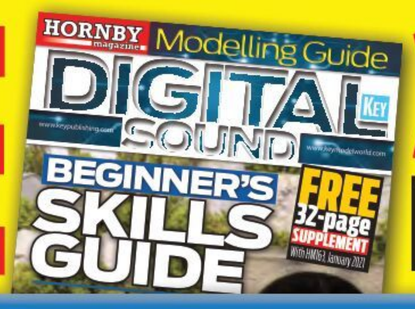
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EXCLUSIVE: KR Models GT3 debuts for '00' gauge



Bachmann '00' gauge '94XX'



Dapol GWR 'Mogul' for '00'



Accurascale PTA tipplers for '00'

AWARD WINNERS

HORNBY magazine MODEL RAILWAY Awards 2020

REVEALED: The results are in! You choose 2020's best models

MODERN MAKEOVER

Rebuilt and reformed – Lakeside in '00' gauge

INSPIRATIONAL LAYOUTS

WEST COUNTRY BREWERY
The final years of Southern steam in '00'

AN 'N'GAUGING CLUB LAYOUT
Creating a reliable railway for group operation

STAFF PROJECTS: TOPLEY DALE
The latest scenic developments on our test track

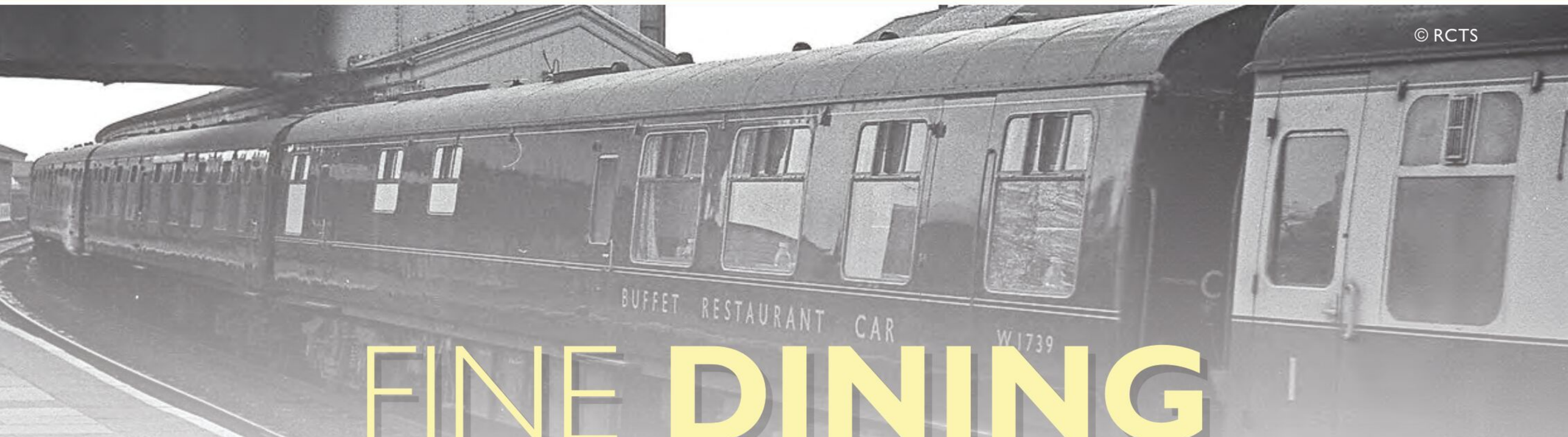
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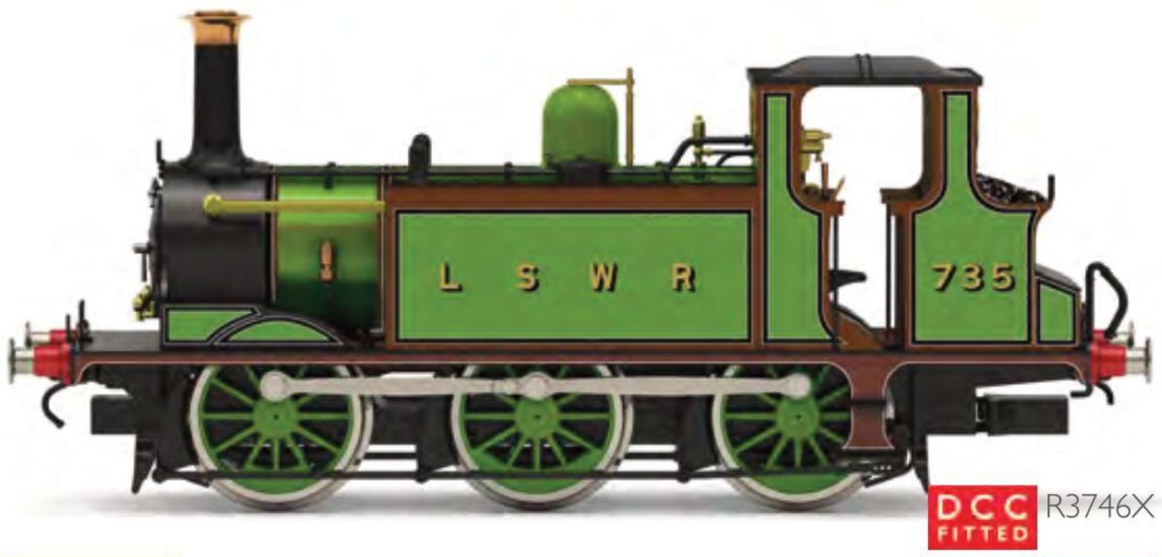
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TERRIER 0-6-0T Locomotives



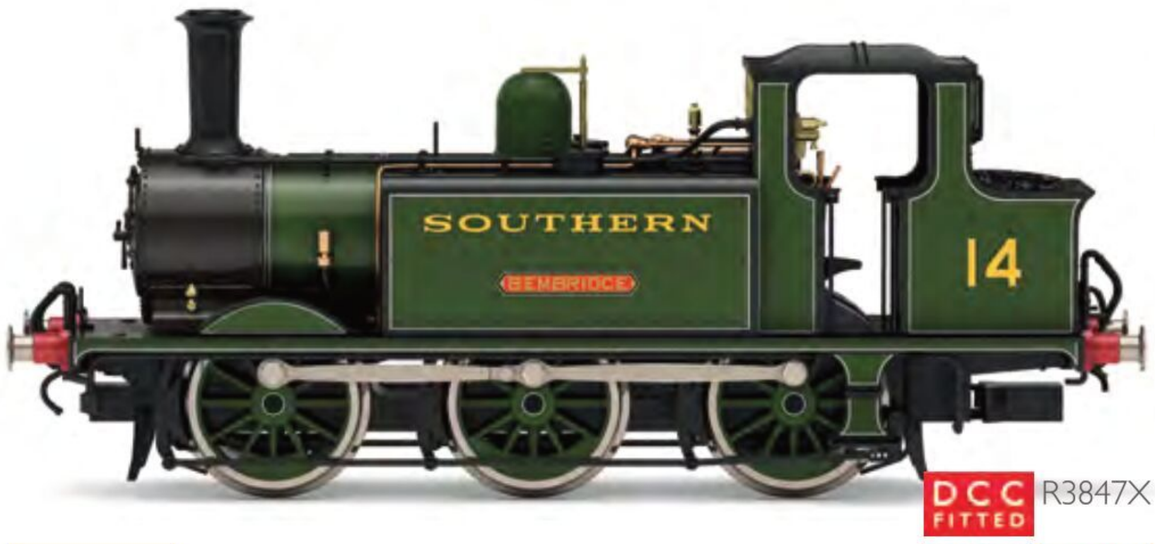
DCC FITTED R3845X

R3845/X LB&SCR, 'Terrier', 0-6-0T, 40 'Brighton' - Era 2 DCC READY 6 PIN CONNECTION



DCC FITTED R3746X

R3846/X LSWR, 'Terrier', 0-6-0T, 735 - Era 2 DCC READY 6 PIN CONNECTION



DCC FITTED R3847X

R3847/X SR, 'Terrier', 0-6-0T, W14 'Bembridge' - Era 3 DCC READY 6 PIN CONNECTION



DCC FITTED R3848X

R3848/X Transitional BR, 'Terrier', 0-6-0T, 13 'Carisbrooke' - Era 4 DCC READY 6 PIN CONNECTION

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January 2021

Editor: Mike Wild
Assistant Editor: Mark Chivers
Associate Editor: Richard Watson
Senior Designer: Steve Diggle
Sub-editor: Andrew Roden
Contributors: Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Julia Scarlett, Trevor Jones, Malcolm Briggs, Graham Foulston and Jim Kemp.

EDITORIAL ADDRESS
Hornby Magazine, Key Publishing,
PO Box 100, Stamford, Lincolnshire PE9 1XQ
Tel: 01780 755131
E-mail: hornbymagazine@keypublishing.com
Website: www.keymodelworld.com

ADVERTISING
Phone: 01780 755131
Head of Commercial Sales: Brodie Baxter
E-mail: brodie.baxter@keypublishing.com
Sales Executive: Alison Chater
E-mail: alison.chater@keypublishing.com
Sales Executive: Leanne Mawer
E-mail: leanne.mawer@keypublishing.com
Deputy Advertisement Production Manager: Kay Townsin
Email: kay.townsin@keypublishing.com
Advertising Production/Design: Becky Antoniades
E-mail: rebecca.antoniades@keypublishing.com

ADVERTISING ADDRESS
Hornby Magazine, Key Publishing Ltd,
PO Box 100, Stamford, Lincolnshire PE9 1XQ

SUBSCRIPTIONS/MAIL ORDER
PO Box 300, Stamford, Lincolnshire PE9 1NA, UK
Telephone: 01780 480404
E-mail: Subscriptions - subs@keypublishing.com
E-mail: Mail Order - orders@keypublishing.com
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PUBLISHING
Head of Production: Janet Watkins
Head of Content: Hans Seeberg
Head of Design: Steve Donovan
Head of Advertising: Brodie Baxter
Head of Distance Selling: Martin Steele
Head of Content Management: Finbarr O'Reilly
Head of Finance: Nigel Cronin
Chief Digital Officer: Vicky Macey
Chief Content & Commercial Officer: Mark Elliott
Publisher: Mark Elliott
Group CEO: Adrian Cox
Registered Office: Units 1-4, Gwash Way Industrial Estate, Ryhall Road, Stamford, Lincolnshire PE9 1XP

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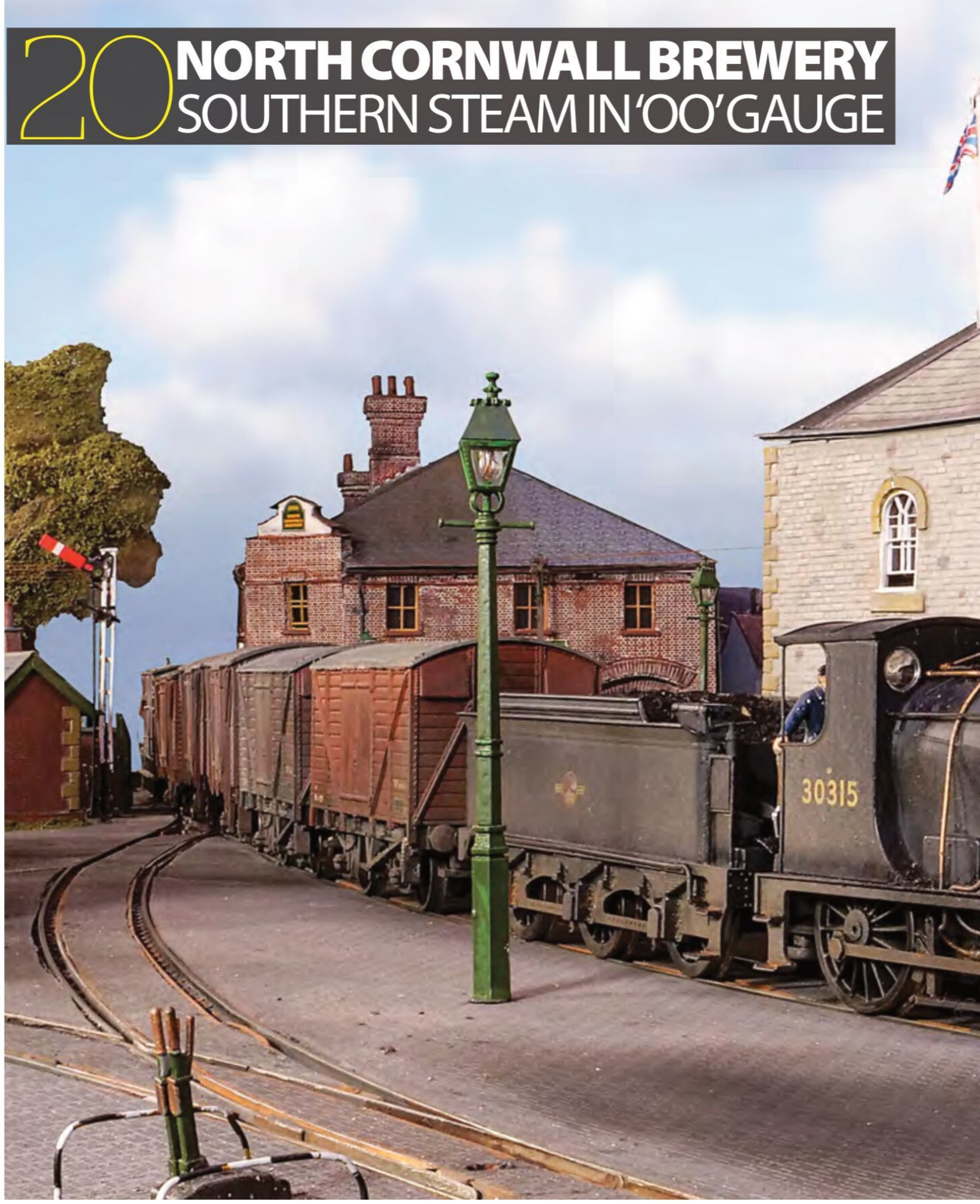
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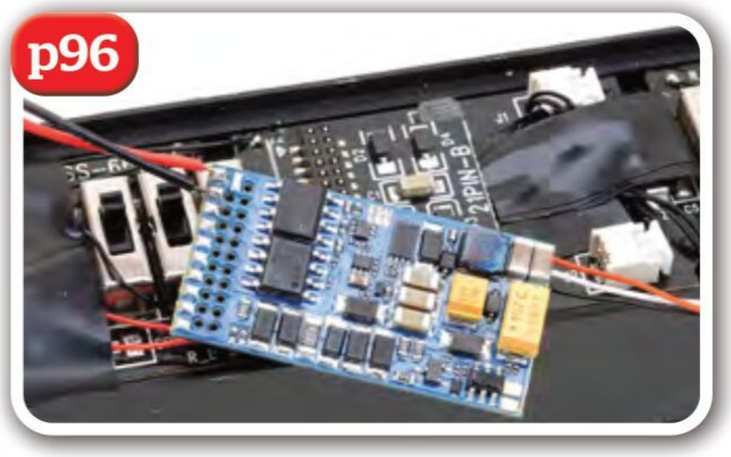


20 NORTH CORNWALL BREWERY
SOUTHERN STEAM IN 'OO' GAUGE

WE SHOW YOU HOW!

36 **FORMATIONS**
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Tim Shackleton shares a few subtle, yet effective ways showing how to improve a rake of 'OO' gauge Stanier carriages.

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ALSO REVIEWED...

Another bumper month of new releases from Accurascale, Bachmann, Dapol, Graham Farish, Hornby, KR Models and more.

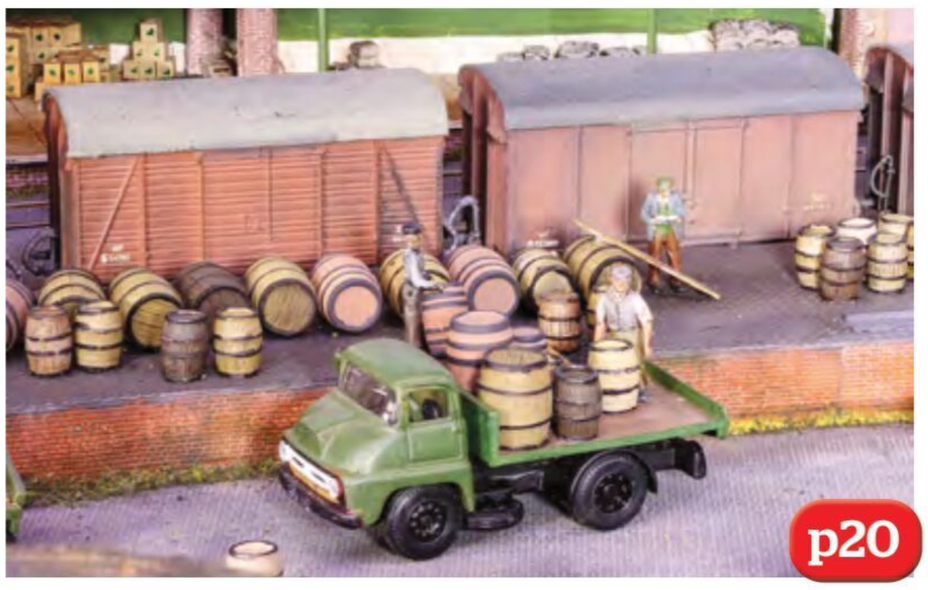
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20 **NORTH CORNWALL BREWERY**
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30 **HORNBY MAGAZINE MODEL RAILWAY AWARDS**
Your votes are in and we reveal the winners of this year's *Hornby Magazine* Model Railway Awards – as chosen by you in our online vote.

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116 **STAFF PROJECTS**
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SUTTON'S LOCOMOTIVE WORKSHOP
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'SIMPLY UNRIVALLED'

HORNBY MAGAZINE review, August 2020

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THE EDITOR'S PAGE

Welcome



THIS ISSUE WE are celebrating the best of the manufacturers, retailers, models and layouts in 2020 with the results of the *Hornby Magazine* Model Railway Awards. I won't be giving anything away here, but you can read the full list of winners on pages 30-33 and you can join us online at *youtube.com/hornbymag* from 8pm on December 3 to watch our video presentation as part of our monthly *Hornby Magazine* Show.

During November we have had a huge crop of new releases arrive in the *Hornby Magazine* office too - the 2021 award listings are already looking healthy - including an exclusive first look at KR Models' gas turbine prototype GT3 for 'OO'. Add to that Bachmann's '94XX' 0-6-0PT and Dapol's '43XX' 2-6-0 plus Accurascale's PTA tippler wagons (and more) and there is a stunning range of new products to look forward to.

The three locomotives, while markedly different, all have a common theme - technology. Each has elements designed to make them easy to use from neat power couplings between locomotive and tender to slide out decoder boards, Next18 sockets and factory fitted speakers. This new attention to the way modellers use their locomotives is brilliant to see as it is making the facilities of digital and sound all the more accessible.

That brings me on to the subject of our supplement with this issue - digital sound. Sound is growing in popularity and in recent magazine features we've been exploring some of the higher level features which can be added to a sound chip.

For this free supplement we decided to go back to basics and look at the information you need to make your first steps in sound. Within the 32-page guide you can find out about sound, learn about decoder socket types, see installations and, just as importantly, watch the finished results on our website - *www.keymodelworld.com.*

Finally, the *Hornby Magazine* team would like to wish you a Merry Christmas and a Happy New Year - plus you can join us for our Christmas Special *Hornby Magazine* Show on YouTube on December 24 too.

Happy modelling!



Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE JANUARY 2021

FREE 32-PAGE SUPPLEMENT

DIGITAL SOUND FOR BEGINNERS
Free with this issue a detailed guide for newcomers to digital sound which explores what you need to know to get started.

REVIEWS SPECIAL

62 EXCLUSIVE: GT3 FOR 'OO'
We take a first look at KR Models' highly-anticipated model of GT3.

70 BACHMANN'S '94XX' 0-6-0PT
New in from Bachmann is the GWR's imposing '94XX' for 'OO' gauge.

78 ACCURASCALE'S PTA WAGONS
Discover the secrets of Accurascale's fantastically detailed PTAs.

80 DAPOL '43XX' 2-6-0
This feature-laden new addition to the Dapol 'OO' range has a story to tell.

HORNBY MAGAZINE AWARDS

30 The votes have been counted and the results are in. We reveal the winners of the 2020 *Hornby Magazine* Model Railway Awards as chosen by you.



WIN A CHRISTMAS HAMPER

18 Hornby has introduced a new Family Fun Project Christmas Hamper and we have one - with a total retail value of £444 - to give away in our latest competition. Turn to page 18 to find out how to enter.

FEATURE LAYOUTS

20 NORTH CORNWALL BREWERY
Malcolm Briggs' new 'OO' gauge layout makes its public debut.

52 LAKESIDE
Find out how Graham Foulston's Lakeside layout has been rebuilt.

104 WHITMOOR
Astolat MRC built this 'N' gauge layout for club operation.

116 STAFF PROJECTS
We bring you the latest developments on Topley Dale.

LATEST NEWS

In our packed news section we round up the latest announcements from Accurascale, Bachmann, Heljan, Locomotion Models, Rails of Sheffield and more.

DISCOVER EXCLUSIVE ONLINE CONTENT

Make www.keymodelworld.com your new scale modelling destination!

SECOND SAMPLE FOR APT



HORNBY HAS RECEIVED a second updated engineering sample of its new Class 370 Advanced Passenger Train for 'OO' gauge following on from the first sample shown in the Great Electric Train Show Virtual Exhibition in October.

The updated sample includes revised part joints as well as other engineering improvements and provides a full working sample of a seven-coach train pack (Cat No. R3874) and it will also be available in a five-car train pack (R3873). The two units will be delivered in different liveries with the five-car set modelling 370003 and 370004 with plain yellow ends and the seven-car pack 370001 and 370002 with black windshield panels and final APT logos.

Both versions will require three 8-pin decoders to operate the full train with digital control – one for each driving car and one for the power car – while additional trailers are being produced to allow a full 14-coach formation to be assembled.

Release is anticipated in the first half of 2021 with prices set at £394.99 for R3873 and £484.99 for R3874.

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

'Coronation Scot' carriages gain colour



Hornby has received complete decorated samples of its LMS 'Coronation Scot' carriages for 'OO' gauge covering the Brake Third Corridor (Cat No. R4960), Brake First Corridor (R4961), First Corridor (R4962), Kitchen Car (R4963), Restaurant First Open (R4964) and Restaurant Third Open (R4965A).

The new collection of LMS Caledonian Blue liveried carriages all feature interior illumination with the first class vehicles having table lamps, while the third class carriages have roof mounted lights. The lights operate on both analogue and digital control layouts from the box without modification.

Prices for the 'Coronation Scot' coaches are set at £47.99 per vehicle with release expected in Spring 2021. They will make the perfect partner to the recently released model of streamlined Stanier 'Princess Coronation' 6220 *Coronation* in matching LMS Caledonian lined blue (R3857).

● **Visit *www.keymodelworld.com* to see images of the full range of 'Coronation Scot' coaches.**





'A2/2' livery sample breaks cover

Hornby has released the first images of its decorated sample of the Thompson 'A2/2' 4-6-2. Announced in the 2020 catalogue, the 'A2/2' is due for release in 2021, alongside models of the similar 'A2/3' 4-6-2s, priced at £189.99 per locomotive. Highlights of the model include a five-pole motor, sprung buffers, an 8-pin decoder socket, space for a 28mm round speaker and full cab interior detail.

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

Hornby shows decorated '2MT'



Hornby has received factory decorated samples of its all-new 'OO' gauge model of the BR '2MT' 2-6-0 in BR lined black and BR green liveries. Release is expected in Spring 2021. The BR '2MT' was announced in Hornby's 2020 catalogue and will cost £179.99 with three versions planned for release initially.

The decorated samples are subject to revisions before production including blackening of parts of the valve gear, but they show the latest progress.

Three locomotives chosen for the first batch are 78047 in BR lined black with late crests (Cat No. R3836), 78010 in BR lined black with early crests (R3838) and 78000 in BR unlined green with late crests (R3839). All will have an 8-pin decoder socket in the tender, a five-pole motor and suitability to operate on a minimum of second radius curves.

● **Visit *www.hornby.com* to find out more.**

Hornby 2021 catalogue offer – coming January 6 2021

Hornby is set to launch its new catalogue in January 2021 and you can buy the next issue of *Hornby Magazine* (HM164) with the new 2021 catalogue for a discounted price. The offer is available for a limited period at participating Tesco stores between January 6-19 as well as at *shop.keypublishing.com* from January 6.

The offer price saves £4 when HM164 (February 2021) and the Hornby 2021 catalogue are bought together with a combined price of £10.98. The offer is only available at participating Tesco stores and *shop.keypublishing.com*.

Hornby Magazine subscribers can also purchase the Hornby 2021 catalogue at a discount price through *shop.keypublishing.com*.

The next issue of *Hornby Magazine* will also feature a full report on Hornby's plans for 2021.

Locomotion and Rails reveal LNWR 'IMPROVED PRECEDENT'



LOCOMOTION Models and Rails of Sheffield have revealed a brand new 'OO' gauge model of the London & North Western Railway (LNWR) 'Improved Precedent' 2-4-0. The model is being made by Bachmann and is due for release in Summer 2021.

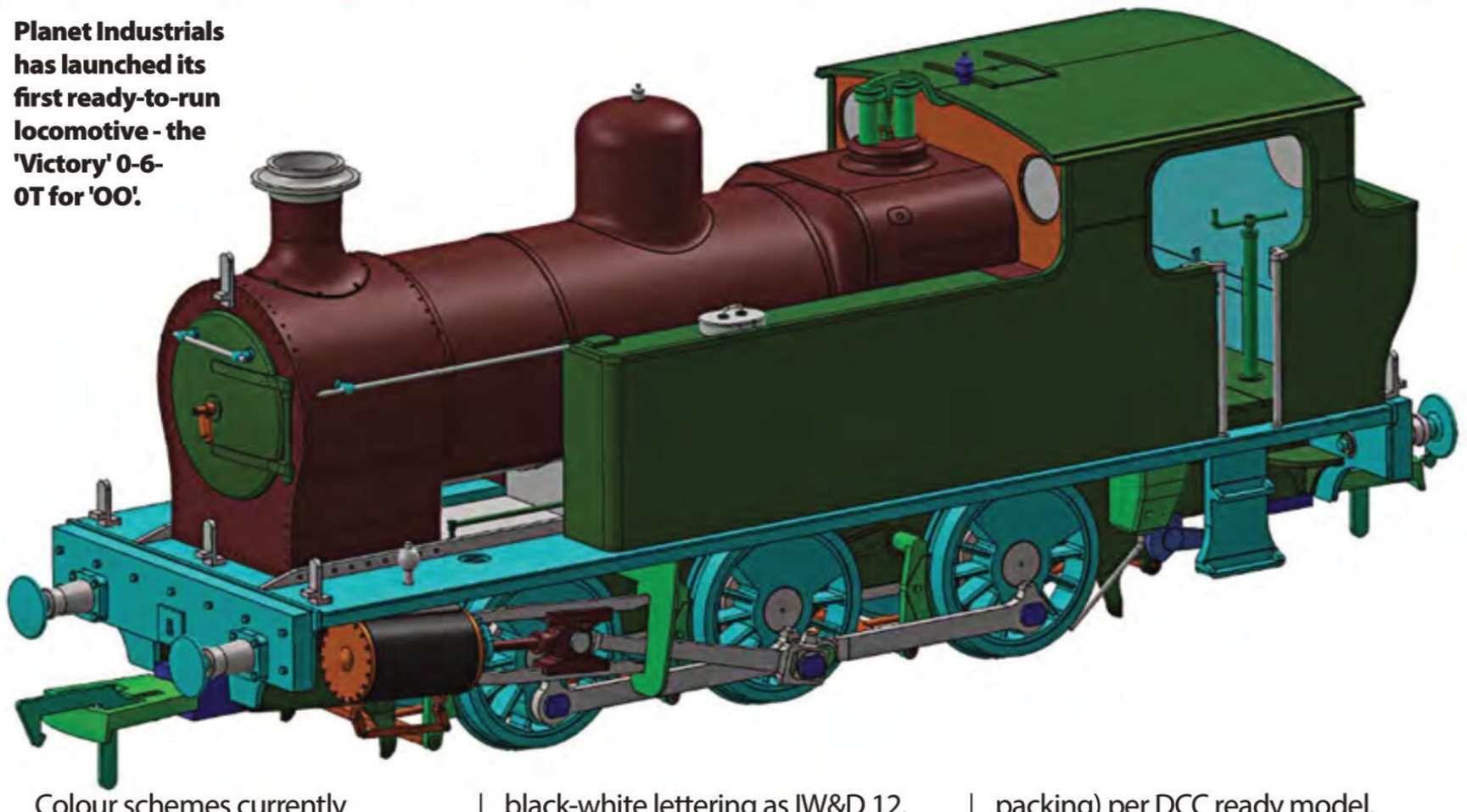
The LNWR 'Improved Precedent' was introduced in 1887 by Webb for express passenger service. 158 were built by 1901 at Crewe Works through rebuilding of the 'Precedent' class and they were seen across the LNWR main line network. One, 790 *Hardwicke*, set a new record for the journey from Crewe to Carlisle in 1895 during the 'Races to the North' and has

'Victory' 0-6-0T for 'OO' from Planet Industrials

Planet Industrials has unveiled plans for its first 'OO' gauge ready-to-run locomotive - a Kerr Stuart 'Victory' 0-6-0T.

Built in 1917, ten standard gauge 'Victory' 0-6-0T locomotives was delivered to the Royal Engineers' Inland Waterways and Docks Section in the south of England. Following the First World War, the class were dispersed to colliery, docks and railway service, some remaining in industrial use into the late 1960s.

Planet Industrials' new 'OO' gauge locomotive has already progressed to the tooling stage and will feature an injection-moulded body, diecast metal chassis, high-torque motor, flywheel, 40:1 gearbox, all-wheel pick-up, Next18 Digital Command Control (DCC) decoder socket, factory-fitted cube speaker, full cab detail, sprung buffers, small tension lock couplings in NEM pockets and more. Models will be offered DCC ready, DCC fitted and DCC sound fitted.



Planet Industrials has launched its first ready-to-run locomotive - the 'Victory' 0-6-0T for 'OO'.

Colour schemes currently under consideration include satin black with red lining, plain satin black as ROD 608, satin dark green with straw-yellow lining and satin mid-grey with white-black-white lettering as IW&D 12. A fret containing all ten works plates will also be included.

Models will only be available direct from Planet Industrials, priced at £130 (plus post and packing) per DCC ready model. Prices for DCC fitted/DCC sound-fitted models and a delivery date have yet to be confirmed.

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

been preserved as part of the National Collection. It is currently on display at the Railway Museum's Locomotion museum in Shildon.

Withdrawals started in 1905, but more than 70 remained in service at the 1923 grouping to become part of the newly formed London Midland and Scottish Railway's (LMS) stock where they were classified '1P'. *Hardwicke* was one of the locomotives to remain in service - it was reboilered in 1926 and withdrawn in 1931 - while the last were taken out of service in 1934.

The all-new Bachmann-produced model of the LNWR 'Improved Precedent' is the first ready-to-run 'OO' gauge 2-4-0 tender locomotive and uses a combination of die-cast metal and injection moulded parts. The specification includes a 21-pin decoder socket in the tender, factory fitted speaker, turned metal wheels, NEM coupling pockets with small tension lock couplings, a coreless motor and the option for either traction tyre or non-traction tyre fitted driving wheels with each version. Detail differences are also accounted for in the tooling including changes to the safety valves, buffers and tender. It will also have a fully detailed cab interior, working fallplate, removable metal coal load and more.

Four versions are planned for release in Spring 2021 - one will be exclusive to Locomotion Models as preserved 'Precedent' 790 *Hardwicke* (Cat No. 35-160Z) while the remaining three will be exclusive to Rails of Sheffield. They will model 1673 *Lucknow* in LNWR lined black (Cat No. 35-161Z),





790 Hardwicke in LNWR black.



1673 Lucknow in LNWR black.



5036 Novelty in LMS crimson.



5018 Talavera in LMS black.

5036 *Novelty* in LMS lined crimson (35-162Z) and 5018 *Talavera* in LMS plain black (35-163Z). The price per locomotive is £220.

● **Visit *www.locomotionmodels.com* or *www.railsofsheffield.com* to pre-order the 'Improved Precedents' for 'OO'.**

Accurascale unveils new 'OO' 21ton mineral wagons

Accurascale has revealed plans for two new 'OO' gauge 21ton steel mineral open wagons as part of an expanding 'Powering Britain' range of wagons, which already includes the 24.5ton HUO hopper wagon and recently-announced HYA and IIA bogie hoppers for 'OO'.

These all-new wagons will portray BR diagram 1/107 unfitted and 1/120 vacuum braked examples which were later reclassified MDO and MDV respectively.

First introduced in 1950, the unfitted wagons lasted in service until the late 1980s, while vacuum braked vehicles appeared in the early 1960s and remained in service until the early 1990s. Both types were synonymous with coal trains as well as mineral and scrap traffic.

Currently at an advanced stage of development, the first Engineering Prototype samples have already been received for evaluation. The specification



includes separately applied parts with full chassis and underframe detailing, metal wheels on 26mm pinpoint axles (to aid 'EM'/'P4' conversion) and small tension lock couplings in NEM pockets. The wagons' tooling suite will also cater for further variants and wagons on this chassis in the future.

Both versions of these distinctive twin side door 21ton mineral open wagons will be offered in a selection of triple-packs in BR grey and BR bauxite covering pre-TOPS and TOPS identities.

Prices are set at £74.95 per triple-pack, while delivery is anticipated during the third quarter of 2021.

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



WICKHAM TROLLEY

in 'O' next for Ellis Clark Trains



ELLIS CLARK TRAINS has unveiled plans to produce the Wickham Type 27 Inspection trolley and trailer cars for its next ready-to-run 'O' gauge project.

Built at Wickham of Ware from the late 1940s, these diminutive and versatile vehicles proved popular with customers overseas as well as here in the UK, with British Railways (BR), the Ministry of Supply and the Royal Engineers amongst the company's high-profile customers. Examples survived in regular use into the 1990s, while many have been preserved.

Currently at the CAD drawing stage, Ellis Clark Trains' new 'O' gauge Type 27 Wickham trolley and trailer will be DCC ready and feature a diecast chassis, finescale wheels, directional lights and interior detailing. Four Wickham trolley and trailer models are planned as B14W in BR maroon (Cat No. E71-2-1), DS3321 in BR (SR) green (E71-2-2), TR18 in BR yellow (E71-2-3) and MPV0007 in engineers' yellow (E71-2-4). Four additional unnumbered Wickham trailers will also be produced in BR maroon (E73-2-1), BR (SR) green (E73-2-2), BR yellow (E73-2-3) and engineers' yellow (E73-2-4).

Prices are set at £159.99 each for the Wickham Type 27 trolley and trailer, while the individual trailers are priced at £34.95 each. Delivery is anticipated for early 2022.



● **Visit *www.ellisclarktrains.co.uk*.**

DAPOL REVEALS 'O' GAUGE STREAMLINED RAILCAR

Dapol has announced plans to produce the Great Western Railway (GWR) streamlined railcar for 'O' gauge.

First introduced in 1933, these art-deco style railcars remained in service into the 1960s until replaced by British Rail's new Pressed Steel Class 121 vehicles.

Dapol is planning five different 'O' gauge models, with each being offered as Digital Command Control (DCC) ready, DCC fitted and DCC sound fitted variants. The specification includes low-profile five-pole skew-wound motor, all-wheel pick-up, 21-pin DCC decoder socket, directional lighting, cab and interior illumination, decorated seating, sliding luggage doors and much more. Identities include railcar 12 in lined chocolate and cream with GWR monogram (7D-011-001/D/S), railcar 10 in lined chocolate and cream with GWR monogram (7D-011-002/D/S), railcar 16 in lined chocolate and cream with GWR twin cities crests (7D-011-003/D/S), railcar W11 in BR lined chocolate and cream (7D-011-004/D/S) and railcar W8W in BR lined carmine and cream (7D-011-005/D/S).



Prices are set at £350 for DCC ready, £380 DCC fitted and £480 DCC sound fitted models. Delivery is anticipated during the first quarter of 2021.

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

HELJAN 'O'

CLASS 60 RERUN

Heljan has announced that a new batch of its 'O' gauge BR Class 60 Co-Co diesels has been approved for production in a selection of BR sectorisation and privatised era freight colour schemes.

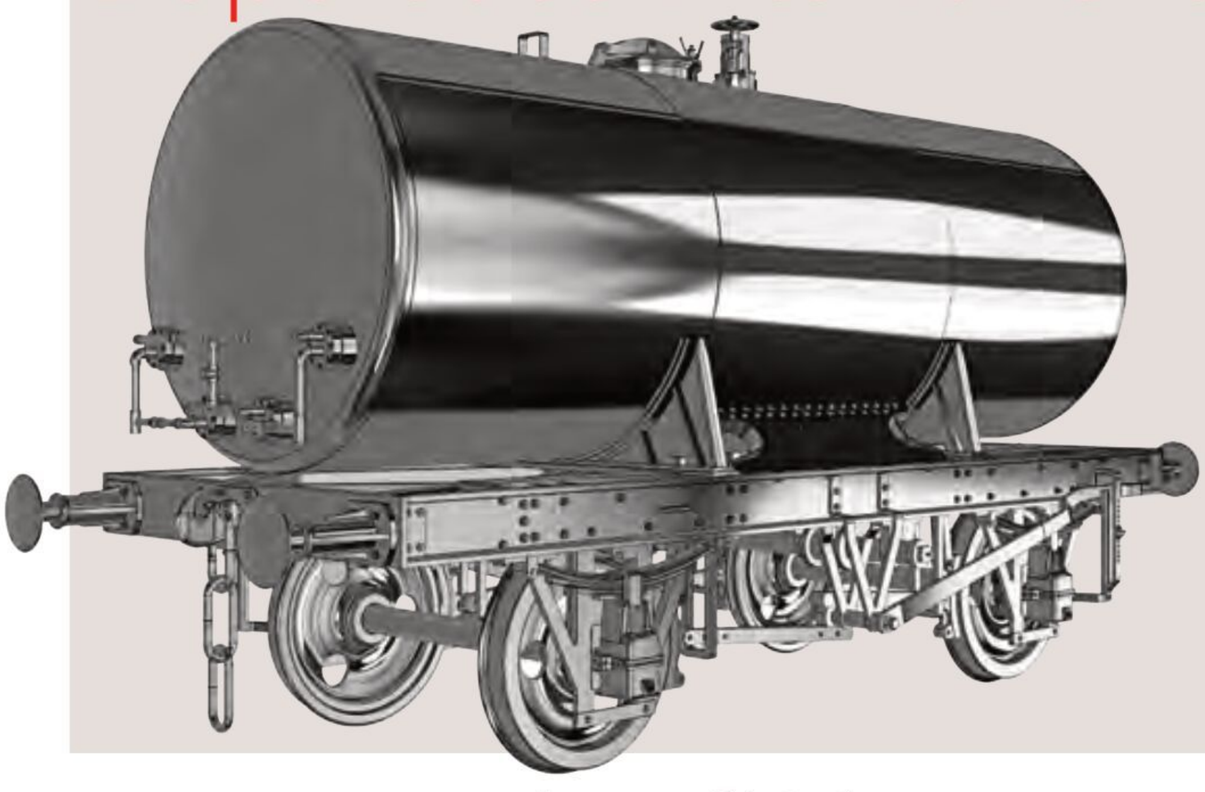
Five general release models are planned including two unnumbered examples in unbranded BR Railfreight triple grey (Cat No. 6000) and unbranded DB traffic red (6004), together with 60021 *Penyghent* in GB Railfreight blue and orange (6006), 60059 *Swinden Dalesman* in weathered Loadhaul orange and black (6007) and 60028 in Cappagh/DCRail blue (6010). In addition, two further models are being produced exclusively for Gaugemaster as 60081 *Isambard Kingdom Brunel* in GWR lined green (6003) and 60046 *William Wilberforce* in DC Rail grey (6009), which will only be available through Gaugemaster stockists. Further retailer exclusive 'O' gauge Class 60 models are also due to be announced for KMS Railtech and Tower Models shortly.

The new models will follow previous releases and feature a heavy chassis, twin motors, flywheels, directional head and taillights, cab illumination, sprung buffers, etched metal grilles and more.

Priced at £649 each, they will be produced in limited numbers. Delivery is anticipated during 2021.

● **Visit *www.facebook.com/heljanas* for more details.**

Dapol adds 14ton anchor-mounted tanks for 'O'



Dapol has unveiled plans for all-new 'O' gauge 14ton anchor-mounted tank wagons. The central anchor-mounted design was developed in the mid-1940s and featured all-steel supporting saddles.

Dapol's new 'O' gauge models are currently at the tooling stage of the production process and will appear in Class A and Class B form.

Highlights include separately fitted ladders, platforms and heating pipes (as appropriate), long or short fillers, sprung metal buffers, finely profiled metal wheels, sprung axles and more.

Five of each wagon type are planned initially covering British Petroleum, Fina, Benzole, National Benzole and Regent liveries in Class A form and National Benzole, Fina, EGS, Gulf and Midland Tar Distillers in Class B style.

Priced at £55 each, delivery is anticipated during the third quarter of 2021.

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

First sample of 'O' gauge

PRESFLO

Ellis Clark Trains has received the first Engineering Prototype (EP) sample of its forthcoming finescale 'O' gauge Presflo wagon.

More than 20 different decorated 'O' gauge models are planned, in numbered and unnumbered forms. Liveries include Blue Circle, Rugby Cement and Tunnel Cement together with Presflo Cement branded, plain bauxite and plain grey examples, and more. Unnumbered wagons will also be supplied with a sheet of transfers for customers to apply their choice of numbering/lettering.

Detail variations between vehicles are also being incorporated within the tooling suite.

Prices are set at £69.99 per wagon, with delivery anticipated during the first quarter of 2021.

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



Bachmann reveals WINTER 2020 ANNOUNCEMENTS



The 'OO' Class 108 has a new livery option for the winter - BR green with speed whiskers.

BACHMANN REVEALED its Winter 2020 British Railway Announcements on November 3, offering a new collection of 'OO' and 'N' gauge models across its Bachmann Branchline, Graham Farish, EFE Rail and Scenecraft collections.

New products inbound from Bachmann's brands this winter include the addition of new sound fitted locomotives in 'OO' and 'N' gauge, brand-new tooling for 'N' with EFE Rail and a line-up of new liveries for existing products in its ranges.

The Winter 2020 announcements for EFE Rail include an all-new 'N' gauge model of the BR 'Shark' ballast plough for release in BR black, bauxite, olive green and 'Dutch' liveries plus the JIA bogie china clay wagon for 'N' gauge in pristine, lightly weathered and heavily weathered conditions. Both will feature turned metal wheels, Rapido coupling in NEM pockets, separately fitted parts where possible and authentic liveries. Prices start from £36.95 for the 'Shark' rising to £43.95 for pristine JIAs.

Also new for 'N' gauge is a collection of sound-fitted Class 31s from Graham Farish covering BR green, blue, Railway Technical Centre, Railfreight and Network Rail liveries. Priced at £264.95 per model, the new sound-fitted versions



The Graham Farish 'N' gauge Class 31s are being upgraded to include a factory-fitted sound version of each livery. Release is due in December.

are due for release in December alongside the arrival of the refurbished Class 31s for 'N' gauge.

In 'OO' gauge, highlights include the addition of sound-fitted versions of the GWR '94XX' 0-6-0PT (due for release this winter) together with factory sound-equipped Class 117 DMUs in the same colour schemes as the first batch released earlier in 2020 (HM158). These will be joined by new versions of the Brighton 'H1' and 'H2' 4-4-2s in LBSCR umber, SR Malachite green and BR lined black liveries (with and without sound), two new Class 57s, the return of the Class 108 DMU in BR green with 'speed whiskers', a SR 25ton brake van and a Mk 1 GUV in BR InterCity livery with Motorail branding.

The new EFE Rail brand is being bolstered with a collection of new 'OO' gauge products from the Heljan and Kernow Model Rail Centre portfolios including a quartet of Class 58s, three new

BACHMANN BRANCHLINE NEW PRODUCTS, WINTER 2020

DESCRIPTION	CAT NO.
LBSCR 'H1' 4-4-2 2038 *Portland Bill*, SR Malachite green	31-911
LBSCR 'H1' 4-4-2 2038 *Portland Bill*, SR Malachite green (sound-fitted)	31-911SF
LBSCR 'H2' 4-4-2 32425 *Trevose Head*, BR lined black, early crests	31-921A
LBSCR 'H2' 4-4-2 32425 *Trevose Head*, BR lined black, early crests (sound)	31-921ASF
LBSCR 'H2' 4-4-2 422, LBSCR umber	31-922
LBSCR 'H2' 4-4-2 422, LBSCR umber (sound-fitted)	31-922SF
Class 57/0 57009, DRS Compass	32-754A
Class 57/0 57009, DRS Compass (sound-fitted)	32-754ASF
Class 57/3 57313, WCRC Maroon	32-765
Class 57/3 57313, WCRC Maroon (sound-fitted)	32-765SF
Class 108 two-car DMU, BR green with speed whiskers	32-900C
GWR '94XX' 0-6-0PT 9402, GWR green (sound-fitted)	35-025SF
GWR '94XX' 0-6-0PT 9487, BR black with early crests (sound-fitted)	35-026SF
GWR '94XX' 0-6-0T 9479, BR black with late crests (sound-fitted)	35-027SF
Class 117 three-car DMU, BR green with 'speed whiskers' (sound-fitted)	35-500SF
Class 117 three-car DMU, BR blue and grey (sound-fitted)	35-501SF
Class 117 three-car DMU, Network SouthEast (revised)	35-502SF
SR 25ton 'Pill Box' brake van, SR brown	38-400B
BR Mk 1 GUV van, BR InterCity with Motorail branding	39-276A

versions of the ever-popular Beattie '0298' 2-4-0WT, LSWR 'Gate Stock' in SR and BR liveries plus four Cargowaggons in a range of colour schemes - all of which are due for release in November.

Completing the listing for Winter 2020 is a collection of buildings from



Three new Brighton 'Atlantics' are due this winter from Bachmann including 'H1' 4-4-2 2038 *Portland Bill* in SR malachite green.



New to EFE Rail is the 'Shark' ballast plough for 'N' gauge. It will be offered in BR bauxite, black, olive green and 'Dutch' liveries.



The LSWR Beattie '0298' is making a return in BR and SR liveries for 'OO'.

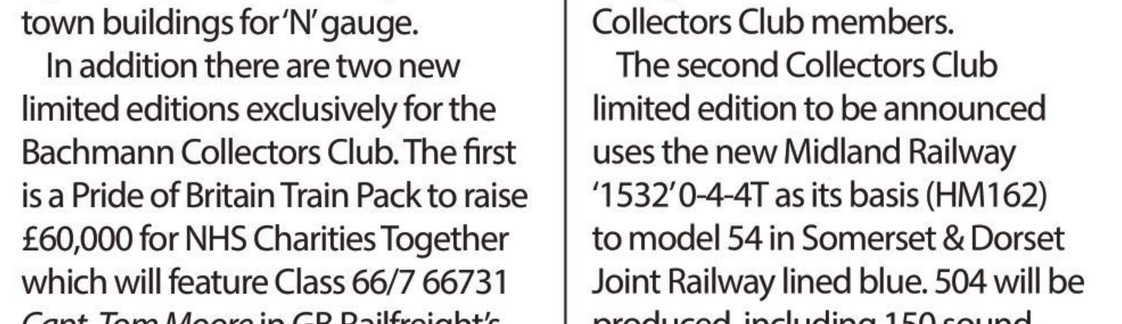
Scenecraft for 'OO' and 'N' gauge. Highlights include a new collection of Lucston and Wigmore structures covering railway and town related buildings, a model of Wroxham signalbox plus new railway and town buildings for 'N' gauge.

In addition there are two new limited editions exclusively for the Bachmann Collectors Club. The first is a Pride of Britain Train Pack to raise £60,000 for NHS Charities Together which will feature Class 66/7 66731 *Capt. Tom Moore* in GB Railfreight's Thank You NHS livery and two Easy Model 1:72 scale aircraft - Hurricane LF363 and Spitfire MK356 - modelling the two aircraft which performed a flypast for Captain Tom on his 100th birthday.

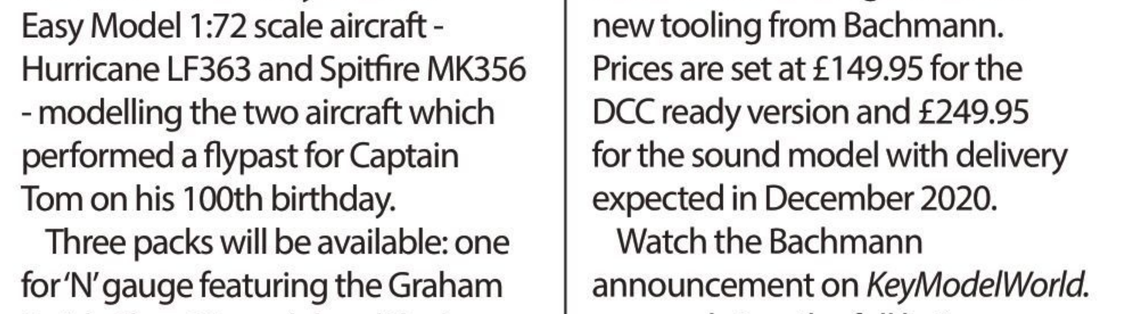
Three packs will be available: one for 'N' gauge featuring the Graham Farish Class 66 model and the two aircraft (Cat No. 371-396K - £189.95), one for 'OO' gauge featuring the Bachmann Class 66 and the aircraft (32-980K - £199.95) and a sound-fitted version of the 'OO' gauge pack (32-980K - £279.95). Delivery is expected in early 2021 and the Pride of Britain Train Pack is only available to Bachmann Collectors Club members.

The second Collectors Club limited edition to be announced uses the new Midland Railway '1532' 0-4-4T as its basis (HM162) to model 54 in Somerset & Dorset Joint Railway lined blue. 504 will be produced, including 150 sound-fitted versions, using the brand new tooling from Bachmann. Prices are set at £149.95 for the DCC ready version and £249.95 for the sound model with delivery expected in December 2020.

Watch the Bachmann announcement on *KeyModelWorld.com* and view the full listings below of all the new items planned for release by Bachmann Europe this Winter.



Two new Class 57s are being offered in 'OO' by Bachmann – 57313 in West Coast Railways maroon and 57009 in DRS Compass colours.



The JIA china clay bogie wagon is being offered as a brand-new tooling for 'N' gauge in pristine, light and heavy weathered finishes. It will build on the success of Kernow Model Rail Centre's 'OO' gauge model.

GRAHAM FARISH NEW PRODUCTS, WINTER 2020

DESCRIPTION	CAT NO.
Class 31 D5616, BR green, small yellow panels (sound-fitted)	371-111ASF
Class 31 31131, BR blue (sound-fitted)	371-112ASF
Class 31 97204, BR RTC (revised) (sound-fitted)	371-113SF
Class 31 (refurbished) 31154, BR Railfreight (sound-fitted)	371-135SF
Class 31 (refurbished) 31319, BR Railfreight Petroleum (sound-fitted)	371-136SF
Class 31 (refurbished) 31602, Network Rail yellow (sound fitted)	371-137SF

BACHMANN SCENECRAFT NEW PRODUCTS, WINTER 2020

DESCRIPTION/SCALE	CAT NO.
Thatched cottage – 'N'	42-0019
Coaling tower - 'N'	42-070
Yard crane - 'N'	42-146
Low relief gasometer - 'N'	42-211
Low relief underground station - 'N'	42-221
Low relief bank - 'N'	42-241
Low relief barbers - 'N'	42-263
Wroxham signalbox – 'OO'	44-0074Z
Lucston steam engine shed - 'OO'	44-0114
Lucston goods shed - 'OO'	44-0116
Lucston water crane - 'OO'	44-0117
Lucston coaling stage - 'OO'	44-0118
Low relief Lucston book shop - 'OO'	44-0121
Low relief Lucston Pullman Hotel - 'OO'	44-0122
Low relief Lucston terrace house, white - 'OO'	44-0123
Low relief Lucston sweet shop - 'OO'	44-0124
Lucston cattle dock - 'OO'	44-0128
Wigmore watermill - 'OO'	44-0131
Wigmore barn - 'OO'	44-0133
Wigmore provender store - 'OO'	44-0137
Low relief Lucston terrace house, brick - 'OO'	44-0141
Watermill race and gate - 'OO'	44-0142
Lineside troughs and catchpits - 'OO'	44-0507
Kingpost concrete retaining walls - 'OO'	44-0508
Wood sleeper retaining walls - 'OO'	44-0509
Platform ticket kiosk – 'OO'	44-0511
Brick coal bunker – 'OO'	44-0512

EFE RAIL NEW PRODUCTS, WINTER 2020

DESCRIPTION/SCALE	CAT NO.
Class 58 58011, BR Railfreight red stripe, faded - 'OO'	E84005
Class 58 58018 *High Marnham Power Station*, Railfreight coal sector - 'OO'	E84006
Class 58 58021 *Hither Green Depot*, Mainline blue - 'OO'	E84007
Class 58 58039, EWS maroon and gold, weathered - 'OO'	E84008
Beattie '0298' 2-4-0WT 30586, BR black with late crests - 'OO'	E85010
Beattie '0298' 2-4-0WT 3298, SR black with Sunshine lettering - 'OO'	E85011
Beattie '0298' 2-4-0WT 3298, SR green - as preserved - 'OO'	E85012
LSWR 'Gate Stock' carriages, BR crimson - 'OO'	E86001
LSWR 'Gate Stock' carriages, SR Maunsell green - 'OO'	E86002
Cargowaggon van, Taunton Cider - 'OO'	E87006
Cargowaggon van, Danzas, weathered - 'OO'	E87007
Cargowaggon van, Blue Circle Cement - 'OO'	E87008
Cargowaggon van, silver and blue unbranded, weathered - 'OO'	E87009
JIA Nacco wagon 33-70-0894-007-0, Imerys blue – 'N'	E87500
JIA Nacco wagon 33-70-0894-008-8, Imerys blue - 'N'	E87501
JIA Nacco wagon 33-70-0894-020-3, Imerys blue - 'N'	E87502
JIA Nacco wagon 33-70-0894-000-5, Imerys blue - 'N'	E87503
JIA Nacco wagon 33-70-0894-001-3, Imerys blue - 'N' (light weathering)	E87504
JIA Nacco wagon 33-70-0894-002-3, Imerys blue - 'N' (light weathering)	E87505
JIA Nacco wagon 33-70-0894-009-6, Imerys blue - 'N' (light weathering)	E87506
JIA Nacco wagon 33-70-0894-010-4, Imerys blue - 'N' (light weathering)	E87507
JIA Nacco wagon 33-70-0894-011-2, Imerys blue - 'N' (heavy weathering)	E87508
JIA Nacco wagon 33-70-0894-012-0, Imerys blue - 'N' (heavy weathering)	E87509
JIA Nacco wagon 33-70-0894-003-9, Imerys blue - 'N' (heavy weathering)	E87510
JIA Nacco wagon 33-70-0894-004-7, Imerys blue - 'N' (heavy weathering)	E87511
BR 'Shark' ballast plough, BR bauxite - 'N'	E87516
BR 'Shark' ballast plough, BR black - 'N'	E87517
BR 'Shark' ballast plough, BR 'Dutch' grey and yellow - 'N'	E87518
BR 'Shark' ballast plough, BR olive green - 'N'	E87519

Heljan reveals CLASS 104 DMU FOR 'OO'



A BRCW Class 104 ticks over at Manchester Victoria before departing to Kirkby in the company of Class 150/2 150228 which has arrived from Leeds on June 2 1987. Gordon Edgar/Railphotoprints.uk.

HELJAN has announced that it is developing a ready-to-run 'OO' gauge model of the popular BR Class 104 Diesel Multiple Unit (DMU).

Built by the Birmingham Railway Carriage and Wagon Company, they were introduced on London Midland Region and North East Region services in the late 1950s. They enjoyed a wide sphere of operations, especially in the Midlands and north of England. They are probably best remembered for use on Manchester to Blackpool and Manchester to Buxton services, but in later life one also appeared in the West Highlands of Scotland and others headed further south to Network SouthEast territory.

Heljan's new 'OO' gauge model is currently at the design stage and will be available as two-car and three-car units. It is set to feature a low-profile mechanism in one vehicle, 21-pin DCC decoder socket, switchable interior and exterior lighting, provision for DCC sound, separately applied handrails, metal buffers and more. Factory-fitted sound options are being considered.

Nine different models are planned as follows:

- Three-car M50422+M59134+M50426 in BR early green with BR lion and wheel emblem (Cat No. 1450)
- Three-car M50478+M59186+M50530 in BR green with 'speed whiskers' and BR coaching stock roundels (1451)
- Two-car E50598+E56189 in BR green with small yellow panels (1452)
- Three-car M50436+M59141+M50488 in BR blue with full yellow ends and headcode panel (1453)
- Three-car M50472+M59180+M50524 in BR blue with 'Blackpool' white stripe (1454)
- Two-car M53421+M53529 in weathered BR blue with white cab roof and Network SouthEast flashes (1455)
- Two-car SC53424+SC53434 in ScotRail 'Mexican Bean' white and red (1456)
- Three-car BX487 (M53424+M59207+M53434) in BR blue and grey (1457)
- Two-car L701 (53437+53479) in revised Network SouthEast livery (1458).

Prices and a delivery date have yet to be confirmed.

- **Visit *www.facebook.com/heljanas* for more details.**

Modern Class 33/0s for 2021

Heljan has announced a second production run using its 2020 released new tooling for the headlight fitted Class 33/0 in 'OO' gauge for release in 2021. Prices are set at £149 per locomotive with a choice of seven liveries spanning BR blue to the latest West Coast Railway Company maroon.

The specification includes directional lighting, a high-intensity headlight, an 8-pin decoder socket, five-pole motor, sprung buffers, wire handrails, etched grilles, bufferbeam detail and more.

Locomotives planned for release cover 33025 in weathered 'Dutch' grey and yellow (Cat No. 3458), 33029 in DRS blue (3459), D6508 in 'retro' BR green with small yellow warning panels (3462), 33023 in BR blue with a grey roof and weathered finish (3463), 33021 in Fragsonet black (3464), 33025 in West Coast Railways maroon (3465) and 33052 *Ashford* in BR blue with a blue roof (3466).

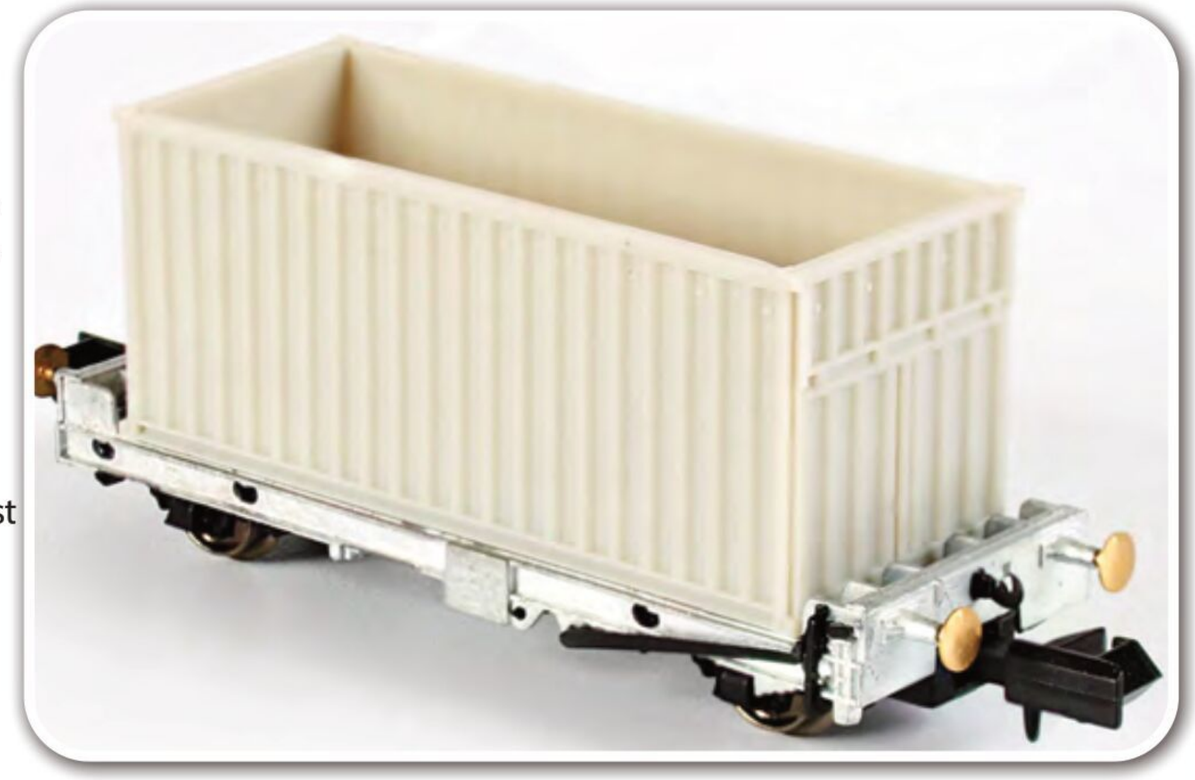
- **Visit *www.facebook.com/heljanas* for more information.**



First EP for Revolution 'N' gauge PFA

First Engineering Prototype (EP) samples of Revolution Trains' forthcoming 'N' gauge PFA four-wheel container flat wagons and containers have been received for evaluation. Revolution Trains' new 'N' gauge models will reflect the prototypes' colourful payloads with packs planned in Cawood, British Fuels Ltd and Direct Rail Services (DRS) colour schemes. The specification includes a diecast metal deck, separately applied plastic details, Rapido couplings, NEM coupler pockets and more.

Eight different triple packs are planned priced at £69.95 per pack. A delivery date has yet to be confirmed.



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

Great Electric Train Show Manchester

The Great Electric Train Show planned to take place in Manchester on the weekend of March 13/14 will not be going ahead due to closure of the venue in December 2020 and the ongoing Covid-19 pandemic.

Hornby Magazine Editor Mike Wild said: "It is unfortunate that the new Manchester event won't be able to go ahead in March 2021, but it leaves the way clear for Great Electric Train Show team to focus their efforts on the October 2021 event in Milton Keynes."

More information will be released in the New Year about the 2021 Great Electric Train Show as plans for the event at the Marshall Arena unfold.

Deco samples surface for 'OO' IWA Holdall and Timber-carriers

Revolution Trains has received decorated samples of its forthcoming 'OO' gauge IWA bogie holdall vans and timber-carrying flat wagons. 200 were built in Germany during the 1980s, with around 40 vehicles subsequently converted to timber carriers in 2006.

Five IWA bogie holdall van (UIC designation Sfins2) twin-packs are planned, with two packs offered in Norsk Hydro livery,



two in Cargowaggon colours and a pack of unbranded vehicles. Four IWA timber-carrier (UIC designation Rfnoos) twin-packs are also planned in Toaux livery.

Pre-order prices are currently set at £75 per pair of wagons, with the price expected to increase to around £99 per twin-pack once production commences. The order book is due to close shortly.

● **Visit *www.revolutiontrains.com***

Rails' 'OO' Gas Turbine gains colour

Rails of Sheffield has received the first decorated pre-production sample of its forthcoming exclusive 'OO' gauge BR gas turbine locomotive, 18000, in BR green with late crests for evaluation.

Built by Brown, Boveri and Cie in Switzerland, the prototype gas turbine-electric locomotive was originally ordered by the Great Western Railway, but following delays was delivered to British Railways in 1949.



Rails of Sheffield's exclusive 'OO' gauge model is being manufactured by Heljan and will feature a diecast metal chassis, centrally mounted motor, flywheels, spoked wheels, etched grilles, 21-pin DCC decoder socket, directional lighting and more.

Three models of 18000 are planned to represent various stages of its career in BR gloss black with silver trim and early crests (Cat No. 1800), BR green with early crests (1801) and, as per the pre-production sample, BR green with late crests (1802). Following amendments to a few minor elements, the model is expected to progress to the next stage of the process shortly.

Prices are set at £199.99 each, with delivery anticipated during early 2021.

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

MINERVA ANNOUNCES GWR MINK VANS FOR 'O'

Minerva Model Railways has announced plans to produce a series of Great Western Railway (GWR) MINK wooden bodied goods vans for 'O' gauge with the first planned for release in Spring 2021.

The all-new 7mm scale ready-to-run wagons will follow on from Minerva's GWR MINKS, gunpowder and open wagons for the scale with prices set at £48 per wagon.

The GWR MINK vans were introduced in the early 1900s and a number of variations were built. They were given Code V by the GWR and many went on to see service across the railway network and into British Railways ownership after 1948.

Minerva is modelling three different diagrams for release over a 12 month period from Spring 2021. Planned for release are the V4 without end vents, V12 with end vents closed and V14 with twin end bonnets. Liveries planned cover 1903 Great Western and 1923 GW grey plus post-1948 BR unfitted grey with options for running numbers. The specification includes an injection moulded body and chassis, metal-tyred wheels, compensated axle boxes, sprung buffers and draw-gear plus a steel ballast weight clipped to the floor.

The GWR MINK vans are available to



order direct from Minerva Model Railways via *www.mineramodelrailways.co.uk*.

WIN A Hornby Christmas HAMPER

WORTH £440

HORNBY and *Hornby Magazine* are offering a chance to win one of Hornby's new Family Fun Christmas Hampers (Cat No. R1278) in our latest exclusive competition. The Christmas Hamper has been launched by Hornby this festive season and is being sold for £254.99 exclusively through *www.hornby.com*, though its full retail value is over £440!

The starter pack includes everything you need to begin creating a model railway including locomotive, rolling stock, controller, buildings, figures, scenic materials, accessories and more. There is also a Hornby Track Plans Book and the 2020 Hornby catalogue in the bundle too. Plus, if this doesn't fill all your needs Hornby has assembled an add-on pack too with extra items to build a collection.

The Hornby Christmas Hamper comes with a step by step guide to construction of a first model railway and you can see the full contents of the hamper in the table below.

To enter the competition and be in with a chance of winning this Hornby Christmas Hamper, all you have to do is answer the following simple question by January 25 2021. Even if you don't win, Hornby's family fun project hampers are available from *www.hornby.com*.



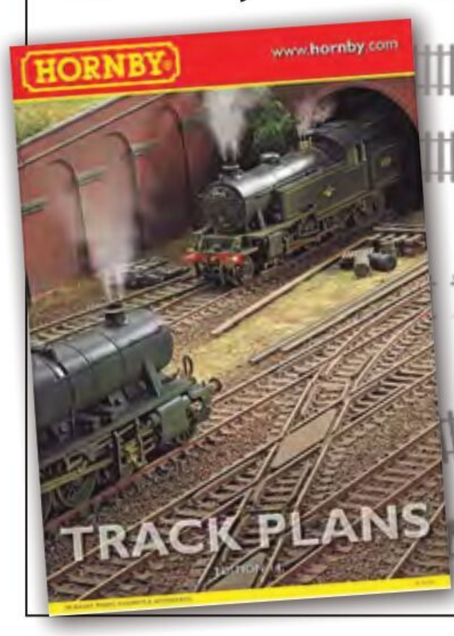
HAMPER CONTENTS

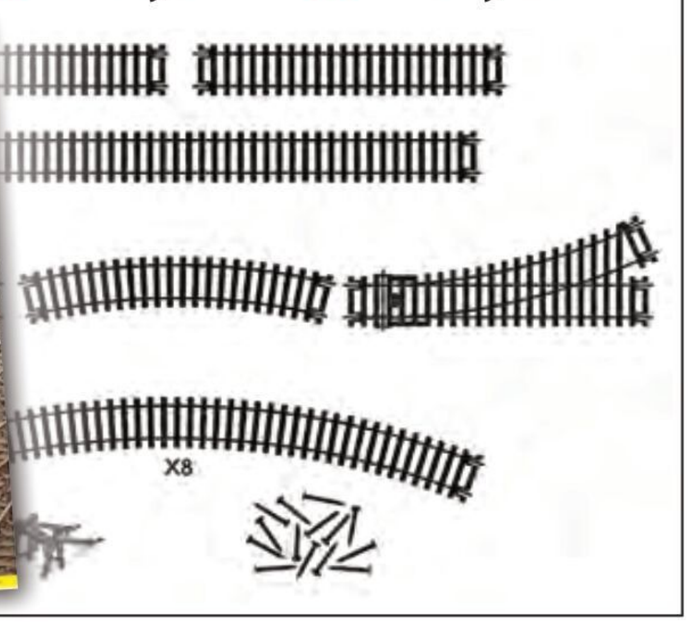
PRODUCT	CAT NO.
LNER 'J15' 0-6-0 7942, LNER black	R3529
BR Mk 1 TSO, BR maroon	R4627
BR Mk 1 TSO, BR carmine and cream	R4628
Six-plank open wagon, Jeayes Kasner and Co	R6815
Seven-plank open wagons, Staveley	R6811
Station halt kit	R590
Village general store	R9859
Timber store and workshop	R9808
Trackside fencing	R537
City people	R7115
Analogue train controller	R8250W
Wall mounted transformer	P9000
Second radius double curve (eight)	R607
Single straight (two)	R600
Power track	R8206
Buffer stop	R083
Double straight	R601
Second radius curve	R606
Left hand point	R8072
Track pins	R207
Flower meadow	R7171
Brown scatter	R7174
Grey ballast	R7165
Green mix lichen	R7194
Hobby mixed trees	R7201
2020 Hornby catalogue	R8159
Track Plans Books	R8156
Instruction brochure	4/1612

QUESTION

WHICH ANNIVERSARY DID HORNBY CELEBRATE IN 2020?

a. 100 years **b.** 150 years **c.** 175 years





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 December 3 2020 and the closing date for entries is January 25 2021 at 5pm GMT. The winners will be notified no later than January 30 2021. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company. No purchase necessary.

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North Cornwall Brewery

The brewery trade is the setting for **MALCOLM BRIGGS'** *superbly modelled brand-new 'OO' gauge exhibition layout. Discover its secrets and how this well thought-out project came together.*

PHOTOGRAPHY, MIKE WILD

1 Bulleid 'Q1' 0-6-0 33009 couples up to a loaded rake of wagons for departure from the North Cornwall Brewery. It's clearly a busy day with vehicles bustling around the scene while the 'Austerity' 0-6-0ST and 'P' 0-6-0T are engaged in shunting duties.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	16ft x 2ft	SOUTHERN	1960s	ANALOGUE

THIS LAYOUT REPRESENTS a private siding to a brewery situated near Camelford, North Cornwall, spurring off the North Cornwall Railway near the real village of St Teath to the fictional village of Knight's Hill, which is my imaginary replacement for the real village of Knightsmill.

I blame the existence of this layout entirely on the 2014 Great Electric Train Show from *Hornby Magazine*. Earlier that year, Mike Wild appealed for people living in Warwickshire with layouts to exhibit at that show and I put my hand up.

My layout, Knight's Hill (HM87), had taken 30 years to build and was never intended to be exhibited, but nonetheless, we piled it all into a rental van together with a complete frame that encapsulated the entire layout and provided an 'in' and 'out'. The whole experience was very enjoyable but we left saying, we were never, ever, taking that layout to an exhibition again. It just wasn't designed for quick erection or dismantling because it was never meant to leave home.

So once we got back, I said to my son who helped me operate the layout, that as we had had such a good time I could quickly build an exhibition layout and the idea of the brewery was born. I estimated it would take two years and we could have it back to the Great Electric Train Show in 2016.

It actually took me until 2020 to finish it, but that's still a vast improvement on the previous layout.

Almost the first thing I did was to commission a brand for the brewery, complete with typeface, colour palette and logo. You have to do things properly – although it was rather expensive getting a commercial artist involved!

HISTORY

The North Cornwall Railway, otherwise known as part of 'The Withered Arm', was a Southern Railway route which wended a long and rambling way to Padstow – the farthest part on the SR network from Waterloo. Despite this, Padstow enjoyed direct trains from the capital including the famous 'Atlantic Coast Express' although by the time it arrived in Cornwall it had shed many coaches and parts along the way.

The concept is that the brewery opened in the 1850s at the point where the ample-flowing River Allen crossed the turnpike that eventually became the A39 or 'Atlantic Highway'. That way, the brewery had access to an ample source of water and a horse-drawn means to serve the sparsely-populated rural parts of North Cornwall as well as towns as far apart as Liskeard and Launceston. However, most of the produce was taken to Port Isaac where coastal sailing ships took it all around Cornwall and Devon.

When the Great Western Railway connected with the nominally-independent Bodmin & Wadebridge Railway in Cornwall in the 1880s, this transformed the operation at the brewery, as suddenly it could take beer to Bodmin by horse, from where it could reach London the same day. This also cemented the brewery's relationship with transport by railway and the sailing ships were soon dismissed. When the Southern Railway finally decided to reach the North Cornish coast via the NCR in the 1870s, the directors lobbied »



2 Looking down the village street the character of Knight's Hill village comes to life while the brewery goes about its business in the distance.



3 A new house is under construction in the village. Malcolm built this scene from individual bricks – a painstaking but worthwhile process. Just look at it!



4 Brewery buildings from different eras dominate the skyline while Drummond '700' 30315 simmers in the yard waiting for a clear path back to the main line.

hard for the route to come sufficiently close to enable them to develop an internal system connected to the national network. This was not achieved until 1893 when the stretch of the NCR to the famous slate quarries at Delabole was opened, due to lack of funds. In fact, Padstow was not reached until 1899, but it was a double track main line all the way through.

Expansion followed throughout the 20th Century until we reach the 1960s where steam is just hanging on in this backwater and the brewery is once again thinking about utilising road transport. Barley and hops grown in Somerset and Worcestershire are beginning to arrive in large lorries, not just in sacks in open wagons - and small vans and lorries owned by the brewery are used extensively for deliveries up to 50 miles away.

OPERATIONS

Being connected to the network means that trains arrive from BR's Southern Region and enter the main arrival/departure line. The engine is uncoupled and runs around to collect the brake van and then sets off back to BR at Knight's Hill station. One of the brewery company's two engines then shunts the wagons – coals to the power station, timber to the cooperage and barley to the unloading bay.

Once unloaded, fresh trains are then marshalled with loaded open and more usually, closed wagons full of barrels and then they are taken to the exchange sidings (off-scene) so that they can be taken back down the branch when BR comes to collect them.

Each of these manoeuvres takes them across the road crossing – fortunately, car ownership in Cornwall in 1966 is well below the national average (45%) and the number of cars on the road was about a third of present levels.

In reality, most of the stock disappears into the brewery storage yard to have visible loads removed and is subsequently collected from this representation of the rest of the brewery network.

CONSTRUCTION

The lightweight baseboards are supported on four sturdy trestles from B&Q with adjustable height options. We have set the operating level at about 4ft from the ground which gives a good view. Being a private railway with BR operating rights means that certain aspects do not have to meet Board of Trade requirements – there are no shunting signals, for example, and there is no requirement to run coaches, although a DMU does arrive morning and evening to run to the bay platform at Knight's Hill for the workers. This used to be an 'M7' with two-coach push-pull train but some forms of modernisation have reached this far-flung outpost.

However, the track (Peco code 75) is all inset into paving so road vehicles can drive over them with ease. This does nothing but complicate tracklaying, wiring and track cleaning so it is not for the faint-hearted. It was definitely one of those 'why did I start this?' moments. I used plastic L section to represent the inner rails glued to the sleepers with superglue and then filled in with Slater's moulded brick paving plastic sheet.

I had to lay the outer paving from full sheets and then mark the rail tops to get the shape of the rails to then accurately cut out the sheets. The other side of the track had to be matched which involved throwing a lot of the material away. And then I had to do the track infill which took forever. Finally, I put 2mm masking tape on all the rail tops and sprayed the whole lot with a suitable enamel paint.

The paving is carefully laid to be a few millimetres below the rail head to aid, in theory, track cleaning. In reality, it is too easy to take the paint off the brick paving so I use a coffee stirrer with fine sandpaper stuck to the ends in very small pieces. They wear quickly so I have to make a whole batch before every running session.

The points are operated using Tortoise motors and everything, including quite a number of section switches, is controlled from a panel which can be operated from the front or the back of the layout.

ROLLING STOCK

The stock has mostly been taken from Knight's Hill as it didn't go with the layout when it was sold. The two brewery engines are new and I chose a Hornby 'Austerity' 0-6-0ST and a Hatton's 'P' 0-6-0T which is a fantastic runner. Both had fairly involved liveries and so when I wanted to respray them into NCB livery (the brewery, not the Coal Board) I masked up the yellow lining and, much to my surprise, it survived intact. Significant weathering took place with enamel paints brushed on with a quick overall spray of soot effect colours at the end and real coal, crew and vacuum pipes were added.

