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REVIEWED



DJModels 'J94'

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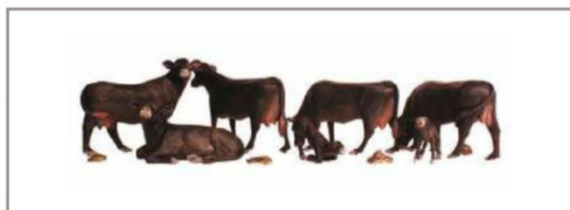


Fly Fishermen (WA1910)

**fishing line not included*



Campers (WA1917)



Angus Cows (WA1955)



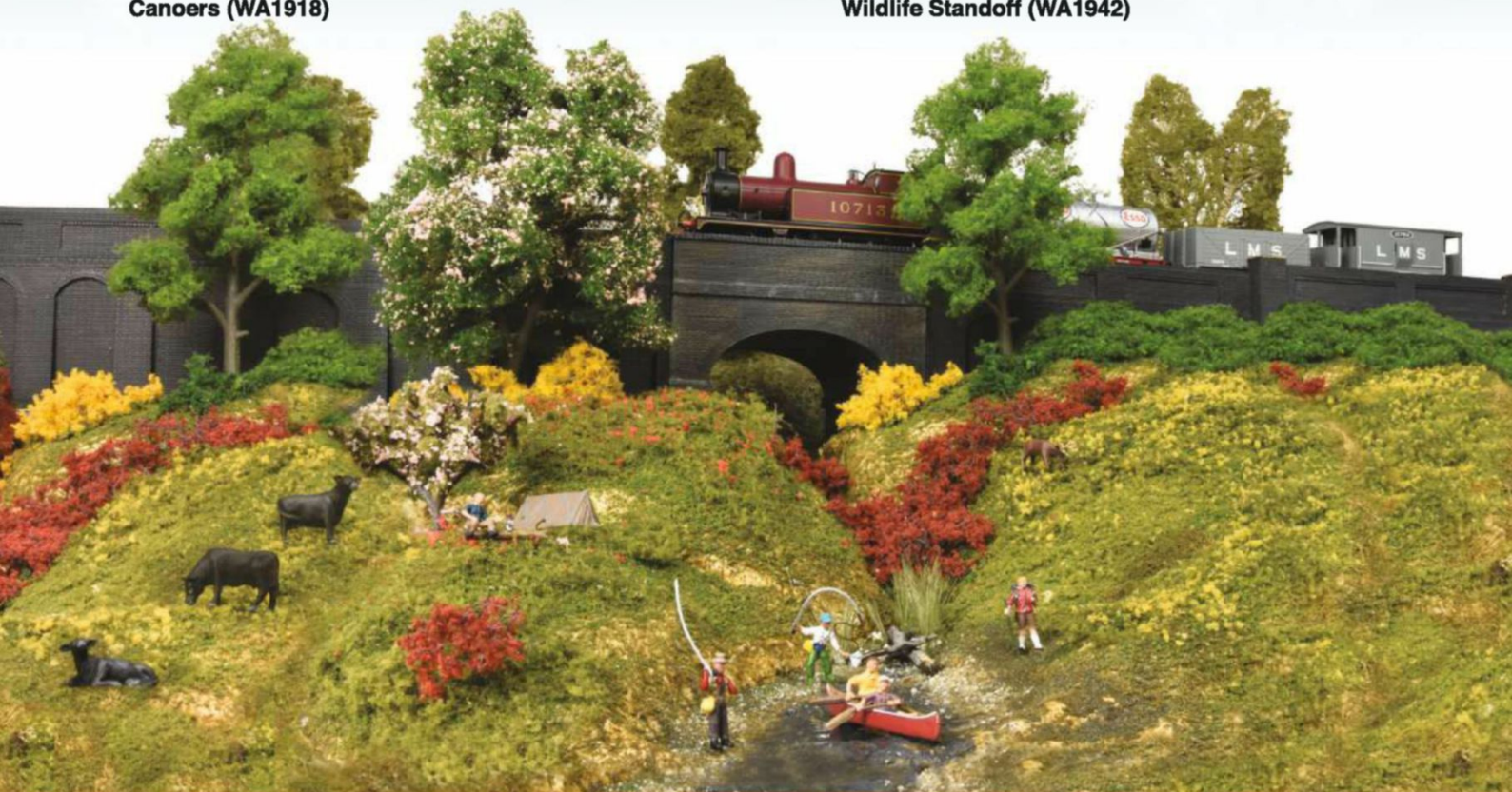
Family Fishing (WA1923)



Canoers (WA1918)



Wildlife Standoff (WA1942)



Welcome



A YEAR OF
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JACQUES PORTAL

Whether a model manufacturer is a large company or a one-man band, they are linked by two common bonds: the desire to create great model trains, and to make money in the process.

Regardless of where that profit goes and the company they work for, all the designers and engineers that I've met in this industry are united by the desire to build the best models possible. In some respects, however, manufacturers have made a bit of rod for their own backs by making models better than ever. By doing so, our expectations have risen, which in turn forces manufacturers to go that one step further with each release.

That makes life difficult for magazine reviewers; the quality of the models is so high that any mistakes or errors we pick up on can make it seem like we're taking nit-picking to new levels!

In this issue, for example, it might sound that we're being hugely critical in our review of DJModels' new 'J94'. Overall, it's a cracking model - it looks the part, it performs well and it's reasonably priced. If it were possible to go back in time with a DJM 'J94', 15 years ago we'd have been absolutely over the moon with it.

And 2016's modeller still ought to be pleased with the 'J94'. The question is: what sort of mistakes will modellers tolerate? Does it really matter that a handrail is not in the right place? Or will most people only care whether it looks like a 'J94', and that it doesn't break the bank?

Some problems are beyond the manufacturer's control. You can

only do so much to ensure that staff in a factory halfway around the world put the right bits together. Other errors are harder to pin down.

All of this clearly makes reviewing models a bit of a minefield. Because everything about a model is so refined, you have to look deeper, and pressure from online commentators forces closer inspection. This results in a review that may sound overly critical, when generally - unless there's something drastically wrong - we're happy, as long as the model looks like the thing it's trying to represent.

After working on the 'USA' O-6-OT with Bachmann, we are all too aware of the type of decisions that have to be taken when developing a new model. The detail combinations we had to play with immediately ruled out some examples. But we wanted to do other guises so we made a few compromises (if you spot them, we know where they are!). We've banked on the fact that most people won't care.

Model Rail has always prided itself on the quality and thoroughness of its reviews, and that won't change. To ensure that we appeal to as wide an audience as possible, we'll continue to go over every model with as fine a toothed comb as we can manage.

But remember, model trains are designed by enthusiasts for enthusiasts. We should be thankful that their efforts are so good that it gives us the chance to be so critical!

Richard Foster

MEET THE TEAM

Q: What speed machine would you most like to experience?



Richard Foster
Editor
The English Electric
Lightning and Roger
Clark's RS1600
'Esso Blue'.



George Dent
Deputy Editor
I'm a bit big to be
a jockey, but riding
a thoroughbred over the
gallops really appeals.



Chris Leigh
Consultant Editor
My mum went round
Brooklands at 100mph
in a Lagonda. I'd like to
have done that, too.



Mike Harris
Staff Writer
Nigel Mansell's
1992 Formula One
Championship-winning
Williams FW14B.

Regular Contributors



Peter Marriott
Scenics Specialist



Chris Nevard
Photographer



Dave Lowery
Modelling
Consultant



Ben Ando
Modern image
'N' gauge



Paul A. Lunn
Layout design
Consultant

October 2016

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Cover: CHRIS NEVARD



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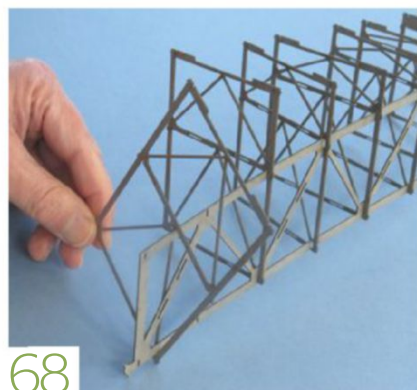
Richard Foster embarks on a voyage of discovery about the 1951 national exhibition, and its railway significance.

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P74



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Model News



MIKE HARRIS brings you the biggest stories from the model railway trade and progress reports on products currently in development.

HELJAN GIVES US A MULTIPLE CHOICE

Heljan has gone multiple unit crazy: the Danish company has unveiled plans to produce TWO new 'ready-to-run' 'O' gauge DMUs and TWO new single-car units.

Tower Models is to work closely with Heljan to develop the new range, which comprises the Pressed Steel three-car Class 117, the Swindon Class 120 'Cross-country' units in two and three-car form, the Class 128 diesel parcels unit and the classic Class 121 'bubble car' railcars.

All units will feature a five-pole motor, screw-link couplings, cab lights and provision for DCC sound. Tower is to offer a limited run of each unit in BR green with yellow 'speed whiskers'. All models are due in 2018.

■ Heljan has cut the recommended retail price of its forthcoming 'O' gauge centre-headcode Class 37 and Class 05. The '37's' RRP is now £599.00, whereas the '05' will retail at £395.00. Tower Models is to offer significant discounts on these new prices.

HELJAN CLASS 120 TWO-CAR/THREE-CAR DMU



What's planned?

- Two-car, BR green speed whiskers*
- Two-car, BR green warning panels
- Two car, BR green yellow ends
- Two-car, BR blue/grey
- Three-car, BR green speed whiskers*
- Three -car, BR green warning panels
- Three-car, BR green yellow ends
- Three-car, BR blue/grey

Price? Two-car £800.00, three-car £1,100.00

When's it due? 2018

Where can I find out more?

www.tower-models.com

* Tower limited edition



HUGH BALLANTYNE/RAIL PHOTOPRINTS

HELJAN CLASS 117 THREE-CAR DMU

What's planned?

- BR green with speed whiskers*
- BR green with warning panel
- BR green yellow ends
- Network SouthEast

Price? £1,100.00

When's it due? 2018

Where can I find out more?

www.tower-models.com

* Tower limited edition



CHRIS LEIGH COLLECTION

HELJAN CLASS 121 RAILCAR



What's planned?

- BR green speed whiskers*
- BR green warning panels
- BR green yellow ends
- BR blue
- BR blue/grey
- Network SouthEast

Price? £579

When's it due? 2018

Where can I find out more?

www.tower-models.com

* Tower limited edition



JOHN E HENDERSON/COLOUR-RAIL

HELJAN CLASS 128 PARCELS UNIT



What's planned?

- W55991: BR green with speed whiskers*
- W55992, BR green
- M55994, BR blue
- W55991, BR blue (weathered)
- M55995, BR blue
- 55993, Royal Mail red

Price? £579.00

When's it due? 2018

Where can I find out more?

www.tower-models.com

* Tower limited edition



CHRIS LEIGH COLLECTION

MAKING MOGULS



Heljan has also unveiled plans to produce the GWR '43XX' 2-6-0. The Danish company is to produce the 4321-99 and 5300-5383 version in three GWR and four BR liveries. RRP is £779.00 and the estimated release date is late 2017.



...STOP PRESS...

Heljan's 'O' gauge Class 25 and Peco's 'OO9' L&B bogie open wagon arrived in the office just as this issue closed for press. See next issue for full reviews.



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Model Rail News online.



Got a news story or new product?

Send your press releases, details and high-resolution images to mike.harris@bauermedia.co.uk or telephone 01733 395149

PANNIERS PLANNED

Visitors to the Gauge O Guild's 'Guildex' extravaganza at Telford on September 3/4 were met by two organisations promising ready-to-run GWR '57XX' O-6-OTs. Both the newly expanded Dapol (see separate story) and Minerva Model Railways revealed plans to re-create the design, of which 863 were built between 1929 and 1949.

Dapol's '57XX' plans to cover original and '8750' variants, with metal detailing parts. It is to have a five-pole motor, sprung buffers, be DCC ready with a 21-pin socket and feature firebox flicker, along with provision for sound.

Minerva, best known for its Peckett O-4-OST (MR219), will produce the '57XX' after its Kerr Stuart 'Victory' O-6-OT (MR221). Its '57XX' will boast an injection-moulded body with over 200 individual components, a die-cast metal chassis, DCC and DCC sound options and screw or three-link couplings.

DAPOL GWR '57XX' O-6-OT

What's planned?

- No. 5717, BR black early emblem
- No. 5700, GWR green 'Great Western' lettering
- No. 9659, GWR green 'GWR' lettering
- No. L94, London Transport maroon
- No. 3716, BR black late emblem

Price? From £235.00

When's it due? September 2017

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



MINERVA GWR '57XX' O-6-OT

- '8750', welded tanks, late pattern injectors
- '57XX', welded tanks, late pattern injectors
- '57XX', riveted tanks, late pattern injectors
- '57XX', riveted tanks, early pattern injectors

All versions will be available in GWR and BR liveries.

Price? From £230.00

When's it due? Summer 2017

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



No need to chase 'USAs'

Please could we politely remind readers not to contact Kernow Model Rail Centre to chase up orders for 'USA' O-6-OTs. Kernow's staff are working through orders as quickly as they can.

KMRC's Chris Trerise said: "We have struggled to make progress in the last week as we have spent more time answering phone calls and e-mails asking about the status of orders than we have actually spent processing them!"

However, if you know that your card details have changed/expired, please give KMRC a call - this will help the process no end!

Honoured in 'N'

Project Railway Honour is a new scheme that unites 'N' gauge manufacturers Dapol and RevolutionN Trains, rail operators and the military to honour the railway men who gave their lives in the First World War. It's the brainchild of rail modeller Corporal Gareth Atkinson of the 1st Battalion of the Mercian Regiment.

The scheme will eventually result in three main line locomotives being named on Armistice Day 2016, 2017 and 2018. All three will carry a plate linking to ABF The Soldiers' Charity, the British Army's charity. Dapol will produce a 250-piece limited run of each locomotive in 'N' gauge. For every model sold, a donation will be made to ABF.

Freightliner is the first company to join PRH by renaming a Class 66 *Patriot* at Crewe on November 11 2016.

■ To find out more, visit www.projectrailwayhonour.com

BARRY BATEMAN/ALAMY



Incoming

What's the latest on those eagerly awaited new models?



DAPOL BR 10FT OPEN WAGONS

What's planned?

- Dia. 1/039 LMS-design open
- Dia. 1/044 LMS-design tarpaulin open

Price? £45.00

When's it due? Late 2016

What stage is it at? Decorated sample

Where can I find out more?

www.dapol.co.uk



DAPOL BR 10FT VANS

What's planned?

- Dia. 1/208 box van
- Dia. 1/211 box van
- Dia. 1/213 box van
- Dia. 1/217 12t box van
- Dia. 1/250 insulated van
- Dia. 1/251 insulated meat van

Price? £49.95

When's it due? Late 2016

What stage is it at? Decorated sample

Where can I find out more?

www.dapol.co.uk



HELJAN CLASS 45 1Co-Co1

What's planned?

- HJ4500: BR plain green*
- HJ4501: BR green with warning panels
- HJ4502: BR blue

Price? £699.00

When's it due? Mid-2017

What stage is it at? Decorated samples

Where can I find out more?

www.tower-models.com



* Tower limited edition



STEVEN BENNETT/ALAMY

CLASS 92 SCHEME

Do you want a ready-to-run 'OO' gauge Class 92 to modern standards? Now's your chance.

DJModels has launched a scheme to 'crowd-fund' a 'OO' Class 92, along similar lines to its Class 71 project: money is pledged up front and the project will only go ahead once the required funds have been raised. Unlike the Class 71, the scheme also extends to an 'N' gauge version.

DJM has promised an impressive specification for its proposed 'OO' model. Not only will it have all the features one would expect, such as NEM couplers, sprung buffers, etched

grilles and plates, it will also have Next22 DCC socket, full cab interior detail and be compatible with 'EM' and 'P4'. The 'N' gauge version will have a Next18 socket, but both versions will have factory-fitted sound options, using Legomanbiffo sound files.

Four liveries will be offered in both scales: DB Schenker red 92016, 92023 in unbranded 'triple grey' but with SNCF cab logo, EWS 92001 *Victor Hugo* and Railfreight Distribution 92030.

Prices have yet to be confirmed, but are estimated to be £150 for the 'OO' version and £130 for the 'N' gauge. To find out more about both schemes, visit www.djmodels.co.uk

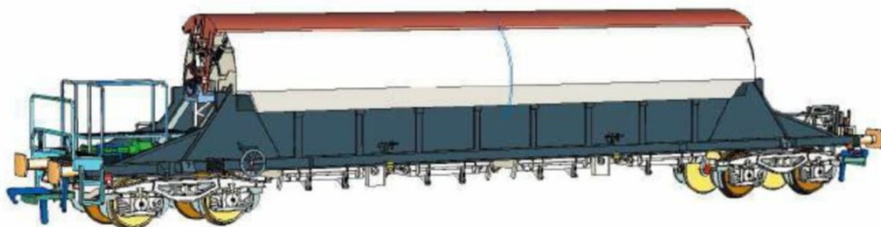
'Tiger' is at tooling stage

Tooling work has started on Kernow Model Rail Centre's 'Tiger' china clay bogie hoppers. The PBA/JIA wagons are being produced by DJModels. No date

has been confirmed for when the first engineering prototype will appear.

Price: From £39.99

Availability: www.kernowmodelrailcentre.com



DJM rallies funds for road vehicle packs

DJModels has launched another crowd-funded scheme... this time to populate your layouts roads rather than your rails. DJM has proposed a five-pack of 'bread and butter' 1960s/1970s 1:148 scale plastic cars.

The vehicles range is to feature the Vauxhall Viva, Austin Allegro, BMC 1100, Ford Zephyr and Rover P5B

(although the precise variant of each is yet to be confirmed) and will feature separately painted wheels and hubs, glazing, painted lights, bumpers and door handles. Each pack will be limited to 500 units; further batches will be produced but in different colours.

To pledge funds to the scheme, go to www.djmodels.co.uk

Rolling stock releases

The next new locomotives and rolling stock to arrive in your local model shop

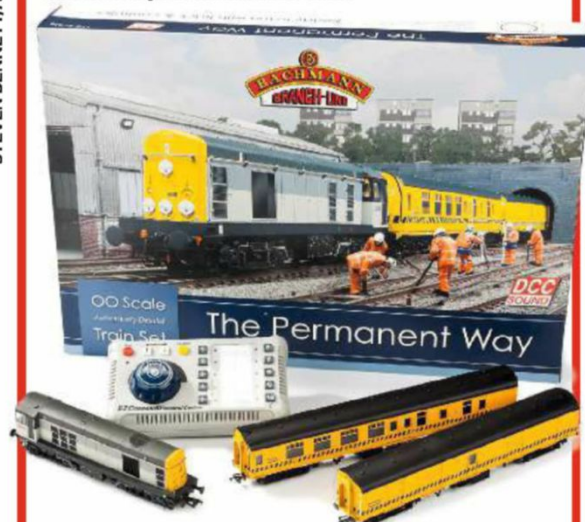


The range of Bachmann trainsets unveiled in the spring (MR221) is now in stock. We received the 'Permanent Way', which contains sound-fitted 'triple grey' Class 20 20088 and two Mk 1 coaches in Engineer's yellow, along with a circle of track and an E-Z Command DCC controller.

Product code: 30-049

Price: £274.95

Availability: Bachmann stockists



Kernow Model Rail Centre has advised that its limited edition DJModel 'Austerity' 0-6-OST No. 196 *Errol Lonsdale* in Longmoor Military Railway livery should be in stock just as this issue hits the news stands. Turn to page 10 for the full DJM 'J94' review.

Product code: DJM00J94-099

Price: £109.99

Availability: Kernow Model rail Centre.

Web: www.kernowmodelrailcentre.com



Dapol takes the Lionheart's share

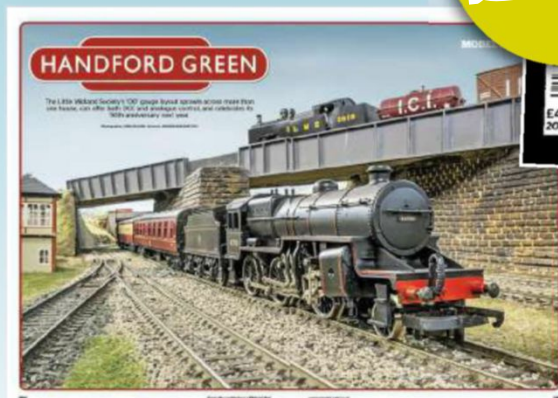
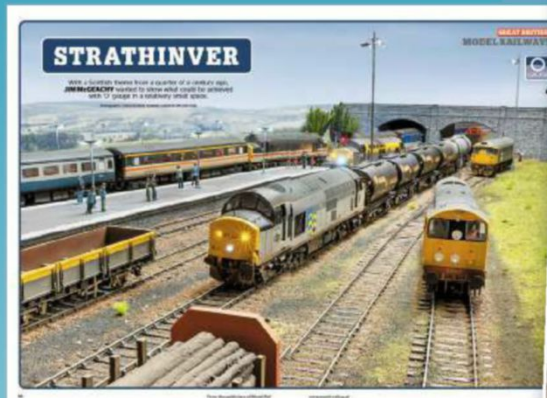
Dapol has merged with 'O' gauge manufacturer Lionheart Trains. The ex-Lionheart '64XX/74XX' 0-6-0PT, GWR Autocoach, 16t mineral wagons, 14t tanks and open wagons - plus forthcoming 'B-Set' coaches - will join the Dapol range, and both companies will be based at Chirk. Prices will be adjusted to suit - the '64XX', for example, now retails at £400.

However, the Lionheart name will not disappear. Dapol's Head of Product Development Richard Webster will continue to develop new, exclusive, 'museum quality' models under the brand, which he formed in 2009.

Dapol director Joel Bright said: "Under Richard's expert eye, we hope to develop and improve the Dapol range in 'O', 'OO' and 'N' and at the same time use Dapol's size and distribution to make 'O' gauge more affordable and accessible."

ON SALE NOW

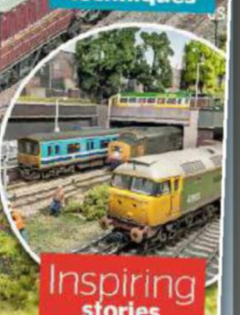
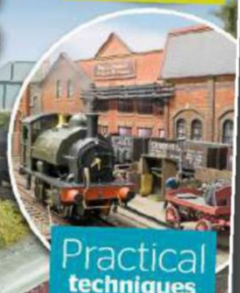
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MODEL OF THE MONTH

DJMODELS 'J94' 0-6-OST



DJModels' long-awaited 'J94' looks good and offers great value for money but, as **RICHARD FOSTER** finds, it's far from a resounding hit...



PRODUCT

DJModels
DJMOOJ94-001
'J94' 0-6-OST
No. 68023,
BR unlined black
early emblem

PERIOD
1948-1956

REGION
Eastern

AVAILABILITY
DJM stockists

USE WITH
Eastern Region
goods wagons

PRICE
rrp £95.50

Looks

0 1 2 3 4 5 6 7 8 9 10

Performance

0 1 2 3 4 5 6 7 8 9 10

Features

0 1 2 3 4 5 6 7 8 9 10

Decoration

0 1 2 3 4 5 6 7 8 9 10

Value for money

0 1 2 3 4 5 6 7 8 9 10

RATING **84%**

It's sometimes hard to banish the odd childish thought, and so when the parcel containing DJModels' 'J94' 0-6-OST landed on my desk the first thing that popped into my head was the opening lyric to the Crosby, Stills and Nash song Long Time Gone: "It's been a long time coming."

Of course, we can't really criticise, given the length of time it's taken for our 'USA' 0-6-OT to come to fruition. But there's something spooky about

the fact that models of both six-coupled tank locomotives built by the Allies during the Second World War have arrived in the UK within weeks of each other, following lengthy gestation periods!

It's interesting to compare the two designs: the USATC 'S100' is typically American - all angles, lumps and bare minimalism. The 'J94' - a term which only applies to the 75 Hunslet 'Austerities' bought by the LNER - is typically British, with smooth

lines and inside cylinders.

The Ministry of Supply (MoS) initially looked for an 'off-the-shelf' locomotive for wartime shunting, and to begin with it turned to the LMS 'Jinty', even sending some to France in 1939/40. Eventually it decided that an even simpler locomotive was required with a shorter wheelbase, and a suitable design soon showed itself in the form of Hunslet Engine Company's '18 inch' 0-6-OST. This was designed to run over poorly laid



track and to change direction very quickly - and it could trace its lineage back to the 'Jinty'.

Hunslet modified the '18 inch' for the MoS. Gone were the steel castings and brass, while the cab roof was modified to a more universal loading gauge and a large coal bunker was added.

WAR VETERANS

Production of the 'Austerity' 0-6-OST was spread around five manufacturers, all under the control of Hunslet. The co-operation of previously competing companies neatly illustrates the control imposed on the whole country during the war. The only difference between the locomotives produced by the various manufacturers was that Hunslet and Bagnall-built locomotives had profiled handrails, whereas others used plain metal bar.

The first of 377 'Austerities' entered service with the War Department on January 1 1943.

These locomotives ended up as far afield as Tunisia, the Netherlands and

France. After the war, 75 were acquired by the LNER and classified 'J94'. Full production, now for industry as well as the military, continued until 1956, although a handful were built in 1958 and

1962, followed by a further pair in 1964.

'Austerities' were hard at work in industry well into the 1980s. They found favour with preservationists, and many much-loved lines started out with 'Austerity' power.

Though the ex-Dapol model, resurrected by Hornby, is acceptable enough to look at, it has not aged well. Such an important design really needed a model built to contemporary standards.

And being a small locomotive, it was the ideal choice for a new manufacturer. That manufacturer was DJModels.

This is the first locomotive that's 100% DJM that we've reviewed, but not its first to hit the shelves: that honour went to the Adams 'O2' 0-4-4T (MR215), which was a commission for Kernow Model Rail Centre.

TIGHTLY WRAPPED

The 'J94' arrived in a compact and sturdy card box, with DJM's handsome BR-esque lined maroon colour scheme. The model itself was snug inside a foam wrapper, tied in a yellow ribbon. In fact, if anything it was a little too snug, as both of our review samples had lost their front handrails.

That aside, the first impressions are good - it looks like a 'J94'. The biggest improvement over the ex-Dapol model is the underframe. DJM has modelled the prominent angle ends to the frame plates, and the wheels are much more in keeping with the prototype.

DJM has really captured the shape of the prototype. Important areas such as the 'face' look right. There's a bit of a gap around the smokebox door ring, but this is purely because you pull it away to gain access to the six-pin DCC socket (small magnets keep it in place - a neat touch).

The firebox backhead features some good details, all the handrails are fine wire and the brake rodding is factory-fitted, which is another welcome touch. Buffers are sprung and the NEM pockets are screwed in place but feature plenty of pivoting movement.

There's ample flexibility in the detail combinations, too. There are different bunker options - including early and later hopper style, step and handrail combinations, plus the choice of single or double-angled gussets that brace the bufferbeams against the mainframes. And if you were wondering about the space between

Overall appearance, chassis much better than ex-Dapol model, ease of DCC conversion.

Shape issues, incorrect detail combinations.

DJMODELS 'J94' 0-6-OST

OVERVIEW	
Manufacturer	DJModels
Ref. No.	DJMOOJ94-001
Unit No.	68023
Scale/gauge	1:76 scale, 16.5mm gauge 'OO'
Body	Plastic
Chassis	Metal with plastic parts
Weight	150g
Min. curve radius	R2 (438mm)

ELECTRICS	
Electrical system	12V DC two-rail
Motor type	Coreless
Lights?	No
DCC ready?	Six-pin socket

CURRENT CONSUMPTION	
Max. speed	0.3A
Stalled	0.3A

MECHANISM	
Drive system	Gear train to all axles
Flywheel(s)	No
Traction tyres	No

SERVICING	
How to dismantle	Two screws under footplate and one in chimney
Where to oil	Factory lubricated; instructions suggest further lubrication to gears after running in through holes in keeper

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	30ft 4in	122mm	121mm
Height	12ft 1¼in	49mm	49.6mm
Width	8ft 0in	32mm	33mm
Wheel diameter (driving)	4ft 3in	17.2mm	16.8mm
Wheelbase	11ft 0in	44mm	43mm
Wheel back-to-back	-	-	14.9mm



Standard bunker

DJModels DJMOOJ94-SP1
NCB No. 65 limited edition

Tank ladder

the frames, a moulded representation of the inside valvegear is supplied that fixes into place with a little glue.

CROWD-PULLER

Performance is good too. The coreless motor drives all the axles through a gear train. Our sample hauled 13 Bachmann and Hornby bogies on level track, four over our 1-in-60 gradient and a creditable three over the 1-in-30. It coped pretty well with

most of the Hornby track, although its super-fine wheel flanges derailed on several points, including our curved crossover. This, however, is likely to be a symptom of badly laid track, rather than a problem with the model.

One of the main things that makes the DJM 'Austerity' such an attractive proposition is its price. The recommended retail price is £95.50, but some retailers are offering them at less than £85, which for a ready-to-run 'OO' gauge model in today's

market, represents excellent value.

Last but not least is the range of liveries available. DJM has produced BR and LNER liveried 'J94s', but Hatton's and Kernow have commissioned special edition 'Austerities' in all manner of industrial and military schemes. If the pre-production samples of the Hatton's range we saw at Warley 2015 are anything to go by, they're going to be very popular indeed.

CUSTOMER CARE

So, it's all good then?

Sadly not. The success, or otherwise, of the Hunslet 'Austerity' essentially hinges around DJM's slogan, 'Setting Higher Standards'.

This claim presumably encompasses all aspects of DJM's operation. As it states on its website, the company expects to "be able to give better communication, sales service, after-sales service and backup than any of the current manufacturers." Well, this is immediately apparent, because you get a little card in the box that says that DJM has "examined, tested and approved" the model before despatch - you certainly don't get that in other mass-produced models and, happily, we had no need to test the efficiency of the after-sales service!

But 'Setting Higher Standards' surely also applies to the model itself? If it is, then the 'Austerity' is, unfortunately, a bit of a let-down.

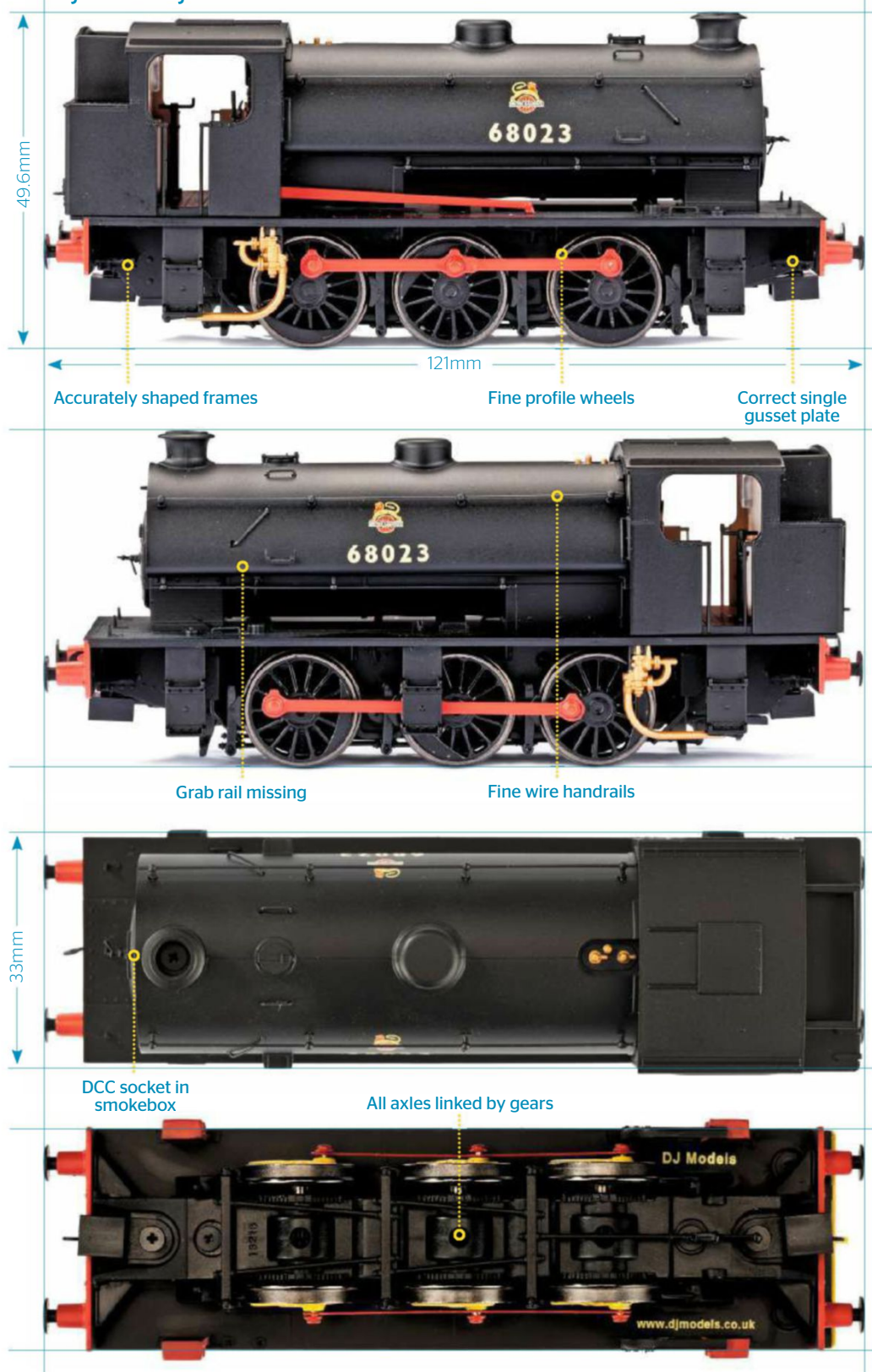
We received 'J94' No. 68023 in unlined BR black with pre-1956 emblem for review. According to the RCTS' *Locomotives of the LNER Part 8B*, this was built as WD No. 75190 by RSH in June 1944 and became LNER stock in June 1946. It gained its extended bunker in July 1949 and was withdrawn in May 1965.

There's a good front three-quarter portrait of No. 68023 at www.lner.info, which reveals a number of details that are not included on the model. It does have the centre steps and angled grab rail on the tank 'sides' but it is missing the centre step grab rail on the footplate. Furthermore, the footplate handrail by the front step is too far back and there's no sign of the step on the underside of the saddletank (fitted to a small number of 'J94s', including No. 68023).

The RCTS book states that 'J94s' were fitted with cab doors and seats, although photographic evidence can only corroborate the former. But here, again, the model is found wanting. The book also states that LNER-pattern lamp irons were fitted. Photographic evidence shows that these were taller than as-built, being almost up to the bottom of the smokebox door.

There are holes in the bufferbeams for train brakes and, presumably,

DJMODELS 'J94' 0-6-0ST



steam heating, which shows that a preserved example has been studied. Only some military 'Austerities' had train brakes; as-built, they only had steam brakes and three-link couplings.

SEAM'S OK...

There is also, unfortunately, a lack of finesse about the model. The obvious seam line across the top of the saddletank is forgivable, considering how model locomotives are assembled, but the model's bunker ladder is less easy to forgive. It looks to be a metal stamping, which is not only far cruder than a wire equivalent but also doesn't extend up to the top of the bunker extension. The use of wire would give it a massive visual boost.

'J94s' with hopper bunkers also received a large step on the fireman's side of the bufferbeam, outside of the buffer. Cromford & High Peak 'J94s' had the steps but not the hoppers. To the consternation of Gorton's fitters, local shed staff had cut the hoppers away so that the locomotives could fit under the CHPR's coaling stages!

The rear view is arguably the model's worst aspect. A photograph of the rear of No. 68023 shows that where the bottom edge of the 'hopper' meets the rest of the bunker, there's a curve (it's a right angle on the model). There's also an engraved line on the model that doesn't show up on prototype images of it or its classmates - although we stand to be corrected.

The bars across the rear windows on the standard bunkers are also a little on the crude side and would benefit from being replaced by RT Models' etches. In fact, the DJM model would also benefit from RT Models' finer chimney and injector pipework, too.

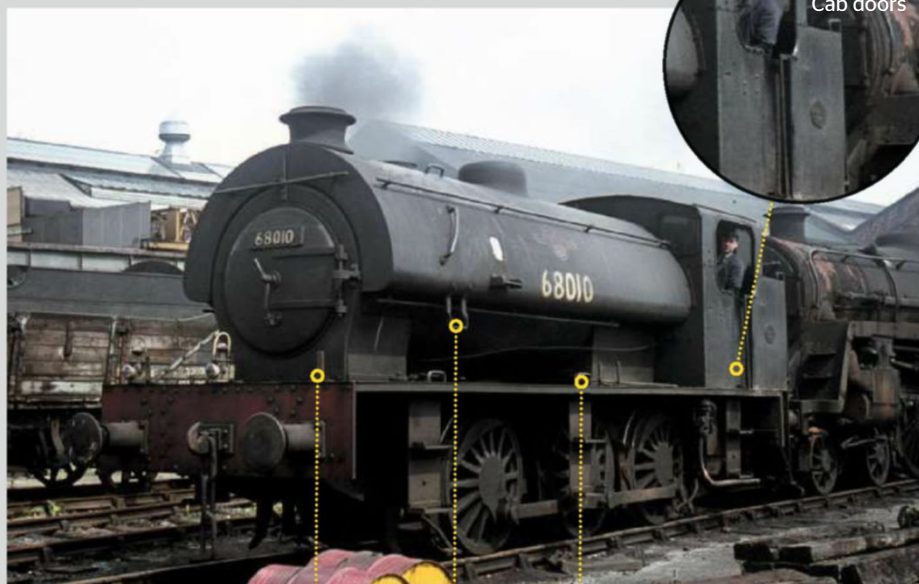
The satin black finish is good,



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'J94s' in detail

A fine portrait of 'J94' No. 68010 'on shed' at Darlington on July 28 1964. For a design that was only meant to last a few years, the LNER's examples lasted until 1967, while some remained in service until the 1980s at coal mines and power stations. COLOUR-RAIL



LNER pattern lamp irons Saddle tank step Centre step handrail



Additional bufferbeam step

No. 68050 shows off the later hopper bunker style at Darlington on July 27 1963. The first style was an addition to the original bunker, as per the DJM model; this was later replaced by a single piece, with subtle curves. COLOUR-RAIL

although the BR emblem and numbers don't have the same accuracy as a contemporary Bachmann or Hornby model. Sadly, the yellow on the NCB version looks a little plasticky and, from certain angles, you can see that only the wheel faces have been sprayed, with overspray clearly visible in the spokes.

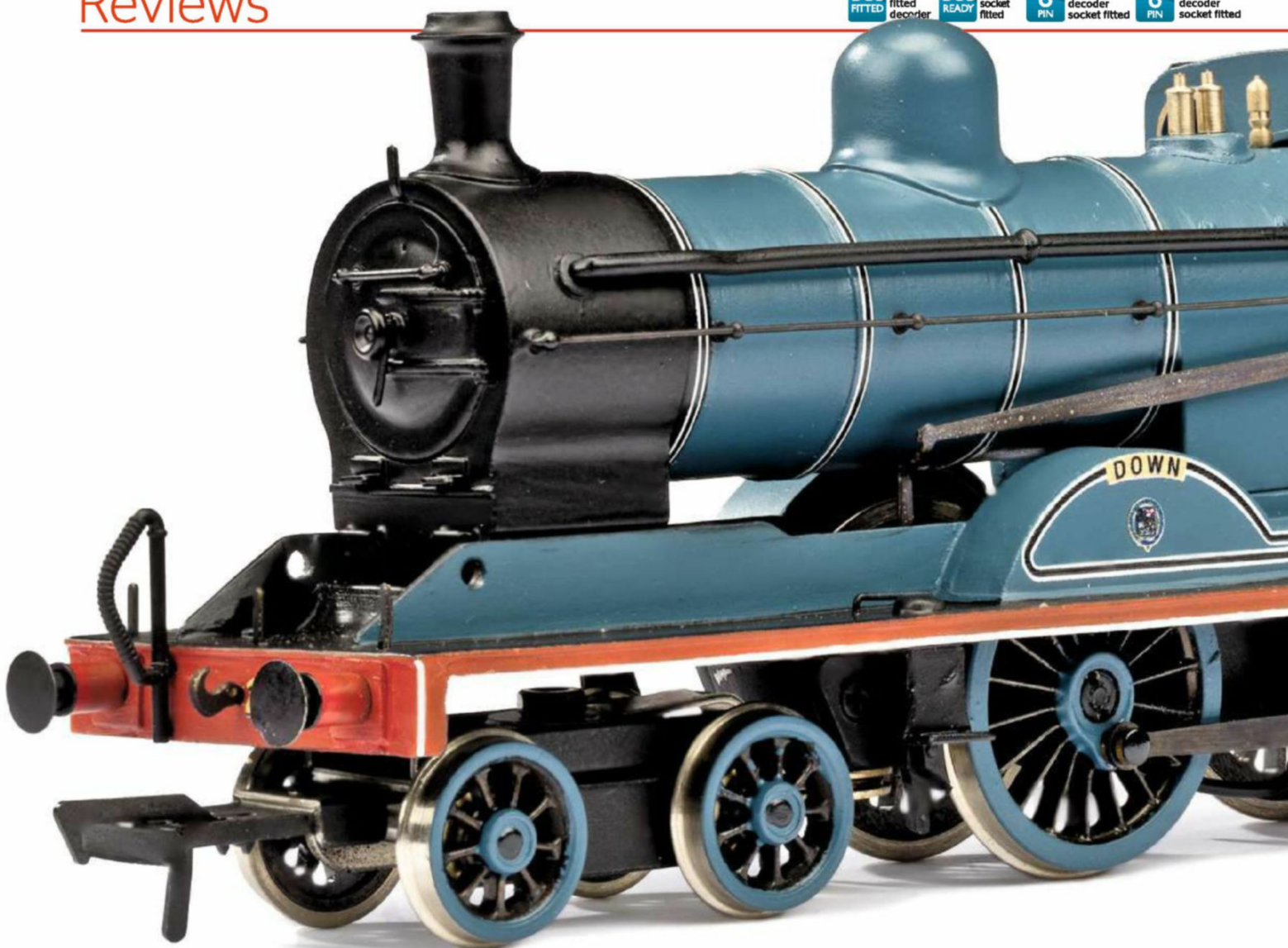
The term 'curate's egg' doesn't apply to the DJM 'Austerity' because that would suggest it's bad with some redeeming features. In fact, the opposite is true.

It's a very good little model, especially when you consider that you can get quite a lot of change from £100, but it does have some disappointing bits.

However, all things considered, the look of the chassis and the ease of fitting DCC - not to mention the crispness of the mouldings and the refinement of some components - means that it's much better than the ex-Dapol model.

Now I'm eagerly looking forward to the arrival of Kernow's Longmoor blue version, which I have on pre-order!





PRODUCT
OO Works GNR(I) 'U'
4-4-0 No. 205
Down, GNR(I) blue

PERIOD
1948-1953

REGION
GNR(I)

AVAILABILITY
OO Works, Brendon,
Langham Road,
Robertsbridge,
East Sussex
TN32 5DT.

Web:
www.ooworks.co.uk

PRICE
rrp £265.00

FIRST REVIEW

OO WORKS GNR(I) 'U' 4-4-0

It's not so long ago that Adams 'Radials', LBSCR 'E4s' and Midland Railway O-6-0s were considered niche by mainstream ready-to-run manufacturers. In theory, this left the door open for companies such as OO Works to fill these gaps. However, with the likes of Hornby and Bachmann having snapped up these so-called niche locomotives, where does a smaller manufacturer turn?

The answer is Ireland.

It's probably fair - but quite sad - to say that Ireland's railway network, its history and its train fleet are still something of a mystery to most British enthusiasts. Murphy Models (MM) has done wonders to promote Irish railways on both sides

of the Irish Sea with its superb range of models and it has been joined by Irish Railway Models, whose forthcoming ballast wagon will hopefully be the start of greater things.

But the MM range focuses on the modern era. What about steam?

Well, that's where OO Works has stepped in, producing the first Irish-outline 'OO' gauge ready-to-run steam locomotives that aren't simply British models painted in Irish colours. OO Works has jumped headlong into the Irish market with

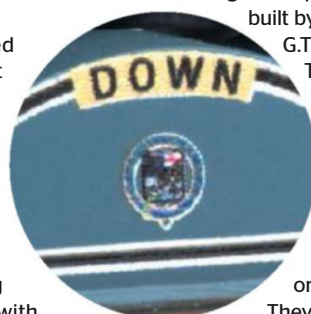
not one but two designs - the Great Northern Railway (Ireland) 'U' 4-4-0 and the 'UG' O-6-0.

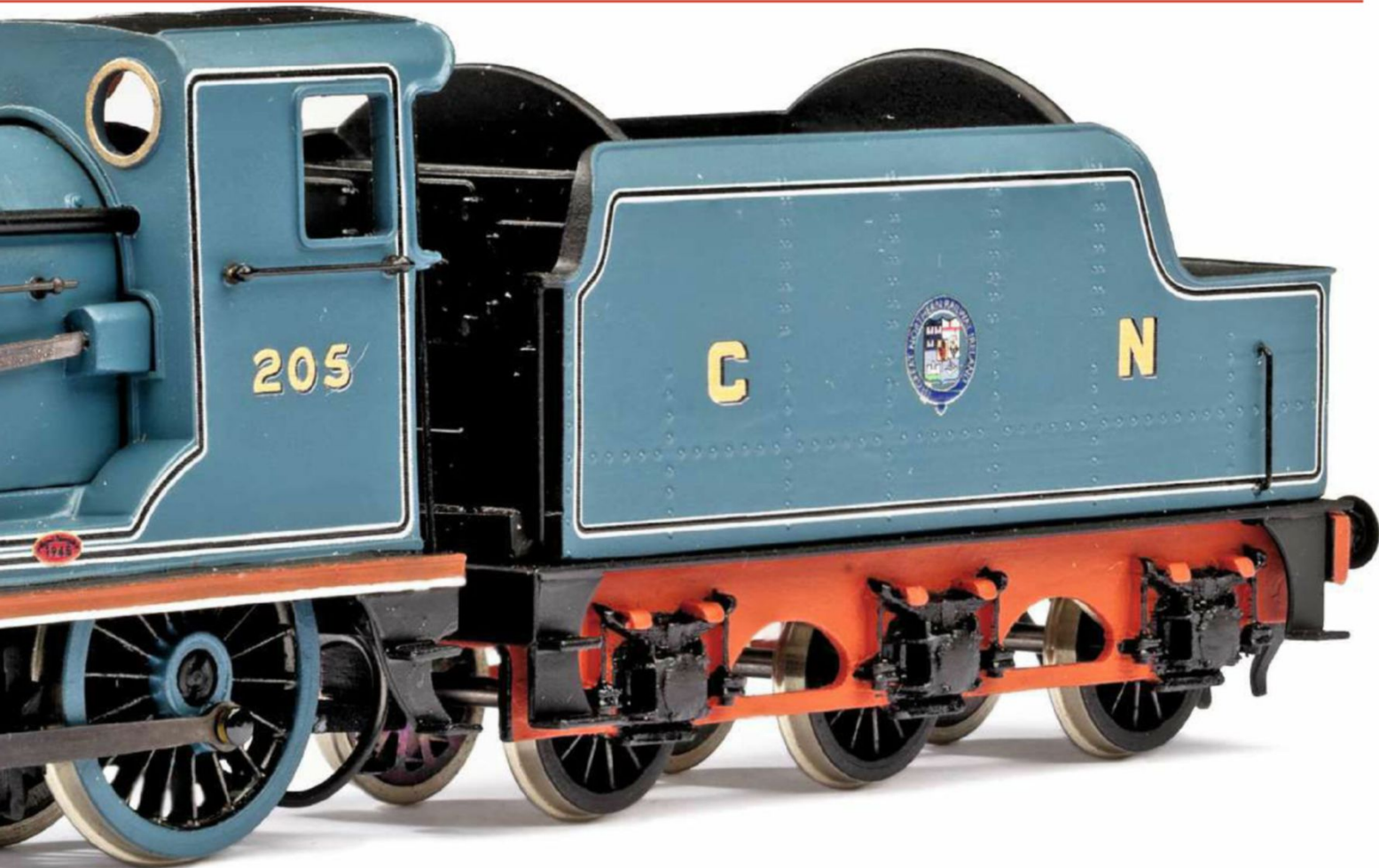
LONG SERVICE

The first to arrive is the 'U', and it's a beautiful little thing. In fact, the real design was quite remarkable. Five were

built by Beyer Peacock to G.T. Glover's design in 1915.

They were intended to replace older 'P' 4-4-0s, but the two designs lasted until almost the end of steam. Glover's successor as GNR(I) Locomotive Superintendent, H.R. McIntosh, ordered five more in 1948. They were virtually identical,





“THAT DISTINCTIVE IRISH INSIDE CYLINDER 4-4-0 LOOK, EMPHASISED BY HIGH-PITCHED BOILER AND SMOKEBOX DOOR WHEEL, HAS BEEN CAPTURED PERFECTLY”

except for boilers pressed to 200lbs/sq in, side window cabs and William Stanier-inspired tenders.

The GNR(I) was nationalised by both the governments of Northern Ireland and the Republic in 1953 and it became Great Northern Railway Board (reflected in a change in the company crest). By 1958, it was on the verge of bankruptcy, so was split between the Ulster Transport Authority and Córas Iompair Éireann.

Pre-war and post-war 'U's were split between UTA (4) and CIÉ (6). CIÉ withdrew its 'U's in 1963 (the end of steam in the Republic), while UTA's were retained on suburban services around Belfast until 1965. Sadly, none have survived.

Received for review is the last of the class, No. 205 Down. Although this ended its days as CIÉ No. 68, our review model is finished in the GNR(I)'s lined blue livery.

