

**FIRST
REVIEW**

**HORNBY DELIVERS ICONIC
'CORONATION SCOT'**



WIN

HORNBY MODEL GIVEAWAY



**PRIZES WORTH
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Closing date June 25 2021

HORNBY

Issue 168 **June 2021** USA \$13.99 · CAD \$15.99 · AUS \$14.99 **UK £4.99**

magazine

DIGITAL SOUND

**THOMPSON
UPGRADES**



Installing Locoman Sounds' new sound chip for the 'A2'

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BUILDINGS**



Revealed: The secrets of laser cut kit construction

LOCKDOWN LAYOUT

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CEMENT**



Discover how to build a layout in an old boxfile!

**LATEST
REVIEWS**

SETTLE & CARLISLE AT Dent

Brand new home-built '00' gauge model of the famous Dentdale station



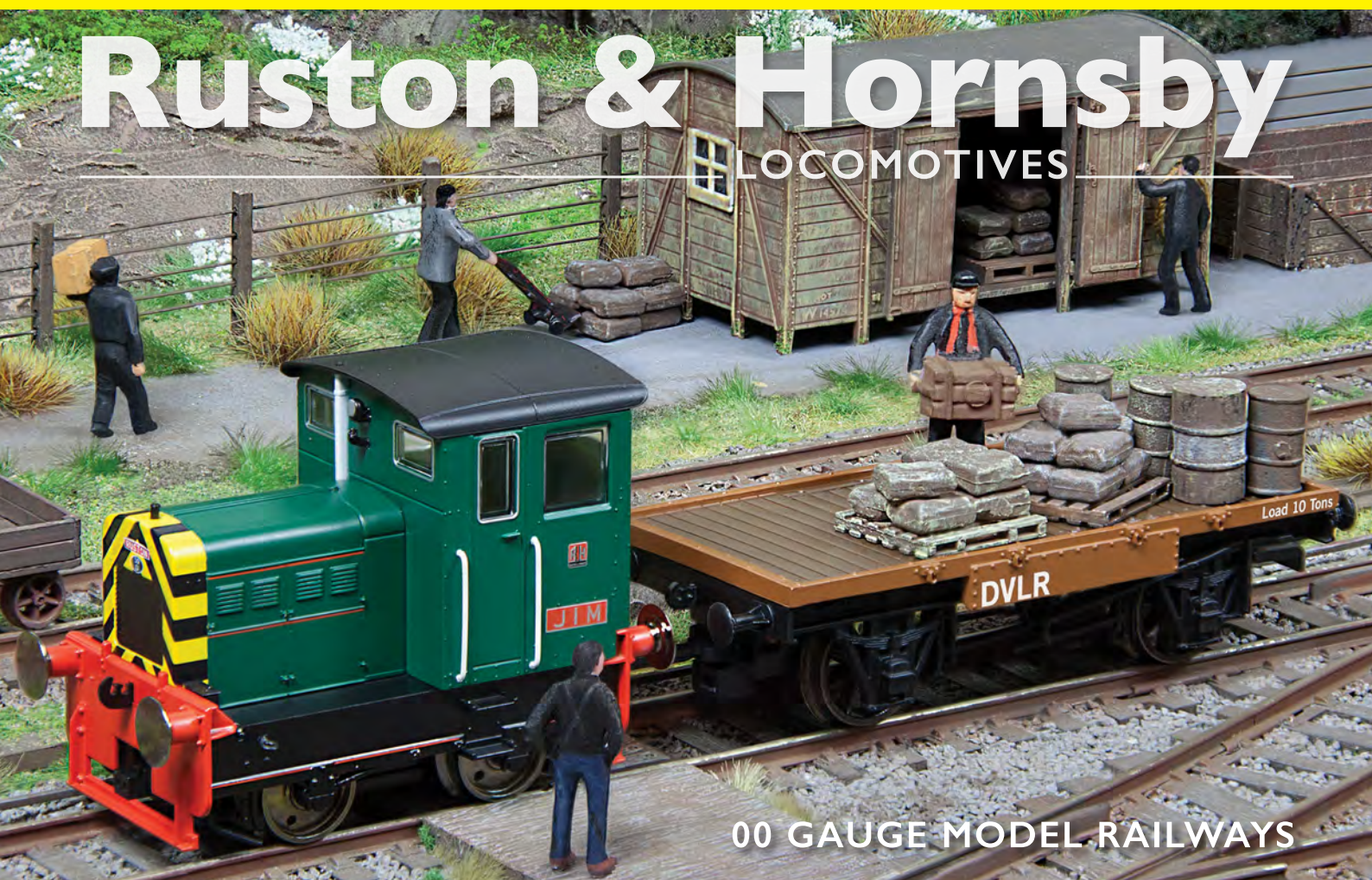
- Hornby HM6000 app control
- Lionheart Trains Mk 1s for 'O'
- Trains 4U 'Warflats' for '00'
- Hornby's blue 'Merchant Navy'