The BR engines are mostly Bachmann 'N' 2-6-0s although a BR Standard '3MT' 2-6-2T does sometimes put in an appearance together with a Hornby '700' 0-6-0, a 'Q1' 0-6-0 and a 'C' 0-6-0, but all have been weathered to a greater or lesser degree. »

The goods stock has all been renumbered, re-wheeled, weathered and otherwise distressed and mostly consists of vans, more vans, some open wagons and a few mineral wagons. I also run some parcels stock on the pretext that you could load barrels into those for transport on semi-fast trains to London and I have taken great delight in making them look as disgusting as the real things did in the 1960s.

Despite their appearance, I have stuck with small tension lock couplings but have removed the hook from one end of every item of stock. This means couplings have to be at exactly the same height and track must be flat or they will uncouple. Uncoupling devices have been built into the layout for hands free shunting.

DISPLAY

Being involved in both the exhibition industry and backstage for an amateur dramatic group means that I have an interest in presenting displays or exhibits in a way that is visually attractive as well as being more akin to a theatrical performance. This means we only operate the layout from the back at shows and the visitor should not be more than marginally aware of the operators, although we do try to ensure someone is out front answering questions.

In order to achieve this, the whole layout is constructed like a stage, with wings, a fascia and a proscenium arch. The overall curved roof of the layout contains LED lighting, which is configured like stage lighting so that the time of day and even the season can be simulated. Finally, we can make it night time on the layout and hundreds of lights come on in both the brewery and the surrounding village.

The trestles are covered with curtaining, but I went to the expense of having it printed with a background colour that matches the fascia and wings and also the company name in the correct font. That was a bit of a luxury.

BUILDINGS

I love making buildings, but because this was meant to be a quick build, I went for large industrial units in a range of styles that demonstrated their age of construction. Somewhat inevitably, I got carried away and as the buildings got nearer to the front of the layout, I started investing more time in detailing and weathering. Reading clockwise from the brewery entrance, the buildings are:

HEAD OFFICE. Constructed in the 1850s, it was also the main brewery in the early days, set around a small quadrangle which has now been roofed over and a cupola installed. If the front wall looks like the STEAM museum in Swindon, don't be surprised as Bachmann did a limited edition resin model of it and it was so close to the Elgood's brewery in Wisbech that I based this on, it was just a no-brainer to use it after much modification. The primary difference from Elgood's is that the North Cornwall Brewery is built in stone, not brick. The rest is built from Plastikard with windows and roof ridge tiles from York Modelmaking.

BREWERY MALTING. Built in the late 1800s, it is now used for bottling of lager, keg beers and other minority drinks. The pipes that come from the modern factory carry this fizzy concoction, but they try to pretend it's not part of their repertoire. It is made from plastic sheet with Wills windows and arches. The roof of this building and the Head Office are covered in tile paper I designed and printed myself. I felt that buildings at the back should have less visible detail to give the impression of depth and distance.

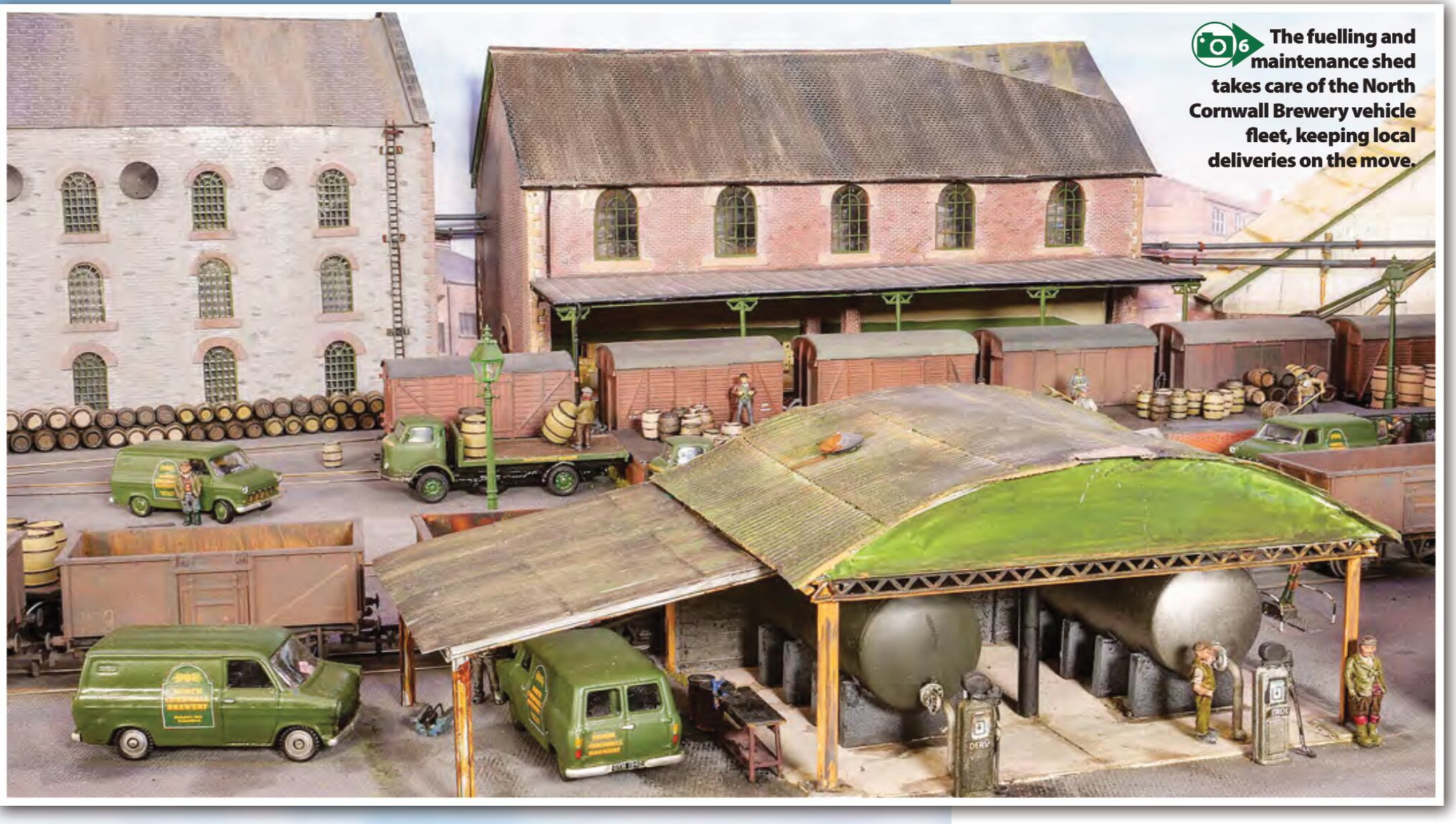
LOADING BAY. Built around the turn of the century, it shows signs of much modification over the years. It is also fully detailed inside and lit. This was the point at which I started to put more detail into everything and the build timeframe started to stretch into years, not months.

COOPERAGE. This is a post-war building as the original burned down and it is where the barrels are made. It is constructed from plastic sheet throughout.

MODERN FACTORY. Built in the 1930s, this is a truly horrible modernist building and I had to have it to balance up the tweeness of the earlier buildings. It was quite difficult to build as it had no integral strength and was constructed as a concrete structure with genuine infill panels. It is all Plastikard and with a representation of the modern brewery inside, which is mostly only visible when the lights are »

5 Drummond '700' 0-6-0 30315 eases into the yard with empty vans for loading at the brewery. The 'P' class has just returned to the shed to refresh its tanks ahead of shunting the arriving train.

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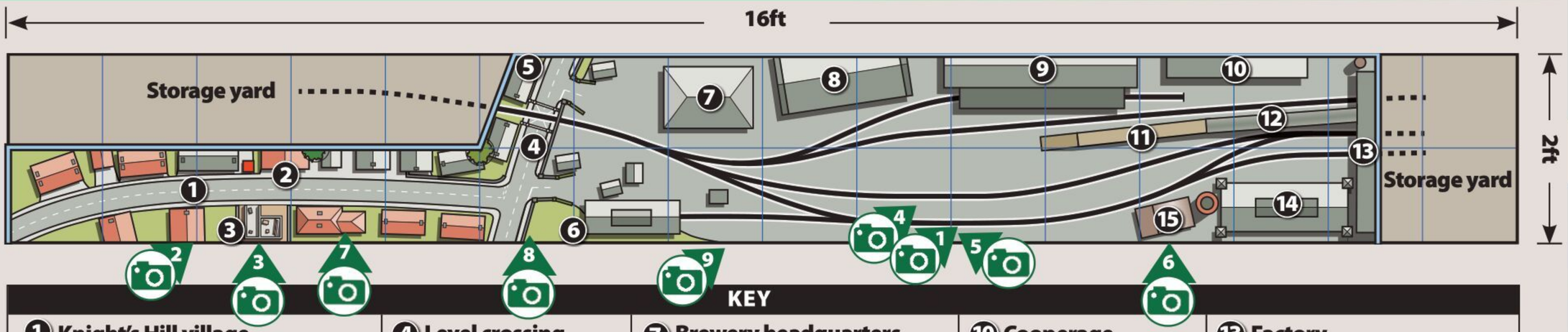
6 The fuelling and maintenance shed takes care of the North Cornwall Brewery vehicle fleet, keeping local deliveries on the move.



7 At Knight's Hill hardware store the local decorator has collected a fresh roll of carpet for his latest project.



NORTH CORNWALL BREWERY TRACK DIAGRAM (Not to scale)



on. It has to lift off for transportation and is a really difficult shape to handle.

POWER HOUSE. This is my favourite building in the brewery and was based on one small wing of the Crossness Pumping Station. It is a multi-layered plastic sheet building with Wills windows and L-Cut roofing tile strips. It contains full internal detail comprising stationary boiler, control desk, turbine, coal storage and pipework but, again, can only really be appreciated in the night-time scenes.

MOTOR TRANSPORT DEPOT. This is a great cameo with people standing around chatting. It's all made from odds and ends of Plastikard and Evergreen girders. I always enjoy peering under the sloping roof to see the Transit coming to the end of an oil change – most of the old oil seems to be on the floor or on the bonnet! Notice also the new Transit standing alongside – it still has the trade plates in the front and rear windows and is just that bit more shiny than all the others.

ENGINE SHED. This is just big enough to take two small engines and with full interior detail and lighting; all constructed from plastic sheets.

VARIOUS BOTHYS. There's a toilet block (with no lighting), a weighbridge station, two security boxes and a train control box. All but the latter are in brewery style whereas the train control box is brutalist concrete. I just can't resist something ugly in the middle of the beauty. All were made from plastic sheets.

THE VILLAGE

I've always been fascinated by villages since reading treatises by George Illiffe Stokes in the 1960s. Then I was impressed at Pendon Museum and always have to have something similar on my layouts.

Six of the buildings came from the original Knight's Hill but there are seven new ones including Brewery Cottages, two bungalows, a tin Methodist church, a Post Office, a butcher's and a fish and chip shop. This has a genuine art deco interior and fish fryer and was directly inspired by George Illiffe Stokes' version and the queue of people standing outside was too nice not to copy.

I wired all the houses up in the village separately so the control panel for that is more complicated than the one for the whole layout, but it does give total control over illumination of the buildings.

One thing people notice is that there is a full set of telephone wires which has been created using E-Z Line. This took me two days solid and I restarted it at least four times but now it is up, it is fantastically resilient being made of a very elastic polymer. This means if you catch it with a hand or a tool, it just stretches without breaking. Not recommended for people with short patience, though.

VEHICLES AND FIGURES

These get a lot of comments as all the brewery vehicles, including the six Ford Transits (Oxford Diecast), have been dismantled and sprayed in the company



8 Lorries loaded with crates, casks and barrels jostle for space in the yard while the local police are having a word with the owner of the Land Rover, though we doubt it was for speeding. On the railway a Class 117 DMU departs heading back to the junction at Knight's Hill after bringing workers to the brewery.



livery before having the logo and lettering applied. These were transfers I had custom made in Australia. The minimum order means that I could build 20 more layouts on this theme without running out. A number of the lorries were modified from Base Toys or Oxford models and some have scratchbuilt bodies.

No vehicle is allowed onto the layout until it has been matted-down. It's a pet hate of mine the way that shiny models are put on layouts without being made to look more realistic. I use Games Workshop matt varnish spray.

All vehicles have number plates, wing or door mirrors and even period-correct tax discs. Often the wheels have been modified to look as if they have been turning when they stopped. None of them are intended to look as if they are moving along – I never think that looks realistic, unless they do actually move. Where appropriate, drivers and passengers are added.

There is quite a population around the Brewery which are either Airfix or Monty's Models. My son, who is an ace wargaming figure painter, did many of them for me and they are all to the front of the layout. See if you can spot the tea in the mug or the chap with the striped jumper – I think that's supposed to me.

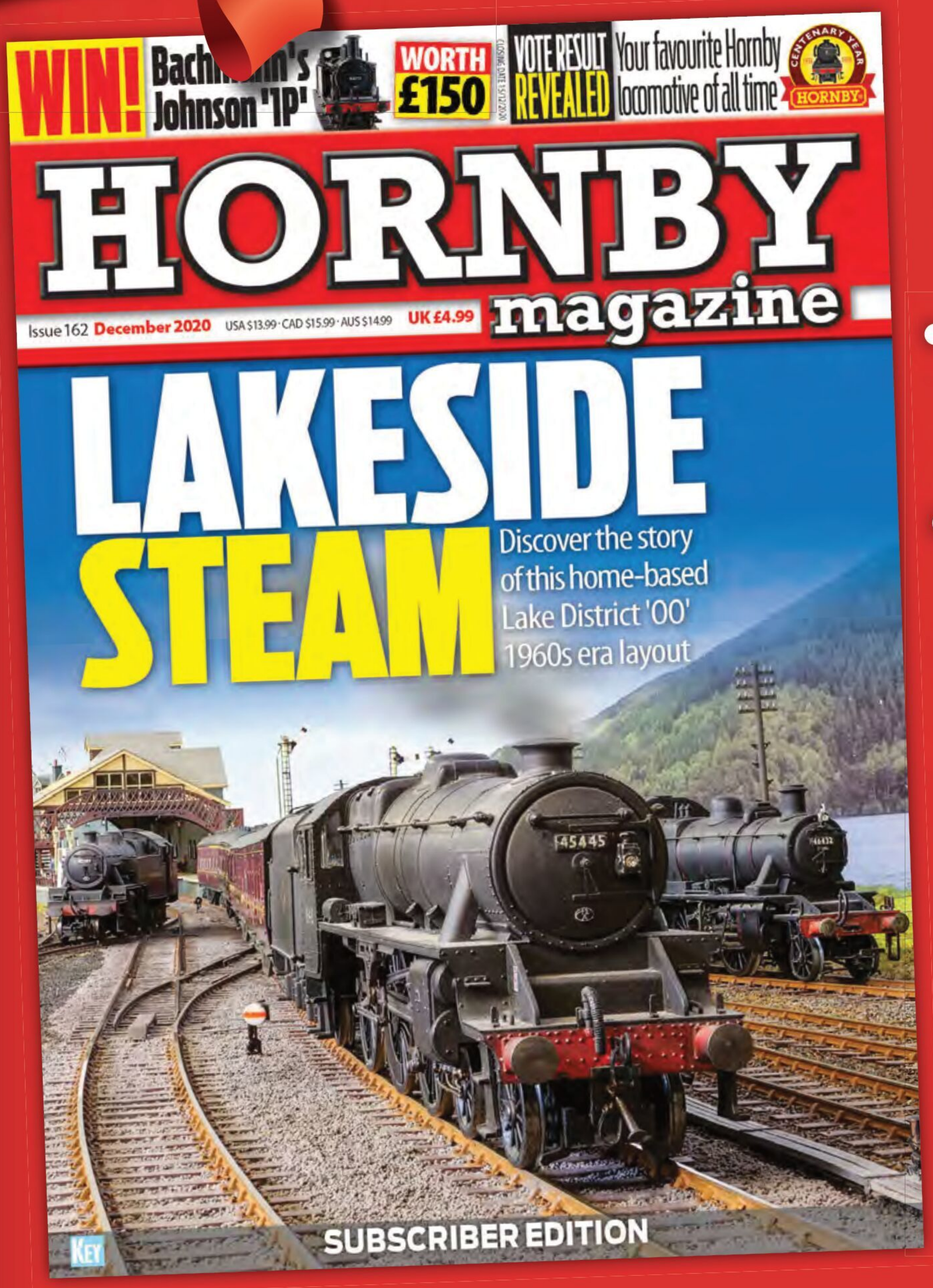
OPERATING THE LAYOUT

Apart from running it for myself, the layout has not appeared at an exhibition yet and so this is theoretical, but it is intended to have three or four operators with someone speaking to the public out the front. The two operators in the fiddle yards cannot see anything of the layout and so there are two cameras, one for each fiddle yard, that display what is happening on small screens.

Although the build time was longer than expected, I've really enjoyed some parts of building this layout and didn't want it to finish. This may explain why I kept drawing the end out so that I didn't bring it to an end. Some parts I have absolutely hated and couldn't wait for it to be over, but that's modelling life for you!

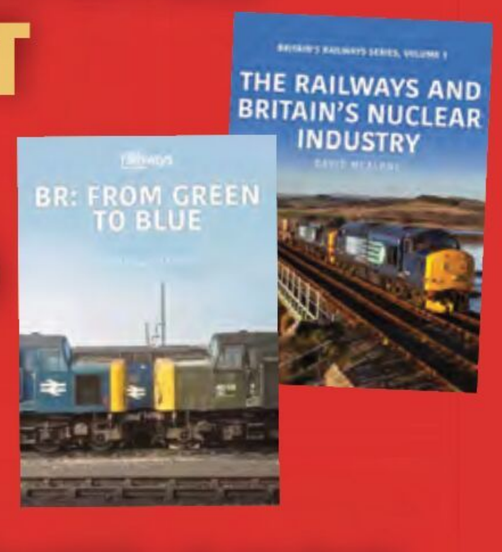
I really hope we're going to have as much fun operating it at exhibitions and welcome invites from exhibition managers when some degree of normality resumes. Hm

9 Ford Transits line the yard as the Hunslet 'Austerity' propels a rake of vans for loading and a Drummond '700' waits to leave with its brake van.



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THE RESULTS

The votes have been counted - and we can now reveal the winners of the annual *Hornby Magazine* Model Railway Awards. With the highest level of voting so far, **MIKE WILD** presents the awards for 2020, as selected by *Hornby Magazine* readers.

BEST 'OO' GAUGE LOCOMOTIVE (ABOVE)

Hornby has had an impressive year in 2020 while celebrating its 100th anniversary, with the undoubted highlight for many being its all-new model of Stephenson's *Rocket* (HM154). This tiny 0-2-2 and its trio of carriages has won the Best 'OO' gauge Locomotive Award for 2020 – as well as being crowned Hornby's best model of all time in our readers vote (HM162).

Rocket was announced in January 2020 and the first batch arrived in the shops the same month as a special edition to celebrate Hornby's 100th anniversary in Tri-ang Railways branded packaging. A second standard edition in Railway Museum packaging arrived in the middle of the year with a different set of carriages for general release too, while soon modellers will be able to purchase a model of the Liverpool & Manchester Railway open carriage to go with the book sets.

Runners up in the best 'OO' gauge locomotive were Hattons' Class 66 Co-Co diesel (HM152) which came second while Hornby's LMS 'Princess Royal' (HM154) came third.

INNOVATION OF THE YEAR

A range of products from different parts of the market made up the innovation of the year category in 2020. Winning the vote are Dapol's new GWR bracket signals for 'OO' gauge (HM152). The new range of lower quadrant bracket signals feature a revised servo driven mechanism, new electronics and fine detail too.

Taking second place is West Hill Wagon Works' magnetic couplings (HM158) while the third goes to Accurascale for its illuminated Rawie buffer stops (HM154).

Winner – Innovation of the Year 2020: Dapol GWR bracket signals.



BEST 'O' GAUGE LOCOMOTIVE

The 'O' gauge ready-to-run market has continued to grow in 2020 with a steady stream of new releases from Dapol, Hattons and Heljan. Leading the charge in the Best 'O' gauge locomotive vote in 2020 is Hattons' Gresley 'A4' 4-6-2 which topped the close-run voting for this category.

The Gresley 'A4' (HM157) was released in the summer by Hattons to join its 'O' gauge ready-to-run model of the Gresley 'A3' 4-6-2. The 'A4' was released in a range of colour schemes from LNER silver and garter blue through to late crest BR lined green.



Winner - best 'O' gauge locomotive 2020: Hattons' Gresley 'A4' 4-6-2.

Second place in the best 'O' gauge locomotive category went to Dapol's GWR '14XX' 0-4-2T (HM156) while Hattons' Gresley 'A3' 4-6-2 (HM151) came in third.



Winner - best 'OO' gauge locomotive 2020: Hornby's Stephenson's *Rocket*.

BEST 'N' GAUGE LOCOMOTIVE

The 'N' gauge locomotive category was a three-horse race between the EFE Rail Class 17, Dapol Class 50 and Dapol Class 41 prototype HST.

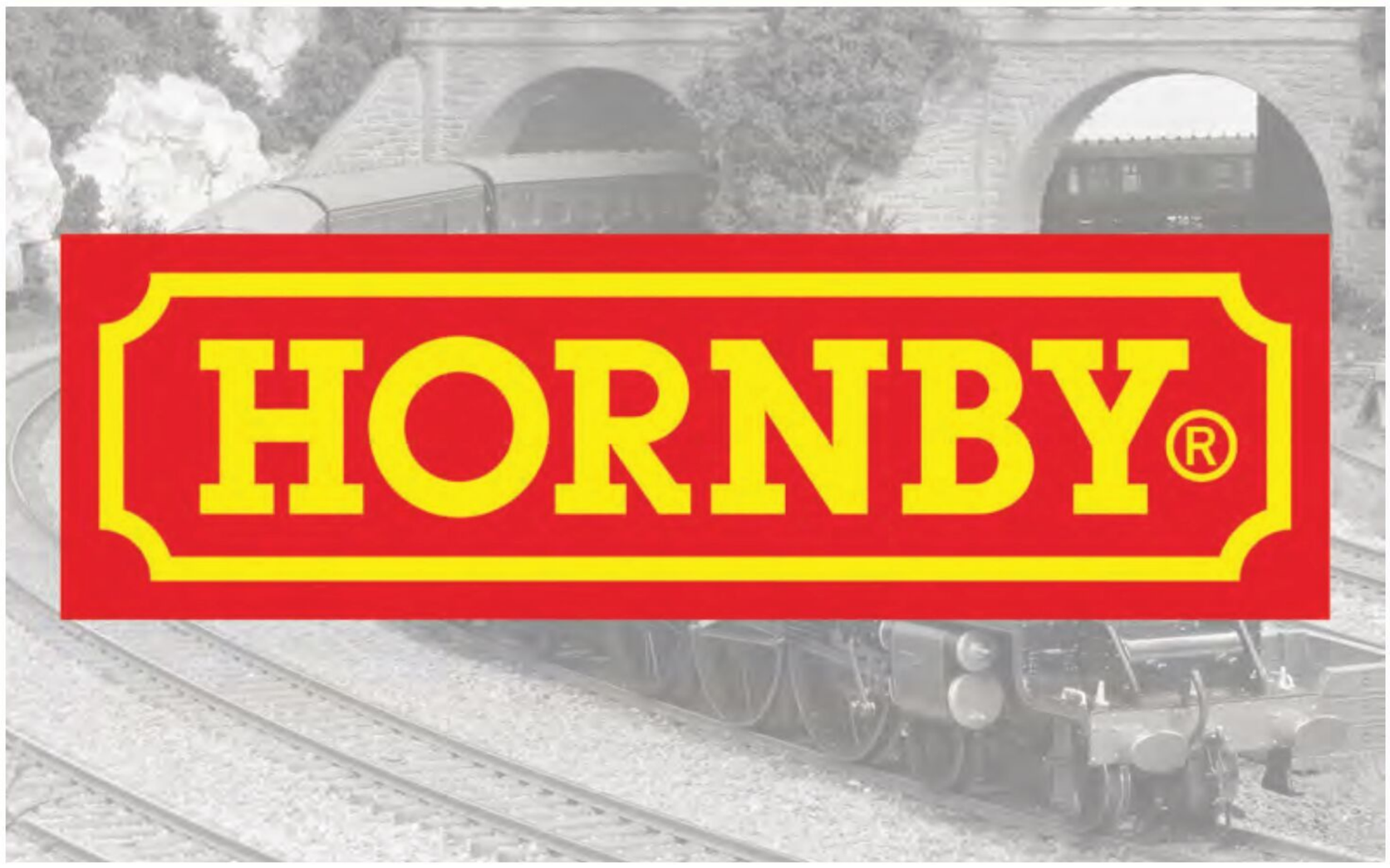
Winning the vote is the recently released EFE Rail Class 17 – the first all-new ready-to-run locomotive for the brand (HM160). This compact locomotive debuted in August and was offered with a selection of identities in BR green and BR blue together with the unique Ribble Cement liveried version.

Second place is claimed by Dapol's 'N' gauge Class 50 (HM149) with Dapol's 'N' gauge prototype High Speed Train (HM161) coming third.

Winner - best 'N' gauge locomotive 2020: EFE Rail Class 17 Bo-Bo.



MANUFACTURER OF THE YEAR



The coveted award for *Hornby Magazine* Manufacturer of the Year went to Hornby Hobbies for the second year running – a perfect climax to the manufacturer's centenary year.

In 2020 Hornby has released all-new models of Stephenson's *Rocket* 0-2-2, the Stanier 'Princess Royal' 4-6-2, Ruston and Hornsby 48DS 4wDM shunter, GWR 'Large Prairie' 2-6-2T and a die-cast bodied Stanier 'Duchess' on the locomotive front, while also producing special editions which raised over £145,000 for NHS Charities Together. The landmark year in Hornby's history also sees its developing model of the Gresley 'W1' 4-6-4, Thompson 'A2/2' and 'A2/3', BR '2MT' 2-6-0, Class 370 APT and Class 91 too, all of which are approaching release in the coming months.

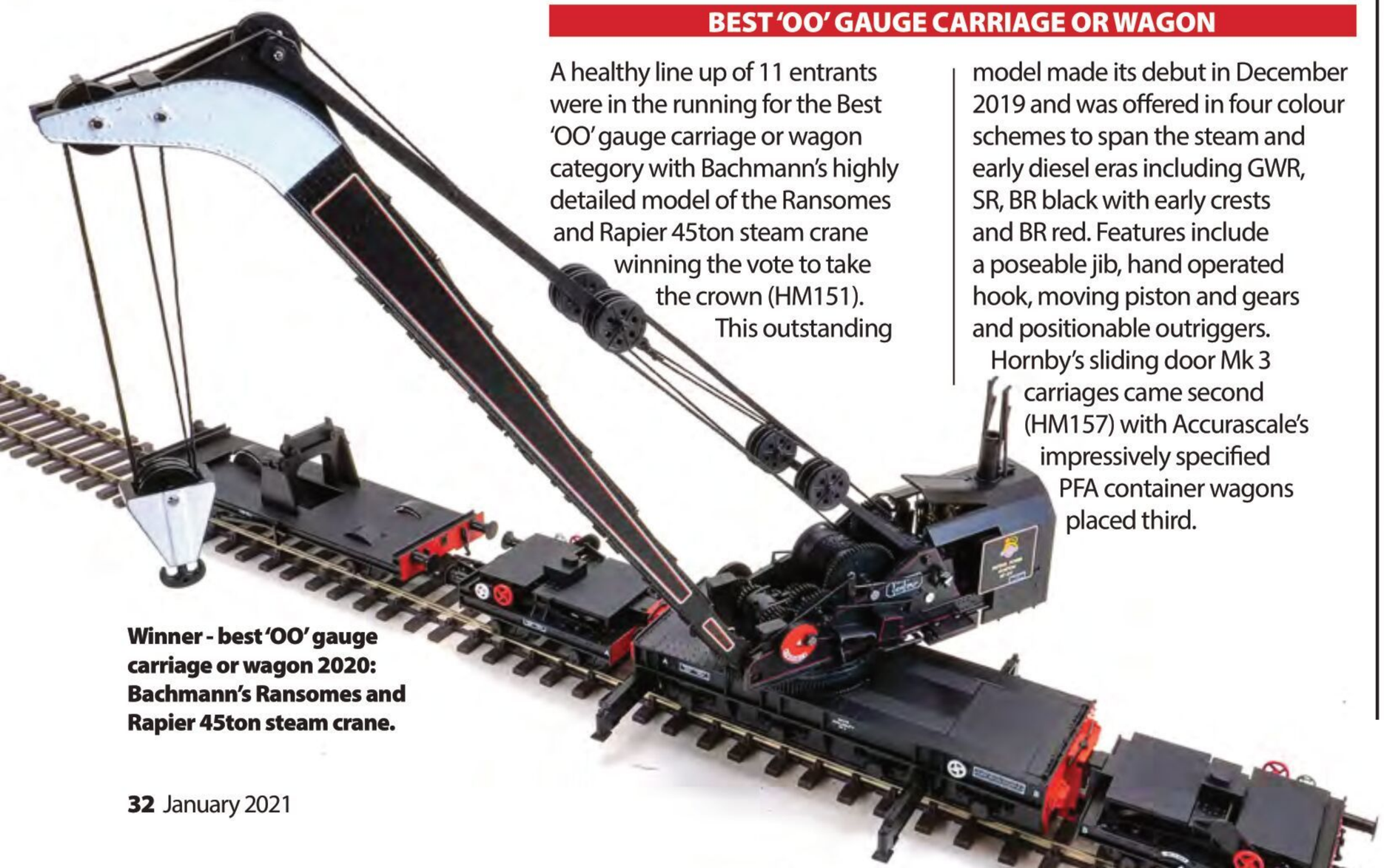
Runners-up were Bachmann Europe in second place with Accurascale coming third in this year's vote.

RETAILER OF THE YEAR

The extended Retailer of the Year award achieved record voting in 2020 with Hattons Model Railways coming first. The Liverpool-based retailer has extended its reach into producing its own ready-to-run locomotives and rolling stock for both 'OO' and 'O' gauge during 2020 while continuing to deliver its high level of customer service and introducing new services to meet the challenges of 2020.

Rails of Sheffield came second with Kernow Model Rail Centre third.





Winner - best 'OO' gauge carriage or wagon 2020: Bachmann's Ransomes and Rapier 45ton steam crane.

BEST 'OO' GAUGE CARRIAGE OR WAGON

A healthy line up of 11 entrants were in the running for the Best 'OO' gauge carriage or wagon category with Bachmann's highly detailed model of the Ransomes and Rapier 45ton steam crane winning the vote to take the crown (HM151).

This outstanding model made its debut in December 2019 and was offered in four colour schemes to span the steam and early diesel eras including GWR, SR, BR black with early crests and BR red. Features include a poseable jib, hand operated hook, moving piston and gears and positionable outriggers.

Hornby's sliding door Mk 3 carriages came second (HM157) with Accurascale's impressively specified PFA container wagons placed third.



SPECIALIST RETAILER OF THE YEAR

For the second year running, Scale Model Scenery has won the Specialist Retailer of the Year award. Now based in Cornwall following relocation in early 2020, Scale Model Scenery designs and manufactures its own range of downloadable, laser-cut and 3D-printed accessories and building kits as well as stocking a wide range of modelling materials from other suppliers.

Metcalfe Models came second in the public vote with DCC Concepts coming in third.

This year's Layout of the Year vote was extended to include all 38 model railways which have featured in the magazine between HM149 and HM161. Winning this category by some

Winner - Layout of the Year 2020 – Lewis Bucknell's Yorkshire Dales Model Railway.



BEST 'O' GAUGE CARRIAGE OR WAGON



Winner - best 'O' gauge carriage or wagon 2020: Ellis Clark Trains' Darstaed Mk 1 suburban carriages.

Three items were in the 2020 vote for the best 'O' gauge carriage or wagon with Ellis Clark Trains' BR Mk 1 suburban carriages securing first place in the vote for this sector.

Produced in collaboration with Darstaed Trains, the Mk 1 57ft non-corridor suburban carriages were released in November 2019 (HM149) as a follow up to the 63ft Mk 1 corridor carriages from the 'O' gauge specialist. Highlights included compensated bogies, working lighting, interior detail and etched metal sides.

Dapol's BR 'Turbot' spoil wagon came second (HM160) while its BR 8ton banana van came third (HM156).

BEST 'N' GAUGE CARRIAGE OR WAGON



Winner - best 'N' gauge carriage or wagon 2020: Graham Farish Thompson carriages.

The 'N' gauge rolling stock section was hotly contested this year with nine entrants in the running. The winner of the public vote is the Graham Farish collection of Thompson corridor carriages for 'N' gauge. These new carriages extend the range of ready-to-run pre-nationalisation designed passenger vehicles and they were released in a choice of LNER faux teak and BR carmine and cream colour schemes at their launch in Summer 2020 (HM158).

Second place is claimed by Revolution Trains' Sturgeon bogie engineer's wagon while third goes to the Graham Farish Mk 2f carriage family (HM161).

LAYOUT OF THE YEAR

margin is Lewis Bucknell's fabulous Yorkshire Dales Model Railway.

This home-based 'OO' gauge layout featured in HM152 and has an 80ft long scenic area comprising two stations, goods yards, a viaduct and open scenery. Layout owner Lewis has created a popular YouTube channel to show progress and operation of the layout named Mouldy Raspberry where you can see more on the Yorkshire Dales Model Railway.

Second place in the Layout of the Year category goes to Cliff Parsons' ever popular The Gresley Beat (HM160) which models the London and North Eastern Railway in North London in 'OO' gauge while the third goes to Simon George's Heaton Lodge Junction in 'O' gauge (HM156) – Britain's Biggest Model Railway.

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LD31	As above in white	70p
	Mounting clips 3 & 5mm	8p

MIN TOGGLE SWITCHES

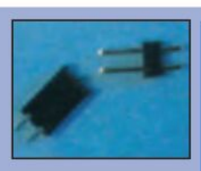
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	each 1+	20+
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SMT5 on-off-on DPDT	£1.40	£1.30
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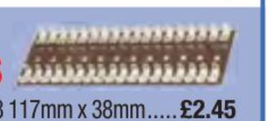
1+ 60p pr 10+ 55p pr 25+ 50p pr

DIN PLUGS & SOCKETS



PLUG		SOCKET	
CDP9	3 pin 65p	CDS9	3 pin 65p
CDP3	4 pin 65p	CDS5	4 pin 65p
CDP6	5 pin 180° 70p	CDS5	5 pin 180° 65p
CDP3	5 pin 240° 70p	CDS5	5 pin 240° 65p
CDP3	6 pin 75p	CDS5	6 pin 65p
CDP3	7 pin 80p	CDS5	7 pin 65p
CDP3	8 pin 85p	CDS5	8 pin 65p

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SOUTHWEST in the New Millenium

There has never been a better time to model the colourful contemporary rail scene in South West England. **MARK CHIVERS** presents some modellable train formations using 'OO' gauge ready-to-run motive power and rolling stock.



The South West has seen a colourful array of liveries across the region through the privatisation era. A GWR liveried 'Castle' four+two HST set speeds past a Class 59 in DB Schenker red and grey, recreating a scene from the modern era.

AS THE NEW MILLENNIUM DAWNED, the rail scene in the South West between Exeter and Penzance was vibrant with colour as many of the remaining former BR liveries intermingled with new privatised colour schemes. Long-distance and local passenger services were independently operated, sharing the main line with parcels trains, freight, infrastructure services and more.

During the early 2000s, freight traffic to/from Cornwall would include fuel tanks for various Traction Maintenance Depots, cement, china clay and slurry, plus regular Travelling Post Office services to/from Plymouth and Penzance and even a modest Motorail service at peak times. Sadly, much of this traffic has since been lost, although there are still regular flows of china clay between St Blazey and the Potteries and cement traffic to/from Moorswater near Liskeard, as well as internal china clay workings to/from Fowey Docks. Engineers' workings, Rail Head Treatment Trains (RHTT) and Network Rail test trains also make regular sorties through Devon and Cornwall, bringing extra colour and variety to the rail scene, while some of GWR's fleet of Class 43 High Speed Train (HST) power cars have been retained to work on local services with shortened four-car sets of refreshed sliding door Mk 3 carriages.

Much of the classic locomotive fleet has been replaced with Class 66 Co-Co diesels taking over on most services, although examples of Class 59, 60, 67 and 70 are used on freights, engineers' workings and special test trains – the latter sometimes also rustling up the occasional Class 37. New Class 800/802 series InterCity Express Trains (IETs) have recently replaced the HST sets on long distance services from London Paddington, while CrossCountry Class 220/221 four and five-car Diesel Electric Multiple Units (DEMUs) replaced locomotive-hauled trains in the early 2000s, although a small number of full length CrossCountry HST sets, now with sliding doors, have been retained for services to/from the South West. Class 143/150/153 and 158 units operate on many local services (a relative term given the distances involved on some diagrams!) in the South West, now supported by a growing fleet of four-coach 'Castle' class HST sets. There is also the Class 57-hauled 'Night Riviera' sleeper train from Penzance to Paddington, which would make a fascinating and unusual model – and on summer Saturdays, for a few years, ran in the daytime between Penzance and Exeter with just the seated coaches.

Thankfully, modellers of the contemporary scene will find a veritable abundance of suitable motive power and rolling stock to replicate these 21st Century operations in 'OO' from the main manufacturers including Bachmann, Dapol, Heljan and Hornby, together with an increasing band of smaller companies. Bachmann and Hornby offer the lion's share of diesel locomotive classes from 08 to 70 and multiple units are equally well catered for, with Bachmann's Class 150 and recently introduced Class 158/159 DMUs, plus Class 220/221 Diesel Electric Multiple Units (DEMUs) and, for extra colour, Railtrack/Network Rail branded Multi-Purpose Vehicles (MPVs). Hornby also offers a Class 153 diesel railcar, together with Class 43 HST power cars and Mk 3 trailers, plus the latest Class 800 series five-car IETs in GWR livery. In addition, Hornby has recently released a suite of newly tooled sliding door Mk 3 carriages to enable the new shorter four-car GWR 'Castle' and seven-car Cross-Country HSTs to be modelled. Another stalwart of the Devon rail scene, the Class 143 two-car DMU, was also subject of a new 'OO' gauge project from Realtrack Models several years ago. Two models were issued in First Great Western local lines livery and are much sought after on the second-hand market.

For locomotive-hauled services, Bachmann and Hornby have an impressive collection of BR Mk 1, Mk 2 and Mk 3 carriages, including examples of Mk 2d/e/f air-conditioned vehicles, while Hornby has recently been adding to its collection of Network Rail vehicles in the distinctive bright yellow livery. Freight vehicles are on the rise too, and some of the most modern examples are from smaller manufacturers such as Revolution Trains, whose 'OO' gauge JNA-T EALNOS bogie box wagons have proved popular – the prototypes of which have appeared on sand traffic from Burngullow in Cornwall. Dapol's 'OO' gauge HIA bogie hopper wagons and MLA bogie box wagons have also been utilised on this traffic over the years, while the same manufacturer's distinctive ICA 'Silver Bullet' china clay slurry tank wagons, in their bright reflective silver and impressively weathered forms, also tick a big box, as does its modern departmental fleet which includes JNA 'Falcon' bogie ballast wagons and MRA five-car side-tipping ballast wagons.

Bachmann and Hornby's 'Seacow' bogie ballast hoppers and smaller four-wheel box wagons, the MFA/MTA (Bachmann) and MHA (Hornby) have also been regular performers on departmental workings through the years supported by OBA/OCA/ZKA wagon types and more from the Bachmann 'OO' range. Bachmann's range also includes a useful PCA Metalair cement tank wagon, while Hornby's range includes a depressed centre variant of the PCA, as well as a nicely detailed 'OO' gauge CDA china clay hopper wagon.

Cornish retailer Kernow Model Rail Centre has carved something of a niche with its impressive collection of West Country inspired motive power and rolling stock, having commissioned a series of limited-edition Bachmann models that have operated in the region including Class 57/6 diesels in First Great Western blue and Network Rail yellow, a Class 150/2 DMU in First Great Western blue and Hornby GWR green liveried Mk 3 sleeper vehicles, plus representations of the present-day seated 'Night Riviera' Mk 3 carriages. KMRC has also invested in its own tooling to reflect West Country freight vehicles including original PBA/JIA 'Clay Tiger' and present-day JIA NACCO bogie covered china clay hoppers.

For something a little different, Accurascale's forthcoming 'OO' gauge KUA nuclear flask carrying wagons are currently in production. These large multi-bogie vehicles are occasional visitors to the South West, heading to/from Devonport Dockyard hauled by DRS liveried Class 37, 57 or 66 locomotives in recent years – and even Class 20/3s, of which a newly-tooled model is due soon for 'OO' modellers from Bachmann. Further specialist models include Hatton's 'OO' gauge Network Rail liveried Rail Head Treatment Train (RHTT), while Cavalex Models recently announced plans to produce a series of new highly-detailed HAA hopper wagons in conjunction with KMS Railtech and Trains4U, which is also expected to include new 'OO' gauge CDA hopper wagons, as used on china clay flows in Cornwall.

"Modellers of the contemporary scene will find an abundance of rolling stock."

MARK CHIVERS

Modelling contemporary train formations in the South West has become easier in recent times, with plenty of potential motive power and rolling stock offered in a wide spectrum of colour schemes, though where a vehicle that is not currently offered ready-to-run it may have been substituted with a similar vehicle type, where possible.

The list offers a snapshot of the colourful passenger and freight services operating in the South West since 2000. HM

PASSENGER FORMATIONS



Class 47/8 Co-Co diesel, InterCity Swallow (Bachmann/Heljan/ViTrains), BR Mk 2f RFB*, Mk 2d-f TSO, TSO, TSO, TSO, BSO* – Virgin Trains, except *BR InterCity

● **Date:** 2001 ● **Service:** Paignton to Edinburgh ● **Location:** Dawlish

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Class 57/0 Co-Co diesel 57601, Porterbrook livery (Bachmann), BR Mk 2d-f FO, RFB, TSO, TSO, TSO, TSO, BSO – First Great Western green and white.

● **Date:** 2001 ● **Service:** Plymouth to Paddington ● **Location:** Exeter St David's

---



Class 47/7 Co-Co diesel, RES (Bachmann/Heljan/ViTrains), BR Mk 3 TSO, TSO, TSO, TSO, RFM, FO, FO, FO, DVT – Virgin Trains livery

● **Date:** 2002 ● **Service:** Manchester Piccadilly to Paignton ● **Location:** Teignmouth

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Class 43, Virgin Trains (Hornby), BR Mk3 TF, TRSB, TS, TS, TGS, Class 43, Virgin Trains (Hornby)

● **Date:** 2003 ● **Service:** York to Plymouth ● **Location:** Blatchford Viaduct

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Class 67 Bo-Bo diesel, EWS maroon and gold (Hornby), BR Mk 1 'Super BG'*, POT, POS, POT, POS, POT, 'Super BG'* – Royal Mail red, except *RES red and grey

● **Date:** 2003 ● **Service:** St Blazey to Penzance (ECS) ● **Location:** Gwinear Road

---



Class 153, Wessex Trains 'Great Scenic Railways of Devon and Cornwall' black promotional livery

● **Date:** 2004 ● **Service:** Plymouth to Newquay ● **Location:** Lostwithiel

---



Class 57/6 Co-Co diesel, First Great Western green (Bachmann), BR Mk 3 SLEP, SLEP, SLEP, RFB, TSO, BUO

● **Date:** 2008 ● **Service:** Night Riviera ● **Location:** St Austell

---



Class 43, First Great Western blue (Hornby), BR Mk 3 TF, TF, TRFB, TS, TS, TS, TS, TGS – FGW 'dynamic lines' Class 43 HST power car, First Great Western (Hornby) –

● **Date:** 2009 ● **Service:** Penzance to London Paddington ● **Location:** Camborne

---



Class 57/6 Co-Co diesel, GWR lined green (Bachmann/Rail Exclusive), BR Mk 3 RFB, TSO – First Great Western 'dynamic lines'

● **Date:** 2014 ● **Service:** Long Rock to Plymouth ECS ● **Location:** Carlyon Bay

---



Class 150 two-car DMU, First Great Western plain blue (Bachmann) + Class 143 two-car DMU, First Great Western local lines livery (Realtrack Models)

● **Date:** 2014 ● **Service:** Plymouth to Newton Abbott ● **Location:** Totnes

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Class 221 five-car 'Super Voyager' DEMU – Cross Country Trains livery

● **Date:** 2015 ● **Service:** Glasgow Central to Penzance ● **Location:** Par

---



Class 43 HST power car, CrossCountry (Hornby) BR Mk 3 TF, TCC, TS, TS, TS, TS, TGS - CrossCountry, Class 43 HST power car, Cross Country (Hornby)

● **Date:** 2017 ● **Service:** Glasgow Central to Plymouth ● **Location:** Plymouth

---



Class 43 HST power car, BR blue/yellow/grey (Hornby), TF*, TRFB, TS, TS*, TS, TS, TS, TGS – FGW dynamic lines blue, except *GWR green, Class 43 HST power car, GWR green (Hornby) ● **Date:** 2018 ● **Service:** Penzance to London Paddington ● **Location:** Respryn

---



Class 255 HST power car, GWR green (Hornby), BR Mk 3 Sliding Door TS, TSD, TS, TGS, Class 255 HST power car, GWR green (Hornby) – GWR green

● **Date:** 2020 ● **Service:** Penzance to Exeter St Davids ● **Location:** Aller Junction

---



Five-car Class 800/0, GWR green (Hornby)

● **Date:** 2020 ● **Service:** Plymouth to London Paddington ● **Location:** Newton Abbott











SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK		
TYPE	**LIVERY**	**MANUFACTURER**
BR Mk 1 BG/BSK/CK/FK/FO/RB/RU/RFO/RMB/SK/TSO	BR carmine and cream/maroon/green/chocolate and cream	Bachmann
BR Mk 1 BG/BSK/BSO/CK/FO/RB^/SK/SO/TSO	BR carmine and cream/maroon/green/chocolate and cream	Hornby
BR Mk 1 RB^	BR maroon/green/BR blue and grey/InterCity	Hornby
BR Mk 1 POT, POS, Super 'BG', Super 'GUV'	Royal Mail red/RES red and grey	Bachmann
BR Mk 2d-f BSO, FO, TSO	InterCity/Virgin Trains/Great Western (Mk 2d)	Hornby
BR Mk 2f BSO, FO, RFB, TSO	InterCity/Virgin Trains^	Bachmann
BR Mk 3 TF, TS, TRFB, TRSB, TGS, RFM, TSO, FO, SLEP	InterCity/Virgin Trains/Cross Country/FGW/GWR	Hornby
	Great Western Trains/Network Rail	Hornby
Mk 3 Sliding door TCC/TF/TGS/TS/TSD	Great Western/Cross Country/ScotRail	Hornby
BR Mk 3 RFM, TSO, FO	InterCity/Virgin Trains^	Oxford Rail
Notes: ^ forthcoming model		



Above: **GWR bid farewell to HSTs on long distance services to the South West in May 2019. To celebrate the end of their careers, GWR painted two power cars in past liveries including 43002 Sir Kenneth Grange which was finished original BR blue and yellow. Fortunately the HST sets have continued in service as four+two 'Castle' sets in the South West and South Wales.**

VEHICLE DESIGNATIONS	
BG	Gangwayed Brake
BCK	Corridor Brake Composite
BFO	Brake First Open
BPOT	Post Office Brake Tender
BSO	Brake Second Open
BSK	Corridor Brake Second
CCT	Covered Carriage Truck
CK	Corridor Composite
FK	Corridor First
FO	Open First
GUV	General Utility Van
POS	Post Office Sorting Van
POT	Post Office Stowage Van
RB	Restaurant Buffet
RK	Kitchen Car
RFB	Restaurant First Buffet
RFM	Restaurant First Modular
RFO	Restaurant First Open
RMB	Restaurant Miniature Buffet
SK	Corridor Second
SLEP	Sleeper Either Class with Pantry
SO	Open Second
TCC	Trailer Composite Catering
TF	Trailer First
TFD	Accessible Trailer First
TGS	Trailer Guard Standard
TRFB	Trailer Restaurant First Buffet
TS	Trailer Standard
TSD	Accessible Trailer Standard
TSO	Tourist Open Second

FREIGHT FORMATIONS



Class 37/7 Co-Co diesel, Loadhaul orange and black (Bachmann), VGA, VGA, ICA 'Silver Bullet' china clay tank*, ICA*, VGA, ICA*, VGA, eight JIA 'clay tiger' china clay hopper
● **Date:** 2000 ● **Service:** Cliffe Vale to St Blazey ● **Location:** Aller Junction

---



Class 47/7 Co-Co diesel, RES (Bachmann/Heljan/ViTrains), seven JIA NACCO china clay hoppers – weathered Imerys blue
● **Date:** 2001 ● **Service:** St Blazey to Exeter Riverside ● **Location:** Lostwithiel

---



Class 60 Co-Co diesel, Loadhaul orange and black (Hornby), IWA Cargowaggon bogie van*, JIA 'Tiger', JIA 'Tiger', JIA NACCO, JIA 'Tiger', JIA 'Tiger', JIA 'Tiger','JIA 'Tiger', ICA**, ICA** - weathered blue, except *weathered Cargowaggon silver and blue, **weathered silver ● **Date:** 2002 ● **Service:** Cliffe Vale to St Blazey ● **Location:** Newton Abbott

---



Class 66 Co-Co diesel, EWS maroon and gold (Bachmann/Hattons/Hornby), 11 ICA 'Silver Bullet' china clay slurry wagons – weathered silver
● **Date:** 2002 ● **Service:** Burngullow to Crewe ● **Location:** Dawlish

---



Class 66 Co-Co diesel, Freightliner green/yellow (Bachmann/Hattons/Hornby), 17 x HIA bogie hopper wagons – Freightliner green
● **Date:** 2007 ● **Service:** Burngullow to Angerstein Wharf ● **Location:** Liskeard

---



Class 43 HST power car, Network Rail yellow (Hornby), Mk 3 TRFB, TGS, TF, TRFB – Network Rail yellow, Class 43 HST power car, Network Rail yellow (Hornby)
● **Date:** 2008 ● **Service:** Old Oak Common to Plymouth ● **Location:** Newton Abbott

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BR Mk 3 Driving Van Trailer* (Hornby), SLEP, RFM, FO, Class 67 Bo-Bo diesel, EWS silver (Hornby) – EWS management train maroon, except *EWS silver
● **Date:** 2010 ● **Service:** Exeter St Davids to Fowey ● **Location:** Dawlish

---



Class 66 Co-Co diesel, EWS maroon and gold (Bachmann/Hattons/Hornby), JJA, JJA, JJA, JJA, JJA (Gen) Autoballaster wagons – (Railtrack) blue/ivory
● **Date:** 2011 ● **Service:** St Erth to Westbury ● **Location:** Totnes

---



Class 66 Co-Co diesel, EWS maroon and gold (Bachmann/Hattons/Hornby), 26 TTA tank wagons – plain grey
● **Date:** 2013 ● **Service:** Fawley to Tavistock Junction ● **Location:** Dawlish

---



Class 66 Co-Co diesel, EWS maroon and gold (Bachmann/Hattons/Hornby), ten JNA 'Falcon' bogie ballast box wagons – Network Rail yellow
● **Date:** 2015 ● **Service:** Westbury to Totnes ● **Location:** Aller Junction

---



Class 70 Co-Co diesel, Colas Rail Freight (Bachmann), five-car MRA side tipping ballast set – Network Rail blue and ivory
● **Date:** 2016 ● **Service:** Westbury to Truro ● **Location:** Teignmouth

---



Class 66 Co-Co diesel, EWS maroon and gold (Bachmann/Hattons/Hornby), Rail Head Treatment Train, Class 66 Co-Co diesel, DB branded maroon and gold (Bachmann/Hattons/Hornby) – Network Rail blue ● **Date:** 2016 ● **Service:** St Blazey to Newton Abbott ● **Location:** Restormel

---



Class 70 Co-Co diesel, Colas Rail Freight (Bachmann), 12 PCA Metalair cement tanks – plain grey
● **Date:** 2017 ● **Service:** Moorswater to Lostwithiel ● **Location:** Lostwithiel

---



Class 66 Co-Co diesel, DB red (Bachmann/Hattons/Hornby), 11 JIA bogie china clay hoppers – weathered Imerys blue
● **Date:** 2018 ● **Service:** St Blazey to Exeter Riverside ● **Location:** Totnes

---



Class 66 Co-Co diesel, DB branded maroon and gold (Bachmann/Hattons/Hornby), ten JNA bogie box wagons – VTG blue
● **Date:** 2019 ● **Service:** Burngullow to Exeter Riverside ● **Location:** Bodmin Parkway



wagons** – Railfreight silver with yellow ends, except *weathered silver and ** weathered ECC blue







SUITABLE 'OO' GAUGE FREIGHT ROLLING STOCK		
TYPE	**LIVERY**	**MANUFACTURER**
CDA china clay hopper wagon	EWS silver and maroon	Hornby
CDA china clay hopper wagon^	EWS silver and maroon	Cavalex Models
HIA bogie hopper wagons	Freightliner green/Freightliner white	Dapol
ICA 'Silver Bullet' china clay slurry tank wagon	ECC silver/Ermewa silver/weathered	Dapol
IWA/IWB Cargowaggon bogie van	Cargowaggon/plain silver and blue	Heljan
JIA NACCO bogie china clay hopper wagon	Imerys blue/weathered	KMRC
JJA bogie ballast hopper (round top/flat top/generator)	Railtrack blue and ivory	Bachmann
JNA 'Falcon' bogie ballast box wagons	Network Rail yellow	Dapol
JNA-T EALNOS bogie box wagon	VTG blue	Revolution Trains
KUA bogie Nuclear Flask carrier wagon^	Blue and silver	Accurascale
MBA bogie box wagon	EWS maroon	Bachmann
MFA open box wagon	EWS blue/black/maroon	Bachmann
MHA 'Coalfish' open box wagon	EWS maroon	Hornby
MJA bogie box wagon	Freightliner Heavy Haul green	Dapol
MRA side-tipping bogie ballast wagons (five-car set)	Railtrack/Network Rail blue and ivory/yellow	Dapol
MTA open box wagon	EWS maroon	Bachmann
OBA 31ton five-plank open wagon (low/high ends)	BR brown/grey and red/EWS maroon	Bachmann
OCA 'Bass' steel open wagon	BR red/grey and yellow/EWS maroon	Bachmann
PBA/JIA 'Clay Tiger' bogie hopper wagon	ECC white/ECC blue	KMRC
PCA Metalair cement tank wagon	Blue Circle grey/plain grey	Bachmann
PCA depressed centre cement tank wagon	Plain grey	Hornby
PNA 34ton ballast/spoil wagon	Railtrack green/black	Bachmann
RHTT Rail Head Treatment Train	Network Rail blue	Hatton's Originals
SPA 31.5ton steel open wagon	BR red/EWS maroon	KMRC
TTA 45ton tank wagon	Plain grey/black	Bachmann
VGA 46ton sliding wall van	Railfreight Distribution silver/EWS maroon	Bachmann
ZAA 31.5ton 'Pike' wagon	BR grey and yellow	KMRC
ZKA 34ton 'Limpet' ballast wagon	BR grey/grey and yellow/Loadhaul	Bachmann
Notes: ^ forthcoming model		





Above: **The Class 800s are the latest trains to enter service in the South West which have been replicated in 'OO' gauge by Hornby. Here a pair of Class 800s pause at Oak Road alongside a Class 150/2. Read the full feature on Oak Road in HM162.**

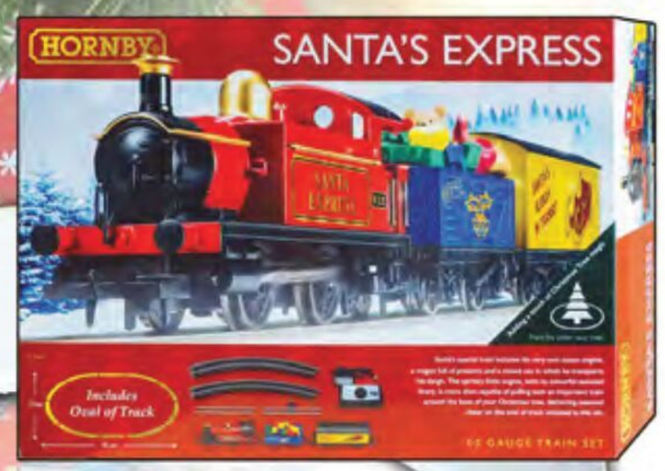
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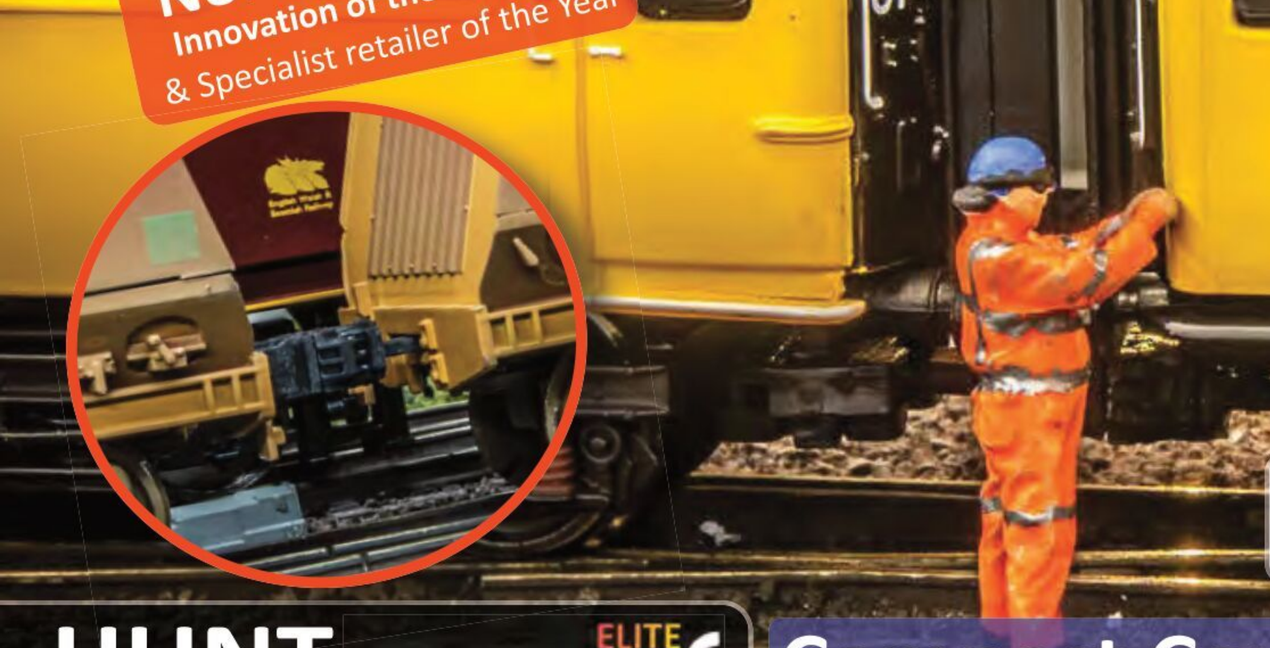
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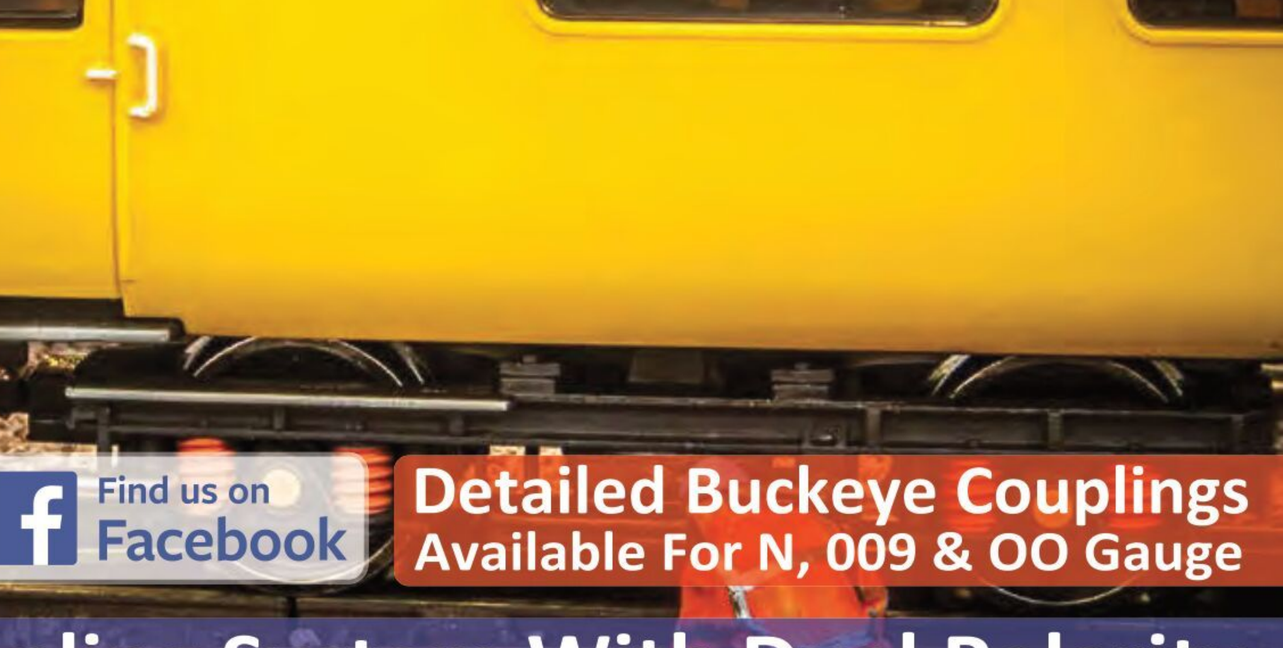
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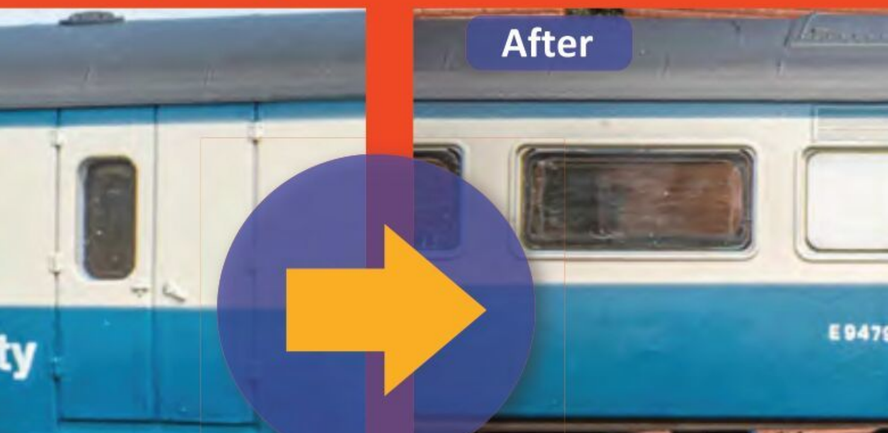
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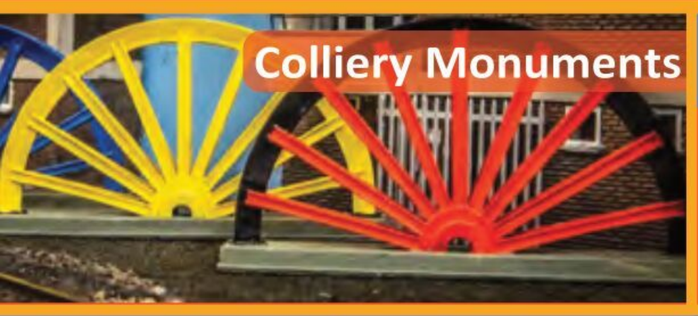




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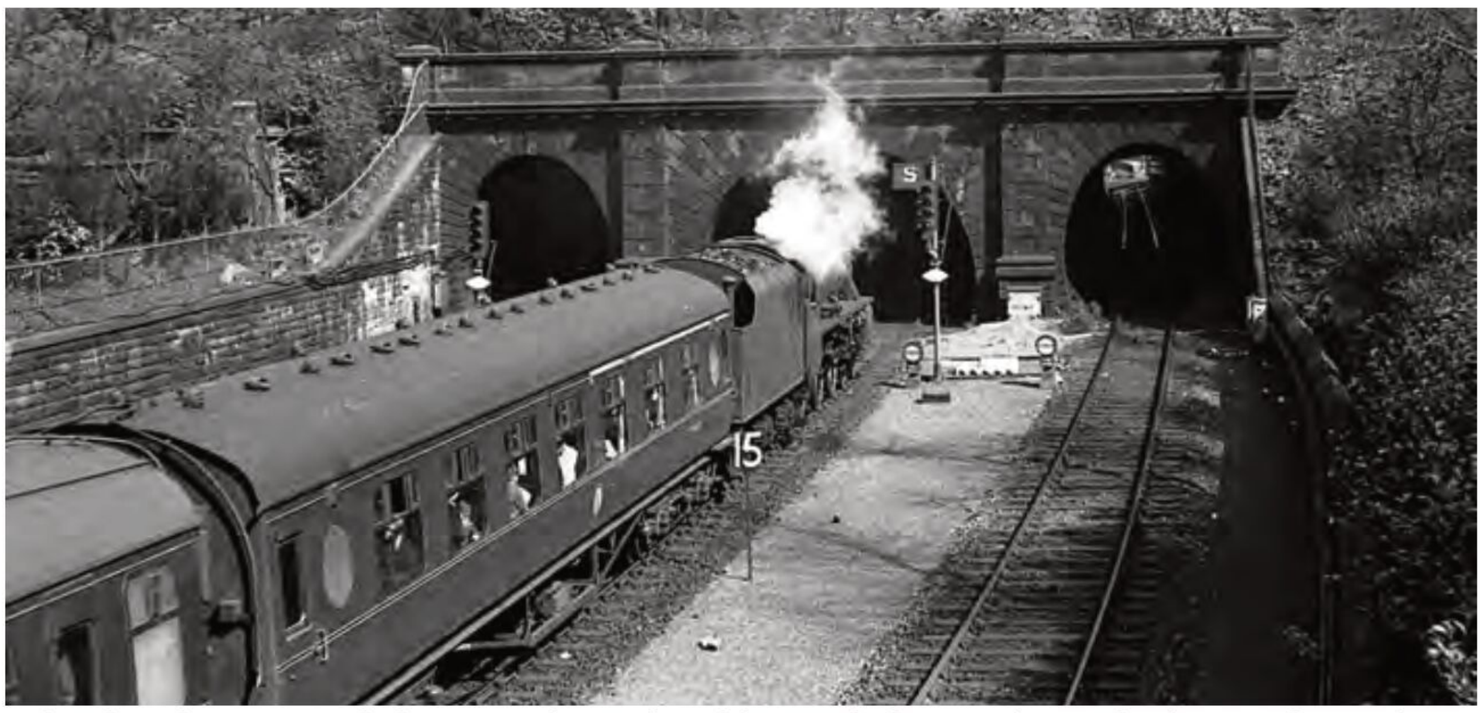
Modelling STANIER COACHES

TIM SHACKLETON looks at some subtle but surprisingly effective ways of improving 'OO' gauge coaches from Bachmann and Hornby.

Stanier's carriage designs continued in front line service in the BR era, as illustrated by this pair of trains at Farington Junction on July 28 1962. On the left is Hughes-Fowler 'Crab' 2-6-0 42703 while on the right is Stanier 'Black Five' 4-6-0 45182, both hauling trains headed by Stanier designed 57ft corridor stock.
Paul Claxton/SA Archive/ Railphotoprints.uk.

THE CLEAN, refreshingly simple lines of steel-bodied Stanier coaches were an integral part of the railway scene I grew up with, and a Trans-Pennine express composed mostly of late-period LMS stock has always been part of my modelling plans. Fifteen years ago, however, I took only a passing interest in the arrival of Hornby's new-generation Stanier LMS corridor coaches, and it was the same story a decade later with Bachmann's 'Porthole' carriages. The reason was not indifference but the comfort of knowing that I had, squirrelled away in one of my gloat boxes, sufficient chassis components, etched body parts and extruded aluminium roofs to build the longed-for rake. But when, a few years on, the time came to make a start on my Stanier coaches, I couldn't find them – house moves can and sometimes do spell disaster in this respect!

To make up the shortfall, I turned to ready-to-run suppliers and specifically the second-hand market that is my automatic first choice these days as I find 'pre-owned' rarely seems to mean a model's actually been used on a layout. In very little time, and without paying the earth, I'd assembled what I needed for a Liverpool-York train of the late 1950s/early 1960s – Corridor Seconds mostly, with a couple of Brake Ends and a Composite, plus a pair of First Class vehicles to add variety. This era represented the last knockings of the old crimson and cream livery, so a couple of carriages bearing these colours also went into the mix, but I also wanted the opportunity to model Stanier coaches in their latter years, which meant making further acquisitions that I could earmark for livery changes.



Other than sleepers, 'porthole' Composites such as this were the last Stanier coaches in everyday service. In 1966 Carstairs still supplied steam for the Edinburgh locals, and here a 66E 'Black Five' runs between the Castle and Princes Street Gardens before diving under The Mound into Waverley. Stuart Holt.

All the Hornby Staniers – first, second, brake second and full brake – are pre-war designs using a common 57ft underframe. There's no Composite, because they ran on 60ft underpinnings that would call for special tooling. In due course, Bachmann seized the opportunity to model the post-war 'Porthole' designs, and came up with no fewer than six different diagrams – a corridor first, brake second and the much sought-after corridor second on 57ft frames, plus a corridor composite, brake first and open first with 60ft chassis. This feature describes what I had to do to create the formation I wanted, which closely follows my original plan based around etched brass components. For practical guidance I'm much indebted to my friend Malcolm Nevitt from Manchester – many years ago, when I was editor of *Model Railway Journal*, I commissioned Malcolm to deliver something very similar to the piece I'm writing now, which shows foresight if little else. I little realised that, 15 years later, I'd be following exactly the same route.

MODELLING STANIER CARRIAGES IN 'OO'



1 A Hornby 57ft Corridor First in BR maroon. It is basically a sound model, but I'm not sure about the prismatic effect on the windows. The livery looks flat and the gold lining and lettering isn't right. The Hornby Stanier stock is based on pre-war designs and is available in LMS livery as well as BR crimson and cream and the later maroon.



2 'Porthole' coaches date from 1948 and never ran in LMS livery, so they're available only in crimson and cream and post-1957 maroon. This is the brake second in the earlier scheme – there is far less of the prismatic effect with the glazing, but the ride height doesn't match Hornby's. Without modification, the two manufacturers' coaches look unbalanced coupled together.



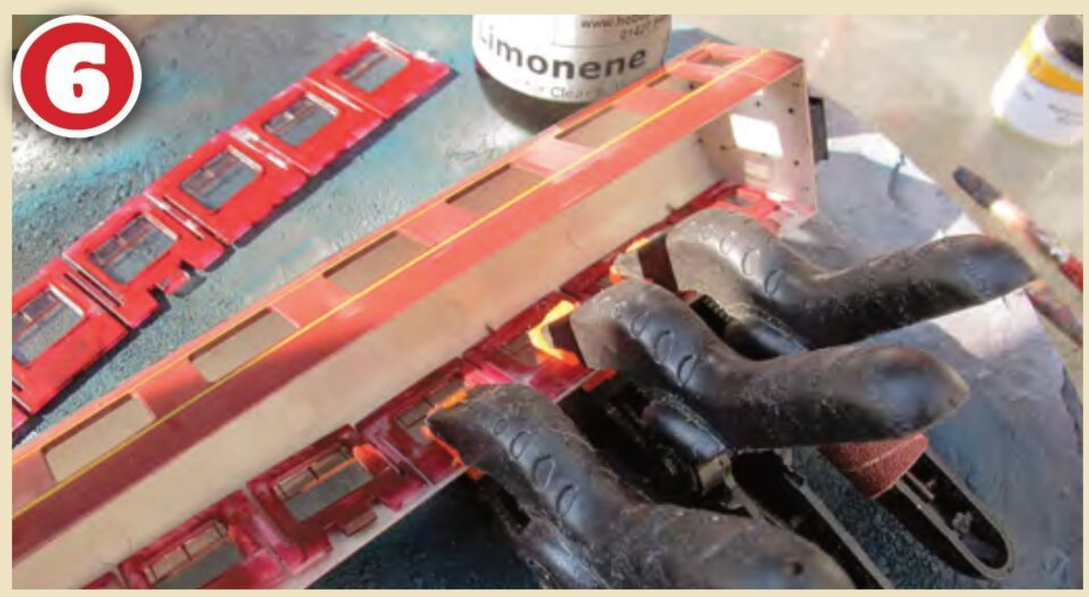
3 Let's look at the Hornby coaches first. The way to correct the window issue is to paint the whole of the glazing insert in body colour, with the exception of the panes themselves. The windows are inset and you need a steady hand and a small, pointed brush to paint the inside and outside of each recess.



4 While the windows were removed, I used a tiny quantity of automotive colour restorer to add a bit of life to the livery shade. I used T-Cut whereas Malcolm – infinitely more of a car enthusiast than I am – advocated AutoGlym. Carefully rubbed in with a soft cloth and working horizontally along the coach, a deep lustre soon begins to emerge.



5 I've got three jobs on the go at once here, all using an airbrush. One is sooting the coach roof, and then weathering the underframe, using various blends of Matt Black and Light Brown. Finally I've blown over the pink upholstery inside the compartments with a more convincing shade – a thin coat of coach maroon to start with, followed by a dusting of Light Brown based on my memories of the less-than-plush interiors of these coaches in the 1960s.

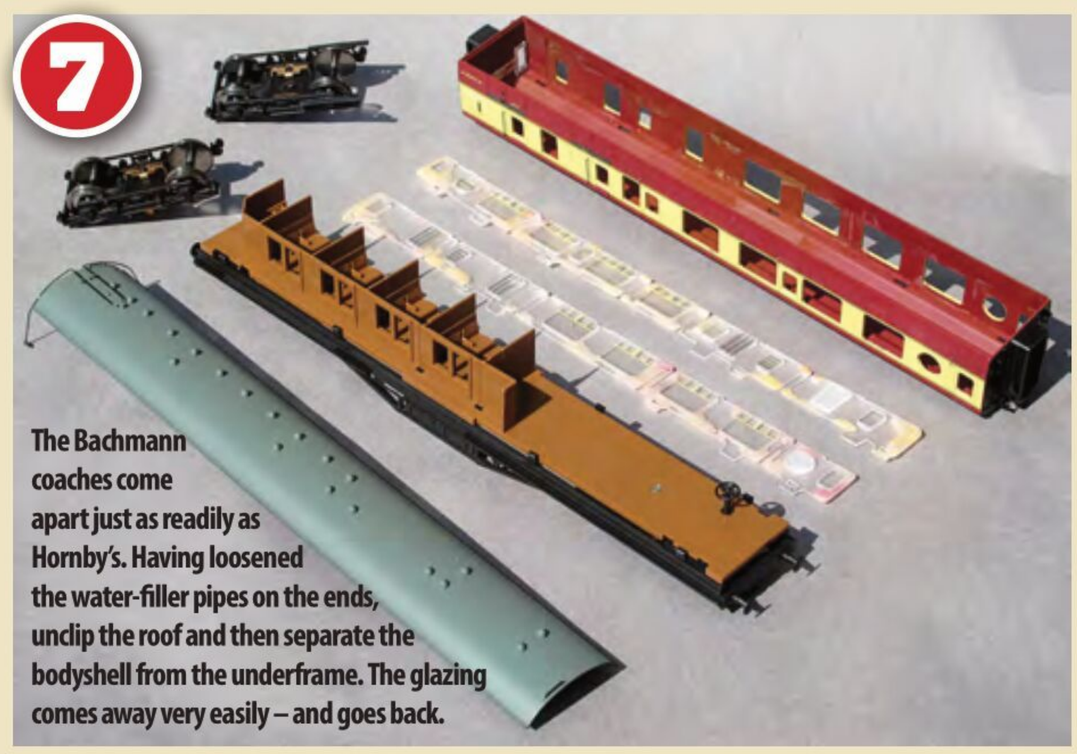


6 Before refitting the glazing, you'll need to block in the rest of the glazing panels. As Malcolm explains it, the prismatic effect is caused by refracted light bouncing around inside the coach, so if you can eliminate all reflective surfaces except the window glass itself, the problem should be much reduced. The clamps hold the glazing in place while the solvent – I used Limonene – is doing its stuff.

