXO

Watch
this month's
exciting
new video -
NOW!

Quick links

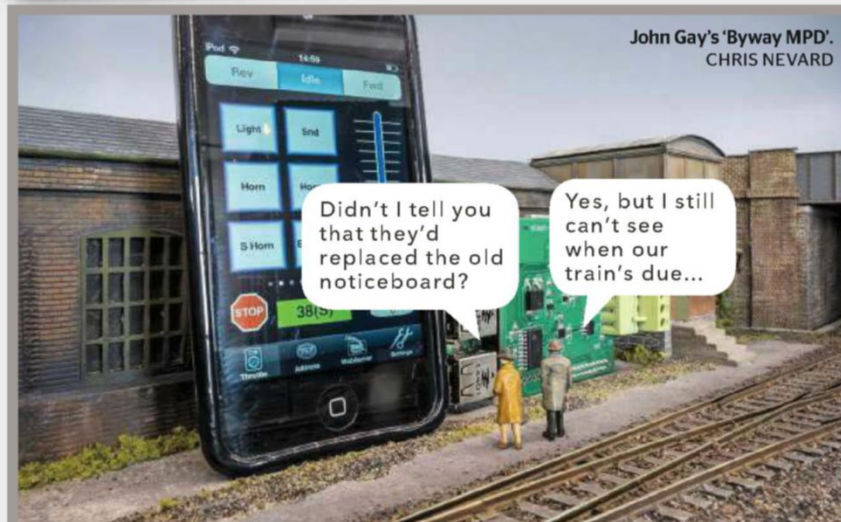
The Chris Leigh Blog

He's got over 50 years of experience in railway journalism - that's a *lot* of stories. For more of Chris' ramblings, general musings and recreational modelling projects, head over to the Chris Leigh Blog. This month, Chris struggles to find a specific ready-to-plant model or kit for his 'N' gauge project. Follow the link below to find out more...

Web: www.model-rail.co.uk/new-blog



Go to: www.youtube.com/watch?v=ABnt8ABaYXO



John Gay's 'Byway MPD'.
CHRIS NEVARD

Didn't I tell you
that they'd
replaced the old
noticeboard?

Yes, but I still
can't see
when our
train's due...

Caption that pic!

Our Facebook community has been busy coming up with barmy suggestions to caption the photograph above. The person who made us chuckle the most this month was Christine Muir. Keep an eye out on our Facebook page for more amusing pictures for you to caption - but remember, it's just for fun!

Newsletter

Stay up to date with all of the *Model Rail* news and special *Model Rail* exclusive deals by signing up to the four-weekly *Model Rail* newsletter. The newsletter also contains updates on our website's latest content, so you won't ever miss out.

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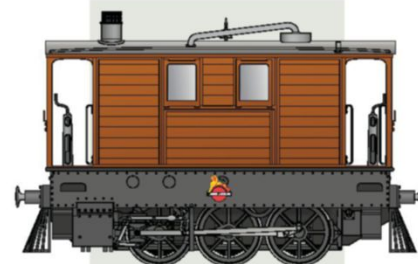
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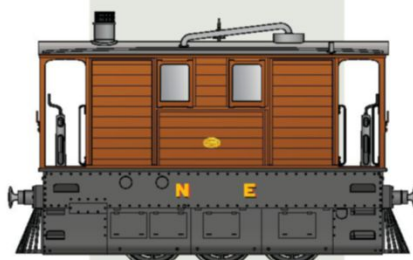
MR-203
No. 68225, BR early
emblem weathered,
no skirts



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



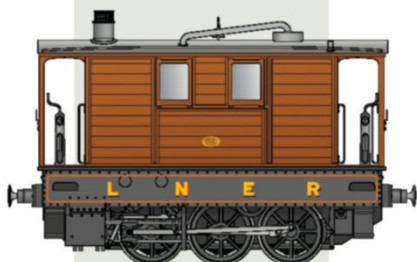
MR-205
No. 68223, British
Railways lettering,
full skirts



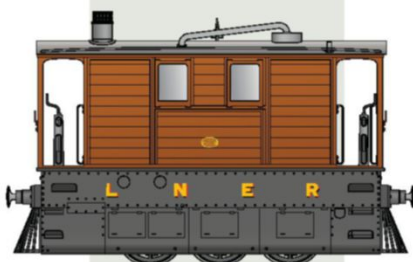
MR-206
No. 7128, LNER
wartime livery,
full skirts



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



MR-208
No. 7126, LNER
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no skirts



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* Pre-production models shown



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No. 68138, BR
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early emblem



MR-015
LMS Sentinel
No. 47182, BR
unlined black,
British Railways
lettering

MR-016
LNER 'Y3' No. 42, BR
unlined black,
Engineer's Department
lettering (weathered)



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MR-017
Royal Engineers
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Board black



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- ◆ Interior cab lighting
- ◆ Sprung buffers
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- ◆ Limited to 500 pieces

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GAUGE

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LAST FEW

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GAUGE

'PILLBOX' BRAKE VAN

BACHMANN 38-404Z: SATLINK ZTR SR

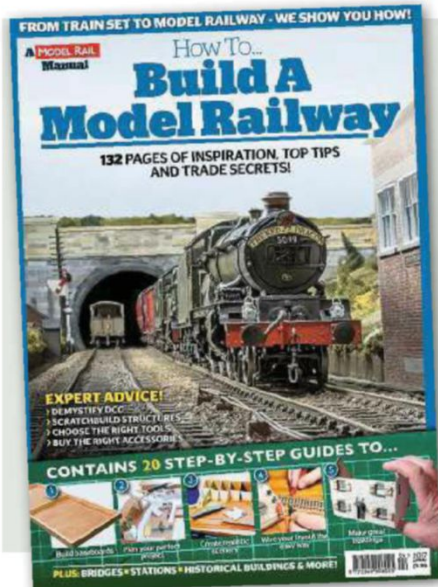
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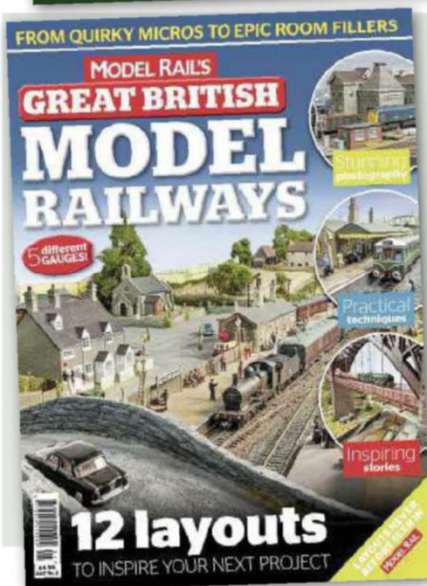


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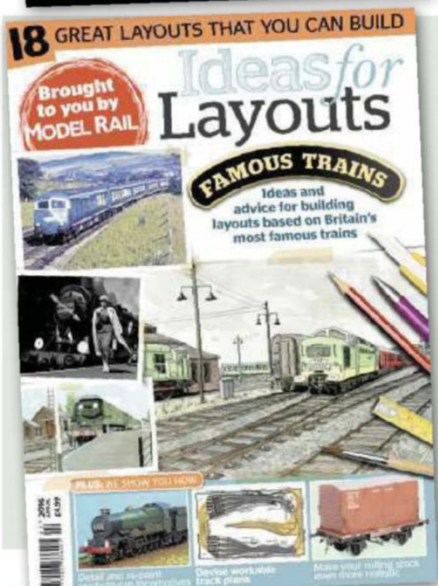
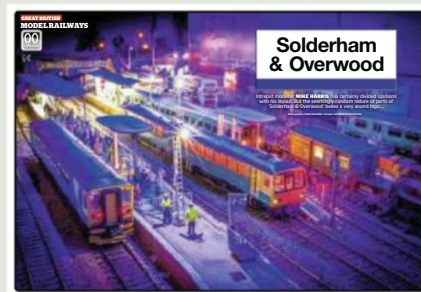


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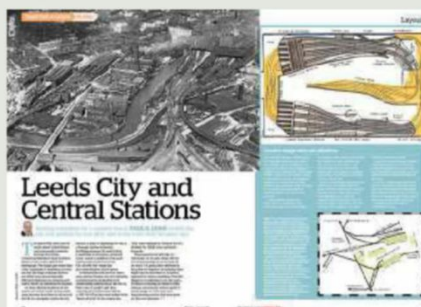


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GET READY FOR WARLEY!

It's nearly that time of year again, when crowds flock to Warley National Model Railway Exhibition at the National Exhibition Centre, Britain's premier model railway show. Here's the essential guide to November 25/26's extravaganza.

'Z' gauge

'Aldbrough', Graham Jones

2mm:1ft scale

'Apa Park & Apa Gele', Callum Sutherland
'Ardmore', Derek Gelsthorpe
'Glenellen Castle', David Harison
'Gravelly Oak', Ed Purcell/Warley MRC
'Horseley Fields', Nick Dibben
'James Street', Steve Wright
'Kings Park', Andy Stephney
'Llangerisech', Nigel Ashton
'Longmoor', Ray Oliver
'Loughborough Derby Road', Stephen Sims
'Moorside Valley Railway', Paul Begg
'Snow Valley', Martin Roper
'Sutton on Sea', Simon Culverhouse
'Titheridge Junction', Bradford MRC
'West Tilgate', Crawley MRS
'Whetton Parva', Jim Ross

3mm:1ft scale

'60 years of Tri-ang TT', Kevin West

3.5mm:1ft scale

'Farlington', Tom Howells & Mick Scarrow/Warley MRC

4mm:1ft scale

'1967 - Britain's Last Great Steam Show', Barry Oliver and Friends
'Appleton Junction', Peter Brackenbury
'Bottle Kiln Lane', John Thorne*
'Ebridge Mill', Graham Tandy & Mike Duffield
'Goathland in OO', Simon & Hannah Denham
'Hardly Mine Two', Eddie Bristow*
'Hounslow Sidings', Ray Northwood
'Ilkeston Town', Dave Jones
'Kettlewell', John Stocks
'Launceston Steam Railway', Richard Holder*
'Leighton Buzzard', The late Peter Denny (presented by Tony Gee)
'Llandyrau', Paul Towers/Warley MRC*
'Lynth-Haven', Darren Bilcock
'Market Rasen', The Rase Model Railway Group
'Mostyn', Barrowmore MRG
'Old Blarney', Perth & District MRC
'Pearsall MPD', Warley MRC
'Rowntree Halt', Ebor Group of Railway Modellers
'Soberton', Fareham & District MRC
'Stratford Road', Colchester & District MRC
'The Arigna Branch', Andy Cundick
'Victoria', Dave Tailby
* Narrow gauge

7mm:1ft scale

'Bankfield Road', John Kneeshaw/Warley MRC
'Butterfly Lane', Nigel Tansley/Warley MRC*
'Cragganmore', Elgin MRC
'Crowsnest Wharf', Trevor Hughes*
'Ellerton Road', Warley MRC
'Grindley Brook', Hillingdon Railway Modellers
'Harlyn Pier', Peter Beckley
'Lancaster Green Ayre', Jamie Guest & Wakefield MRC
'Matthew's Yard', Nigel Adams
'Saltdean', Peter Smith/Warley MRC