KEY

Ruston & Hornsby

LOCOMOTIVES



00 GAUGE MODEL RAILWAYS

The standard gauge Ruston & Hornsby 48 Diesel Shunter (DS), so named because of their 48 horsepower engines, were built from 1937 onwards. Their size made them ideal for shunting duties in factories and small yards and over the years many changes were introduced to further improve their shunting performance such as the introduction of an enclosed cab and deeper buffer beams. By the time production ended 189 standard gauge locomotives had been produced.



R3853

GrantRail Ltd, Ruston & Hornsby 48DS, 0-4-0, GR5090 - Era 9

DCC
READY

6 PIN
CONNECTION



R3852

DVLR, Ruston & Hornsby 48DS, 0-4-0, 417892 'Jim' - Era 8

DCC
READY

6 PIN
CONNECTION



R3943

Express Dairy Co. Ltd, Ruston & Hornsby 48DS, 0-4-0, 235511 - Era 4/5/6

DCC
READY

6 PIN
CONNECTION

Following the 48DS, new for 2021 is the 88DS in four fantastic liveries!



R3894

North British Distillery Co. Ltd, Ruston & Hornsby 88DS, 0-4-0, No. 4 - Era 6

DCC
READY

6 PIN
CONNECTION

R3895

Rowntree & Co., Ruston & Hornsby 88DS, 0-4-0, No. 3 - Era 11

DCC
READY

6 PIN
CONNECTION

R3896

BR, Ruston & Hornsby 88DS, 0-4-0, No. 84 - Era 6

DCC
READY

6 PIN
CONNECTION

R3897

BR, Ruston & Hornsby 88DS, 0-4-0, No. 20 - Era 7

DCC
READY

6 PIN
CONNECTION

Explore the range of Hornby Ruston & Hornsby models, which are due to arrive in the coming months.

For more information please visit your local Hornby stockist or go to: www.hornby.com

Thompson Class LOCOMOTIVES

00 GAUGE MODEL RAILWAYS

Thompson Class A2/2 Locomotives



R3830 BR, Thompson Class A2/2, 4-6-2, 60501 'Cock o' the North' - Era 4

DCC
READY 8 PIN
CONNECTION



R3831 BR, Thompson Class A2/2, 4-6-2, 60505 'Thane of Fife' - Era 5



R3977 BR, Thompson Class A2/2, 4-6-2, 60502 'Earl Marischal' - Era 5

Initially, Thompson's modifications involved cutting away the front ring of the existing 106A (and sole 108A) boilers and fitting shorter super-heater elements but with only six 106A boilers in stock the lack of spare boilers led to lengthy works visits. To counter this, authority was granted on 9 July 1948 to replace these boilers with Arthur Peppercorn's

new issue Diagram 118 boilers as renewals became necessary. Eventually four of the A2/2s were converted during 1951/52; 60501 'Cock o' the North', 60502 'Earl Marischal', 60505 'Thane of Fife' and 60506 'Wolf of Badenoch', with 60505 'Thane of Fife' receiving a Diagram 107 Boiler as a replacement five years later in 1957.

Thompson Class A2/3 Locomotives



R3832 LNER, Thompson Class A2/3, 4-6-2 500 'Edward Thompson' - Era 3

DCC
READY 8 PIN
CONNECTION



R3974 LNER, Thompson Class A2/3, 4-6-2, 511 'Airborne' - Era 3



R3833 LNER, Thompson Class A2/3, 4-6-2, 514 'Chamossaire' - Era 3



R3834 BR, Thompson Class A2/3, 4-6-2, 60512 'Steady Aim' - Era 4



R3835 BR, Thompson Class A2/3, 4-6-2, 60523 'Sun Castle' - Era 5

'I can't recommend them highly enough' – a quote by Tony Wright, following his first look at the 'Thane of Fife'

For more information please visit your local Hornby stockist or go to: www.hornby.com

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ISSUE
168

HORNBY

magazine

LATEST OFFERS

See pages 30-31 for full details.