Intermediate
Beginner SKILL LEVEL Advanced

The clean lines of Stanier's 'Porthole' carriages – so named because of their distinctive round toilet windows – are captured at Grayrigg as Stanier 'Black Five' 44675 takes an extra working to Carlisle north on July 29 1967.
Chris Davies/Railphotoprint.uk.

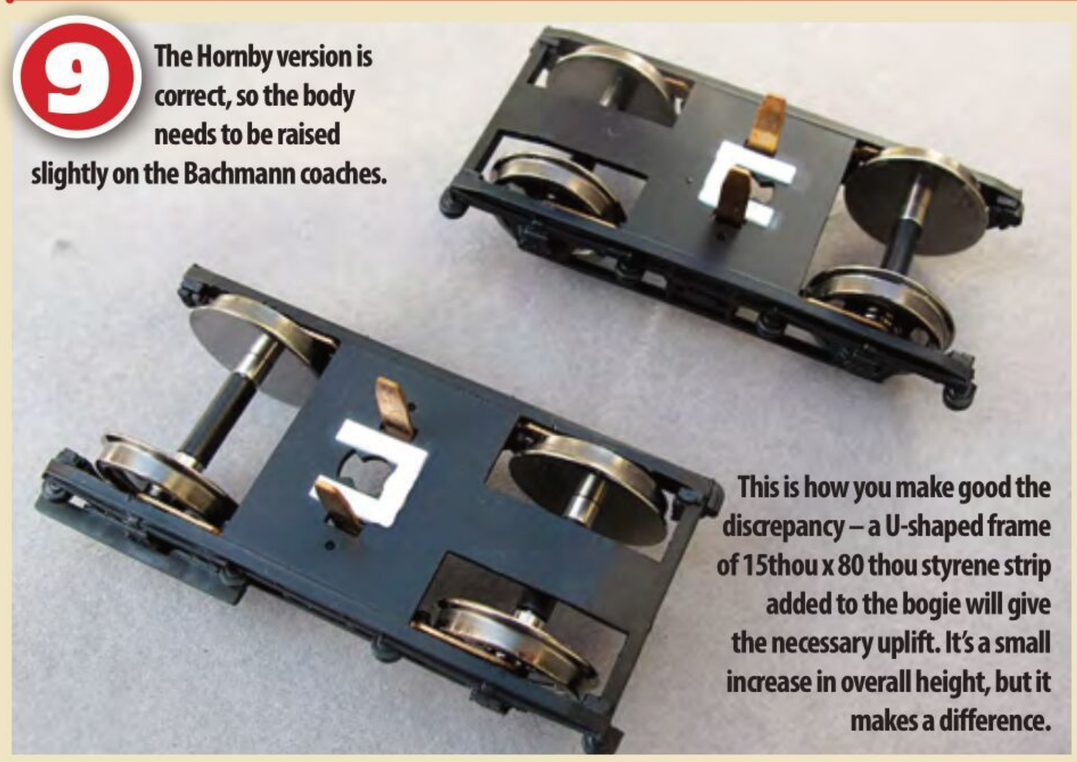




7 The Bachmann coaches come apart just as readily as Hornby's. Having loosened the water-filler pipes on the ends, unclip the roof and then separate the bodyshell from the underframe. The glazing comes away very easily – and goes back.



8 When you compare the two manufacturers' Stanier carriages, the buffer centres – the universal common datum for all rolling stock – are out of alignment. This means the roofs, cantrails and corridor connections don't line up either – only by a millimetre or so, but enough to raise eyebrows.



9 The Hornby version is correct, so the body needs to be raised slightly on the Bachmann coaches.

This is how you make good the discrepancy – a U-shaped frame of 15thou x 80 thou styrene strip added to the bogie will give the necessary uplift. It's a small increase in overall height, but it makes a difference.



10 While quite a number of post-war coaches lasted into 1966, precious few Stanier coaches received BR blue and grey. All of them were 'Porthole' stock apart from a few sleepers, and I particularly wanted a Brake Second in these colours. The first step was to remove the crimson and cream paintwork by scrubbing it with Phoenix Precision's Superstrip and an old toothbrush.



11

Once the existing finish was gone, I gave the coach body an initial coat of white primer and then airbrushed it with Rail Grey from the LifeColor 'British Railways' set covering the period from the 1970s on. This needs to be left to set rock-hard over the next 24hrs.

12

Remember that coach solebars, at least in the early days of blue and grey, were painted Rail Blue rather than the traditional black. Bogies and underframe fittings were dark brown, but this vanished very quickly once the stock was back on the road.

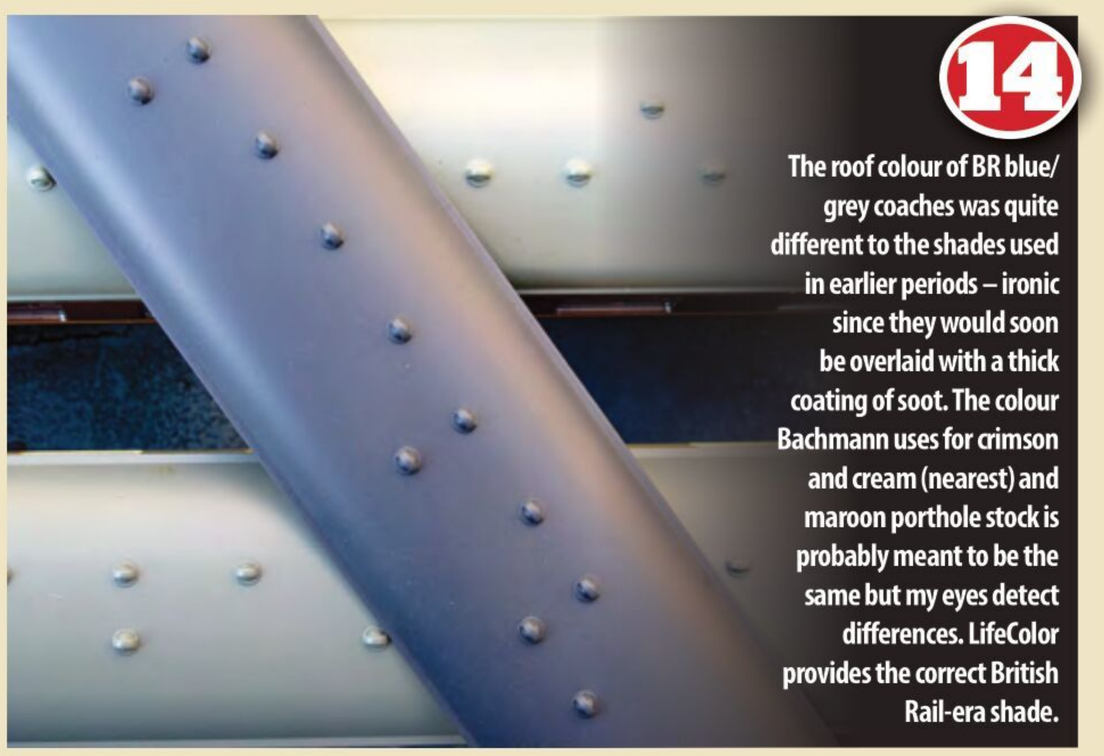


13



BR's preferred 'eggshell' finish was quite dull, somewhere between matt and satin, which looked quite smart at first, but it wore very badly and a gloss finish was soon substituted. I love this moment. The masking tape is Tamiya.

14



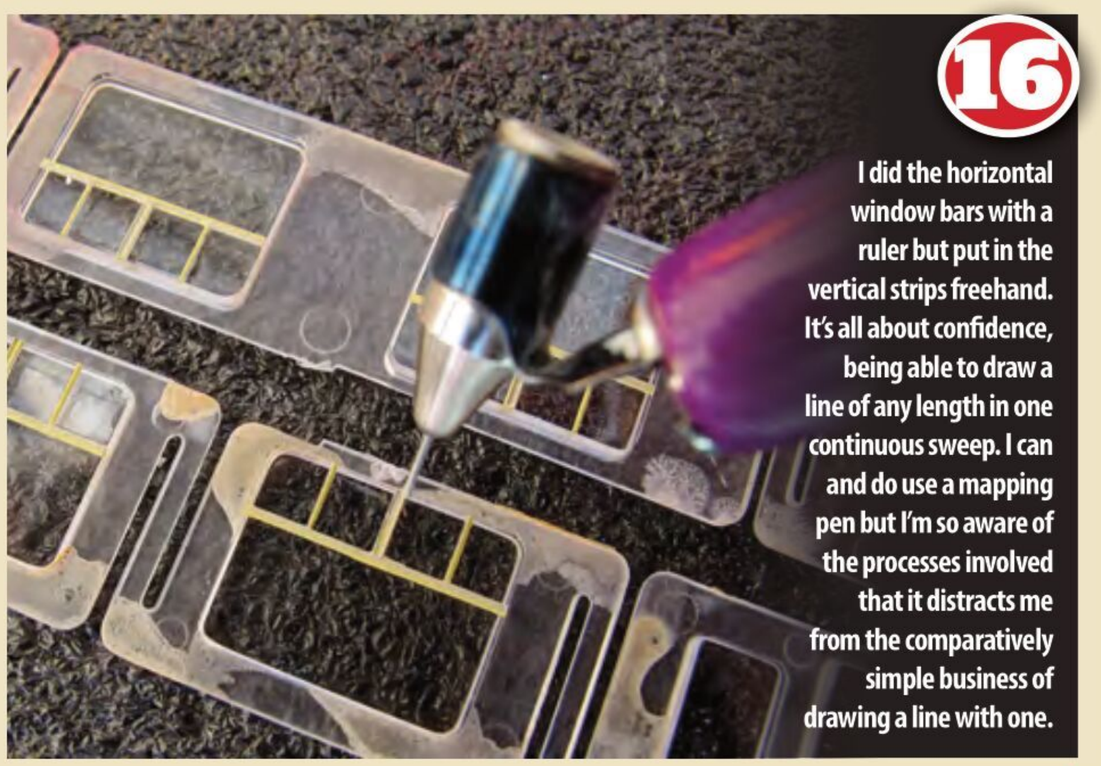
The roof colour of BR blue/grey coaches was quite different to the shades used in earlier periods – ironic since they would soon be overlaid with a thick coating of soot. The colour Bachmann uses for crimson and cream (nearest) and maroon porthole stock is probably meant to be the same but my eyes detect differences. LifeColor provides the correct British Rail-era shade.

15



A ¾in (18mm) white line separates the blue and grey panels. I ruled this on using an EasiLiner pen from Chris Arundel *(www.mylocosound.co.uk)*. It doesn't rule as fine a line as my Bob Moore pen but it's far easier to use – and clean. The tin supports my hand to keep it steady. Hand-lining avoids the kinks, wobbles and silvering associated with transfer lining.

16



I did the horizontal window bars with a ruler but put in the vertical strips freehand. It's all about confidence, being able to draw a line of any length in one continuous sweep. I can and do use a mapping pen but I'm so aware of the processes involved that it distracts me from the comparatively simple business of drawing a line with one.

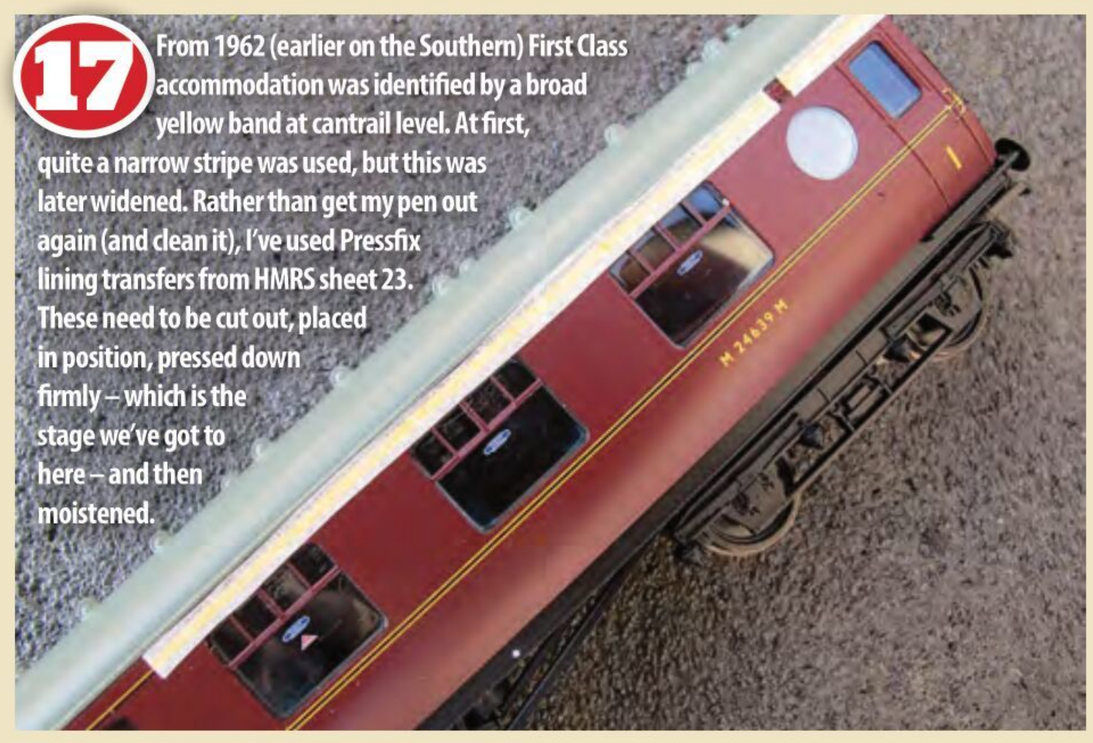
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17

From 1962 (earlier on the Southern) First Class accommodation was identified by a broad yellow band at cantrail level. At first, quite a narrow stripe was used, but this was later widened. Rather than get my pen out again (and clean it), I've used Pressfix lining transfers from HMRS sheet 23. These need to be cut out, placed in position, pressed down firmly – which is the stage we've got to here – and then moistened.



Intermediate
Beginner SKILL LEVEL Advanced



An Ivatt 'Mogul' on what is either a Silloth or Langholm train at Carlisle on April 11 1964. Next to the engine is one of the post-war Diagram 2117 Composite coaches built at Wolverton in 1946-1948 that immediately prefigured the 'Porthole' designs, while M26537M is a Diagram 1968 Brake Second built at Derby in 1946, some of which survived until the end of 1967. D.F. Tee.

18 **All Stanier-designed corridor coaches carried the initial BR livery of crimson and cream which, from 1956, gradually began to be superseded by the new maroon livery. By 1958, the original colours were becoming noticeably rarer but the latest authenticated date I have for a coach in crimson and cream is 1964 (a BR Mk 1). The maroon coach is highly polished but the paintwork of the Brake First has been subtly faded by washing over it with airbrush cleaner.**



19 **You can see here the difference that losing the prismatic glazing effect makes on this Hornby Second Class coach, compared to the Bachmann Brake Second next to it. The bodysides have been gently polished with T-cut. BR maroon lasted into the 1970s but the pre-war Stanier coaches that had carried this livery had all been withdrawn by the mid-1960s.**



20 **Other than sleeping cars, only a handful of Stanier coaches – all of them 'Porthole' designs – carried the new blue and grey livery introduced in 1965. A few post-war designs in maroon livery survived a year or two longer but an all-Stanier rake – once a common sight – was becoming increasingly rare. Equally unusual – for a few years at least – was a set consisting entirely of blue and grey coaches.**



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Lakeside

It has a thorough backstory, but **GRAHAM FOULSTON** *uses his highly detailed 'OO' gauge scenic layout as a stage to display a wide range of models, from the 'Big Four' to the present day, home and abroad.*

PHOTOGRAPHY, MIKE WILD

AT THE AGE OF 64, I knew that retirement was only a year or two away and that I wanted to have a hobby that I could enjoy in the future. I previously had hobbies like radio-controlled model aircraft for several years, building several kit cars and a varied amount of other interests. But I wanted something different, something which would keep my mind occupied as well as being creative.

As a graphic designer/technical illustrator for most of my career - and with a five-year mechanical engineering technician apprenticeship behind me - I wanted a new project that would include all those things so it was important that whatever hobby I chose, it had to





GAUGE 'OO', 16.5mm | SCALE 4mm: 1ft | SIZE 16ft x 10ft | REGION Anything goes | PERIOD 1920-2020 | CONTROL DCC, Roco Z21

be creative, technical - and be fun.

In about 2013, I noticed an advert from Hornby advertising the 'Brighton Belle' Electric Multiple Unit (EMU), and I fell in love with it as it reminded me of my childhood, standing on Three Bridges station with my parents and the 'Brighton Belle' roaring through. That image has stayed with me from all those years ago: I just had to get it! With no layout, undeterred I ran it initially on the kitchen floor with some old track I had and an old Hornby DC controller.

After a few runs, I quickly decided to get myself a Digital Command Control (DCC) controller and decoder. I ended up with an ECoS system and decent decoder which I put into the 'Belle' and my first tentative steps were taken into the world of model railways. Bitten by the bug, my next locomotive was the superb blue and silver Bachmann *Deltic* which I managed to get with sound fitted - my first sound model. I still have both those models today, and both still run superbly.

I already had a couple of old locomotives - some from my childhood and a few which I had bought over the years - just because I liked them, so it seemed a logical step to make this my hobby for my retirement. I did a lot of research looking at YouTube videos on baseboard building and especially looking at videos of other people just starting out in this hobby to give me some idea of what to do, what not to do and what to expect. Things had changed so much since I last had a layout many, many years ago, it felt like I had to start from nothing again.

Just before I retired at 66, I had a baseboard up in a spare room above our double garage, mainly consisting of 4ft x 3ft MDF panels joined together with a timber framework - not huge but certainly large enough for me to make a decent size layout of about 16ft x 10ft. I had to learn a lot and quickly but spending more and more time watching videos helped things fall into place.

I decided to go the DCC route, primarily because it seemed to give me more options as regards having sound, a simpler wiring »

1 Left: **The police have stopped a BMW in the high street in their fully illuminated Jaguar F Pace.**

2 Below: **A Class 800 sweeps into the station as the New Measurement Train HST set enters the tunnel in the distance alongside an emerging Class 70.**



3 The village scene is filled with life and even features a pair of bicycles operated with the Magnorail system which ride along the main road and around the track behind the houses.

configuration for the track plus many other things like smoother running of the models – and of course I had already bought the ECoS. As this was my first layout, it was never intended to go to exhibitions to be displayed, and so after a little planning of a basic oval layout the first tracks were put down on the now built baseboards. This was a simple two track system to begin with including a few points for sidings and a terminus. The very first train to run on Lakeside was a Hornby 'Britannia' pulling eight Mk 1 coaches. The joy I got from seeing that train run for the first time was immense.

I took many videos as I progressed the building of Lakeside, primarily for my own reference for future use but it became clear that I had to store them as I was running out of space to keep them on my own hard drives, so this was when I decided to upload them to YouTube as it could store them for me and it was quick and easy to go back to them when I needed to. I'm so glad I did because it wasn't very long before I started getting comments and suggestions and to this day, I can't thank the folk on YouTube enough to have given me the help and support that I so needed at that time and still do even today.



4 An Eastern National Duple Dominant II pauses at the bus stop before being released for another circuit of the street scene by the Faller Car System module.



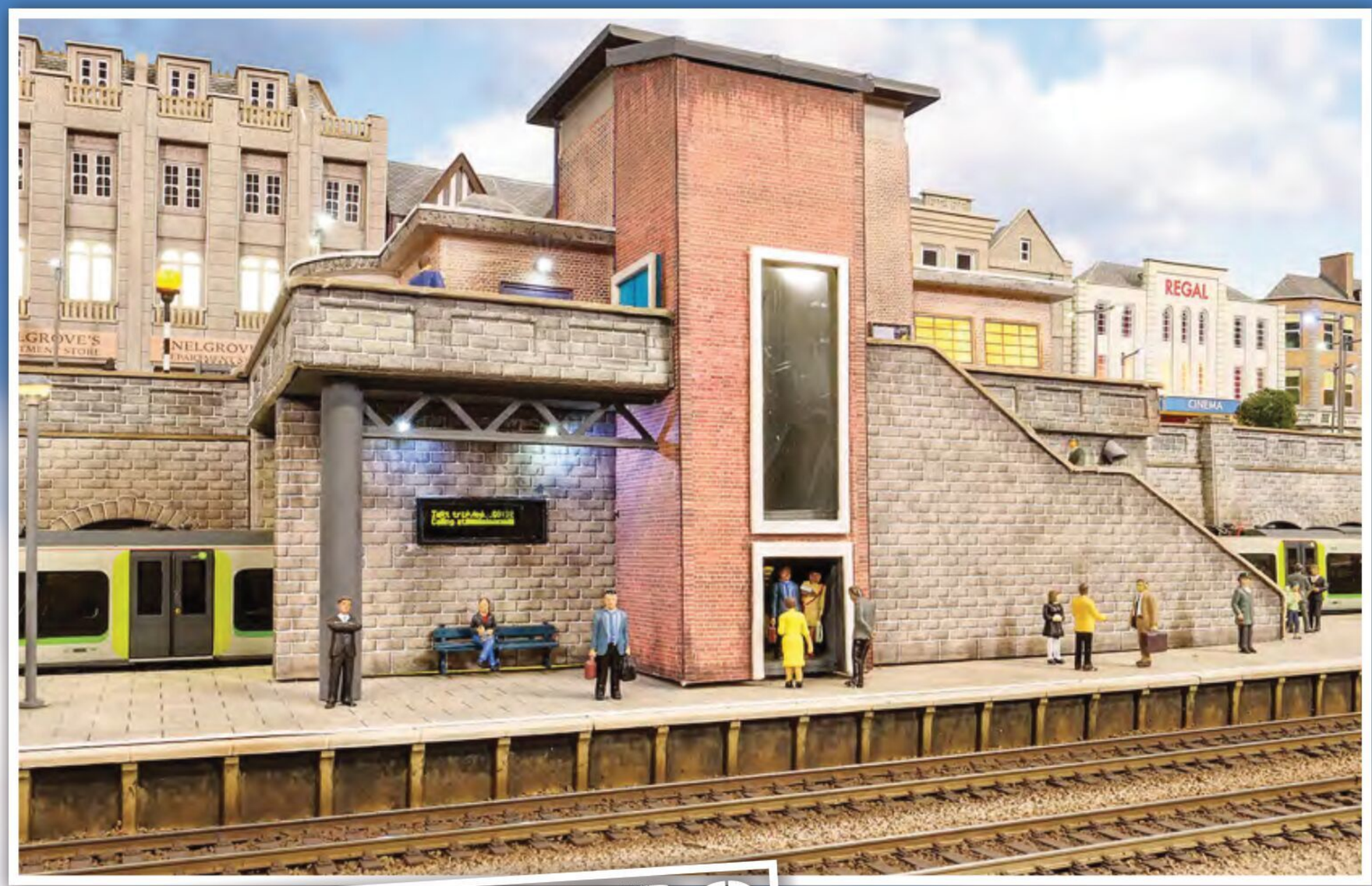


5 Lighting enhances the appearance of the Regal Cinema in Kingsway. All of the buildings on the highstreet have been illuminated.

THE BACKSTORY

The one thing that did become apparent early on was that I needed a story of how Lakeside came about and so a very good friend of mine sat down with me and we created that story which exists to this day. I wanted a reason why every building, hill or bridge was there and not just put there because it seemed a good idea at the time. That was when I had the idea of building a manor house which would be the central point of Lakeside both within the story and the physical sense. This was made up from seven different Metcalfe card kits of various buildings, sitting in its own substantial gardens and has a family living there who are major players within the Lakeside story. »

6 An East Midlands Trains Class 158 eases into the front loop as a Class 66 and 68 pass on the centre roads with freight traffic. Many of the buildings and structures have been recycled from the original version of Lakeside.



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VISIT WWW.KEYMODELWORLD.COM TO SEE VIDEO OF THIS LAYOUT IN ACTION

7 Left: **Lakeside is full of working features including lighting, a Train-Tech destination display, an operational lift and more.**

8 Right: **Kingsway Bus Station is built from a former Corgi kit and has been detailed inside with lighting and waiting passengers. The Duple Dominant II is a working vehicle fitted with a Faller Car System mechanism.**

9 Below: **The ever-popular New Measurement Train thunders through the centre road at the station with the substantial bus station providing the backdrop in the distance.**

Below



Five years later, the layout was quite well advanced in its build state but I was becoming more and more frustrated with it for various reasons - primarily because I had fallen into the trap that I was creating this layout from other people's suggestions - put a point here, put a double slip there and so on. I decided it wasn't working for me and that I need something that I would be happy with. It was hard work operating it - there were too many points, a quite complex track layout, and I was discovering that my track laying was not what it should be. With a heavy heart I decided to take it all up and start afresh.

LAKESIDE TAKE TWO

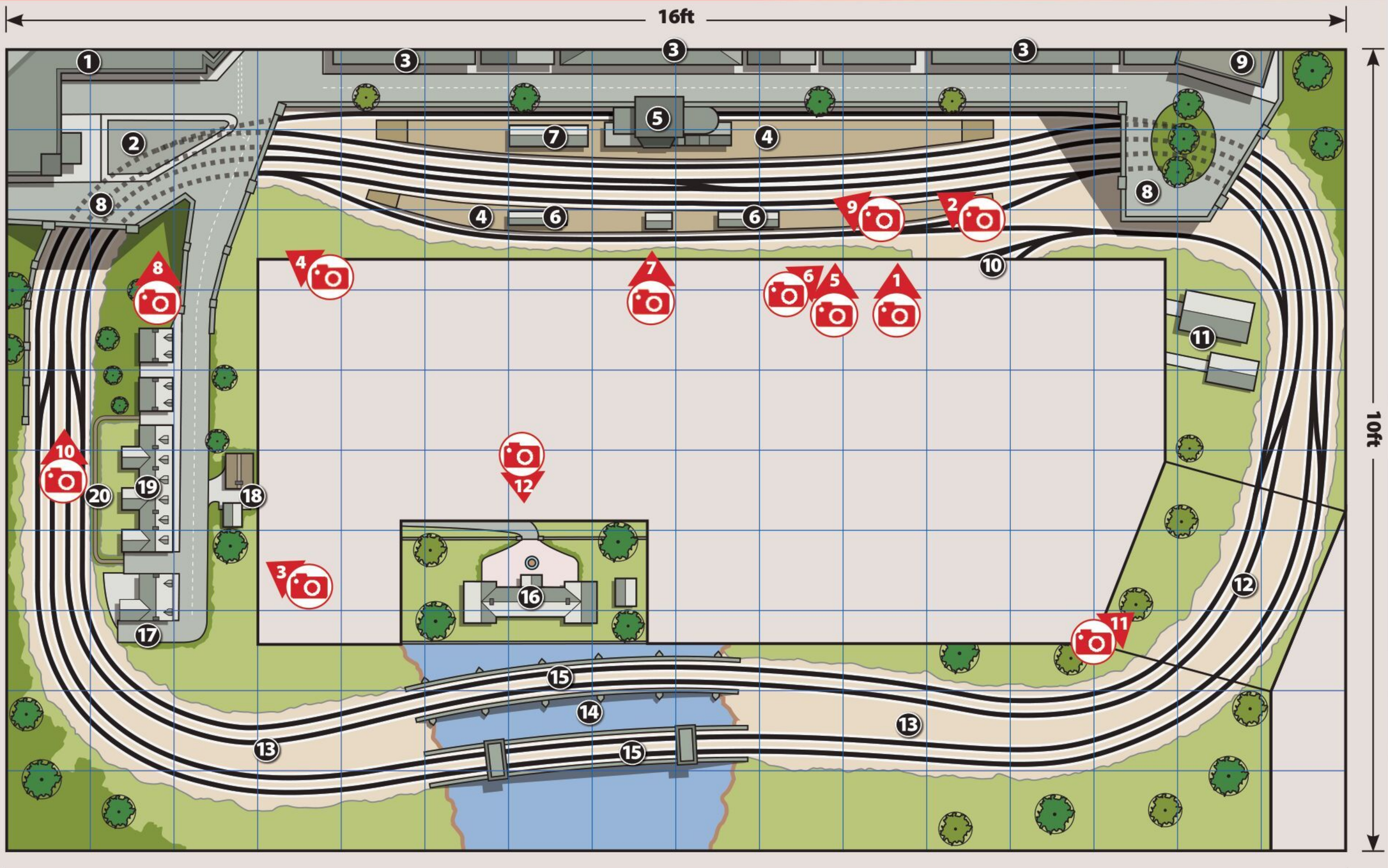
Just under two years ago, Lakeside version two was born. This time I would design it from the ground up by getting the room itself into better shape with the main thing being having air conditioning fitted. Gone would be the days of freezing cold winter days and sweltering hot summers in the train room. It would now be a constant 18 degrees day and night, every day, week and year. This would also help to keep all stock in perfect condition plus of course, there would be no warping in any of the baseboards and a much improved working environment.

The design of the layout was to be much simpler than the previous scheme with far less pointwork and far less track: the interest lost in less track would be replaced by the scenery with areas of interest that created movement apart from trains going round. One thing I was determined about was to reuse as much as I could from the previous layout and so it wasn't ripped up but carefully dismantled so that as much of the scenery could be reused. Although the track would be different, I could still build the new layout with a similar feel to the previous one. »



10 A new arrival on Lakeside is Heljan's 'OO' gauge model of unique EWS maroon and gold liveried Class 33 33030. Here the BRCW Type 3 leads an inspection saloon out towards the country from the main station.

LAKESIDE TRACK DIAGRAM (Not to scale)



KEY				
1 Bus station	5 Station building	9 Multi-storey car park	13 Future scenic area	17 Public house
2 Bus stop	6 Platform buildings	10 To future extension	14 Future lake	18 Thatched cottage
3 Town buildings	7 Canopy	11 Steam sheds	15 Viaduct	19 Cottages
4 Platform	8 Faller return loop	12 Lifting section	16 Manor house and grounds	20 Cycle loop

INTERACTIVITY

I wanted some parts of the new layout to be interactive so if friends came round then they could get involved and enjoy the fun of operating some of the scenes as well as run trains. The first of these scenes is something which is, in my opinion, unusual and which I haven't seen on a layout before. It's an operating lift on the main station giving access from Kingsway High Street to platform level - this took me three months to develop and I finally came up with a system which was reliable and functional and has been in operation without a fault since installation.

The second scene was a High Street above the platform area which would have a Faller road system installed, so I now had a fully functional High Street (Kingsway) with moving vehicles and the obligatory buildings which are all lit including an early rare Corgi branded bus station made from card given to me by a good friend of mine.

I then turned my attention to Lakeside Village where again I not only wanted a typical looking village but one with movement. This was going to be in the form of two cyclists and a dog in a carrier on one of the bikes - these represent my wife, myself and our dog Ruby. This then makes the village a little personal to us - plus I have also built a replica of our

11 A Hattons Class 66 leads an intermodal train around the curves at one end of the layout and passes a Class 158. This scenic section leads to the next area of the layout to be developed scenically.

thatched cottage where we live so even our home is represented on the layout.

I have one more major scene left to create which I am just in the throes of designing and building as you read this. It too will have movement, but I will leave it there for the moment as I want to develop this first before I let on what the movement will be. Although the lift on the platform took a while to develop and I'm proud of the way it works, I think my favourite scene on the layout and one which has given me the most satisfaction has to be the Magnorail cyclists running around their track within the village area. The crowning glory for me was that I was awarded the title of 'Magnorail Master Magician' from Magnorail for this scene, something I never dreamt I could have ever accomplished.

The control system has also been upgraded to use Roco's Z21. This clever system combines its own Wi-Fi network with a tablet/phone based control system which works with touch screen devices. For Lakeside I use an iPad to operate the layout and its inbuilt locomotive database with custom images is a great way to keep track of the locomotive fleet too.

VARIED FLEET

My rolling stock, like many model railway enthusiasts, has grown considerably over the seven years since I first started the layout and I have stock which I like rather than a certain era or region. I have steam locomotives like the Ivatt 'C1' 4-4-2 and modern trains like the bi-mode Class 800 from Hornby. I have an American 'Big Boy' and an 'F7' Santa Fe El Capitano - just because I like them. There are many other items of stock that I would like to purchase on the layout (the 'W1' 4-6-4 being one of many) but they are nearly all at the pre-order stage rather than being available today so we will just have to wait and see if and when they are released that they will become available to view on Lakeside.

For this feature I chose the modern era for the rolling stock which saw Lakeside decked out with a Class 800, the Network Rail New Measurement Train, a Class 70 hauled stone train, Bachmann's new 'OO' gauge Class 158 in East Midlands Trains colours and upgraded sound, a Hatton's Class 66, DRS Class 68 and more – though within an hour the whole scene can be changed by replacing the stock with that from different eras.

This has been an amazing seven years for me with this wonderful hobby of ours, and long may it continue. I'm sure that once I have what I think is a completed Lakeside, I will look around and see that a certain area needs a slight tweak and I hope to share future developments with you here in *Hornby Magazine*. HM

● To see Graham's latest updates visit *www.youtube.com* and search for Graham Foulston to find the Lakeside channel.



12 The manor house takes centre stage ahead of the new scenic area which will play host to the railway on a viaduct. This area is just starting to take shape with the manor house being built for the original version of the layout.



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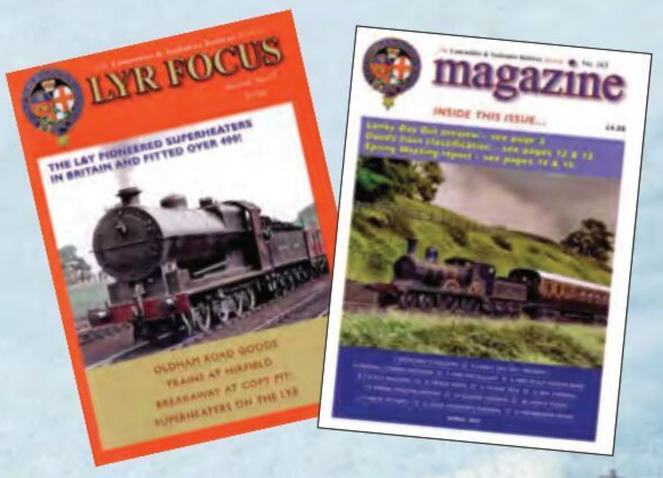
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KR Models debuts GT3

KR Models launched its model railway business in 2018 with plans to produce a 'OO' gauge ready-to-run model of unique English Electric gas turbine prototype GT3, and now it's in the *Hornby Magazine* office for review. **MIKE WILD** pays close attention to this sought-after new arrival.

TECHNICAL DETAILS	
Manufacturer:	*www.krmodels.co.uk*
Cat No:	GT3
Description:	English Electric GT3 4-6-0, beech leaf brown
Builder:	English Electric, Vulcan Foundry
Region:	Midland Region
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	275mm
Price:	£195 (DCC ready), £295 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	28mm round
Exterior lights:	Directional lights
Interior lights:	Cab light
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	4-6-0
Purpose:	Express passenger
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

EXCLUSIVE FIRST REVIEW

I KNOW I'm not the only one who has been hankering after a model of this English Electric gas turbine prototype because the first production run has already sold through with new 'OO' gauge ready-to-run manufacturer KR Models. It launched with a bold mission to create the sought after GT3 for 'OO' gauge in 2018 (HM133), and as the first shipment is on the water it has expressions of interest open for a second production run too, such has been its popularity.

What we have here is the first chance to see the finished product up close. Any model manufacturer has a tough audience to please, but when it comes to releasing your first product to market all eyes are on what you do, so it's essential to get every element, big and small, right. Has KR Models done that? That's what we are here to find out.

The real locomotive had a very short career on the main line railway system. It was completed and ready for main line testing in 1961, but by 1962 – having appeared on the former Shropshire Lines, Great Central Railway main line and West Coast Main Line – it was back at English Electric's Vulcan Foundry works with no future. Sadly it was scrapped four years later as the concept was outdated. You can read the full story on GT3 in Reality Check on pages 66-69.

THE MODEL

GT3's appearance was unique amongst the gas turbine prototypes. Its 4-6-0 steam locomotive style chassis harked back to the traction it was set to replace, as did its cab position – though apparently, the crews enjoyed driving it because it was comfortable, quiet and »

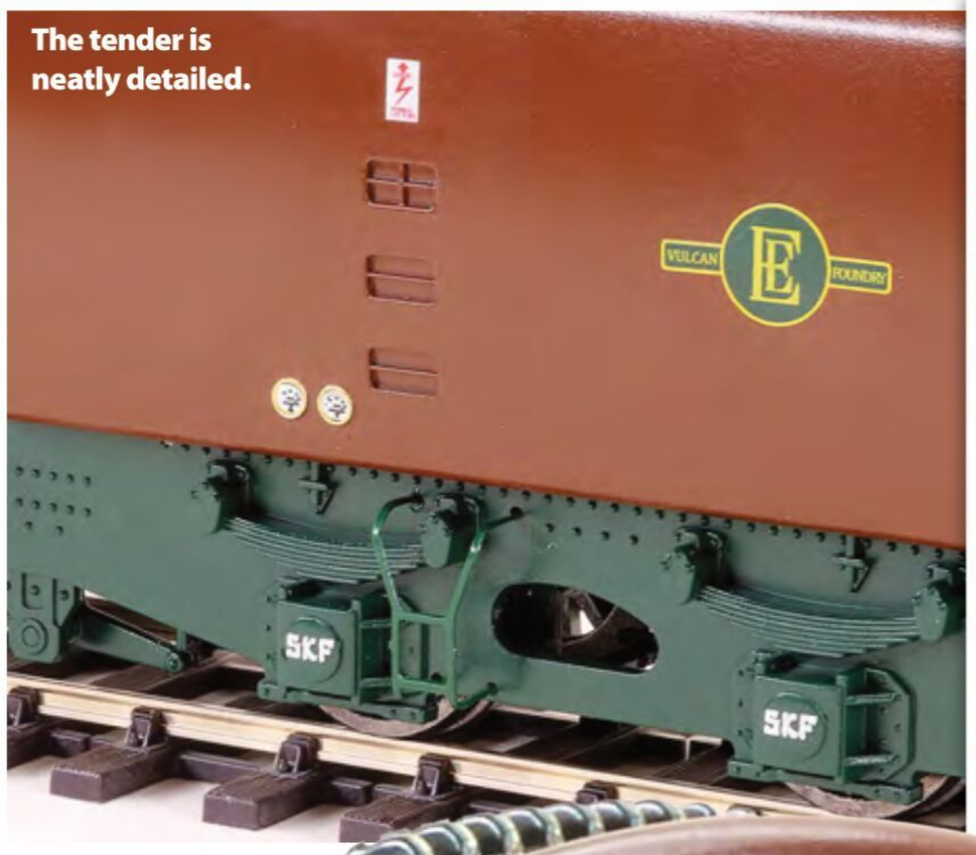
"The quality of the decoration was one of the first things which struck us about KR Models' GT3."



Unusual but impressive, GT3 will stand out on any layout.



Above: **A kinematic 6-pin power coupling join the locomotive and tender.**



The tender is neatly detailed.

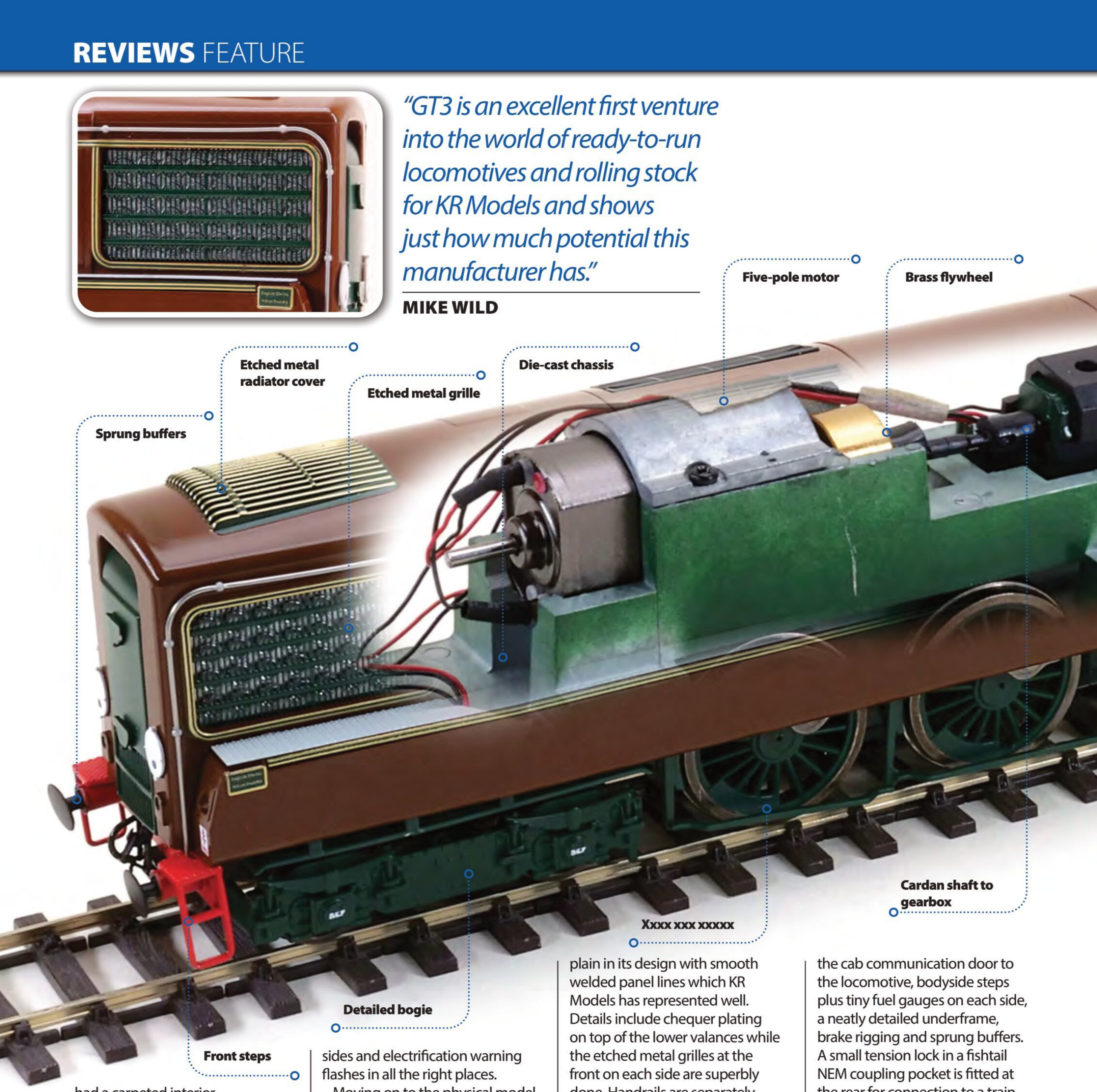


Above: **On curves the tender coupling opens.**



"GT3 is an excellent first venture into the world of ready-to-run locomotives and rolling stock for KR Models and shows just how much potential this manufacturer has."

MIKE WILD



had a carpeted interior.

Its livery was distinctive too and earned it the nickname 'Chocolate Zephyr'. The primary colour is referred to as beech leaf brown while the grilles and underframe were finished in Brunswick green by contrast. The quality of the decoration was one of the first things which struck us about KR Models' GT3. It has a quality sheen to its paint which makes the injection moulded body look like it's made from metal. Similarly well done is painting of the etched metal grilles which are finely finished just like the underframe parts. There are also SKF logos on the axle boxes, a raised GT3 numberplate on each cab side, BR style English Electric crests on the tender sides and electrification warning flashes in all the right places.

Moving on to the physical model and there is no questioning that KR Models has done a brilliant job in modelling this unique locomotive.

At the front you will find separately fitted steps and sprung buffers while from the factory the headcode will display four white round discs. Fear not as replacement closed headcode discs are included in the accessory pack (both brown and green) together with bufferbeam parts to complete that area when the front tension lock coupling is removed. The headcode discs are a simple push fit into the openings on the bonnet end, and each has an LED light behind it too with a hole through the white discs for it to shine through.

The main body of GT3 was quite plain in its design with smooth welded panel lines which KR Models has represented well. Details include chequer plating on top of the lower valances while the etched metal grilles at the front on each side are superbly done. Handrails are separately fitted throughout while even the half oval cut out steps at the front have been modelled together with the valance tumblehome.

Below the frames the outside frame bogie captures the details of the prototype while the brake rigging and the chunky bosses of the coupling rod are all faithfully reproduced leading back to the cab. This features a control desk and seating inside, though not in full colour, while the cab doors have separately fitted handrails and the glazing is smartly fitted and clear with the silver window frames printed on raised parts of the moulding.

Completing the model is its tender which even has representation of the cab communication door to the locomotive, bodyside steps plus tiny fuel gauges on each side, a neatly detailed underframe, brake rigging and sprung buffers. A small tension lock in a fishtail NEM coupling pocket is fitted at the rear for connection to a train.

PERFORMANCE

Our analogue sample of GT3 was delivered with a 21-pin decoder socket and space to install a 28mm round speaker in the tender. The locomotive contains a five-pole motor which drives the centre axle of the locomotive. Power is transferred between the locomotive and tender via a neatly designed 6-pin power coupling which allows for close coupling of the two parts as well as it negotiating second radius curves. It is also simple to connect and pleasing to view as there are no trailing wires between locomotive and tender.

Out on the track we were impressed by the smooth running

Gear tower to centre driving wheels

Cab interior detail

Etched roof fan grille

21-pin decoder socket

28mm round speaker space

Power coupling between locomotive and tender

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and sure-footed mechanism which, after running in, saw our sample of GT3 happily run around Topley Dale at the head of an eight coach train without breaking a sweat. It also negotiated our second radius curves on the inner circuit with ease and ran through points and crossings faultlessly.

Adding a decoder to the 21-pin socket allowed us to take control of the lighting functions via a DCC handset – our only thought being that the taillight would benefit from a separate switch to enable it to be turned off when the locomotive is at the head of a train, a small detail.

Throughout all our testing GT3 proved highly capable and showed that KR Models choice of factory understood what was needed from a 'OO' gauge locomotive.

OVERALL

GT3 is an excellent first venture into the world of ready-to-run locomotives and rolling stock for KR Models and shows just how much potential this manufacturer has with its future plans for the more unusual one-off prototypes which entered service on the British railway network.

This model has been produced to a high standard, and we have been delighted to be able to put it through its paces for this exclusive review in *Hornby Magazine*. We are sure that all those who have ordered this model will be equally pleased with their model when it arrives in December/January (depending on shipping timescales). If you haven't ordered one in the first batch, there is still chance with the proposal of a second production run from KR Models. Visit its website to find out more.

As a debut model, KR Models couldn't have chosen better in our mind, and we can see a prosperous future for the manufacturer in its niche of creating the more unusual prototype and one-off locomotives which have taken to the rails. Fantastic. (MW)



ENGLISH ELECTRIC'S GT3

In the rush to replace steam during the 1950s and 1960s a number of different propulsion systems were proposed, with gas turbines being the least successful. A number of experimental locomotives were, however, built with one of the shortest lived being English Electric's GT3, as **EVAN GREEN-HUGHES** *remembers.*

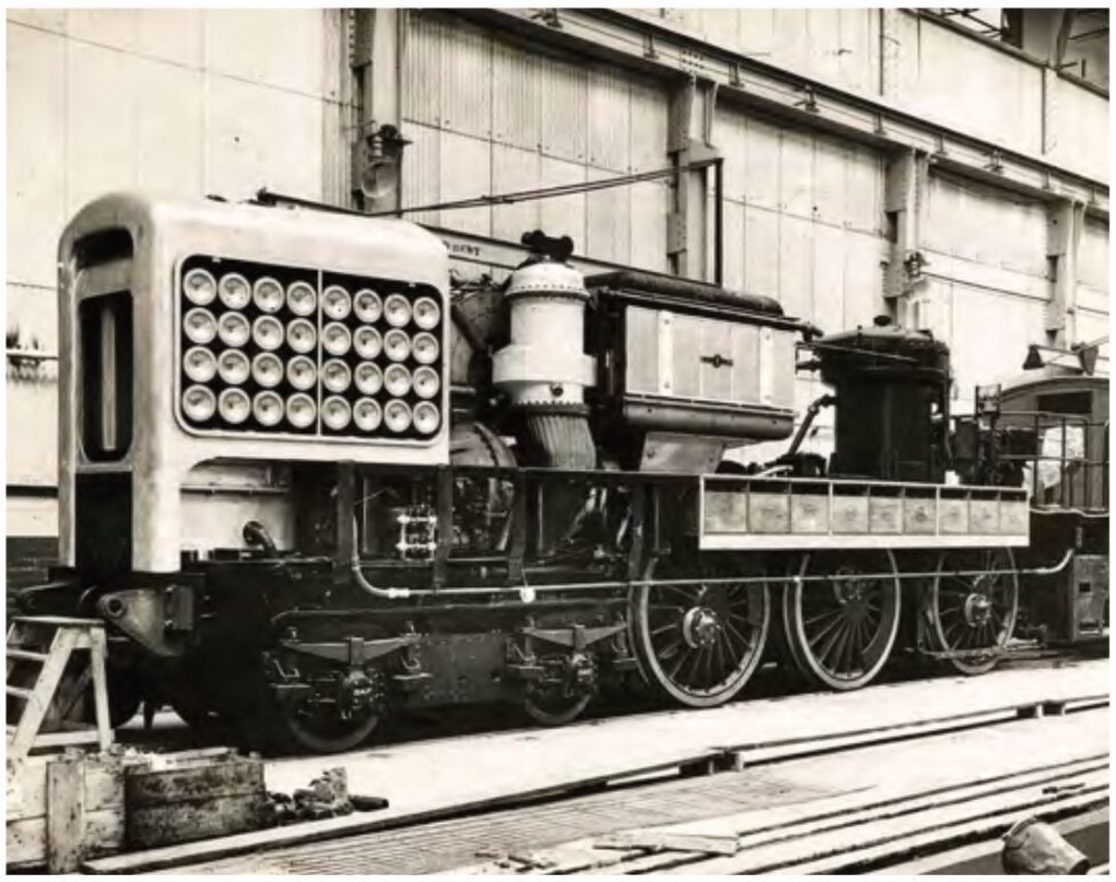
EVEN BEFORE THE SECOND World War, it had become obvious to railway authorities that the days of the steam locomotive were numbered. Poor efficiency, low availability and high labour costs weighed heavily against the external combustion engine, and as a result a search began for a more economical method of working trains. Electrification proved to be the most efficient method, but was very heavy on capital cost, while the widespread adoption of diesel engines was hampered by the lack of suitable power units in the higher horsepower ranges and was only of practical value in shunting engines and railcars.

With attention diverted to the war effort for a number of years, little progress was made but in the late 1940s concerted efforts were made to examine alternatives that would take the railway forward into a new era. For main line locomotives there were then two main strands of thought. The first, which was adopted by the London Midland & Scottish Railway and the Southern Railway, was to rely on diesel traction - but this was hampered by the available power units which had a poor power to weight ratio and which led to early locomotives having to work in multiple on express and heavier duties. The second, which found favour with the Great Western Railway, was to use a gas turbine power unit to »



Early trials for GT3 took place on the Shropshire Lines. On May 5 1961 the locomotive is prepared at Whitchurch in the company of a Class 44 'Peak'. Colour Rail.





This photograph from 1957 shows GT3 under construction inside English Electric's Vulcan Foundry. The internal equipment of the locomotive is clear to see while the cab is currently a platform with railings at the rear. Initial tests were carried out before the locomotive received its cladding. IMechE/Alamy.

FACT AND FIGURES	
Designer:	J.O.P Hughes
Built:	1959
Withdrawn:	1962 (scrapped 1966)
Builder:	English Electric, Vulcan Foundry
Number:	GT3
Number in class:	1
Purpose:	Mixed traffic
Wheel arrangement:	4-6-0
Weight (locomotive):	79tons 4cwt
Weight (tender):	44tons
Front bogie wheel diameter:	3ft 0in
Driving wheel diameter:	5ft 9in
Tender wheel diameter:	3ft 31/2in
Overall length (including tender):	68ft 1/2in
Turbine:	English Electric EM27
Power:	2,750hp
Tractive effort:	38,800lbs (on starting)
Transmission:	Flexible mechanical drive from gearbox to centre driving axle
Braking (locomotive and train):	Vacuum
Train heating:	Steam – Spanner boiler in tender
Fuel capacity:	2,000gallons
Water capacity:	1,765gallons

GT3's time in service was short and it was rarely seen and photographed during its career. In 1961 the unique gas turbine prototype passes over Dillicar water troughs. Colour Rail.

drive an electrical transmission, producing a very powerful if not very economical locomotive. Given that gas turbines had only recently been proved in military service, this was a bold leap of imagination.

LAST OF THE LINE

British locomotive builder English Electric, which had a considerable investment in diesels, also wished to explore this alternative avenue and as a result its Chief Designer, J.O.P. Hughes, began to sketch out proposals, with work starting on this project as early as 1946. Various concept drawings were produced, some of which showed a design with Boxpok wheels, as used by Bulleid, and others which were labelled 19000 *Lord of the Isles.*

Hughes thought that the concept had the best chance of being successful if it was based around as much conventional technology as possible and for that reason he abandoned the idea of using a diesel-type chassis with electric transmission and instead opted for a steam-outline design which looked much like a 4-6-0 mixed traffic engine, complete with tender, which in this case would not only house fuel and water, but also steam heating equipment for the train.

The proposed locomotive was centred round the company's EM27 gas turbine unit capable of providing 2,750hp. This was mounted roughly where the locomotive's boiler would have been and this directly drove a gearbox providing power to the centre driving axle via a flexible drive. The power was transmitted to the other driving wheels via outside coupling rods as in a steam locomotive. Two turbines were fitted with the low pressure one running continuously and providing power for the auxiliary functions while the high-pressure turbine provided propulsion power. At the front where the smokebox would usually be was a compartment containing a number of belt-driven machines while the tender contained the steam-heating boiler as well as a crew toilet and a corridor which enabled personnel to enter and leave the cab while the engine was on the move.

GT3 poses in Marylebone Goods Yard prior to being exhibited at the Institute of Locomotive Engineers event alongside the latest BR traction. The steam locomotive origins of its chassis and design are clear to see. Rail Online.

Presumably because the project was not considered to be of top priority and also due to other work the gas turbine took many years to be completed, and in fact did not see the light of day until 1959, by which time its chassis design was somewhat outdated. On appearance it was numbered GT3, or Gas Turbine 3, presumably in homage to the two Great Western gas turbine locomotives which had preceded it into traffic.

A CURIOUS MACHINE

On first appearance GT3 was lacking its external cladding and tender, although it was otherwise complete, and in this state it was taken to British Railways test house at Rugby where it was the first non-steam engine to be put on the rollers. It was also subject to some tests on a severely graded and curved test track where it proved capable of moving two LMS 2-8-0s in extreme circumstances.

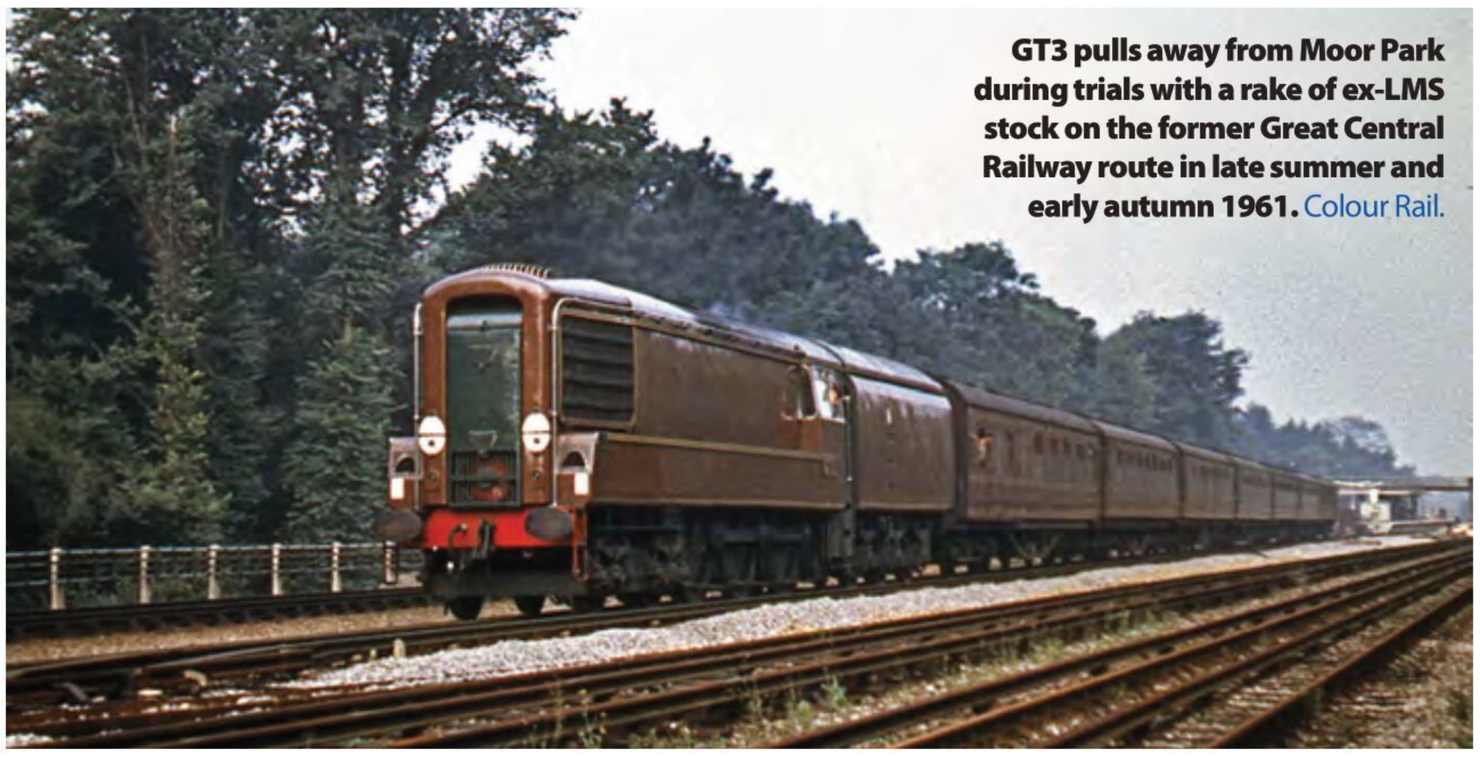
There still did not appear to be a rush with the project and it was to be 11 months before GT3 was returned to English Electric for bodywork fitment and for the tender to be added, work which again took some time, meaning that it was 1961 before the complete engine was ready for main line trials. These began on the Shropshire lines from Crewe from January 9 1961 and mainly involved runs from Crewe to Whitchurch and Chester light engine followed by some loaded test runs to Llandudno Junction.

A move to Leicester followed for more light engine testing followed by some empty stock moves between there and Marylebone, during which some issues with the reversing gear became apparent which required extra work. During this period the engine was inspected by royalty, being 'cabbed' by the Duke of Edinburgh during an Institute of Locomotive Engineers exhibition at Marylebone. Further tests followed on the Great Central Main Line with a dynamometer car and a rake of former LMS coaches which lasted until September that year.

SOARING PERFORMANCE

In October GT3 was moved back to Crewe where it was tried out on the route to Carlisle and where it was to achieve some outstanding performances, including taking 12 coaches from a standing start at Tebay and achieving 44mph at Shap summit. Later it proved capable of hauling 16 vehicles over the same route. Performance at all times was considered to be very good and of interest with respect to a prototype locomotive was that reliability was also excellent with the locomotive not once failing to complete a booked turn, at least once it was turned out of the shed. One major advantage over a steam engine was the startup time, which was as little as 100 seconds and which utilised a battery and starter motor to power the turbine.

It was said that GT3 was relatively easy to drive and was certainly praised by those who had to handle it. Also praised was the comfort of the fully-enclosed cab which was kept in an immaculate state by the test crews and which was, famously, fully carpeted throughout.



GT3 pulls away from Moor Park during trials with a rake of ex-LMS stock on the former Great Central Railway route in late summer and early autumn 1961. Colour Rail.

A BLIND ALLEY?

Despite the successes of the trials, GT3 was despatched back to its manufacturer in 1962 having never worked a revenue-earning train. This was a disappointment to English Electric which had hoped to be able to supply more of the class, but in reality the chassis design was completely outdated and the concept would have required a complete re-work if a production series of locomotives was ever to be considered.

On the positive side, the engine had proved that the gas turbine in a rail application was capable of high power outputs for long periods of time, but on the negative side it suffered from the fact that the gas turbine is designed to work consistently at high output for long periods, rather than having cyclic demand as in rail applications, which results in fuel inefficiencies. Even today this problem has never been solved.

Back at Vulcan Foundry, there was little appetite for developing the concept further but a firm decision was not taken as to GT3's future, resulting in it becoming sheeted up in one of the workshops where it remained for a further four years until 'discovered' by an inquisitive journalist who was on a press visit and who ran the sensational headline in his paper of ' Secret Jet Loco rusts in Lancs Yard' , followed by 'BR Dump Jet Loco', all of which proved to be very embarrassing to English Electric.

As a result, GT3 was taken back into the works where its turbine and power equipment was removed for re-use elsewhere and the rest of the locomotive was then towed off for disposal at Wards of Sheffield scrapyard, arriving there in February 1966 and being broken up shortly afterwards. Ironically the transfer move was conducted by one of the very steam locomotives that the concept was designed to replace.

There is no doubt that GT3 was a successful locomotive, though by the time it appeared it was probably too late to challenge the diesel locomotive, which by then had achieved a much better power-weight ratio than had been possible in the 1940s. Its archaic design, when compared to double-cabbed diesel locomotives also probably weighed heavily against it but it is interesting to wonder what might have happened had development progressed rapidly resulting in the engine appearing 10 years earlier than it actually did.

Despite its extremely short lifespan GT3, with its striking light brown livery, caused quite a stir and as a result has achieved something of a legendary status amongst enthusiasts, not least because almost no one managed to 'cop' it during its brief period of main line service. Perhaps it is best remembered for what it might have led to rather than for what it actually did achieve as a prototype, and as such is very worthy of its place in both our memories and on our layouts. HMM



GT3 is refuelled at Whitchurch on May 4 1961 by a road tanker during its early main line trials.

Bachmann's Hawksworth 'PANNIER'

The final development of the Great Western Railway 'Pannier' tank is the subject of Bachmann's latest 'OO' gauge ready-to-run locomotive. **MIKE WILD** pays close attention to this brand-new and 'most-wanted' new release.



FIRST REVIEW



In exhibition condition, 9400 looks superb...

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TO SEE THIS IN ACTION

THE GREAT WESTERN Railway wouldn't be the same without the 'Pannier' tank. The first of the breed were introduced new in 1901 and led to a long and successful series of locomotive designs which culminated in the '94XX' and '15XX' series which were introduced by Hawksworth in 1947 and 1949. It is the former class which is the subject of Bachmann's latest model.

In total, 210 of these powerful and rugged 0-6-0PTs were built with only the first 10 being completed by the GWR before nationalisation – the remaining 200 were built by outside contractors Robert Stephenson and Hawthorns, Bagnall and the Yorkshire Engine Company. The '94XX' was effectively a tank engine version of the '2251' 0-6-0 and shared common parts and became the last locomotives to be built by the GWR before nationalisation.

All saw service on the Western Region network on a combination of empty stock movements, shunting, trip freights and banking









TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	35-026 (reviewed)
Description:	GWR '94XX' 0-6-0PT 9487, BR black
Builder:	RSH, Darlington
Region:	Western Region
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	140mm
Price:	£129.95
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:	0-6-0PT
Purpose:	Shunting, empty stock and banking
Haulage capacity (expected):	Four coaches
Haulage capacity (actual):	Seven coaches (maximum tested)

"Our sample models 9487, built in 1952 by RSH in Darlington and withdrawn in 1962."

MIKE WILD

... 9487, meanwhile, is more representative of BR service, although many will want to tone down the pristine finish.

duties – the latter most notably on the fearsome 1-in-37 of the Lickey Incline from Bromsgrove. However, their working careers were short as withdrawals started three years after the last was built, with the whole class being stood down between 1959 and 1965.

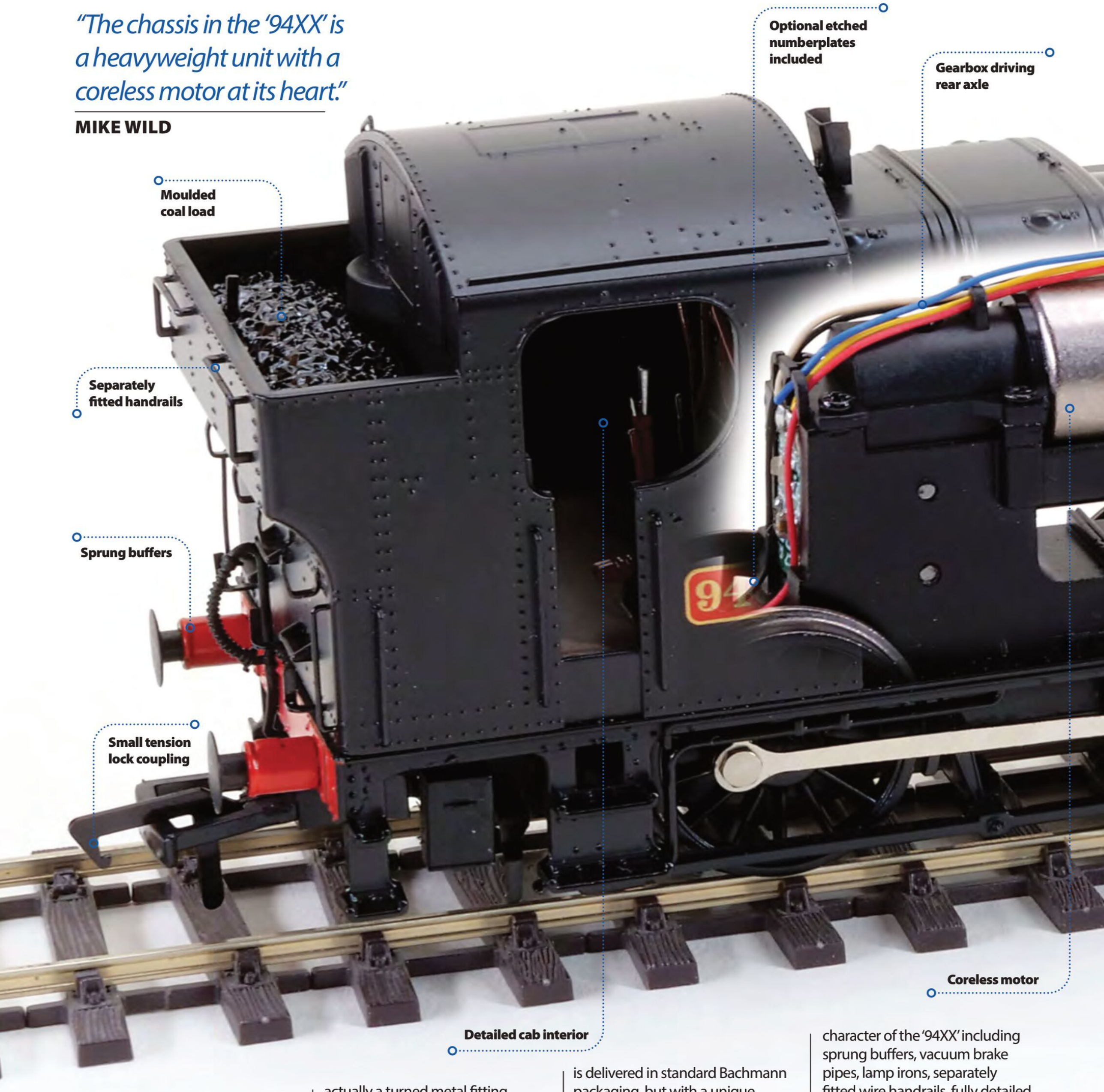
Fortunately two have been preserved – 9400 in the National Collection which is currently on display at the National Railway Museum in York and 9466 which is owned by the 9466 Locomotive Group and currently destined for the West Somerset Railway.

THE MODEL

The '94XX' has been available in the past for 'OO' from Lima, but that elderly model is more than eclipsed by this brand-new version from Bachmann. It is packed full of detail, has a superb chassis, digital features and more. Three versions are available for general release modelling 9402 in GWR green (Cat No. 35-025/SF), 9487 in BR black with early crests (35-026/SF) and 9479 in BR black with late crests (35-027/SF). All versions are available DCC ready with a Next18 socket and DCC sound fitted »

"The chassis in the '94XX' is a heavyweight unit with a coreless motor at its heart."

MIKE WILD



(catalogue numbers with an SF suffix). In addition, Locomotion Models has commissioned a limited edition as National Collection engine 9400 in GWR green – its current preserved condition.

Our sample model from Bachmann is 9487, built in 1952 by RSH in Darlington and withdrawn in 1962, which is smartly turned out in plain black with early crests on the tank sides, red bufferbeams, red backed number plates and the all-important copper capped chimney which is actually a turned metal fitting.

Printing of the BR crests is superb while the same can be said for the numberplates. Better still, Bachmann has included a set of etched metal numberplates which can be fixed over the top of the printed examples for improved detail. The smokebox numberplate is for Duffryn Yard (87B), where the locomotive was shedded in the early 1950s, while the cabsides carry red route restriction codes – correct for the class.

In addition we also had the opportunity to see the Locomotion Models exclusive edition of 9400. It is delivered in standard Bachmann packaging, but with a unique Locomotion Models branded sleeve. The locomotive itself is turned out just as 9400 is with polished metal buffers, handrails, tyres and coupling rods alongside immaculate GWR green livery with has been recreated in fastidious detail.

The overall appearance of the model really captures the bulk and shape of these rugged locomotives with important features such as the smokebox protruding in front of the pannier tanks and daylight between the boiler and frames. However, it is the details which really stand out and deliver the character of the '94XX' including sprung buffers, vacuum brake pipes, lamp irons, separately fitted wire handrails, fully detailed brake rigging, representation of the inside motion between the frames, boiler pipework and more.

The cab is fully detailed inside with exceptionally well finished backhead parts and painting plus regulator, reverser and handbrake. The firehole door is open and under analogue control firebox flicker glows continuously through the opening. The bunker side is superbly detailed with steps, handrails and rivet detail while the bunker rear has lamp irons plus a set of fire iron hooks which are prominent on all GWR tank engine designs.

Safety valve bonnet

15mm x 11mm speaker

Next18 decoder socket

Copper capped chimney

GWR pattern lamp brackets

Metal handrails

Vacuum brake pipe

Sprung buffers

Speaker baffle in chassis

Inside valve gear

Turned metal wheels

Included with each model is an accessory pack containing dummy screw link couplings, steam heat pipes, etched metal numberplates and cab doors. It's an outstanding package which captures the style of these 'Panniers' to a tee. At the same time, this 0-6-0PT shows just how far Bachmann's model design has come over the years when compared with the earlier models of the '57XX' and '8750' of the early 2000s.

PERFORMANCE

The chassis in the '94XX' is a heavyweight unit with a coreless motor at its heart. This provides more than enough power in the 0-6-0PT with our sample proving capable of hauling a seven-coach train of Bachmann Mk 1s on the level track on our test track. We also ran it at the head of a 30-wagon goods which it handled with ease while it operated smoothly through a range of code 75 pointwork and negotiated second radius curves easily, just as expected.

The '94XX' has a Next18 decoder socket in the locomotive which provides a simple interface for DCC upgrades. Underneath the main Printed Circuit Board (PCB) is a 15mm x 11mm cube speaker which makes this a simple five-minute job to upgrade to sound if you haven't opted for the new line of factory sound fitted versions (see Update, p14-15). Simply take the body off, unclip the Next18 decoder socket blank and replace with the sound decoder of your choice. *Hornby Magazine* subscribers can also view a video sound installation guide for this model at *www.keymodelworld.com*.

We installed a ZIMO MX659N18 decoder with Digitrains ZS020A sound file loaded to test the locomotives sound and digital performance.

OVERALL

The Hawksworth '94XX' 0-6-0PT is making a long overdue and welcome return to ready-to-run 'OO' gauge – this being the first offering of the class since the Lima model went out of production in the early 1990s. The detailing, performance and inbuilt speaker and firebox flicker are great additions which take the value of this fabulous model up another level. The simplicity of installing a decoder for DCC operation is excellent too.

This is a great addition to the Bachmann portfolio which will surely be a popular arrival with GWR and WR layout builders. Excellent and arriving in shops during December and January. (MW)



Hornby 100 EVENING STAR



Presentation of *Evening Star* is first rate.

- **Price:** £149.99
- **Cat No:** R3821
- **Site:** *www.hornby.com*
- **Era:** 5
- **DCC:** DCC ready, 8-pin socket

WITH HORNBY'S Centenary year drawing to a close, the manufacturer delivered another of its special commemorative models during November with the arrival of specially-packaged 'OO' gauge BR '9F' 2-10-0 92220 *Evening Star* in BR lined green with late crests.

This latest arrival reflects the early 1970s Tri-ang/Hornby period in the company's history, as a change of ownership beckoned, along with a subsequent name change. Hornby selected *Evening Star* for this release as not only was the full-size locomotive the last one built at British Railways' Swindon Works in 1960 (exactly 60 years ago), but it was also the last fully completed 'OO' locomotive to carry Tri-ang/Hornby branding when released in late 1971. *Evening Star* was also the first model to feature a Ringfield motor and was marketed under the Silver Seal banner.



Since then, the '9F' has been updated and now sports a five-pole motor and flywheel in the locomotive, 8-pin Digital Command Control (DCC) decoder socket, separately applied metal handrails, sprung metal buffers and more. While it is now part of the RailRoad range, the '9F' has received Hornby's signature decoration treatment with an evenly applied BR lined green paint scheme and crisply printed lettering, numbers, nameplates and BR late crests.

Nice as it is, this package is more than just the locomotive though, as it is presented in a quality embossed presentation box which also contains a resin replica of the plate carried on the prototype, recognising 92220 as the last BR steam locomotive to be built in 1960. There is also a metal stand for the resin plaque, replacement printed nameplates and a limited-edition certificate. To top this off, the presentation box is enveloped with a Tri-ang/Hornby branded outer sleeve.

A superb package which is sure to prove popular as a lasting memento of the Tri-ang Hornby era. (MC)



Hornby delivers *Queen Maud*

● **Price:** £189.99 ● **Cat No:** R3855 ● **Site:** *www.hornby.com* ● **Era:** 5 ● **DCC:** DCC ready, 8-pin socket

Hornby's all-new 'OO' gauge Stanier 'Princess Royal' 4-6-2 (HM154) gains a new identity as 46211 *Queen Maud* in BR lined green with late crests, for its latest release.

Built at Crewe Works, *Queen Maud* was released to traffic in September 1935, allocated to Camden shed initially, with subsequent allocations to Crewe North, Edge Hill and Carnforth over time.

Hornby's model reflects a later period in the engine's life, following fitment of a speedometer cable in the late 1950s. At this time, the locomotive continued its cyclic allocation between Crewe North, Edge Hill and Carnforth, ahead of its final move to Crewe North in mid-1961 - it was finally taken out of service later that October.

Hornby's new 'OO' model includes a five-pole skew-wound motor, brass flywheel, decoder socket in the tender, separately applied metal handrails, smokebox door dart, etched metal reversing lever, sprung metal buffers, cab backhead detail, sliding cab roof vent, firebox flicker, small tension lock couplings in NEM pockets and more.

Decoration is up to Hornby's usual high standard with a superb BR green paint finish with neatly applied lining, numbers, nameplates, Crewe North (5A) shed plate and BR late crests. The nameplate also sit neatly over the centre splasher.

On the track our sample of 46211 matched the performance of previous samples of 6201 (HM154) and 46207 (HM155/HM160) by hauling a 10 coach train around our test track effortlessly. It is sure-footed and composed at the head of a train and ran happily through a range of points and crossings.

The Stanier 4,000gallon rivetted tender features factory-fitted brake rodding, while a separate detailing pack includes that for the locomotive, together with a replacement flanged pony wheelset for use on display models plus cylinder drain cocks and a pair of



front steps. The tender also features an 8-pin decoder socket and space for a 28mm diameter speaker for digital sound installations. For those not wishing to dismantle their model, a DCC fitted example is also available (with an 'X' suffix to the catalogue number). (MC)

BR green for Hornby Mk 1s

● **Price:** £34.99
● **Cat No:** Various (see text)
● **Site:** *www.hornby.com*
● **Era:** 5

Hornby's 'OO' gauge BR Mk 1 carriages receive a fresh coat of BR Southern Region green for their latest outing.