CHRIS NEVARD

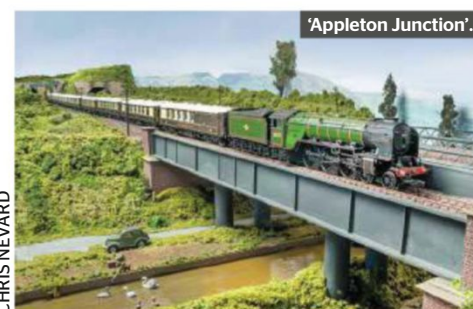
'St. Brayden', Rutherford Appleton Laboratory MRC*
'Teign House Sidings', Bob Harper/Warley MRC
'Ventnor West', Kevin Cartwright
'The Wallows', Mike Bragg/Warley MRC
'Winterley Wharf', John Shaw
* Narrow gauge

Large scale

'Blackgang', Mark Precious
'Far Twittering & Oysterperch', Warley MRC
'Hortus Halt', Warley MRC
'Stanley Junction', G1 MRA Midlands Group

Overseas layouts

'Bifurcations de Saint Benoit' ('HO'), Ferroviennne Modelisme
'Blokpost 13' ('HO'), Modelspoorvereniging Blokpost 13
'Braggels Baenke' ('HO'), Ger Lurken
'Bw-Rheinbruecke' ('HO'), Friedel Helmich
'Coeur D'Alene' ('On30'), Garth Ponsonby/Perth & District MRC
'Elevador do Bom Jesus do Graga' ('O'), Paul de Groot*
'Erlaufklause' ('HOe'), John Attewell
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'Ijsselstein Diorama' (forced perspective), Peter Dillen
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'Sutherland' ('N'), N Gauge Society Felixstowe Area Group
'Tilley Yard South' ('HO'), Rob Strachan
'Van Lingen Naar Gefrees 11' ('Gauge 1'), 'Leuvense Spoorreen Vrienden' VZW
* Narrow gauge

ESSENTIAL INFORMATION - WARLEY EXHIBITION 2017

When is it?

Saturday November 25 2017, 0945-1800.
Sunday November 26 2017, 0945-1700.

Where is it? Hall 5, National Exhibition Centre, Birmingham B40 1NT

How can I get there?

■ **By train:** The NEC is situated adjacent to Birmingham International Railway Station. For further information on travelling by train to Birmingham International, contact National Rail Enquiries **Tel:** 03457 484950
Web: www.nationalrail.co.uk

■ **By car:** The NEC is eight miles east of Birmingham. The carparks are accessible via the M1, M5, M6, M6 Toll, M40 and M42 motorways.

Where can I find out more?
www.thewarleyshow.co.uk

What does it cost?

Adult£16.00 (£14.50*)
Adult Two-day£29.00 (£26.00*)
Child£9.50 (£8.00*)
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Family (2 plus 3)£50.50 (£43.00*)

*Advanced tickets can be purchased by posting a cheque (made payable to Warley MRC Exhibitions Ltd) along with a stamped, self-addressed envelope (to arrive no later than November 10) to: Advanced Ticket Sales, Warley National Model Railway Exhibition, 86 Gospel End Road, Dudley, West Midlands DY3 3YU. Advanced tickets can also be purchased from 08445 810737 or www.theticketfactory.com
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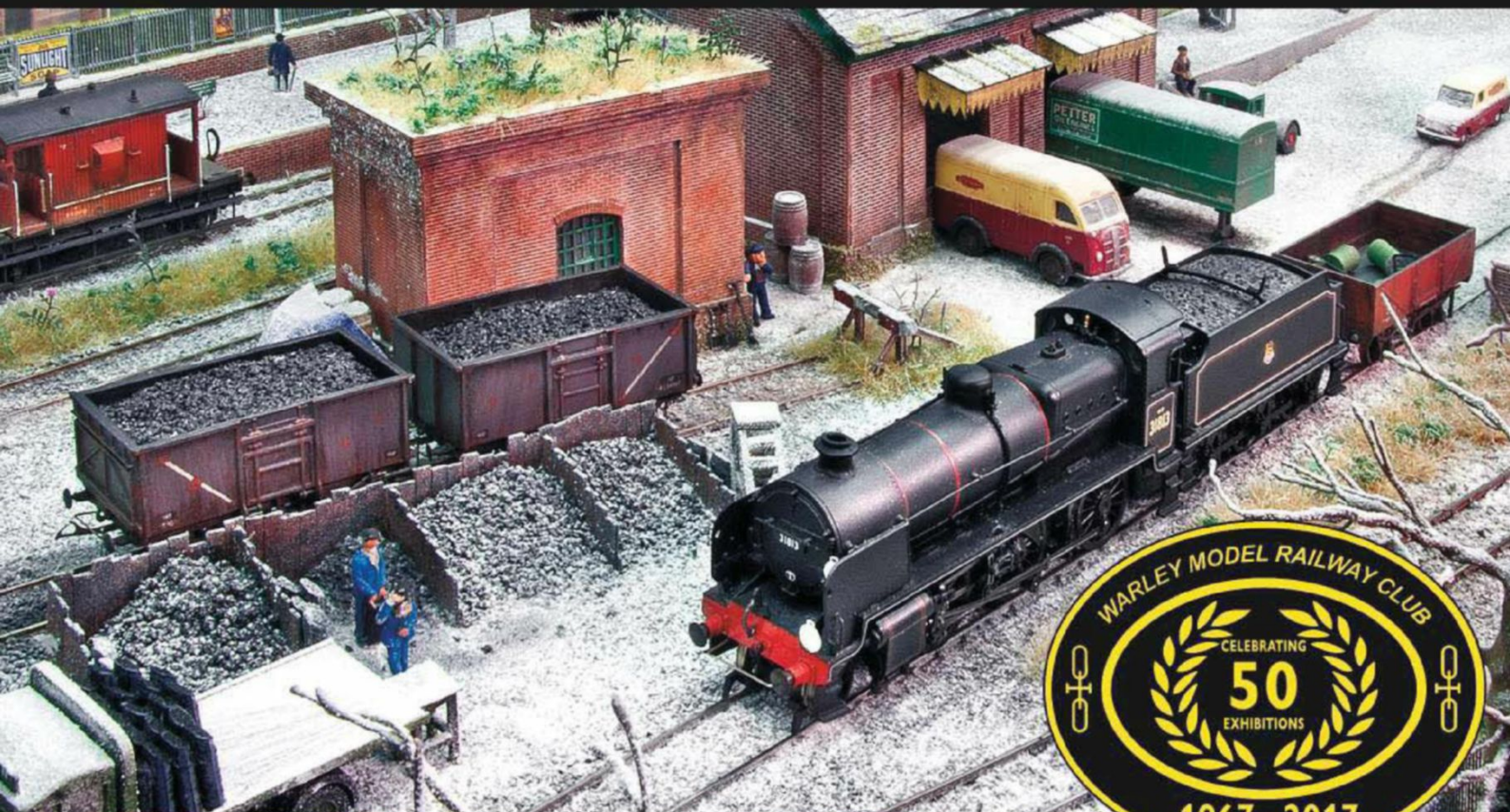
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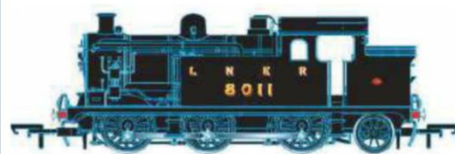
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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655

**17 Montague Road,
Widnes, WA8 8FZ**

Phone opening times Shop opening times
Mon to Sat **7:30am-6pm** Mon to Sun **9am-5pm**
Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/ 122	hattons.co.uk/dapolbubble	£123.25	Dec 2012					121		122
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/OGaugeWW	£85	Oct 2016							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 05	hattons.co.uk/hel05	£315	May 2016							
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	TBA	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Hilachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Class 87	hattons.co.uk/hornby87	£169.99	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdgc	£95	Jan 2016							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 28/09/17.



17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: info@hattons.co.uk

Est. 1946

OO Gauge (1:76 Scale)

Steam locos

R3515 Battle of Britain Class (Air Smoothed) 4-6-2
21C168 "Kenley" in Southern Railway malachite green - "The Final Day" special edition (Hor) £161

31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) **BARGAIN** £79

1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel) £124

1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) £124

H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green G W R lettering (DJ) £99

H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99
H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99
31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56
32-826A Class 2MT 2-6-0 Ivatt 46460 BR lined black early emblem (Bac) £123.21

R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99) **BARGAIN** £105

31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) **BARGAIN** £69

31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN** £72

R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £93.99) **BARGAIN** £60

R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £44.99) **BARGAIN** £25

R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99) **BARGAIN** £82

R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) **BARGAIN** £82

R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor) £67

R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN** £57

R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (RRP £99.99) **BARGAIN** £58

31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac) £106.21

32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (RRP £134.95) **BARGAIN** £88

32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) £118.96

R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) **BARGAIN** £45

R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor) £119
31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (Bac) (RRP £109.95) **BARGAIN** £79

31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £203.95
R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £181.99) **BARGAIN** £109

R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shirtbutton logo (Hor) (RRP £181.99) **BARGAIN** £109

R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (RRP £181.99) **BARGAIN** £109

31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55

31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95) **BARGAIN** £104

R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) **BARGAIN** £69

R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £69

R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69

R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor) £153

R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) £89

R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £94.99) **BARGAIN** £55

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (RRP £119.99) **BARGAIN** £85

R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99) **BARGAIN** £68

31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) (RRP £179.95) **BARGAIN** £121
31-631 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95) **BARGAIN** £121

R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) **BARGAIN** £94

R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) £74.06

R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (RRP £132.99) **BARGAIN** £85

R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (RRP £99.99) **BARGAIN** £70

R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in LNER wartime black (Hor) (RRP £164.99) **BARGAIN** £109
R3338 Class B1 4-6-0 61310 BR Apple Green (Hor) (RRP £155.99) **BARGAIN** £87
R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER Lined Apple Green (Hor) (RRP £159.99) **BARGAIN** £99

R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (RRP £131.99) **BARGAIN** £74
R3433 Class B17/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) **BARGAIN** £99

R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) **BARGAIN** £80

R3530 Class J15 0-6-0 65469 in BR black early emblem (Hor) **NEW** £108
R3415 Class J15 0-6-0 65477 BR Black early emblem (Hor) (RRP £126.49) **BARGAIN** £75

R3533 Class J94 0-6-0ST "Lord Phil" in lined green - as preserved (Hor) **NEW** £72

OOJ94-001 Class J94 Austerity 0-6-0ST 68023 in BR black early crest & tall coal bunker (DJ) (RRP £95.50) **BARGAIN** £69

R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82
R3243B Class K1 2-6-0 62064 BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82
32-279A Class K3 2-6-0 1304 in LNER black (Bac) £118.96

R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor) **NEW** £131

R3527 Class N15 "King Arthur" 4-6-0 742 "Camelot" in Southern Railway wartime black (Hor) **NEW** £149