You know what you're going to get from an OO Works model. They're handmade in metal (in Britain!), they're relatively simple, and they feature none of the bells and whistles that you get from Hornby and Bachmann. You really

can't judge them against a mass-produced plastic model because they're cruder and lack the technological advances in both production and design. They're like a really well-built kit, and have to be treated as such.

But, you know what? It really doesn't matter, especially with the model under review, which is a thing of beauty. That distinctive Irish inside cylinder 4-4-0 look, emphasised by high-pitched boiler and smokebox door wheel, has been captured perfectly. There's plenty of fine detail, including some exquisite wire handrails. An attempt has been made to model the firebox backhead with gauge glasses, firehole door, regulator and reverser.

FINISHING TOUCHES

The finish is splendid, and there's not much between it and a Chinese-made model. The lining is fine, the works plate is legible and the pre-1953 GNR(I) emblems are well executed.

Under the skin, things are different too. You get sprung buffers but you don't get NEM couplers, although the tension locks are slim.

You don't get any form of DCC provision either, but OO Works has allowed space inside the boiler for a decoder, although it will need to be wired into the circuit.

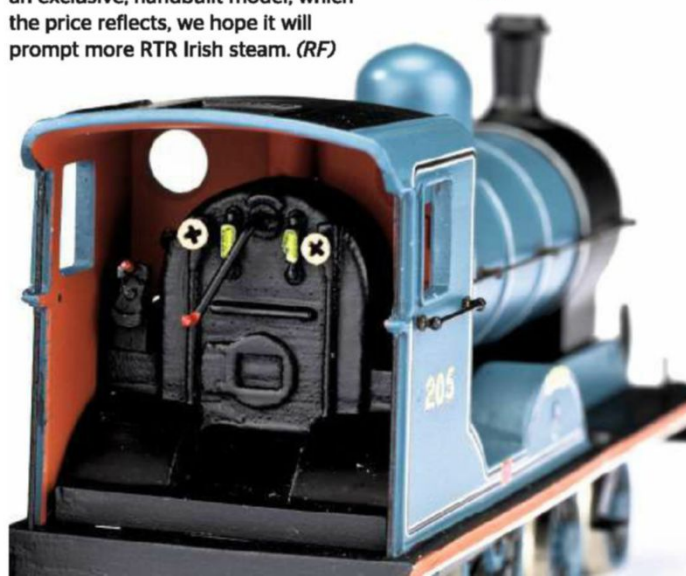
The motor is sealed for life, but there's ample access for oiling and servicing the mechanism. Performance is akin to a kit and the model needs careful running-in.

The 'U' really is a cracker and we can't wait to see the 'UG'. While this is an exclusive, handbuilt model, which the price reflects, we hope it will prompt more RTR Irish steam. (RF)



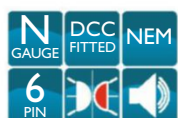
Good looks, lovely finish, excellent choice of prototype.

Basic when compared to Chinese-made models, otherwise nothing of note.





FIRST REVIEW FARISH '108' - WITH SOUND!



PRODUCT
Graham Farish
371-876 Class 108
two-car DMU,
BR blue
PERIOD
Late 1960s-1980s
REGION
Northern England
AVAILABILITY
Graham Farish
stockists
PRICE
rrp £269.95

The Class 108 became the first of Graham Farish's 'new generation'

of vastly improved 'N' gauge DMUs. The November 2008 issue of *Model Rail* (MR124) said that, compared to its forebears, the '108' was in a "different league".

Eight years later, the Class 108 DMU has achieved yet another milestone: the first mass-market British 'N' gauge model with factory-fitted DCC sound.

The basic model is unchanged. It still features a highly detailed and well painted plastic body with numerous separately fitted detail parts, especially on the underframe, and clear flush glazing revealing the modelled interior. The sound version features Driving Motor Brake Second 50965 and Driving Trailer Composite with Lavatory 56248 in all-over BR blue with 'Windermere' and 'Oxenholme' destination blinds.

The power unit is also largely unchanged; the chassis block fills half the driving car and powers the rear bogie, but the model is supplied with a Zimo DCC sound decoder.

FEEL THE NOISE

The speaker is fitted inside the rear of the car next to the gangway, with the gangway/end window glazing left unfitted, presumably to avoid muffling the sound. The missing glazing unit is supplied with the model in a clear polybag, along with other parts including DCC blanking plates and various end hooks and hoses. Also included is a weight that clips in place of the sound decoder if you want to return to silent, analogue running.



A comprehensive instruction sheet describes the operation and lists DCC sound functions for 1-21, though some can be toggled, meaning there are more, including five different horn tones,

flange squeal, driver and guard's buzzers, various doors opening and closing and windscreen wipers.

Function 'F1' simulates engine start-up (there are two engines) and then other engine sounds are triggered automatically. As power is increased, the engines rev before the unit starts to move, then at appropriate speeds there is a simulation of the gear changes and, if the model is stationary for any length of time, compressors kicking in.

The sounds are well recorded and despite the small scale of the model (and the suitably diminutive speaker) they have an impressive depth and resonance.

The only way to access all the sound functions is with DCC. However, analogue users can also enjoy the sounds, albeit in a more limited way.

I tested the model with a standard DC controller. I added power until the engine started up. With the controller moved further up, the model moved off, cycling through the gears. I did find that if the power was cut too sharply the sounds cut out, but if

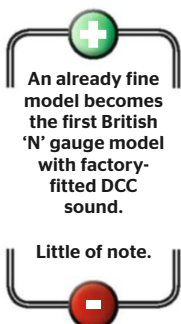
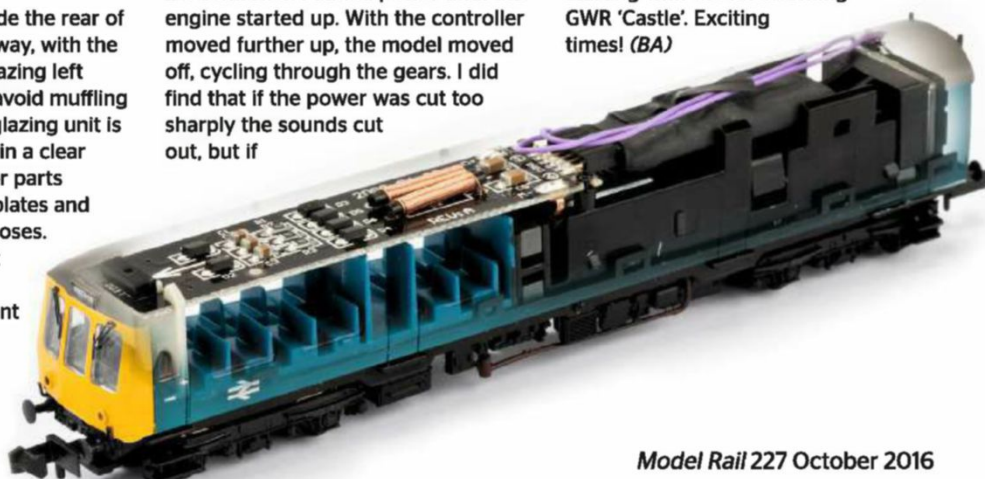


The end glazing has been omitted, presumably to prevent the sound from being muffled.

throttle control is measured and smooth the model can be slowed and then stopped with the sound of the engines idling still audible.

DCC sound has been a popular feature in North American 'N' for some time and it certainly adds an interesting dimension to the railway modelling experience. Until now, however, British modellers have had to carry out complex decoder and speaker installations themselves, or pay for sometimes costly aftermarket services. This release from Graham Farish, while by no means cheap, puts sound within reach (or should that be within earshot?) of the average enthusiast.

And the best bit? This is not a one-off - more Graham Farish sound-fitted models are planned, starting with the forthcoming GWR 'Castle'. Exciting times! (BA)



An already fine model becomes the first British 'N' gauge model with factory-fitted DCC sound.

Little of note.



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model railway company

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October releases



7F-056-002 - BR Standard Plywood Van Diagram 213 Bauxite B775635



7F-053-001 - 5 Plank Corrugated End
BR Diagram 39 Grey B494990



7F-053-002 - 5 Plank Corrugated End
BR Diagram 44 Bauxite B486144



0 Gauge 10ft Wheelbase Rolling Stock

1st Decorated Sample Copyright Dapol Ltd.
Correct wheels will be used on the Vans



7F-056-001 - BR Standard Plywood Van
Diagram 213 Bauxite B765307



7F-056-004 - BR Standard Planked Van
Diagram 208 Bauxite B768101



7F-056-003 - BR Standard Planked Van
Diagram 208 Bauxite B768898



7F-057-001 - BR Insulated Van
Diagram 0251 White B872112

A3 Flying Scotsman Booksets



- 88-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted
- 88-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted DCC
- 88-011-008 - A3 Flying Scotsman 103 Wardsm Black NE
- 88-011-008D - A3 Flying Scotsman 103 Wardsm Black NE DCC
- 88-011-009 - A3 Flying Scotsman 60103 BR Express Blue Early Crest
- 88-011-009D - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC
- 88-011-004 - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted
- 88-011-004D - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted DCC
- 88-011-008 - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted
- 88-011-008D - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted DCC



8F-038-031 - Bulk Grain - Bass Cherrington 37



8F-038-032 - Bulk Grain - Bass Cherrington 37 Weathered



8F-013-043 - Gypsum Van - Ferrocrete 283



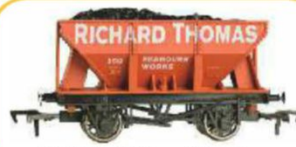
8F-013-044 - Gypsum Van - Ferrocrete 283 Weathered



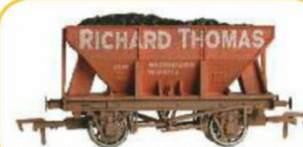
4F-021-007 - Box Van - BR 44811



4F-021-008 - Box Van - BR 44811 Weathered



4F-033-102 - 24T Hopper - Richard Thomas



4F-033-103 - 24T Hopper - Richard Thomas Weathered



4F-071-134 - 7 Plank - Cardigan Mercantile



4F-071-135 - 7 Plank - Cardigan Mercantile Weathered



4F-080-112 - 8 Plank - SPC 5009



4F-080-113 - 8 Plank - SPC 5009 Weathered

Also released this month include:

- 4F-026-007 - HIA Freightliner Green Heavy Haul Limestone Hopper 369001
- 4F-026-008 - HIA Freightliner Green Heavy Haul Limestone Hopper 369013
- 4F-026-009 - HIA Freightliner Green Heavy Haul Limestone Hopper 369017
- 4F-026-010 - HIA Freightliner Green Heavy Haul Limestone Hopper 369021

- 4F-026-011 - HIA Freightliner White Heavy Haul Limestone Hopper 369022
- 4F-026-012 - HIA Freightliner White Heavy Haul Limestone Hopper 369043
- 7F-053-003 - 5 Plank Corrugated End BR Diagram 39 M424330
- 7F-071-018 - 7 Plank - James Edge
- 7F-071-018W - 7 Plank - James Edge Weathered

Product Scale Key

0 Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

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AUHAGEN LOW-RELIEF WAREHOUSE

00
GAUGE

PRODUCT

Auhagen 11436
low-relief
warehouse with
loading platform.

DIMENSIONS

20.4cm by 10cm by
10.4cm.

DIFFICULTY



AVAILABILITY

Golden Valley
Hobbies, Unit 1
Pontrilas Business
Park, Pontrilas,
Herefordshire
HR2 0AZ.

Tel: 01981 241237

Web: www.goldenvalleyhobbies.com

PRICE

rrp £20.10

ESTIMATED TIME:

4 hours

TOOLS NEEDED:

- Self-healing cutting mat
- Sprue cutters
- Sharp craft knife
- Small paintbrushes
- A selection of acrylic paints
- Weathering washes
- Plastic cement

German manufacturer Auhagen is over 130 years old, yet few UK modellers are aware of the company and the huge range of useful products it makes.

Its modular building kit system is well thought-out and provides easy-to-fit interior and exterior detailing parts suitable for '00' layouts. I'm a big fan of this range, not least because it's a little different to the usual European and UK building kits. It's also an ideal first kit-bash project.

The modular range includes a useful selection of plastic building kits, as well as plenty of accessories covering everything from industrial machinery and pipework to small brackets.

I chose a low-relief warehouse to explore the delights of this range. The plastic parts were cleanly moulded in cream, black, yellow, dark red, dark grey and light grey. It also included handrails and ladders made from laser-cut cardboard, and a sheet of self-adhesive signs and warning markings. Overall, I found the pictorial instructions easy to follow, and the kit went together extremely well. (PM)



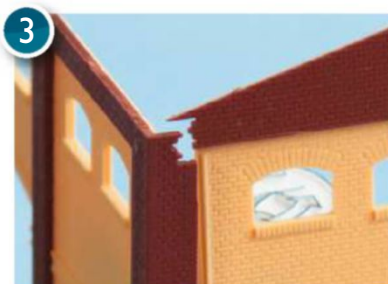
HOW TO DO IT: BUILD AN AUHAGEN LOW-RELIEF WAREHOUSE



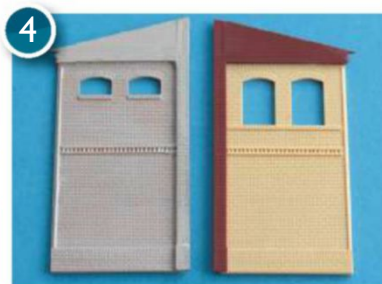
The contents of this kit are moulded in self-coloured plastic, while the handrails and ladders are made from laser-cut cardboard. It also comes with a sheet of self-adhesive signs and warning markings.



I found that separating the pieces from the plastic sprues with a DCC concepts sprue cutter is quicker and neater than using a craft knife. The parts are crisply moulded, with excellent relief on the brickwork and very little flash.



This view shows a neat way of ensuring that the brickwork merges seamlessly. Liquid poly or plastic cement is needed to assemble the parts. Remove any moulding lines with fine wet and dry paper (I use Tamiya finishing paper).



The plastic will benefit from toning down with matt acrylics. The parts don't need priming, so this can be quite a quick process. This piece (left) has received a thin wash of cream acrylic.



Prior to assembly, I partially painted the walls, along with the sprues containing the windows and doors. I found this approach far easier than attempting to paint each part separately.



After the windows and doors have been added, the nearly completed building looks like this. The loading platform has been added and the three corrugated pieces that will form the canopy roofing are shown together, one with its two supports added.

7 Here's the completed model, shown partially bedded into the landscape. I fitted clear plastic behind the windows, while guttering and downpipes are all included in the kit. As a finishing touch, I added this Bachmann Scenecraft figure.



WANT TO KNOW MORE?

The Auhagen catalogue contains English text and also includes modelling tips. It runs to 276 pages and is available for £3.50 (plus postage and packing) from Golden Valley Hobbies.

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Unless you know your card details have expired, please don't call Kernow Model Rail Centre to chase your order - it will be processed as quickly as possible!



MR-101: No. 1968, USATC black



MR-102: No. 68, Southern Railway black



MR-103: No. 30069, BR early emblem black



MR-104: No. 30064, BR late emblem lined green



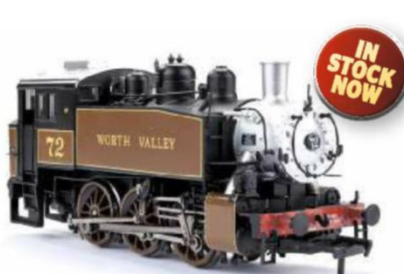
MR-105: No. WD300 Major-General Frank S. Ross, LMR blue



MR-106: No. 30071, BR late emblem black (weathered)



MR-107: No. 36, National Coal Board black



MR-108: No. 72, KWVR ochre



MR-109: No. 30067, BR late emblem black (pristine)



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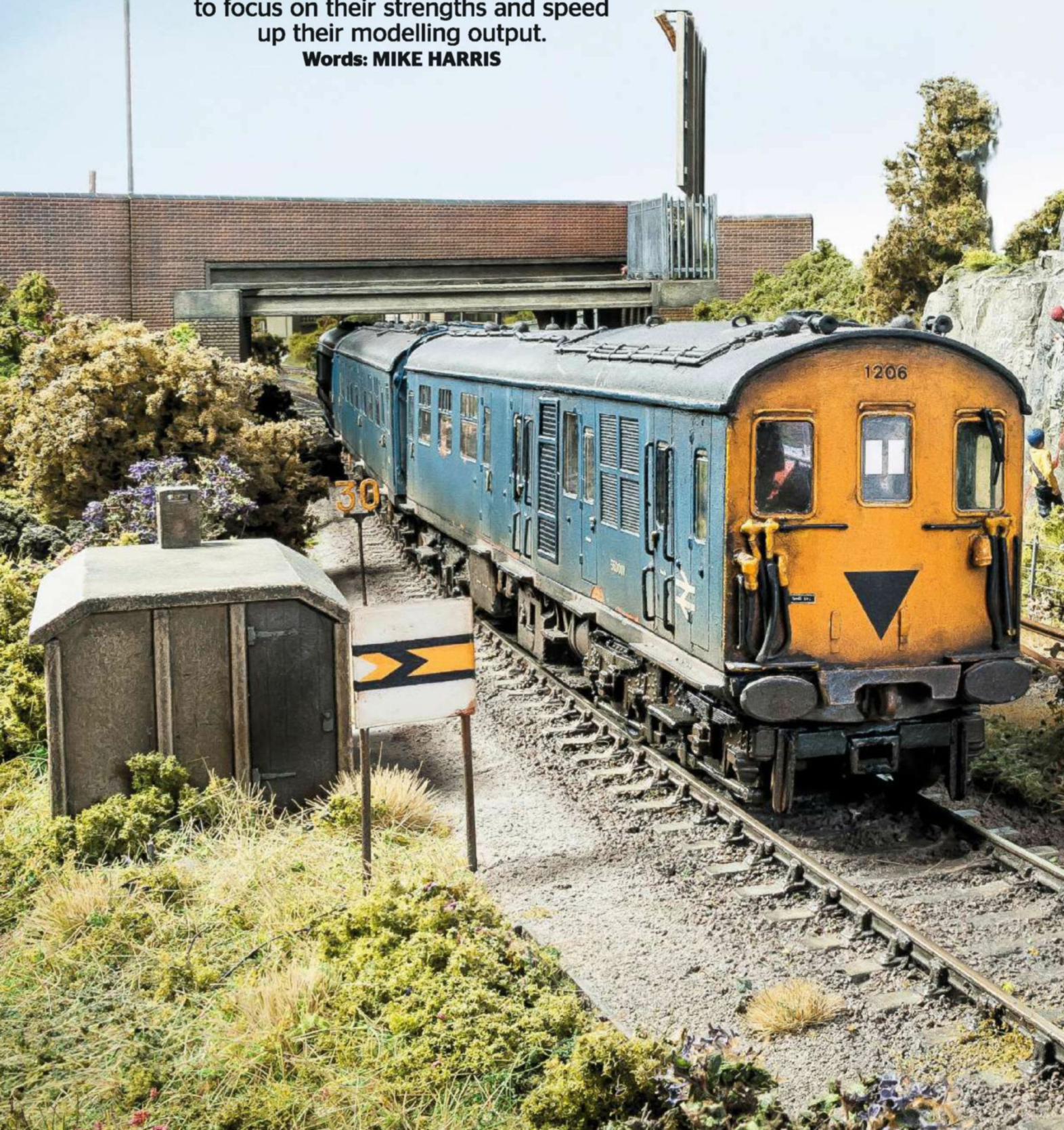
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Shelvington

Working together has allowed both **MATT FARRELL** and **LEE POLSON** to focus on their strengths and speed up their modelling output.

Words: **MIKE HARRIS**







Nostalgia fuels our hobby. It's why many of us model. Just a single image, smell, or sound can transport us right back to a specific moment in our lives.

But while we often have a tendency to look back at times gone by with fondness, sometimes we look through rose-tinted glasses.

Imagine for one second that you'd never seen or experienced Britain's railway and your only reference was model railway layouts. Your perception of British railway history would probably be somewhat distorted, with sunny days, chocolate box buildings, and quaint little branch lines.

There's nothing wrong with crafting

your very own railway utopia. But when a layout portrays an altogether grittier side of the British railway system it tends to stand out. And 'Shelvington' certainly stands out.

PLAYING IN THE DIRT

'Shelvington' is the handiwork of model-making duo Matt Farrell and Lee Polson. Built to 'P4' standards, the layout started life as a test track and lived on a shelf in Matt's hobby room, hence the name 'Shelvington'.

Although fictional, the Southern Region layout is set in West Surrey (Western Region interlopers do make an appearance). This is where Matt often spent his summer holidays as a child, either with his aunt and uncle in Woking, or with his grandparents, near Guildford.





“SOME PEOPLE FORGET WHAT BRITISH RAILWAYS WAS REALLY LIKE. IT WAS, EFFECTIVELY, RUN INTO THE GROUND”

But he hasn't let these fond memories influence his portrayal of the BR blue era.

As Lee puts it: "Some people forget what British Railways was really like. It was, effectively, run into the ground and neglected - particularly during the 1970s and 1980s."

These memories were the impetus to turn a test track into a gritty portrayal of BR blue, in the form of an old secondary line-turned branch line.

'Shelvington' took just one year to build, and that's testament to both Matt and Lee's talent as modellers, and their ability to work together as a team. The pair split the workload and focused on their individual strengths which, by happy coincidence, don't overlap. 🔄





The track comprises mostly C&L and Peco components, and is built to 'P4' standard. The scenic section contains Peco Pandrol clips and sleepers with flat bottom rail, whereas C&L chairs, sleepers and rail are used for the bullhead track. Third rail is from Peco parts, and the fiddleyard is of copperclad construction.



WORKING IN UNISON

Matt has been modelling since the age of seven, but teaming up with Lee has made him a much more prolific builder: "He's actually pushed me to finish stuff off because he wants to paint it," says Matt.

"I would get frustrated because I became bored when I reached the painting stage, but now I hand everything over to Lee. My professional background is in engineering, which is why my interest lies in the construction side of things."

Lee cut his teeth painting miniatures from the popular fantasy role-playing board game *Dungeons & Dragons*. He explains: "I never played the game, I just liked to paint the figures, so that's where I started."

"I've picked the hobby up and put it down again over the years, but you never forget the techniques and you can apply them to railway model-making, too - I've been dry-brushing for years!"

A key characteristic of Matt and Lee's gritty portrayal of BR's blue era is Lee's suitably thick and consistent weathering. "Everything needs some sort of weathering, even a new building - it doesn't take long before dirt begins to build up or certain areas begin to show signs of wear," he says.

Even 'ready-to-plant' road vehicles don't escape Lee's brush. He explains: "To my mind, it's important to weather

WHAT MAKES IT GREAT: FIGURE PAINTING

'Shelvington' contains a mixture of 'OO' gauge and 'HO' scale figures, including items from Bachmann, Monty's Models (Dart Castings), Dapol, and Preiser. Although the difference between 1:76 and 1:87 scales is minimal, some consideration has been made when positioning the figures: "You have to be careful because of the differing scales," says Lee. "It's best not to position them too close together."

Lee puts his D&D modelling experience to good use and repaints every single figure - factory painted or not. An example of his prowess is the lady holding a carrier bag, just outside the station; Lee has replicated the red logo, and blue and white striped pattern synonymous with a famous supermarket brand.

A slightly darker flesh tone is washed over any areas of skin, to subtly pick out details such as lips and eye sockets. But however finely detailed each figure may be, Lee insists that any attempt to replicate eyes at such a small scale is futile: "I am not keen on how others have tried to paint the eyes on 'OO' gauge figures, they usually seem too big and the pupils never line up properly."

"You don't really need to see the eyes anyway. If you view a real person from a

comparable distance to that which audiences view figures on a layout, you can't see the eyes either."

But realistic figures rely on much more than just a good paintjob. Realistic poses and positioning are just as important. Each figure on 'Shelvington' fits seamlessly into the hustle and bustle of a busy station scene.

A quick scan of the crowded station platforms reveals various scenarios, including a couple asking a guard for information, various solitary passengers reading a newspaper or book, and small groups of passengers chatting as they await their train.

Crucially, figures are positioned in random fashion, some areas of the platform are more crowded than others, the gaps between figures and groups of figures varies, and figures face in all directions.

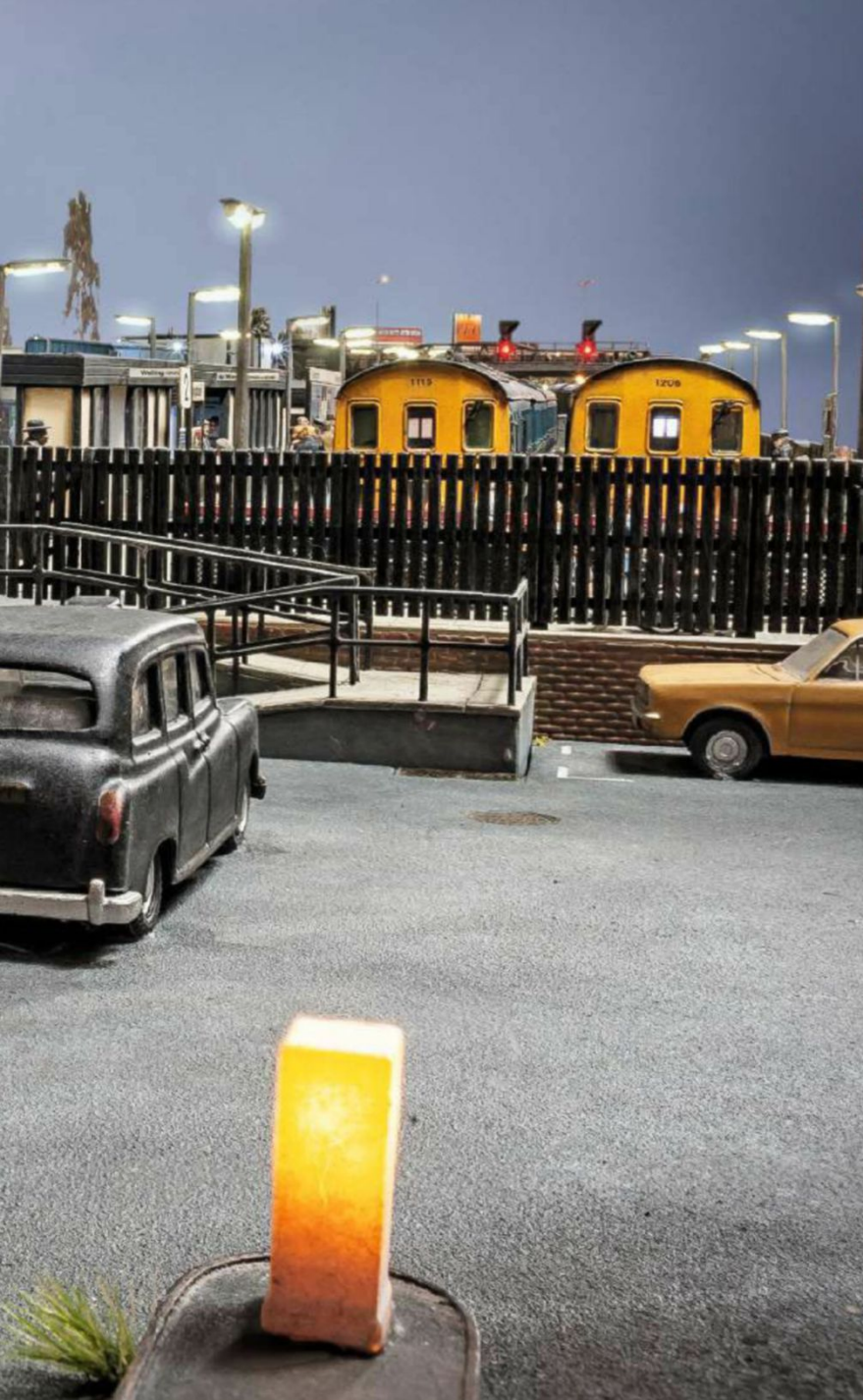
But Lee hasn't always been a dab hand at natural positioning, it's a skill he's acquired along the way. Matt chuckles as he explains: "I had to stop him from positioning groups of figures equal distances apart."

"He used to space vegetation equally, too, so I'd follow along behind him and add in a few extra bushes or clumps of grass to make areas of foliage look more natural."



WHAT MAKES IT GREAT: THE STATION





MODEL WITHIN A MODEL

Model-making alters your perceptions of reality. What might be drab and uninspiring to most people can look beautiful and inspiring through a modeller's eyes.

Matt's representation of insipid 1970s and 1980s architecture is near-perfect, and for that reason, it's quite simply stunning. The CLASP (Consortium of Local Authorities Special Programme) station building is a perfect example, and Lee affectionately describes it as "hideous".

From tiny top-hung windows left ajar, to miniscule 4mm door handles, the attention to detail is incredible. But peer through the glazing at the main entrance and the incredible becomes almost unimaginable. That ticket office isn't a two-dimensional printout, it's a three-dimensional model within a three-dimensional model!

Matt explains: "That's a real figure, but it's only the top half. The torso is sitting on a pedestal. It's Lee's doing - I'm quite happy constructing the framework, but once it gets to the fiddly and annoying details, that's Lee's *forté*."

"You could get away with putting a printout in there, but we'd know it was a printout, and we don't like that," he laughs.

Lee has even included a three-dimensional filing cabinet, made by wrapping a suitable downloadable texture around a rectangular block. The texture was sourced from Scalesscenes' Interior Detail pack, of which Matt and Lee are strong advocates: "Although we scratchbuild our own buildings, we think that Scalesscenes produces the best downloadable kits, we find its Internal Detail pack very useful," says Lee.

Look very closely and you might just be able to make out a tiny speaker grill in the ticket office window. This was made by scoring clear styrene with a scalpel, cut out with a hole punch. Now that's fine detail!



vehicles - it increases the realism."

As well as representing the build-up of dirt, Lee also reduces the pristine, glossy factory finish by coating his vehicles in a good quality matt varnish or lacquer - favouring Testors Dullcote. "Glass and rivers are the only things which are really glossy," he says. "At a certain distance, even a new car will appear to have a satin or matt finish, so that's what I've tried to replicate."

Exposed metal is another area that's benefited from Lee's weathering and painting mastery. Matt says: "A lot of people paint metal silver, but unless you're depicting polished chrome, most metals are far less metallic in appearance."

Instead, Lee uses various shades of grey because "many metal objects, such as transformers or substations, look galvanised anyway".

PERFECTLY 'HIDEOUS'

Most of the buildings on 'Shelvington' are scratchbuilt, but Matt has no problem





using kits: "If there's a proprietary kit that can form the basis of something that we require, I'll use it," he explains.

'Shelvington' features several heavily modified kits: Ratio's Provender Goods Store (513), and Wills' Platelayers' Hut (SS50) and Single Track Occupational Bridge (SS28).

But it's the unique scratchbuilt buildings that really stand out.

SHORT CUT

'Shelvington's' busy station scene required a number of duplicated objects. Matt's method for producing multiple identical items is to create a master and cast it using resin or metal - the many station lights are an example of this.


LEDs have been used in preference to grain of wheat bulbs throughout the layout. Matt reasons: "They're 1.2mm by 1.6mm, I dropped one on my desk and

I couldn't find it - they're that tiny!

"But the amount of light they produce is brilliant. You can use them as level crossing lights or traffic lights, which you simply couldn't light effectively and realistically before.

"I use hundreds of them because they draw very little current - unlike filament bulbs."

Since our photoshoot, a 1.1m by 3.3m scenic section has been added to the layout. In addition, Matt has purchased a laser cutter, and is currently busy adding laser-cut details to the layout: "I can do things in five minutes that would have previously taken me hours!" he says.

'Shelvington' doesn't pull any punches. It's an unflinching representation of the railway, and with the welcome addition of another scenic section, there's much more BR blue era grit yet to come. We can't wait! 

WHAT MAKES IT

CRASH BARRIER BUILD

The crash barriers are two semicircular pieces of plastic card strip (A), stuck onto a single piece of plastic card (B), which is stuck to styrene H-columns (C).



GREAT: THE ROAD SCENE



Above: A matt coat ensures that even the road vehicles on 'Shelvington' appear suitably dusty and weathered.

Left: Foliage is sourced from various scenic specialists, including Woodland Scenics, and miniNatur.



“AT A CERTAIN DISTANCE, EVEN A NEW CAR WILL APPEAR TO HAVE A SATIN OR MATT FINISH - SO THAT'S WHAT I'VE TRIED TO REPLICATE”





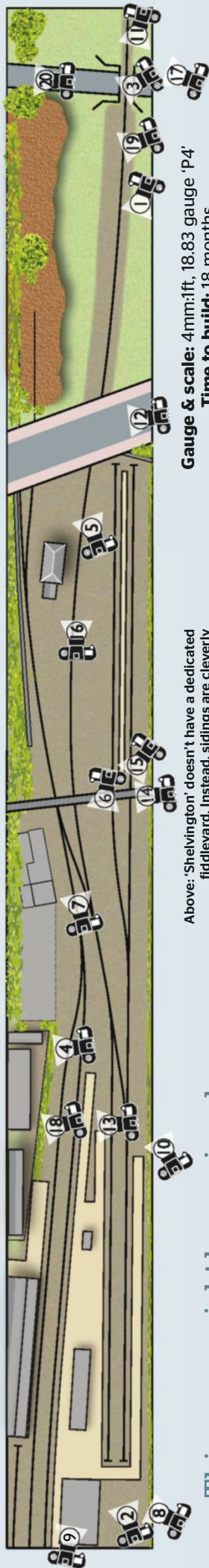
Above: This small bridge is full of character: at its heart is the Wills Single Track Occupational Bridge kit, modified by Matt with plastic card abutments and additional handrails.

Left: Matt ensures that the positioning and density of vegetation varies, as well as the colour - highlighted here by the various shades of green, representing trackside weeds.



LAYOUT SHELINGTON

FACTFILE



Above: 'Shelvington' doesn't have a dedicated fiddleyard. Instead, sidings are cleverly concealed behind sections of the backscene.

Things you might have missed...



Perhaps the most unusual cameo scene on 'Shelvington' is a group of climbers scaling a large rock. Matt sourced the delightful figures from Langley Models and, as Lee puts it: "He went into a mind-boggling amount of detail, researching where each figure should be positioned, and even the specific colour of each rope!"



REVISITED
'Shelvington' has almost doubled in size since the *Model Rail* photoshoot, so we'll be revisiting it next year.

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

Time to build: 18 months

Period: 1970s/1980s

Prototype: West Surrey

Size: 16ft by 18in (excluding extension)

Track: Hand-built, C&L and Peco components

Locomotives: Modified RTR and scratchbuilt

Rolling stock: Modified RTR and scratchbuilt

Signals: Kit-built (Ratio) and scratchbuilt

Power & control: DCC, Railroad and Co. Train-controller silver PC software, and ESU ECoS 50200 controller

Buildings: Scratchbuilt and kit-built

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WENGEN & THE JUNGFRAU EXPRESS

ITINERARY

Days 1-2. London to Wengen. We meet in St Pancras International at our dedicated departure office before boarding the Eurostar to Paris. Here we transfer to the high-speed TGV service for Strasbourg. On the morning of Day 2 you have some free time to explore Strasbourg. You may like to visit the city's Old Town or Petite France district. This afternoon we head back to the railway station for our train to Switzerland. We arrive into peaceful Wengen this evening, a traffic-free mountain resort with breathtaking views of the Lauterbrunnen Valley.

Days 3-4. The Wengen-Männlichen Aerial Cableway. Our excursion today takes us on this innovative cableway, originally built in 1954. Within five minutes, the difference in altitude reaches 2,970m and we are in Männlichen. After some time to look around, we continue our journey to Grindelwald on Europe's longest gondola cableway. Explore this town, located at the foot of the north face of the Eiger before we complete our round trip by cable car and return to Wengen for dinner. Day 4 is spent at leisure.

Days 5-6. The Jungfrau Express. Today is unquestionably the highlight of our tour as we travel on the Jungfrau Railway to the Jungfraujoch. As we climb from Kleine Scheidegg the distinctive string of red and yellow carriages disappear into the tunnel through the Eiger. During the journey the train pauses at two separate observation stops before arriving at the 'Top of Europe', 3454m above sea level. Here there is plenty of time

to explore the Ice Palace and to enjoy lunch before we descend back to Wengen. Day 6 is free to spend at leisure, exploring the Bernese Oberland using your included GRJ Swiss Travel Card for 50% fares.

Day 7. The Schilthorn. Today we take an excursion to the summit of the Schilthorn. From Mürren we join the cable car for our ascent 2970m above sea level. The views are truly unparalleled and on a clear day we are able to admire a magnificent vista over the entire Alpine region. After our descent, there is the opportunity to stop at Stechelberg to visit the mighty Trümmelbach Falls. Nestled deep into the canyon, the falls have carved a path for themselves through the hillside making this a waterfall with a difference. The best way to explore the different chutes is via the subterranean path leading through the rock.

Day 8. The journey home. We depart Wengen by rail travelling via Interlaken, Basel (on the high-speed service) and Paris where we connect with the Eurostar service back to London.



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125 AT 40

A CELEBRATION OF THE

HST



As the HST approaches the twilight years of its service, **PAUL A. LUNN** pays tribute to the stylish workhorse by proposing four layouts in as many different gauges.



253034 approaches Bath as it passes through Sydney Gardens with a Paddington-Weston-super-Mare service on April 29 1982. Visually, Sydney Gardens has been under pressure in recent times with new security fencing and the installation of overhead catenary. RAIL PHOTOPRINTS


Artwork: PAUL A. LUNN Photography: PETER SALMON

Each square on the plans represents 1ft, regardless of gauge.



A Mallard for the 1970s, a leader in the field of high-speed rail travel, a national treasure - the HST has earned a place in our hearts. To some it was merely a workhorse, but to enthusiasts, it's a symbol of speed and power. It has reliably clocked up countless thousands of miles and brought a hitherto unknown level of comfort and elegance to everyday rail travel. Only now, with the HST in its twilight years, are we really coming to appreciate the contribution it has made.

The HST's replacement may be smart, but it doesn't have the style of its predecessor, so I suspect that there'll be increased interest in the old order, especially as we celebrate its milestone 40th anniversary. It's unusual for me to devise layout ideas based on a single type of train, but I wanted to wish the HST 'happy birthday' in my own way, with four proposals in four different gauges.

■ My thanks goes to Peter Salmon, who provided a good number of HST photographs for this feature. 


I. WESTERN REGION



Surely Brunel would have approved of the HST? He did, after all, build the world's first high-speed railway. Or, perhaps, he would have preferred the ambitious APT, rather than the more conservative diesel-powered train. I digress...

This 'N' gauge layout is about showing acceleration and deceleration, as HSTs pass in and out of three scenic features: Bathampton Junction (modelled as a disused station), the architecturally delicious Sydney Gardens and inspirational Bath Spa station, with river bridges at each end.

Dapol HSTs will clearly play a huge role on such a layout, but this stretch of Great Western Main Line provides the opportunity to run much more, so I've provided a set of non-scenic loops for end-to-end operation, a link to the Trowbridge branch and a non-scenic turntable for steam specials. While it's clearly based on the prototype, there has been much linear compression, with some sections missed out altogether and others condensed to fit the available space.

An unidentified First Great Western HST coasts through the 'Garden' section. The prototype is much longer than on the proposed layout, which will be compressed and feature a reduced number of overbridges to fit into a reasonably sized domestic space. JACK BOSKETT 





Left: There's much detail here worth replicating on a layout, but bear in mind that the vegetation growing out of nearly every crevice will vary according to season and the period you're modelling. In the distance, you can see the tunnel under Raby Mews, with Bath Spa Station a little further beyond. CHARLOTTE LUNN

Right: While the track plan through the 'Gardens' is unmistakably simple, the architecture, and in particular several overbridges, are quite stunning. There's a fair amount of work involved here for 'N' gauge modellers, but it would be well worth the effort. CHARLOTTE LUNN

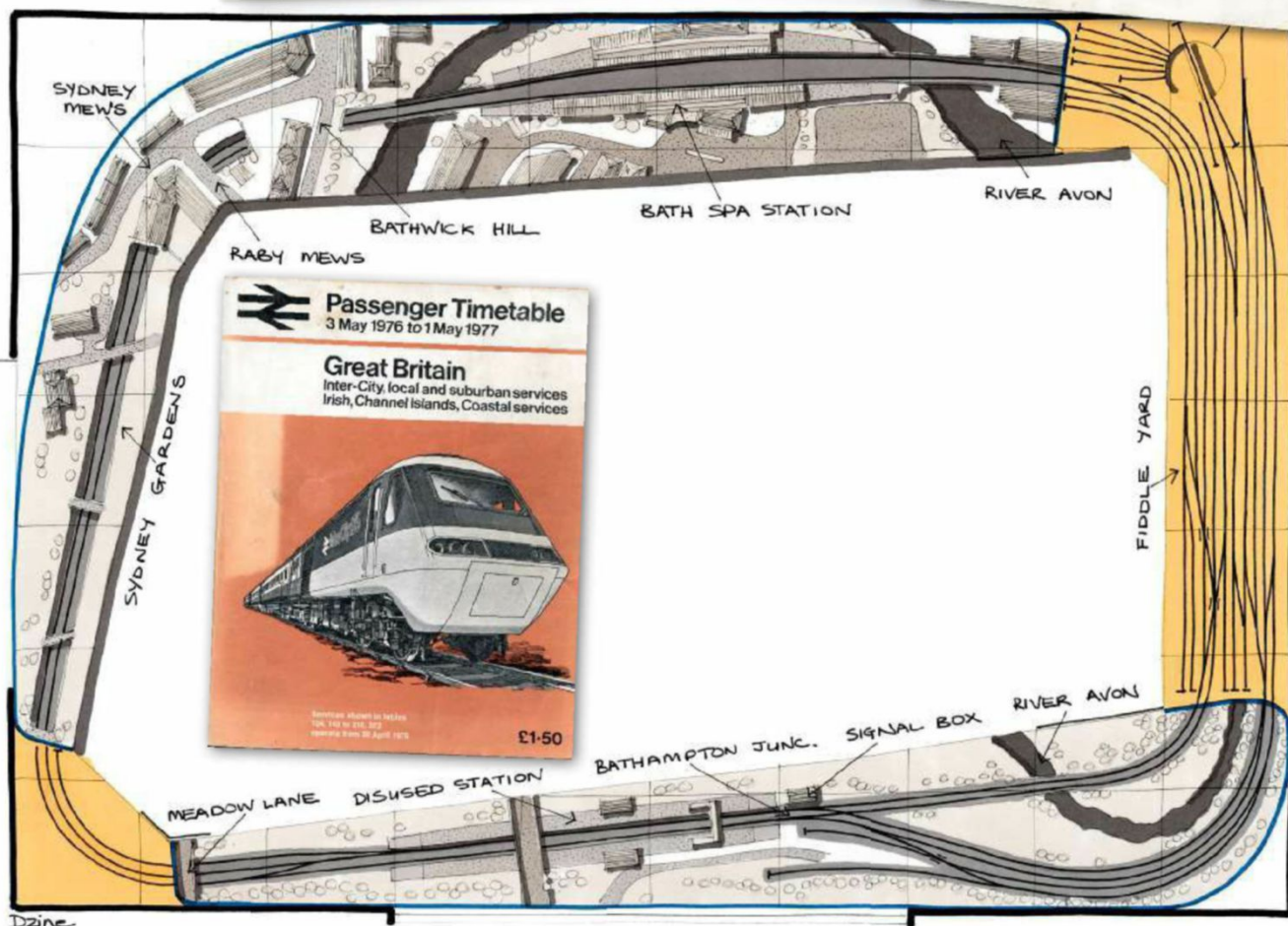
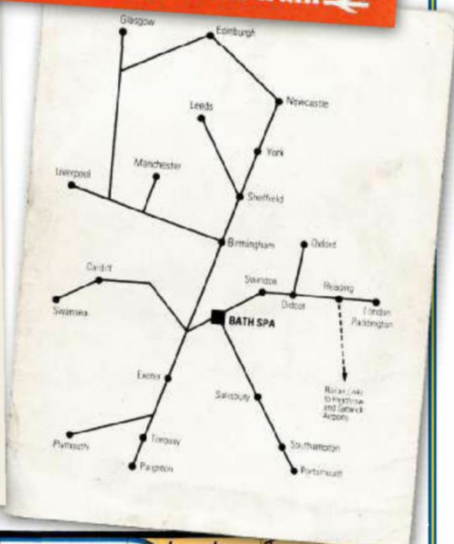


Local Train Services

South Wales, Bristol, Weston-super-Mare, Bath Spa

5 October 1981 to 16 May 1982

This is the age of the train

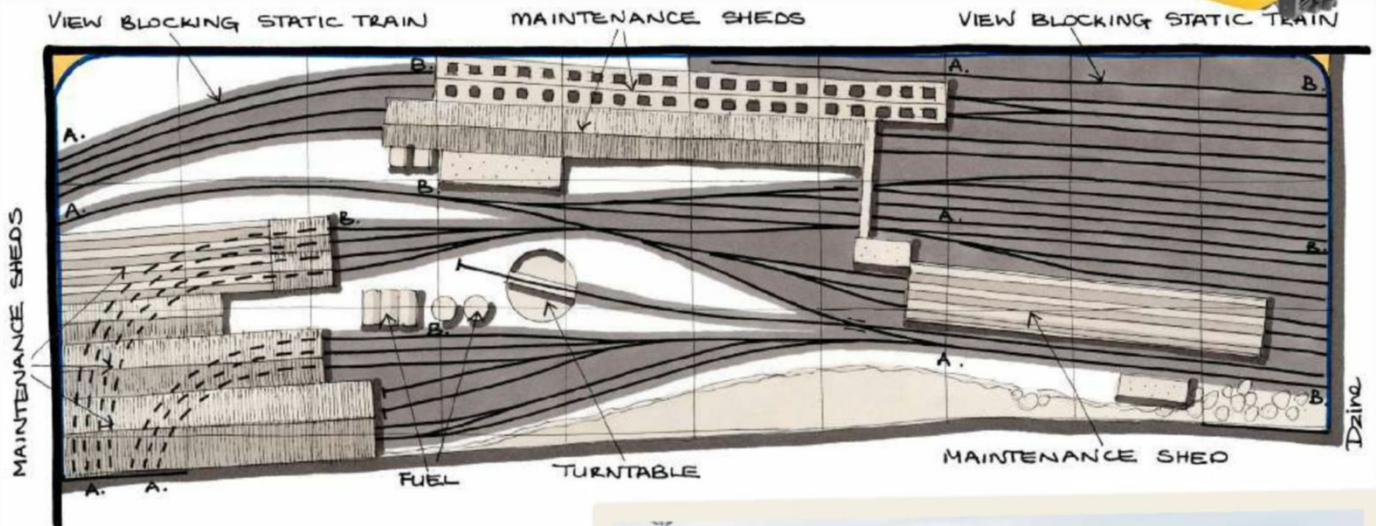


Each square on plan represents 1ft, regardless of gauge.



N
GAUGE

2. THE HST DEPOT



Modelling a maintenance depot gives us the chance to see units at rest or being manoeuvred, sometimes in unusual formations, according to service and requirements. That's not to say it's a place of limited movement, as sets come on and off scene to fulfil passenger service need. Furthermore, other diesel multiple unit (DMU) classes provide contrasting services to the HSTs and, of course, the added bonus of resident shunters for moving stock around.

With this in mind, I've turned to Neville Hill Depot near Leeds for inspiration. Have a look on Google Maps - it's a sprawling location, too large for most of us to model accurately to scale, but significantly interesting to compress into a pleasing scheme. 'N' gauge helps with that process and has been chosen both for its space-saving qualities and healthy commercial support.

From the off, I've set some pretty basic parameters for this layout. Most importantly, I decided that a six-car HST is the maximum train length, with relevant capacity shown between A to B, at several locations around the plan. There are shorter sidings for other classes of DMU, not to mention works trains, and a semi-visible scenic fiddleyard behind the right hand end maintenance shed. The maintenance shed tracks have a six-car capacity.

Note the hidden curves, at the left-hand end, in order to grab that extra bit of space. Rearmost tracks are used as 'view blockers' to what would be the intensive main line beyond.



Above: A superb collection of HST power cars at an open day at Bristol St Philips Marsh on May 2. What better proof do you need for why an HST depot would make an unusual layout?
JACK BOSKETT



Above: EMT's 43047 inside Neville Hill's Back Fitting shop on December 8 2014. The power car shows off its front towing arrangement while it awaits engine replacement.
PAUL BIGLAND/RAIL



Left: HSTs at Neville Hill in the early hours of December 9 2014: East Coast 43319, East Midlands Trains 43049, CrossCountry 43207 and EMT 43060. In the background are Northern Rail DMUs.
PAUL BIGLAND/RAIL

3. HST STARTER LAYOUT

I always include a 'starter' layout among my suggestions, whatever the subject, and I make no exception for HSTs. It measures 8ft 6in by 5ft, and is part station and yard with an urban appearance to suit any region where HSTs can be found.

Most loops and sidings are capable of holding at least four cars, and the shortest of these are shown (D to E) on the non-scenic section. It is possible to have five or six-car units on the outer circuit, with its longer loops.