This new batch is formed of six different vehicles as BR Mk 1 Corridor Second S24310 (Cat No. R4975), Corridor Composite S15574 (R4976), Corridor Brake Second S34967 (R4977), Tourist Second Open S4009 (R4979), First Open S3065 (R4981) and Gangwayed Brake S81289 (R4982).

Each of the carriage running numbers matches against stocklists of the period, while neatly moulded interiors and underframes, clear glazing, small tension lock couplings in NEM pockets and BR1 bogies with two-hole disc metal wheels complete this set of six releases.

Decoration is up to Hornby's usual high standard with an evenly applied BR green paint finish, grey roofs, crisp lettering and numbers, plus First Class and No Smoking window labels. Vestibule end details include overhead live wire warning flashes and C1 restriction codes.



BR Southern Region green suits the Mk 1s well.



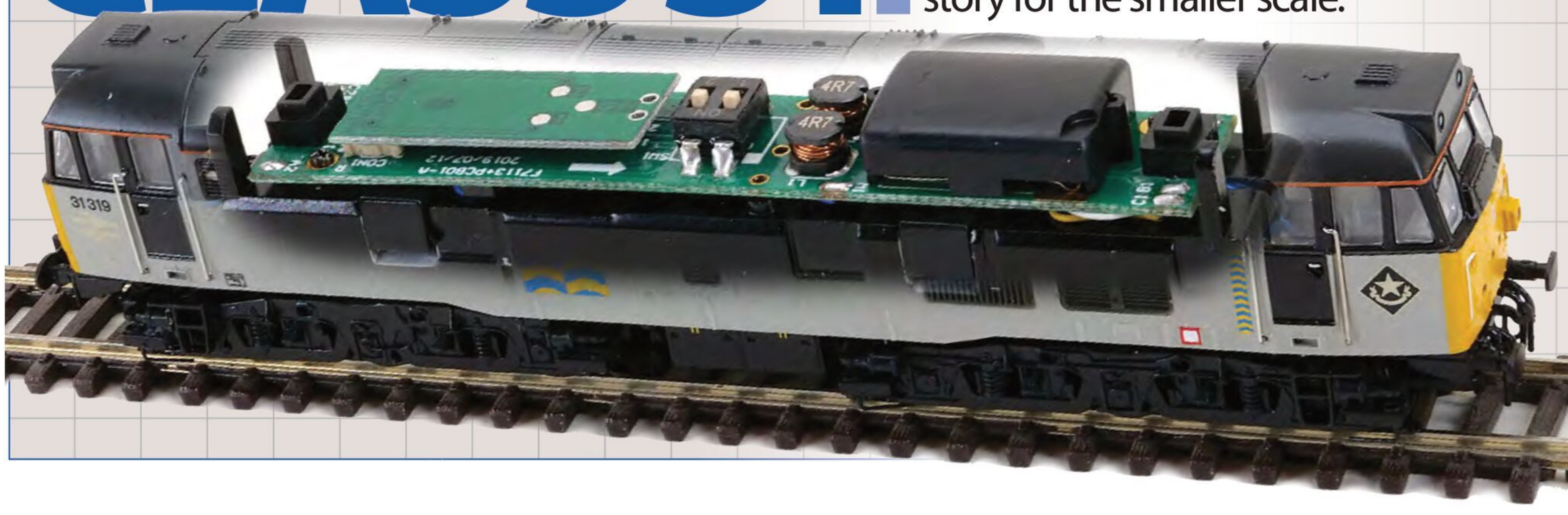
Each is sufficiently weighted to maintain smooth running, while a small detailing pack is also included containing a pair of cosmetic buckeye couplings for customer fitment.

The perfect accompaniment to Hornby's forthcoming BR Mk 1 Restaurant Buffet, due soon. (MC)

FIRST REVIEW

Refurbished CLASS 31

The Graham Farish Class 31 is back for 'N' gauge in refurbished form. **MIKE WILD** takes a look at this important link in the Brush Type 2 story for the smaller scale.



THE CLASS 31 WAS introduced in 1957 and 263 examples were completed by 1962. The class was built entirely by Brush Traction and they were initially allocated to the Eastern and Midland Regions.

Fast forward to the end of the 1970s, the class came up for refurbishment covering both the Class 31/1 and the recently created Class 31/4 sub-class with Electric Train Heating. The refurbishment was to extend the life of the class into the 1990s and this included removal of the steam heating boiler where it had been retained, sealing of the cab front communication doors and dual brakes to allow the class to work with vacuum and airbraked stock. The late 1980s saw the addition of high intensity headlights to the fleet too, though the position of the light varies between class members which is something to look out for if you are modelling a specific locomotive.

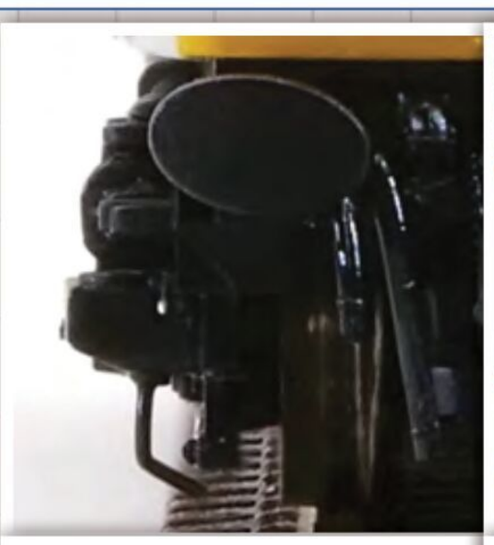
Mass withdrawals took place during the 1990s and by the end of the decade only a handful remained in service with EWS. However, that wasn't the end of main line Class 31 operation as a number passed into private ownership while others were purchased by Network Rail for use on test trains, some of which remain active today. If you are looking for more real Class 31 inspiration there are also a number in preservation which can be enjoyed on diesel running days when they resume in 2021.

THE MODEL

Graham Farish released its all-new Class 31 for the first time in 2015 (HM94) which replaced the previous Poole-produced model from the late 1990s. Now the manufacturer has revisited its 2015 model to bring it up to the very latest specification with a new chassis and new body tooling to recreate the refurbished examples in their later life. This opens up new opportunities for colour schemes on the class.

Our review sample models 31319 in Railfreight triple grey with Petroleum sector markings and its presentation is nothing short of excellent. Reproduction of the main body colours accurately represents the 1987 introduced livery with fine details including printed Immingham Depot 'star and scroll' plaques, Petroleum sector logos, cabside crests, locomotive numbers and more. Handrails too are picked out in white on the cab fronts while the black wrap around cab windows and doors are neatly presented.

The body tooling now models the refurbished examples correctly with the addition of a high intensity headlight, plated boiler roof port, no raised beading along the bodyside and modification to the second bodyside grilles which now feature a single panel rather than two separate sections. The roof also features a cowl around the fan while the front end communication doors are plated over on this model to complete the amendments to this refurbished example on the outside.









TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	371-136
Description:	Class 31/1 31319, Railfreight Petroleum
Builder:	Brush Traction
Region:	Eastern Region (as modelled)
Gauge:	'N'/9mm
Scale:	2mm:1ft
Length (over buffers):	114mm
Price:	£149.95
Couplings:	Rapido couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube
Exterior lights:	Directional head and taillights
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	A1A-A1A
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)



PERFORMANCE

There are significant changes on the inside of the Class 31, both refurbished and original. Bachmann has reengineered the chassis to feature a factory installed 15mm x 11mm cube speaker in its own enclosure plus a Next18 decoder socket in place of the original 6-pin design of the 2015 produced versions. These, in combination with tail light switches, make this a very straightforward model to upgrade with digital sound – which could be done in as little as two minutes, particularly as the body clip fits onto the chassis. Plus, if you don't want to install sound yourself there are sound fitted versions of all six of the forthcoming Class 31s for 'N' gauge planned for Graham Farish (see Update, p14-15).

On the track the coreless motor of the Class 31 ran smoothly and quietly throughout the speed range and offered ample haulage capacity to keep our rake of TEA 100 tankers on the move both on the level and the gradients of Barrenthorpe.

OVERALL

The revival and upgrading of the Graham Farish Class 31 is excellent news for 'N' gauge while the provision of a modern Next18 decoder and factory fitted speaker make this a simple model to upgrade with sound. The Petroleum sector model of 31319 is one of three versions due for release this December alongside 31154 in BR Railfreight grey and 31602 in Network Rail yellow. There are also three original condition locomotives due for release too which will have the latest chassis specification modelling D5616 in BR green with small yellow warning panels, 31131 in BR blue and 97204 in revised Railway Technical Centre colours. An excellent addition due before the end of 2020. (MW)

FIRST REVIEW

Accurascale TIPPLERS debut

The latest 'OO' gauge wagons to arrive from Accurascale are PTA//JTA/JUA bogie tipplers. **MIKE WILD** inspects these outstanding new additions for the freight sector.



Accurascale's new PTA/JUA/JTA tipper wagons are being sold in five-packs to allow block trains to be formed.

FIRST IMPRESSIONS COUNT and on opening the box to the new Accurascale PTA/JTA/JUA bogie tippler wagons we were blown away by the detail invested in these distinctive wagons.

The first were built in 1972 for British Steel by Redpath Dorman for use in the transport of iron ore to Consett, Llanwern and Ravenscraig and became popular amongst enthusiasts in forming the heaviest trains on the British railway network. Highlights include the PTAs being triple headed by Class 37s in South Wales, while later they were double headed by Class 56s on the same workings.

The closure of Consett steel works saw one batch transfer to operation from the Mendip quarries with Yeoman and ARC giving the wagons a new lease of life and ultimately haulage by the powerful Class 59 Co-Co diesels on traffic flows to London. Withdrawal came in the mid-2000s after a final period in use on spoil and lighter aggregate traffic.

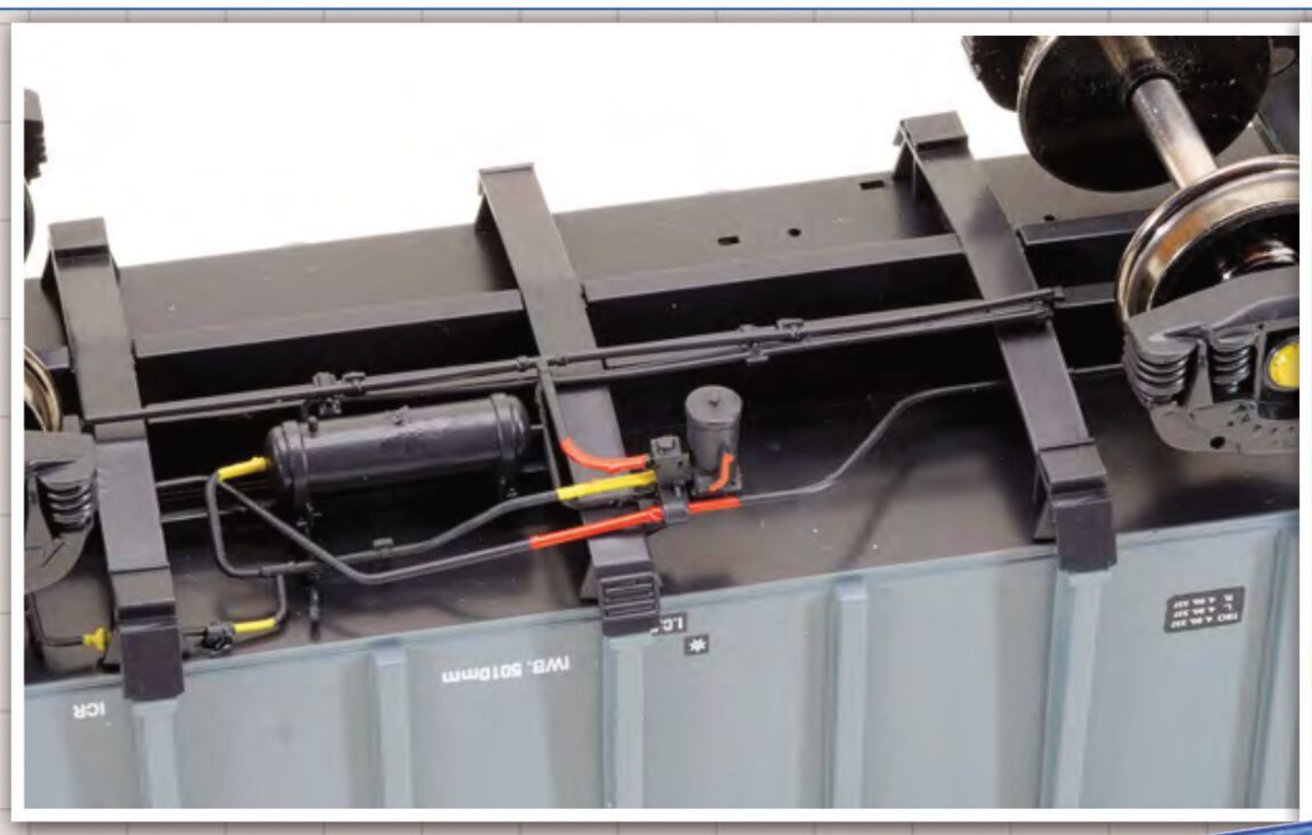
The PTA/JTA/JUA family has never been produced as a ready-to-run 'OO' gauge model before, though Lima did produce a box wagon in Yeoman, ARC and British Steel liveries in the 1990s. The new Accurascale product is an outstanding addition delivered to the highest standard – and we think it is the manufacturer's best freight wagon yet.

Separately fitted parts abound on the model including factory fitted brake pipes on the inner vehicles, handbrake wheels on the bogies, step ladders, and intricate pipe runs underneath the body too. Look closer at the chassis and you will see that it is modelled in full relief while the BSC axle motion bogies look superb under each corner with their turned metal wheels. The bogies are also designed to accept drop in replacement 'EM' or 'P4' gauge 26mm axles for finescale layouts. The bodies are superbly moulded with detail differences between rib thicknesses carrying off a distinctive part of the real wagon's appearance.

Better still, the tipplers are being offered in five vehicle book sets



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in each livery. In all but the VTG branded sets, there are two packs – an inner set and an outer set. The inner vehicles all have working buckeye couplings at each end replicating the real couplings used on the wagons – only the outer two wagons from the outer set have NEM coupling pockets with small tension locks to allow the rake to be coupled to a locomotive. This level of realism is superb and we've found ourselves mesmerised by these wagons rolling around our test track in block formations. Also worth noting is that one wagon from each outer pack has a battery powered flashing tail lamp which adds that extra touch of realism, particularly when the tension lock coupling is removed and the optional dummy screw link coupling and airbrake pipes are added to the bufferbeam.

Finally we come to the liveries and here Accurascale has continued its theme of offering individually numbered vehicles so that if you buy an inner and an outer pack every single wagon has a unique idenitity. Liveries available cover British Steel grey and orange, British steel blue and orange, Yeoman pale grey, ARC mustard and VTG plain grey which spans the lifetime of these vehicles from 1972 to withdrawal in the mid-2000s.





These new additions to the Accurascale portfolio have been eagerly awaited by the *Hornby Magazine* team, and going by the 'limited stocks' messages on the Accurascale website as we closed for press we aren't the only ones itching to get our hands on the new tippler wagons. They are superbly finished colourful wagons which Accurascale has done an excellent job in creating for 'OO' gauge while meeting a price point of £149.95 for a five vehicle pack – we hope there will be more of these in the future too. Simply superb. (MW)

Dapol steps up with GWR '4MOGUL'

Dapol has been continually enhancing its ready-to-run locomotives with new features, performance and even finer detail, but its latest could be its best yet. **MIKE WILD** puts the new GWR '43XX' 2-6-0 for 'OO' gauge through its paces to find out.



THE GREAT WESTERN Railway had a particular skill for creating locomotives from standard parts, and the 1911 introduced Churchward '43XX' series 2-6-0s had a strong history in three previous designs.

The new class was developed as a replacement for 4-4-0s on mixed traffic duties. It took its grounding from the '31XX' 2-6-2Ts by providing a tender version which had a greater sphere of operation thanks to its increased capacity for coal and water – something which restricted what the 2-6-2Ts could do. The '43XX' fleet used the 5ft 8in driving wheels - the same as those in the '31XX'/'3150' tank engines, 'Saint' outside cylinders and a standard No. 4 boiler with superheating to create a locomotive which was light, flexible and long-lived.

In total 342 were built at Swindon Works in batches over 21 years with the last rolling off the production line in 1932. However, such was their versatility that the final examples lasted in service until 1964, leading to two examples being saved for future generations – 5322 at Didcot Railway Centre and 7325 at the Severn Valley Railway. Currently both are out of service. You can read our full class history for these useful GWR 2-6-0s in HM140 or, if you are a *Hornby Magazine* subscriber, you can log in to *KeyModelWorld.com* and read the feature in the Railway History section online.

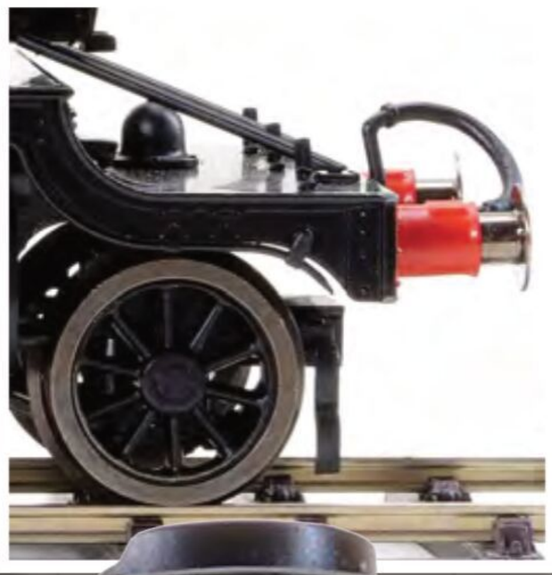
The GWR '43XX' class had its first tour for 'OO' gauge with Mainline when it joined the range in 1981. It subsequently moved into the Bachmann Branchline portfolio in 1989 and was available for several years until withdrawal from the catalogue in the early 2000s.











TECHNICAL DETAILS	
Manufacturer:	*www.dapol.co.uk*
Cat No:	4S-043-004 (reviewed)
Description:	GWR '43XX' 2-6-0 6324, BR black
Builder:	GWR, Swindon
Region:	Western Region
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	235mm
Price:	£159.95 (DCC ready), £183.95 (DCC fitted), £309.95 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube (locomotive)
	40mm x 20mm (tender)
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	2-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

FIRST REVIEW

THE MODEL

In December 2017 Dapol stepped forward and revealed it was working on a brand-new 'OO' gauge model of the GWR 'Mogul', and now that locomotive is in the shops. Our sample models 6324 in BR black with early crests on the tender sides (Cat No. 4S-043-004), but Dapol is also offering versions as 6336 in Great Western green (4S-043-001), 6385 in GWR green (4S-043-002), 7301 in GWR green with a BR smokebox numberplate (4S-043-003), 6364 in BR lined green with early crests (4S-043-005) and 7310 in BR lined green with late crests (4S-043-006). All are available DCC ready and DCC fitted from Dapol retailers while sound equipped models are also being offered too.

All are paired with a Churchward 3,500gallon tender, though there are detail differences between locomotives encompassing buffers, steam pipes, early and late vacuum pipes, safety valve covers »

The imposing stance of these dainty 'Moguls' is captured brilliantly by Dapol.

Removable plastic coal load

Gearbox to rear axle

Sprung buffers

40mm x 20mm speaker space

Tender speaker wires

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and lamp bracket positions. What really stands out on this model is Dapol's injection of technology including firebox flicker, a tool-free removable decoder and speaker Printed Circuit Board (PCB), a new design of locomotive to tender coupling, Dapol's latest mechanism and provision for two speakers to be installed.

However, such a feature-laden product also needs to look right and to our eyes the Dapol 'Mogul' captures the lines of the class superbly. At the front, the turned metal sprung buffers stand either side of the factory fitted vacuum brake pipe and dummy coupling hook while the footplate above includes smokebox stays and neat GWR pattern lamp brackets. The smokebox carries off the appearance of the prototype and has a separately fitted smokebox door dart plus a raised area for the locomotive number plate on this BR example. The chimney looks in proportion while 6324 is also equipped with outside steam pipes.

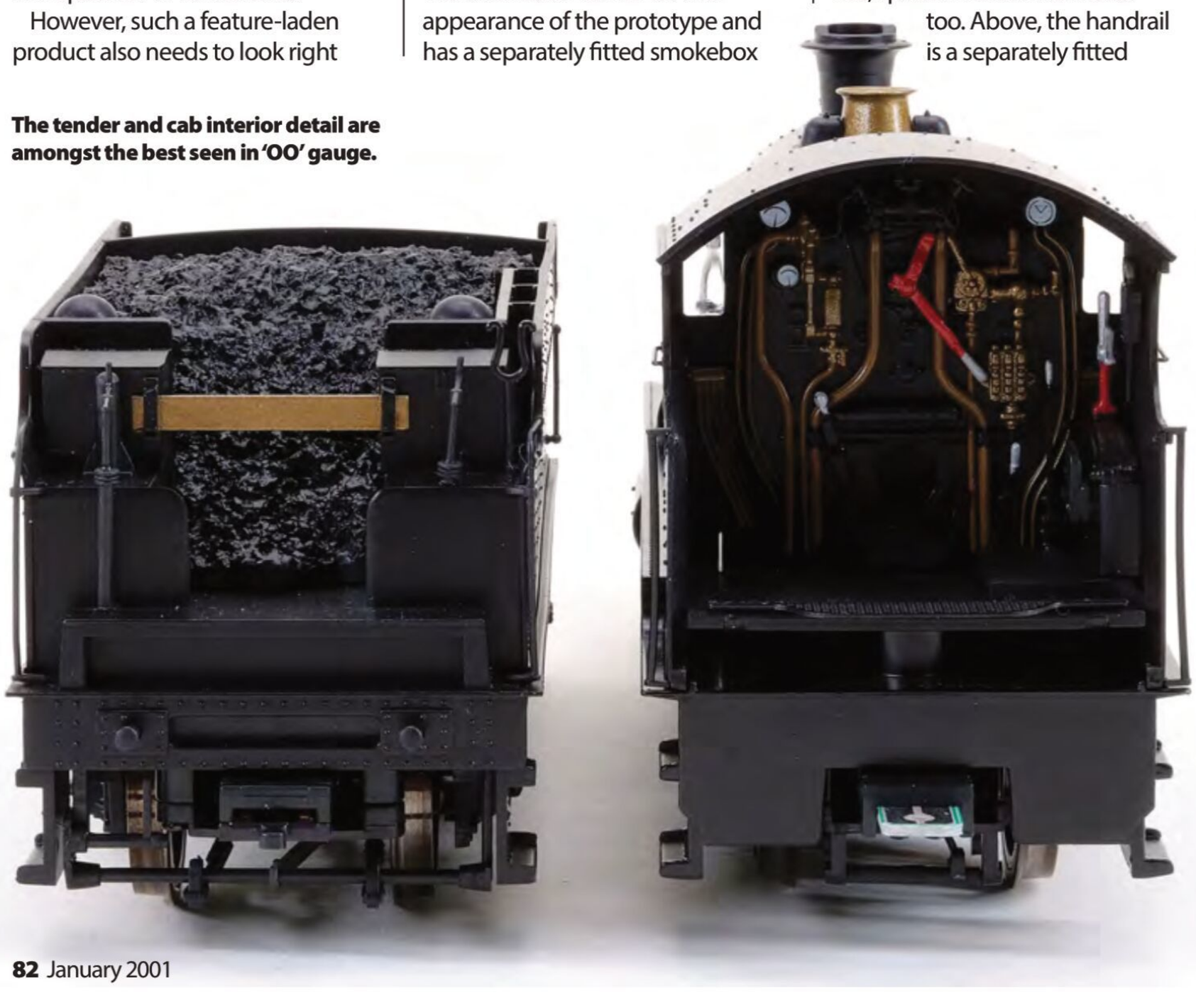
Moving along the locomotive and the running plates are packed full of hallmark details including lubricators, boiler saddle, reversing rod, splashers and rivet heads too. Above, the handrail is a separately fitted metal part extending all the way around the boiler on individual handrail knobs, while the boiler and firebox capture the lines of the Swindon No. 4 to a tee.

The cab continues the exceptional detail with individually fitted flush windows to the front either side of a gloriously detailed firebox backhead which looks like you could jump in a drive. There's even a shaped etched metal fallplate to cover the gap between the locomotive and tender footplates. Below the wheels have cast metal centres and turned metal tyres which have been further detailed with a full set of brake shoes, rodding and factory fitted draincocks on the cylinders.

Coupled behind the locomotive is an equally well-finished model of a GWR 3,500gallon tender. It has handbrake and water scoop handles, the distinctive coal space bar, toolboxes, a full relief coal space below the impressively realistic plastic coal load, lamp irons at the rear, sprung buffers and more.

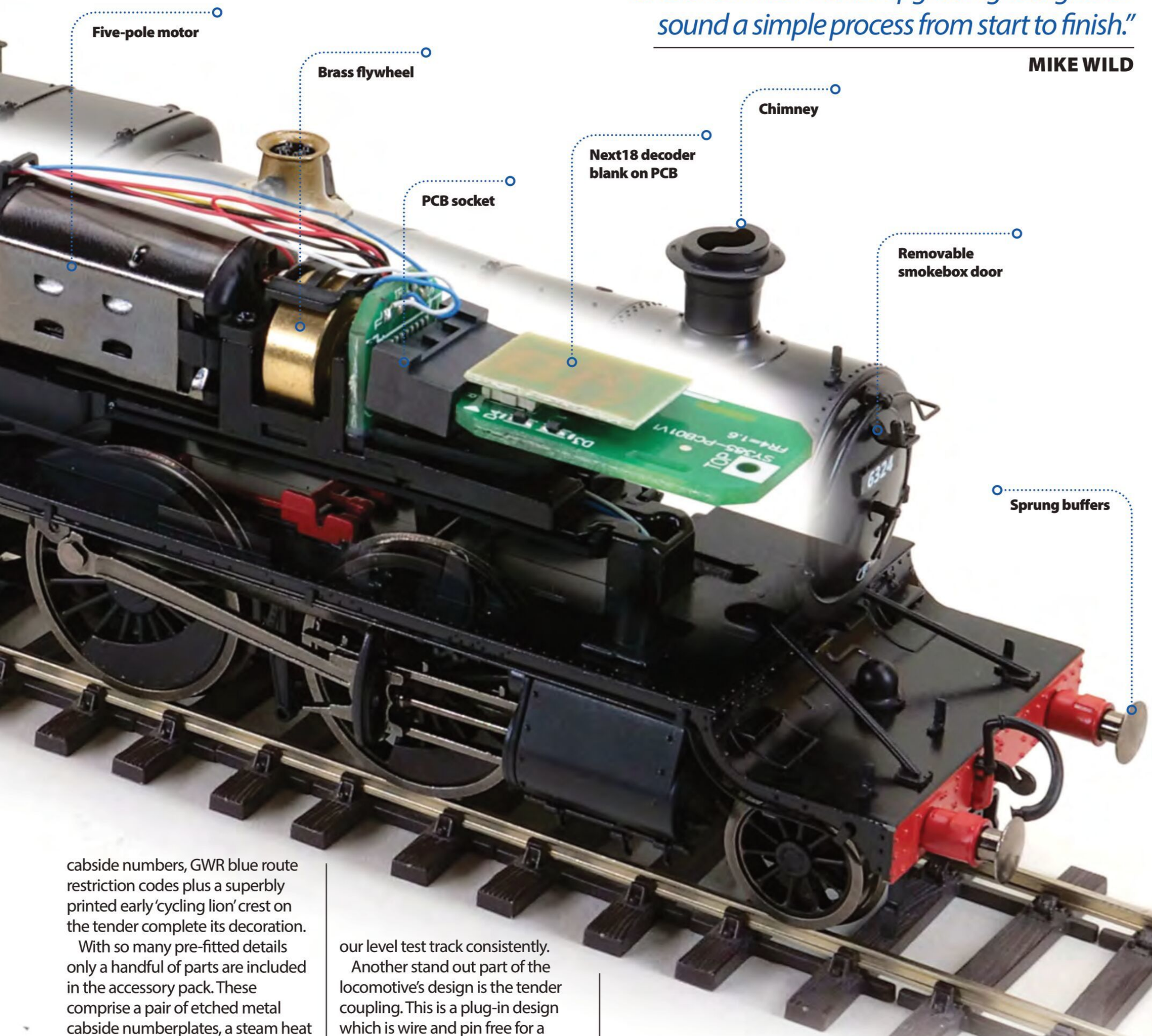
Decoration of our sample of 6324 was excellent throughout too with the simple BR black livery being relieved by red accents for the bufferbeams. Locomotive numbers on the smokebox door, printed

The tender and cab interior detail are amongst the best seen in 'OO' gauge.



"The Dapol 'Mogul' is a brilliant new addition to its growing range of 'OO' gauge locomotives and one which makes upgrading to digital or sound a simple process from start to finish."

MIKE WILD



cabside numbers, GWR blue route restriction codes plus a superbly printed early 'cycling lion' crest on the tender complete its decoration.

With so many pre-fitted details only a handful of parts are included in the accessory pack. These comprise a pair of etched metal cabside numberplates, a steam heat pipe, a 15mm x 11mm 'cube' speaker baffle to fit the decoder board plus a tool to aid removal of the smokebox door and decoder PCB.

PERFORMANCE

Immediately on putting the 'Mogul' on the track, we were taken aback by just how smoothly the 2-6-0 set off from a standing start – Dapol's slow speed mechanism clearly does its job exceptionally well.

Having completed initial running in, light engine, we loaded 6324 with a typical freight of 25 box vans which it handled without any fuss whatsoever. We also tested it with an eight coach train of Mk 1 stock which again it hauled easily around our level test track consistently.

Another stand out part of the locomotive's design is the tender coupling. This is a plug-in design which is wire and pin free for a clean and robust design, and it is simple to use. Just line up the locomotive and tender and push them together so that the coupling clips in place. This takes care of all electrical connections between the locomotive and tender too and still allows the 'Mogul' to navigate second radius curves. We've seen an increase in discreet tender couplings recently, but this is by far the neatest to cross our desk so far.

Continuing the technology theme, Dapol has used a Next18 decoder socket in the 2-6-0 which is positioned inside the smokebox. Access is achieved by removing the smokebox door using the 'wedge' end of the tool included with the model. Once that is out of the way the other end of the device can be used to pull the PCB containing the decoder socket and leading speaker connections out for installation of a chip and speaker. No tools are required except for the one provided with the locomotive and there is no need for soldering either – the speaker just presses into place against the base of the PCB.

Enhancing this further, there is space inside the tender for a second speaker to be added in the tender, though you will need to solder its connections together. The area is 40mm x 20mm, opening it up for use with a wide range of speaker types.

OVERALL

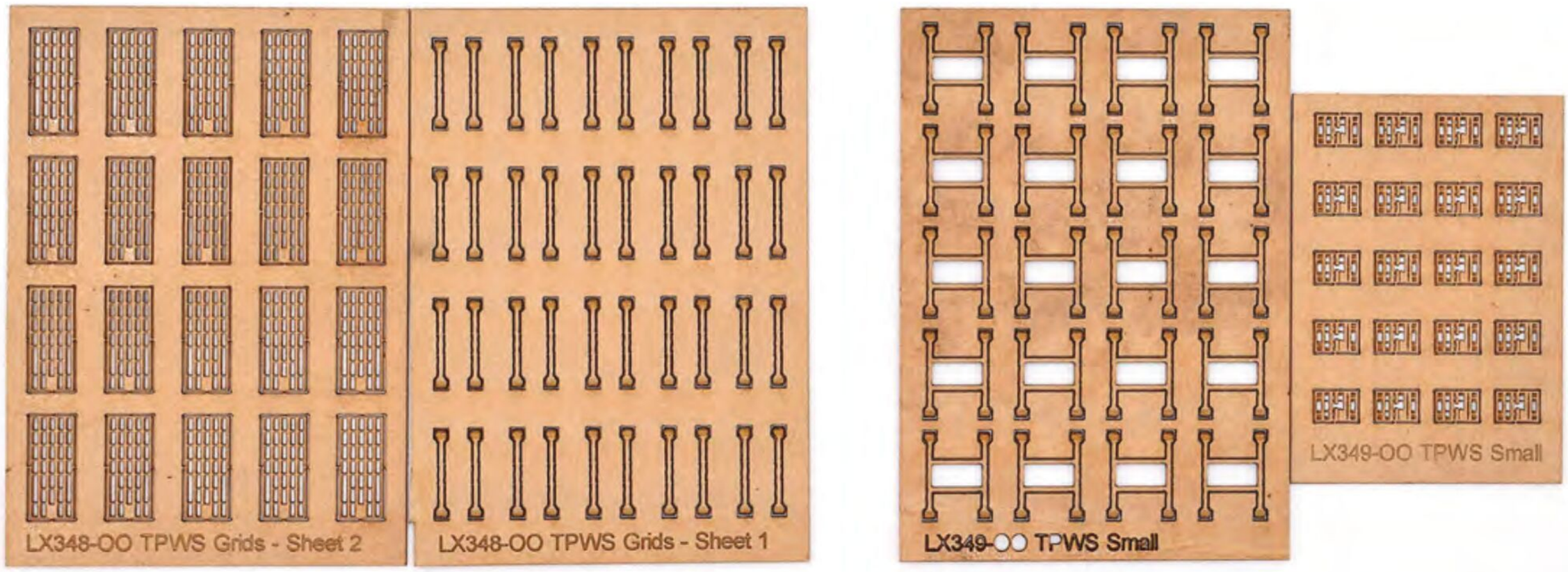
The Dapol 'Mogul' is a brilliant new addition to its growing range of 'OO' gauge locomotives and one which makes upgrading to digital or sound a simple process from start to finish. The tender coupling is an excellent design too making for a much neater appearance between the locomotive and tender.

All in all, this is a superbly detailed well thought out model which has kept the modeller in mind from start to finish. Undoubtedly this is Dapol's best ready-to-run 'OO' gauge model yet and sets the bar for its next projects. Long may it continue. (MW)

'OO' GAUGE

LASER-CUT TPWS GRIDS

● **Price:** £4.49 ● **Cat No:** LX348-OO/LX349-OO ● **Site:** *www.scalemodelscenery.co.uk* ● **Era:** 9-11



NEW to Scale Model Scenery's range of model railway detailing accessories are these 4mm scale Train Protection Warning System (TPWS) grids.

TPWS was developed in the late 1990s as an additional protective layer in railway signalling and eventually deployed across the network as a more cost-effective (but still safe) alternative to Automatic Train Protection. It became mandatory on passenger lines by the end of 2003.

SMS has added a pack of TPWS grids/transmitter loops (Cat No. LX348-OO) and a pack of TPWS mini grids/transmitter loops (LX349-OO). Each pack contains sufficient parts to create 20 TPWS grids by removing the relevant 'legs' from the thicker of the two laser board frets and gluing to a pair of sleepers, before overlaying the 'grid' from the thinner sheet. The larger 'grids' measure 13mm x 11mm x 1.2mm, while the smaller examples measure 11mm x 8.6mm x 1.2mm. Just add paint. (MC)

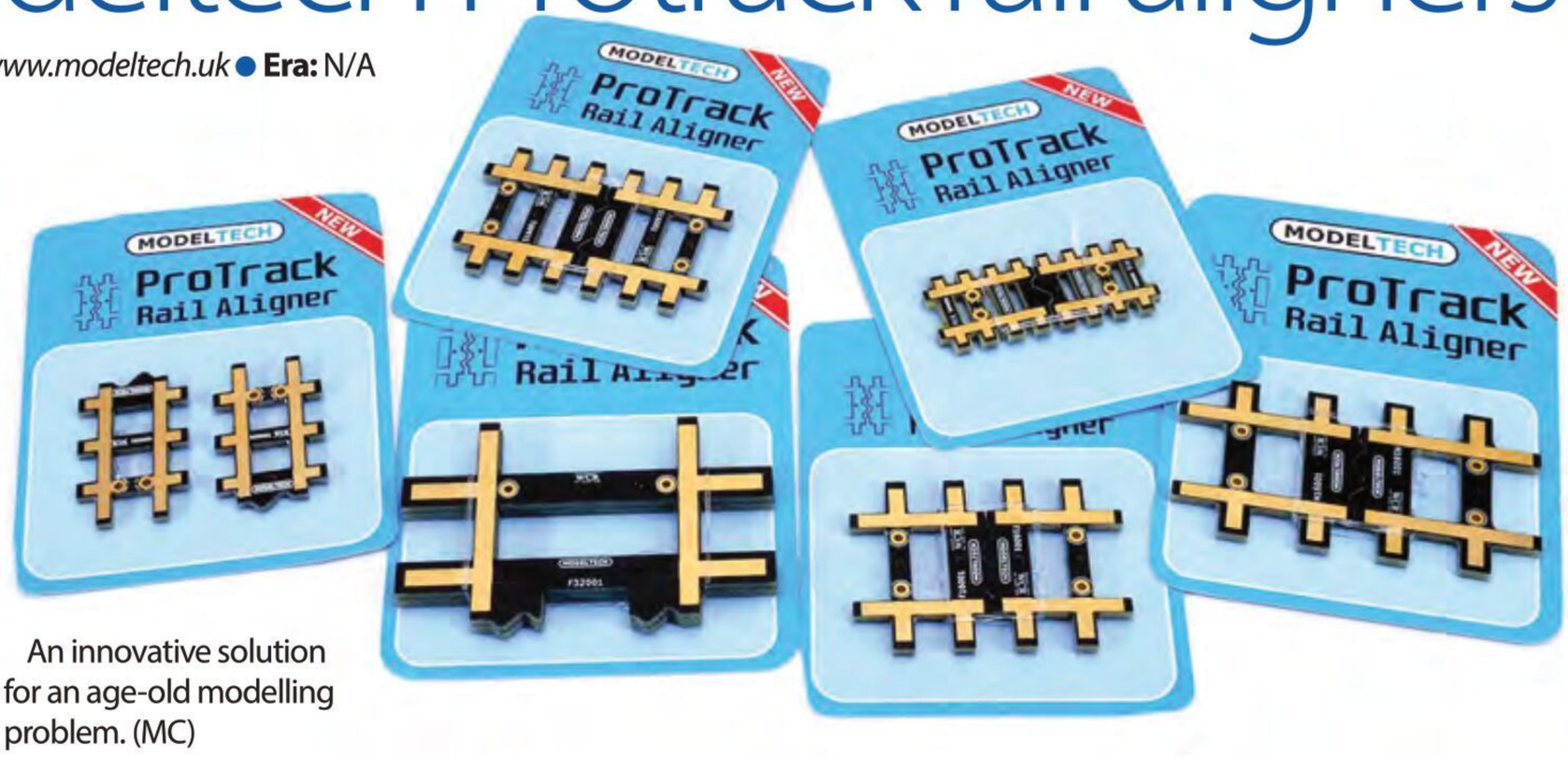
MULTI

More Modeltech Protrack rail aligners

● **Price:** £10 ● **Cat No:** Various ● **Site:** *www.modeltech.uk* ● **Era:** N/A

Modeltech's range of Protrack rail aligners (HM160) has expanded further with examples to suit 'N', 'OO9', 'OO'/'HO', 'OO' Bullhead, 'O-16.5' and 'O' gauges now available

All except the 'O' gauge pack contain four pairs (eight pieces) of rail aligners - the 'O' gauge pack contains two pairs - and the pre-cut parts follow the same principle of the original releases with interlocking ends that ensure they line up at baseboard joints. They feature pre-drilled holes for electrical connections and track pins, ready to be fixed in place.



An innovative solution for an age-old modelling problem. (MC)

ANY

Gaugemaster finger grip craft knife



● **Price:** £3.80 ● **Cat No:** GM576
● **Site:** *www.gaugemaster.com*
● **Era:** Any

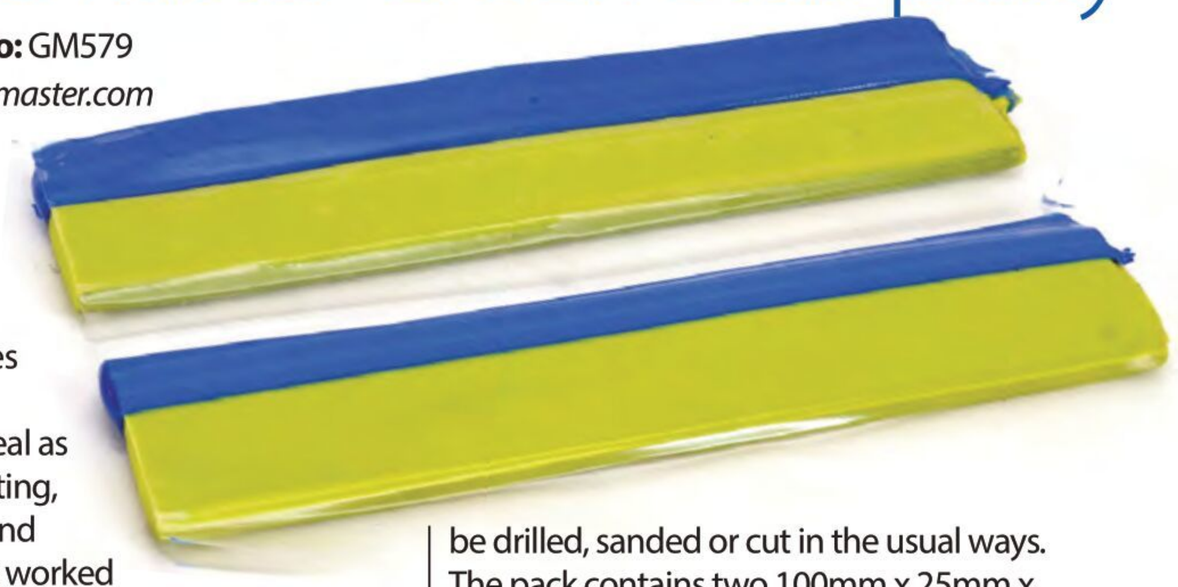
Gaugemaster has added a new modelling craft knife to its range of tools and accessories. Designed specifically to help apply pressure with the hand while also guiding the knife blade with your fingers, it features an ergonomic plastic finger grip, together with a metal chuck tightener.

Measuring 99mm in length, it is also supplied with two spare No. 11 blades. (MC)

ANY

Gaugemaster Green Stuff putty

● **Price:** £7 ● **Cat No:** GM579
● **Site:** *www.gaugemaster.com*
● **Era:** N/A



Recently added to the Gaugemaster range of modelling tools and accessories is this Green Stuff modelling putty. Ideal as a filler and for sculpting, this two-part blue and yellow putty can be worked for up to 90 minutes once mixed and will cure within 24 hours. Once it has hardened it can be drilled, sanded or cut in the usual ways. The pack contains two 100mm x 25mm x 4mm strips and given that it contains epoxy resins, it should be handled carefully. (MC)

ANY

Cobra cable and terminal boards

● **Price:** £36.95 ● **Cat No:** 1144-6928
● **Site:** *www.hobbytrax.co.uk* ● **Era:** N/A



Hobbytrax has added a new 25-way Cobra Cable and terminal boards pack to its rapidly expanding range of electrical and modelling accessories.

Primarily aimed at exhibition layout operators, the pack contains a one metre length of 25-way cable with male/female D connectors at respective ends for bridging between baseboards. In addition, a pair of 25-way 90mm x 86mm x 17mm terminal boards with male/female D connectors is also supplied for making the relevant electrical circuits on each board such as track feeds, accessories and the like. Each screw terminal is clearly marked, and a set of easy-to-follow instructions is included. It can also be used for creating a Digital Command Control (DCC) layout bus, while each of the cable's 16 strand 0.2mm diameter wires is suitable for up to 3amps current. Maximum voltage per terminal is 24volts AC or DC. The cable is also available with nine-way or 15-way terminal boards and can also be supplied with a longer cable on request. Perfect for quick setups at exhibitions. (MC)

ANY

Deluxe Materials Grime 2 Shine

● **Price:** £7.66 ● **Cat No:** AC27
● **Site:** *www.deluxematerials.co.uk*
● **Era:** Any



Grime 2 Shine is a new foaming formula cleaner from Deluxe Materials that has been designed to clear dirt and oily grime from models.

Supplied in a 225ml pump action plastic bottle, the formula is applied to the surface of the model, then wiped clear with a cloth.

Water-based, the formula is non-flammable. (MC)

ANY

3D printed gas bottles

● **Price:** £4.79 ● **Cat No:** AX134-OO
● **Site:** *www.scalemodelscenery.co.uk*
● **Era:** 7-11



Small details can make a big difference and these 4mm scale 3-D printed propane/LPG gas bottles from Scale Model Scenery are a case in point.

Produced in a red resin material, they each measure 10.5mm x 4.5mm and are supplied in packs of ten bottles. They could be utilised as a lorry load, placed in a secure compound or workshop diorama. Alternatively, the odd one placed to the rear of a house, suggesting bottled gas for cooking, would equally draw the eye. (MC)

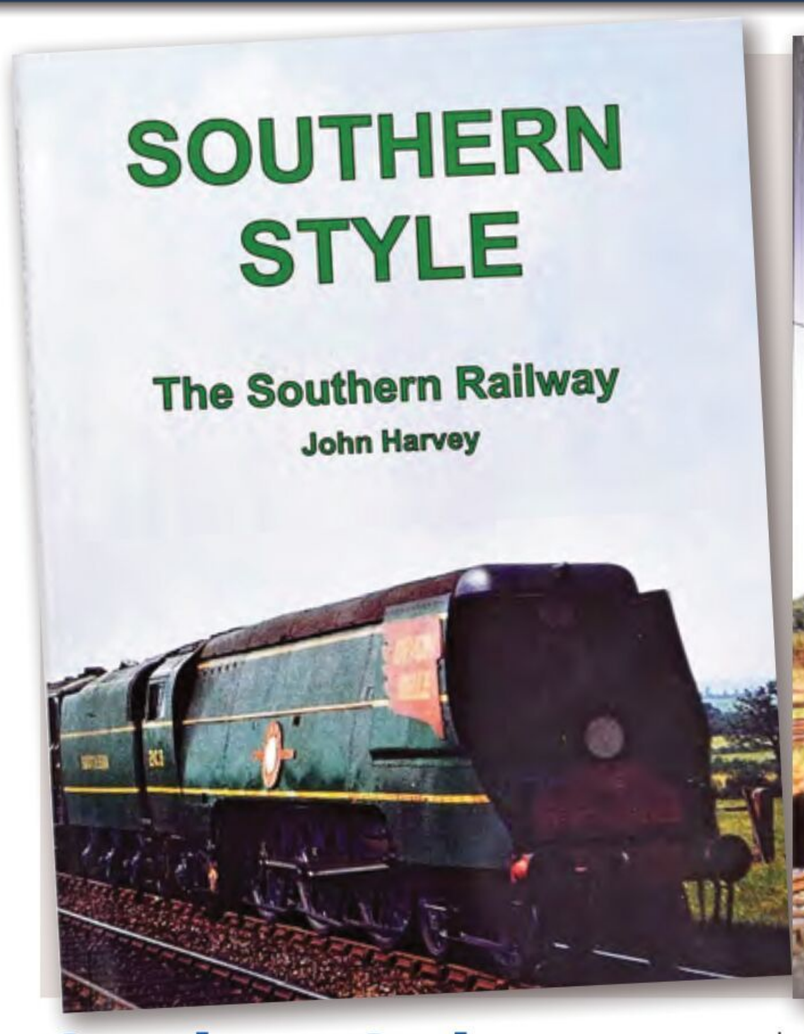







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Southern Style – The Southern Railway

Author:	John Harvey
Publisher:	*www.hmrs.org.uk*
Title:	Southern Style – The Southern Railway
ISBN:	978-0-902835-37-5
Price:	£35 (HMRS members £25)
Spec:	240 pages, softback

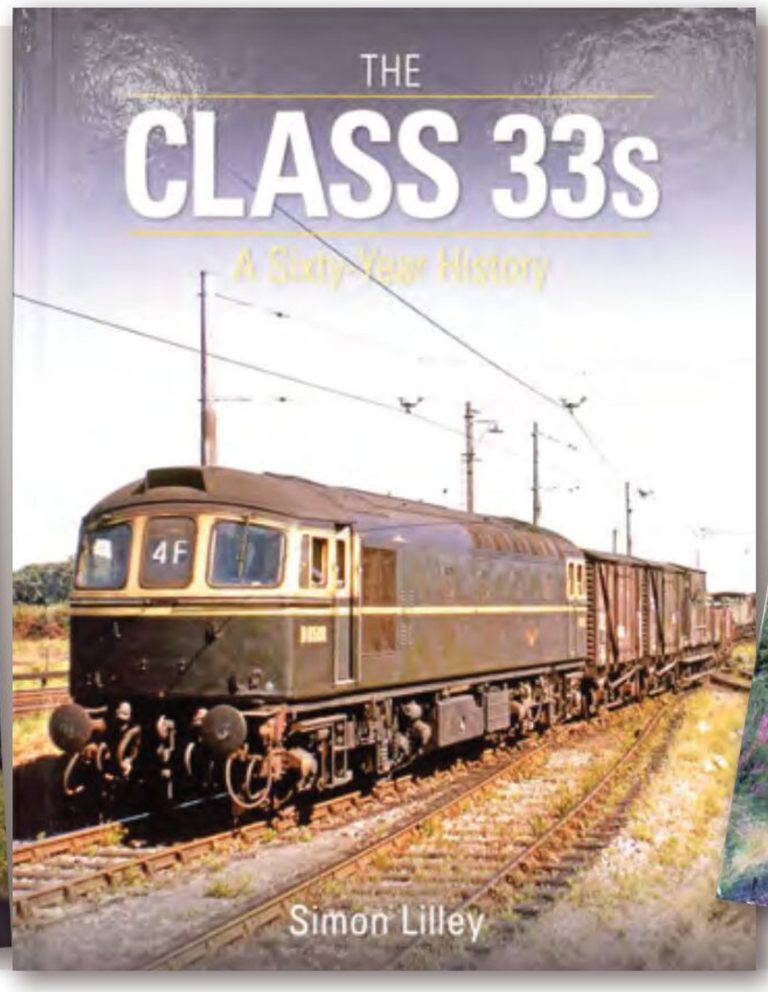
THIS LATEST VOLUME from the Historical Model Railway Society (HMRS) follows a familiar format to previous publications in the series, offering a detailed insight into colour schemes carried on the Southern Railway (SR) between 1923 and 1948.

As well as covering the SR's eye-catching liveries through the years, it also contains a significant level of detail such as application, lining, lettering and numbering styles, experimental and wartime schemes, effects of revarnishing on the overall appearance and more. And it is not just locomotives that are covered - passenger rolling stock and freight wagons are included in some detail too. If your interests lie a little deeper, you will also find references to passenger stock interior moquette and seating styles allowing modellers to really get to know the vehicles they want to replicate both outside and inside.

Signage and building colour schemes are also included with diagrams showing the official painting specifications for interiors and exteriors as well as fencing, signals, posts, notice boards, cupboards, buffer stops, platform awnings and much more. Drawings for placement of lettering on wagons and coaches also accompany informative text, together with a superb selection of prototype images illustrating the overall Southern Style.

If this was not enough, the volume also includes a selection of specimen Southern Railway colour swatches for modellers with references to their origins too – 17 in all, from Urie locomotive green to Lynton and Barnstaple coach brown. These will prove especially useful in ensuring the right paint choices are made for scale models.

Another comprehensive volume from the HMRS. (MC)



The Class 33s, A Sixty-Year History

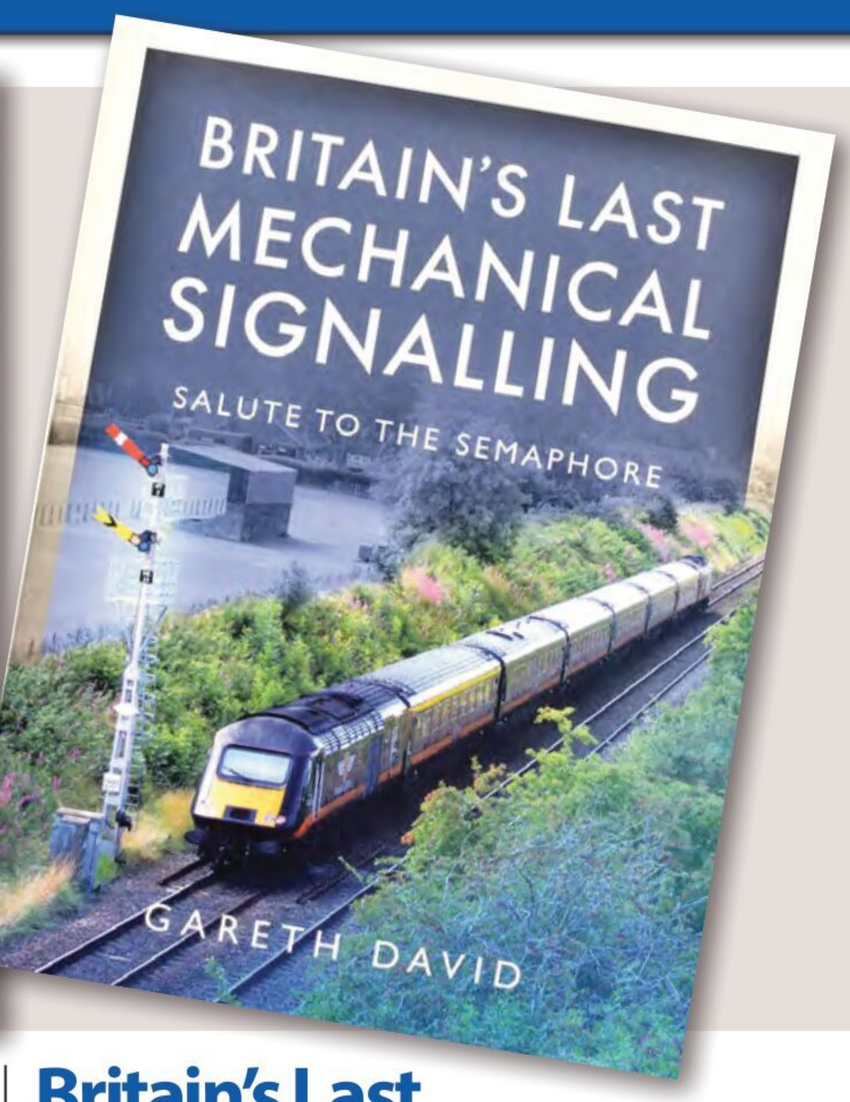
Author:	Simon Lilley
Publisher:	*www.crecy.co.uk*
Title:	The Class 33s, A Sixty-Year History
ISBN:	978-1-91080-966-2
Price:	£25
Spec:	224 pages, hardback

NEW FROM CRECY is this comprehensive history of the Southern Region's popular BR Class 33 Bo-Bo diesel locomotives.

At 224 pages this is a weighty tome which goes into some incredible detail, looking back at these BR Southern Region workhorses. The author charts the entire career of the BRCW Type 3s from design and construction to their widespread operations through the years, with unprecedented access to archive material reflecting notes and documents from meetings and correspondence. This is a real 'nuts and bolts' study with extensive explanations on how the locomotives operate, such as the controls, instrumentation, components and more. Technical problems, modifications, improvements, costings and a general 'what does what' approach demonstrates the level of detail that the author has gone into with this volume.

Chapters chart the background to the initial tender process for the first 45 locomotives, as well as subsequent orders, entry to service, reallocations in the early 1960s, development of the push-pull (Class 33/1) examples, maintenance, liveries, sphere of operations in the 1970s and 1980s, names carried, their eventual withdrawal, and much more.

Each of the three sub-classes (33/0, 33/1, 33/2) are featured throughout, while an overview of each locomotive's history is included too. A superb selection of colour and black and white images also accompanies the detailed text, with some interesting turns included, resulting in a thoroughly engrossing read on the 'Cromptons' over the past six decades. For those with more than a passing interest in the class, this is a must-have addition to the library. (MC)



Britain's Last Mechanical Signalling

Author:	Gareth David
Publisher:	*www.pen-and-sword.co.uk*
Title:	Britain's Last Mechanical Signalling – Salute to the Semaphore
ISBN:	978-1-52671-473-2
Price:	£30
Spec:	227 pages, hardback

FOR MODELLERS of traditional signalling methods, this fascinating collection of images offers an impressive record of just how many semaphore signals survive on today's modern railway. It is incredible how many are in regular use and may well continue for several years before the last examples are retired.

Having said that, the numbers in everyday use are ever dwindling with the likes of Barnetby - which had an incredible array of semaphores - seeing introduction of new colour lights in 2015. Indeed, some of the images are just three or four years old and yet the scenes are now consigned to history, as modern colour light signals have replaced the semaphores and signalboxes.

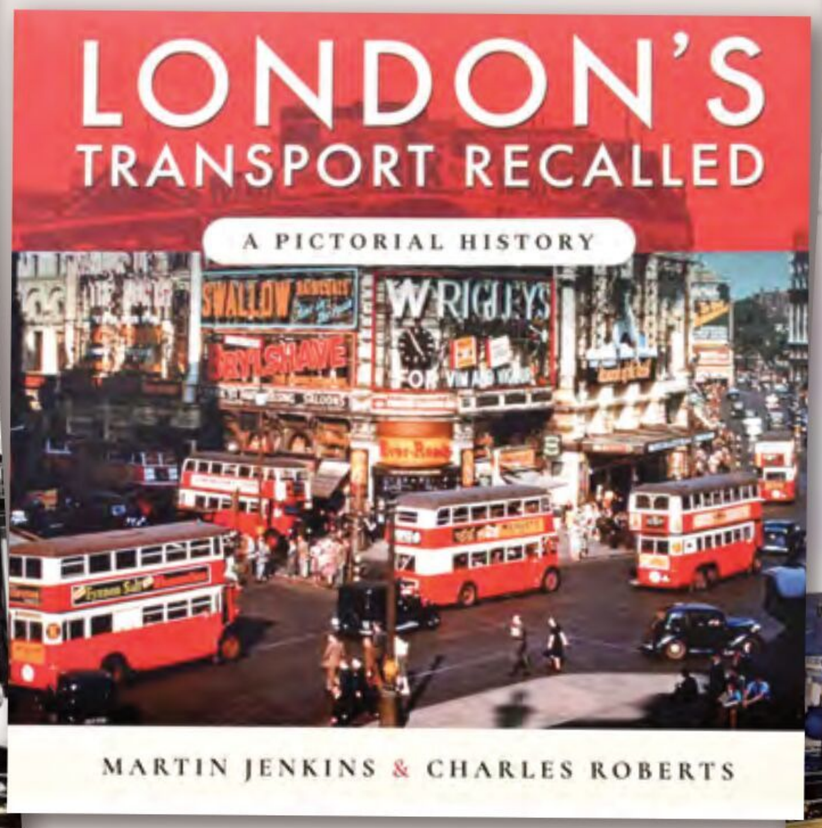
Chapters are arranged by region and each location includes accompanying text with details of the mechanical signalling still in use, types, respective numbers and how best to view them, where possible. Walking routes and directions, together with suggested ways of accessing safe vantage points are also included allowing enthusiasts the opportunity to seek out the remaining semaphores first hand.

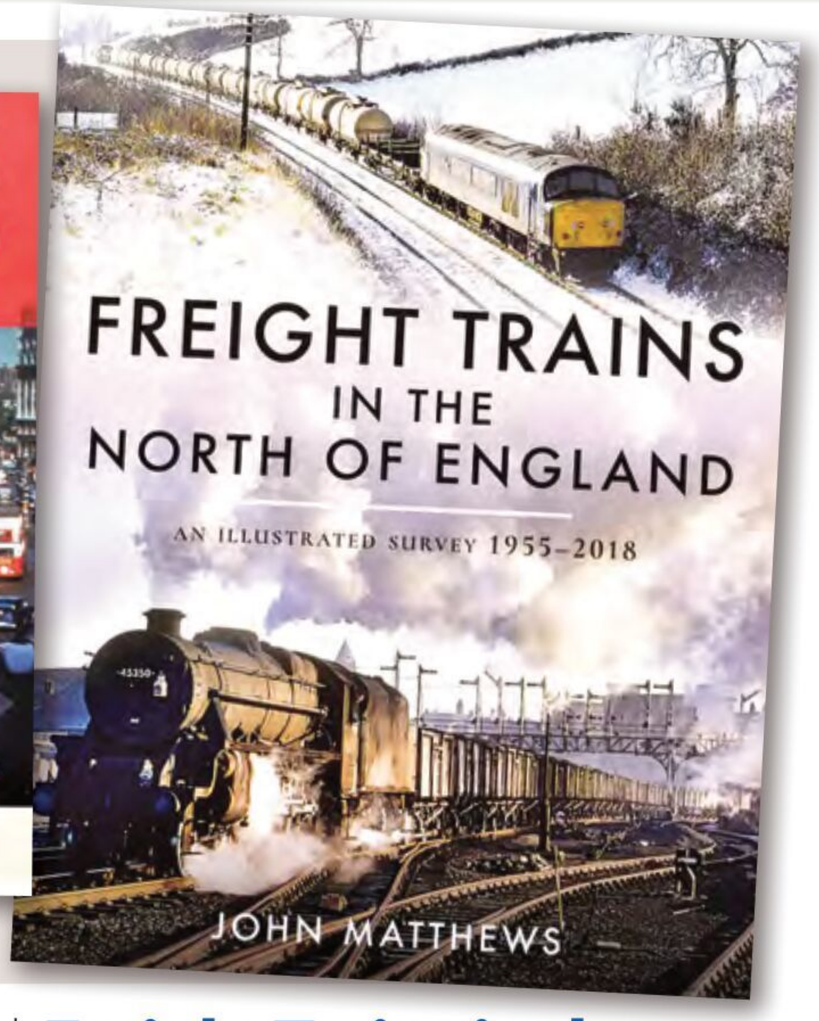
The volume also includes some incredibly rare examples of semaphore signals, as well as some 'modern' examples too, which have been renewed in recent years, adding further to the insight that this book offers

This is a well-researched volume with enjoyable accompanying text which also includes a super selection of images, most of which date from 2016/2017.

With 200 or so signal boxes still in regular use controlling at least one semaphore signal, the spectacle of watching traditional signalling methods on the modern railway is set to continue for a while yet. (MC)







The Last Days of British Steam

Author:	Malcolm Clegg
Publisher:	*www.pen-and-sword.co.uk*
Title:	The Last Days of British Steam – A Snapshot of the 1960s
ISBN:	978-1-52676-042-5
Price:	£25
Spec:	144 pages, hardback

NEW FROM PEN AND SWORD is this hardback picture book of images charting the final days of British Railways steam in the 1960s - a time fondly remembered by many and often lamented by others.

Much of the volume is devoted to an impressive selection of black and white images – around 100 pages or so – while the final section provides technical details and additional information on the locomotives featured within those images, with build information, withdrawal and scrapping dates. This data is useful for modellers looking for accuracy in their locomotive choices.

While understandably there are photographs that focus on the locomotive, many of the pictures also feature the full-length train – ideal if you are considering replicating a particular service in model form. Images are crisp, while reproduction is very good with clear resolution throughout, which also aids identifying vehicles within the train's consist.

The book features a good mix of freight and passenger subjects, including some interesting examples of express locomotives on freight turns by this time, such as a Bulleid rebuilt 'Merchant Navy' 4-6-2 on a short train of empty mineral wagons and a Gresley 'A4' 4-6-2 on a longer rake of similar vehicles. Images from around the Regions are included and not only do they portray the slightly unkempt state and condition of the locomotives and rolling stock at this time, they also reflect the immediate area too, such as depots, stations, yards and the lineside.

A useful list of abbreviations and informative introduction, setting the scene for the book, complete the package in this well put together book. (MC)

London's Transport Recalled

Author:	Martin Jenkins and Charles Roberts
Publisher:	*www.pen-and-sword.co.uk*
Title:	London's Transport Recalled – A Pictorial History
ISBN:	978-1-52672-697-1
Price:	£35
Spec:	200 pages, hardback

AMONGST PEN AND SWORD'S extensive collection of pictorial volumes is this superb collection of images looking back at all forms of transport in London from a bygone age.

The London Transport system has always attracted huge attention with its underground railway network being one of the best known in the world.

As you might expect, London Transport's diverse fleet of buses, trams and trolleybuses are included, as are the underground and overground railway lines, but the book also encompasses transport you might not expect on first glance including aircraft, barges, ferries, ships – even submarines! But despite the title, there is more than just transport here, as there are some impressive vistas of London life and period advertising hoardings with plenty of observational detail too – ideal for modelling inspiration.

Bus stops, platform furniture, tidy footpaths, quieter roads, uncluttered street scenes and more offer an amazing insight on a different time in the capital. London Underground units and locomotives such as the distinctive Metropolitan Bo-Bo electrics are included, as are industrial complex rail links such as docks, gas and cement works, while a selection of aerial views of London termini are also featured. Meanwhile, with an eye to the sky, some classic airline liveries also feature such as BEA, BOAC, Dan Air and more.

For added value there are also images of the British railway network around the capital too.

London has a wonderful transport heritage which is captured by this new book which will make a perfect addition to bookshelves for any London Transport enthusiast. (MC)

Freight Trains in the North of England

Author:	John Matthews
Publisher:	*www.pen-and-sword.co.uk*
Title:	Freight Trains in the North of England – An Illustrated History 1955-2018
ISBN:	978-1-52674-915-4
Price:	£25
Spec:	144 pages, hardback

AS THE TITLE SUGGESTS, there is plenty of freight train action throughout this book from the steam-era through to present day, with traditional mixed wagonloads, coal, steel, cement, lime and more. For a little added variety, a few parcel and engineers' trains appear too, the latter particularly interesting in their make-up which include former GWR 'Toad' brake vans.

Chapters are broken down into areas with images in each spanning the decades and while the traditional northern scenes are included, the author has also stretched the area covered to also incorporate Nottinghamshire too. His pictorial journey then follows through to the North East and offers interesting views of the rail infrastructure past and present, with some interesting reminders of major yards and sidings along the way including York Dringhouses. Other highlights include a Stanier '8F' 2-8-0 on full power heading out of Gowhole yard in late 1967, double-headed Class 17s powering through Kendal, a Class 76 on loaded coal wagons in the Pennines, Class 47 diesels on merry-go-round (MGR) coal hopper wagons and even a shot of the last steam-hauled MGR working to National Coal Board's Bickershaw Colliery exchange sidings in 1979.

Photographs are from the author's collection together with some from very well-known railway photographers, with a good mix of black and white and colour images reflecting the northern industrial and landscape settings. Reproduction is very crisp throughout, enhanced by high quality paper. Images are well composed and there is plenty of detail to savour.

If you are looking to recreate prototypical freight trains in a northern setting, this is another ideal addition to a reference library. (MC)

LIMITED BOXHILL from Locomotion Models

● **Price:** £110 ● **Cat No:** 4S-010-NRM01 ● **Site:** *www.locomotionmodels.com* ● **Era:** (2 or 11) ● **DCC:** DCC ready, Next18 decoder socket



LOCOMOTION MODELS has taken delivery of its long-awaited exclusive 'OO' gauge model of London Brighton & South Coast Railway 'A1' 0-6-0T 82 *Boxhill* in Stroudley 'Improved Engine Green'.

Built at Brighton Works in 1880, the sole-surviving full-size 'A1' 0-6-0T is preserved as part of the National Collection and is currently on display at the Railway Museum in York.

This all-new model was developed as a collaboration between Dapol, Rails of Sheffield and Locomotion Models, with this model of *Boxhill* reflecting the real thing in its preserved condition.

As with the standard releases (HM157), Locomotion Models' exclusive 'Terrier' features a wealth of separately applied detailing including handrails, lamp irons, whistle, condensing equipment, metal buffers, copper-capped chimney plus a die-cast chassis, five-pole skew-wound motor, all-wheel pick-up, compensated centre driving wheels, firebox glow, factory-fitted cube speaker, Next18 DCC decoder socket and more. DCC sound-fitted models are also available.

Application of the ornate and complex Stroudley 'Improved Engine Green' scheme is superbly executed, offering a high-quality finish throughout. Coupling rods are painted red and close inspection of the wheels reveals the green balance weights with painted spokes, just like the real thing. Guard irons are painted red, as are the sandpipes, while the cab roof is white. This model also features a nice sheen, reflecting the museum-like finish of the prototype. Printed detail is equally impressive with superbly shaded lettering, number plates and even the tiny depot allocation letters at the front end of the running plate.

Self-centring NEM coupler pockets with small tension lock couplings are fitted at each end and the entire package comes with an owner's manual, plus a special booklet charting the history of the 'Terrier' and an exclusive edition certificate, all within a stout card box.

A truly terrific 'Terrier'. (MC)





Royal release for Oxford Diecast

● **Price:** £9.45 ● **Cat No:** 76BSL001 ● **Site:** *www.oxforddiecast.co.uk* ● **Era: 9-11**



Oxford Diecast's range of 1:76 scale diecast model vehicles takes a regal turn with the release of Her Majesty the Queen's Bentley State Limousine.

Two of these luxurious limousines were built by Bentley for the Queen's Golden Jubilee in 2002. Oxford Diecast's newly-tooled model features wing mirrors, panoramic windows, cream interior with plenty of legroom, together with black seating, dashboard and steering wheel upfront.

Decoration is up to the manufacturer's usual high standard with a Royal Claret and black paint finish, relieved by silver trim, radiator grille and light clusters. Closer inspection reveals a neatly printed Royal coat of arms to the roof mount and insignias to each passenger door and the boot.

Perfect for incorporating a royal visit to your layout. (MC)

Oxford Diecast Audi S3 cabriolet

● **Price:** £6.75 ● **Cat No:** 76S3001
● **Site:** *www.oxforddiecast.co.uk* ● **Era:** 11



New from Oxford Diecast is this glacier white 1:76 scale Audi S3 Cabriolet. Modelled on a 2015 registered vehicle - KT15AFU - this sporty convertible is offered with the soft-top down, affording a birds-eye view of the neatly moulded red interior and dashboard detail. The bodywork is neatly styled and captures the look of the real thing, together with its all-over white paint finish, silvered detailing and the distinctive Audi radiator grille and badge. Headlights and rear light clusters are picked out in appropriate colours, while alloy wheels and rubber tyres complete this super new addition to the range. (MC)

Locomotion Models souvenir van

● **Price:** £15 ● **Cat No:** LM001 ● **Era:** N/A
● **Site:** *www.locomotionmodels.com*



New from Locomotion Models is this special edition Dapol 'OO' gauge 12ton ventilated box van in Railway Museum and Locomotion promotional livery.

Based on a LMS planked vent van with corrugated ends, the wagon is finished in dark grey with a white roof, together with joint branding on each side.

Judging by the wagon number – 202021 – this souvenir wagon could become an annual release in the future and is supplied in standard Dapol packaging with a Locomotion Models branded sleeve. Just 250 examples have been produced and, at the time of writing, was proving very popular. (MC)

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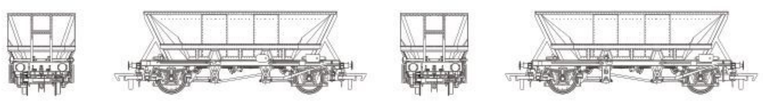


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HIGH-SPEC

THE CLASS 66 is the prime freight locomotive on the British railway network today with more than 450 in service with five different operators hauling everything from biomass fuel to oil, iron ore, container trains, rubbish, nuclear traffic, engineering trains and more.

Since the pioneer entered traffic in 1998 with EWS, they have been a hot topic for ready-to-run models. The first for 'OO' gauge came from Lima, and that model lives on through Hornby, which was later joined in the early 2000s by a high definition version with modern chassis from Bachmann. Fast forward 15 years and Hattons chose this modern day workhorse for a home-grown all-new ready-to-run locomotive in 'OO' gauge which it delivered in the early months of 2020.

In total, 37 versions have been produced covering a broad cross section of liveries and sub-classes consisting original EWS maroon and gold, DB branded maroon and gold, DB Schenker red and grey, Freightliner, DRS, Colas Railfreight, GBRf and unique liveries such as Cemex, Biffa red and orange and BR 'large logo' blue as 66789. All have era and sub-class specific details making the Hattons Class 66 the most detailed 'OO' gauge model of the Co-Co heavy freight locomotive yet. You can read our full review in HM152 (February 2020) or at *KeyModelWorld.com* in the Reviews section.

Here we are focused on the digital sound options for the Hattons Class 66. There is a factory fitted sound option from Hattons, but here we are using Legomanbiffo's comprehensive sound decoder for the '66' on an ESU LokSound decoder. This makes full use of the lighting function on the model through function keys with manual control over directional lights (with light engine and train modes), parking lights and even night mode too. In addition there are also options to adjust the horn tone and spirax valves to suit different periods of the '66s' career.

Installing a sound decoder is straightforward with the only difficult part being removal of the body because of the lower cab steps – this requires the body to be carefully spread to lift the steps over the die-cast chassis for safe removal of the body. Once the body is off, there is clear access to the lighting switches as well as the 21-pin DCC decoder socket. There is also ample space to install a 65mm x 29mm Earth Mover 2 speaker in the speaker well, as designed in by Hattons. Our installation also covers the addition of an ESU stay alive pack and while this is designed to provide three seconds of on board energy storage, in reality we found it offered around five or six seconds with the locomotive sounds running – a great addition for reliability in service.

The following step by step guide shows how we installed the ESU LokSound V5 decoder with Legomanbiffo sounds into the Hattons Class 66 to give 66088 a new lease of life. Hm

● **TOOLS: Soldering iron, Solder.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Class 66 66088, DB branded EWS maroon and gold	*www.hattons.co.uk*	H4-66-005
Legomanbiffo Hattons Class 66 sound file, LokSound V5	*www.dckits-devideos.co.uk*	LB-Class 66 (Hattons)
'Rail Rumble' Earth Mover 2 speaker	*www.dckits-devideos.co.uk*	Spk-Earth Mover
ESU stay alive pack	*www.dckits-devideos.co.uk*	54671

'66'

The Hattons 'OO' gauge Class 66 has an impressive specification, and DC Kits' Legomanbiffo has created an equally high value sound decoder specifically for the model. **MIKE WILD** installs an ESU LokSound V5 decoder into the Hattons model together with stay alive and a 'rail rumble' speaker.

The Class 66 is seen across the length and breadth of the country on freight traffic. DBS Class 66 66031 climbs away from Ipswich with 6Z57, the 12.02 Ipswich Griffin Wharf - Watford, on September 8 2014.
John Day/Railphotoprints.uk.

The completed model offers a superbly realistic driving experience with authentic sounds reproduced through the powerful 'rail rumble' speaker. We adjusted CV5 (maximum speed) to 80 and CV6 (mid-speed) to 35 to suit our driving style.

INSTALLING DCC SOUND IN HATTONS CLASS 66

TIP

The Hattons Class 66 is a sophisticated model, but care needs to be taken when removing the body to avoid damaging the lower body steps.



1 Hattons' '00' gauge Class 66 features an advanced specification of lighting which Legomanbiffo's ESU sound decoder accommodates fully. With the addition of an Earth Mover 2 (also known as 'Rail Rumble') speaker installed, the model really comes to life.