R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (RRP £94.99) **BARGAIN** £68

R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) **NEW** £93



**UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)**

NEW



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) **NEW** £93

NEW



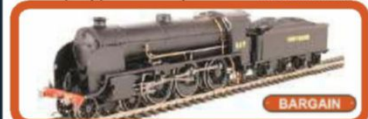
R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) **NEW** £132



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN** £88



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN** £88



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £89



R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (Hor) (RRP £134.99) **BARGAIN** £74



R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) £69.50
35-050 LNWR 0-6-2T Webb Coal tank 1054 LNWR plain black - as preserved (Bac) £101.86
35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.86



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) **BARGAIN** £89



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21

Train packs



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490



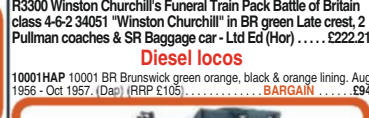
R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) **BARGAIN** £139



R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) **BARGAIN** £30



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) **BARGAIN** £145



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

Diesel locos



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) **BARGAIN** £19



R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) **BARGAIN** £28



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



R3394TTS Class 20 20163 in BR blue - TTS sound fitted - Railroad Range (Hor) £93
32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) £93.46
32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £85



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) £117.26



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) £117.26



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) £144



R3473 Class 56 56108 in Railfreight red stripe (Hor) £153



32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle (Bac) £131.71



32-756 Class 57/6 57603 "Tintagel Castle" in GWR (2015) green (Bac) £131.71



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) £149
32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46
32-738 Class 66 66711 "Sense" in GB Railfreight Industries (Bac) £131.71



R3573 Class 66/7 66751 "Inspiration Delivered - Hitachi Rail Europe" in GB Railfreight (Hor) **NEW** £85



R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104
R3481 Class 67 67025 "Western Star" EWS (Hor) (RRP £159.99) **BARGAIN** £99

4D-006-003 Class 73 electric-diesel 73135 BR blue full yellow ends (Dap) £119.51
NM7071 Irish Class 07/111 diesel loco 071 in IE grey yellow end panels. Ltd production of 250 pieces (Mur) £135

Electric locos



0071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95
7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) **BARGAIN** £89



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) £107

HSTs



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) **NEW** £246

DMUs



32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) (RRP £159.95) **BARGAIN** £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) **BARGAIN** £94



32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.46



4D-015-001 Class 122 Gloucester RCW "Bubblecar" single car DMU 55002 in BR blue & grey (Dap) £123.25



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) £123.25



4D-015-005 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55007 in BR green small yellow panels (Dap) £123.25

EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62

Visit

www.hattons.co.uk/new

for all new releases



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (RRP £189.95) **BARGAIN** £99



31-426B Class 411 4CEP EMU 7122 in BR Green yellow warning panels - weathered (Bac) £240



31-040 Class 450 Desiro 450073 4 car unit in South West Trains livery (Bac) £271.96
31-041 Class 450 Desiro 450127 4 car unit South West Trains livery - weathered (Bac) £297.46

DEMUS



31-236A Class 205 'Thumper' 1121 in BR green small yellow panel - weathered (Bac) £203.96

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64



36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) **BARGAIN** £42



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (RRP £148.95) **BARGAIN** £69

Train sets - analogue



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45



R1215 Hornby Junior Train Set - "Express Train" - battery powered (Hor) **NEW** £34



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £131



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) **BARGAIN** £45

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) **BARGAIN** £170



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £199.99) **BARGAIN** £130

Coaches



R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) **NEW** £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment all third 320 in SR malachite green (Hor) **NEW** £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor) **NEW** £38



R4793 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third 2628 in SR malachite green (Hor) **NEW** £38



R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third S2646S in BR maroon (Hor) **NEW** £38



R4747A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third S2627S in BR maroon (Hor) **NEW** £38



R4748A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite S6405S in BR maroon (Hor) **NEW** £38

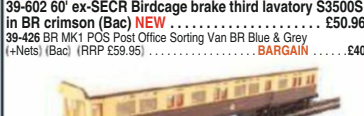


R4749A 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment third class S280S in BR maroon (Hor) **NEW** £38



39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) **NEW** £50.96

39-426 BR MK1 POS Post Office Sorting Van BR Blue & Grey (+Nets) (Bac) (RRP £59.95) **BARGAIN** £40



R4790 GWR A30 autococh 191 in GWR chocolate and cream (Hor) £28

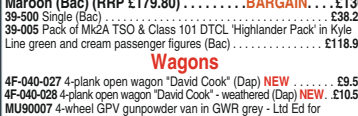
R4697 K-Type Pullman First Class Parlour Car 'Ursula' (Hor) (RRP £54.99) **BARGAIN** £39



R4695 K-Type Pullman Third Class Parlour Brake Car 'Car No.80' (Hor) (RRP £54.99) **BARGAIN** £39



R4769 Maunsell corridor third 1224 in SR olive green (Hor) £38



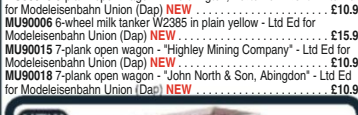
39-500 Pack of 4 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) (RRP £179.80) **BARGAIN** £136



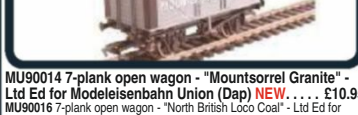
4F-040-027 4-plank open wagon 'David Cook' (Dap) **NEW** £9.50



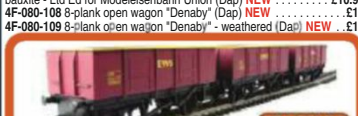
37-604A 46T VGA sliding wall van in Railfreight grey & yellow (Bac) **NEW** £22.06



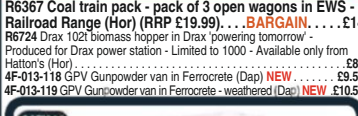
37-601B 46T VGA sliding wall van in Railfreight red & grey - weathered (Bac) **NEW** £22.06



MU90014 7-plank open wagon - "Mountsorrel Granite" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14



4F-013-118 GPV Gunpowder van in Ferrocete (Dap) **NEW** £9.50



R6796 HAA coal hopper 356318 in Trainload Coal - Railroad Range (Hor) **NEW** £8



R6825 Merry Christmas 2017 open gift wagon (Hor) **NEW** £13



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £15



R6890 Pack of three HFA coal hopper wagons in BR railfreight yellow cradle and 'Barry Depot' branding - Railroad Range (Hor) **NEW** £21

R6829 PGA Hopper Wagons, Tamac - Three Wagon Pack (Hor) **NEW** £38



H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) £33



H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat) £33



H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) £37



H4-WW-003 Pack of 4 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) £119

H4-WW-003 Single (Hat) £33



H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) £33

H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA6582 MOD 2000s olive (Hat) £33

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205

R8243 Surface Mounted point motor (Hor) £8

Point motors

Lighting equipment

DML-EOTS3 Working modern flashing tallamp - pack of 3 (DCC) **NEW** £21.50

Spares



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

19KADEE NEM362 Kadec coupling - Long (10.76mm) - Pack of four (Kad) £5

18KADEE NEM362 Kadec coupling - Medium (6.63mm) - Pack of four (Kad) £5

Wheel sets

36-015 Metal 3-hole disc wagon wheels on 10 metal axles - 12.6mm - Pack of 20 (Bac) £11

Buildings - railways



44-072 Depot Crane (Bac) (RRP £43.95) **BARGAIN** £21

44-0014 Post-war platform shelter (103 x 24 x 57mm) (Bac) (RRP £19.95) **BARGAIN** £12.50

44-0029 Wooden single-road engine shed (Bac) (RRP £49.95) **BARGAIN** £25

Man-made scenic structure - railway-related

44-154 2 platform ramps - Great Central style (122 x 165 x 20mm) (Bac) (RRP £14.95) **BARGAIN** £9.50

44-0011 2 wooden platform ramps (Bac) (RRP £11.95) **BARGAIN** £8



LK-55 76ft Well type turntable (Pec) £39



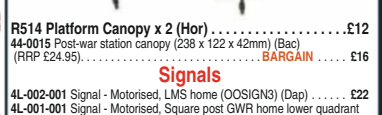
R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80



R070 Electrically Operated Turntable (Hor) £64

44-185 Grain Loading Hopper (55 x 49 x 179mm) (Bac) (RRP £29.95) **BARGAIN** £18



R514 Platform Canopy x 2 (Hor) £12

44-0015 Post-war station canopy (238 x 122 x 42mm) (Bac) (RRP £24.95) **BARGAIN** £16

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Prices valid until 15/11/17

All prices correct
when going to press.
Errors excepted.

Buildings - general

44-0080 Beach Huts (Bac) NEW	£16.96
44-0047 Brick built corner florist store - 'Back to the Fuschia' (Bac) (RRP £34.95)	BARGAIN £22
44-0039 Fishing Net Lofts (Bac) (RRP £29.95)	BARGAIN £18
44-244 Low relief accountants (80 x 24 x 115mm) (Bac) (RRP £23.95)	BARGAIN £15



44-265 Low Relief Block of flats (Bac) (RRP £62.95)	BARGAIN £36
44-247 Low relief bookmakers maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95)	BARGAIN £14
44-255 Low relief derelict houses (120 x 19 x 105mm) (Bac) (RRP £24.95)	BARGAIN £16
44-242 Low relief gentlemen's outfitters (60 x 19 x 115mm) (Bac) (RRP £22.95)	BARGAIN £15
44-256 Low relief hardware store maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95)	BARGAIN £14
44-264 Low Relief Hines Hair and Beauty (Bac) (RRP £24.95)	BARGAIN £15
44-241 Low relief local bank (97 x 38 x 103mm) (Bac) (RRP £21.95)	BARGAIN £14
44-260 Low Relief Local Garage (Bac) (RRP £27.95)	BARGAIN £17
44-258 Low relief milk depot (145 x 50 x 75mm) (Bac) (RRP £59.95)	BARGAIN £43
44-249 Low relief off-licence maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95)	BARGAIN £14
44-259 Low Relief Office Block (Bac) (RRP £27.95)	BARGAIN £17
44-263 Low Relief shop 'Nicks Barbers' (Bac) (RRP £24.95)	BARGAIN £14
44-257 Low relief Victorian school (249 x 39 x 92mm) (Bac) (RRP £39.95)	BARGAIN £25
POS12 Pair of Garden sheds - card kit (Met) NEW	£5



44-0070 Prefab Commercial Building (Bac) NEW	£28.86
44-193 Prefabricated Modern House or Site office (124 x 81 x 35mm) (Bac) (RRP £23.95)	BARGAIN £15
44-101 Pumping Station (134 x 74 x 48mm) (Bac) (RRP £29.95)	BARGAIN £14
44-0069 Tabernacle (Bac) NEW	£42.46
R9861 The Fish & Chip Shop - Based on R9835 (Hor) NEW	£25
R9859 The General Store - Based on R9833 (Hor) NEW	£30
R9858 The Sub-Post Office - Based on R9832 (Hor) NEW	£25
R9860 The Village Pub - Based on R8748 (Hor) NEW	£36
44-180 Traders Store (75 x 54 x 64mm) (Bac) (RRP £29.95)	BARGAIN £16