The station is sneakily designed to look longer than it really is, with curves hidden beneath an overall roof (not shown on the plan). It has the added interest of a junction arrangement at the right-hand end. Although freight would be kept to an

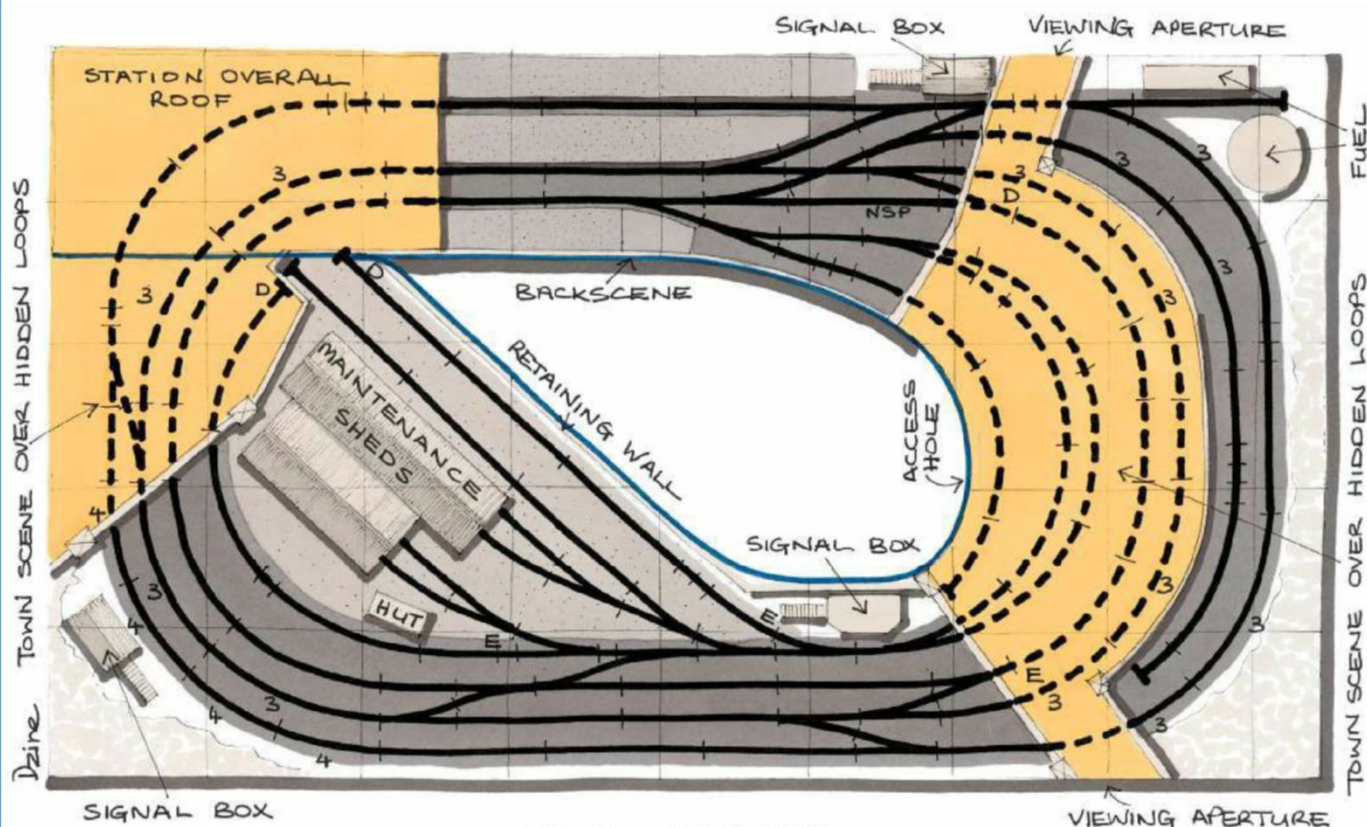
absolute minimum in what is, essentially, a passenger layout, there's a modest depot for two HST power cars.

Three scenic sections are divided by two high-level townscapes and there's a central access hole, although I anticipate that the layout will be operated from the external perimeter.

I suggest viewing through the abutments of two bridges in order to see the ends of four-car sets, as space is tight and you don't want to have to lift the high-level town section off every time you want to have a look. Clearly you'll need to try to mask the abutment gaps from normal viewing angles, and it may well be that mini video cameras offer a better, if somewhat more expensive, solution.

SHOPPING LIST

Hornby R600 straight x 13.....	£1.40
Hornby R601 double straight x 26.....	£2.20
Hornby R606 2nd radius curve x 7.....	£1.65
Hornby R607 2nd radius double curve x 19.....	£2.30
Hornby R609 3rd radius double curve x 13.....	£2.65
Hornby R610 1/4 straight x 20.....	£1.15
Hornby R614 L/H diamond crossing x 1.....	£10.99
Hornby R621 Flexible track x 1.....	£3.45
Hornby R643 1/2 curve x 4.....	£1.45
Hornby R8072 L/H turnout x 13.....	£9.60
Hornby R8073 R/H turnout x 13.....	£9.60
Hornby R8074 L/H curved point x 1.....	£14.85
Hornby R8075 R/H curved point x 1.....	£14.85
Total cost.....	£487.64 (RRP)



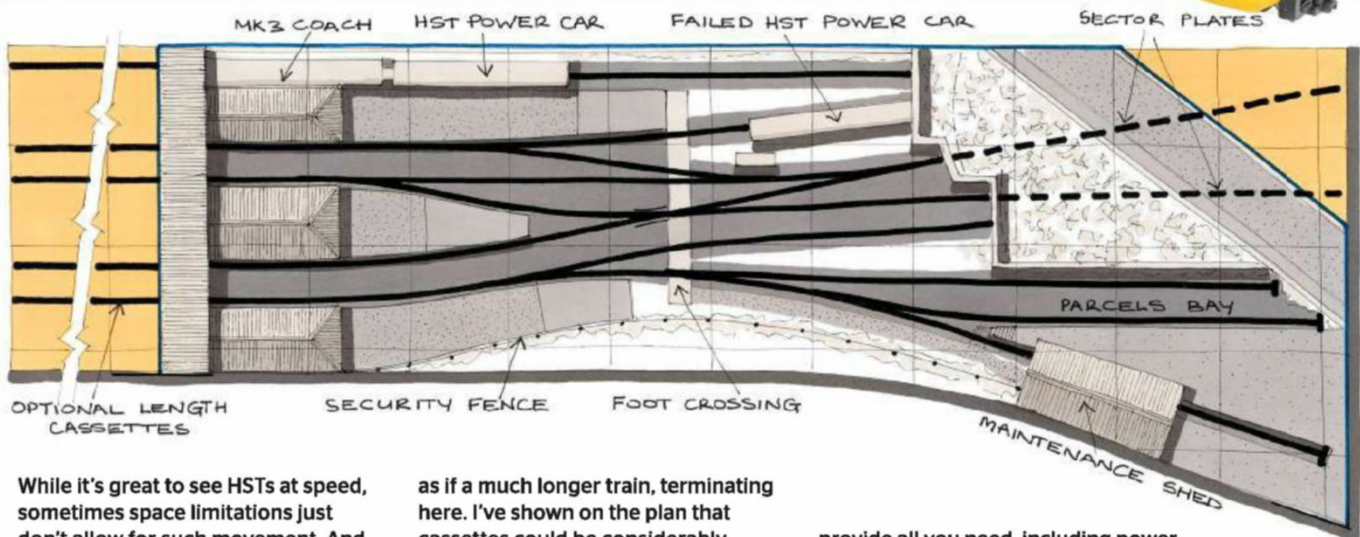
Left: It'll be worth modelling any visible parts of the overall roof interior seen from platform level, though the glass roof will need obscuring to hide the curved track below. This is Edinburgh Waverley on September 17 2015, with a Virgin Trains East Coast power car.

Right: This particular design has numerous retaining walls, but that doesn't mean that it has to be an inner city layout. This is Penzance on April 16 2010, with First Great Western 43189. Usually modelled in stone or brick, this concrete example from Penzance offers an interesting break from the norm. If you don't mind ducking under to access the central well, the high-level townscape could go all the way across the centre section, providing us with the kind of view you see here.





4. HSTs IN 'O'



While it's great to see HSTs at speed, sometimes space limitations just don't allow for such movement. And that might make you wonder if it's worth bothering at all.

For me, the answer is clear. I firmly believe that any layout is better than no layout at all! At 13ft by 3ft 4in, it's small for 'O' gauge. So, what does it include?

Two-car DMUs, a Class 140 and a longer Class 150 (moving on and off-scene), a Class 08 shunting a parcels van in the foreground sidings and, most importantly for the HST enthusiast, two completely separate actions; a failed power car being towed from blocking the main line to one of several sidings, plus a lead power car and one Mk 3 coach entering any one of the platform roads, from the left-hand cassettes,

as if a much longer train, terminating here. I've shown on the plan that cassettes could be considerably longer if required.

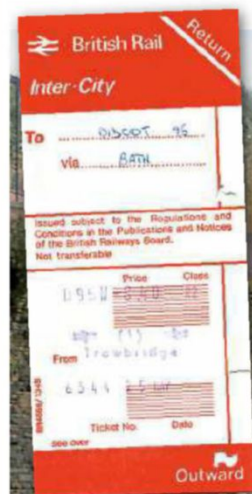
Peter Clark Models (www.peterclarkmodels.com) and PR Model Railway Products (www.prmrp.com) can

provide all you need, including power cars and Mk 3 coaches, along with 'Pacers', Class 150s and Mk 1 GUV vans, while Dapol's forthcoming ready-to-run Class 08 would be ideal.



Left: This view of 43032 at Plymouth encompasses everything I've anticipated for the station end of the layout. There's a single power car and one coach coming on and off-scene, with the coach rear-end and hole through the backscene both masked by platform-mounted buildings.

Below: Sheffield has one of the most spectacular arrangements of short tunnels and retaining walls to be seen on the network - eminently suitable for hiding the layout's non-scenic, right-hand end facilities.





5. BERWICK AND THE COAST

'T' gauge, the smallest commercial model railway scale, uses 3mm gauge track at a scale of 1:450. It's absolutely perfect for an extensive main line layout featuring HSTs.

Such a partnership allows us to consider large prototype locations... like Berwick-upon-Tweed! I've been past Berwick lots of times, but I'd never really considered its modelling potential.

The island platform is approximately 250m long, so it's impossible to model fully to scale - a nine-car HST in 'OO' gauge would be about 9ft long. However, a nine-car HST in 'T' gauge is just under 18in.

To the south of Berwick, beyond Tweedmouth Yard and Goods, and in the direction of Alnmouth, the northeast route hugs a coastline of ever-changing rocky outcrops and sandy beaches.

I've used an amalgam of Spittal, Cheswick Sands, Cocklaw Burn Beach and the cliffs nearby for inspiration.

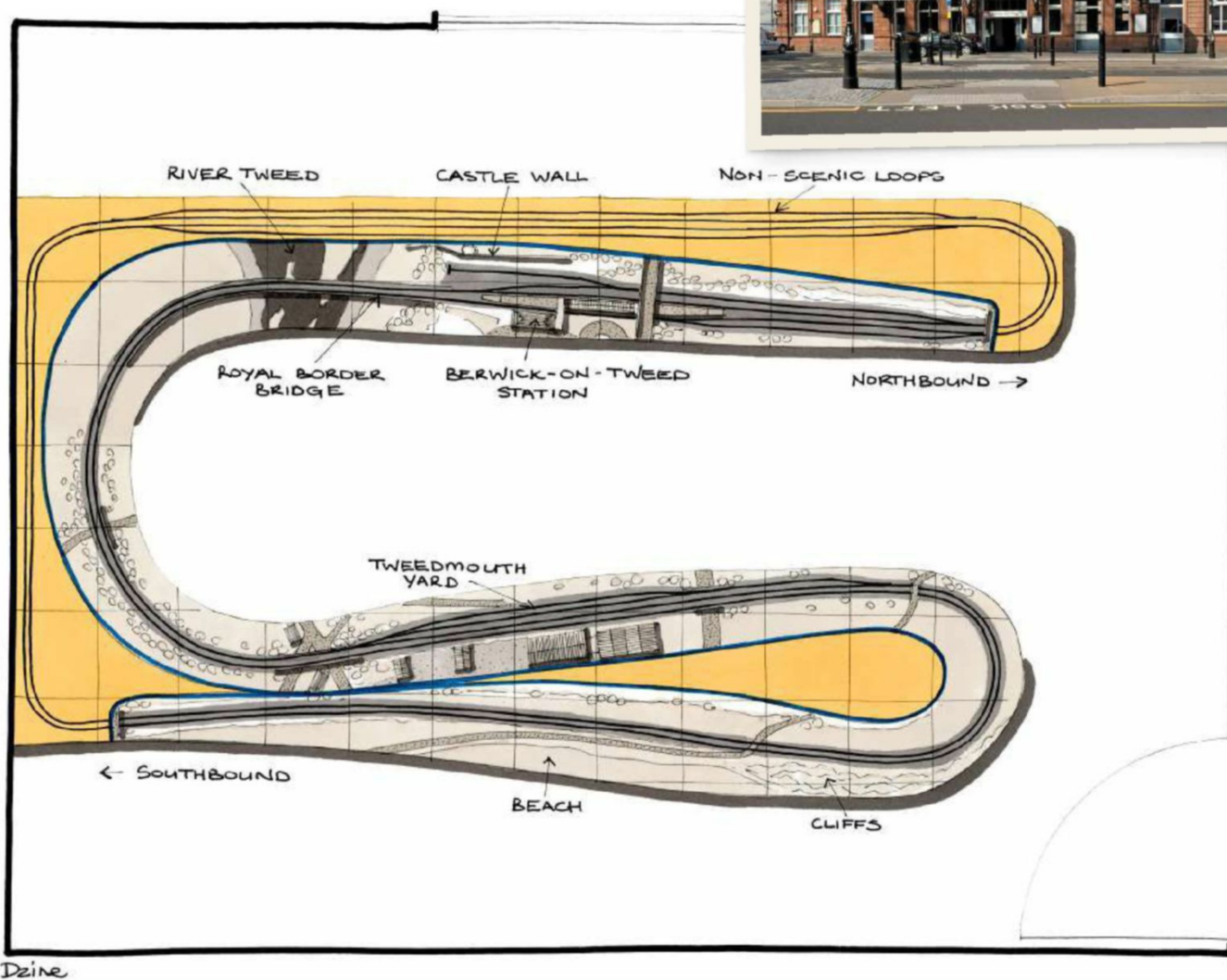
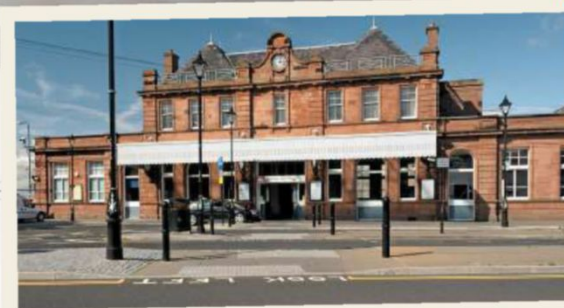
These principal features have been incorporated into a side-on 'U'-shaped, oval format, with almost all tracks following prototypical orientation, albeit with some tight curves at each end. Overall length is governed largely by the viaduct and station, with width dictated by access between both arms of the 'U'. I've avoided sidings, and the impracticality of shunting at this scale, settling for a series of hand-off loops around the layout.

You can buy a nine-car RTR HST for £159.50 (www.tgauge.com). Conversion kits for Classes 66 and 67 are available from Shapeways, while Electra offers a range of overlays.

Right: The Royal Border Bridge, designed by Robert Stephenson, opened in 1850. It would make an impressive structure in 'T' gauge, being 1447mm long and 84mm high. Overhead line equipment was added to the structure in 1989. WASHINGTON IMAGING/ALAMY



Right: Berwick station's impressive frontage. Situated at the northern end of the Royal Border Bridge, the remains of Berwick Castle's west wall forms a backdrop. STEVEN MILNE/ALAMY



Each square on plan represents 1ft, regardless of gauge.

6. FORCED PERSPECTIVE

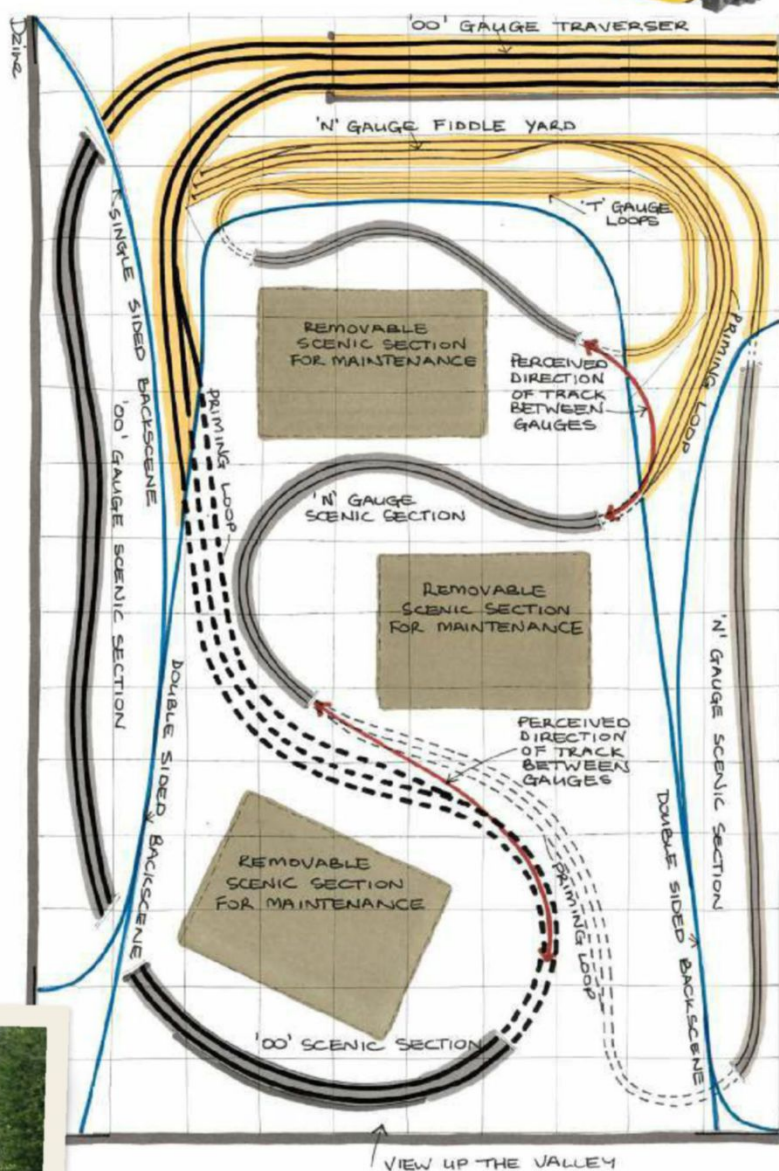
I once saw a Belgian layout where steam trams of different scales would cross the scene in order to create a sense of distance. And that's the theory here - only using different sized HSTs!

By using three gauges in diminishing order up the valley, we can contrive the appearance of greater depth and distance. In the valley foreground we have 'OO', then 'N' approximately at mid-point, and finally 'T' to the rear. Each gauge would be positioned slightly higher from front to back, creating an appearance of track rising up to the horizon line.

Look closely at the plan and you'll see we have a perceived route, where trains progress along the valley, changing scale as they go. We also have a real route, with each gauge having a completely independent layout, complete with priming loops, and separate fiddleyards at the farthest end.

Clearly this is a complex design that demands effective view blocking and, in particular, management of viewing height to create the necessary illusion. Seamless operational changeover between gauges is paramount if the illusion is to work, and to this end I've provided priming loops, where necessary, close to the action.

While all of the valley will be scenically treated, I have only coloured the removable sections on the plan. The three accompanying photographs give an idea of how the scale/gauge relationship might appear, with the most distant, which was taken from the southern end of Dronfield Station on May 9 2009, representing 'T' gauge. The shot of the CrossCountry HST would suit the 'N' gauge section (photographed from Station Road bridge, Tupton, near to Clay Cross tunnel), and the foreground view would fit 'OO' (south of Chesterfield station). With HSTs available ready-to-run in all three gauges, there's never been a better time to undertake such a dynamic project.



A DECADE OF CHANGE FOR THE HST

Since *Model Rail* last looked at the HST fleet in detail, a raft of changes have been made to their engines, operations and liveries. **PIP DUNN** looks back at this decade of transition.

Photography: JACK BOSKETT

New in 1975 and put into traffic in 1976, the High Speed Train (HST) has truly become one of Britain's railway icons.

Model Rail first looked at the HST's development and early history back in 2006, when the train celebrated its 30th birthday. You might be forgiven for thinking that things would have slowed down for the HST since then, metaphorically-speaking. But nothing could be further from the truth - the last decade has brought about a great deal of change.

First of all, let's go back to 2006. Of the 197 power cars built at Crewe Works between 1975 and 1982, all but three were still in service, split between three train operating companies, Network Rail and some off-lease units (see page 45). 43011, 43019 and 43173 had been condemned after collisions. The liveries carried were distinctly varied, too (see page 46).

Despite being made redundant on Virgin West Coast and Virgin CrossCountry duties in 2003 and 2004 respectively, and the end of the temporary Midland Mainline 'Project Rio' St Pancras-Manchester service in 2004, HSTs were still used on a variety of routes in 2006.

First Great Western's sets worked out of Paddington to Bristol Temple Meads, Cardiff, Swansea, Plymouth, Penzance, Hereford and Cheltenham. GNER's sets were seen on

the King's Cross-Aberdeen line, as well as to Leeds, Harrogate, Skipton, Hull and Inverness, while Midland Mainline's fleet plied the St Pancras-Nottingham, Derby, Sheffield, Leeds route.

The Network Rail New Measurement Train (MR209) could be seen on many of the country's faster routes, while two of the Cotswold Rail locomotives, 43070/087, worked charters, but not many. 43157/193 didn't appear in use for the company.

NEW ENGINES

2006 marked the biggest change in the HST fleet: the MTU

re-engineering programme. FirstGroup originally had 95 power cars in its fleet, leased from Angel and Porterbrook, but it had *bought* 12 from Porterbrook in 2004. These had become surplus to requirements after Virgin handed back its fleet.

FGW's Angel-owned 43004/009 had been fitted with new MTU 16V4000 engines at Devonport in 2004-05, and after completing successful trials, the operator agreed contracts with Brush Traction to have its entire fleet upgraded with these.

The conversion programme was started at Brush's Loughborough

Below: East Midlands Trains' Stagecoach-inspired colours sit well on the HST. 43045 accelerates away from East Midlands Parkway station with a London St Pancras service. EMT's HSTs retain their six headlights and all have Paxman VP185 engines.



“MANY OPERATORS WOULD BE ONLY TOO PLEASED TO ACQUIRE HSTs IF ANY BECAME SURPLUS”

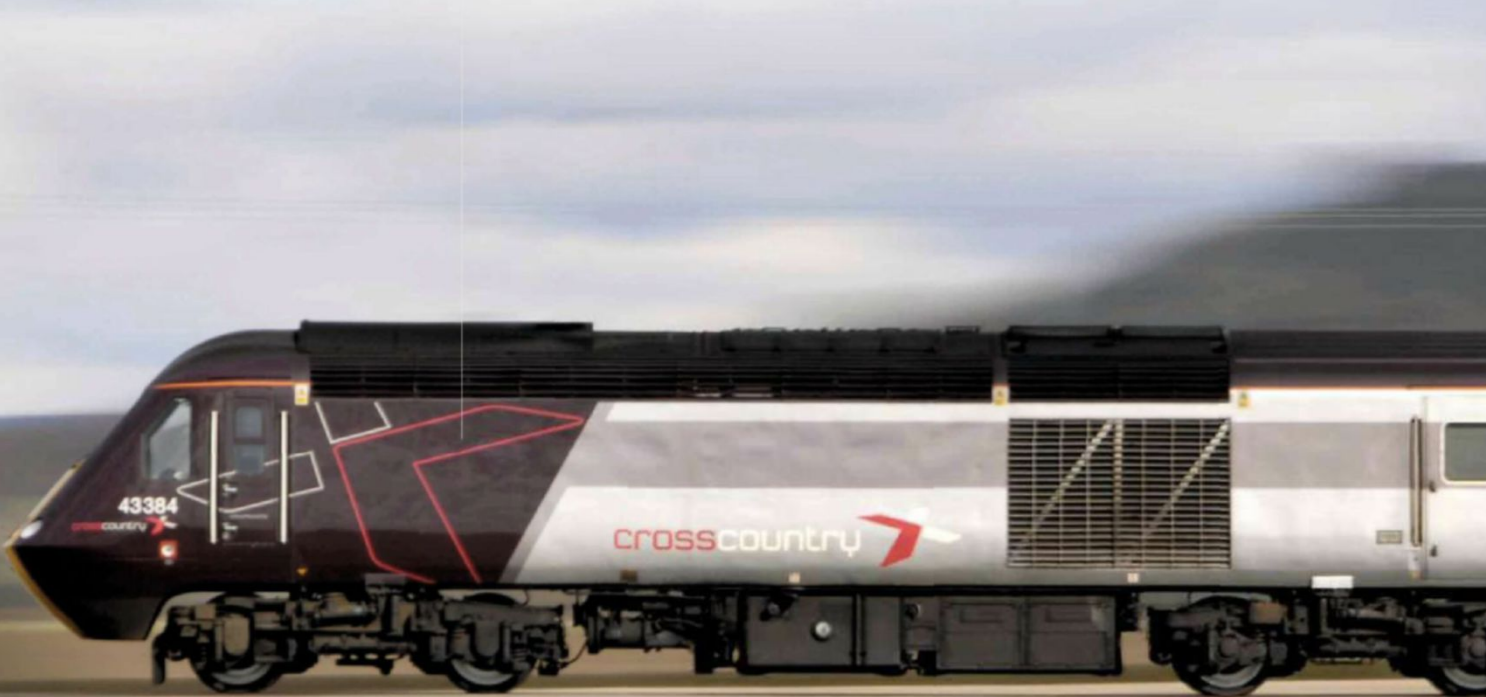
Even though the coaches don't match, GWR's retro-liveried 43002 (complete with set number 253001 on the nose end) makes a splendid sight as it powers through Sonning Cutting on May 4 with a London Paddington-bound train.



Table 1: The HST fleet in 2006.

TOC/user	Locomotives
FGW (95)	43002-005/009/010/012/015-018/020-037/040-042/063/071/079/088/091, 43124-152/156/161-165/168-172/174-177/179-183/185-192/195
GNER (21)	43006/008/038/039/095/096/099, 43102/105-120/167/197
Midland Mainline (36)	43007/043-061/064/066/072-077/081-083/085, 43104/166/178/184
Network Rail (4)	43013/014/062, 43196
Cotswold Rail (4)	43070/087, 43157/193 (non-contract short-term lease)
Porterbrook (17)	43065/067-069/078/080/084/086/089/090, 43100/101/103/121/123/159/160 (all off-lease)
FirstGroup (12)	43092-094/097/098, 43122/153-155/158/194/198
The fleet ownership was split three ways: Angel Trains - 43002-010/012/015-018/020-042/095/096, 43104-120/124-152/156/163-172/174-179/181-192; Porterbrook - 43013/014/043-091/099, 43100-103/121/123/156/157/159-162/180/193/195-197; and FirstGroup - 43092-094/097/098, 43122/153-155/158/194/198.	

CrossCountry's HST fleet was rebuilt by Brush Traction, with MTU engines, from Class 43s of varying 'quality'. New numbers in the 433XX series were applied. 43384 was photographed at Nattam, near Cheltenham, with a northbound service on March 27 2009.



HST EXTRA

Did you miss our 30th birthday HST celebration back in MR96 (October 2006)? If you did, don't worry - you can access all 15 pages FREE if you visit www.model-rail.co.uk/227download and use this code **227download070916**

works and 43093/097/098 were the first units admitted for rebuilding in 2006.

The rebuild programme made a lot of sense. Apart from its MTU duo, most of FGW's fleet were fitted with the original Paxman Valenta engine, apart from 43165/168-170/177/179/191, which had Paxman VP185 engines. This meant that prior to the wholesale rebuild, FGW was running a fleet with three different engine types.

RE-NUMBERED

GNER decided to have its fleet re-engineered, too. It started with two additional power cars acquired from Porterbrook - 43090/100.

Whereas FGW's Class 43s kept their original numbers, GNER wanted to differentiate between its Valenta and MTU fleets by re-numbering the rebuilt machines. It simply added 200 to the number, so 43090/100 emerged in December 2006 as 43290/300. The first member of

GNER's operational fleet taken in for modification was 43175, which entered Brush's works in April 2006. The floodgates opened that October, with both FGW and GNER power cars arriving thick and fast.

The CrossCountry franchise passed from Virgin to Arriva in November 2007 and the new franchisee took on ten power cars (43007/085, 43101/103/104/121/157/166/178/184) from Angel and Porterbrook and had them rebuilt and re-liveried. Many were



Network Rail has three HST power cars for its New Measurement Train. 43089 is the only one without nose-end buffing gear. It heads the NMT through Ashchurch on May 1 2008, having worked from Derby to Bristol Temple Meads via Paddington.



real wrecks that had been standing for years, and were in a very sorry state. 43103 was the first to be converted and, as CrossCountry Trains adopted the GNER re-numbering system, so it emerged as 43303. It took a year to return it to traffic due to its poor condition whereas, by comparison, a working FGW power car was completed in less than two months!

Meanwhile, GNER acquired more power cars from MML - which was able to give up the locomotives as

new Class 222s entered service - and 43051/053/056/057/077 all joined the fleet. 43053/056 were later transferred to FGW, but 43051/057/077 were all re-numbered.

CHANGING HANDS

GNER lost the franchise to National Express in 2007, which itself relinquished the franchise in late 2009, after which it was run by Directly Operated Railways as East Coast until 2015.

2007 was a year of change, with a third franchise development that affected the HST fleet. East Midlands Trains became the new name for Midland Mainline from December. National Express took on ex-EMT 43072/074 in 2011 and these became 43272/274 after being fitted with new engines.

The last two FirstGroup power cars upgraded were 43002/003 in March 2008, until 43053/056 joined its fleet in December 2008. The first of these was erroneously re-numbered 43253 on delivery, but this was swiftly corrected.

Open access operator Grand Central bought six power cars from Porterbrook in November 2006, in anticipation of the start of its Bradford/Sunderland-London service. 43065/067/068/080/084/123 were six of the eight Class 43s whose beautiful Sir Kenneth Grange-styled noses were spoilt by the addition of buffers in 1987/88, when they were used as pseudo-Driving Van Trailers on the East Coast Main Line, prior to electrification.

In 2010, Grand Central did a deal to

Liveries: 2006-2016

The fleet was delivered in BR blue, grey and yellow, but from 1983, InterCity livery was progressively applied, initially the executive style then the Swallow version with less yellow.

Privatisation gave way to a wide range of liveries - Great Western Trains, Virgin red, Midland Mainline and GNER. These liveries are all now history and instead there have been several new colour schemes and many interesting one-off liveries.

The first two power cars to have MTU engines, 43004/009, appeared in FirstGroup blue with wavy lines, but this was not repeated on the rest of the fleet which emerged from rebuilding in FirstGroup all over blue, with 43004/009 also gaining this livery. It has duly been on 43002-005/009/010/012/015-018/020-037/040-042/053/056/063/069-071/078/079/086-088/091-094/097/098, 43122/124-156/158-165/168-172/174-177/179-183/185-198.

As an aside, FirstGroup all over blue with Angel branding was seen on 43009/175 for publicity only; they did not run in traffic like this.

Virgin red was applied to 43006-008/013/014/062/063/065/067-071/078-080/084/086-094/097-099, 43100-104/121-123/153-162/166/178/180/184/193-198, while the very first incarnations of this livery, Virgin red with yellow cab roofs, was only seen on 43063/068/093. After finishing work with Virgin, the company's familiar logo was removed from 43092/094, 43122/123/155/157/158, some running in traffic like this with other TOCs.

GNER blue with a red band and white lettering was applied to 43096, 43109/110/113/115/167 but this was soon changed to gold lettering and seen on 43006/008/038/039/051/053/056/057/067/077/078/080/095/096/099, 43102/105-120/167/197, 43208/238/290/296, 43300/306/309/313-315/316/318/320/367. Of these 43067/078/080/197 only carried the livery for very short periods - GNER would repaint its power cars even for a three-month lease!

The benefits of using power cars as mobile adverts was not lost on GNER, and so London 2012 branding was on 43116/120, Tutankhamen branding was applied to 43051, an online booking advert was carried by 43039 and finally 43290/300 bore Leeds-London advertising.

When GNER gave way to National Express, the red band was replaced and so GNER blue with a NatEx

sell Angel its six power cars, and lease them back, but only after conversion to MTU engines. This work took place in 2010/11 and '400' was added to their numbers, apart from 43123 which became 43423. This was also the last HST in traffic with a Valenta engine.

In the meantime, Network Rail had its three power cars 'MTUed' in 2009/10. Incidentally, NR's 43013/014 were the last of the eight with buffers.

EMT took a different route and fitted Paxman VP185 engines to its remaining fleet, and 43043-050/052/054/055/058-061/064/066/073/075/076/081-083/089 are still as such today. 43089 was the last unit converted in 2009 as it had been on lease to Network Rail since 2006 as a trial locomotive with hybrid technology fitted - and was named *Hayabusa* while undergoing these trials.

Class 43s fitted with MTU engines had new light clusters fitted with just two lenses each side. East Midlands Trains' VP185 units retained three lights on each side.

STEADY WORK

Operationally, there have not been too many major changes to the HSTs in the last decade and their workings with FGW, East Coast, EMT, CrossCountry Trains and Grand Central have remained fairly constant. One new FGW route for HSTs was added on summer Saturdays from Bristol to Weymouth in 2015, while EMT has used HSTs on its Derby-Skegness line, again on summer Saturdays.

In 2011, East Coast introduced a new daily Lincoln-King's Cross service which is an HST turn, and in 2015 trains between Stirling

Table 2: A snapshot of HST liveries in 2006

The liveries carried by the HST fleet ten years ago was rather varied. The fleet was split thus:

First Great Western blue: 43002-005/009/010/012/015-018/020-037/040-042/063/071/079/088/091, 43124-152/156/161-165/168-172/174-177/179-183/185-192/195

GNER blue: 43006/008/038/039/078/080/095/096/099, 43102/105-120/167/197 (of which 43078/080 were off-lease)

Network Rail yellow: 43013/014/062/067, 43154/196 (43067 being off-lease and 43154 owned by First and not in traffic), while the Midland

Virgin red was still on a motley assortment of stored Class 43s, namely 43065/068/084/090/092-094/097/098, 43100/101/103/121-123/153/155/157/158/160/194 and finally two of the four Cotswold HSTs had been re-liveried (43070 in Cotswold Rail silver and 43087 in Hornby red). Both only worked a few trains in these liveries, and they soon went when they were re-leased to First.

Mainline fleet was in the process of being repainted with 43046/047/050/060/073/075/077/083 in the old teal and tangerine and 43007/043-045/048/049/051-059/061/064/066/072/074/076/081/082/085/086/089, 43104/159/166/178/184/193/198 in the new 'Ocean Blue' (of which 43069/089/159 were off-lease, 43198 was owned by First and 43193 was one of four power cars on a 'pay by the hour' hire contract with Cotswold Rail).



DID YOU KNOW...

...why is there no 43000 or 43001? The two prototype HST power cars were originally numbered 41001 and 41002 but were re-numbered 43000 and 43001. Surviving 41001 is registered on TOPS as 43000!

Franchise changes often lead to hybrid liveries. Echoing the GNER blue with National Express East Coast branding, 43306 has had Virgin logos applied to East Coast grey.

Below: Great Western Railway celebrated 'HST 40' in fine style at Bristol St Phillips Marsh on May 2. From left to right is GWR 43172 *Harry Patch The last survivor of the trenches*, Grand Central 43423 *Valenta 1972-2010*, Network Rail's 43013, Virgin Trains East Coast 43300 *Craigtynny*, East Midlands Trains 43048 *T.C.B Miller MBE* and GWR 43187.





Another new look on the Great Western main line! First Great Western is now Great Western Railway and HSTs are gradually being turned out in this smart green colour scheme, illustrated by 43187 and 43188 in Sonning Cutting, near Reading.



East Coast, a Government-owned franchise that ran long-distance ECML operations, has been and gone within the last ten years. Sporting the not-overly attractive grey livery, 43328 eases into York station on February 19 2015. The new headlamp arrangement of Class 43s rebuilt at Brush is clearly evident.



Liveries: continued

white stripe was seen on 43039/051/053/056/057/077/095/099, 43105/107/110-112/117/119, 43208/238/296, 43306/309/313-315/316/318/320/367. GNER unbranded blue was carried very briefly by 43039/108/119.

Eventually National Express livery was applied to 43039/108, 43206/208/238/239/251/257/277/295/296/296/299, 43300/302/305-320/367.

The appearance of this livery on two Valenta-powered locomotives was very short-lived and pictures of these two locomotives in this livery with these numbers are rare. Later, when National Express lost the franchise, East Coast branding was seen on the NatEx livery on 43206/208/238/239/251/257/277/295/296/299, 43302/305-320/367.

The start of the Midland Mainline franchise led to the introduction of a new teal and tangerine livery, carried by 43043-061/064/066/072-077/081-083/085. In 2003, MML changed this to an Ocean Blue livery which was applied to 43007/043-061/063/064/066/069-079/081-083/085-089/091 43104/156/159/161/166/178/180/184/193/195/196/198. Some of these power cars were used on the St Pancras-Manchester Piccadilly 'Rio' services.

CrossCountry Trains' 43207/285, 43301/303/304/321/357/366/378/384 - were painted in maroon and silver livery. When MML morphed into East Midlands Trains, 43043-050/052/054/055/058-061/064/066/073/075/076/081-083/089 were treated to a new white, blue and orange Stagecoach livery.

Although Network Rail only has three power cars, over the years it has leased 43013/014/062/067/089, 43154/196 for periods, and all have carried the bright yellow livery, with only 43013/014/062 still being in its colours today.

From 2005 until 2007, Hornby red livery and Cotswold Rail silver liveries could be seen on 43087 and 43070 respectively, but both were soon added to the FGW fleet and gained its blue livery after being 'MTUed'.

A more permanent livery has been the Grand Central black on 43065/067/068/080/084, 43123, and this changed to Grand Central with an orange stripe when the locomotives were fitted with MTU.

More recent liveries have been East Coast grey, seen on 43206/238/239/251/257/272/274/277/290/295/296/299, 43300/302/305-320/367. As East Coast gave way to Virgin Trains East Coast, the EC grey with Virgin branding was seen on 43239/272/277, 43305/306/307/317/320, and NatEx colours with Virgin branding seen on



and Sunderland to King's Cross were also introduced, and these were HST duties.

However, workings to Scarborough for EMT were consigned to history, and indeed HSTs for this TOC mainly worked semi-fast St Pancras to Nottingham services with only a few peak hours trains working from Sheffield and Leeds to London. On occasion, EMT sets work via Corby.

There was a real possibility that some HSTs could have been scrapped at one point in 2003. A number of Class 43s, such as 43101/103, had spent many years out of traffic and it seemed that new DEMUs were all the rage on inter-city routes. But things have come full circle, and it's true that many operators would be only too pleased to acquire HSTs if any became surplus.

The fleet seems bound to have a fascinating future, despite the fact that most FGW and all VTEC sets are due to be replaced by new IEP Class 800/801 multiple units.

Presently there are no plans to eliminate HSTs from the Paddington to Devon and Cornwall routes, so these fine trains will continue to traverse the famous sea wall railway at Dawlish.

ScotRail looks set to receive 27 sets to run with four or five trailers on routes from Glasgow and Edinburgh to Aberdeen and Inverness. These sets are due to come from the FGW allocation, displaced by IEPs.

That will still leave a surplus of HSTs, with the East Coast fleet all due to be spare by 2019. It is likely that these will be taken on by open access operators, charter operators and any savvy TOC that realises that, despite their age, the Mk 3 coach and HST power car combination is still an excellent train. For passengers, the HST is even a better train than some of the newer rolling stock built to usurp them.

It's not inconceivable that we'll be celebrating the HST's half-century in ten years' time! **MR**



Above: National Express was replaced by Stagecoach in November 2007 with HSTs losing Midland Mainline branding in favour of East Midlands Trains. MML's 43079 and 43087 were photographed on a London-Manchester Piccadilly service at Derby Pride Park on March 6 2004. JOHN CATTERSON



Above left: Virgin Trains East Coast has wasted no time in applying its attractive red and grey livery to its inherited HST fleet. 43299 speeds past Ranskill, near Retford, on December 11 2015.

A recent twist in the HST tale has been the application of commemorative or promotional liveries. FGW's 43012 promotes Bristol's environmental credentials at reading on May 21. TRANSPORT OF DELIGHT/ALAMY



Grand Central has brought a touch of 1930s Americana to the East Coast Main Line since its launch in 2007, illustrated by this unidentified HST photographed near York. All of GC's HSTs have conventional buffing gear.



Above: The HST's origins in Australia's XPT are clear to see. The 19 power cars operate within New South Wales from Sydney to Casino, Dubbo and Grafton and across state borders to Brisbane and Melbourne.
NICK WILLIAMSON/ALAMY

HST'S FAMILY FACES

Right: Ten years ago, prototype HST power car 41001 was a static exhibit in the National Railway Museum. Today, it's fully operational and touring preserved railways up and down the country. Isn't it amazing how Kenneth Grange's work turned an ugly duckling into a swan?! CLIFFORD NORTON/ALAMY

Below: The shape of things to come: Hitachi's new Intercity Express Programme is to provide new diesel and diesel/electric bi-mode trains for both the East Coast and Great Western main lines. This is VTEC's 800101 at King's Cross on March 18. IEP will replace HSTs on frontline service. ROB FORD/ALAMY



Liveries: continued

43206/208/277/305/307, and East Coast Grey with *Craigentinny* special branding was applied to depot pet locomotive 43300.

Full Virgin Trains East Coast red and white vinyls have since been applied to the full VTEC fleet - 43206/208/239/251/257/272/274/277/290/295/296/299, 43300/302/305-320/367.

Even here there have been some one-off advertising liveries, such as an NRM special on 43238, *Spirit of Sunderland* branding on 43274, *Craigentinny* branding on 43300 and *L for Lewis* on 43257.

First Great Western has also undertaken several branded vinyl wraps on some of its fleet - with Diamond Jubilee on 43186, Hewlett Packard advertising on 43148/186, Singapore Airlines advertising on 43163, Visit Plymouth advertising also on 43163, Building a Greater West advertising livery on 43144/146 - both being unique designs - and Bristol 2015 Advertising on 43012/126/148/192.

A recent switch to a new GWR green has been slow to be adopted and after an initial set of 43187/188 was completed in 2015, 43005/041 have since followed suit in 2016.

A more impressive wrap was applied to 43172, which was given a special WWI tribute livery at the same time it was named *Harry Patch The last survivor of the trenches*.

FGW has also repainted pioneer production series power car 43002 in original retro BR blue, grey and yellow and it was named *Sir Kenneth Grange* after the designer of the Class 43's iconic nose. In June 2016, a special wrap to celebrate Queen Elizabeth II's 90th birthday was bestowed on 43027.

There have been many names applied to the HST fleet since 1983, and while there has never been any uniformity to these - and some names are bordering on the ridiculous, some stand out such as FGW's 43023 *Sqn Ldr Harold Starr One of the Few* as well as the aforementioned 43002/172 namings. That said, most of the FGW lost their names when they were re-engineered, although some, such as 43003 *Isambard Kingdom Brunel* and 43037 *Penydarren*, kept their plates.

Another important naming was 43048 from the EMT fleet, named *T.C.B. Miller MBE* after Terry Miller, who spearheaded the HST project.



BACK TO THE FUTURE

BY DAVE LOWERY



The railway has always been good at celebrating its heritage, and that tradition certainly continues today.

The most recent - and striking - example was how Great Western Railway celebrated 40 years of the High Speed Train.

At its commemorative open day at Bristol St Phillips Marsh depot back in May, GWR re-painted the first production HST power car 43002 into its original Inter-City 125 blue and grey livery. The result was absolutely stunning.

One difference to how this power car looked when it was new, was the addition of the name *Sir Kenneth Grange*, in

honour of the designer who devised that wonderful HST shape.

What makes 43002 even more special was its appearance on the front cover of our sister magazine *RAIL*'s 800th issue. There was no excuse not to model it!

Once again, John Peck of Precision Labels produced the excellent detailed transfers, while Fox Transfers produced the intricate double arrow Inter-City 125 logo and the whole Hornby HST was painted in RailMatch colours. **MR**

DIFFICULTY



TOOLS NEEDED

- Airbrush
- Compressor
- Bow pen
- Abrasives
- Thinners



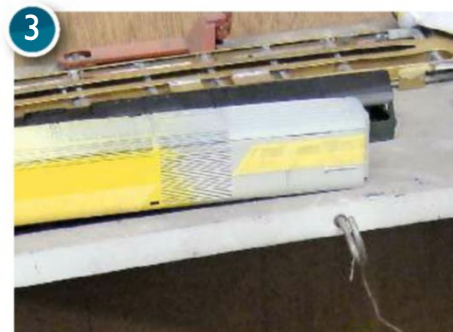
HOW TO DO IT: CREATE YOUR OWN 43002



Remove the body from the chassis and take out the plastic glazing. You may need to gently mill away the glued areas of the glazing in order to get it out. Lightly rub down the body to remove previous markings.



Use a grey aerosol primer from Halfords, before going over the area to be painted yellow with white primer. Apply the yellow and then mask the cab roof, nose and lower body panel, using photographs as a guide.



It's one of the smallest livery elements on the model but it's one of the most important... spray RailMatch RM206 Rail Grey over the rear to form the grey panel.



Allow everything to dry before masking the grey panel. Again, use photographic references to ensure accuracy. Now apply the Rail Blue, using RailMatch RM 207.



You're not finished masking and spraying yet! With the body blue dry, mask the areas to be sprayed black - mainly the roof and the rear. Don't forget the yellow gangway door!



Once all the sprayed colours have thoroughly dried, remove all the masking. You can see the masking of the windows inside the body. Now give the body a good coat of gloss varnish.



Oops! In *RAIL* issue 801, there was a roof shot, which revealed that the roof access doors were painted a light colour. This is proof of just how important it is to get as many prototype pictures showing as much as possible! But it's no problem: mask the area with Tamiya tapes and then cover the whole body again, before spraying the doors Executive Light Grey.



Use a bow pen to draw fine lines on the model, such as the cantrail line (use RailMatch Rail Red). You can also use the pen to draw the very fine line that separates the grey panel from the Rail Blue. I used silver white.



The highly intricate double arrows and Inter-City 125 outlined logos on the left are from Fox, while on the right are the excellent nameplate, number and fine detail transfers from Precision Labels.

10 The double arrows and Inter-City 125 transfers can sometimes be a little bit tricky to lay onto the model.

The key is using enough water to very gently 'float' the transfer from backing sheet to the model.

Keep the transfer wet while you position it, and then leave it to dry before adding the rest.



WIN EXCLUSIVE 43002 SIR KENNETH GRANGE POWER CAR!

We have an exclusive 'OO' gauge model of Class 43 43002, painted by Dave Lowery, to give away to one lucky reader. For your chance to win, answer the following question, and send it, along with your name, address and phone number to 43002 competition, *Model Rail*, ResponsAbility, PO Box 57, Coates, Peterborough PE7 2FF. Closing date is November 1 2016.

■ For full terms & conditions, go to www.greatcompetitions.co.uk

Q: BR's advertising to promote the HST involved painting a Class 37 as what?

A: London bus

B: Ice cream van

C: Police car



■ Please note that due to the limited availability, the prize is not Hornby's latest HST power car tooling. It has no provision for DCC and has the original, large tension lock couplers.

FULL SPEED

INSPIRATION



RICHARD FOSTER and **PAUL A. LUNN** put you on the fast track to building a speed-focused layout.

Record-breaking high-speed travel is an essential part of many forms of transportation.

The cynics among us might think that it's entirely profit-led, attracting passengers to what is a premium service, while others might see it purely as an exercise in glory hunting. There have clearly been two extreme schools of thought where railways are concerned - one that focuses on running a consistently reliable daily service and one that places higher value on fleeting momentary triumph.

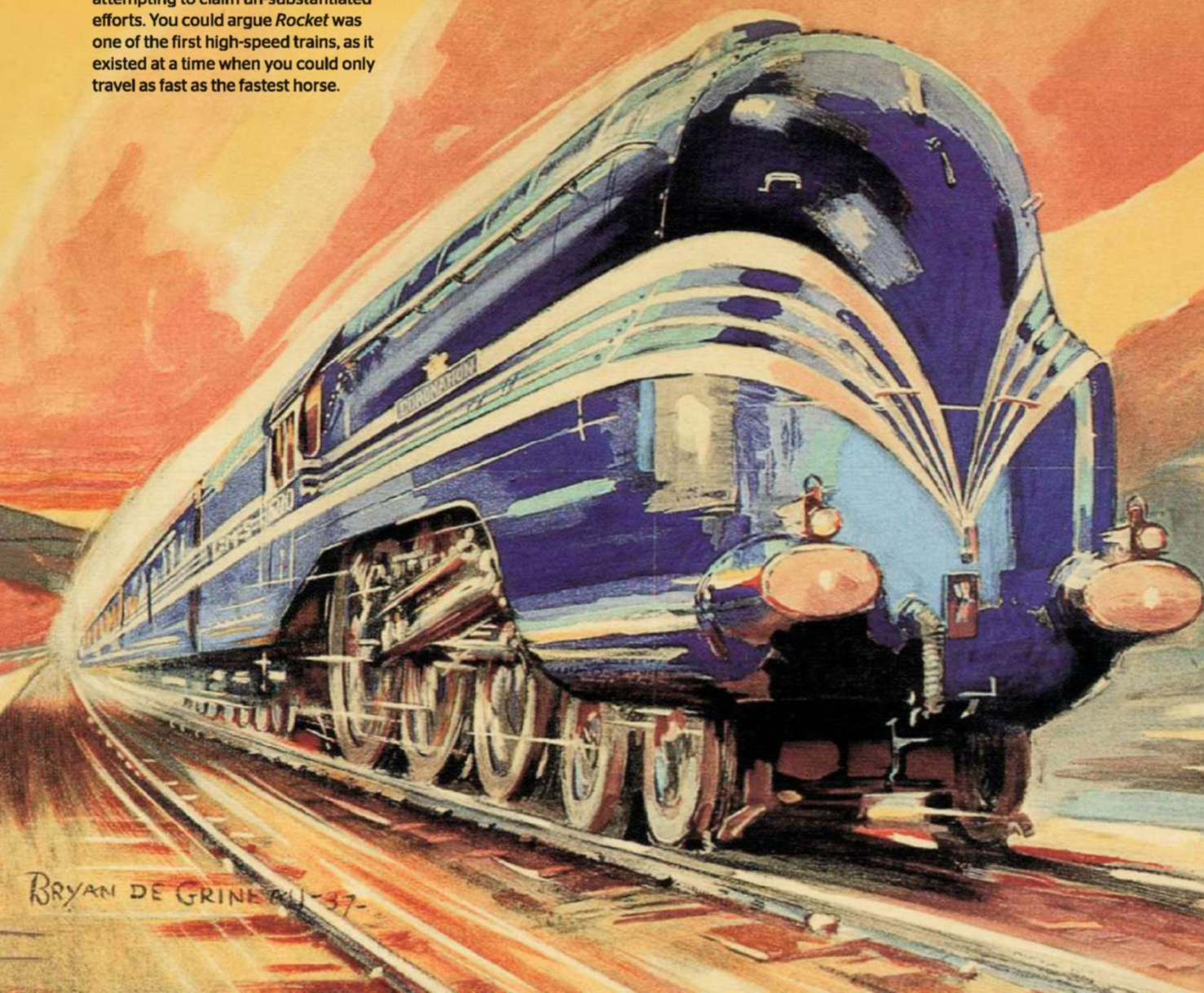
Speed, of course, is only relevant when measured accurately, and there have been numerous debates by those attempting to claim un-substantiated efforts. You could argue *Rocket* was one of the first high-speed trains, as it existed at a time when you could only travel as fast as the fastest horse.