2



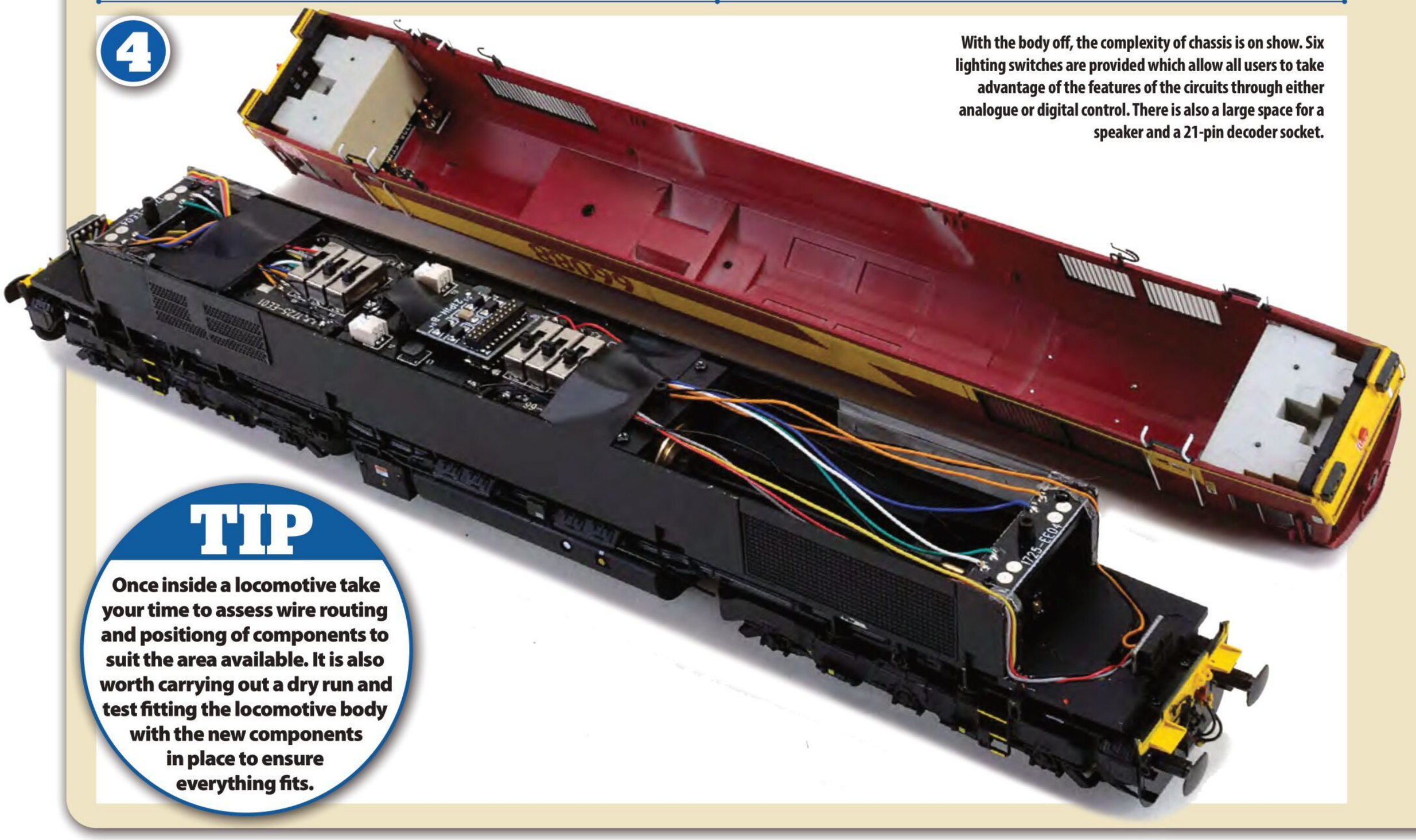
The body of the Hattons Class 66 is a clip fit over the metal chassis, but it has one complication – the superdetailed lower cab handrails and steps. Caution needs to be exercised when lifting these over the chassis. Take it one corner at a time.



3 Once the lower handrails are against the chassis block, it is plain sailing to lift the body clear of the chassis. Check each corner by raising the body a little at a time.

4

With the body off, the complexity of chassis is on show. Six lighting switches are provided which allow all users to take advantage of the features of the circuits through either analogue or digital control. There is also a large space for a speaker and a 21-pin decoder socket.

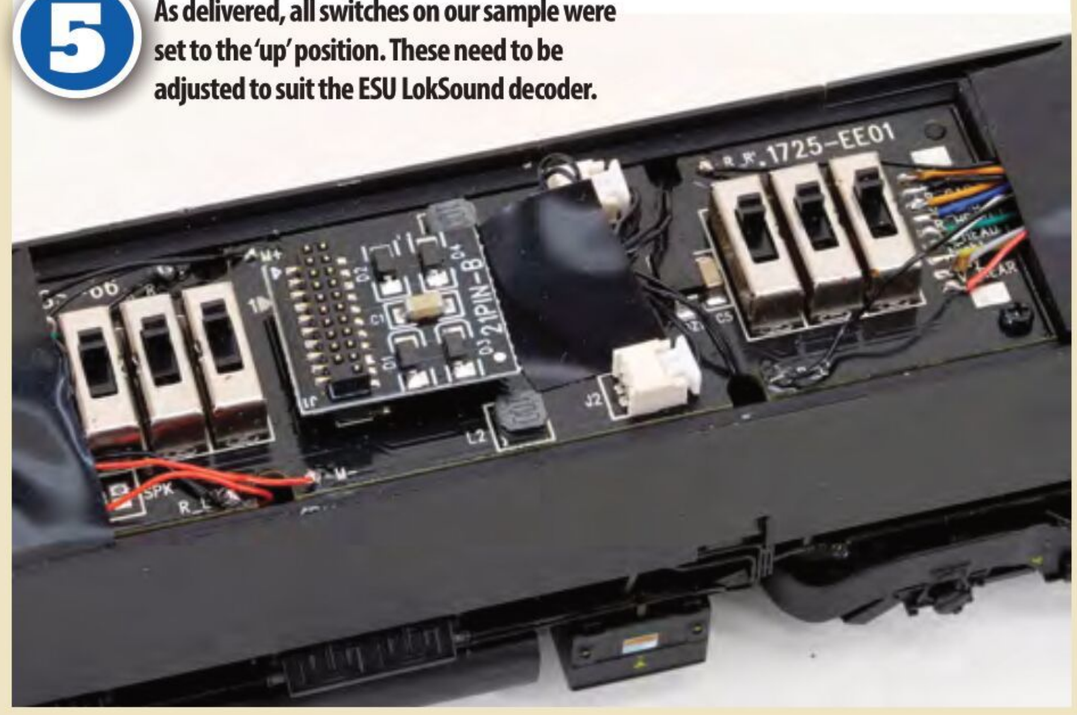


TIP

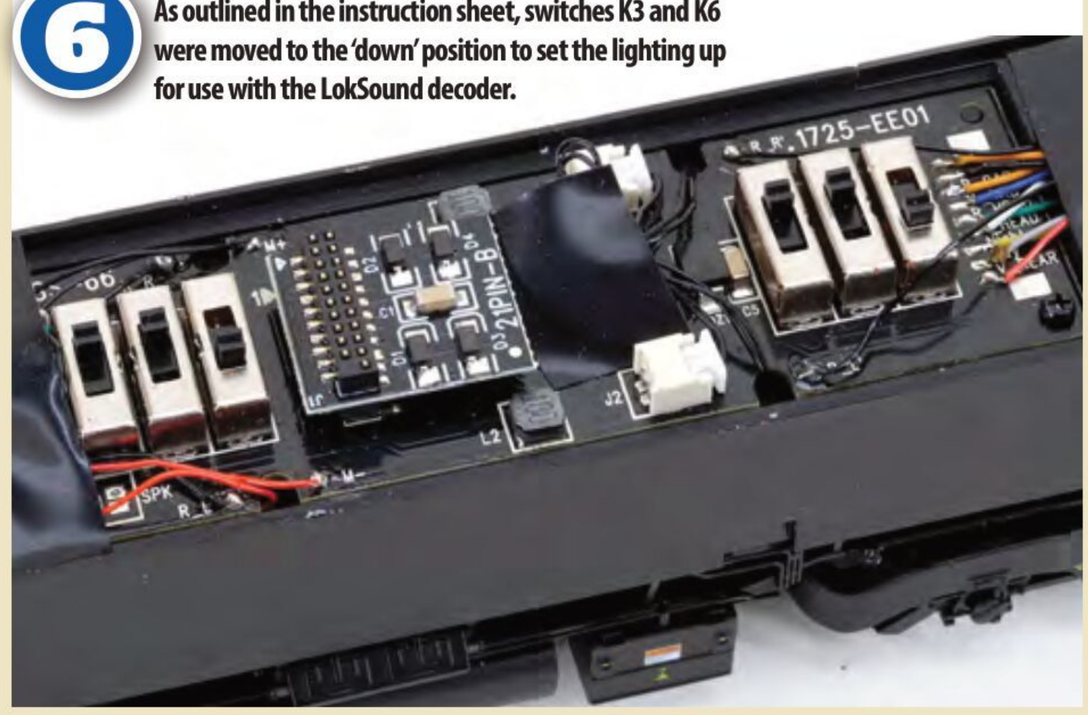
Once inside a locomotive take your time to assess wire routing and positiong of components to suit the area available. It is also worth carrying out a dry run and test fitting the locomotive body with the new components in place to ensure everything fits.

Intermediate
Beginner SKILL LEVEL Advanced

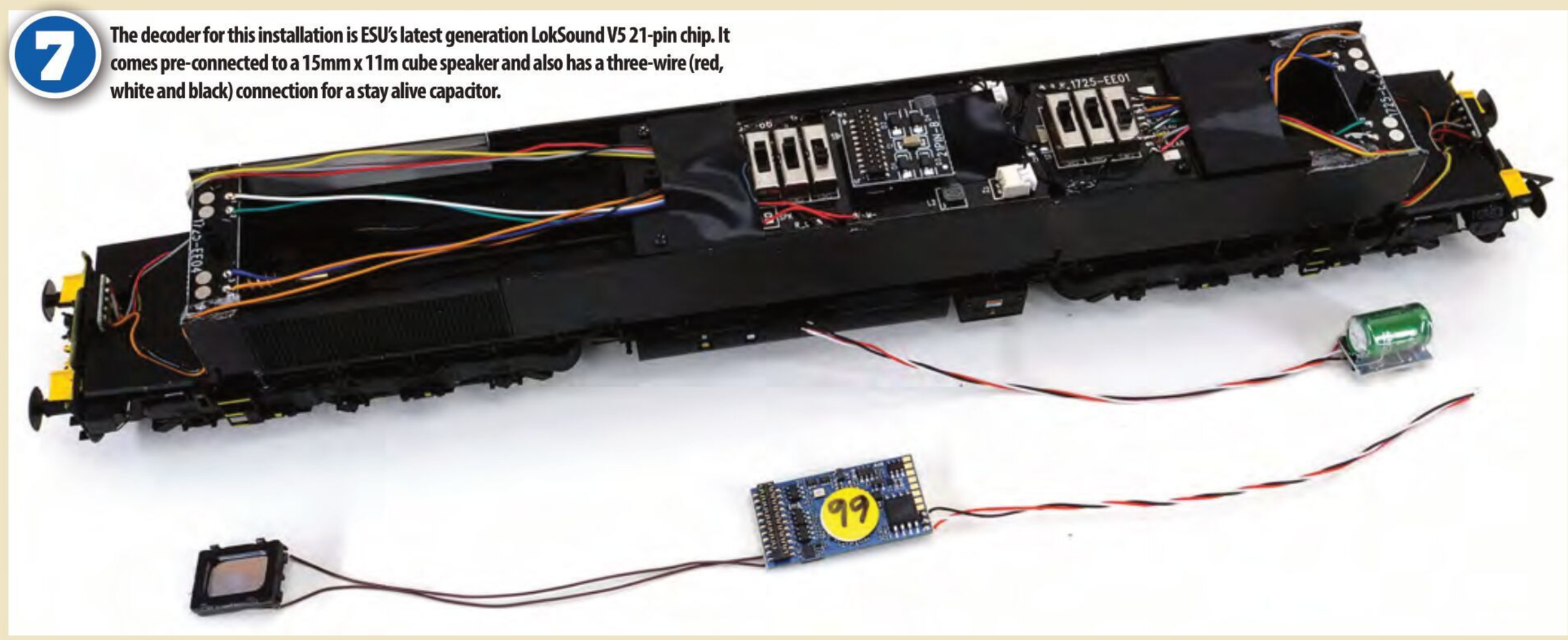
5 As delivered, all switches on our sample were set to the 'up' position. These need to be adjusted to suit the ESU LokSound decoder.



6 As outlined in the instruction sheet, switches K3 and K6 were moved to the 'down' position to set the lighting up for use with the LokSound decoder.



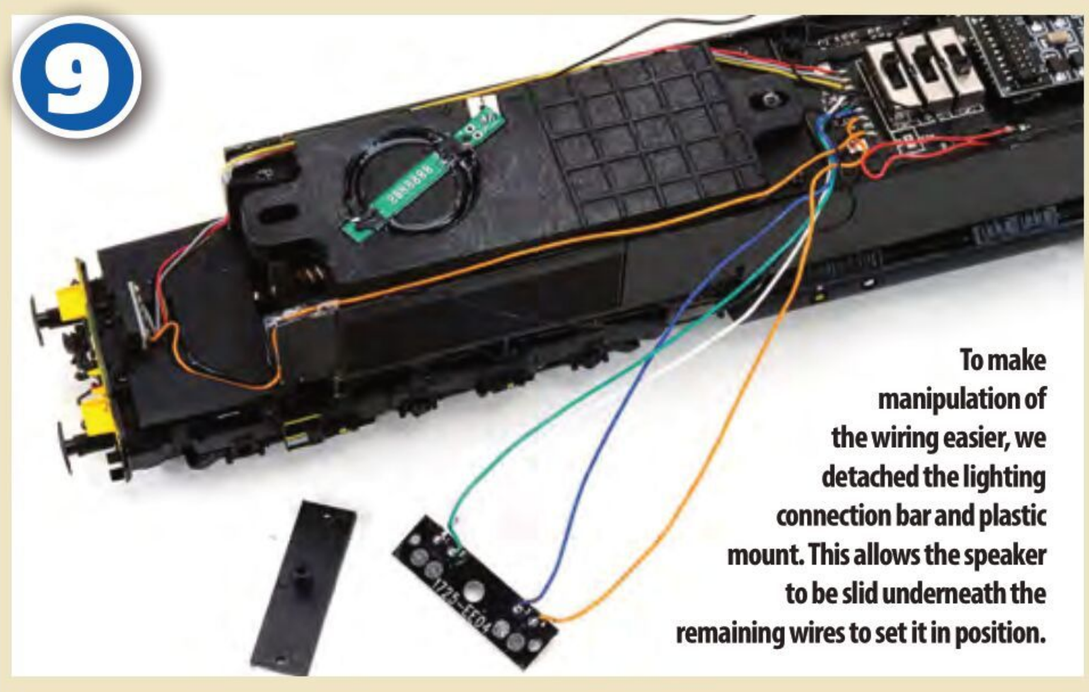
7 The decoder for this installation is ESU's latest generation LokSound V5 21-pin chip. It comes pre-connected to a 15mm x 11m cube speaker and also has a three-wire (red, white and black) connection for a stay alive capacitor.



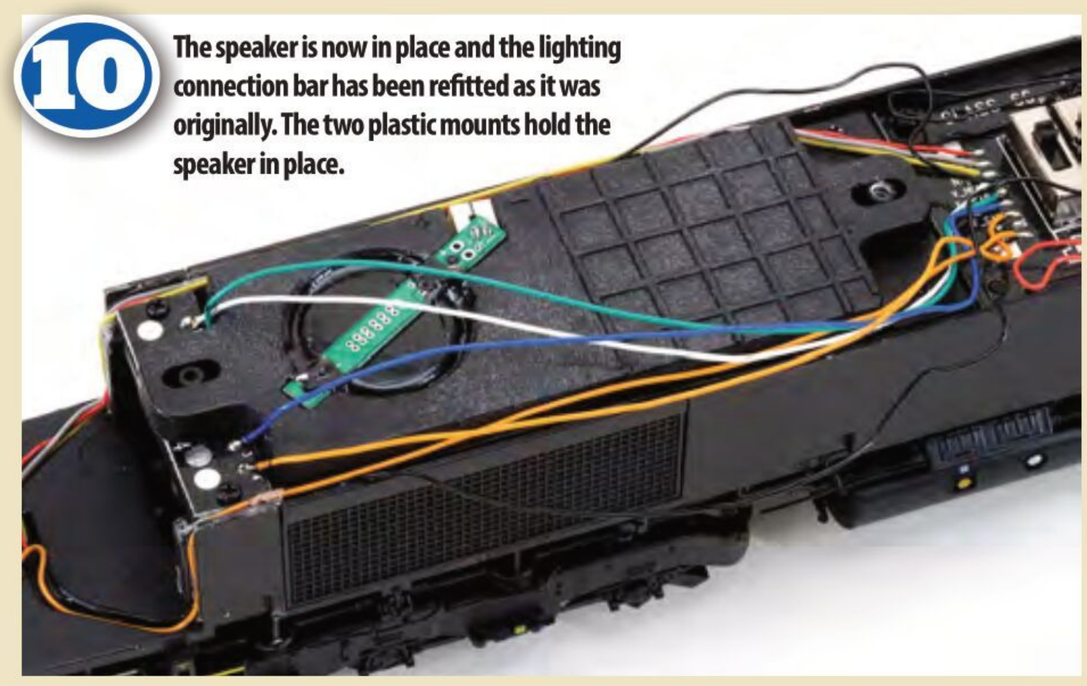
8 The speaker for our project is an Earth Mover 2. The Hattons chassis has been designed to accept this speaker facing down, but a little adjustment of the factory wiring is required to allow it to fit.



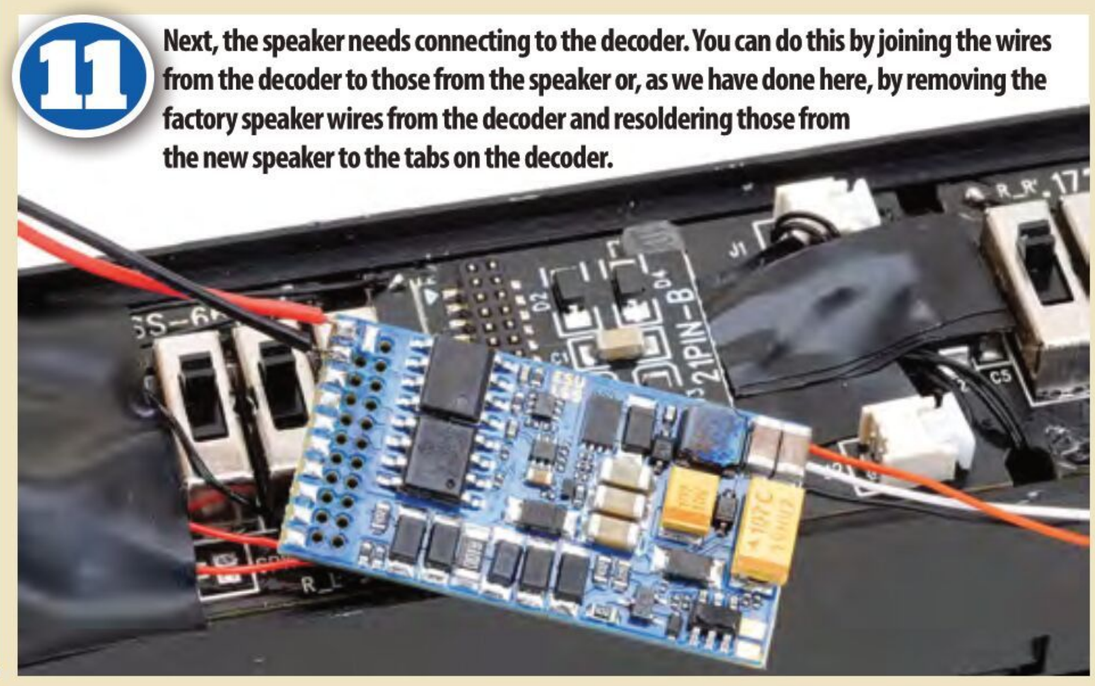
9 To make manipulation of the wiring easier, we detached the lighting connection bar and plastic mount. This allows the speaker to be slid underneath the remaining wires to set it in position.



10 The speaker is now in place and the lighting connection bar has been refitted as it was originally. The two plastic mounts hold the speaker in place.



11 Next, the speaker needs connecting to the decoder. You can do this by joining the wires from the decoder to those from the speaker or, as we have done here, by removing the factory speaker wires from the decoder and resoldering those from the new speaker to the tabs on the decoder.





Hattons has created 37 different livery choices for its 'OO' gauge Class 66 and through clever use of CV programming the Legomanbiffo decoder allows horn and spirax valve sounds to be tailored to suit different batches of the EMD Co-Co diesel. This is 66783 at the head of a container train.

STEP BY STEP

INSTALLING DCC SOUND IN HATTONS CLASS 66

Intermediate
Beginner — SKILL LEVEL — Advanced

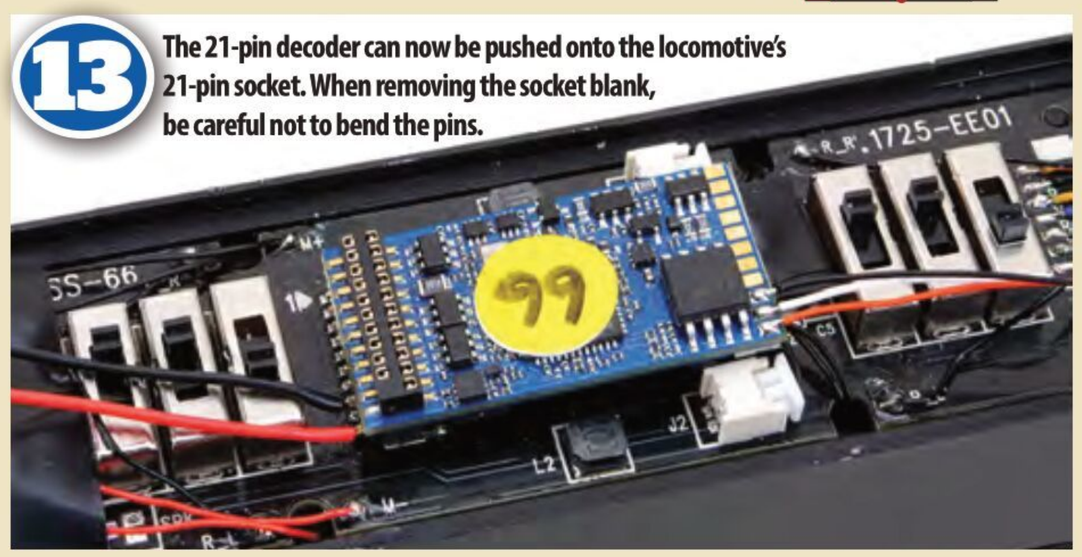
12



At the other end of the decoder we removed the red, white and black stay alive wires from the decoder to allow those on the capacitor board to be soldered directly to the decoder. This avoids extra joints, but if you don't want to solder on a decoder board it can be done by twisting the matching colour wires together and covering the joints with heatshrink insulation.

13

The 21-pin decoder can now be pushed onto the locomotive's 21-pin socket. When removing the socket blank, be careful not to bend the pins.



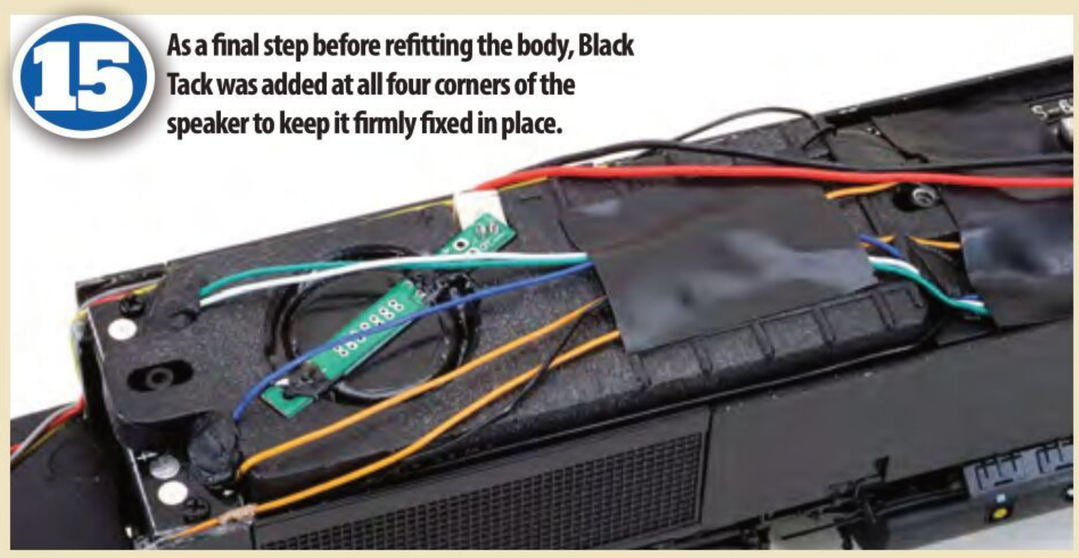
14



The sound installation is now complete. The stay alive pack fits neatly in the area above the bogie at the No. 2 end of the locomotive.

15

As a final step before refitting the body, Black Tack was added at all four corners of the speaker to keep it firmly fixed in place.



16

After refitting the body, we noticed a couple of paint flakes from the lower cab handrails. We touched them in with Humbrol Matt White acrylic (No. 34) to prepare the model for service. 66783 is now ready for the rails.



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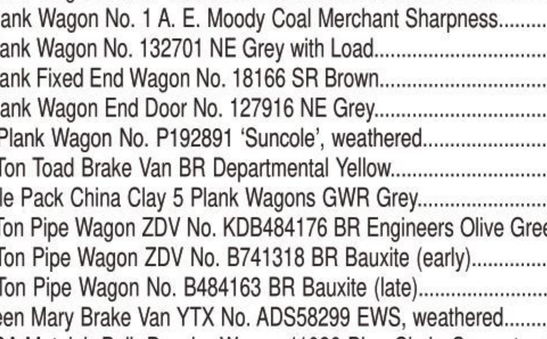
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Whitmoor

When members of Astolat MRC wanted a new 'N' gauge layout, considerable thought went into providing a suitable showcase for their stock – and ultimately third-rail, as **JIM KEMP** *explains.*

PHOTOGRAPHY, TREVOR JONES



GAUGE 'N', 9mm | SCALE 2mm: 1ft | SIZE 12ft x 2ft 6in | REGION SOUTHERN | PERIOD 1930-2000s | CONTROL ANALOGUE

AS MUST BE THE CASE with most new club layouts, ours started with a chat one evening in the clubroom. At the time there were a number of club members who had 'N' gauge stock but nowhere to run it. It was pointed out that our existing 'N' gauge layout was old, less than inspiring operationally and didn't work half of the time, and that no matter how much we tried to fix it, it really wasn't going to get any better and should be retired. It was time to build a new 'N' gauge layout using the lessons learned from others.

A serious amount of discussion reduced the requirements for the layout to a manageable list. The required design would be a round and round configuration, though this was a type which we had steered away from for years, preferring end to end or terminus to storage yard operation. That said, who doesn't occasionally just like to sit back and watch the trains go by? It should have a storage yard at the rear, a station and two through lines with Up and Down workings, and a platform for a local stopping service.

However, we then wanted a bit more to happen, so it was decided we needed something in the middle connected to the through tracks. At one end would be a village or town over a tunnel to hide the tight curves at that end, and at the other end an industrial area with a small factory and workshops. Given that most members had more locomotives than they could use in any one session, between the two scenic areas in the rear of the main viewing area there would need to be room for a reasonable MPD with engine shed, ash plant and coaling stage plus a turntable. The idea »

1 An air-smoothed 'Merchant Navy' crosses the scissor crossover on the approach to Whitmoor at the head of an express. A Drummond '700' 0-6-0, a Union Mills ready-to-run model, shunts the yard while an 'M7' from Dapol heads for coal in the background.



A 4-CEP EMU has arrived in the bay platform while the main line sees two steam hauled passenger workings pass. In the background the steam shed dominates the scene with its large coaling stage.

was both to provide entertainment to the public at exhibitions and some 'activity' to keep the operators on their toes.

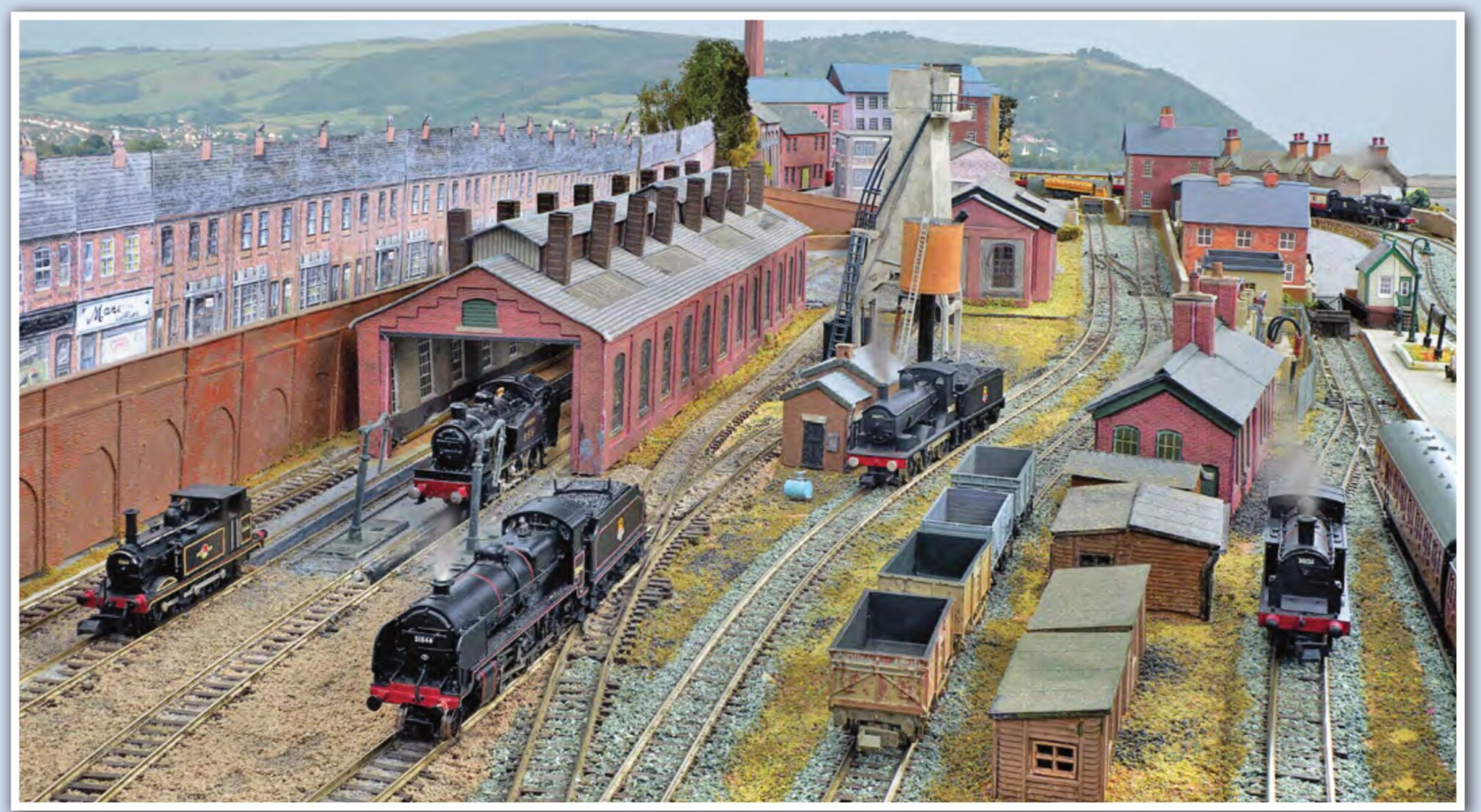
The layout was to be totally fictitious and named after an area of the countryside between Guildford and Woking like many of our previous layouts, which had no railway connection at all, but provides a suitably authentic sounding name.

CONSTRUCTION

The final track design accepted was based on one of C.J. Freezer's schemes from one of his 'OO' booklets. The full size of the layout was 12ft x 2ft 6in built in four 3ft sections which are boxed up facing each other, creating two boxes for protection of the layout, ease of storage in the available space in our shed and transport to exhibitions. The separate legs are made up of smaller section wood with the two end legs slotting into the end boards and the three middle legs having a 'U' section at the top for the boards to sit in. Legs are braced with lengths of aluminium angle. The boards themselves are made up of ¾in x 4in section wood with 9mm ply tops to give room for the wiring and Conrad Electronic



A Bulleid air-smoothed 'Merchant Navy' 4-6-2 heads a rake of matching green Bulleid corridor stock towards the station as a Maunsell 'N' 2-6-0 heads an empty rake of mineral wagons. The village of Whitmoor stands on the hillside behind.



4 **Maunsell 'N' 2-6-0 31854 takes centre stage on shed alongside a 'Terrier' 0-6-0T, 'Z' 0-8-0T and '700' 0-6-0. To the right is the station with an 'M7' running round its train in the bay platform.**

point motors fitted underneath. They are covered with 2mm cork to reduce noise.

Locating and securing the boards together is done by fitting brass pattern-makers male and female dowels on alternative boards, with 8mm bolts fitted through drilled out T-nuts on one board to normal T-nuts on the next board. This arrangement allows for the wooden framing to be protected from the wear of constant erecting and dismantling.

The track plan was printed out full size on paper to give us a feeling of what it would look like and, after a bit of tweaking so the points and motors did not lie on the board joints, it was pinned down temporarily and the points were marked out so holes could be drilled for the activating wire from the point motors.

The point activating wires had to be modified slightly to reduce the throw of the Conrad point motors to work with the size of the small 'N' gauge points. During this temporary track laying, with its tight curves at each end, it had to be tested to make sure that the longer locomotives could tranverse it, and additional adjustments were made. Once we were happy that it would all »

work, we pinned the track to the board.

While this was going on the electrical circuits were being designed for four controlled areas. There is one each for the Up and Down lines and two more for the goods yard and the motive power depot. Having a couple of members who understood electronics was a godsend at this point as they completed the wiring on paper with full wiring diagrams before the soldering irons were deployed. The separate control panels are wired with relays to set the appropriate point motors simultaneously for the correct track run. Special mention must be given to Ian Gallaher, who almost single-handedly wired up the whole layout.

For the first time, the club had a layout with full wiring diagrams and the neatest possible wiring and cable runs underneath, making it much easier to identify and rectify any faults in the future. Being analogue, there is a lot of wiring and connections, but everything is properly laid out, cabled and labelled such that it is fairly easy to connect everything up – no more 'bird's nests' under the layout.

Once the wiring was done, the scenic work could start. From a vague 'there is a village or town here on top of the tunnel', our scenery guru, Alvin Hale, came up with a suitable plan and many kits were modified to suit as well as a number of fully scratchbuilt buildings fitted to their surroundings with gardens added as necessary around the houses.

The engine shed is two Metcalfe kits fitted end to end, houses were scratchbuilt and weathered, and the station and platforms were put in place. The industrial scene at the opposite end with the factory and a small area with garage, workshop and cafe provides a screen to the entrance to the storage yard at that end. The name of the electronics company is in memory of our late member Roy Jephson who was instrumental in the wiring design and diagrams, but never got to see the completed layout.

ON THE 'JUICE'

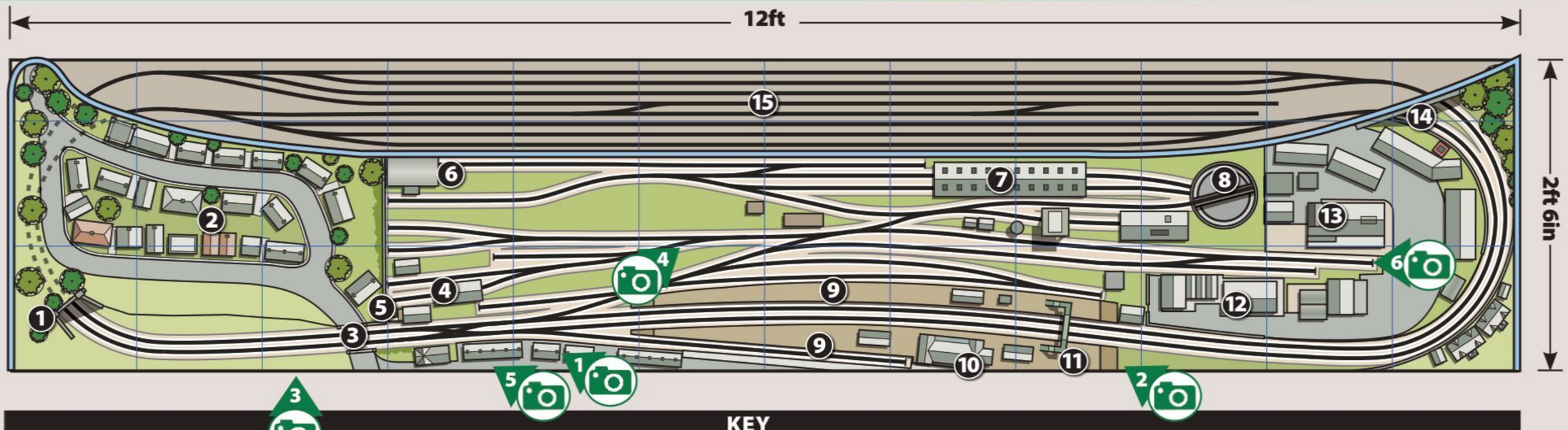
Having 'completed' the layout and begun taking it to exhibitions, one of the members suggested that we should be able to run the new Electric Multiple Units that were available, but that there was no third-rail. Using 2mm finescale rail and a pin driven into every fifth sleeper, Bob Colvine painstakingly fitted the third-rail, keeping it just below running rail level so as not to foul other rolling stock. The cosmetic value of having the third-rail in place has been well worth it when running EMUs. The fact that it does not cover the whole layout ensures that EMUs can only arrive at the station from one side then traverse the crossover and return whence they came – yet more operational activity.

We have a philosophy within the club that we strive to ensure that the next layout will be better than the previous one, whether that is through improved operational capability or enhanced scenery or additional features like a third-rail electric facility. Hopefully, we learn as we create more layouts and there are lessons developing from Whitmoor – not crawling around on the floor, for instance, being particularly apt.



Bob Colvine (left) and John Bowles (right) take control of Whitmoor. This 'N' gauge layout is 12ft long and 2ft 6in wide and breaks down into four sections for transport.

WHITMOOR TRACK DIAGRAM (Not to scale)



KEY

1 Tunnel	4 Goods shed	7 Engine shed	10 Station building	13 Factory
2 Village	5 Signalbox	8 Turntable	11 Footbridge	14 Bridge
3 Level crossing	6 Coaling stage	9 Platform	12 Warehouse	15 Storage yard

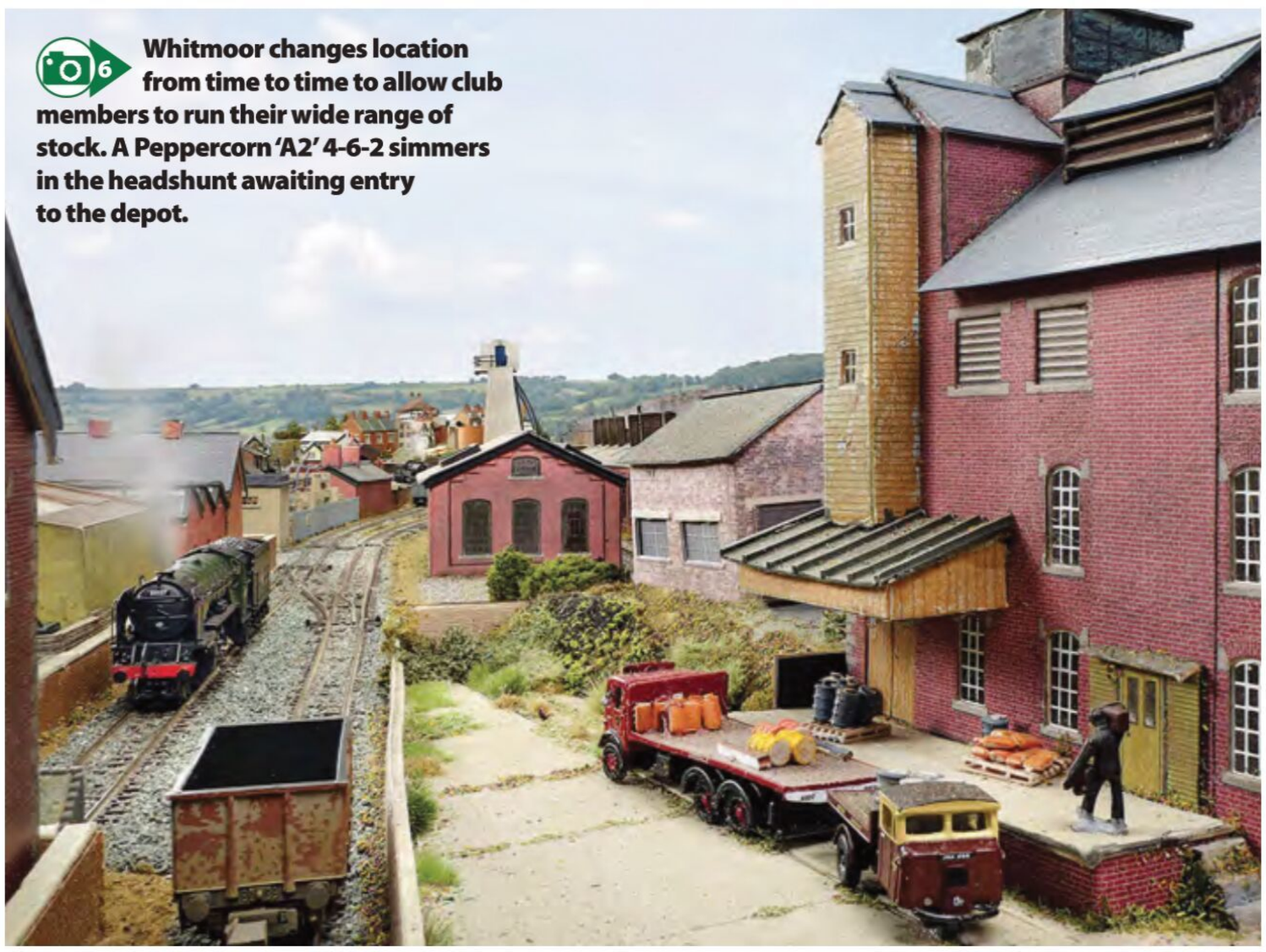


Astolat Model Railway Circle has a couple of other layouts on the exhibition circuit including Ashbury Wharf ('OO9') – HM159 - and Priorsfield ('OO'), and is in the middle of the construction phase for its new 'OO' gauge layout Savernake which is to be 24ft x 12ft and feature the GWR and MSWJR stations at Savernake – the first prototypical layout it has built.

If you are in the Guildford area and would like to visit the Circle on a Tuesday club evening when activity resumes, do contact us at *www.astolatmrc.co.uk* or via email at *astolatmrc@sky.com*. Hm



5 **Modified kits have been used for a number of buildings on this layout. A main line passenger train approaches in the distance while a 'Z' 0-8-0T is employed in the yard.**



6 **Whitmoor changes location from time to time to allow club members to run their wide range of stock. A Peppercorn 'A2' 4-6-2 simmers in the headshunt awaiting entry to the depot.**

BREWERY & DISTILLERY LINES

Drink production was given a huge boost by the development of Britain's railways, with beers, wines and spirits becoming a large part of the economy. **EVAN GREEN-HUGHES** *looks at how this traffic developed and how it became such a major source of income.*

1901 built Neilson Reid 0-4-0ST No. 9 leads a single four-wheel coach through the maze of railway lines on the Bass Brewery system in Burton in 1959. Gordon Edgar Collection.





At the Guinness Park Royal brewery a Fowler 0-4-0DM shunts grain wagons in the unloading plant on May 24 1971. Gordon Edgar.

IN the current climate of instant demand, doorstep deliveries and well-stocked supermarkets, it is difficult for us to appreciate the difficulties faced by our ancestors in obtaining regular and reliable supplies of basics, such as food. In the pre-railway age, most produce came from the local area and this included supplies of alcoholic drinks, examples of which had already been popular amongst humans for around 10,000 years.

Principal amongst these was beer. Traditionally much weaker than today's products, beer was the drink of choice of a nation that could never be sure whether its water supply was pure and safe. Wines and spirits were also produced, but in much smaller quantities and only in specific areas, and were therefore inordinately expensive, due to the cost of transport.

During the construction of the railway network, it was quickly realised that there was a massive potential in centralising the production of alcoholic drinks at places where the natural facilities were most suitable, while at the same time supplying the growing cities and towns where, for space reasons, traditional methods of production could no longer be carried out. One of the places where this took place was Burton-upon-Trent where a natural supply of the gypsum-impregnated water necessary for a good beer meant that conditions were ideal.

Brewing had taken place in the town for many centuries but received a boost in 1777 with the arrival of the Trent and Mersey Canal and the opening of the famous Burton's company. In 1839 the Birmingham and Derby Junction Railway reached the area, which allowed rapid transport of products to places such as London and Birmingham, with the result that by 1868 there were 26 working breweries in the town. Most of these breweries then set about establishing their own internal railway systems, but these plans, which involved many level crossings in the town centre, did not meet universal approval. In 1859 notices were posted seeking support for a petition to the Houses of Parliament to prohibit such crossings, an action that failed spectacularly with the result that there were eventually 32 on the town's streets.

BUILT WITH PURPOSE

The internal brewery systems served two purposes - to bring in raw materials and to facilitate the delivery of the finished casks of beer, but they also served to supply what had in effect become very large industries with staples such as coal to supply the engines and the equipment used in the manufacturing process. Many of them became very extensive, and had their own locomotives, wagons, signalboxes and even passenger coaches which were used by the directors.

One of the largest was operated by the Bass company and this reached its heyday around the turn of the 20th century when its Chief Engineer, Herbert Couchman, ran it with military precision, setting extremely high standards which were matched only by the best of the mainline companies. Another company, Ind Coope, had a site which covered 23 acres and which was described as "being everywhere intersected by private lines in connection with the Midland Railway Company."

Developments in Burton-upon-Trent were such that at one time one in every four pints of beer drunk in Britain was brewed in the town, with the bulk of this being taken by rail, with scores of tank locomotives assembling trains of wagons containing barrels of ale which would then be worked away to major centres of population. This traffic was so important that the Midland Railway, when planning its new terminus at St Pancras, spaced the support columns in the undercroft at a pitch equal to a set number of beer barrels, so that where today there are upmarket shops there were once stored »



The Bass Brewery railway was a substantial system which even had its own locomotive sheds. On June 4 1963 Bass Railway No. 2 and Worthington No. 16 stand outside the shed in Burton on Trent while a Baguley diesel lurks inside. Hugh Ballantyne/Railphotoprints.uk.



Sentinel 4wVBT 9376, built in 1947, prepares to move off at the Ind Coope Allsopp brewery in Burton in the 1950s. Gordon Edgar Collection.



A Ruston 48DS shunts a trio of internal user wagons at the Longmorn-Glenlivet Distillery in Scotland in the 1960s. The locomotive was built in 1948 and operated the sidings for the distillery until it closed in 1979 when it was donated to the Strathspey Railway. Ian Lamb/Longmorn Distillery.



Most alcohol traffic by rail travelled inconspicuously, but Guinness used branded road tankers which travelled on six-wheel flat wagons from Park Royal in London to destinations across the country. In April 1965 Class 17 D8596 leads a rake of Guinness 'piggyback' wagons through Newcastle station. Gordon Edgar Collection.

hundreds of thousands of gallons of beer.

Other areas saw the development of private railways in connection with the brewing industry, although in most cases these were not as extensive as those in Burton-upon-Trent. One of the larger systems was, however, that of the Guinness company which was built in 1935 at Park Royal in London and which had buildings designed by Sir Giles Gilbert Scott. Opening in 1937, it produced Guinness for the whole of the UK. The site was chosen due to its proximity to both the Great Western Railway and to the Grand Union Canal and subsequently shipped out much of its production by rail, for example three trains a week were despatched to Newcastle alone. This site was an early user of diesel locomotives, having a number of FC Hibberd 0-4-0 shunters from 1948 onwards and in its final years taking two ex-BR Class 08 shunters, 08022/08060, which it had fully overhauled and painted in Guinness black at Swindon Works.

One interesting development which was used in later years by both the Burton-based breweries and by Guinness was the transport of beer in large four-wheel road tanker-trailers, which were placed on flat wagons for the bulk of their journey. At one time Whitbread's was exporting product to Brussels in this manner.

Cider-makers were another group of manufacturers which benefitted from the arrival of the railway and companies such as HP Bulmer were connected to the system from their founding in 1887. The company's private sidings received wagonloads of high-quality apples from orchards in Herefordshire and despatched finished cider in barrels to destinations all over the country. In a strange twist this site was also used as the base for GWR 'King' 6000 *King George V* and a rake of Pullman carriages in the early years of preservation.

WHISKY GALORE!

The railways were also highly instrumental in enabling some of the smaller producers of alcoholic drinks, particularly the whisky industry, to expand their businesses. Most distilleries were located in comparatively isolated parts of Scotland and, until the arrival of the railways, produced only modest quantities of product, which then faced a difficult and lengthy journey to the point of sale, often by cart to the coast and then onwards transport by sea.

Within a short time, many distilleries invested in their own systems, which were much smaller and more compact than those of the large breweries in the Midlands.

A typical installation, such as that on the River Spey at Balmenach Distillery, would see one or two locomotives serving a handful of sidings, in this case mainly used to house open wagons onto which the casks of finished whisky were rolled. Surprisingly, given the value of the cargo, most casks were carried in open wagons added to normal main line goods trains.

Company exchange sidings saw wagons full of casks dispatched and wagons full of grain and coal being received. Many of these installations used locomotives supplied by Scottish firm Andrew Barclay, with 0-4-0STs the most common, but due to the intermittent nature of the work, diesels made an early appearance with the diminutive Ruston and Hornsby 48DS being a particular favourite, with examples being in service at places such as Dewar's in Perth. It was also the intermittent nature of the traffic and its low volume that was the reason casks of whisky travelled within the formation of a pick-up goods train, rather than running as a dedicated service.

MODERN TRANSPORT

With the growth of road transport and the destruction of much of the railway network, it is natural that today's requirements are mainly served by road. The impressive internal systems at Burton-upon-Trent and Park Royal have vanished completely and in Scotland even the main lines that served many of the distilleries are no more. There have, however, been some attempts to bring some of this traffic back to rail. In the late 1970s, some whisky was conveyed from Elgin in Scotland by rail tanker to Aberdeen where it was bottled and then sent for sale. Specially-built tank wagons were hauled by Class 40 diesels but the idea was defunct by the 1980s, though it did have a brief revival in 2013. A further innovation was the use of a Railtrack Multi-Purpose Vehicle two-car freight DMU in 2001 to run a trial service from the Bulmer's plant at Hereford to London. For this work the MPV had four low-ride container flats inserted and while the trial was considered a success, nothing more was heard of it.

Today the only alcoholic products that travel by rail do so in containers, usually on their way to and from the continent as part of a world-wide system of trade. The local breweries and distilleries which once supplied our needs have vanished, and with them the interesting railways that once served them which would, if properly researched, provide a multitude of prototypes for future modelling projects. HMM

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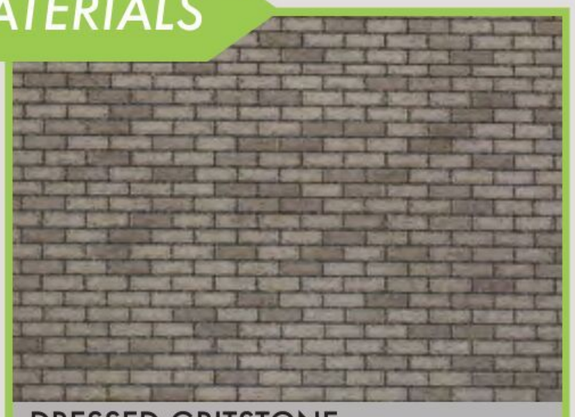
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1) STONE RETAINING WALL
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2) RED BRICK TAPERED WALL
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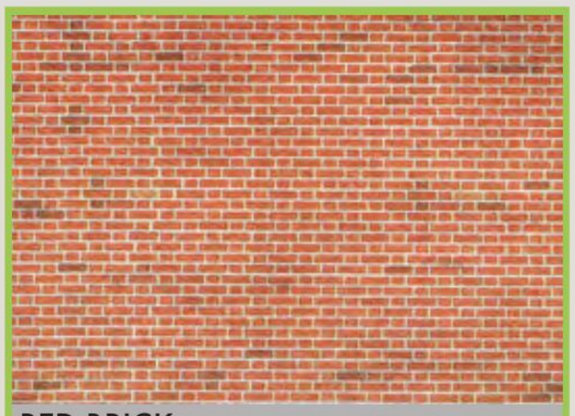
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Quarry PROGRESS

Topley Dale's new quarry scene has taken big steps forward this autumn and is well on the way to completion. **MIKE WILD** rounds up the latest developments and explains how the track and ground cover has been weathered for a more realistic finish.



Above: **The small single road engine shed has been nestled up to the embankment and bedded in with Woodland Scenics fine leaf foliage and a Skalescenics tree. The track has been weathered with Geoscenics paints and DCC Concepts weathering powders, but it might accept a little more now.**



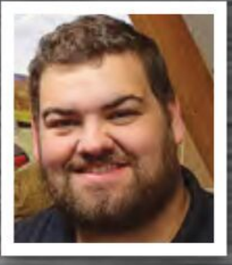
MIKE WILD

Topley Dale has been receiving attention lately with projects ongoing above and below the baseboards. More rolling stock is on the workbench too.



MARK CHIVERS

Mark has been experimenting with West Hill Wagon Works' magnetic couplings to upgrade his 'OO' gauge rolling stock and improve its appearance.



RICHARD WATSON

Richard is continuing work on his 'O' gauge garden railway having discovered that rain really does stop 'play' when it comes to an outdoor railway.

THE QUARRY SCENE on Topley Dale's diversion route has been making rapid progress of late and if you tuned in to our Great Electric Train Show Virtual Exhibition or the November edition of the *Hornby Magazine Show* you will have seen more of it on film too.

It's been an enjoyable project which is creating a new backdrop to the railway which means this typical 'OO' gauge double track continuous run layout is rapidly approaching four sides of scenery avoiding the wide expanse of storage dominating one side.

The latest progress has seen the quarry buildings weathered with DCC Concepts weathering powders, the industrial engine shed built from the classic Dapol plastic kit, sidings finalised and ballasted, ground cover added and the road bridge which creates the entrance to the scene has been modelled – although there are a few more details to add to that. In between around 20 new castings have been made with Woodland Scenics Hydrocal to create the rock backdrop to the quarry sidings while we've also been able to make use of Woodland Scenics' new board fencing along the edge of the road behind the quarry. You can see more images of the project in progress in the Staff Projects section on *KeyModelWorld.com*.

The road bridge was one of the more challenging components of the scene because the railway passes through at such an obtuse angle it caused a few head-scratching moments as how best to create that part of the scene. The answer came in Wills Vari-Girder sections (three packs in total) to create the two bridge sides supported by Wills coarse stone walling at each end. To add greater detail and support to the bridge, Evergreen 'I' section plastic strip has been glued underneath to suggest a structure supporting the road deck which is 320mm long.

The stone walls in front of the road have been staggered to follow the descent of the road on its approach to the underbridge which will follow further along the line - and these will be gaining full depth abutments either side of the girders as well as capping stones made from strips of plasticard with stone lines scored every 6mm.

However, while it all looks good, the scene stood out for looking too 'new' and fresh in our latest video. The ballast was too clean, the engine shed was 'plastic' in its fresh brick colour and the ground around the quarry buildings was all much too clean too. It all needed weathering, which became the next stage in the process.

WHAT WE USED

Product	Supplier	Cat No.
Shades of grey weathering powder	*www.dccconcepts.com*	DCW-GRY
Black Concentrate weathering paint	*www.geoscenics.co.uk*	Black
Track Grime weathering paint	*www.geoscenics.co.uk*	TG50
Humbrol No. 29 acrylic and aerosol	*www.humbrol.co.uk*	29
Woodland Scenics blended grey fine ballast	*www.bachmann.co.uk*	B1393
Woodland Scenics blended grey medium ballast	*www.bachmann.co.uk*	B1394
Woodland Scenics light green coarse turf	*www.bachmann.co.uk*	T1363
Woodland Scenics burnt grass coarse turf	*www.bachmann.co.uk*	T1362
Woodland Scenics light green fine leaf foliage	*www.bachmann.co.uk*	F1132
Woodland Scenics olive green fine leaf foliage	*www.bachmann.co.uk*	F1133
Woodland Scenics board fencing	*www.bachmann.co.uk*	A2982
Wills coarse stone plastic sheets	*www.themodelcentre.com*	SSMP200
Wills vari-girder sections	*www.themodelcentre.com*	SS57
Evergreen I section plastic strip	*www.hattons.co.uk*	EG278
Medium and long summer static grasses	*www.green-scenes.co.uk*	
Medium and long spring static grasses	*www.green-scenes.co.uk*	
Long straw static grass	*www.green-scenes.co.uk*	
Skalescenics chestnut trees	*www.hornby.com*	R7222
Skalescenics oak trees	*www.hornby.com*	R7220
Skalescenics beech trees	*www.hornby.com*	R7219
Single road engine shed kit	*www.dapol.co.uk*	CO07
Dummy point levers	*www.dartcastings.co.uk*	L31B
Walthers New River Mining Company kit	*www.gaugemaster.com*	933-3017

WEATHERING ZONES

There are three distinct areas to the weathering process for this section of the layout: the running lines and headshunt; the industrial locomotive shed line; and the quarry sidings. All need different treatments »



Metro-Vick Co-Bo D5700 passes under the bridge with its Crossley two-stroke engine rattling the air at the head of a rake of empty ICI hoppers while in the quarry sidings a Peckett 'W4' 0-4-0ST shunts a cut of hoppers under the loader from the headshunt.

to make them look realistic.

The simplest place to start is the main running lines. The fresh ballast just doesn't do it for me as even the newest ballast soon gets a coat of grime from passing trains. However, before we could do that, the sides of the rails on the concrete sleeper track needed painting. To ensure they match with the aerosol weathered wooden sleeper track, they were brush painted with Humbrol No. 29 from the acrylic range for its fast drying properties.

Having completed that, the next stage was to load up an airbrush with a cup full of Geoscenics track grime – a dirty brown colour which is airbrushed over the ballast and sleepers to suggest a layer of grime building up over the ballast. With that dry, it is followed by a coat of Geoscenics Black Concentrate, again applied by airbrush, and in both cases the paint colours are applied from the centre of the track outwards. Using successive colours like this builds up the effect gradually and I repeated the process with each of the colours in order to achieve the final look of the track, at least for the time being.

With the main lines complete, the next area to be tackled is the industrial locomotive shed line. As this is used for the storage, maintenance and preparation of the quarry fleet, it is the dirtiest part of the scene. Multiple layers of Geoscenics Black Concentrate were built up, blending them out to cleaner ballast on the approach to the point work next to the signalbox. There are also layers of Track Grime in between to add some extra tone and colour to this section of the track while the finishing touch was a heavy coat of DCC Concepts Black weathering powder to suggest oil deposits around the depot. There is more detailing to come for this area when I build a proper coal stage for the industrial locomotives while a temporary water tower has been added between the shed road and quarry sidings to allow the steam fleet to replenish their tanks. A diesel fuel storage tank is also required to provide fuel for the 48DS which is new to the quarry fleet – perhaps the quarry managers haven't thought of that yet?

Moving on from the shed, the main quarry sidings need treatment. This started with more Track Grime applied from an airbrush leading up to the quarry loader, which is where new colours take over. For this area I've made more use of weathering powders to suggest the dust associated with quarry operations covering the sleepers and rails. Extra layers of stone using Woodland Scenic coarse blended grey ballast have been added to represent stone which has spilled during the loading process.



Hattons Andrew Barclay 0-4-0ST W.T.T simmers at the quarry loader with a pair of ICI bogie hoppers recreating an industrial scene from the past. The box-fresh model is high on the list of locomotives for weathering.

This weathering process is something that I can and will keep coming back to in order to increase the detail around the quarry scene, while the sharp-eyed will also notice a few little details appearing including signage on the building, pallets and the like. Hand-operated point levers have been added to the three-way point to provide the crews with a method of operation. The inner end of the single slip meanwhile will always be under the control of the main line signalbox to ensure no movements in the quarry can interfere with main line operations - and all being well I'll be adding dummy point rodding to that in the near future.

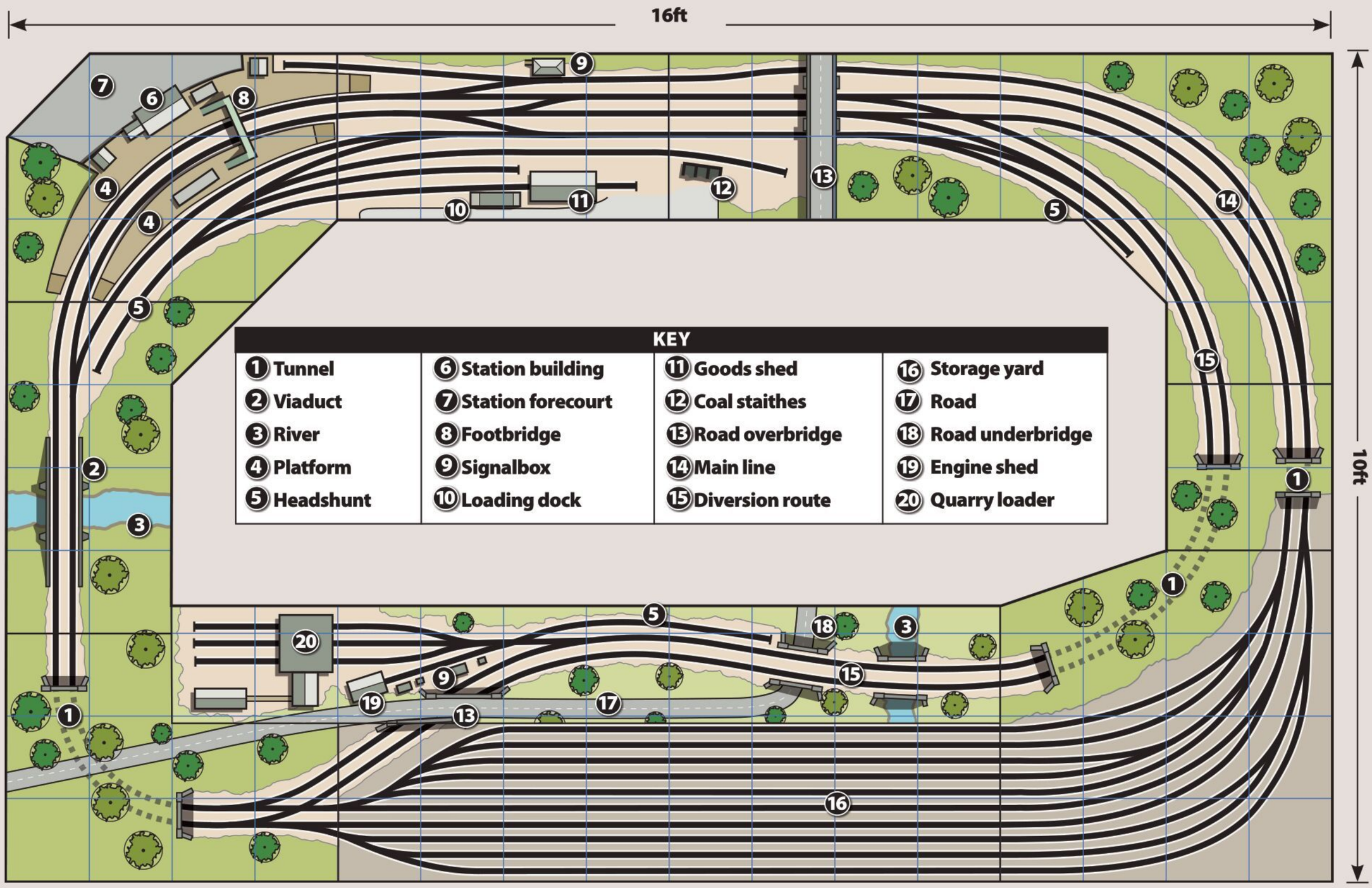
THE NEXT PHASE

As this part of the diversionary route's main scenery construction draws to a close, we are continuing the scenery towards the other tunnel with the road dropping down to pass underneath the railway and a rock cutting growing to take the railway into the tunnel which leads back round to the main scenic side of Topley Dale. That will be featuring in our next *Hornby Magazine Show* on YouTube (available to watch from 8pm on December 3) while we also have grand plans for moving road vehicles, a waterfall and river scene and more. It's already been an exciting addition to Topley Dale with development of the quarry and we are all looking forward to seeing the full scene completed with heavy freights threading through the countryside in Peak District style. Keep watching online and here in Staff Projects for more updates. Hm

Topley Dale Quarry has called in reinforcements to assist with shunting – ex-Southampton Docks Class 07 D2988. The Ruston 0-6-0 is joined by a Ruston 48DS shuffling wagons around the yard.



TOPLEY DALE TRACK DIAGRAM (NOT TO SCALE)





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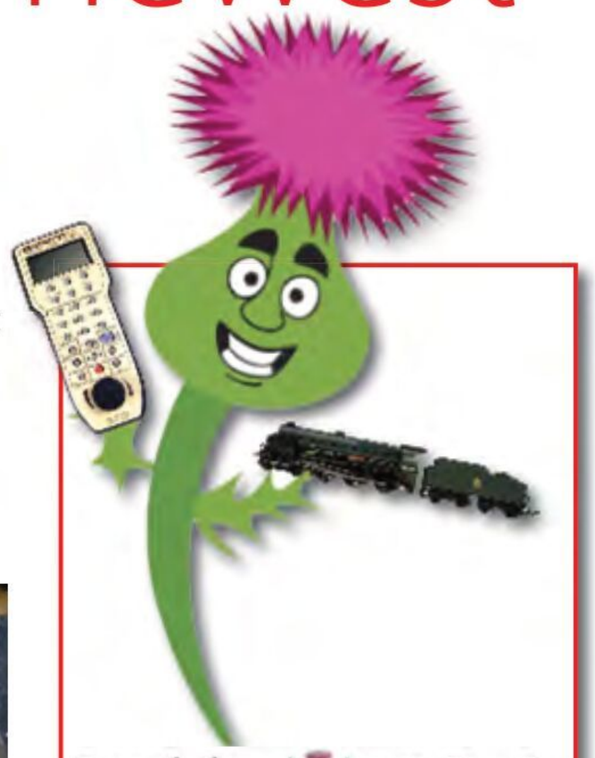
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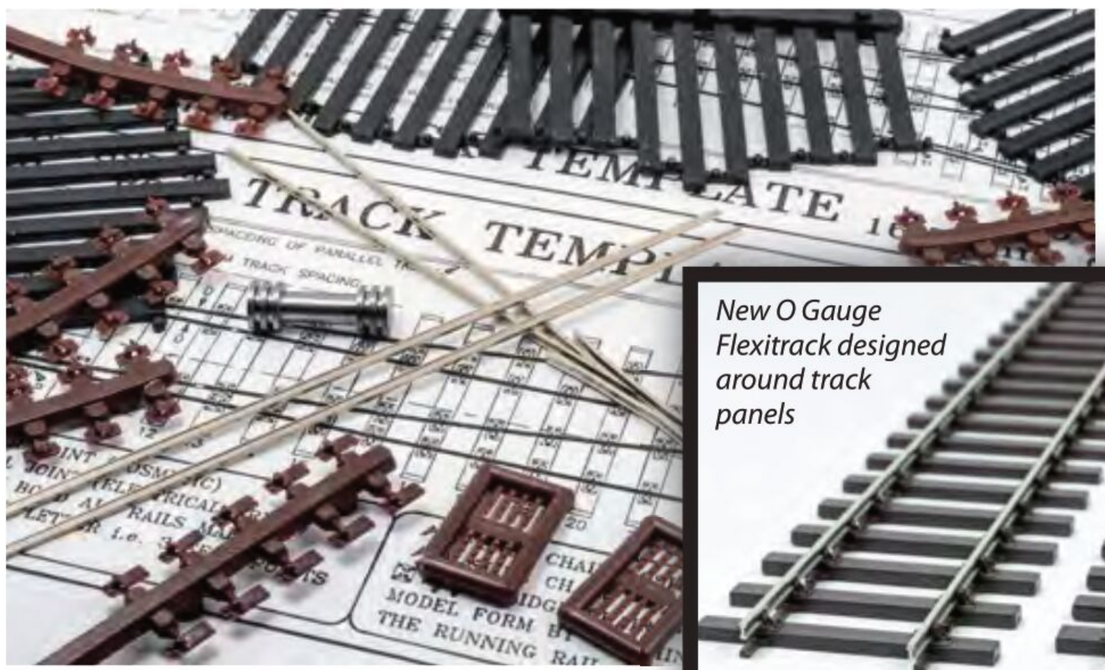
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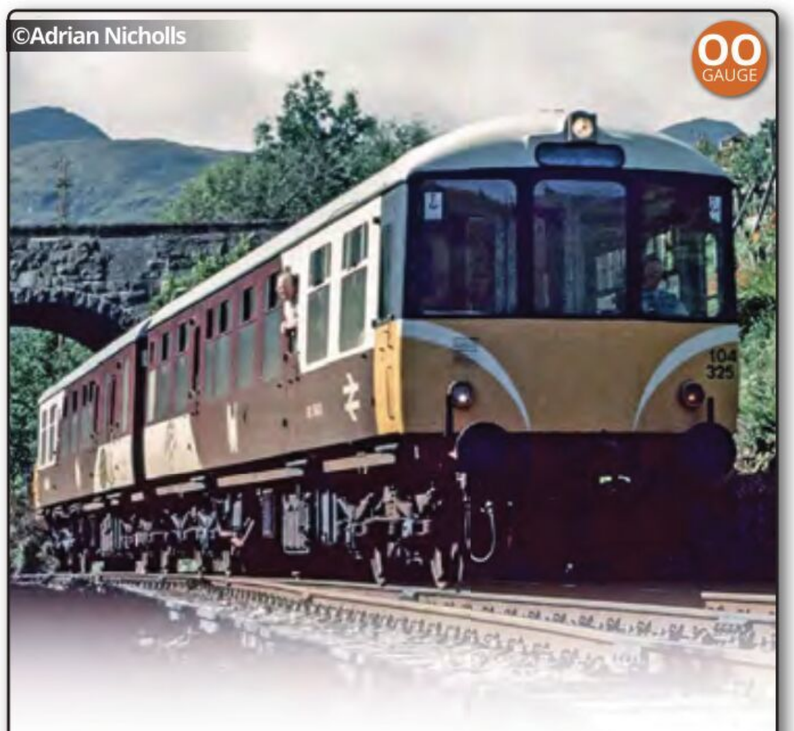
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www.hattons.co.uk/tmah122



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www.hattons.co.uk/tmah115



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Class 26: hattons.co.uk/tmah116
Class 27: hattons.co.uk/tmah117
Class 73: hattons.co.uk/tmah118



Dapol Class 221 'Super Voyager'

Dapol have announced a new batch of Super Voyager DEMUs in N gauge covering Virgin, Cross Country and Avanti West Coast liveries. Due Q2 2021.

www.hattons.co.uk/tmah119



Dapol GWR Streamlined Railcar

Dapol have announced a newly tooled model of the Gloucester built streamlined railcar in O gauge. GWR & BR liveried models due during Q1 2021.

www.hattons.co.uk/tmah120



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H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat). . . £99



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat).....£99
H4-P-002 SECR P Class 0-6-0T 753 SE&CR full lined green (with brass) (Hat)£99

Diesel locos



BARGAIN

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



MM0121 Class 121 B121 in CIE original grey (Mur) . £149.50
MM0135 Class 121 B135 in CIE original grey (Mur) £149.50



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel) £118.96
1723 Class 17 'Clayton' D8534 in BR blue (Hel) £118.96



4D-025-003 Class 21 D6116 in BR green small yellow panels (Dap) £129.16
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
2638 Class 26/1 26028 in BR blue (Hel) £110.46



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



3442 Class 33/0 33008 "Eastleigh" in BR 1980s green full yellow ends (Hel) £126.65



3528 Class 35 'Hymek' D7004 in BR blue small yellow panels (Hel).....£110.46



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



4D-003-015S Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels - DCC sound fitted (Dap)..... £248.66
R3743 Class 60 60015 "Bow Fell" Railfreight Construction triple grey (Hor) £162



R3901 Class 60 60021 in Colas Rail (Hor).....£162
R3885 Class 60 60062 'Stainless Pioneer' in DB red (Hor) £162



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R3884 Class 60 60100 'Midland Railway - Butterley' in DB red (Hor) £162
H4-66-001 Class 66 66005 in EWS (Hat). £150



H4-66-002 Class 66 66079 in EWS "James Nightall G.C." (Hat). £150
H4-66-005 Class 66 66088 in EWS DB branding (Hat) £150



H4-66-007 Class 66 66118 in DB Schenker (Hat) £150
H4-66-009-S Class 66 66218 Euro Cargo Rail DB branding - Sound Fitted (Hat) . **£265**



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



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**



H4-66-022 Class 66 66704 in GBRf original (Hat) £150
H4-66-033-D Class 66 66743 in GBRf/Royal Scotsman - Digital Fitted (Hat) . . . **£165**



H4-66-034-D Class 66 66746 in GBRf/Royal Scotsman - Digital Fitted (Hat). £165



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



H4-66-031 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**



R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor) £144



4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap). £131.71



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



GV2014XS YEC Janus 0-6-0DE shunter in British Petroleum green - DCC sound fitted (Gol) £150

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

Electric locos



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



R3373 Class 71 E5001 in BR Green (Hor). £116
R3376 Class 71 E5022 in BR Green no yellow ends (Hor) **£116**



7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) £165



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) . . £165



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-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (Dap) (RRP £145)BARGAIN £79



4D-015-010 Class 122 single car DMU 'Bubblecar' M55003 in BR blue (Dap) £123.25



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**



4D-011-009 Streamlined Railcar 16 in GWR chocolate and cream twin cities crest (Dap). £126.40
4D-011-009D Streamlined Railcar 16 in GWR chocolate and cream twin cities crest - Digital fitted (Dap). **£151.90**



4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap). £126.40

EMUs

R4580 Class 373 divisible centre saloons coach pack 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



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



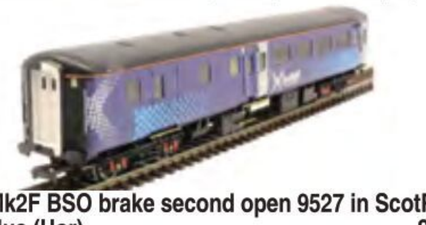
R1214 East Coast Express Train Set (Hor) £157.50



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor). £180

Coaches

R1167Coaches LNER Teak Coaches (unboxed) - Pack of 3 (Hor). . . . **£39**



R4892A Mk2F BSO brake second open 9527 in ScotRail 'Saltire' blue (Hor). £31.50
R4897 Pack of three centre coaches for Class 800 IEP Hitachi Test Train (Hor) **£179.99**

Wagons



4F-053-001 IKA 'Megafret'twin container wagon 3368 490 9 164-8 in blue (Dap). £44.63
PA06 LNER 10 foot Chassis kit, Vacuum Fitted Clasp Brake Shoes (Pec) NEW . **£3.60**



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



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**
H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered (Hat) **£63**



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

Digital control accessory decoders

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

Point motors

R8014 Mark 2 Point Motor (Hor) **£8.50**

Model railway spares

20KADEE NEM362 Kadee coupling - Extra-Long (11.68mm) - Pack of four (Kad) **£5.50**

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) (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**
LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) **£85**
R636 Double track level crossing (Hor) **£27**

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) **£55.50**
4L-001-007 Signal - motorised, GWR right hand junction bracket signal - single arm (Dap). **£50.96**
4L-001-003 Signal - Motorised, Round post GWR home (Dap). . . . **£28.48**

Buildings - general

R9757 Church Chapel - Low Relief (Hor) (RRP £22.99)BARGAIN. **£8**

Bridges, Tunnels & Walls

R076 Footbridge (Hor) **£14.50**



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met). £11.50
PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) **£11.50**

People - civil



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

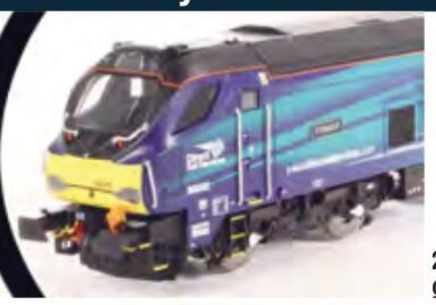
Track - Code 100 Setrack

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**
R8261 4th radius curve (Hor) **£2.20**

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2S-008-012 Class A4 4-6-2 4487 "Sea Eagle" in LNER garter blue valances (Dap). £128.90



2P-005-340 Mk3 TSO second open 42300 in GWR green (Dap) NEW £24.61
2P-005-339 Mk3 TSO second open 42579 in GWR green (Dap) NEW. . £24.61

Wagons

NR-120 9ft Wheelbase steel type solebars Chassis Kit (Pec) NEW . £4.20
2F-026-004 HIA aggregate limestone hopper 369044 Freightliner white (Dap). . . £21.50

Lighting equipment

2A-000-041 Light Bar coach lighting unit for modern coaches and multiple units (warm white) (Dap) £8.46

