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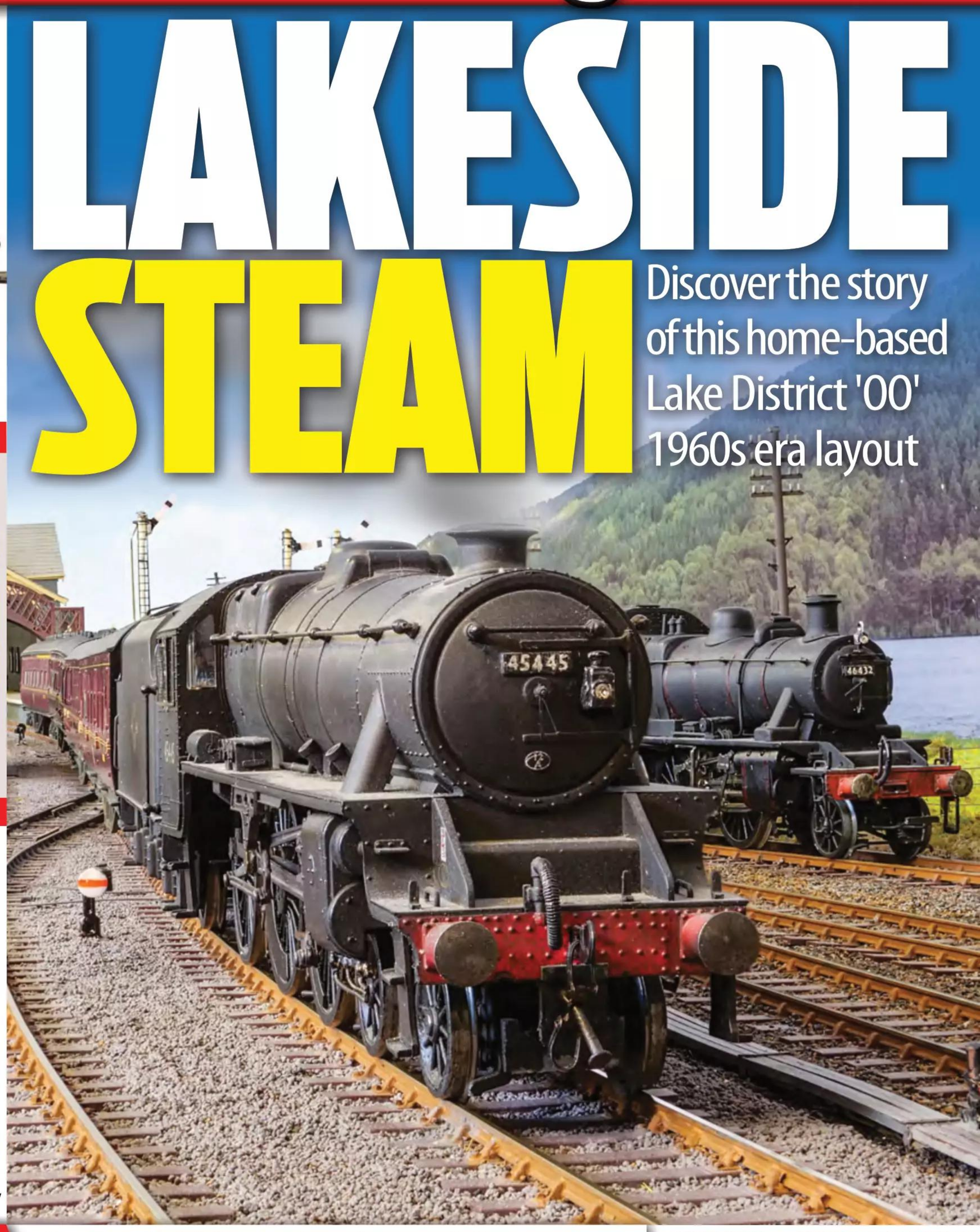
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- Graham Farish '8F' for 'N'
- Hattons' new baseboards
- Hornby's latest releases

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OAK ROAD



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R7201
Hobby Mixed Trees



R7196
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R7171
Flower Meadow



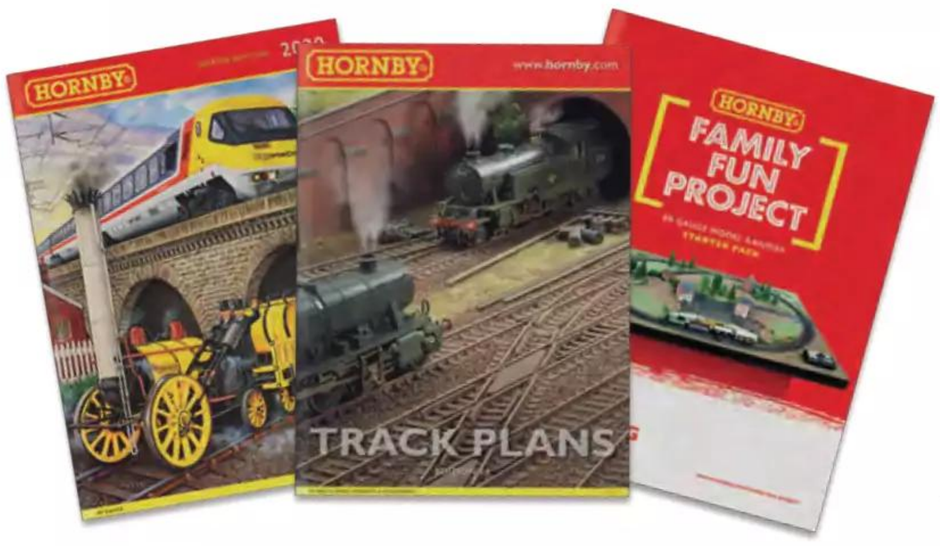
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December 2020

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ISSUE 162

ISSN 1753-2469





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WE SHOW YOU HOW!

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visit www.hornbymagazine.com

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8 **UPDATE**
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The latest releases from Bachmann, Hattons, Hornby, Murphy Models, Oxford Diecast, Scale Model Scenery, Woodland Scenics and more.



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THE EDITOR'S PAGE

Welcome



HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. We are bringing you another feature-packed edition this month containing inspirational layouts, modelling guides, the latest news, model reviews and of course our annual 2021 calendar which features some of the best models railways from the past 12 months of *Hornby Magazine*.

Moreover, there is still time to vote in the 2020 *Hornby Magazine* Model Railway Awards. We've already received a record number of votes through *www.keymodelworld.com*, but if you haven't dropped in to place your votes yet there is still time. The vote closes on November 16 2020 and we'll be announcing the winners in HM163 as well as in an online presentation.

Back to matters at hand, and this issue is a busy one. We have three stunning layouts modelling three very different scenes in 'OO' gauge including the ever popular Oak Road by Mike Buick (which featured in our Great Electric Train Show Virtual Event in October), Mike Powell's Coniston Lake - a layout that never leaves home - plus Colin Lockyer's fascinating take on modelling a goods yard. All three have great character and we've enjoyed working on the photography and words to deliver you great features to read.

No month would be complete without new arrivals and announcements, and we have plenty to share this issue across the news and reviews sections. Highlights include our first review of Bachmann's new Johnson '1P' 0-4-4T for 'OO', the equally delightful Stanier '8F' for 'N' gauge from Graham Farish and a wonderful array of new products from Hatton's, Murphy Models, Oxford Diecast, ModelU 3D, Hornby and Woodland Scenics.

In the news we have a round-up of all the latest announcements including a trio of new additions for 'O' gauge from Heljan, Accurascale's latest 'OO' gauge wagon project plus more on Hornby's rebuilt 'W1' 4-6-4 for 'OO'.

We hope you enjoy the issue and all that it has to offer.

Happy modelling!



Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE DECEMBER 2020

WIN!

WIN A BACHMANN '1P' 0-4-4T FOR 'OO'
Brand-new from Bachmann and forming our competition prize this month is the fabulous Johnson '1P' 0-4-4T for 'OO'.

FIRST REVIEWS

70 BACHMANN '1P' FOR 'OO'
Detail abounds on this tank engine

78 GRAHAM FARISH '8F' FOR 'N'
All-new Stanier motive power

80 MODULAR BASEBOARD KITS
Hattons' new MDF kits in focus

DIGITAL CONTROL

94 Locoman Sounds has developed a brand-new sound file for the BR 'Britannia' 4-6-2s. We install it in the Hornby model with extra lighting functions and put it to the test.



HORNBY'S BEST LOCOMOTIVE

42 The votes have been collected and counted and we can now reveal which locomotive you chose as Hornby's best of all time on pages 42-43. See which locomotive won and review the top ten.

FEATURE LAYOUTS

18 CONISTON LAKE
Mike Powell set out to create a Lake District scene in his loft and Coniston Lake is the brilliant result in 'OO'.

60 OAK ROAD
Mike Buick's 'OO' gauge exhibition layout makes its print debut this month offering a taste of the modern railway.

100 PARKSTONE GOODS
Colin Lockyer modelled a Southern Region goods yard with a difference in 'OO' gauge.

PLUS

- Hornby's 'OO' rebuilt 'W1' 4-6-4 samples
- Accurascale 'OO' gauge biomass hoppers
- Heljan announces three new locomotives
- Ellis Clark reveals new 'Black Five' CADs

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Hornby reveals...

REBUILT 'W1' samples 'PACIFIC' PARADE





A quartet of new Stanier 'Pacifics' have arrived with Hornby modelling the 'Princess Royal' and 'Princess Coronation' classes for 'OO' gauge. Priced at £189.99 each, all four are available now from Hornby stockists and model 'Princess Royal' 6212 *Duchess of Kent* in LMS lined crimson (Cat No. R3854), 'Princess Royal' 4-6-2 46211 *Queen Maud* in BR lined green with late crests (R3855), 'Princess Coronation' 46257 *City of Salford* in BR lined green with late crests (R3856) and streamlined 'Princess Coronation' 6220 *Coronation* in LMS lined Caledonian blue (R3857).

All versions are supplied DCC ready with an 8-pin decoder socket and space for a 28mm round speaker while 6212 and 46211 are also available DCC fitted with a factory fitted Hornby 8-pin decoder (R3854X and R3855X). The DCC fitted models cost £209.99.

Highlights of the models include turned metal wheels, sprung buffers, NEM coupling pockets, full cab interior detail, firebox flicker on the 'Princess Royals' and an accessory pack containing bufferbeam parts and brake rigging.

● **Visit *www.hornby.com* for more information.**





HORNBY has received decorated samples of the rebuilt LNER 'W1' 4-6-4 as a follow up to the original 'Hush Hush' version shown in HM161. The rebuilt version made its public debut at the Great Electric Train Show Virtual Exhibition on October 9-16 where it was showcased running on our test track alongside the original versions.

The rebuilt 'W1' is being offered as 10000 in LNER garter blue (Cat No. R3843) and as 60700 in BR lined green with early crests (R3844). The model represents the unique Gresley 4-6-4 after removal of its experimental high-pressure marine boiler between 1936 and 1937. The resulting locomotive had the same streamlined styling as the Gresley 'A4' 4-6-2s and a similar boiler, but with a larger firebox. It was also shortened at the front while a 'B17' front bogie was added together with an experimental Kylchap blastpipe and chimney. The cab of the 'W1' was longer than the 'A4'.

During the 1930s the rebuilt 'W1' worked on the East Coast Main Line from London King's Cross and during the Second World War its valances were removed. Following nationalisation the 4-6-4 passed into British Railways ownership and was renumbered 60700 and it was then seen on a wider range of duties including turns to Leeds, Cambridge and Newcastle amongst others.



Hornby's rebuilt 'W1' follows the pattern laid down by the original locomotives. The 4-6-4 has a locomotive mounted five-pole motor while the tender is home to an 8-pin decoder socket and space for a 28mm round speaker. It has been designed to negotiate second radius curves and the length of the model is 307mm.

Following inspection of the sample Hornby is modifying the front end of the rebuilt 'W1' to correct the shape at the bottom of the streamlined casing to accurately model its radius.

Prices are set at £199.99 for each locomotive and release is currently anticipated early in 2021.

● **Visit *www.keymodelworld.com* to watch our full video on Hornby's 'W1' 4-6-4s in the Online Exclusives section.**

Centenary arrivals

New in from Hornby's Centenary collection is the Rovex Train set featuring LMS 'Princess Royal' 4-6-2 46201 *Princess Elizabeth* in BR lined black and a pair of Stanier 57ft corridor carriages. The limited edition set is restricted to 1,000 pieces and recreates the original Rovex battery powered train set which was launched in 1950 through Marks & Spencer stores.

The set (Cat No. R1251M) contains Hornby's latest model of the Stanier 'Princess Royal' in matching BR black livery to replicate the original 1950s set as well as LMS Corridor First 7573 and Corridor Third 27424. Also included is a third radius oval of track, an analogue controller, transformer, re-railer and a certificate of authenticity.

Priced at £249.99 the Rovex train set is available now from Hornby and its stockists.

● **Visit *www.hornby.com* for more information.**



HELJAN REVEALS...

3 NEW 'O' GAUGE LOCOMOTIVES

A BRACE OF SCOTTISH Region Type 2s and the Southern Region Class 73 have been revealed as Heljan's new ready-to-run 'O' gauge locomotive projects for release across 2021 and 2022.

The Scottish Region Type 2s are led by a brand-new model of the BRCW Class 26 for the scale which is due for release in late 2021 priced at £599 per locomotive. The new tooling will cater for four decades of the class's history from the 1960s to the 1990s incorporating detail variations to enhance it over the original Heljan Class 26 for 7mm scale which was produced 10 years ago.

The new Class 26 will have three different bodyshells to model locomotives with and without tablet catcher recesses and locomotives which were refurbished without headcode discs. It will also be the first offering of the Class 26 with Inverness 'car headlights' as used in the Far North of Scotland in the 1970s and 1980s.

Underframe variants will cater for original boiler water tanks or late style air tank equipment with the distinctive cradle between the bogies while detail options will include plated over cabdoors, three-piece miniature snowploughs, boiler vent grilles and Inverness or NRN radio pods. Models will also be supplied with a set of open or folded headcode discs, etched metal horn cowl covers and a set of optional Class 26/0 tapered bogie steps.

Standard features on all Class 26s include sprung buffers, wire handrails, etched metal grilles, separately fitted windscreen wipers, sandpipes, bogie and bufferbeam details. The mechanism will be a twin-motor type with all-wheel drive and there will also be separately switchable cab tail and engine room lights. Heljan has also stated that this will be the first British outline 'O' gauge model to offer plug-and-play DCC and sound capability using ESU's LokSound 5 XL decoder.

Nine versions are planned (see table) covering BR green, BR blue and sector era schemes.

Also due for release in late 2021 is the first 'O' gauge ready-to-run model of the Class 27 which will follow the same specification as the new Class 26 mechanically and electrically.

The body will incorporate options for boiler and non-boiler locomotives, two different bogie footsteps, boiler roof grilles or plates, air tanks for dual-braked engines and more.

Eight versions are planned for release covering a range of liveries including 1960s era BR green through to their withdrawal in 1980s period BR blue. The price per model is £599.

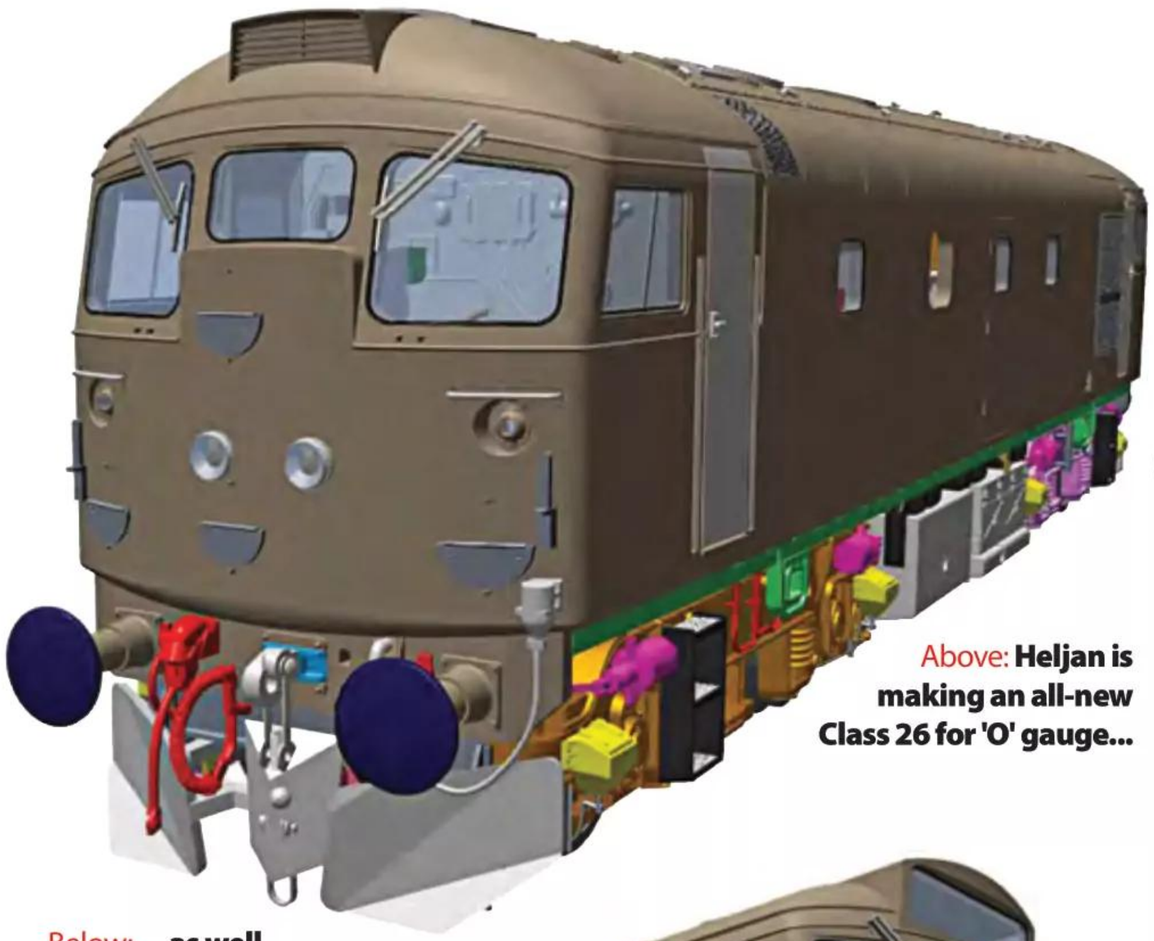
The final announcement is the Southern Region Class 73/1 Bo-Bo electro-diesel for 'O' gauge. It is expected to be released in 2022 priced at £625 per model. The Class 73 is Heljan's first electric locomotive and is set to follow the Class 26/27 in featuring a plug-and-play DCC interface as well as new lighting features and detail variations.

The model will replicate the 1965-1967 built production batch throughout their careers with options for high intensity headlights, NRN radio aerials, radio pods, arc shields and more. Standard items will include sprung buffers, metal handrails, etched grilles, buffing plates, multiple working cables and windscreen wipers. The chassis will follow Heljan's tried and tested 'O' gauge format of twin motors with flywheels together with switchable cab, headcode and engine room lights.

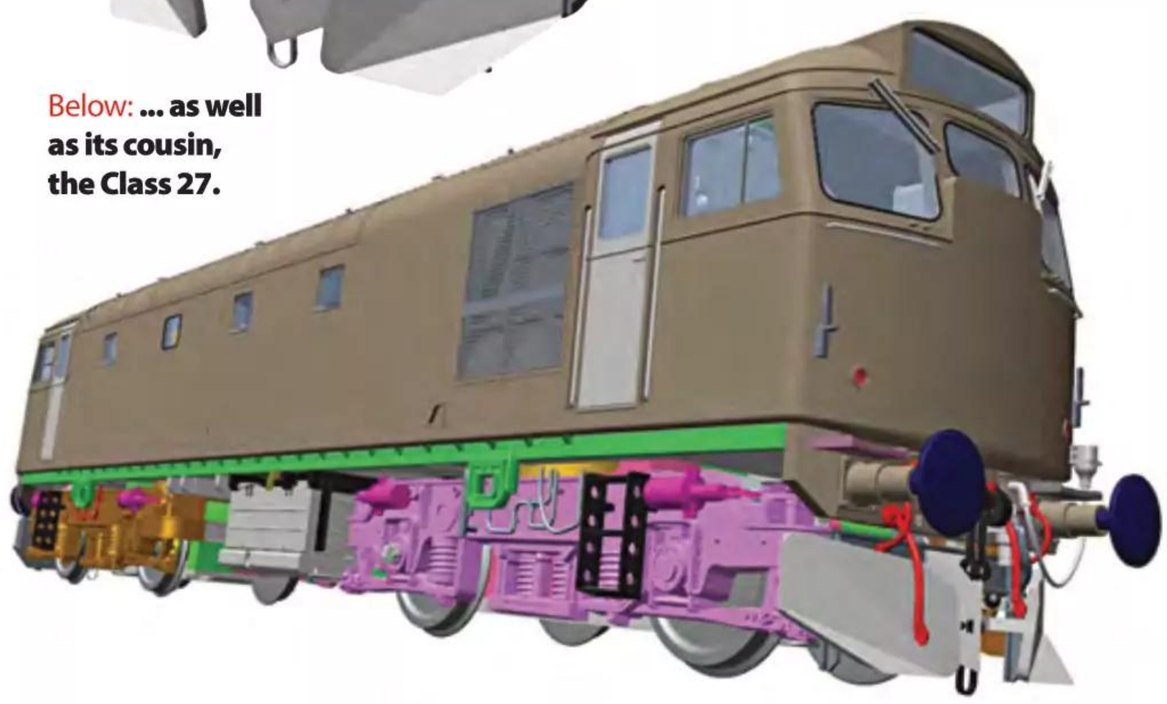
In total ten livery versions are planned for the first release covering BR blue, InterCity, 'Dutch', Network SouthEast and more (see table).

Below: **Heljan adding the Class 73 to its 'O' gauge collection. 73105 reverses into London Waterloo on May 21 1982.** Railphotoprints.uk.





Above: **Heljan is making an all-new Class 26 for 'O' gauge...**



Below: **... as well as its cousin, the Class 27.**

HELJAN 'O' GAUGE ANNOUNCEMENTS

CLASS 26 BO-BO DIESEL

DESCRIPTION	CAT NO.
BR green, unnumbered with tablet catcher recess	2675
BR green with small yellow panels, unnumbered with tablet catcher recess	2676
5338, in early BR blue	2677
BR blue, unnumbered with Inverness headlights	2678
26027, BR blue, weathered	2679
BR blue, unnumbered with dual brakes	2680
BR Railfreight red stripe, unnumbered with white cantrail stripe	2681
BR 'Dutch' grey and yellow, unnumbered	2682
26025, BR Railfreight red stripe with Eastfield logo and weathering	2683

CLASS 27 BO-BO DIESEL

DESCRIPTION	CAT NO.
BR green, unnumbered with small yellow panels	2770
5370, BR green with full yellow ends and weathered	2771
BR green, unnumbered with cream lining and full yellow ends	2772
BR blue, unnumbered, non-boiler fitted locomotive	2773
BR blue, unnumbered, boiler fitted locomotive	2774
D5382, BR two-tone green with small yellow panels	2775
D5389, early BR blue with small yellow panels	2776
27032, BR blue with Highland Rail stag emblems and weathering	2777

CLASS 73 BO-BO ELECTRO-DIESEL

DESCRIPTION	CAT NO.
E6008, BR blue with small yellow panels and grey solebar, weathered	7300
E6020, BR blue with small yellow panels	7301
73137, BR blue with full yellow ends	7302
73114, BR 'large logo' blue	7303
73102 *Airtour Suisse*, InterCity Executive	7304
73108, BR 'Dutch' grey and yellow	7305
73126 *Kent & East Sussex Railway*, revised Network SouthEast	7306
73128, EW&S maroon and gold	7308
73212, Network Rail yellow	7309
73107 *Tracy*, GB Railfreight blue and orange	7310

NEWS IN BRIEF



■ Kernow Model Rail Centre is releasing new versions of its award-winning '00' gauge D600 'Warship' A1A-A1A diesels. Winner of 'Best '00' Gauge Locomotive' in the 2019 *Hornby Magazine* Model Railway Awards, three new models are now available as D600 *Active* in BR green with original grilles and headcode discs (Cat No. K2606), D601 *Ark Royal* in weathered BR green with small yellow warning panels, later grilles and headcode boxes (K2607) and D604 *Cossack* in BR green with small yellow warning panels, later grilles and headcode discs (K2608). Prices are set at £179.99 for pristine models and £189.99 for the weathered example.

● ***www.kernowmodelrailcentre.com***



■ Metcalfe Models is set to launch a new Castle range of card kits for '00' and 'N' during November. This new range of building kits includes a gatehouse, castle hall and watch tower, while a heritage cottage kit based on a famed Wiltshire example, is also planned. '00' kits are set to launch during November, while 'N' gauge examples will follow soon after. Further details of the Castle range and heritage cottage kit, including dimensions and prices are due to be confirmed shortly.

● ***www.metcalfemodels.com***

■ KMS Railtech has proposed plans to develop a '00' gauge Class 73/9 diesel locomotive, in conjunction with Accurascale. Currently in the initial stages of the project, the retailer is inviting expressions of interest via its website with three liveries planned for the first batch - Caledonian Sleeper, GBRF and Network Rail. The proposed new models would feature a heavy die-cast chassis, separately applied etched metal and high-fidelity parts, high performance traction with a five-pole motor, twin flywheel and lighting. An ESU LokSound Digital Command Control (DCC) sound-fitted version is also proposed. Subject to sufficient demand, the project will go ahead. Prices are expected to be £179.99 for DCC ready versions and £269.99 for DCC sound.

● ***www.kmsrailtech.co.uk***

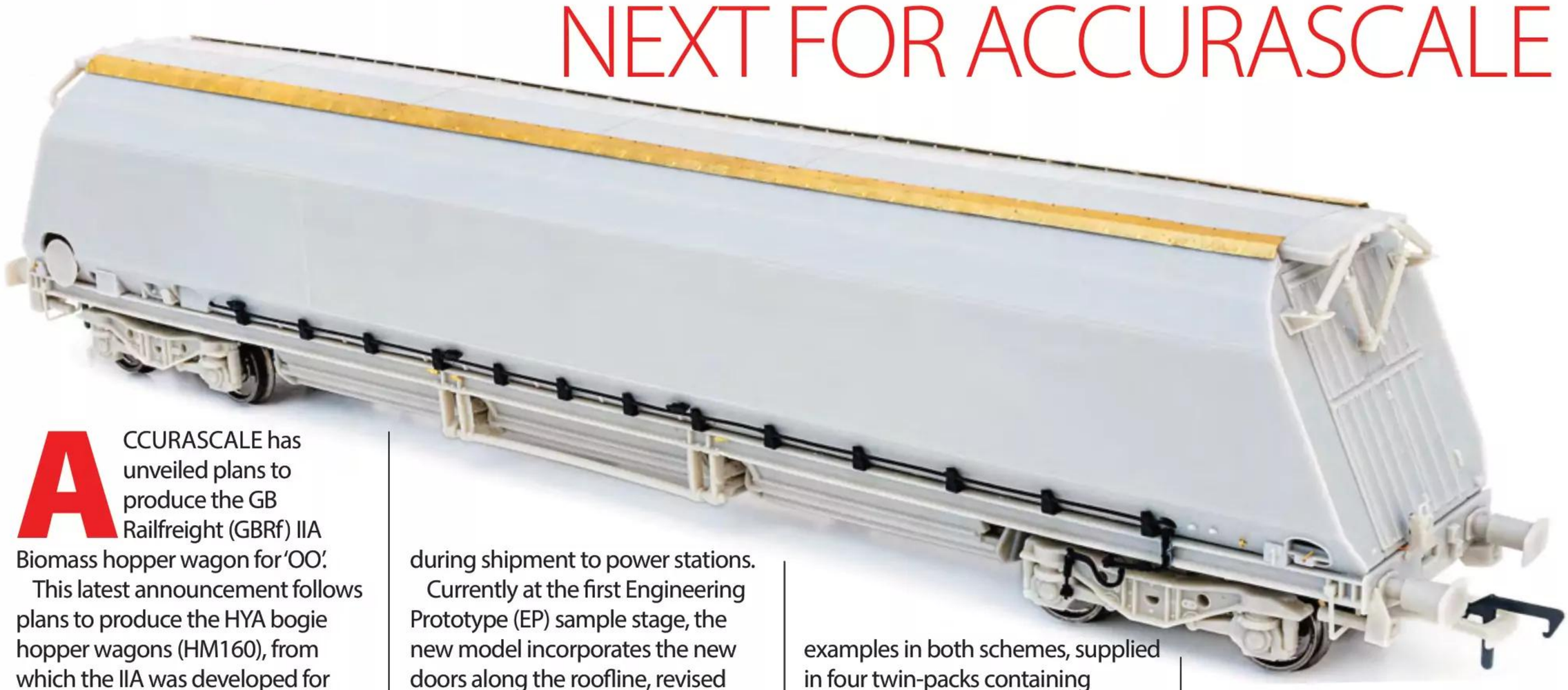
■ Warley Model Railway Club is planning a virtual model railway exhibition for the weekend of November 28 and 29, in place of the Warley National Model Railway Exhibition which was due to take place at the NEC in Birmingham that weekend. The club's virtual event will feature club and members' layouts, demonstrations, product announcements, competitions and more. Follow Warley Model Railway Club on social media during the weekend using #warleyvirtualevent or visit *www.warleyshow.co.uk* for more information.



■ Spalding Model Railway Club has commissioned two limited edition seven-plank open wagons to commemorate its 50th anniversary year. The wagons represent local traders and are finished in William Dods and Wilcox and Co. colour schemes – brown and red respectively - with examples available in limited numbers in 'N', '00' and '0'. Prices are set at £14 ('N'), £15 ('00') and £45 ('0'), plus postage and packing (£4.50) per order.

● ***Visit www.spaldingmodelrailwayclub.org.uk to order.***

'OO' IIA BIOMASS WAGON
NEXT FOR ACCURASCALE



ACCURASCALE has unveiled plans to produce the GB Railfreight (GBRf) IIA Biomass hopper wagon for 'OO'.

This latest announcement follows plans to produce the HYA bogie hopper wagons (HM160), from which the IIA was developed for GBRf. More than 100 wagons were built or converted by WH Davis between 2009 and 2013 for use with GBRf's biomass traffic. Amongst the changes were a pair of long pneumatically operated roof doors to keep the payload dry during shipment to power stations.

Currently at the first Engineering Prototype (EP) sample stage, the new model incorporates the new doors along the roofline, revised end plates, master controls, equipment boxes and more. These wagons have carried two variants of GBRf livery – one with First/GBRf and VTG branding and the other with just VTG and GBRf branding – and Accurascale will be offering examples in both schemes, supplied in four twin-packs containing eight individually numbered IIA wagons in total. One twin-pack will include a hopper with factory-fitted illuminated flashing tail lamp, supplied with a telescopic magnet wand to turn the light on and off.

Prices are set at £74.95 per twin-pack, while a bundle deal for all eight wagons is priced at £269.95. Delivery is currently anticipated during the second quarter of 2021.

● **Visit *www.accurascale.co.uk* for more details.**

Ellis Clark unveils **NEW** 'BLACK FIVE' DRAWINGS



Brand new CAD drawings have been revealed for Ellis Clark Trains' new 'O' gauge model of the Stanier 'Black Five' 4-6-0 which have been generated fresh from the ground up by the company's new in-house CAD designer.

The Stanier 'Black Five' was announced in 2019 (HM148) as a joint project with Darstaed Trains, though the 4-6-0 will now be produced by Ellis Clark Trains. Ellis Clark commented: "The 'Black Five' will now come solely under the Ellis Clark Trains brand, as opposed to Ellis Clark Trains/Darstaed. Nothing has changed between ourselves and Darstaed, we are continuing to work closely with them and will do so for years to come."

The new CAD drawings are near completion and subject to final amendments and checking in late October/early November. Adjustments required include the addition of sand pipes, cab doors, the fall plate and cab fixings. Upgrading of the 'Black Five' drawings mean the model is now expected to be released in the fourth quarter of 2021.

Prices remain set at £949 DCC ready and £1,199 DCC sound fitted with a smoke generator. The specification includes die-cast and plastic construction, ABC Helical gearbox, Maxon motor, compensated axles, removable working lamps, firebox glue, a choice of rivetted and welded tenders, LMS and BR liveries and more.

● **Visit *www.ellisclarktrains.co.uk* for full details.**

KR MODELS 'GT3' DECORATED SAMPLE

KR Models has received pre-production samples of its forthcoming 'OO' gauge model of English Electric gas turbine prototype 4-6-0 GT3.

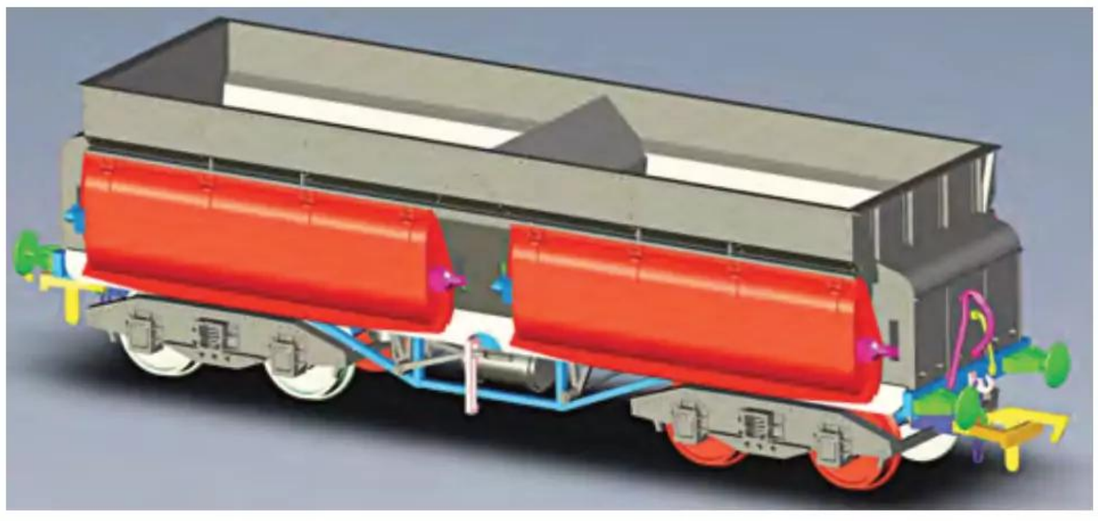
First announced in November 2018, this newly tooled ready-to-run model of the unique locomotive will feature a five-pole skew wound motor, locomotive drive and directional lighting.

Whilst the first batch of models sold out on pre-orders, expressions of interest are currently being sought for a second run of the model.

● **Visit *www.krmodels.co.uk* for more information.**



KR MODELS LAUNCH CONSETT ORE WAGON



KR Models has unveiled plans to produce the Consett Ore Wagon in 'OO' and 'N' gauge. Expressions of interest are open via its website and the project is expected to be released in the third quarter of 2021.

The 56ton ore wagons were originally built to convey iron ore from Tyne dock to Consett and will be available in a triple-pack and nine-pack with prices set at £67 and £199 respectively. Three triple packs are planned, all carrying different running numbers.

The project CAD work is complete, with tooling now underway.

● **Visit *www.krmodels.co.uk* for more information.**

LSWR Road Van First EP



Kernow Model Rail Centre has received the first Engineering Prototype (EP) sample of its 'OO' gauge London and South Western Railway (LSWR) 10ton Road Van for evaluation.

Almost 500 examples were built between 1884 and 1905. They became known as Road Vans due to the side doors that enabled parcels and other items to be loaded.

KMRC's newly tooled 'OO' gauge model will feature separately fitted handrails, brake gear with pull rodding, stepboards, lamp irons, flush glazing and more. Following a few minor amendments, the model is expected to progress to the livery stage of the production process. Detail differences between examples will also be reflected in the tooling suite.

Ten different models with mainland and Isle of Wight variants are planned, together with a small number of alterations to colour schemes and running numbers (see table for details).

Prices are set at £29.99 for pre-orders, rising to £34.99 on release. A delivery date has yet to be confirmed.

KERNOW MODEL RAIL CENTRE 'OO' LSWR ROAD VANS

NUMBER	DESCRIPTION	ERA	CAT NO.
56046	SR pre-1936 brown with red ends (Isle of Wight)	SR	SB003A
10131	LSWR brown with red ends (mainland)	LSWR	SB003B
DS54538	BR grey *RETURN TO THREE BRIDGES* lettering (mainland)	BR	SB003C
S56055	BR grey (Isle of Wight)	BR	SB003D
S56050	BR grey (Isle of Wight)	BR	SB003E
S54663	BR grey (mainland)	BR	SB003F
S54466	BR brown (mainland)	BR	SB003G
54611	SR pre-1936 brown with red ends (mainland)	SR	SB003H
54551	SR post-1936 brown with red ends (mainland)	SR	SB003J
56045	SR post-1936 brown with red ends (Isle of Wight)	SR	SB003K

All-new MGR hopper for 'OO'



Cavalex Models is producing a brand new 'OO' gauge model of the HAA merry-go-round hopper wagon for 'OO' gauge in a collaboration with Trains4U and KMS Railtech.

At the announcement of the project, Cavalex revealed that the new HAA is already at the tooling stage of development and that it will follow the standards set by its PGA and BBA/BLA wagons for 'OO'. Highlights include a detailed underframe, a zinc alloy chassis, 26mm axles to allow 'EM' and 'P4' gauge wheelsets to be dropped in, NEM coupling pockets and coupling blanks plus sprung buffers.

The HAA will be offered in triple packs in original Railfreight silver with red strapping, Railfreight Coal Sector silver with yellow strapping and EWS livery with maroon strapping. In addition, the hooded HFA version of the HAA will also be available in triple packs finished in Railfreight Coal Sector with yellow strapping and EWS livery with maroon strapping. Each triple pack will feature individually numbered wagons.

Finally, to complete the hopper wagon project, the CDA Cornish china clay variant with roller sheet cover and ventilators is also planned.

Priced at £89.95 per triple-pack of wagons, pre-orders are being accepted now through Trains4U and KMS Railtech. Delivery is anticipated during the third quarter of 2021.

● **Visit *www.trains4u.com* and *www.kmsrailtech.co.uk* for more information.**

KR Models 'Fell' first sample



KR Models has received the first engineering sample of its 'OO' gauge model of the unique 'Fell' 2-D-2 diesel-electric. It is available to pre-order and is expected to be released in the third quarter of 2021.

The ready-to-run 'Fell' diesel will be available in BR black with early crests and BR lined green with late crests - and with the choice between DCC ready and DCC sound fitted models. The specification calls for a 21-pin decoder socket, directional lighting, a heavy die-cast chassis with central motor and flywheels, separately fitted handrails, cast spoked wheels, etched grilles, sprung buffers and flush glazing.

Prices are set at £125 for DCC ready models and £207.50 for DCC sound fitted versions.

● **Visit *www.krmodels.co.uk* for more information.**

KEY MODEL WORLD

NOVEMBER HIGHLIGHTS

Join us online at KeyModelWorld.com during November to watch our latest videos. Subscribers will be able to watch exclusive footage of feature layout Coniston Lake as well as a sound installation video guide for Bachmann's new Midland '1P' 0-4-4T. Plus, all visitors to the site will be able to watch videos of the latest releases covering the Bachmann '1P', Graham Farish '8F', the latest Hornby releases, our Locoman Sound fitted 'Britannia' and a guide to building Hatton's new modular baseboards from the *Hornby Magazine* team. Plus our next *Hornby Magazine* Show feature video will be available to watch from 8pm on November 6 2020 on *youtube.com/hornbymag*. Don't miss it!

RAILS SHOWS '812'

LIVERY SAMPLES



RAILS OF SHEFFIELD has received decorated samples of its exclusive model of the Caledonian Railway '812' 0-6-0 from Bachmann ahead of the model's expected release in the second quarter of 2021.

The McIntosh '812' 0-6-0s were introduced between 1895 and 1914 with a total of 79 built by St Rollox Works and outside contractors Neilson Reid, Sharp Stewart and Dubs. The last was withdrawn in 1963 and one survives today - 828 at the Strathspey Railway in Scotland where it was due for withdrawal for overhaul in 2020.

Rails of Sheffield's model has been produced with the support of the Caledonian Railway 828 Trust and is being manufactured by Bachmann. The specification includes locomotive drive, tender mounted decoder socket, turned metal wheels, fully detailed cab interior and small tension locks in NEM coupling pockets.

Five versions are due for release modelling the '812' class through its career. They model 828 in as-built Caledonian Railway lined blue (Cat No. 35-280Z), 17566 in LMS black (35-281Z), 57565 in weathered BR black with early crests (35-282Z), 57566 in BR black with late crests (35-283Z) and 828 in as preserved Caledonian Railway lined blue with maroon underframes (35-284Z).

Available to pre-order now with a £30 deposit, the price per locomotive is £179.95 for LMS and BR black versions and £199.95 for Caledonian Railway blue examples.

● **Visit *www.railsofsheffield.com* for more information.**

HELJAN GWR RAILCARS ARE READY FOR PRODUCTION



The new 'OO' and 'O' gauge models of the GWR AEC railcars from Heljan have now been approved for production. On release they will be available in six liveries covering GWR chocolate and cream, BR carmine and cream and BR green. The same colour schemes will also be available on Heljan's new 'O' gauge ready-to-run model of the GWR railcars.

Highlights across the 'OO' and 'O' gauge models include comprehensive interior and exterior lighting functions, DCC ready with a 21-pin decoder socket, space for a speaker, detail differences between GWR and BR period railcars and more. Prices are set at £189 for 'OO' and £549 for 'O' gauge. Look out for more on these new releases in a forthcoming issue of *Hornby Magazine*.

Get the latest from Heljan in our video interview with Ben Jones at *www.keymodelworld.com*

KMRC Petersfield 'box



Kernow Model Rail Centre (KMRC) has commissioned Bachmann to produce an exclusive 4mm scale model of the ex-London and South Western Railway (LSWR) Type 3a signalbox at Petersfield in Hampshire (Cat No. 44-074X).

Built in the 1880s, the Grade II listed structure overlooks Station Road level crossing adjacent to Petersfield station on the London Waterloo to Portsmouth direct route. The signalbox uniquely combines former LSWR Type 2 and Type 3 designs and retains its original equipment including ten-lever frame, locking rack and block instruments, although its future appears in some doubt, following a resignalling scheme on the line.

KMRC's new 'OO' gauge Bachmann Scenecraft model will be decorated in Southern green and stone with brick finish and grey slate roof, plus white window frames and ornate valances.

Priced at £79.99 each, this exclusive LSWR Type 3a signal box is available now.

● **Visit *www.kernowmodelrailcentre.com* for more details.**

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'OO' GWR Steam Railmotor CADS APPROVED

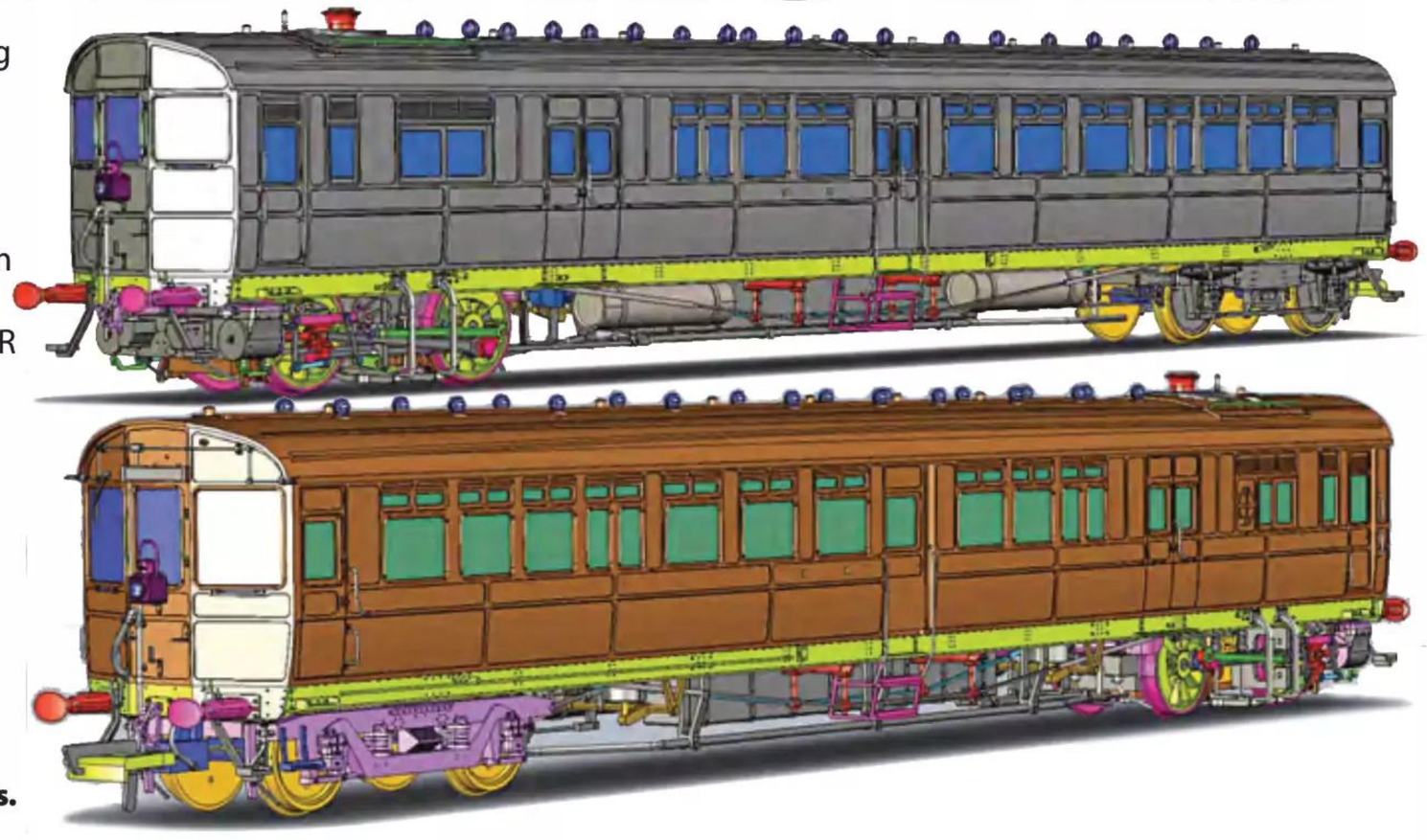
KERNOW MODEL RAIL CENTRE'S forthcoming 'OO' gauge Great Western Railway (GWR) Steam Railmotor has progressed to the tooling stage of the production process following final approval of the CAD drawings.

Five 'OO' gauge models are planned to cover Diagram O and Diagram R variants, as 93 in as-preserved GWR lined crimson lake (Cat No. K2301), 97 in simplified GWR chocolate and cream (K2302), 63 in GWR lined brown (K2303), 85 in GWR lined crimson lake (K2304) and 61 in GWR fully lined chocolate and cream (K2305).

Each will reflect respective detail differences between types and will feature a 21-pin Digital Command Control (DCC) decoder socket, working directional lamps and interior illumination.

Prices are set at £149.99 for pre-orders, rising to £159.99 upon release. A delivery date has yet to be confirmed.

● **Visit *www.kernowmodelrailcentre.com* for more details.**



WIN A Bachmann JOHNSON '1P' 0-4-4T for 'OO'

THIS MONTH WE ARE offering the chance to win one of Bachmann's new 'OO' gauge Johnson '1P' 0-4-4Ts. These characterful tank engines were built for the Midland Railway originally and most saw service with the LMS after 1923 and British Railways after 1948.

The model features a stunning level of detail and models 58072 in BR lined black with early crests and condensing apparatus. To enter the competition and be in with a chance of winning this Johnson 0-4-4T, all you have to do is answer the following simple question by December 15 2020. Even if you don't win, Bachmann's new '1Ps' are due in the shops across November and December in Midland Railway, LMS and BR liveries. See pages 70-73 to read our full review.

● **The winner of the Whiterose Modelworks Baseboards and Hornby products in HM159 is Sarah Wray from Belfast. The winner of the Hornby *Sir Nigel Gresley* Train Set in HM160 is David Coe from Chester. Congratulations!**

QUESTION

WHICH RAILWAY WERE THE JOHNSON '1PS' BUILT FOR?

a. Midland Railway
b. Southern Railway
c. North Eastern Railway

HOW TO ENTER

For your chance to win, simply visit *www.keymodelworld.com/hornby-magazine/competitions*, click the competition tab on the menu and fill in the online entry form. Online entries open at 9am on November 5 2020 and the closing date for entries is December 15 2020 at 5pm GMT. The winners will be notified no later than December 20 2020. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Bachmann, their family members or anyone else professionally connected to the company. No purchase necessary.



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Coniston Lake

Taking a beautiful location and giving it a railway, **MIKE POWELL** *set this Lake District scene in the 1960s, with steam firmly in charge.*

PHOTOGRAPHY, MIKE WILD

1 BR 'Clan' 4-6-2 72008 *Clan MacLeod* waits for the guard's whistle at Coniston Lake with clear signals for its departure. The scratchbuilt station and overall roof dominate the background while Coniston Water can be seen to the right.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	18ft x 8ft	MIDLAND	1960s	DCC, Gaugemaster Prodigy

CONISTON LAKE IS AN imaginary station located on the western shore of Coniston Water in the Lake District. The station building was the start of my project and is based on the iconic structure located above the town of Coniston. Unfortunately, the station was closed and demolished long before I visited, but many photographs exist and I resolved to create my own model.

The station building, a compressed version of the real thing, was made nearly 20 years ago. It was the main feature of a 4ft x 2ft baseboard, the only space then available in our family home. Following an attic conversion, Coniston Lake became the terminus station of an out and back layout, later developing into a through station so I could watch the trains run by. The latest layout started five years ago, following a move of house and yet another attic conversion.

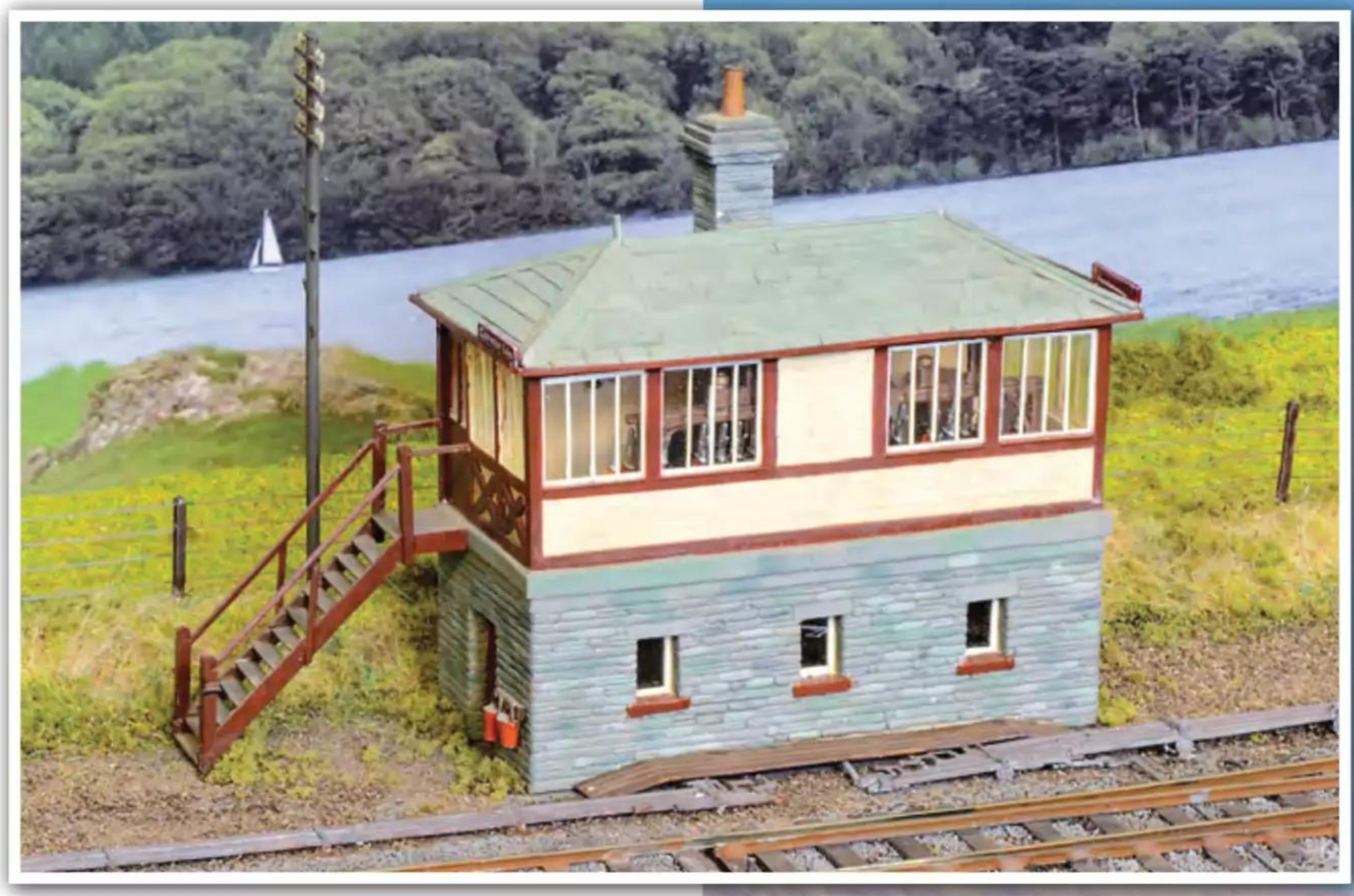
My objective has always been to reflect the railways of West Cumbria in the 1960s. Rather than model the prototype terminus, I decided to base my layout on Coniston station building, but in a different location. The station was relocated from high above the town to the southern end of Coniston Water, similar to Lakeside on Lake Windermere, hence the name: Coniston Lake.