Dent

P20



WE SHOW YOU HOW!

32 WEATHERING

Mike Wild shows you how to weather an English Electric Class 20, using the Heljan model and techniques equally suited to 'OO' models.

40 OPERATION

Trevor Jones offers a few hints and tips as he strives for better running qualities from model locomotives.

46 WORKBENCH

Tim Shackleton looks at the problem of so-called mazak-rot and shows you how to overcome the problem, restoring your models to working condition in the process.

62 CONSTRUCTION

Dan Evason makes his debut in Hornby Magazine by starting construction of a realistic coal yard diorama with a laser-cut kit for a coal office.

P32



104 DIGITAL CONTROL

Mike Wild brings Hornby's recently-released 'OO' Thompson 'Pacifics' to life with Locoman Sounds' latest Doehler & Haass digital sound project.

WHAT'S INSIDE

7

WELCOME

Mike Wild introduces the latest issue of *Hornby Magazine*.

8

UPDATE

Hornby's all-new 'OO' gauge APT edges closer, Accurascale reveals progress on its 'OO' gauge GWR 'Manor' 4-6-0, Rapido Trains UK unveils five new 'OO' film-themed models, Minerva Models launches an 'O' gauge Siphon G and much more. Plus, you could win Hornby's new HM6000 analogue control system and a pair of Class 20s in our exclusive Hornby model giveaway.

20

DENT

Nick Cason debuts his recently-completed 'OO' gauge layout of the famous Settle and Carlisle station in the 1960s.

54

WESTBURY CEMENT WORKS

Faced with a desire to try something different during the third lockdown, Steve Jones developed this diminutive digital 'OO' layout, in an old boxfile.

P54



68

MAKING TRACKS

Mike Wild visits Pete Waterman OBE to find out more on his latest project – a 64ft 'OO' gauge contemporary exhibition layout set on the West Coast Main Line which is set to be on show for three months in the summer.

78

REALITY CHECK

As Hornby's all-new 'Coronation Scot' carriages arrive with retailers, Evan Green-Hughes recalls the London, Midland and Scottish Railway's famous Anglo-Scottish express.

110

FARNBY

Cleveland Model Railway Club looked to the LNER in the 1930s for inspiration when developing its new 'O' gauge branch line terminus.

120

RAILWAY REALISM

With renewed infrastructure, new tourist trains and even a freight resurgence, the outlook for the Settle and Carlisle line seems assured, but it wasn't always that way, as Evan Green-Hughes explains.

124

STAFF PROJECTS

Richard Watson continues with the expansion of *Hornby Magazine's* 'OO' layout, Wardle Bay, and demonstrates how he brought the track back to life.



FIRST REVIEWS

P86



74 Hornby's 'OO' Coronation Scot coaches

82 Cavalex Models' Warflat for 'OO'

86 Lionheart Trains' 'O' gauge BR Mk 1s

90 Hornby HM6000 Control system

ALSO REVIEWED

The latest releases from Amberley Books, Cavalex Models, Crecy Publishing, Hobby Trax, Hornby, Lionheart Trains, Routemex, Scale Model Scenery, Strathwood and more.

"The decision to cancel my Heljan and Bachmann orders was the easiest that I've ever taken. Sorry, but there is a definitive 'Rat' on the horizon! With the knowledge that the SLW Class 25 is coming, I simply cannot fork-out for a knowingly erroneous model when there is something significantly superior on the way." S.D. - SLW customer



INTRODUCING THE NEW SLW CLASS 25

CREATED BY A LIFELONG ENTHUSIAST FOR THE DISCERNING MODELLER



The ultimate in accuracy and detail, with incredible digital sounds and 'stay-alive', all in a value-for-money package

The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line! The new **Sutton's Locomotive Workshop Class 25**, slated for delivery later this year, is set to raise the bar even higher with an impressive feature list. Look for the photo-etched steel grilles and independent lighting functions. Cutting-edge decoder technology provides CD-quality sound through our dual-speaker system. And it all comes to you, ready-to-run, straight out of our famous biscuit tin!