Model railway spares

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £21.21

Track - Code 80 Streamline

SL-E389 Left hand large point electrofrog (Pec) £10.50

Track - Code 55 Finescale

SL-E383F Finescale scissors crossover electrofrog (Pec). £63

Track underlay

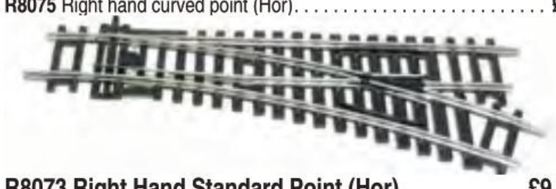
GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau)£25.50



R070 Electrically Operated Turntable (Hor) £64
R8221 Extension Pack A. Contains 1 x R8072, 1 x R600, 2 x R601, 1 x R606, 1 x R083 (Hor) £18
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £31.50
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50
R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) £41.50
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
R8206 Power track for analogue (non DCC) use only (Hor) £7.20
R8075 Right hand curved 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-240 Setrack No.2 radius right handed point insulfrog (Pec) £9.50
ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2.50
R610 Short straight - 38mm (Hor) £1.30
R600 Standard Straight (Hor). £1.80
R600 Box of 24 (Hor) £40

Track - Code 100 Streamline

SL-87 Left hand curved point - insulfrog (Pec). £13.50
SL-86 Right hand curved point - insulfrog (Pec) £13.50
SL-E88 Right hand large point - electrofrog (Pec) £12

Track - Code 75 Finescale

SL-E1095 Code 75 Medium Radius right hand Concrete sleeper turnout - electrofrog (Pec). £14
SL-E198 Finescale large Y point - electrofrog (Pec) £13
SL-E186 Finescale right hand curved point - electrofrog (Pec) £14

Buses



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

Cars



76BSL001 Bentley State Limousine HM The Queen (Oxf) NEW.. £8



76CP003 Ford Capri Mk1 Acquatic Jade (Oxf) NEW . £5.50



76ESC003 Ford Escort Mk2 Diamond white (Oxf) NEW £5.50



76RAN006 Range Rover Vogue Santorini Black (Prince William) (Oxf) NEW. £6

Commercial vehicles



76T5V005 AA VW T5 Van "AA Roadside assistance" (Oxf) NEW £6



76SHP011 Royal Mail Sherpa Van (Oxf) NEW £6



76SHL01TK Scania Cab BP Tanker (Oxf). £19



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

Farming and construction



76SET76 JCB 3 piece anniversary set (Oxf) £59.50

OO9 Narrow Gauge

Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel). £186.96



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



GR-555 4-wheel Ffestiniog 'Bug Box' third class coach in FR victorian plum and cream (Pec) £23

Track - Code 80 Streamline

SL-400 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £86
SL-404 Pack of 25 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec). £96
SL-E492 Left hand point electrofrog (Pec). £9.50
SL-E491 Right hand point electrofrog (Pec). £9.50

N Gauge

Steam locos



2S-010-005 Class 49xx 'Hall' 4-6-0 4953 "Pitchford Hall" in GWR green GW lettering - as preserved (Dap) . . . £124.38



2S-010-004 Class 49xx 'Hall' 4-6-0 5908 "Moreton Hall" in BR black early emblem (Dap) £124.38



2S-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap). £194.65
2D-007-008D Class 66/0 66114 in DB Schenker red - DCC fitted (Dap) .£115.40



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-022-008 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap). .£119.85
2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (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)£170

DMUs

2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap). £114.71



2D-021-001 Class 156 2 car DMU 156508 in Strathclyde Passenger Transport (Dap) £114.71

Coaches



2P-014-020 Maunsell high window BTK brake third 3730 in SR olive green (Dap) NEW. £27.16



2P-014-040 Maunsell high window CK composite corridor 5635 in SR olive green (Dap) NEW £27.16



2P-014-060 Maunsell high window FK first corridor 7228 in SR olive green (Dap) NEW. £27.16
2P-014-080 Maunsell high window TK third corridor 1122 SR olive green (Dap) NEW. £27.16



2P-005-323 Mk3 TFO first open 41159 in GWR green (Dap) NEW. £24.61

O Gauge (1:43 Scale)

Steam locos



7S-005-004S Class 0F Sentinel 4wVB 7160 in LMS black - DCC sound fitted (Dap) NEW. £297.50



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-006-002 Class 48xx 0-4-2T 4871 in GWR unlined green shirtbutton logo (Dap) £191.25
7S-007-008 Class 57xx 0-6-0PT pannier 6739 BR black early emblem (Dap) . .£199.75



7S-007-011 Class 57xx 0-6-0PT pannier 7714 in BR black late crest - as preserved (Dap) £199.75



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
7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (Dap) . £191.25
7S-006-052S Class 58xx 0-4-2T 5819 BR black early emblem - DCC Sound Fitted (Dap) £340
6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) (RRP £699) . . . . . BARGAIN . . . £495

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6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (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-010-016 Class A1 'Terrier' 0-6-0T 672 "Fenchurch" in LBSCR marsh brown (Dap) £191.25



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" 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-A4-009 Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green late crest and streamlined non-corridor tender (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
H7-A4-008Loco Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hel). £750



H7-A4-001A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER silver 1935-1938 (Hel) £750



7S-005-001S Class Y3 Sentinel 4wVB 42 in LNER black - DCC sound fitted (Dap) NEW. £297.50



7S-005-005S Class Y3 Sentinel 4wVB 68164 in BR black early emblem - DCC sound fitted (Dap) NEW £297.50



7S-005-002S Class Y3 Sentinel 4wVB No.39 in BR departmental black - DCC sound fitted (Dap) NEW £297.50



7S-005-007S Sentinel 4wVB 14 "Maude" in National Coal Board - DCC sound fitted (Dap) NEW. £297.50



7S-005-006S Sentinel 4wVB 2 "Isebrook" in GWR light green - DCC sound fitted (Dap) NEW £297.50

Diesel locos



7D-008-017 Class 08 shunter 08709 in EWS red and gold (Dap) £191.25
7D-008-016D Class 08 shunter 08891 Freightliner green - DCC sound fitted (Dap) £339.15



7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) £191.25
7D-008-007U Class 08 shunter BR black early emblem - unnnumbered (Dap) . £191.25
7D-008-016UD Class 08 shunter in Freightliner green - unnumbered - DCC sound fitted (Dap) £339.15



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN. . . . £395



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) (RRP £599) . . . . . .BARGAIN. . . . £427



2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel). £446.25



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered (Hel). £466.65



3404 Class 33/0 in Direct Rail Services blue - unnumbered (Hel) (RRP £549). . . . . .BARGAIN. . . . £415



3586 Class 35 'Hymek' in BR green small yellow panels - unnumbered (Hel). £421



3702 Class 37/0 in BR green no yellow panels and split headcode boxes - unnumbered (Hel) £509.15



3742 Class 37/4 in Intercity Mainline - unnumbered (Hel) (RRP £599). . . . . .BARGAIN. . . . £450



4203 Class 42 Warship D815 "Druid" in BR maroon full yellow ends (Hel) (RRP £699) . . . . . .BARGAIN. . . . £480



4026 Class 50 50008 "Thunderer" in BR departmental Laira blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) (RRP £699) . . . . . .BARGAIN. . . . £525



4027 Class 50 50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (Hel) (RRP £699) BARGAIN. . . . £525

Train sets - analogue



GM7000102 "The Didcot Survivor" - premium O gauge starter train set (Gau). £552.50

Coaches

7P-004-004S GWR 59' auto coach 40 in GWR chocolate and cream - DCC sound and light bar fitted (Dap) £318.75



4954 Mk1 BG full brake in BR green (Hel) (RRP £325)BARGAIN£149



4923 Mk1 BSK brake second corridor in BR chocolate and cream - unnumbered (Hel) £169.50

Wagons



7F-056-016 12 ton van planked sides B769392 in BR bauxite (Dap). £42.46
7F-053-009 5 plank open wagon B485081 in BR bauxite (Dap) . . . £38.88



LHT-F-071-001 7 plank open wagon in BR grey (Dap) .£38.88
7F-100-007 SR Pill Box brake van S56260 in BR grey (Dap) £68.51
H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 War Department (GWR) (Hat) £85
7F-043-009 YCV 'Turbot' bogie ballast wagon DB978309 EWS maroon (Dap) . . £59.50



7F-043-001 YCV 'Turbot' bogie ballast wagon DB978363 in EWS maroon (Dap). £59.50



7F-043-006 YCV 'Turbot' bogie ballast wagon DB978702 in BR Civil Engineers 'Dutch' (Dap) £59.50

Signals

7L-001-001 Signal - motorised, GWR home - square post (Dap) . . **£47.56**

Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickle Silver Track (Finescale Flatbottom) (Pec) £7
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Analogue point control

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Digital decoders

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R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor). £38
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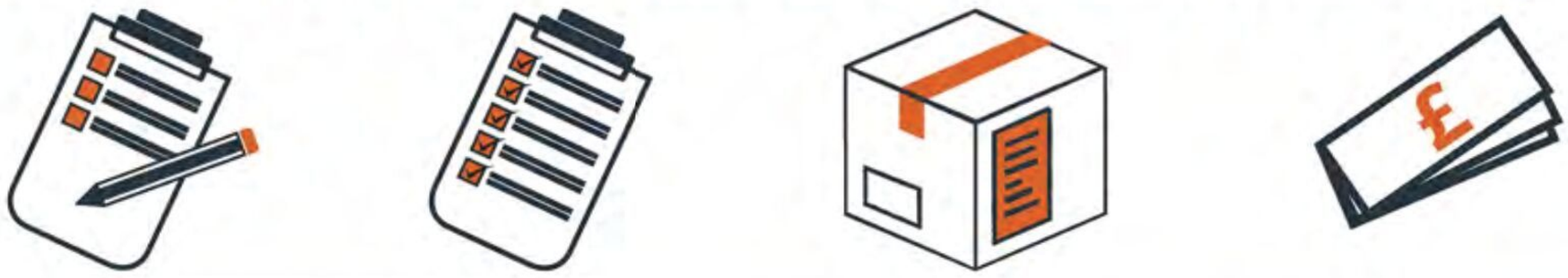


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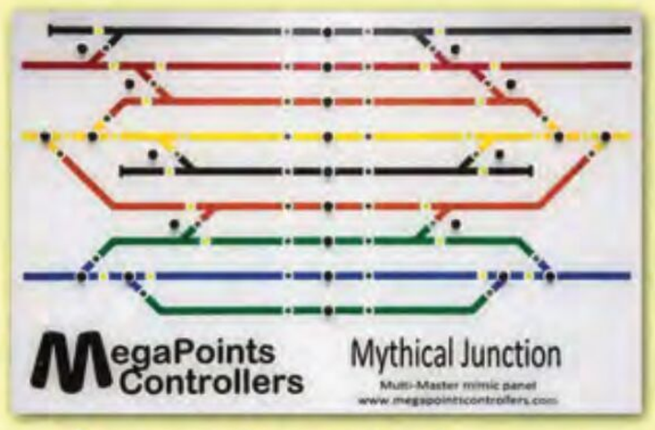
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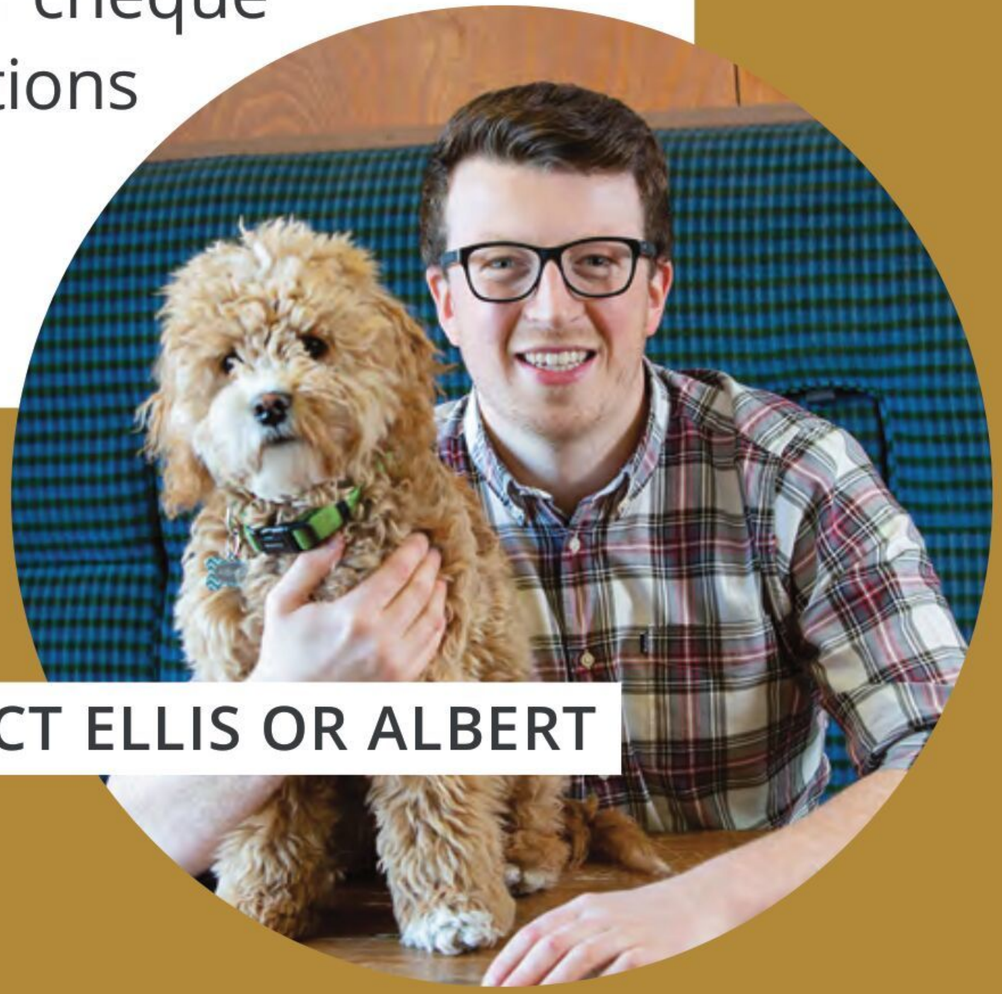
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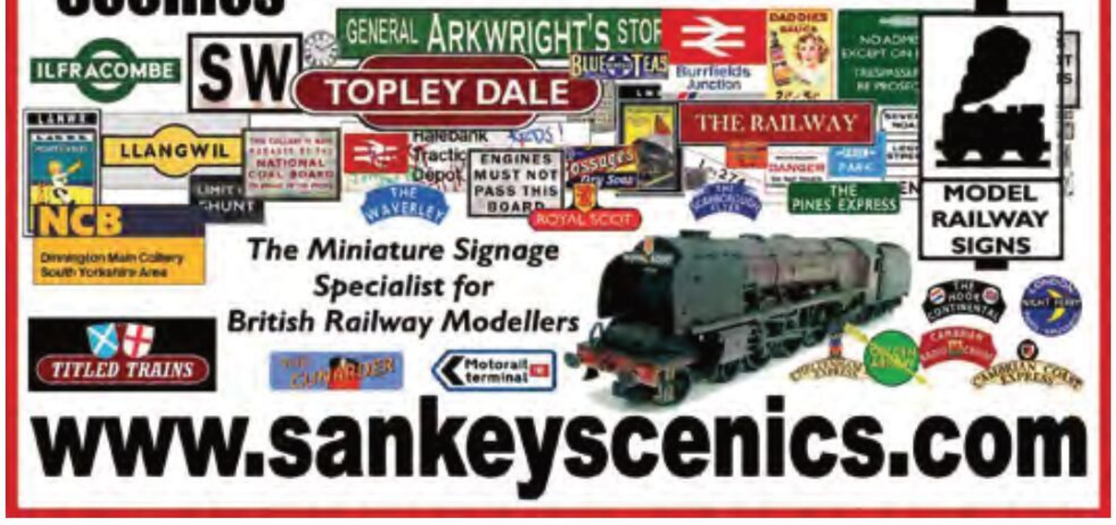
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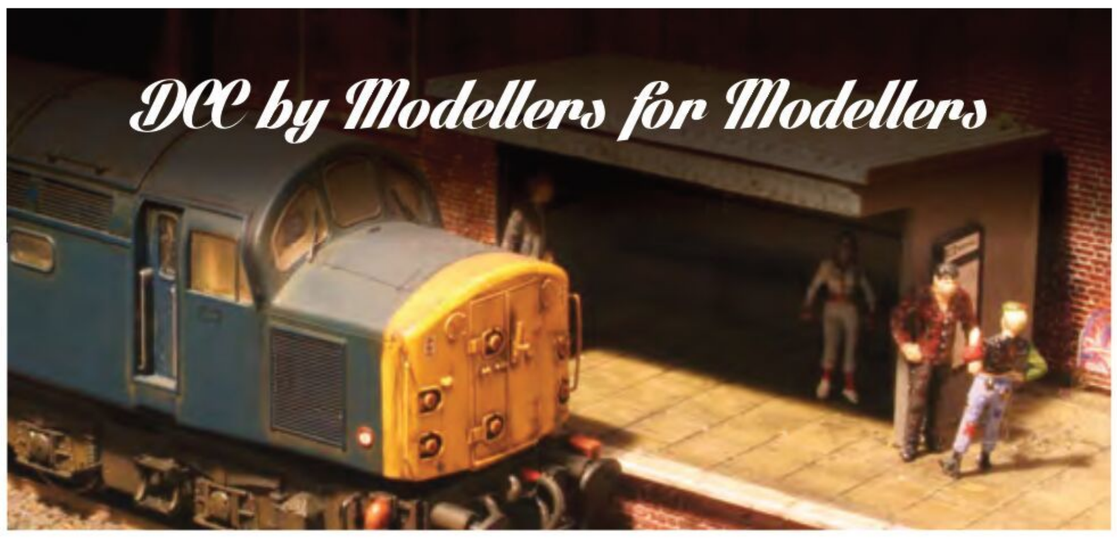
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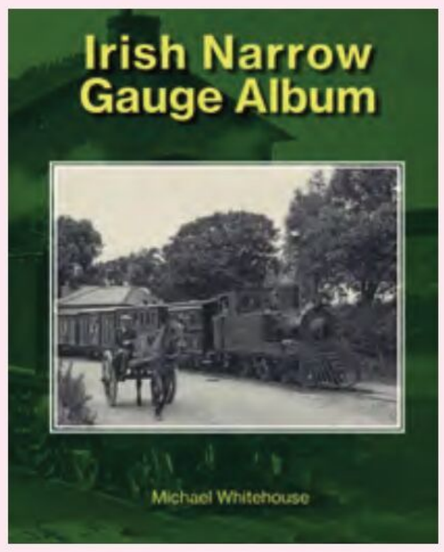
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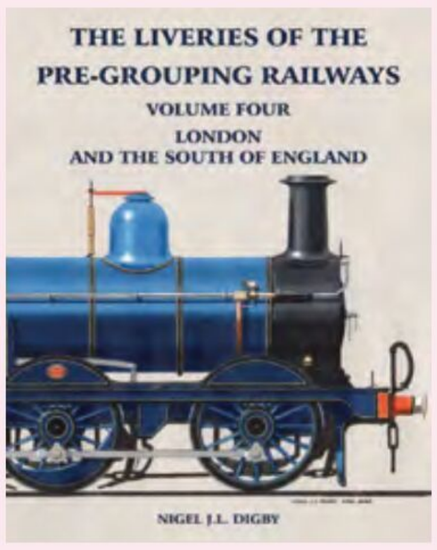
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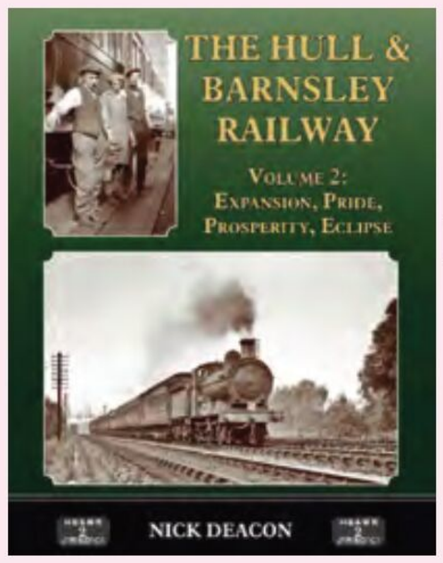
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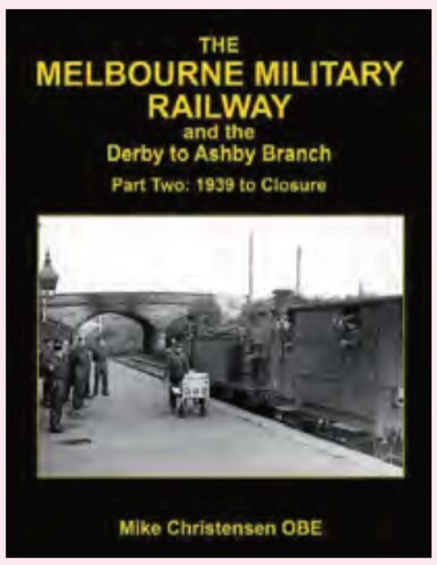
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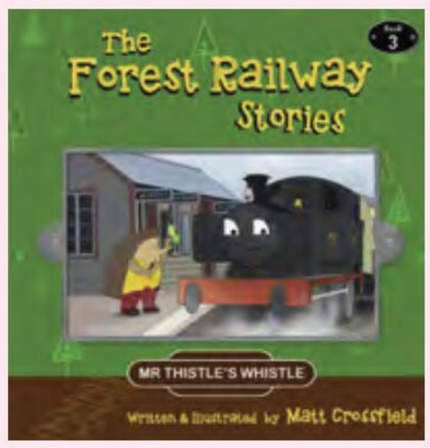
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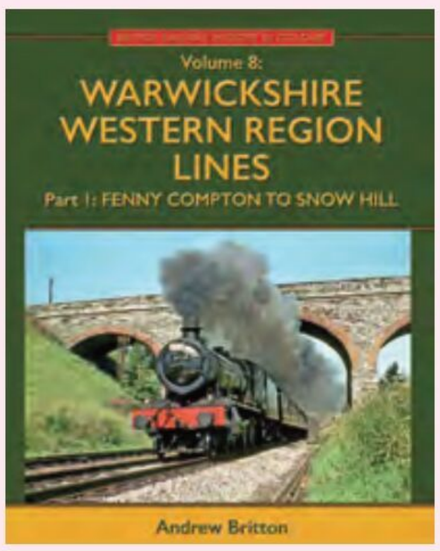
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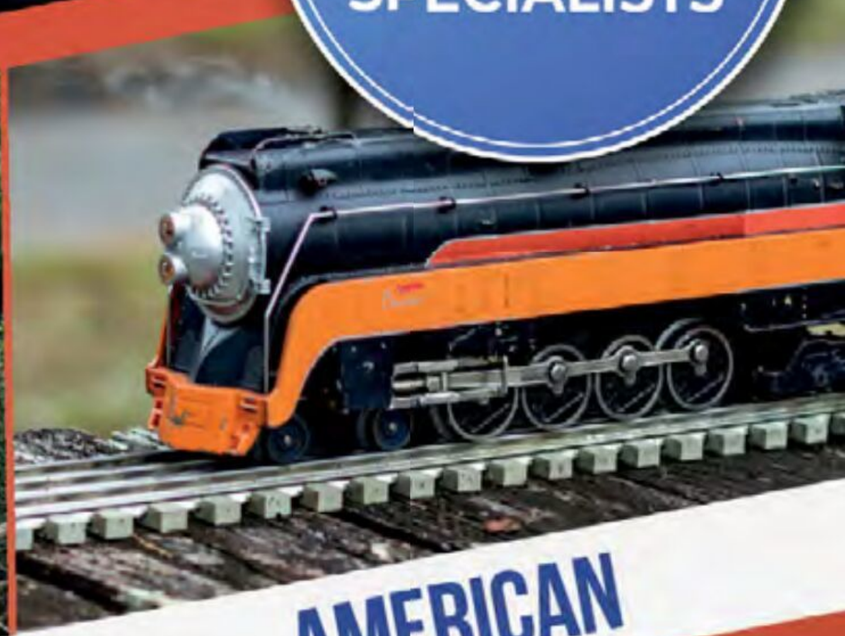
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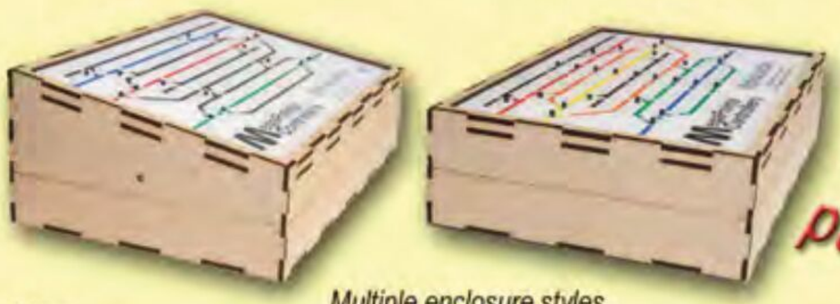
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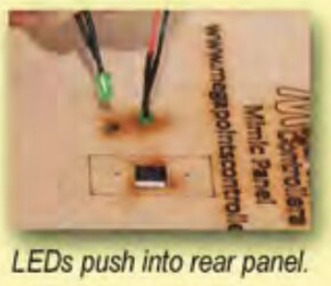


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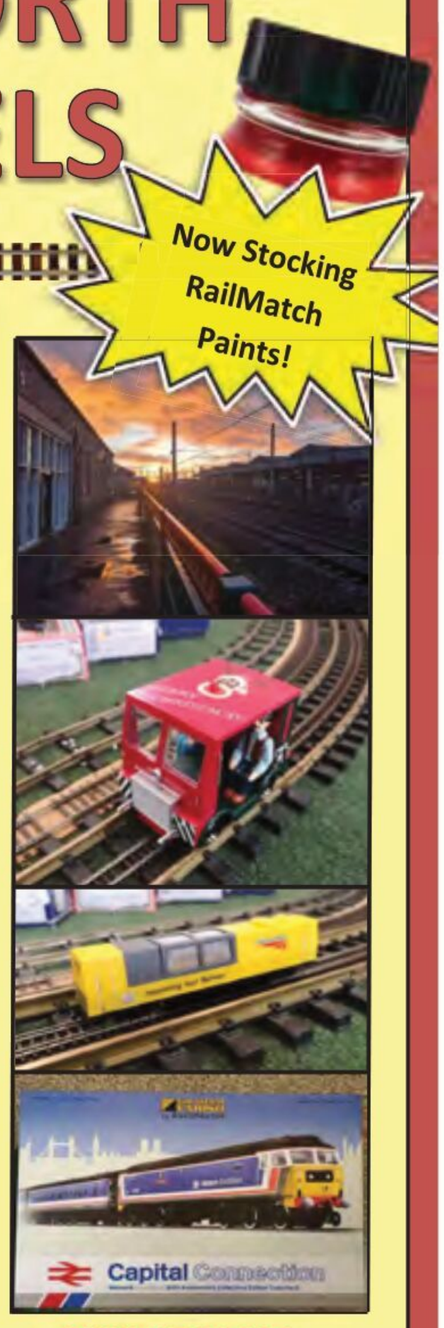
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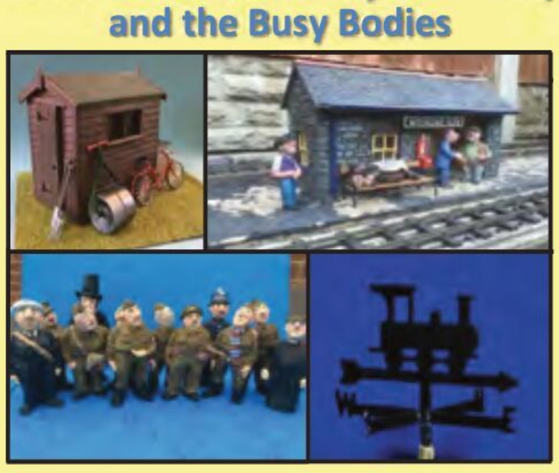
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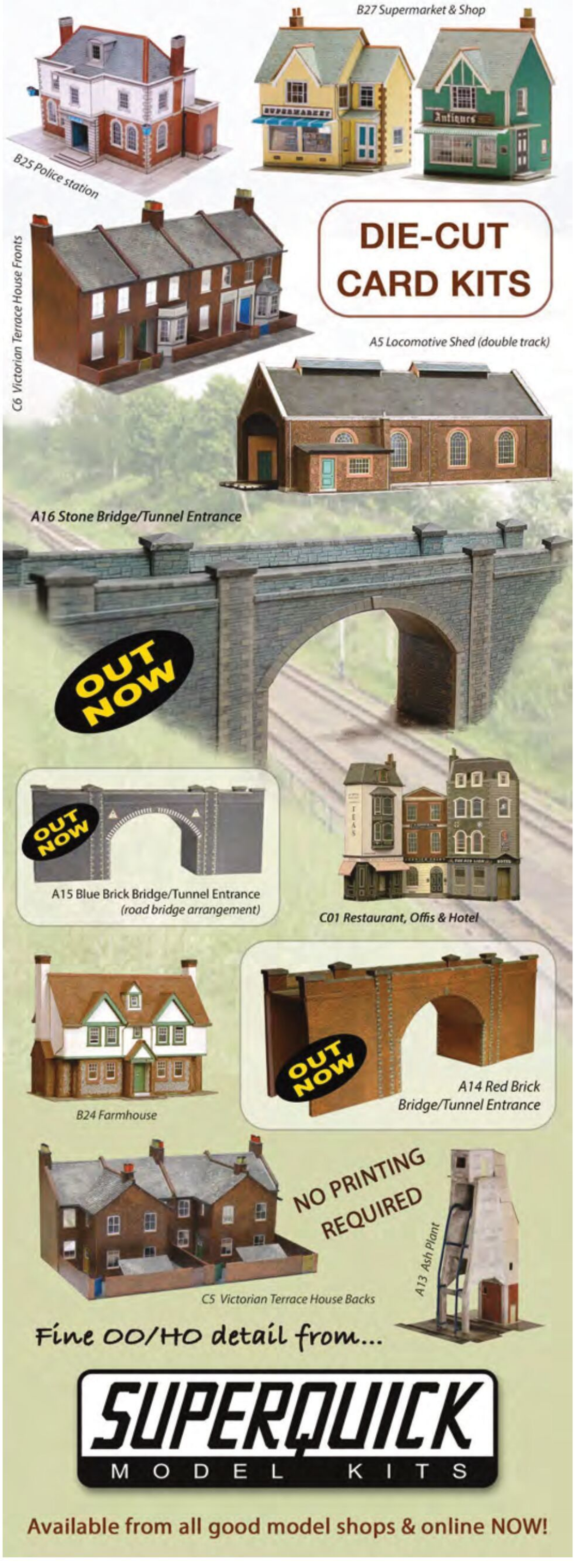
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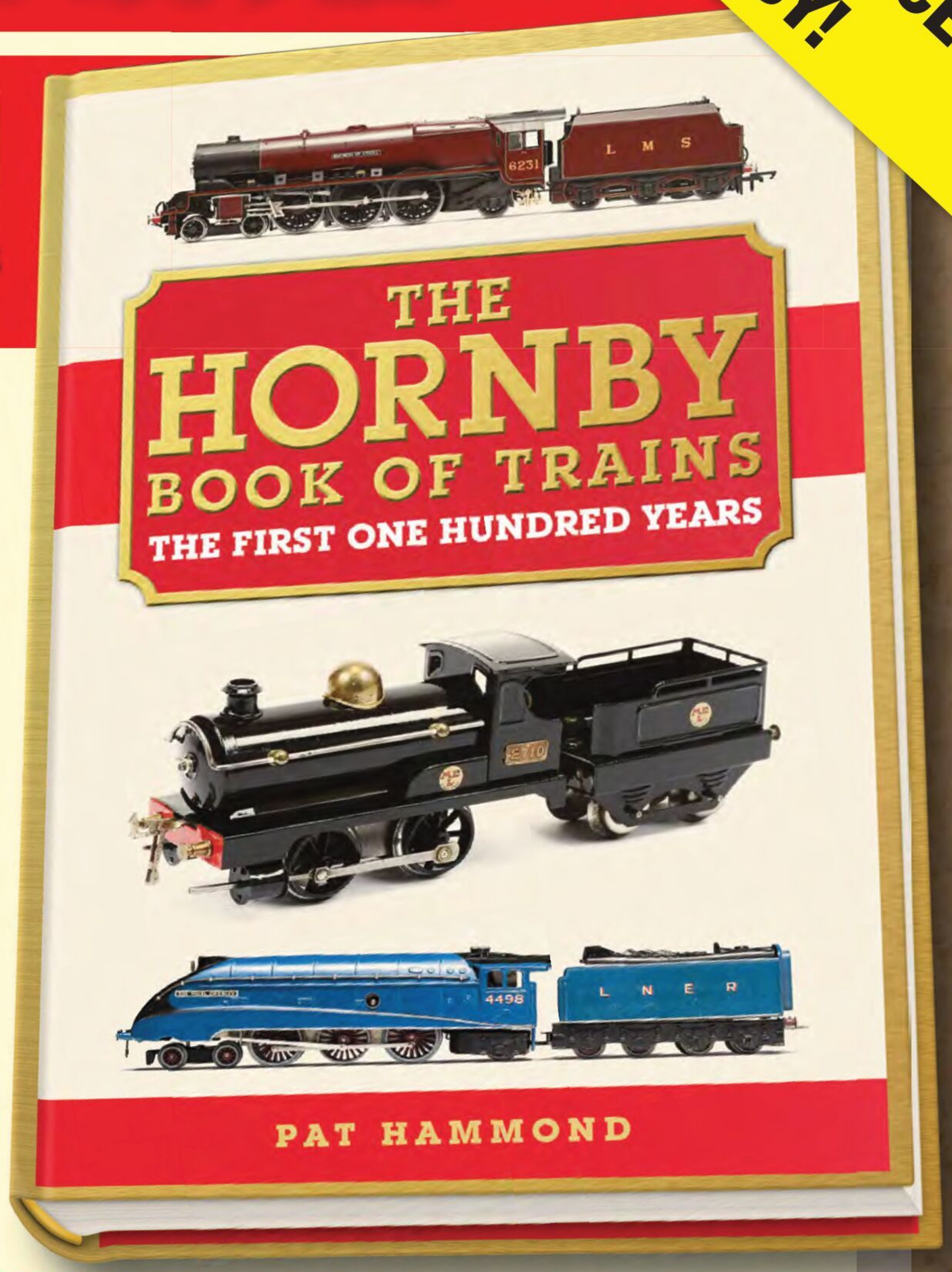
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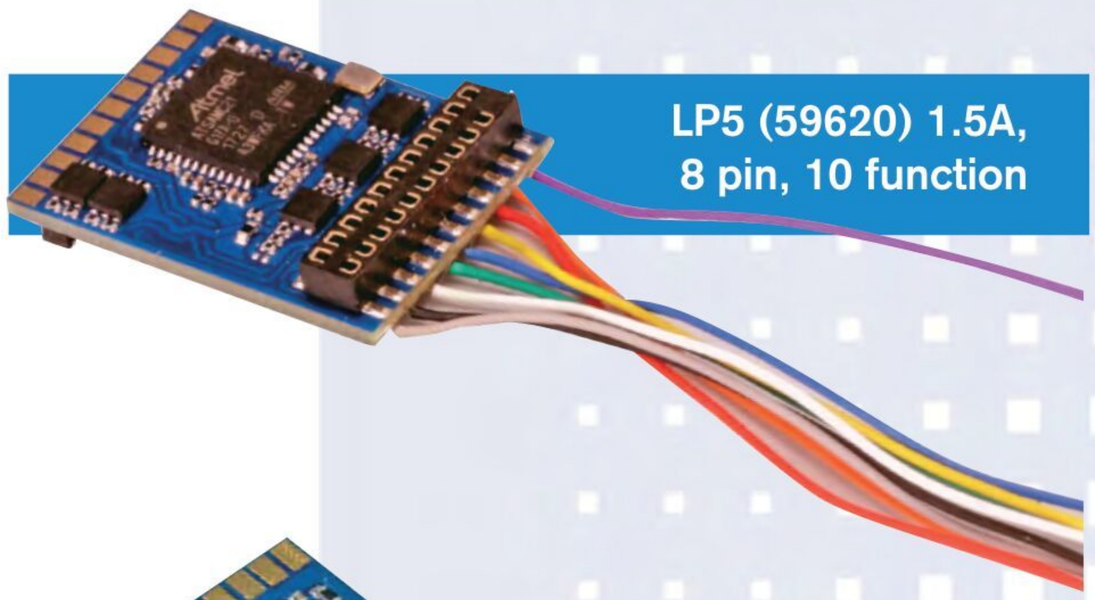
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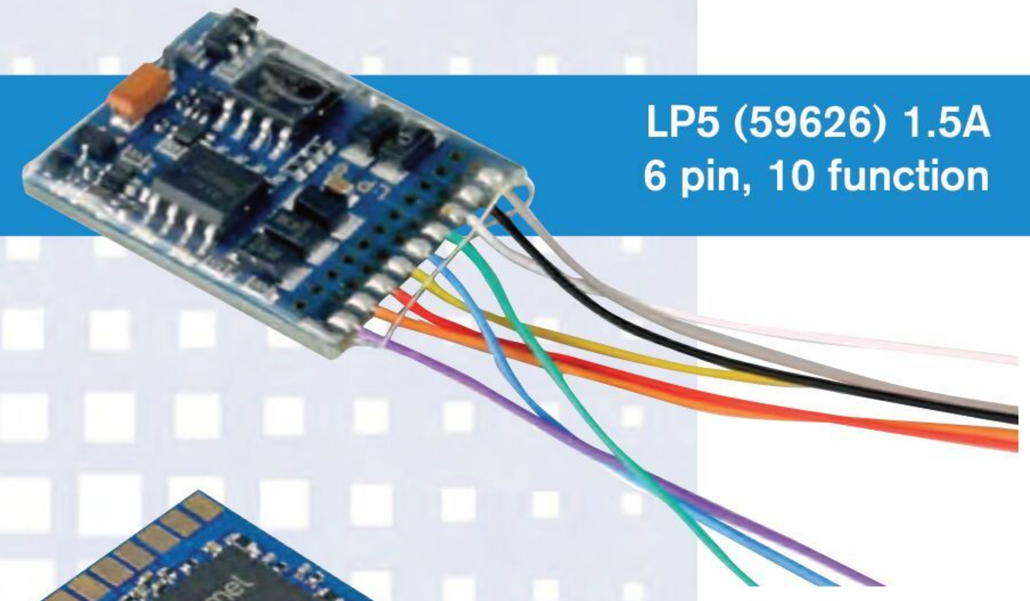
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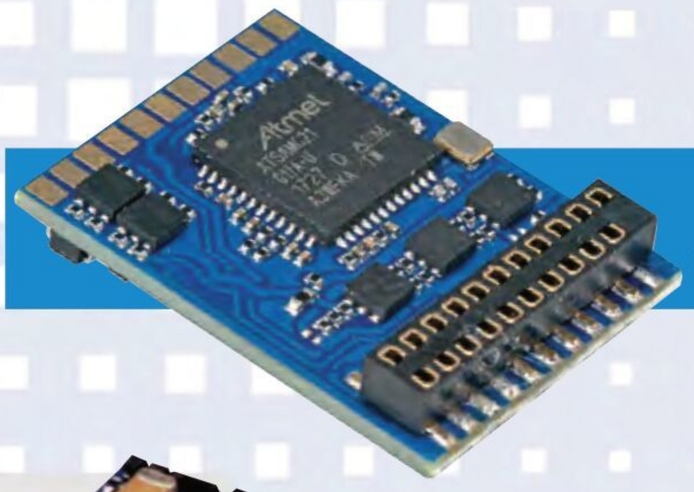
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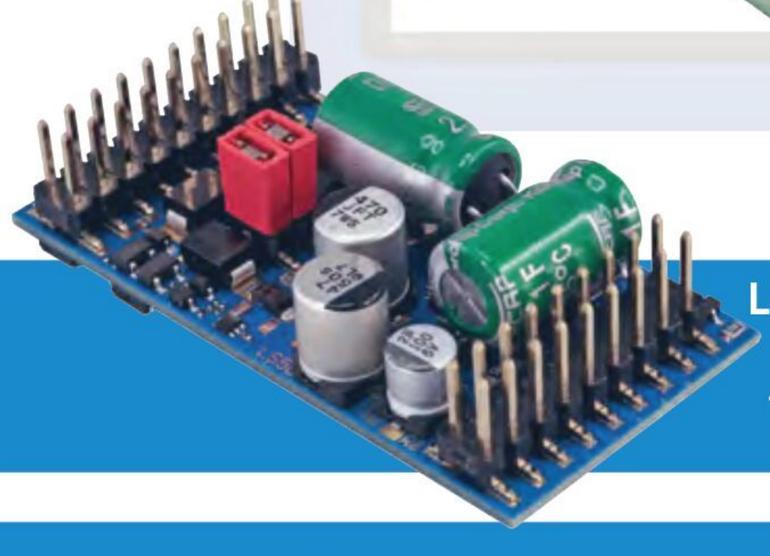
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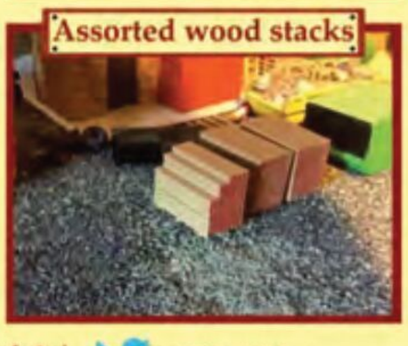
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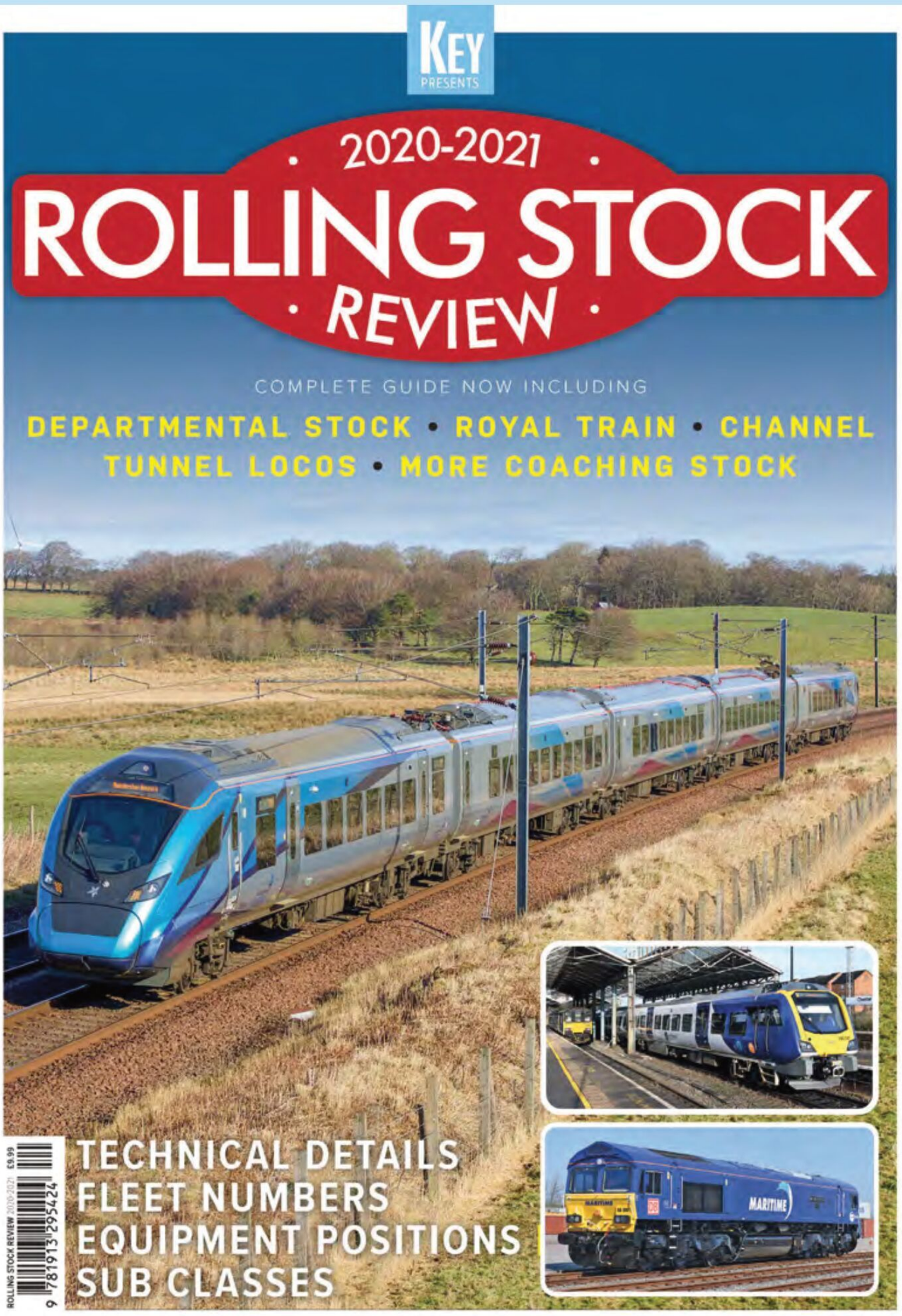
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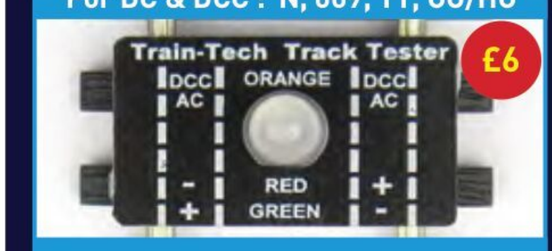
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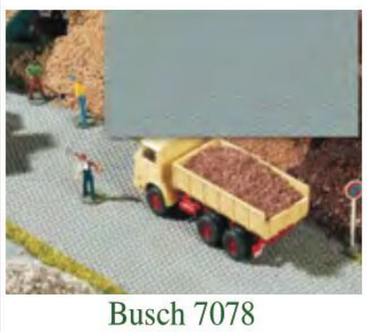
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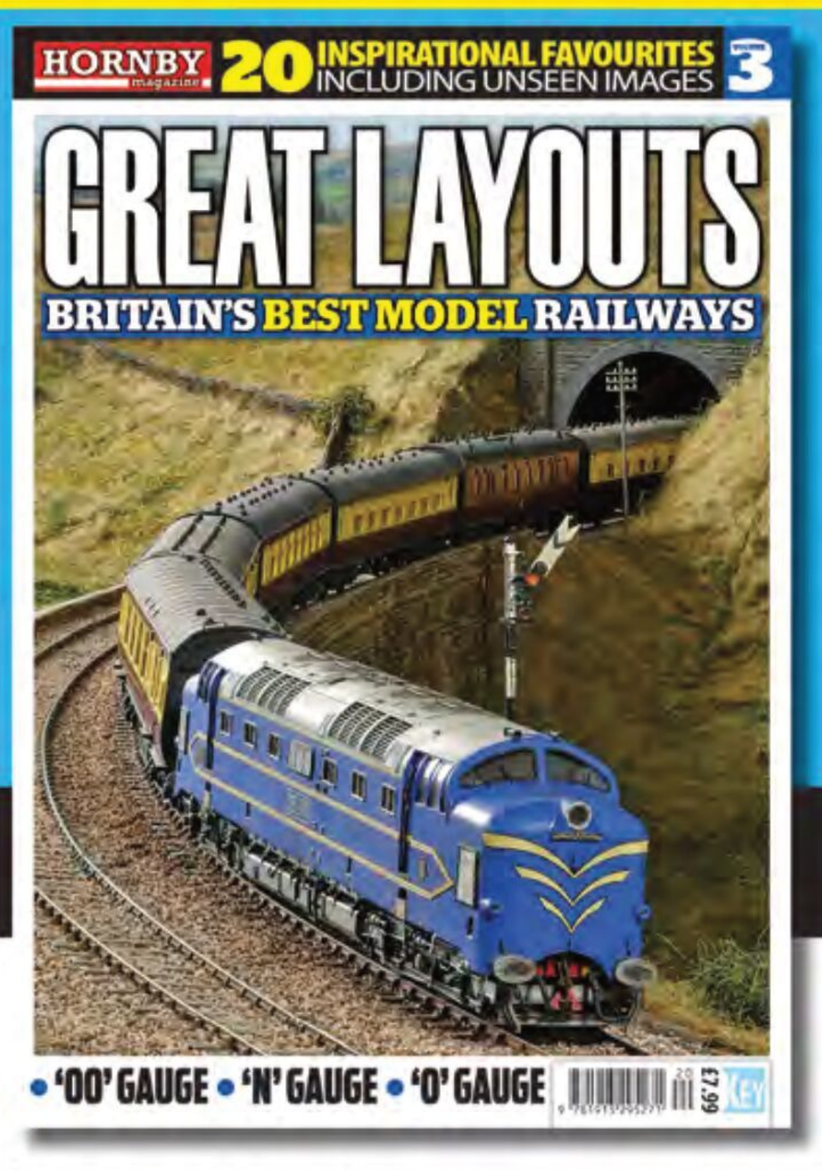
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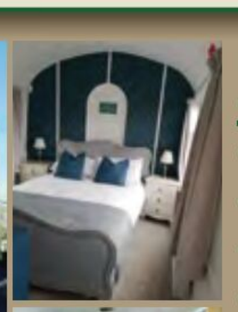
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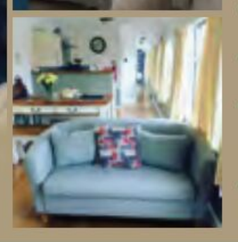
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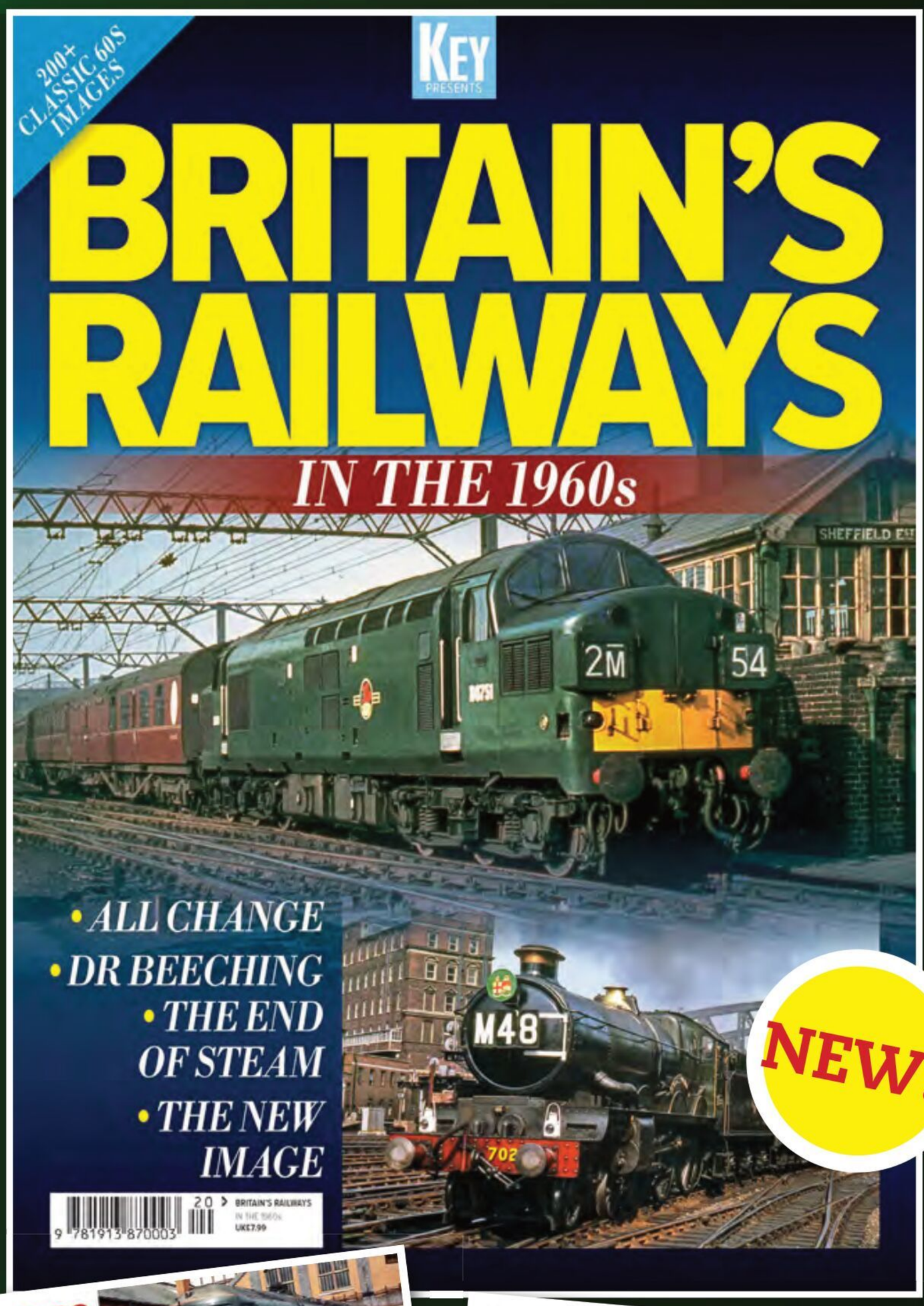
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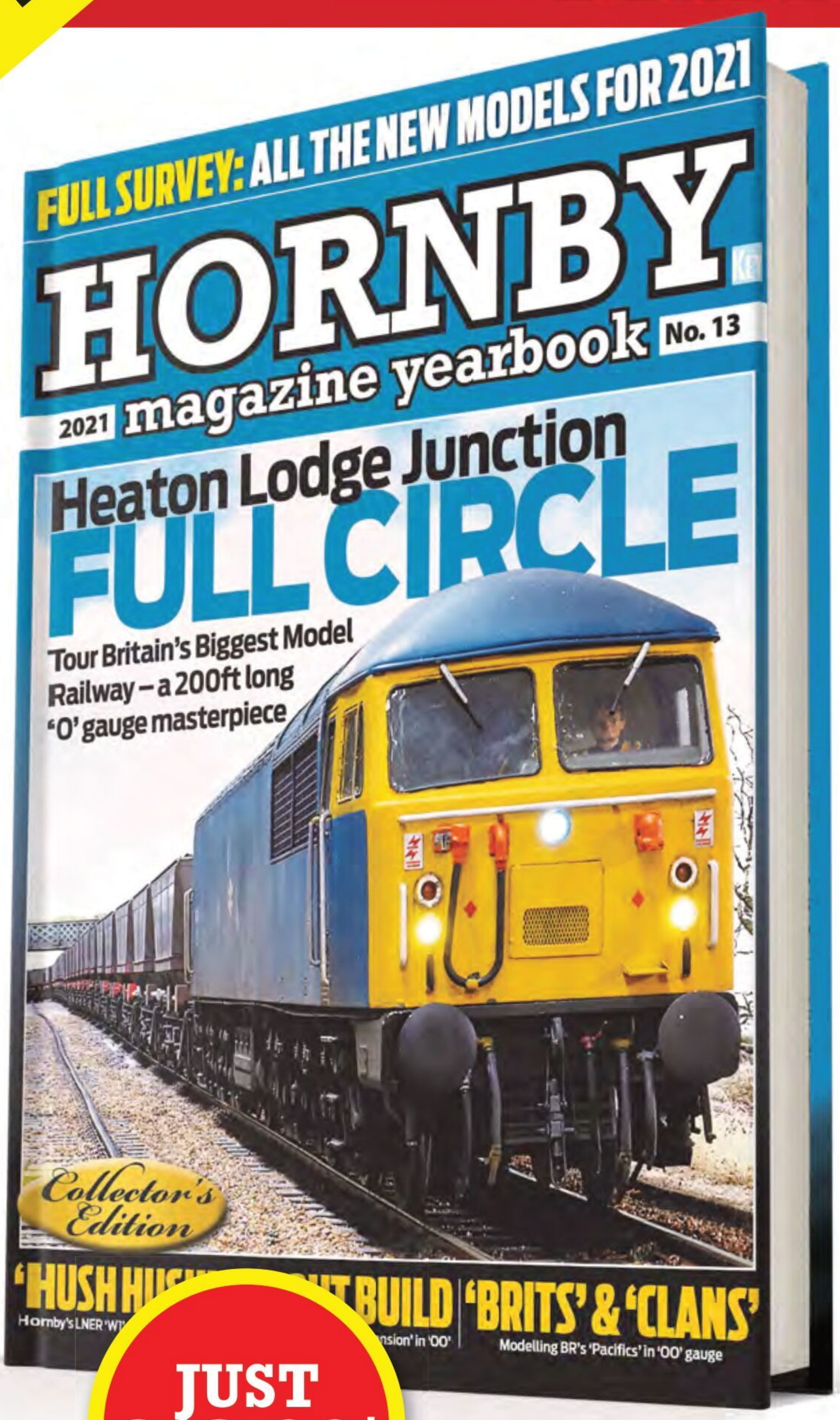
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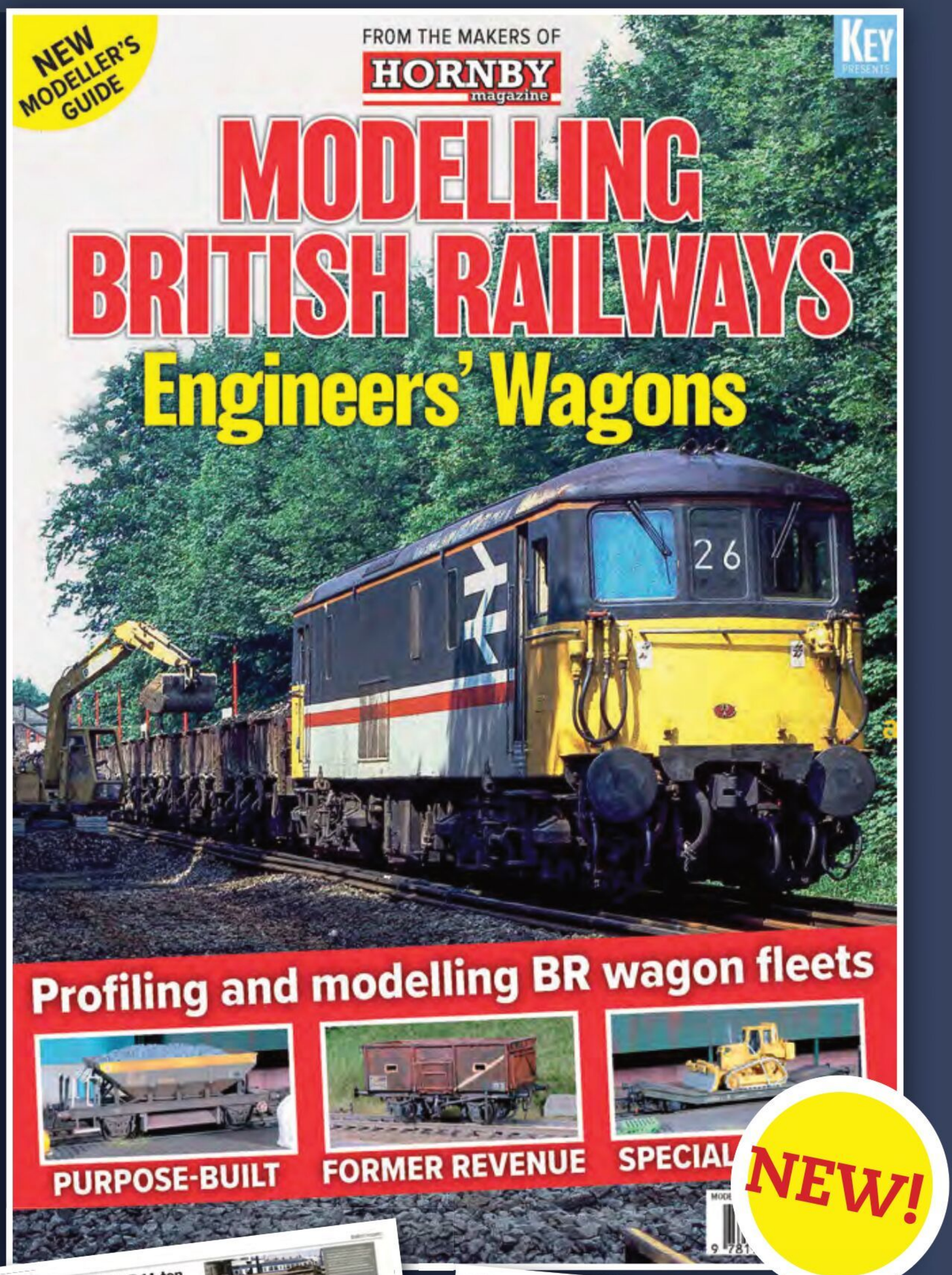


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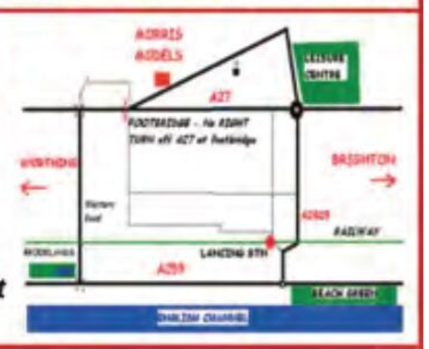


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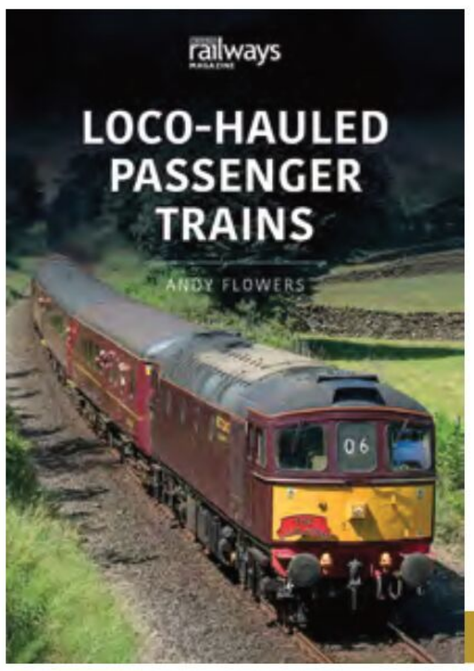
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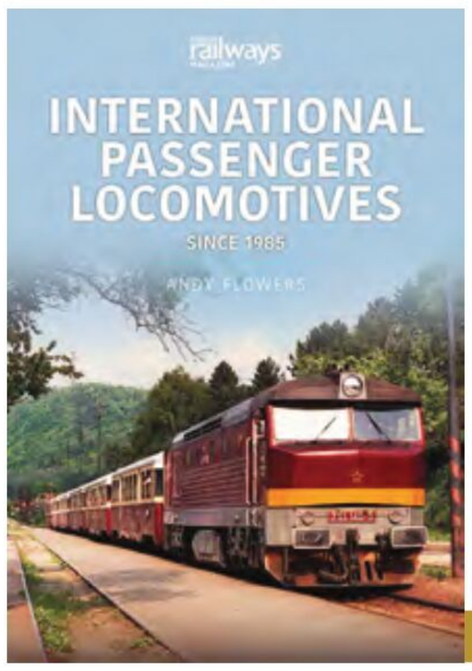


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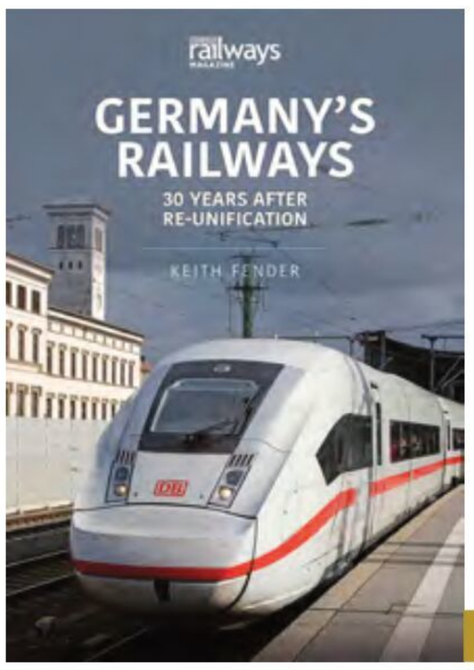


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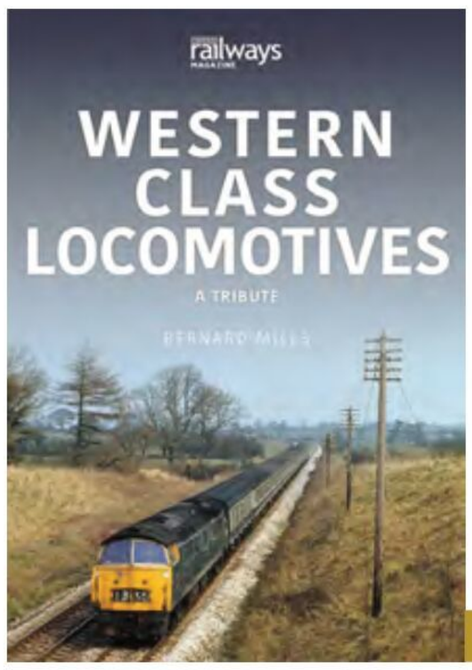


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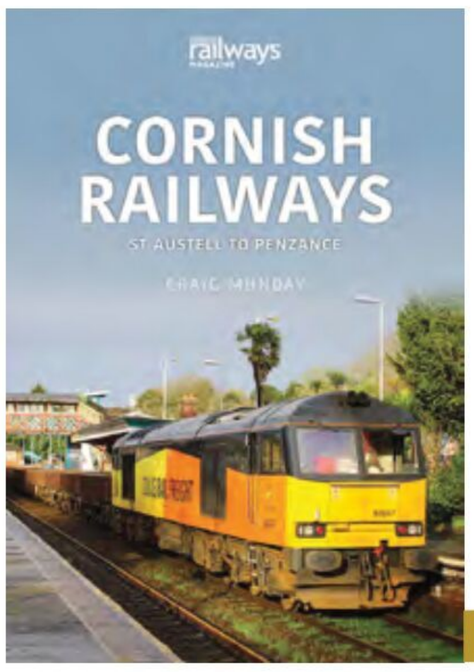


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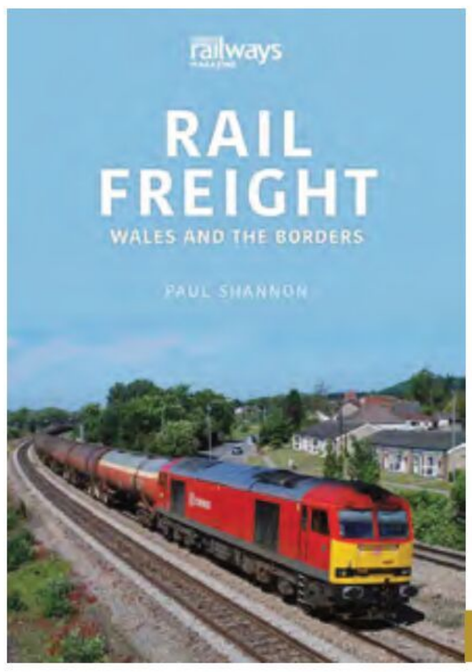


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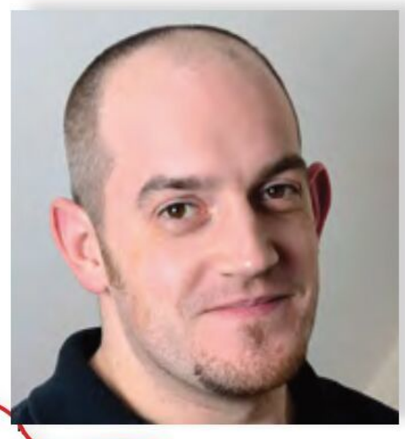
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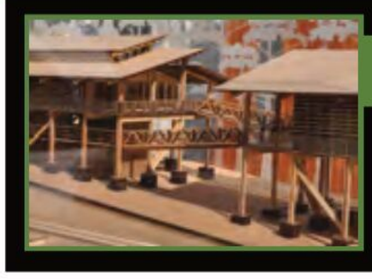


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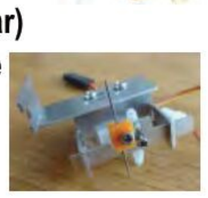
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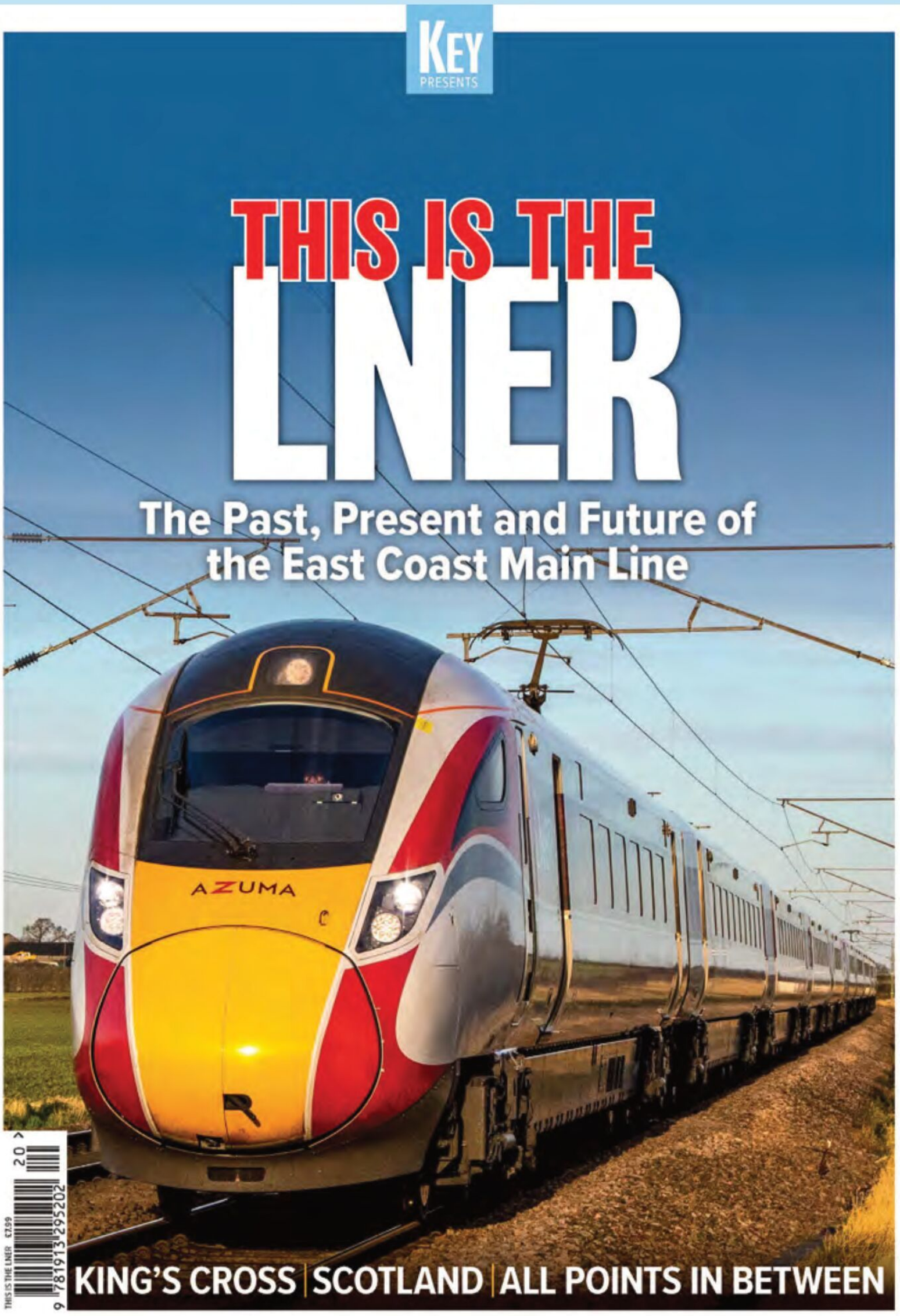
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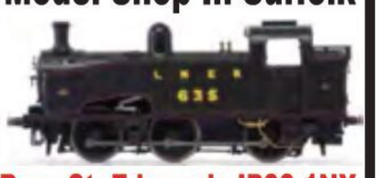
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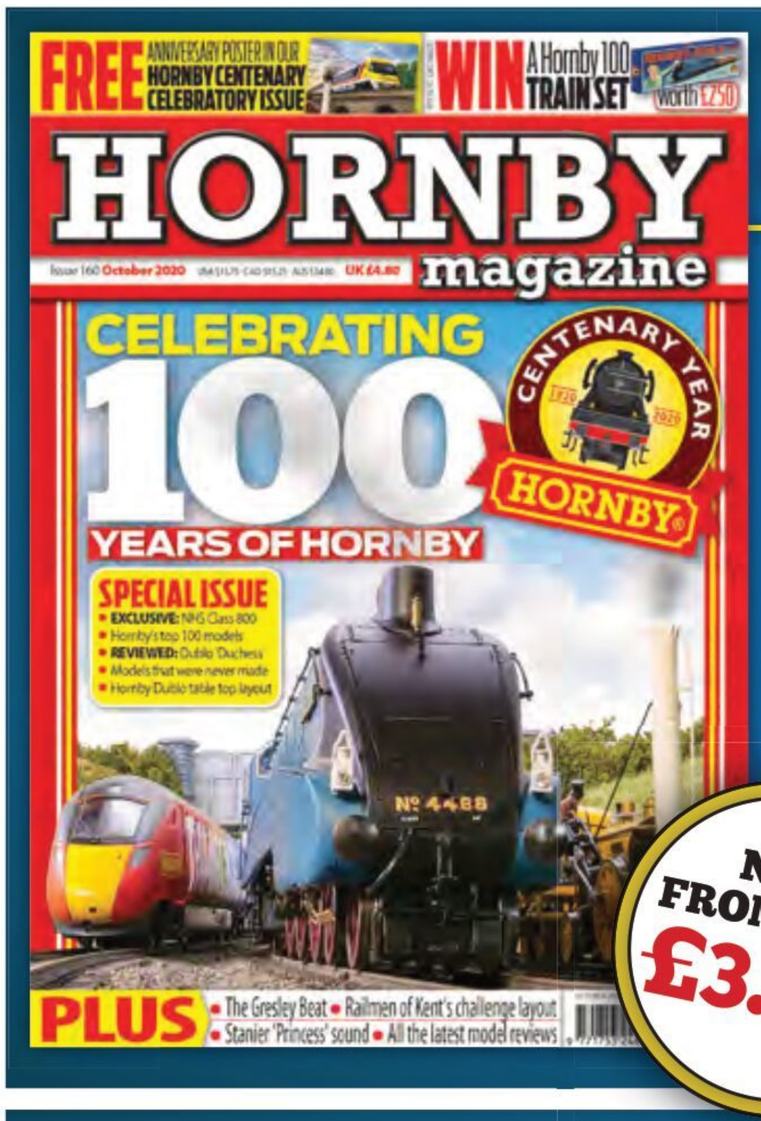
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NEXT ISSUE

PENMOUTH AND CURZON STREET



Mark Wilson set out to recreate the journey from the Cornish coast to central Birmingham with his fascinating 'OO' gauge garage layout which even includes a circuit running under the stairs. Join us next issue as we take a full tour of Penmouth and Curzon Street.