Instead of being at the far end of a single-track branch line, I have a double track secondary main line calling at a major rural station, which is also the junction for a branch line to Coniston Town. I have to acknowledge that my imaginary main line would have faced steep gradients and prodigious amounts of tunnelling on its journey north – but that's not my problem!

THE ROUTE DESCRIBED

Entering Coniston from the north, we pass under a typical Furness Railway overbridge constructed in the typical grey stone of the Coniston area. The same coloured stone has been used to construct most buildings in the vicinity. Immediately to our left is Coniston North signalbox. Behind is a substantial retaining wall above which is the small town of Coniston Lake. On our right is the station approach for road vehicles.

Coniston Lake station has three platforms: Up and Down main with a platform loop for branch line trains to Coniston Town. The station building features a fine overall roof and a low range of station offices. An impressive portico »



shelters the main passenger entrance. The goods shed is an integral part of the station building, whilst the station roof structure also features a peculiar tower, the purpose of which is unclear.

Leaving Coniston Lake under clear signals, we head south with a broad panorama of Coniston Water on our left. The pier and jetty are unfortunately out of sight, and the gondola has not yet been recovered from the lake by the National Trust. We pass Coniston Lake signalbox, after which is the start of the branch to Coniston Town. This rises on a steep gradient to cross the main line further on. There are refuge sidings on the left, where we might see the Coniston branch line train in between duties, or a goods train waiting access to the main line.

On our right is a small goods yard, followed by the Motive Power Depot. This building is based on the depot at Moor Row in West Cumbria. Fortunately, the depot is equipped with a 70ft turntable installed when large locomotives were used for the Coniston portion of the 'Lakes Express'. Overlooking the depot is Railway Terrace, built for employees of the company. Between the depot and the main line, a goods loop holds slow freight trains heading north, looped so they don't impede faster passenger trains on the steep gradients ahead. Some freight trains stop in the station to receive a banker, usually a Fairburn '4MT' 2-6-4T as at Shap. This is all to the delight of the young spotter at the platform end.

Heading south, we pass sheep grazing the surrounding pastures before passing under the branch line to Coniston. This is carried over the main line by a steel bridge based on one at Rowrah in West Cumbria. Coniston disappears from view as we enter a lengthy cutting.

TRACK AND SIGNALLING

The aim was to create the illusion of a main line with long sweeping curves and an absence of clutter. The majority of track on the scenic section is SMP bullhead rail laid on cork. I was fortunate in being able to buy a number of second-hand, unused Marcway points that were supplemented »



2 Left: **Coniston Lake signalbox is fully detailed inside and features point rodding outside as well.**

3 Below: **In a busy scene Fairburn 2-6-4T 42119 and Stanier 2-6-4T 42581 take an excursion over the main line on the branch to Coniston Town as Stanier '8F' 48151 and 'Jubilee' 45606 *Falkland Islands* pass on the main lines below.**

by others purchased new. This included a single slip, correct for prototype operations, but this created significant operational constraints. I now I wish it had been a less prototypical double slip. Track on the main running lines has superelevation on curved sections to improve the appearance. All visible track was ballasted in the usual way, misted with a fine spray of water followed by applications of thinned PVA glue. I attempted to create more interest by using different ballast where appropriate - fine grey for the main lines and cinders for the sidings. All track was then painted and weathered to improve its appearance.

All points are electrically operated using a variety of point motors, mainly SEEP, through an old-fashioned stud contact system. I considered using a digital system but couldn't even understand the advertisements. In retrospect I wish I had invested in Tortoise type motors as they create less stress on the points and the movement is much more realistic. Dummy point rodding adds considerably to the appearance. I have used a mixture of proprietary makes, but much is home-made using 40 thou plastic rodding with suitable spacers. I did use more realistic rodding around the signalboxes.

All semaphore signals are operational using servo control units from GF Controls. They are all electrically interlocked with the corresponding points. I find the interlocking of points and signals very satisfying and genuinely useful in that I know the road is set if the signal can be cleared. Many thanks to Geoff Peters of GF controls who supplied the control modules and plenty of advice. Most of the signals are old Ratio kits recycled from previous layouts and have seen better days. I have recently built two MSE signal kits and I was so pleased with their quality and appearance that I intend to replace all the old signals over the next few years.

SCENERY

Most buildings on the layout are scratchbuilt and based on prototypes from the area. Coniston Lake station building is a scaled down model of the prototype, constructed entirely in embossed plastic sheeting. It took many hours to build. I started by collecting as many images of the station building, and for this the Cumbrian Railways Association was an invaluable resource. From these I drew up plans, trying to get the dimensions as accurate as possible. The main difficulty was finding photographs of the interior, but Major Hext came to the rescue when I made an informal call at his house in Coniston. He could not have been more helpful and provided a number of photographs. The building does really need more weathering – it would have been very dirty from all those steam locomotives passing through, but in my world, it has just been refurbished.

The roof of this station building is a prominent feature of the layout. It was



constructed with a base of 40 thou plastic sheeting. Slates were then glued on top using 10 thou plastic sheeting. This was cut in strips, initially 10mm wide. Small slits were cut with a very sharp craft knife to represent each slate. The strips were then overlaid to create the illusion of separate slates. The slate size was reduced as the roof progressed so that at the top slates are 2mm deep. This took a long time, but the results are well worth it.

Many other local buildings were scratchbuilt, including the Motive Power Depot (based on Cleator Moor), the main signalbox and several town buildings. To speed up the process I also used a few Metcalfe kits. Its card models were used as templates, the card being laminated with embossed plastic sheeting. All roofs were detailed in a similar manner to the station.

Scenery is built up using art mountboard. My wife is an artist and I frame her paintings. Framing always leaves copious amounts of mountboard offcuts, and these have been used extensively to create the landscape. The structure is then usually covered in Modroc, painted a variety of suitable subdued countryside colours and then covered in scenic materials. Many of the embankments and cuttings were covered in hanging basket lining, then subsequently in a variety of scatter materials, including static grass.

Backscenes are all created from photographs I took. The backscene of Coniston Water was created from about 10 images taken standing on the lakeside. These were stitched together on my »



4 Shed staff attend to the piles of ash next to the Fairburn and Stanier 2-6-4Ts at the depot. Both will later be turned out for the 'Lakes Express' from Coniston Lake to Coniston Town via the steeply graded branch.



5 Left: **Covered by the overall roof, an '8F' clanks through the station as 'Black Five' 44709 approaches with a mixed freight.**

6 Right: **Railway Terrace provides accommodation for some of the shed staff and locomotive crews.**

7 Below: **With a rake of loaded 21ton coal hoppers behind, Stanier '8F' 2-8-0 48151 eases into the loop at Coniston Lake to wait for a passenger working to pass.**



computer to create a panorama and printed as a banner on a friend's commercial printer. I was really pleased with the illusion created by the blending of the foreground scenery with the backscene.

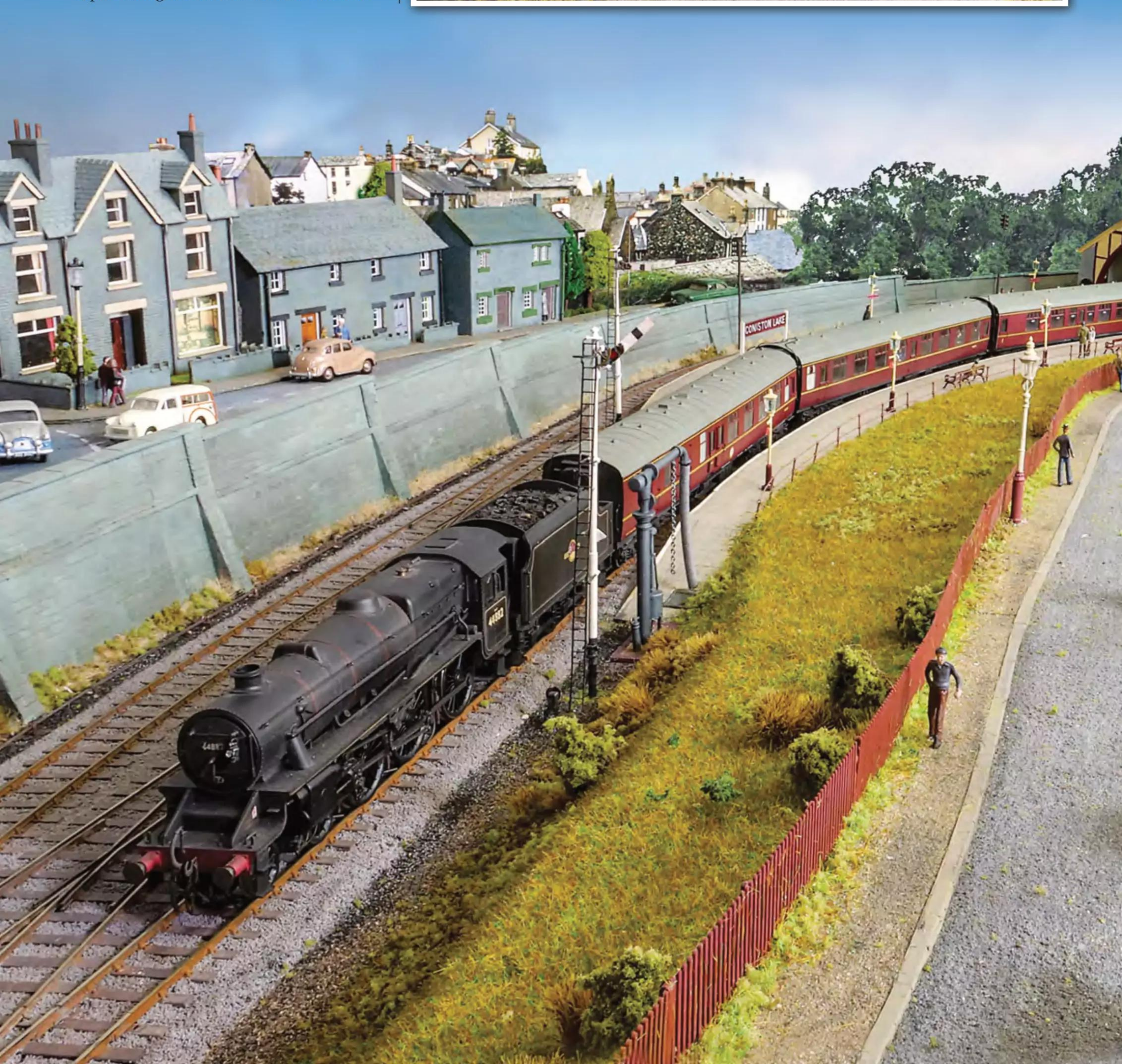
The town backscene is based on nearby Broughton-in-Furness. I took lots of photographs of the town. The images were then manipulated in various ways and printed as a banner. The backscenes at each end of the layout are glued to a curved backdrop, avoiding awkward corners and creating a real illusion of space.

Finally, much time has been spent adding details, for example dry stone walling created from photographs of the real thing, telegraph poles, fencing, cars and vans, and of course people: all those details that help a layout come to life.

ROLLING STOCK

The main objective was to operate trains representing those I saw in West Cumbria







8 Left: **BR '9F' 2-10-0 92192 moves off the turntable at Coniston Lake Motive Power Depot. The 70ft turntable is used to turn large engines, including the Stanier 'Pacifics' which occasionally appear on the 'Lakes Express'.**

9 Right: **Fowler 'Jinty' 47410 collects a trio of wagons from the goods yard for the next leg of the pick up goods.**

10 Below: **A Stanier 'Black Five' 4-6-0 restarts its train from a station stop at Coniston Lake. The 4-6-0 has been modified to feature the repositioned upper lamp iron on the smokebox door, a change made to 1960s era Midland Region steam locomotives to keep the iron positioned away from overhead live wires.**

in the mid-1960s. In truth, by that time many passenger services were operated by Metrovick Co-Bos, but my line is exclusively steam. Most locomotives have been renumbered to represent those from Workington, Barrow or Carnforth. All locomotives are DCC fitted and all have been weathered. Weathering is also applied to all rolling stock and motor vehicles.

There is no timetable. I simply enjoy watching the trains go by. Passenger trains that might be seen include the evening mail train – the morning was too early for me - usually in the hands of a 'Black Five', occasionally a 'Jubilee' or, on Sundays, a 'Britannia'. There are various local services hauled by Stanier 'Black Fives' or a '4MT' 2-6-4T (Fairburn or Stanier) while the 'Lakes Express' occasionally features 'Princess Coronation' 4-6-2 46238 *City of Carlisle*. The train reverses and continues its journey to Coniston Town with local motive power. Meanwhile, the visiting locomotive is turned on shed and serviced prior to taking the return working using the 70ft turntable. Parallel boiler 'Patriot' 45543 *Home Guard*, is occasionally seen on excursion traffic, as in a lovely photograph of this locomotive at Lakeside. A 'Clan' from Carlisle also occasionally seen. The branch line train to Coniston Town is usually hauled by an Ivatt '2MT' 2-6-2T. A push-pull set is needed for this in the future.

Goods trains again reflect those seen in Cumbria in the 1960s. Both the coal and steel industry were still in operation, together with the Marchon works above Whitehaven. Trains include block trains of CovHops on the St Helens-Corkickle working and a train of 21ton coal hoppers, usually powered by Stanier '8Fs' together with trains of iron ore hoppers from the local mines to Barrow and Millom. Few people are aware that as well as copper and slate, Coniston was home to fictional iron ore mines. These are usually hauled by an Ivatt '4MT' 2-6-0 or Fowler '4F' 0-6-0.

Two long mixed freight trains are hauled by a variety of classes including '9F', 'Black Five', 'Patriot' or 'Jubilee'. I used to see 'Jubilee' 45606 *Falkland Islands* frequently



On shed 'Black Five' 44709 shares space with Fowler '4F' 44356. Lurking inside is one of the final Hughes-Fowler 'Crab' 2-6-0s to remain in service.

on an afternoon goods train when at Millom School. The local pick-up goods to Coniston is normally handled by a 'Jinty' 0-6-0T.

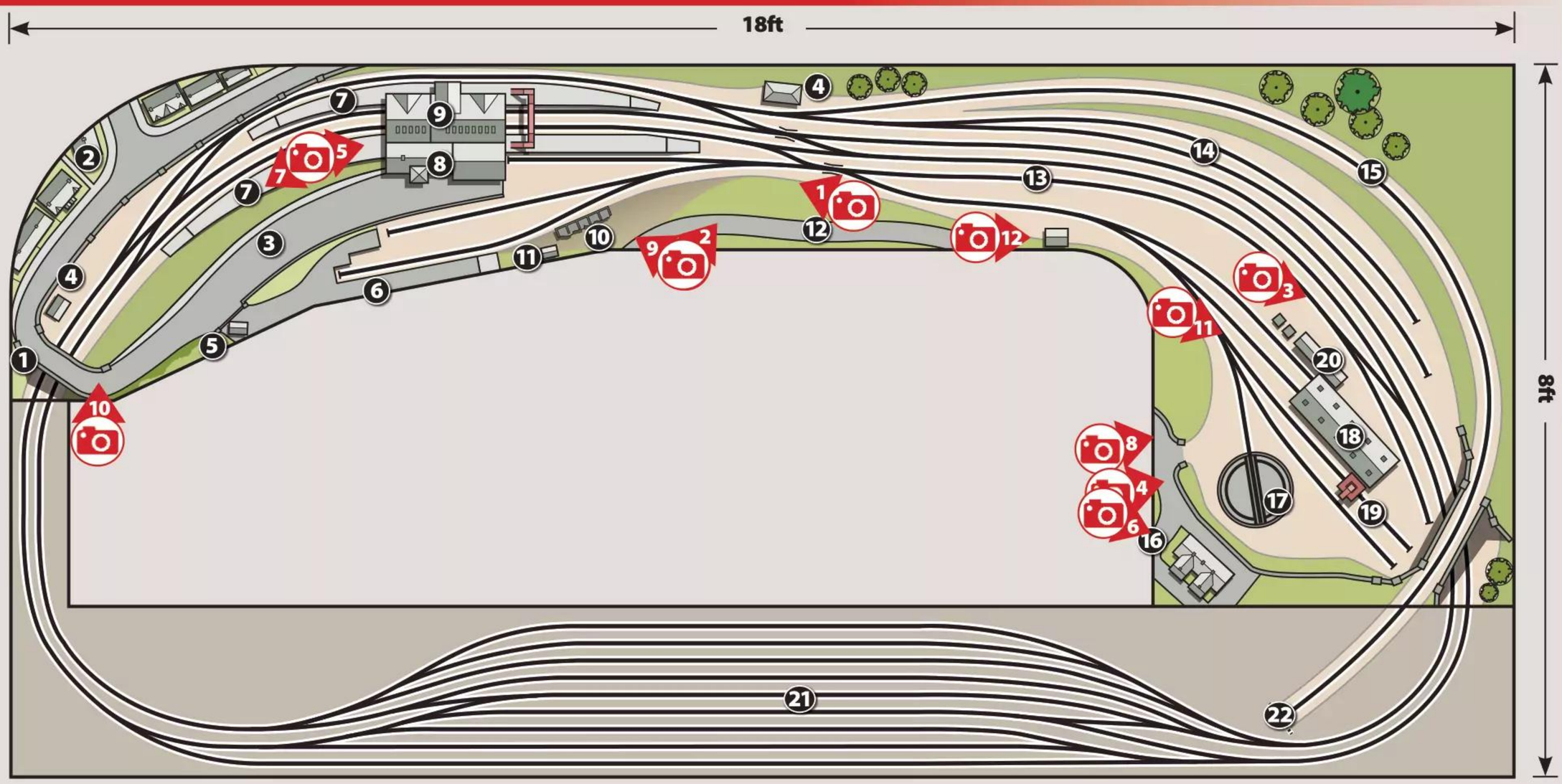
Various other locomotives can make an appearance, including one of Shap's BR Standard '4MT' bankers. A Caledonian Railway 0-6-0 might appear collecting minerals for Scotland's heavy industry. This train will arrive from Scotland over the still extant Solway viaduct. Imagination is a wonderful thing.

THE FUTURE

I have thoroughly enjoyed creating my fictional layout. The problem now is what to do next. There is still plenty of detailing to complete, new signals to construct, weathering to improve. I may even make a small terminus station for the branch line above the storage yard. I always enjoy operating my railway, watching those trains from years ago. But I also enjoy the creation of something new, so the railway will continue to evolve as the years pass. Hm

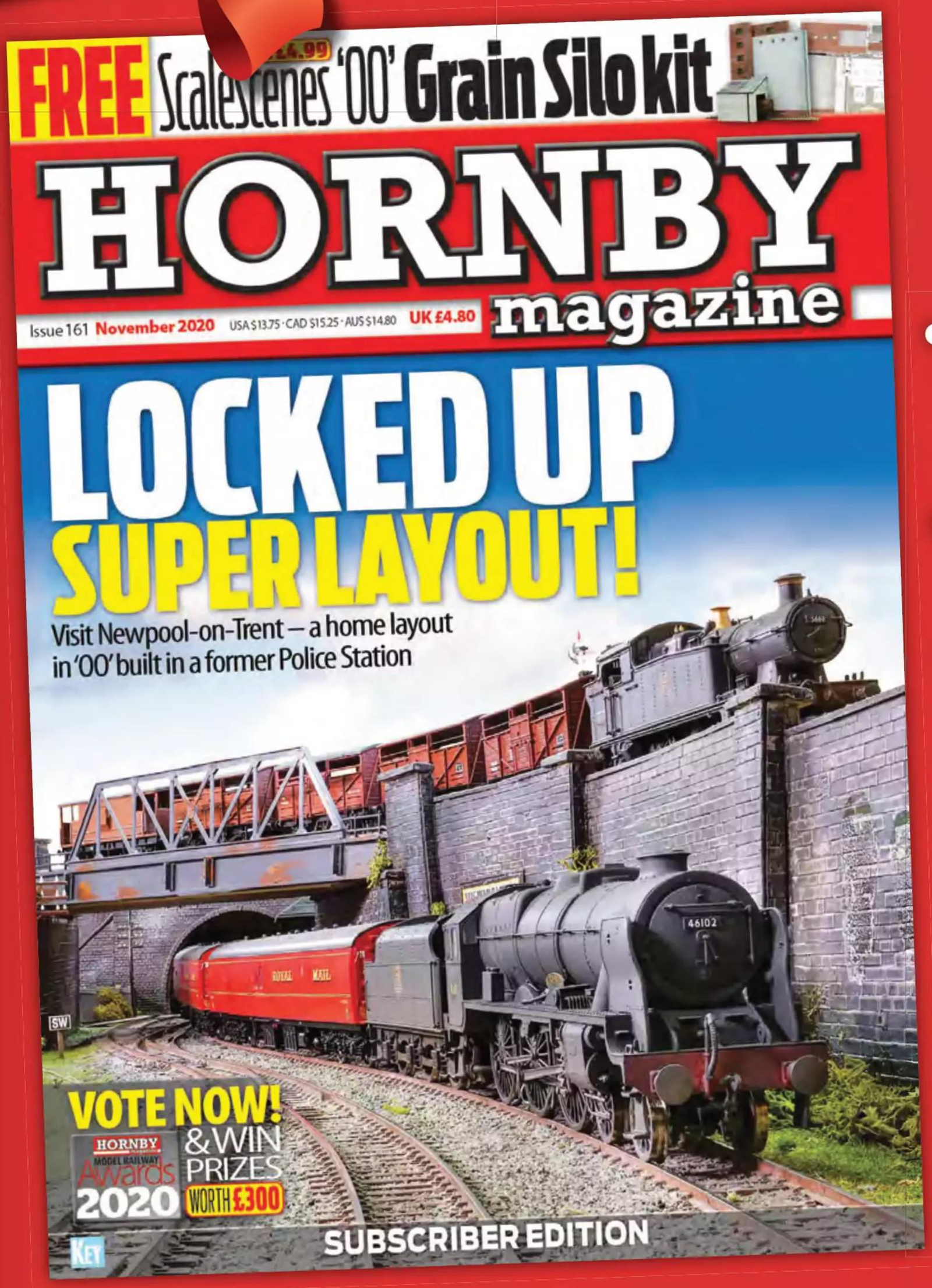
Stanier '8F' 48147 rounds the curve past the motive power depot with a St Helens-Corkickle CovHop train while an Ivatt '2MT' scurries up the gradient on the Coniston Town branch.

CONISTON LAKE TRACK DIAGRAM (Not to scale)



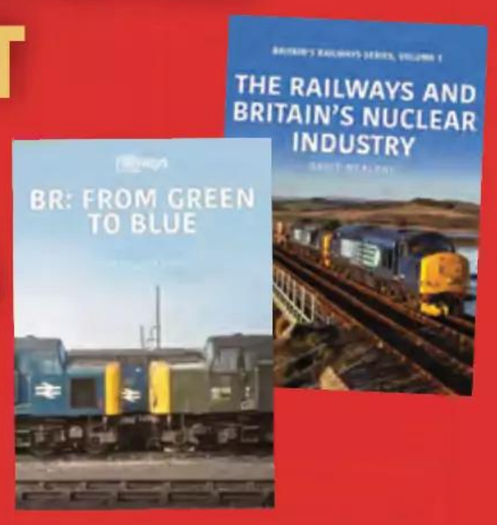
KEY					
1 Road overbridge	5 Yard office	9 Portico roof	13 Goods loop	17 Turntable	21 Main storage yard
2 Town scene	6 Loading dock	10 Coal staithes	14 Goods sidings	18 Engine shed	22 To high-level storage yard
3 Station approach	7 Platform	11 Coal office	15 Coniston Town branch	19 Coaling tower	
4 Signalbox	8 Station building	12 Road	16 Railway Terrace	20 Stores	





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460/20

ON GREAT EASTERN LINES

The Great Eastern 'J15' 0-6-0s were hard working and humble locomotives. **TIM SHACKLETON** shows how to ring the changes with a quartet of elderly 0-6-0s using the Hornby model as the basis.

I'VE LIVED IN GREAT EASTERN Railway territory for most of my adult life. The earliest railway journey of any kind that I can remember was on a DMU from Norwich to Cromer in 1957, but this was before the bug had really bitten and I was oblivious to any 'B12s', 'Sandringhams' or 'Clauds' that might have been around. With no recollection of working steam in the area, the best I can manage is a couple of 'J15s' dead on Stratford shed in 1963 and the 'B1s' retained at Norwich for carriage heating.

A chord, however, was definitely struck by those early encounters. When my favourite aunt and uncle forsook Bradford for Norwich, we had many family holidays that included excursions to seek out railway interest – the Sentinel shunters at Lowestoft sleeper depot, for instance. In my mid-teens, still living in Yorkshire, I started building a Great Eastern branch-line layout in 'OO' – I got as far as a Wills 'N7' 0-6-2T and a Gresley coach from a wonderfully complicated PC Models kit. In later life the idea resurfaced and I started again, in 'P4' this time, discovering an awful lot along the way about kit construction and scratchbuilding. Now I'm thinking about going back to 'OO'.

As far as ready-to-run is concerned, Hornby in particular have done an enormous amount to put 'the Swedey' – as the GE was affectionately known – on the railway map. A 'B12' and 'Sandringham' have been around in one form or another for almost as long as I have and in recent years both have been remade while we have also seen an exquisite 'J15' and 'D16' produced, as well as the Gresley and Thompson non-corridor stock on which rural lines relied.

In this informal mini-series (we'll look at passenger engines in due course) I want to explore the possibilities of modelling Great Eastern motive power in BR days, starting with the long-lived 'J15s'. Dating back to the 1880s, a few were still running in the 1960s – a marvellous tribute to their strength and fitness for purpose. In their final years, after 70 years of semi-constant modification and renewal, I doubt if any two 'J15's were actually identical. In the next few pages I'm going to demonstrate ways of building an equally wide range of variations into Hornby's splendid models. Hm



Weathering breathes life into a locomotive, but it also serves to instil a measure of variety and visual interest. Neither of these 'J15s' is alike in terms of detail or external condition. Even the quality of the coal in their tenders varies!



PORTRAITS OF THE 'J15' 0-6-0



19 April 1963 and 'J15s' 65464 and 65469 are the last two tender engines at Stratford – GER-built 'N7' 0-6-2T 69621 (now preserved) was inside the works. These are the kind of sights on which a lifetime's interest in railways is founded. Tim Shackleton.



In 1933 the LNER converted seven steam brake-only 'J15' goods engines to work vacuum-braked passenger trains on the Colne Valley & Halstead Railway (CVHR) in Essex. Five of these, including 65432, were subsequently fitted with side-window cabs. One of the pair that retained their original cabs was 65390, a much-travelled engine that in BR days even spent time on the Western Region's Watlington branch. The other was 65356 which, like the other six CVHR engines in BR days, had the prominent external pipe for the vacuum ejector along the top of the boiler but, unusually for a passenger engine, lacked provision for steam heating. Tim Shackleton Collection.



On April 7 1962, Stratford's 65476 took a break from its usual trip freight and shunting duties around the East End to work a three-coach enthusiasts' special of Great Eastern suburban lines. On East Anglian branches and secondary routes, 'J15s' often worked passenger trains – the two hour-plus, 17-stop working from Colchester to Cambridge and return was one of the longest. Jacy collection.



In the 1930s the LNER rebuilt all its 'J15s' with higher, more rounded cab roofs and this is the pattern carried by Hornby's BR-period models. Most 'J15s' had Westinghouse or vacuum brakes (or both) but BR inherited a fair few that still had steam brakes only. These were used on local goods and shunting work and a number survived into the late 1950s. The majority were older engines like 65361 with the deeper cabside opening – only a handful had the later, shallow cut-out. Hornby is yet to offer a steam brake-only 'J15' in BR condition, although LNER versions are available. Because their footplates were so low, it's hard to find good colour reference shots of 'J15' underframes, making this shot even more valuable. Tim Shackleton Collection.



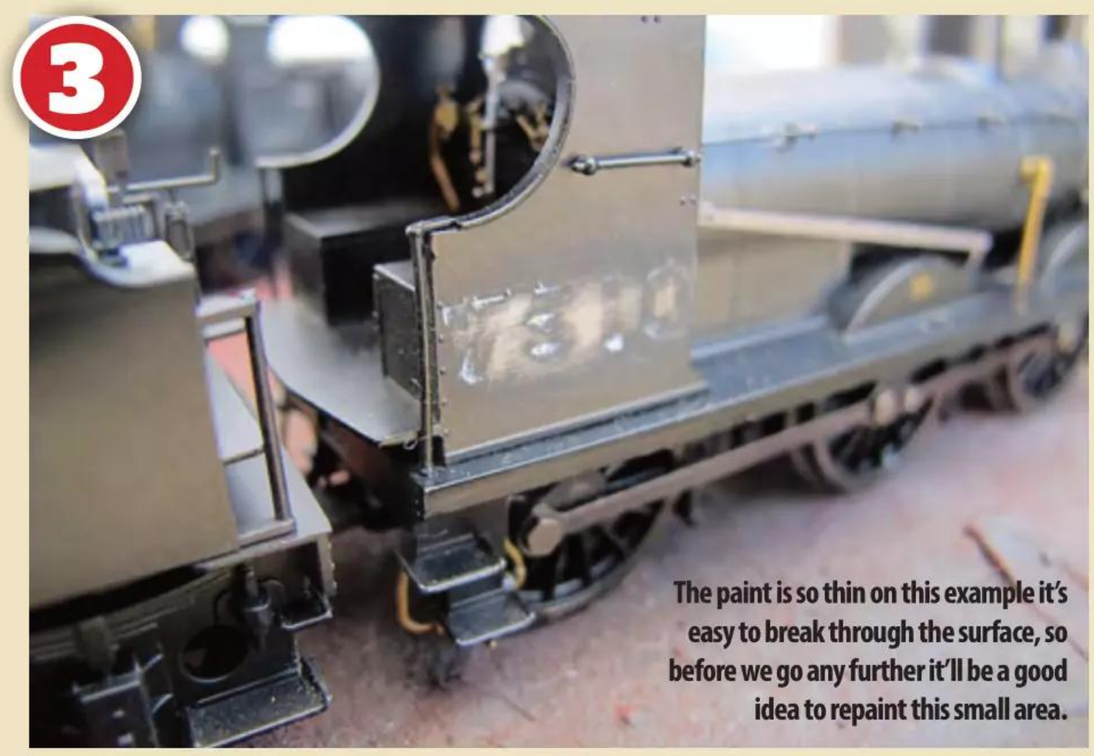
Locations such as March in Cambridgeshire often produced encounters such as this, inspired by a famous photograph by Dr Ian C. Allen, the doyen of East Anglian railway photographers. The 'J15' is the Hornby Westinghouse-fitted model (R3414) modified with a back cab and other refinements. The '9F' is the old Margate version, by the way, with a few minor enhancements.



1 Though the black livery wasn't a problem, all my 'J15s' needed renumbering so I could match their identity to the detail differences I wanted to represent. The quickest and cleanest method of removing tampo-printed lettering from plastic is a good scrub with isopropyl alcohol airbrush cleaner on a cotton bud.



2 Any residues can be removed with a glass-fibre burnishing brush or fine wet-and-dry. IPA wouldn't work on the metal cabsides so I used the brush instead.



3 The paint is so thin on this example it's easy to break through the surface, so before we go any further it'll be a good idea to repaint this small area.



4 Having studied the double bends at either end, I formed the vacuum exhauster from a length of Alan Gibson 0.9mm brass wire, sleeved at the smokebox end with a short length of 1.1mm Outside Diameter capillary tube. An L-shaped stub of 0.9 locates the pipe in a 1mm hole drilled in the solid alloy smokebox – the cab end is an interference fit.



5 Among a number of interchangeable parts, Hornby produces both the plain and fluted patterns of coupling rod. To reflect prototype arrangements on 65390, I needed to swap these over between two of my locomotives – the Markits nut spinner came in useful for removing the hex bolts that hold them in place. These should be kept in a safe place while the work is going on.

Intermediate
Beginner SKILL LEVEL Advanced



6 Three very different buffer beam arrangements, reflecting traffic requirements – (from left) Westinghouse brake, vacuum brake and steam heat with screw couplings; three-link coupling only, no automatic brake, no steam heat; vacuum brake only with steam heat, screw coupling. All three versions could be found well into the 1950s, though steam-heat pipes were frequently removed during the summer months.

TIP

Long-lived locomotives like the 'J15s' have many variations which can be modelled. Sourcing an image of your chosen candidate is best for accuracy.



7 Wherever in the world you encounter them, the underlying weathering colours on steam locomotives tend to be pretty much the same. I've set the ball rolling with an airbrushed filter coat of Tamiya Red Brown (XF64) with a small percentage of Flat Black (XF1), pointing my Iwata Edipse mostly at the wheels and underframe areas. No numbers as yet – I was still deciding on these!



8 I've now added a 50% tint of Tamiya Dark Grey (XF24) to the mix, to represent the soot and ash that liberally coats the upper works of a steam locomotive. At this stage we're looking purely at discoloration and a hint of tonal variety – the detail weathering comes later. By using different volumes and intensities of paint I've varied the treatment of each locomotive but the real individualisation will come in the next stages, when I go for hand-finishing techniques.



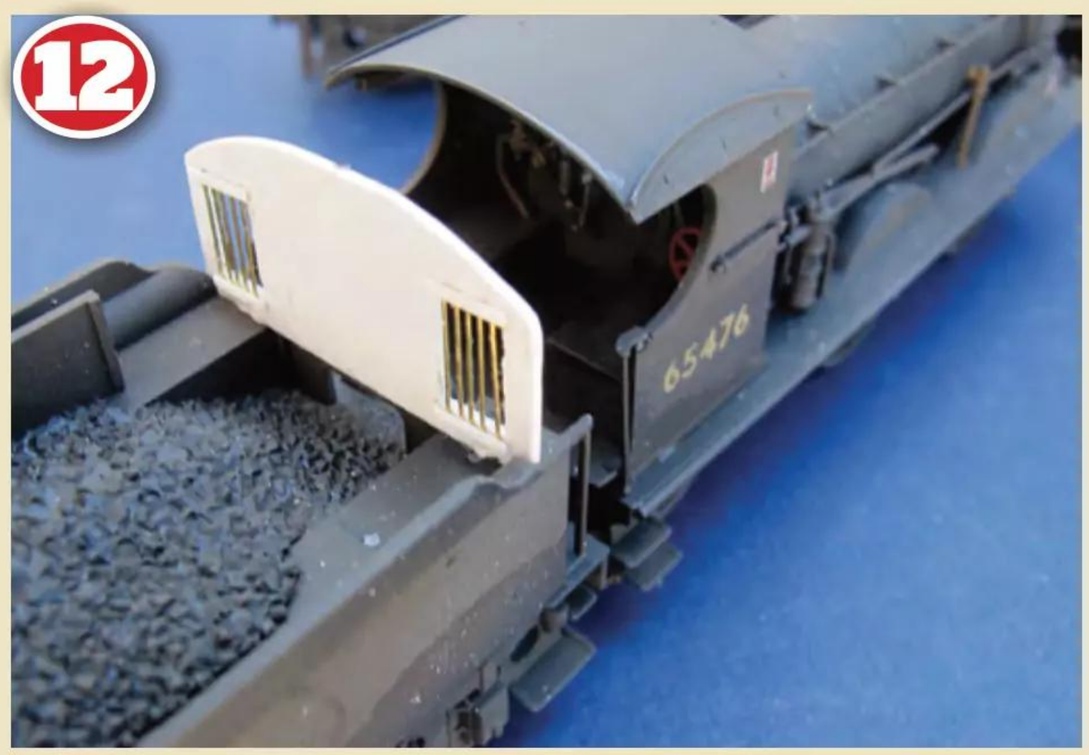
9 While the initial layer of weathering is hardening off, I can add the locomotive numbers. I have sheet after sheet of the old PC transfers, now sold by the Historical Model Railway Society, and many of them have dried to a crisp. Regardless of whether they're the Pressfix or Methfix type, the way to reactivate them is to treat them just like waterslide transfers but using Microset rather than water. Once dry, they can be brushed over with a clear varnish.



10 Capturing the effect of a clean but well-worn locomotive isn't easy. Once I've given the model the initial toning-down and filtering, a new technique I've been working on is to brush it liberally with thinners (white spirit in this case) and then paint over the top with a VERY thin coat of black enamel.



During wartime, many 'J15s' were fitted with a steel frame on the tender over which a blackout curtain could be draped. In peacetime this provided very useful protection as a lot of tender-first running was involved along rural branch lines with no turntable. I used 0.7mm wire filed flat in two planes to replicate the strengthening twist in the upright. The rail is 0.45 wire soldered in place.



Some 'J15s' acquired back cabs to help with tender-first running. The Great Eastern was a famously parsimonious railway and these were not luxurious affairs, being mostly improvised at depot level. No two back cabs, it seemed, were quite the same. Closely copying prototype photographs, I made one for 65476 from 40thou styrene, with 0.33 wire for the protective bars.



I use a lot of weathering powders and pastels – no other weathering technique gives you as much scope for creative individuality. I tend to stay within a range of greys, browns and creams, using a broad brush to add accents, shadows and highlights. They can be used on every part of a locomotive.

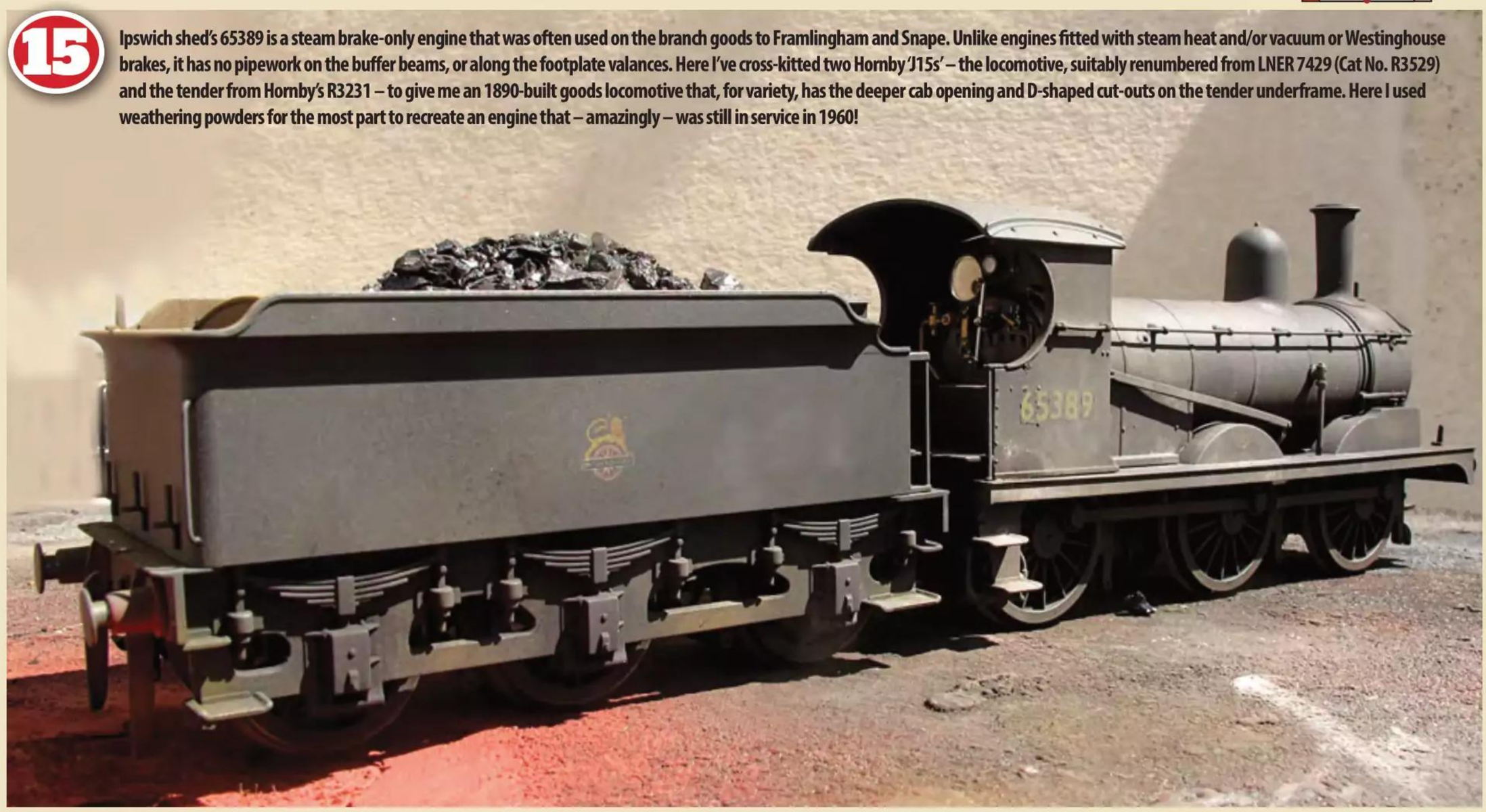


As the work progresses, I keep coming back to the same group of reference photographs so I can be sure of capturing the effects I want. I never improvise weathering effects, and always copy the real thing.

The 'J15s' were amongst the oldest locomotives in the BR steam fleet by the time of their withdrawal in the 1960s, and just one survives today – 65462 at the North Norfolk Railway. In April 1961 65478 receives attention to its coal supply at Haverhill while working a special formed of a pair of Mk 1s. Dave Cobbe/Railphotoprints.uk.

Intermediate
Beginner SKILL LEVEL Advanced

15 Ipswich shed's 65389 is a steam brake-only engine that was often used on the branch goods to Framlingham and Snape. Unlike engines fitted with steam heat and/or vacuum or Westinghouse brakes, it has no pipework on the buffer beams, or along the footplate valances. Here I've cross-kitted two Hornby 'J15s' – the locomotive, suitably renumbered from LNER 7429 (Cat No. R3529) and the tender from Hornby's R3231 – to give me an 1890-built goods locomotive that, for variety, has the deeper cab opening and D-shaped cut-outs on the tender underframe. Here I used weathering powders for the most part to recreate an engine that – amazingly – was still in service in 1960!



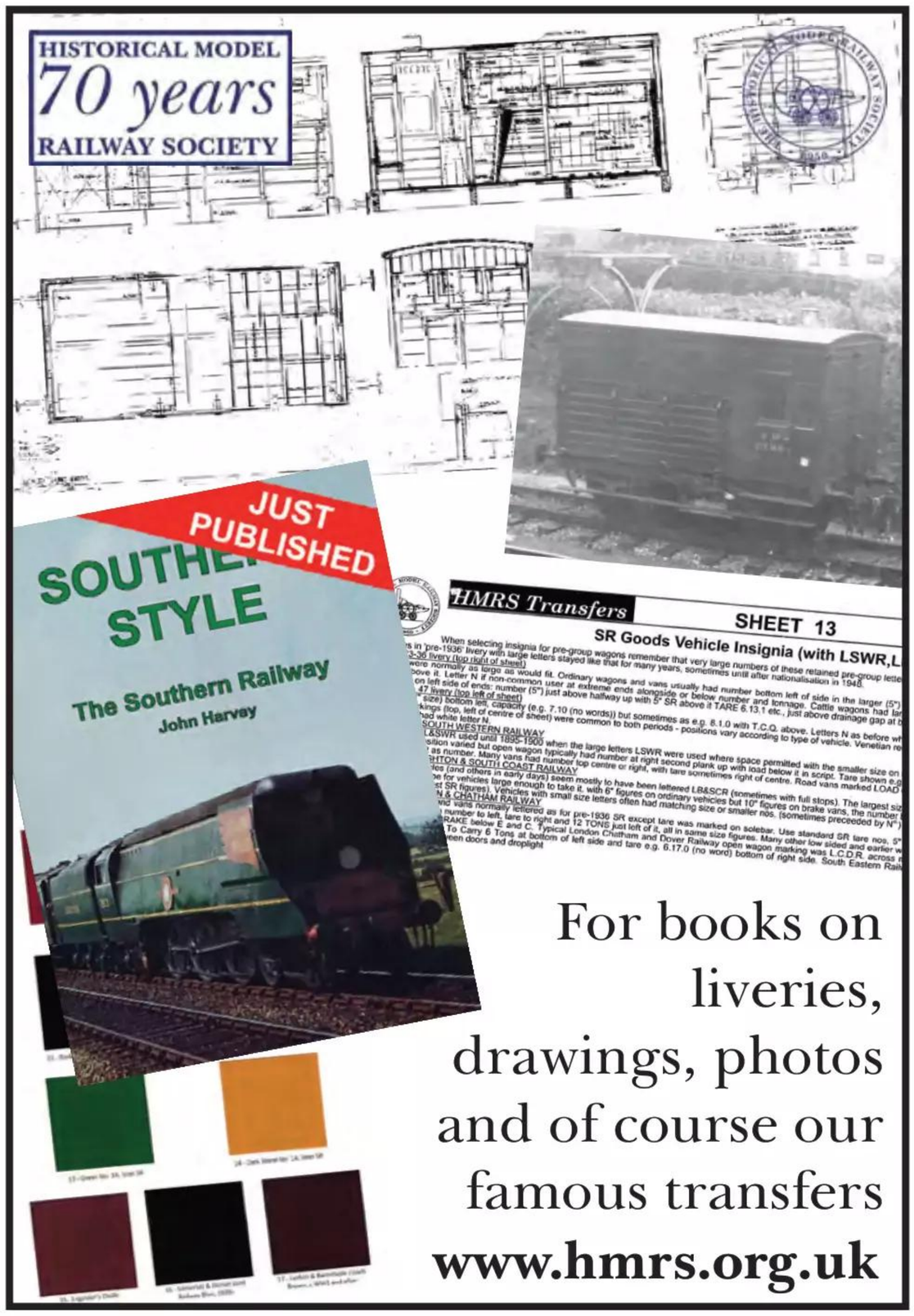
16 Vacuum-braked 63590 (formerly Hornby R3231) was no stranger to passenger work and, like its six sisters originally allocated to the Colne Valley line, seems to have been kept in good condition by its crews. This is another of the 1890-built engines with the early-pattern low cab cut-out and D-shaped tender frames. It has vacuum brake and steam heat (with associated pipework along the edge of the footplate) but no Westinghouse cylinder.



17 Steam brake-only 65430 began life as LNER liveried 7510 (Hornby R3380). This was a positive youngster, being built in 1899, by which time Stratford had switched to shallower cab-cutouts and oval-shaped openings in the tender frames. Like 65389, it has plain footplate valances without pipework, three-link couplings and was used exclusively for freight work and shunting. The model has been weathered almost exclusively with thin washes of warm grey.



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The Tri-ang CONNEC

LOOK A LITTLE CLOSER AT some of the items in today's Hornby catalogue and you may notice a common theme – the hydraulic buffer stop, the elevated track system, set of three pylons, the grand suspension bridge – each has its roots firmly set in the Tri-ang era, which was itself formed through the acquisition of another company, Rovex Plastics Limited, in the 1950s.

Racing driver Alexander Vanetzian formed Rovex Plastics in 1946 and having successfully supplied Marks and Spencer with toy cars, was commissioned to develop an exclusive value-for-money battery powered train set for the Christmas trade. The first of these new train sets appeared in 1950 containing a 'OO' gauge LMS 'Princess Royal' 4-6-2 with plastic driving wheels and less-than-satisfactory pick-ups. The bright red train set box featured an image of the 'Princess Royal' bursting through the lid and boldly proclaimed that it was a 'Rovex



Richmond Production' along the base. However, despite the set's popularity, the company was suffering financial difficulties.

Also at this time, prolific toy manufacturer Lines Brothers Limited wanted to add the model railway market to its portfolio and given the financial issues at Rovex Plastics, acquired the company in 1951 and subsequently launched Tri-ang Railways the following May. This new 'OO' gauge model railway range would be a cheaper alternative to the already established brands including Hornby Dublo, but through a twist of fate went on to ultimately form the basis of the Hornby range we enjoy today. As already outlined, there are still items in the Hornby range that can trace their lineage back to Tri-ang tooling and even the 'R' prefix to catalogue numbers is a Tri-ang carry-over.

The initial 1952 Tri-ang range included an improved version of the LMS 'Princess Royal' 4-6-2 and a clockwork 'N2' 0-6-2T, with a brand-new Fowler 'Jinty' 0-6-0T launching the following year. During these early days, Rovex Scale Models, as the production side of the business became, adopted a policy of making do with certain chassis' such as the 'Jinty' and 'Princess Royal' and simply tooled a new plastic body

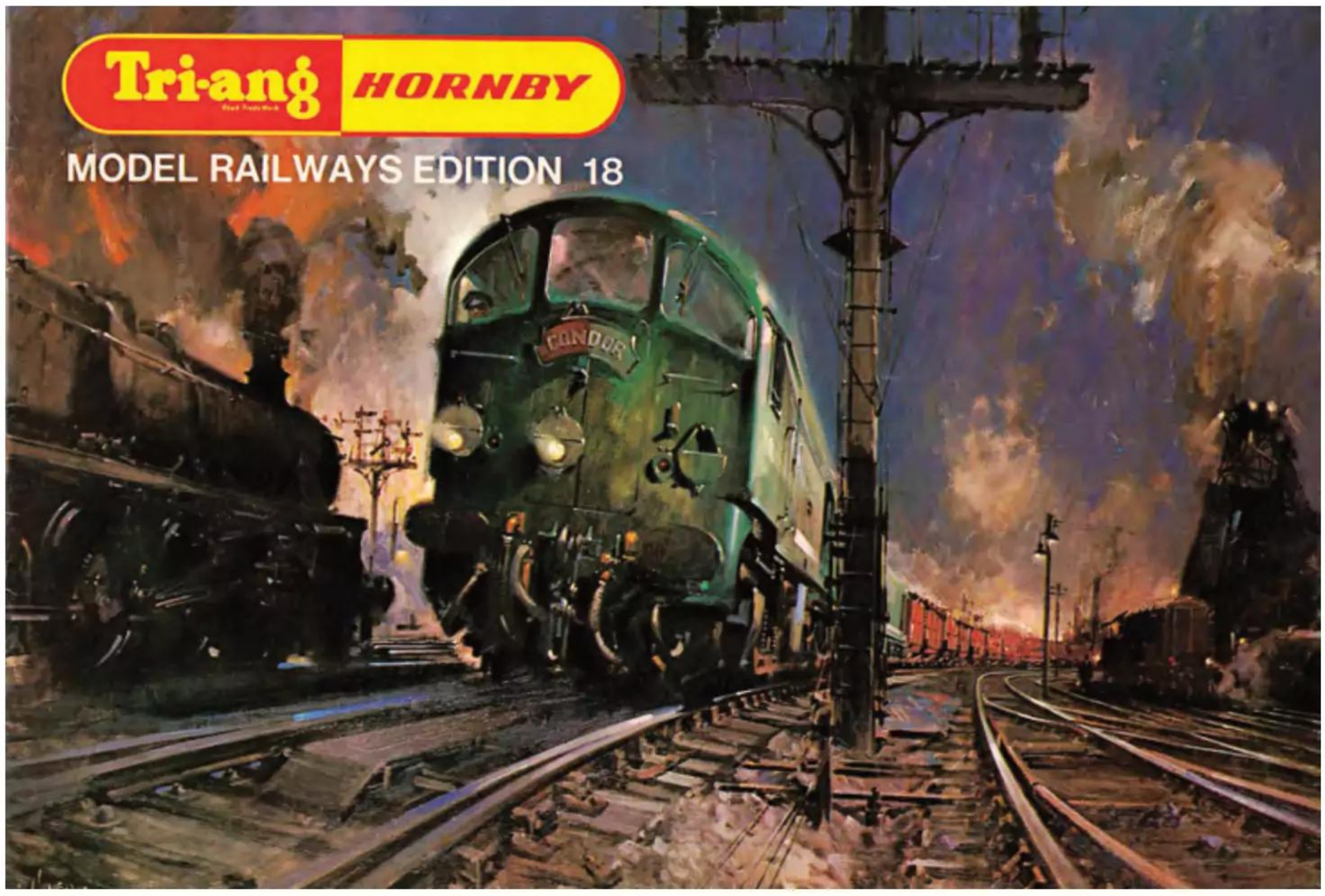


The Tri-ang Hornby range aimed to introduce fun to model railways including through its Battle Space range. Many of the items were based on existing rolling stock, but modified to feature helicopter launchers, cranes, catapult plane launchers and more. There was even an exploding car which would disassemble when hit with a Battle Space rocket missile!

TION

While Hornby's rich heritage owes much of its existence to Frank Hornby's vision from the 1920s, the route to today's highly detailed 'OO' models is not so straightforward, as **MARK CHIVERS** discovers.

PHOTOGRAPHY, BRIGHTON TOY MUSEUM



Left: **The Tri-ang Hornby era was signified by Terence Cuneo artwork on the cover of its catalogues. The 1971 edition featured BR '9F' 2-10-0 92220 *Evening Star* while the 1972 catalogue had a Co-Bo on the 'Condor' as the star attraction.** *Hornby Magazine* Collection.

to place over the top, irrespective of whether this was entirely correct or not. This helped keep costs down and in turn enabled Tri-ang to compete favourably with the likes of Hornby Dublo. It was this ability to produce brightly coloured cheap plastic models that enabled Tri-ang to quickly gain traction in the model railway market.