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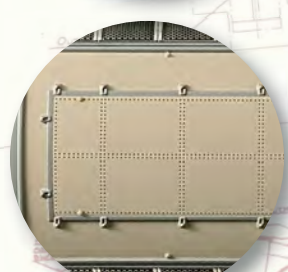
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WELCOME

THE EDITOR'S PAGE



THIS month we are bringing you a first look at a brand new layout by Pete Waterman OBE, but it isn't what you might expect, as it's 'OO' gauge and modern image – not the 'O' gauge Western

Region model of Leamington Spa that he is best known for.

The all-new layout has been built by Pete and his friends to be the centrepiece of a three month model railway event in Chester Cathedral this summer. Open Monday-Saturday from July 12-September 3, this impressive 64ft long 'OO' gauge model of the West Coast Main Line will be running constantly during that time providing one of the first model railway events to book into your diary since March 2020.

The Making Tracks layout isn't complete yet, but we will be making a return visit to see the fully completed layout soon and, if you want to know more about it, we have an exclusive video interview with Pete Waterman about the build which is available to watch at www.keymodelworld.com from May 6 for all Hornby Magazine readers.

This new layout is one of four which we are showcasing in this issue. Two have never been seen before anywhere while the third, Farnby, has only been seen at exhibitions in the North East in the past.

Topping the billing and starring on the cover of this issue is Nick Cason's fabulous recreation of Dent on the Settle & Carlisle line. It's a spectacular model which we are proud to bring you the first ever feature on and it is joined by the latest creation from serial layout builder Steve Jones – his eighth in *Hornby Magazine* – which models a cement works scene in a boxfile using the Scalescenes kit as its basis.

The variance in these layout designs is one of the great appeals of railway modelling. No two layouts, even if they are the same scale, are quite the same and everyone we see offers new

ideas and inspiration for our own projects – and hopefully your model railways too.

Joining the feature layouts are a series of modelling guides covering weathering, chassis rebuilds, building construction, model maintenance and sound installation.

Beyond that we have historical features on the 'Coronation Scot' and Settle & Carlisle line in Reality Check and Railway Realism plus a full round up of the latest model railway news in Update. This is a good time to remind you that you can keep up to date with the news as it happens on www.keymodelworld.com and via

our weekly video news reports with either Richard, Mark or myself.

Completing the line up for this issue is an impressive collection of new releases including our first reviews of Hornby's 'Coronation Scot' carriages, the HM DC Bluetooth analogue controller – an exciting new development in DC layout operation, Lionheart Trains' superb 'O' gauge Mk 1 carriages and Trains 4U's 'OO' gauge 'Warflats'. We've also gathered together new releases for accessories, electronic and books.

We have a busy series of videos coming on www.keymodelworld.com this month including demonstrations of all the new releases from the reviews, a weathering guide for the Hornby 'A2/2' 4-6-2s as well as a sound demonstration for the new Locoman Sounds sound project and more besides.

We hope you enjoy the latest issue and all the features inside. Happy modelling!

Mike Wild

Mike Wild
Group Editor, Modelling



“Completing the line up for this issue is an impressive collection of new releases including our first reviews of Hornby's 'Coronation Scot' carriages.”

MIKE WILD

DISCOVER EXCLUSIVE ONLINE CONTENT

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

Hornby receives APT DECO sample

HORNBY has received decorated samples of its forthcoming all-new 'OO' gauge model of British Rail's Class 370 Advanced Passenger Train (APT) for evaluation by the development team.

First announced in January 2020, two APT models are planned as 370003/370004 in a five-car train pack (Cat No. R3873) carrying original InterCity 'Executive' colours, while 370001/370002 will be offered as a seven-car train pack (R3874) in the revised colour scheme with black cab window surrounds, as demonstrated in the accompanying photographs. Hornby is also tooling sufficient vehicles to reproduce prototypical APT formations – up to 14 vehicles in total.

Hornby's new APT will feature a five-pole skew wound motor and 8-pin Digital Command Control (DCC) decoder sockets, while the highly-detailed body tooling will be enhanced with etched metal parts and printed detailing, including the distinctive printed destination boards displayed behind the glazing.

As with the real thing, Hornby's model has been designed to tilt on corners, will have articulated bogies and even the power car's pantograph follows prototypical



Above: The APT sets feature fully working tilt mechanisms.



Below: The Non-Driving Motor coaches have the pantograph mounted to the bogie as per the prototype trains. This is Sc49003 City of Derby from the five-car train pack.