Certainly, the Great Western Railway made notable attempts in broad gauge days, which led to the controversial run by *City of Truro* in 1904.

In due course, the LMS and LNER would take centre stage as they battled it out for command of Anglo-Scottish traffic on their very different main lines, echoing the antics of the 'Races to the North' of the Victorian era. Records would topple throughout the 1930s:

Flying Scotsman in 1934, classmate *Papyrus* in 1935 and, of course, *Mallard's* 126mph dash in 1938.

The LMS was not to be outdone either, in terms of sheer train weight against the grade. *Princess Elizabeth* achieved an average speed of 70mph from Glasgow to London, and by contrast, the 'Coronation Scot', in a fleeting moment, attained 114mph in 1937. ➤



ALAMY

SPEED INSPIRATION

No. 3440 CITY OF TRURO

What is it? George Jackson Churchward's 'City' 4-4-0 built in April 1903 for the Great Western Railway.

What did it do? It was recorded by Charles Rous-Marten travelling at 102.3mph down Wellington bank in Somerset on May 9 1904 with a load of bullion bound for London.

Where can I see it? On static display at STEAM-The Museum of the GWR.

Can I buy it? The Bachmann/NRM *City of Truro* is no longer available new, but there is a non-powered plastic kit by Dapol, or you could renumber a Bachmann 'City'.

Left: 99 years and 364 days to the day, No. 3440 *City of Truro* returned to the metals where it earned its - controversial - place in history. This time, the elegant 4-4-0 climbs Wellington Bank, bound for Kingswear on May 8 2004. ADRIAN KNOWLES



SPEED INSPIRATION

No. 4472 FLYING SCOTSMAN

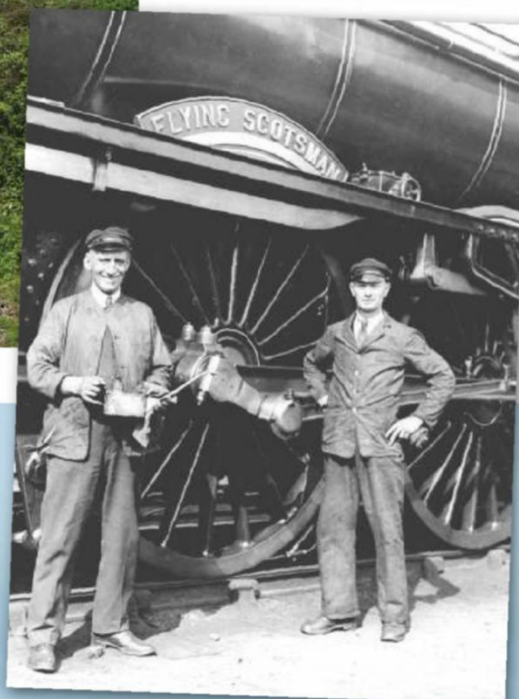
What is it? Nigel Gresley's famous 'A1' 4-6-2, built in March 1923 for the London & North Eastern Railway.

What did it do? Thirty years after *City of Truro*, *Flying Scotsman* was used to prove that steam could be just as fast as diesel power. On November 30 1934, it reached 100mph (though as, O.S. Nock

contests, it was never officially authenticated) heading south down Stoke Bank with its four-coach test train.

Where can I see it? Now back in service after a multimillion pound overhaul. It is displayed at the NRM when not visiting preserved lines or on railtour duty.

Can I buy it? Available in 'N' from Dapol and from Hornby in 'OO'.



Above: Driver Sparshatt and Fireman Webster prepare *Flying Scotsman* for its record run on November 30 1934. GETTY



Flying Scotsman heads the return leg of the Railway Touring Company's August 21 'Waverley' at Gilsland, close to the point where the Carlisle-Newcastle line crosses Hadrian's Wall. JOHN COOPER-SMITH

The competitive spirit hasn't waned in modern times. They might be 40 years old, but HSTs run regularly at 125mph, holding the UK diesel record at 148mph. Their electric successor, the Class 91, reached 162mph. Evidence linked to 'Deltics' can be vague, though they certainly managed 100mph-plus on a regular basis, sometimes higher, and possibly off the speedo at 120mph. Subject to suitable track, 'Pendolinos' have the potential for 140mph, as do Hitachi's 'Javelins'.

Of course, all of these are just examples of Britain's high-speed rail successes. Readers will have their own favourites - we certainly have.

BLURRING THE LINES

So how do you incorporate the theme of speed into a layout? The accompanying plans are designed to be generic scenarios, suitable for groups of high-speed trains from various time frames, either relating to a specific railway company, region or form of traction. By making modest scenic changes you have multiple options with any of the four accompanying designs, though such possibilities can only be realised by adhering to a few basic concepts:

- Scenery should be geographically non-specific, but that's not to say ugly or without grandeur.
- Tell-tale structures should be easily interchanged or removed and kept to a minimum. In this way you can ensure maximum compatibility for what's being operated; an LNER signal box for *Mallard*, *Papyrus* and the like, or a Great Western Railway station for the 'Cheltenham Flyer' or *City of Truro*.
- Where a greater number of structures are required I'd recommend using universal, non-interchangeable types such as a northlight locomotive shed.
- Look for excuses to get round archetypal examples. Many Great Western turntables were of the over-girder type, so if you must have one, you could depict a joint line with another company with high speed aspirations.
- The devil will always be in the detail and one of the four designs actively avoids company-specific semaphore signals. Alternatively, you might want to consider non-operating plug-in/plug-out types. Similar methods can be applied for swapping out period signage using magnetic strips, appropriately placed road vehicles and a minimal number of model people.

All these layout concepts place the focus on the fast and the famous, bringing the same kind of excitement as did their prototypical counterparts in the recent and not so recent past. While these stars will steal the limelight, additional use of relevant secondary trains will bring much added value, as will the ability to subtly change the appearance of your layout and have the flexibility of scenic sides that double up as fiddleyards. **MR**

SPEED INSPIRATION

No. 2750 PAPYRUS

What is it? Newly converted Nigel Gresley 'A3' 4-6-2 built in March 1929 for the London & North Eastern Railway.

What did it do? The first authenticated 100mph-plus run during high-speed trials between London and Newcastle on March 5 1935 Leeds, when the dynamometer car and Cecil J. Allen recorded a maximum of 108mph between Essendine and Tallington.

Where can I see it? You can't - it was withdrawn by BR in September 1963 and scrapped.

Can I buy it? It's available in 'N' gauge from Dapol, but 'OO' gauge modellers will have to renumber a Hornby 'A3'.

'A3' No. 2750 *Papyrus* powers out of King's Cross with the 'Flying Scotsman' in the 1930s. GETTY



SPEED INSPIRATION

'CHELTENHAM FLYER'

What is it? Officially known as the 'Cheltenham Spa Express', the return journey from Cheltenham became a record holder.

What did it do? Timings became quicker in the 1930s, thanks to the high-speed spirit of the age. The 77¼-mile Swindon-Paddington section was cut from 70 minutes in 1929 (requiring an average speed of 66mph) to 65mins in 1932. This

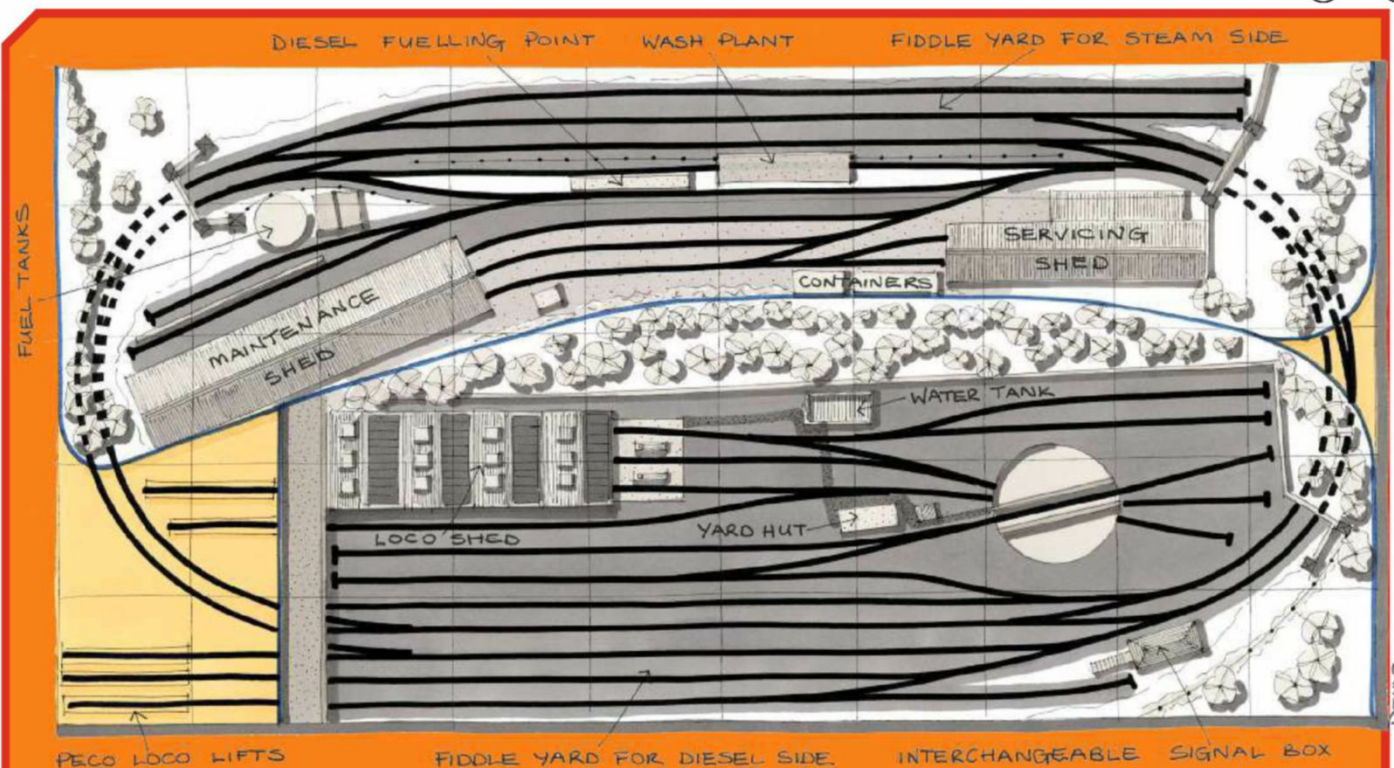
required an average speed of just over 71mph, making it the world's fastest train.

Where can I see it? Great Western Railway still runs the 'Cheltenham Spa Express': it's the Mon-Fri 1136 Paddington-Cheltenham and 1436 return.

Can I buy it? 'Castles' are available in 'OO' gauge from Hornby and coming soon from Farish in 'N' gauge.

Below: 'Castle' No. 5004 *Llanstephan Castle* approaches Paddington with the 'Cheltenham Flyer'. Classmate No. 5006 *Tregenna Castle* was the regular rostered locomotive for the 'Flyer' and it managed the Swindon-Paddington run in 57 minutes on June 6 1932. GETTY





STEAM ERA/DIESEL ERA

The first of two 10ft by 5ft track plans share a common but somewhat unusual concept: each scenic side acts as a fiddleyard for the other. There are obvious benefits to maximising the scenic run and you get two layouts in one, with each side operated independently on a sessional basis.

While the layout design shows two depots, one for steam, one for diesel and both with main line tracks for high speed running, I want to draw your attention to the track configuration when in use as a fiddleyard. The locomotive shed side has three long sidings near the front edge, capable of holding five, six and seven-coach trains. Three adjacent loops (one with the previously mentioned siding) have capacity for five coaches, four coaches and five coaches, respectively. There's a further siding with a kickback to the turntable, potentially for another five-coach train, and I suggest you use the latter as you won't require access to and from the locomotive shed in diesel operating mode.

Diesels that require turning can be done so by using any one of the Peco Loco Lifts at the left-hand side. On the opposite side, the diesel depot has two sidings nearest the baseboard edge, each with six-coach capacity. There are four loops (one includes a siding already mentioned) capable of handling four, four, five and four coaches. There are a further three sidings into the maintenance shed, with capacities for five, five and four coaches. These figures are for coaches only, so reduce by one if you want to add main line locomotives.

Relating back to what I said in layout theory, note how I've kept the partial steam shed void of regional coaling and ash facilities, particularly those different structural examples seen on the LNER and GWR, suggesting they're 'off-stage'.

Despite being an unusual concept, the design makes use of rigid geometry track, especially pointwork and curves at both ends, with a modest amount of flexible track, largely in both depots.



SPEED INSPIRATION

No. 2509 SILVER LINK

What is it? Sir Nigel Gresley's 'A4' 4-6-2, built at Doncaster in 1935.

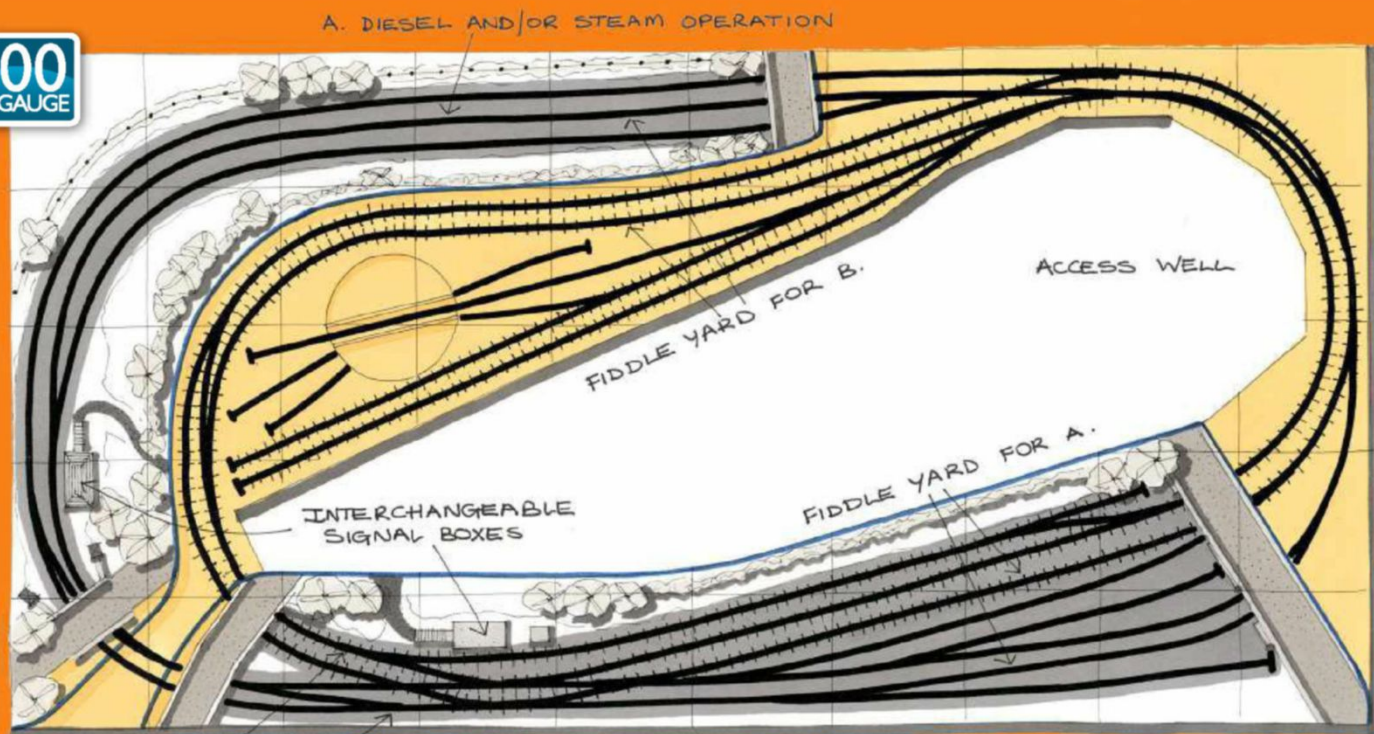
What did it do? It reached 112mph on September 27 1935 during the inaugural run of the 'Silver Jubilee'. This London-Newcastle service was designed to bring unparalleled levels of speed and luxury to Britain's railways, and the distinctive silver coaches and streamlined locomotives were so-named to mark the 25th anniversary of King George V's reign.

Where can I see it? To the chagrin of most enthusiasts, BR withdrew No. 60014 *Silver Link* and scrapped it.

Where can I buy it? Coming soon in 'N' gauge from Dapol and previously offered by Hornby.

Silver Link pulls Britain's most glamorous train out of King's Cross on September 27 1935. During its run to Newcastle, its speed peaked at 112mph, earning itself a place in the history books. GETTY

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GAUGE



ELECTRIC OPTIONS

Introducing overhead catenary to a layout brings additional complexity. This scheme has a dedicated circuit in order to avoid lowering/raising pantographs on the non-electric side.

Like the previous example, it's a layout of two distinct halves. Side A is a simple scenic run for steam or diesel with a passing loop to hold a slower moving train and a solitary, interchangeable signal box relevant to the stock in operation. When functioning as a fiddleyard, Side A, scenic and non-scenic sections,

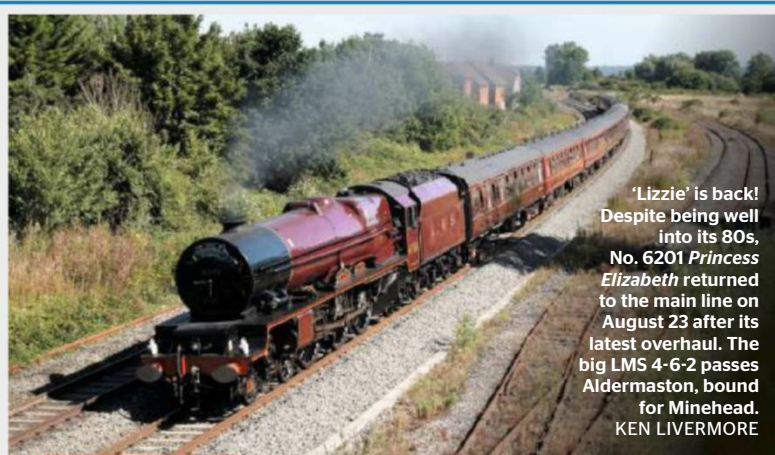
comprises five loops and two long sidings, with a capacity from baseboard edge to access the well as follows; eight, six, six-coach (scenic loops), five, five-coach (non-scenic catenary loops), five and five-coach (long sidings near turntable).

Side B, largely for electric trains, is more complex and offers main line and a loop, plus non-electrified sidings. In fiddleyard mode for Side A, these are designed to allow easy foreground access, void of catenary to simplify handling.

Storage comprises three loops for overhead

use, with a capacity of five, seven and four coaches from front to rear. Two non-electrified, loops nearest the front of the baseboard have a capacity of four and five coaches, with the largest at the front. Again, figures for coach storage changes with the addition of a locomotive.

End curves and some adjacent points, by nature of the limiting width, are made from rigid geometry track with flexible track for the main scenic sections.



'Lizzie' is back! Despite being well into its 80s, No. 6201 Princess Elizabeth returned to the main line on August 23 after its latest overhaul. The big LMS 4-6-2 passes Aldermaston, bound for Minehead. KEN LIVERMORE

SPEED INSPIRATION

No. 6201 PRINCESS ELIZABETH

What is it? The second of William Stanier's 'Princess Royal' 4-6-2s, built in November 1933 for the London Midland & Scottish Railway.

What did it do? It wasn't an outright high-speed performance, but its November 16/17 1936 trial from London to Glasgow and back holds the record for the 'continuous high-speed travel with steam traction' - that's 401 miles at an average speed of 68.2mph.

Where can I see it? Now back in service after its latest overhaul.

Can I buy it? Not available new, but Hornby has previously offered its 'Princess Royal' as No. 6201.

SPEED INSPIRATION

No. 4468 MALLARD

What is it? Sir Nigel Gresley's 'A4' 4-6-2 built at Doncaster in 1937.

What did it do? It broke the world speed record for steam traction on July 3 1938 during a brake trial arranged with the Westinghouse Brake & Signal Company when it touched 126mph at Little Bytham, heading south down Stoke Bank towards Peterborough.

Where can I see it? It's on display at the National Railway Museum.

Where can I buy it? Available in 'N' gauge from Dapol and in 'OO' gauge from Hornby.

Ready for the off: Mallard is prepared at Barkston, north of Grantham, on July 3 1938, ready for its speed record attempt. GETTY





SPEED INSPIRATION

No. 6220 CORONATION

What is it? No. 6220 *Coronation*, the first of William Stanier's streamlined 'Princess Coronations', built at Crewe in 1937.

What did it do? The 'Coronation Scot' was the LMS' answer to the 'Silver Jubilee' - luxurious and fast and designed to get from London to Glasgow in just 6½ hours. The debut service, on June 29 1937, touched 114mph on the approach - quite literally - to Crewe. Passengers on the rapidly decelerating train were a bit alarmed as it rattled over the station pointwork!

Where can I see it? No. 46220 was scrapped, but streamlined classmate No. 6229 *Duchess of Hamilton*, which masqueraded as No. 6220 on a visit to the USA, is on display at the National Railway Museum.

Where can I buy it? De-streamlined 'Duchesses' are available in 'N' gauge from Graham Farish, while Hornby has offered 'OO' gauge 'streamliners'.

Right: Such was the lure of high-speed rail travel in the 1930s: the platforms at Euston are crammed with people as No. 6220 *Coronation* prepares to depart with the first 'Coronation Scot' on June 29 1937. GETTY

SPEED INSPIRATION

ADVANCED PASSENGER TRAIN-EXPERIMENTAL



What is it? BR's 'APT-E' gas-turbine tilting train, built at Derby in 1972.

What did it do? After a series of high-speed proving runs on the Midland Main Line, the APT-E was transferred to the Western Region for more trials. On the final Sunday, August 10 1975, APT-E reached

152.3mph just east of Didcot station.

Where can I see it? The entire APT-E set is on display at Locomotion, the NRM's Shildon outstation.

Where can I buy it? Rapido produced a superb 'OO' gauge model in conjunction with the NRM. Production run has completely sold out.

APT-E easily outpaces traffic on the M1 motorway at Hendon as it speeds north on the Midland Main Line to Leicester in July 1975. It later moved to the Western Region and entered the record books. NRM



SPEED INSPIRATION

No. 60007 SIR NIGEL GRESLEY

What is it? The 100th Gresley 'Pacific' 4-6-2, built in October 1937.

What did it do? It reached 112mph on May 23 1959 during a Stephenson Locomotive Society special to give the 'A4s' a last 'hurrah'. Driver Bill Hoole was instructed to ease off down Stoke Bank as he attempted to beat *Mallard's* record.

Where can I see it? In regular use on the North Yorkshire Moors Railway.

Where can I buy it? Available in 'N' from Dapol and in 'OO' from Hornby.

Above: Famed Eastern Region driver Bill Hoole poses proudly with *Sir Nigel Gresley* on May 23 1959, prior to its record run. G. PARRY COLLECTION/COLOUR-RAIL



SPEED INSPIRATION

HIGH SPEED TRAIN

What is it? Class 43 power cars 43102 *City of Wakefield* and 43159 plus four Mk 3s: TGS 44101, SO 12140, SO 42317 and TGS 44090.

What did it do? It reached 148.5mph near Northallerton on November 1 1987 during trials to test S.I.G. bogies destined for the new Mk 4 coaches and broke the world speed record for diesel traction.

Where can I see it? All vehicles are in action with First Great Western except 43102 (now with East Coast) and 12140 (scrapped).

Where can I buy it? Class 43s and SOs available in 'N' from Dapol and Hornby 'OO' along with TGS.

Top: Record-breaking 43159 heads the diverted 0945 Swansea-Paddington through the Avon Valley, near Limpley Stoke, on February 17 2008. JOHN CHALCRAFT



SPEED INSPIRATION

VIRGIN 'PENDOLINO'

What is it? Nine-car 'Pendolino' 390047.

What did it do? It reduced the journey time from Glasgow to London on September 22 2006 to just 3h 55m, averaging 102.5mph. The record run raised £30,000 for charity, while Virgin Trains used it as an opportunity to prove that upgrading the West Coast Main Line was worthwhile.

Where can I see it? 'Pendolino' set 390047 still plies its trade between London and Glasgow.

Where can I buy it? Hornby's 'Pendolino' will need re-numbering, as will Revolution's forthcoming 'N' gauge version.



Virgin Pendolino record breaker

A Virgin Pendolino set a new speed of 102.5mph on the journey between Glasgow and London on September 22 2006 - a record which the train used to set in 1987 and which it broke again at 148.5mph on the same route in 1987.



Above: Record-breaking Virgin 'Pendolino' 390047 speeds north past Cathron, Warwickshire, on February 11 2012. JACK BOSKETT



SPEED INSPIRATION

CLASS 91

What is it? BR Class 91 Bo-Bo electric. **What did it do?** As 91010, it claimed the UK speed record for locomotive haulage on September 17 1989 when it reached 162mph at Little Bytham with four Mk 4 coaches and a DVT during evaluation trials between Grantham and Peterborough.

Where can I see it?

In action on the East Coast Main Line in special RAF Battle of Britain Memorial Flight livery.

Where can I buy it? Sadly, our exclusive model of 91110 in BBMF livery has sold out.

Class 91 91110 departs from King's Cross for yet another journey north along the East Coast Main Line on June 8 2013. PETER MOULTON/ALAMY



SPEED INSPIRATION

CLASS 373



What is it? Two ten-coach Eurostar sets.

What did it do? It broke the UK rail speed record on September 4 2007 during a press run from Paris to London St Pancras when it touched 197mph. The train had reached 202mph while travelling through France. One Eurostar set reputedly reached 205mph in 2003 in Britain, but Eurostar refused to confirm this.

Where can I see it?

Sets are in regular Eurostar use between London and the Continent.

Where can I buy it? Hornby currently offers a Eurostar trainset (R7101).

Eurostar 373223/224 stands at the stopblocks at St Pancras after recording its record-breaking Paris-London run on September 4 2007. PAUL BIGLAND/RAIL

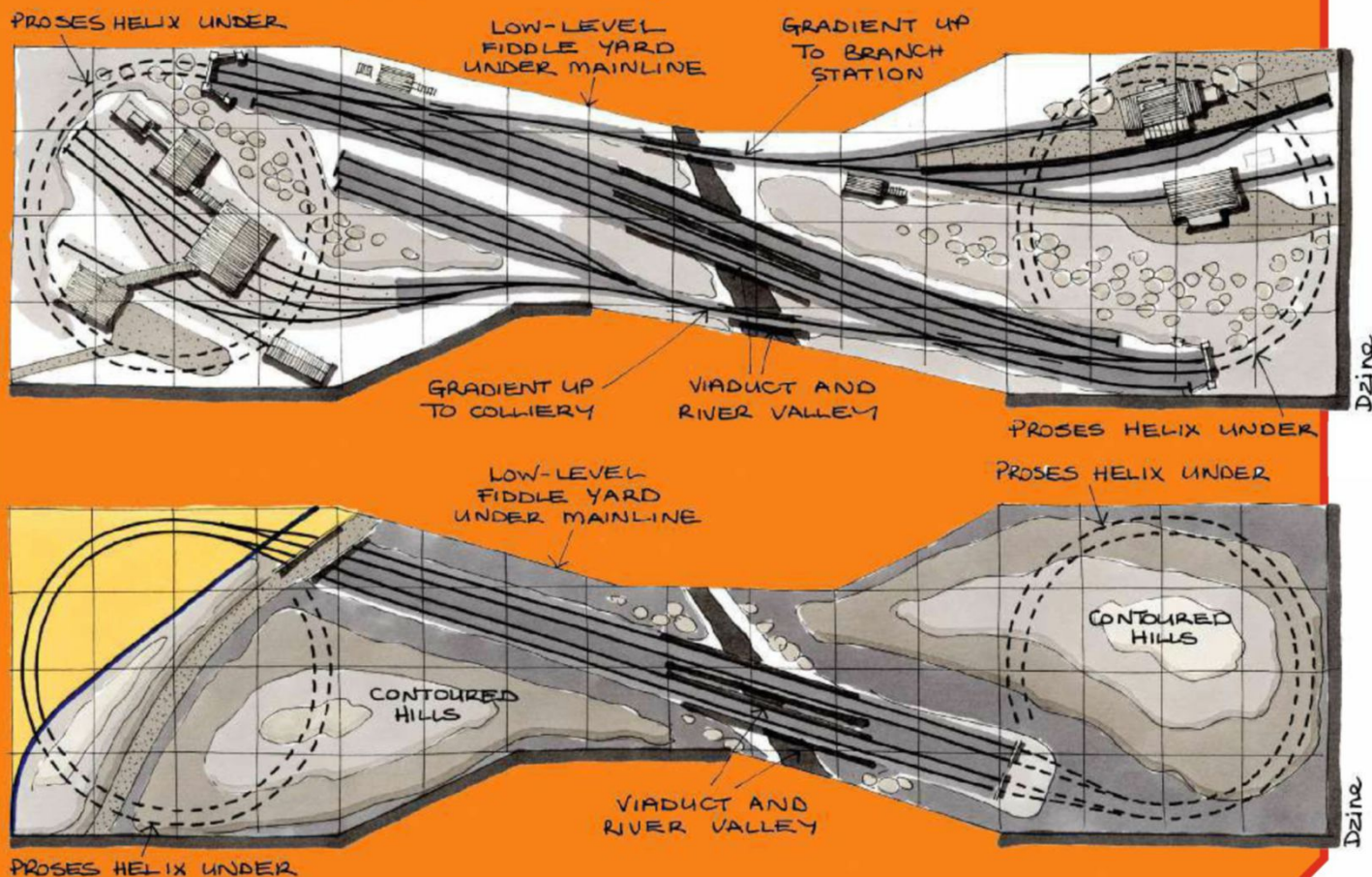


VALLEY VELOCITY

The two final 16ft by 4ft designs are a complete contrast to the first two, and use Proses helices (www.hattons.co.uk), with one at each end leading to a lower-level full-length fiddleyard. I've highlighted a distinct difference between the two; one is a simple main line, comprising four tracks across an impressive river valley, purely for watching trains pass by. There are no structures to change, a scenic section void of signals and, due to its remote location, it requires few vehicles and, indeed, no

model figures - at least none outside the train!

The second design, set in the same river valley, has additional steeply graded branch lines, probably around 1-in-30, and may require assistance from DCCconcepts Powerbase up to and over both helices, gaining an extra scenic 4sq ft at each end. There's added complexity in the number of location-specific or period-relevant, interchangeable buildings, but worth the effort if you're looking for that little bit extra.



'RACES TO THE NORTH'

Paul Lunn's 'speed' ideas would be ideal for re-creating one of the most exciting periods of railway history: the rivalry between the London & North Western and Caledonian Railways and the Great Northern,

North Eastern and North British Railways between London and Edinburgh. Both routes vied for supremacy by running faster and faster trains. The 'Races' covered two distinct periods - 1888 and again

in 1895, but they ended due to safety concerns.

Two 'Races to the North' locomotives survive: LNWR 2-4-0 No. 790 *Hardwicke* and Caledonian Railway 4-2-2 No. 123.

Caledonian Railway 4-2-2 No. 123 got the 100.6 miles from Carlisle to Edinburgh, which included Beattock, down to 102½ mins on August 9 1888. It's preserved in Glasgow's Riverside museum. GERALD T. ROBINSON/MIKE MORANT COLLECTION



Above: On the night of August 22/23 1895, LNWR 'Precedent' *Hardwicke* covered the 141 miles between Crewe and Carlisle in just 126 minutes, averaging 67.2mph. The little 2-4-0 is now displayed at the NRM's Shildon outstation. TREVOR SMITH/ALAMY



HOW TO... MAKE AN INSPECTION SALOO



High-speed rails need special vehicles to check they're in perfect order. **GEORGE DENT** builds such a vehicle from PH Designs.

After listening to tales of high-octane thrills and spills on the railways, I began thinking about how the role of the track has long been critical to the attainment of high speed. The rails and infrastructure must be kept in tip-top condition for trains to safely hurtle along at mind-boggling rates.

The railways have long employed special observation and inspection trains for the resident engineers to appraise the permanent way. In recent years, Network Rail has operated an extensive and eclectic fleet of former BR coaching stock for all manner of testing purposes, much of it packed to the gunwales with sophisticated testing and recording equipment.

Indeed, Network Rail subjects have proved enduringly popular with modellers of the contemporary scene, not least because they offer something colourful and different to multiple units

and block freight trains. And there's the matter of classic diesel traction, too!

With no two NR carriages seemingly the same, there's an endless list of conversion and kit-building opportunities. However, for those of us with only modest-sized layouts, something small and self-contained is more appropriate, such as a single inspection coach.

SOMETHING SPECIAL

At a previous Warley show, Pete Harvey of PH Designs stopped by the *Model Rail* stand to say hello, and he pressed an intriguing cardboard package into my hands. With a grin, he described the contents as something "a bit special". When I got home and carefully cut through the brown tape, I realised what he meant.

Consisting of a large, single sheet of etched brass, the extensive kit contained almost everything required to build a rendition of the unusual BR

Swindon-built inspection coach DB999508. Until a few years ago, this vehicle was regularly seen out and about on the national network, working everywhere from inner London to the Scottish Highlands. Usually operating between a pair of Class 31s or Class 37s, latterly it would be moved by a single locomotive and a Driving Brake Second Open.

The kit sat around for a while until I could find time to build it, and I've been kicking myself for not doing so sooner. The delicate etched brass components looked a little daunting at first, but I needn't have worried - everything slotted or butted together beautifully. Within a couple of days, the flimsy, thin brass parts soon became a sturdy, yet refined carriage.

EXEMPLARY DETAIL

Some thoughtful design has gone into the kit, with a dual-purpose strengthening and mounting block in

The PH Designs kit comes in the form of a large sheet of exquisitely etched brass components. Full instructions are supplied.



SHOPPING LIST

- Network Rail carriage number transfers (pack 2042); overhead warning symbols (1053). Railtec.
Web: www.railtec-models.co.uk
- Railmatch 272 NR Sunshine Yellow, 210 Warning Panel yellow. Howes Models.
Tel: 01865 848000.
Web: www.howesmodels.co.uk
- ABWC001 Air distributor and reservoir tank. 51L c/o Wizard Models.
Tel: 01652 635885.
Web: www.wizardmodels.co.uk
- Keen close coupling units. Keen Systems.
Tel: 01630 657881.
Web: www.keen-systems.com

TOP TIP

Metal parts must be cleaned thoroughly after soldering, to remove tarnishing, grease and flux residues. A slapdash approach to cleaning will result in the paint peeling off in the near future.



N



PH Designs can offer a 7mm:1ft scale of DB999508. Go to www.phd-design-etchings.co.uk to find out more.

the centre of the body. This permits a simple bolt-on arrangement for the underframe, allowing rapid access to the interior for detailing or future maintenance. This is one of those small but priceless details that other kit makers should take note of.

Almost everything is provided on the etch, including fold-up battery and equipment boxes for the underframe. Extra parts that had to be sourced included a set of Bachmann B4 bogies, cast whitmetal buffers, air brake distributor and reservoir tank, roof vents and assorted fittings for the carriage ends, most of which came from the scrap box.

Lengths of brass wire and miniature split pins were employed for the water filling pipes and a set of brass nuts and bolts was needed for mounting the bogies and bodyshell to the chassis. Other essential materials included clear plastic sheet for the glazing, plus paints and transfers, the

SEE MORE

For more images of George's modelling creations, check out his blog and Instagram sites:
www.georgedentmodelmaker.blogspot.co.uk
www.instagram.com/dentmodelmaker

latter being available from Railtec.

It may have taken a couple of weeks to get the carriage built, detailed, painted and assembled, but it has been a real joy from start to finish. Even my pet hate of painting yellow liveries went fairly smoothly.

YELLOW WARNING

Yellow is such an awful colour to apply, especially when you're aiming for a high standard of finish. The white undercoat has to be virtually perfect, or any minor blemish will show through

the topcoats. As Network Rail has usually kept its test fleet in almost pristine external condition, there could be no recourse to weathering to hide any imperfections.

Of note is that RailMatch 272 NR Sunshine Yellow appeared too orangey after application, compared to prototype images. Indeed, it looks like the real thing carried the earlier, paler livery shade, so I sprayed a couple of coats of 210 Warning Yellow over the previous colour, until it began to look right.

Apart from a hitch with the white Halfords primer - I'd stopped using this a while ago in favour of airbrushed primer coats (and I swiftly remembered why!) - everything else went to plan, with progress being steady and highly enjoyable. Now I just need to fashion a NR DBSO to go with it! **MR**

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GAUGE

MODEL

PH4NR508
 Network Rail Track
 Inspection Coach
 DB999508, brass kit
 • Price: £50,
 plus £6 p&p

AVAILABILITY

PH Designs
 • Web: www.phd-design-etchings.co.uk

DIFFICULTY



ESTIMATED
 TIME
 40 hours

TOOLS NEEDED

- Knife
- Straightedge
- Files
- Tweezers
- Pliers
- Hold & Fold
- Soldering iron and accessories,
- Drill and bits
- Setsquare
- Abrasives
- Scratch brush

PROTOTYPE FACTFILE: DB999508

BR built three 57ft inspection saloons at Swindon Works, around the turn of 1960. Sharing many design features with Mk 1 coaches, they were designed with hauling and propelling in mind, with two large windows at each end and a set of air horns mounted on the roof.

In 1987, DB999508 was converted to a Track Inspection Saloon, with large holes cut out of each side for the fitting of distinctive recessed observation sections. With pairs of powerful spotlights installed, staff could safely assess lineside structures from within the vehicle.

After privatisation, the carriage was operated by Serco for a time

before passing to Network Rail, which set about installing a generator unit and advanced testing equipment. Lasting in service until 2012, it has been saved for preservation and currently resides at the West Somerset Railway.

Below left: Track recording saloon DB999508 at Derby station on December 16 2009. **RAIL COLLECTION**

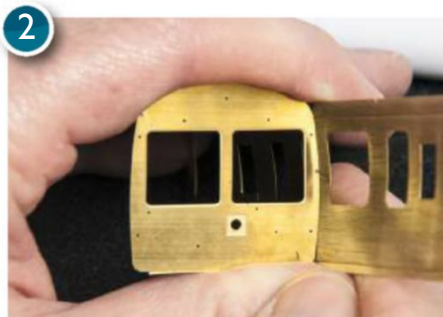
Below: Class 31s 31601 and 31106 top and tail DB999508 along the sea wall at Dawlish on December 12 2009 with the 1245 Exeter-Plymouth inspection working. **DAVID HUNT**



HOW TO: BUILD A NETWORK RAIL INSPECTION COACH KIT



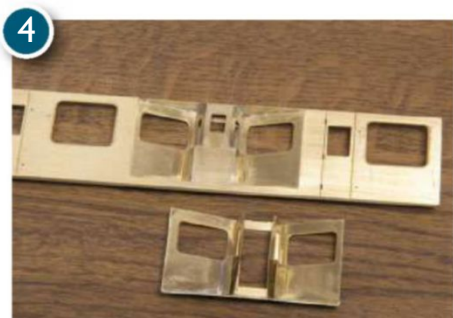
The tumblehome must be formed on each side before assembly can begin. Working on the rear of a computer mouse mat, place the sides with the inner face upwards and gently roll over with a metal tube.



Apply even pressure and keep checking the profile with the ends, re-rolling until the parts match up as close as possible. If the profile is too pronounced, place the side on a flat surface and gently flatten with a steel rule.



The upper and lower brackets on each side can be folded inwards to form right-angles. A Hold 'n' Fold tool makes the job easier, although a metal angle in a vice is suitable. Use a long steel rule to exert even pressure on the brass.



The waste material is then cut from the sides and the observation recesses assembled. The various parts all slot together and the joints can be soldered neatly from the inside. The sections can then be installed into the sides.



Locate the bulkheads and, after checking that they're sitting at perfect right angles to the sides, solder them in position. Use plenty of flux to help the solder flow into the joints and ensure the surfaces are clean beforehand.



I rigged up a simple assembly jig, consisting of a scrap of thick plywood and two timber battens set at exactly 90°. This allows the sides to be accurately married up to the ends and the parts can be clamped while soldering, if required.



With both sides having been mated up with their ends and the bulkheads in position, the two halves can be brought together. Again, the joints were made in my simple jig and all angles were checked with a set square.



A bracket is folded up and located between the central bulkheads to give added rigidity to the body and act as a mounting point for the underframe. A pair of 8BA brass nuts were soldered over the mounting holes.



The roof is a little tricky to roll into shape. You can make the job easier by annealing the metal, heating it with a mini blowtorch until it turns a uniform pink-orange colour. Make sure you work over a heatproof surface.



Allow the roof to cool naturally before attempting the profiling with a metal rod over the mouse mat. The main shape is fairly gentle, but the outer sections need forming to a much shallower radius. Check against the body.



Once you're happy that the roof matches the necessary profile as closely as possible, align it carefully and start tack-soldering it to the bulkheads from inside, before joining it to the sides and ends.



Brass wire forms the handrails (0.4mm) and water pipes (0.7mm). For the latter, I employed miniature spilt pins, available from craft stores, to act as mounting points. Squeeze the pins around the wire before soldering into the holes.

Expert Tip

With any brass kit, the first thing to do is carefully cut the parts from the fret and tidy the edges with files. I also rub down both faces with abrasives and clean everything with isopropyl alcohol.

13



Shape the wire over the ends and secure into the locating holes. Short lengths of wire form the spacing brackets and cantrail level. Lamp and aerial brackets were fashioned from waste brass from the fret.

14



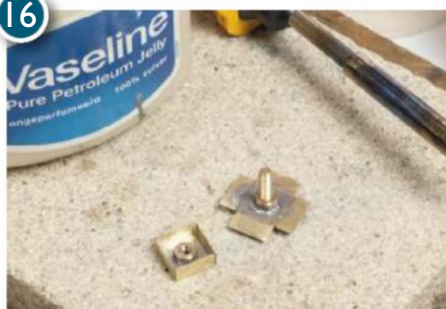
I couldn't find any off-the-shelf roof vents with the correct pattern, so I turned my own using a set of whitmetal BR Mk 1 shell type vents from Comet. Mounted in a mini drill, the profile was created with files and abrasives.

15



Another basic jig was employed for the underframe: a sheet of MDF and small wood battens pinned to retain the chassis frame while the folded edges were set at 90° and the solder bonds made.

16



Bogie mounting brackets need brass nuts securing into the etched recesses before the units are folded up and soldered. Hold the nuts in place with the bolts, covering the threads in Vaseline to prevent any ingress of solder.

17



The bogie mounts can be aligned and retained by driving screws through the holes into the MDF jig before making the solder bonds. The truss cradle can also now be installed and the angle iron sections soldered while *in situ*.

18



The kit includes most of the underframe parts, with fold-up battery and equipment boxes, access steps and footboards, the locations for which are half-etched into the floor. Whitmetal airbrake gear was also installed.

19



With all soldering work complete, the assemblies must be cleaned and dried thoroughly. For neatness, the delicate window frames were secured into the recesses with clear varnish, allowing it to flow into the joints.

20



The whitmetal roof vents were now secured with epoxy glue, along with door handles, and handrails. The hinges were soldered into the etched recesses earlier, working from inside.

21



The end details were mostly leftover detailing parts from Heljan and Bachmann diesels. Comet buffers, air horns from Craftsman Models and a pair of plastic headlights from Replica complete the job.

22



A set of Keen Systems close coupling units were secured to the brass floor with epoxy, but keeping the glue away from any moving parts. This will allow the fitting of NEM-tailed Kadee couplers.

23



The body and chassis were cleaned and dried again before receiving primer coats. After the initial coat, any gaps or blemishes were treated with filler, rubbed down and re-primed until the surface was perfect.

24



Once the main colours had been applied, several layers of clear gloss were applied prior to adding the orange warning line with a ruling pen. The transfers were also added at this point before sealing with coats of clear satin.



HOW TO... BUILD A BULLION VAN



Rail vehicles built to carry ultra high-value cargo were unusual - and models of them are pretty rare too. Solder-shy **CHRIS LEIGH** strikes gold with this brass kit of one that he can glue together.

Parcel vans, or more correctly Non-Passenger Coaching Stock (NPCS), have always fascinated modellers, probably because of the wide variety they could offer in a single train. In the steam era, it was not unusual to find a parcels train with at least one vehicle from each of the Big Four companies. This arose mainly from the complex routes and long distances that some through vans worked, and in BR days by its 'common use' treatment of them.

SOME HISTORY

Despite the undoubted interest among modellers however, NPCCs have never been well covered by ready-to-run models. Today, we are better served in this respect, but back in the late 1960s the situation was far worse. We did not really expect RTR models, but there were few kits, either. Two friends of mine, Tony Dyer and John Senior, decided that they wanted to scratchbuild a rake of parcels vans. However, when they went shopping for parts, they couldn't even find a sufficient supply of K's oval buffers.

Tony decided to source them direct from the Anglo-Swiss Screw Company.

MODEL
Frogmore
Confederacy GWR
Bullion Van kit
• **Price:** £36.95

AVAILABILITY
Dart Castings
• **E-mail:** enquiries@dartcastings.co.uk
• **Web:** www.dartcastings.co.uk

DIFFICULTY

ESTIMATED TIME
1.5 days

TOOLS NEEDED
• Needle files
• Scissors
• Minidrill and small drill bits
• Vice and smooth jaws
• Metal rule
• Rolling rod

But there was a snag - the minimum order was 10,000! So began Modern Prototype Kits in 'OO', marketed as MoPoK. They progressed from packs of parts to complete kits, initially with vac-formed body shells, overlaid with printed sides and with cast whitmetal bogies and underframe fittings.

Big developments were happening in model railway technology at that time, and I recall a visit from John and Tony during which they showed me two innovations. They had been asked to market a Midland Railway footbridge kit, made of etched brass and designed by George Pring. Essentially, this was thin, flat brass sheet, which was either laminated or folded to make the girders and steps.

However, what was obvious from their unpainted sample was that it had not been assembled with solder. The second innovation was then revealed. This was a brass kit that was designed to be glued together with an amazing new adhesive originally invented for the US Armed Forces to carry out field repairs to flesh wounds. I was seeing cyanoacrylate glue (commonly referred to by trademark name 'Super Glue') for the first time. The next kit in that range was a GWR 'Siphon G' van.

Somewhere along the line, in the years since, etched brass kit construction was hijacked by those who like to solder, and kits were designed for solder construction. However, the kit which is the subject of this 'How to', looks to have the potential



GWR 'King' 4-6-0 No. 6005 *King George II* passes Norton Fitzwarren with the Up 'Cornish Riviera' in 1929, hauling a bullion van. F.R. HEBRON/RAIL ARCHIVE STEPHENSON

for glue assembly. We shall see, but perhaps it is a route into kit-building for those who don't want to solder.

PANAMA PAYMENT

In the early years of the 20th century, Plymouth was an important port (the first and last in England) for trans-Atlantic steamers. Deep in competition with the London & South Western Railway, which carried the passengers swiftly to and from London, the GWR carried the mail and high-value freight.

On May 9 1904, the Great Western provided a five-coach 'Ocean Mails' special to connect at Plymouth with the steamer *SS Kronprinz Wilhelm* on passage from the USA to Germany. Her cargo included gold bullion - payment from the USA to the French for work on the Panama canal. The Americans bought the part-built canal from the French for \$40 million, \$30m of which went to the French construction company for the work done so far. The US took over the works site on May 4 1904 at a point when the payment must have been *en route*. Whether the entire \$30m was in that one consignment of gold bullion one can only guess.

The GWR was determined to whisk this load to London in record time, and the story of No. 3440 *City of Truro*'s epic run, including the claimed 102.3mph

down Wellington Bank, is too well known to need repeating here.

Reports, both contemporary and written in the years since by such eminent writers as P.W.B. Semmens and O.S. Nock, concentrate on the controversial high speed claim and pay little attention to the train. An original write-up refers only to 'five heavily-laden postal bogie vans' with a combined weight close to 150 tons. There is no mention of a bullion van, but it is inconceivable that the GWR, having two vehicles for the specific purpose of carrying bullion, would not have provided one for this particular load. It was the very job for which they were built, as the immense weight and security would be issues with other types of rolling stock.