NEW FACILITY

With a desire to expand the range considerably, the company moved to new purpose-built facilities at Westwood, Margate in 1954 – a factory site on the South Coast which offered space for expansion and in an area with a plentiful supply of staff. The first new model to appear from the Margate factory was the Tri-ang 'OO' gauge girder bridge, while a new range of Transcontinental models was also developed primarily for the overseas markets, although some of these were also advertised in the British catalogue. The company's products were marketed widely including to Canada, France, Germany, Australia, New Zealand and South Africa with popular models including the Budd Rail Diesel Car (RDC), Continental 'Prairie' 2-6-2T, Double-Ended Diesel, Yard Switcher and even an American-outline model of the 'Davy Crockett' 2-6-0 locomotive and tender.

British outline additions in the mid-1950s included a new 0-4-0ST and diesel shunter in electric and clockwork forms, BR '3MT' 2-6-2T, diesel dock shunter and a two-car Southern Region Electric Multiple Unit (EMU). Plastic-bodied wagons appeared too, following the acquisition of tooling from Pyramid Toys' Trackmaster range. Further motive power releases in the late 1950s included a Deeley '3F' 0-6-0 and Metropolitan Cammell Diesel Multiple Unit (DMU). Tri-ang also introduced 'TT' gauge as an alternative option for space-starved modellers, it being 3mm:1ft scale rather than 4mm:1ft. The range included a selection of engines including an LMS 'Jinty' 0-6-0T, GWR 'Castle' 4-6-0, SR air-smoothed 'Merchant Navy' 4-6-2, Brush Type 2 A1A-A1A and more, plus carriages, wagons, buildings, and accessories. Incidentally, these ready-to-run models also featured new tension lock couplings, a feature subsequently adopted by Tri-ang's 'OO' gauge models.

As Tri-ang's range increased, so too did its market share, thanks to a multitude of retailers keen to stock the new products. Its perceived value for money price point played its part and combined with improvements to the overall quality, including see-through driving wheels on steam locomotives, sales were on the up. This was a challenge to Tri-ang competitors including Graham Farish and Trix, both of which had 'OO' gauge ranges at that time for the British market. Hornby Dublo attempted to adapt and make its products more competitive, introducing its first plastic-bodied locomotive and investing in more plastic bodied wagons, as well as attempting to introduce cheaper train sets, but it was too late as Tri-ang had by now established itself with its increased range of value for money products.

RAPID EXPANSION

1960 saw the introduction of an important new 'OO' gauge starter locomotive, an 0-4-0T named *Nellie*, which was included in starter sets for many years to come. The early 1960s witnessed rapid development of Tri-ang's »



The Class 31 was a popular addition to the Tri-ang Hornby range and, like all of its products using injection moulding for the body. This Freightmaster set contained a circuit of track, six wagons, a brake van and a Class 31.

'OO' gauge range with a new Southern Railway (SR) 'L1' 4-4-0, BR 'Britannia' 4-6-2 and 'EM2' Co-Co overhead electric, while its range of carriages improved too, evolving from shorter-than-scale length vehicles to a series of scale BR Mk 1 carriages in 1961, which included a Mk 1 sleeper car, Full Brake (BG), Corridor Composite (CK), Corridor Brake Second (BSK) and Restaurant Miniature Buffet (RMB). Each was formed of separate sides, roof and chassis components and released as ready to run models as well as Completely Knocked Down (CKD) kits, rivalling recently introduced ready-to-assemble Kitmaster kits.

Innovation was important to Tri-ang's success with some models fitted with smoke units such as the all-new 'OO' gauge GWR 'Achilles' 4-2-2 *Lord of the Isles*, SR air-smoothed 'Battle of Britain' 4-6-2 and more in 1961, while Magnadhesion – a form of magnetised bogie - was introduced to models such as the 'OO' gauge Brush Type 2 A1A-A1A the following year.

New competition appeared in 1962 when Playcraft's low-cost train sets first appeared, but Tri-ang continued to improve, while Trix and Hornby Dublo were by now struggling financially. Further Tri-ang enhancements included the adoption of its complementary Minic Motorways road system alongside the 'OO' gauge model railway range and an elevated track system, while in 1963 Tri-ang unveiled its diminutive model of Stephenson's *Rocket* 0-2-2 together with three carriages. Further new releases included the much-loved Blue Pullman Diesel Electric Multiple Unit (DEMU), Caledonian 'Single' 4-2-2 and the rather impressive Grand Suspension Bridge, which remains a part of the Hornby range today.



In 1964 Lines Brothers acquired the Hornby Dublo brand and launched its merger in 1965. The two systems were joined as one with components from each being shown together in special images for the annual catalogue.

DUBLO MERGER

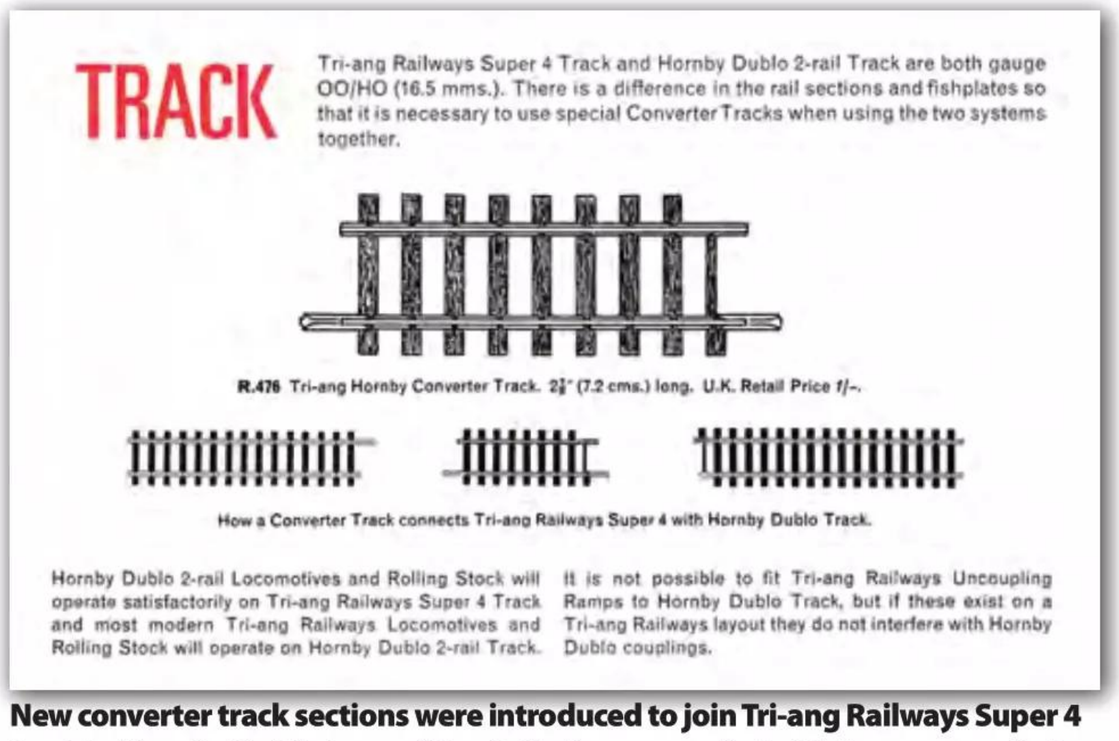
There was no let-up in the competition and whilst Tri-ang continued to do well, Meccano Ltd was not so lucky and by now the writing was already on the wall for the company. In early 1964, Lines Brothers acquired the concern, which included Hornby Dublo, Dinky Toys and Meccano. With Hornby Dublo production already ceased and large overstocks to clear, it was perhaps no surprise that there were further changes ahead.

In May 1965, a Tri-ang/Hornby amalgamation was unveiled in a special leaflet, but it was mainly in name than product. A few Hornby Dublo items made the transition to the new range, with Hornby Dublo's 'AL1' Bo-Bo electric locomotive being the main high-profile model to appear, along with the necessary modifications, while Tri-ang's range appeared to be the driving force. New converter wagons and tracks were added to encourage modellers to make the transition, while a further new announcement included an English Electric Type 3 Co-Co diesel. Concerns as to whether the original Hornby Dublo toolings would ever appear again were eventually addressed when they were placed with G&R Wrenn, a company that Lines Brothers had a controlling interest in.

In 1966, Tri-ang introduced its Big Big Train range which included a modest range of plastic 'O' gauge locomotives, rolling stock, accessories and track. One of the locomotives to appear in the range was a Beyer Peacock 'Hymek' B-B diesel hydraulic, which was also introduced to the 'OO' Tri-ang/Hornby range that year too, together with a GWR 'Hall' 4-6-0, while BR's new Freightliner container wagons appeared in the catalogue. The following year the extent of the range was reduced, but a new SR 'M7' 0-4-4T was added. It featured an opening smokebox door and firebox glow for added authenticity, while the Minic Motorway road system was absorbed into the range, gaining new Tri-ang/Hornby/Minic branding.



Beyond the railway Tri-ang Minic Motorways added a new dimesion of moving vehicles – a level crossing was produced to cross railways lines too.



New converter track sections were introduced to join Tri-ang Railways Super 4 track to Hornby Dublo two-rail track. Both were made to 16.5mm gauge, but used different rail joiner designs.

Play value remained core to the Tri-ang/Hornby range with a growing collection of models that were more than just static vehicles, such as the Battle Space action models which included an anti-aircraft searchlight wagon, tactical rocket launcher, radar tracking command car, spy satellite launcher, exploding car, Battle Space turbo car and more. For something a little more sedate, there was also a Giraffe car together with a wide selection of accessories such as an operating ore wagon set, operating mail coach set, electric level crossing, fog signal set, turntable and more. Further exciting developments included a bell signal set (similar to those found in signalboxes), Model Land building kits, Minix vehicles and even a sound effects record! The range was extensive and a common thread throughout was fun. Even the annual catalogues were exciting and lavishly illustrated to capture the imagination with covers that were quality productions, featuring Terence Cuneo paintings in many cases.

1968 witnessed a high-profile addition to the Tri-ang/Hornby catalogue with the announcement of LNER 'A3' 4-6-2 4472 *Flying Scotsman*, which also remains in the range to this today, albeit significantly more detailed than the originally tooled model! While there were no newly tooled models added to the Tri-ang/Hornby range in 1969, a selection of diecast metal Wrenn models including a 'OO' gauge GWR 'Castle' 4-6-0, Stanier '8F' 2-8-0 and SR rebuilt 'West Country' 4-6-2 appeared in the catalogue for the first time – the range was branded Tri-ang/Wrenn in later editions. These, of course, utilised former Hornby Dublo tooling.



The Tri-ang Giraffe car is a popular item. A lineside trigger would lower the giraffe into the box van so that it could pass under bridges.

THE END OF TRI-ANG

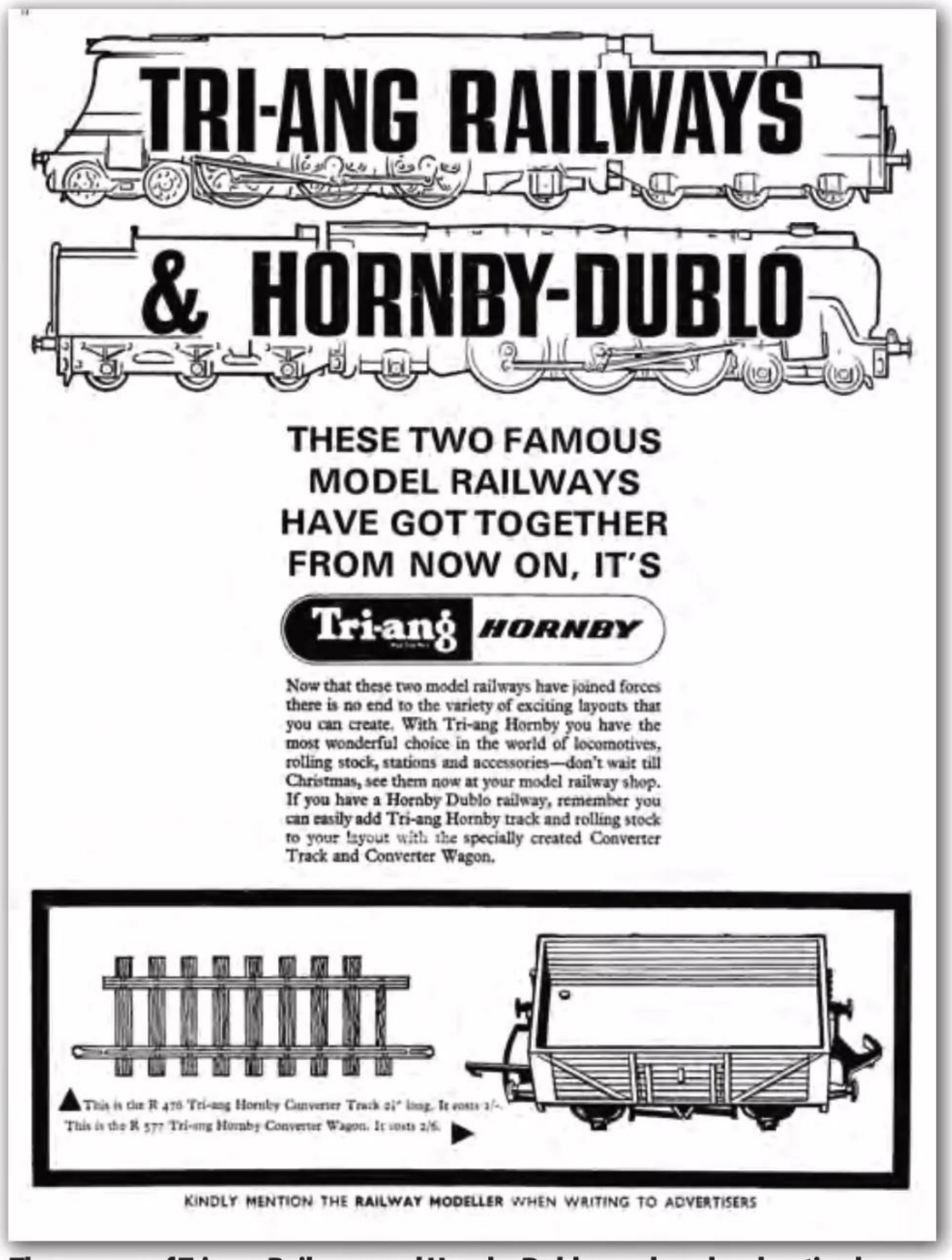
With a new decade came a fresh outlook for the Tri-ang/Hornby range. New 'OO' gauge System 6 track was announced in the annual catalogue, together with a new length of flexible track, while a LMS streamlined 'Princess Coronation' 4-6-2 was added to the motive power roster. The catalogue's cover once again featured a classic Terence Cuneo painting, while inside the company included a questionnaire for modellers to complete, providing valuable feedback to the company.

Headlining the 1971 catalogue, Hornby's standout new model was BR '9F' 2-10-0 92220 *Evening Star*, which was to be the company's first model to feature a tender drive and, as it happens, one of the last all-new models to appear under the Tri-ang/Hornby name. A new GWR '57XX' 0-6-0PT was also in development at the time too, ahead of its announcement in the 1972 catalogue.

The holding company based at Margate underwent a series of name changes through the years from Rovex Scale Models to Rovex Industries and, in 1969, Rovex Tri-ang, a name it was to maintain to the end. Despite surviving many of the financial twists and turns that affected other manufacturers, problems overseas within the Lines Brothers empire caught up with the UK business. Although Rovex Tri-ang was performing well, the parent company went into receivership. Whilst unsettling, production continued and a new Tri-ang/Hornby catalogue was issued in 1972 – the last to appear with this branding.

As the various sectors of the Lines Brothers business were sold off, George Wrenn was able to buy-out the former Lines Brothers share in his business, G&R Wrenn, while Rovex Tri-ang was the final part of the empire to be sold and was acquired by Dunbee Combex Marx for just over £2.25 million later that year. However, the Tri-ang name was not part of the deal – this had been sold separately earlier – so could not be used by the new owners, resulting in the model railway range being rebranded Hornby Railways while the manufacturing side of the business simply became Rovex Ltd.

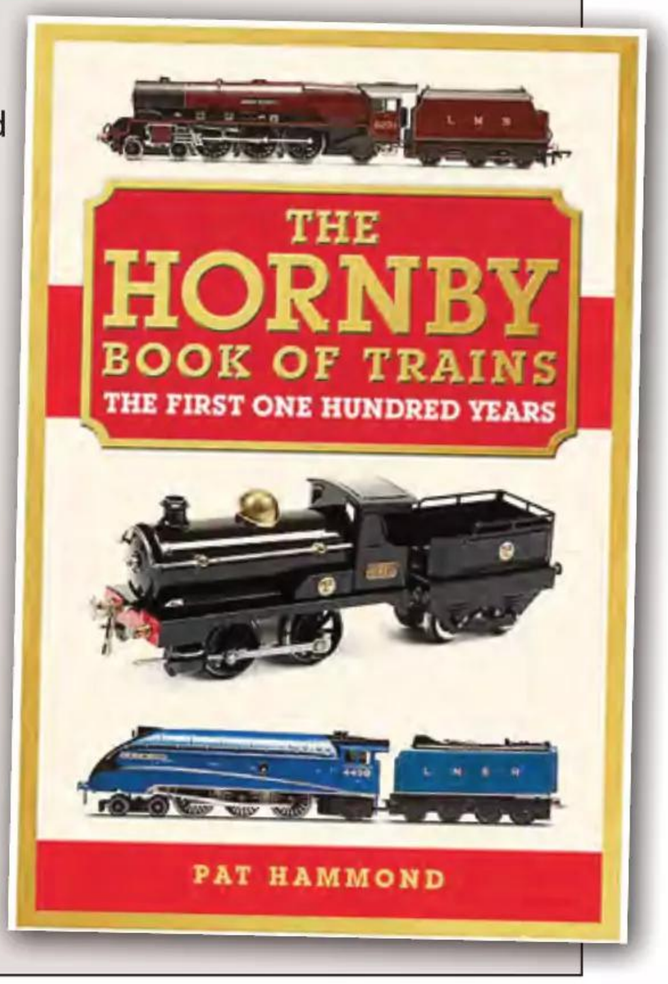
It had been an interesting journey, but the Hornby name won through. The competitor that had seen off much of the former Hornby Dublo side of the business, had itself succumbed to financial pressures and a change of fortune for the household name set the company on its new path towards the vibrant manufacturer of exciting super-detailed models we love today, although there were still a few turbulent times to negotiate. HM



The merger of Tri-ang Railways and Hornby Dublo was keenly advertised.

THE HORNBY BOOK OF TRAINS, THE FIRST ONE HUNDRED YEARS

● To celebrate Hornby's centenary a brand-new *Hornby Book of Trains* has been published by Key Publishing to mark the special occasion in Britain's leading model railway brand's history. Written by renowned model railway historian Pat Hammond, this new hardback publication takes readers back in time to the 1920s and guides them through Hornby's 100-year story to the present day. Filling more than 400 pages and featuring over 800 images, this superb record of Hornby's history is available to purchase from *shop.keypublishing.com* for £25. Call 01780 480404 for more information or to place your order by phone.



REVEALED

HORNBY'S Best LOCOMOTIVE of All Time!

The votes have been counted and we can now reveal the locomotive that you chose as Hornby's Best Locomotive of All Time in our public vote at *KeyModelWorld.com*. **MIKE WILD** has the results.

STEPHENSON'S *ROCKET* has been a star attraction in Hornby's Centenary year from the very start and now this icon of steam has won *Hornby Magazine*'s vote to find Hornby's Best Locomotive of All Time in celebration of the manufacturer's 100th anniversary.

The 1829-built 0-2-2 created the foundation for most subsequent steam locomotive designs - and it will always have a special place in railway history. The first 'OO' gauge model was produced by Tri-ang in 1963 and it was later sold under the Tri-ang Hornby name. As part of its 2020 centenary celebrations, Hornby chose to produce a brand-new version of *Rocket* to modern standards, and



it is that impressively finished model which has won the public vote to become Hornby's best locomotive of all time.

Two versions were produced - one delivered in Tri-ang Hornby packaging as a limited edition of 1,500 units to celebrate Hornby's centenary and a second in Railway Museum branded packaging as a standard edition. The latter differed in having alternative names on the carriages – *Globe*, *Renown* and *Wellington* – but otherwise the two packs were identical in featuring the locomotive, tender, crew and three carriages.

Hornby's design team pulled out the stops for the 2020 model of *Rocket* and included finely detailed boiler pipework, backhead fittings and much more, while it was also DCC ready with a 6-pin decoder socket tucked neatly inside the water barrel on the tender.

This fantastic model is a worthy winner of the public vote which took place during September and October, giving readers the chance, from a list of 100 of Hornby's finest locomotives, to choose the best. We've included the top 10 in a separate listing here.

Congratulations to *Rocket* - and to Hornby in celebrating its 100th year. Hm

Below: **Hornby's all-new model of Stephenson's *Rocket* topped the charts in *Hornby Magazine's* best Hornby locomotive vote.**



TOP 10 HORNBY LOCOMOTIVES

1 **Stephenson's *Rocket*** (Left)

2 **Gresley LNER 'A4' 4-6-2**



3 **Stanier LMS 'Princess Royal' 4-6-2**



4 **Bulleid rebuilt 'Merchant Navy' 4-6-2**



5 **Riddles BR '8P' 4-6-2 71000 *Duke of Gloucester***



6 **Riddles BR 'Britannia' 4-6-2**



7 **Class 43 HST power cars**



8 **Gresley LNER 'A3' 4-6-2**



9 **Peppercorn LNER 'A1' 4-6-2 60163 *Tornado***



10



Hornby Live Steam Gresley 'A4' 4-6-2

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00 CODE PO522/PN823



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00 CODE PO525



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00 CODE PO530/N CODE PN830



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N CODE PN817

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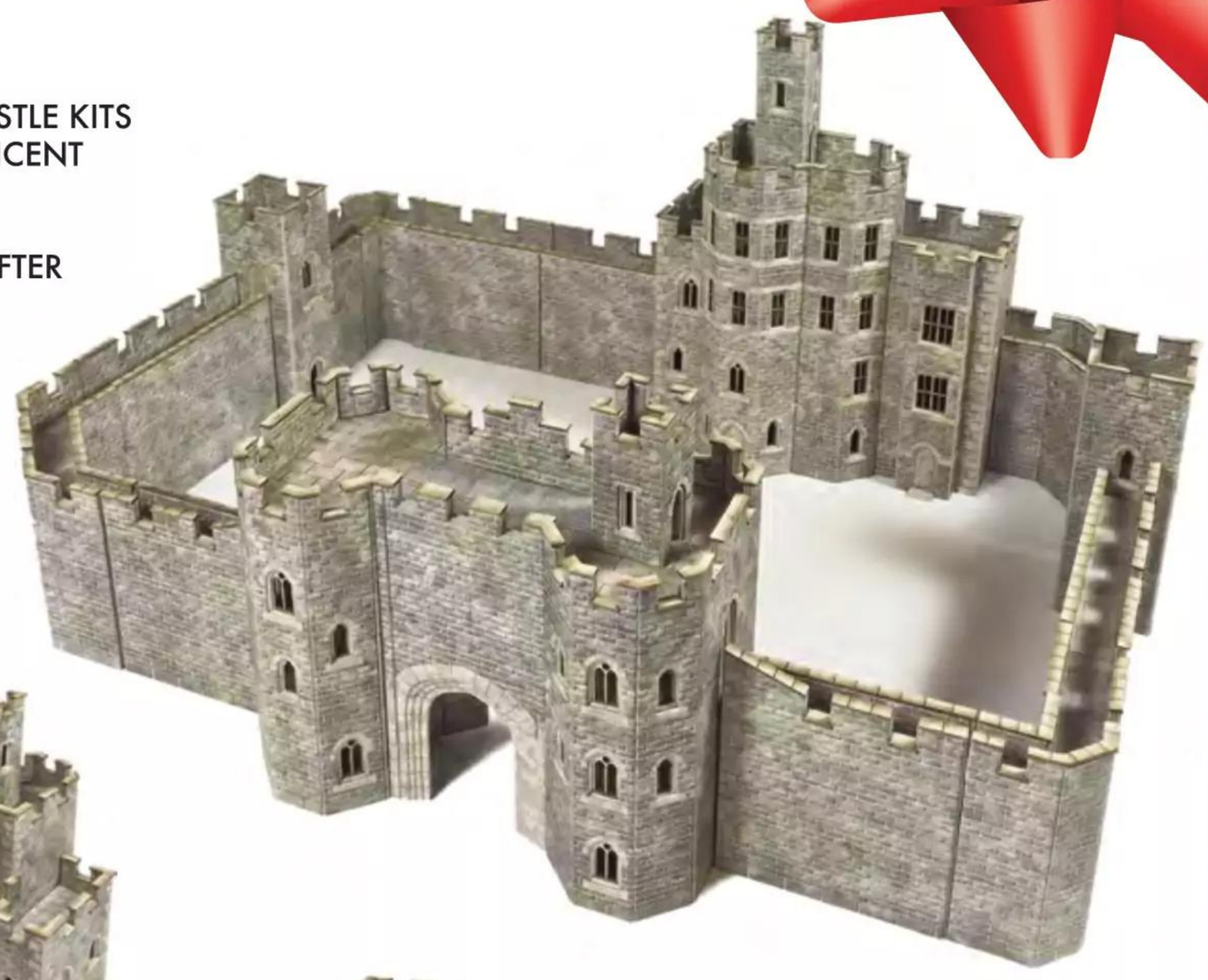
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Building a Bulleid

TIN-HAL

Seeking greater variety for the Southern Region EMU fleet on Twelve Trees Junction, **MIKE WILD** decided to build the Ayjay Models Tin-HAL kit in 'OO' and base it on a ready-to-run chassis.

Tin-HAL 2693 sails towards the junction on Twelve Trees and passes a 2-BIL held in the relief line waiting for access to the depot. The Tin-HAL kit features resin bodies and sits on a Hornby 2-HAL chassis.

REGULAR FOLLOWERS of *Hornby Magazine* and our layouts will realise I have a strong interest in the Southern Region, and especially its Electric Multiple Units (EMUs). Over recent years we have been increasingly well served with ready-to-run units for the Southern third-rail network, but I still had a hankering to increase the variety in the fleet for Twelve Trees Junction and the answer came in the Ayjay Models Bulleid Tin-HAL resin kit for the two-car units.

The kit models the small batch of seven units delivered in 1948 which followed the Half Lavatory (HAL) format of the previous Bulleid design, but featured a new body style in common with units like the Bulleid 4-SUBs. They were numbered 2693-2699 and research suggests they were once regulars on the Victoria-Gatwick route amongst other duties.



Above: **The BR Southern Region green finish of the Tin-HAL is accented by brass door and grab handles, BR carriage roundels and yellow lettering assembled from a Modelmaster decal sheet.**

The kit is entirely cast from resin and includes body and underframe parts as well as bogies, glazing and interior mouldings. It requires the addition of handrails and door handles and, as designed, is suited for use with a Black Beetle motor bogie. However, having recently picked up a reduced price Hornby ready-to-run 2-HAL unit in BR blue, I started thinking further about a model of the Tin-HAL which had been loaned to us by a Redditch Model Railway Club member at the 2017 Warley show to run on Twelve Trees Junction. It had successfully used the Hornby chassis under the Ayjay Models Tin-HAL which set the wheels in motion for this project – it just took me a little while to complete it in between other modelling commitments.

Modifications are required to both the kit and the chassis to mate them together, but the superior performance of the Hornby chassis and its DCC ready setup make that work more than worthwhile. The bodyshells of the Tin-HAL kit were neatly moulded but did require cleaning up of the window openings and interior partitions. Otherwise, it was a straightforward build without surprises. I elected to make the most of the moulded detail, but the jumper cables on the cab fronts could be replaced with soft brass wire while some might like to carve off the airhorns to replace them with white metal castings.

Of all the build, the most time-consuming part was painting, finishing and weathering. Each stage has to dry thoroughly before moving to the next to avoid damage to the previous colour. On the positive side, if you haven't painted a model before, the simple livery of the BR green Southern Region units makes them ideal for beginners and you need nothing more than a trio of aerosol colours from the Railmatch range to do the basics of painting the Tin-HAL in BR green.

The following step by step guide shows how we built and painted Ayjay Models Bulleid Tin-HAL so that it could enter service, finally, on Twelve Trees Junction amongst the collection of BIL, HAL, EPB, CEP, VEP, SUB and MLV units already on the roster. Hm



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Bulleid Tin-HAL kit	*www.southernregionmodels.co.uk*	Tin-HAL
SR 2-HAL EMU donor chassis	*www.hornby.com*	R3341/A
0.5mm brass rod	*www.albionhobbies.co.uk*	BW05
Southern Region EMU door handles	*www.dartcastings.co.uk*	2930
Grey primer	*www.halfords.co.uk*	473116
Railmatch BR Southern Region green	*www.howesmodels.co.uk*	1314
Railmatch Roof Dirt	*www.howesmodels.co.uk*	1403
Railmatch Bauxite	*www.howesmodels.co.uk*	1235
Lifecolor Frame Dirt	*www.airbrushes.com*	UA719
Lifecolor Dirty Grease Effect	*www.airbrushes.com*	UA262

WANT TO KNOW MORE?

- Visit *www.southernregionmodels.co.uk* to see the full range of EMU kits produced by Ayjay Models. Prices for the Tin-HAL start from £135 with additional pricing for the addition of motor, wheels and couplings.

1



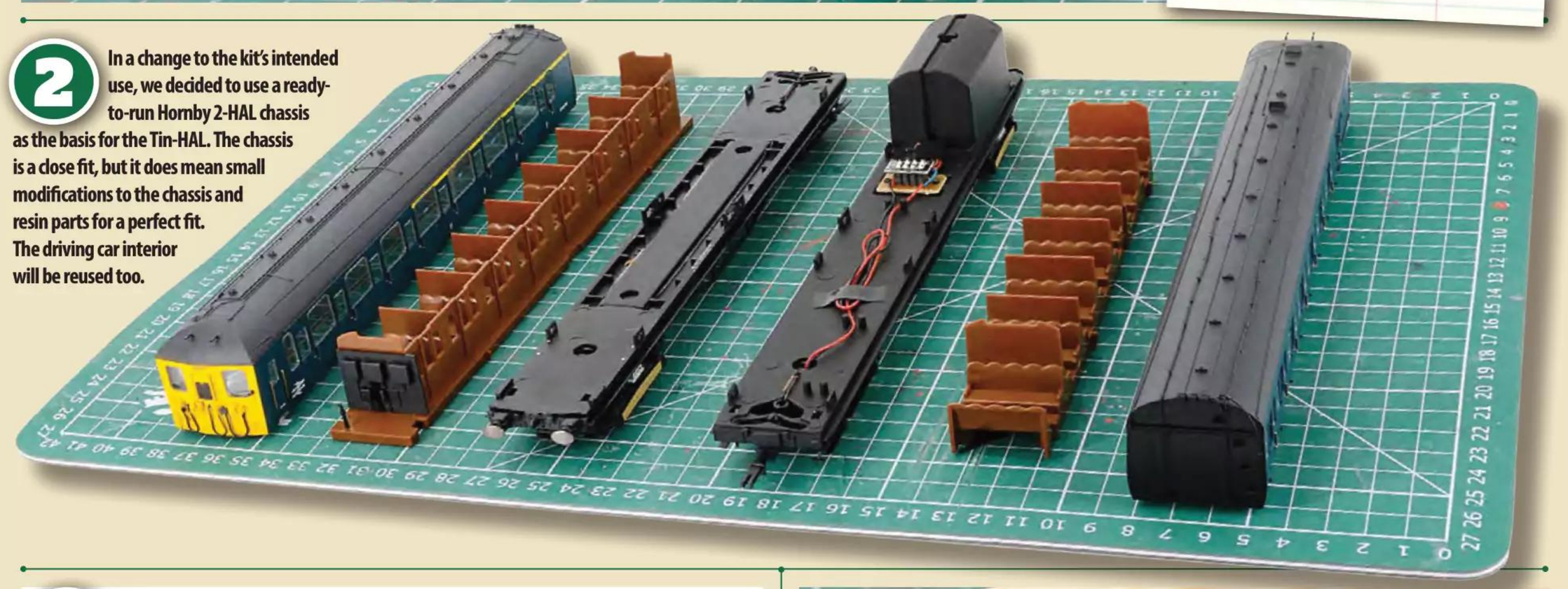
The Ayjay Models basic kit contains a collection of resin parts covering one-piece bodyshells, underframes, bogies and interiors. As supplied, it is designed to be powered by a Black Beetle motor bogie.

TOOLS

- Craft knife
- Cutting mat
- Sanding boards
- Needle files
- Flat file
- Tweezers
- Small sharp scissors
- Snipe nose pliers

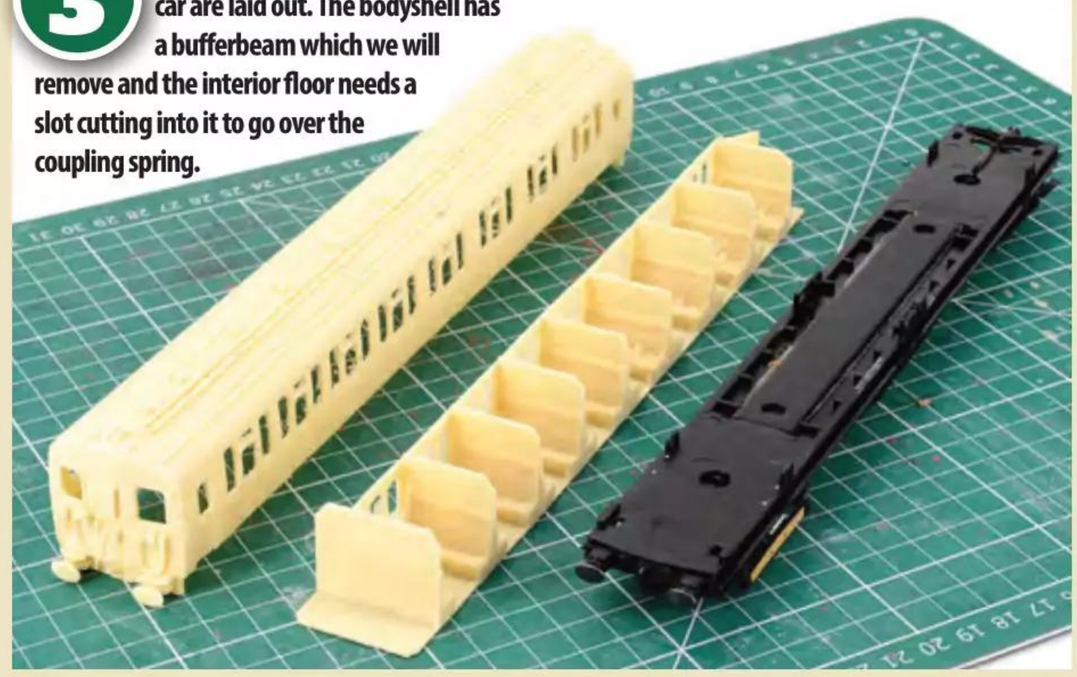
2

In a change to the kit's intended use, we decided to use a ready-to-run Hornby 2-HAL chassis as the basis for the Tin-HAL. The chassis is a close fit, but it does mean small modifications to the chassis and resin parts for a perfect fit. The driving car interior will be reused too.



3

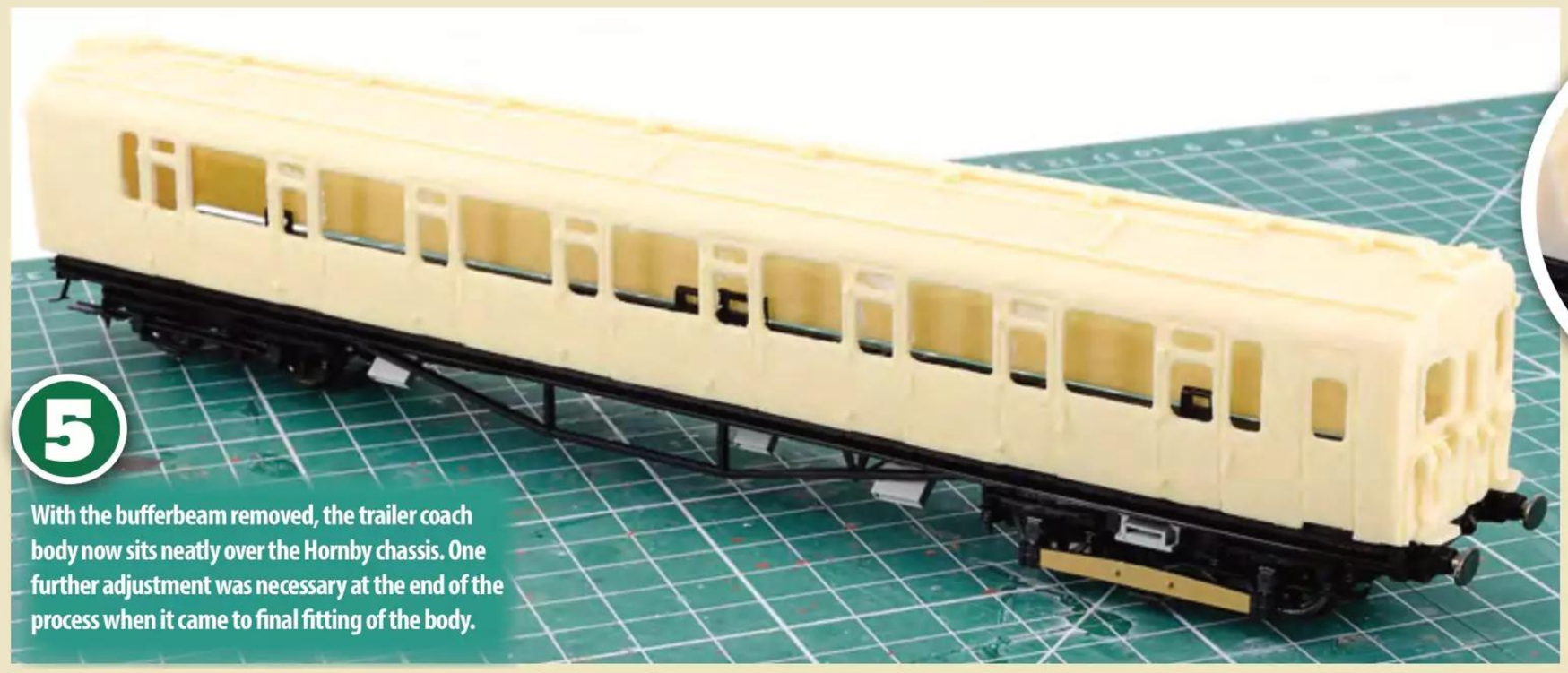
The main components for the trailer car are laid out. The bodyshell has a bufferbeam which we will remove and the interior floor needs a slot cutting into it to go over the coupling spring.





4

Here the need to remove one bufferbeam or other is clear. It is much simpler to cut off the resin bufferbeam from the body and retain the sprung buffers of the Hornby chassis. The resin castings for the body also need cleaning up prior to painting.



5

With the bufferbeam removed, the trailer coach body now sits neatly over the Hornby chassis. One further adjustment was necessary at the end of the process when it came to final fitting of the body.



6

To allow the interior to sit over the coupling centring spring of the trailer coach, a notch was cut into the base below the rear seat and bulkhead using a grinding disc in a minidrill.

Intermediate
Beginner SKILL LEVEL Advanced

7 That modification means the interior will sit flush with the Hornby underframe. The next job is to clean up the moulding flash on the interior.



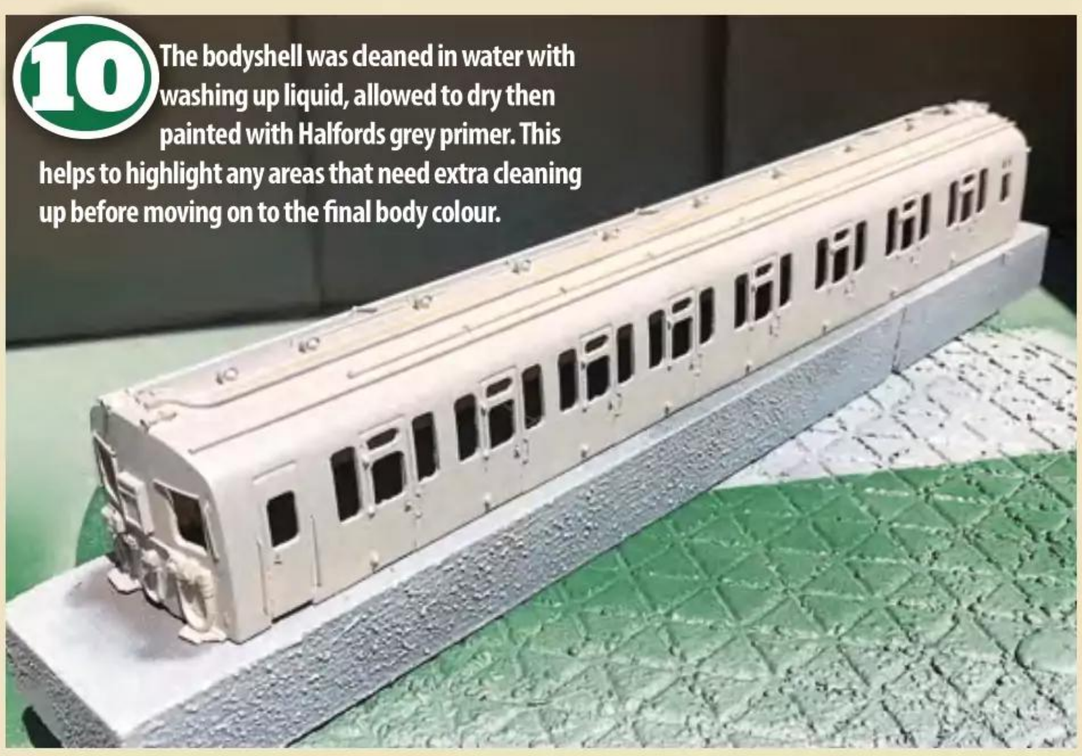
8 On the driving car, a couple of adjustments are necessary to allow the new resin body to fit – primarily filing back the metal tabs either side of the cab doors.



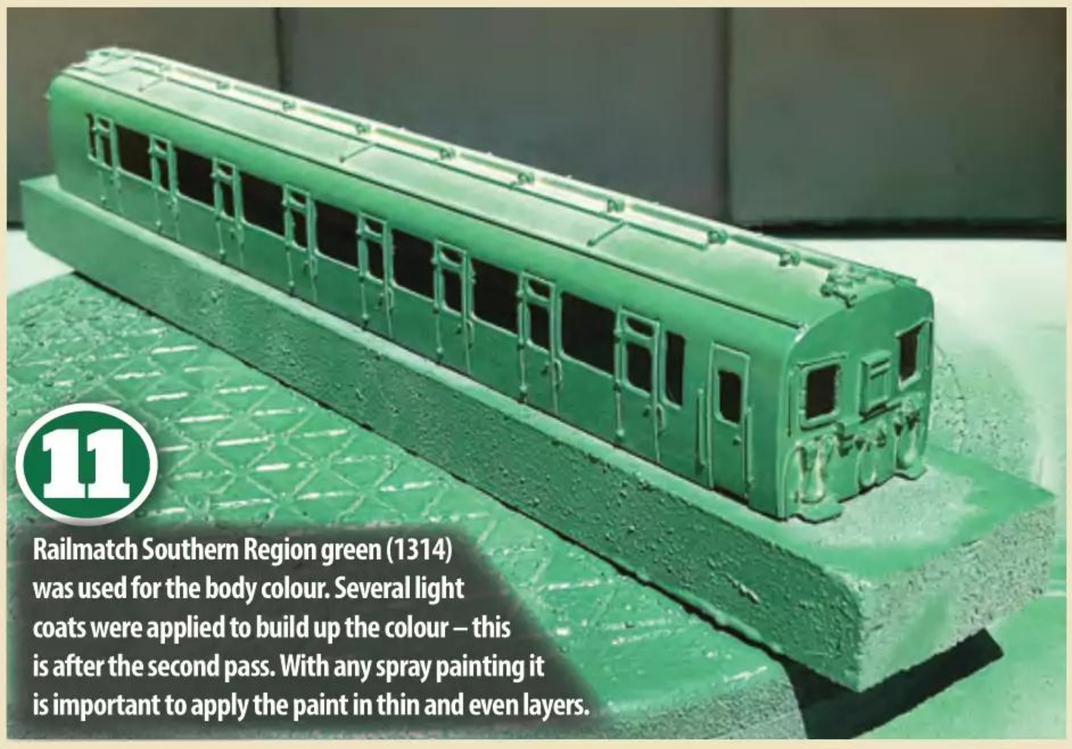
9 Back to the trailer coach, and we have now added handrails from 0.5mm brass rod and door handles from a Dart Castings set of BR coach door handles (Cat No. 2930). This coach is now ready for paint.



10 The bodyshell was cleaned in water with washing up liquid, allowed to dry then painted with Halfords grey primer. This helps to highlight any areas that need extra cleaning up before moving on to the final body colour.



11 Railmatch Southern Region green (1314) was used for the body colour. Several light coats were applied to build up the colour – this is after the second pass. With any spray painting it is important to apply the paint in thin and even layers.



12 Next, the bodysides were masked with Tamiya 18mm masking tape leaving just the roofs exposed for painting. Another Railmatch colour was used for this – Roof Dirt (1403).



13 With the main body colour complete, the handrails, steps, jumper cables and stencil route boxes were all painted black.



14 Next, the interior for the trailer car was painted with Railmatch Bauxite (1235) to suggest a wood coloured interior.

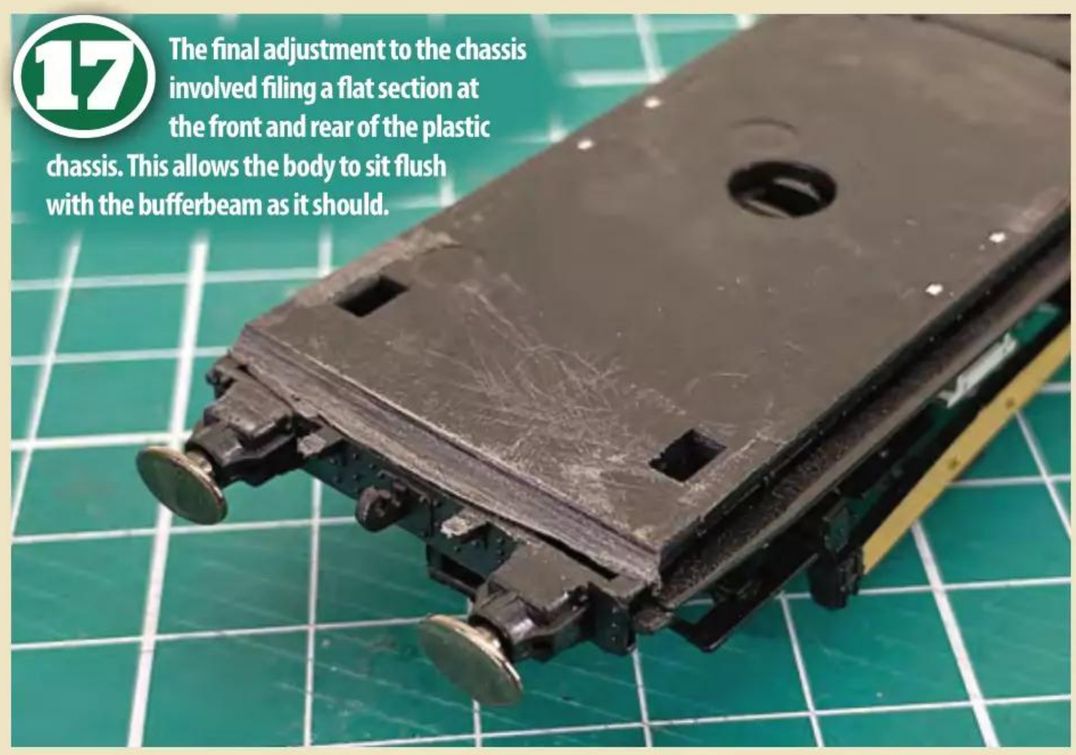




15 To seal the bodyside and prepare it for transfers, a coat of Humbrol Clear was applied over the green sides and ends using an airbrush. Using the airbrush means we can control exactly where the clear coat is applied.



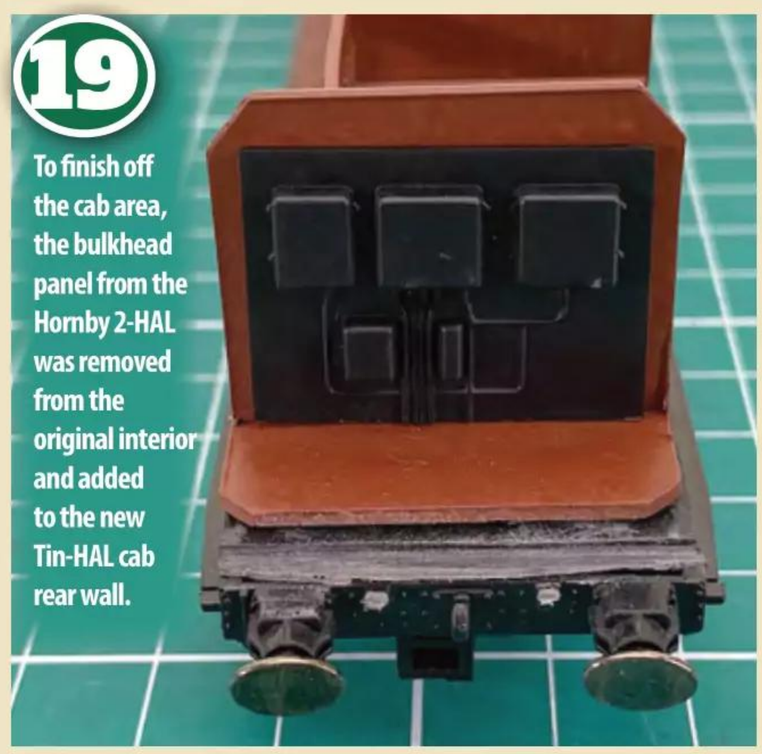
16 Numbers and lettering were cut out from a Modelmaster decals sheet of 2-HAL numbers with the unit numbers being made from individual characters. Humbrol Satin Varnish (135) let down with acrylic thinners and applied through an airbrush seals the transfers in place.



17 The final adjustment to the chassis involved filing a flat section at the front and rear of the plastic chassis. This allows the body to sit flush with the bufferbeam as it should.



18 Modifications complete, the interior unit was glued in place with Gorilla contact adhesive.



19 To finish off the cab area, the bulkhead panel from the Hornby 2-HAL was removed from the original interior and added to the new Tin-HAL cab rear wall.



20 Glazing cut from 0.25mm clear plastic sheet was the final addition to the trailer car to make it ready for weathering.



21 Fitting of the motor car body required additional surgery to the metal chassis casting at the front and the inside edge of the resin body. The latter was filed at an angle until it fitted, taking a small amount of material away at a time.

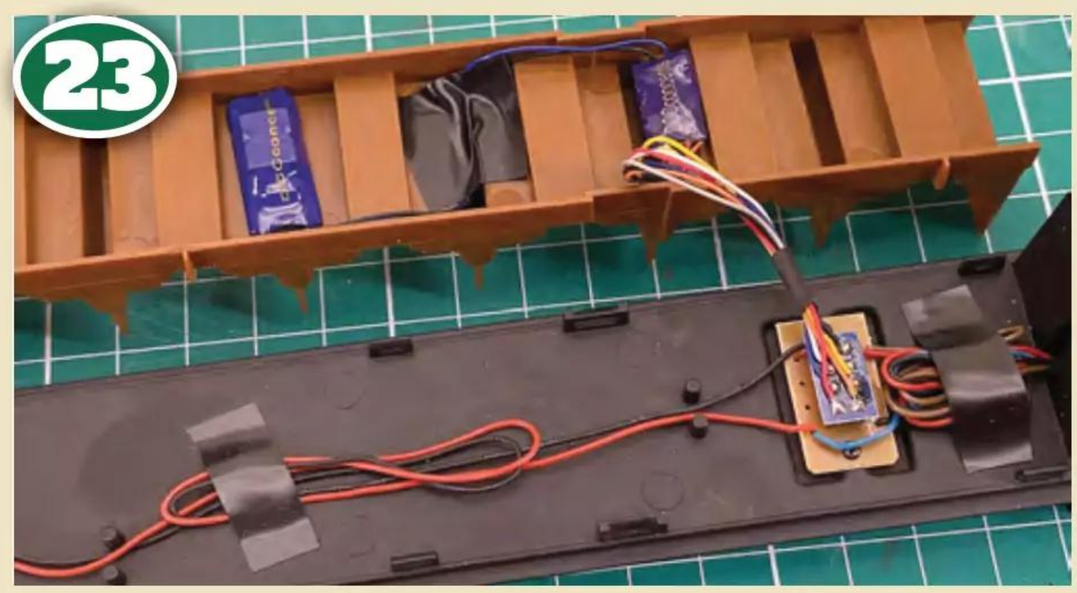


22 The same process was carried out at the rear of the motor coach, shaving the inside of the body at an angle until it fitted.