44-0076 Watermill (Bac) NEW	£40.76
44-0006 Wooden village hall (160 x 96 x 70mm) (Bac) (RRP £44.95)	BARGAIN £27

Man-made scenic structure - non-railway	
44-500 Plastic Bunded Tanks (x2) (34 x 22 x 20mm) (Bac) (RRP £6.95)	£4.50
44-0018 Small water tower (Bac) (RRP £42.95)	BARGAIN £25

Bridges, Tunnels & Walls	
44-0072 Double track road over bridge - Based on Weybourne station (Bac) NEW	£38.21
R8008 Grand suspension bridge (Hor)	£39
44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac)	£14.41
44-569 Quayside walls Steps (Bac) (RRP £39.95)	BARGAIN £24
44-0041 Rail over River Bridge (Bac) (RRP £54.95)	BARGAIN £39



36-408 12 x Seated Coach Passengers (Bac)	£11.50
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Track - Code 100 Setrack	
ST-241 Setrack No.2 radius left handed point insulfrog (Pec)	£9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec)	£9



Track - Code 100 Streamline	
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)	£66
SL-100 Single (Pec)	£3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)	£3
SL-102 Pack of 25 (Pec)	£70
SL-99 3 way medium radius point - insulfrog (Pec)	£26
SL-90 Double slip - insulfrog (Pec)	£32



SL-E87 Left hand curved point - electrofrog (Pec)	£12.50
SL-E96 Left hand medium point - electrofrog (Pec)	£10
SL-96 Left hand medium point - insulfrog (Pec)	£10



SL-E92 Left hand small point - electrofrog (Pec)	£9.50
SL-92 Left hand small point - insulfrog (Pec)	£9.50
SL-E86 Right hand curved point - electrofrog (Pec)	£12.50



SL-E95 Right hand medium point - electrofrog (Pec)	£10
SL-95 Right hand medium point - insulfrog (Pec)	£10



SL-E91 Right hand small point - electrofrog (Pec)	£9.50
SL-91 Right hand small point - insulfrog (Pec)	£9.50

Track - Code 75 Finescale



SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec)	£100
SL-108F Single (Pec)	£4.50



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)	£72
SL-100F Single (Pec)	£3



SL-E190 Finescale double slip - electrofrog (Pec)	£37
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SL-E187 Finescale left hand curved point - electrofrog (Pec)	£13
SL-E189 Finescale left hand large point electrofrog (Pec)	£12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec)	£11.50
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SL-E192 Finescale left hand small point - electrofrog (Pec)	£10
SL-E186 Finescale right hand curved point - electrofrog (Pec)	£13



SL-E188 Finescale right hand large point - electrofrog (Pec)	£12.50
SL-E195 Finescale right hand medium point - electrofrog (Pec)	£11.50



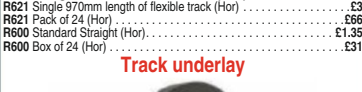
SL-E191 Finescale right hand small point - electrofrog (Pec)	£10
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Track & Points

R607 2nd radius double curve track (8 make a circle) (Hor)	£2.25
R607 Circle of 8 (Hor)	£18
R6062 Double 4th radius curve (8 make a circle) (Hor)	£3
R601 Double Straight (Hor)	£2.10
R601 Box of 24 (Hor)	£47



R8072 Left Hand Standard Point (Hor)	£9
R603 Long Straight - 670mm (Hor)	£3



R8073 Right Hand Standard Point (Hor)	£9
R621 Single 970mm length of flexible track (Hor)	£3
R621 Pack of 24 (Hor)	£66
R600 Standard Straight (Hor)	£1.35
R600 Box of 24 (Hor)	£31



Track underlay

ST1474 24' Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24' (Woo)	£10
GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)	£19.50



Buses

76B1001 Beadle Integral East Kent (Oxf)	£15.50
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76IR6001 Irizar i6 Translink Goldline (Oxf)	£19.50
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15808 Leyland PD1 "East Kent" - "66, Ramsgate Harbour" (EFE)	£29.71
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76PD2005 Leyland PD2/12 Edinburgh (Oxf) NEW	£17
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OM46618A New Routemaster - Stagecoach, 8 Bow Church (Cor) NEW	£33
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76PAN006 Plaxton Panorama Bere Regis & District (Oxf) NEW	£15.50
76RM112 Routemaster London Transport Bow Centenary (Oxf) NEW	£3.50
76IR2005 Scania Irizar PB White (Oxf)	£17

Cars

76SET14A 5-piece Jaguar collection (Oxf) NEW	£22.50
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76RCL001 Range Rover Classic Lincoln Green (Oxf) NEW	£4.50
76SET35A Volkswagen bay window set - VW van, VW bus and VW camper (Oxf) NEW	£13.50

Commercial vehicles



76FBB003 Fowler BB1 Ploughing Engine No.15436 Princess Mary (Oxf)	£14
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76MB006 Mercedes Actros GSC Curtainside Sparks Transport (Oxf) NEW	£21
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76SCT003 Scania Car Transporter Woodside Motorfreight Ltd (Oxf) NEW	£29
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Farming & Construction

76SET10B Pack of three tractors - green, blue and grey (Oxf) NEW	£12
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Military ground vehicles

76LRL001 Land Rover 1/2 Ton Lightweight United Nations (Oxf) NEW	£5
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Underground vehicles

80602 1959 Tube Stock motor trailer car - London Underground "Northern Line" (EFE) NEW	£17
80702 1959 Tube Stock trailer car - London Underground "Northern Line" (EFE) NEW	£17



Tools

SL-43 Loco Lift and storage unit (Pec)	£12
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N Gauge

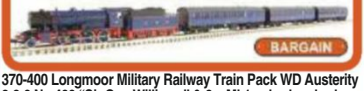
Steam locos

372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra)	£118.96
371-987 Class 64xx 0-6-0 Pannier Tank 6412 BR Lined Green late crest (Gra)	£80.71



2S-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) NEW	£128.83
2S-008-011D Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances - DCC Fitted (Dap) NEW	£150.57

Train packs



370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95)	BARGAIN £99
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Diesel locos



371-036 Class 20 20227 in London Underground (Gra)	£101.96
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371-450A Class 370 37041 in BR blue split headcode boxes (Gra)	£103.66
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371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95)	BARGAIN £72
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DMUs



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra)	£144.46
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EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95)	BARGAIN £89
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95)	BARGAIN £89

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra)	£169.96
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Coaches



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra)	£25.46
2P-005-980 Mk3 TSO second open 4125 in Grand Central (Dap) NEW	£21.39
2P-005-980 Mk3 TSO second open 42404 in Grand Central (Dap) NEW	£21.39
2P-005-991 Mk3 TSO second open 42406 in Grand Central (Dap) NEW	£21.39



2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap)	£116
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Wagons

377-976A 12T Eastern ventilated van plank ends BR early (Gra) NEW	£13.56
377-975A 12T Eastern ventilated van plank ends LNER olive (Gra) NEW	£13.56
2F-044-004 Pair of FEA-B Spine Wagons 640011 & 640712 Freightliner (Dap) NEW	£31.04
2F-044-001 Pair of FEA-B Spine Wagons 640707 & 640708 Freightliner (Dap) NEW	£31.04
2F-044-003 Pair of FEA-B Spine Wagons 640719 & 640720 Freightliner (Dap) NEW	£31.04
2F-044-002 Pair of FEA-B Spine Wagons 640721 & 640722 Freightliner (Dap) NEW	£31.04



Spares

SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec)	£2
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Buildings - railways

PN922 Island platform building canopy - card kit (Met) NEW	£13.50
PN921 Parcels office building canopy - card kit (Met) NEW	£13.50
42-0035 Wooden Carriage Shed (Gra) NEW	£33.96

Signals

12-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap)	£25
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Visit

www.hattons.co.uk/preorder

for all forthcoming releases

Buildings - general

42-0032 28" Static Caravan (Gra) **NEW** £16.96

NEW



42-0046 Corner Store (Gra) **NEW** £28.86

42-0030 Farmhouse (Gra) **NEW** £19.51

NEW



42-124 Village Pub (Gra) **NEW** £33.96

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50

ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-5 Setrack right hand point insulfrog (Pec) £8.50

ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3

SL-396 Left hand medium point insulfrog (Pec) £8.50

SL-395 Right hand medium point insulfrog (Pec) £8.50

Track - Code 55 Finescale

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50

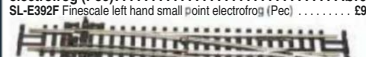
SL-302F Pack of 30 (Pec) £91

SL-E390F Finescale double slip electrofrog (Pec) £35



SL-E396F Finescale left hand medium point electrofrog (Pec) £10

SL-E392F Finescale left hand small point electrofrog (Pec) £9



SL-E395F Finescale right hand medium point electrofrog (Pec) £10

SL-E391F Finescale right hand small point electrofrog (Pec) £9

Cars

NAP003 Austin Princess (Lance) Carlton Grey/Lt Grey (Oxt) **NEW** £3.50

Commercial vehicles

NCMP007 CMP Southdown (Oxt) **NEW** £5.50

NEW



NMB002 Mercedes Actros Curtainside Pollock (Oxt) **NEW** £11.50

Farming & Construction

NFARM002 Farm Trailer (Oxt) **NEW** £4

NFARM001 Livestock Trailer (Oxt) **NEW** £4

Military ground vehicles

NCMP001 CMP 1st Canadian Infantry Div (Oxt) **NEW** £5.50

Public Service vehicles

NMA001 Mercedes Ambulance Wales (Oxt) **NEW** £5.50

O Gauge (1:43 Scale)

Steam locos



7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25

7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) £191.25

Diesel locos

2593 Class 05 shunter in BR blue wasp stripes (late version) (Hel) **NEW** £315

NEW



2590 Class 05 shunter in BR green no yellow ends (Hel) **NEW** £315

NEW



2592 Class 05 shunter in BR green wasp stripes (early version) (Hel) **NEW** £315

NEW



2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) **NEW** £315

2596 Class 05 shunter Industrial maroon wasp stripes on bufferbeam (Hel) **NEW** £315

NEW



2595 Class 05 shunter in NCB National Coal Board green red detailing and wasp stripes (Hel) **NEW** £315

NEW



2594 Class 05 shunter No.2 in CEBG yellow wasp stripes (Hel) **NEW** £315

NEW



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) **NEW** £191.25

7D-008-007 Class 08 shunter 13003 BR black early emblem (Dap) **NEW** £191.25

NEW



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) **NEW** £191.25

7D-008-005D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap) **NEW** £340

NEW



7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95

7D-008-008 Class 08 shunter D3305 in BR green early crest and wasp stripes (Dap) **NEW** £191.25

7D-008-010 Class 08 shunter D3316 BR blue (without ladder) (Dap) **NEW** £191.25

NEW



7D-008-007U Class 08 shunter in BR black early emblem - unnumbered (Dap) **NEW** £191.25