GOLD STANDARD

The bullion vans were just 36ft long, with no windows and just two pairs of double doors with special locks, on one side only. Nos. 791 and 792 were built in 1902 (Diagram M16, Lot No. 996) followed Nos. 819 and 820 in 1907 (Diagram M17, Lot No. 1139). A further Dia. M17 van was built in 1913 (No. 878, Lot no. 1220).

Photographs in *Great Western*



Coaches Appendix Vol. 2 (J.H. Russell, OPC, ISBN 9780860931546) show that both diagrams were similar, all-steel bodies with two pairs of doors on one side only, the other side being completely blank. I can trace no withdrawal dates, but they lasted well into the BR period. Paul Bartlett photographed W819W at Paddington on January 4 1967 in BR maroon, and with two additional 'boxes' on the roof, presumably containing additional security equipment.

Other photographs show W792W running on Collett heavy-duty 8ft bogies, in BR days, presumably replacements for the 9ft 'American' type originally fitted. 

GWR 'King' 4-6-0 No. 6004 *King George III* approaches Dainton summit with an Up express in 1929. The leading vehicle is a bullion van.
ROBERT BROOKMAN/RAIL ARCHIVE
STEPHENSON

HOW TO DO IT: BUILD A BULLION VAN



The kit is made by Frogmore Confederacy and sold through Dart Castings. Gather all the reference material you can find - the instructions assume you have knowledge of the prototype and experience in building etched kits.



I began by cleaning the cast whitmetal parts using needle files. Very little work is needed here as the parts are cleanly cast. There are four sideframes, two stretchers and the two bogie mounting bosses.



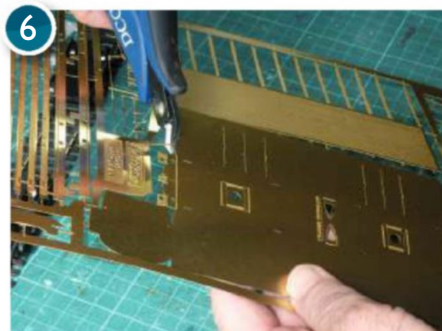
I could not buy 'top-hat' brass bearings locally so I drilled out the axleboxes to take Peco brass bearings. I used a minidrill on a slow setting, taking care not to drill any deeper than necessary.



A spot of Deluxe Materials Roket cyanoacrylate was applied to each axle hole using a cocktail stick. The bearing was then positioned and, once the glue had dried, the protruding part of the bearing was filed back.



I sprayed the sideframes and stretchers matt black before assembly and scraped the paint off any areas that were to be glued. The bogies were then assembled round the Bachmann coach wheels.



The next job was to snip the body unit from the etched sheet. If you don't have cutters, some old, sharp scissors will cut through the thin tags easily. Sides, ends and floor are a single piece which needs bending and folding.



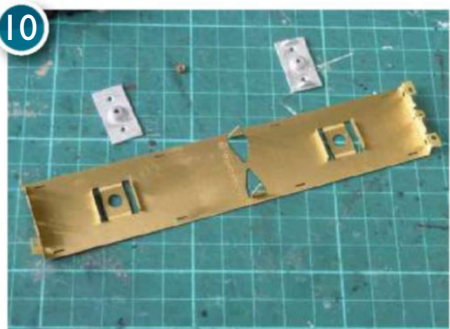
The instructions recommend forming the tumblehome against a ruler, which is the 'traditional' method. However, the tumblehome on this model is quite pronounced and the brass is thick, which makes this difficult.



Make sure you form the tumblehome by pressing from inside of the etch - the side with the folding creases. Sides and ends tended to separate from the floor, so it was much easier to form the tumblehome in individual parts.



At this stage I was forming the tumblehome in a vice using finger pressure. The sides were still attached to the floor, but one end had already become detached. I then separated the sides from the floor by flexing along the bend line.



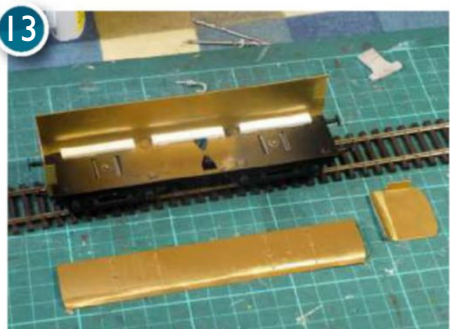
With the floor separate, the bogie mounting bosses were glued in place, with the nuts located in their recesses, the headstocks folded down and the buffer mounting plates folded back into position.



Folding over the bottom edge of the solebars is easy with the etching held in a smooth-jawed vice. Once the flange is partly folded over, running a metal rule along it finishes the job off to 90°.



There's very little help on how to lay out the brake gear, so I just glued the two vacuum cylinders in place, folded down the V hangers and added the etched brake rod with a piece of 20thou wire through the V hangers.



I used some pieces of styrene strip, glued to the floor, to reinforce the glued join between the sides, ends and floor. I used Evo-Stik Impact adhesive to bond brass to brass, and brass to the styrene joints.



The van has doors on one side only. The etched hinges are inserted from inside the van and the loop door handles from the outside. Roket cyanoacrylate was used to secure all of these small parts.



Forming the curve in the roof is very much easier than the tumblehome, thanks to half-etched grooves on the underside of the roof and some etched formers which can be used to gauge the shape during bending.



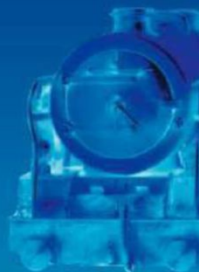
With the roof supported between two pieces of planed timber, and working from one side at a time, the roof curve can easily be formed using finger pressure and a stout support, such as a metal ruler or third piece of timber.



The bend can be checked against one of the roof rib pieces and adjusted to obtain a good match to the unusual profile. The riveted strips can then be bent to shape and glued in place, using a photograph as a guide for positioning.



Glue assembly minimizes the need for masking. Roof and bogies can be sprayed separately - only the sides and underframe need masking. I cut paper masks for the GWR cream to minimize contact between brass and masking tape and reduce the risk of lifting paint when peeling off the tape.



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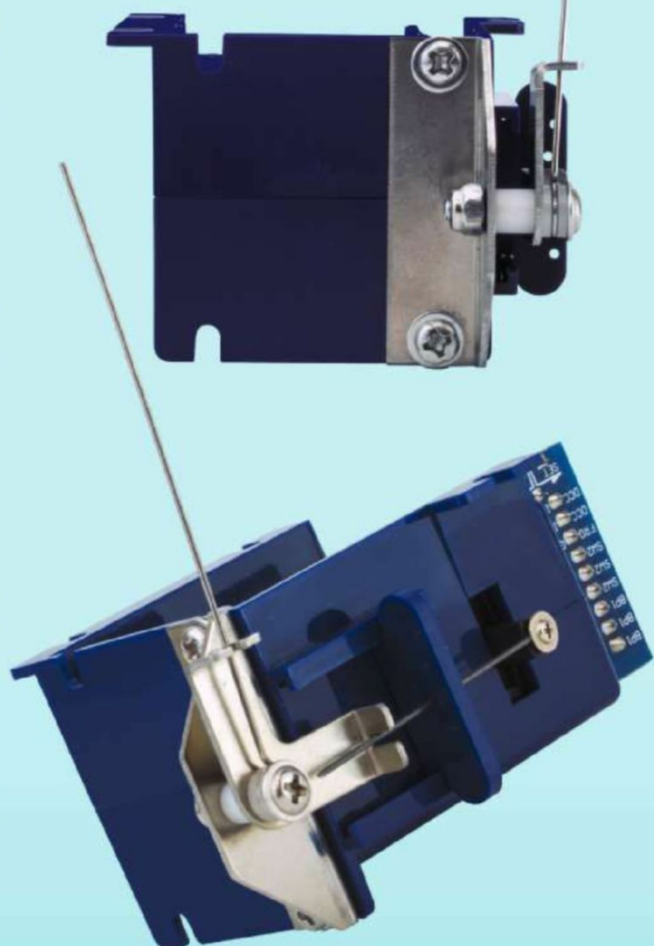
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HOW TO... PUT CARD



After years of putting the project on the backburner, **PETER MARRIOTT** finally musters the courage to build an elaborate bridge from a laser-cut kit.



The strongest cardboard is usually the thick, corrugated type that parcels arrive in.

The stuff we typically use for modelling is much thinner and, though perfect for finely-detailed models, is not always the toughest. That's why this highly-impressive bridge from Noch, which is made from 100% laser-cut card, intrigued me. Could it take the weight of a model train? Would it even stand up? I just had to find out...

The use of laser cutting ensures total precision in producing intricate kits of all sizes, ranging from those for modelling larger structures, such as bridges and buildings, to far smaller items like platform seats and plants.

The range of laser-cut bridge kits available today is pretty extensive, but this one from Noch is the most elaborate I've come across. It's based on the Schlossbach Bridge, which takes the railway from Innsbruck in Austria to


Mittenwald in Germany over a tributary of the River Inn. It's an imposing structure, standing almost 200ft above the valley, and measuring 216ft long. In model form, it's length is still impressive at 66cm. The fact that there are 23 sheets of parts tells its own story!

Initially, I was dubious that a card bridge would be strong enough, but I've built a few Noch bridges in recent years and have concluded that laser-cut card might look delicate but is surprisingly robust. However, I felt that this big yet intricately-wrought structure might be different.

It took a couple of years before I finally mustered the courage to

build it. Safe to say it was a lot more challenging than I had envisaged and, at one stage, I seriously considered scrapping the project. The problems centered around the supplied instructions, which were not the easiest I've ever worked with. In fact, so poor was the photocopy that it was quite difficult at times to see where the parts should go. Only after wrestling my way through the build did I find good quality colour instructions on Noch's website. Sigh...

Remember that working with laser cut card is very different to plastic. If you've never worked with this medium before, practise on something smaller before you start on a bridge of this complexity!

It took about 12 hours to build the bridge and, despite doing a mix of kit-bashing and improvising, I'm pleased how the project turned out. It's immensely strong and looks great, despite my mistakes... I hope nobody ever gets to the see it from the other side! 



MODEL
Noch 67040
Schlossbach
Bridge Kit
• Price: £140.00

AVAILABILITY
Osborn's Models.
Tel: 01237 423453.
Web: www.osbornsmodels.com

DIFFICULTY



ESTIMATED TIME
12 hours

TOOLS NEEDED

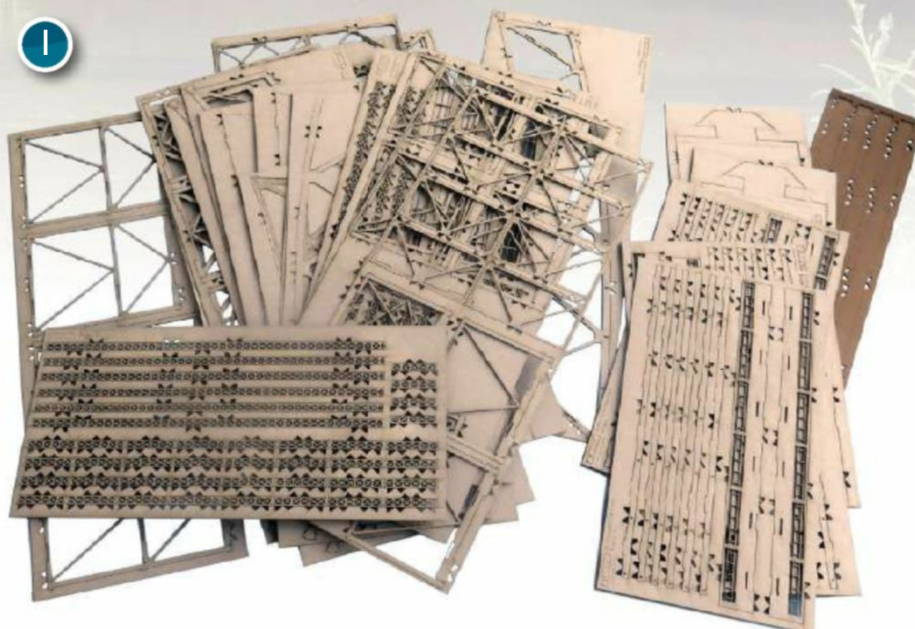
- Self-healing cutting mat
- Steel rule
- Craft knife with fresh blade
- Needle file
- Quick-drying adhesive by Busch, Noch or UHU



TO THE LIMIT!



HOW TO DO IT: BUILD NOCH'S LASER-CUT BRIDGE

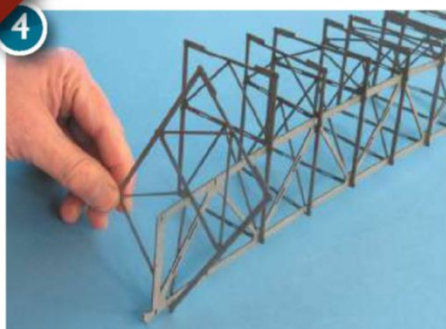


The almost bewildering collection of components for Noch's 67040 Schlossbach bridge. There are 23 sheets of card and the kit comes with a tube of quick-drying glue.

2 Parts are attached to the sprues by 'M'-shaped cut-outs. A craft knife will make light work of them, but make sure the blade is new... and use a self-healing cutting mat.



These are the main components of one side of the bridge - the two curved girder sections plus the connecting squares, of which there are nine per half.



Slide the 'squares' along the curved girder so that they fit into the small slots located at the top and bottom of the girder.



Use weights to hold the bridge parts together while the glue dries. I used both Busch and UHU quick-drying adhesive when making this model - they dried within a few minutes.



The next stage is to add some of the smaller components. The curved lattice sections slot into the main girders, while additional girders fill the spaces between the 'squares'.



Now you can start to add the timber decking and the handrails. Despite seeming a little on the fragile side, the parts go together neatly and cleanly.



Fixing the two halves of the bridge together was a worry. I wondered if the join would be strong enough to take the weight of the passing trains. The kit provides four joining pieces for the top and bottom of the bridge, as depicted here. In addition to these, I added card 'links' to strengthen the bond between the two halves.



With the halves joined and the glue dry, you can now start to add the detailing parts. These curved girder parts feature some beautifully rendered rivets.

NOT ONLY... BUT ALSO

Noch's laser-cut bridge range includes a number of structures that, with a bit of extra work, would be most suitable for a British-outline layout. Here's a quick look at some alternatives:

1. Fishbelly bridge (67027)
2. Truss girder bridge (67029)
3. Curved bridge (67026)
4. Arched bridge (67042)



Felt tip pens, weathering dyes or a thin wash of acrylic paint can be used to colour and hide any exposed corners and joints of the laser-cut card once the kit is fully assembled.



Fill any gaps in the girders with Deluxe Materials Perfect Plastic Putty. Your finger makes a decent spreading tool. I find this material produces a good result and is easy to use.



Looking from above, the bottom half of the bridge is nearing completion, with the uppermost supporting lattice having been fitted and the timber walking platforms positioned alongside the rails.



To paint the bridge sides after filling the small gaps I used Woodland Scenics Earth Colours (White and Stone Gray). This hides the filler and enhances the look of the finished bridge.

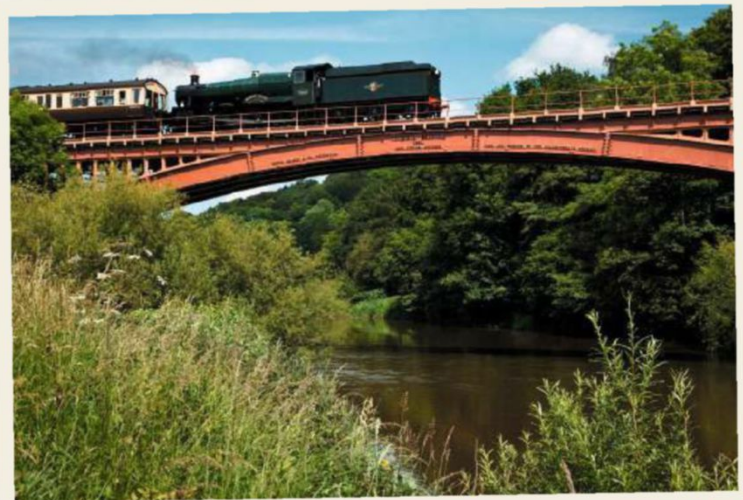
TAKE IT TO THE NEXT LEVEL

Obviously, given the Germanic origins of this bridge, it best suits a deep, rocky gorge, but we do have bridges of similar style in the UK, as these two photographs demonstrate.

The bridge can also be further 'anglicised' with colour. You need to be careful with this stage as the card quickly absorbs paint and dye. I'd suggest a sparing use of weathering dyes or a little diluted acrylic paint, giving each coat plenty of time to dry. Weathering chalks would probably be a good way to add rust effects.

Right: A little kit-bashing and some subtle painting could turn Noch's bridge into a passable representation of the Severn Valley Railway's Victoria Bridge that spans the River Severn. ROBIN WEAVER/ALAMY

Below: The rebuilt Britannia Bridge over the Menai Straits is arguably the structure that looks most like Noch's Schlossbach bridge kit. PHOTOLIBRARY WALES/ALAMY



DIFFERENT WAYS OF MAKING BUILDINGS

Want to add buildings to your layout? You've never had it so good, says **PETER MARRIOTT**.



Today's modellers are blessed with a huge range of buildings for layouts. As well as a vast array of models, you can choose from different types of kits, or ready-to-plant buildings. Here's a summary of your options.

■ The quickest way to populate your layout is to use the ready-to-plant

buildings available from various companies, including Bachmann and Hornby

■ There is a growing number of building kits available, made from plastic, laser-cut card, laser-cut plywood or the more traditional cardboard kits.

■ Making buildings from scratch is still a popular method, and there are many products on the market that make this task even easier. Materials include laser-cut windows and doors and realistic brick and stonework, available as downloadable files to print out yourself, or texture sheets by firms such as Redutex.

There are plenty of manufacturers making buildings in the UK, Europe and the USA. Look through the latest copy of *Model Rail* to see what is available and what suits your needs, budget and skill level.


“LOOK THROUGH *MODEL RAIL* TO SEE WHAT IS AVAILABLE AND WHAT SUITS YOUR NEEDS, BUDGET AND SKILL LEVEL”

Never build a plastic kit and leave it unpainted - because it will only ever look like a plastic kit. Always colour the bare cardboard edges on card kits using a felt-tipped pen or diluted paint to hide the white card.

Never be put off trying something new when making your buildings. If you're just starting out, it might be worth experimenting with downloadable paper building kits from companies such as Model Railway Scenery or Scalescenes. You buy them online, download them and print them out on your own printer. They are easy to adapt and to work with, and if you mess something up you can just print out another copy and start again. Assembling laser-cut kits is also a lot of fun and gives great results.

The visual impact of a building can be spoilt if there is a small gap between the lower edge of the building and the ground. PVA white glue can be used to fix buildings to the layout, and while the glue is drying around the base of the building, sprinkle fine scatter material onto the wet glue to hide the join. Alternatively, short static grass fibres can be applied to the wet glue with a puffer bottle. While the glue dries, it might be necessary to hold the building firmly down onto the layout using a weight, such as a large hammer, carefully positioned on the roof.

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FL112 Crates part covered £6.50

FL111 Crates load £4.99

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FL158 blue £7.95

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Dawson Hall is a model building manufacturer specialising in Irish and British outline laser-cut card products in both kit and ready-to-plant form. Based in Bangor, County Down, its bespoke products are released as very limited runs, with new designs announced on a frequent basis. Its most recent is a 4mm:1ft scale 'RTP' model of Glenfinnan station.

To find out more about the Dawson Hall range, see www.dawson-hall.com



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Virginia Road Station is now exclusively available from The Little Layout Company.

Web: www.thelittlelayoutcompany.co.uk

For your chance to win, answer the following question and send it, along with your name, address and phone number, to: Dawson Hall Competition, *Model Rail*, ResponsAbility, PO Box 57, Coates, Peterborough PE7 2FF. The closing date is October 22 2016.

For full terms and conditions, visit www.greatcompetitions.co.uk

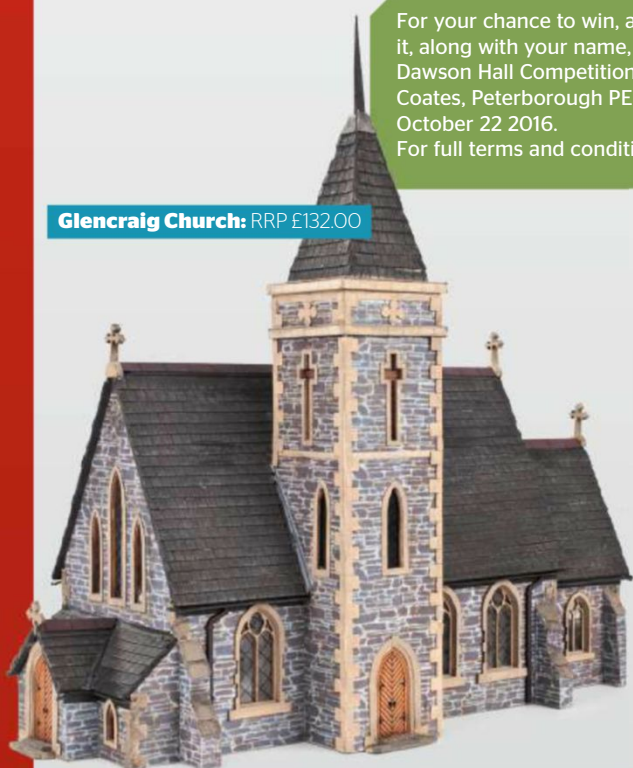
Q: Whitehead is home to which organisation?

A: GNR(I)

B: RPSI

C: HMRI

Glenraig Church: RRP £132.00



Dundalk Signal Box: RRP £125.00

As awkward as it may seem to solder the pick-ups to the strip board while it's fixed to the chassis, the fact that the chassis is wider than the strip board gives you plenty of room to get a soldering iron in there.

IVOR REVIVER!

GRAEME ELGAR devises a tweak that will help any older Bachmann Class 08 get back onto the rails.



I went to a lot of effort to hardwire a decoder into my ModelZone limited edition Bachmann Class 08, Network SouthEast 08600 *Ivor*. But for the last seven years, he's been sat in a box after I finally gave up trying to get him to work.

Ivor would behave for a short while, but the regular build-up of dirt on the (inaccessible) pick-ups proved to be a pain. I cleaned the wheels regularly, but it made little difference. Apparently, this is a common problem with Bachmann's early Class 08 models.

During a recent clear-out, I decided that if I didn't sort the problem out, I could neither use nor sell it. Thankfully, during that same clear-out, I found a pack of Replica Railways pick-ups and a piece of copper-clad strip board... **MR**

What you need

- Homelux Bath Seal Adhesive, £3.99. From Homebase stores or www.homebase.co.uk
- Maplin 2958 SRBP Matrix Board (JP48), £1.49. From Maplin stores or www.maplin.co.uk
- Replica Railways brass pick-ups (axle power collection). Available at exhibitions or by contacting RR direct **Tel:** 01793 642594. **E-mail:** enquiries@replicarailways.co.uk

HOW TO DO IT: MAKE NEW '08' PICK-UPS



Cut a piece of strip board four strips wide and 48mm long. Measure 3mm from one end and drill a 2mm hole in the centre (preferably in the middle of a 'square' of holes). The hole points to the radiator end of the locomotive.

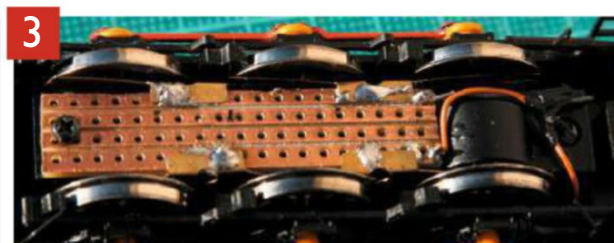
Take a pair of Replica pick-ups and remove the right-hand arms. You need four pick-ups (two on each side) but, being a three-axle locomotive, only three arms. One pick-up will press against the back of the centre and rear wheels, and the trimmed one will press against the leading wheel only.

Now remove the body, remembering to unclip the fine wire conduit above the front step. Remove the keeper plate screw - but not the keeper plate. Push the screw through the strip board and tighten - it's long enough to keep everything secure. Fix the other end of the strip board to the chassis with a small amount of Araldite.



Turn the model over and solder a length of fine wire (I used pieces of decoder wire from an old DCC harness) to one of the brass strips beneath the drive worm wheel. Repeat on the other side.

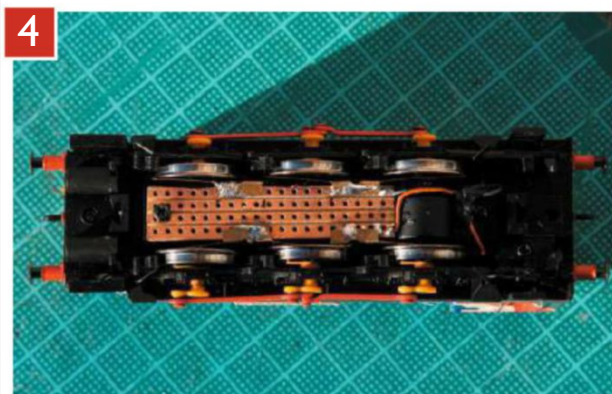
Feed the wires through the chassis, between the frames by the sand boxes and via one side of the raised gear moulding. Solder one to either side of the strip board. Use small amounts of bath seal adhesive to fix the wires into position.



Fold a pick-up to shape (you need an 'L' profile) and then gently bend the arms outwards so that they make contact with the backs of the wheels. Use a small piece of bath seal adhesive to temporarily hold it in place.

The arms will protrude beyond the wheels so mark the excess with a pen. Use the pen to mark the position of the pick-up on the strip board.

Remove the pick-up and cut away the excess arm material. Align it with the mark on the strip board and solder in place. Repeat with the three remaining pick-ups.

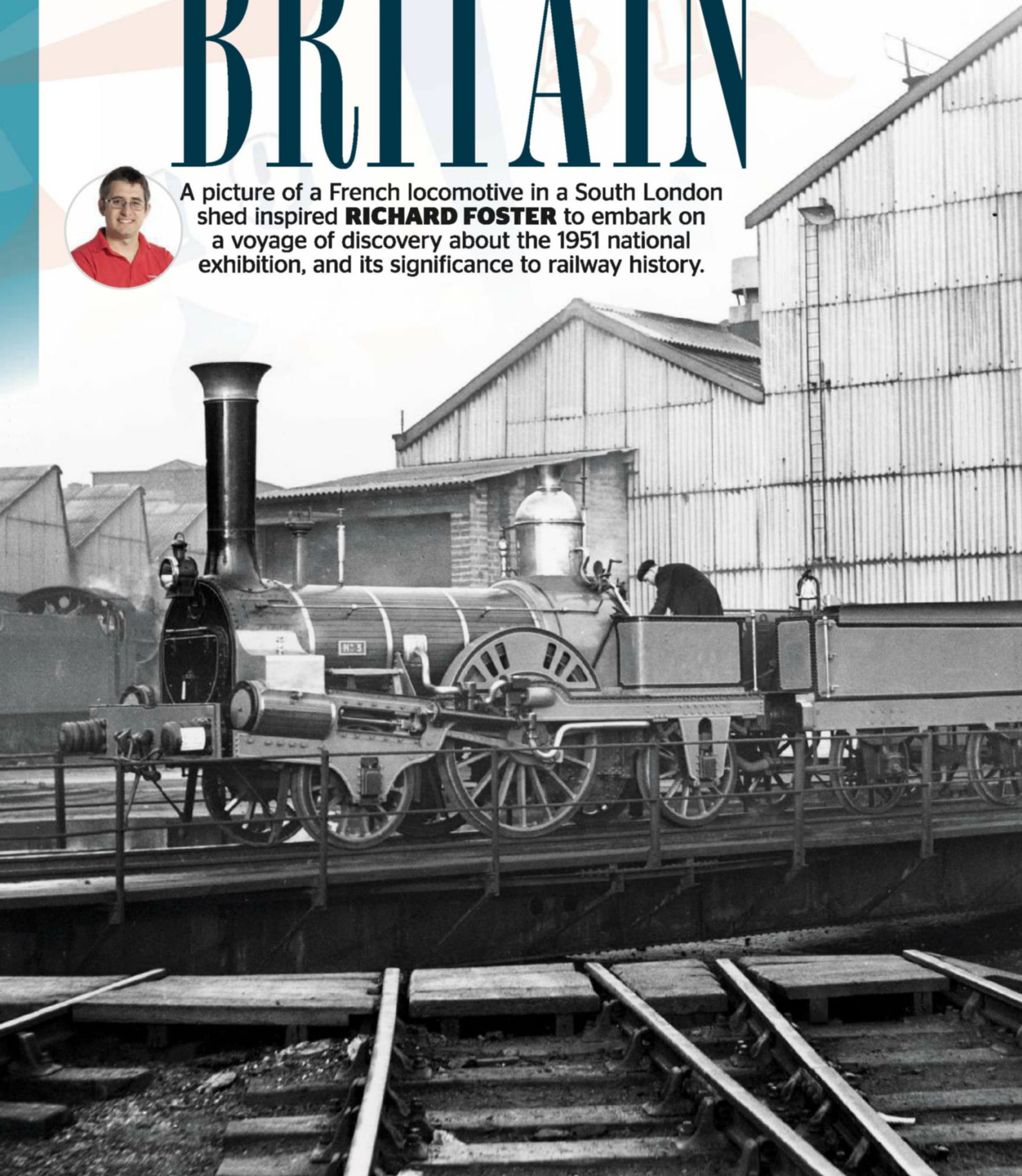


Test the chassis to ensure that everything is wired correctly and there is no stray solder or short circuits. If you're happy, clean the wheels, re-assemble the locomotive and start shunting!

THE FESTIVAL OF BRITAIN



A picture of a French locomotive in a South London shed inspired **RICHARD FOSTER** to embark on a voyage of discovery about the 1951 national exhibition, and its significance to railway history.





s railway modelling the greatest hobby ever? It's a bold question to ask, but I'd argue the answer should be yes, purely

because our hobby has so many facets.

The obvious way to justify such a claim is to highlight the fact that a layout is essentially a three-dimensional painting, made from wood and plastic. To build a layout, therefore, you need to be an artist, a carpenter, an electrician... the list goes on.

There are also other traits and skills that are often overlooked or simply not recognised. Have you devised a back-story for your layout? To do so successfully, you will have had to delve into history - thus becoming a historian in the process.

Similarly, are you one of those people who sees something and immediately has to model it? In which case, you have an open and enquiring mind. Both skills are highly desirable for railway modelling. But they can have their drawbacks...

Inspiration is a word closely associated with our hobby. It's the 'light bulb' moment that makes us go somewhere, see something, experience something, find out more about

A fine aerial view of the South Bank site, with Waterloo station in the foreground. The Dome of Discovery dominates the site, with the Festival Hall to the right of the lines into Charing Cross and the Transport Pavilion on the left-hand side. The eagle-eyed might be able to see No. 8350 on display outside. TRINITY MIRROR/MIRRORPIX/ALAMY

something, perhaps even model it. Or, at least as far as the latter two are concerned, do both!

AN IDEA IS BORN

It was during a trawl of Getty's online photographic archive that I spotted something that made me stop in my tracks: a picture of an antique locomotive, in steam, during BR days.

I'm pretty confident that I could list every surviving pre-1880s locomotive around at the time, particularly those that could be steamed. Yet I was struggling - what was it? Surely BR hadn't scrapped some early survivor, like GWR did with *North Star* or *Lord of the Isles*?

A quick internet search revealed a few key snippets of information. The locomotive was French. It was a 'Crewe-type' 2-2-2, a design pioneered by Grand Junction Railway engineers Alexander Allan and William Buddicom as a way to overcome fundamental flaws in early locomotives. The French first adopted

the 'Crewe-type' in 1844, with British examples being built from 1845. Grand Junction Railway *Columbine*, now preserved in the Science Museum, is the only British survivor.

The reason why one ran in Britain in 1951 was to celebrate the 'Crewe-type's' importance in British locomotive development, as it would go on display at the Festival of Britain.

No. 3 was restored in France before being sent to Britain, where it was steamed at Bricklayers Arms shed. But that's where the trail ended.

Yet, as one door closed, another opened. My knowledge of the Festival of Britain was practically nonexistent. I knew that 'Britannia' No. 70004 *William Shakespeare* and Victorian Railways 'R' 4-6-4 No. R704 (that's an Australian locomotive for those who don't know) were displayed there, but that was about it.

I could have left the Festival of Britain there, but I had to know more. Sadly, the more I wanted to know, the more gaps I found in our collective knowledge. But it gave extra significance to certain areas of railway history and meant that the rather odd locomotive kit we had in our cupboard had a purpose.

It was also 65 years ago, which meant that we could, a) have an excuse to run

The image that kickstarted the investigative journey into the world of the Festival of Britain: Buddicom No. 3 on the turntable at Bricklayers Arms, with a Maunsell 2-6-0 in the background. Restored to working order, it ran from Paris Saint-Lazare to Acheres, hauled to Dunkirk and was then shipped across the Channel. But what happened to it? Does it still survive? Buddicom No. 33 survives in the French national railway museum, but No. 3 seems to have disappeared. GETTY

“DESIGNERS AND ARCHITECTS WOULD
USE THE FESTIVAL AS A CANVAS TO
SHOW OFF NEW IDEAS AND THINKING”

**SIR
MISHA BLACK**

Start to study any historical event, and you start to see familiar names. One that cropped up during researching the Festival of Britain was Sir Misha Black. He was one of the visionary architects on the festival's organising panel, but railway enthusiasts will recognise the name as the stylist of the Class 71 electric and 'Western' diesel hydraulic.



Right: A wonderful portrait of the Far Tottering & Oyster Creek Railway in Battersea Park. This remarkable railway gave physical form to Rowland Emmet's fantastical cartoons. Nellie prepares for departure as Wildgoose awaits its next duty.
MIKE MORANT COLLECTION



A rare colour image of illuminated fountains at the Festival of Britain's South Bank site. In the background is IGR No. 8350, Stephenson Crossley 0-6-ODM and TGR 'X' X16. GETTY



the photograph of No. 3 at Bricklayer's Arms and, b) find out more about the Festival of Britain. Starting with what it was...

POST-WAR TURMOIL

Life in Britain was still pretty grim as the 1940s rolled into the 1950s. Only the lack of bombs falling marked the difference between the war years and those immediately following. Unemployment was high, and rationing was still in place.

Labour's promise of wide-reaching social reforms and improving employee/management relationships and working conditions won it the post-war general election, but these changes didn't work so well in practice. The biggest kick in the teeth was the winter of 1946/1947, the harshest and coldest for 300 years, which forced services to be cut, froze vegetables in the fields and compelled four million people to claim unemployment benefits.

The railways were pretty much in the same shape as the rest of the country. British Railways had emerged to great fanfare at midnight on January 1 1948, but the gloss had quickly worn away to reveal a railway system still in turmoil. The Second World War had left a considerable backlog of maintenance, and at nationalisation BR inherited a vast number of life-expired coaches, limited supplies of quality steel and timber, and no money to invest in new ideas.

BR also had the thorny issue of dealing with a diverse fleet of locomotives and rolling stock, built to serve specific requirements on specific railways. That was not how a unified railway was supposed to work, so a great deal of effort had been put in to develop new, standardised ranges of locomotives and stock.

A BOOST FOR SOCIETY

The Second World War had begun to swing in the Allies' favour by 1943, but

victory was still some way off. Despite the hardship of war-torn Britain, the Royal Society of Arts (founded in 1754 for designers, artists and industrialists to share ideas) proposed that another great exhibition should be held in 1951, a century after its Great Exhibition.

The idea was championed by Gerald Barry, editor of *News Chronicle*, and it caught the attention of President of the Board of Trade, Sir Stafford Cripps. The Great Exhibition of 1851 had been a triumph, but subsequent exhibitions, notably the British Empire exhibitions of 1924 and 1925, both failed to break even.

The Festival of Britain would be different. The hangover from war masked the bubbling ideas of designers and architects, who would use the festival as a canvas to show off new ideas and thinking. Many of the icons of the 'Swinging Sixties' owed their origins to the Festival of Britain.

It would be focused on Britain, as 'world fairs', such as those in New York in 1939, and Paris in 1937, were carefully regulated by international agreements.

BOLD PROPOSALS

After much deliberation, an area of land on the South Bank of the River Thames near Waterloo station, which helpfully

had been levelled by the Luftwaffe, was chosen as the site for the festival.

The architecture would be dramatic. The centrepiece was the Dome of Discovery, which would house what historian Barry Turner called "invention and enterprise". Britain's history and technical expertise would be housed in surrounding pavilions. The shore of the River Thames would become a typical British seaside resort - then in its heyday - while the Festival Hall would be built downstream.

There were some aspects of post-war Britain that the Festival couldn't hide: the Thames was still a stinking, polluted transport artery, while the imagined grand covered walkway across it was realised by nothing grander than a Bailey bridge, built by the Royal Engineers.

But it was the Skylon that grabbed the most headlines. It looked for all the world like a 300ft-tall cigar, supported by cables. It had all the practical benefits of the Eiffel Tower, but it had enormous propaganda benefits. When illuminated at night, it made the most dramatic statement about Britain and British technology.

The South Bank site opened on May 3 1951. Some ten million people visited 📍

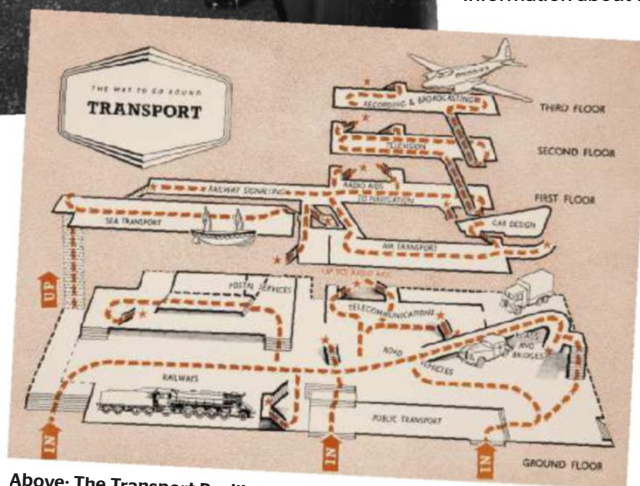


Stephenson Crossley 0-6-ODM, built for Carrington power station, at the Festival of Britain in 1951. A similar machine, built in 1954, survives at the Tanfield Railway. C.R.L. COLES/RAS



Above: Queen Elizabeth, Queen Consort to King George VI, admires a large set of driving wheels with Prime Minister Clement Attlee outside the Transport Pavilion on May 4 1951. GETTY

Below: Framed by No. 8350's bufferbeam, visitors to the Festival of Britain admire the Skylon, undoubtedly the boldest architectural statement made by the festival. GETTY



Above: The Transport Pavilion didn't just feature locomotives: other displays include Ferguson and Fordson tractors raised on pedestals, while aircraft highlights included de Havilland's DH88 Comet and Supermarine's S6B racing seaplane.

the various festival sites (more about those later), and the subject of whether or not it was a success is still debated. It certainly made an impact on British life, but historians have suggested that more could have been made of promoting British technology and industry, particularly to the Americans.

Much of the festival site has now gone. Winston Churchill ordered the scrapping of the Skylon because it was, apparently, too strong a reminder of the previous Labour government. The Dome of Discovery, at the time the world's largest unsupported roof, was also demolished. Festival Hall still remains, but few clues remain today regarding its origins.

If you want to know more about the festival, Barry Turner's book *Beacon For Change: How the 1951 Festival of Britain Shaped the Modern Age* is highly recommended.

THE RAILWAYS' ROLE

Information about the festival's links to the railway

remains limited.

The image on this page (left) gives an idea of what the Transport Pavilion included. A diagram of a locomotive and the word 'Railways' suggests that there were some exhibits, but what exactly?

Contemporary journals, such as the RCTS' *Railway Observer*, don't provide any clues.

There's a photograph of 'Britannia' *William Shakespeare* being prepared under some sort of tarpaulin in Vol. 1 of the RCTS' *A Detailed History of British Railways Standard Steam Locomotives*.

Officially, No. 70004 was allocated to Stratford shed, east London, but it was recorded being towed through Rugby (March 30), at Neasden (April 1) and on the exhibition site (April 2).

BR did have other forms of traction to show off. Joining *William Shakespeare* on the South Bank site was Southern Region Bulleid 1Co-Co1 diesel electric 10202, 'EM1' Bo+Bo electric 76020 and the six-engined experimental Fell 4-4-4-4-4 diesel mechanical 10100.

Britain had a huge locomotive manufacturing industry at the time and key players had to be at the festival to stimulate growth. Too big to sit inside the hall was North British's 5ft 3in gauge 'WG' 2-8-2 No. 8350, built for Indian Railways. This was shipped from Glasgow and unloaded by Port of London Authority's cranes onto a low-loader. Pickfords, on the other hand, moved Tasmanian Government Railways 'X' Bo-Bo X16 by road from Vulcan Foundry's Newton-le-Willows

works. Also on display was a Stephenson Crossley 0-6-ODM, built for Carrington power station, near Manchester.

And, last but by no means least, was Budicom 2-2-2 No. 3.

ESOTERIC INSPIRATION

Clearly, modelling the South Bank would make an interesting project, but it could be tricky to realise. So why include the Festival of Britain in *Model Rail*?

Smallbrook Studios offers a range of excellent resin kits for 'OO' (including some superb Isle of Wight rolling stock and industrial wagons) as well as narrow gauge conversion kits. What struck me as odd, though, was the decision to offer 'Emmet' kits.

Rowland Emmet was a cartoonist for *Punch* magazine and best-known for his illustrations of weird and wacky forms of transport. The locomotive *Nellie* was one of his most famous creations, first appearing in *Punch* in 1944. Emmet had travelled on Colonel Stephens' Hundred of Manhood & Selsey Tramway and, apparently, the Colonel's more esoteric locomotives, such as *Gazelle*, then at the Shropshire & Montgomeryshire Railway, inspired Emmet's more bizarre creations.

The Far Tooting & Oyster Perch Railway regularly appeared in *Punch* and it's suggested that it was a satire of the newly-nationalised British Railways.

But why offer it as a 1:24 scale kit? To model the Far Tooting & Oyster Creek Railway!

A SHAKY START

Gerald Barry wanted the festival to have an area for 'genteel' fun and recreation. The vulgarity of the typical British funfair was definitely not on the cards.

It was a controversial move, but part of Battersea Park was earmarked for the Festival Gardens. The project was plagued by escalating costs, bad weather and conflict within the organising team; Barry's view was at odds with others who favoured a more 'working class' type of fun. The problems culminated in Deputy Prime Minister Herbert Morrison telling the House of Commons that Battersea would now cost £2.4m, but that it would still generate only £1m of revenue. Again, the full account of the story in Barry Turner's book is well worth reading.

The gardens duly opened in May 1951. There was a funfair, all manner of eateries and some incredibly novel - and downright wacky - features, such as the raised walkways of the 'Treewalk' and the Guinness Clock. Emmet's Far Tooting & Oyster Creek railway fitted right in.

Engineer Harry Barlow turned Emmet's creations into a physical, three quarters of a mile long, 15in gauge railway. The change in name avoided a clash with radio performer

Gillie Porter's fictional village of Far Twittering. Three trains, hauled by notable Emmet locomotives *Nellie*, *Neptune* and *Wild Goose*, were in action at the same time. Despite a fatal head-on collision, the railway soon recouped its costs and carried over two million visitors.

The railway was moved to another part of Battersea Park in 1953 and lasted until 1975. Smallbrook Studio's kits are pretty much the only way to re-live this wonderful piece of British eccentricity as only a small part of the trackbed survives, although *Neptune's* chassis lives on, under the guise of Lakeside Miniature Railway's *Prince Charles*. (www.lakesideminaturerailway.co.uk).

OUTSIDE OPPORTUNITIES

The festival offers greater modelling opportunities beyond London's boundaries. The capital would always be at the heart of the festival, but the organisers wanted it to be a national celebration, and that meant events being staged elsewhere.

The engineering powerhouse that was Glasgow became the home of the Glasgow Industrial Power Exhibition. That's where 'R' 4-6-4 No. R704 was displayed until eventually shipped to Australia. It still survives at the Australian Railway Historical Society's museum in the Melbourne suburb of Newport, and carries a plate commemorating its small place in history.

The uninspiring Castleragh Industrial Estate near Belfast became the home of the Ulster Farm & Factory Exhibition.

The escort aircraft carrier HMS *Campania* was converted into an exhibition ship and toured the country. This complemented the convoy of lorries that formed the Land Travelling Exhibition that brought festival excitement to cities such as Manchester, Birmingham, Leeds and Nottingham. Sadly, being right next door to Stanton Ironworks, the village of Trowell on the Nottinghamshire/Derbyshire border failed to live up to the picture postcard 'Festival Village' image that the organisers wanted.

Towns and villages the length and breadth of Britain were encouraged to join the festivities by removing the stains of war - restoring parks and gardens and clearing bomb sites.

BR BANDWAGON

Modelling possibilities derive from the fact that BR wanted to piggyback on the national nature of the festival by introducing new trains, locomotives and rolling stock.

There was a reason why 'Britannia' No. 70004 *William Shakespeare* was displayed at the South Bank site (the RCTS book suggests that it was planned to wear the guise of No. 70000 *Britannia*, including having its motion stamped '70000'). The new 'Pacifics' were the first of BR's new standard steam locomotives to enter service. As an aside, it's worth reading Gerard Fienness' memoir *I Tried to Run a Railway* to hear his tales of BR's top brass not being overly pleased that the first of the new machines were going to the Great Eastern Region!



After the Festival was over, No. 70004 joined classmate No. 70014 *Iron Duke* at Stewart's Lane, where they were both rostered for the prestigious 'Golden Arrow' service. In fact, the 'Arrow' had special significance for the Festival of Britain.

The LNER placed an order for seven new Pullman cars in 1938 with Birmingham Railway Carriage & Wagon Company. The Second World War meant that the order was never completed for the LNER. But, with the materials in stock, BRCW started work after hostilities ceased. Delivery of the cars coincided with the festival.

The London-Dover 'Golden Arrow' was the South Eastern & Chatham Railway's (and later, the Southern's) premier Pullman service, connecting, as it did, with the French 'Flèche d'Or'. It was an illustrious 🚂

Above: Having made brief journeys on British metals, Buddicom No. 3 was displayed in the Transport Pavilion, alongside X16. RAIL ARCHIVE STEPHENSON

RECOMMENDED READING

British Railways Mark 1 Coaches by Keith Parkin (Pendragon, 1991, ISBN 0906899494)

Titled Trains of Great Britain by Cecil J. Allen (Ian Allan, 1967 edition)

Beacon for Change: How the 1951 Festival of Britain Shaped the Modern Age by Barry Turner (Aurum, 2011, ISBN 9781845135249)

A Detailed History of British Railways Standard Steam Locomotives, Vol 1 by RCTS (Railway Correspondence & Travel Society, 2007 edition, ISBN 0901115819)



Tasmanian Government Railways' 'X' Bo-Bo X16 makes its precarious way from Newton-le-Willows to London on the back of a low-loader. Even the low-loader reflects the Attlee government's nationalisation policy: the trailer steering cab still says Pickfords, while the trailer sides proudly proclaim British Road Services. TRINITY MIRROR/MIRRORPIX/ALAMY

name, so a temporary 'Festival of Britain Golden Arrow' was formed to convey dignitaries from London to the events on the South Coast.

The train comprised the seven new cars: kitchen cars *Aquila*, *Carina* and *Orion*; parlour cars *Cygnus*, *Perseus* and *Pegasus*; and *The Trianon Bar*. After the festival closed, these vehicles were absorbed into regular 'Golden Arrow' services.

WHAT'S IN A NAME?

BR had an even more important development up its sleeve - an all-new coach. The coach fleet that BR inherited was in a poor state. It needed a new, standardised coach design and the result, the Mk 1, was a mixture of LMS, Southern and GWR technology. Sadly, BR had neither the finances nor the materials to continue pre-war advances in coach-building technology.

It jumped on the festival bandwagon and insisted that the new design, in fixed sets, would be introduced on existing named trains, such as the 'Norfolkman' and the 'Royal Scot'. In addition, BR would create new named trains, which would also have Mk 1 haulage. Was BR trying to hide the traditional nature of its Mk 1 in a fog of festival-infused celebration?

Keith Parkin's *British Railways Mark 1 Coaches* lists four new 'Festival' trains. If

this is the Mk 1 'bible', then it's equivalent for named trains is Cecil J. Allen's *Titled Trains of Great Britain*, which explains exactly what impact the Festival of Britain had on BR's timetabling.

Isn't it amazing where one photograph can lead you?

The 'Bristolian' was the GWR's - and then the Western Region's - premier Paddington-Bristol express, and 105 minutes was allowed between the two. For 1951, the 'Merchant Venturer' title was attached to the 11.15am departure from Paddington to Bristol and the 5.25pm Bristol-Paddington. This didn't quite match Bristolian timings: 106.9 miles in 106 minutes.

What could be more British than a reference to the War of the Roses? The Eastern Region had the 'White Rose' so the London Midland Region

'WILLIAM SHAKESPEARE'

The 'William Shakespeare' service referenced in Keith Parkin's book still remains a mystery. Can any reader shed more light on it? Please contact *Model Rail* at the office address.



Above: Photographs of *William Shakespeare* during the Festival of Britain are extremely rare, as are images of 10202, 10100 and 76020. The 'Britannia' retained its 'exhibition finish' for a while after it finally entered service, and it makes a splendid sight at Southampton in October 1951. PURSEY C. SHORT/COLOUR-RAIL

Below: Victorian Railways' 'R' 4-6-4 No. R704 made the short trip across Glasgow from NBL's Hyde Park works to Kelvin Hall for the Industrial Power exhibition. This helped shift the focus to other parts of the country, to make it more of a national event. HES COLLECTIONS



CAN YOU HELP?