Intermediate
Beginner SKILL LEVEL Advanced

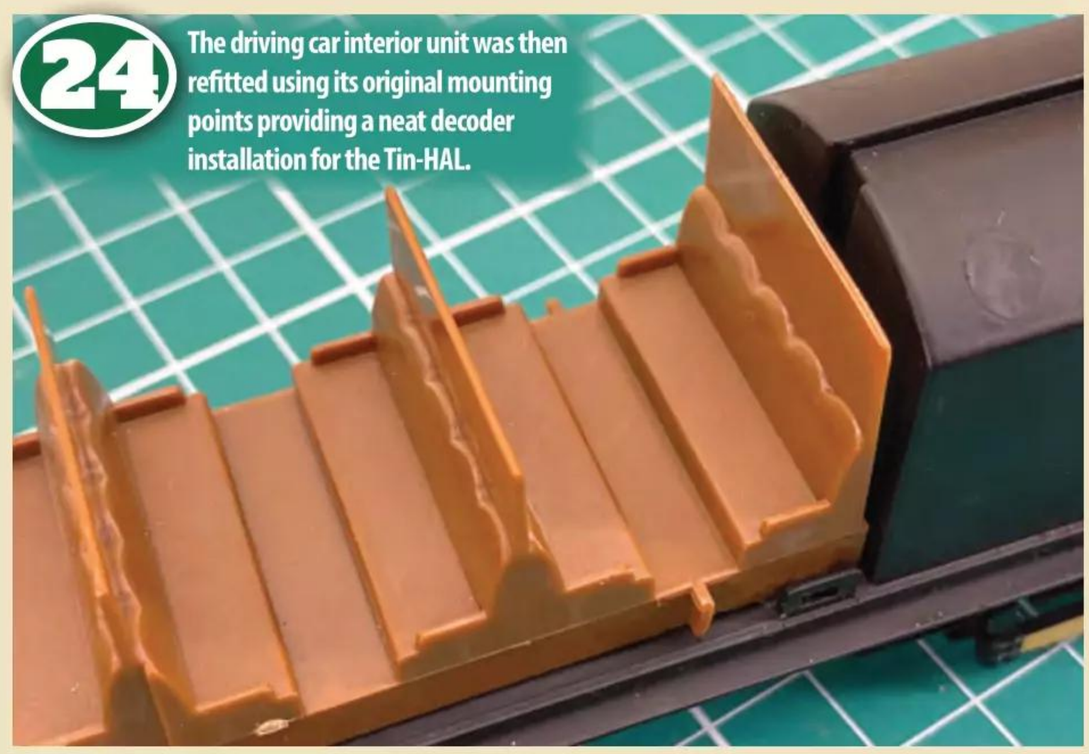
The trailer car of 2693 stands outside the depot at Twelve Trees Junction. Moulded detail was retained for the jumper cables, but could be upgraded with brass wire.





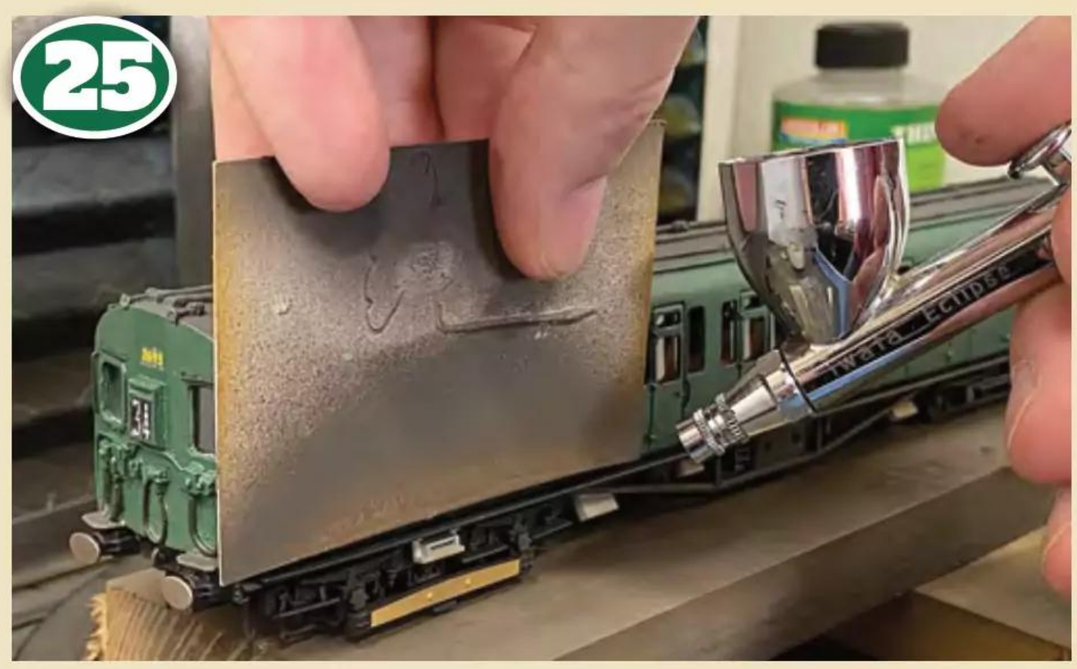
23

To prepare the unit for service on Twelve Trees Junction, it needed a decoder. We had a spare DCC Concepts Nano 8-pin decoder to hand (a new Zen Black version is now available) which included 'stay alive' capability. The decoder and 'stay alive' were black tacked to the underside of the seating unit and the socket plugged into the HAL chassis plug.



24

The driving car interior unit was then refitted using its original mounting points providing a neat decoder installation for the Tin-HAL.



25

To finish off the exterior, Lifecolor Frame Dirt (UA719) was airbrushed over the underframe using a business card to mask the body from overspray during weathering.



26

And now the finishing touch – brass coloured paint for the door and grab handles on the bodyside of each coach applied using Darkstar Polished Brass acrylic.

Modelling TREES IN 4mm SCALE

TIM SHACKLETON looks for quick, impressive results that don't cost the Earth – and proves anyone can make their own model trees.

I'D BEEN PUT OFF MODELLING TREES FOR a long time because the previous ones I'd made from kits (more than 30 years ago) were such a negative experience. Assembled by slotting together plastic armature sections, they were chunky and awkward to form to shape, and not at all malleable. The basis of the foliage was rubberised horsehair - horrible stuff, very difficult to tease out – that was sprinkled with green flock powder. They looked dire - a tree as interpreted by a mechanical engineer rather than a botanical artist, and the hairshirt methods I'd seen described over succeeding years were a further deterrent – dried tea-leaves, reconstituted pan scourers and Bowden cable, anyone?

Hence my recurring fascination at Missenden Abbey Railway Modellers' weekends with seeing my friend Stuart Holt making decent-looking trees out of user-friendly materials. Stuart had learned his skills from scenic ace Gordon Gravett and, in turn, would go on to teach tree-making one-to-one at Pendon Museum. When I finally made a start, I followed Stuart's choice of methods and materials implicitly. Learning to look at real trees and see how they go together was an essential first step – under the canopy of leaves, their structure is nothing like most modellers seem to imagine.

Equally important was using materials I felt comfortable with, rather than the ones I felt I should be using or could find going cheap. I liked the green-coated florists' wire but didn't get on with the bare shiny stuff because it pricked my fingers badly. For foliage I started off with Heki Flor and got on very well with it - I enjoyed the rubbery feel – but then tried other brands that I didn't like half as much because they didn't handle so well. Experiments with postiche (theatrical hair) were a disaster but Stuart swears by it – I think he has a gentler touch than me.

Many people prefer commercially made trees, which is understandable, but the good ones are very expensive, especially if you need a fair few of them. My trees – I made six altogether for this teach-myself exercise – are very much a compromise between appearance and attainability.

The methods also need to be infinitely repeatable, as well as providing an enjoyable diversion from locomotive building. Each tree took me about two hours, start to finish, and a big one cost around £8-£10 in materials. My approach to many aspects of modelling is very much quick fix, immediate effect and instant gratification so I'm afraid I'm not going to spend six months making a small gooseberry bush. Nevertheless, I'm really looking forward to my next trip to Pendon so I can look more closely at how they do it. Hm



You can, of course, simply follow my suggestions implicitly but you might be better advised to have a reference book to hand. There are plenty of them – the old Observer's Books are always good but for our purposes the Dorling Kindersley Eyewitness Companion would be the most useful.



A fine stand of trees modelled by Stuart Holt in 4mm scale. Originally made for his much-acclaimed Kyle of Sutherland layout, they now have an honoured place above my desk. The way the individual trees are seated on their base is something we might look at it in due course.



MAKING TREES IN 4mm SCALE

1

When I'm out with the dogs, I'm always looking for suitable trees to photograph with an eye to modelling. The winter months, when the branches are bare of foliage, give you a good idea of the underlying structure.



2



The basic toolkit – any kind of Artex or household filler, PVA adhesive (much cheaper in bulk), florist's wire and a good pair of cutters. All these products are readily available both online and in craft or DIY stores.

3



The indispensible Heki Flor foliage material, available in subtly varied colours and, though hard to find, well worth tracking down. There are plenty of alternative brands available, some easier to work with than others. Price isn't everything.

4



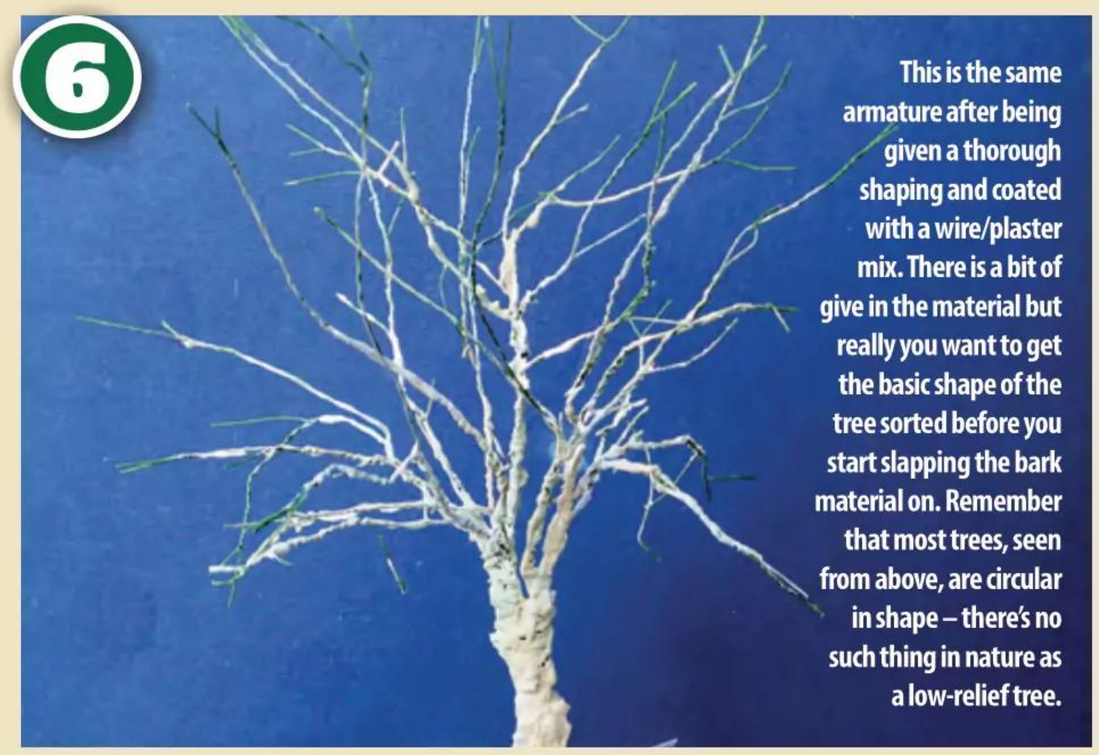
Every tree begins with a single snip. Cut your wire into 6in lengths (15cm) and then twist two lengths together to form a sub-branch. Then add more wires, combining them with other sub-branches to create longer, thicker boughs. You'll find 26 or 30 gauge is easily manageable, though you'll need more of it than if you were using thicker wire. Carry on, trimming as necessary, until you have a tree.

5

Now I'm getting the hang of it, twisting more wires together. I can trim the wires to shape later but I think I need more bulk – so far this tree is a bit on the skinny side. There's a fine line between an armature that's too thin and one that's too portly. This is why you need to study real trees.

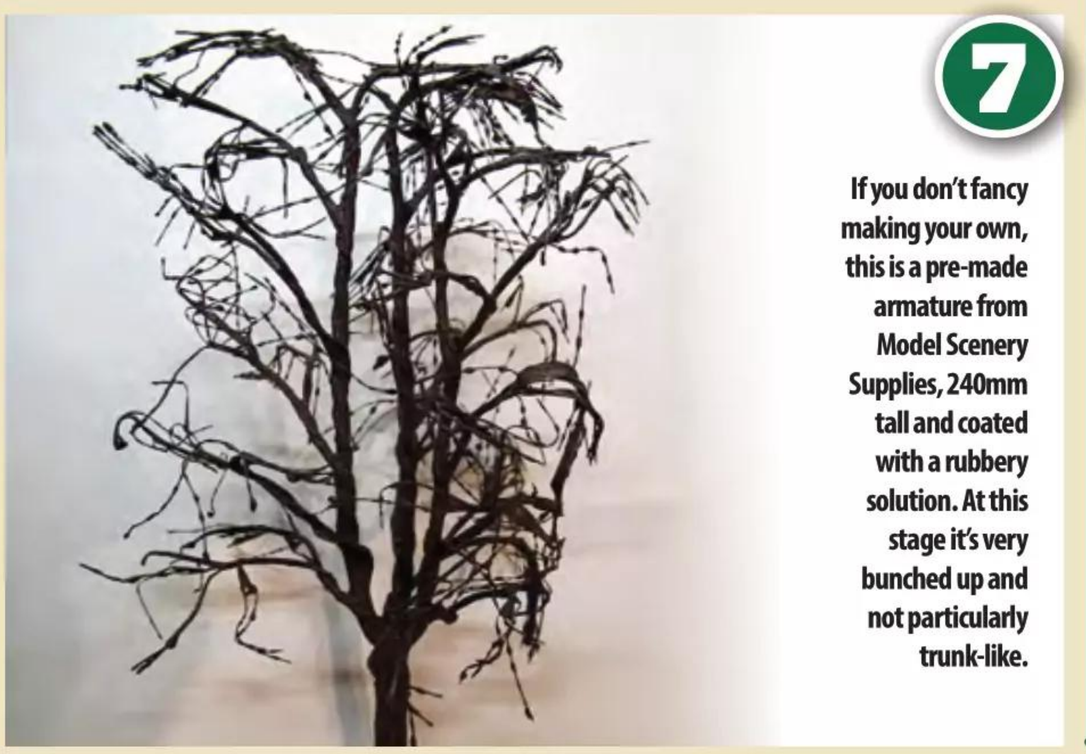


6



This is the same armature after being given a thorough shaping and coated with a wire/plaster mix. There is a bit of give in the material but really you want to get the basic shape of the tree sorted before you start slapping the bark material on. Remember that most trees, seen from above, are circular in shape – there's no such thing in nature as a low-relief tree.

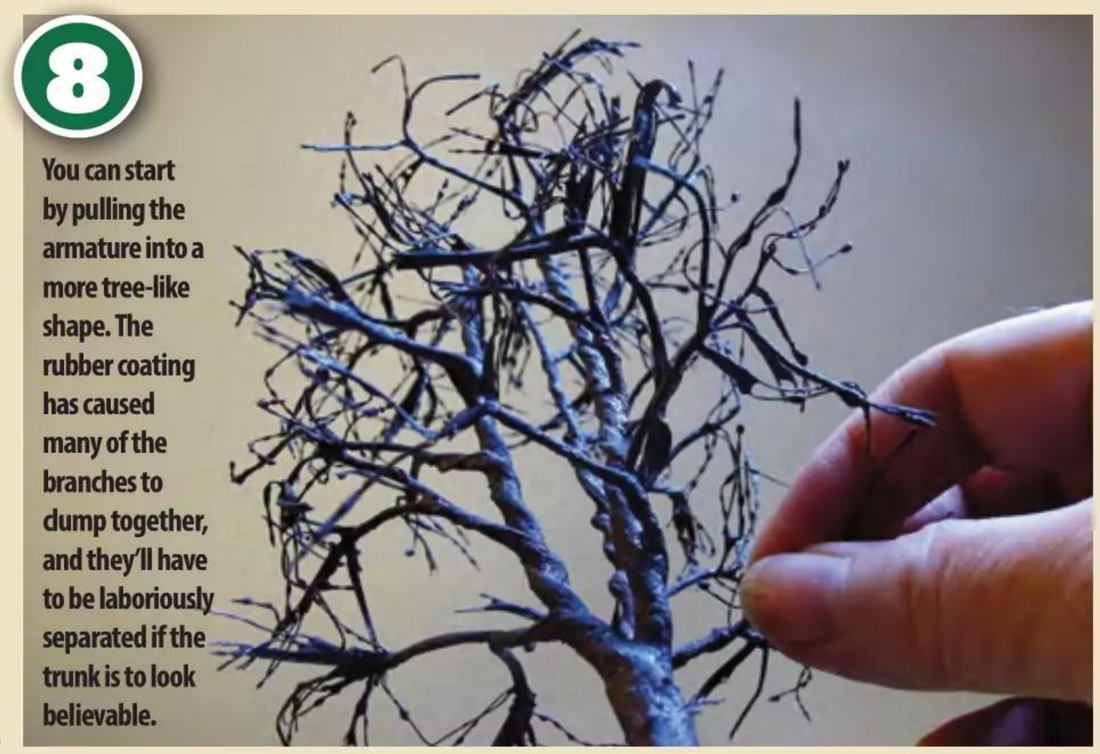
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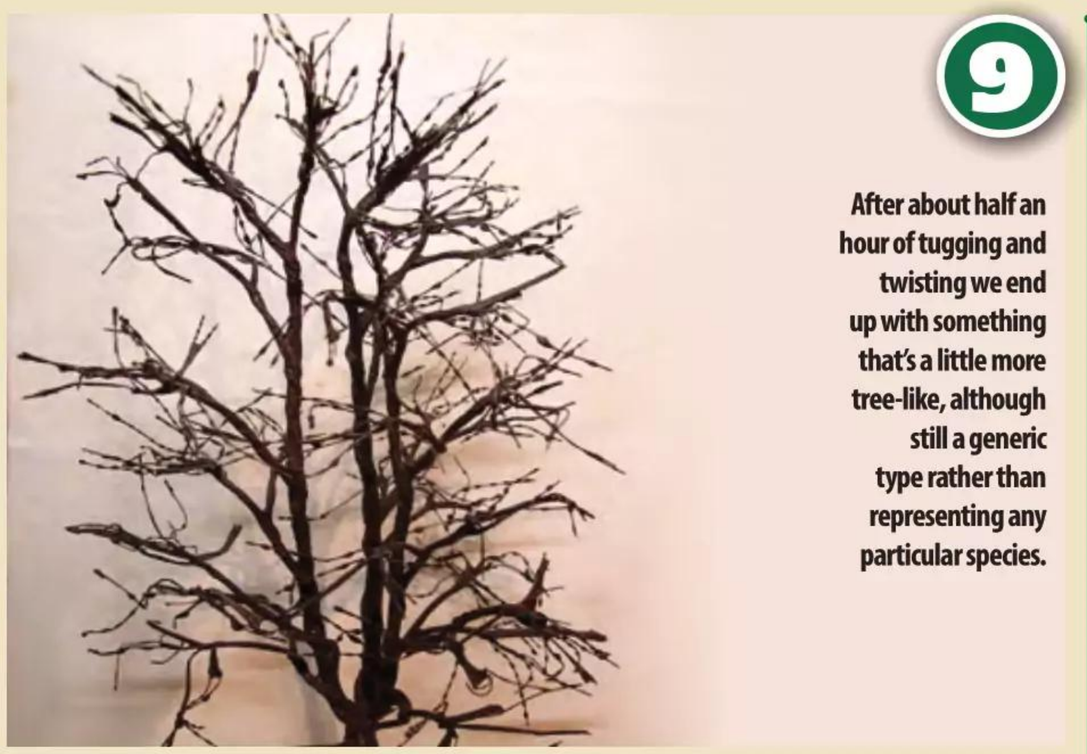
If you don't fancy making your own, this is a pre-made armature from Model Scenery Supplies, 240mm tall and coated with a rubbery solution. At this stage it's very bunched up and not particularly trunk-like.

8

You can start by pulling the armature into a more tree-like shape. The rubber coating has caused many of the branches to dump together, and they'll have to be laboriously separated if the trunk is to look believable.

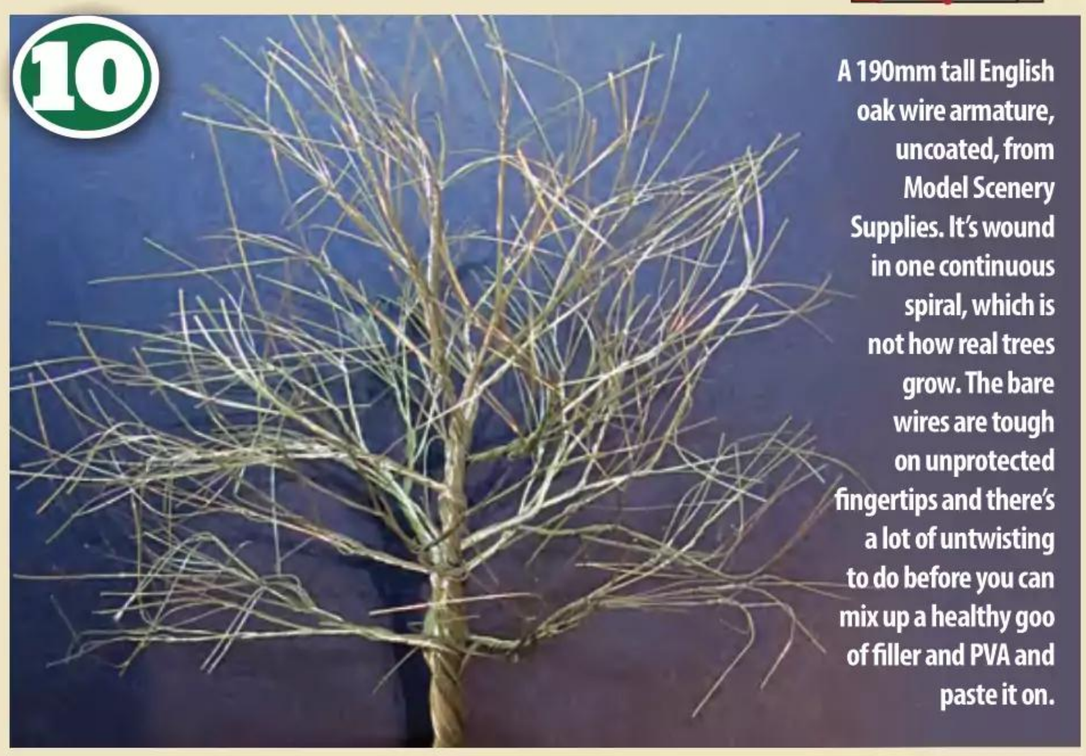


Intermediate
Beginner SKILL LEVEL Advanced



9

After about half an hour of tugging and twisting we end up with something that's a little more tree-like, although still a generic type rather than representing any particular species.



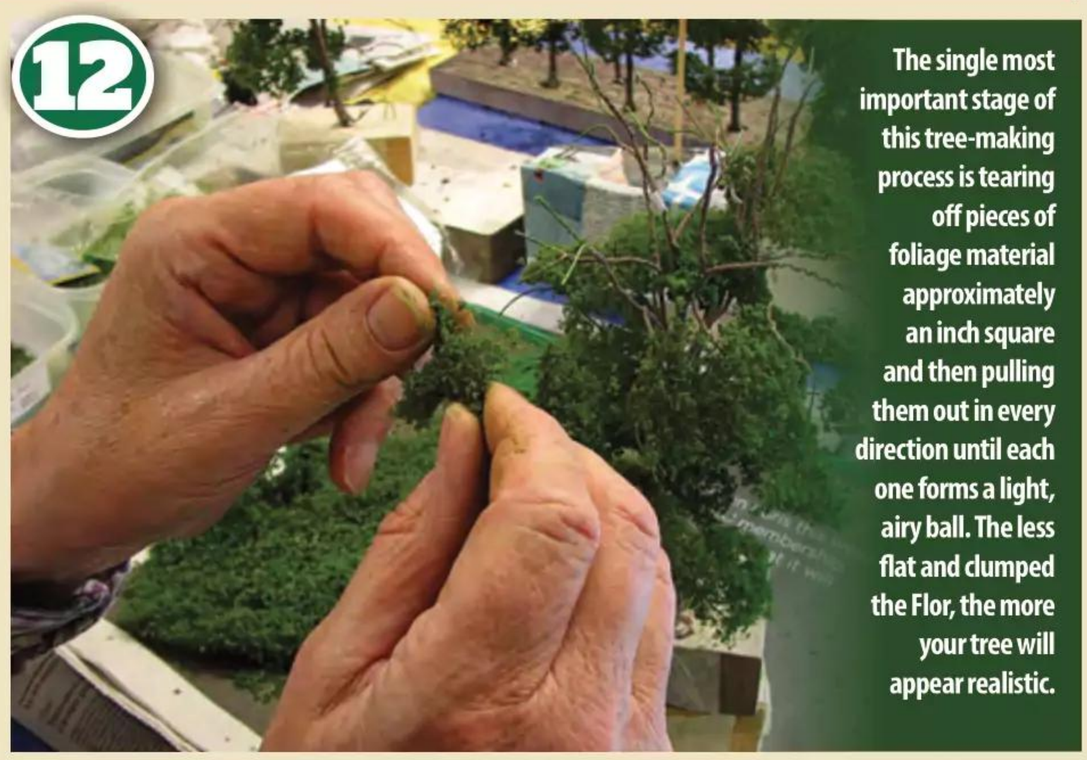
10

A 190mm tall English oak wire armature, uncoated, from Model Scenery Supplies. It's wound in one continuous spiral, which is not how real trees grow. The bare wires are tough on unprotected fingertips and there's a lot of untwisting to do before you can mix up a healthy goo of filler and PVA and paste it on.



11

Paint the armature a mousy colour, adding tints of acrylic paint as the mood takes you. Over-thick and malformed branches can be thinned using a sanding/shaping tool in a power drill. Like the real thing, the structure of the trunk is robust enough to survive such treatment.



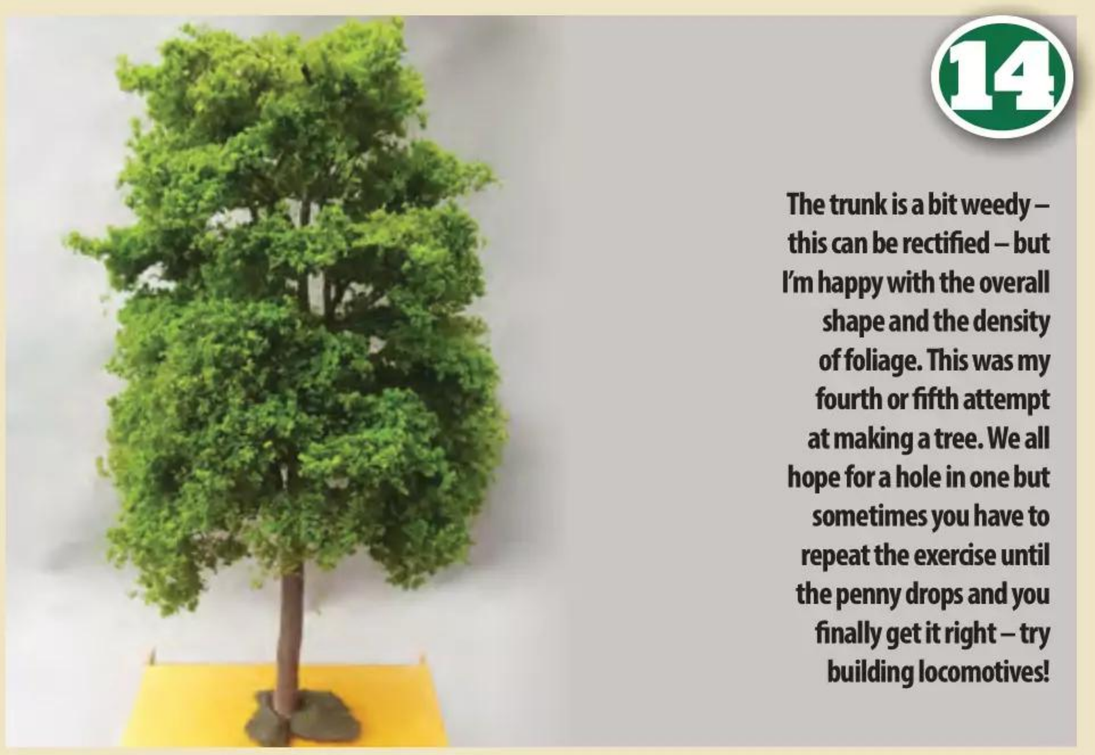
12

The single most important stage of this tree-making process is tearing off pieces of foliage material approximately an inch square and then pulling them out in every direction until each one forms a light, airy ball. The less flat and clumped the Flor, the more your tree will appear realistic.



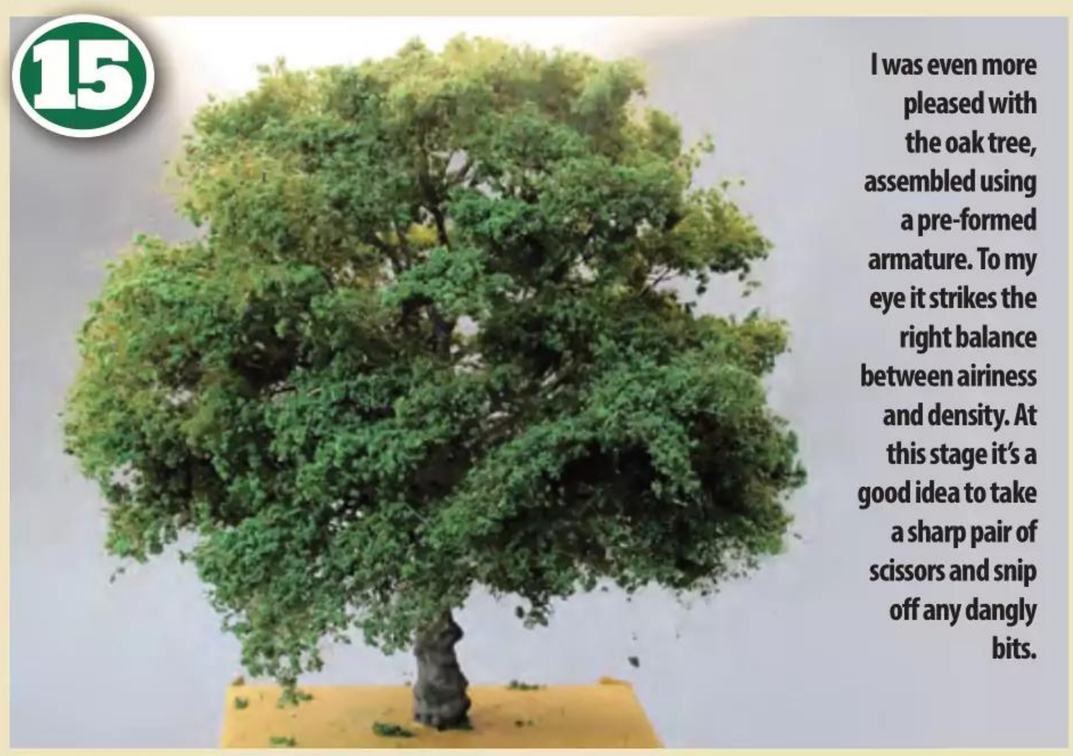
13

The foliage material is then added to the armature one piece at a time, using a good dab of PVA as the adhesive. Start with the bottom branches and work upwards. Don't make it too sparse but then don't make it too dense either. You'll be extremely unlucky if any residual blobs and blemishes show on the finished tree, but any thick, stubby branches will be readily apparent.



14

The trunk is a bit weedy – this can be rectified – but I'm happy with the overall shape and the density of foliage. This was my fourth or fifth attempt at making a tree. We all hope for a hole in one but sometimes you have to repeat the exercise until the penny drops and you finally get it right – try building locomotives!



15

I was even more pleased with the oak tree, assembled using a pre-formed armature. To my eye it strikes the right balance between airiness and density. At this stage it's a good idea to take a sharp pair of scissors and snip off any dangly bits.

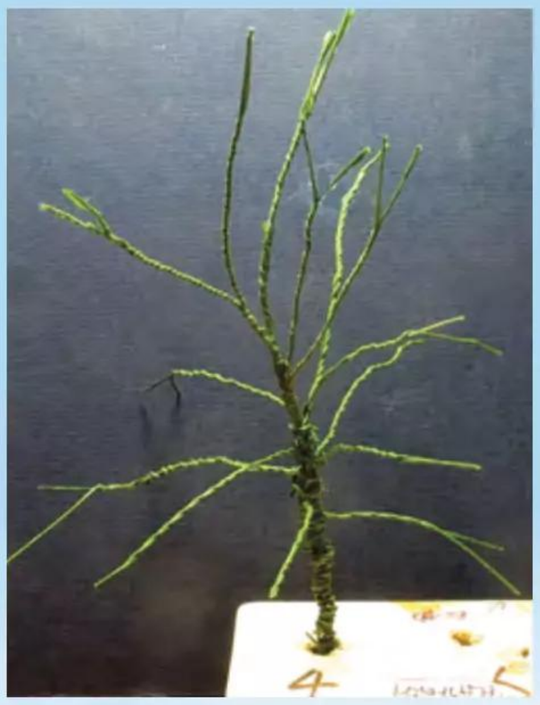
TOP TIPS

- Always copy the real thing – observation is the key.
- The more branches and sub-branches you add, the better the build-up of leaf coverage and the more realistic your tree will be.
- Adding foliage material involves striking a balance between transparency and density. Look closely at real trees for inspiration.
- To look good, the shape of the tree needs to flow elegantly which is where your choice of prototype comes in.
- Trees are bigger than you think, and modelling a big 'un takes time (and costs money). Big trees have great impact on a layout.
- An 8-9in tree consumes one pack of wire and one pack of Heki foliage mat to complete assemble of a realistic tree.
- If you want good results in a reasonable timescale, don't stint on materials - quality products will reap rewards at the end.

Troubleshooting guide

When you're trying something new, there's nothing worse than comparing your own lumpen efforts with the work of someone who's keen to show you just how expertly they can do it. Here I go to the opposite extreme – every mistake is an opportunity to learn!

Trees have been an integral part of our landscape for many thousands of years and this scene at Hawkedon in Suffolk is one you'll see repeated all over the country. Most layouts can use at least one specimen tree and preferably several.



I'm starting to add sub-branches to the main trunk but there's not much of a pattern to it. This tree wants to reach upwards towards the light but already it's spreading outward. It might make a gap-filler for the back of the layout, but I can't see it becoming a feature.



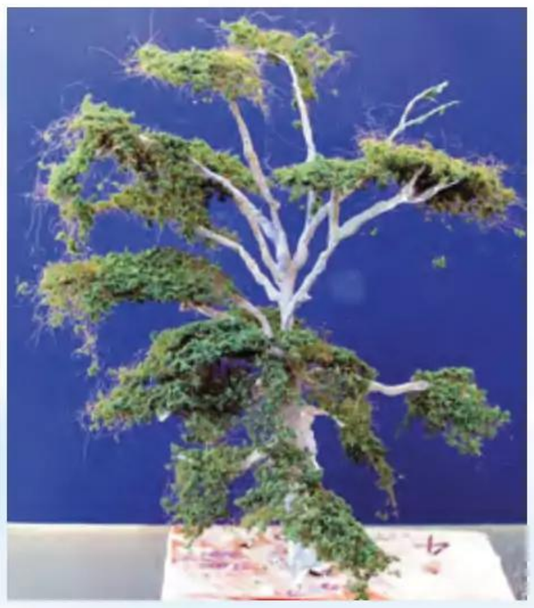
Don't make up trees out of your head. All the time I'm building the armature I'm comparing its shape and proportions with a paper template derived from a drawing of an actual tree. At this stage in my career as a mini-dendrologist I'm not competent enough to make an exact copy, but the intention is clearly there.



What can I say? But you have to keep on, learning as you go. These trees are much too stringy because I didn't incorporate sufficient sub-branches. But by the time I reached the fourth tree in the series (the one on the right) I was starting to get the hang of it.



A typical first effort – the shape is awkward and the branches are much too stubby, with little of the subtle gradation of trunk diameter that you see on a real tree. There are insufficient sub-branches on which to lay foliage so the tree will always look stumpy and scraggy, no matter how much Flor material I add. Doubling the number of sub-branches would have made the tree – and its foliage cover – so much more convincing.



A first essay in foliating a tree, using Heki foliage mat but not as it's meant to be used. I hadn't teased it out anywhere near enough, with the result that it's still clumped together. Exasperated, I've started again near the bottom of the tree, pulling the mat out as far as I could, and the result is much more convincing.

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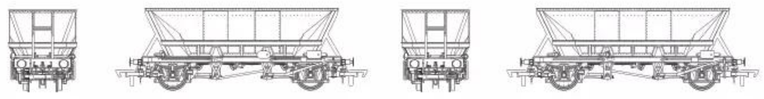


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Oak ROAD

Sweeping curves and scale length HSTs are amongst the highlights of **MIKE BUICK'S** *inspirational 'OO' gauge exhibition layout. Here he tells the full story of its creation and explains how it is supporting the Meningitis Now charity.*

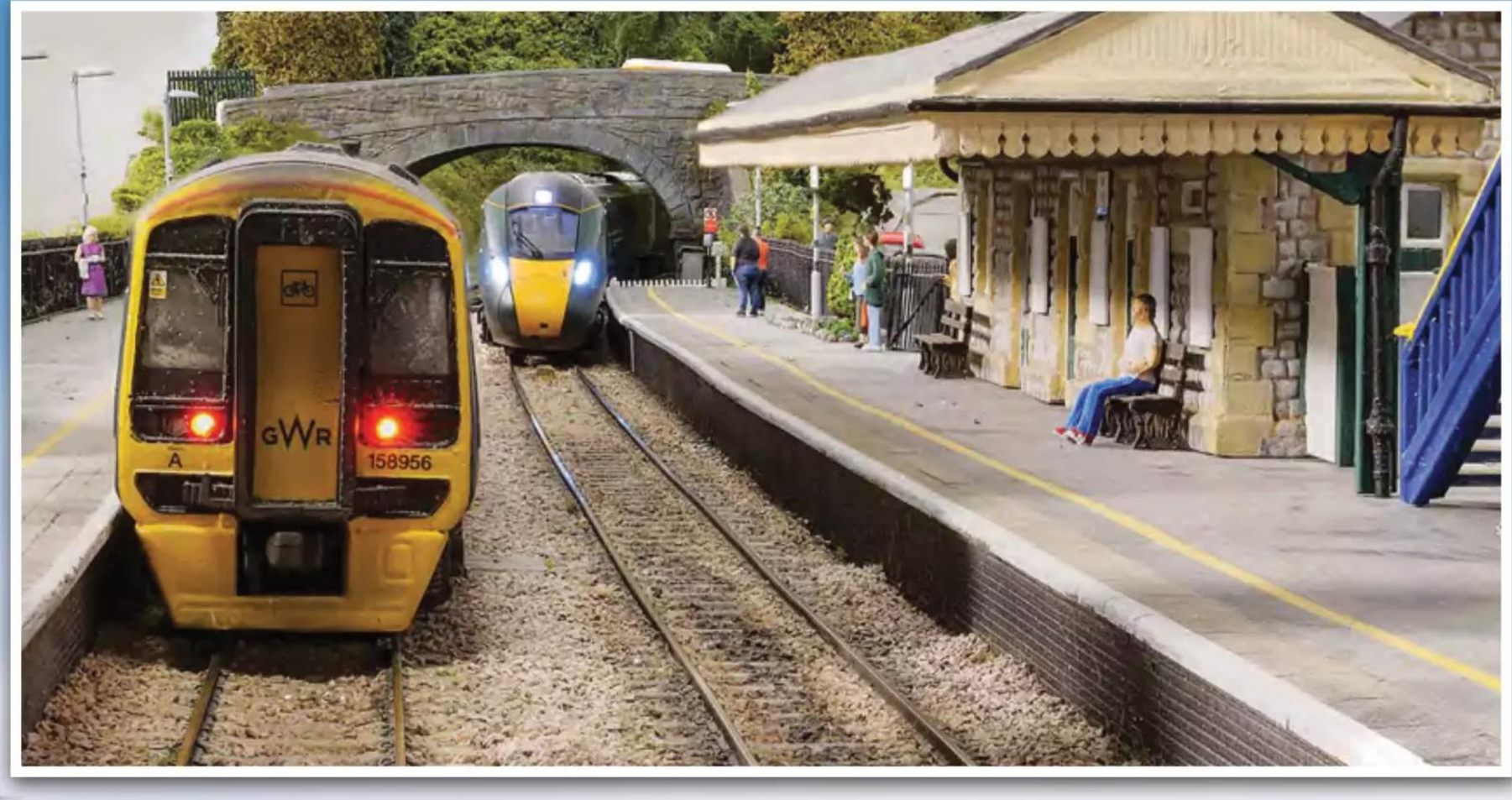
PHOTOGRAPHY, RICHARD WATSON

LIKE MANY, my interest in all things train related started in my childhood, aged two to be precise, when my first recollection of train travel was going from Portchester to Southampton on a 'Hampshire' unit with my Mum. Two years later, I got my first trainset, a small Tri-ang Hornby 0-4-0T with a couple of coaches and an oval of track which was all second hand. That was set up on the floor and was followed by a brand-new *Flying Scotsman* from my grandparents, a model which remains firmly ingrained in my memory to this very day.

As I grew older, I swapped 'OO' gauge for 'N' gauge, but as with most teenagers, I became distracted by bicycles, cars, music and something else which I'll mention later. However, I never really gave up my obsession with trains. Around the year 2000, I had a short-lived revival in collecting 'N' gauge, but I never really rekindled my interest in the hobby until 2015, when as luck would have it, Fareham & District MRC were holding their annual exhibition near to where we lived, and that was that.

I joined the club and started to learn about model railways 'proper'. Although I'm no longer a member of the club, the members there were very good to me, and Steve Mason taught me how to replicate paint tones and textures, which is remarkable because he's colour blind! Two other people I really need to credit for influencing my modelling are Graham Ive and Ian Griffiths – they would build fantastic scenery and buildings from whatever they had lying around, proving that you don't need to use the most expensive products to create a realistic looking model, and without the help and advice of these three people, I've no doubt that my layout wouldn't look the way it's turned out. »

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	20ft x 9ft	WESTERN	2013-2019	DCC, Digikeijs DR5000



1 Right: **Class 158 158956 is ready to depart as a Class 800 sweeps under the stone arch bridge on the approach to the station.**

2 Below: **A GWR HST set headed by 43093 *Old Oak Common – HST Depot 1976-2018* rolls to a stop at Oak Road as another set departs in the opposite direction. The virtual quarry is loading up a trio of Mendip Rail JNA box wagons in the background while a Class 153 ticks over in the bay platform waiting for cross-platform passengers.**

GETTING STARTED

The desire to build the layout was driven by a collection of Hornby First Great Western Mk 3 coaches - I can't say 'HST set' because at the time I didn't have any power cars! Nevertheless, I had a vision of an HST racing through a countryside station. I wanted an arched road bridge and sweeping curves but that was as far as I'd got, and then one day I found a Ratio country station kit which seemed to fit my ideas and the plan was hatched – having said that I don't like plans, I can never stick to them.

Funnily enough, the original name should have been Oakwood after my father in law's ground works company, but somehow it ended up as Oak Road and it's stuck ever since. It was always going to be an exhibition layout, but I wanted one with a difference. Many times I'd been to exhibitions where I'd hear children say: "Where's the trains we travel on?" or "Why isn't that train moving?". That got me thinking that I needed to build it to appeal to a wide audience, one that encompassed fast, brightly coloured trains for the younger viewers, and one with decent modelling standards for the more serious modellers.

I've long been an admirer of Jim Smith-Wright's 'P4' gauge model of Birmingham New Street, but given the fact that I could barely build an Airfix kit before I started out, I had neither the skill or understanding to build a finescale model railway to 'P4' standards, but I had seen something that looked the part – Pete Goss's World's End. Pete used Peco code 75 track and re-spaced the sleepers slightly to give a more realistic appearance, but still enabling standard 'OO' gauge stock to run, so I decided to follow the same idea. I should probably point out that you need a fair bit of patience to do this in the same way I've laid my track, because each individual sleeper is stuck down with superglue, and like the finescale modellers, I have no rail joiners on the scenic section at all, so a lot of care was taken to align the track sections.





Class 66 66068 eases a rake of Network Rail IOA wagons through the junction to access the stone yard alongside the station. Trackside detailing really brings the railway to life.

All the pointwork is standard Peco which has been modified to follow track curvature, and on the scenic section the springs have been removed, along with the original Peco motor mountings just to improve the look.

The other 'spanner in the works' was the fact that I wanted superelevated curves which adds another dimension for the viewer. This was achieved by building up strips of paper stuck down with PVA glue under the outer edge of the sleepers. There's no secret formula - just trial and error to make it look convincing.

Jumping back to the station building, the Ratio kit is based on Castle Cary and as I'd been through that particular station, I decided I'd go and see what it looked like in real life. This provided me with ideas for the scenery and the final fictitious location in the Somerset village of Lyttle Cary which serves the lines to Taunton and Weymouth to the west, and Westbury and Shepton Mallet (long gone in real life) to the east.

Of course, the track wouldn't be much use without some baseboards and a friend of mine, Ian Blackall, had already built an



4 DB Schenker liveried Class 66 66101 passes through Oak Road with a rake of china clay tankers. 3D printed models of layout owner Mike Buick and *Hornby Magazine's* Richard Watson look on.

exhibition layout so he kindly explained what materials he'd used and how he'd built it. The current specification is 9mm plywood for the surface with 100mm deep frames. Each board has a set of fold out legs except the two that join the main layout to the storage yard, and the whole lot is bolted together using M8 bolts and DCC Concepts alignment dowels. There are ten boards in total measuring 5ft x 2ft each and they fit on top of each other in pairs for transportation.

CONTINUOUS IMPROVEMENT

My original intention was to use all ready made products and make them look as real as I could. Unfortunately, this idea soon went out the window because I couldn't find ready made products that came close to what I was looking for, and in turn my modelling ability took a very steep (read vertical) learning curve.

The station is the main feature of the layout and although it isn't a replica of Castle Cary, there are quite a few references to the real location in terms of the footbridge. The bridge was built using parts from a couple of kits and the remainder was scratchbuilt while the stone arched bridge (for me, the thing I'm most proud of) is completely scratchbuilt. The previously mentioned station building was modified to match the original Castle Cary building as closely as I could.

The platforms were made using Peco platform edging covered with Slaters embossed brick sheet, and then foamboard bracing was added to support the tops which are a combination of Slaters embossed paving and scored plasticard. These were painted using acrylic paint from The Range. The station lights are scratchbuilt too, using light heads that Alan Buttler of Modelu 3D printed for me, and the station signage is courtesy of Steve Bell at Railtec and Justin Noble from Scale Model Scenery, who made the bespoke palisade fencing for the station car park.

The bridge at the opposite end of the layout is a smaller replica of Anson Road bridge No. 1 at Castle Cary, although I've used some modeller's licence and reversed it to suit the curve. The chain link fence that follows the lineside is again from Scale Model Scenery. I've since had some input with some of the excellent products Scale Model Scenery sells such as the lineside signs and the drainage catch pits which can be seen on the layout.

The colour light signals were built by Paul Faulds of CR Signals for the layout and are exact replicas of the westbound signal at Castle Cary. The ground signals came from Matt Turner at Absolute Aspects. The tunnel is a replica of Somerton Tunnel's eastern portal, which again was scratchbuilt (three times because I just couldn't get it right) and all of the roads are made using plasticard, again painted with acrylic paint.

The landscape is created using carved up polystyrene covered in torn up brown paper soaked in PVA, and what a mess that made! I was clearing up our kitchen for months afterwards. The rock cutting is formed using toilet roll soaked in PVA and sculpted using a wallpaper scraper.

The stone yard doesn't exist in the real location, but it is a good space filler and is made in a similar way to the landscape »



5 **Class 43 43002 *Sir Kenneth Grange* leads an HST set into Oak Road. Note the HST stop signs at the platform ends and the specially made single aspect modern LED signals.**

but using expanded foam, again covered in brown paper and PVA, and lots of ballast, which I guess is now a good time to explain the appearance of the track, a question which regularly gets asked.

The respaced Peco code 75 track was painted using more acrylic paint. This was then ballasted using a product called calci sand available from Pets At Home – originally intended for reptile vivariums, which I put through a small sieve to get it closer to the scale I was after. It is fixed with diluted Mod Podge glue. I think it took me three or four attempts at ballasting to get the result I wanted but I got there eventually.

To achieve the 'track dirt', I used watered down burnt umber and black paint applied with a pipette which once dry leaves a nice dusty West Country finish to the track work. There are very few static aspects of the layout which haven't been redone at some point, which personally, I feel adds to the realistic looking appearance – after all, most roads have been dug up and repaired throughout their lives, buildings are being redeveloped, built or demolished and the railway is always being re-ballasted. I doubt the layout will ever be finished, I'd say its only about 75% complete in my mind – I'm always re-doing something on it and I've been trying to build a pair of cottages for the last two years without much success. Still, I guess it keeps me out of trouble!

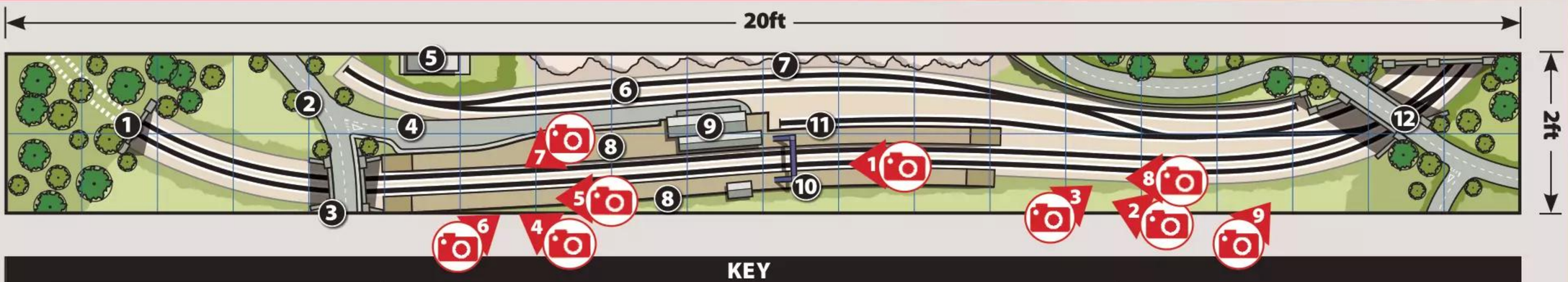
IN THE DRIVING SEAT

DCC control is a great thing to have, and whilst I equally enjoy analogue control systems, it just wasn't practical for how I wanted to operate the layout. The first system was an NCE Power Cab, which did a sterling job for over three years, but it had its limitations when moving to automation.

After doing some research, James Hudson

6 **GWR's uniquely liveried 43172 *Harry Patch* coasts through Oak Road as Class 66 66068 prepares to uncouple from its rake of IOA ballast box wagons in the yard. The Ratio station building takes centre stage on the platform.**

OAK ROAD TRACK DIAGRAM (Not to scale)



KEY			
1 Somerton Tunnel	4 Station approach	7 Virtual quarry	10 Footbridge
2 Road	5 Car garage unit	8 Platform	11 Bay Platform
3 Stone arched bridge	6 Virtual quarry sidings	9 Station building	12 Anson Road Bridge No. 1

at DCC Train Automation supplied me with a Digikeijs DR5000 and a Piko Throttle at a comparable cost to the NCE Powercab. This effectively did the same job as the NCE system but gave me the advantage of using a computer program called iTrain via Loconet. The benefit is that we could operate the layout manually or semi-automatically if we were talking to visitors at exhibitions. I can put it in to full automation when I'm sat at home and just watch the trains go by. The Digikeijs system has since been expanded using other products in the Digikeijs range including DR4088 feedback modules to tell the computer system where the trains are on the layout, and DR4018 accessory modules to drive the point motors and the colour light signals.

The rolling stock which operates on Oak Road covers a six-year period on the Great Western section of the main line railway and sets the time frame between 2013 and 2019. Highlights are undoubtedly the full-length HST sets snaking through the station and I have amassed a selection of units in GWR green and First Great Western dynamic lines purple as well as 'celebrity' power cars such as 43002 *Sir Kenneth Grange* in its final BR blue and yellow colour scheme as it was at the end of HST operation by GWR.

The HSTs are joined by a pair of Class 800 five-car bi-mode units and DMUs from classes 150, 153 and 158 all operate alongside the express workings. Freight traffic is naturally in the hands of Class 66s in most cases with examples in Freightliner, »

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7 **A First Great Western liveried HST set departs and heads through the arched bridge at the platform end.**

EWS and DB Schenker liveries being regular performers. There are also DRS Class 37s and a West Coast Railways Class 47 while a Class 70 makes occasional appearances too.

All the rolling stock which runs on the layout is fully weathered to ensure it doesn't stand out from the hard work that has gone in to creating an authentic railway on which it runs and this is a highly pleasurable part of the process which, like other aspects, is always ongoing.

MENINGITIS NOW

In 1986, just before my 20th birthday, I contracted meningococcal meningitis and by all rights should not be here to tell this story, let alone build a model railway – you can

read my story at *oak-road.co.uk/my-story/*

I was sat in my office one day and wondered if I could help someone else beat this terrible disease, so I contacted Meningitis Now and told them about my experience and how I had a big trainset, and asked them if I could raise some money for them? To my surprise, they said yes, and then asked me to tell them more.