Hornby has received decorated samples of its new 'OO' gauge model of the Class 370 APT.

Details include etched metal parts and destination panels behind the glazing.

practice of being attached to the bogies (rather than the body), enabling it to maintain better contact with the overhead live wires while travelling at high speed.

The five-car pack will comprise Driving Trailer Second (DTS) Sc48103, Trailer Brake First (TBF) Sc48603, Non-Driving Motor (NDM) Sc49003 *City of Derby* from 370003, together with TBF Sc48604 and DTS Sc48104 from 370004. The seven-car pack will include DTS Sc48101, TBF Sc48601, NDM Sc49001 from set 370001 and NDM (unpowered) Sc49002, TBF Sc48602, DTS Sc48102 from set 370002 and APT-U development car 48204. Further vehicles including Trailer Restaurant Buffet Second, Trailer Unclassed, Trailer First and Trailer Second examples will be available separately in twin-packs.

Prices are set at £394.99 for the five-car train pack and £484.99 for the seven-car train pack. Trailer vehicle twin-packs are priced at £89.99 per pack. Delivery is expected this summer.

● Visit www.hornby.com for more information.

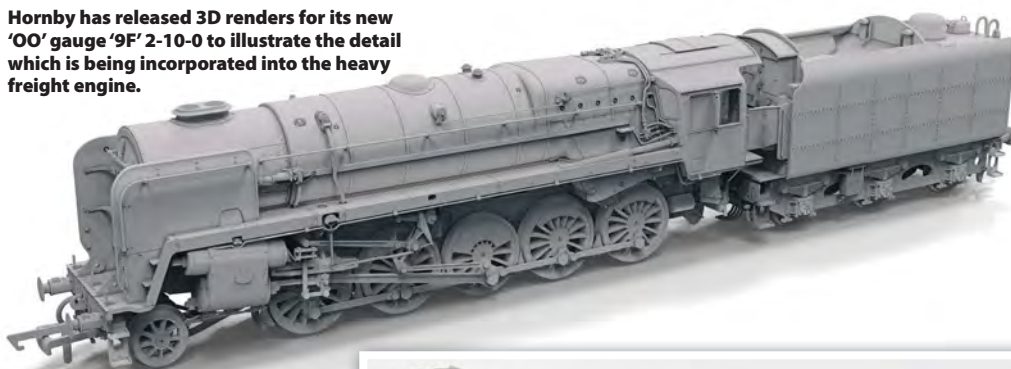
New Hornby '9F' takes shape

DEVELOPMENT OF Hornby's all-new 'OO' gauge BR '9F' 2-10-0 continues apace with the first stereo 3D-printed sample being received by the manufacturer for evaluation. In addition, 3D renders have been shared by the company to demonstrate the level of detail that can be expected when the newly tooled model is finally released later this year – more images are available to view online at www.keymodelworld.com/trains/news.

While lacking smoke deflectors, steps and handrails, the stereo sample enables the development team to check the overall proportions of the new 'OO' model appear as they should before moving to the tooling phase.

Hornby's extensive tooling suite will include five different tenders, various ATC and AWS equipment configurations, early and late ash pans and other variations which will enable the manufacturer to

Hornby has released 3D renders for its new 'OO' gauge '9F' 2-10-0 to illustrate the detail which is being incorporated into the heavy freight engine.



produce almost all class members.

Three versions of the all-new '9F' 2-10-0 are planned as 92167 in BR black with early crests (R3986), 92194 in BR black with late crests (R3987) and 92220 *Evening Star* in BR lined green with late crests (R3988).

Prices are set at £209.99, while delivery is anticipated later this autumn.

● Visit www.hornby.com for more information.



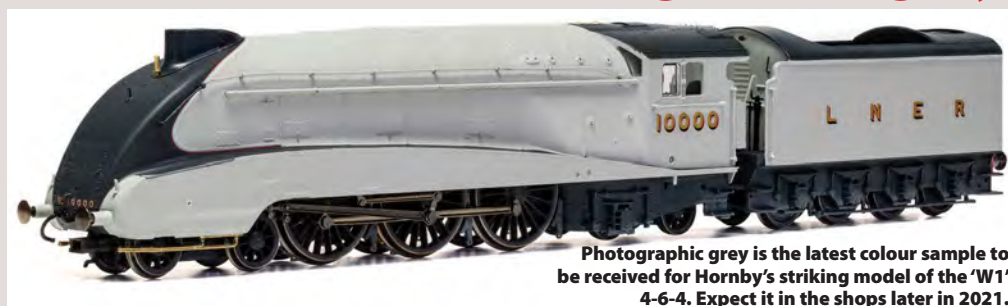
Also received by Hornby is the first 3D stereo sample to check the overall dimensions of the '9F' before progressing to tooling.