My first port of call when looking for information on the Festival of Britain was our Historical Consultant Richard Strange. But, not surprising given the dearth of information on the internet, Richard drew a blank, even in contemporary journals.

The list of exhibits at the South Bank was compiled with photographic evidence, plus limited information available on the internet. Is it correct? Can you spot any major omissions? Photographs show some kind of railcar next to No. 8350, on a display of different track gauges. It resembles a Baguley-Drewry personnel carrier or a Matisa track-recording machine. If you can help fill in the blanks, any information would be gratefully received.

Indian Government Railways 'WG' 2-8-2 No. 8350 outside the Transport Pavillion, framed by what looks like a lifeboat from a liner.
RAIL ARCHIVE
STEPHENSON





adopted the title the 'Red Rose' for its Festival of Britain 'namer'. This was the 12.50pm Euston-Liverpool and the corresponding 5.25pm Liverpool-London. It was the LMS's fastest service and the 'Red Rose' ended up taking 3h 35min. Timings change slightly during the year but, by 1966, the name had been dropped.

There hadn't been a London-Weymouth express since before the Second War World, so BR resurrected it for the Festival of Britain. In the 1930s, this had been the 'Bournemouth Limited' but now it was called the 'Royal Wessex'. Its 445-tonne loading required a Bulleid 'Pacific' and it left London at 10.50am, the corresponding Weymouth departure being the 4.35pm. The title lasted until Waterloo-Bournemouth was electrified in 1967.

BR gave an afternoon King's Cross-Edinburgh service - plus a corresponding southbound - a name too: the 'Heart of Midlothian'. This, as Allen explains, had a complicated history with different departure times, through portions and sections that were slipped. It would take too long to explain it all here, so it's well worth tracking down a copy of the book.

You'd think that dealing with BR-named trains would be free of the mystery that surrounds the railway's link to the Festival of Britain. Alas not.

Parkin suggests that there was a fifth festival train, the 'William Shakespeare'. An internet trawl points towards it being a short-lived Paddington-Stratford service, but Allen makes no mention of it.

DECISION TIME...

So there we have it: the tale of the Festival of Britain as inspired by one photograph of a French locomotive at a South London shed. An enquiring mind led to a fascinating voyage of discovery, although so much more remains lost

Above: Peppercorn 'A1' No. 60147 *North Eastern* approaches Stoke summit with the Down 'Heart of Midlothian' on June 2 1951. JOHN P. WILSON/ RAIL ARCHIVE STEPHENSON

Right: Passengers alight from the Down 'Merchant Venturer' at Weston-super-Mare during its first week of operation in summer 1951 and have just enjoyed a ride on BR's new Mk 1 coaches. J.D. MILLS/RAS

Below: Stanier 'Princess Royal' No. 46205 *Princess Victoria* speeds through Harrow & Wesaldstone with the down 'Red Rose' in 1951. CRL COLES/RAS




in the mists of time, that's for sure.

As far as modelling goes, my Festival of Britain journey helped us to establish three potential modelling projects:

1. An interesting diorama based on the South Bank site.

2. Building a Far Tottering & Oyster Creek railway layout.

3. The re-creation of a complete, festival-named train.

Turn over to find out which one we chose... 

HOW TO... BUILD A RESIN KIT



Nervous Nellie **MIKE HARRIS** tackles his first resin kit, and finds it isn't as tricky as he first feared.

Two years on and I'm still the *Model Rail* newbie, so when I'm told to do something, I do it. But when I was handed Smallbrook Studio's 'Gn15' resin *Nellie* locomotive kit, I was apprehensive.

Happily accepting the challenge and dutifully trotting off to my workbench was a ruse, because I had no idea how to work with resin - something I wasn't readily going to admit to my colleagues...

But as I write this, with a completed *Nellie* proudly displayed on my desk, I'm happy to say that I'm a *bona fide* resin convert.

If, like me, you've been reluctant to stray from the familiar territory of card and plastic, don't be! Resin is an extremely intuitive material to work with; it's easy to file and trim, takes paint well, and can be easily fixed together with cyanoacrylate glue.

Smallbrook Studio certainly helps matters with a comprehensive set of instructions, and a very useful hand-drawn exploded diagram. In fact, the exploded diagram is so good you could almost ignore the instructions entirely (though I don't recommend it).

FESTIVAL FUNNY

Rowland Emmet's *Nellie* was the perfect locomotive to build as it's pertinent to this month's 'Festival of Britain' feature (page 76), but Smallbrook Studio produces other resin kits in a variety of scales, too.

Many of these kits are perfect for beginners because they are designed to fit either onto an existing chassis, or used to customise an existing RTR model.

Nellie fits on a simple Hornby O-4-O chassis and is available as a body shell only, or bundled with the chassis, for an extra fee.

If you're unfamiliar with 'Gn15', it refers to 'G' scale models that run on 'OO' track - the exact scale can differ slightly, *Nellie* is 1:24.5.

So, without further ado, let's step into the whimsical world of Rowland Emmet...



MODEL

Emmet *Nellie* 'Gn15' body kit and Hornby *Smokey Joe* chassis
• Price: £95 (£60, excluding chassis)

AVAILABILITY

Smallbrook Studio
• Tel: 01983 520584
• Web: www.smallbrookstudio.co.uk

DIFFICULTY



ESTIMATED TIME

8 hours

TOOLS NEEDED

- Needle files
- Pin vice
- Scalpel
- Razor saw
- Paint brushes
- Sprue cutter
- Tweezers

Left: Not the usual form of watering one would expect on a locomotive. Smallbrook Studio's kits share the same whimsical nature of Rowland Emmet's work but don't replicate the FT&OCR stock, turned into reality by engineer Harry Barlow. GETTY



SHOPPING LIST

- LifeColor Acrylics
Tel: 01903 767800
Web: www.airbrushes.com
- Citadel Paints
Web: www.games-workshop.com
- Deluxe Materials
Tel: 01529 455034
Web: www.deluxematerials.co.uk

HOW TO DO IT: BUILD AND PAINT A RESIN KIT



Some of the components have large amounts of flash, this will need to be cut away using a scalpel and smoothed using a file or abrasive paper.



The cylinders and tension lock couplings on the Hornby O-4-O chassis need to be removed. Revell's Precision Saw, DCCconcept's Sprue Cutter and a file made short work of this.



Drill holes to insert metal pins or rods - the supplied exploded diagram explains where. Holes are needed for the regulator, pipes, and test cocks.



Drill the bottom of the safety valve (bevel it using a scalpel) and then drill two small holes (pictured) to house the coiled wire - coil the wire by tightly wrapping it around a drill bit.



Drill the cylinders to accommodate the piston rods. The supplied instructions provide more detail on this - be sure to fit the cylinders to the frame and test them before progressing further.



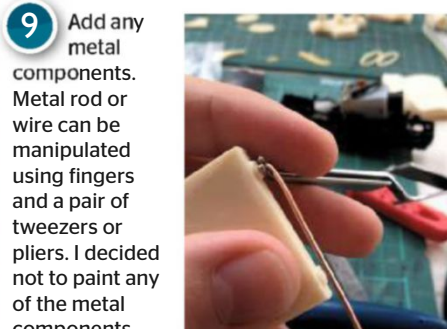
Drill holes to house the short lengths of brass tubing. A drawing pin is inserted through each open end, with a blob of glue on the tip to fix it in place.



Fix the roof using cyano glue. My roof didn't fit exactly flush, but with fast bonding cyano and a little force, I managed to hold it in place long enough for the glue to cure sufficiently.



Drill a hole through the spectacle plate. Cut a suitable length of wire and bend one end into a right angle. Drill a hole into the whistle and glue it onto the end. Now place the wire holding the whistle through the cab hole and secure.



Add any metal components. Metal rod or wire can be manipulated using fingers and a pair of tweezers or pliers. I decided not to paint any of the metal components, and I only glued them in place after painting.



Familiarise yourself with how the model fits together before painting any separate components. I recommend performing a full dry assembly before progressing further.

Right: *Nellie* at work on the Far Tottering & Oyster Creek Railway in Battersea Park, built for the Festival of Britain in 1951. ALAMY

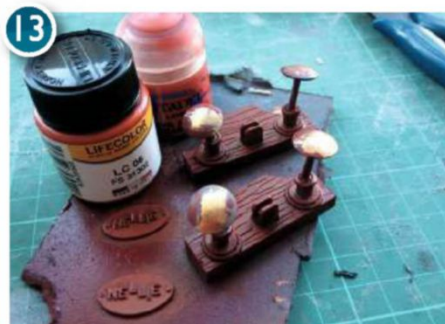


The buffers don't have to be wonky. However, owing to the wacky, cartoon appearance of *Nellie*, I thought long buffers protruding at different angles would be more in keeping - a bit like googly eyes on a cartoon character.



11 Treat each component to a coat of grey primer, then spray the necessary components with a livery colour of your choice. I used Halfords Enamel Spray Grey Primer and Humbrol Acrylic Spray Baltic Blue Metallic (52).

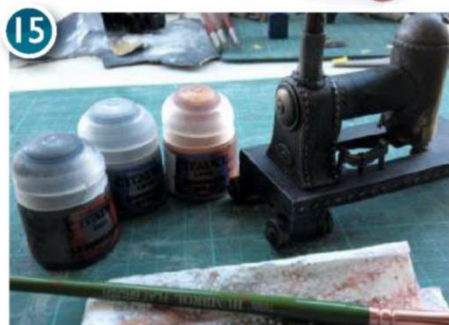
12 Ensure the livery coat is completely cured before masking the boiler and firebox. Spray the chimney, smokebox, and firebox dome with black acrylic spray - this may require more than one coat. Don't remove the mask yet, as this will make the dry-brushing stage much easier later on.



13 Spray and dry-brush the bufferbeams red. I used Humbrol Acrylic Spray Crimson (20), LifeColor LC 06, followed by Citadel Evil Sunz Scarlet. Scrape paint from the bufferheads with abrasive paper.



14 Dry-brush the frames, smokebox, chimney, cylinders, firebox dome, safety valve, whistle, lamp, and roof in varying shades of grey. I used LifeColor UA 605 followed by UA 602.



15 Dry-brush the same areas using metallic colours. I chose Citadel's silver-hued Leadbelcher and Runefang Steel, and Gehenna's Gold.



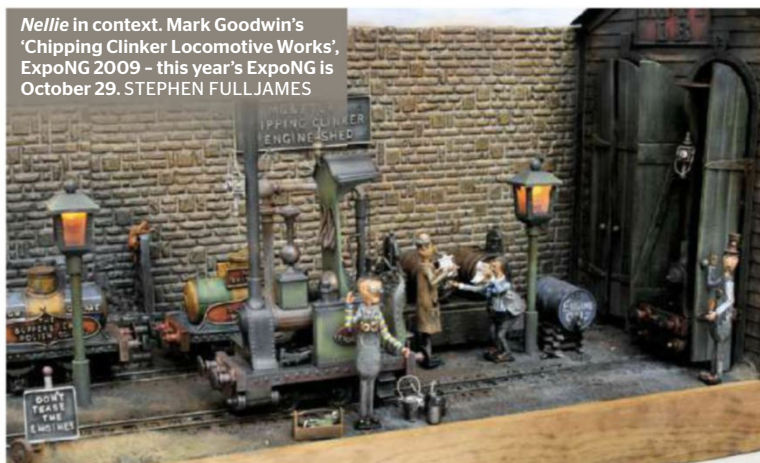
16 Use a metallic metal colour to pick out the spectacle frames, pressure gauge and *Nellie* lettering. I favoured Citadel's Leadbelcher, due to its dark hue and subtle metallic appearance.



17 Create the coupling by drilling a hole for a pin. Place a length of chain over the hole and thread the pin through, securing with cyano glue. Open the whistle chain loop with pliers, thread it through the chain and close the loop.



Nellie in context. Mark Goodwin's 'Chipping Clinker Locomotive Works', ExpoNG 2009 - this year's ExpoNG is October 29. STEPHEN FULLJAMES



18 Attach the metal details. The pipe that connects the boiler dome to the pressure gauge is particularly tricky. Two pipes should protrude from the pressure dome, but I replaced the second with a metal pin for ease.

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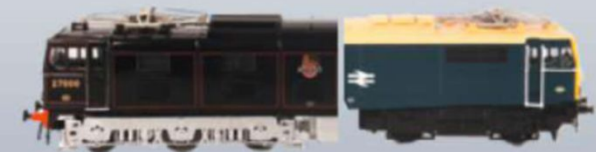
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REVISITED

HORSELEY FIELDS

BEN ANDO explains why the N Gauge Society's Northants & Cambs Area Group has extended its West Midlands steel terminal layout.

Photography: CHRIS NEVARD
Artwork: BEN ANDO



Space restrictions meant that the NCAG had originally only built half of the station building, but the extension provided them with enough room to complete it.



I could write that it was enhanced operational potential, interesting scenic possibilities or even a desire to just run more trains that led the N Gauge Society's Northants & Cambs Area Group [NCAG] to extend its club layout, 'Horseley Fields'. But that wouldn't be true...

Those benefits all came later, but the plan was originally born (I'm ashamed to admit) out of size envy.

When 'Horseley Fields' made its show debut in 2011, it was 12ft long, with a scenic section of 8ft, and this is how it was featured in MR178. The layout depicted a fictitious section of line between Wolverhampton and Birmingham, with a steel terminal, branch line and half a station.

SIZE MATTERS

Members of the NCAG attended DEMU Showcase 2014, and with the East Neuk MRC exhibiting its layout 'Law Junction' nearby, myself and fellow group member Paul Churchill decided to take a look. At around 20ft in length, it made our layout seem, well, inadequate...

"I know it sounds mad, but can we make our layout any longer?" asked Paul.

That night the discussions began.

We soon realised that the idea wasn't nearly as crazy as it sounded. The modular nature of the original construction (with the scenic boards entirely separate from the fiddleyard) meant that we could insert new boards in different positions.

By adding an extra board in the centre of the fiddleyard we could extend the roads, yet avoid the need to re-lay any of the points. On the scenic section we could add the same length at either end (or both, if split), provided the track lined up with both adjacent boards.

It was decided that Paul would make a start on the fiddleyard board, and I would consider plans for the scenic section.

It soon became clear that the obvious location for a new scenic board was at the station end of the layout.

The most popular element of the entire layout at exhibitions wasn't the trains, but a working Tomytec bus; it would arrive in the station forecourt, stop, loop around the car park, and then disappear off-scene. An end-board extension would allow us to lengthen the bus route, and both keep it in view and entertain audiences for longer.

OUTLINE SKETCH

With these thoughts in mind I produced a couple of preliminary sketches. The first had a pair of bridges crossing a low level canal as the primary feature, with the road along the back curving around the rear of a large industrial warehouse.

The second featured more greenery; a short Network Rail siding, with the tracks going into a cutting before exiting the scenic section beneath a bridge.

We selected the second version, primarily because we felt that adding a second canal was overkill, and that the Network Rail siding would add interest. However, we decided to modify the design slightly to add a row of half-relief buildings along the back to both disguise the backscene and add more scenic interest.

It was decided that Paul Churchill would lay the track and wire up the new boards, and I'd work on the scenics.

But first, the baseboards had to be made; John Ruff built the original 'Horseley Fields' baseboards (MR150), but has since retired from the group. ➔



Trees and bushes were the last details to be added, and are a mix of Woodland Scenics and Green Scene products.

DOWNLOAD LOW-DOWN

The embankment walls and bridge arches are fabricated from Scalescenes products, downloaded and printed from the internet (www.scalescenes.com).

I strongly recommend using Scalescenes, especially if you model in 'N' gauge, as the brickwork is very realistic. I always print onto A4 self-adhesive paper - this does not require gluing and therefore produces a far neater finish.

I spray the products with artists' fixative once I've finished, in an effort to mitigate the effects of ultraviolet fading.

The station platforms were built using card. Ben imagined that the old platforms had been partly replaced by newer structures with simple concrete deck and support pillars. He also placed steps at some ends, as opposed to the traditional slope.

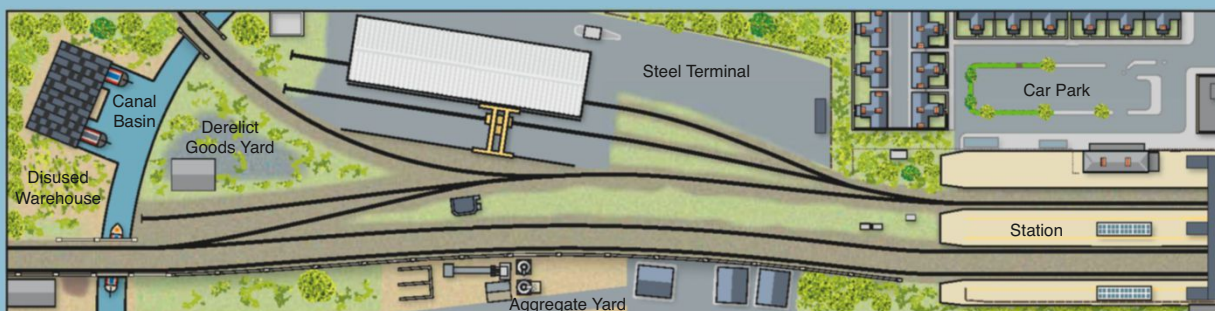


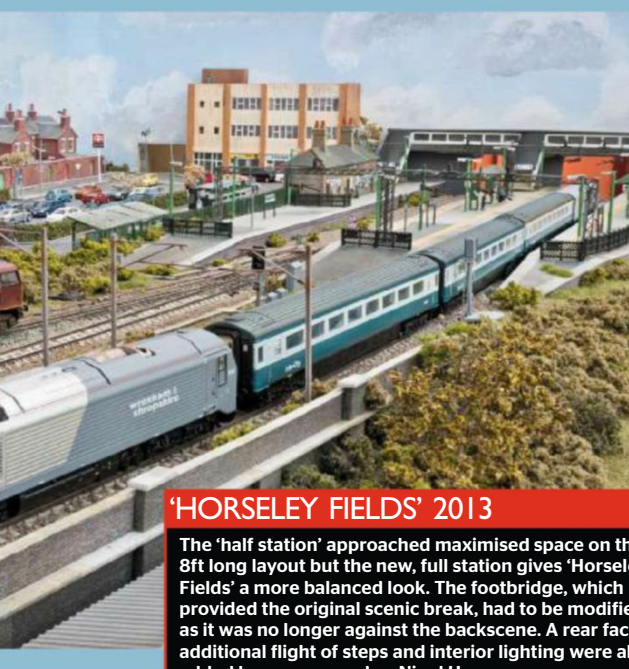
HORSELEY FIELDS - BEFORE AND AFTER

'HORSELEY FIELDS' 2016

The additional 4ft has allowed the NGS' Northants & Cambs Group to re-create an excellent rendition of a modern station, with its pleasing blend of modern cleanliness and disused platform faces.

The 'join' between the existing layout and the extension feels is seamless; additional Metcalfe low-relief terraced houses maintain the consistency onto the extension.





'HORSELEY FIELDS' 2013

The 'half station' approached maximised space on the 8ft long layout but the new, full station gives 'Horseley Fields' a more balanced look. The footbridge, which provided the original scenic break, had to be modified as it was no longer against the backscene. A rear face, additional flight of steps and interior lighting were all added by group member Nigel Horner.



This posed something of a problem, because John was the only carpenter.

Thankfully, Paul bravely took up the mantle. He must have done something right because a year later the boards are still straight!

Each board was 4ft long and constructed using 5.5mm marine plywood (kiln-dried to prevent warping). The plan required us to remove the scenic break at one end; once this was done there was no going back!

WIRES CROSSED

Although the extension's track plan was fairly simple (a siding, crossover, three running lines, and straight lines through the fiddleyard), the wiring was anything but.

Paul is our electrical expert and beneath the baseboards he encountered a confusing mess, with redundant wires, incoherent colour coding and a lack of labelling.

To make matters worse, 'Horseley Fields' had a somewhat arcane system of switches and diodes - a jumble of previously used parts and contributions from various members - and each brought its own idiosyncrasy.

After much head-scratching and meter-testing, Paul decided the only way forward was to rewire the lot, using as many of the existing parts as he could.

This involved making a 40-wire loom to replicate the crossboard connectivity and provide power to all of the new droppers. The control panels were altered to make them more user-friendly, and the fascia was redesigned too.

After discovering (with some incredulity) that all 45 or so points on the layout were operated by a single capacitor discharge unit with a tiny capacitor attached, Paul replaced it

The tram terminus is a combination of Tomix parts and computer printed block paving. In the centre is an abstract sculpture (not uncommon in a modern urban environment). This started life as a piece of jewellery, donated by Ben's teenage daughter.

(having resisted the urge to send it to the Science Museum for future modelling generations to marvel at!).

Two new CDUs - one for each direction - with 6000uF capacitors in each, have led to a far more reliable operation, and a significant reduction in operator errors!

METRO SPUR

The layout is based on Wolverhampton Steel Terminal. The prototype is positioned in close proximity to Bilston Road, which is part of the Midland Metro tram route that runs between Birmingham, Wednesbury, and Wolverhampton itself.

On our layout, we imagined a spur had been added to the Midland Metro, to reach the 'freelance' railway station and provide an interchange.

The trams are Tomytec models from Japan. They are not the correct type, but are a reasonable representation, and should look even better when re-painted in the Midland Metro pink and silver scheme.

The trams run on Tomix Fine Track. It snaps together easily, and the range includes short radius points reminiscent of those used on urban light transit lines.

The track was fitted into a rebate in the baseboard and thin balsa wood was used to form a road surface around it.

Paul automated the trams via a shuttle unit from BLOCKsignalling (www.blocksignalling.co.uk) paired with DC voltage reducers, to allow the vehicle speeds to be adjusted without

the need for a full DC controller.

At each end of the tramline there is a point and two sidings (platforms on the scenic section). Each siding has a reed switch, and when it senses a magnet on the underside of the tram it throws the points, enabling a tram in the adjacent siding to depart.

This set-up allows for minimal human intervention and happily runs on its own - leaving the operators to concentrate on running trains!

ON THE ROAD AGAIN

Extending the bus route was not as simple as we had first envisioned. The Tomix bus we use has a magnet on the front axle that follows a fine wire just beneath the road surface. The depth is critical - too deep and the bus drifts off course, too shallow and the bus gets stuck as the magnet grips the wire.

Because it's so small, the bus is also highly sensitive to even the tiniest variations in height and crossing baseboard joints can be tricky. However, after much experimentation (and cursing) we managed to get the new bus route installed - it's just far enough away from the tramline that they shouldn't ever collide.

The extension required extra signals; one for the branch platform and crossover, and one to cover the main platform. These were custom made by CR Signals.

Since we didn't have a working signal panel, we decided to interlock each signal with the correlating point. This works fine as the train approaches - the point is set and the signal turns green - but the signal only turns red once the train has passed and the point is reset - not prototypical.

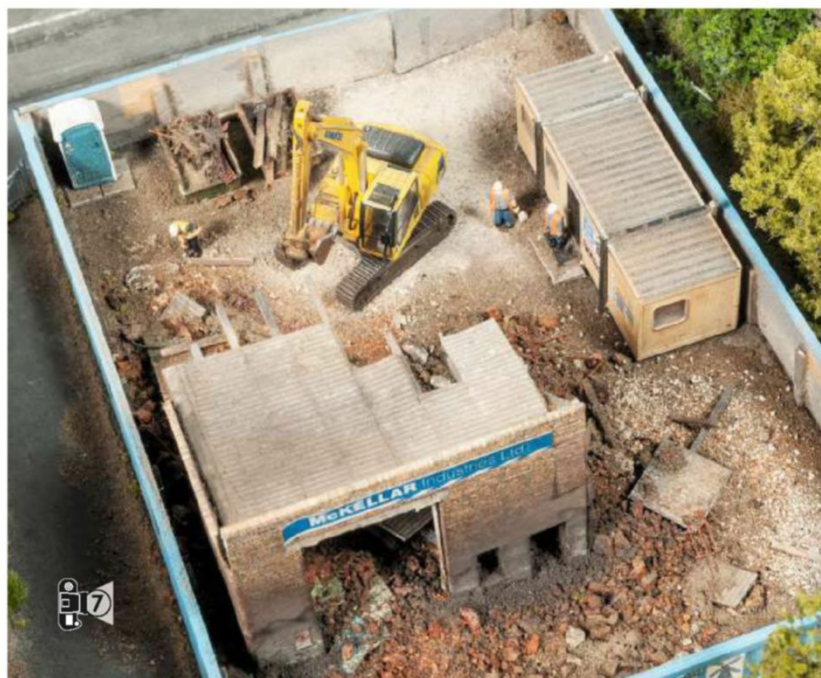
To get the signal to turn red as the trains pass, Paul installed two Infra-Red Train Detectors (BOD2-IR) from BLOCKsignalling. Once the train

NOT FEELING THE NOISE

The buildings are from Scalesscenes. I used Google Street View to find appropriate shops in the prototype area and then produced similar signs and displays on the computer. One building represents 'The Trumpet' pub in Bilston, which is famous for its role in the formative years of glam rock group Slade (although my suggestion that we install a speaker inside and play some of their music was not met with universal enthusiasm!)

Other shopfronts include Pizza Dimonte and Shemar Food Store. Although all the shops featured are genuine businesses on Bilston Road, in reality they are not situated as close to each other as I have depicted.

Ben has imagined that during the West Coast electrification the brick arch across the main line had to be replaced with a steel girder to clear the catenary. The original brickwork was retained on the non-electrified branch.



Left: This partially-demolished building started life as a Scalesscenes free sample kit (Low Relief Warehouse). Ben used strips of balsa wood, etched off-cuts, TREEMENDUS Brick Rubble, and Redutex corrugated sheet to further convey the demolished aesthetic.

**“ THIS SET-UP ALLOWS FOR MINIMAL
HUMAN INTERVENTION - LEAVING THE
OPERATORS TO CONCENTRATE ON
RUNNING TRAINS! ”**



has passed the signal cycles back to green on a timer. A microswitch glued to the point motor activates the feather.

After completing the scenery and testing, the now extended 'Horseley Fields' first major exhibition was Eurospoor in Utrecht, Holland.

The increased capacity of the fiddleyard enabled us to run longer

trains, and more of them. The new siding and crossover gave us significantly increased operational potential; freight trains could now use the branch line as a loop to allow faster passenger services to pass them, and locomotives could be stabled while steel trains were being unloaded.

There are some small niggles that

we still want to sort out: the tram is not yet as reliable as we would like, and the bus has a tendency to get stuck on baseboard joints.

Despite these teething problems, I think that the extension has improved the layout as a whole. The electrics overhaul has certainly been for the better, and the additional operating potential at exhibitions

Main: A hand-painted sample of Revolution Trains' forthcoming, crowd-funded 'Pendolino'. The track was ballasted with Green Scene 2mm Scale Light Grey ballast (GS408).



provides a more interesting experience for both audience and operator alike.

While continuing to exhibit 'Horseley Fields' we have also started planning our next layout. It will retain its WCML links and, after our experience with the rewiring, will almost certainly be DCC-controlled! **MR**

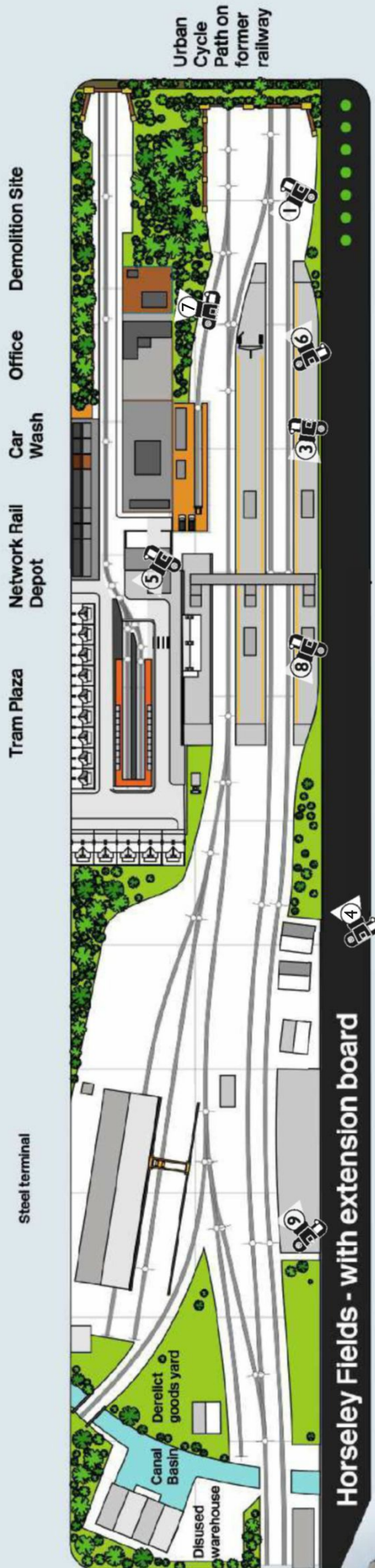
Right: Ground contours were formed from expanded polystyrene covered in flexible plaster. The plaster was then painted brown and covered in Woodland Scenics Fine Turf, locked in with matte medium. Static grass fibres from Heki, MiniNatur and WWS were applied to finish.





LAYOUTFACTFILE

HORSELEY FIELDS



Aggregate Yard

Station
Crossover
Signal

Existing Boards | New Board

'Horseley Fields' will be attending WYCRAIL 2016 on November 5 (www.hwamrs.org.uk/wycrail/).

Things you might have missed

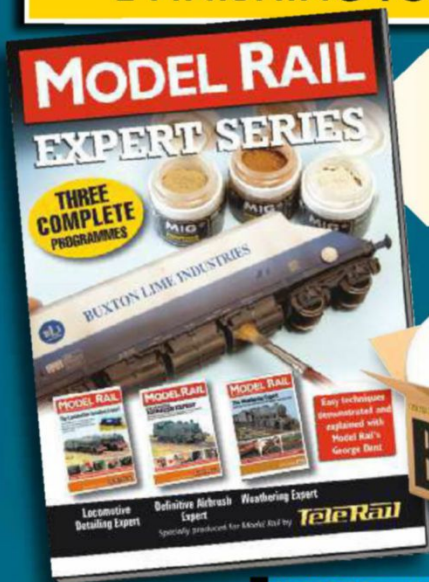
- Gauge & scale:** 2mm:1ft scale, 9mm gauge, 'N'
- Time to build:** One year
- Period:** 2000 - present
- Prototype:** Wolverhampton area
- Size:** 12ft by 2ft 6in
- Track:** Peco Code 55
- Locomotives:** Farish, Dapol, CJM
- Rolling stock:** Farish, Dapol, NGS kits
- Signals:** CR Signals
- Power & control:** Gaugemaster DC
- Buildings:** Scalscenes, Tomix, and scratchbuilt

Inspired by Birmingham's Greenway maps (which detail the city's network of pedestrian and cycle routes) Ben decided that rather than the traditional road or railway, the bridge disguising the scenic break should be an urban cycle path. This allowed him to add shrubbery at the edge to disguise the join between the bridge and the backscene.



The working bus from TomYTEC has a built-in battery and motor and follows a wire buried under a paper road surface. A bus stop has been added using magnets in the road to operate the electronic circuits.

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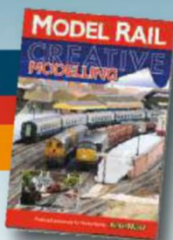
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Show & Tell

This is the place to share your latest layout or project with fellow modellers. Every issue we publish a selection of your best photographs and stories as well as interesting oddities and, occasionally, modelling disasters.

Small layout, big plane...

Greg Mape, via Facebook

I built this 'OO' gauge layout around 20 years ago, but recently decided to dust it off and refurbish the scenery.

Not long ago, it was used by the Manchester Model Railway Society (of which I am a member) at the annual Manchester Airport Aviation & Transport Festival 2016, where it sat beneath the wing of a preserved Concorde.

A single-car DMU shuttles in and out of the station via a homemade timer, too - there are electrical breaks with a diode across at each end of the line.

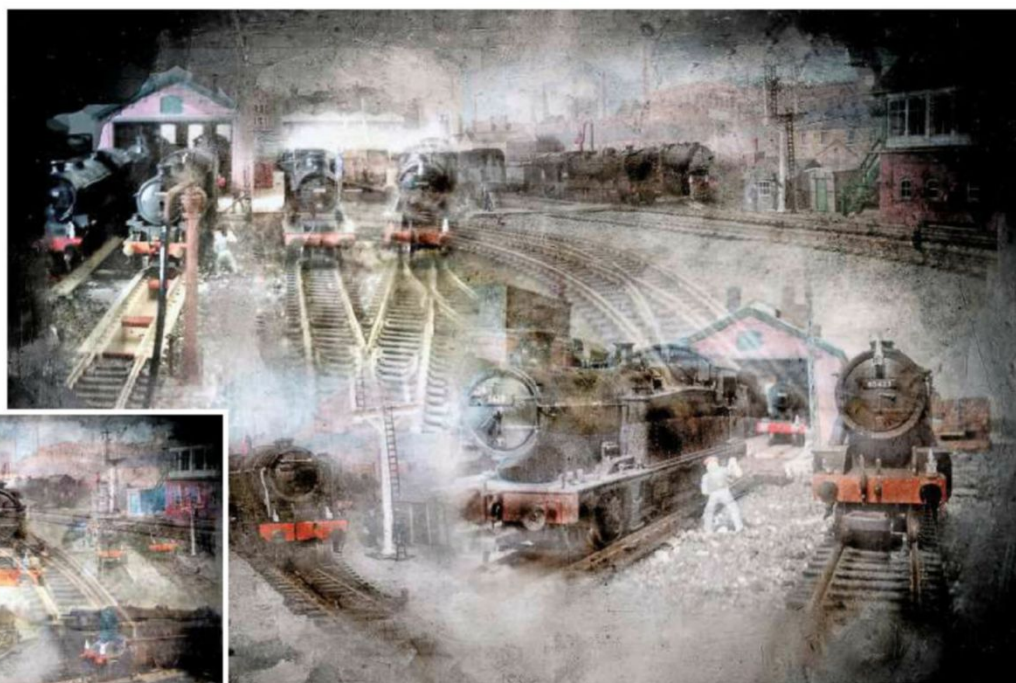
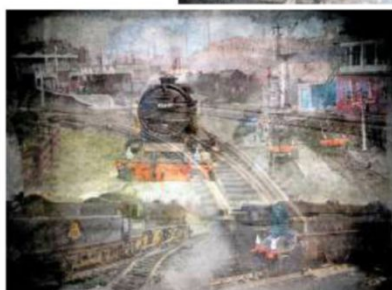


'Madely Central' montage

Nigel Deitch, by e-mail

This is a montage of 'Madely Central', which I built with my grandson. The layout's fictitious location is part of the Great Central and is set somewhere in the South Midlands - just off the London Extension main line during the 1950s/1960s.

The montage was put together by a friend of mine, Dave Stanforth, who is an amateur photographer. It's a totally different take on what you normally see in model railway magazines, so I hope it's of interest.



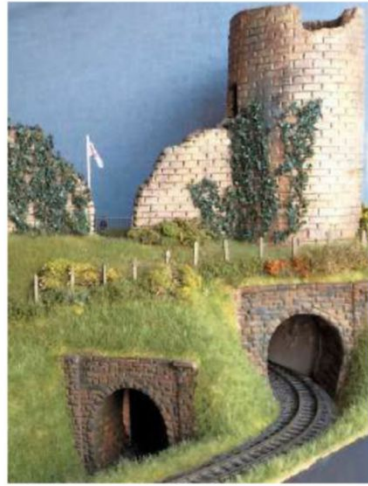
King of the castle

Peter Molyneaux, by e-mail

I enjoyed reading MR220 and was particularly drawn to the articles suggesting the inclusion of a castle on a layout. I have recently completed a corner of my '009' narrow gauge layout, where I have included the ruins of a castle - Inspired by Corfe Castle, Dorset.

The castle was constructed using cardboard formers covered in DAS clay, and effort was made to plant the building into the landscape - increasing realism. Within the castle walls there's a cub scout camp, with the adjacent halt catering for passengers. The sloping hill, on which the castle stands, is home to a fox, some rabbits, and a badger.

The layout, 'WORM', appeared at the South Coast Model Railway Club show at New Milton on July 23/24.



Close-up

Main line master build

Roger Giles, via Facebook

I have just built and modified Metcalfe's Mainline Station Booking Hall kit (PO320). I repainted the canopy posts, replaced the roof with Wills plastic sheet, and added both lights and figures.



Streetwise

Jason Paskins, by e-mail

Here are some shots of my fictional 1960s South West London layout, which I'm building in my garage at my home in Spain. I started the layout about five years ago - having collected models for the last 25 years!

I was particularly interested in Chris Leigh's article on street scenes (MR199), and will be incorporating some of his ideas.



How to join in

We want to see your projects in *Model Rail*, be they layouts, locomotives or rolling stock, scenery or structures. If you have something you're proud of and would like to share it with your fellow readers, send two to three digital images and a brief description to mike.harris@bauermedia.co.uk. You can also send prints or slides, with a brief description to the editorial address (see top of page). Finally, if you have any failed or stalled projects or models that have gone wrong, why not share them and explain how not to do it?



'04' under the knife

Alex Turner, by e-mail

I recently converted a Bachmann Robinson '04' 2-8-0 into an ex-GCR Robinson 'S1' 0-8-4T - affectionately referred to as a 'Wath Daisy'.

The brass etchings are from Judith Edge Kits, and trailing wheels are by Alan Gibson. I scratchbuilt all of the other components from various materials cluttering my toolbox.



MODEL RAIL EXCLUSIVES

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NEW! BACHMANN 32-775Y CLASS 37 37068 GRAINFLOW

DCC READY 21 PIN OO GAUGE NEM

Model Rail is pleased to unveil Class 37 37068 Grainflow in Railfreight Distribution 'triple grey'. 37068 received its new name at a ceremony at Ely on September 23 1987 to mark a five-year contract between wagon leasing company CAIB and Railfreight to provide grain wagons.

Our model depicts 37068 in its early 1990s guise and perfectly complements Bachmann's new Polybulk grain hoppers.

£125.95 (MR subscribers £112.50) inc. P&P.



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HELJAN 89431 RED STAR EXPRESS PARCELS CLASS 128 DPU 55993

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Our first exclusive Heljan 'OO' gauge model features the acclaimed Class 128 Diesel Parcels Unit in late-1980s 'Red Star' Express Parcels two-tone blue and red, complete with unofficial embellishments applied by Tyseley depot. Close attention to detail includes a revised bodysheet, GWR coat of arms and GW-style lettering on each side, Tyseley depot set numbers and more. Limited to just 300 pieces, this very popular railcar is selling fast so order yours today without delay.



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(MR subscribers £125.95) inc. P&P

LAST FEW!

HELJAN 34121 BR GREEN BRCW TYPE 3 DIESEL (CLASS 33/0) D6510

OO GAUGE DCC READY 8 PIN NEM

Based on Heljan's all-new Class 33/0 tooling, this exclusive model features BR green D6510 in mid-1960s condition with small yellow warning panels and white trim. Improvements over the old '33' include fine etched metal radiator grilles and footsteps, finer handrails and a much better overall body shape. The model also has an eight-pin DCC decoder socket, directional lights and NEM couplings. Limited to just 500 pieces.



£125.99 (MR subscribers save 10% £113.50) inc. P&P

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BACHMANN 32-725W/WDS EURO CARGO RAIL CLASS 66 DIESEL

DCC READY 21 PIN OO GAUGE NEM



Produced with the full co-operation of DB Schenker and Euro Cargo Rail, this superb Bachmann Class 66 is available 'DCC Ready' or with a factory-fitted DCC sound decoder. Our model features modified front skirts with snowploughs and a wealth of extra printed detail as per the prototype, which is used in Britain and France.

STOP PRESS: There are fewer than 20 DCC-ready versions left in stock as this issue closed for press
£122.50 (MR subscribers £110.25) inc. P&P **DCC Sound Fitted: £261.95** (MR subscribers £235.75) inc. P&P

IN STOCK NOW!

BACHMANN 31-650R PROVINCIAL SERVICES CLASS 47/4 DIESEL 47475

DCC READY 21 PIN OO GAUGE NEM



To complement our limited edition Bachmann Trans-Pennine Mk 2a coaches (above right), we've commissioned a model of the unique Provincial Services Class 47/4, which was a regular performer on Liverpool-Newcastle and associated routes in the late 1980s and early 1990s. The model has a 21-pin DCC socket, directional headlights and switchable cab lights, plus all-wheel drive and pick-up. Limited to 500 pieces.

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LAST FEW!

To complement Provincial 47475 (below left), we've commissioned a matching pair of Trans-Pennine Mk 2a coaches (39-000N) consisting of Tourist Second Open 5321 and First Corridor 13445, as used on Trans-Pennine services in the late 1980s and early 1990s.

BACHMANN 38-404Z SATLINK ZTR BRAKE VAN

OO gauge NEM

IN STOCK NOW!



Based on Bachmann's superb Southern Railway 'pillbox' brake van, KDS56153, classified ZTR on TOPS, was used as a personnel carrier to work sites and is the perfect companion to our other 'Satlink' liveried models. Order yours now.

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Produced exclusively for *Model Rail* by Hornby, this classic Midland Railway signal box is based on an original now at Barrow Hill. To clear our storeroom for new stock now arriving, this model has been reduced in price - get one while you can!

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LAST FEW!

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☐ 31-145Z Marne
☐ Red Star 55993

- ☐ BR green D6510
☐ ECR Class 66
☐ ECR '66' sound

- ☐ MR-005 No. 281
☐ MR-014 No. 14
☐ 31-650R Class 47

- ☐ 39-000N TP Mk 2a
☐ 38-404Z Brake van
☐ BH Signal box

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Sep 24

ENFIELD, MIDDLESEX. Enfield Whitewebbs Railway Modellers MRE. Whitewebbs Museum of Transport, Whitewebbs Road, Enfield EN2 9HW. **Time:** 1030-1700. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 0208 508 1938.

IPSWICH, SUFFOLK. Ipswich RMA MRE. 40a Norfolk Rd, Ipswich IP1 6AR. **Time:** 1000-1300. **Tel:** 01473 251017 **Web:** www.irma.org.uk

READING. Lodden Vale MRC MRE. St Peters Church Hall, Earley Rd RG6 1EY. **Time:** 1030-1630. **Admission:** Adult £4, Child £2, Family £9. **Tel:** 01189 882035.

PLYMOUTH. Plymouth G Scale Group MRS. Plymstock Community Centre, 6 Memory Lane, Plymouth PL9 9GH. **Time:** 1030-1600. **Admission:** Adult £2.50, Senior £2, Child £1. **Tel:** 01752 361687.

SALE, MANCHESTER. Tri-ang Society MRE. St Martins Church Hall, Ashton on Mersey, Sale, Manchester M33 5QG. **Time:** 1030-1630. **Admission:** Adult £3.50, Child £2. **Web:** www.tri-ang-society.co.uk

SKELTON, CLEVELAND. Cleveland MRC MRE. Unit 2, The B-Hive, Skelton Industrial Estate, Skelton TS12 2LQ. **Time:** 1000-1600. **Admission:** Adult £1, Child 50p. **Tel:** 07864 880242. **Web:** www.cmrc.club

TROWBRIDGE, WILTS. West Wiltshire MRC. Steeple Ashton Village Hall, Church Street, Steeple Ashton, Nr Trowbridge BA14 6EW. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £1, Family £8.

YEovil, SOMERSET. HRCA Yeovil Vintage Hornby MRS. Preston Road Methodist Church, Preston Road, Yeovil BA21 3JR. **Time:** 1030-1600. **Admission:** Adult £3, HRCA members £2. **Tel:** 01297 21872. **E-mail:** steve.lord1005@btinternet.com

Sep 24-25

AYLESBURY, BUCKS. Scaleforum 2016. Stoke Mandeville Stadium, Guttman Road, Aylesbury HP21 9PP. **Admission:** Society members £6, Non-members £9. **Web:** www.scalefour.org/scaleforum/2016

STICKNEY, LINC. Boston MRS MRE. Stickney Village Hall, Hall Lane, Stickney PE22 8BG. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Concession £2, Child £1, Family £7. **Tel:** 07958 137122. **E-mail:** djcurrie@iive.com

ELSECAR, YORKS. Elsecar Garden Railway Show. Elsecar Heritage Centre, Wath Road, Elsecar S74 8HJ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £4. **Web:** www.yorkshire.16mm.org.uk

GTR MANCHESTER. Leigh MRS MRE. St Joseph's Hall, Chapel St, Leigh WN7 2DA. **Time:** 1000-1700. **Admission:** Adult £5. **Tel:** 01942 895030.

HALIFAX. Halifax MRC MRE. North Bridge Leisure Centre, Halifax HX3 6TE. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Child £3. **Web:** www.halifaxmrc.co.uk

LYDNEY, GLOS. Forest Modellers. The Dean Academy, Lydney. **Time:** Sat 1100-1700, Sun 1000-1600. **Admission:** Adult £5, Concession £4.50, Child £2.50, Family £12. **Tel:** 01594 837473. **Web:** www.fodmrc.co.uk

PINCHBECK, LINC. Spalding MRC Open Weekend. Pinchbeck Village Hall, Knight Street, Pinchbeck PE11 3RB. **Time:** 1000-1600. **E-mail:** contact@spaldingmodelrailwayclub.org.uk **Web:** www.spaldingmodelrailwayclub.org.uk

WORTHING, W. SUSSEX. Worthing MRC MRE. Durrington High School, The Boulevard, Worthing. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5. **Tel:** 07970 633908. **E-mail:** exhibitions@worthingmrc.co.uk

Oct 1

AYLSHAM, NORFOLK. Broadland Model Railway Club Exhibition. The Jubilee Centre, Aylsham, Norfolk NR11 6JG. **Time:** 1015-1600. **Admission:** £4, Child/Concessions £3. **Tel:** 01692 403846. **Web:** www.broadlandmodelrailwayclub.co.uk

BRADFORD. Bradford MRC. St Winefride's Church Hall, St Paul's Avenue, Wibsey BD6 1ST. **Time:** 1000-1630. **Admission:** Adult £3, Child £1. **Tel:** 07815 073721. **Web:** www.bradfordmrc.org.uk

DAVENTRY. Daventry MRC MRE. Parker Academy, Ashby Road, Daventry NN11 0QF. **Time:** 1000-1700. **Admission:** Adult £5, Child £2.50, Senior £4.50, Family £10. **Web:** www.daventrymrc.org

SUDBURY, SUFFOLK. Sudbury MRC MRE. St Peters Market Hill, Sudbury CO10 2EA. **Time:** 1000-1630. **Admission:** Adult £4, Concession £3, Child £2. **Tel:** 01787 461224. **Web:** www.suburymrc.org.uk

Oct 1-2

FAREHAM. Fareham and District MRC MRE. Fareham Leisure Centre, Park Lane PO16 7JU. **Time:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £6. **Web:** www.fareham-mrc.org.uk

MICKLEOVER, DERBY. Mickleover MRG MRE. Mickleover Community Centre, Uttoxeter Road, Mickleover DE3 0DA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Web:** www.mmrg.org.uk

MIDDLESBROUGH. Ormesby Hall Modelling Weekend. Ormesby Hall, Ladgate Lane, Middlesbrough TS3 0SR. **Time:** 1000-1630. **Admission:** Adult £2.50, Child £1. **Tel:** 01642 328904.

SWANSEA. Swansea Railway Modellers Group and National Waterfront Museum Railway Model Weekend. National Waterfront Museum, Oystermouth Road SA1 3RD. **Time:** 1000-1700. **Tel:** 029 2057 3600. **Web:** www.srmg.org.uk

Oct 2

GAINSBOROUGH, LINC. Gainsborough MRS Open Day. Florence Terrace, Gainsborough DN21 1BE. **Time:** 1330-1800. **Admission:** Adult £4, Senior/Child £3, Family £10. **Tel:** 01427 615871. **Web:** www.gainsboroughmodelrailway.co.uk

TOYFAIRS & SWAPMEETS

To advertise your toyfair or swapmeet, contact our Advertising Department on 01733 366384.

Oct 1

CHESTER. The Cheshire Country Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR. **Time:** 1000-1430. **Admission:** £2. **Tel:** 01270 652773.

Oct 2

COLCHESTER. Langham Community Centre, School Road, Colchester, Essex CO4 5PA. **Time:** 1000-1400. **Admission:** Adult £2. **Tel:** 0773 9998010

NEEDHAM MARKET, SUFFOLK. Community Centre, School Street, Suffolk IP6 8BB. **Time:** 1030-1500. **Admission:** £1.50. **Tel:** 01449 672698. **Web:** www.stowrailclub.org.uk

STAFFORD. Stafford Showground, The Prestwood Argyle Suites, County Showground, Weston Road, Stafford, ST18 0BD. **Admission:** Adults £3.50, Seniors £3, Children £1. **Web:** www.bpfairs.com

Oct 8

NOTTINGHAM. Bluecoat Academy, Aspley Lane, Nottingham NG8 5GY. **Time:** 1000-1400. **Admission:** £2. **Tel:** 07951 072790. **Web:** www.tttf.co.uk

Oct 9

DROITWICH. Droitwich Leisure Centre, Briar Mill, Droitwich, Worcestershire WR12 0RZ. **Time:** 1030-1430. **Admission:** £2. **Tel:** 01270 652773.

Oct 15

GATESHEAD. Gateshead International Stadium, Neilson Road NE10 0EF. **Time:** 1000-1500. **Admission:** Adult £3, Child/Senior £2, Early Bird £5.