The charity sent me some T-shirts and a collection bucket, along with adding my story to their website. Whenever we're at shows, the operating team and I raise as much money as we can from other exhibitors and visitors, to help support meningitis research. Tim Horn also made and donated a full-size replica nameplate from HST power car 43041 when it was named *Meningitis Trust Support For Life*, which you can see fixed to the fascia board above the layout when we're out and about.



9 **A Class 153 scurries away from Oak Road on the branch line as a Freightliner operated Class 66 passes under the road bridge with a rake of empty Network Rail 'Falcon' ballast wagons.**

8 **A pair of GWR Class 800 bi-mode five-car units glide through Oak Road. In the yard, 66068 is now ready to depart with its IOA wagons while a Class 153 and 150 stand in multiple in the bay platform.**



GRAZIE MILLE

Although I've built Oak Road on my own, I could never have done it without all the help I've had over the last four and a half years. So, in no particular order (this sounds like an Oscar speech!) I would like to extend my eternal gratitude to my operating team of Dave White, Ian Blackall and Rhys Betteridge, because without them, I'd never be able to attend an exhibition. Alan Buttler of Modelu and Justin Noble of Scale Model Scenery who have been with me since the start of the layout build. Paul Faulds of CR Signals, Matt Turner of Absolute Aspects, all the guys at DCC Concepts, Annette and Clive of AC Models, the guys at The Model Shop, Portsmouth, Dave and Lynn at Wicor Models, Steve Bell at Railtec, Kevin Dickerson at Coastal DCC, James Hudson of DCC Train Automation, Matt Taylor at Gaugemaster, David and Tammy at Train-Tech, Simon Kohler from Hornby, Fareham & District MRC, and of course Nicky, my wife who gave me the confidence to build the layout in the first place.

I also need to thank Meningitis Now and *Hornby Magazine* for well and truly putting Oak Road on the map, and of course everyone who's donated money, either directly to Meningitis Now, or via my just giving page *www.justgiving.com/fundraising/mike-buick*

The biggest thank you however must go to the amazing doctors and nurses who saved my life, because without them, you would not be reading this now. Thank you so very, very much. Hm

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Bachmann's JOHNSON '1P'

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	31-742 (reviewed)
Description:	Johnson '1P' 0-4-4T 58072
Builder:	Derby Works
Region:	Midland Region
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length:	135mm
Price:	£149.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-4-4T
Purpose:	Branchline passenger
Haulage capacity (expected):	Two coaches
Haulage capacity (actual):	Four coaches (maximum tested)

The latest arrival for 'OO' gauge from Bachmann is the popular Midland Railway '1P' 0-4-4T. **MIKE WILD** takes a closer look at this sought after new release.

SOME LOCOMOTIVES have an intangible appeal, and the Midland Railway Johnson designed '1P' 0-4-4T family is one that has been wanted for many years in ready-to-run form. Several years ago I had an etched brass kit for the '1P' built for me and I still have it tucked in the locomotive drawers under Topley Dale, but now it is pleasing to say that anyone can now own one of these characterful Victorian era passenger tanks.

The real locomotives were introduced in 1881 with the first of this breed (there were forerunners) classified as the '1532' class. Further versions followed as the '1823' and '1833' classes until a total of 115 had been completed by Derby Works, Dubs & Co. and Neilson in 1900. Their history is quite complex with several renumberings during their long 70 plus year careers. Withdrawals started in 1930, but the last wasn't stood down until 1959 although sadly none have been preserved. Read more about the Johnson '1P' story in Reality Check on pages 74-77.

Bachmann announced its plans to produce the '1532' class in 2017 and three locomotives are currently heading for the UK during November and December modelling Midland Railway, London Midland & Scottish and British Railways era locomotives. Each has subtle detail differences including firebox, safety valve, push-pull and condensing equipment. In addition, Bachmann has announced factory sound fitted versions of each locomotive in this first batch.

THE MODEL

Our review sample models '1833' class 0-4-4T 58072 (Cat No. 31-742) equipped with a Belpaire firebox and condensing equipment. This locomotive was built in May 1893 by Neilson for the Midland Railway and was withdrawn in November 1956. The other locomotives model 1273 in Midland Railway lined crimson lake with a round-topped firebox (31-740) and 1303 in LMS black with a round-topped firebox and push-pull equipment (31-741).

58072 is immaculately presented in its BR lined black livery. Bachmann has done a sterling job of recreating the fine three-colour lining around the front splasher, tank and bunker side while the boiler bands are equally well done.

Livery application also extends to the BR smokebox numberplates, 71J (Highbridge) shedcode, ejector and pipework, tank side BR early crests, locomotive numbers and a very subtly printed works plate on each bunker side.

A glance inside the cab is rewarding as all the controls and gauges are present inside while the firebox has a flicker effect. A small point to mention is that the »











FIRST REVIEW

"58072 is immaculately presented in its BR lined black livery."

MIKE WILD

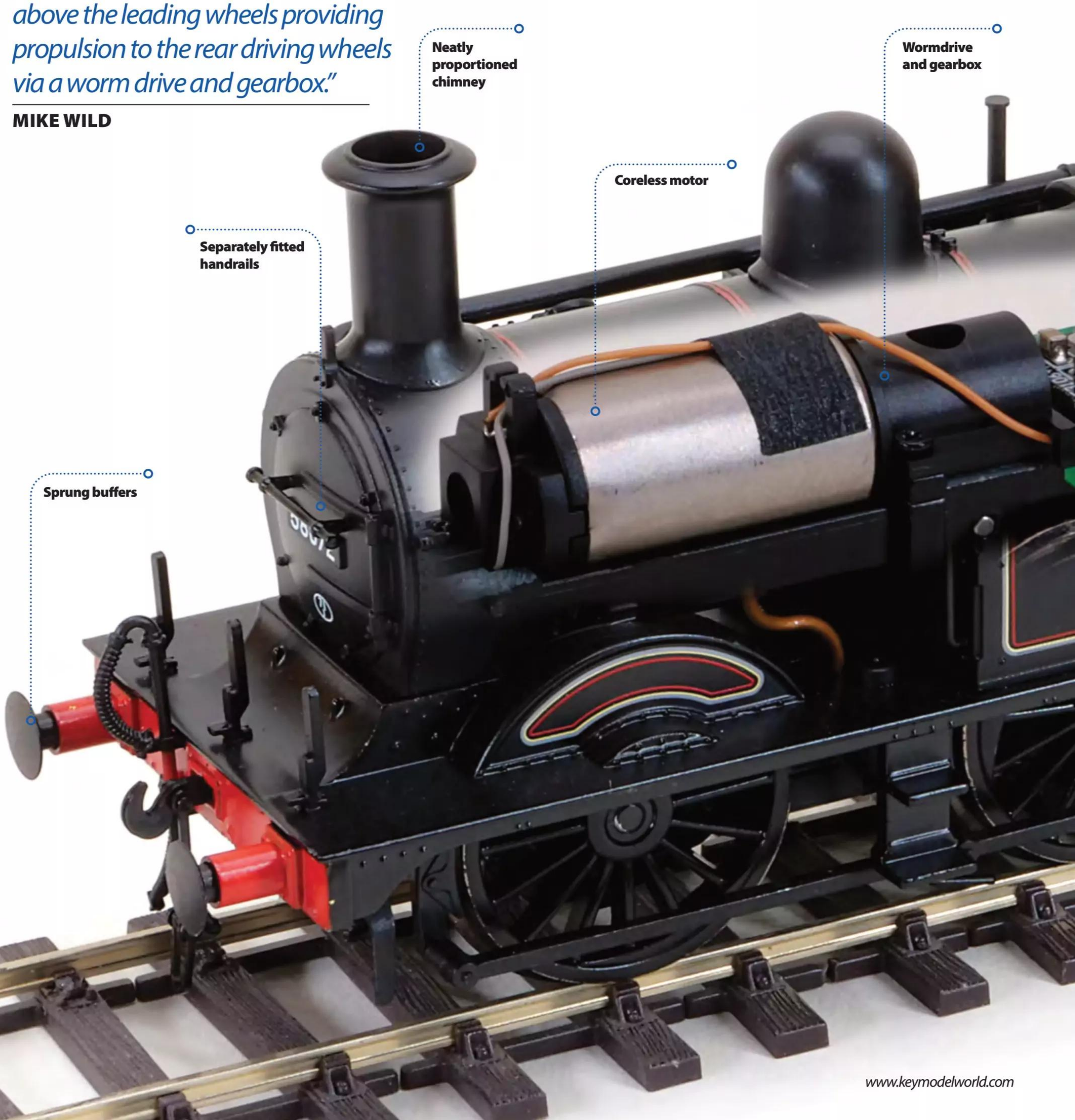


glazing for the spectacle plates is a single piece across each end of the cab interior, though this is hard to spot except under close scrutiny.

The accessory pack contains bufferbeam parts, cab steps for display models or those with generous curves to operate on (we found 58072 worked happily around second radius curves with the steps fitted) and cab doors while there is also a spare set of driving wheels with traction tyres which can be swapped out for the rear set on the locomotive to increase its tractive effort.

"Inside the '1P' a compact but powerful coreless motor sits up front above the leading wheels providing propulsion to the rear driving wheels via a worm drive and gearbox."

MIKE WILD



Detailing of the accurately created exterior is exquisite and includes sprung metal buffers, lamp irons, separately fitted handrails and condensing equipment parts, factory fitted brake rigging, safety valves, whistle and even moulded detail on the chassis to represent the firebox. Everywhere you look, the '1P' bristles with detail while capturing the appearance of the real locomotives to a tee.

PERFORMANCE

Inside the '1P' a compact but powerful coreless motor sits up front above the leading wheels providing propulsion to the rear driving wheels via a worm drive and gearbox. Behind the gearbox is the main Printed Circuit Board (PCB) which contains a neat Next18 socket. Below that is a factory installed 15mm x 11mm cube speaker which makes this a five-minute plug and play upgrade to digital sound.

Another built-in feature is firebox flicker. A pair of tiny LEDs are positioned underneath the main PCB which allow a red/orange light to pass through the opening in the firebox door in the cab – a neat effect which can be controlled on digital layouts and operates permanently when power is applied to the track under analogue control.

On the track 58072 was a smooth, quiet and consistent runner heading up a typical short two coach train on our test track throughout the majority of our running tests. We did increase the load to four carriages which it still hauled comfortably on level track and through the curves of our layout.

OVERALL

The Johnson '1P' is another excellent addition to the Bachmann Branchline 'OO' gauge range and one which modellers of the Midland Region and Somerset & Dorset Joint Railway have been crying out for. The finish, detailing and performance of the 0-4-4T is excellent and we are pleased to see Bachmann continuing its mission to make digital sound as simple as possible for modellers of all skill levels. A brilliant addition which is sure to be very popular on arrival. (MW)

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JOHNSON'S '1P' 0-4-4Ts

For more than half a century, the Midland Railway's primary lightweight passenger design for secondary duties was a very neat and attractive series of 0-4-4T engines designed by Samuel Johnson. **EVAN GREEN-HUGHES** *looks back at the history of one of the variants of this once-numerous class, and finds out why it was so long-lived.*

WHEN Yorkshireman Samuel W. Johnson joined the Midland Railway in 1873, he had been employed latterly at the Stratford Works of the Great Eastern Railway where one of his tasks had been to design a number of successful tank engines.

On his arrival in Derby, he was asked to provide locomotives for London suburban traffic and he naturally leant on previous experience in coming up with an 0-4-4T while also drawing on lessons learned from previous 0-4-4Ts built by his predecessor, Matthew Kirtley.

The resulting machines were of a simple and robust design, having two inside cylinders and a parallel boiler, with ten being built, taking to the rails in 1875. Another 30 were added shortly afterwards, with more added up to 1886 by which time there were 205. These were allocated all over the Midland Railway system but were particularly prevalent on local passenger services in Yorkshire, Manchester, the Midlands and London. Their differing duties were reflected in the number of variations which existed, resulting in some engines having condensing apparatus, push-pull equipment, or different braking systems. As construction progressed, there were also developments in the dimensions of critical components, particularly in cylinder size and boiler capacity which was steadily increased and which in turn meant that more water and coal capacity had to be included as the type was modified.

THE THIRD DEVELOPMENT

The '1532' class was the third development of this type. The first entered service in 1881, and 65 were built. Later, some very similar engines from the later '1832' class were amalgamated with them as by that time due to various mechanical rebuilds, they were to all intents and purposes identical. Construction continued after the '1532s', but only the '1832s' could be considered to be the same, as the final '2228' type had a different boiler arrangement and some other significant differences.

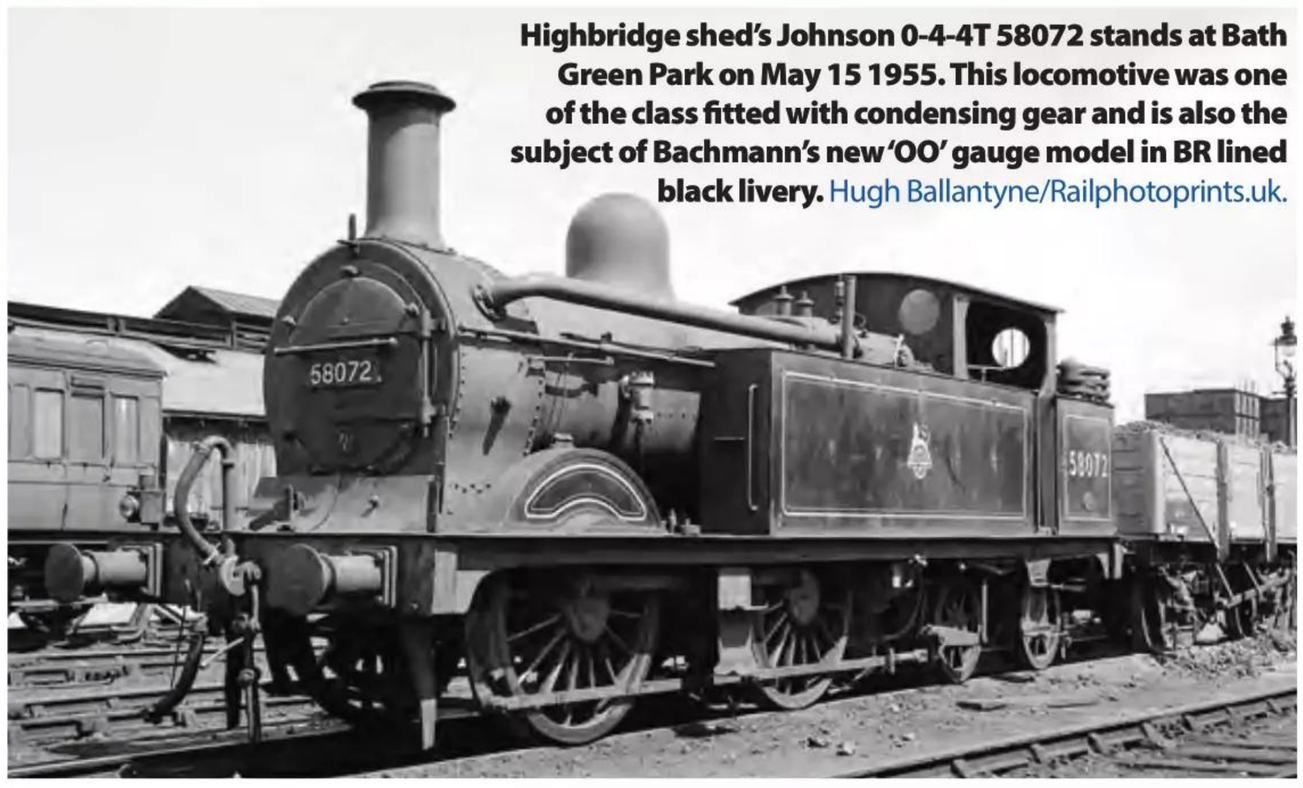
Construction of 0-4-4Ts to this general design began in 1875 with the 10 locomotives of the '6 Class'. These had 5ft 3in driving wheels and a 'C Class' boiler which provided steam for two inside cylinders of 17in x 24in and were fitted with condensing apparatus. These were the first 0-4-4Ts the Midland Railway had built with side tanks instead of well tanks, as had been used on the previous Kirtley engines. They were initially allocated to Kentish Town depot in North London and remained there for many years, finally being taken out of service in the mid-1930s.

The design was slightly amended for the construction of the 30 members of the '1252' class which were built by Neilson and Company due to a lack of capacity at Derby and all were delivered by 1876. For this class, the size of the driving wheels was increased by three inches to 5ft 6½in. The majority of these were allocated to duties in Yorkshire and more than half of them were shedded at Manningham near Bradford. There they were used on a full range of secondary duties, including hauling portions of London expresses as far as Leeds but spent most of their time on secondary passenger work on the Midland's extensive suburban system. Others from this batch could be found at Walsall, Bristol, Sheffield, and sheds in the Nottingham area.

Next came the '1532' class itself, which was to be the most numerous. For these engines there was a further change in the size of the driving wheels with this time 5ft 3½in being specified, an increase of half an inch over the original '6 Class' but a reduction of three inches compared with the '1252s'. As built, these also had 17in diameter cylinders and they shared a common boiler with the earlier engines. The initial batch contained four examples, 1547-1551, which were fitted with condensing apparatus. The first 11 of these engines went to the Manchester area while those with condensing equipment went again to Kentish Town. Another 16 were sent to bolster the Manningham contingent while others were sent to locations as diverse »

The Johnson '1P' 0-4-4Ts were a long line of associated designs, three of which were near identical outwardly, particularly in later life. They were the '1532', '1823' and '1833' classes. Johnson '1P' 0-4-4T 58062 looks as if it's had a hard, long life as it gets away from Ockendon with a London, Tilbury and Southend Line local service in 1955. Dave Cobbe Collection/Railphotoprints.uk.





Highbridge shed's Johnson 0-4-4T 58072 stands at Bath Green Park on May 15 1955. This locomotive was one of the class fitted with condensing gear and is also the subject of Bachmann's new 'OO' gauge model in BR lined black livery. Hugh Ballantyne/Railphotoprints.uk.

MIDLAND RAILWAY '1532' 0-4-4T	
Designer:	Samuel W Johnson
Built:	1881-1886
Withdrawn:	1919-1956
Builder:	Midland Railway, Derby Works
Purpose:	Local passenger
BR number series:	58039-58051
Original number in class:	65
Number in BR service:	13
Power classification:	'1P'
Wheel arrangement:	0-4-4T
Weight:	50tons 9cwt
Driving wheel diameter:	5ft 31/2in
Trailing wheel diameter:	3ft 01/2in
Length:	31ft 5in
Height:	12ft 5in
Boiler:	Parallel, Midland Railway Type C as built
Firebox:	Round top as built
	Belpaire flat top, later
Boiler diameter:	4ft 2in
Boiler pressure:	140psi
Cylinders:	Two, inside, 17in x 24in
	'1823' and '1833' variant, 18in x 24in
Tractive effort:	15,490lbs
Coal capacity:	2tons to 2tons 2cwt
Water capacity:	950-1,150gallons

MIDLAND RAILWAY '1532' PRODUCTION (ALL DERBY WORKS)		
ORIGINAL NO	**YEAR**	**NOTES**
1532-1551	1881-1882	1547-1551 fitted with condensing gear
1632-1636	1883	
1637-1656	1884	
1718-1727	1886	1718-1722 ftted with condensing gear
1728-1737	1886 (second batch)	

Former '1823'/'1833' class '1P' 58065 displays its unlined BR black livery with early crests at Southwell on June 13 1959. Colour Rail.

as Walsall, Bristol, Thornbury, Reddish, Malvern and Bourne in Lincolnshire. Of particular interest is that in 1921, 1305 was transferred to the Somerset and Dorset Railway where it gained the number 54 which it carried until 1930 when the SDJR stock was assimilated into that of the LMS.

In 1889, construction of the '1823' class commenced. This was a further development in which larger 18in cylinders were fitted. A total of 20 were supplied in two batches by Derby Works between 1889 and 1892 but rather confusingly these are often considered to be '1532s' because in later years all the 1881-1886 build were fitted with larger cylinders and so there was to all intents and purposes no difference between the two types.

The same is true of the next batch, which were the 20 members of the '1833' class which followed in 1892, being built by Dubs and Company and by Neilsons. The final series, 50 members of the '2228' class, which were built by Dubs and by Derby Works between 1895 and 1900 were, however, somewhat different in that their boilers were rated at 10psi more than the other types and were also pitched four inches higher than those on earlier engines.

The first 40 engines of the '6 Class' were equipped with a handbrake only with these being equipped with wooden brake blocks. Steam brakes were from then on fitted to locomotives as they were built with the earlier ones fitted later on. The Smith's simple vacuum brake was then added while other engines were fitted with the Sanders system. By the time the '1532' class was built, steam brakes and Sanders vacuum systems were standard fitments.

An interesting development was the fitting of push-pull equipment to seven engines in 1908, which was obtained second-hand off some old 0-6-0Ts. While this was initially on examples of the '1252' class, two of the '1532s' were so equipped in 1923-1924. The gear was frequently swapped round and 68 locomotives carried it from time to time although there was never anything like this number in service at any one time, with 38 being a fairly average number.

From 1903 onwards, engines of all classes were converted so that they could provide steam heating, starting with 35 engines allocated to West Yorkshire - but it was to be 20 years before all were so fitted.

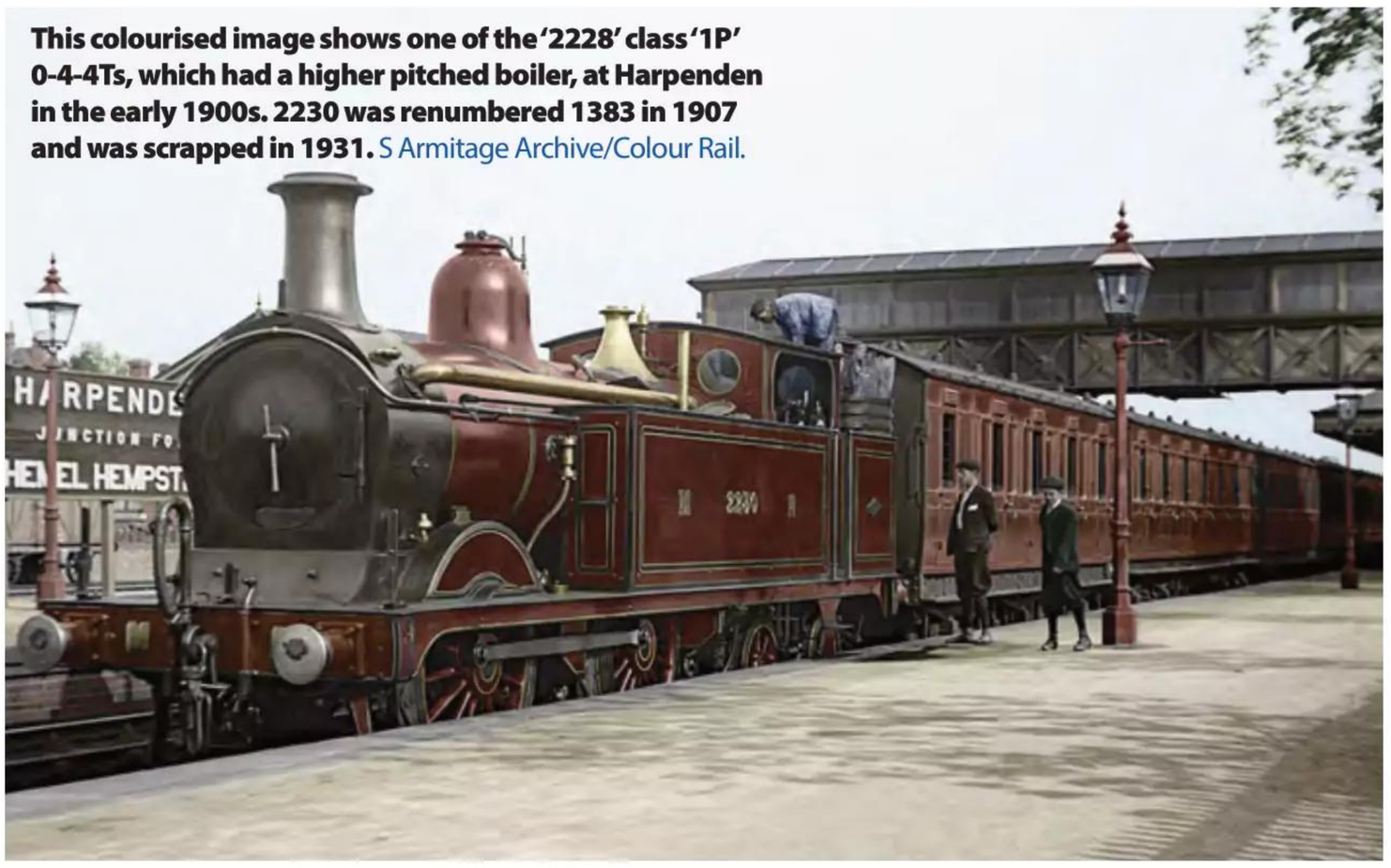
VARIATIONS

There were many variations not only between batches and classes but between individual engines. For instance, the standard chimney originally fitted was 3ft 8in tall, the later standard chimney was an inch lower but that used on the

MIDLAND RAILWAY '1532' NUMBER SERIES

MIDLAND (in build order)	MIDLAND (post 1907)	LMS (post 1923)	BR (post 1948)
1532-1551	1266-1285	1266-1285	58039-58051 (with gaps)
1632-1656	1286-1310	1286-1310	
1718-1737	1311-1330	1311-1330	





This colourised image shows one of the '2228' class '1P' 0-4-4Ts, which had a higher pitched boiler, at Harpenden in the early 1900s. 2230 was renumbered 1383 in 1907 and was scrapped in 1931. S Armitage Archive/Colour Rail.



Original '1532' 0-4-4T 58051, part of the 1886 built batch and one of 13 '1532s' to survive into BR service, stands outside Highbridge Shed in 1956. Railphotoprints.uk.

condensing engines was only 3ft 1in high. As the boiler in the final '2228' class was pitched 4in higher up, the chimneys on that batch were subsequently 3ft 4in tall. As built, the boilers had the distinctive Midland-style domes and safety valve bonnets, but these were gradually lost as the round-top boilers were replaced by the square-top Belpaire firebox type.

All the '1532s' had enclosed cabs from new, except for the condensing-equipped examples which came with nothing more than an open cab and a spectacle plate for protection.

This was presumably because a cab was not thought necessary for working through the tunnels of the Metropolitan lines. The first 25 of the '1532s' did not have coal rails fitted to the bunker from new but did gain them later on: later types had five coal rails instead of two.

It was the arrival of more powerful and modern designs such as 0-6-4Ts and 2-6-2Ts which finally broke the stranglehold of the 0-4-4Ts on local work, with the result that withdrawals of the '1532s' began in 1919. Scrapping continued at a steady pace with the largest number going in 1930 when seven were taken out of service. There were still 13 around in 1948 when the railways were nationalised and the final one, 58041, was not withdrawn until 1956. One of the later '2228s', 58086, managed to hang on until 1960.

Unfortunately, this early demise meant that none survived long enough to be taken up by the heritage railway movement. The pioneer member of the '6 Class', 1226 was set aside in 1930 and was actually repainted in its original Midland Railway livery before there was a change of heart and the locomotive was cut up.

The history of the Midland 0-4-4T is a very complex one and, given all the variations, prospective modellers would be well advised to obtain a photograph of their chosen prototype. The introduction of a ready-to-run '1532' (and by default the '1823'/'1833' class) will bring the story of these Victorian engines, which is as yet not well known, to the prominence that it deserves. HM

MIDLAND RAILWAY '1532S' IN BR SERVICE

ORIGINAL NO	LMS NUMBER	BR NUMBER
1538	1272	(58039)
1539	1273	58040
1541	1275	58041
1544	1278	58042
1633	1287	58043
1636	1290	(58044)
1641	1295	58045
1644	1298	58046
1649	1303	58047
1722	1315	(58048)
1729	1322	(58049)
1731	1324	(58050)
1737	1330	58051

NOTES:

- Numbers in brackets were never carried
- BR numbers 58030-58038 were allocated to former '1252' locomotives.
- BR numbers 58052-58072 were carried by former '1823'/'1833' engines which were by nationalisation almost identical to the '1532' class.
- BR numbers 58073-58091 were carried by former '2228' class locomotives.

Graham Farish '8F' 2-8-0s land

FIRST REVIEW

The Stanier '8F' has been a long-standing part of the Graham Farish 'N' gauge collection, but it is being replaced by a brand-new model to 21st century standards. **MARK CHIVERS** inspects this enticing new arrival.



BACHMANN'S long-awaited all-new 'N' gauge Stanier '8F' 2-8-0s arrived in the *Hornby Magazine* office for review during October.

More than 850 '8Fs' were built. Construction started in 1935 and at the start of the Second World War, the design was adopted as standard for freight engines, with more than 200 examples acquired by the War Department for use in the war effort overseas. While the design was of London Midland & Scottish Railway (LMS) origin, they were built at workshops around the country including Great Western Railway (GWR), Southern Railway (SR), LMS and London and North Eastern Railway (LNER) facilities as well as by outside contractors Vulcan Foundry, Beyer Peacock and North British Locomotive Company.

Not all examples were classified '8F' immediately, as in 1944 the LNER ordered a series of engines that it categorised as LNER 'O6' 2-8-0s. These examples were built in batches at Works at Brighton, Darlington and Doncaster and while they were built with standard LMS tenders, some featured disc wheels rather than spoked examples. The final examples were built in 1946 and with nationalisation looming, all bar one LNER 'O6' 2-8-0 was eventually sold to the LMS. By the early 1960s, more than 660 '8Fs' remained in BR service, while 150 made it into the final year of BR steam. 14 '8Fs' have been preserved around the world. (See Reality Check in HM156 or online at *KeyModeWorld.com* for more history on Stanier's '8F' 2-8-0s).

THE MODEL

Bachmann's all-new 'N' gauge Stanier '8F' 2-8-0 was first announced in 2017. Four general release models are being produced as LNER 'O6' 3518 in LNER black (Cat No. 372-160), LMS 8035 in LMS black (372-161) plus BR era 48608 in BR black with early crests (372-162) and 48773 in BR black with late crests and factory-fitted Digital Command Control sound (372-163DS). In addition, there will be a limited edition available to Bachmann Collectors Club members as preserved '8F' 8624 in LMS lined maroon in DCC ready (372-160K) and DCC sound-fitted (372-160KSF) formats.

For review we received LNER 'O6' 2-8-0 3518 in LNER black (372-160) which was built at Brighton Works in 1944. It entered service with the LNER in August that year as 7669 before being renumbered as 3118 in 1946 and eventually 3518 in February 1947, a number it carried for a short period prior to being sold to the LMS and renumbered 8723 later that October.

Bachmann's super new 'N' gauge '8F' really looks the part with diecast metal running plate and superbly moulded locomotive and tender body shells brimming with separately applied details including fine wire handrails, metal buffers, brass safety valves, lamp irons and whistle, plus a wealth of superbly rendered pipework. Cab windows are glazed, while daylight is visible between the boiler and running plate, adding to the sense of finesse. To the rear, the Stanier 4,000gallon tender is also superbly detailed.

Decoration is up to the standard we have come to expect from Bachmann, with an evenly applied LNER plain black paint finish, relieved only by red bufferbeams front and rear. Crisply printed numbers are applied to the front

"Underneath, the newly tooled '8F' features impressively darkened and intricate motion and spoked metal wheels."

MARK CHIVERS









bufferbeam, while finely shaded LNER gold numbers and lettering have been neatly applied to each side, along with legible plaques and plates throughout. Cab backhead detail is there too and picked out in appropriate colours.

PERFORMANCE

Underneath, the newly tooled '8F' features darkened and intricate motion and spoked metal wheels.

The tender itself is crammed with technology including a factory-fitted 1watt 8ohm cube speaker upon which a Next18 Digital Command Control (DCC) decoder socket and PCB sits. Inside the locomotive, a coreless motor provides tractive effort and whilst the chassis is quite heavy, the rear pair of driving wheels on the locomotive are fitted with traction tyres.

On test our review sample ran quietly and smoothly throughout the speed range and managed a rake of eight Mk 1 carriages comfortably on level track. The model also comes with factory-fitted bufferbeam vacuum pipes and Rapido couplings in NEM coupler pockets, while a pack of detailing parts includes cab doors, coupling hooks and more.

OVERALL

This model is another superb addition to the Graham Farish range and is a vast improvement on what has gone before, with its separately applied detailing and darkened fine metal motion and wheels. Its running characteristics matched its equally impressive appearance and is sure to prove popular, especially given the wider sphere of releases offered in this first batch of models. (MC)

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	372-160 (reviewed)
Description:	Stanier '8F' 2-8-0 3518, LNER black
Era:	3 (February-October 1947 as modelled)
Builder:	Brighton Works (original number 7669)
Region:	Eastern, later Midland
Gauge:	'N'/9mm
Scale:	2mm:1ft
Length:	140mm
Price:	£169.95
Couplings:	Rapido couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	2-8-0
Purpose:	Heavy freight
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)



Hattons launches LASER CUT BASEBOARD SYSTEM

FIRST REVIEW

● **Price:** from £65 (4ft x 2ft kit) to £379 (8ft x 4ft kit)
● **Cat No:** Various ● **Site:** *www.hattons.co.uk*

HATTONS has released the first of its new Precision Baseboards range of products, offering 4ft x 2ft baseboard kits in MDF and plywood as well as legs to support the boards. The boards have been designed to be as near as possible tool-free for assembly, with the only tool needed being a hammer to tap pins into the top of the legs.

Hornby Magazine received a set of 10 4ft x 2ft baseboards for use as the foundation of our 2021 Yearbook project layout – Quorn Magna – which provided the perfect opportunity to test these kits in full.

Each board is supplied flat packed and cut from 6mm MDF for the majority of parts. 12mm MDF is used for the corner braces and legs. All parts were neatly cut with the only process necessary being removal of the blanks in the openings for the bolt holes, which takes seconds.

The baseboard design caters for underboard fittings with the cross-members featuring openings for wiring to pass through – just be aware of their position (as with any other baseboard design) when

WATCH OUR DEMONSTRATION

● Visit *www.keymodelworld.com* to watch our construction demonstration featuring Hatton's new MDF 4ft x 2ft modular baseboard kits.

'OO' GAUGE

Woodland Scenics board fencing

● **Price:** £14.50 ● **Cat No:** A2982 ● **Site:** *www.bachmann.co.uk* ● **Era:** Any

We have been excited to see the new range of ready painted fencing products arrive from Woodland Scenics since their announcement at the beginning of 2020. The new range comprises log, board, chain link, picket, privacy and barbed wire designs with our samples covering board fencing in 'HO' scale – perfect for use on 'OO' gauge layouts. All designs are also available for 'N' and 'O' scales.

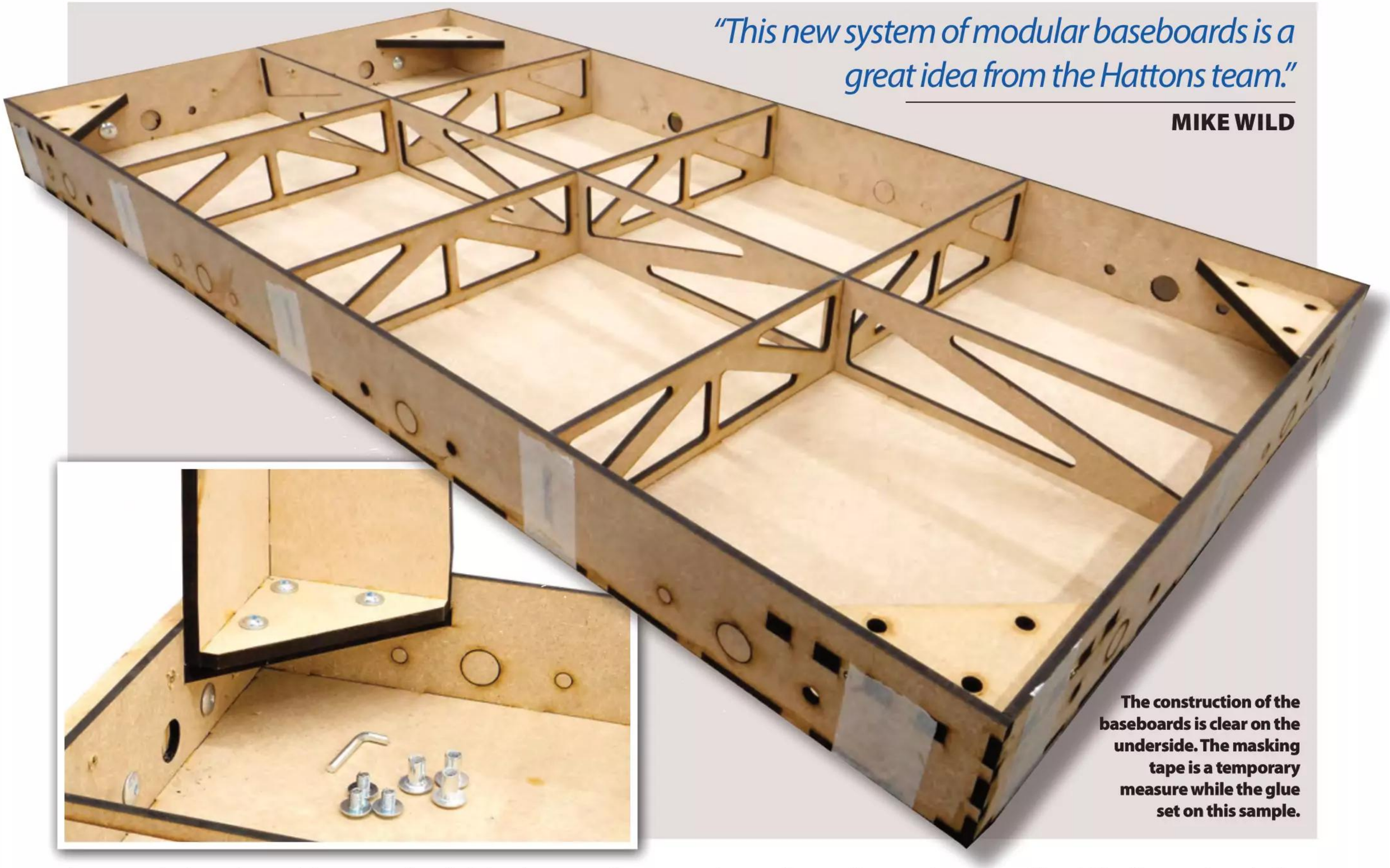
Each pack contains 670mm of fencing for 'OO'/'HO' and the fencing is fully painted, making it ready to plant on a layout. The board fencing pack includes gate options making it a perfect way to mark the boundary of a field. We installed our packs around the landscape of our new 'OO' gauge project layout where it proved simple to add, even when following land contours. Level ground will provide the simplest result, but with a little tweaking of the end of each section we soon had it following the lie of the land.

Now that we've tried out the board fencing, we are already looking for ways to make use of other designs in the range. A great addition which modellers will find really useful for adding detail to model railways. (MW)



"This new system of modular baseboards is a great idea from the Hattons team."

MIKE WILD



The construction of the baseboards is clear on the underside. The masking tape is a temporary measure while the glue set on this sample.

it comes to laying points – while the ends and sides have standard alignment holes for joining additional boards to each other as well as provision for wiring to pass through the end panels. Boards can be joined together in any arrangement to create layouts of any size from the 4ft x 2ft modules.

Each baseboard goes together quickly and easily. The laser cut designs mean parts are a snug fit and only PVA wood glue is required to bond all the pieces together. Having built a series of boards, we had the construction process down to around ten minutes per board. We added masking tape over all principal joining points on each board while the glue dried to ensure there was no movement.

Legs are equally simple to assemble from just three parts – two sides and a triangular top panel to match the shape of the corner brace on the baseboard. Hattons also supplies specific mounting hardware for the legs and to join the boards together via 10mm holes.

Beyond the single 4ft x 2ft baseboard shown here, Hattons has put together kits of three and four boards respectively to create 6ft x 4ft and 8ft x 4ft layout baseboards from multiples of the 4ft x 2ft module. In addition, there are more components on the way during December and the first quarter of 2021 including triangular 2ft x 2ft and 2ft x 1ft corner boards, 4ft x 1ft and 1ft x 1ft square boards, a controller station and more. Adjustable feet are also available to mount at the bottom of legs.

This new system of modular baseboards is a great idea from the Hattons team, and the MDF boards are quick to assemble, light weight and strong making them an ideal choice for layout builders of all skill levels. Excellent and available now. (MW)

'OO'/'O'/'N' GAUGE

Modelu Loco Crew Packs

● **Price:** £12.75/£24 ● **Cat No:** 1010-076/1010-043 ● **Site:** *www.modelu3d.co.uk* ● **Era:** 4/5



Modelu's range of 3-D printed finescale figures has been expanded with a new selection of locomotive crew packs for 'N', 'OO' and 'O'.

Available for Western, Southern, Midland and Eastern Region motive power, each pack contains a driver, fireman, three locomotive headlamps and a tail lamp, together with self-adhesive head/tail lenses for the lamps.

All parts are supplied on small sprues, so will require removing from the feeds and cleaning up before painting, but detailing is top notch, with just the right level of creasing to the figures' work jackets, shirts, trousers, flat caps and boots, along with facial features too. The fireman in our Western locomotive crew sample pack is holding a shovel, while the driver is leaning as if looking out of the cab window, while each of the exquisite 3D-printed lamps includes slots for fitting over locomotive lamp irons, without the need for glue. To complete the appearance, lenses are simply peeled from their backing sheet and stuck in place on the lamp. (MC)



MURPHY MODELS CLASS 121 DIESEL

FIRST REVIEW

- **Price:** €189.95 ● **Cat No:** MM0135
- **Site:** *www.murphymodels.com*
- **Era:** 5-10 (1961-2008)
- **DCC:** DCC ready, 21-pin socket

IRISH RAILWAY MODELLERS have a new choice of ready-to-run motive power with the arrival of Murphy Models' super-detailed 'OO' gauge model of the General Motors built Class 121 Bo-Bo diesels. These single cab locomotives were introduced to Córas Iompair Éireann (CIE) in 1961 and were originally known as the B Class.

All 15 were built at General Motors La Grange Works in Illinois, USA, and carried a grey and yellow colour scheme on arrival. This gave way to CIE black and tan colours in 1962 with later liveries being based on the orange and black scheme of Irish Rail. The locomotives were initially used singly with either cab or bonnet leading but following an incident they were only operated cab first. Multiple working equipment was added during the 1970s allowing the Class 121s to work in pairs on passenger and freight traffic while in later years they were regularly used on push-pull trains formed of Mk 3 stock.

Withdrawals started in 2002 with all but two out of traffic within the next year. Two survived in service, 124 and 134, both of which have now been preserved following withdrawal in 2008.

THE MODEL

Murphy Models' Class 121 is being produced in a range of liveries including original grey and yellow as shown by our review samples, black and tan, IE orange and black and Irish Rail orange and black. Our sample models B135 in original condition. Livery application is achieved to a high standard throughout with crisp application of the yellow components over the light grey base colour. Locomotive numbers and CIE logos are perfectly printed together with markings on the doors and builder plates on the lower cab sides.

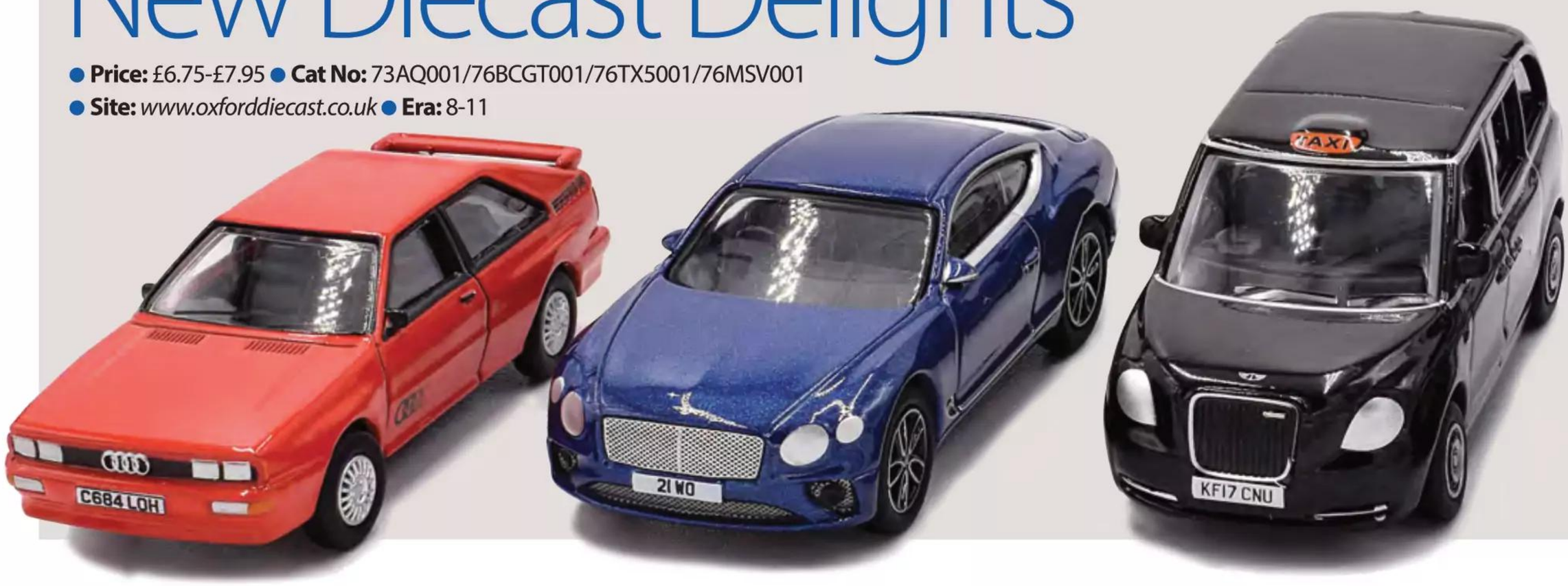
The model itself is superbly made and really captures the American styling of the Class 121s. However, it is the details which really stand out including the ultra-fine etched mesh grilles on the roof and bodyside together with separately fitted ladder rungs on one body grille, separately fitted multi-part handrails and more.

Other features include sprung buffers, small tension lock couplings in NEM pockets, a suite of additional bufferbeam accessories for optional fitting, turned metal wheels and superbly detailed bogies. Also worth noting is that the model has been designed to allow for regauging to 21mm gauge – the correct spacing for the 5ft 3in



New Diecast Delights

- **Price:** £6.75-£7.95 ● **Cat No:** 73AQ001/76BCGT001/76TX5001/76MSV001
- **Site:** *www.oxforddiecast.co.uk* ● **Era:** 8-11



gauge of Irish railways – and it features rotating axleboxes too.

PERFORMANCE

The 121s have a centrally mounted five-pole motor set into a die-cast chassis which gives the model a hefty feel for a compact Bo-Bo diesel. There is also a 21-pin decoder socket inside while there is also a bank of six switches underneath the removable exhaust panel which allow for manual operation of the lights for analogue users. Also under this panel is the 21-pin decoder socket which makes upgrading to DCC and sound, with the factory fitted speaker, a straightforward task. Should you wish to remove the body, this is simple too – four screws, two in each corner, hold the chassis in place and once removed the two separate easily.



Murphy Models is offering two types of sound file on ESU LokSound V5 decoders specifically for the Class 121 to model the EMD645 and 567 engine sounds.

On the track our tests with analogue control showed the smooth running capabilities of the new Class 121. Fresh from the box it ran quietly throughout the speed range and demonstrated plenty of haulage capacity to move an eight-coach train.

OVERALL

The arrival of the Class 121 adds a characterful and useful locomotive to the range of ready-to-run Irish railway models. Its finish, detailing and performance are all first rate and we are sure that anyone who models the Irish scene from 1961 to the present day will want to get their hands on at least one of these fine machines. (MW)



OXFORD DIECAST has delivered a fresh batch of newly tooled 1:76 scale road vehicles with the arrival of its Audi UR Quattro Turbo, Bentley Continental GT Sport, London EV Company (LEVC) electric black taxi and second-generation Mercedes Sprinter van.

Each are based on actual prototypes with the tornado red Audio Quattro two-door coupe representing a 1985 registered vehicle that captures the looks and styling of the full-size vehicle, which is kept in tip-top condition to this day. Highlights include 16-spoke alloy wheels, twin exhaust, rear spoiler, Audi badges and square headlights.

Keeping with the sporty theme, the Bentley Continental GT Sport represents an altogether more recent vehicle from 2018 finished in blue with distinctive radiator grille and plenty of silver trim. The model also features sleek lines, accurately modelled wheels and includes Bentley marques and more.

The final two models are more workaday, with the latest LEVC electric taxi, as increasingly seen across London, finished as KF17 CNU with its well-rounded styling together with plenty of interior detailing too including a representation of the cabby's dash-mounted computer screen. Completing the line-up is the second-generation Mercedes Sprinter van finished in Stobart Air livery, as operated at Southend Airport.

A delightful diecast delivery. (MC)



IPA CAR CARRIERS



- **Price:** £49.25-£52
- **Cat No:** N-IPA-101B/131B/141B
- **Site:** *www.revolutiontrains.com*
- **Era:** 8-11

AUTOMOTIVE traffic has provided the railway with a good deal of business through the years and these all-new 'N' gauge IPA car carriers from Revolution Trains will enable you to further replicate this in miniature.

Originally built as double-deck vehicles in the 1950s and 1960s for French state-owned SNCF, these car carriers were subsequently rebuilt in the 1990s for use through the Channel Tunnel. Due to the more limited loading gauge in the UK, the upper decks were removed and initially reconfigured as twin vehicle open flat wagons. Further work was subsequently carried out to improve security with side stakes added to support canvas sheeting, while side screens and roofs were also added later. This latter variant became widespread and many vehicles were reconfigured as quad-sets.

Revolution Trains has developed these three variants of the IPA car carriers to reflect the prototypical differences over time, with flat twins (Cat No. N-IPA-101B), flat twins with side stakes (N-IPA-131B) and covered twins with side stakes (N-IPA-141B) supplied for review. Quad-sets of the latter are also due for release too.

Each variant is built round a cast metal deck for added weight and stability, with plastic moulded components such as low sides, stakes, side screens and covered see-through roof, where appropriate, together with finely etched deck connector plates which can be raised and lowered, specially developed inter-vehicle connectors which clip fit between vehicles in the NEM coupler pockets, separately fitted wire handrails and more. Look underneath and you will discover separately fitted brake equipment and pipe runs. In fact, the tooling suite for these models includes different underframe detailing, dependent on the prototype modelled – stunning attention to detail, and especially for 'N' gauge.

Liveries are expertly applied with options for STVA original pale grey for the plain and side stake twin sets, together with STVA revised red scheme models for all variants and

Revolution goes nuc

REVOLUTION Trains (RT) has taken delivery of its eagerly awaited 'N' gauge KUA Nuclear Flask Carriers.

Just two of these distinctive multi-bogie vehicles were built in the late 1990s for the Ministry of Defence to transport fuel for the Royal Navy's fleet of nuclear submarines. These enormous wagons are usually accompanied by escort carriages when loaded – in EWS days they often included former LMS inspection saloons in the consist, while current DRS operations utilise a pair of converted BR Mk 2 vehicles – and they are usually double-headed. Given their size and complexity, these wagons are surprisingly nimble when tackling the tight curves associated with dockyards.

RT has produced 'N' gauge models of both vehicles – MODA95770/MODA95771 – in a special book-style twin-pack with magnetic flip lid, adding to the quality feel. Each of the complex eight-axle wagons captures their sheer size to a tee and comprise a main central deck section containing the large payload silver covers together with pairs of bogies on outrigger sub-chassis.

Detailing is superb with separately applied tiny yellow lashing loops, tie-down hooks, white painted handbrake wheels, handrails, steps and more. However, some of these details are delicate and a couple of the lashing loops on one of our examples became detached. Bogies are neatly moulded while brake equipment and pipework is also very nicely done, too.

However, it is the decoration that really makes this model with an evenly applied blue and silver paint finish, together with crisply printed lettering, numbers and labelling. Interestingly, given that just two vehicles were built, the placement of labels and data panels differed between them and these detail differences have also been replicated on the models. A small detailing pack containing bufferbeam pipes and couplings complete the package.

Clearly, much research has gone into the production of these vehicles and they are sure to prove very popular. (MC)



This huge wagon has real presence, even in 'N' gauge.

MOVE MOTORS

the latest Groupe CAT blue livery for the forthcoming quad sets. Data panels, lettering, Channel Tunnel logos and numbers are crisp and legible, while small elements such as handrails and lashing loops are picked out in appropriate colours.

Turned metal wheels and Rapido couplings in NEM pockets at outer ends provide the finishing touch.

Another outstanding 'N' gauge release from Revolution Trains, with 'OO' gauge examples currently also in development. (MC)

lear with flask carriers

- **Price:** £169.95
- **Cat No:** N-KUA-001
- **Site:** *www.revolutiontrains.com*
- **Era:** 9-11



Fine detail is particularly well done on the KUA.

Although highly specialist, we expect these distinctive wagons to be very popular.

AS ONE WE CAN



Although not strictly accurate for a '66/5', this colourful model has proved very popular.

- **Price:** £74.99
- **Cat No:** R3923
- **Site:** *www.hornby.com*
- **Era:** 11 (2019-2020)
- **DCC:** DCC ready, 8-pin socket

HORNBY'S latest batch of wallet friendly Class 66s have arrived including this version as 66587 *As One We Can* in Ocean Network Express (ONE) branded magenta.

The Freightliner operated Type 5 entered traffic in April 2007 with Freigthliner in its standard green and yellow livery of the time, but in June 2019 it was unveiled at Southampton Docks in ONE magenta to mark a new partnership with the container shipping company.