Hornby streamlined 'W1' in photographic grey

HORNBY has received a decorated sample of its newly tooled 'OO' gauge LNER streamlined 'W1' 4-6-4 in fictitious photographic grey.

Whilst the streamlined version of Gresley's 'Hush-Hush' never actually carried this LNER photographic grey colour scheme, Hornby added the option to its release schedule offering further variety for this unique locomotive.

Hornby's model will appear in lined grey with gold cab side



Photographic grey is the latest colour sample to be received for Hornby's striking model of the 'W1' 4-6-4. Expect it in the shops later in 2021.

numerals and tender lettering. The model's specification also includes a five-pole skew wound motor and

8-pin Digital Command Control (DCC) decoder socket. Priced at £209.99, delivery is

anticipated this autumn.

● Visit www.hornby.com for more information.

New tooling for Hornby's 'Midland Pullman' HST

HORNBY is developing new tooling for its forthcoming 'OO' gauge model of Locomotive Services Limited's (LSL) 'Midland Pullman' liveried High Speed Train (HST).

Currently at the CAD drawing stage, Hornby is aiming to include the prototype's recently-added centrally mounted headlight above the cab windscreen.

This addition will require new tooling inserts, wiring and assembly processes but will enable the manufacturer to accurately

reflect this unique addition to the Nanking Blue power cars.

The 'Midland Pullman' HST is being produced as a pair of unique power cars – M43046/M43055 (Cat No. R30077) – together with similarly-liveried Mk 3 trailer cars to enable a full formation to be created.

Prices are set at £314.99 for the power car pack and £36.99 for each of the Mk 3 trailer cars. Delivery is anticipated towards the end of the year.

● Visit www.hornby.com for more information.



Hornby is creating new tooling to accurately reflect the latest details to be added to the 'Midland Pullman' HST set in 'OO' gauge.

Rapido Trains UK launches

TITFIELD THUNDERBOLT RANGE

Rapido Trains is producing a series of *Titfield Thunderbolt* models for 'OO' gauge to mark the film's 70th anniversary including LMR 0-4-2 *Thunderbolt*.
STUDIOCANAL/Rapido Trains UK.



RAPIDO TRAINS UK is producing a range of 'OO' gauge models inspired by the classic Ealing comedy film the *Titfield Thunderbolt*.

This much-loved movie follows the story of a group of villagers determined to save their local branch line from closure by British Railways in the 1950s, despite opposition and sabotage along the way. It was the first Ealing comedy to be filmed in colour and was released in 1953.

Developed with the full co-operation of STUDIOCANAL, which owns the rights to the film, five new models are in the pipeline including an accurate model of *Thunderbolt* (in reality the ex-Liverpool and Manchester

Railway 0-4-2 *Lion*), Great Eastern Railway Diagram 603 buffet car No. 8, GWR 'Toad' Diagram 'AA20' brake van W68740, GWR 'Loriot Y' 41989 with fictitious Victorian coach body ('Dan's House') and Bedford OB, GAM 338 with Duple Vista body in full Pearce and Crump colours.

Planned for release in time to celebrate the movie's 70th anniversary in March 2023, the models are due to be issued in a selection of packs including a standard example comprising *Thunderbolt*, 'Dan's House' and GWR 'Toad' W68740, together with a deluxe pack containing a digital sound-fitted *Thunderbolt*, GWR 'Loriot Y' with 'Dan's House', plus 4mm scale figures and a commemorative booklet. A third



The Wisbech and Upwell carriage will also be made. This is the preserved example at the North Norfolk Railway. J Kindred/Rapido Trains UK.

pack will be available containing the buffet car, 'Toad' brake van W68740 and 4mm scale figures. The Bedford OB coach will be offered as a standalone model.

Development work is already under way with *Thunderbolt* (*Lion*), the 'Toad' brake van, GWR 'Loriot Y'

and the Victorian carriage ('Dan's House') currently at the CAD drawing stage, while the Great Eastern Railway/Wisbech and Upwell carriage and Bedford OB are still at the research stage of the process. *Lion* will be issued in post-1928 condition and the Bedford OB is expected to feature working lights, poseable front wheels and full interior detail. It is anticipated that the models will also appear in other prototypical liveries.