Oct 16

DONCASTER. The Exhibition Centre, Doncaster Racecourse, Leger Way, Doncaster DN2 6BB. **Admission:** Adult £4, Senior £3.50, Child £1. **Web:** www.bpfairs.com

Oct 23

COVENTRY. The Connexion, Ryton on Dunsmore, nr. Coventry CV8 3FL. **Admission:** Adult £3, Senior £2.50, Child £1. **Web:** www.bpfairs.com

Nov 5

CRAWLEY. The Hawth Theatre, Hawth Avenue, Crawley RH10 6YZ. **Time:** 1000-1400. **Admission:** Adult £2. **Tel:** 07739 998010.

Dec 4

COLCHESTER. Langham Community Centre, School Road, Colchester, Essex CO4 5PA. **Time:** 1000-1400. **Admission:** Adult £2. **Tel:** 07739 998010

Jan 1 2017

COLCHESTER. Langham Community Centre, School Road, Colchester, Essex CO4 5PA. **Time:** 1000-1400. **Admission:** Adult £2. **Tel:** 0773 9998010

Oct 7-9

TAUNTON. Taunton MRG Autumn Steam Gala. Platform One, Bishops Lydeard Station. West Somerset Railway. **Time:** 1030-1630.

Oct 8

BIRCHINGTON, KENT. East Kent MRS/ Birchington Parish Council MRE. The Centre, Alpha Road, Birchington CT7 9EG. **Time:** 1000-1600. **Admission:** Adult £2, Child £1, Family £5. **Tel:** 01227 275157 (eves).

CARMARTHEN. West Wales O Gauge Group, Village Hall, Bromwydd Arms, Carmarthen SA33 6BE. **Time:** 1000-1600. **Admission:** Adult £4, Concession/Child £3, Family £10. **Tel:** 01267 241232. **E-mail:** mpmarritt@yahoo.co.uk

FALMOUTH, CORNWALL. Falmouth Society of Railway Modellers Open Day. The Athenaeum Club, Kimberley Place, Falmouth TR11 3QL. **Time:** 1000-1600. **Tel:** 01326 319922. **Web:** www.fsrm.weebly.com

GARSTON, WATFORD. The South West Herts MRS MRE. All Saints' Church Hall, All Saints' Crescent, Garston WD25 0LU. **Time:** 1000-1630. **Admission:** Adult £3. **E-mail:** secretary@southwesthertsmrs.org.uk **Web:** www.southwesthertsmrs.org.uk

HEYWOOD, LANCS. Heywood MRG MRE. Club Rooms, Unit 3, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmr.org.uk

MARCH, CAMBS. March & District MRC Open Day. The Scout Hall, Mill View, March PE16 8SY. **Time:** 1000-1600. **Admission:** £2. **Web:** www.mdsmrc.co.uk

POYNTON. Rotary Club of Poynton and Romiley Methodist Railway Modellers' Family Fun Day. Poynton Community Centre SK12 1RB. **Time:** 1000-1630.

SHEFFIELD. Sheffield MRS MRE. Davy United Social Club, Prince of Wales Road S9 4ER. **Time:** 1000-1700. **Admission:** Adult £4, Child £2. **Web:** www.sheffield-mrs.com

BRISTOL. Shirehampton MRC MRE. The Public Hall, Station Road, Shirehampton BS11 9TX. **Time:** 1000-1630. **Admission:** Adult £3.50, Senior £3, Child £1.50. **Tel:** 0117 9094915.

Oct 8-9

BARROW-IN-FURNESS, CUMBRIA. Furness MRC Model Railway & Transport Exhibition. Barrow Sixth Form College, Rating Lane, Barrow-in-Furness. LA13 9LE. **Time:** 1000-1700. **Admission:** Adult £5, Senior £4, Child £2.50. **Tel:** 01229 588082. **E-mail:** ian86254@btinternet.com

CORBY, NORTHANTS. Corby & District MRS MRE. St Peter & St Andrew Church Hall, Beanfield Avenue, Corby NN18 0EH. **Time:** Sat 1000-1700, Sun 1100-1630. **Admission:** Adult £4, Concession £3, Child £2, Family £10. **Web:** www.cdmrs.co.uk

CROYDON, SURREY. Croydon MRS MRE. Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £2, Concession £5. **Tel:** 0208 657 2292. **Web:** www.croydonmrs.org.uk

KIRKBY IN ASHFIELD, NOTTS. Elizabethan Railway Society, The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** £4. **E-mail:** ers-showmanager@talktalk.net **Web:** www.elizabethanrailwaysociety.co.uk

SHILDON. Shildon MRC Open Exhibition. The Locomotion Museum, Shildon DL4 2RE.

Time: 1000-1700. **Tel:** 01325 310899. **Web:** www.shildonmrc.com

WILMINGTON, KENT. 2 High Road, Wilmington, Dartford DA2 7EG. **Time:** Sat 1000-1700, Sun 1000-1700. **Admission:** Adult £5, Child/Concession: £4, Family £13. **Tel:** 01322 220561. **Web:** www.stmichaelswilmington.org.uk

Oct 9

KEIGHLEY, W. YORKS. Keighley MRC 7mm Festival. Knowle Mills, South Street, Keighley BD21 1SY. **Time:** 1000-1630. **Admission:** Adult £4, Child £2.50. **Tel:** 07771 565617. **Web:** www.keighley-mrc.org.uk

KIDDERMINSTER. Wyre Forest MRC Open Day. The Clubrooms, 1st Floor, 101 Comberton Hill, Kidderminster DY10 1QH. **Time:** 1100-1600. **Web:** www.wyreforestmrc.com

Oct 13-16

LEAMINGTON SPA, WARKS. Midlands MRE. Warwickshire Exhibition Centre, Nr Leamington Spa (A425/B4455) CV31 1XN. **Time:** 1000-1700. **Admission:** Adult £10 (online £9), Senior £9 (online £8), Child £4 (online £3). **Tel:** 01926 614101. **Web:** www.meridienneexhibitions.co.uk

Oct 15

PRINCES RISBOROUGH, BUCKS. Risborough & District MRC Club Open Day. Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1100-1600. **Tel:** 01844 275748. **Web:** www.rdmrc.org.uk

WING, BEDS. Tring & District MRC MRE. The Cottesloe School, Aylesbury Road, Wing, Nr Leighton Buzzard LU7 0PD. **Time:** 1030-1630. **Admission:** Adult £5, Child £3.50. **Web:** www.tdmrc.co.uk

YEALMPTON. Plym Valley Railway Association MRE. Marsh Mills Station, Coypool Road, Plympton PL7 4NW. **Time:** 1000-1630. **Admission:** Adult £2.50, Senior £2, Child £1, Family £6. **Tel:** 01752 880668. **Web:** www.plymrail.co.uk

Oct 15-16

DUNDEE. Dundee MRC MRE. Dundee International Sports Complex, Mains Loan, Dundee DD4 7AA. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £4.50, Senior/Child £3.50, Family £12. **Tel:** 07706 412834.

LLANDAFF, CARDIFF. Cardiff MRE. Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaff North CF14 2JL. **Time:** Sat 1000-1700, Sun 1000-1600. **Web:** www.cardiffmodelrail.org.uk

UCKFIELD, E. SUSSEX. Uckfield MRC MRE. Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE. **Time:** 1000-1700. **Admission:** Adult £6, Senior £5. **Tel:** 01903 745759. **Web:** www.uckfieldmrc.co.uk

Oct 22

CHELMSFORD, ESSEX. Chelmsford & District MRC MRE. St John Payne School, Patching Hall Lane, Chelmsford CM1 4BS. **Time:** 1000-1630. **Admission:** Adult £4.50, Senior £4, Child £2. **Tel:** 01277 225206. **Tel:** 01277 225206. **Web:** www.chelmsford-and-district-mrc.webs.com

CHICHESTER. Chichester MRE. Chichester High School, Kingsham Road PO19 8AE. **Time:** 1000-1630. **Admission:** Adult £5, Senior £4, Child £2, Family £12. **Tel:** 07777 681292. **Web:** www.chillions.org.uk

PORTSMOUTH. St Cuthbert's Church MRS. Lichfield Road, Copnor PO3 6DE. **Time:** 1000-1700.

HORSHAM, W. SUSSEX. Horsham MRC Open Day. Cambridge Road, Horsham RH13 5ED. **Time:** 1000-1600. **Admission:** £1. **Tel:** 07894 875950. **Web:** www.horshammrc.org.uk

RAINHILL, MERSEYSIDE. Stephenson MRG MRE. The Guide House, Stoney Lane, Rainhill L35 9JY. **Time:** 1000-1700. **Admission:** Adult £2.50, Child £1.50. **E-mail:** stephensonmrg.info@gmail.com **Web:** www.stephensonmrg.org.uk

WELSHPOOL, POWYS. Mid Wales MRS MRE. Town Hall, Welshpool SY21 7JQ. **Time:** 1030-1630. **Admission:** Adult £4. **Tel:** 01938 559350. **E-mail:** nearleighworks@gmail.com

Oct 22-23

GREENOCK. Greenock & District MRC MRE. Lyle Kirk, Union Street PA16 8DD. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £4, Concession £3, Family £13. **Tel:** 0779 568 1994.

HARTLEPOOL. Hartlepool MRS. Hartlepool College of Further Education, Stockton St, Hartlepool TS24 7LB. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Senior £5, Child £4, (Under 5s free), Family £18.

STROUD, GLOS. Cotswold MRS. 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, Taunton School, Staplegrove Road, Taunton TA2 6AD. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6.50, Senior £5.50, Child £3.50, Family £15. **Tel:** 07891 041026. **Web:** www.somersetmrc.org.uk/Rail-EX/index

Oct 23

LIPHOOK, HANTS. Liphook & District MRC Open Day. Milland Valley Memorial Hall, Iping Road, Milland, Liphook GU30 7NA. **Time:** 1000-1600. **Admission:** Adult £2. **Web:** www.illandvalleyrailway.co.uk

PROMOTE YOUR EVENT HERE

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CELEBRATING OUR 50th ANNIVERSARY
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Fareham Leisure Centre,
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Fareham & District Model Railway Club
www.fareham-mrc.org.uk/railex-2016

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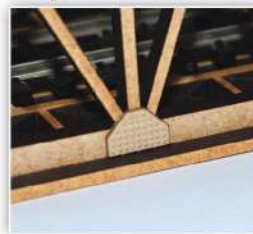
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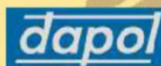
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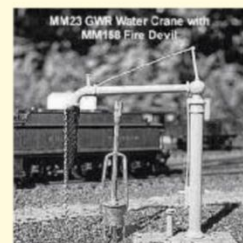


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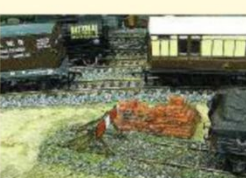
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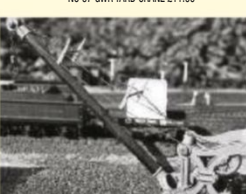
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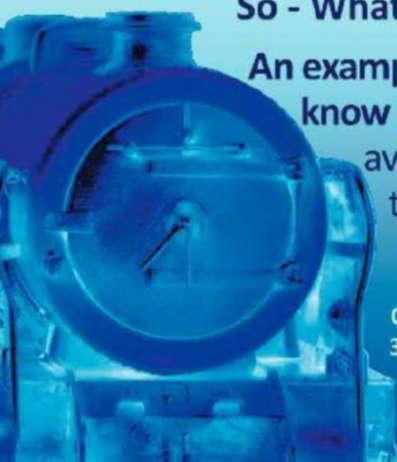
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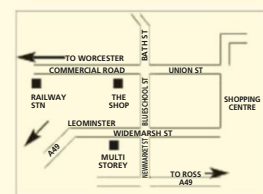
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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
LNWR Webb coal tank	hattons.co.uk/wct	£97.71	Sep 2014							
Class 450	hattons.co.uk/cl450	£254.96-£271.96	Mar 2015							
Bircage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class 414 2-HAP	hattons.co.uk/cl414	£119.50 (EST)	Mar 2016							

Birdcage coaches, Class 24/1, J72, V2, J39, 94xx, H2 Atlantic - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£119.43	Dec 2012							

Class 59, Class B4, GWR Railcar, IDA flat, Turbot - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	hattons.co.uk/j94	£82.00-£99.00	Aug 2014							
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
14xx	hattons.co.uk/14xx	£99.00	Sep 2014							
Hatton's King	hattons.co.uk/king	£169.00- £179.00	Aug 2014							


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366	hattons.co.uk/1366	£131	Nov 2013							
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50-£76	Nov 2015							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 4700, Class 1361, Class 07 Shunter - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class Q6 Raven	hattons.co.uk/Q6	£118.99	Nov 2015							
Hornby Adams Radial	hattons.co.uk/horar	£111.10	Dec 2014							
Class 71	hattons.co.uk/c71	£127.50	Nov 2014							
Ex-SR Maunsell Coaches	hattons.co.uk/exsrmaun	£39.99	Jun 2015							
Peckett 0-4-0	hattons.co.uk/peckett	£70.00	Oct 2015							
Class B12 Holden	hattons.co.uk/B12	£123.00	Nov 2015							
Merchant Navy	hattons.co.uk/mn	£144-£162	Mar 2015							

- view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	hattons.co.uk/oxdg	£95	Jan 2016							
Hatton's ICI hopper	hattons.co.uk/ici	£24.00 / £25.00	Mar 2015							
Carflat Car Carrying Wagon	hattons.co.uk/carflat	£25.00	May 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

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Information correct at the time of going to press. All information subject to change.



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Class 8P Merchant Navy 4-6-2
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R3434 21C1 'Channel Packet' in SR Malachite Green
R3435 21C3 'Royal Mail' in SR Malachite Green
R3436 35028 'Clan Line' in BR Green with early emblem
R3382TTS 35023 'Holland-Afrika Line' in BR Green with early emblem - TTS sound fitted £162

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35-050 1054 in LNWR plain black
35-051 7841 in LMS black
35-052 58900 in BR black early emblem

OO9 L&B 2-6-2T
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Due Q4 2016



9950 759 "Yeo" in L&B dark green
9951 760 "Exe" in Southern Railway green
9952 761 "Taw" in Southern Railway green

Class W4 Peckett 0-4-0ST
Pre-order for £70
Due December 2016



R3427 563 'Dodo' in Peckett leaf green (**SOLD OUT**)
R3428 11 in Manchester Ship Canal green
R3429 D in Huntley & Palmers blue

SECR 60' Birdcage Coaches
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39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
39-612 Composite BR Vermillion
39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green
39-622 Brake 3rd BR Vermillion



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7S-007-002 5700 in Great Western Green
7S-007-003 9659 in GWR green
7S-007-004 L94 in London Transport maroon
7S-007-005 3716 in BR Black with late crest



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A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
A3004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at
www.hattons.co.uk/recordbreakers

Class A4 4-6-2
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A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
A4002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker" (1938 condition)
A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
A4004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender
A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender - "Record Breaker"
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender - "Record Breaker"
A4007 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender
A4008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
A4009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

Gresley Teak coaches
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TC11501 Diagram 115 Corridor Third in LNER Teak
TC11502 Diagram 115 Corridor Third in LNER Teak
TC11503 Diagram 115 Corridor Third in BR carmine & cream
TC11504 Diagram 115 Corridor Third in BR carmine & cream
TC11505 Diagram 115 Corridor Third in BR maroon
TC11506 Diagram 115 Corridor Third in BR maroon
TC17501 Diagram 175 Brake Corridor Composite in LNER Teak
TC17502 Diagram 175 Brake Corridor Composite in LNER Teak
TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17504 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17505 Diagram 175 Brake Corridor Composite in BR maroon
TC17506 Diagram 175 Brake Corridor Composite in BR maroon
TC18601 Diagram 186 Open Third in LNER Teak
TC18602 Diagram 186 Open Third in LNER Teak
TC18603 Diagram 186 Open Third in BR carmine & cream
TC18604 Diagram 186 Open Third in BR carmine & cream
TC18605 Diagram 186 Open Third in BR maroon
TC18606 Diagram 186 Open Third in BR maroon

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J9402 Austerity 0-6-0ST 71515 in Mech Navvies maroon - Ltd Ed of 200 (DJ) £99



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) **BARGAIN** £17
31-831 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) **BARGAIN** £89



31-932DC Class 1000 Midland Compound 4-4-0 40334 in BR lined black early emblem. DCC Fitted (Bac) (list £159.95) **BARGAIN** £89



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £89
31-434 Class 1F 'Half Cab' 0-6-0T 41803 BRITISH RAILWAYS black (Bac) £81.56



31-433 Class 1F 'Half Cab' 0-6-0T 1739 in LMS black (Bac) £81.56



31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) **NEW** £110.46



31-441DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac) **NEW** £131.71



R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) (list £99.99) **BARGAIN** £61



R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) (list £99.99) **BARGAIN** £61



31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) £118.96



31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green (Bac) £118.96



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £80.71



R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) **BARGAIN** £21



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) £111.10



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) £111.10



R3335 Class 415 Adams Radial 4-4-2T 488 in LSWR (as preserved) (Hor) £111.10



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96



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) **NEW** £75



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) **BARGAIN** £58
R3460TTS Class 4F 0-6-0 44198 BR Black late crest - TTS sound fitted (Hor) £114



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) **BARGAIN** £58
31-883 Class 4F Midland 0-6-0 3848 in Midland Railway black crest (Bac) £97.71



31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac) £106.21
32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) £106.21



32-580A Class 4MT Ivatt 2-6-0 43014 in BR late crest - weathered (Bac) **NEW** £127.46



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £90.06



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £124.99) **BARGAIN** £92



R3323 Class 5MT Black 5 4-6-0 44694 in BR Black late crest (Hor) £124.99



31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



R3370TTS Class 6000 King 4-6-0 'King Richard III' BR Early Crest Blue - featuring TTS sound (Hor) £179.99
R3408 Class 6000 King 4-6-0 6002 'King William IV' BR Green late crest (Hor) **NEW** £144



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green Shirtbutton logo (Hor) £144



R3278 Class 6P Patriot 4-6-0 45578 'Bradshaw' in BR Green early crest - Railroad range (Hor) £64.80
R3420 Class 700 0-6-0 30346 in BR Black late crest (Hor) £100



R3444 Class 7P Britannia 4-6-2 70034 'Thomas Hardy' in BR green early emblem (Hor) £140



R3168U Class 8P 4-6-2 71000 'Duke Of Gloucester' in BR Green late crest (Railroad range) - Split from R1177 set (Hor) £72



R3288 Class 9F 2-10-0 92220 'Evening Star' in BR Green late crest (Hor) £83.40



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £84.99) **BARGAIN** £55



32-550B* Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £95



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) **BARGAIN** £56



R3132 Class A3 4-6-2 2599 'Book Law' in LNER apple green (Hor) (list £152.99) **BARGAIN** £99



R3250 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) **BARGAIN** £115



R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) (list £169.99) **BARGAIN** £124



R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (list £154.99) **BARGAIN** £94



R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99) **BARGAIN** £89



R3441 Class A4 4-6-2 4499 'Sir Murrough Wilson' in LNER wartime black (Hor) **NEW** £131



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R3320 Class A4 4-6-2 60023 "Golden Eagle" in BR Blue early crest (Hor) (list £144.99) **BARGAIN** £98



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (list £155.99) **BARGAIN** £87



R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (list £131.99) **BARGAIN** £79



R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (list £131.99) **BARGAIN** £74
31-461A Class C Wainwright 0-6-0 1204 Southern Railways black (Bac) £106.21



31-146 Class D11/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac) £101.96



R3235 Class D16/3 "Claud Hamilton" 4-4-0 E2524 in early BR Black (Hor) (list £109.99) **BARGAIN** £73



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) **BARGAIN** £80
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) **BARGAIN** £80



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) **BARGAIN** £80



31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac) £111.45



31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac) £101.96



R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) (list £109.99) **BARGAIN** £75



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (list £109.99) **BARGAIN** £76
R3326 Class J50/3 0-6-0 68971 in BR Black late crest (Hor) £74.06
R3325 Class J50/4 0-6-0 68987 in BR Black early emblem (Hor) £74.06



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (list £129.99) **BARGAIN** £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (list £129.99) **BARGAIN** £82
32-279A Class K3 2-6-0 1304 in LNER black (Bac) £118.96
32-281 Class K3 2-6-0 61862 in BR black early emblem (Bac) £118.96
R3465 Class N2 0-6-2 4765 in LNER Lined Black (Hor) £83



3910 Class O2/3 Tango 2-8-0 3965 in LNER black stepped tender (Hel) £148
3912 Class O2/3 Tango 2-8-0 63948 BR black early crest stepped tender (Hel) £148



3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) £148
3911 Class O2/3 Tango 2-8-0 63954 early British Railways black stepped tender (Hel) £148
3923 Class O2/4 Tango 2-8-0 63982 BR black late crest flush tender (Hel) £148



R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (list £84.99) **BARGAIN** £87



R3424 Class Q6 Raven 0-8-0 3418 in LNER Black (Hor) £118.99
R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) £118.99



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (list £139.99) **BARGAIN** £105



R3457 Class T9 4-4-0 116 in Southern Green (Hor) £118



R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (Hor) £124.99



31-614 Class V3 2-6-2 67646 in BR lined black late crest (Bac) £110.46
31-615 Class V3 2-6-2 67690 in BR lined black early emblem (Bac) £110.46



R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) £69.50
R1173 loco GWR Class 2721 0-6-0PT 2732 GWR green - Split from R1173 set (Hor) £39
31-981 Standard Class 3MT tank 82021 BR lined black early emblem (Bac) £101.96



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £74



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** £82
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) £89

Train packs



R3302 "1940: Return from Dunkirk" 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) (list £249.99) **BARGAIN** £160



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) (list £289.99) **BARGAIN** £150
R1155 Trainpack 4 car Pendolino train pack (unboxed) in Virgin Trains "Aliston Pendolino" (Hor) £79



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £509.96
R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (list £44.49) **BARGAIN** £30
30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Union-Avon Open-top bus (Bac) £195.45



R3220 Tyseley Connection train pack Class 49xx 4953 "Pitchford Hall" in GWR green & 3 Mk1 coaches (Hor) (list £199.99) **BARGAIN** £114



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



R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) **BARGAIN** £18
2501 Class 05 Hunslet shunter D2578 BR green wasp stripes (preserved) (Hel) £100



R3343 Class 08 0-6-0 shunter 08822 "John" in First Great Western (Hor) (list £119.99) **BARGAIN** £96



R3342 Class 08 Shunter 08489 in BR blue (Hor) (list £119.99) **BARGAIN** £93
32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.96



1601 Class 16 North British diesel D8401 BR green small yellow warning panels (Hel) (list £134.95) **BARGAIN** £72
1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels (Hel) (list £134.95) **BARGAIN** £72
1603 Class 16 North British diesel D8407 BR green with full yellow ends (Hel) (list £134.95) **BARGAIN** £72



1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish (Hel) (list £134.95) **BARGAIN** £72



1718 Class 17 D8523 in blue full yellow ends (Hel) £94
32-038DS Class 20 20124 in BR blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46



MM0209 Class 201 no 209 "River Foyle" in NIR Blue (Mur) (list £129) £129
32-331 Class 25/1 25043 BR Green Full Yellow Ends weathered (Bac) £89.21



2809^ Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Hel) (list £125) **BARGAIN** £89



2807^ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows (Hel) (list £125) **BARGAIN** £89



R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** £42
R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) (list £162.25) **BARGAIN** £79

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3435 Class 33/0 33049 in BR blue full yellow ends (Hel) . . £94



3415 Class 33/0 D6516 in early BR green (Hel) £94
3416 Class 33/0 D6551 in BR green small yellow panels (Hel) £94
3356 Class 33/1 33102 in BR Blue full yellow ends (Hel) £94
3357 Class 33/1 33116 in BR engineers grey (Hel) £94



32-390 Class 37/7 37706 'Conidae' in Railfreight Petroleum (Bac) £101.96
32-391DS Class 37/7 37796 Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



32-484 Class 40 40159 in BR Blue (Bac) **NEW** £118.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £89.99) **BARGAIN** £69
32-483 Class 40 D338 in BR Green small yellow panel (Bac) **NEW** £118.96



32-067 Class 43 North British (NBL) Warship 842 'Royal Oak' in BR Blue (Bac) £118.96



32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR Maroon Small Yellow Panel (Bac) £118.96
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96



32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution Livery (Bac) (list £114.95) **BARGAIN** £72
31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) (list £114.95) **BARGAIN** £72



4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) £119
4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR blue full yellow ends (Dap) £109
4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113



R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) £53
32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96
5822 Class 58 58006 Railfreight Redstrife Livery (Hel) £125



R3486 Class 66 66185 "DP World London Gateway" in DB Schenker (Hor) **NEW** £79



32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46
R3481 Class 67 67025 'Western Star' EWS (Hor) (list £144.99) **BARGAIN** £110



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £75
4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £70



R3374 Class 71 71012 in BR Blue (Hor) £127.50
R3373 Class 71 E5001 in BR Green (Hor) £127.50



R3376 Class 71 E5022 in BR Green no yellow ends (Hor) £127.50



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) **BARGAIN** £79
R3350 Class 90 90029 in DB Schenker (Hor) (list £69.99) **BARGAIN** £49



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £89.99) **BARGAIN** £52



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) £107

HSTs
R3403 Intercity 125 Anniversary Train Pack Class 43 HST W43002 & W43003 in BR blue & grey - Ltd Ed (Hor) £192



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) £135.96



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) **BARGAIN** £78



32-905^ Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) **BARGAIN** £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £86



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) **BARGAIN** £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (list £119.95) **BARGAIN** £59



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) **BARGAIN** £52



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) **BARGAIN** £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) **BARGAIN** £69



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) **BARGAIN** £59



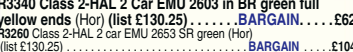
R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) **BARGAIN** £56



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £123.21
8753 Park Royal Railbus M79972 in BR green small yellow panels (Hel) £97
8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) **BARGAIN** £79



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) **BARGAIN** £62
R3260 Class 2-HAL 2 car EMU 2653 SR green (Hor) (list £130.25) **BARGAIN** £104



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) **BARGAIN** £78



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (list £130.25) **BARGAIN** £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £134.99) **BARGAIN** £62



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) **BARGAIN** £94



R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) **BARGAIN** £74



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) **BARGAIN** £72



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) **BARGAIN** £64



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) **BARGAIN** £79



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99) **BARGAIN** £35



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120



R1155 Pendolino trainset 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £130



R1185 Santa's Express Christmas Train Set (Hor) **NEW** £44
30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71
R9283 Thomas the Tank Engine Train Set (Hor) **BARGAIN** £54



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) **BARGAIN** £99



UK P&P £4 PER ORDER
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) **BARGAIN** £230



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) **BARGAIN** £135



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99) **BARGAIN** £115



30-049 The Permanent Way train set Digital Sound (Bac) £233.70



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (list £299.99) **BARGAIN** £125

Coaches
 R4677A 57' non-corridor brake third 20725 in LMS crimson (Hor) (list £40.25) **BARGAIN** £27
 R4718 58' Maunsell Rebuilt (Ex LSWR 48) six compartment brake third 2625 in SR olive green (Hor) **BARGAIN** £32.50



39-575 BR Haworth Auto Trailer Crimson & Cream (Bac) £58.61



39-576 BR Haworth Auto Trailer Maroon (Bac) £58.61



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lightning) (Bac) (list £48.95) **BARGAIN** £24



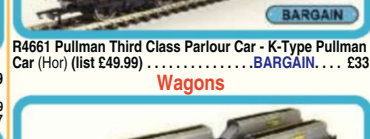
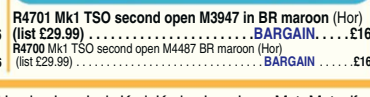
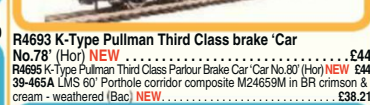
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) **BARGAIN** £24



39-778 ex-LMS 50' inspection saloon DM45029 in EWS maroon and gold (Bac) £50.96



39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) £50.96



Looking for past products?

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38-425 Single (Bac) £51.39
38-425 Pack of 4 (Bac) (list £239.80) **BARGAIN** £192



R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor). £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor). £83



R6682D Extra Long CCT wagon 1274 in LNER teak (Hor) (list £19.99) **BARGAIN** £11
4F-013-023 Gunpowder Van Ferrocrete 262 (Dap) **NEW** £9.50
4F-013-024 Gunpowder Van Ferrocrete 262 Weathered (Dap) **NEW** £10.50
R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby Collector's Club (Hor) (list £15) **BARGAIN** £7
R6768 LMS Brake Van 730159 in LMS Bauxite (Hor) **NEW** £14



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) **BARGAIN** £12



R6712A Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) **BARGAIN** £15
4F-044-001 Pack of two FEA-B container wagons Freightliner - 640707 and 640708 (Dap) £31
4F-018-009 Salt Van L G W 153 (Dap) **NEW** £9.50
4F-018-010 Salt Van L G W 153 Weathered (Dap) **NEW** £10.50
4F-027-005 Silver Bullet NACCO/ECC 3387-7898047-8 (Dap) £23.80
4F-027-006 Silver Bullet NACCO/ECC 3387-7898102-8 (Dap) £23.80
R6767 SR Brake Van 59512 in SR Brown (Hor) **NEW** £14



33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) £31.41
R6771 V Tank Wagon 'Mineral Industries Ltd' (Hor) **NEW** £21
38-130B YGH 'Seacow' ballast hopper in departmental olive green (Bac) £39.06
R6711 ZUV Shark brake van DB993748 Mainline blue (Hor) (list £16.75) **BARGAIN** £8

DCC decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12
36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £14.50
36-557 Pack of 5 (Bac) (list £92.50) **BARGAIN** £70
BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £71



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £18.65
36-567 Nex18-Pin DCC decoder (Bac) £18.65

DCC controllers

R8312U e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) - Unboxed - Split from train set (Hor) £55
36-500 EZ Command DCC controller - boxed (Bac) £76.46
36-500U EZ Command DCC controller - unboxed (with instructions) (Bac) (list £59) **BARGAIN** £59

DCC accessories



R8238 DCC reverse loop control module (Hor) (list £39.99) **BARGAIN** £12

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 24 (Pec). £2.50

Buildings - railways

44-0034 Depot Crew Room (Bac) £38.21
PO329 Mainline Station Booking Hall (Met) £19.50
44-128 Modern Single Road Servicing Shed (Bac) £46.71
44-0033 Two Lane Engine Shed (Bac) £84.96
PO341 Wall Backed Platform Canopy (Met) £12.50



44-0036 Yard Crane and Loading Gauge (Bac) £29.71

Man-made scenic structure - railway-related

LK-55 76th Well type turntable (Pec) £38
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £3
R070 Electrically Operated Turntable (Hor) £59
R514 Platform Canopy x 2 (Hor) £12
SL-40 Rail built buffer stop (Pec) £150

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
4L-003-004 Signal - motorised, SR ladder distant (Dap) £22

Buildings - general

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13

NEW



R9807 Modern Bungalow (Hor) **NEW** £22
R9801 Modern Terraced House (Hor) **NEW** £22
R9808 Timber Store and Workshop (Hor) **NEW** £17

Man-made scenic structure - non-railway

44-0009 Container terminal crane (Bac) £144.46
44-016 Fuel Storage Tanks (Bac) £33.96

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39
R180 Three arch viaduct (Hor) £15

People - civil



36-408 12 x Seated Coach Passengers (Bac) £10.16

Track - Code 100 Sctrack

ST-245 Sctrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Sctrack curved double radius right handed point insulfrog (Pec) £14
ST-241 Sctrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Sctrack No.2 radius right handed point insulfrog (Pec) £9

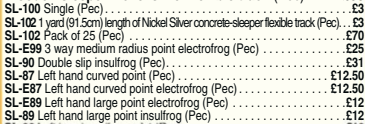


ST-204 Box of 24 Sctrack Quad Straight (670mm) (Pec) £76
ST-204 Single (Pec) £3.50

Track - Code 100 Streamline

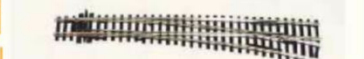


SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £25
SL-E99 3 way medium radius point electrofrog (Pec) £31
SL-90 Double slip insulfrog (Pec) £25
SL-87 Left hand curved point (Pec) £12.50
SL-E87 Left hand curved point electrofrog (Pec) £12.50
SL-E89 Left hand large point electrofrog (Pec) £12
SL-89 Left hand large point insulfrog (Pec) £12
SL-96 Left hand medium point (Pec) £10

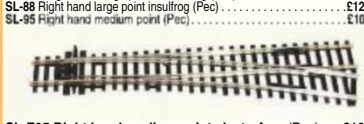


SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50

SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-86 Right hand curved point (Pec) £12.50



SL-E86 Right hand curved point electrofrog (Pec) £12.50
SL-E88 Right hand large point electrofrog (Pec) £12
SL-88 Right hand large point insulfrog (Pec) £12
SL-95 Right hand medium point (Pec) £10

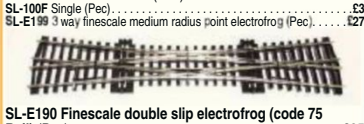


SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50
SL-E91 Right hand small point electrofrog (Pec) £9.50

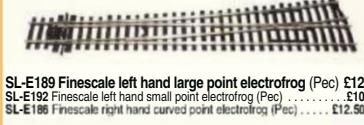
Track - Code 75 Finescale



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E199 3 way finescale medium radius point electrofrog (Pec) £27



SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50



SL-E189 Finescale left hand large point electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50



SL-E188 Finescale right hand large point electrofrog (Pec) £12
SL-E195 Finescale right hand medium point electrofrog (Pec) £12
SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

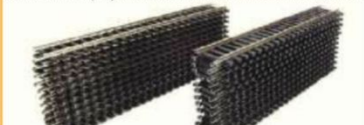
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R6262 Double 4th radius curve (8 make a circle) (Hor) £3



R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25



R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight (Hor) £3.25
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
36-603 Box of 10 (Bac) (list £34) **BARGAIN** £24.80
R8078 Right hand Express point (Hor) £16
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66



R600 Box of 24 Standard Straight (Hor) £33
R600 Single (Hor) £1.40

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

Buses

35213 BET Weymann 36 "Maidstone & District" (EFE) **NEW** £28
20457 Bristol V8111 "Eastern Counties" (EFE) **NEW** £28
76DR002 Duple Roadmaster South Notts (Oxf) **NEW** £13



76LRT008 Leyland Royal Tiger Standerwick (Oxf) **NEW** £12.90
76PD2002 Leyland Titan PD2/12 Midland Red (Oxf) £16
24907 Reeve Burgess Minibus "First Cymru" (EFE) **NEW** £28



31514 RM Routemaster London Transport "Shop Linker" (EFE) **NEW** £32

Cars

76ATV008 Austin ATV Newcastle & Gateshead Fire Service (Oxf) **NEW** £7.95
76BB001 Bentley Blower Le Mans 1930 No.9 Birkin/Chassagne (Oxf) **NEW** £4
76FG001 Ford Galaxy Ice Blue (Oxf) **NEW** £4
76FS001 Ford Sierra Sapphire Ebony Black (Oxf) **NEW** £4



76HI001 Hillman Imp Willow Green (Oxf) **NEW** £4.95
76DEF014 Land Rover Defender Station Wagon RNL (Oxf) **NEW** £4.95
76SR006 Sunbeam Rapier MkIII Moonstone/Morocco Brown (Oxf) **NEW** £4.75
76VP001 Volvo P1800 Red (Oxf) **NEW** £4
76VWB007 VW Beetle Gulf Blue (Oxf) **NEW** £4.75
76GF008 VW Golf GTI Diamond Copper Brown Metallic (Oxf) **NEW** £4.75

Commercial vehicles

76BD020 Bedford OX Flatbed Trailer British Rail (Oxf) £9
76DT004 Diamond T Ballast Pickingfords (Oxf) **NEW** £12.60
76FT1005 Ford Transit Mk1 British Rail (Oxf) **NEW** £4.95
76MB005 Mercedes Actros SSC Fridge Solstar (Breast Cancer - Pink Ribbon Foundation) (Oxf) **NEW** £20
76SCT002 Scania Evo6 Car Transporter Quinns (Oxf) **NEW** £26.70



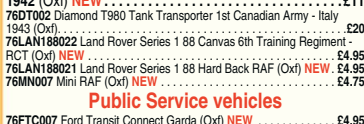
76SCT001 Scania P Car Transporter Eddie Stobart (Oxf) £28.50
76DSF001 Shelvoke & Drewry Freightliner British Rail (Western) (Oxf) £10
76TX4001 TX4 Taxi in black (Oxf) £3
76WM005 Whitley Mondial Ice Cream Vines (Oxf) **NEW** £5.95



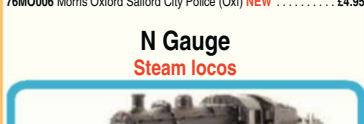
Military ground vehicles



76OLT002 Bedford QLT 49th Infantry Division, UK 1942 (Oxf) **NEW** £11
76DT002 Diamond T880 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) £20
76LAN188022 Land Rover Series 1 88 Canvas 6th Training Regiment - RCT (Oxf) **NEW** £4.95
76LAN188021 Land Rover Series 1 88 Hard Back RAF (Oxf) **NEW** £4.95
76MN007 Mini RAF (Oxf) **NEW** £4.75



76FTC007 Ford Transit Connect Garda (Oxf) **NEW** £4.95
76FT1004 Ford Transit Mk1 City of Carlisle Fire Service (Oxf) **NEW** £4.95
76SET50 Metropolitan Police Set (Oxf) **NEW** £12
76MO006 Morris Oxford Salford City Police (Oxf) **NEW** £4.95



Public Service vehicles

76FTC007 Ford Transit Connect Garda (Oxf) **NEW** £4.95
76FT1004 Ford Transit Mk1 City of Carlisle Fire Service (Oxf) **NEW** £4.95
76SET50 Metropolitan Police Set (Oxf) **NEW** £12
76MO006 Morris Oxford Salford City Police (Oxf) **NEW** £4.95

N Gauge

Steam locos



372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) (list £119.95) **BARGAIN** £78



25-007-012D Class 57xx Pannier 0-6-0 5764 in Great Western green - DCC Fitted (Dap) £82
25-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61



372-727 Class 5MT Standard 4-6-0 73082 "Camelot" in BR lined black early emblem & BR1B tender (Gra) (list £129.95) **BARGAIN** £89



371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra) £80.71



371-985 Class 64xx 0-6-0 Pannier Tank 6407 in GWR Green (Gra) £80.71
372-579 Class 6P Rebuilt Royal Scot 4-6-0 46122 'Royal Ulster Rifleman' in BR green late crest, heavy weathered (Gra) £127.46



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372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS Crimson (as preserved) (Gra) £118.96
ND095a Class 7MT Britannia 4-6-2 70000 'Britannia' in BR Green late crest and original smoke deflectors (Dap) (list £129.95) **BARGAIN** £84
ND095AD Class 7MT Britannia 4-6-2 70000 'Britannia' in BR green late crest and original smoke deflectors. DCC Fitted (Dap) (list £153.65) **BARGAIN** £96



2S-017-002 Class 7MT Britannia 4-6-2 70009 'Alfred the Great' in BR green late crest (Dap) (list £129.95) .. **BARGAIN** £85
2S-017-004 Class 7MT Britannia 4-6-2 70021 'Morning Star' BR green late crest (Dap) £101
2S-012-008 Class A1X Terrier 0-6-0T 3 'Bodiam' Kent & East Sussex blue (Dap) £63.66



2S-008-004D Class A4 steam loco 60022 'Mallard' in BR dark blue early crest & double chimney. DCC fitted (Dap) £140.25



2S-002-002 Class V Schools 4-4-0 30921 'Shrewsbury' in BR Black early emblem (Dap) £120.76



2S-002-000 Class V Schools 4-4-0 30926 'Repton' in BR green late crest (Dap) £120.76
2S-002-000D Class V Schools 4-4-0 30926 'Repton' in BR green late crest - DCC fitted (Dap) £142.50
2S-002-001 Class V Schools 4-4-0 902 'Wellington' in Southern Railway malachite green (Dap) £120.76



2S-002-001D Class V Schools 4-4-0 902 'Wellington' in Southern Railway malachite green - DCC Fitted (Dap) **NEW** £142.50



2S-002-004 Class V Schools 4-4-0 910 'Merchant Taylors' in Southern Railway olive green (Dap) .. £120.76



2S-002-003 Class V Schools 4-4-0 929 'Malvern' in Southern Railway malachite green (Dap) £120.76
2S-002-003D Class V Schools 4-4-0 929 'Malvern' in Southern Railway malachite green - DCC Fitted (Dap) £142.50
372-426 Class WD Austery 2-8-0 90566 in BR black late crest (Gra) .. £116.96

Diesel locos



2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) (list £142.89) .. **BARGAIN** £79
372-978 Class 24 24081 BR Blue Yellow Ends (Gra) £84.96
371-112 Class 31 31173 in BR Blue (Gra) £100.26
371-166 Class 371406 'The Salter Society' Railfreight Distribution (Gra) £89.21
2D-003-008 Class 52 diesel loco D1000 'Western Enterprise' in BR maroon - weathered (Dap) (list £128.03) **BARGAIN** £79



2D-003-007 Class 52 diesel loco D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) (list £128.03) **BARGAIN** £79
2D-003-009 Class 52 diesel loco D1045 'Western Viscount' in BR maroon full yellow ends - weathered (Dap) (list £128.03) **BARGAIN** £79
2D-003-006 Class 52 diesel loco D1065 'Western Consort' in BR maroon small yellow panels (Dap) (list £128.03) **BARGAIN** £79
371-357 Class 60 60057 'Adam Smith' in Railfreight coal sector triple grey (Gra) **NEW** £103.66
371-636 Class 70 PowerHaul 70003 Freightliner (Gra) £82.50 (list £119.95) **BARGAIN** ..

HSTs



2D-019-004 Class 43 HST Book Set in Intercity Swallow-43075, 43106 & two Mk 3 coaches (Dap) £135

DMUs



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) .. £144.46
371-505 Class 101 2-car DMU in BR Network South East (Gra) .. £144.46



371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) £144.46
371-433 Class 170/4 3 Car DMU 170434 in ScottRail saltire (Gra) (list £164.95) **BARGAIN** £100

EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) **BARGAIN** £99
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) **BARGAIN** £99
372-675 Class 411 4 CEP 4 car EMU in BR green (Gra) £137.02

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96

Coaches



374-055E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) .. £25.46



374-991 Bulleid 3-Coach Set BR (SR) Green (Gra) .. £76.46
2P-000-203 Collett Coach BR Brake Composite Maroon W476 (Dap) **NEW** £19.89
2P-000-202 Collett Coach BR Brake Composite Maroon W630 (Dap) **NEW** £19.89
2P-000-003 Collett Coach BR Maroon Composite W7032 (Dap) **NEW** £19.89
2P-000-104 Collett Coach BR Second Maroon W1092 (Dap) **NEW** £19.89
2P-000-105 Collett Coach BR Second Maroon W1104 (Dap) **NEW** £19.89



2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) £111

Wagons

2F-034-049 21T Hopper BR E289585 K (Dap) **NEW** £9
2F-034-050 21T Hopper BR E289585 K Weathered (Dap) **NEW** £10
2F-019-007 Blue Spot Fish Van (white) E87351 (Dap) **NEW** £9
2F-019-006 Blue Spot Fish Van (white) E87675 (Dap) **NEW** £9
2F-019-005 Blue Spot Fish Van (white) E87894 (Dap) **NEW** £9
2F-019-008 Blue Spot Fish Van (white) E87948 (Dap) **NEW** £9
2F-013-034 Gunpowder Van Blue Circle 174 Weathered (Dap) **NEW** £9.50

DCC decoders



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

36-558A 6-pin E-Z Command 90 degree right-angled decoder for GF Jinty (DC Compatible) (Bac) £14.54

Buildings - general



42-199 Oakworth Station building (Gra) **NEW** £28.01

Track - Code 80 Sctrack

ST-11 Double straight track (Pec) £1.50
ST-12 No.1 radius double curve (Pec) £1.50
ST-15 No.2 radius double curve (Pec) £1.50
ST-6 Sctrack left hand point insulfrog (Pec) £8.50



ST-5 Sctrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64

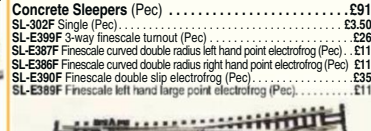


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand medium point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3



SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £91
SL-302F Single (Pec) £30
SL-E399F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11
SL-E390F Finescale double slip electrofrog (Pec) £35
SL-E399F Finescale left hand large point electrofrog (Pec) £11



SL-E396F Finescale left hand medium point electrofrog (Pec) £10
SL-E392F Finescale left hand small point electrofrog (Pec) £9
SL-E386F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) .. £9



SL-E383F Finescale scissors crossover electrofrog (Pec) £58

O Gauge (1:43 Scale)

Diesel locos



2553 Class 25/1 in BR blue (unnumbered) (Hel) **NEW** £470
2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) **NEW** £470



4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels (Hel) £550



6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499
6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

DMUs



8891 AC Cars Railbus W79977 in BR dark green small yellow panels (Hel) £400

Coaches



1054 100x ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) £63
7F-051-022 5 Plank Edward R Cole (Dap) **NEW** £37.75
7F-051-022W 5 Plank Edward R Cole Weathered (Dap) **NEW** £37.75
4353 Engineers grey/yellow DB983466 - Catfish (Hel) £79

Wagons



Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
SL-700BH Single (Pec) £6.50
SL-E790BH Left hand point bullhead rail and electrofrog (Pec) £39
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39

Any or Multiple Scales

Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30
DS Double power controller brake simulator (Gau) £119



D Double/Twin track power controller (Gau) £69
Q Quadruple 4 circuit power controller (Gau) £130

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
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11
DCR-8PIN-HarnessMini Box of 5 (Hat) £50
DCR-8PIN-HarnessMini Box of 10 (Hat) £99
36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £6
PM-2 Seep point motor (Gau) £3.50
PM-1 Seep point motor accessory switch (Gau) £4
PL-11 Side/surface mounted point motor (Pec) £7.50



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35
HAT-PM-01 Single (Hat) £6.50

GAUGEMASTER.com

The Online Home of The Engine Shed



DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £149.95



DCC02 Prodigy Advance2 System £279.95
DCC03 Prodigy Advance2 Wireless System £479.95

DECODERS

DCC22 CLASSIC 2 Function Micro £24.95
DCC23 CLASSIC 6 Pin Plug-In Decoder £24.95



DCC26 Compact 8 Pin Decoder w/Harness £14.95
DCC27 OMNI 21 & 8 Pin Decoder £18.95
DCC28 OMNI 6 Pin Decoder with Harness £20.95
DCC29 OMNI Direct Plug Decoder £19.95
BPDC27 OMNI 21 & 8 Pin Decoder (5) £39.95
BPDC28 OMNI 6 Pin with Harness (5) £39.95
BPDC29 OMNI Direct Plug Decoder (5) £34.95
DCC30 Accessory Decoder 4 Accessories £59.95

DCC ACCESSORIES

DCC11 Prodigy Extension Plate £37.95
DCC13 Prodigy Adv2 Wireless Walkaround £179.95
DCC14 Prodigy Adv2 Backlit Walkaround £129.95



DCC15 "Decoder Doctor" Decoder Tester £79.95
DCC40 Auto Reverse Module £39.95
DCC49 Prodigy DCC Booster Unit 8 Amp £179.95
DCC51 Prodigy Wireless Conversion Set £259.95
DCC55 Prodigy Wired Computer Interface £54.95
DCC60 Spare plug for Prodigy £3.45
DCC61 Medium NEM 652 Socket (5) £7.95
DCC62 Prodigy Universal Lead (2m) £5.50
DCC63 Prodigy Adv Power Supply Unit £25.95
DCC64 Prodigy Power Pack Lead £6.95
DCC65 Prodigy Express Power Supply Unit £25.95
DCC71 Prodigy Decoder Tester £9.95
DCC72 8 to 21 Pin Adaptor £4.65
DCC77 Prodigy Walkaround Adapter £9.95

ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



GMC-PCU1 Point Control Unit £114.95
GMC-PCU2 Slave Unit for PCU1 £52.95

CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95
GMC-MCDU Mains Powered CDU £24.95

UNCOUPLERS

GMC-EMI N Electro Magnetic Uncoupler £8.95
GMC-EM2 Coupling Adaptor Fret (20) £4.95
GMC-TLU OO Tension Lock Uncoupler £10.95

GMC-D Twin Track £99.95
GMC-DO Twin Track O Scale £169.95
GMC-DS Twin Track Simulation £169.95
GMC-TS Three Track Simulation £174.95

GMC-Q Four Track £179.95

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £34.95
GMC-100-O Single Track O Scale £44.95
GMC-100-LGB Single Track G Scale £54.95
GMC-U Single Track Simulation £39.95
GMC-UO Single Track Simulation O Scale £59.95
GMC-UD Twin Track £54.95
GMC-UDF Twin Track Feedback £59.95
GMC-UDS Twin Track Simulation £69.95
GMC-UTS Three Track Controller Sim. £79.95
GMC-UQ Four Track £84.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95
GMC-HH Single Track Feedback £39.95
GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16v AC £49.95
GMC-M1DC Output 2 x 12v DC £54.95
GMC-M2 Output 1 x 18v AC (2.5a) £54.95
GMC-M3 Output 1 x 24v AC (1.25a) £54.95
GMC-M4 Output 2 x 12v AC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

GMC-WM1 Output 1 x 16v AC or 12v DC £19.95
GMC-WM2 Output 1 x 9v DC (0.6a) £14.95
GMC-WM3 Kato Unitrack UK Power Supply £14.95
GMC-WM4 Output 12v DC (Regulated) £14.95

OPEN TRANSFORMERS

GMC-T1 Output 2 x 16v AC (1a) £24.95
GMC-T2 Output 1 x 18v AC (2.5a) £24.95
GMC-T3 Output 1 x 24v AC (1.25a) £24.95
GMC-T4 Output 2 x 12v AC (1a) £24.95

MODULES

GMC-SS1 Super Shuttle Unit £34.95
GMC-SS1LGB Super Shuttle Unit G Scale £44.95
GMC-SS2 Station Stop Unit £39.95

POINT CONTROL

POINT CONTROL STARTER SET



GMC-PCSET Point Control Starter Set £49.95
Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95
GMC-PCU2 Slave Unit for PCU1 £52.95

CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95
GMC-MCDU Mains Powered CDU £24.95

UNCOUPLERS

GMC-EMI N Electro Magnetic Uncoupler £8.95
GMC-EM2 Coupling Adaptor Fret (20) £4.95
GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTORS



GMC-PM1 SEEP Motor with Built-In Switch £5.50
GMC-PM2 SEEP Motor No Switch £4.95
GMC-PM4 SEEP Motor Latching Mechanism £6.25

GMC-PM10 Solenoid Point Motor £6.95
GMC-BPPM10 Solenoid Point Motor (5) £29.95
Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



GMC-PM10D Digital Solenoid Point Motor £18.95
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

POINT MOTOR ACCESSORIES



GMC-PM50 Connection Boxes (3) £3.95
When you run out of wire when connecting points, simply screw the end of the wire into one end of the connection box and begin the new run of wire at the other. Fixing screws included too.