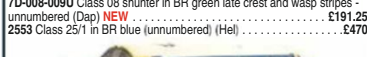
7D-008-010U Class 08 shunter BR blue (without ladder) - unnumbered (Dap) **NEW** £191.25

7D-008-011U Class 08 shunter BR blue (without ladder) - unnumbered (Dap) **NEW** £191.25

7D-008-008U Class 08 shunter in BR green early crest and wasp stripes - unnumbered (Dap) **NEW** £191.25

7D-008-009U Class 08 shunter in BR green late crest and wasp stripes - unnumbered (Dap) **NEW** £191.25

2553 Class 25/1 in BR blue (unnumbered) (Hel) £470



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel) £470



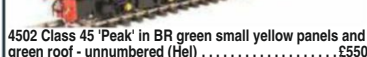
4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) £550

5002 Class 60 diesel in EWS (Supplied un-numbered separate waterside numbers, sector emblems and a selection of nameplates.) (Hel) £499

Wagons



7F-056-007 12-ton van planked sides B755186 in BR bauxite (Dap) £42.46



7F-056-006 12-ton van plywood sides B775624 in BR bauxite (Dap) £42.46

MU99007 5-plank open wagon "Clay" in grey - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99002 5-plank open wagon - "Albion Brewery, Wrexham" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99006 5-plank open wagon - "John North & Son, Abingdon" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99005 5-plank open wagon - "Mountsorrel Granite" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99004 5-plank open wagon - "Worthington, Burton-on-Trent" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95



7F-053-005 5-plank open wagon Diagram 44 B485971 in BR bauxite (Dap) £38.25

MU99003 7-plank open wagon "Raven Collieries, Swansea" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75

SL-700BH Single (Pec) £6.50

SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

ST-U750 Setrack second radius Unifrog right hand point (Pec) £43

Cars

43AMB2003 Aston Martin DB2 MkII Saloon Peony Red (Oxt) **NEW** £19.40

VA13312 Ford Corti RS2600 Mk1 Tour de France (Cor) **NEW** £26

NEW



VA12610 Ford Escort Mk2 RS1800, John Taylor (Cor) **NEW** £26

43XK150008 Jaguar XK150 Roadster Carmen Red (Oxt) **NEW** £19.50

43RS0001 Rolls Royce Silver Cloud 1 Sand/Sable (Oxt) £21

VA07007 Sunbeam Alpine Quartz Blue Metallic (Cor) **NEW** £24

Commercial vehicles

43VM007 Whitby Mondial Ice Cream Piccadilly Whip (Oxt) **NEW** £14

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



D Double/Twin track power controller (Gau) £69

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £37

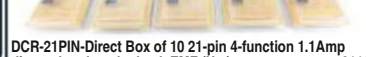
DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110

DCR-21PIN-Direct Single (Hat) £12

DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £92.50) **BARGAIN** £70

36-557 Single (Bac) £15.73

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60

DC223 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

BPDC227 6 & 21-pin 4-function 1A (1.6A peak) small OMNI decoder (measures 23 x 27w x 10d mm) x 5 (Gau) £71

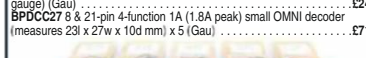


DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCR-8PIN-Harness Single (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCR-8PIN-Harness Single (Hat) £10

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92

R8249 Single (Hor) £16

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £13

DCR-8PIN-Direct Box of 5 (Hat) £59

DCR-8PIN-Direct Box of 10 (Hat) £105



R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) **NEW** £36

R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 'King' steam loco (Hor) **NEW** £36

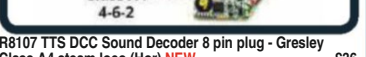
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A2 steam locos (Hor) **NEW** £36



R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) **NEW** £36

R8108 TTS DCC Sound Decoder 8 pin plug - Thompson Class A1 steam loco (Hor) **NEW** £36

DCD-ZNSA-3 ZEN Super high power stay alive capacitor - pack of 3 (DCC) **NEW** £42.50



R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) **NEW** £36

R8108 TTS DCC Sound Decoder 8 pin plug - Thompson Class A1 steam loco (Hor) **NEW** £36

DCD-ZNSA-3 ZEN Super high power stay alive capacitor - pack of 3 (DCC) **NEW** £42.50

DCD-ADS-SX 8-way accessory decoder for solenoid motors and individual CDUs (DCC) **NEW** £68

DCD-MPR3 Cobalt Alpha Mimic Panel controller red and green LEDS (DCC) **NEW** £42.50

DCP-REX Cobalt relay extension board (DCC) **NEW** £17

DCP-RA3 Cobalt Right angle adaptors mounting hardware - Pack of 3 (DCC) **NEW** £11

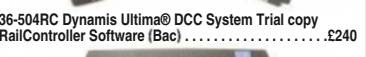


36-504RC Dymatis Ultima® DCC System Trial copy RailController Software (Bac) £240



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635

36-520 EZ Command 5 amp booster transformer (Bac) £170



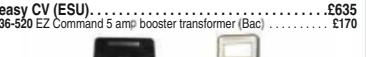
50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635

36-520 EZ Command 5 amp booster transformer (Bac) £170



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635

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36-520 EZ Command 5 amp booster transformer (Bac) £170



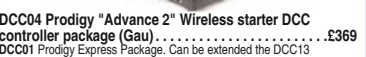
50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635

36-520 EZ Command 5 amp booster transformer (Bac) £170



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635

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36-520 EZ Command 5 amp booster transformer (Bac) £170



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635

36-520 EZ Command 5 amp booster transformer (B

GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL

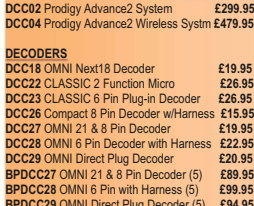
DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95



DCC02 Prodigy Advance2 System £299.95



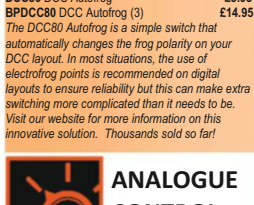
DCC04 Prodigy Advance2 Wireless System £479.95



DCC05 Prodigy Wireless Conversion Set £269.95



DCC06 Prodigy Universal Lead £14.95



DCC07 Prodigy Walkaround Adapter £9.95



DCC08 Prodigy Power Pack Lead £7.25



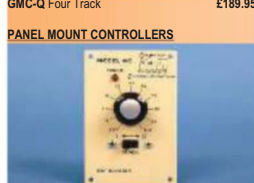
DCC09 Prodigy Express Power Supply Unit £27.95



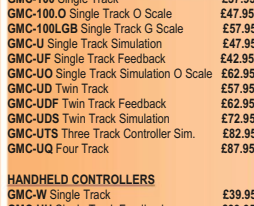
GMC-D0 Twin Track O Scale £179.95



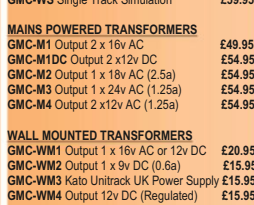
GMC-DS Twin Track Simulation £179.95



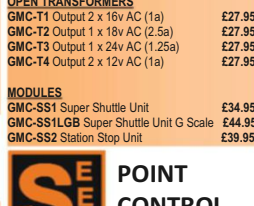
GMC-TS Three Track Simulation £179.95



GMC-Q Four Track £189.95



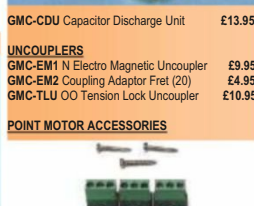
GMC-U Single Track Simulation £42.95



GMC-UDF Twin Track Feedback £62.95



GMC-UDS Twin Track Simulation £72.95

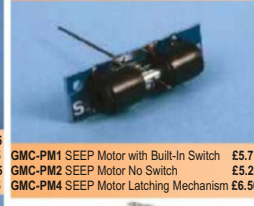


GMC-UTS Three Track Controller Sim. £82.95



GMC-UQ Four Track £87.95

POINT MOTORS



GMC-PM1 SEEP Motor with Built-In Switch £5.75



GMC-PM2 SEEP Motor No Switch £5.25



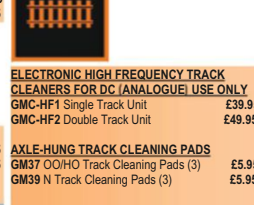
GMC-PM4 SEEP Motor Latching Mechanism £6.50



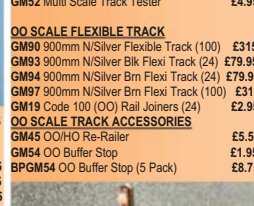
GMC-PM10 Solenoid Point Motor £6.95



GMC-BPPM10 Solenoid Point Motor (5) £29.95



GMC-PM10D Digital Solenoid Point Motor £18.95



GMC-PM20 Surface Mount Point Motor £9.95

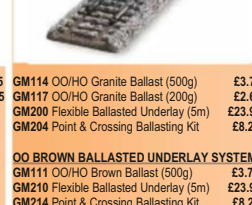


GMC-BPPM20 Surface Mount Point Motor (5) £44.95

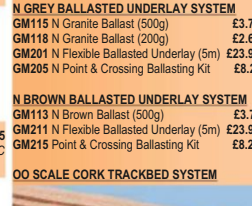
N SCALE FLEXIBLE TRACK



GM96 900mm N/Silver Blk Flexi Track (24) £64.95



GM18 Code 80 (N) Rail Joiners (24) £2.95



GM46 N Re-Railer £2.95



GM53 N Scale Buffer Stop £4.95



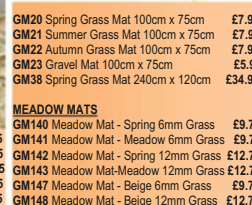
BPGM53 N Scale Buffer Stop (Pack of 5) £22.50