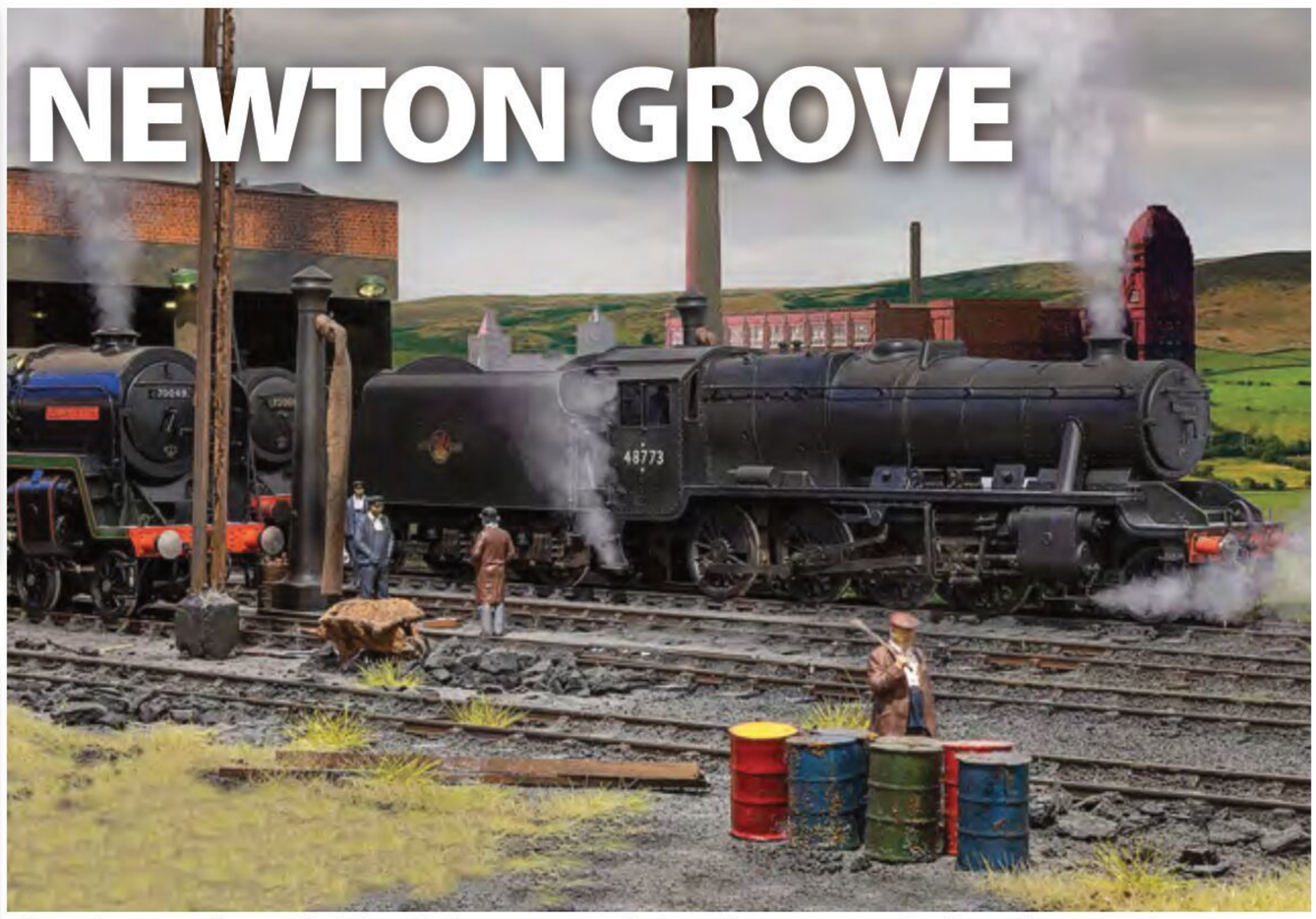
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NEWTON GROVE



The change from 'OO' to 'O' gauge and the discovery of micro layouts in 7mm scale all came together for Jonathan Newton and led to the creation of this atmospheric 1960s era steam shed set in North West England. Discover its fascinating story from conception to creation next month.

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Product Scale Key

O Gauge | OO Gauge | N Gauge

All product release dates correct at time of going to press

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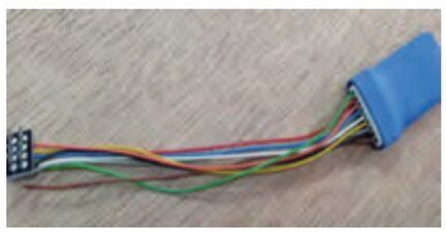
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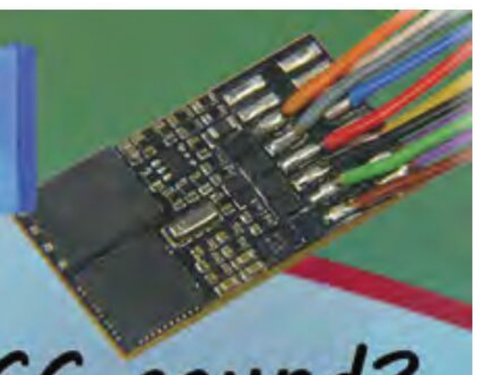
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LMS/LNWR: 3F Jinty; 4F; Duchess/Coronation; Fairburn Tank; Jubilee; Patriot/Royal Scot; Princess; Black 5; Ivatt 2MT; Beyer Garratt; Midland Compound; G2 Super-D; Crab 2-6-0; Stanier 8F; Webb Coal Tank; Stanier Tank; Fowler Tank
LNER: A1; A2; A3; A4; B1; B12; B17; Thompson O1; Gresley O2; O4 ROD 3000; K1; K4; D11; D49; J15; Q6; J52 Saddle; V2; J50 Tank; W1 Hush Hush; J36; N7; Steam Sentinel; J27; J72
SECR: N Class Woolworth; Wainwright C; Wainwright H; P Class
LSWR: N15 King Arthur; M7 Tank; T9; Beattie Well Tank; S15; B4
SR: West Country/Battle of Britain; Lord Nelson; Schools; Q1; Merchant Navy; USA Tank
BR/WD/Misc: 3MT; 4MT; 5MT; Britannia; Duke; 9F; 9F Crosti; WD Austerity 2-8-0; J94 Saddle; Clan; Andrew Barclay; Peckett W4; Stephenson's Rocket
LB&SCR: Terrier; E4; H2 Atlantic **S&D JR**: 7F **L&Y:** Class 27 3F **GNR**: Stirling Single

DIESEL/ELECTRIC/MISC

Shunters: 03/04; 08 Gronk; 14 Teddy Bear; 17 Clayton; 20
Diesel Locomotives: GWR Railcar; 24/25/26; 28 Co-Bo; 31; 33 Crompton; 35 Hymek; 37/0; 37/Generic; 40; 42 Warship; 44/45/46 Peak; 47; 50; 52 Western; 53 Falcon; 55 Deltic; 56; 57; 60; 66; 68; 70; 73 (Hybrid); Bullied Diesel D16
Electric Locomotives: 86; 71
DMU/EMU: Blue Pullman; 105; 108; 128 DPU; 150; 158; 205 Thumper; 43 HST; Voyager; SR EMU e.g. Brighton Belle; London Underground Tube; 350/450 Desiro; 390 Pendolino; Hitachi Class 800 IET
Misc: Wickham Trolley



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SOUND IDEA!

DCC sound is an exciting and engaging development for the hobby that adds a new dimension to operating model railways and puts you firmly in the driving seat, as **MARK CHIVERS** explains.

UNTIL YOU HAVE tried Digital Command Control (DCC) sound models for yourself, it is difficult to appreciate just how much it can improve your enjoyment of the hobby. Once you have experienced a good quality digital sound setup, you will find it increasingly difficult to go back to 'quiet' locomotive running.

DCC sound offers the ultimate model railway driving experience as you also get to savour authentic engine sounds as you control the regulator of your model. Effectively, as you increase and decrease the speed steps on your controller throttle, the engine sounds change accordingly as if you are driving the real thing. By selecting the function buttons on your digital controller, you can choose whistles/horns, coupling sounds, coal shovelling, cylinder drain cocks, buffering up sounds, flange squeal and more. For added realism, some diesel locomotive projects also include cold or multi-start options.

Modellers have been utilising prototypical sound for their layouts for many years, but before DCC sound, this would usually involve hi-fi style speakers installed beneath the baseboard and audio soundtracks played separately. However, new technology has since enabled realistic audio files to be loaded directly to a locomotive's onboard decoder. As this technology has evolved, so too has the available capacity and subsequent audio reproduction.

In the UK, pioneers of DCC sound began to release aftermarket decoder projects with British sounds in the early 2000s, offering the prospect of UK outline models with authentic prototypical audio. Since those formative years, an ever expanding selection of digital sound developers has appeared.

Digital sound decoders differ from standard motor examples in that they enable a completed audio project to be uploaded to the decoder and, in conjunction with a suitable speaker, a series of authentic sounds to play according to the model's speed.

Over time, DCC sound projects have become increasingly more sophisticated and offer a great deal more functionality than ever before. You can fine-tune the decoders to suit your individual requirements by simply tweaking individual Configuration Variables (CVs). Top end decoders allow you to change most settings. While many of the earlier projects were perfectly adequate, you may have felt as though you were driving the locomotive to the sounds rather than the audio reflecting your driving technique. Today, projects usually include documentation with hints and tips explaining how to get the best out of your chosen decoder's abilities.

Obtaining digital sound decoders has never been simpler with a wide selection of producers offering their projects on various platforms such as ESU LokSound, ZIMO, SoundTraxx and, more recently, Doehler and Haass. Prices are typically £90-£120 for the decoder loaded with a UK sound project. Digital specialists offering bespoke UK steam, diesel and electric locomotive sound projects include Coastal DCC, DC Kits, Digitrains, Howes, Locomansounds, Olivia's Trains, South West Digital and more. If you just want your sound decoder overwritten with a new sound file, this will typically cost around £15-£25.

If price is an issue, Hornby has also launched its own alternative brand of digital sound decoders – Twin Track Sound (TTS). These are typically a third of the price of the top end sound decoders but, as you might expect, they have less functionality. While a typical top end ESU LokSound 5 decoder will allow you to play up to ten sounds simultaneously, the Hornby TTS decoder is limited to two sounds (engine plus one other) at the same time - hence Twin Track Sound – and they cannot be overwritten with an alternative sound project. That said, in many circumstances this is perfectly adequate, and they offer up to 26 different functions with a full suite of sounds. The TTS diesel decoders are particularly good.

Having considered some of the different sounds and decoders, the next element to consider is the speaker. Audio output is only as good as the quality of the speaker. Most speakers supplied with the sound decoder are of a good standard, but there are many different types of speaker available which really can enhance the sound output to such an extent that you can hear sounds that are 'lost' with the originally supplied example. Whatever your requirements, a growing collection of suitable speakers in all shapes and sizes are now available. It is surprising how much difference the right speaker can make.

However you start, and wherever your DCC sound journey takes you, it opens up a wealth of possibilities, makes operating your layout more fun – and adds that crucial sense that's been missing for too long. We're sure that when you start, you'll be hooked. ■



The world of digital sound brings a new dimension to model railway operation. A sound-fitted 'Super D' 0-8-0, with characteristic wheeze, leads a ballast train round the curve on Topley Dale. Hear it online at *KeyModelWorld.com*.

USEFUL LINKS	
Coastal DCC	*www.coastaldcc.co.uk*
DCC Concepts	*www.dccconcepts.com*
DCC Supplies	*www.dccsupplies.com*
DCC Train Automation	*www.dcctrainautomation.co.uk*
Digitrains	*www.digitrains.co.uk*
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ESU	*www.esu.eu*
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Howes Models	*www.howesmodels.co.uk*
Legomanbiffo/DC Kits	*www.dckits-devideos.co.uk*
Locomansounds	*www.locomansounds.com*
Mark's Trains	*www.marks-trains.co.uk*
Mr Soundguy	*www.mrsoundguy.co.uk*
Olivia's Trains	*www.oliviastrains.com*
Rail Exclusive	*www.railexclusive.com*
Roads and Rails	*www.roads-and-rails.co.uk*
Soundtraxx	*www.soundtraxx.com*
South West Digital	*www.southwestdigital.co.uk*
Wheeltappers	*www.wheeltappersdccsounds.co.uk*
Wickness Models	*www.wicknessmodels.co.uk*
YouChoos	*www.youchoos.co.uk*
ZIMO (UK)	*www.zimo-digital.co.uk*

Sound fitter's TOOLBOX

Adding sound to your locomotives requires a selection of tools and consumable materials. **MIKE WILD** explains the essentials to get you started.

YOU MIGHT BE SURPRISED to find that it only takes a fairly modest tool kit to begin installing your own sound decoders. For the simplest, you will only need a set of modeller's screwdrivers covering a selection of crosshead and flat blade types while for the more advanced you will need to add a soldering iron, wire strippers, a craft knife and a small pair of scissors.

In this handy guide, we will go through the basic tools and explain what each is used for in the sound fitting process so you can make informed choices about what you need to buy. ■



Tools are essential in railway modelling and many of those used in sound installation projects are identical to those which you might already have. Primary elements are a soldering iron, screwdrivers and a set of wire strippers.

SCREWDRIVERS

A set of modeller's screwdrivers, often sold as jeweller's screwdrivers, is essential for any model railway tool kit. You will always find a time when you need one for your projects.

There many options available ranging from basic to high value magnetic types, but we find there is often room for both in our tool box. The more basic fixed handle types can be very useful for reaching screws recessed into chassis, whereas those with interchangeable heads, such as DCC Concepts products, offer the advantage of magnetic heads, but aren't quite as thin when it comes to access.

Prices start from as little as £3 for a set - but beware that the cheaper they are the less resilient the screwdriver heads will be. We've experienced this first hand in testing this type of equipment and we would recommend Gaugemaster's Model Railway Screwdriver Set (Cat No. GM500) as a starter set while if you are looking for the best, then DCC Concepts' Screw and Nut Driver Set (Cat No. DCT-SND.12) is well worth investing in.



SOLDERING IRON

Once you start looking into adding sound or changing speakers, you will soon find the need for a soldering iron. There are a lot of choices on the market, but in our view you can't go wrong with an Antex 25watt soldering iron and stand. This is a great all-round product which won't cost you the earth and replacement nibs are readily available too.

For most of our digital soldering work, we use a 2mm nib. In some cases a smaller nib will be handy, but only when you have the skills and confidence to solder directly onto solder pads on decoders for advanced installations. You will also need solder to make those joins which is readily available from online retailers such as Rapid Online.

Like any of the products we mention here, there are alternatives and if you want the very best of soldering irons then look no further than DCC Concepts' range of irons which even have options for temperature control for ultra-fine precision.



CUTTING AND CARVING

Beyond the process of making electrical connections, from time to time you will be faced with the need to cut away a tender coal space or reshape the corner of a speaker enclosure to make it fit within a specific locomotive or location. For this you will need a good quality craft knife with a supply of sharp blades to hand.

Another essential for our projects is a pair of small embroidery scissors. Like the wire strippers, we have had these for many years and they are a great little tool for trimming the ends of wires in confined spaces where conventional wire cutters are just too large. They are readily available from online retailers such as Amazon – just search for Fiskars Embroidery Scissors. You will also be amazed by how many other projects you use them for.

And for good measure a pair of tweezers is another handy item to have to hand when installing sound to guide wires into tricky places.



CONSUMABLES

- There are a few consumables that we can't be without in the *Hornby Magazine* workshop when it comes to installing sound. These aren't necessarily used in every project, but they will come in handy and for the cost of around £15 you can have a selection available on your workbench. The essentials are electrical insulation tape, Black Tack, TCS black decoder wire and heatshrink insulation. These are readily available respectively from Screwfix, Amazon, Digitrains and Rapid Online.



WIRE STRIPPERS

If you are attempting any electrical wiring of any kind for your model railway, invest in a set of proper wire strippers. They will save your temper and allow you to make reliable joints time and time again by being designed specifically to remove the insulation from wires.

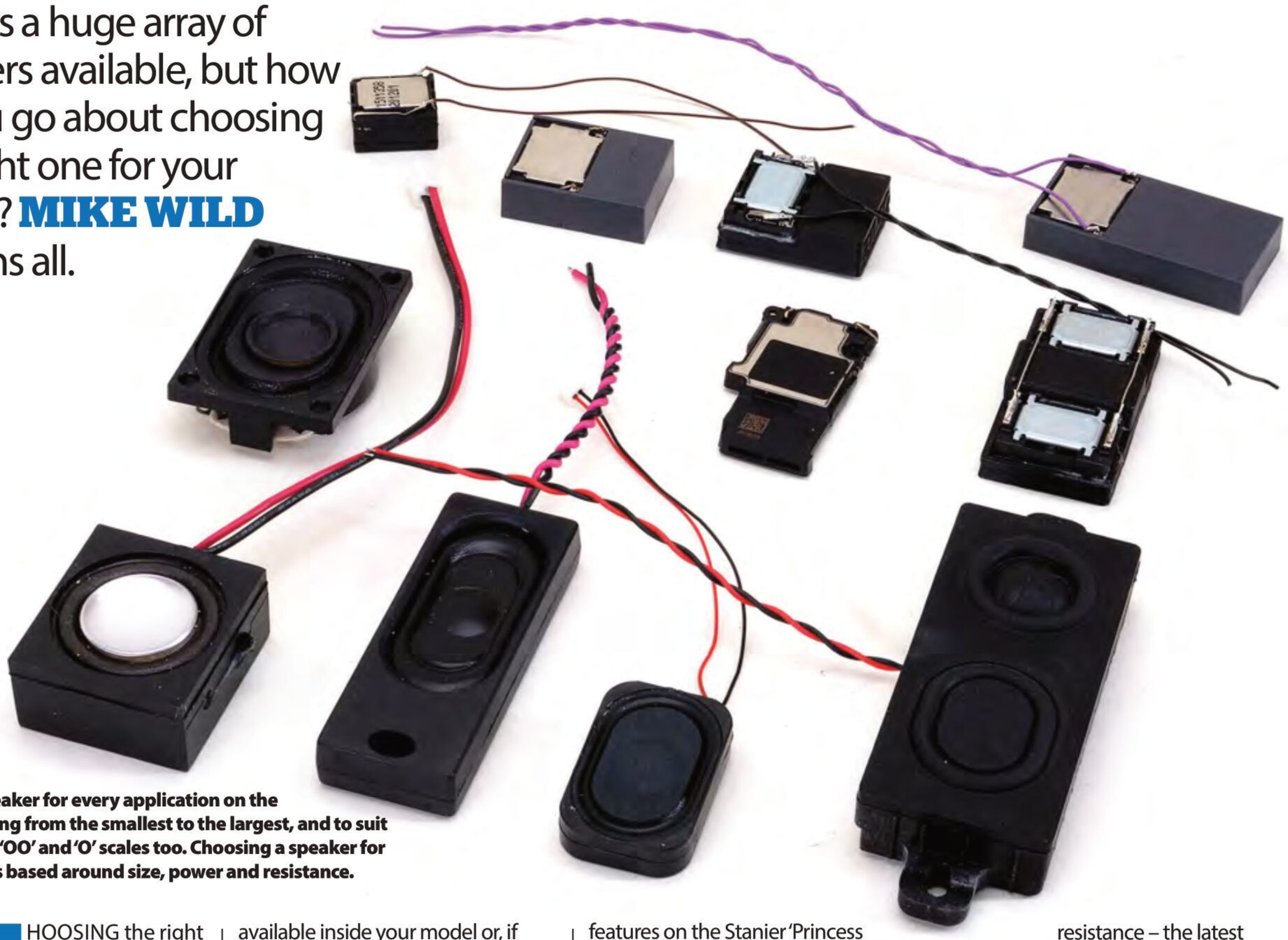
For DCC sound installations, we use a set of DCC Concepts Fine Wire Strippers (Cat No. DCT-FWS) which can be pre-set to suit different wire gauges so that they do a perfect job every time. Our set has been used thousands of times over and they are reliable as the day we got them – a definite must!



USEFUL LINKS	
Gaugemaster	*www.gaugemaster.com*
DCC Concepts	*www.dccconcepts.com*
Digitrains	*www.digitrains.co.uk*
Rapid Online	*www.rapidonline.com*
Amazon	*www.amazon.co.uk*

SPEAKING VOLUMES

There is a huge array of speakers available, but how do you go about choosing the right one for your model? **MIKE WILD** explains all.



There is a speaker for every application on the market ranging from the smallest to the largest, and to suit models in 'N', 'OO' and 'O' scales too. Choosing a speaker for your model is based around size, power and resistance.

CHOOSING the right speaker brings a model to life and can really make the most of a sound decoder. Simply choosing the cheapest is never going to reap the rewards of high quality sound, but opting for the highest price tag might not work any better.

The range of speakers available today is better than ever before, and that means you will be able to find the perfect speaker for almost every model there is on the market. However, the space available inside models varies greatly, and while some offer large flat spaces ideal for installing powerful twin speaker types, others have limited space or can only accept a specific design. Before choosing a speaker you need to measure the space available inside your model or, if you are willing to make changes, create the space that you want.

For example, all of Hornby's current tender engines are designed to accept a 28mm round speaker from the factory, but it isn't necessary to limit yourself to that type in those locomotives. Careful planning, removal of the metal weight or cutting away of the coal space (in steam locomotives) can create a much larger space to accept a bigger and more powerful speaker which will provide better sound reproduction.

The trick here is to measure and plan. We've illustrated a number of Hornby steam locomotive sound installations in recent issues of the magazine and most have used either a Rail Exclusive twin speaker with injection moulded resonance chamber or, in the case of the features on the Stanier 'Princess Royal' or Riddles 'Britannia' (HM160/HM162), we were able to fit an Earth Mover 2 into the tender with a handful of modifications.

Some locomotives are designed to accept a specific speaker type, others come factory fitted with a speaker, but the best engines for sound are those with large flat spaces on the chassis top which allows the modeller to make their own choice to fit the area available. Prime examples of this include the Dapol Class 21, 22, 29, 52, 68 and 73 while the Hattons Class 66 has space for the impressive Earth Mover 2 and Kernow Model Rail Centre's D600 'Warship' has a similar layout to the Dapol models.

Speaker types

There are some factors to consider when picking a speaker. First is its resistance – the latest ZIMO, ESU V4 and V5 and Doehler & Haass chips can work with 8ohm or 4ohm resistance speakers, but if you are looking for a new speaker for a Hornby Twin Track Sound chip you will need a speaker with 8ohm resistance.

The power of your speaker needs to be considered too. Low power 0.5watt speakers will soon be overloaded by powerful sound decoders and we would recommend at least a 1watt speaker for quality sound output.

Next, you have the choice between single and twin speakers. Most twin speakers offer better sound performance than single types and we have been impressed with the capabilities. The only limitation of these at times is the space they require for installation which isn't always available.

If you are looking at sound for a smaller locomotive don't be put off – there options for speakers which are small enough to fit in compact models such as the Hornby 'W4' 0-4-0ST or Sentinel 4wDH shunters for 'OO'. Equally, sound is now becoming increasingly popular and possible in 'N' gauge with most options surrounding a 15mm x 11mm cube speakers with varying baffle depths.

Installing speakers

With modern chamber speakers - which have an enclosed box on the back - installation is now simpler than before. The most important point to know is that the rear of the speaker needs to be sealed – if it isn't, the performance won't be as good as vibrations from the rear will interfere with those from the front. Speakers also need to be sealed for best performance, so if you are using products such as the ESU multi-part self-assembly speaker housing, each layer needs to be glued around all four sides to ensure it is airtight.

Another consideration is how the speaker is held in place. A loose speaker will be able to vibrate in its mount which will impact its performance negatively - so always find a way to hold it firmly in place. Our prime choices for fixing speakers include superglue and Black Tack – the latter being particularly useful as the speaker can be remounted if required.

Allied to firm fixing is weight. For example, if you were to remove the metal weight from a tender and installed a powerful speaker onto a lightweight plastic chassis, the speaker could vibrate the tender chassis – adding at least some weight back into the chassis (as shown in our 'Black Five' features on pages 24-27 of this supplement) will keep sound performance on track.

This introduction covers the basics of speaker choices. Every new model reviewed in *Hornby Magazine* now includes details of either the speaker included or the space available from the factory to assist in your sound journey while our sound installation features in each issue highlight the specific components that we have chosen to make the most of the sound projects. You can also see all of those videos online at *www.keymodelworld.com/hornby-magazine-videos*.

The sound installation guides in this supplement will show more of the options as we add sound to a range of locomotives, while the panel includes a list of suppliers which have large ranges of speakers to choose from. ■

USEFUL LINKS	
Rail Exclusive	*www.railexclusive.com*
Digitrains	*www.digitrains.co.uk*
Youchoos	*www.youchoos.co.uk*
Roads and Rails	*www.roads-and-rails.co.uk*
DC Kits	*www.dckits-devideos.co.uk*



Below: **The Rail Exclusive injection moulded speakers are a great choice for models of all sizes. The range comprises tiny single cubes 12mm x 8mm through to larger single units measuring 40mm x 20mm as well as impressive 55mm x 20mm twin speaker designs – the latter can be seen in our installations in this guide.**



Roads and Rails has created a niche for supplying an increasing range of quality speakers of varying designs. Here we have a selection including a mobile phone style speaker (top left) followed anti-clockwise by a boxed megabass 28mm x 32mm design, a classic 58mm x 22mm bass reflex design, a 30mm x 20mm bass enhanced speaker and a 40mm x 28mm speaker which requires a rear baffle to be made.

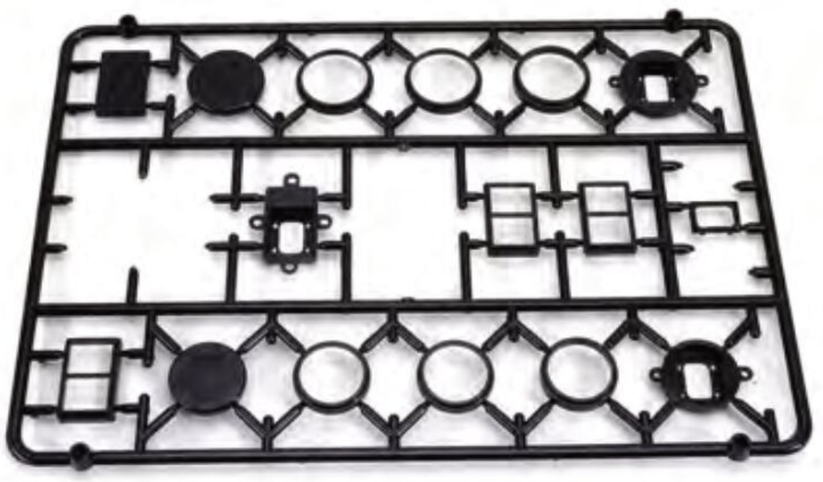


If your model has the space, the Earth Mover 2 (or 'rail rumble') speaker is an excellent choice. It measures 65mm x 29mm and is 14mm deep. Its performance is impressive.

ZIMO produces a collection of speakers with 3D printed enclosures. These comprise single and twin speaker types all of which are ready for installation in a locomotive.







Left: **ESU has developed a multi-part speaker system which allows the user to build up a baffle from plastic parts to suit specific locomotives…**
Above right: **… Taking the ESU concept a step further is its 50341 speaker kit which includes a single 15mm x 11mm cube speaker and a selection of round and rectangular baffles to suit a wide range of model applications.**

TWIN TRACK MIND

It you are looking for the ultimate starter sound decoder which won't cost the earth, Hornby's Twin Track Sound diesel decoders offer superb value for money and an enthralling driving experience. **MIKE WILD** shows how to add a Twin Track Sound decoder to a Class 31 as well as upgrading its speaker.

TOOLS

- Crosshead modeller's screwdriver
- Flat blade modeller's screwdriver
- Soldering iron (25watt)
- Solder
- Wire strippers
- Heatshrink insulation
- Black Tack

SOUND FUNCTIONS	
F0	Lights on/off if fitted
F1	Sound on/off
F2	Horn high-low
F3	Horn low-high
F4	Brake squeal
F5	Notch up
F6	Notch down
F7	Return to idle
F8	Full power
F9	Cold start override
F10	Compressor
F11	Door slam
F12	Fan
F13	Horn high
F14	Horn low
F15	Primer
F16	Slow flange squeal
F17	Spirax valve
F18	Horn short low
F19	Horn short high
F20	Wagons buffering
F21	Wagons clanging
F22	Coupling
F23	Dispatch whistle
F24	Buffering
F25	Aux 1

STARTING OUT IN THE WORLD of digital sound used to be an expensive pursuit, but over the past few years a new breed of wallet-friendly sound decoders have been produced by Hornby. Branded Twin Track Sound (TTS) by virtue of the fact that they can play two sounds at once, they provide a springboard into sound by offering decoders at around the £40 mark, rather than the £80-£120 price point of high-end top of the range sound chips.

A range of chips has been produced for the TTS brand covering steam and diesel subjects, but by far the most realistic in sound production and driving experience are the diesel sound profiles. So far Hornby has released TTS decoders for classes 08, 20, 31, 37, 40, 43 (Valenta), 43 (MTU), 47, 50, 60, 66 and 67 on the diesel front. All employ a similar layout with the speaker being either a 28mm round or 40mm x 20mm rectangular type depending on their intended destination model. An 8-pin socket is the only interface option.

For this project we have selected Hornby's Class 31 using an early version of 31165 in BR blue. This locomotive has been in our collection for a long time, but even the most recent versions of the Class 31 have the same chassis layout – the only change being removal of the belt drive for the roof fan.

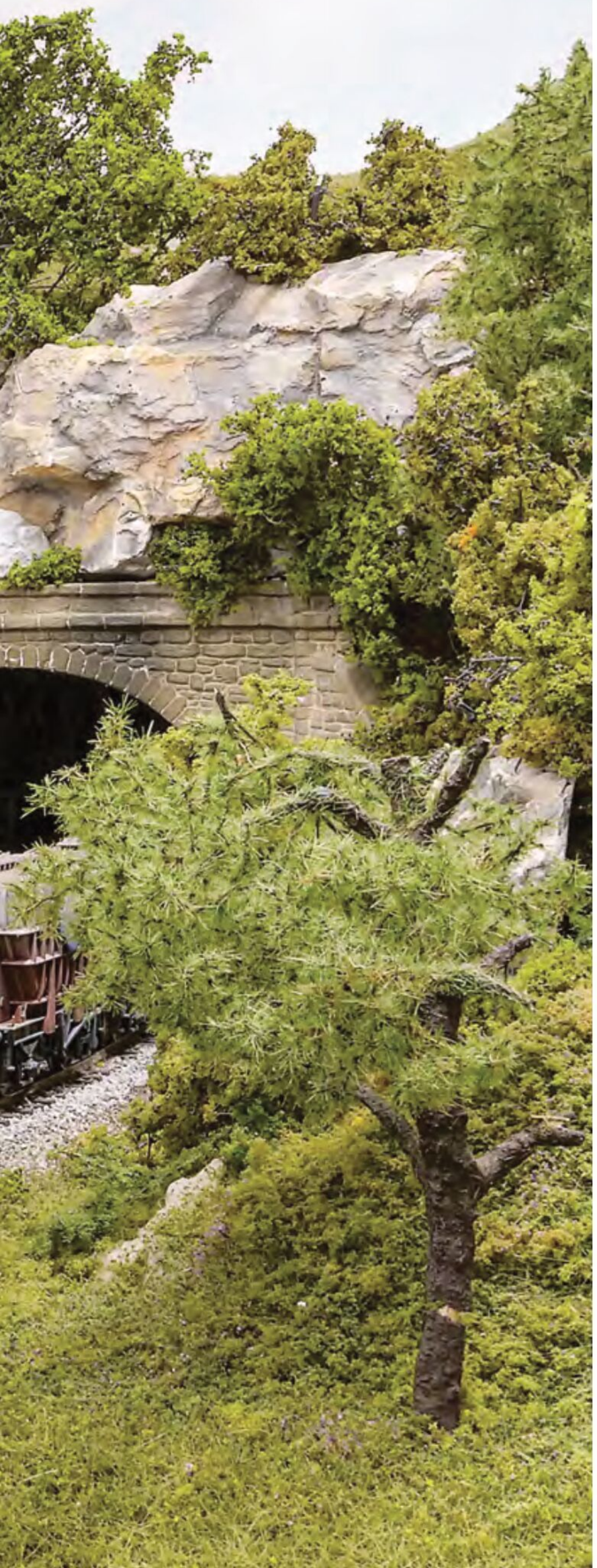
On using TTS decoders, we soon realised the value of the sound files which have realistic audio for each diesel class as well as manual driving functions which makes these very enjoyable to run. Features include the option to notch the power level up and down on functions 5 and 6, return the engine to idle with function 7 and to employ a full power sound with function 8. All this means that it is possible to simulate a locomotive working hard, coasting downgrade and all points in between at the touch of a button. Plus there is a host of ancillary functions including horns, buffering, coupling, fan, compressor and more which you can see in the sound function list.

However, one area we thought could be improved was the sound output and we soon set to work in finding suitable speaker upgrades which could be added to the decoder. The important element when choosing a replacement speaker for a TTS decoder is to ensure it has an 8ohm resistance – less than that will damage the chip.

For this installation, and several others we have carried out with the Class 50, 60 and HST TTS chips, we have used Rail Exclusive's 'Big Boomer' 40mm x 20mm speaker. This device has an impressive effect on the audio quality from the TTS decoder and enhances the high quality sound file which is on the chip.

The step by step guide explains the process we employed to install the TTS decoder and a Rail Exclusive 40mm x 20mm 'Big Boomer' speaker into this BR blue Class 31. ■

USEFUL LINKS	
Hornby	*www.hornby.com*
Rail Exclusive	*www.railexclusive.com*



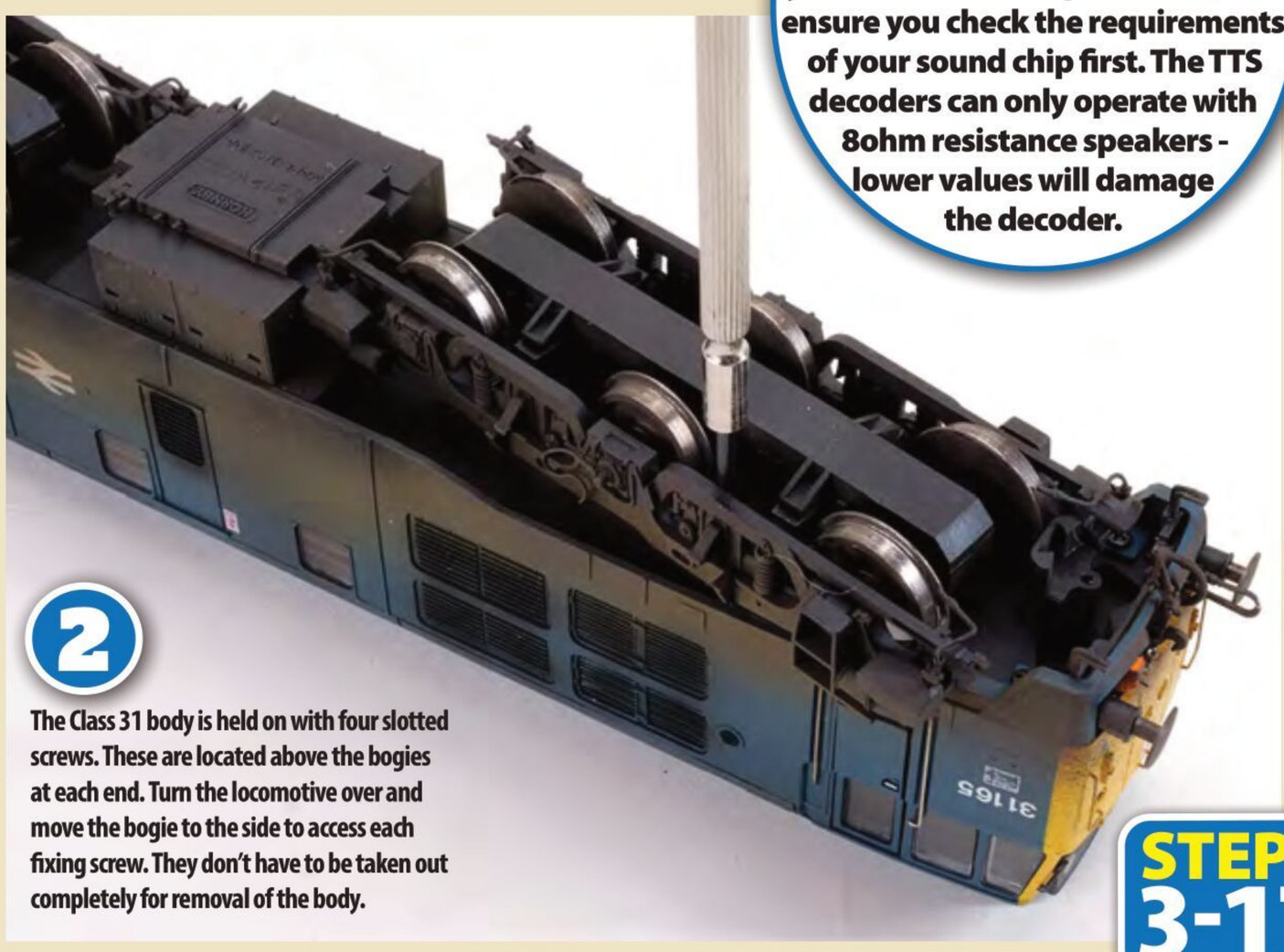
STEP BY STEP INSTALLING SOUND IN A HORNBY CLASS 31

1 **Hornby's Class 31 is now backed up by the option to add one of its Twin Track Sound DCC decoders. These are all offered with 8-pin sockets to suit Hornby locomotives and come with pre-fitted speakers. However, the speakers can be upgraded for better sound reproduction.**



TIP

You don't have to keep the supplied speaker with a decoder - you can choose a replacement, but ensure you check the requirements of your sound chip first. The TTS decoders can only operate with 8ohm resistance speakers - lower values will damage the decoder.



2 **The Class 31 body is held on with four slotted screws. These are located above the bogies at each end. Turn the locomotive over and move the bogie to the side to access each fixing screw. They don't have to be taken out completely for removal of the body.**

STEPS 3-17

STEP BY STEP

INSTALLING SOUND IN A HORNBY CLASS 31

3



With the fixing screws undone, the body lifts vertically off the chassis. Take care when lifting the cab interiors over the lighting mouldings in the roof as there is only limited clearance in that area.

4



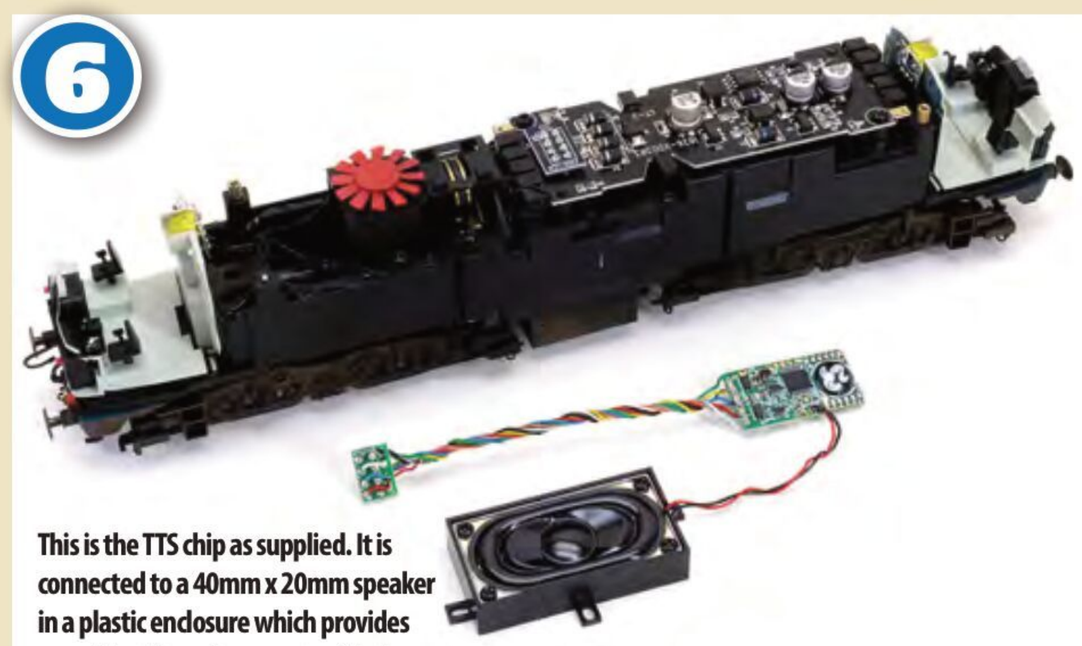
With the body removed, the internal workings are all on show. Early Hornby Class 31s had a powered roof fan (belt driven from the flywheel at the No. 1 end of the locomotive) while the 8-pin decoder socket is positioned on the main Printed Circuit Board (PCB) behind. More recent models don't have the belt to drive the roof fan.

5

For this project we are installing a Hornby TTS Class 31 chip (Cat No. R8101) which is available from Hornby retailers together with a Rail Exclusive 'Big Boomer' 40mm x 20mm speaker to replace the supplied speaker with the chip. When replacing the speakers on TTS decoders ensure they have an 8ohm resistance, lower resistance value speakers will damage the decoder.



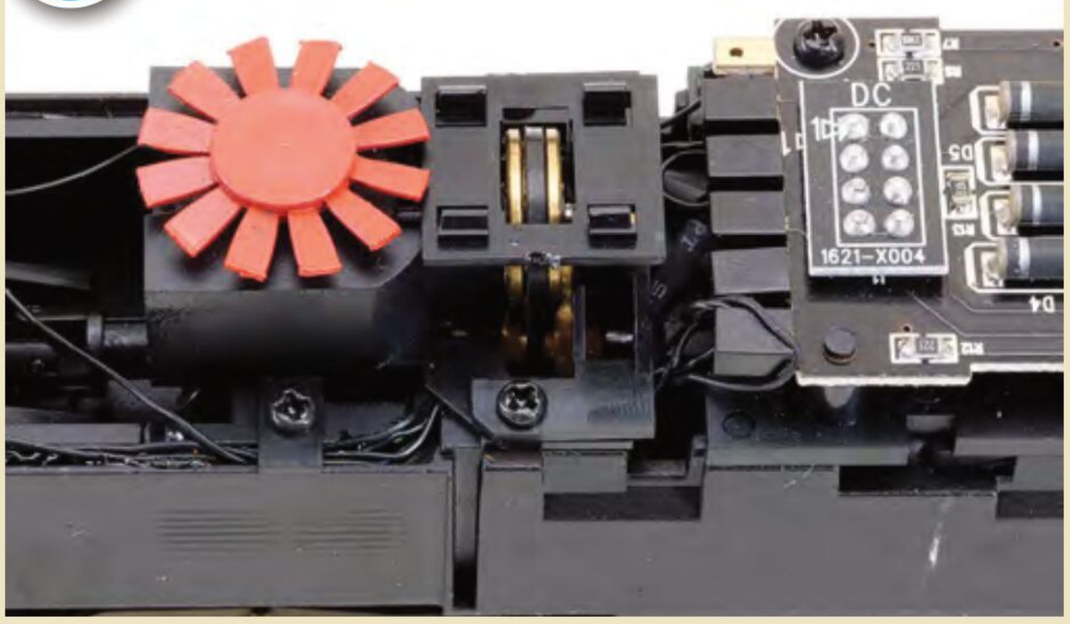
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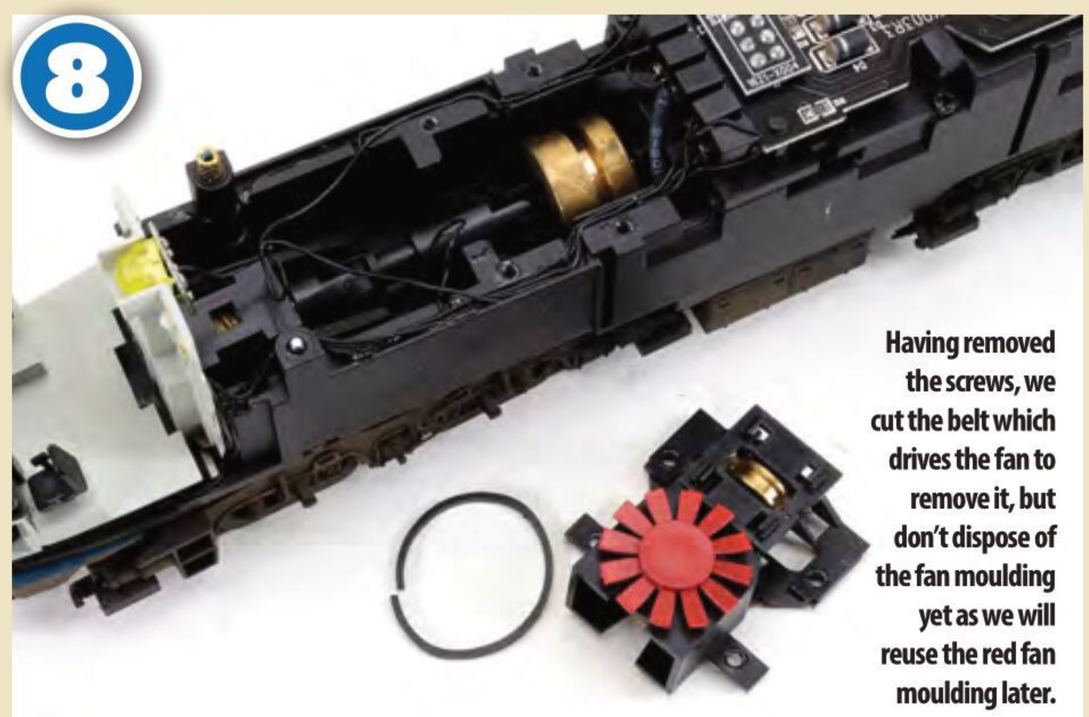
This is the TTS chip as supplied. It is connected to a 40mm x 20mm speaker in a plastic enclosure which provides sound, but it can't compete with the audio quality of the Rail Exclusive part.

7

To make space for the speaker, we need to remove the roof fan moulding. It is held in place with four crosshead screws.



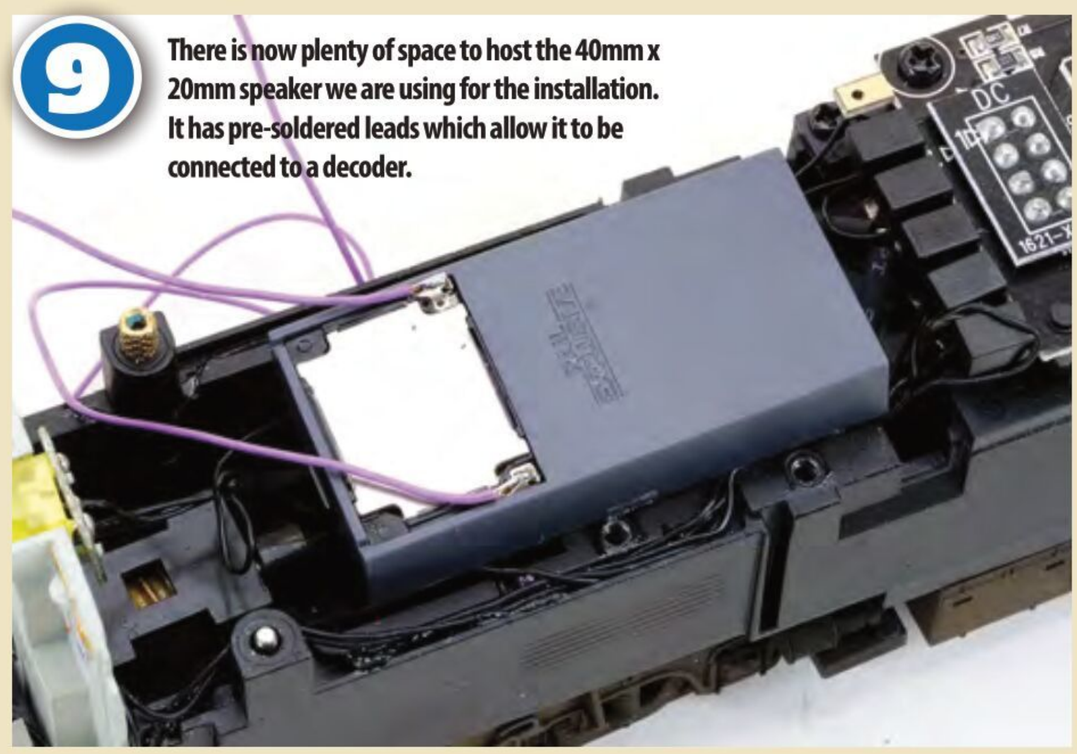
8



Having removed the screws, we cut the belt which drives the fan to remove it, but don't dispose of the fan moulding yet as we will reuse the red fan moulding later.

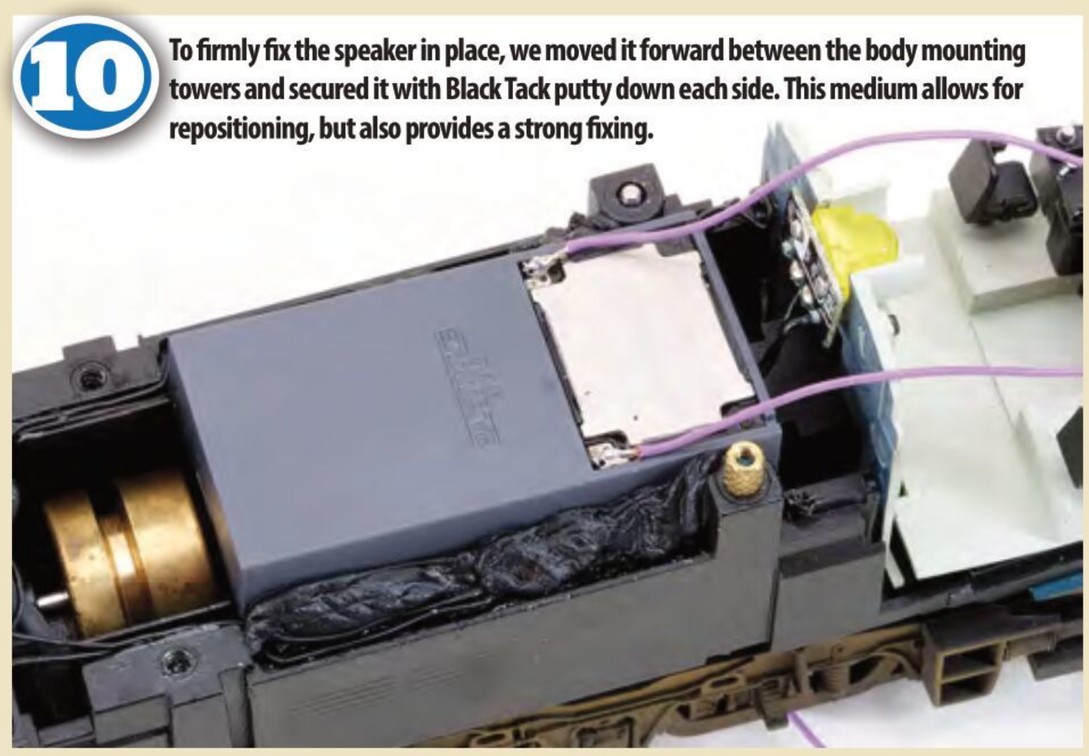
9

There is now plenty of space to host the 40mm x 20mm speaker we are using for the installation. It has pre-soldered leads which allow it to be connected to a decoder.

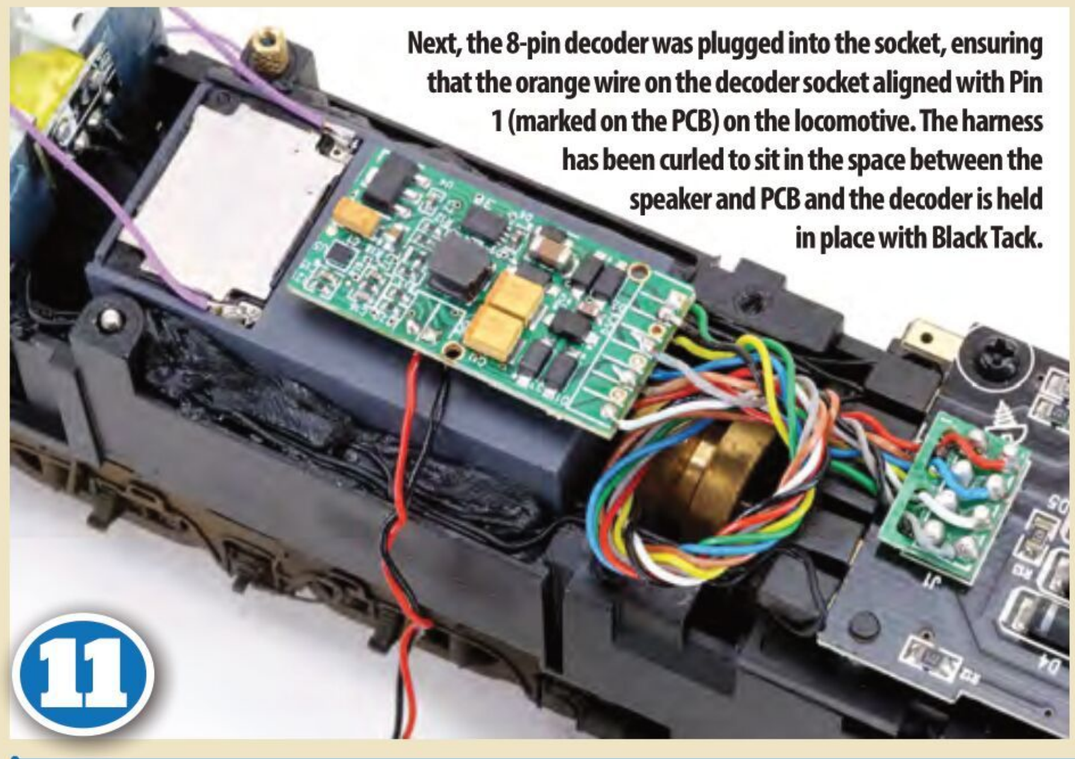


10

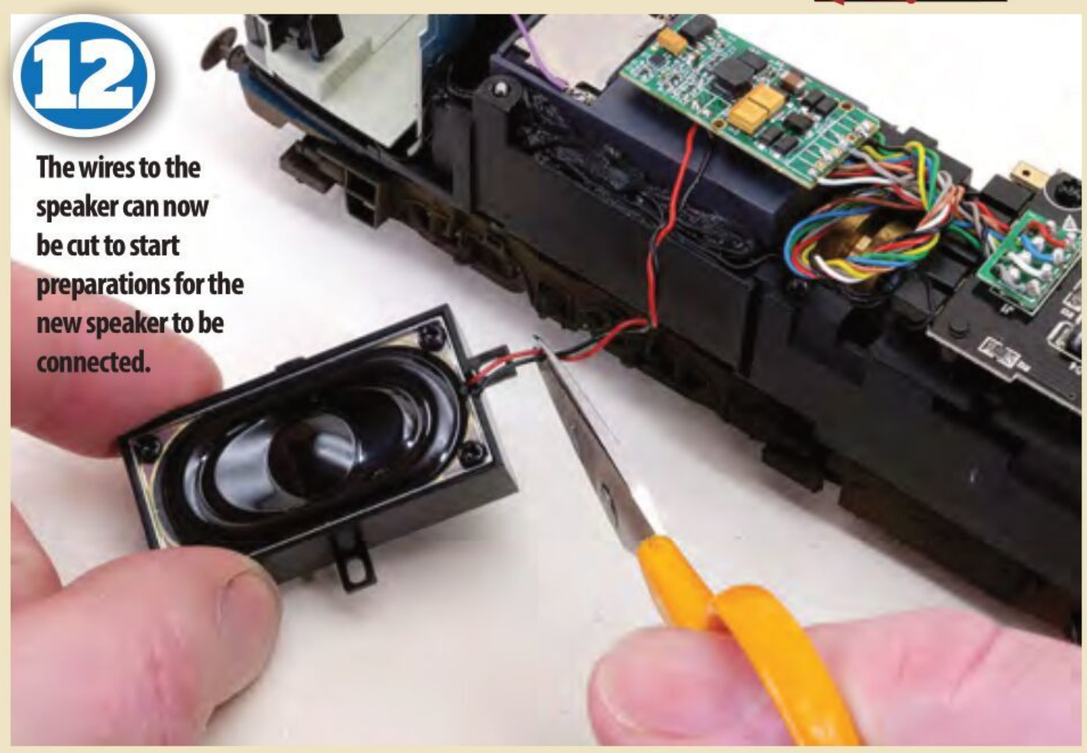
To firmly fix the speaker in place, we moved it forward between the body mounting towers and secured it with Black Tack putty down each side. This medium allows for repositioning, but also provides a strong fixing.



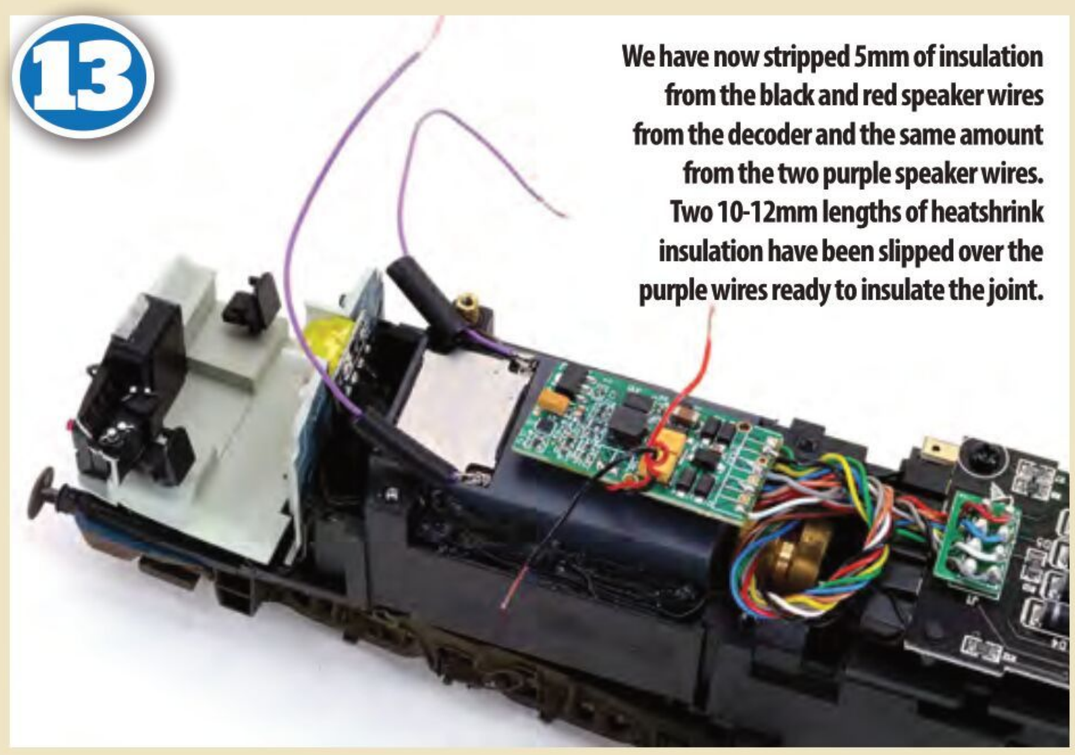
Intermediate
Beginner SKILL LEVEL Advanced



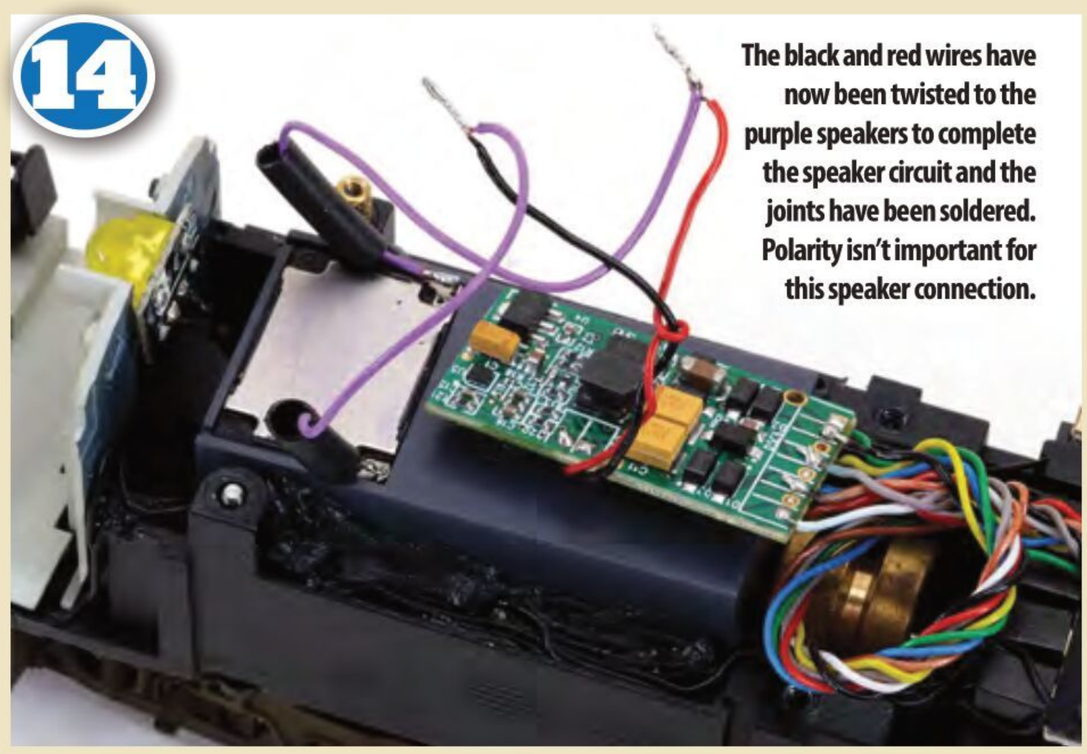
11 Next, the 8-pin decoder was plugged into the socket, ensuring that the orange wire on the decoder socket aligned with Pin 1 (marked on the PCB) on the locomotive. The harness has been curled to sit in the space between the speaker and PCB and the decoder is held in place with Black Tack.



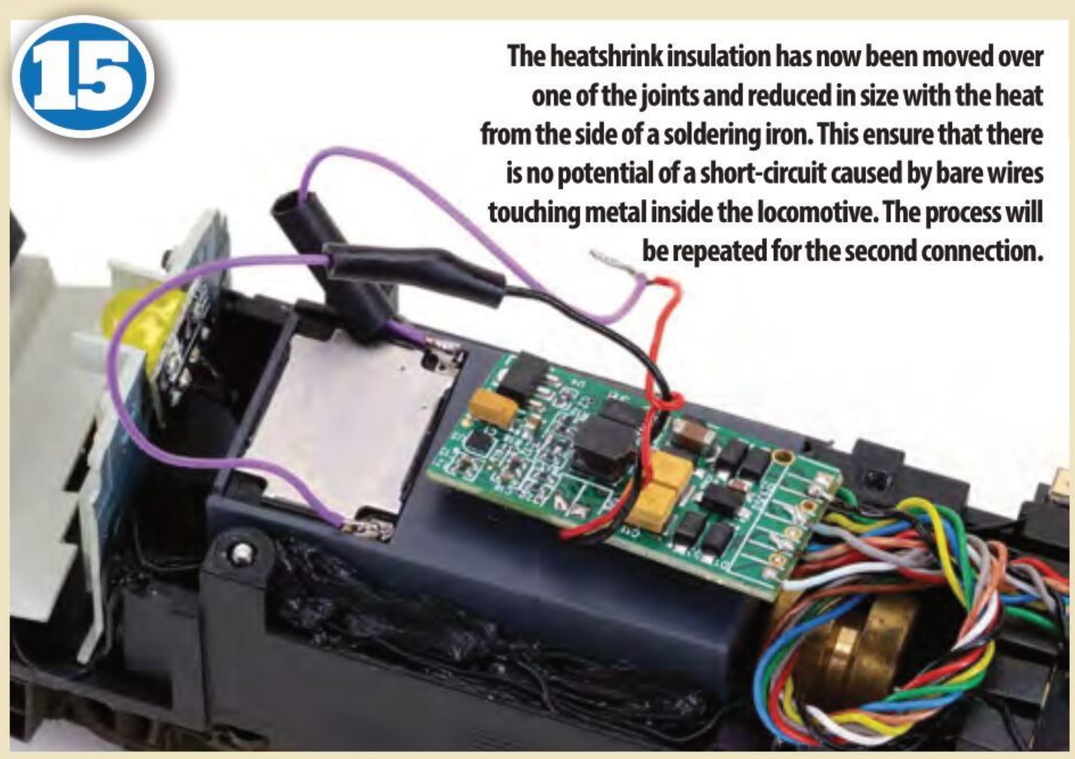
12 The wires to the speaker can now be cut to start preparations for the new speaker to be connected.



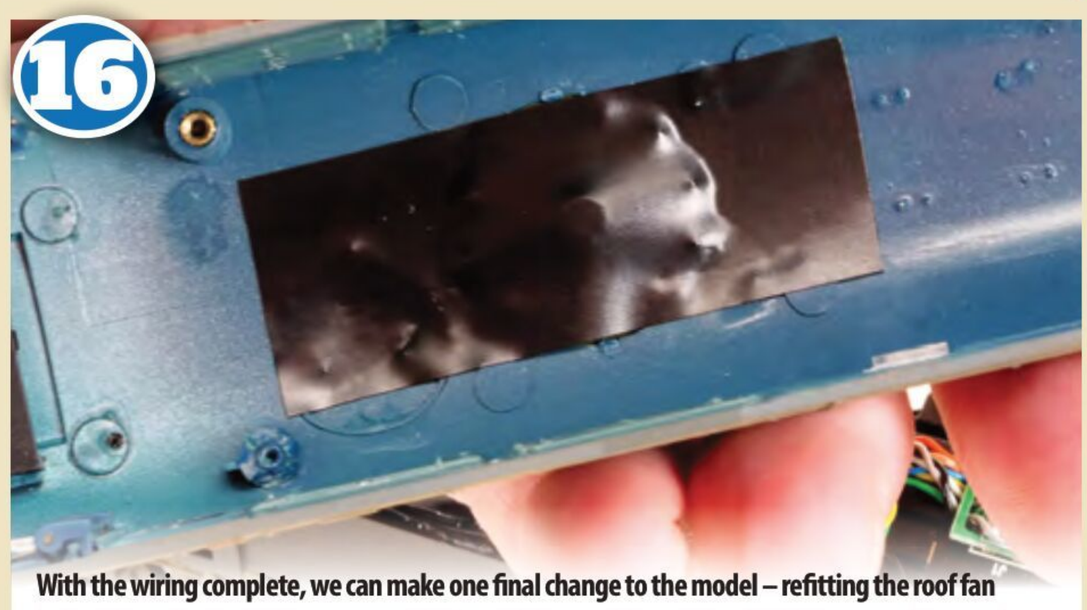
13 We have now stripped 5mm of insulation from the black and red speaker wires from the decoder and the same amount from the two purple speaker wires. Two 10-12mm lengths of heatshrink insulation have been slipped over the purple wires ready to insulate the joint.



14 The black and red wires have now been twisted to the purple speakers to complete the speaker circuit and the joints have been soldered. Polarity isn't important for this speaker connection.



15 The heatshrink insulation has now been moved over one of the joints and reduced in size with the heat from the side of a soldering iron. This ensure that there is no potential of a short-circuit caused by bare wires touching metal inside the locomotive. The process will be repeated for the second connection.



16 With the wiring complete, we can make one final change to the model – refitting the roof fan below the grille. To do this we prised the fan off the moulding with a flat blade screwdriver and placed it against the roof fan mesh. To hold it in place and hide the internals of the model, black insulation tape has been used.



17 The body has now been refitted to complete the installation for the Class 31 by reversing the dismantling process. Ensure the cabs are correctly fitted with the red lenses pressed through the cab front before fixing the body in place.

MODERN SIMPLICITY

The latest locomotives from Bachmann are being designed to make upgrading to sound as simple as possible. **MIKE WILD** shows the process with the new Johnson '1P' 0-4-4T for 'OO' gauge.

NOT THAT LONG AGO, adding digital sound to a small tank engine would be fraught with difficulties. You would be hunting for space to fit the speaker, making compromises and scratching your head, but with forethought from the manufacturer the latest generation locomotives like this Midland '1P' make sound upgrades a process which takes minutes.

The recent 'J72' 0-6-0T (HM149) and '94XX' 0-6-0PT (HM163) from Bachmann also feature a Next18 decoder socket as well as a factory fitted speaker, just like the '1P' which we are illustrating here. This means the process is now as simple as removing the body, taking out a decoder socket blank and inserting a sound chip. You can also employ the same outlook to the latest 'N' gauge steam and diesel locomotives which Bachmann's Graham Farish brand is now equipping with factory fitted speakers and Next18 decoder sockets.

The factory fitted speaker is great in the 'OO' gauge tank engines and the 15mm x 11mm cube type also works well for recreating steam locomotive sound. All you need to carry out the work is a small crosshead modeller's screwdriver, a suitable sound decoder and five minutes of your time.

First, you need to locate the body fixing screws which are outlined in the instructions with all the latest Bachmann locomotives. Undo them, keep them safe, lift off the body, unclip the decoder socket blank and replace it with the sound chip before refitting the body. It's literally 'plug and play' sound.

Moreover, the Next18 is a very neat interface

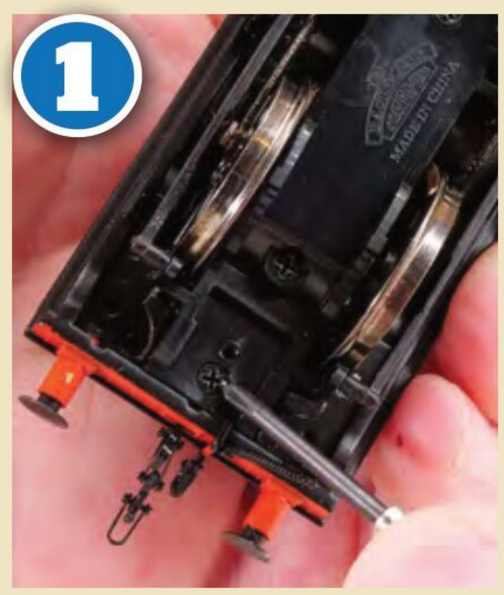


Bachmann's new Johnson '1P' 0-4-4T for 'OO' is one of its latest generation steam locomotives with a Next18 decoder socket fitted. This makes sound a simple 'plug and play' upgrade.

STEP BY STEP

INSTALLING SOUND IN THE BACHMANN '1P' 0-4-4T FOR 'OO'

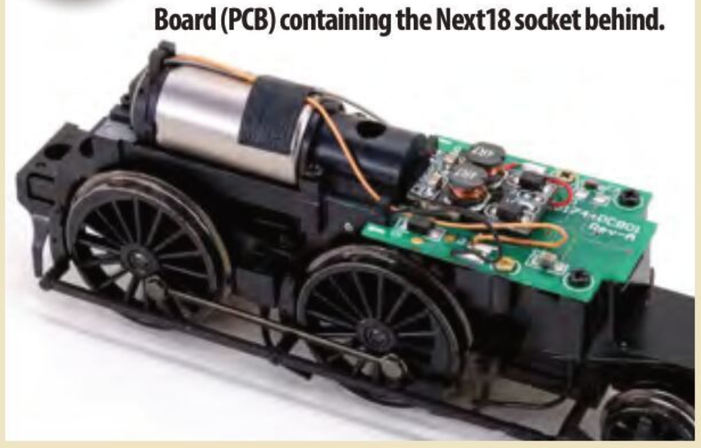




1 The process starts by turning the locomotive upside down to find the body fixing screws. The front screw is located above the front coupling mount which we had already removed from this model.



2 At the rear are two screws, one either side of the bogie, which hold the body in place. Undo these and put safely to one side.



3 The body of the '1P' simply lifts straight up from the chassis to reveal its internal workings. The motor is at the front with the Printed Circuit Board (PCB) containing the Next18 socket behind.

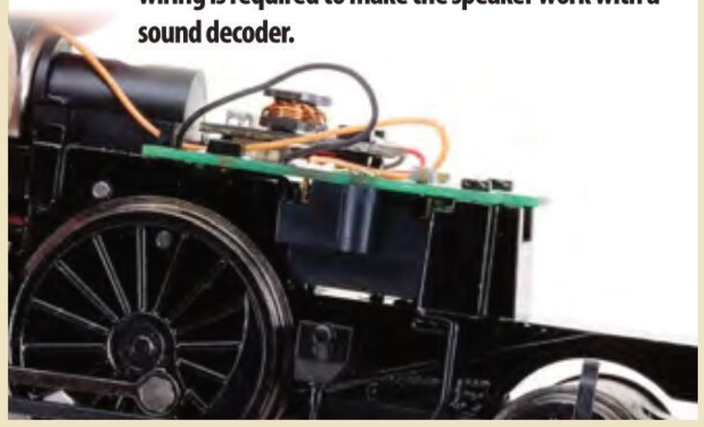
which you can't get wrong. Decoders will only fit into it one way round by virtue of its position inside a model and there is a positive 'click' when the decoder engages fully with the socket – it doesn't take a lot of force, but you will feel when the chip has clipped in place. The choice of sound decoder extends to the Doehler & Haass, ESU and ZIMO families, all of which have suitably sized Next18 sound chips for direct installation.

This project uses the ZIMO MX659N18 which is a compact sound chip measuring just 20mm x 9.5mm. It has been loaded with Digitrains' ZS026P sound file for the LMS 'Jinty' for its driving features and similar two-cylinder layout to the '1P'. It might not be perfect sound for the '1P', but with no real locomotive to record from it will certainly do the job and also offers active brakes, three reverser positions, firebox flicker control and a host of locomotive sound functions (see panel).

The step by step guide here shows just how simple it is to upgrade this new generation Bachmann model to sound at home using a Next18 decoder. ■

USEFUL LINKS	
Digitrains	*www.digitrains.co.uk*

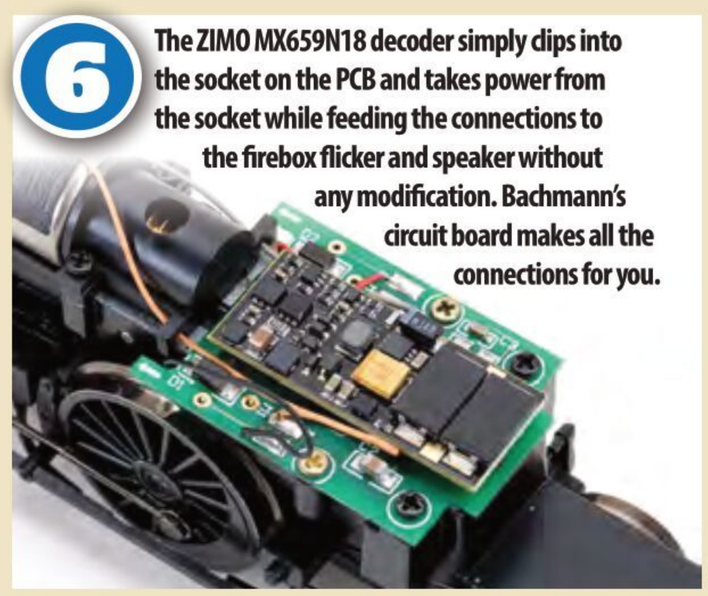
SOUND FILE FUNCTIONS	
F0	Lights on/off if fitted
F1	Sound on/off
F2	Active brake
F3	Long whistle
F4	Double short whistle
F5	Reverser position one
F6	Reverser position two
F7	Reverser position three
F8	Blower
F9	Flange squeal
F10	Live steam injector
F11	Hand brake
F12	Coal shovelling and firebox flicker
F13	Wagons snatching
F14	Buffering up
F15	Cylinder drain cocks
F16	Coupling up
F17	Heavy train/light engine mode
F18	Guard's whistle
F19	Fade all sounds
F20	Shunt mode
F21	Safety valves
F22	Water tank filling
F27	Volume down
F28	Volume up



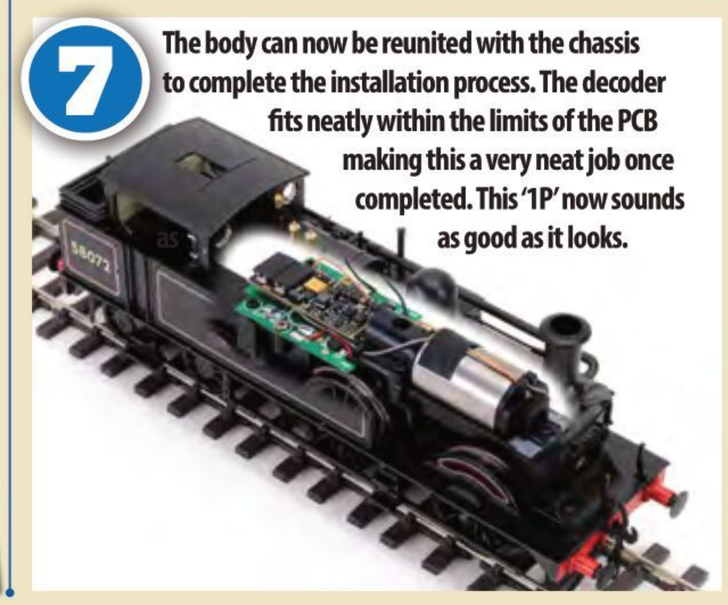
4 The 15mm x 11mm cube speaker is mounted below the PCB and metal contact springs press onto it to connect it to the decoder socket. No soldering or wiring is required to make the speaker work with a sound decoder.