GMC-PM51 Trivied Point Motor Wire 10m £6.95

TRACK



GMC-PM52 Point Motor Accessory Pack £2.95
The set also includes five ballast stickers which come with a pre-cut slot, which allow you to hide the hole in your baseboard created when you drill a hole in your baseboard for your point motor tiebar.

GMC-PM53 Harnesses for PM10D (2) £3.95
GMC-PM60 Solenoid Point Motor Decoder £12.95

AXLE-HUNG TRACK CLEANING PADS

GM37 OO/HO Track Cleaning Pads (3) £5.75
GM39 N Track Cleaning Pads (3) £5.75

TRACK TESTER



GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Flexible Track (100) £295
GM93 900mm N/Silver Bk Flexi Track (24) £79.95
GM94 900mm N/Silver Brn Flexi Track (24) £79.95
GM97 900mm N/Silver Brn Flexi Track (100) £295
GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

GM45 OO/HO Re-Railer £5.35
GM46 OO Buffer Stop £1.95
BPGM54 OO Buffer Stop (5 Pack) £8.50



GM55 OO Lit Buffer Stop £7.25
GM56 OO Buffer Stop Lights (Pack of 2) £9.95
GM13 Pair of Leads (Joiners/Bare Wire) £4.95
GM66 Hornby Type Track Pins 10mm £2.65
GM67 Extra Long Track Pins 15mm £2.65

N SCALE FLEXIBLE TRACK

GM96 900mm N/Silver Bk Flexi Track (24) £54.95
GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95
GM53 N Scale Buffer Stop £4.75
BPGM53 N Scale Buffer Stop (Pack of 5) £21.50
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

OO GREY BALLASTED UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g) £3.75
GM117 OO/HO Granite Ballast (200g) £2.55
GM200 Flexible Ballasted Underlay (5m) £22.95
GM204 Point & Crossing Ballasting Kit £7.95

OO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OO/HO Brown Ballast (500g) £3.75
GM118 N Granite Ballast (200g) £2.55
GM201 N Flexible Ballasted Underlay (5m) £22.95
GM205 N Point & Crossing Ballasting Kit £7.95

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.75
GM118 N Granite Ballast (200g) £2.55
GM201 N Flexible Ballasted Underlay (5m) £22.95
GM205 N Point & Crossing Ballasting Kit £7.95

N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75
GM211 N Flexible Ballasted Underlay (5m) £22.95
GM215 Point & Crossing Ballasting Kit £7.95

OO SCALE CORK TRACKBED SYSTEM



GM251 3mm Cork Trackbed 4.5 x 50cm (6) £8.95
GM252 3mm Cork Plates 15 x 50cm (2) £4.50
GM240 For RH Sectional Points (2) £4.25
GM241 For LH Sectional Points (2) £4.25
GM244 For RH Sectional Curved Points (2) £4.25
GM245 For LH Sectional Curved Points (2) £4.25
GM247 For Y Sectional Points (2) £4.25

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6) £8.95
GM232 2mm Cork Plates 15 x 50cm (2) £4.50
GM225 For RH Sectional Points (2) £3.95
GM226 For LH Sectional Points (2) £3.95

SCENICS

STARTER PACK



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.65
GM119 Fine Plaster of Paris (1kg) £4.25
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.75
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £10.75
GM167 Balsa Bundle 50 x 76 x 229mm £2.25
GM168 Balsa Bundle 75 x 150 x 450mm £9.95

GRASS & GRAVEL MATS

GM20 Spring Grass Mat 100cm x 75cm £7.95
GM21 Summer Grass Mat 100cm x 75cm £7.95
GM22 Autumn Grass Mat 100cm x 75cm £7.95
GM23 Gravel Mat 100cm x 75cm £5.95
GM38 Spring Grass Mat 240cm x 120cm £29.95

MEADOW MATS

GM140 Meadow Mat - Spring 6mm Grass £9.25
GM141 Meadow Mat - Meadow 6mm Grass £9.25
GM142 Meadow Mat - Spring 12mm Grass £12.25
GM143 Meadow Mat-Meadow 12mm Grass £12.25
GM147 Meadow Mat - Beige 6mm Grass £9.25
GM148 Meadow Mat - Beige 12mm Grass £12.25

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) £3.35
GM171 Summer Grass Flock (30g) £3.35
GM172 Moorland Grass Flock (30g) £3.35
GM173 Moorland Grass Flock (30g) £3.35
GM174 Woodland Floor Grass Flock (30g) £3.35

BUDGET SCATTERS

GM101 Meadow Scatter (50g) £1.95
GM102 Mid Green Scatter (50g) £1.95
GM103 Dark Green Scatter (50g) £1.95
GM105 Spring Green Scatter (50g) £1.95
GM108 Earth Brown Scatter (50g) £1.95
GM109 Black Scatter (50g) £1.95
GM110 Red/Brown Scatter (50g) £1.95
GM112 Imitation Coal (50g) £2.45
GM116 Grey Tarmac Scatter (50g) £1.95

LICHENS & HEDGES



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

FOLIAGE

GM150 Fine Light Green Foliage (30g) £3.45
GM151 Fine Dark Green Foliage (30g) £3.45
GM152 Fine Mid Green Foliage (30g) £3.45
GM153 Fine Light Brown Foliage (30g) £3.45
GM154 Fine Brown Foliage (30g) £3.45

STANDARD TREES

GM180 Plum Trees (3) £7.25
GM181 Plum Trees in Blossom (3) £7.25
GM182 Fruit Trees (3) £7.25
GM183 Apple Trees (3) £7.25
GM184 Birch Trees (3) £7.25
GM185 Weeping Willow Trees (3) £7.25
GM186 Poplar Trees (3) £7.25
GM187 Pine Trees (3) £8.75
GM188 Beech Trees (2) £7.75

VALUE TREE ASSORTMENTS



GM127 N Scale Tree Assortment (10) £8.95
GM128 OO Scale Spring Trees (10) £10.95
GM129 OO Scale Summer Trees (10) £10.95

BULK TREES

GM120 Deciduous Trees (25) £20.95
GM121 Mixed Trees (25) £20.95
GM122 Fir Trees (25) £20.95
GM124 Deciduous Trees (25) £20.95
GM125 Spruce Trees (25) £20.95

MAKE YOUR OWN TREES

GM195 Seafoam for Tree Making £19.95
GM159 Light Green Scenic Leaves (50g) £3.95
GM157 Mid Green Scenic Leaves (50g) £3.95
GM158 Dark Green Scenic Leaves (50g) £3.95

FLOWERS



GM139 Flowerbeds £11.95
GM175 OO/HO Garden Flowers £9.95
GM176 OO/HO Water Plants £9.95
GM177 OO/HO Garden Plants £9.95
GM178 OO/HO Wild Flowers £9.95

GRASS TUFTS

GM136 Spring Grass Tufts £10.95
GM137 Summer Grass Tufts £10.95
GM138 Flowering Grass Tufts £11.95

BRICKWORK

GM30 Plain Stone Wall Grey £9.50
GM31 Grey Stone Wall & Buttresses £9.50
GM32 Grey Stone Wall & Arches £9.50
GM197 Stone Tunnel Wall £8.25
GM198 Single Tunnel Mouth & Walls £15.25
GM199 Double Tunnel Mouth & Walls £20.25

BACKSCENES

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
GM751 Small Valley Backscene £4.95
GM752 Small Countryside Backscene £4.95
GM753 Small Open Field Backscene £4.95
GM754 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

HIGHWAYS



OO SCALE WIDE ROAD SYSTEM

GM370 80mm Wide Tarmac Road (1m) £6.95
GM371 80mm Wide Universal Curves (2) £6.95
GM375 68mm Wide Tarmac Road (1m) £6.95
GM376 68mm Wide Universal Curves (2) £6.95

OO/HO SCALE VEHICLE LIGHTING KITS

GM385 Standard Vehicle Kit £13.95
GM386 Emergency Vehicles Kit (Blues) £15.95
GM387 Service Vehicles Kit (Orange) £15.95

N SCALE ROAD SYSTEM

GM390 40mm Wide Tarmac Road (1m) £6.95
GM391 40mm Wide Universal Curves (2) £6.95

ROADSIDE CRASH BARRIERS

GM381 OO Scale £6.50
GM396 N Scale £6.50

STRUCTURES



OO SCALE PLASTIC FENCING

GM145 Country Fencing 290mm Length £6.95
GM146 Garden Fencing 290mm Length £6.95

OO SCALE LASER CUT KITS



GM451 Wooden Fencing 300mm Length £5.50
GM452 Lattice Fencing 300mm Length £5.50

TENS OF THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.
WE CAN DELIVER POST FREE TO MOST UK ADDRESSES



STRUCTURES

OO SCALE LASER CUT BUILDINGS



GM453
Garden Shed Kit
£6.50

OO SCALE "FORDHAMPTON" PLASTIC KITS

Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Where you are going the station master will be happy to help you get to your destination.



GM401 Fordhampton Station £25.95



GM402 Fordhampton Signal Box £10.95



GM403 Fordhampton Footbridge £17.95



GM404 Fordhampton Level Crossing £11.95



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95



GM408 Fordhampton Village Store or Pub £17.95

COMING SOON...

GM409 Fordhampton Pub/Bistro TBA

GM410 Fordhampton Rest Home/Doctors TBA

GM411 Fordhampton Farmhouse/Cottage TBA

KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House	£4.35
GMKD02 Shop	£4.35
GMKD03 Bungalow	£3.60
GMKD04 Church with Porch	£5.95
GMKD05 House/Shop Unit with Glazing	£6.75
GMKD06 Two Shop Unit with Glazing	£6.75
GMKD07 Four House Unit	£8.75
GMKD08 Country Station	£5.95
GMKD09 Station Buildings	£8.25
GMKD10 Island Platform with Flat Canopy	£5.95
GMKD11 Flat Canopy	£6.45
GMKD12 Small Signal Box	£3.10
GMKD13B Farm Rail Fencing Brown	£3.10
GMKD13W Farm Rail Fencing White	£3.10
GMKD14 Telegraph Poles	£4.35
GMKD15 Windows Doors & Guttering	£2.85
GMKD16 Platforms (2)	£2.85
GMKD17 Platform Ramps (2)	£3.35
GMKD18 Station Yard Huts	£4.35
GMKD19 Weighbridge & Office	£3.35
GMKD20 Coal Office	£5.95
GMKD21 Level Crossing/Keepers Cottage	£3.10
GMKD22 Four Greenhouses	£3.10
GMKD23 Modern Domestic Garages	£3.85
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N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

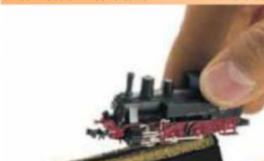
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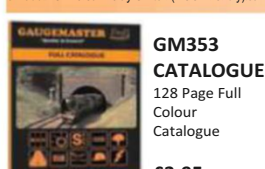
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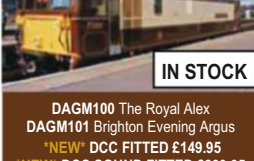
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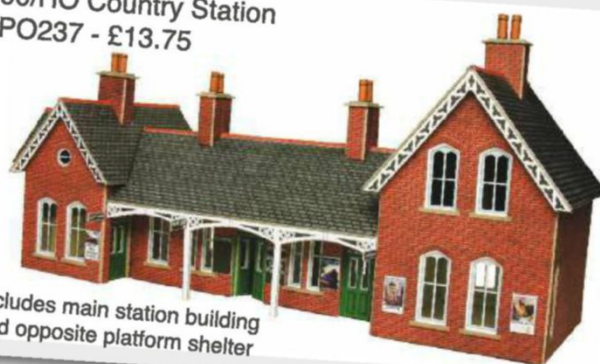
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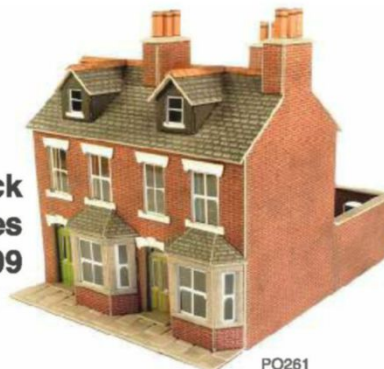
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PO261

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scenes. Both come in Red Brick
or Stone and in either 00 or N
scale.

Terraced Range

PO261 00/HO Red Brick Terraced Houses - £9.99

PO262 00/HO Stone Terraced Houses - £9.99

PO263 00/HO Red Brick Corner Shop - £10.75

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PN103 N Red Brick Ter. Houses - £8.25

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**00 Stone Corner Shop
PO264 - £10.75**

The Corner Shop comes with a
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**00 Red Brick
Corner Shop
PO263 - £10.75**



PO263

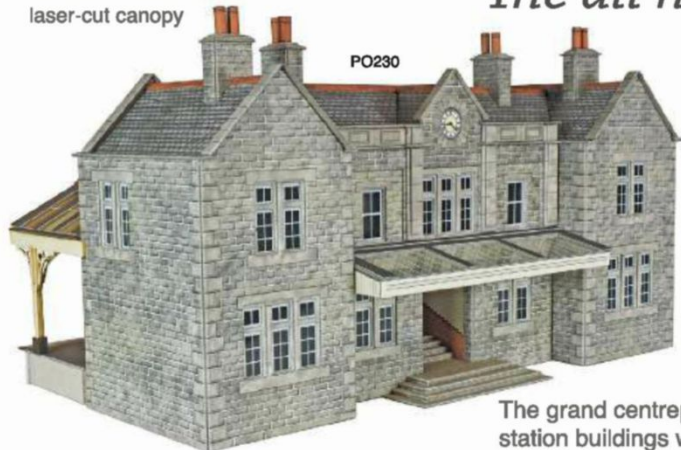
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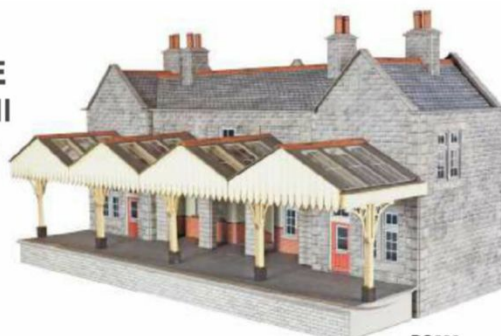
Includes improved stonework detail and laser-cut canopy

The all new 00 Mainline Station Range...



NEW RELEASE 00 Booking Hall PO320 - £22.99

Designed to stand alongside Wall-Backed Canopy and Platform Canopy kits



PO230
platform side

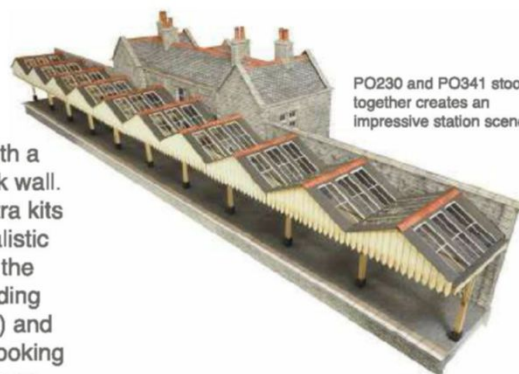
The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features include finely detailed laser-cut platform canopy and fine die-cut recessed windows.

PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.

NEW RELEASE 00 Wall-Backed Canopy PO341 - £15.99



A modular kit that comes with a section of platform and back wall. It is very easy to add on extra kits to make impressive and realistic structures. It is designed to the same style as our free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)



PO230 and PO341 stood together creates an impressive station scene



00 Platform Canopy
PO340 - £14.99

Laser-Cut Mini Kits that finish off your Mainline Station Scene...

PO517



PO502



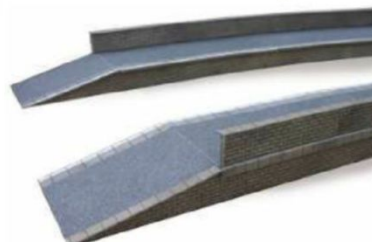
PO501

00 Stone Platform PO235 - £11.99

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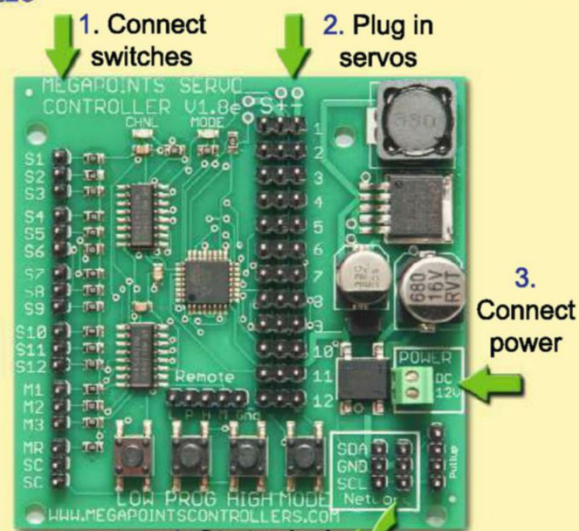
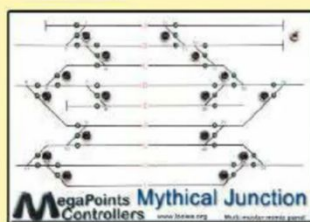
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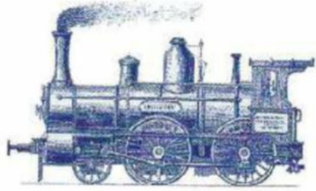


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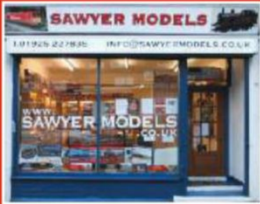


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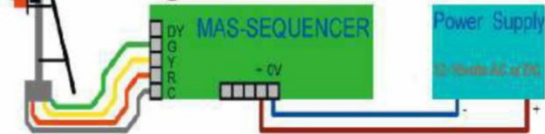
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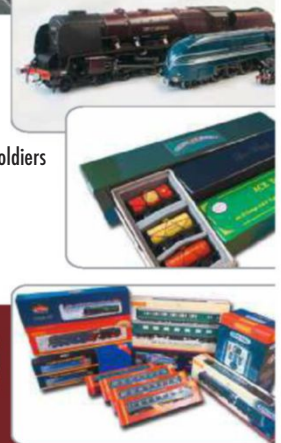
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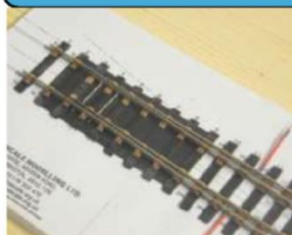
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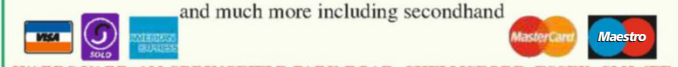
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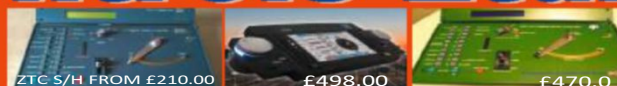
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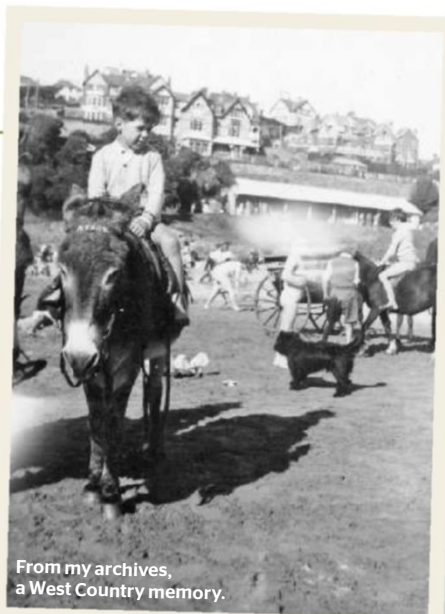
We've taken delivery of most of our exclusive *Model Rail*/Bachmann 'USA' 0-6-0T models and the curtain is now coming down on a project that we began around five years ago. We've been very pleased with the result and, judging by the feedback we've received, so have those who bought them.

Kernow is in the process of sending out pre-ordered models and now we're only awaiting the last three livery variants to come from Bachmann. Only three of the ten variants have actually sold out on pre-orders, so if you want one there's still plenty of choice. However, I would recommend that you get your order in as soon as possible. When they're gone, they're gone! There will

be no second production run of the 'USA'.

Our contract with Bachmann required that we took everything we wanted in one batch, and we're already thinking about what to do next. Prepare for another great surprise once everything has been worked out!

Below: The caption describes this official view as the Empress Marshalling Yard, alongside the Empress Dock. The Empress Dock is off to the left and the Ocean Dock, used by the 'Cunarders', is off-picture to the right. This yard was particularly used by banana trains and 'West Country' 4-6-2 No. 34044 *Woolacombe* is standing at the head of a banana train destined for Brent via Chertsey. There are four 'USAs' visible bearing duty numbers 2, 5 and 8, from left to right. The fourth is obscured by steam. BTC/CHRIS LEIGH COLLECTION



From my archives,
a West Country memory.

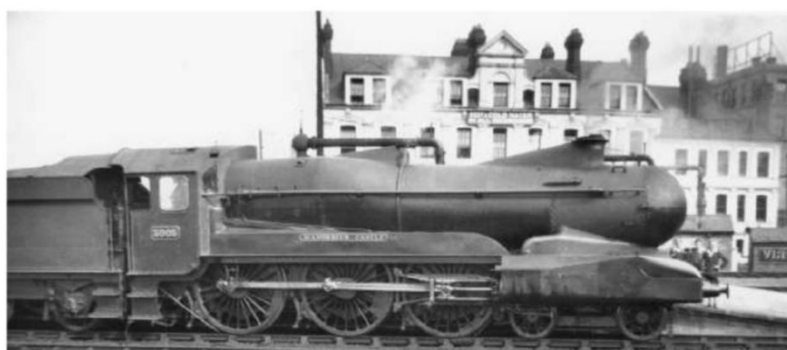


Crazy 'Castle' story No. 1



We're quite used to trains in branded 'advertising' liveries but was this the first? When GWR 'Star' 4-6-0 No. 4009 was rebuilt as a 'Castle' in 1925, it retained its name *Shooting Star*. However, in 1936 it was later named *Lloyds* after the insurance giant and given the number 'A1', the highest insurance rating for ships on the Lloyds register. But the number 'A1' did not suit the GWR system, so it became '100 A1' with the addition of a second plate. It was usually referred to simply as 'No. 100'.

No. 4009 *Shooting Star* is transformed in Swindon's A Shop in 1936, its frames still bear 4009, but the cabside carries the new 'A1' plate. STEAM RAILWAY COLLECTION



Crazy 'Castle' story No. 2

In the mid-1930s, as the LMS and LNER were competing for Anglo-Scottish traffic by pushing the steam speed record with streamlined locomotives, C.B. Collett found himself under pressure to improve the Great Western's reputation for fast locomotives and services. In the 'Cheltenham Flyer' the GWR already had the fastest *train* but management wanted something that looked the part.

Such was Collett's contempt for the idea that, it is said, he took a small model,

smear it with modelling clay and told the works to copy it. The result was an array of tapered accessories added to 'Castle' No. 5005 and 'King' No. 6014 *King Henry VII*. With the exception of the pointed cab fronts, none of the other 'embellishments' lasted long in service.

Above: No. 5005 *Manorbier Castle* stands at Cardiff with an express, wearing the 'bullet' nose, shrouded cylinders and other 'streamlining' which did little for the aerodynamics of the locomotive. NOEL INGRAM

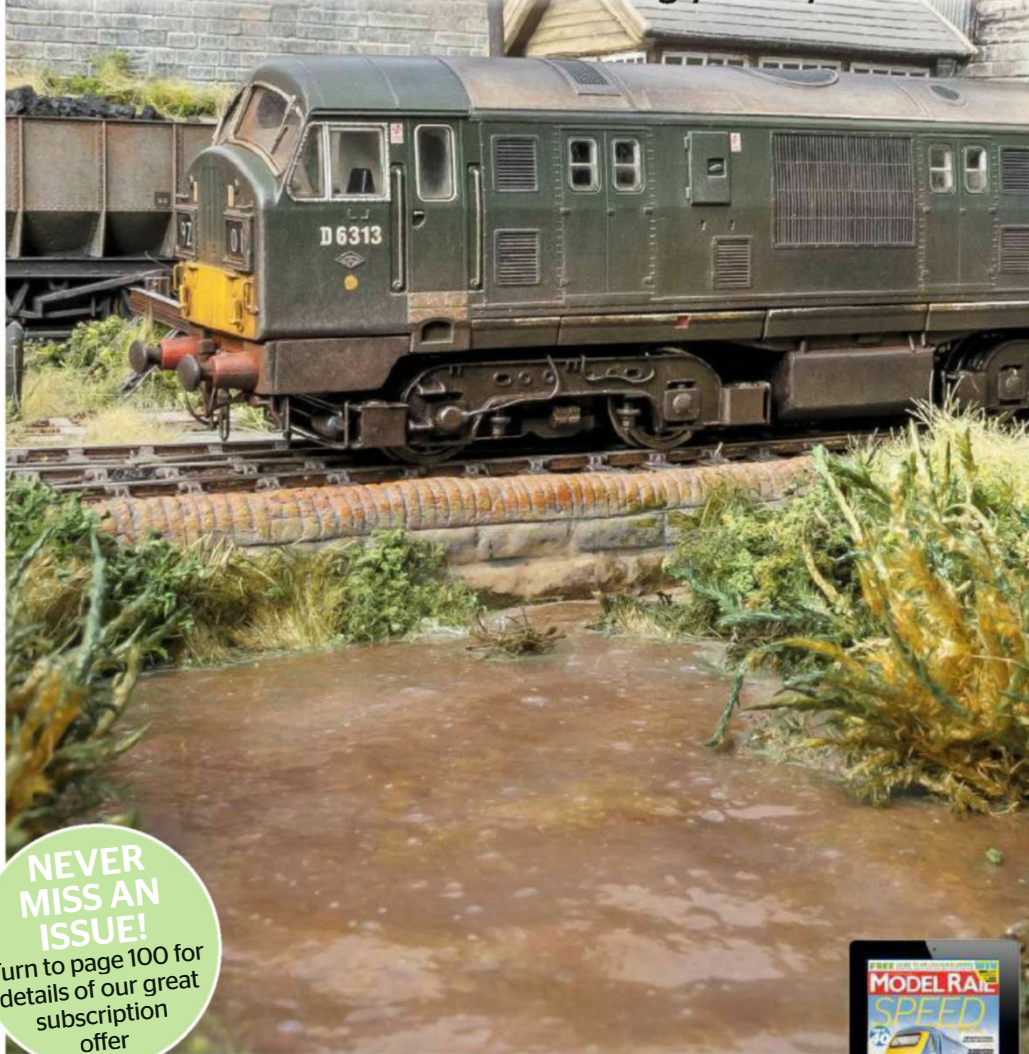
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[THE LIVERIES OF] BRITISH RAILWAYS



VOLUME 1, PART 1: 1948-1964

The nationalisation of Britain's railways came as no surprise; the Great Western, Southern, London Midland & Scottish and London & North Eastern had been under government control since the start of the Second World War. Nationalisation was a long-standing policy of the incoming post-war Labour government. But uniting the 'Big Four' was a tall order and, perhaps inevitably, it took time to create a single entity.

In a visual sense at least, that arguably didn't happen until the launch of the 'Corporate Image' of the mid-1960s, but in the meantime, the British Transport Commission strove to formulate a new identity for the tens of thousands of locomotives and coaches, both inherited and planned.

This couldn't have been easy, as the creation of locomotive colour schemes must take into account

the individual quirks of each design. And so it proved, with some weird and wonderful experiments in the first months of the British Railways era. This supplement is the first of two parts. In Volume 1, Part 1 we focus on the period between the birth of BR to just before the launch of the 'Rail Blue' era.

Although space precludes a comprehensive study of all the ins and outs of each livery, we've striven to summarise the most important developments in the story of BR's visual story. Furthermore, as well as a feast of inspirational colour images, we've also

collated an essential guide to the best paints and transfers to help you re-create the liveries of the early BR period. Enjoy!



George Dent, Deputy Editor



THE EARLY DAYS

When the 'Big Four' were nationalised on January 1 1948, the creation of a new livery for locomotives and rolling stock didn't happen overnight. While the new official scheme was being finalised, BR's workshops continued to build and repair locomotives. Rather than wait for livery specifications, staff simply used stocks of existing paint. Locomotive numbers stayed the same for now, with a simple regional prefix applied in many cases (M for London Midland Region, E for Eastern and so on).

With no official logo or heraldic device yet designed, lettering was either omitted, or the words BRITISH RAILWAYS were applied in Gill Sans typeface (LMS and LNER works), modified Clarendon Bold (GWR) and Bulleid 'sunshine' lettering (SR).

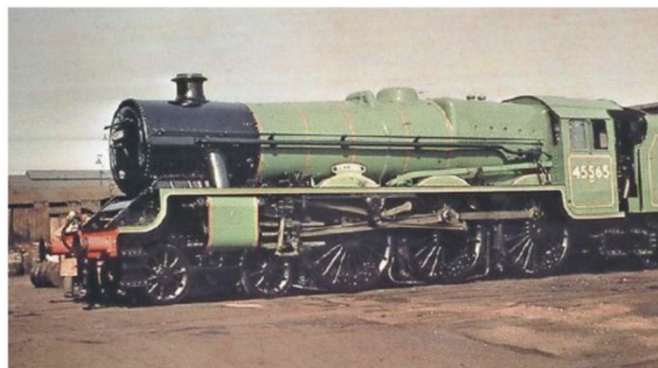
After some experiments with various lurid greens, a unified policy was settled upon. The BR board decreed that the most

powerful express passenger locomotives were to be painted a deep ultramarine blue, initially with red and grey lining, while coaches would be rendered in pale cream and crimson. Was it a coincidence that the three main colours of British Railways would resemble the Union Flag's red, white and blue?

Lesser passenger classes were to be Brunswick Green, with orange and black lining. Mixed traffic and freight types would receive lined or unlined black, respectively.

The blue was modified in 1949 to a slightly darker version, more akin to the stylish shade previously favoured by the Caledonian Railway, with an improved black and white lining. As it turned out, the 30 GWR 'Kings' proved to be the only complete class to receive the blue livery. The pigment in the paint proved particularly prone to fading and even regularly cleaned locomotives soon looked 'patchy'. As a result, blue was abandoned.

The Western Region took this approach to post-nationalisation painting and numbering of smaller designs. 'Small Prairie' No. 5569 looks a bit bare in plain green, without emblems or lettering, with a small painted 'W' below the cabside numberplate. A.C. STERNDAL/COLOUR-RAIL



'A3' No. 60075 *St Frusquin* is lined in red and grey with red on boiler bands and cylinders. The locomotive running plate valance is lined red and grey, splashers are lined in red and the nameplate is black. It's interesting to compare this livery with that of Nos. 35024 and 35017. J. ROBERTSON/COLOUR-RAIL

Before the cycling lion emblem was introduced, BR ownership was declared by simply writing out 'British Railways' on the tank or tender sides. There were many type-face variations as pre-Nationalisation styles were often used, but Gills Sans, as illustrated by 'Black Five' No. 45006 at York in 1948, was probably the most common. COLOUR-RAIL

Despite its reluctance to surrender the GWR identity, Swindon seemed keen to apply BR to all 30 'King' 4-6-0s, typified by No. 6026 *King John* at Swindon in May 1948. Blue was applied to ex-SR 'MNs', ex-LNER 'A3s' and 'A4s', ex-LMS 'Princesses' and 'Duchesses', but the 'Kings' were the only class where all members were painted. A.C. STERNDAL/COLOUR-RAIL





BR didn't just have to arrange a new colour scheme: it also had to devise a numbering scheme to remove the possibility of duplicated numbers. The initial solution was to give each locomotive a region prefix: Peppercorn 'A2' No. E531 *Bahram* is in typically early BR condition at York in 1949, as it also wears LNER livery but with British Railways lettering. ERNEST SANDERSON/COLOUR-RAIL



We must be thankful that this truly awful combination wasn't chosen! This sickly shade of apple green, applied to 'Jubilee' No. 45565 *Victoria* at Derby Works in 1948, even extends to the cab roof and has made the orange lining look pink. Apple green was also applied to 'Battle of Britain' No. 34064 *Fighter Command*, while ex-GWR 'Castles' received a pale green lined with grey and red. J.M. JARVIS/COLOUR-RAIL



Before: 'Merchant Navy' No. 35024 *East Asiatic Company* in experimental blue with three red bands. This only lasted a few days, although the locomotive has the first BR emblem on its tender. S.C. TOWNROE/COLOUR-RAIL



After: 'MN' No. 35017 *Belgian Marine* shows off the final, darker version of BR express blue with white and black lining at Nine Elms in July 1949. FRIENDS OF NRM/COLOUR-RAIL



GOING GREEN

BR soon decided to paint all passenger locomotive classes in a lined Brunswick Green livery. Similar to the GWR's erstwhile scheme, the orange and black lining was simplified in some areas, most notably with the omission of lining on the rear of tenders and cylinders.

Following experiments with a 'double sausage' totem-style logo, the famous BR 'lion standing astride a spoked wheel' emblem appeared in 1949 (while blue was still in use). Left and right-facing versions were produced, with the intention that the lion would face forwards on both sides of a locomotive.

The shade of BR Standard Locomotive Green was tweaked slightly in 1954, with the later version being the most widely used. Indeed, it was eventually applied to diesel and electric locomotives as well as steam. Coaching stock remained crimson/



NELL SUTHERLAND/ALAMY

cream (plain crimson for non-gangwayed stock).

A new BR emblem appeared in 1956, with the lion within a crown, holding a wheel aloft. BR tried to register this new device with the College of Arms. But, as a left and right-facing version had been designed, the college deemed it to be two separate coats of arms, so BR was thus obliged to settle for the left-facing lion.

The result was that the lion faced the wrong way on one side of the locomotive. Some right-facing logos were applied and remained in place for years afterwards, and some decal sheets often include both versions.

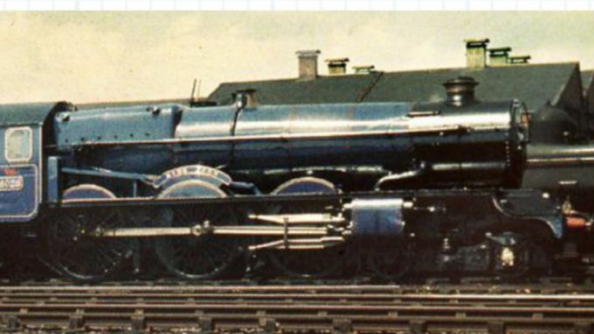
Towards the end of steam, overhauled or repaired locomotives simply received an un-lined finish. Plain green panels, whole tenders, or entire locomotives were turned out for their last few years in service.



LOWEFOTO/ALAMY



'Britannia' No. 70021 *Morning Star* shows the striking difference between the painted black of the smoke deflectors and lower firebox sides and the blackened metallic colour of the wheels and chassis parts - not usually depicted so well on models. The green running plate valance is lined orange, as are the black cylinders. Roller bearing axlesboxes are yellow with horizontal red stripe. GEOFF RIXON



Gresley 'A4' No. 60017 *Silver Fox* in standard lined green. Due to the streamlined shape, the livery has plain black footplate edges and unlined cylinders. Polished buffers suggest recent Royal Train duty, while the cast foxes were an embellishment unique to this locomotive. NOEL INGRAM





What's a '9F' doing among the 'Top Link' power painted in BR green? This is '9F' No. 92220 *Evening Star*, the last steam locomotive built for British Railways, which was finished in lined green with brass embellishments to commemorate its place in history. It was named at a ceremony in March 1960 and still looked smart when snapped at Bath Green Park shed on September 5 1962. COLOUR-RAIL

Stanier 'Duchess' No. 46242 *City of Glasgow* has been defaced by one of Camden shed's staff who has chalked its '1B' allocation code on its cylinder. The standard painting scheme has been followed, although the tender lining shape is more complex than on many other classes. GEOFF RIXON



Fresh out of Swindon Works, 'Castle' No. 4077 *Chepstow Castle's* wheels have been painted black but the rods were left burnished - and soon gained a layer of surface rust. The handrails are 'body colour' - those on 'Kings' were burnished - the brightwork is polished and the post-1956 BR coat of arms is centred on the tender panel. BILL POTTER

DECAL SOURCES

♦ **Fox Transfers.** Probably the most comprehensive selection of lining, logos, numbers and smaller livery elements in waterslide format for any gauge, plus etched nameplates. **Contact:** 0116 319 4950.

Web: www.fox-transfers.co.uk

♦ **Historical Model Railway Society.** Various packs of lining, logos, numbers and smaller livery elements in methfix and pressfix formats for 'OO' gauge.

Contact: www.hmrs.org.uk

♦ **Modelmaster.** Large selection of lining, logos, numbers and smaller livery elements in waterslide format for 'OO' gauge, plus etched nameplates.

Contact: 01292 289770.

Web: www.modelmasterdecals.com

♦ **Precision Labels.** Lining, logos, numbers and smaller livery elements in waterslide format. Plus locomotive headboards and nameplate transfers for any gauge. Custom service available.

Contact: 07800 744170. **Web:** www.precisionlabels.com

♦ **Railtec Models.** Lining, logos, numbers and smaller livery elements in waterslide format for any gauge. Custom service available.

Contact: www.railtec-models.com

♦ **Replica Railways.** Lining, logos, numbers and smaller livery elements in waterslide format for 'OO' and 'N' gauges. **Contact:** 01793 642594.

Web: www.replicarailways.co.uk

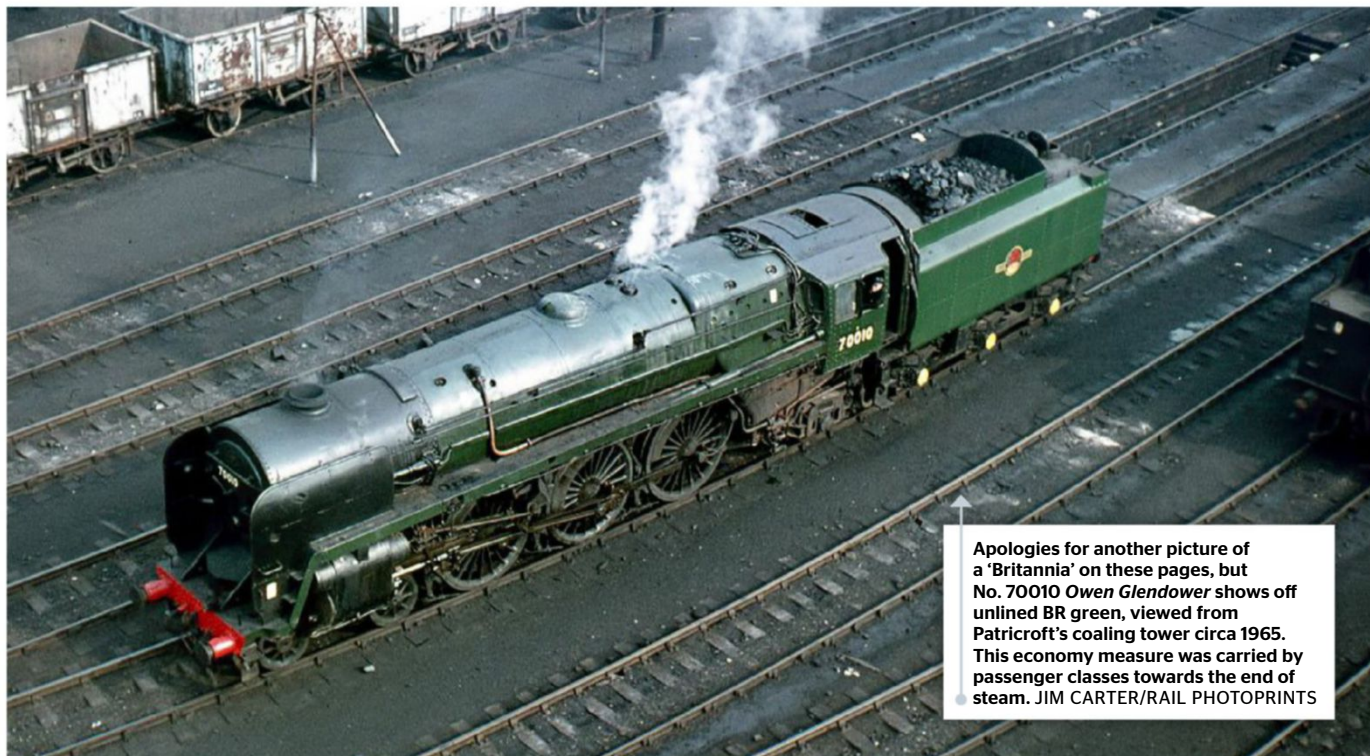


BR green suited the Swindon-esque shape of William Stanier's LMS 4-6-0s, as 'Jubilee' No. 45647 *Sturdee* proves at Corkerhill shed, prior to working the 4pm to Leeds in April 1967. Yellow cabside stripes indicated that locomotives were banned from working south of Crewe on the electrified West Coast main Line. G.J.C. REID



RED, BLACK OR BLUE?

Initially, BR decreed that nameplates mounted on green locomotives were to have black backgrounds. However, there was much resistance to this practice by all but the WR, where black 'plates' were the norm. By the mid-1950s, many nameplates began receiving red backgrounds, while pale blue was employed on most of the SR's 'Battle of Britains'. ADRIAN MUTTITT/ALAMY



Apologies for another picture of a 'Britannia' on these pages, but No. 70010 *Owen Glendower* shows off unlined BR green, viewed from Patricroft's coaling tower circa 1965. This economy measure was carried by passenger classes towards the end of steam. JIM CARTER/RAIL PHOTOPRINTS

1956 FREEDOM

Changes in BR's management structure allowed for greater regional freedom for liveries from 1956.



The London Midland Region harked back to LMS days by turning out a number of Stanier 'Pacifics' in red. Originally, these were lined orange/black/orange as per BR green, illustrated by No. 46208 *Princess Helen Victoria* at Camden in February 1959. TREVOR OWEN/COLOUR-RAIL



The Western Region, however, adopted lined green for any locomotive classes which might be used on passenger trains (and painted coaches in GWR-esque chocolate and cream). This encompassed all manner of ex-GWR designs plus BR Standards and Ivatt '2MTs'. No. 46517 shows off its WR look at Bescot in April 1963, with black classmate No. 46506 behind. COLOUR-RAIL

Western Region lined green was even applied to the smallest locomotives, including '14XX' 0-4-2Ts and the Vale of Rheidol's trio of narrow gauge 2-6-2Ts. The vertical surfaces are green with a panel of lining on the tank, bunker and cabsides. As the tanks stand higher than the boiler, the boiler top, dome and inward-facing surfaces of the tank are black. The white smokebox door handles and hinges were an Aberystwyth speciality. GEOFF RIXON

The Southern Region retained standard locomotive colour schemes from 1956 but reverted to light malachite-like green for coaches. This October 1965 shot of unrebuilt 'Battle of Britain' No. 34057 *Biggin Hill* shows the contrast in the shades. The tender lining is rectangular, whereas on 'air smoothed' locomotives, with the pre-1956 emblem, the horizontal lines continued across the tender sides. GEOFF RIXON



It wasn't long, however, before the better looking LMS black and yellow lining style took over. It was the launch of the Euston-Glasgow 'Caledonian' that prompted the return to red. No. 46245 *City of London* was the first to be treated and it still looks smart when photographed at Rugby in 1962. JOHN EDGINGTON



BLACK MAGIC

Perhaps it was to placate LMS interests, in light of the choice of a GWR-based scheme for passenger classes, that the lined black scheme for mixed traffic locomotives was strikingly similar to that favoured by the London & North Western Railway up to 1922.

Initially a complex lining style of red, cream and grey was devised, but this was eventually simplified to red and grey, while named mixed traffic locomotives would have red-backed nameplates to contrast with the main colour.

To the chagrin of many enthusiasts, a number of ex-GWR mixed traffic classes received lined black, with red-backed name and number plates. With the increased regional autonomy of the mid-1950s, the GWR 'Hall', 'County', 'Manors' and 'Grange' 4-6-0s finally reverted to lined green.

All of BR Standard mixed traffic classes, from the '5MT' 4-6-0s downwards, carried this livery when new, as did an enormous variety of former 'Big Four' and pre-Grouping locomotive types. Aside from the grumbles of GW aficionados, the lined black scheme tended to suit most of the locomotives - big and small - that were to carry it, and the livery survived until the end of steam in 1968.



William Stanier's 842 'Black Fives' were the archetypal mixed traffic locomotive and were surprisingly uniform in the lined black livery, though they received unlined black towards the end. No. 44795 is fresh from overhaul at St Rollox works on May 28 1959 and shows off its red boiler and cylinder lining (fireboxes were unlined on all BR schemes) and red/grey lining on cab and tender sides and running plate valance. Only the cabside numbers are non-standard, being the larger Gill Sans typeface peculiar to this ex-Caledonian Railway works. R.C. RILEY



Richard Maunsell's 'Moguls' were not generally well cared for, so you needed an ex-works example like 'U' No. 31791 at Eastleigh in March 1963 to get a good view of the livery. The running plate valance is lined red and grey and the splashers are lined in red only, but the beading has been polished. On the cabside are the '4P 3F' power classifications, while the yellow triangle indicates that the locomotive is fitted with water treatment equipment. GEOFF RIXON



Tank locomotives that received mixed traffic livery had lined bunker panels, with the number inside the panel. However, the Ivatt '2MT' 2-6-2T required a change as the bunker was too short; the bunker was unlined and the number and power classification code moved to inside the lined tank panel, under the cabside windows. The lion is also the correct left-facing type and looks towards the bunker. GEOFF RIXON



Lined black suited many locomotives, from pre-grouping designs to the most modern Standards. Ex-Great Eastern Railway 'D16/3' No. 62613 shows off its handsome lines at March shed on May 28 1960 and looks pretty clean, considering it was withdrawn that October. Note - the logo is facing the wrong way! R.C. RILEY



The low winter evening light catches BR Standard '3MT' 2-6-2T No. 82016 at Eastleigh on January 24 1959. The '3MT' was a bit longer than the '2MT' and there was enough space to line the bunker and include the number.
R. BROUGHTON/COLOUR-RAIL



Lined mixed traffic black could look quite colourful when applied to a small locomotive such as a Stroudley 'A1X'. No. 32677 is fresh from the works with early emblem, fully lined splashers, red boiler bands and lined running plate valance. The chimney cap is polished copper. TREVOR OWEN/COLOUR-RAIL



PAINT SUPPLIES

♦ **Lifecolor.** From The Airbrush Company. Tel: 01903 767800. Web: www.airbrushes.com

♦ **RailMatch.** From Howes Models. Tel: 01865 848000. Web: www.howesmodels.co.uk

♦ **Phoenix Precision Paints.** Tel: 01268 730549. Web: www.phoenix-paints.co.uk

♦ **Humbrol.** From Humbrol stockists or www.humbrol.com

Ex-GWR panniers were not the only tank locomotives to receive lined black to suit special duties. Caledonian Railway 'Pug' No. 56025 was St Rollox's works pilot and was treated to lined upper cabside panels, cab spectacle plate and leading edge of the saddletank, which was a step beyond usual practice. R.C. RILEY



The smallest locomotive to wear mixed traffic black was Beyer Peacock 0-4-0VBT Wren. The post-1956 emblem almost covers the 18in gauge locomotive, which was built to work Horwich Works' internal railway network. D. FIELDING/COLOUR-RAIL

When combined with the 'cycling lion' emblem, clean BR mixed traffic black looked pretty impressive. New BR Standard '5MT' 4-6-0 No. 73000 shows off its handsome lines at Neasden in 1951. C.C.B. HERBERT/COLOUR-RAIL



Sir Nigel Gresley's superlative 'V2s' were later repainted into lined green, one of very few Eastern Region design to undergo such a transformation. Pioneer No. 60800 Green Arrow looks quite smart in black at Doncaster in 1954. J. DAVENPORT/COLOUR-RAIL



The Western took any opportunity to embellish BR livery and applied mixed traffic lining to pannier tanks used on empty stock moves from Old Oak Common into and out of Paddington station. No. 1507's lining is barely visible under a thick layer of grime at Old Oak Common shed on August 27 1961. TREVOR OWEN/COLOUR-RAIL



The Western Region was forced to paint its mixed traffic locomotives black, so it was no surprise that most were repainted green as soon as the rules were relaxed! Some black locomotives received red name and numberplates, but that of 'Hall' No. 4971 Stanway Hall remained black. The 4-6-0 backs off Newton Abbot shed in 1951. E. OLDHAM