The distinctive colour scheme has been applied to a high standard by Hornby over the Class 66 base model. '66' afficianados will realise that the base model isn't entirely accurate for the Class 66/5 sub-class, as it is based on the original EWS operated locomotives. Nevertheless for under £75 it represents an ideal means of expanding a modern era freight locomotive fleet in 'OO' gauge.

Inside you will find a smooth running five-pole motor and 8-pin decoder socket while there are also NEM coupling pockets at each end and a set of etched metal nameplates are included in the accessory pack with the bufferbeam parts too. Extra weight will increase its haulage

RailRoad Plus Class 47 debuts



- **Price:** £74.99
- **Cat No:** R3907
- **Site:** *www.hornby.com*
- **Era:** 11 (2017-2020)
- **DCC:** DCC ready, 8-pin socket

New in with Hornby this month is the first of its RailRoad Plus locomotives from the 2020 range modelling GB Railfreight (GBRf) operated Class 47/7 47749 *City of Truro* in its BR blue based colour scheme.

Six locomotives are being offered under the RailRoad Plus banner by Hornby which feature increased decoration as well as etched metal nameplates for optional fitment to the model after purchase.

47749 joined the GBRf fleet in 2017 alongside 47727 and 47739. 47727 retained its Caledonian Sleeper livery while the other two locomotives were repainted in BR blue from their previous Colas Rail Freight colours. All three remain active on the main line and Hornby is offering 'OO' gauge models of the trio in the RailRoad collection. For review we received a sample of 47749.

The base model for these locomotives is the former Lima Class 47 which now features Hornby's upgraded mechanism, NEM coupling sockets and an 8-pin decoder socket. However, the light weight of our sample stood out when compared with modern locomotives which feature die-cast chassis, though it ran perfectly well on our test track at the head of a six coach train.

Livery decoration is excellent and adds great character to the Class 47 with details including axleboxes and springs picked out in appropriate colours while full data panels, logos and lettering are applied throughout. Even the orange cantrail stripe is present.

The addition of full decoration makes a big difference to the long-standing Class 47 bodyshell and with its sub £75 price point these are sure to fly off the shelves, particularly with the choice of GB Railfreight's popular livery. (MW)

capacity while there is ample space inside to install digital sound.

66587 has proved to be a very popular release and is already sold out at Hornby, though it may be available from retailers, but there are 13 further Class 66s to choose from in this new batch covering Royal Scotsman, GBRf Cemex, Freightliner, Malcolm Rail and other colour schemes. Get one while you can. (MW)



The paint finish is first class on 66587, captures the bright magenta livery well.

Structure gauge coaches



● **Price:** £34.99 each ● **Cat No:** R4991/R4997
● **Site:** *www.hornby.com* ● **Era:** 10/11 (2013-2020)

The ever-popular Network Rail yellow livery is back with a vengeance in the Hornby 2020 catalogue and amongst the impressive line up of 11 vehicles from the Mk 1, Mk 2 and Mk 3 ranges comes this pair of Structure Gauging Train coaches. The two coaches are sold separately and provide a means of starting a model of this distinctive train.

First up is Mk 2F 72630 which is used in the Structure Gauging Train as a support coach. It is smartly turned out in Network Rail yellow by Hornby using its latest collection of Mk 2F tooling as the basis. Highlights include turned metal wheels, NEM coupling pockets, tinted glazing and superbly reproduced livery detail.

The second vehicle is BR Mk 1 975081 which is a Driving and Instrumentation vehicle in the Structure Gauging train. It is based on Hornby's Brake Second Open and like the Mk 2 it has NEM coupling pockets and turned metal wheels while its livery included painted over windows in the brake area and the grey bodyside panel on each side at one end.

Both these new additions are sure to be sought after as Network Rail liveried models always prove popular. (MW)



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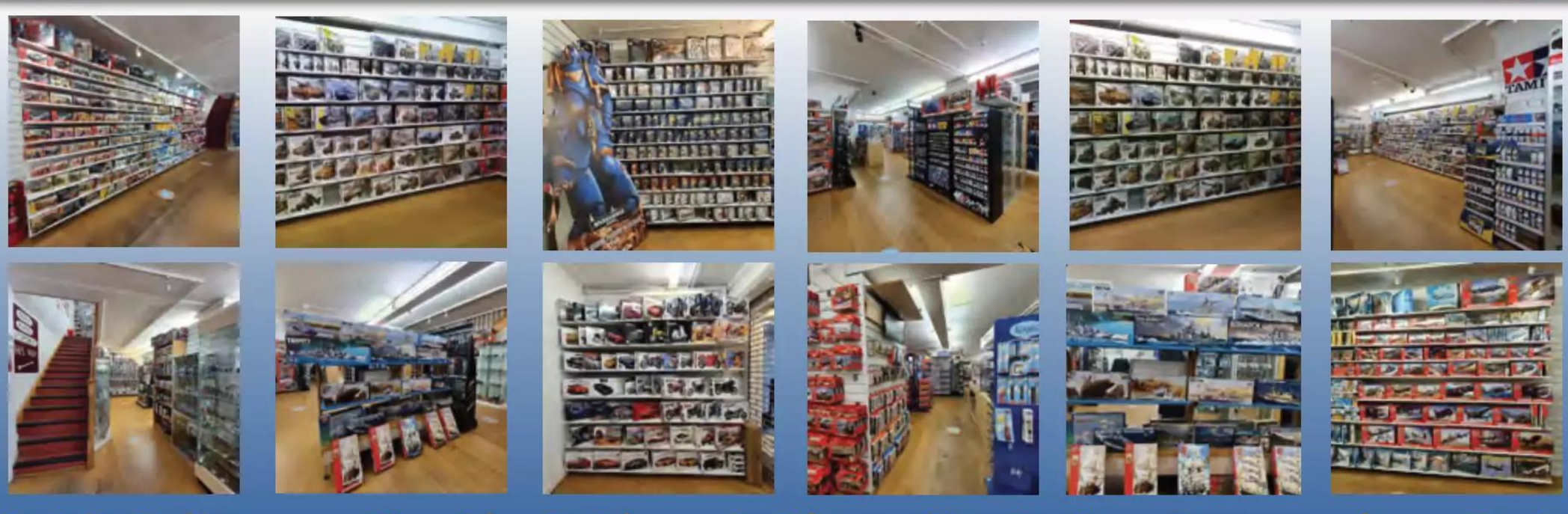
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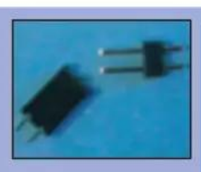
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RULE 'BRITANNIA'

The 'Britannia' 4-6-2s were the largest fleet of 'Pacifics' in the BR Standard series. **MIKE WILD** installs a Doehler & Haass 8-pin decoder loaded with Locoman Sounds' new 'Britannia' sound file in the Hornby 'OO' gauge model with the addition of extra lighting functions.

Fitted with its new Locoman Sound Doehler & Haass decoder, 'Britannia' 4-6-2 70013 *Oliver Cromwell* steams away from Quorn Magna – *Hornby Magazine's* 2021 Yearbook layout project – with a rake of BR lined maroon Mk 1s.

THE first BR Standard steam locomotive designs to roll off the production line were the 'Britannia' class 'Pacifics'. These handsome locomotives were powerful, but whereas most 4-6-2s had been designated for express duties, the 'Brits' were seen as mixed traffic locomotives from the start.

Crewe Works built 55 of the class between 1951 and 1954 and their 6ft 2in driving wheels made them useful on a range of duties as well as being fast enough for express work. The wide firebox and free steaming boiler was a great bonus while crews were treated to an ergonomic cab which made driving and firing a more comfortable experience.

The 'Britannias' have long been firm favourites in model form and Hornby's current 'OO' gauge version made its debut in 2006. Since its birth there have been a couple of revisions including relocation of the decoder socket to the tender and changing from a two-pin to four-pin plug and socket between the two parts of the model.

For this step by step guide we are using one of Hornby's more recent releases modelling the last of the class to be operated by BR – 70013 *Oliver Cromwell*. This edition features a tender mounted decoder socket and space for a speaker. We could have kept the model as delivered internally for most of our work in this guide, but instead we opted to make the most of the tender space for the speaker and install the decoder into the locomotive by transplanting the socket from the tender.

The decoder of choice is a Doehler & Haass (D&H) 8-pin type which has been loaded with Locoman Sounds' latest high value sound profile which models the 'Britannia' superbly. Chime whistles, excellent exhaust sounds, ancillary functions and lighting options are all built in while clever use of the D&H platform means it can also provide different sounds from the same function button when stationary or in motion.

Our guide is one of our more advanced because of moving the decoder socket and installing firebox flicker and working locomotive lamps. However, if you have an understanding of function wire colours on an 8-pin decoder harness, this project will be well within your grasp. If you wanted to simplify the project, you could use a 40mm x 22mm twin speaker from the Rail Exclusive range, connect the speaker wires from the decoder and plug the decoder into the tender mounted socket without the need to relocate the socket.

The following step by step guide shows how we installed the D&H 8-pin decoder, EM2 speaker, working lamps and firebox flicker into the Hornby 'Britannia' to give this model a full suite of sound and lighting functions. Hmm

TOOLS

- Craft knife
- Cutting mat
- Black Tack
- Superglue
- Small scissors
- Wire strippers
- Soldering iron
- Solder
- Heatshrink insulation
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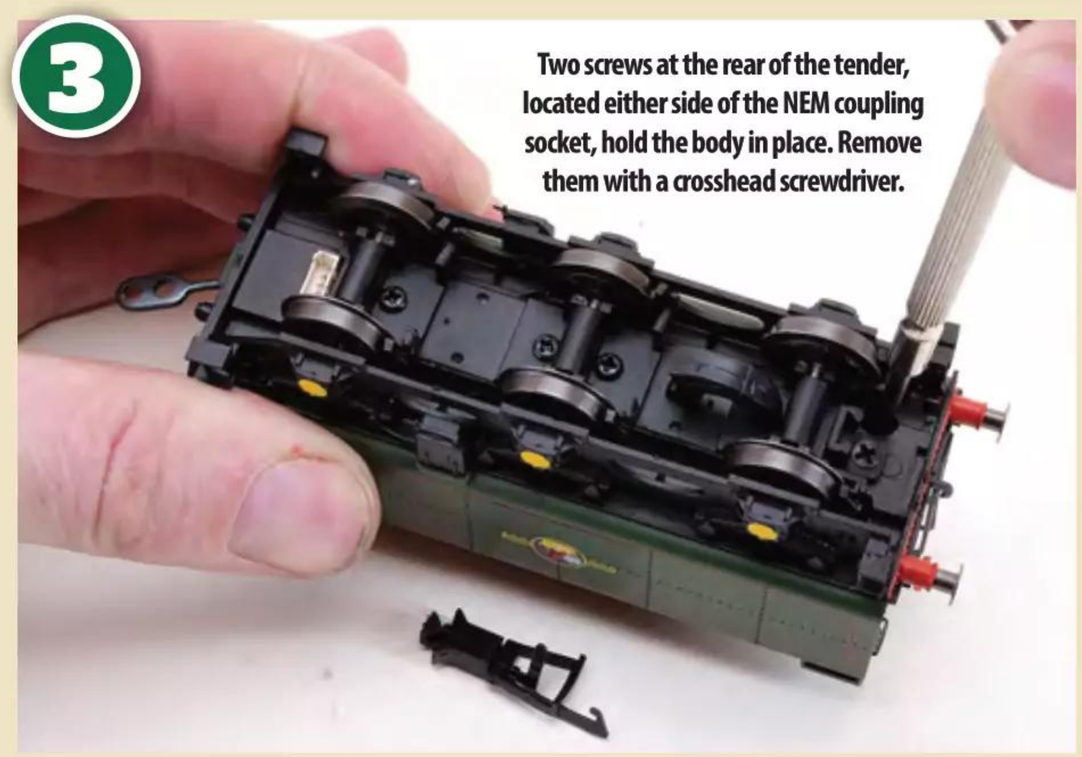
INSTALLING A D&H SOUND DECODER INTO A HORNBY 'BRITANNIA' 4-6-2



1 The starting point for this project is Hornby's 2018 released model of BR 'Britannia' 70013 *Oliver Cromwell* – the last of its class in service, and one of the last steam locomotives to be operated by BR on August 11 1968. The model will be fitted with a Doehler & Haass sound decoder with Locoman Sounds' new sound project loaded onto it.



2 The first step is to separate the locomotive and tender. A single slotted screw holds the tender drawbar in place while the four-wire plug can be detached with Hornby's specially designed plug extractor tool (X6468). Detaching the tender from the locomotive makes the model simpler to work on.

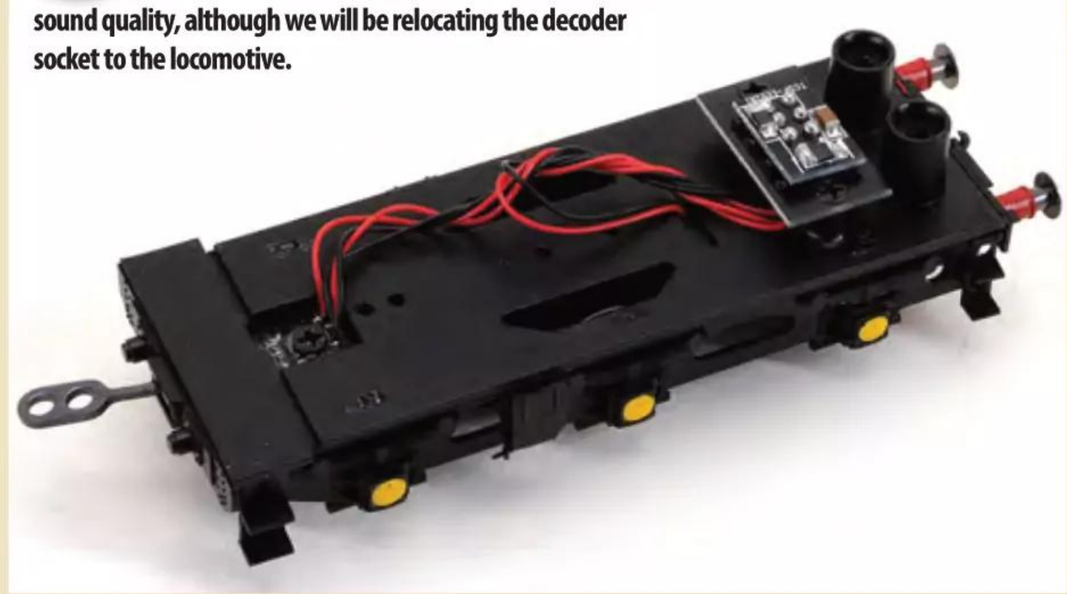


3 Two screws at the rear of the tender, located either side of the NEM coupling socket, hold the body in place. Remove them with a crosshead screwdriver.

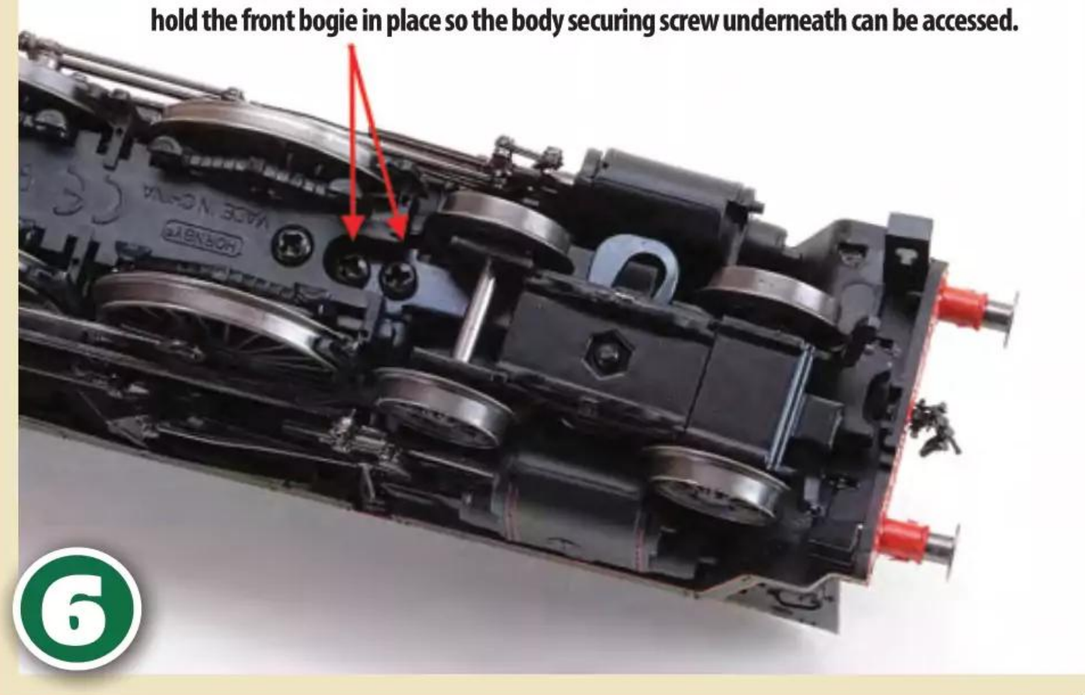


4 Once the screws are out, gently lift the tender body up from the rear until the front lug disengages from the die-cast chassis.

5 The tender interior for the 'Britannia' is sparsely equipped, but that is good. The large interior space can be used to install a big speaker for maximum sound quality, although we will be relocating the decoder socket to the locomotive.

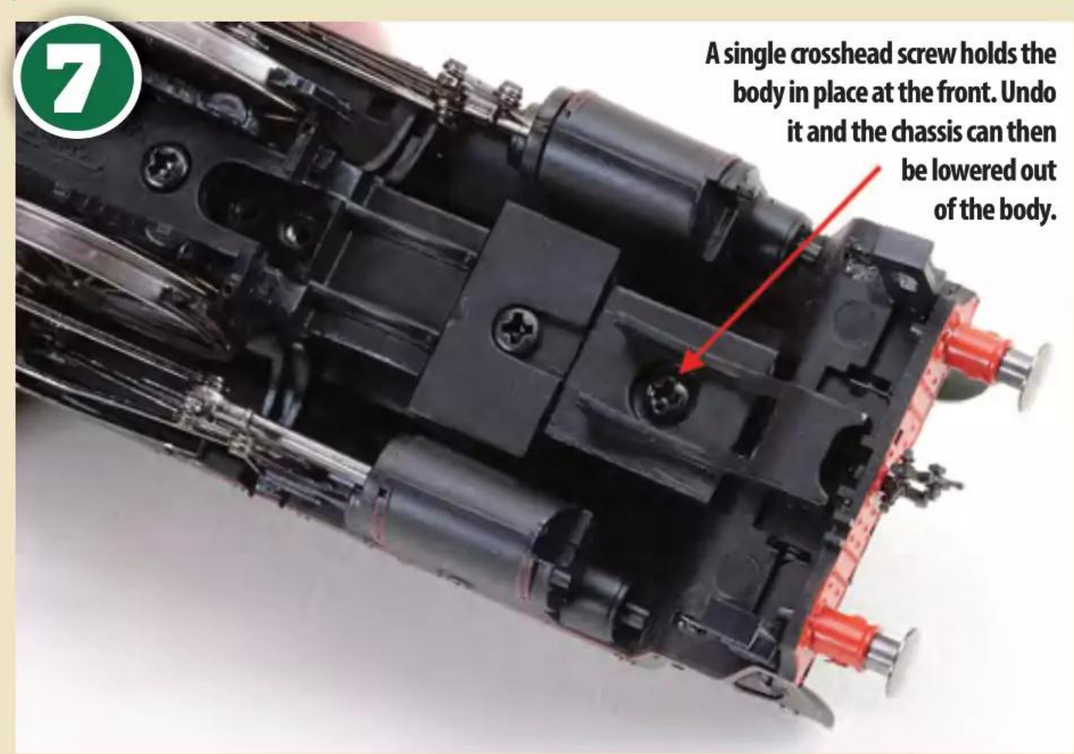


Next, the locomotive body needs to be removed. First, undo the two crosshead screws which hold the front bogie in place so the body securing screw underneath can be accessed.

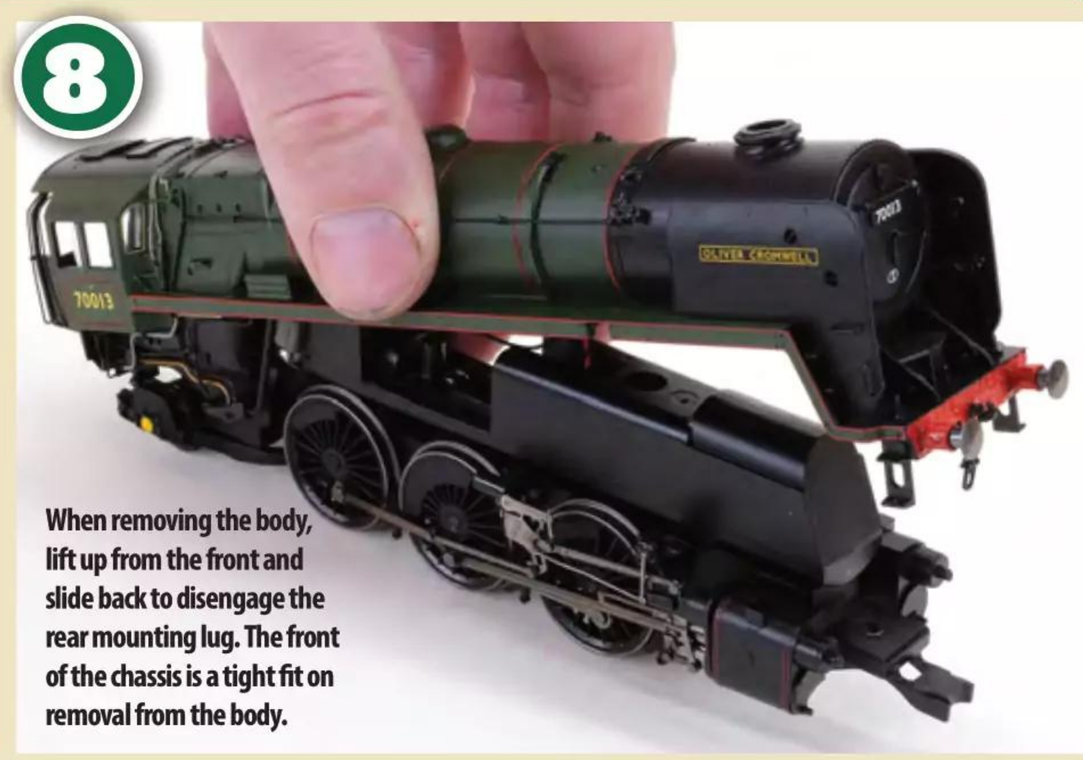


6

7 A single crosshead screw holds the body in place at the front. Undo it and the chassis can then be lowered out of the body.

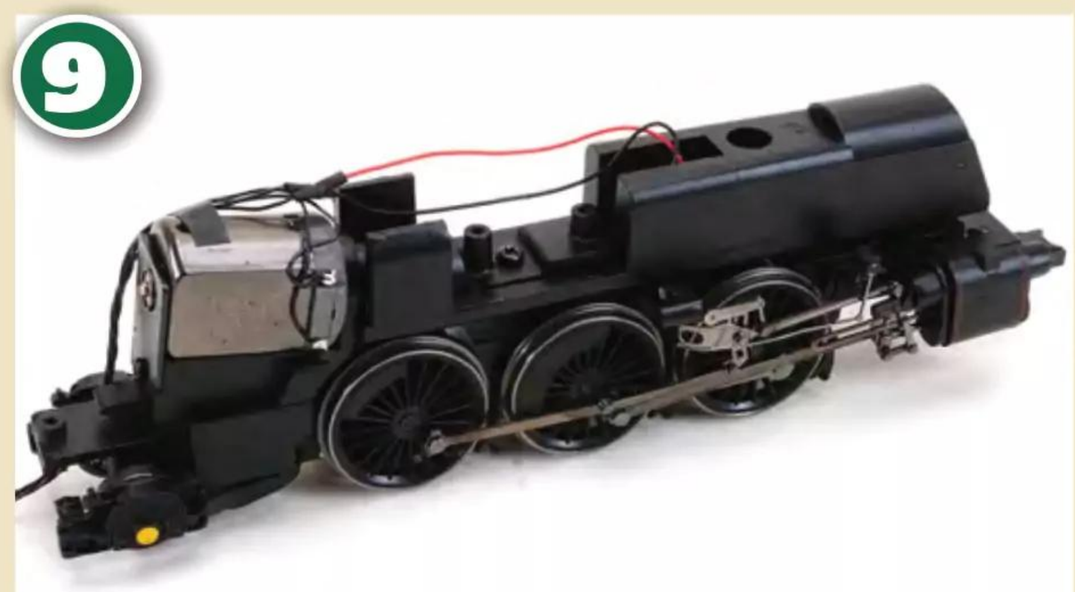


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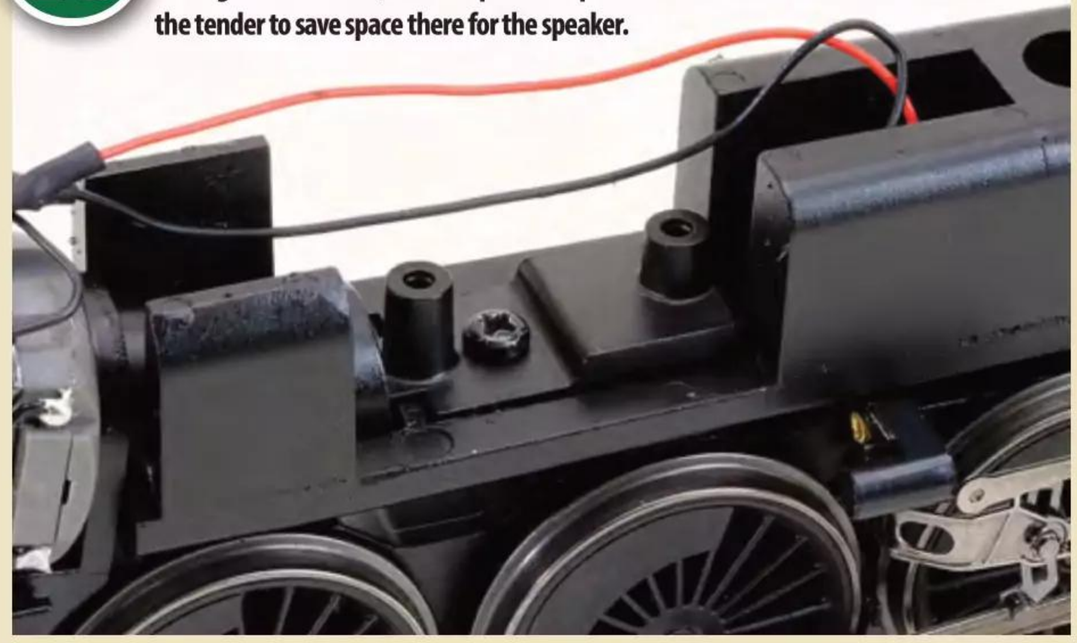


When removing the body, lift up from the front and slide back to disengage the rear mounting lug. The front of the chassis is a tight fit on removal from the body.

Intermediate
Beginner SKILL LEVEL Advanced



9 Now that we have the body off, we can see the wiring. The red and black wires coming up from the chassis are pick-up wires which are connected to the wires for the tender pick-ups via the four-pin plug. The remaining two wires from the plug connect to the motor terminals.



10 The original locomotive decoder socket mounting points are still part of the chassis casting – this is useful, as it will provide a place to relocate the decoder socket from the tender to save space there for the speaker.

TECHNICAL DETAILS

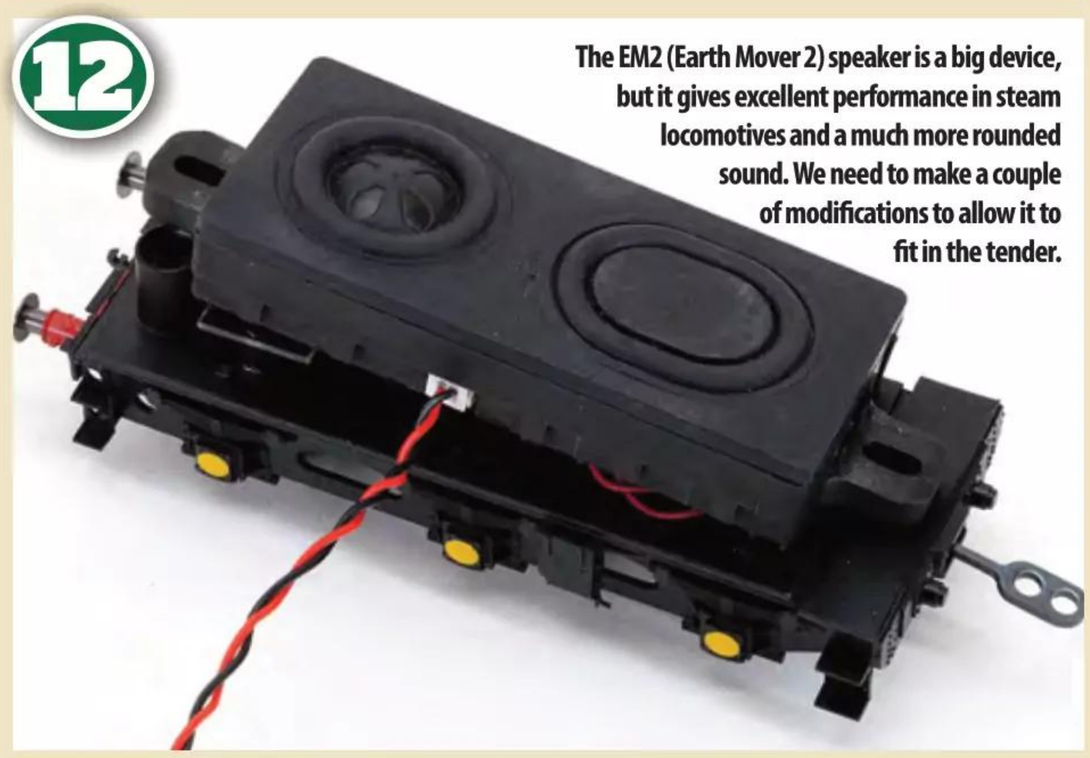
Manufacturer:	*www.hornby.com*
First released:	2006
Cat No (featured):	R3607 (2018 release)
Current alternatives:	R3865 (due Autumn 2020)
Description:	BR 'Britannia' 4-6-2
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	282mm
Price:	£199.99
Era:	4/5
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin socket
Speaker space:	28mm round (since 2010)
Exterior lights:	None
Interior lights:	None
Motor type:	Five pole, skew wound
Flywheel:	None
BR power classification:	'7P/6F'
Wheel arrangement:	4-6-2
Purpose:	Express passenger
Haulage capacity (expected):	Eight carriages
Haulage capacity (actual):	Ten Bachmann Mk 1 carriages

WHAT WE USED

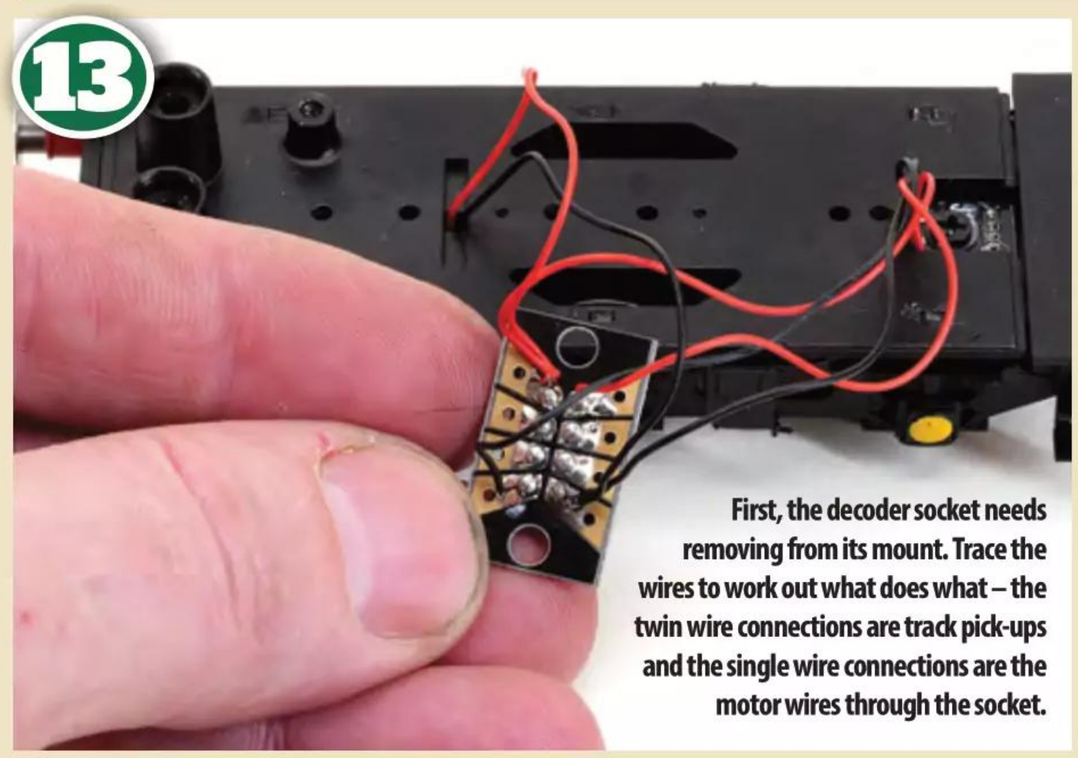
PRODUCT	SUPPLIER	CAT NO.
Doehler & Haass 8-pin sound decoder	*www.locomansounds.com*	SD18A
BR 'Britannia' 4-6-2 sound file	*www.locomansounds.com*	Britannia
Earth Mover 2 twin speaker	*www.roads-and-rails.co.uk*	EM2
Firebox flicker kit	*www.roads-and-rails.co.uk*	Firebox flicker
Rail Exclusive 15mm x 11mm speaker	*www.digitrains.co.uk*	SP15x11x9
TCS decoder wire	*www.digitrains.co.uk*	1217
DCC Concepts LNER working lamps	*www.dcconcepts.com*	DML-LNERW



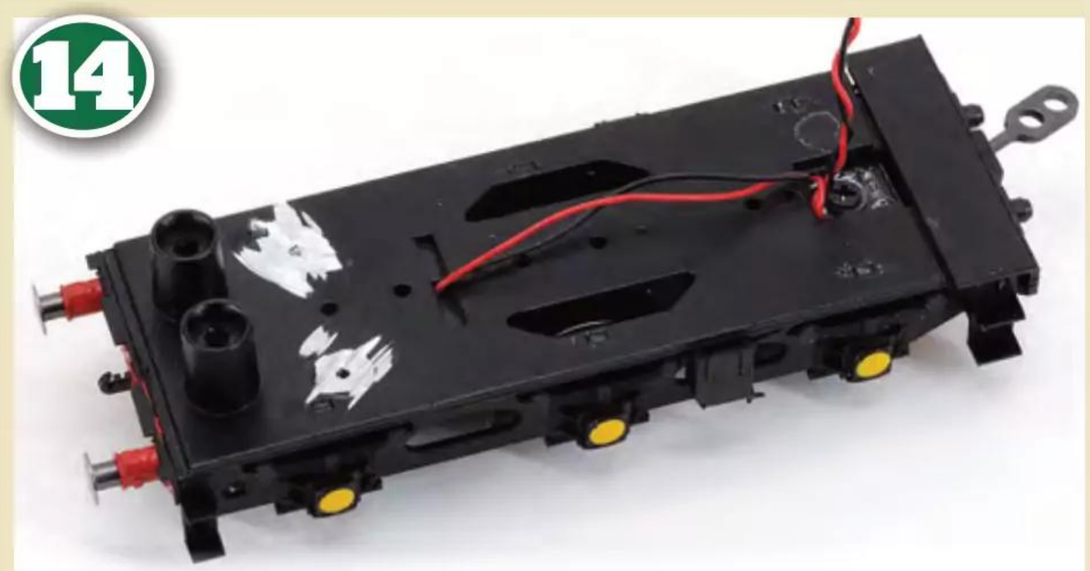
11 The components we will be installing in this model consist of a Doehler & Haass SD18A sound decoder with 8-pin plug loaded with Locoman Sounds' BR 'Britannia' sound file, an EM2 speaker, Roads and Rails' firebox flicker kit and a set of DCC Concepts' working locomotive lamps.



12 The EM2 (Earth Mover 2) speaker is a big device, but it gives excellent performance in steam locomotives and a much more rounded sound. We need to make a couple of modifications to allow it to fit in the tender.



13 First, the decoder socket needs removing from its mount. Trace the wires to work out what does what – the twin wire connections are track pick-ups and the single wire connections are the motor wires through the socket.



14 We cut all the wires from the decoder socket and shortened the tender pick-up wires to resolder them to the four-pin socket. The motor wires will become our speaker connection, as the motor will be wired direct to the socket in the locomotive. The mounts for the decoder socket have now been cut off using a cutting disc in a minidrill.

INSTALLING A D&H SOUND DECODER INTO A HORNBY 'BRITANNIA' 4-6-2

15



The modifications to the tender chassis make space for the speaker, which has also had its mounting tabs removed. The speaker is now secured to the chassis with Black Tack and its red and black wires have been joined to the spare wires from the four-pin plug. This means the four-pin plug between the locomotive and tender will now carry pick-up and speaker connections.

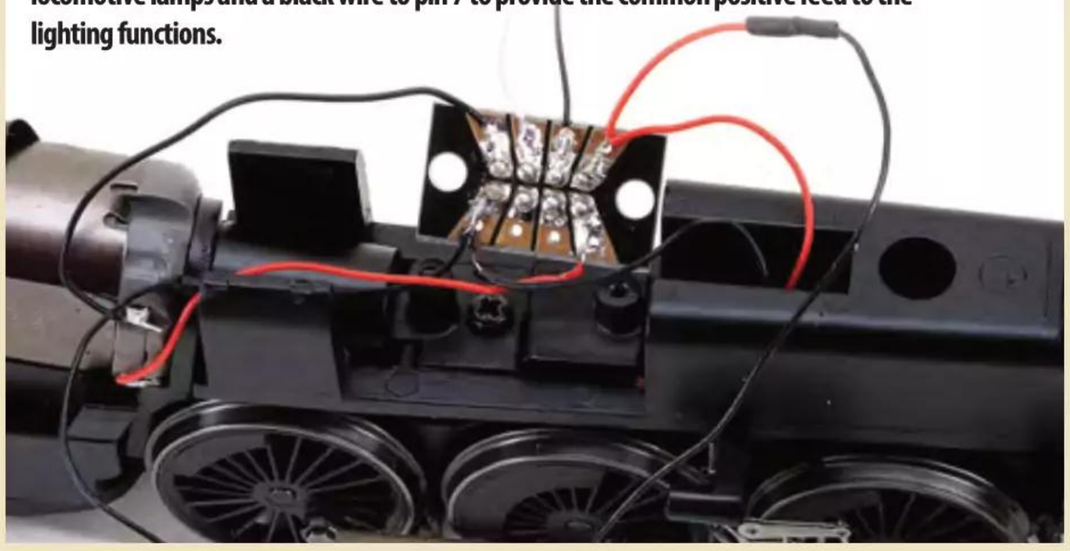
16

To allow the tender body to be refitted, we pushed out the full relief coal space. This temporary refit of the body confirms the plan works, and a new false bottom will be added to the coal space to hide the speaker.



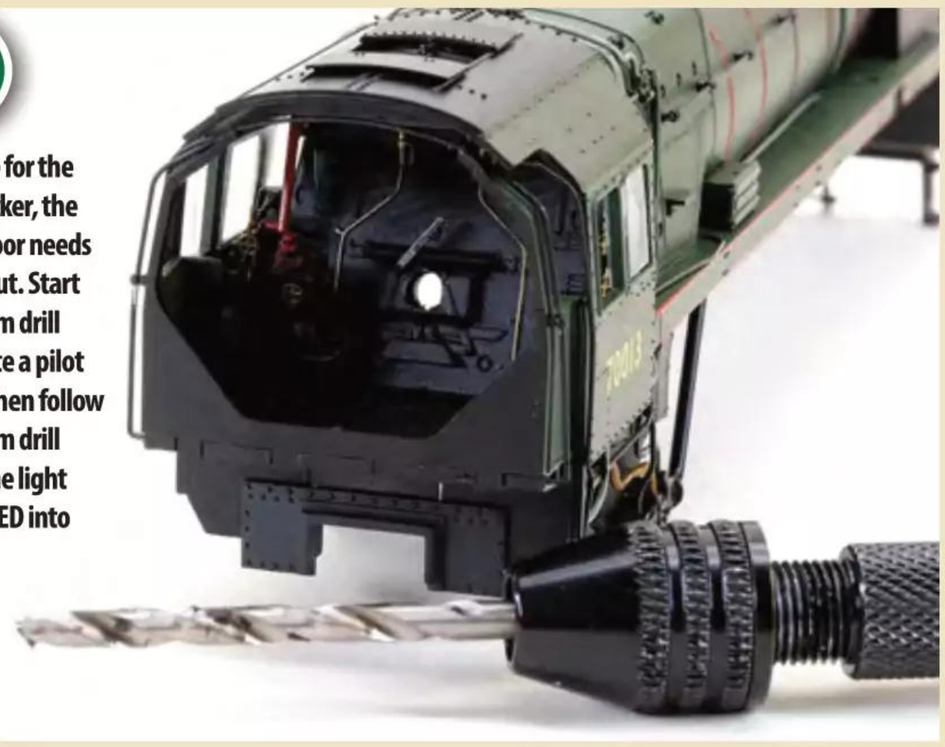
17

The 8-pin socket is now being reinstalled in the locomotive which calls for a keen eye for detail over the wiring. Following standard 8-pin wire arrangements, the motor connections have been added to pin 1 and 5 and the track connections to pin 4 and 8. In addition, a white wire has been added to pin 6 to operate the locomotive lamps and a black wire to pin 7 to provide the common positive feed to the lighting functions.

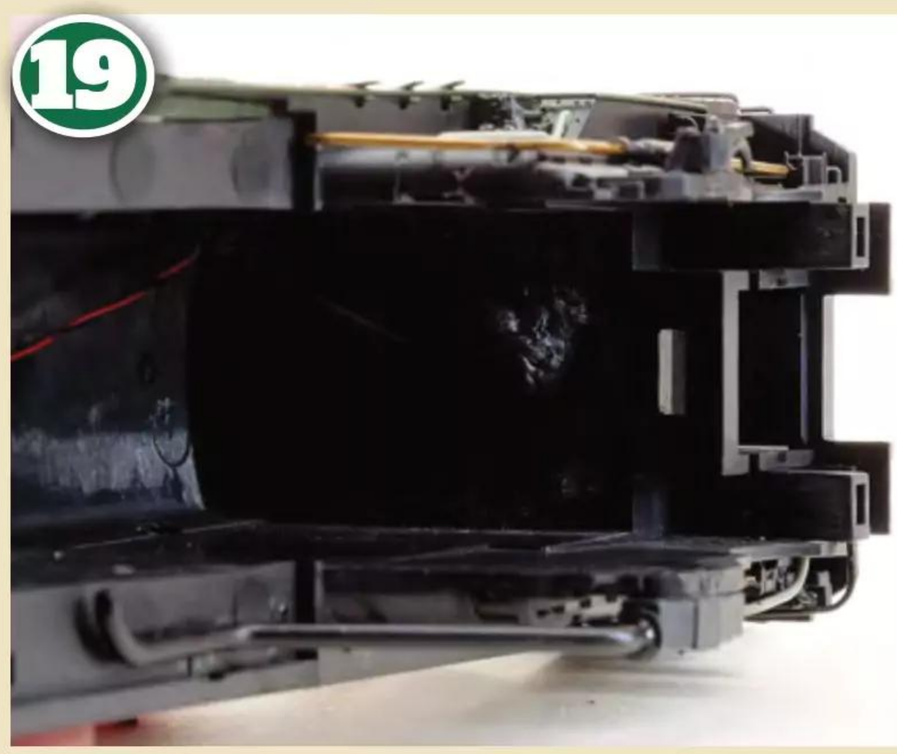


18

To prepare for the firebox flicker, the firehole door needs opening out. Start with a 1mm drill bit to create a pilot hole and then follow with a 3mm drill to allow the light from the LED into the cab.

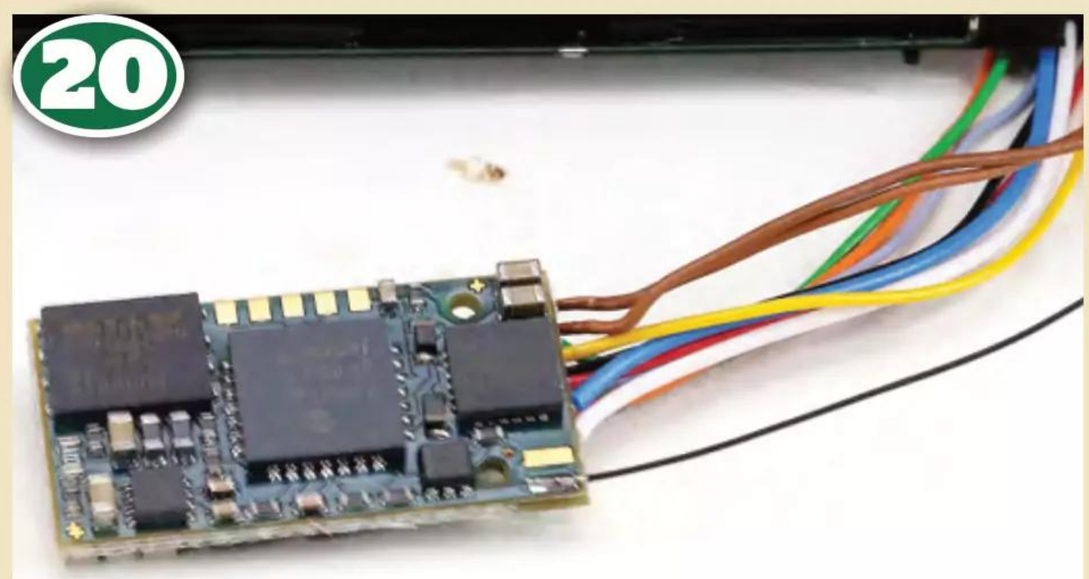


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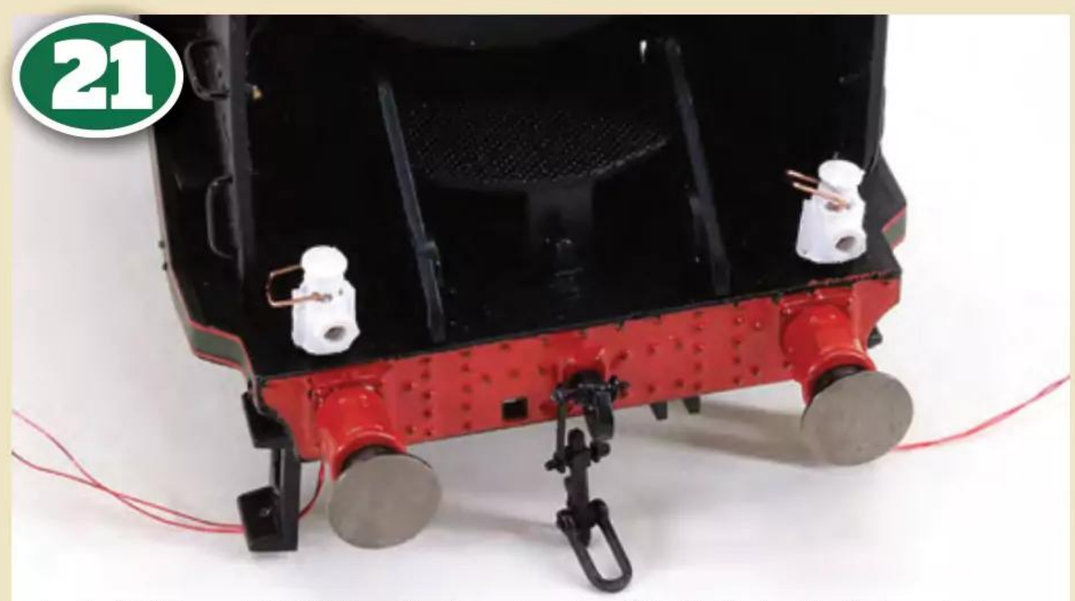
The firebox flicker LED is fitted behind the opening and secured in place with Black Tack. The wires for it have been routed to the roof of the body moulding to keep them neat.

20



The black wire from the firebox flicker is soldered to the Aux 3 connection on the decoder – this provides the flickering effect for the LED once the red lead has been connected to the common positive feed.

21



A pair of DCC Concepts LNER/BR working lamps have been fitted to the front bufferbeam in the express headcode positions. A 0.4mm hole was drilled through next to each lamp iron, the wires fed through and the lamp glued in place with Deluxe Materials Roket Rapid superglue.

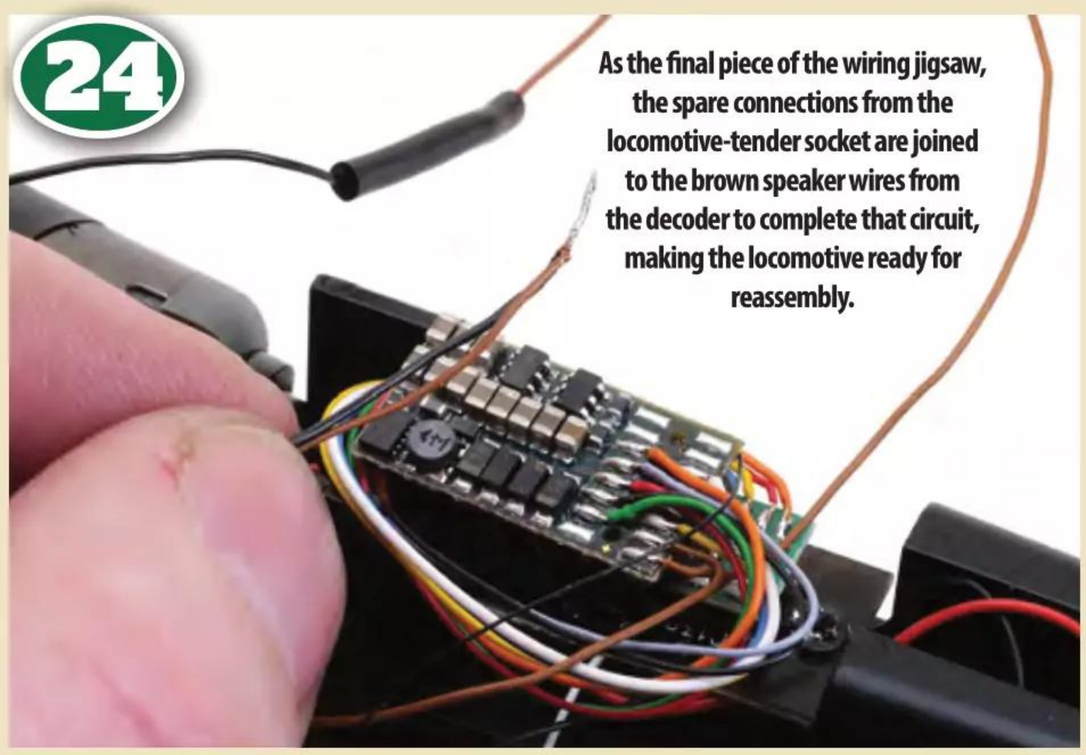
22



The ultra-fine wire for the DCC Concepts locomotive lamps make for a neat installation. Here the wires from each have been carefully shaped to follow the contours of the 'Britannia' underside and superglued in place.



23 The positive (long wires) from the lamps have been joined to a 50k ohm resistor which is then soldered to the red wire from the firebox flicker and then to the common positive feed to power all the lights. The white wire from the decoder has been soldered to the shorter negative wires from the lights and everything has then been insulated to prevent short circuits.



24 As the final piece of the wiring jigsaw, the spare connections from the locomotive-tender socket are joined to the brown speaker wires from the decoder to complete that circuit, making the locomotive ready for reassembly.



25 The locomotive body has now been reunited with the chassis - taking care not to trap any wires between the two components. With so many extra wires inside, this step in the process needs to be handled carefully.



26 To prepare the 'Britannia' for testing, the tender socket was plugged back in and the drawbar refitted. Our choice of a single EM2 speaker sounded strong to our ears.



27 As the finishing touch, the now reassembled locomotive has had a plasticard base cut for the coal space to cover the speaker using 1mm thick plastic sheet. It is glued in place with Roket Rapid superglue and the edges underneath have been sealed with Black Tack.



28 The bright white plasticard has now been painted. The first coat was Matt Black (LC02) from the Lifecolor range followed by an airbrushed application of Frame Dirt (UA719) to add detail to the tender coal space. Ultimately the full locomotive will be weathered for an in service look.



29 A crushed coal load has now been added. We built this up in layers so as not to swamp the tender with glue. Our choice of adhesive is Deluxe Materials Ballast Bond which flows into the coal load and secures it in place.



30 Finally, we dressed the cab interior with a crew from Masterpiece figures to complete the 'Britannia' project. You can hear this model in action on our test track on *KeyModelWorld.com*.