GM57 N Lit Buffer Stop on Track £9.25



GM58 N Buffer Stop Lights (Pack of 2) £9.95



GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95



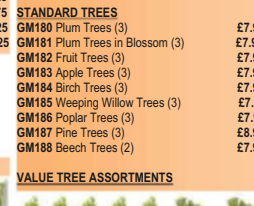
GM193 Puffer Bottle £4.95



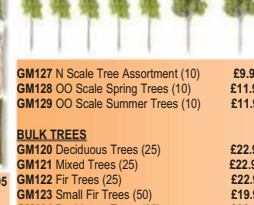
GM169 Static Grass Glue (250ml) £6.95



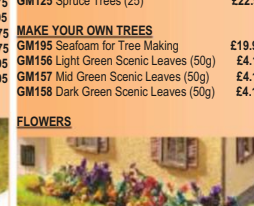
GM170 Spring Grass Flock (30g) £3.45



GM171 Summer Grass Flock (30g) £3.45



GM172 Moorland Grass Flock (30g) £3.45

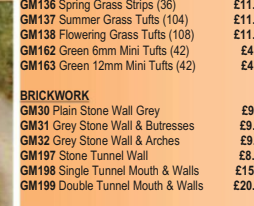


GM173 Meadow Grass Flock (30g) £3.45



GM174 Woodland Floor Grass Flock (30g) £3.65

GRASS STRIPS/TUFTS



GM136 Spring Grass Strips (36) £11.95



GM137 Summer Grass Tufts (104) £11.95



GM138 Flowering Grass Tufts (108) £11.95



GM162 Green 6mm Mini Tufts (42) £4.95



GM163 Green 12mm Mini Tufts (42) £4.95



GM30 Plain Stone Wall Grey £9.75



GM31 Grey Stone Wall & Butresses £9.75



GM32 Grey Stone Wall & Arches £9.75



GM197 Stone Tunnel Wall £8.75

GM198 Single Tunnel Mouth & Walls £15.75

GM199 Double Tunnel Mouth & Walls £20.75

GM701 Large Valley Backscene £7.95

GM702 Large Countryside Backscene £7.95

GM703 Large Open Field Backscene £7.95

GM704 Large Village Backscene £7.95

GM705 Large Cloudy Sky Backscene £7.95

GM706 Large Industrial Backscene £7.95

GM707 Large Housebacks Backscene £7.95

GM708 Large Pretty UK Town Backscene £7.95

GM709 Small Valley Backscene £4.95

GM710 Small Countryside Backscene £4.95

GM711 Small Open Field Backscene £4.95

GM712 Small Village Backscene £4.95

GM755 Small Cloudy Sky Backscene £4.95

GM756 Small Industrial Backscene £4.95

GM757 Small Housebacks Backscene £4.95

GM758 Small Pretty UK Town Backscene £4.95

GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.95

GM169 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.45

GM171 Summer Grass Flock (30g) £3.45

GM172 Moorland Grass Flock (30g) £3.45

GM173 Meadow Grass Flock (30g) £3.45

GM174 Woodland Floor Grass Flock (30g) £3.65

GM160 Light Green Hedgerow (1m) £7.50

GM161 Dark Green Hedgerow (1m) £7.50

GM164 Light Green Lichen (80g) £4.95

GM165 Dark Green Lichen (80g) £4.95

GM166 Assorted Lichen (80g) £4.95

GM150 Fine Light Green Foliage (30g) £3.55

GM151 Fine Dark Green Foliage (30g) £3.55

GM152 Fine Mid Green Foliage (30g) £3.55

GM153 Fine Light Brown Foliage (30g) £3.55

GM154 Fine Brown Foliage (30g) £3.55

GM180 Plum Trees (3) £7.95

GM181 Plum Trees in Blossom (3) £7.95

GM182 Fruit Trees (3) £7.95

GM183 Apple Trees (3) £7.95

GM184 Birch Trees (3) £7.95

GM185 Weeping Willow Trees (3) £7.95

GM186 Poplar Trees (3) £7.95

GM187 Pine Trees (3) £8.95

GM188 Beech Trees (2) £7.95

GM390 40mm Wide Tarmac Road (1m) £6.95

GM391 40mm Wide Universal Curves (2) £6.95

GM370 80mm Wide Tarmac Road (1m) £7.25

GM371 80mm Wide Universal Curves (2) £7.25

GM375 68mm Wide Tarmac Road (1m) £7.25

GM376 68mm Wide Universal Curves (2) £7.25

GM385 Standard Vehicle Kit £14.95

GM386 Emergency Vehicles Kit (Blues) £16.95

GM387 Service Vehicles Kit (Orange) £16.95

GM180 Plum Trees (3) £7.95

GM181 Plum Trees in Blossom (3) £7.95

GM182 Fruit Trees (3) £7.95

GM183 Apple Trees (3) £7.95

GM184 Birch Trees (3) £7.95

GM185 Weeping Willow Trees (3) £7.95

GM186 Poplar Trees (3) £7.95

GM187 Pine Trees (3) £8.95

GM188 Beech Trees (2) £7.95

GM390 40mm Wide Tarmac Road (1m) £6.95

GM391 40mm Wide Universal Curves (2) £6.95

GM370 80mm Wide Tarmac Road (1m) £7.25

GM371 80mm Wide Universal Curves (2) £7.25

GM375 68mm Wide Tarmac Road (1m) £7.25

GM376 68mm Wide Universal Curves (2) £7.25

GM385 Standard Vehicle Kit £14.95

GM386 Emergency Vehicles Kit (Blues) £16.95

GM387 Service Vehicles Kit (Orange) £16.95

GM180 Plum Trees (3) £7.95

GM181 Plum Trees in Blossom (3) £7.95

GM182 Fruit Trees (3) £7.95

GM183 Apple Trees (3) £7.95

GM184 Birch Trees (3) £7.95



STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95
GM414 Fordhampton Bridge £12.95



KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD001 House £4.75
GMKD002 Shop £4.75
GMKD003 Bungalow £4.00
GMKD004 Church with Porch £6.50
GMKD005 House/Shop Unit with Glazing £7.25
GMKD006 Two Shop Unit with Glazing £7.25
GMKD007 Four House Unit £7.25
GMKD008 Country Station £9.50
GMKD009 Station Buildings £5.75
GMKD010 Island Platform with Flat Canopy £9.00
GMKD011 Flat Canopy £6.50
GMKD012 Small Signal Box £7.00
GMKD013B Farm Rail Fencing Brown £3.50
GMKD013W Farm Rail Fencing White £3.50
GMKD014 Telegraph Poles £3.50
GMKD015 Windows Doors & Gutters £4.75
GMKD016 Pathways (2) £3.25
GMKD017 Platform Ramps (2) £2.75
GMKD018 Station Yard Huts £3.75
GMKD019 Weighbridge & Office £4.75
GMKD020 Coal Office £3.75
GMKD021 Level Crossing/Keepers Cottage £6.50
GMKD022 Four Greenhouses £3.50
GMKD023 Two Domestic Garages £4.25
GMKD024 Water Tower £4.25
GMKD025 Corner Shop £5.00
GMKD026 Corner Pub £5.00
GMKD027 Three Storey Townhouse £6.50
GMKD028 Three Storey Town Shop £6.50
GMKD029 Modern Station £8.75
GMKD030 Modern Station Waiting Room £6.25
GMKD031 Station Masters House £7.00
GMKD032 Pair Pre War Semi Det. Houses £8.00
GMKD033 Boilerhouse & Chimney £7.00
GMKD034 Stable Block £4.25
GMKD035 Cow Shed £4.00
GMKD036 Barn £6.50
GMKD037 Farm House £8.25
GMKD038 Steel Footbridge £6.50
GMKD039 Modern Industrial Unit £8.00
GMKD040 Modern Fire Station £3.75
GMKD041 Platforms Wide (2) £3.25
GMKD042 Platform Ramps Wide (2) £3.25
GMKD043 Goods Shed £8.50
GMKD1000 Town Station £17.95
GMKD1001 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents
(GM451/GM452/GM453) - pack sizes vary from the
4mm versions though

GMKD501 Wooden Fencing £5.75
GMKD502 Lattice Fencing £5.75
GMKD503 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95



LIGHTING

OO SCALE LAMPS & LIGHTING

Fine 4mm scale lamps with
prototypical post extensions and
light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Grn (3) £13.95
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
GM809 T/Post Gas Lamps GWR Stone (3) £13.95
GM810 T/Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Black(2) £13.95
GM821 W/Mounted Swan Neck SR/BR Grn(2) £13.95
GM822 W/Mounted Swan Neck LMS Mm(2) £13.95
GM823 W/Mounted Swan Neck GWR Stone(2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Grn(2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon(2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone(2) £13.95
GM829 Modern Sgl Head Adjustable Lamp(4) £15.95
GM830 Modern Dbl Head Adjustable Lamp(3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two
matching wall lamps with
prototypical post extensions as
well as 6 prototype white LEDs
for building interiors and all
required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp SR/BR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp SR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM879 Modern Sgl Head Adjustable Height £32.95
GM880 Modern Dbl Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (2) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS

MODEL RAILWAY MAINTENANCE



GM50 OO/Ho Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Scale Wheel Cleaner £15.95



GM60 OO Scale Wheel Cleaner £19.95
GM619 Precision Lubricator £4.75
GM667 Superfine Oil Pen w/Teflon Particles £6.25
GM668 Electrical Contact Oil Pen £9.95

TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £10.95
GM611 Sawset 1 w/ Scalpel Handle £3.95
GM613 Trim-away Knife £5.50
GM614 Stainless Steel Scalpel & Blades £5.95
GM615 Plastic Scalpel & Blades £1.95
GM616 Disposable Knife Set (3) £6.95
GM617 Pick-Up Tool £4.25
GM618 Magnifier Tweezers £4.25



GM620 Flexible Model Sanders (3) £2.95
GM621 Locking Forceps Curved £7.50
GM622 Hot Wire Cutter for Scenic Modelling £19.95
GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Top Pin Vice £6.95
GM625 Curved Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £4.95
GM628 Mini Hobby Hammer £3.95
GM629 Cutting Discs (10) £4.95
GM630 Screw Top Mandrels (3) £4.75
GM631 Slitting Discs (10) & Mandrel £5.50
GM632 Budget Needle File Set £6.25



GM633 Glass Fibre Pencil 4mm £4.75
GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £9.95
GM636 2mm G/Fibre Refills (5) £6.95
GM637 Modelling Scissors £5.95
GM638 Cutting Brushes 0.6-2.0 £16.50
GM639 150mm (6") Steel Rule £3.50
GM640 Archimedian Drill Stock £6.95
GM641 HSS Jbbs Drills 0.5 (5) £3.95
GM642 HSS Jbbs Drills 0.8 (5) £3.95
GM643 HSS Jbbs Drills 1.0 (5) £3.95
GM644 HSS Jbbs Drills 1.2 (5) £3.95
GM645 HSS Jbbs Drills 1.5 (5) £3.95
GM646 HSS Jbbs Drills 1.8 (5) £3.95
GM647 HSS Jbbs Drills 2.0 (5) £3.95
GM648 Microbox Drills 0.3-1.6 £10.95
GM649 Microbox HSS Twist Drill Bits 61-80 £10.95
GM650 HSS Jbbs Drills 0.3 (5) £3.95
GM651 HSS Jbbs Drills 0.4 (5) £3.95
GM652 HSS Jbbs Drills 0.6 (5) £3.95
GM653 HSS Jbbs Drills 0.7 (5) £3.95
GM654 HSS Jbbs Drills 0.9 (5) £3.95
GM657 Pick n Place Gauge & Tool £9.95
GM666 Pin n Place Twin Pack £8.95
GM664 Economy Sprue/Plastic Cutter £4.95
GM665 Clip On Magnifying Eye Glass £6.95
GM669 Pin Pusher with Depth Stop £10.95
GM670 Deluxe Paintbrush Set £12.95
GM683 Soft Grip Knife Set with Blades £6.95
GM684 Spare Blades for GM683 £1.50
GM693 Value Model Railway Drill £9.95
GM694 Mains Powered Value Drill £16.95
GM695 Model Railway Screwdriver Set £4.95
GM696 Masking Tape 6mm x 18m (2) £2.25
GM697 Masking Tape 10mm x 18m (2) £2.95
GM698 Masking Tape 18mm x 18m (1) £2.95