5 Removing the small black blanking plug reveals the Next18 socket. The blank allows the model to run on analogue control, and we recommend storing this back in the locomotive's original box for safe keeping.



6 The ZIMO MX659N18 decoder simply dips into the socket on the PCB and takes power from the socket while feeding the connections to the firebox flicker and speaker without any modification. Bachmann's circuit board makes all the connections for you.



7 The body can now be reunited with the chassis to complete the installation process. The decoder fits neatly within the limits of the PCB making this a very neat job once completed. This '1P' now sounds as good as it looks.

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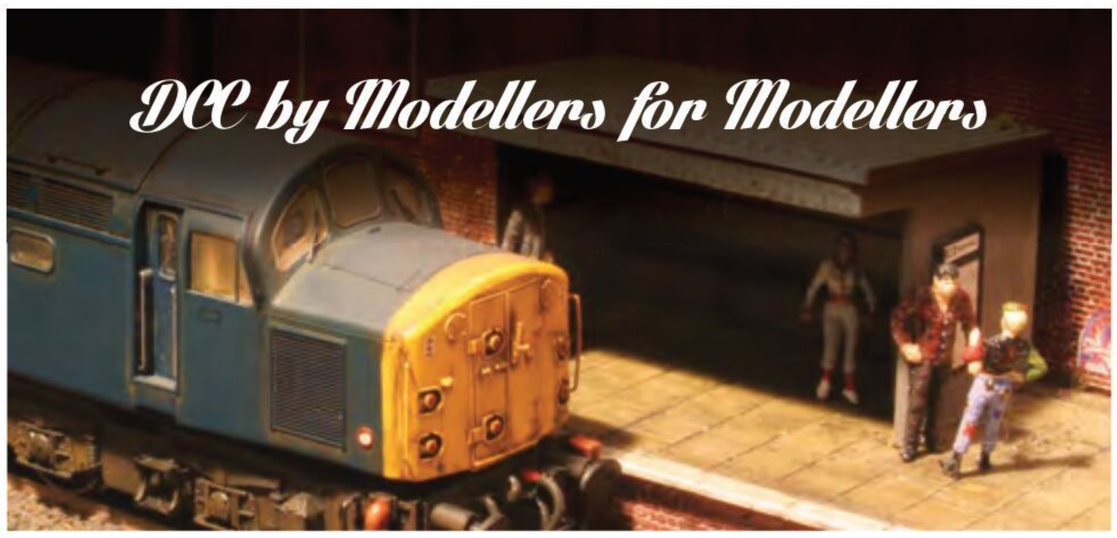
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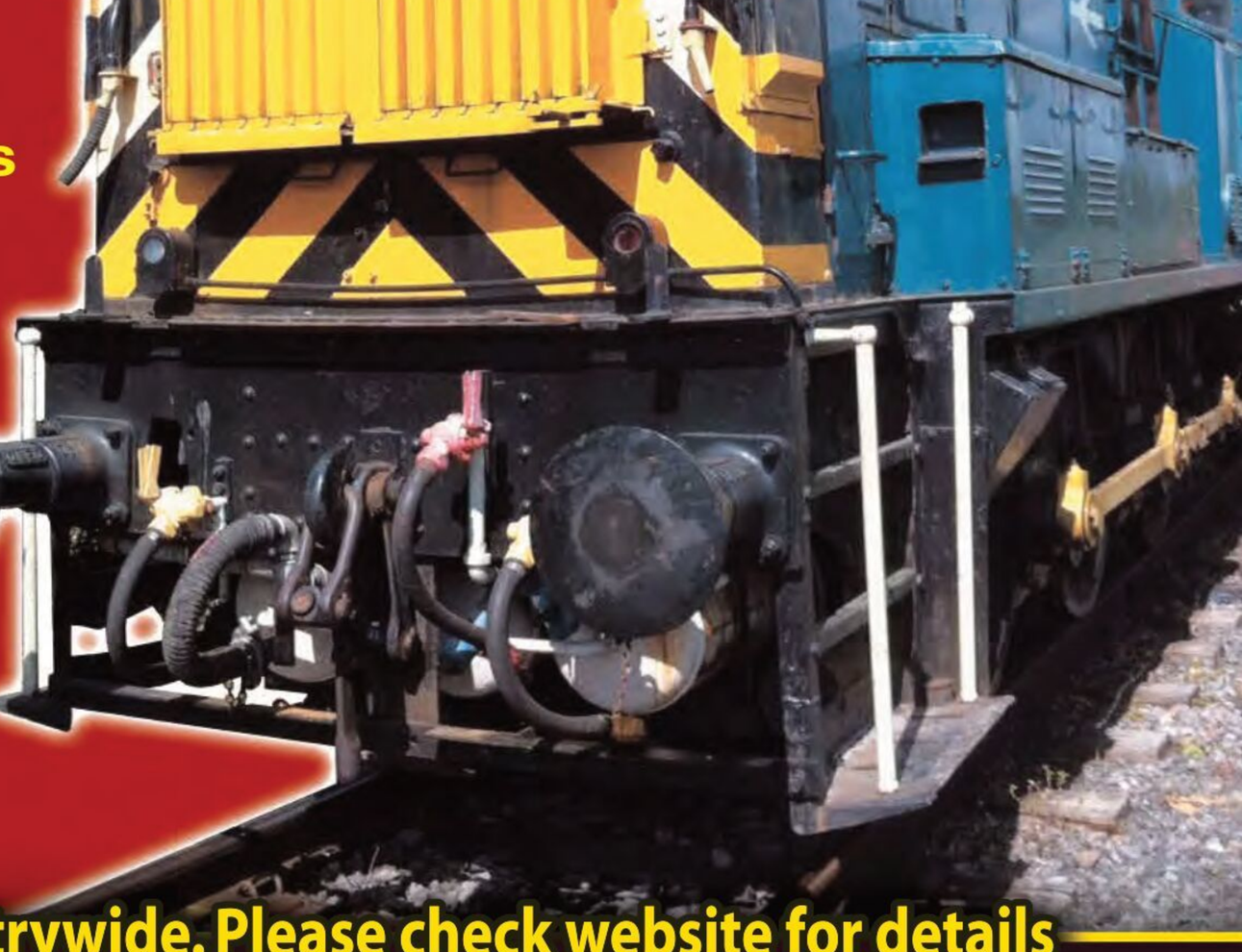
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Using 'STAY ALIVES'

The capacitor is a useful electronic component and the latest generation of sound decoders allow these to be connected to maintain uninterrupted sound. **MIKE WILD** explains how they work and which brands support their use.

IF YOU HAVE READ OUR digital sound installation features before, you have probably heard the term 'stay alive' used on a regular basis. A 'stay alive' is an energy storage circuit which can be connected to a DCC decoder, either sound or non-sound, which will keep a locomotive moving or the lights on when it crosses a small dead section of track due to dirt or other interruptions.

The concept of the stay alive isn't new. All are based around the use of capacitors – a small electronic component which charges up through a support circuit and then discharges when required. The good thing about DCC and stay alives is that the decoder handles this automatically for you where they are equipped to do so.

There are two types of stay alive circuit – two and three wire systems. Both do the same thing but use different wiring configurations. ZIMO and Doehler & Haass sound chips employ a two wire stay alive system (positive and negative) which must be connected the right way around. Blue is always the positive lead on these while either black or grey will be the negative wire. With ZIMO decoders, some have wires pre-soldered to the decoder to allow for connection of a capacitor unit, such as the MX645R 8-pin type, whereas others including the MX644D 21-pin and smaller MX648 family require the connections to be made to the decoder after purchase by the modeller. Each decoder comes with a manual to explain the process involved, but in the case of those which require soldering direct to the decoder you will need to have your soldering skills up to scratch.

Doehler & Haass requires the positive connection for a stay alive to be joined to the blue common positive lead from an 8-pin decoder while the grey negative goes to a separate solder pad on the decoder called ground. Its location is detailed in the comprehensive manuals for these decoders and we recommend bookmarking or saving the PDF manuals for future reference.

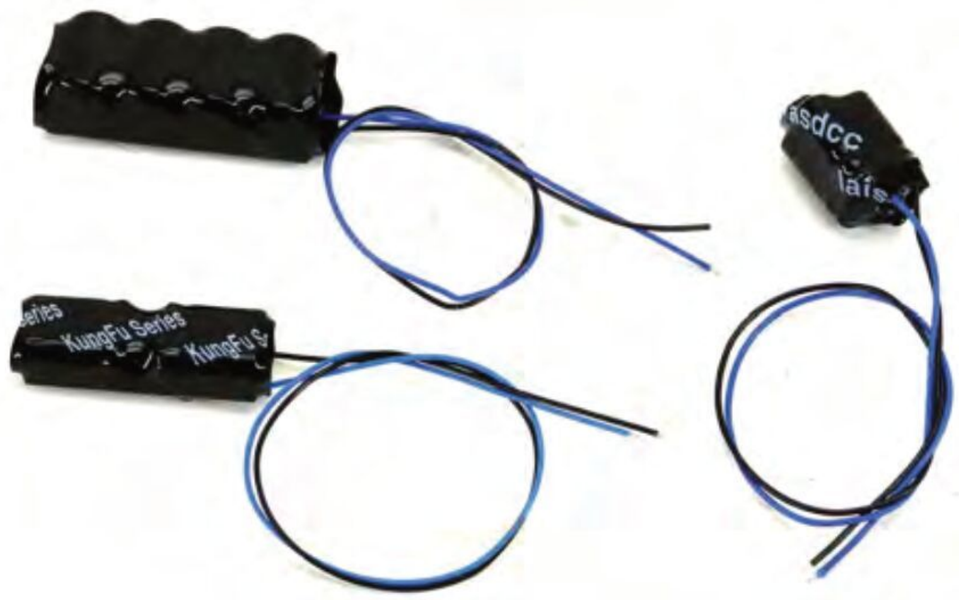
Further to this, the ESU decoders now use a three-wire stay alive system (red, white and black) for charging and discharging when required to keep a model on the move. The principles are the same and the stay alive support is available on all LokSound V5 decoders (the latest generation).

Choosing a stay alive

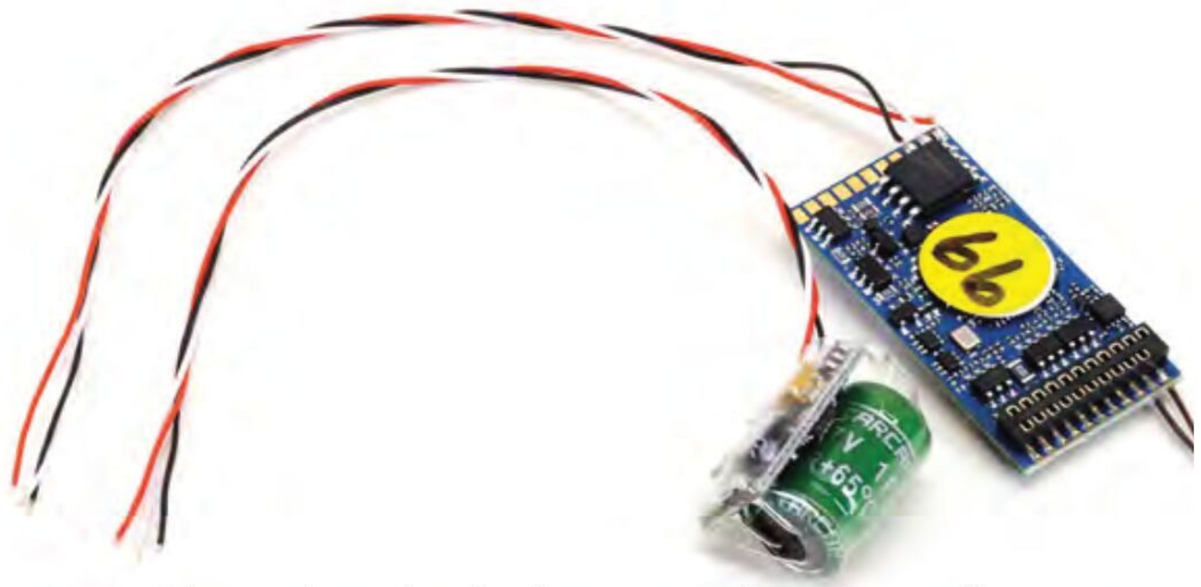
Now we know which decoder brands support stay alive and the difference between two and three

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Stay alive energy storage packs make a huge difference to the performance of sound fitted models by providing uninterrupted power to the decoder to keep the locomotive moving and making sound. This Class 59 has a ZIMO MX645R sound decoder with a Lais 860009 stay alive pack connected. Its power distribution is managed by the ZIMO decoder when the chip detects a loss of track power.



A wide range of stay alive types are available to suit a range of applications. Variance include capacitor size, storage capacity and arrangement. These are all two wire stay alives from Lais which can be used with ZIMO and D&H decoders.



ESU's latest LokSound V5 decoders support a three-wire stay alive system which can be connected to ESU's 54671 stay alive circuit. This provides up to four seconds of on-board energy storage.

wire types, we can start choosing how we provide that energy storage. In some cases, such as the ZIMO MX645R and MX644D, it is as simple as soldering the leads to a single capacitor as the charging circuit is already built into the decoder. However, the downside of that is that a single capacitor isn't necessarily going to provide the level of on-board energy storage we will want.

An alternative is to use a pre-built stay alive pack such as those available from DCC Concepts, TCS and Lais. These are factory built with a charging circuit which means they can be joined to the ZIMO and D&H sound decoder families mentioned here without any modification. We have used all three types repeatedly in our sound installations and there are several shapes, sizes and power levels available off the shelf.

A favourite where it fits is the Lais 860009 which offers up to 20 seconds of on-board energy storage from a bank of four capacitors which measures 27mm x 10mm x 9mm. This pack is also delivered with a charging circuit from the factory, making it suitable to connection to a wide range of sound decoders from the ZIMO and D&H catalogues. Also well worth looking at for applications where space is limited are the Lais Kung Fu stay alives which come in three formats to suit different locomotive interior spaces.

DCC Concepts produces high power stay alive packs, also delivered from the factory with a charging circuit, which offers up to two metres of travel for a locomotive off-power. The pack measures 32.3mm x 16.1mm x 5.3mm. More stay alive packs are also on the way from DCC Concepts and we will be reporting on those in a future issue of *Hornby Magazine*.

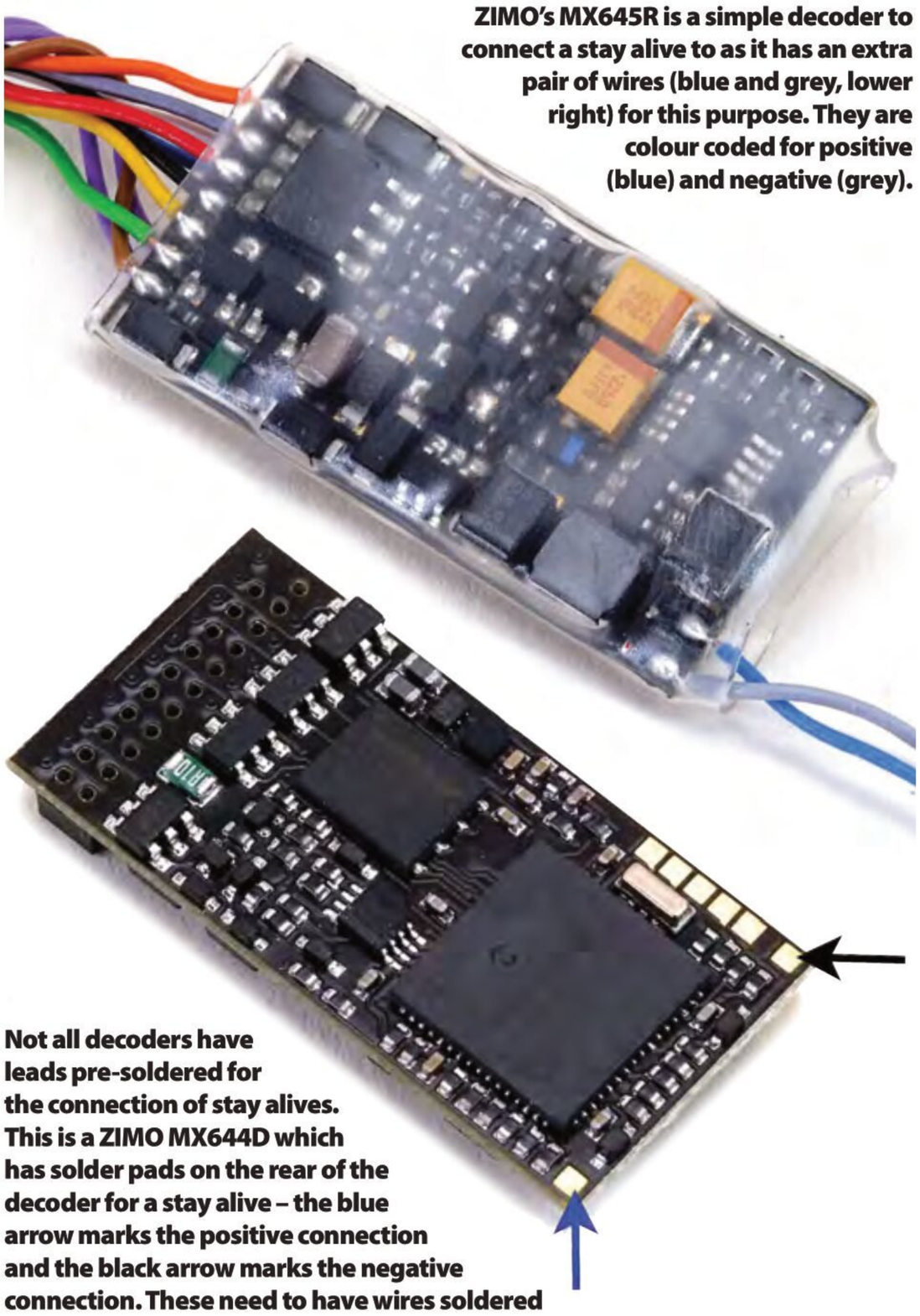
For more choices, there are also two-wire stay alive packs available from Train Control Systems which can be used with ZIMO and D&H decoders – Cat Nos. KA1 and KA2. These have recently been reengineered by TCS for greater efficiency.

For those looking to make the most of the new ESU LokSound V5 stay alive connection, there are fewer choices at the moment with the primary choice being ESU's own device – Cat No. 54671. This comes with a single capacitor and charge circuit which is pre-wired for connection to a V5 sound decoder. It can provide up to four seconds of onboard energy storage.

Never stop

Stay alive capacitor packs are hugely advantageous for sound locomotives as not only do they keep the motor running during brief power interruptions, they keep the sound working too so there is no drop in audio while a locomotive is in service. We've employed stay alives in as many of our sound installation projects as we can which gives us consistent running qualities throughout and they are particularly useful in small locomotives. If you haven't added a stay alive to your DCC sound locomotives yet, we are certain that you will be impressed by the results when you do. ■

USEFUL LINKS	
Digitrains	*www.digitrains.co.uk*
Locoman Sounds (D&H decoders)	*www.locomansounds.com*
YouChoos	*www.youchoos.co.uk*
DCC Concepts	*www.dccconcepts.com*
TCS	*www.tcsdcc.com*
ESU	*www.esu.eu*
ZIMO	*www.zimo.at*
Doehler & Haass	*www.doehler-haass.de*



ZIMO's MX645R is a simple decoder to connect a stay alive to as it has an extra pair of wires (blue and grey, lower right) for this purpose. They are colour coded for positive (blue) and negative (grey).

Not all decoders have leads pre-soldered for the connection of stay alives. This is a ZIMO MX644D which has solder pads on the rear of the decoder for a stay alive – the blue arrow marks the positive connection and the black arrow marks the negative connection. These need to have wires soldered to them where a stay alive is required.

Giving BULLDOG its bark

Locomotives with 21-pin decoders sometimes require a different approach to connecting a speaker. **MIKE WILD** explains all with Kernow Model Rail Centre's 'OO' gauge model of the D600 'Warship' diesel-hydraulic.



THE KERNOW MODEL RAIL Centre Class 41 North British A1A-A1A 'Warship' is a simple project for a sound upgrade and highlights a common format you will come across in many ready-to-run locomotives.

It is fitted with a 21-pin decoder socket which offers great connectivity to additional functions without the need for trailing wires via its higher number of pins. It also means that we don't need the speaker wires connected to the decoder anymore as virtually all current ready-to-run locomotives with a 21-pin decoder socket have traces to solder pads on the main Printed Circuit Board (PCB) to allow for connection of a speaker. There are a couple of exceptions to that rule from the Heljan roster including the Gresley 'O2' 2-8-0 which has been designed to work with ESU 21-pin decoders which come with wires soldered to the decoder for the speaker. If you are working with a different model to the one shown here, check your PCB first before following our guide.

This project uses a LokSound V5 21-pin decoder with a Wheeltapper Sounds audio project which is available from DC Kits. It did come with a factory connected speaker, but as we wanted to upgrade the speaker to a more powerful design, we simply cut off the speaker wires so we could use the solder pads on the PCB of the NBL 'Warship'. If you are using a ZIMO 21-pin decoder you will find that all of its MX644D and MX644C chips have no speaker wires, so they will always need to be used with locomotives which have speaker solder pads on the PCB.

The speaker we have chosen for this model is a Rail Exclusive 55mm x 20mm 'Chunky Boom Box'. This has an injection moulded sound chamber which has been specially designed to make the most of these larger cube speakers. The end result is highly effective and it has plenty of volume too as it is a 2watt speaker.

The installation process only takes a few minutes to complete following the step by step guide overleaf and will result in a 'Warship' which both looks and sounds just like the real thing. ■

USEFUL LINKS	
Wheeltapper Sounds	*www.dckits-devideos.co.uk*
Deluxe Materials	*www.deluxematerials.co.uk*
Rail Exclusive	*www.railexclusive.com*



D602 *Bulldog* roars out of the tunnels on Topley Dale with a rake of BR Western Region chocolate and cream liveried Mk 1s in tow. The Wheeltapper Sounds audio project brings realism to the driving experience through its functions.

TOOLS

- Soldering iron (25watt)
- Solder
- Wire strippers
- Roket Rapid superglue

SOUND FUNCTIONS	
F0	Lights on/off if fitted
F1	Sound on/off
F2	High-low two tone horn, playable
F3	Low-high two tone horn, playable
F4	Buffer clash (moving), coupling hook (stationary)
F5	Active brake (switch off before moving)
F6	Emergency brake application
F7	Compressor
F8	Drive hold
F9	Speed dependent flange squeal
F10	Despatch whistle
F11	Unfitted wagon buffer clashing
F12	Radiator fan
F13	Sanders
F14	Engine pre-start procedure
F15	Uncoupling
F16	Heavy load
F17	Shunting mode
F18	Track detonators
F19	Cab lights
F20	Aux 2
F21	AWS bell
F22	AWS horn
F23	Carriage door slam
F24	Wheeltapper
F25	Turn off random sounds

Note: If the D600 'Warship' judders when moving off this can be corrected by setting CV9=10 on ESU LokSound V5 decoders.

STEP BY STEP

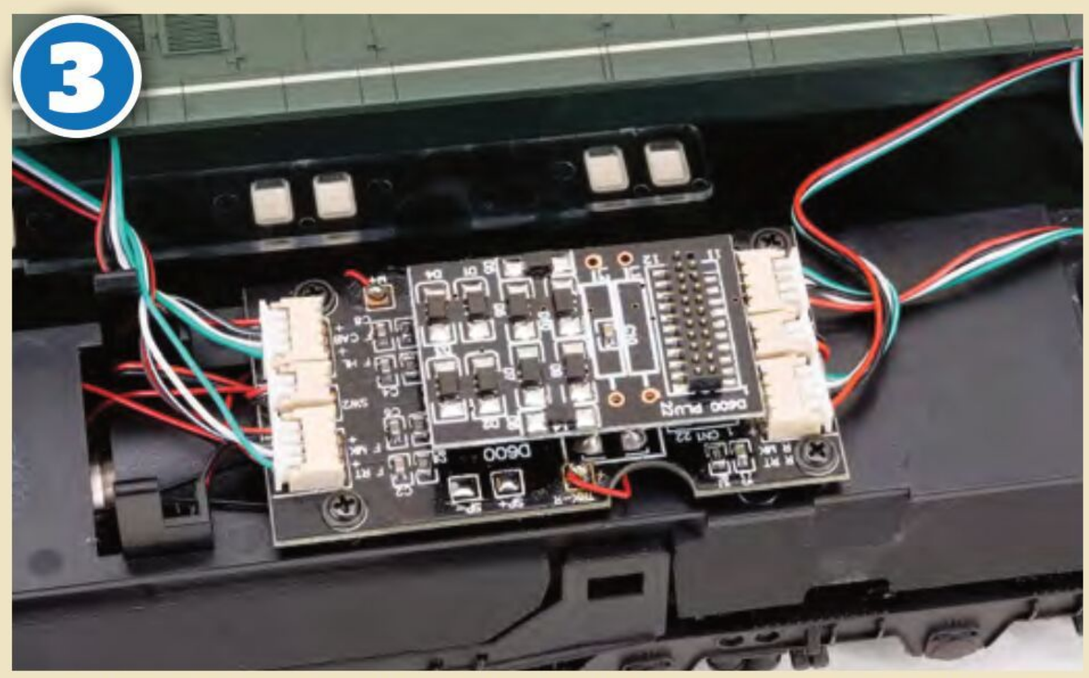
INSTALLING SOUND IN A KERNOW D600 'WARSHIP'



Kernow Model Rail Centre's exclusive model of the D600 'Warship' made its debut in March 2019 and a second batch has just arrived (HM162). They feature a 21-pin decoder socket and space for a 58mm x 21mm speaker.



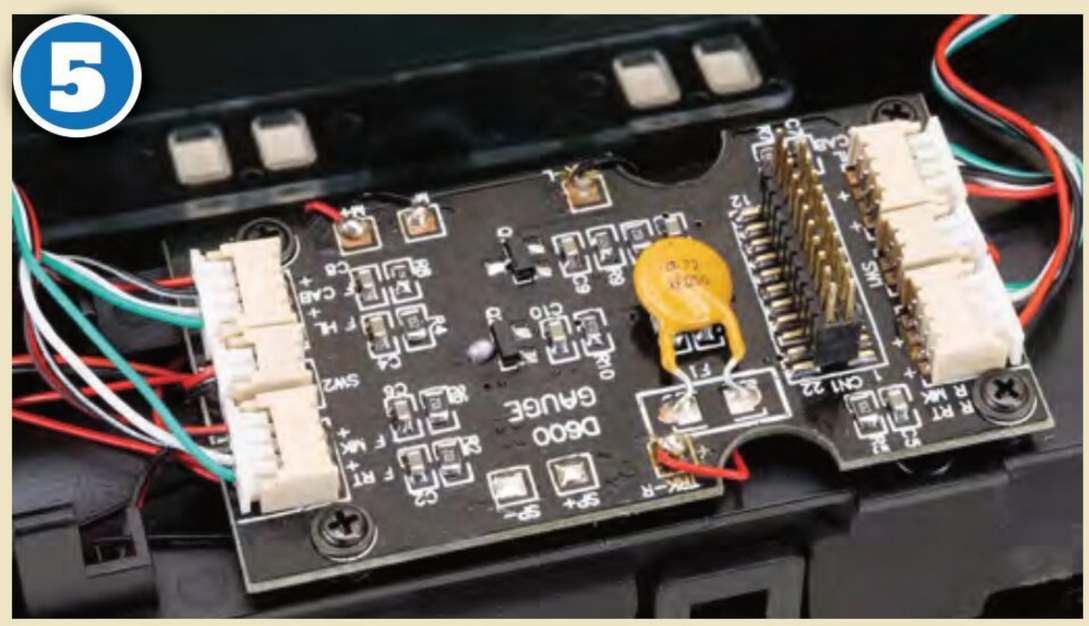
The first step is to remove the body. This is a dip fit over the metal chassis with the only point of note being the tight fit of the front end of the chassis casting behind the bufferbeam. Also be aware that there are a number of lighting cables from the chassis to the body as you remove the body – don't pull too hard!



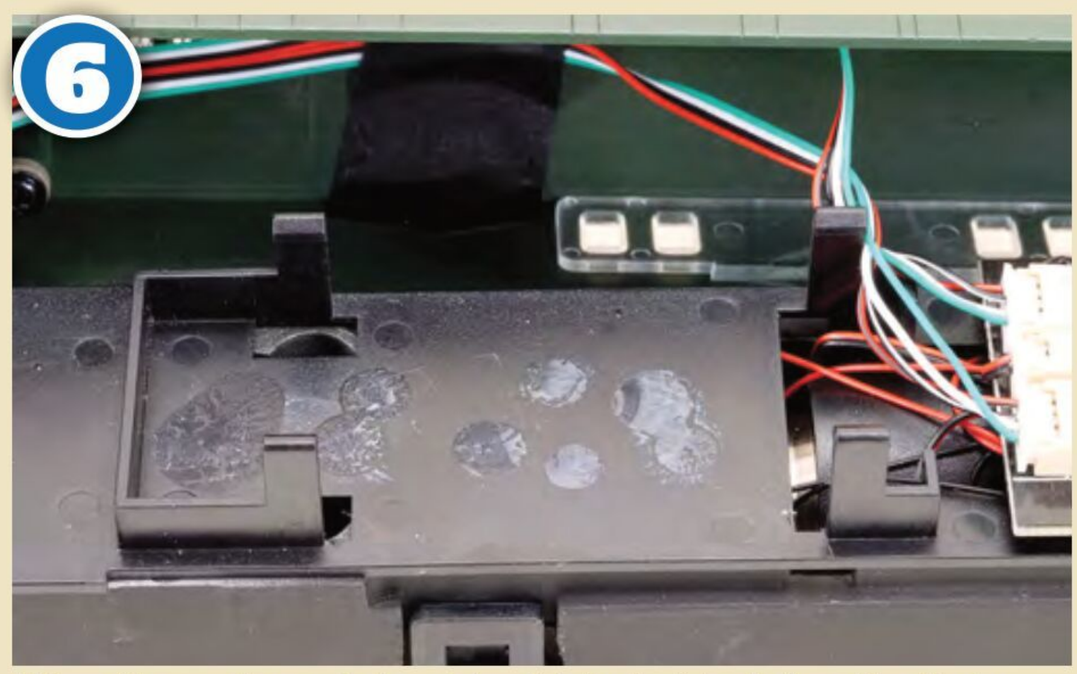
Once inside, you will be greeted with a 21-pin decoder socket with a factory fitted blank. This allows the model to work on analogue control.



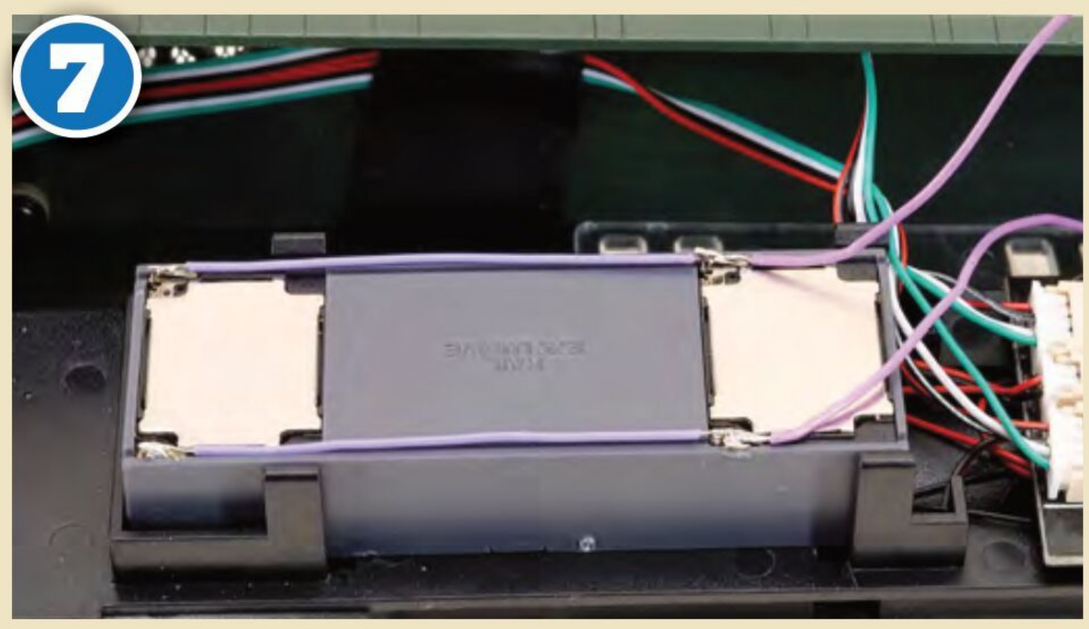
The decoder for this project is a LokSound V5 21-pin type. Note there are no speaker wires attached to this chip as we removed the factory fitted cube speaker to make way for a more powerful twin speaker.



To connect the speaker to the decoder, we will be joining the speaker wires to the SP+ and SP- terminals on the locomotive Printed Circuit Board (PCB). These terminals have traces on the PCB which lead back to the correct terminals on the 21-pin socket to connect to the decoder.

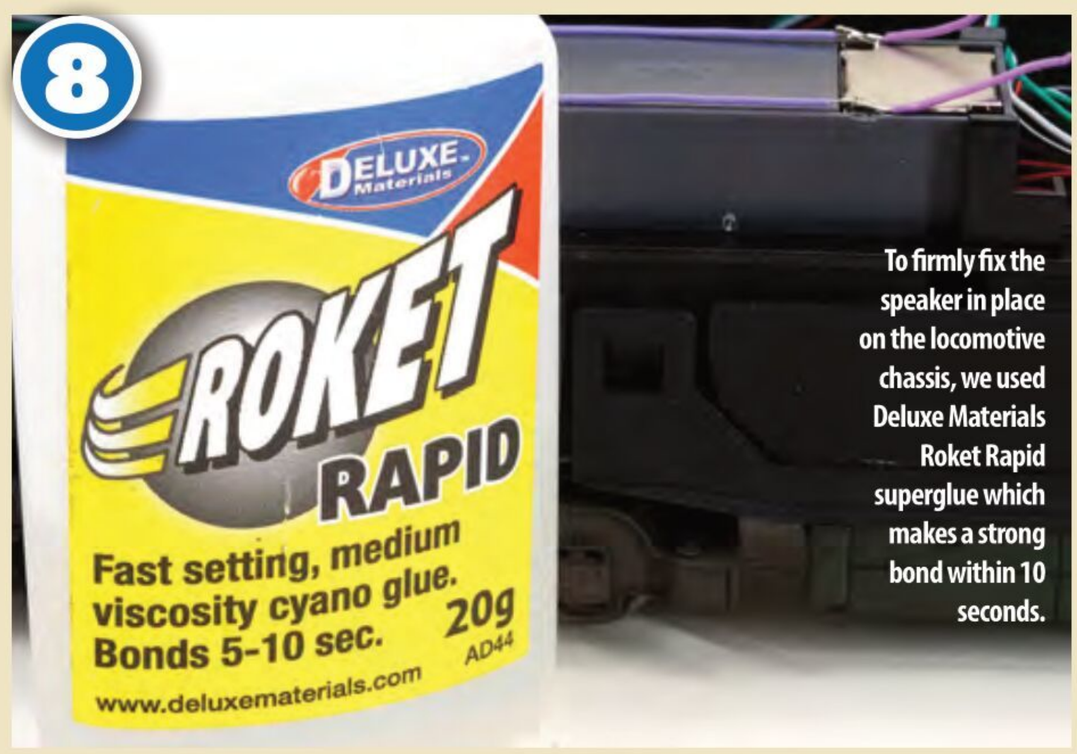


A 58mm x 21mm speaker space has been designed into the chassis top plastic moulding. The glue marks are from a previous speaker installation we made which is now being upgraded with a new unit.

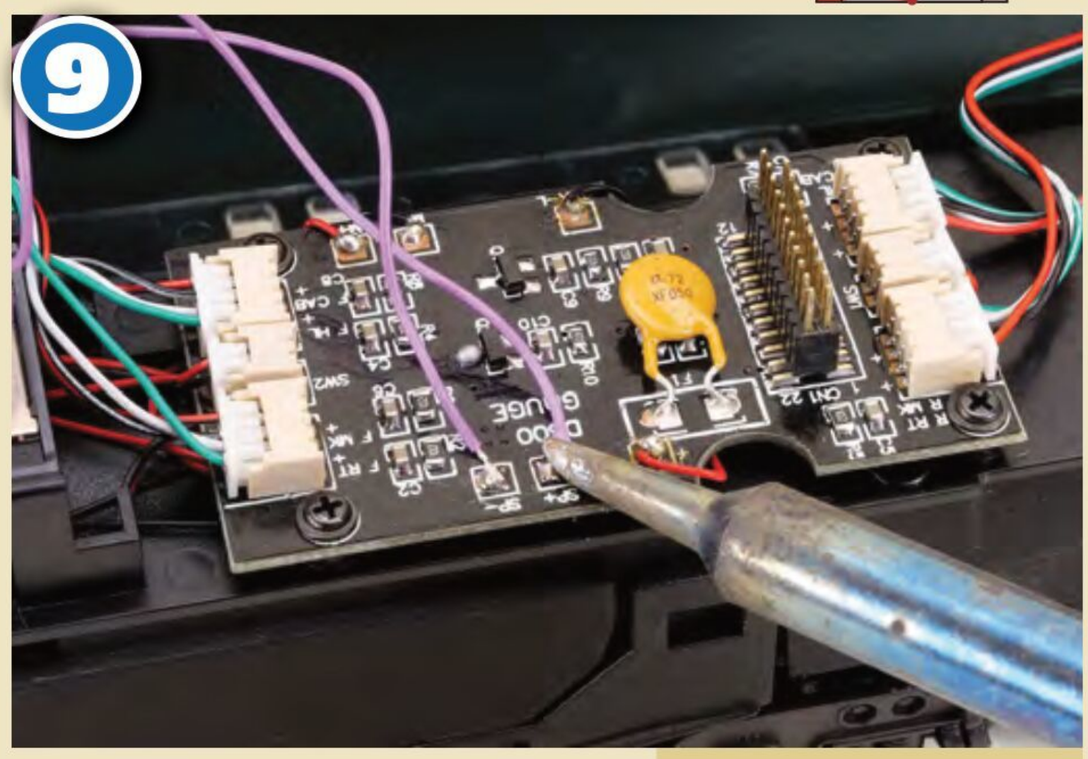


The speaker we have chosen for this model is a Rail Exclusive 'Chunky Boom Box' which is 55mm long, 20mm wide and 10mm deep. This twin speaker design is fully wired and ready to connect and features an injection moulded resonance chamber.

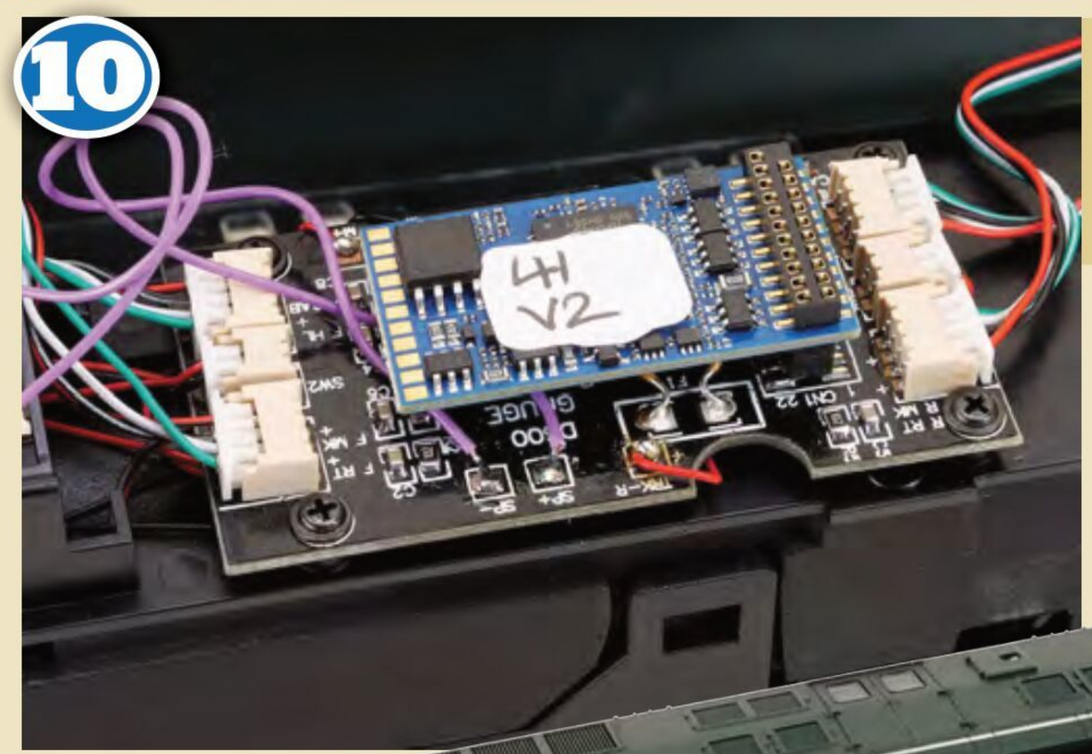
Intermediate
Beginner SKILL LEVEL Advanced



To firmly fix the speaker in place on the locomotive chassis, we used Deluxe Materials Roket Rapid superglue which makes a strong bond within 10 seconds.



With the speaker in place, the purple wires can now be soldered to the SP+ and SP- terminals on the locomotive PCB. Polarity isn't important and there is ample space inside for the excess wire to rest.



Finally the 21-pin LokSound V5 decoder can be plugged into the locomotive completing the installation and making this model of D602 *Bulldog* ready for service.

11 This overview of the chassis shows the location of the speaker and decoder socket in context. We kept the body attached via its lighting wires throughout the installation process.



12 Refitting the body is a straightforward repeat of the removal process. Take care over inserting the front and rear corners where the chassis tucks inside the fairings as these are a tight fit. *Bulldog* can now be addressed and set to work with realistic sound.

STANIER SOUNDS

It isn't just the latest locomotives which can benefit from digital sound. **MIKE WILD** delves into his stores to find one of the early modern day Hornby 'Black Fives' which predates the ease of tender-mounted decoder sockets.

TOOLS

- Crosshead modeller's screwdriver
- Flat blade modeller's screwdriver
- Soldering iron (25watt)
- Solder
- Wire strippers
- Heatshrink insulation
- Black Tack



Stanier 'Black Five' 45393 pauses at Topley Dale with a parcels working. The sound brings new life to this model which has languished in store for several years.

THE FURTHER BACK WE GO, the less readily digital sound is supported, but that doesn't mean that older locomotives should be ignored - in fact, in some cases it can actually make the job simpler.

The subject of this project is a Hornby Stanier 'Black Five' 4-6-0. I've had it for at least ten years, maybe more, and it's one of the early releases of the present-day model which has an 8-pin DCC decoder socket positioned in the locomotive. The tender has no provision for a speaker - just a large metal weight - but that doesn't rule it out from sound.

Our project uses a Doehler & Haass sound chip from Locoman Sounds which offers an authentic sound profile for the versatile Stanier '5MT' including exhaust sounds, whistles, ancillary functions and more. It also offers the option to add lights, firebox flicker and a smoke generator to the model, but that is beyond the scope of what we will be showing in this beginner's guide. If you want to see next level installations, keep watching our sound installation features in *Hornby Magazine*.

The sound file itself is clever. There are four different whistle lengths including a 'playable' version on F2 which means that the longer you hold F2 on, the longer the whistle will sound. It also has functions which will only play when the locomotive is stationary including a guard's whistle, coach door sounds and water filling while the button which operates the guard's whistle doubles up to provide flange squeal sounds when the locomotive is in motion. There are also live volume controls on F18 and F19 which allows the sound to be raised or lowered without the need for programming - plus you can turn the momentum off with F21 and the brake squeal off with F22.

USEFUL LINKS	
Locoman Sounds	*www.locomansounds.com*
Deluxe Materials	*www.deluxematerials.co.uk*
Rail Exclusive	*www.railexclusive.com*

SOUND FUNCTIONS	
F0	Lights on/off if fitted
F1	Sound on/off
F2	Whistle long, playable
F3	Whistle short
F4	Active brake
F5	Cylinder drain cocks
F6	Whistle, very long
F7	Guard's whistle (stationary)/flange squeal (moving)
F8	Buffer clashing
F9	Forced coasting sound
F10	Coal shovelling
F11	Injector
F12	Door closing sounds (stationary)
F13	Coupling sound
F14	Whistle long, two lengths
F15	Safety valves
F16	Water filling (stationary)
F17	Shunting mode
F18	Volume up
F19	Volume down
F20	Smoke generator (if fitted)
F21	Momentum off
F22	No brake squeal
F23	Fade all sounds



Despite its age, this 'Black Five' proved straightforward to upgrade with only minor modifications in the tender to accommodate the speaker. The locomotive remains as delivered, except for plugging in the 8-pin chip and the addition of speaker wires running along the boiler. The tender meanwhile sees removal of the metal weight and its supports, the addition of Deluxe Materials Liquid Gravity to replace some of that weight, removal of the plastic lug on the tender body and an extra hole to take the speaker wires through to the decoder in the locomotive.

The whole process took around 30 minutes to complete from start to finish, but as you will realise when looking through the functions, there is much more that this decoder can do than what we have shown in this basic installation guide. For starters, the D&H chips can support stay alive capacitors for increased reliability while the addition of lighting and smoke functions can really enhance a locomotive's operational value. That said, we all have to start somewhere and once you have gained confidence in the basics there is nothing to stop you coming back to a model to make further upgrades – after all, the functionality of the sound chip is always there when you are ready.

The step by step guide explains the process we employed to install the D&H decoder and a Rail Exclusive 55mm x 20mm speaker into this workstained 'Black Five'. ■

GET MORE ONLINE

● Visit *www.keymodelworld.com* to hear this model in action and watch our video sound installation guide.

STEP BY STEP

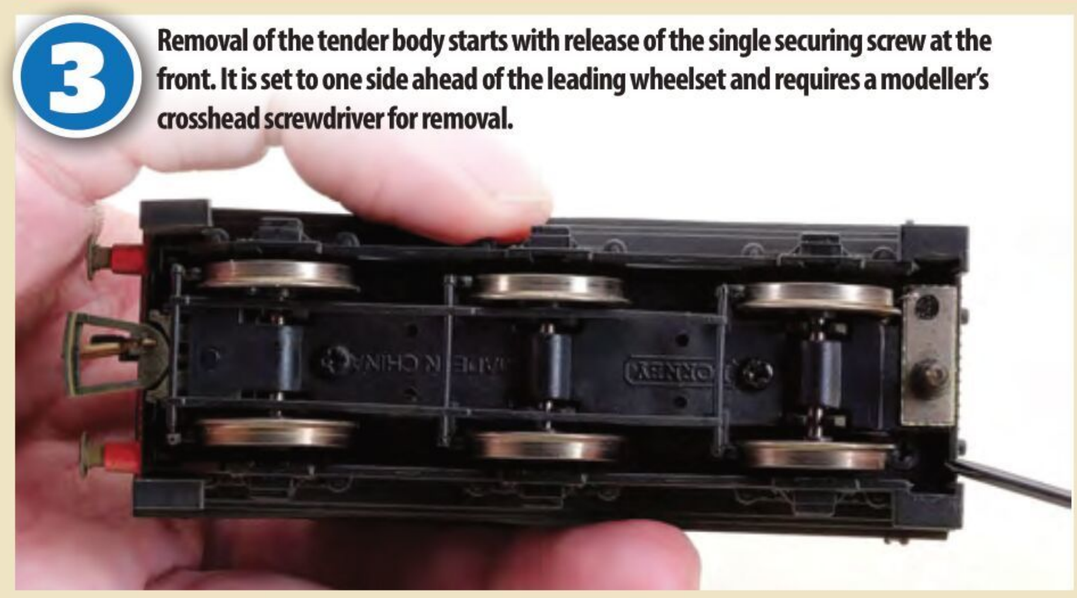
INSTALLING SOUND IN A HORNBY 'BLACK FIVE' 4-6-0



1 Our project locomotive is 45393. This model was released in 2005 and is an early version of the current model with a locomotive-mounted decoder socket. However, with small modifications there is still space to add an 8-pin decoder and a 55mm x 20mm speaker.



2 Being an older generation model, the tender connects via the older style design and there are no wires between the two parts. Wipers provide electrical contact between the tender and locomotive.



3 Removal of the tender body starts with release of the single securing screw at the front. It is set to one side ahead of the leading wheelset and requires a modeller's crosshead screwdriver for removal.



4 With the screw removed, pull the body back by about 1mm to disengage the rear lug then lift it free from the chassis.



5 Inside you will be greeted with a large metal weight which occupies the space we would otherwise use for a speaker. The rear body mounting dip is also in the way of speaker installation.



6 Having removed the metal weight, we cut away the rear mounting lug from the chassis and took off the mounting hook from inside the tender body. This makes plenty of space for the speaker but does mean that the tender is now a little light.



7 The 55mm x 20mm Rail Exclusive twin speaker now fits comfortably on the chassis and allows the body to be refitted without any further modification.



8 To increase the weight of the tender for better running, we added Deluxe Materials Liquid Gravity to the well in the centre of the chassis and fixed it in place with the same manufacturer's Roket Hot superglue.



9 The Liquid Gravity is tiny balls of weight which can be used to fill voids while the Roket Hot simply flows into the ballast and sets it in place in seconds.



10 The speaker has now been glued to the tender chassis using the Roket Hot superglue to give it a firm fixing and a pair of wires have been soldered to the tabs on the speaker to extend their reach through to the locomotive. Polarity isn't important for these wires.

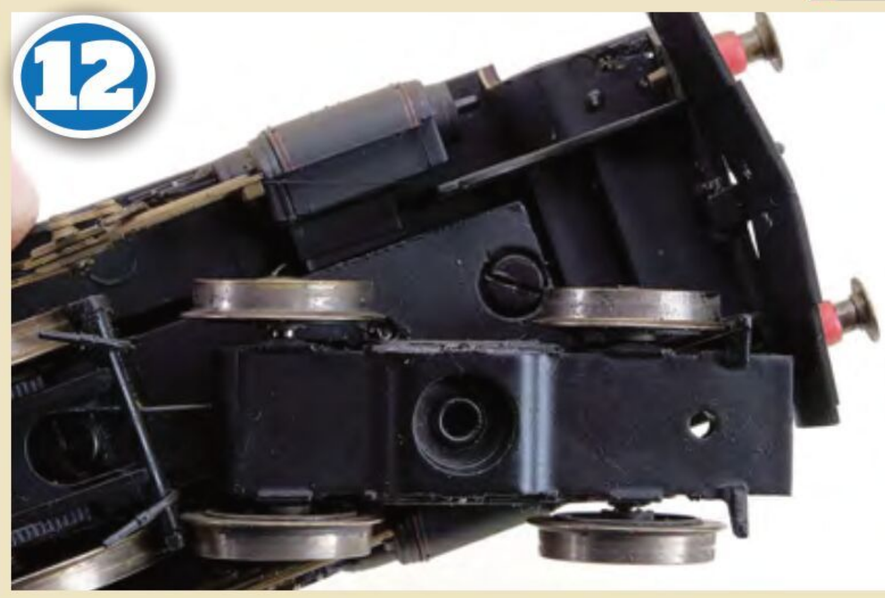
Intermediate
Beginner SKILL LEVEL Advanced

11



The tender body can now be refitted with the speaker wires passing through a new 2mm diameter hole at the front of the chassis to reach the locomotive. The plastic coal load could do with an upgrade though.

12



Moving to the locomotive, a single slotted screw holds the body in place. It is located above the front bogie.

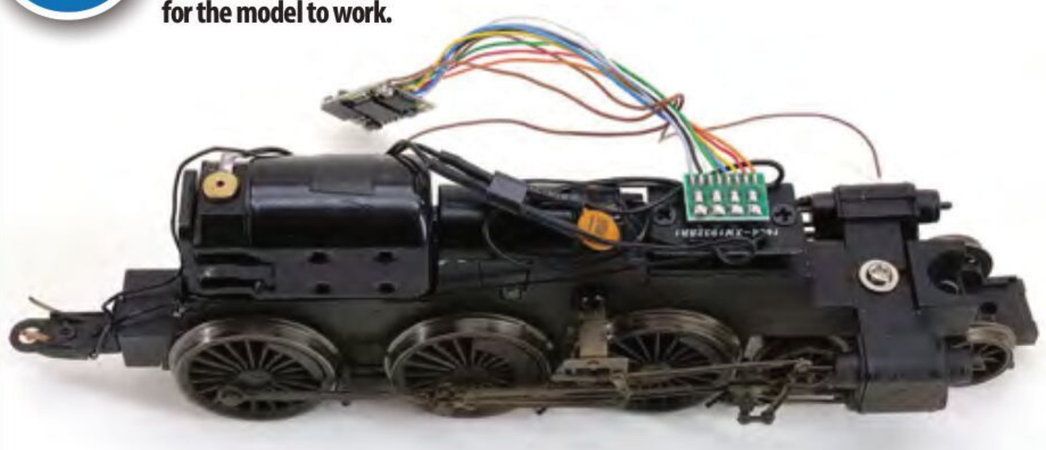
13

With the body securing screw released, the chassis can slide forward and down out of the body for access to its internal workings. The 8-pin decoder socket is located at the front.

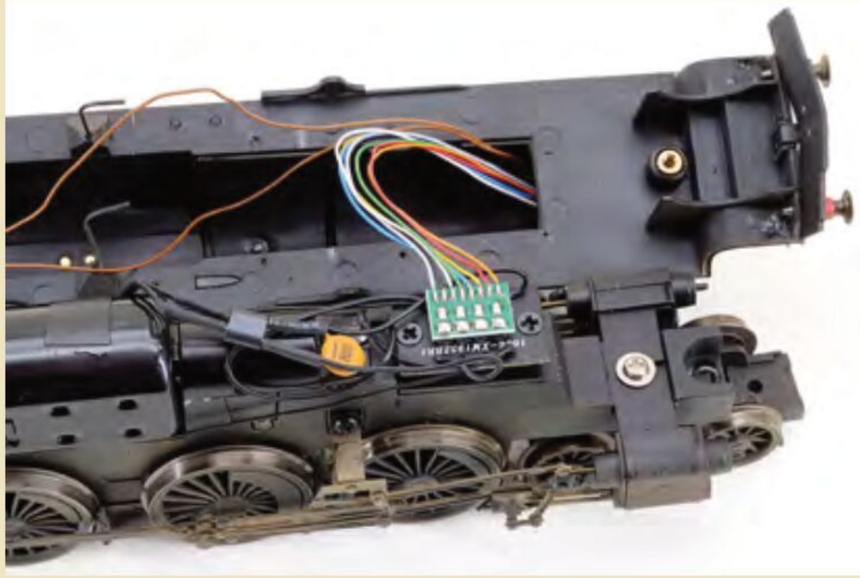


14

Plugging in an 8-pin decoder requires a little care – pin 1, marked on decoders and sockets and highlighted by connection to the orange wire – must be aligned correctly for the model to work.



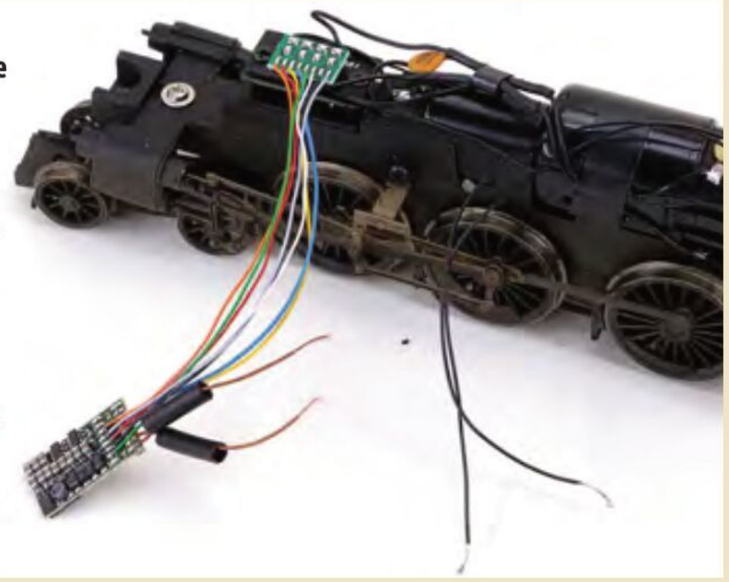
15



This 'Black Five' has space inside the smokebox for the decoder to rest once we have completed the installation. The loose pair of brown wires are for the speaker.

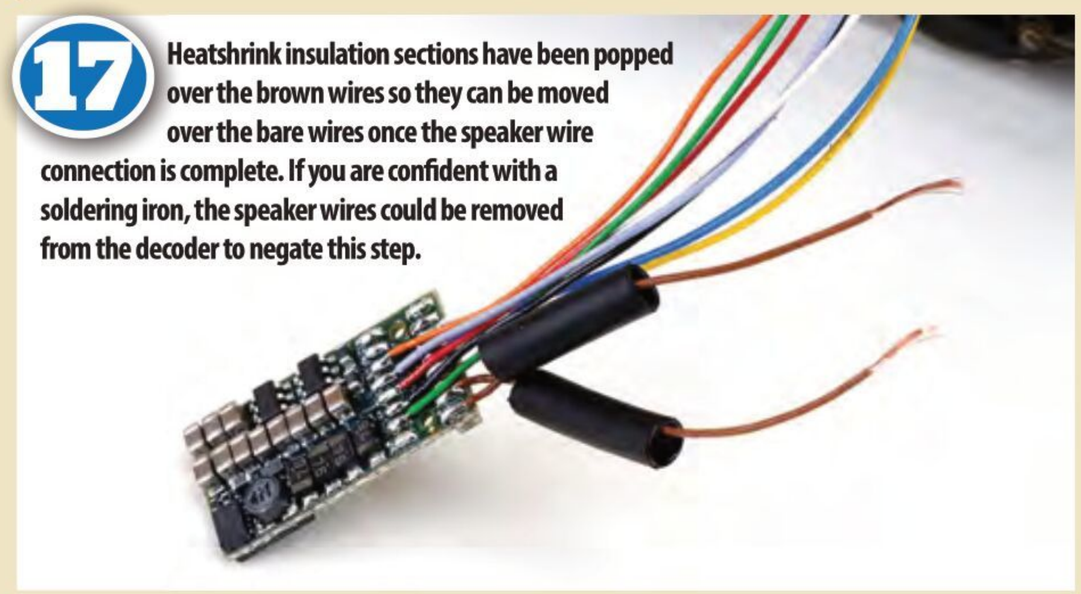
16

To connect the speaker, we fed the pair of black wires from the tender (see step 10 and 11) along the locomotive chassis and cut them to length. These are held in place along the chassis with Black Tack. The brown speaker wires from the decoder have also been reduced in length and the ends have been stripped of 6mm of their insulation.



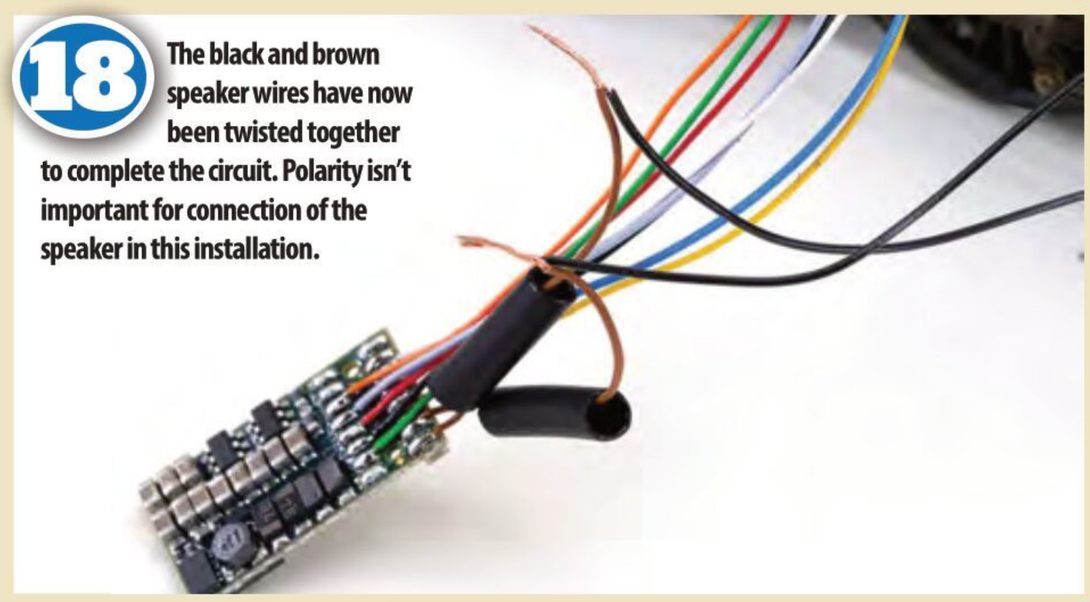
17

Heatshrink insulation sections have been popped over the brown wires so they can be moved over the bare wires once the speaker wire connection is complete. If you are confident with a soldering iron, the speaker wires could be removed from the decoder to negate this step.



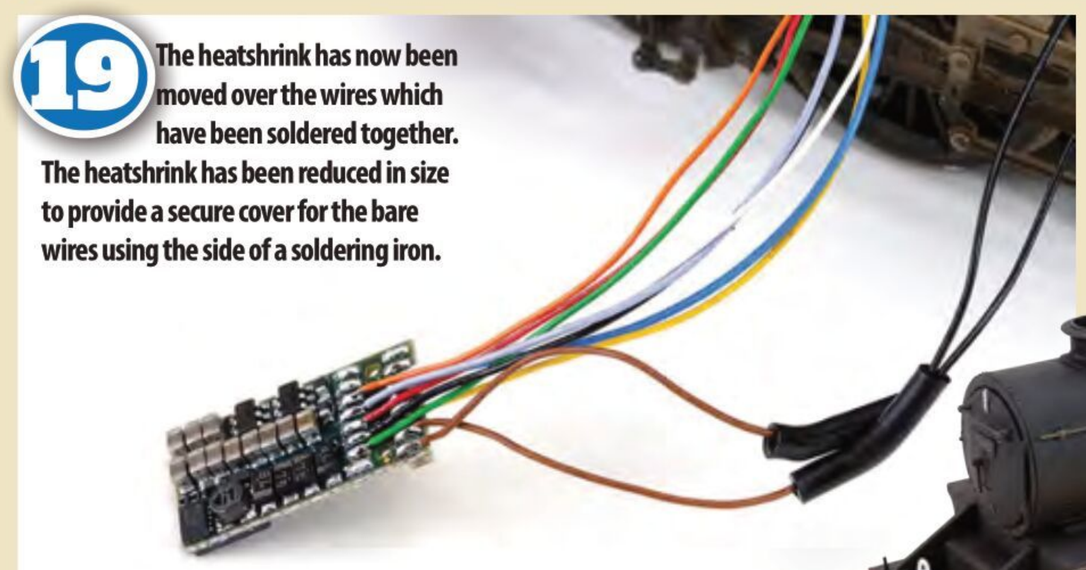
18

The black and brown speaker wires have now been twisted together to complete the circuit. Polarity isn't important for connection of the speaker in this installation.



19

The heatshrink has now been moved over the wires which have been soldered together. The heatshrink has been reduced in size to provide a secure cover for the bare wires using the side of a soldering iron.



20

The decoder has been positioned in the smokebox and the wires have been tucked neatly inside the boiler to complete the installation making 45393 fit to enter traffic.



OUT OF THE BOX

If installing a sound decoder is not for you, there is another option – factory-fitted digital sound, as **MARK CHIVERS** explains.

SHOULD THE PROSPECT OF installing a digital sound decoder in your prized model seem daunting, there is another option – let the manufacturer do the hard work for you. A model with factory-fitted sound reduces potential damage to the model and all you have to do with your newly acquired steed is place it on the track, turn the power on and fire up the sounds by pressing the 'F1' function button on your DCC system.

Early sound projects were developed to provide the optimum driving experience at the time, but often the sounds could go out of synchronisation with the model's speed. Today, projects are more sophisticated and incorporate levels of detail that mean you can opt for heavy or light loads, light engine mode, tickover for diesels and the like, and the model will accurately reflect this in its operation. Also, with increased audio capacity on the latest decoders, more sounds can be included and more elements incorporated, such as spooling sounds as the model slows down, while just changing up or down by one speed step is enough to change the engine dynamics and characteristics.

The roll-out of factory-fitted DCC sound models continues with Bachmann leading the charge for 'OO'. The manufacturer has reworked many of its chassis to accommodate a suitable speaker and continued to source ESU's latest LokSound/ LokSound Select decoder technology for most of its factory-fitted sound models, along with ZIMO sound decoders for selected models. Hornby has recently standardised on its own Twin Track Sound (TTS) decoder technology for its factory sound releases. These 8-pin decoders have been designed in-house to offer the benefits of digital sound at a budget price – originally adding around £25 to the price of a standard model. Each features an impressive suite of audio across 25 or so function buttons, together with engine running sounds. While TTS decoders may have limitations compared with top end examples - they cannot be overwritten with another project, for example - they offer a cost-effective method of sound-fitting a model locomotive fleet quickly and can hold their own alongside models fitted with premium sound decoder projects.

Today, factory fitted DCC sound locomotives are available in 'N', 'OO' and 'O' gauges and include 6-pin, 8-pin, Next18, 21-pin, PluX22 and hardwired decoder types. Dapol offers factory sound-fitted examples across selected models in all three gauges, while Bachmann's current range includes 59 'OO' gauge and 15 'N' gauge factory fitted sound models. Hornby's 2020 range features five 'OO' gauge models – two diesel and two steam locomotives, plus a ventilated box van, all fitted with its unique 8-pin Twin Track Sound (TTS) DCC decoders. Other manufacturers offering factory sound-fitted locomotives and multiple units include Accurascale, Golden Valley Hobbies, Oxford Rail, Rail Exclusive, Realtrack Models and Revolution Trains.

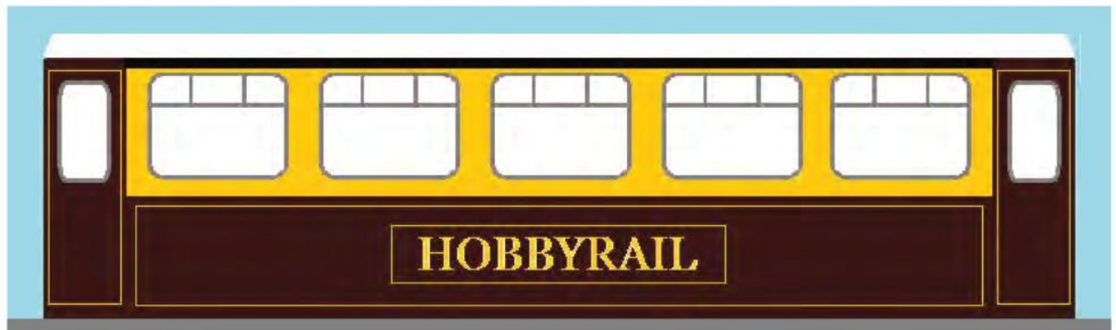
As the technology has improved, so has the thinking with manufacturers incorporating sound provision into the design of newly tooled models, as well as enhancing older models to accept the new technology so customers can upgrade to a sound-fitted example. Other improvements include stay-alive capability, which has been incorporated into some new models, including Rail Exclusive's Class 24 Bo-Bo diesel and Accurascale's forthcoming new 'OO' gauge models – Class 37, 55 and 92 Co-Cos.

These recent entrants have also not only considered the sound project itself, but also how it will sound. The right speaker setup is crucial to hearing the sounds as the producer intended and it is worth bearing in mind that if you are not happy with the sound reproduction, it could just be a case of replacing the supplied speaker for something more sophisticated. There are plenty of options available.

Finally, what more could be added to a DCC sound-fitted model? Well, improved circuitry has certainly enabled some manufacturers to improve the lighting options available – independently operated cab/head/taillights, parking lights and more - while Dapol's forthcoming 'OO' gauge Class 59 diesel locomotive will also be available with DCC sound and the option for an onboard smoke generator to simulate the diesel exhaust. The world of digital sound continues to expand and embrace new opportunities – and we'll be keeping you up to date through future issues of *Hornby Magazine* as well as in our online videos at *www.keymodelworld.com*. ■



Factory fitted digital sound has come a long way in recent years with one of the best being Sutton's Locomotive Workshop's Sulzer Class 24 for 4mm scale. This model features an incredibly realistic sound file with multiple drive options, custom speaker enclosures and more. Watch our demonstration online at *www.keymodelworld.com* and read our recent review in HM158.



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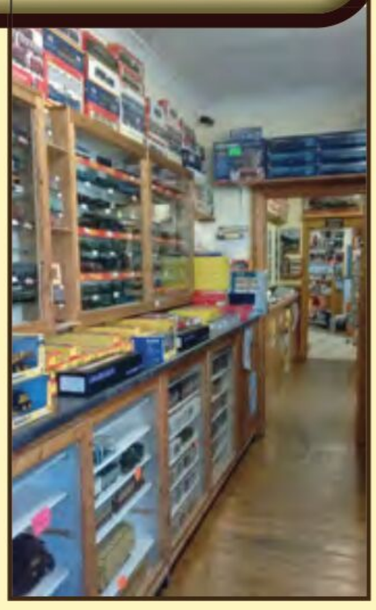
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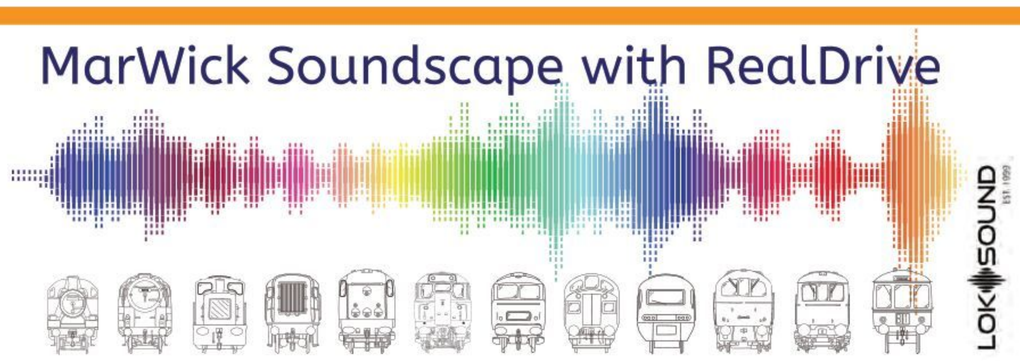
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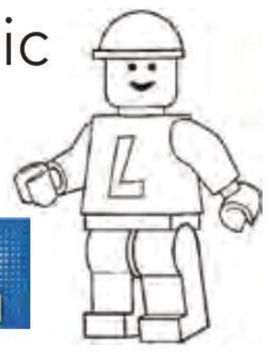






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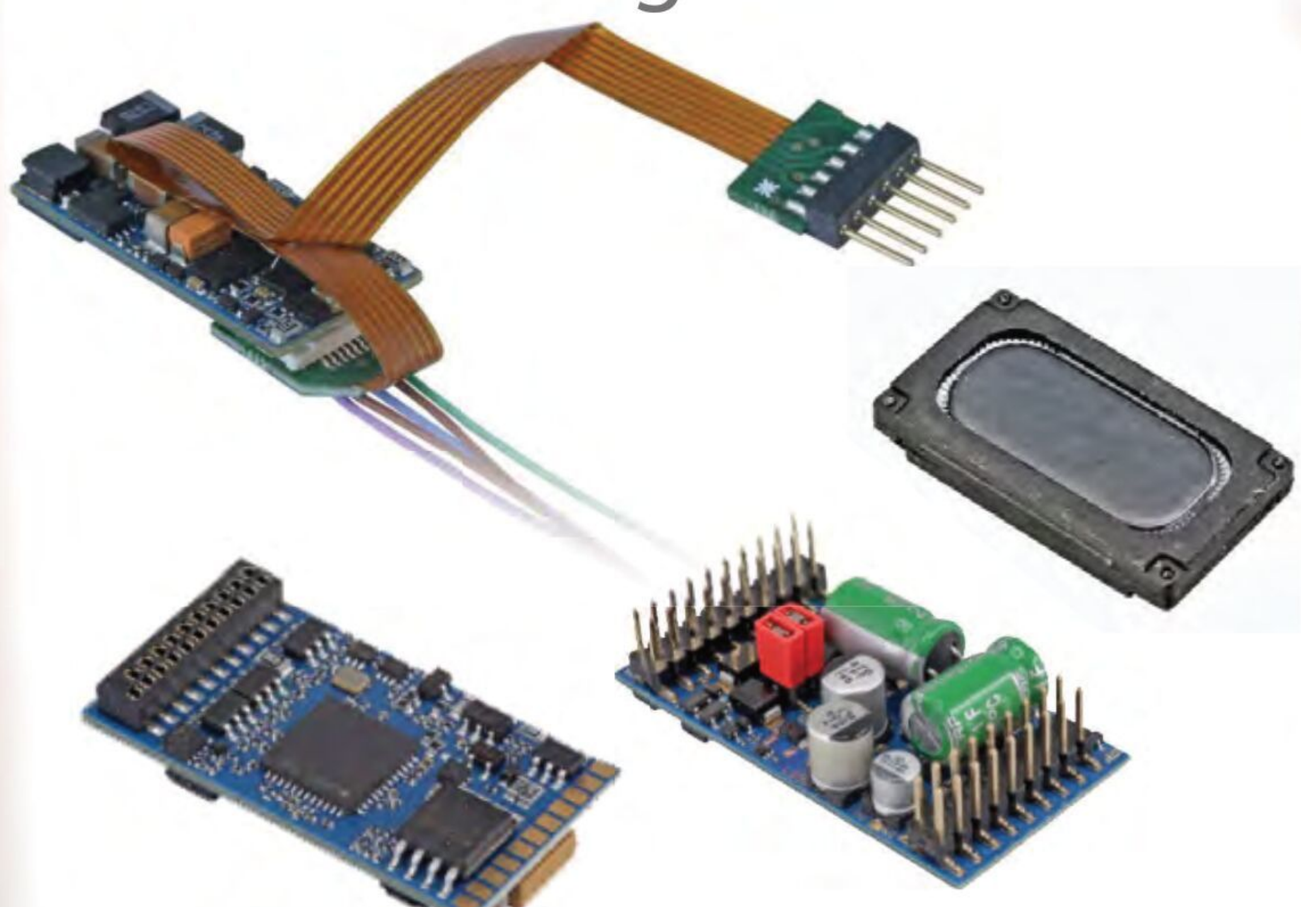
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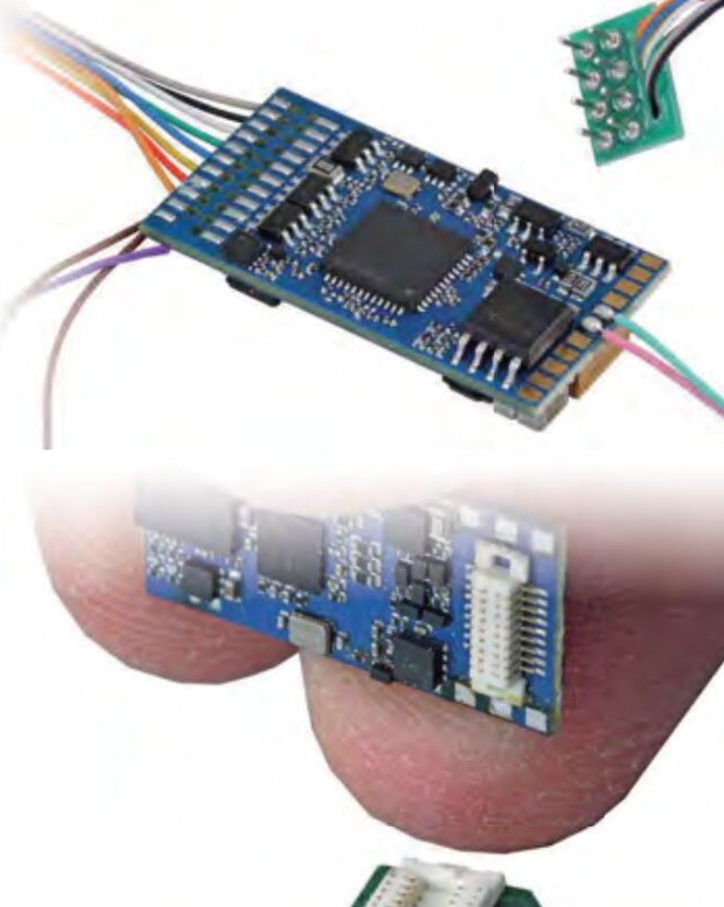






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