Parkstone GOODS

After hearing about a long-forgotten industrial railway in Poole, **COLIN LOCKYER** *set about recreating some of it in 'OO' – with a 1970s twist.*

PHOTOGRAPHY, TREVOR JONES

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	12ft x 22in	SOUTHERN	1974	DCC, NCE Powercab



1 **Peckett 'W4' *George Jennings* returns from the pottery with a single 16ton mineral wagon.**

IT'S ALWAYS difficult when planning a new layout - especially when you have caught the exhibition bug and you have to plan something that is easily manageable, operationally interesting and has to fit in to the car.

Bring on the cement works. This was my original idea of the layout. I had previously built up a fair amount of stock and had already built a cement silo representing the one that used to stand in the goods yard at Poole station on the Bournemouth to Weymouth main line in the hope that one day this idea of mine may actually get built. The plan was to suggest a smaller goods yard area to include the silo of the Blue Circle plant in the mid-1970s. Being born in the early part of the 1960s, my interests tend to lie within the BR Blue corporate era as that is what I remember.

Searching and scrolling through websites and drawing out various track plans, I found that the old goods yard layout at Parkstone station (just up the line from Poole) had an interesting arrangement. It even had a mineral line diverging off from it – this could work. After a bit of drawing out, I could make it fit on three 4ft x 22in boards including storage yard, giving a scenic area of just over 9ft 6in. The three boards were duly ordered from Model Railway Solutions.

You might think the story of this layout's fruition ends there. Meeting up with my cousin one weekend, I told him of my plan, and he also has an interest in railways. This is the point where things changed considerably. My cousin told me stories of riding on *George Jennings*, the little Peckett 0-4-0ST named after the »

2 Left: **Class 37/0 37292 rumbles into the yard with a fresh load of coal for the pottery. The Peckett has arrived with an empty wagon for the Class 37's return journey.**

gentleman that founded the potteries, which ran up and down the branch during his trainspotting years in the 1950s, the quarry and pottery works it served and the products it produced. Unknowingly I had discovered upon a piece of modern day local history that as time had gone by had been forgotten, many people being unaware the line had ever existed. Delving deeper into the subject of George Jennings and the South Western Potteries, I eventually found myself meeting up with various very knowledgeable local residents to find out more; some have now become good friends.

If you should ever visit the area of Lower Parkstone in Dorset, it is still possible to walk some of the old branch line down towards Lilliput. The rather ornate road bridge taking Station Road/Osborne Road over the railway is still there and the retaining wall behind the goods shed is also still there. Turning right into Alton Road, you will find the original entrance to the goods yard on the right, which is now the entrance to the residential development.

PARKSTONE PLAN

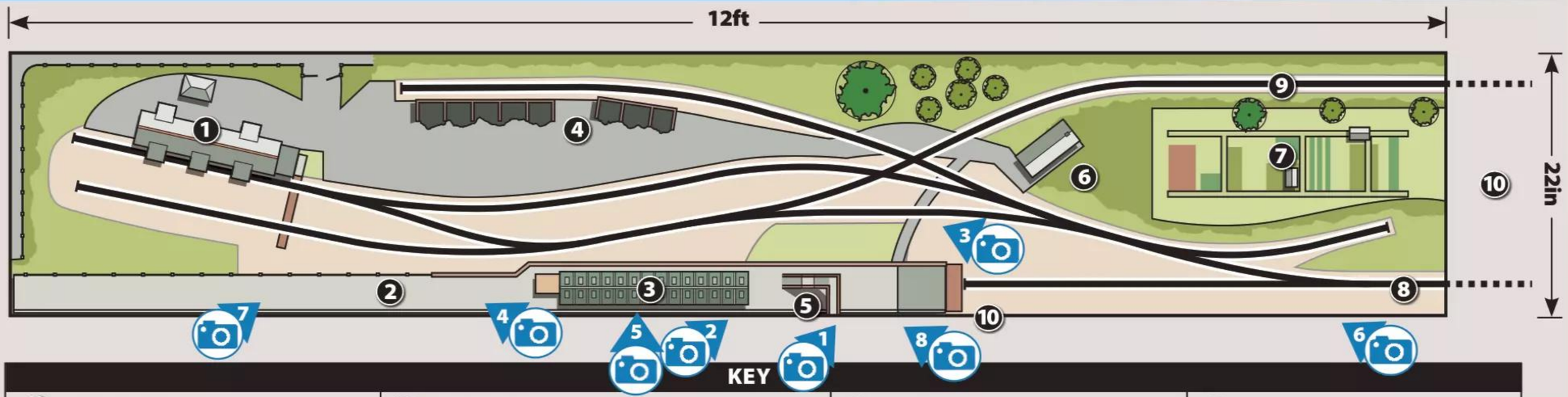
Getting back to the layout, the cement works idea has been put back into the cupboard for another day, deciding that there was far too much history here to ignore. We had to build Parkstone goods yard as it was before 1974 when the goods shed was demolished to make way for a new development of flats. Unbeknown to me at the time, one of these flats was to become my first home after leaving the family nest. As always, modeller's licence comes into play. The branch closed in 1966, the pottery a year later, but could we claim it lasted another 10 years? Hence my setting of around 1974. This brings me to one curiosity with the layout. I didn't have the room to model the Bournemouth to Weymouth main line, but as most people tend to cut a layout off lengthways, could I get away with cutting down the layout widthways and cut out the main line altogether, just using the edge of the Down platform as the scenic break along the front edge of the baseboard, with the line coming out of the goods yard, disappearing off to the storage yard behind some trees? The many comments I have received at exhibitions tells me that this is perfectly acceptable and a novel approach of building a layout.

The main idea of the layout is that coal comes in from the main line to be shunted around the goods yard for the Peckett to take to the pottery. Finished pipe and »



Modified, repainted and sound equipped Hornby Peckett 'W4' 0-4-0ST *George Jennings* moves out of the yard with an empty pipe wagon and 16ton mineral wagon destined for the pottery.

PARKSTONE GOODS TRACK DIAGRAM (Not to scale)



KEY

1 Goods shed	4 Coal staithes	7 Allotments	9 Pottery line to/from storage yard
2 Platform	5 Part relief footbridge	8 BR line to/from storage yard	10 Viewing side
3 Station building	6 Concrete hut		



4 **Class 33/1 33117 ticks over in the yard. The goods shed is scratchbuilt and features ornate detailing over the doorways.**

various other sanitary ware products are brought back up to the goods yard ready for collection during the day. Mineral wagons go down the branch loaded and return empty, and pipe wagons and various other vans are intended to enter the branch empty and return loaded with finished products. This keeps the storage yard operator very busy swapping loads on open wagons. These products were sent all over the world, Parkstone goods yard basically being used as exchange sidings for the pottery branch.

MAJOR SCRATCHBUILDING

Everything on the layout is scratchbuilt. The goods shed and coal offices are built up from a plasticard base, overlaid with brick embossed sheet from South Eastern Finecast, suitably painted with enamels and weathered: the goods shed by this time was no longer in use. The station waiting room including its awning and outside toilet on the Down platform became a problem as there were not, at the time of building the layout, any photographs that I could find. Luckily, and thanks to Network Rail's archive centre, I was able to purchase some drawings of this and at the time was able to acquire drawings of the main station building, footbridge, track plans and other associated buildings in the area (at some considerable cost, I might add).

The waiting room was built up from strips of plasticard representing the timber cladding and the awning frame itself was soldered up from brass angle to give a good strong base for the roof. The valances were drilled and cut by hand to represent something like a London & South Western Railway valance. As this was at the front of the layout, it could become a bit vulnerable from straying fingers. Later, I decided it might be a good idea to put a piece of plexiglass along the front which incorporates some interesting photographs of the real railway.

At the Bournemouth end of the station there is another curiosity, the rather

5 **The design for Parkstone Goods is unusual in featuring the platform for the main line station as the front scenic break with the goods yard modelled in full behind.**





A BR operated Class 08 shunts mineral and pipe wagons which will be taken back down the line by the Class 33.

ornate road bridge over the railway. I have heard three different reasons as to why this came about, but can anyone shed any light on this?

This structure is also interesting as one side is square and the other side arched. When the road was widened they built the new bridge over the top of the old one. This was replicated by drawing the bridge structure out on paper, overlaying some double sided tape and using Evergreen strip, slowly building up the panels, using some Humbrol Liquid Poly to glue it all together and leaving it overnight to dry. I was then able to peel the bridge sides from the tape and it all stayed together.

Track is from SMP with copper-clad construction for the points. Again, another curiosity of the layout is that the branch comes from a facing point on one siding and crosses two other sidings. Laying one rail and the three-way point, the diamond crossings were built up bit by bit using roller gauges and some Tracksetta gauges and a lot of head scratching. It was also a headache getting it to work until it dawned on me that all a diamond crossing is, is two opposing crossings that could just be switched from the point leading to them. The points are operated using Cobalt point motors operated through one of three lever frames located in the storage yard.

OPERATION

At exhibitions, three operators are needed to manage Parkstone Goods - one to operate the trains, one to work the storage yard and control the points and the third to cover for breaks and liaise with the public. This is important as a pet hate is operators behind a layout hiding from the very public who came to see their layout.

The layout is Digital Command Control powered using the NCE power cab system. We have two controllers - a power cab and throttle, the latter usually kept for operating the branch. I am a great lover of this system as it is easy to use and does the job.

Most of the stock is ready-to-run but all »





A Class 47 arrives at the yard with empty wagons for the Peckett 'W4' to take to the pottery.

models have been weathered or repainted. Some of the wagons are kit built. There are no passenger services on the layout as it is basically a big shunting puzzle. All wagons have been fitted with Sprat & Winkle couplings, which are brilliant for shunting.

Locomotives are from Bachmann, Hornby and Dapol and all bar the Class 07 (which I haven't worked out how to fit yet) have sound. The younger fraternity love seeing the Peckett hooting its way down the branch with a couple of wagons. This Hornby model has been modified with a new rear cab section made from brass sheet to form the rounded corners that *George Jennings* had. With repainting and sound fitting it has been an interesting project.

THANK YOU

I would like to take this opportunity to thank Ruth Allen for providing me with a wealth of information on the pottery works, photographs and stories. Also, Colin Stone's excellent book *Rails to Poole Harbour*, the author of which after one exhibition returned on the Sunday and presented me with a photograph of the goods yard area saying: "I think you should have this" which apparently at the time had never been published. Thanks as well, to Nigel Cullimore, Timothy Furmidge and Steve Fackerall for encouraging me in the project and the help at our exhibitions.



Throughout the layout detail abounds including a classic Dapol JCB, coal staithes and finely finished track. All of the buildings are scratchbuilt and provide the perfect backdrop to the weathered locomotives and rolling stock.

SUTTON'S LOCOMOTIVE WORKSHOP
S LW
KING'S CLIFFE, ENGLAND

'SIMPLY UNRIVALLED'

HORNBY MAGAZINE review, August 2020

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Railways of the LAKE DISTRICT

The railways of the Lake District have long drawn admiration from passengers and enthusiasts – but as **EVAN GREEN-HUGHES** *reveals, they also prompted poetic outrage from one of Britain's legendary wordsmiths.*





Right: **Crewe built, Blackpool allocated 'Black Five' 44927 stands in the drizzle at Windermere station in 1956. This terminus was once a four platform affair with a goods yard to manage incoming freight movements.** Railphotoprints.uk.

Below: **The Keswick line, once a through route from Penrith to Cockermouth, became a branch in 1966 and survived just six more years before full closure. Class 40 D313 pilots Ivatt '4MT' 2-6-0 43139 on the last steam hauled 'Keswick Convention Special' near to the line's namesake town on July 22 1967.** Chris Davies/Railphotoprints.uk.



IT IS RARE THAT ANY RAILWAY development results in the writing of some of the finest poetry ever produced, but that certainly is the case in the Lake District which at one time had some of the finest scenic railways in the country.

Is there no nook of English ground secure from rash assault goes the opening words of a famous poem written by William Wordsworth, penned in 1844 in answer to the proposals of the Kendal and Windermere Railway to build a line right into the heart of the Lake District - at that time the preserve of the genteel and well-heeled and then, as now, an astonishingly beautiful part of the world.

The poet was against any plans to open up the district to the working class, fearing that their invasion would be 'subversive of the quiet' of the district and, even worse, 'highly injurious of its morals'. This work, and lobbying by others of a similar mind, created a sizeable body of opposition to any railway scheme in the area and this led to the cutting back of many proposals, and the modifications of others.

Inevitably, though, railways were authorised and built, but these were to become only tentacles off the national network, with three of them being branch lines, which in some cases stopped short of the places where the terminus stations would ideally have been sited. Wordsworth and his supporters had won a hollow victory, but it didn't stop the trippers coming, and by the end of the 19th century floods of tourists visited the area, with the majority coming in by rail.

The Lake District is an area of around 912 square miles which extends for more than 32 miles from east to west and by almost 40 miles from north to south. It is made up of a number of hills, which include four mountains of over 3,000ft each, and interspersed with very deep valleys, many of which are naturally flooded and which form the 'meres' or lakes themselves. There are 19 bodies of water, with Windermere being the largest, at more than 11 miles from end to end, and the area is rich with wildlife and vegetation, with some parts even today being very remote indeed.

In the past, most of those heading to the Lakes sought the largest piece of water, namely Windermere, which had long been known for its boating, bathing and scenic properties. Even in the days of the horse and trap and stagecoach, many thousands of people made a beeline for the area, and many of those who had made their fortune chose to end their days in retirement there.

TOURIST HOTSPOT

Such a tourist hotspot was an obvious target for the developing railway companies and there were a number of schemes proposed which would have seen lines penetrating through this beautiful landscape. Only one of these survives today - the branch line from Oxenholme to Windermere, which was actually promoted when it became apparent that the new West Coast Main Line was going to miss out Kendal, then a relatively important town. However, there were considerable problems with this idea, not least that a very long tunnel would have been required to get out of Kendal on the north side so instead the project was amended so that it ran through Kendal and onwards to Windermere.

The project met fierce opposition and this resulted in the rather peculiar siting of the terminus, which was actually built at Birthwaite, then a small village above the shores of Windermere and near to Bowness-on-Windermere which was provided with a four-platform station. From there horse-drawn coaches took tourists to many other parts of the district. The line is steeply-graded with parts of it being at 1-in-60 and it was worked by the London & North Western Railway for much of its independent existence. As Wordsworth feared, it brought with it hordes of tourists, many from the working class areas of the »

North West, although it appears that fears of immorality had been largely overplayed!

One unintended consequence of the building of this line was the growth in long-distance commuting which saw many of those who were well off moving their families from the grime of the industrialised areas and establishing fine villas and houses along the shores of the lakes, a traffic that was soon capitalised on by the railway companies who provided through coaches directly to places such as Manchester and Liverpool. The London & North Western even provided a club carriage with a sherry cabinet to which admission was by invitation only and which commanded an impressive annual membership fee. The railway also attracted increasing numbers of long-stay holiday makers and in time Birthwaite became joined up with Bowness, with lines of guest houses offering a welcome to those who wished to visit the area.

The Windermere branch, as it became known, was at its most popular in the 1930s and the 1950s when so many excursion trains were arriving that stock had to be worked back considerable distances in order to find somewhere to stable it during the day. As with many lines, traffic declined when the motor vehicle began to become more prevalent, and the club trains were discontinued in 1966 along with other through services. Goods traffic went in the early 1970s and for a while it looked as though this useful line would be taken out of service altogether. However, it did manage to survive numerous closure proposals and it hangs on today, although its terminus building has been converted to a supermarket and most of its passengers change at Oxenholme. Traction is usually diesel multiple units, although there is a plan to introduce hydrogen fuel cell former Class 319s to the branch, and recently there was much interest when a locomotive-hauled shuttle was provided by West Coast Railways after Northern briefly withdrew services to enable driver training on new stock.

Stanier '4P' 2-6-4T 42449 draws to a halt at Oxenholme after arriving with the 2pm from Windermere on July 28 1964. The West Coast Main Line platforms are behind the locomotive. Ian Turnbull/Railphotoprints.uk.



SPIDERY CONNECTIONS

Windermere at one time had another rail connection with the outside world and this was the Lakeside branch which was promoted by the Furness Railway and which ran from Dalton to Newby Bridge, at the bottom of the lake. There passengers would transfer to the steamer service which connected that point to Bowness and Ambleside.

This single-track line was completed in 1869 and it was eventually extended to a new pier right on the shores of the lake, enabling easy transfer of passengers. So easy was this transfer that a Mr H.W. Schneider, an ironmaster from Furness, bought a house in Bowness and each morning he would travel down the lake in his private steam yacht for a six-and-a-half-mile journey to the railway, during which his butler would serve him a hot breakfast, before taking the train to work.

Tourist traffic on this line expanded rapidly around the turn of the century but, unlike the Windermere branch it didn't recover quite the same after the first war. Traffic gradually declined to the extent that the winter service was withdrawn in 1938 and ceased completely between 1941 and 1946. Services did restart after the Second World War, but were more local in nature and the end finally came in 1965 when passenger services were withdrawn, leaving the fine lakeside station unused and unwanted.

Rather surprisingly, a plan then emerged to reopen the branch as a preservation society, but plans for this were quashed in 1969 when road improvements severed the line at Haverthwaite and this led to the current situation where a heritage line exists between that point and the lake, with trains running in conjunction with the steamers, continuing over a century of co-operation between the two modes of transport. Although lacking the outstanding scenery of other parts of the Lake District, the Lakeside and Haverthwaite Railway still enjoys magnificent views and is a well-patronised tourist attraction today.

While the Windermere and Lakeside branches are still in operation in one form or another, the same is not true of the 9½ mile line which once went from the Cumbrian Coast route at Foxfield to Broughton on Furness on the shores of Coniston lake.



The Lake District railways had a long association with ships on the lakes. On July 28 1964 *MV Swift* stands at Bowness on Windermere to allow passengers to board. *Swift* was built for the Furness Railway in 1900 and it could carry 780 passengers at 15 knots. Ownership passed to the LMS in 1923 and British Railways in 1948. Though many of Windermere's ships still ply its waters, *Swift* was broken up in 1998. Ian Turnbull/Railphotoprints.uk.

Oxenholme on the West Coast Main Line became a gateway to the Lake District by rail, with the Windermere line branching off from the main at the station. On August 19 1967 Stanier 'Black Five' 4-6-0 45268 passes the junction for the Windermere branch as it approaches Oxenholme with a southbound freight. David Rostance/Railphotoprints.uk.





In the final months of the pick-up freight in Cumberland, Stanier 'Black Five' 45054 shunts the Windermere branch freight at Kendal on December 23 1967. The dramatic hills of the Lake District dominate the skyline, some with a dusting of snow.
Eric Bentley/Gordon Edgar Collection/Railphotoprints.uk

Coniston did not have the tourist draw or numbers which had attracted promoters to Windermere but it did have copper mines, which was sufficient to allow the capital to be raised to construct the line. The line followed a route which was inconvenient for tourism and as such it spent much of its existence being operated by steam railmotors, with only four trips being undertaken each day. With gradients as challenging as 1-in-49, this enterprise really had no use as a major route, but it did see some through trains to Blackpool and Morecambe, with services lasting until the late 1950s when British Railways claimed that even diesel units could not make the branch pay and its services were replaced by bus. Goods trains finished three-and-a-half years later. This line had much more of the atmosphere of a traditional rural branch line and must have been a delight to travel on.

THE TRUNK ROUTE

It was freight which was the primary reason why the only trunk route to traverse the Lake District was constructed. This was the Cockermouth, Keswick and Penrith Railway (CKP) which ran from Penrith, through Keswick and along the shores of Bassenthwaite until it eventually joined the rest of the rail system on the west coast. The line was promoted to carry iron ore from Cumberland to the furnaces of the north east and coke in the opposite direction for use in steel-making. The project was considerably underfunded and this resulted in the route being built for only single track, a factor that was to result in considerable holdups during the period of peak operation.

Following a reasonably obvious and low-lying route the CKP was largely under the control of the London & North Western Railway, and this company worked all the passenger and goods traffic, except for minerals which were worked by the North Eastern Railway. Opened in 1864, the line was probably one of the outstanding scenic lines of the country with the three-mile section along the side of Bassenthwaite being particularly beautiful.

Excursions began in 1866 and in the first year 4,000 people were brought in from Preston, ironically with many eager to see the countryside which had been so eloquently described by Wordsworth. Keswick was always the prize and a large station hotel was built but the line beyond that did not have much business to survive on once the through goods traffic began to dry up, and even this finally came to an end in 1938.

The CKP was one of the lines selected to pioneer the use of Diesel Multiple Units, and their introduction in 1955 did a little to right the flagging finances of this scenic route, but with its original intended source of income gone, the line was always going to be a candidate for closure. In 1966, the section west of Keswick saw its last train, and along with it went some of the best views that could be had. The end finally came for the Keswick to Penrith section six years later and ever since then there have been campaigns for its reopening that have so far come to nothing. The restored Keswick station and its impressive hotel still exist as a reminder of what the railway once was.

While much of the railway system through the Lake District has now gone, there is still sufficient left in main line use and in preservation, for the traveller to get an idea of what rail travel was like in its heyday through this beautiful countryside. A visit is strongly recommended. HM



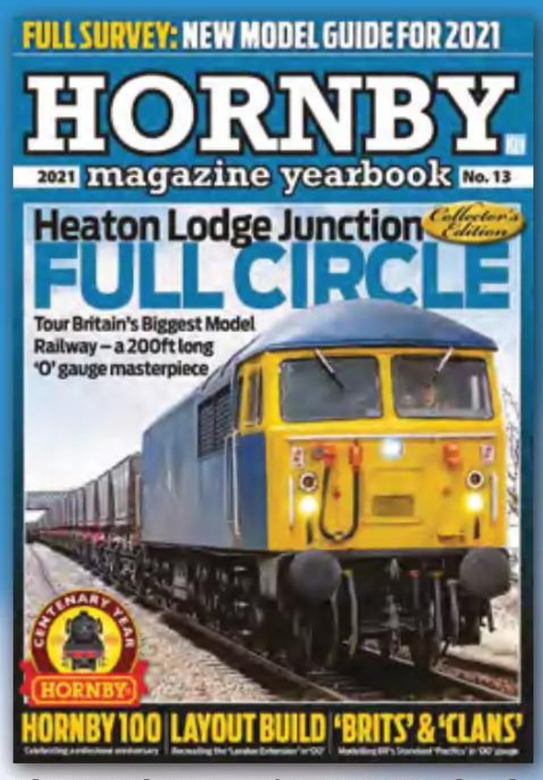
New frontiers

Its Yearbook time - and the *Hornby Magazine* team has been back in the workshop to create a brand new 'OO' gauge layout. **MIKE WILD** introduces the Great Central-set Quorn Magna.

WE'VE BUILT a number of layouts in the *Hornby Magazine* workshop, but the latest to roll off the production line is a little bit different. It is built to 'OO' gauge, like the majority of previous layouts, but this time we have used Peco's new bullhead track system throughout as well as Hatton's brand new range of laser cut 4ft x 2ft MDF baseboard kits (see Reviews) to help it stand out from the crowd.

The scene is a Great Central Railway (GCR) 'London Extension' through station built using Bachmann's popular Scenecraft buildings and platform sections, and what we have built so far is just the first phase of a layout that will become a full four-sided scenic vista.

The GCR theme takes inspiration from a number of stations along the 'London Extension' in Leicestershire, including Quorn and Woodhouse, Rothley and Ashby Magna and we chose Quorn Magna as the name of the station. The next phase will see us continue around to the other side of the 16ft x 8ft design to create our own version of Swithland Sidings, including the Mountsorrel branch.



The *Hornby Magazine 2021 Yearbook* is on sale from November 12 2020 and features 128 pages of modelling inspiration inside.

We've turned out the first phase for *Hornby Magazine's* 2021 Yearbook – on sale from November 12 2020 – and what you see here is just a taster of what you can read about in that publication. It's also the first stage in a project which we already plan to enhance to take it to the next level.

Our biggest discussion at the moment is what type of rolling stock we should be running on the layout. Should it stay in the British Railways steam era or should we operate it completely differently as a preservation era layout? Should we even make it configurable as either? The camp is divided here at HM HQ and we'd value your feedback as to how you think we should operate this GCR layout.

Regardless of those sometimes intense debates, it has been an instant hit in the workshop and we have thoroughly enjoyed seeing Bachmann's GCR 'O4' 2-8-0s and Hornby's Thompson 'O1' 2-8-0s plodding through the station at the head of long trains of 16ton mineral wagons and bogie bolsters.

Read our full build features and more in the 2021 *Hornby Magazine Yearbook* which will be available in hardback (£18.99) and softback (£9.99) format from November 12 2020 through *shop.keypublishing.com* as well as magazine and booksellers nationwide. Hm

Thompson 'O1' 2-8-0 63670 rumbles under the bridge at Quorn Magna – our new GCR theme 'OO' gauge station – with an empty coal train. See the full build in the 2021 *Hornby Magazine Yearbook*.

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THIS MONTH AT Hattons

Compiled between 16th September & 16th October 2020

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Hornby Class 91

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Oxford Diecast New Arrivals

A wide range of new Oxford Diecast models arrived with us this month, including a variety of newly tooled OO gauge products.

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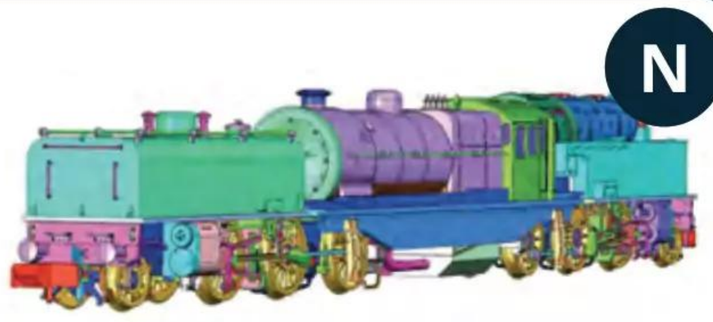
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R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER green - Railroad range (Hor) £89



R3542 Class Q6 'Raven' 0-8-0 63427 in BR black early emblem (Hor) £136



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £94.99) . . . . . BARGAIN. . . . £86
R3680 Class W4 Peckett 0-4-0ST 'Forest No.1' Charity Colliery lined green (Hor) . . £90



4S-018-005D LSWR Class B4 0-4-0T 30096 in BR black late crest - Digital fitted (Dap) £119
H4-P-001 SECR P Class 0-6-0T 178 SE&CR full lined green (with brass) (Hat) £99
H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99



R3828 The Aberdonian train pack Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering and 3 Mk1 coaches (Hor) NEW £180

Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139). . . . . BARGAIN. £94



2905 Class 07 shunter D2988 in BR green wasp stripes (Hel) . £118.96



MM0121 Class 121 B121 in CIE original grey (Mur) . £149.50
MM0135 Class 121 B135 in CIE original grey (Mur) £149.50
4D-025-004 Class 21 D6111 in BR green small yellow panels (Dap) . . £129.16
4D-025-004S Class 21 D6111 BR green small yellow panels - DCC sound fitted (Dap) £249.84
4D-025-003S Class 21 D6116 BR green small yellow panels - DCC sound fitted (Dap) £249.84



4D-025-001 Class 21 D6121 in BR green (Dap) . . . £129.16
2718 Class 27 27029 in BR blue Highland Rail emblem (Hel) £118.96



2727 Class 27 5363 in BR blue full yellow ends (Hel) £101.15
2719 Class 27 5380 BR two tone green full yellow ends - weathered (Hel) £127.46
2731 Class 27 D5369 in BR green small yellow panels (Hel) £118.96



4D-014-000 Class 29 6112 in BR green full yellow ends (Dap) . £129.16
4D-014-000S Class 29 6112 BR green full yellow ends - DCC sound fitted (Dap) £249.84



4D-014-002 Class 29 D6129 in BR blue (Dap) £129.16



3441 Class 33/0 33025 "Sultan" in BR blue grey roof (Hel) . . £126.65



R3906 Class 47/7 47739 in GBRf - Railroad range (Hor) NEW £67.50



UK P&P £4 per order
(free for orders over £175)
£2.75 per single diecast item
£7 Guaranteed Next Day Delivery
(Orders Before 4pm)



R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range (Hor) £72



4D-003-017S Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends - DCC sound fitted (Dap) . . . £248.66
4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap). **£129.16**



R3660 Class 56 56303 in Devon and Cornwall Railways green (Hor) £136



R3743 Class 60 60015 "Bow Fell" in Railfreight Construction triple grey (Hor) £162



R3901 Class 60 60021 in Colas Rail (Hor) £162
R3605TTS Class 60 60044 "Dowlow" DB Schenker red - TTS sound fitted (Hor). **£184.50**



R3885 Class 60 60062 'Stainless Pioneer' in DB red (Hor). . £162
R3884 Class 60 60100 'Midland Railway - Butterley' in DB red (Hor) **£162**



H4-66-002 Class 66 66079 in EWS "James Nightall G.C." (Hat). £150



H4-66-012 Class 66 66301 in DRS plain "Kingmoor TMD" (Hat) £150



H4-66-019 Class 66 66418 in Freightliner Powerhaul "Patriot" (Hat) £150



H4-66-015 Class 66 66513 in Freightliner (Hat). £150



H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" (Hat) £150
R3923 Class 66 66587 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) **£74.95**



H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat). . . £150
H4-66-036-D Class 66 66623 Freightliner/G&W orange - Digital Fitted (Hat) . . . **£165**



H4-66-033 Class 66 66743 in GBRf/Royal Scotsman (Hat). £150



H4-66-035 Class 66 66780 in GBRf/Cemex "The Cemex Express" (Hat). £150



H4-66-032 Class 66 66783 in Biffa red GBRf branding "The Flying Dustman" (Hat). £150
H4-66-032-S Class 66 66783 in Biffa red GBRf branding "The Flying Dustman" - Sound Fitted (Hat) **£265**



H4-66-031 Class 66 66789 in BR Large Logo blue GBRf branding "British Rail 1948 - 1997" (Hat) £150
H4-66-031-S Class 66 66789 in BR Large Logo blue GBRf branding "British Rail 1948 - 1997" - Sound Fitted (Hat) **£265**
H4-66-029 Class 66 66847 in Colas Rail Freight (Hat) **£150**



H4-66-030 Class 66 66848 in Colas Rail Freight (Hat) £150



4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) £131.71



4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap)£131.71



GV2020 YEC Janus 0-6-0DE shunter "Richard Borrett" in ICI maroon (Gol) (RRP £99.95) . . . . . BARGAIN. . £49.50
GV2014XS YEC Janus 0-6-0DE shunter British Petroleum green - DCC sound fitted (Gol) **£179**

Diesel train packs



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor). £270



1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered (Hel) £203.15



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor)£135

Electric locos

R3374 Class 71 71012 in BR Blue (Hor) (RRP £128.99)**BARGAIN** . . **£109**



OO71-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95)BARGAIN. . . £96
7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) **£165**
7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) **£165**
R3739 Class 87 87001 "Royal Scot" and "Stephenson" BR blue - as preserved (Hor) **£154**



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor). £153



R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) . £144

DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95). . . . . BARGAIN. £89



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95). . . . . BARGAIN. £99



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (Dap) (RRP £145)BARGAIN £79



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95). . . . . BARGAIN. £99



4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (Dap) (RRP £145)BARGAIN £79
4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap). **£123.25**



R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial (Hor) £112.50
4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem (Dap). **£126.40**

EMUs



R4580 Class 373 divisible centre saloons coach pack in new (post-2014) Eurostar (Hor) £48



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) £99



R3700 Class 401 2-BIL 2 car EMU in SR green (Hor) . £126

Track Maintenance vehicles



38-802 45 ton Ransomes and Rapier crane in BR black early emblem (Bac). £212.46
38-801 45 ton Ransomes and Rapier crane in GWR grey (Bac) . . **£212.46**



38-800 45 ton Ransomes and Rapier crane in SR grey (Bac) £212.46



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap). £70.50

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor). £157



R1176 Class 373 'Eurostar' starter train set (Hor). . . . £126



R1214 East Coast Express Train Set (Hor) £157.50

Train sets - digital



R1236 Starter Digital train set - "Mixed Traffic" (Hor) £189

Coaches

R4830 Gresley 61' 6" full brake 4234 in LNER teak (Hor) **£49.50**
R4828 Gresley 61' 6" third corridor 23864 in LNER teak (Hor) **£49.50**
R1167Coaches LNER Teak Coaches (unboxed) - Pack of 3 (Hor). . . . **£39**



R4892A Mk2F BSO brake second open 9527 in ScotRail 'Saltire' blue (Hor) NEW £31.50
R4945 Mk2F BSO brake standard open 9539 Virgin Trains red and black (Hor) . **£31.50**



R4944 Mk2F FO first open 3340 in Virgin Trains red and black (Hor). £31.50
R4944A Mk2F FO first open 5946 in Virgin Trains red and black (Hor) . . **£31.50**



R4943 Mk2F SO standard open 5945 in Virgin Trains red and black (Hor) £31.50
R4943A Mk2F SO standard open 5946 Virgin Trains red and black (Hor) **£31.50**



R4893B Mk2F TSO second open 6176 in ScotRail 'Saltire' blue (Hor) NEW £31.50
R4893C Mk2F TSO second open 6183 ScotRail 'Saltire' blue (Hor) **NEW £31.50**

Wagons



5019 Cargowaggon bogie ferry van in unbranded silver and blue - 2797 694 - weathered graffiti (Hel) £42.46



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) £118

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H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) **£118**
H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered (Hat) **£126**
H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons (Hat) **£59**



R6959 Triple pack of 20 ton tank wagons Corn Products Co. Ltd (Hor) £44.50



H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) £33



H4-WW-001A Warwell wagon 50t diamond frame bogies MS.3 in WD (GWR) (Hat). £33
H4-WW-003A Warwell wagon 50t diamond frame bogies WW.38 WD (LNER) (Hat). **£33**



H4-WW-017 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered (Hat). . . .£37



4F-043-010 YCV 'Turbot' bogie ballast wagon DB978003 in Civil Engineers 'Dutch' (Dap) £22.53
4F-043-011 YCV 'Turbot' bogie ballast wagon DB978644 in Civil Engineers 'Dutch' (Dap) **£22.53**

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor). **£44**

Digital controllers



R8214 DCC Elite unit digital controller (Hor) £215



R8213 DCC Select unit (boxed) (Hor) £98
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor). **£85**

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £7.35). . . . . BARGAIN **£3**

Point motors

R8014 Mark 2 Point Motor (Hor) **£8.50**
R8243 Surface Mounted point motor (Hor) **£8.50**

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) **£2.20**

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) (Hor) **£14.50**
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor) **£14.50**

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210
LK-55 76ft Well type turntable (Pec) **£42**



R083 Pack of 6 Buffer Stop (Hor) £11
R083 Single (Hor). **£2**
R8614 Straight Platform x 2 - Skaledale (Hor) **£16**

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) **£55.50**
4L-001-008 Signal - motorised, GWR left hand junction bracket signal - single arm (Dap). **£50.96**

Bridges, Tunnels & Walls

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) **£12**



PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

People - civil



36-407 1950s train crew - pack of six (Bac) £8.50

Track - Code 100 Setrack

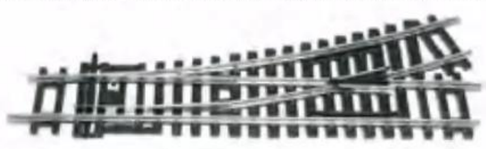
R605 1st radius double curve (8 make a circle) (Hor) **£2.60**
R605 Circle of 8 (Hor). **£20**
R606 2nd radius curve (Hor) **£1.80**
R607 2nd radius double curve track (8 make a circle) (Hor) **£2.60**
R607 Circle of 8 (Hor). **£20**
R609 3rd radius double curve track (8 make a circle) (Hor). **£2.70**
R609 Circle of 8 (Hor). **£20**



R070 Electrically Operated Turntable (Hor) £64
R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x R606, 1 x R083 (Hor) **£24.50**



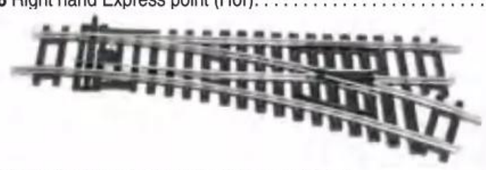
R8074 Left hand curved point (Hor) £15



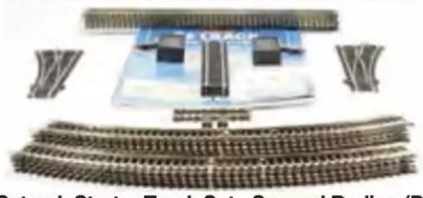
R8072 Left Hand Standard Point (Hor) £9.50



R8075 Right hand curved point (Hor). £15
R8078 Right hand Express point (Hor). **£15**



R8073 Right Hand Standard Point (Hor). £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) . . .**£14.50**
ST-244 Setrack curved double radius right handed point insulfrog (Pec) . .**£14.50**
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) **£9.50**



ST-100 Setrack Starter Track Set - Second Radius (Pec). £58
R610 Short straight - 38mm (Hor) **£1.30**

Track - Code 100 Streamline

SL-88 Right hand large point - insulfrog (Pec) **£12.50**

Track - Code 75 Finescale

SL-E199 3 way finescale medium radius point - electrofrog (Pec). **£31**
SL-E186 Finescale right hand curved point - electrofrog (Pec) **£14**
SL-E195 Finescale right hand medium point - electrofrog (Pec) . . . **£12.50**

Track underlay

GM251 3mm Cork Trackbed (Gau) **£9.50**

Buses



UK6519 ADL Enviro400 MMC - "Stagecoach Oxford Gold" (Nor)£51



76SB006 Saro Bus Trent (Oxf) NEW. £17

Cars



76AQ001 Audi Quattro Tornado Red (Oxf) NEW £5.50



76BCGT001 Bentley Continental GT Sport (Oxf) NEW . . £7



76IS004 BMW Isetta Yellow (Oxf) NEW. £5.50
76CPR003 Ford Capri Mk2 White (Oxf) NEW **£5.50**
76FCC004 Ford Consul Capri Ermine white (Oxf) NEW **£5.50**
76NQ004 Nissan Qashqai White (Oxf) NEW. **£5**



76SET74 Royal family cars and vehicles - set of 7 (Oxf) NEW £36.50

Commercial vehicles



76TX5001 LEVC Electric Taxi Black (Oxf) NEW. £6



76MSV001 Mercedes Sprinter Van Stobart Air (Oxf) NEW. £7



76SCA05LL Scania Topline Nooteboom Low Loader Smiths - Bridgend (Oxf). £20.50



76VOL4011 Volvo FH4 GXL Fridge Trailer Gibbs of Fraserburgh (Oxf). £22

Farming and construction



76SET76 JCB 3 piece anniversary set (Oxf) NEW. . £59.50
763CX004 JCB Eco Backhoe Loader (Oxf) NEW **£21**

Construction Vehicles



76JCX003 JCB Backhoe Loader -1980s (Oxf) NEW . . . £21

OO9 Narrow Gauge

Steam locos



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) £186.96

Coaches



GR-550 4-wheel Ffestiniog 'Bug Box' first class coach in FR victorian plum and cream (Pec) £23



GR-560 4-wheel Ffestiniog 'Bug Box' observation coach in FR victorian plum and cream (Pec) £23

Track - Code 80 Streamline

SL-E492 Left hand point electrofrog (Pec). **£9.50**
SL-E491 Right hand point electrofrog (Pec). **£9.50**

N Gauge

Steam locos

2S-010-005D Class 49xx 'Hall' 4-6-0 4953 "Pitchford Hall" in GWR green GW lettering - as preserved - Digital fitted (Dap) **£149.88**



2S-010-007 Class 49xx 'Hall' 4-6-0 4970 "Sketty Hall" in GWR green Great Western lettering (Dap). £124.38



2S-007-019 Class 57xx Pannier 0-6-0PT 7754 in National Coal Board green original cab (Dap) £74.38

Diesel locos

2D-028-003 Class 26 26024 in BR blue scottie dog emblem (Dap). . . . **£112.76**
2D-028-001 Class 26 D5316 in BR green (Dap) **£112.76**
2D-001-006 Class 33/0 33008 "Eastleigh" BR green small yellow panels (Dap) **£112.74**



2D-001-008D Class 33/0 D6561 in BR green full yellow ends - Digital fitted (Dap). £138.24



2D-018-007 Class 35 'Hymek' D7003 in BR green no yellow panels (Dap) £98.30



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap). £194.65
2D-007-008 Class 66/0 66114 in DB Schenker red (Dap) **£89.90**
2D-007-008D Class 66/0 66114 in DB Schenker red - DCC fitted (Dap) **£115.40**
2D-007-007 Class 66/4 66421 in DRS (Dap) **£89.90**
2D-007-010 Class 66/6 66623 "Bill Bolsover" in Freightliner blue (Dap). . **£89.80**



2D-007-006 Class 66/7 66737 "Lesia" in GB Railfreight (Dap) £89.90



2D-010-006 Class 67 67015 in DB Schenker red (Dap)£108.76
2D-022-007 Class 68 68001 "Evolution" in DRS (Dap) **£119.85**
2D-022-008 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap). **£119.85**

HSTs



2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43295 and two coaches (Dap) NEW £170

DMUs

2D-009-005D Class 121 'Bubble Car' DMU 121020 in Chiltern Railways blue - DCC fitted (Dap). **£139.54**



2D-015-002 Class 122 diesel railcar W55006 in BR green small yellow panels (Dap) £114

Coaches

2P-005-026 Mk3 TFO first open W41009 in BR blue and grey Intercity 125 branding (Dap). **£22.06**
2P-005-038 Mk3 TSO second open E42135 in BR blue and grey (Dap) . **£22.06**



2P-005-039 Mk3 TSO second open W42012 in BR blue and grey Intercity 125 branding (Dap) £22.06
2P-005-040 Mk3 TSO second open W42014 in BR blue and grey Intercity 125 branding (Dap). **£22.06**

Wagons

KNR-259 'Clam' engineers ballast wagon - plastic kit (Pec) NEW. **£9**
NR-120 9ft Wheelbase steel type solebars Chassis Kit (Pec) NEW . . . **£0**

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) . . **£1.70**
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) **£2**

Track - Code 80 Setrack

ST-11 Double straight track (Pec) **£1.60**



ST-300 Starter Track Set (Pec) £49

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) . **£3**
SL-300 Pack of 25 (Pec) **£69**
SL-E395 Right hand medium point electrofrog (Pec). **£9.50**

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Prices valid until 02/12/20

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Track - Code 55 Finescale

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec). . **£3.50**
SL-302F Pack of 30 (Pec) **£99**
SL-E399F 3-way finescale turnout (Pec) **£28**
SL-E388F Finescale right hand large point electrofrog (Pec) **£12**
SL-E380F Finescale single slip electrofrog (Pec) **£37**

Commercial vehicles



NFT028 Ford Transit Mk5 High Roof Scotrail (Oxf) NEW . . £5

Military ground vehicles

NCHT003 Churchill Tank 142 RAC Tunisia 1943 (Oxf) NEW **£6.50**

O Gauge (1:43 Scale)

Steam locos

7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem (Dap) . **£191.25**
7S-006-021S Class 14xx 0-4-2T 1405 BR black early emblem - DCC Sound Fitted (Dap) **£340**



7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (Dap). £191.25
7S-006-020S Class 14xx 0-4-2T 1432 in GWR unlined green G W R lettering - DCC Sound Fitted (Dap) **£340**



4313 Class 43xx Mogul 2-6-0 5306 in BR unlined green late crest (Hel) (RRP £779). . . . . BARGAIN. . . . £560
7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted (Dap) **£340**



7S-007-012 Class 57xx 0-6-0PT pannier 8763 in BR lined black early emblem (Dap) £199.75



7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green (Dap) £199.75



7S-007-007 Class 57xx 0-6-0PT pannier 9669 in BR black late crest (Dap) £199.75



7S-007-009 Class 57xx 0-6-0PT pannier in Great Northern and Southern Railway ochre - as in "The Railway Children" (Dap). £199.75



6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) (RRP £699). . . BARGAIN. . . . £495



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) (RRP £699)BARGAIN . .£495
6103 Class 61xx 'Large Prairie' 2-6-2T 6111 in BR unlined green late crest (Hel) (RRP £699) . . . . . **BARGAIN £495**



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) (RRP £699). . . . .BARGAIN. . . .£495



7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem (Dap) £191.25



7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown (Dap). £191



H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel). .£750



H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel) £750
H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) . . . . . **.£750**



H7-A4-004 Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (Hel) £750



H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hel) . . .£750
H7-A4-006Loco Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hel) . . . . . **.£750**



H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hel) . . .£750



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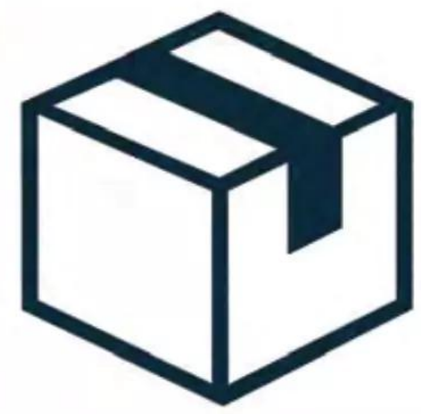
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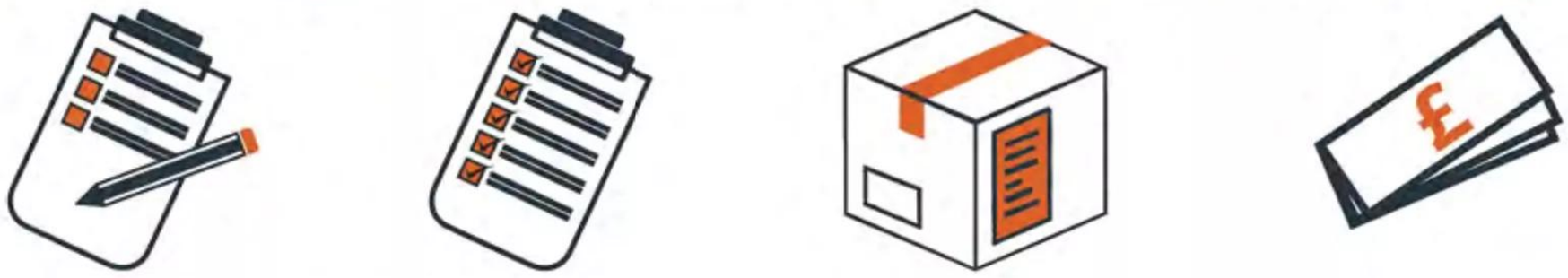


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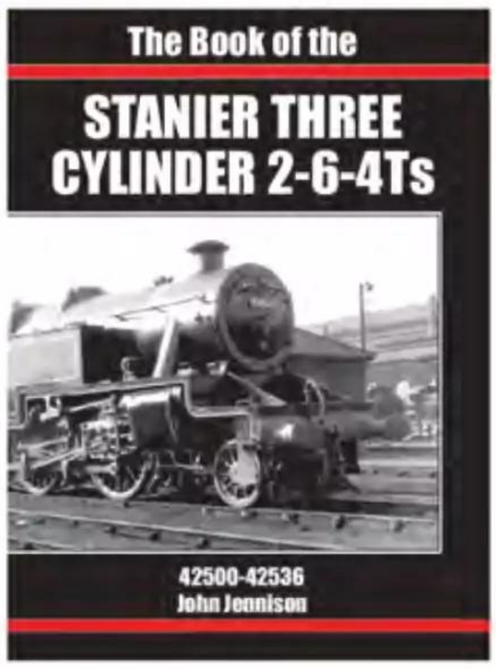
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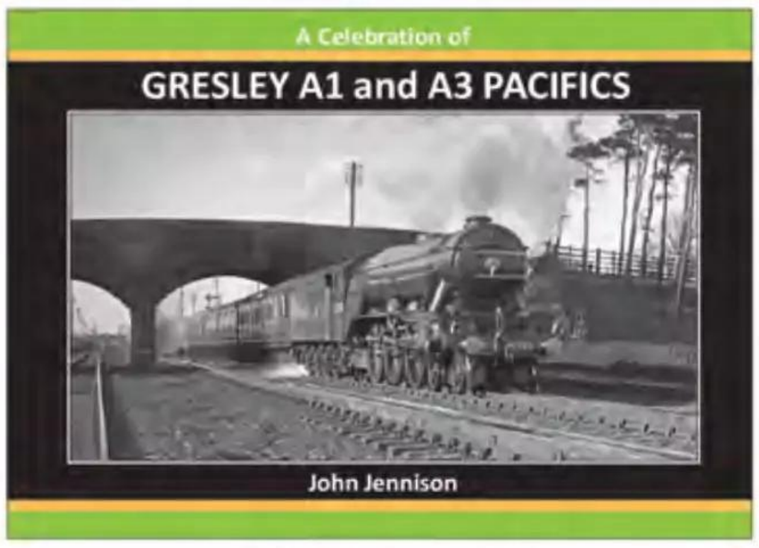
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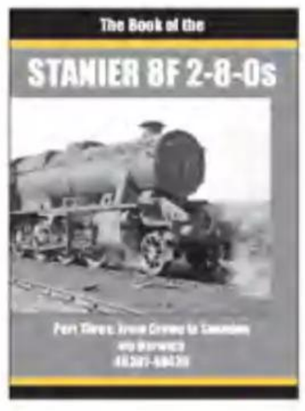




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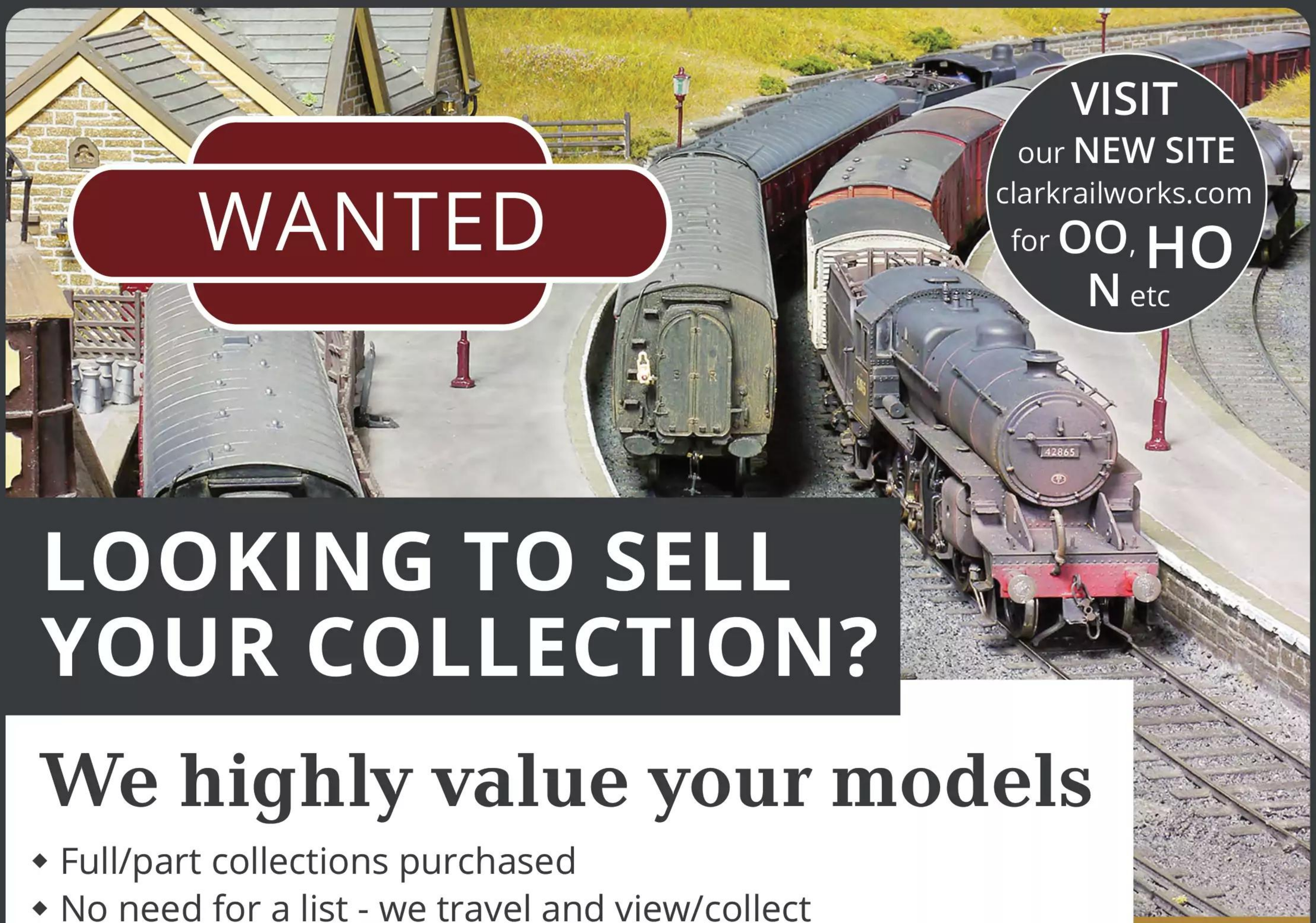
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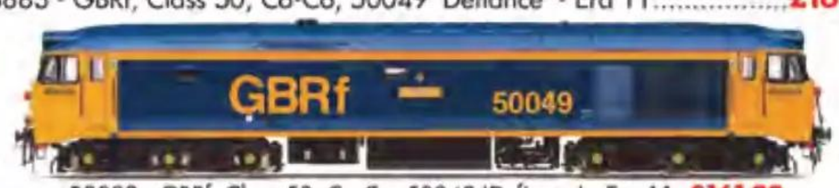
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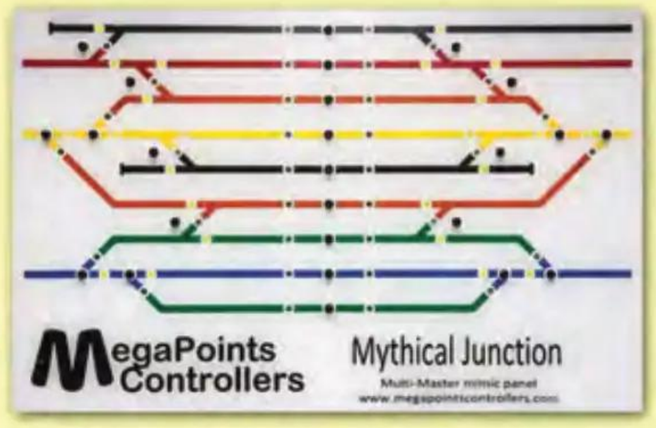
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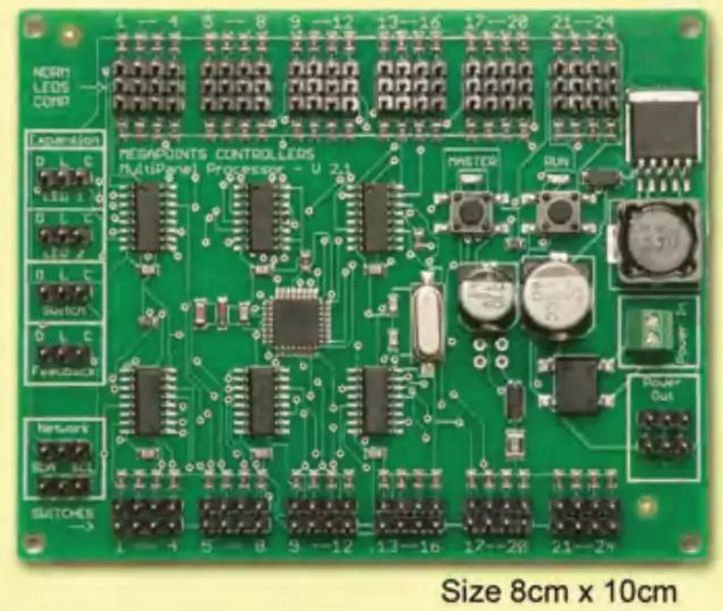
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GM571
Spare Bottles for Starter Airbrush



GM572
Ball Bearings for use with Paints



GM573
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GM575
Workstation with A3 Cutting Mat



GM576
Finger Craft Knife with 2 Spare Blades



GM577
Pro Archimedean Drill Set



GM578
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GM579
Green Stuff Modelling Putty



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GM581
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GM583
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GM585
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GM587
Pro Paintbrush Starter Set



GM588
Pro Paintbrush 7mm Tips (3)



GM589
Pro Paintbrush 9mm Tips (3)

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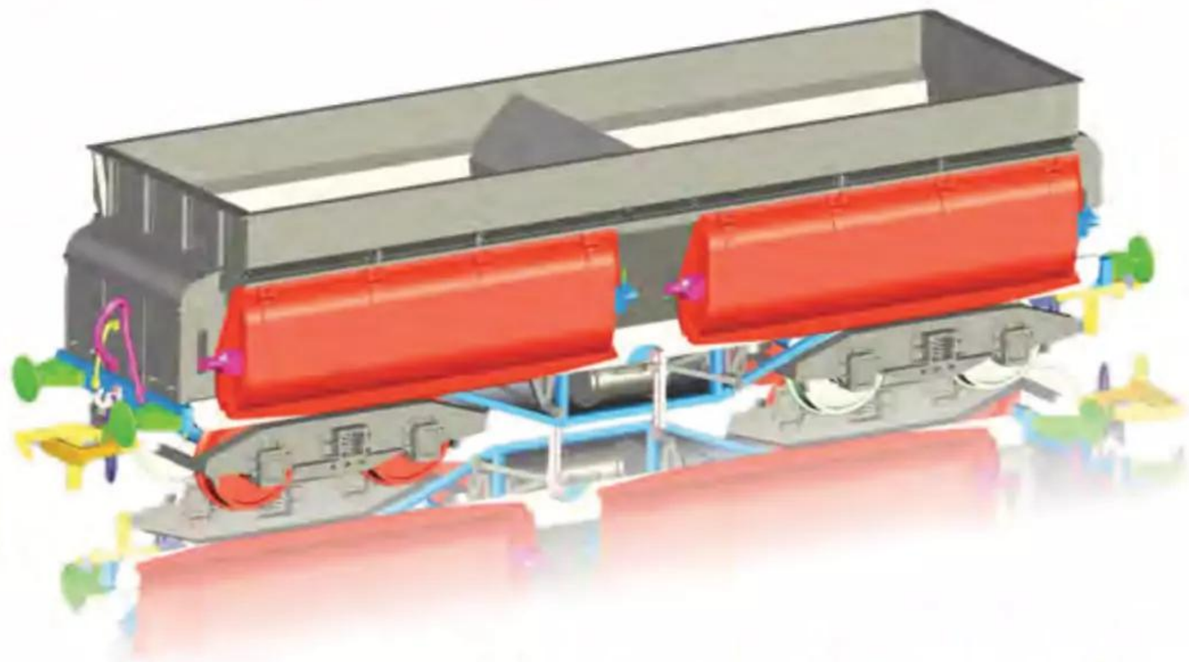
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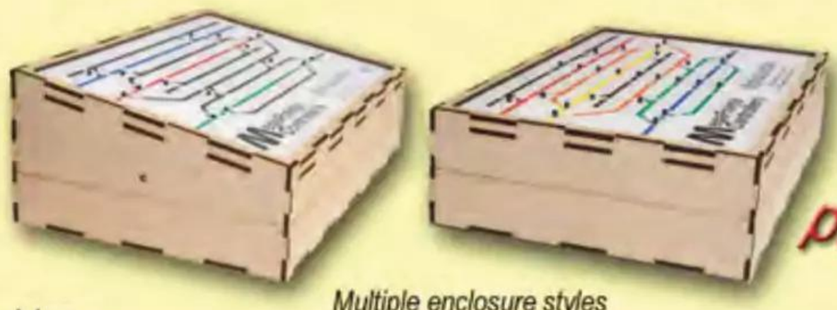
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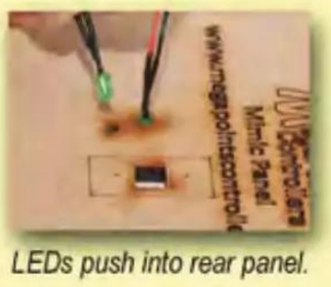


Multiple enclosure styles

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Locating holes for LEDs and buttons clearly marked.