RAZOR SAWS

GM671 4 in 1 Saw Set £19.95
GM672 Razor Saw Superfine £11.95
GM673 Razor Saw Fine £11.95
GM674 Razor Saw Medium £11.95
GM675 Razor Saw Mitr Box £16.95
GM676 Aluminium Mitr Box £11.95
GM677 Fine Woodcraft Saw £11.95
GM678 Flush Cutting Saw £15.95
GM679 Universal Razor Saw £12.95

SOLDERING STATION



GM661 Complete Soldering Station £29.95
GM662 Spare Tip £2.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron £16.95
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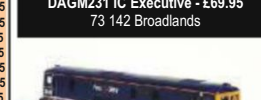
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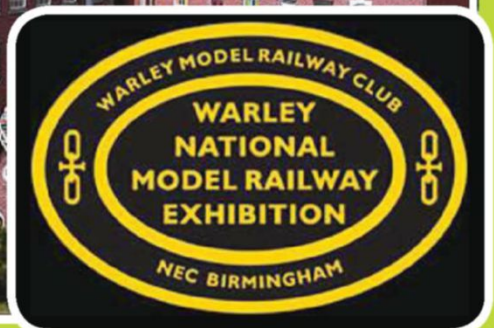
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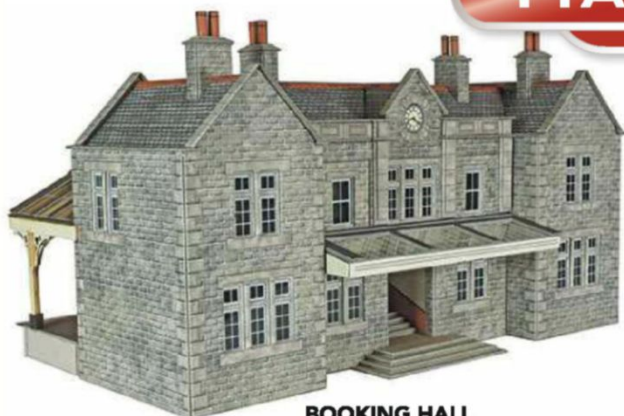
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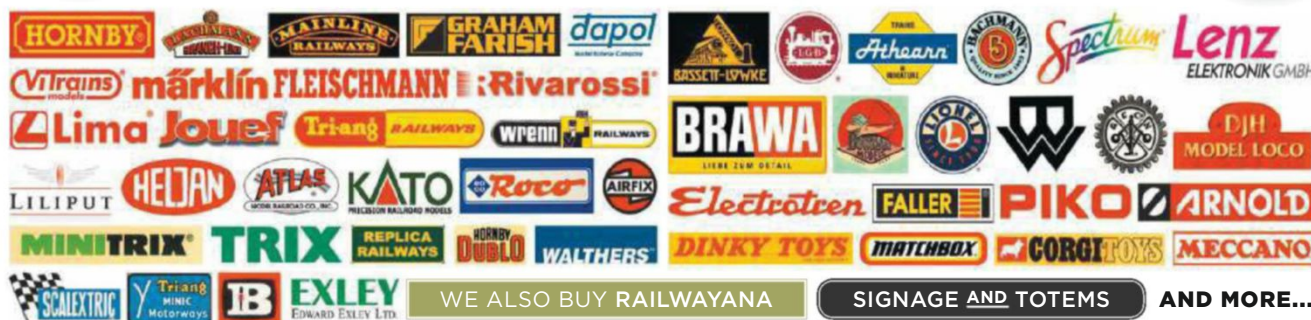
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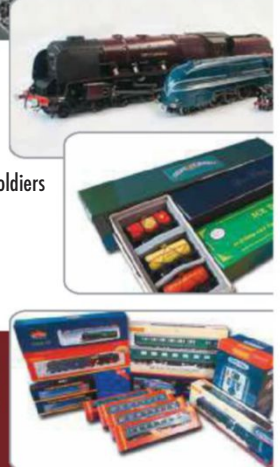
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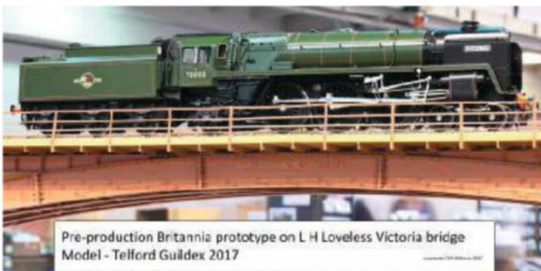
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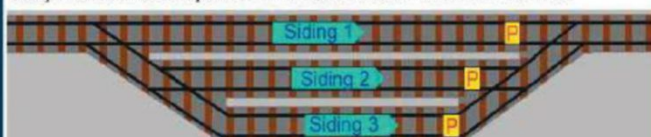
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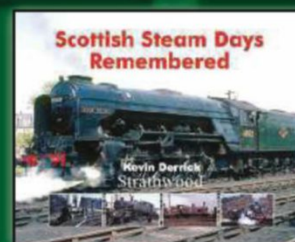
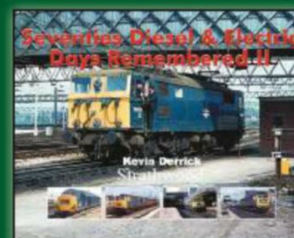
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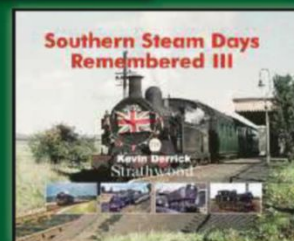
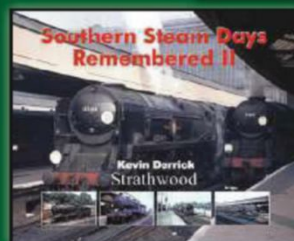
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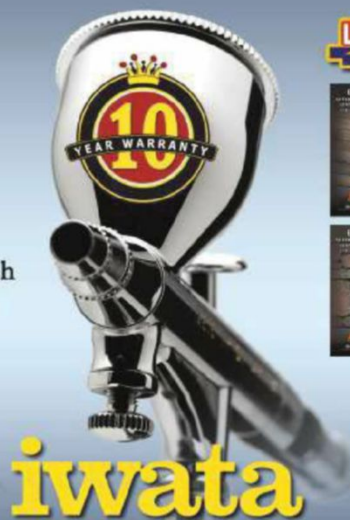
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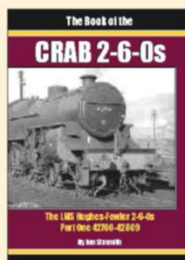
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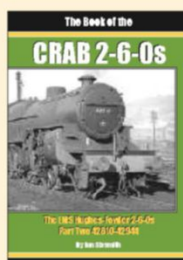
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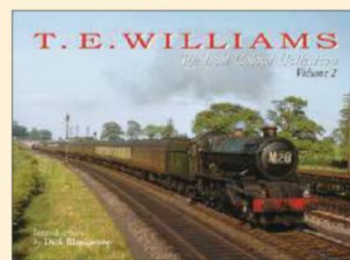
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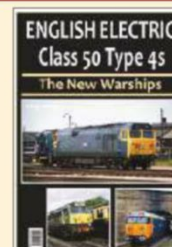
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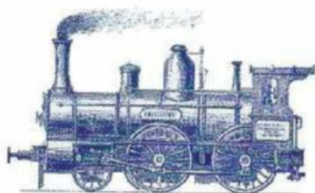
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Locomotive: War Department 2-10-0

Gauge: 'OO'

Proposed by: Richard Foster, Editor

There are very few big, sexy locomotives that haven't been offered ready-to-run in 'OO' before - and there aren't many bigger than the War Department 2-10-0. While the WD 2-8-0 version has been part of the Bachmann Branchline range since 1999, no-one has yet touched its bigger cousin in 'OO'.

I think this is a missed opportunity. Anyone into modelling military railways would want one, as would anyone modelling the immediate post-war period. BR's 25-strong fleet might have been allocated to Scotland, but they made regular forays down the West Coast Main Line, so you'd have an excuse to run one on any steam-era layout.

And who could resist their looks? They're more substantial than the WD 2-8-0s, yet more slender and daintier than their spiritual successor, the '9F'.

The most eye-catching were, of course, Nos. 600 *Gordon* and 601 *Kitchener* that worked on the Longmoor Military Railway. You never see such a bright, colourful livery on such a big locomotive so they immediately grab your attention. It's difficult to imagine the sight of *Gordon* at Woking in 1966, contrasting with the dirty greens and blacks of BR's trains.

What is it?

The tide of war turned in favour of the Allies in 1942 and brought a demand for locomotives to move supplies both in this country and abroad, before and after the anticipated invasion of Europe. Robert Riddles, Director of Transportation Equipment for the Ministry of Supply, designed a new locomotive - an austerity version of the Stanier '8F'.

But an even lighter locomotive was needed to run on hastily repaired track, so Riddles and



MIKE MORANT

his team put together a longer, more powerful version, using a 2-10-0 design for its lighter axle load. All 150 were built by North British Locomotive Company, with one, WD No. 73755 *Longmoor*, becoming the 1,000th British locomotive shipped to Europe after D-Day.

What would make it viable?

Photographic evidence suggests that the WD 2-10-0s remained relatively unchanged throughout their careers, a boon to prospective modellers. BR No. 90774 was easy to spot because of its flamboyant *North British* nameplates.

You can always tell *Kitchener* apart, owing to the large headlamp in front of the chimney (fitted in the mid-1950s), its twin airpumps and, later, because it was oil-fired, the oil tank in the coal space.

There are lots of liveries to go for: War Department, which lasted into the 1950s, BR black with both pre- and post-1956 emblems, and Longmoor Military Railway blue - all would suit British layouts. You could also offer Nederlandse Spoorwegen and Hellenic State Railways liveries for WD 2-10-0s in Dutch and Greek service too.

Can I see a real one?

Three survive in Britain: No. 600 *Gordon* is at the Severn Valley Railway, No. 73652 is at the North Norfolk Railway in pseudo-BR livery, and No. 73672 'Dame Vera Lynn' is at the North Yorkshire Moors Railway. *Longmoor* is displayed at the Spoorwegmuseum in Utrecht, while several 2-10-0s survive in Greece, including No. 964, which is still operational.

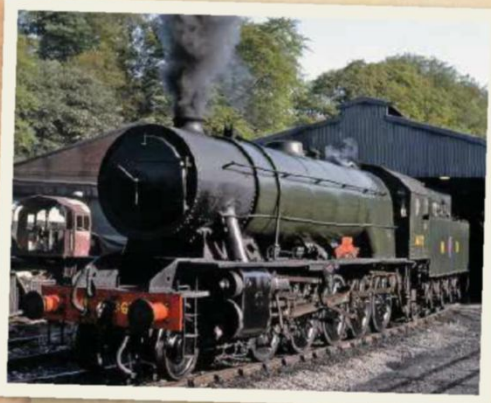


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Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



George Dent,
Deputy
Editor

Passing the time in Thetford recently, I was impressed by the attractive station buildings. Only after exiting the platforms and mooching about the car park did I realise that the station actually has two main buildings, boasting contrasting architectural styles and materials.