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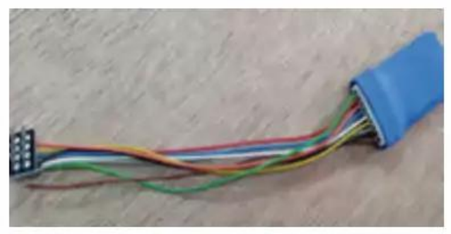
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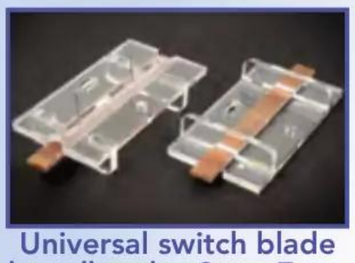
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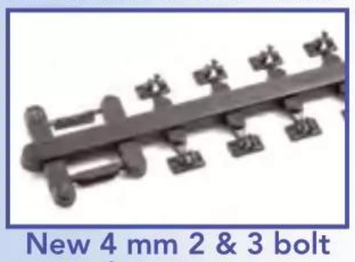
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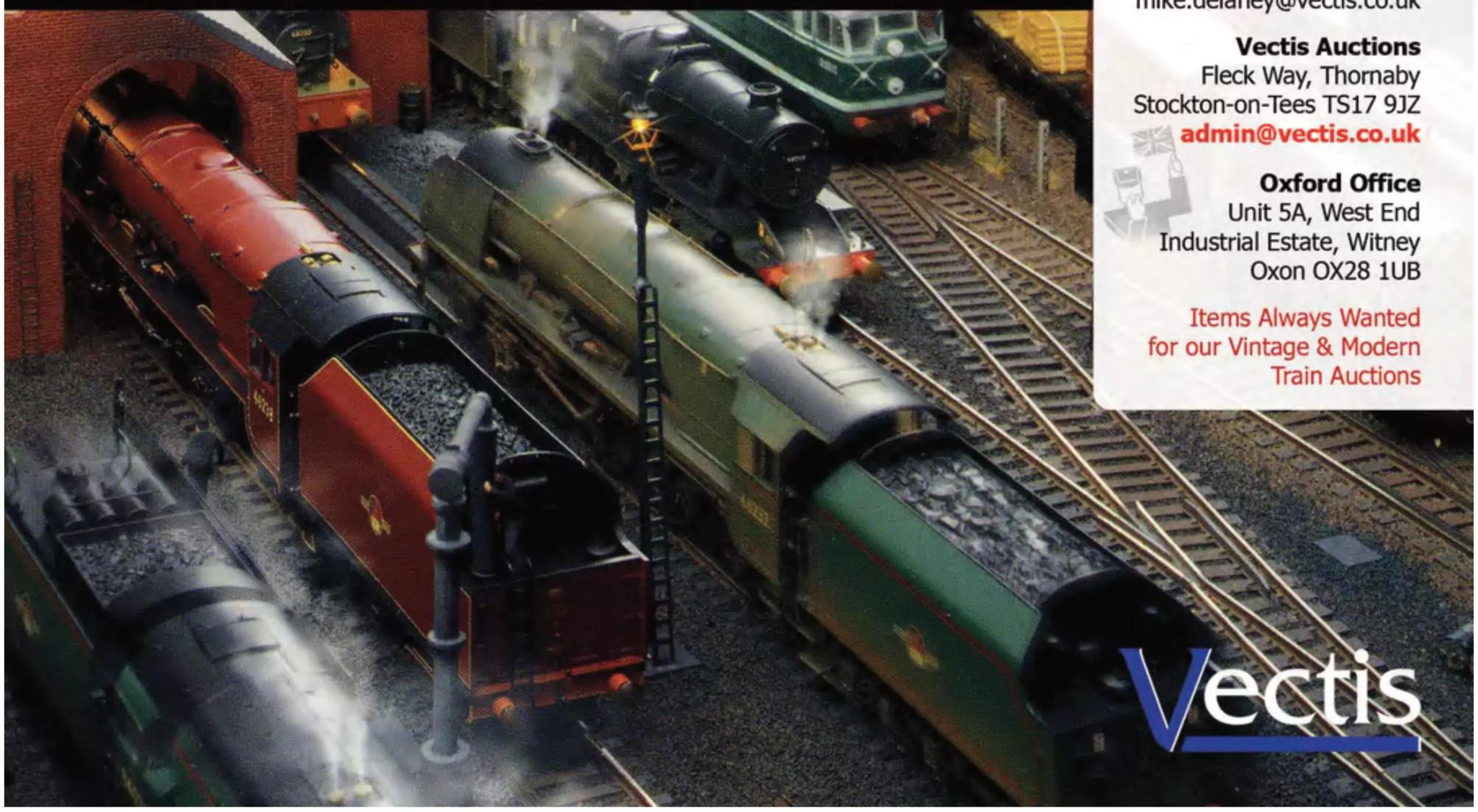
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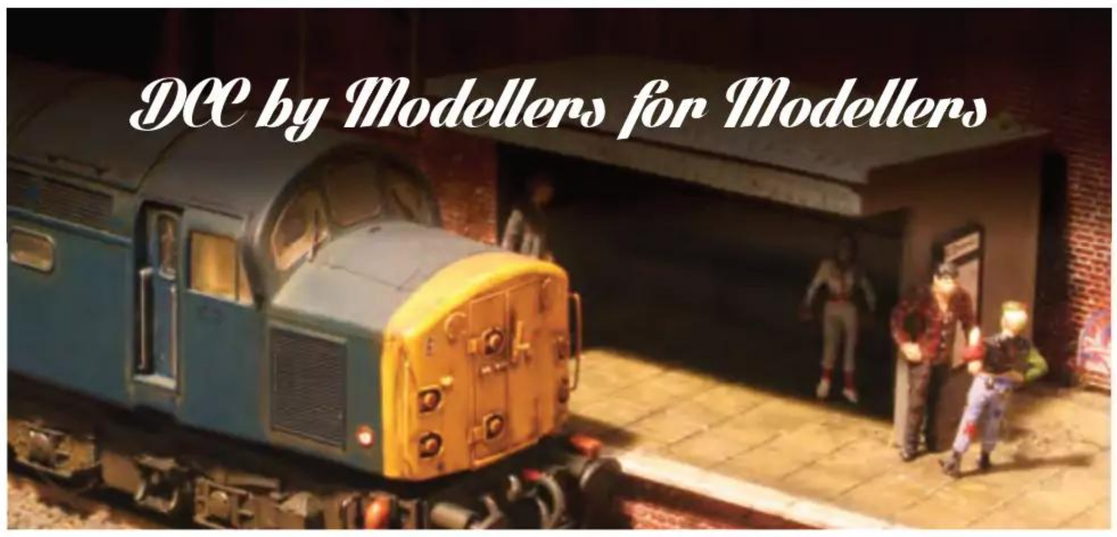
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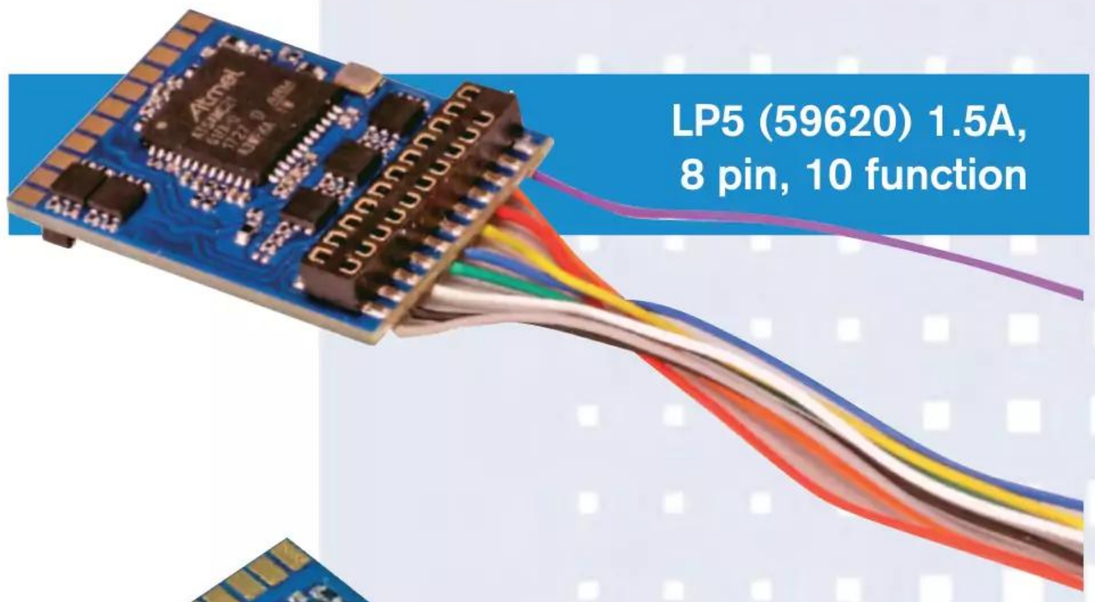
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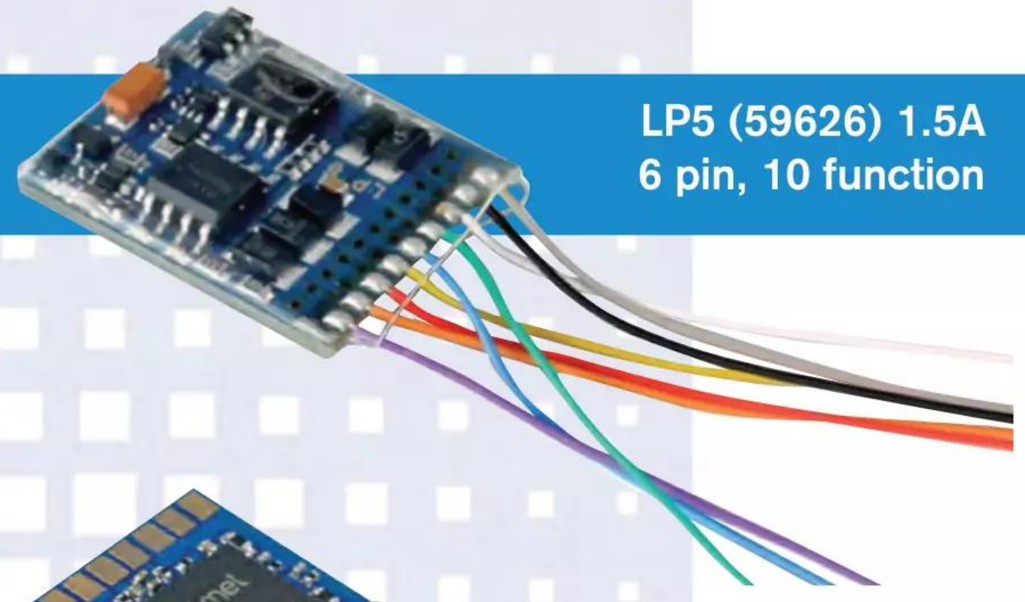
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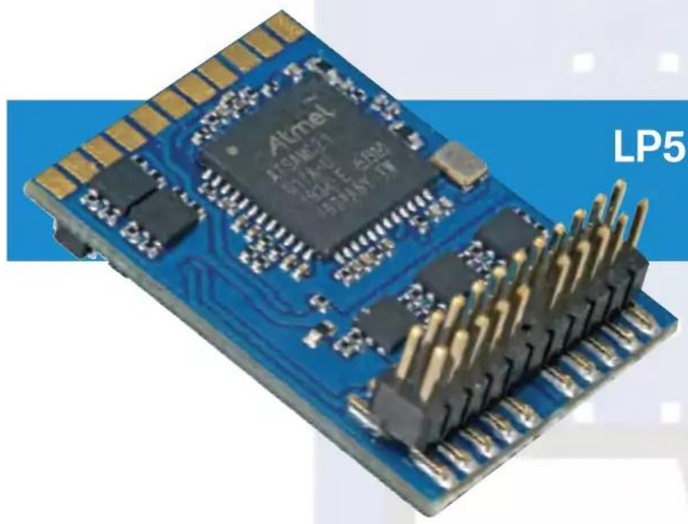
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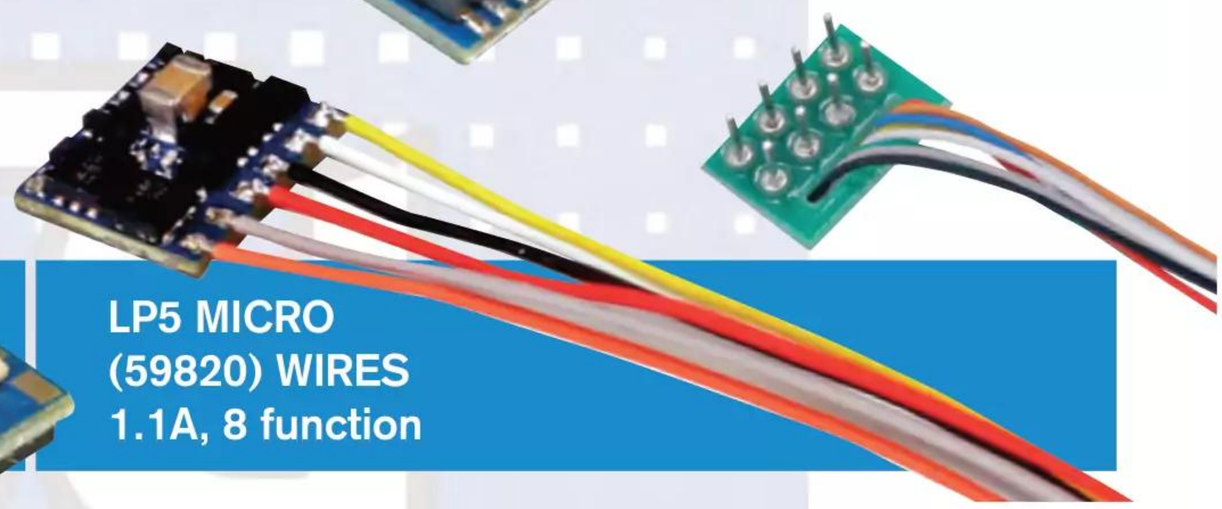
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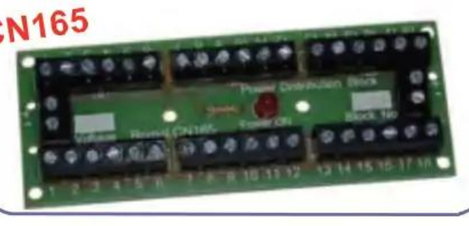
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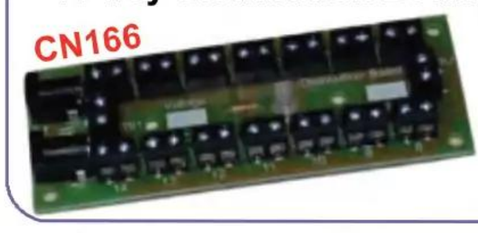


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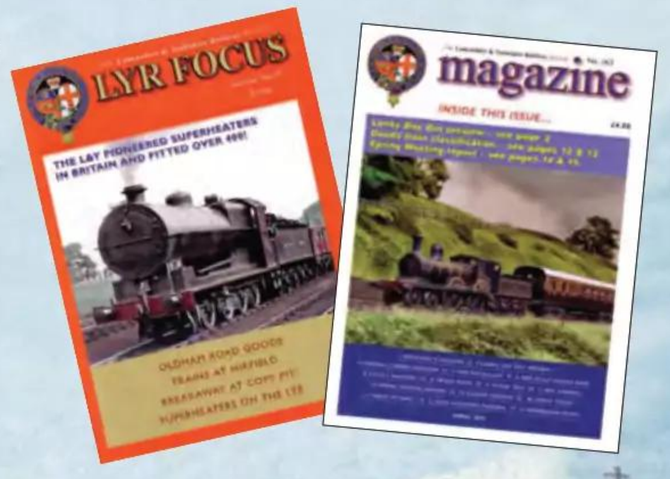
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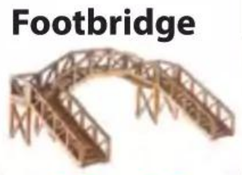
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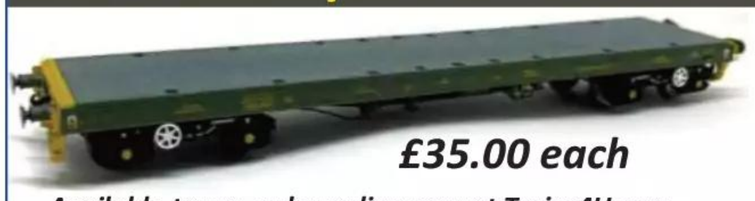
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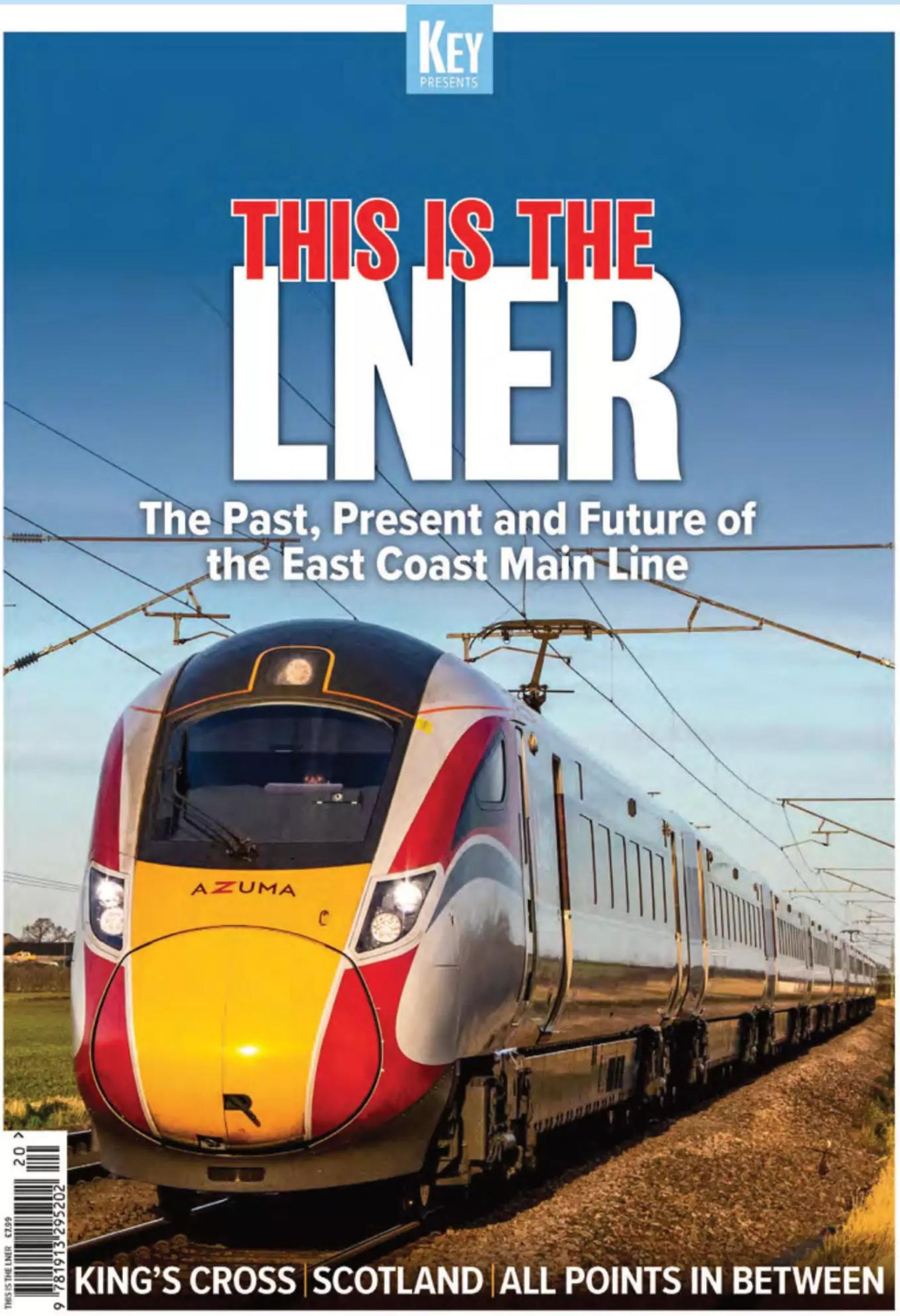




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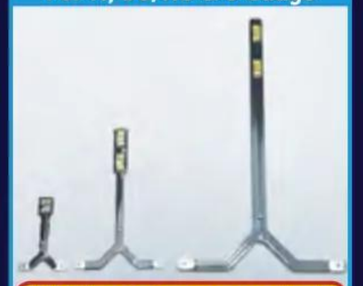
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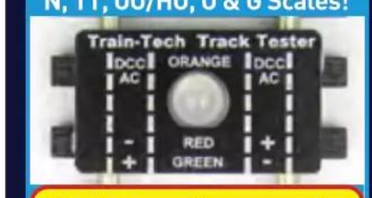
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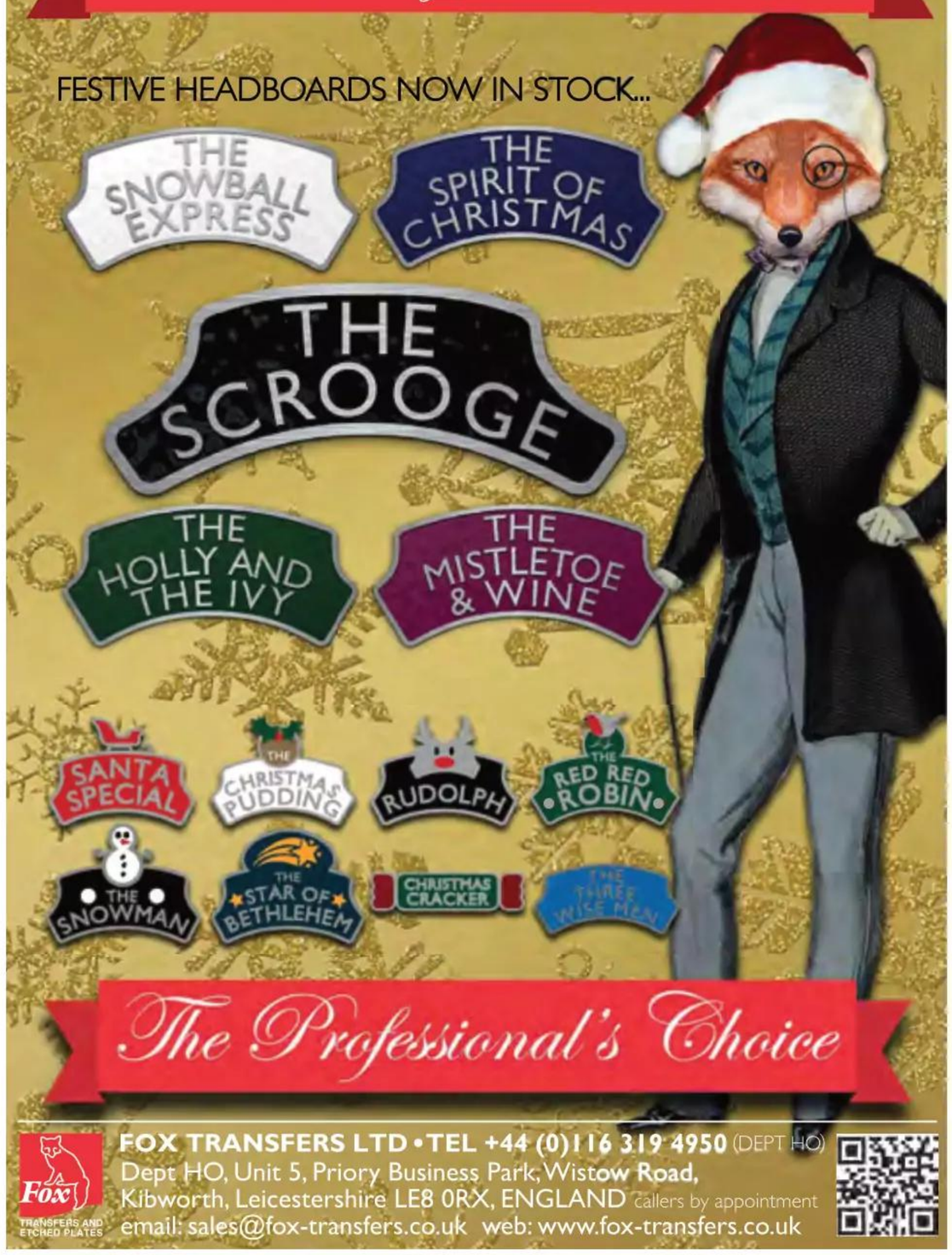
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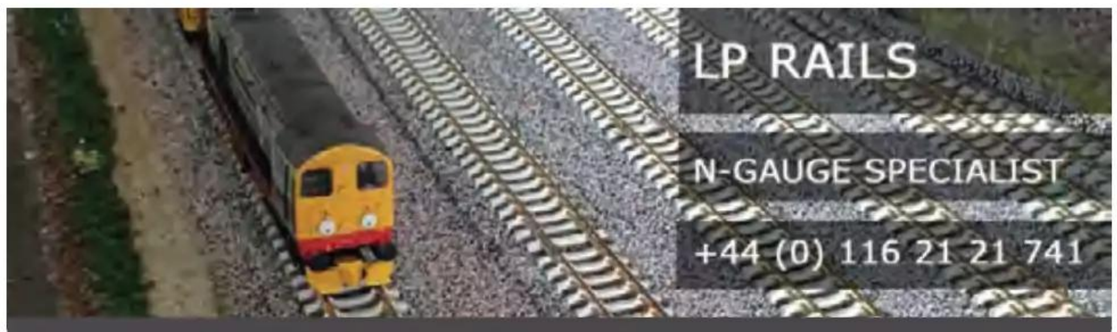
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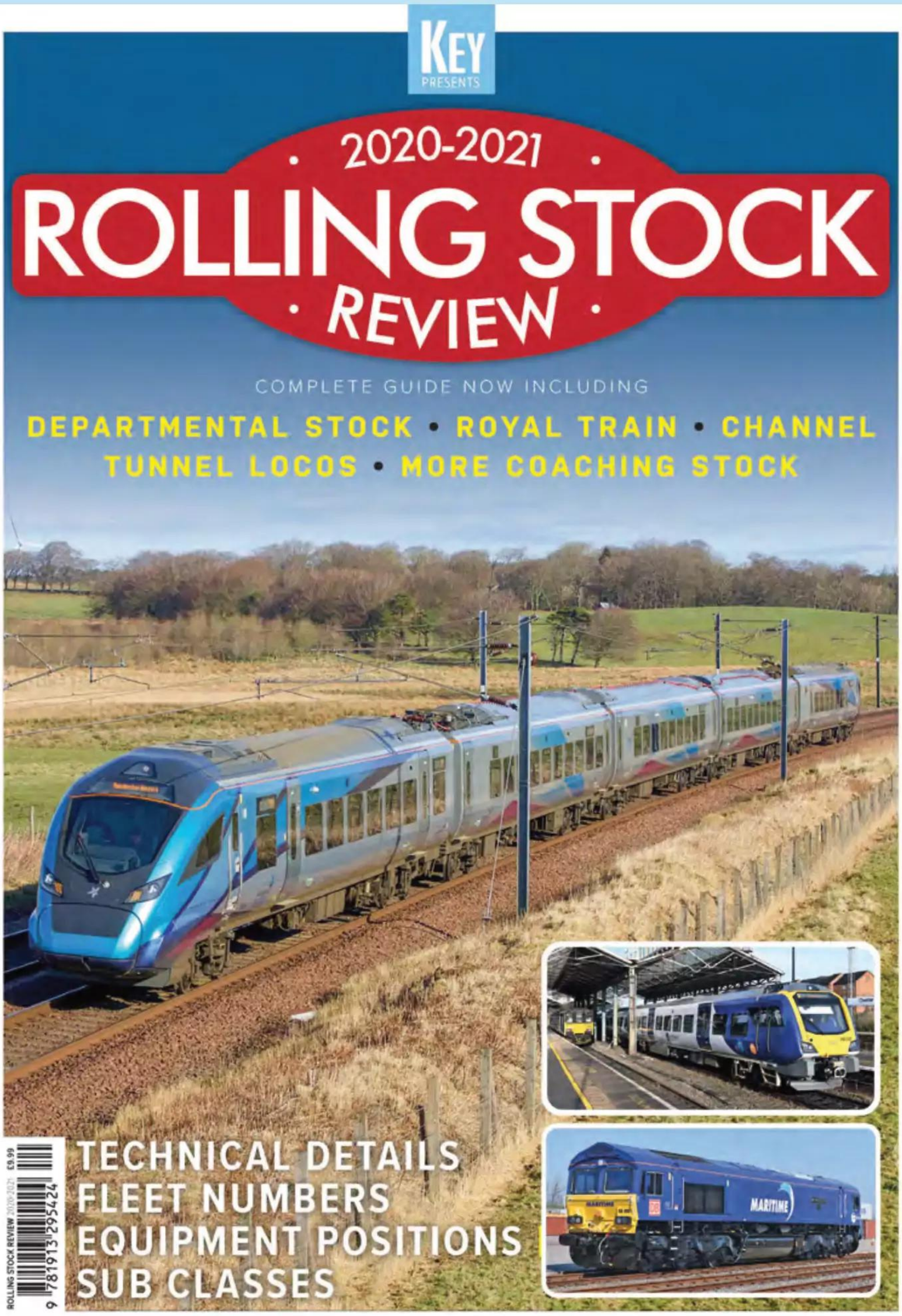
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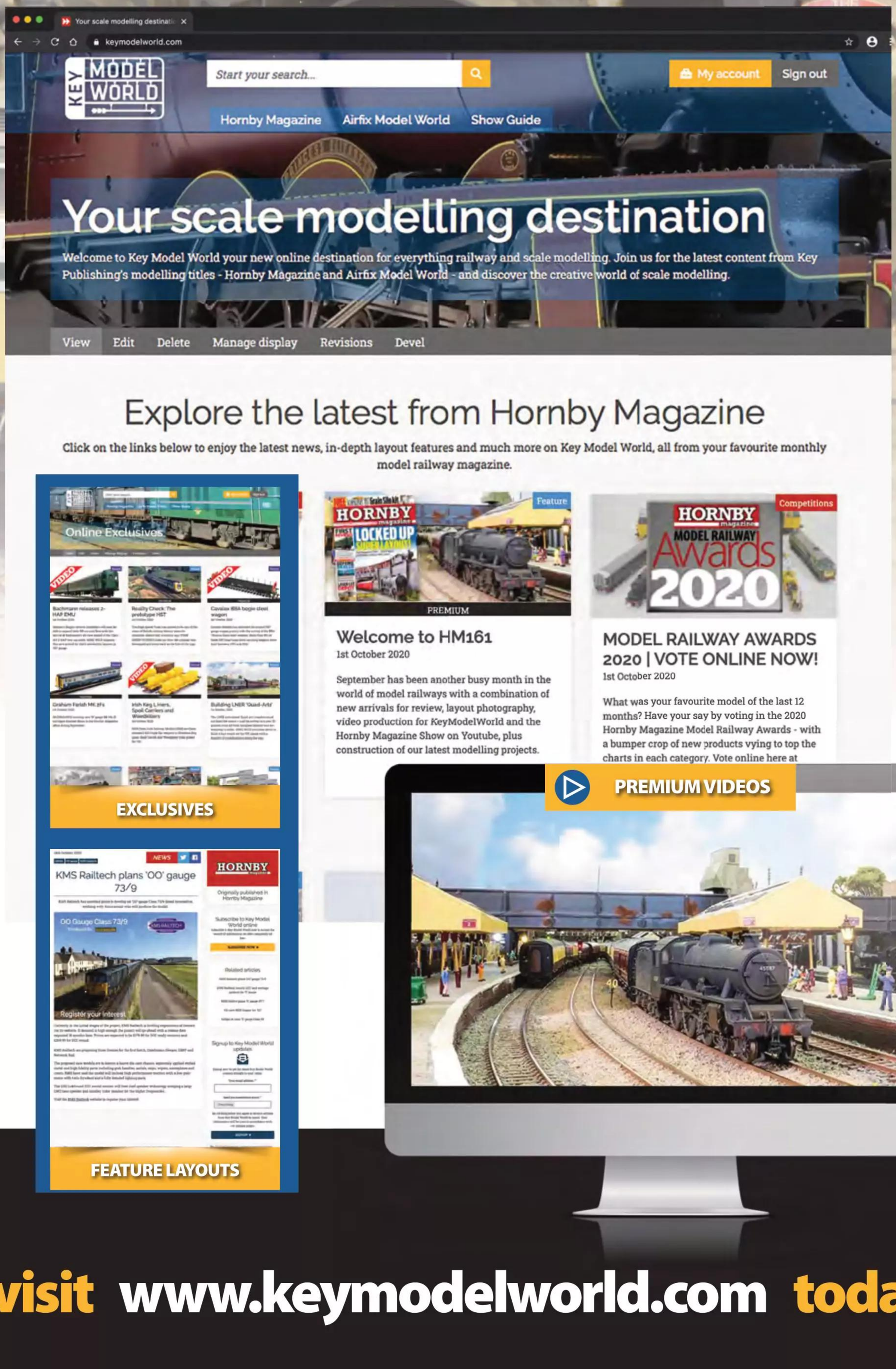
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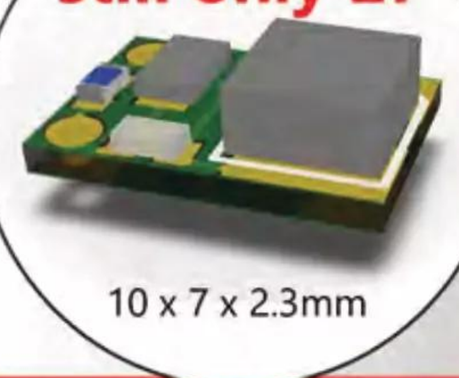
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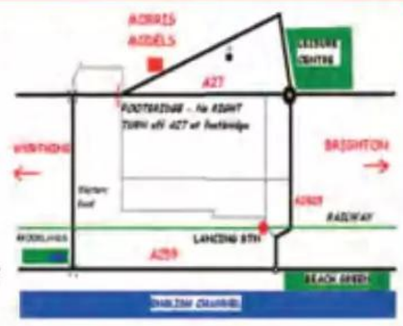
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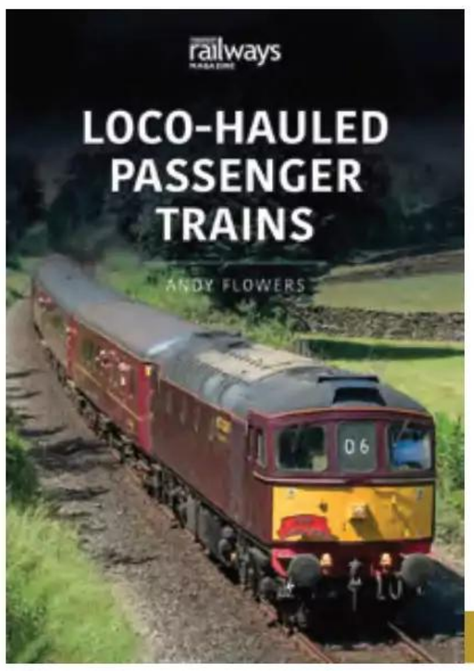
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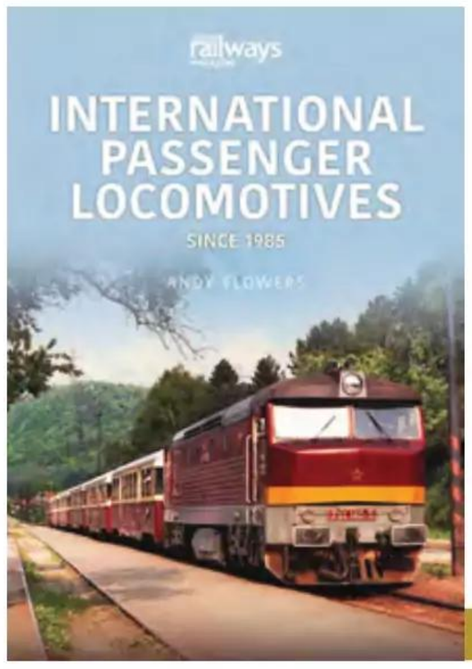
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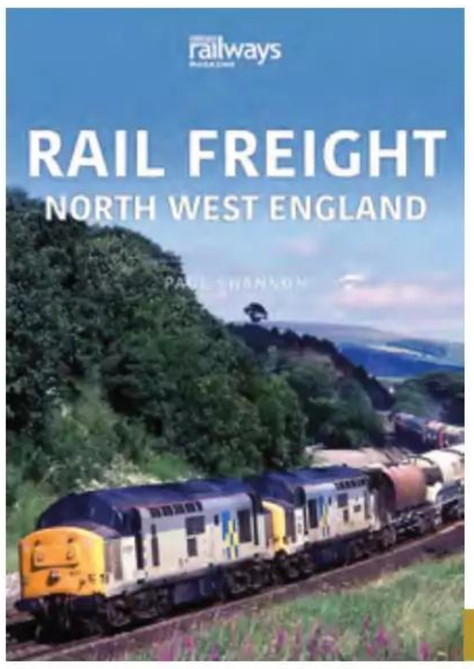
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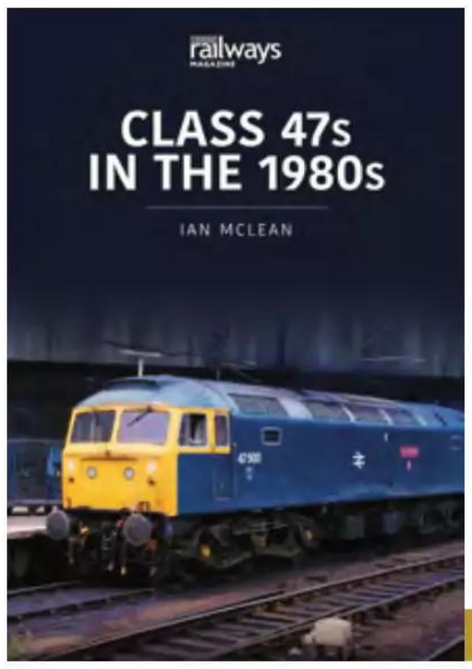
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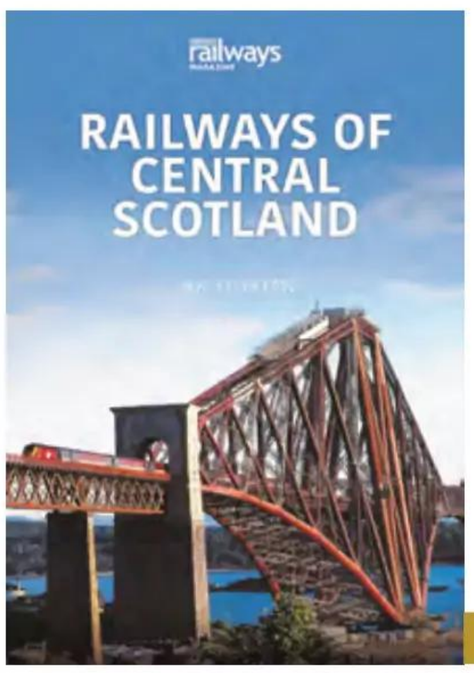
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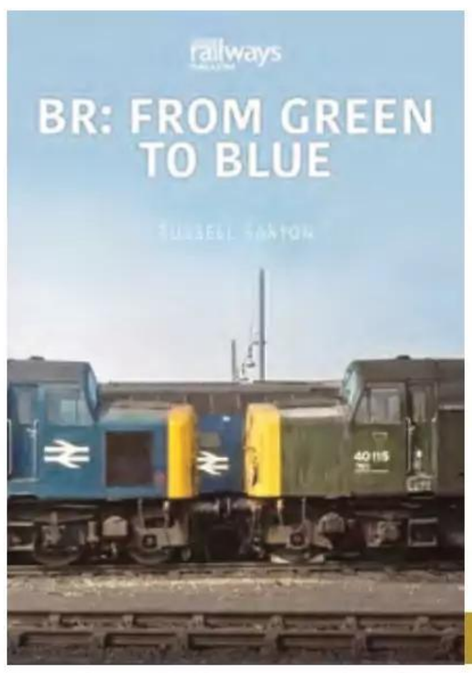
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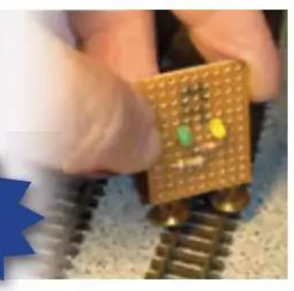
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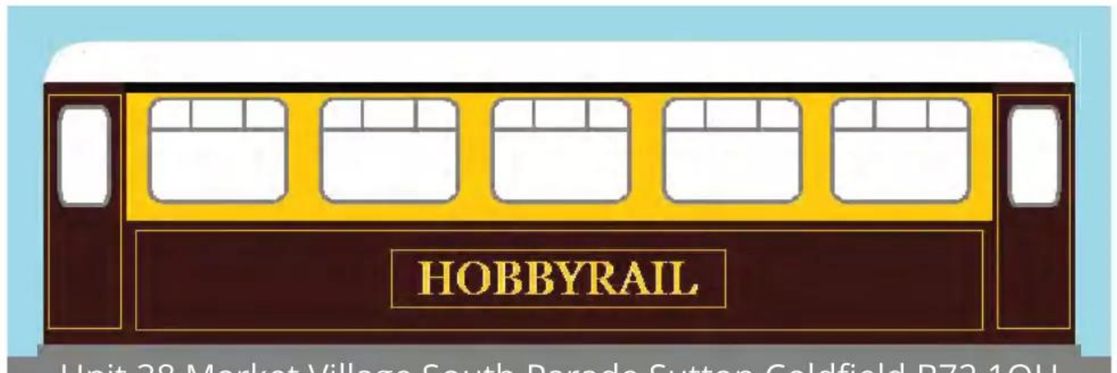
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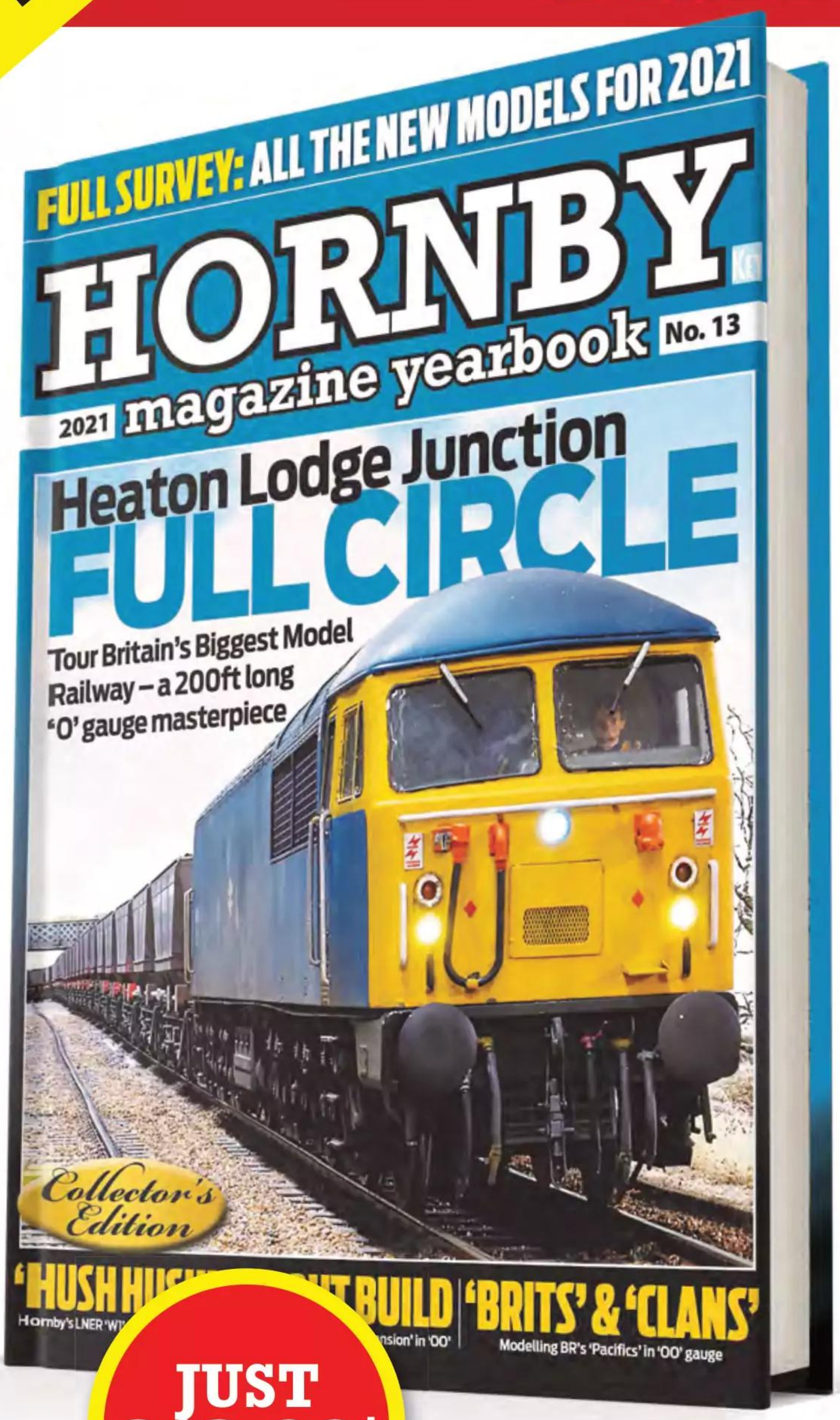
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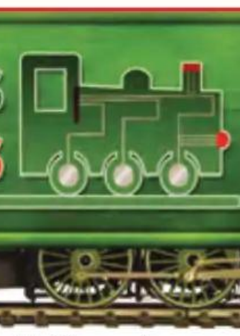
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Graham Foulston's home-based 'OO' gauge layout, Lakeside, is well-known through its YouTube videos and Social Media outlets. Next month we join Graham at his home to showcase his layout in print for the first time with modern traction rolling stock.



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GMC-UD	Twin Track Controller (GMC-T3/M1/WM1)	£65.00
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£90.00
GMC-UQ	Four Track Controller (GMC-T3/M1/WM1)	£100.00

See the **GM365** Gaugemaster Catalogue (£5.00) for more details

Walkabout and Hand Held Controllers
(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£40.00
GMC-HH	Single Track Handheld Controller with Feedback	£45.00

Transformers

GMC-M1	Cased Transformer 16V AC	£60.00
GMC-M2	Cased Transformer 18V AC 2.5V	£60.00
GMC-M3	Cased Transformer 24V AC	£60.00
GMC-M4	Cased Transformer 12V AC	£60.00
GMC-T1	Open Transformer 2x 16V AC 1a	£30.00
GMC-T2	Open Transformer 18V AC 2.5a	£30.00
GMC-T3	Open Transformer 24V AC	£30.00
GMC-T4	Open Transformer 2x 12V AC 1a	£30.00
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£25.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£20.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£20.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£20.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.00
GMTFK2	Transformer Fitting Kit for T2	£15.00

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves
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