The original random stone structure dates (I think) from the 1840s and, although partly boarded-up, features ornate gables and chimney stacks. The 'new' building is a red-brick affair that may look a little austere at first glance, but actually possesses some fine detail touches. Featuring an incised name and opening date (1889), this building is still in use as a ticket office and waiting room.

Recent re-signalling work has sadly consigned the semaphores to history, yet Thetford's signal box remains, albeit out of use and appearing unloved. A siding and traces of the goods yard are also intact, with a traditional wagon height gauge still *in situ*.



Above: Thetford's old and 'new' station buildings - contrasting architectural styles and materials.

Inset above: The newer structure features plenty of attractive brick patterns, as well as incised lettering and build date.

Right: Although now out of use, the signal box remains, as does much of the goods yard - even the old wagon height gauge!

Thetford would certainly make for an interesting modelling subject, with the quintessential Railway Hotel across the car park completing the scene. This was part of my first ever visit to Norfolk and, after travelling along a few lines emanating from Norwich, I'm eager to return and explore more of 'Alan Partridge country'!



Modelling hours this month: 30

Note to self: Explore more of Norfolk's surviving (and preserved) railways.



Richard Foster,
Editor

One of the joyous things about the railway is that there are always new things to discover, no matter how well versed in railway history you are.

I'm by no means an expert on GWR locomotive matters but I'd say I have a fairly well-rounded knowledge. Therefore, researching GWR pannier tanks for the review of the Minerva '8750' (see p88) was an eye-opening exercise.

I'd never really paid too much attention to the idiosyncrasies of the design, but a few hours of intensive cramming with Irwell Press' excellent *The Pannier Papers* series revealed some fascinating facts. I had no idea that there were riveted or welded tanks,



STEAM RAILWAY COLLECTION

depending on builder, or even that there was a batch purely for freight use.

The biggest surprise was to find that one '8750' was even converted to oil firing. I then stumbled across a photograph of it in *Steam Railway* magazine's photographic archive.

BR inherited 93 oil-fired locomotives,

including 36 from the Great Western. However, expanding the oil-firing conversion programme was too expensive and it was cancelled in 1948/49.

So why Robert Stephenson & Hawthorns converted '8750' No. 3711 to oil firing in 1958 remains a bit of a mystery. With the little oil tank on top of the bunker, No. 3711 went to Swindon where, apparently, it proved to be a powerful little locomotive.

It moved to Old Oak Common in April 1962 but didn't do much - in fact, any

- work from there before it was withdrawn in May 1963.

Modelling hours this month: 3

Note to self: Be logical when trying to fix annoying electrical faults.

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GAUGEMASTER *Spotlight* Prodigy Digital Control



Controller Types

Which Prodigy Controller?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is 'simplicity without compromise' and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

Prodigy Express consists of a Base Station, Walkaround Controller, and Power Supply and is an ideal entry level system for a newcomer. Extra features can be unlocked by using the **DCC14 Prodigy Advance Walkaround Controller**.

Prodigy Advance2 is our best selling DCC Controller. It consists of a Base Station, Walkaround Controller, and a Power Supply, and is suitable for operating most sizes of model railway.

Prodigy Wireless offers all the features of the **Prodigy Advance** unit but this system offers you wireless control, giving you maximum freedom to operate your layout. Its re-chargeable handset and radio transmission ensures easy and reliable performance.

DCC Controller Starter Packages

DCC01 Prodigy Express Starter Package

Most Suited for HO/OO/N Scale Layouts



- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

BEST FOR
Beginners

DCC02 Prodigy Advance2 Starter Package

Most Suited to HO/OO/N Scale Layouts



- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

BEST FOR
General Layouts

DCC04 Prodigy Advance Wireless Starter Package

Most Suited to OO/HO/N Scale Layouts



- ALL THE FEATURES OF DCC02 PRODIGY ADVANCE
- WIRELESS RADIO CONTROL (UK Approved)
- OUTSTANDING RANGE (80ft Plus)
- BUILT-IN RECHARGEABLE BATTERY
- BATTERY CHARGE LEVEL INDICATOR
- OPERATES WIRED & WIRELESS WALKAROUNDS
- PROGRAM & OPERATE WHILE CHARGING
- FREEDOM & MOBILITY DURING OPERATION

BEST FOR
Large Layouts

Accessories



DCC40 Auto Reverse Module

This useful module allows you to operate a reverse loop or turntable without needing to change the polarity of the track, a common situation that faces modellers with analogue control model railways.



DCC11 Extension Plate

Adding Extension Plates to your layout allows you to move around it with your wired Prodigy Walkaround, plugging the handset into another position for added mobility. It can be surface mounted and contains cable.



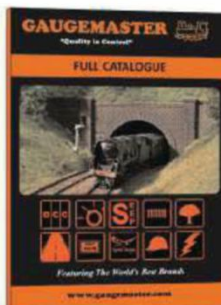
DCC49 8 Amp Booster Unit

Allows you to separate your layout into different power districts, meaning you can run even more locomotives on your digitally controlled railway, as well as being an upgrade that allows you 8 amps of power - usually enough for even the largest domestic layout.

Full details of our Digital Controller range can be found in the Gaugemaster Full Catalogue.

It also contains details of our Analogue Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.



GM353 Gaugemaster Full Catalogue £3.95
GM356 Gaugemaster 2016 New Items Leaflet FREE

DCC15 Prodigy Decoder Doctor

Makes programming and reading back your decoders easy! This device allows you to test decoders before or after installation.



There is a built-in 8 Pin socket, and the Decoder Doctor also comes supplied with an adaptor harness allowing you to also test 6 Pin decoders.

You can also attach it to a test track for testing already fitted decoders.

Power comes from either a 15V power supply (DCC65) or your DCC Main Track output.

PRICES

Controllers & Handsets

DCC01	Prodigy Express Package	£169.95
DCC02	Prodigy Advance2 Starter Package	£299.95
DCC04	Prodigy Advance2 Wireless Starter Package	£479.95
DCC13	Prodigy Advance2 Wireless Walkaround	£189.95
DCC14	Prodigy Advance2 Backlit Walkaround	£139.95
DCC15	Prodigy Decoder Doctor	£89.95
DCC51	Prodigy Wireless Conversion Set	£269.95

Accessories

DCC11	Prodigy Extension Plate	£42.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£199.95
DCC55	Prodigy Advance Wired Computer Interface	£64.95
DCC60	Spare Plug for Gaugemaster Prodigy	£3.95
DCC62	Prodigy Universal Lead (2m)	£5.95
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.25
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£6.95
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£10.50
DCC77	Prodigy Walkaround Adaptor	£9.95

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from our-

GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com

How to Mask your models

PRESS IT DOWN

The edge of a cocktail stick is ideal for pushing flexible vinyl tape into awkward spots or recesses without damaging the mask or model. The edge of your fingernail will also ensure that the tape is stuck firmly.

DON'T WORRY

If any paint has seeped beneath the masking, do not despair. Up to a day or two after painting, a cocktail stick soaked in white spirit will loosen the unwanted enamel or acrylic paint.

KEEP IT CLEAN

Surfaces need to be cleaned and previous layers of paint thoroughly dry before masking is applied. Wipe with a little white spirit or alcohol-based cleaner, such as isopropyl alcohol, and allow it to evaporate before painting.

PEEL CORRECTLY

Having painted over a mask, the paint will form a film that has to be broken when the tape is removed. Therefore, take great care and always peel the tape away from the painted edge.

GET THE GEAR

Paint has a nasty habit of seeping between layers of masking tape, so sealing 'joints' with a masking fluid is always recommended. Humbrol's Maskol is widely available from model shops and offers great results for just £3.99. **Web:** www.humbrol.com



How to Use an aerosol

WARM IT UP

For best results, aerosols should be used at room temperature, as colder conditions can cause condensation. Immerse the can in a bowl of warm (not hot) water for a few minutes, then shake it for at least five minutes before use.

KEEP YOUR DISTANCE

Hold the can about 25cm (10in) from the surface, starting to paint before passing over the model in a steady movement, releasing the button after passing the model. Apply light coats, with a moment's rest in between.

NOZZLE CLEANLINESS

After each session, turn the can upside down and spray until no more paint is emitted. This should clear most nozzles, although removing it and soaking in thinners will make sure it's clean and ready for use next time.

HANDLE CANS CORRECTLY

Paint cans are highly flammable. Keep them clear of naked flames, and store cans away from direct sunlight. Never dismantle or burn empty cans - take them to your local recycling centre.

GET THE GEAR

Never cut corners where health is concerned. All aerosol paints are hazardous and a facemask is essential. Choose one with an approved paint filter and change it regularly. Prices start at £3.20 from The Airbrush Company. **Web:** www.airbrushes.com



How to Apply a livery

PAINT IN ORDER

The first thing to do is consider the order in which to apply the colour elements. In general, aim to apply the lighter shades first. For example, paint and mask the yellow ends before applying BR blue.

FINE BRUSHES

Once all of the main livery elements have been added and everything is dry, smaller details can be touched in, such as handrails, window frames and other fittings. Use a fine brush and apply small amounts of paint at a time.

SAFE & SOUND

As the paint dries, the wet look will slowly subside to a matt or satin finish. Keep the model safely stored in a warm, dry environment, preferably protected from dust, and leave overnight to harden completely.

MAKE IT MATCH

The model may look a little odd, perhaps with different sheens here and there. The best way of unifying a finish is to apply an overall clear coat. Alclad2 varnishes can be airbrushed without thinning and offer great results.

GET THE GEAR

Sable-haired paintbrushes offer unparalleled performance with most paints (quick-drying acrylics will take their toll). Lifecolor's sable-haired brushes are recommended. **Web:** www.airbrushes.com



Airbrushing Essentials

WHAT IS IT?

A tool designed to atomise a liquid into a fine spray, using compressed air to project this liquid onto a surface. The air has to be produced by an external source and the air and liquid are both controlled by a trigger.

THINK THIN

Always use the thinners recommended by the paint manufacturer. Water can be used with some acrylics, and white spirit with certain enamels, but these will result in longer drying times.

KEEP YOUR DISTANCE

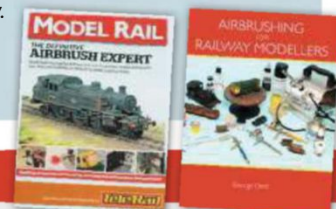
If spraying at the recommended low pressure, you need to be fairly close. Between 3in and 6in (75mm and 150mm) is about right for most jobs. When weathering, you can get right up to the surface, but this takes a bit of practice!

UNDER PRESSURE

We only need to work with low pressures, usually between 10-18psi, so a controllable air supply is preferable. If using a compressor or propellant can without a pressure control, try an in-line valve. Use trial and error to set the pressure for correct paint flow.

TEACHING AIDS

Model Rail's airbrushing guru George Dent has produced numerous books, articles and DVDs on the subject. Add George's *Model Rail's The Definitive Airbrushing Expert DVD* (Tel: 01524 735774, **Web:** www.telerrail.co.uk) or *Airbrushing for Railway Modellers* (www.crowood.com) to your library.



Workbench TIPS CARDS



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