Prices and delivery schedule are yet to be confirmed.

● Visit www.rapidotrains.co.uk for more information.



Also in the plans is the GWR Loriot Y wagon which will be issued with 'Dan's House' as a load for the *Titfield Thunderbolt* collection.

RAILS CONNECT POINT MOTORS

Rails of Sheffield is adding a pair of exclusive point motors to its growing collection of Rails Connect branded accessories.

Developed by DCC Concepts, these new high-efficiency motors will be suitable for surface-mounted (Cat No. RPM-SM.1) or under-baseboard use (RPM-UB.1). They come pre-wired and with tinned wire ends and have been designed for straightforward, easy-to-adjust installation. The below baseboard motors are compatible with popular 'OO' and 'N' turnouts and feature eight screw fixing points, while the above surface version features five mounting points to hold it in place.

Each will also be available in analogue (DC) and digital (DCC) form, the latter supplied with an accessory decoder board for connecting to the power bus,

Rails of Sheffield's new above board point motor.



as well as providing outputs for console LEDs and automatic frog switching.

Prices for analogue versions start at £7.95 for below-baseboard point motors and £8.95 for the surface-mounted examples, rising to £19.95 for digital versions. Multi-packs for analogue or digital use will also be available. Delivery was expected during April.

● Visit www.railsofsheffield.com for more information.



Rails Connect below baseboard point motor.

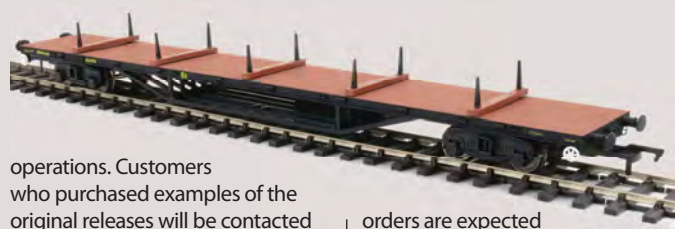
Flangeway Salmon Update

Flangeway says its recently-released 'OO' gauge BR 'Salmon' rail-carrying wagon will be retooled.

Shortly after this all-new model went on sale, it was discovered that the 'Salmon' wagon was 25mm too short due to errors not being identified during the

development process.

Flangeway is working with its production partners to correct the issue and is also developing the more modern ASF bogies alongside, which will enable the company to offer the model in a wider selection of variants covering the 1950s to modern-era



operations. Customers who purchased examples of the original releases will be contacted with a solution in due course.

Details of these new variants are expected during the summer. Pre-

orders are expected to open later this year.

● Visit www.footplate.co.uk for more details.

World's smallest DCC decoder shrinks further

DCC Concepts has updated its Zen Blue+ Digital Command Control (DCC) decoder range with what is believed to be the smallest DCC decoder ever.

The manufacturer has redesigned its Zen Nano wired ZN8H decoder, making its already small footprint even smaller by shrinking its thickness by 50% – now measuring just 14mm x 7mm x 2.7mm (Cat No. DCD-ZN8H-nano). This latest addition to the Zen Blue+ range

features two functions, 0.750mA continuous power/1.1amp peak power rating, 8-pin harness, brown-out protection and stay alive connection.

In addition, DCC Concepts' all-new Zen Nano 8-pin direct decoder (DCD-ZN8D-4) replaces the previous example and features four functions, 0.750mA continuous power/1.1amp peak power rating, advanced brown-out protection, stay-

DCC Concepts has reduced the size of its Zen Blue+ Nano 8-pin decoder in both 8-pin harness and direct formats.



alive connection, and measures 15mm x 7mm.

Priced at £25.95 and £26.95 respectively,

they are available from DCC Concepts stockists now.

● Visit www.dccconcepts.com for more information.



New building kits for Display

Display Models has added a series of new 4mm scale low-relief buildings to its expanding range of multimedia laser cut model kits.

These new extended low-relief buildings are based on a laser-cut wood Georgian facade with modernised frontages, together with accessible interiors designed to slide out from under

the building for further interior detailing, external signage and a counter.

Kits are offered in basic form with glazing, pre-cut printed brick facade and roof as well as more detailed versions with laser etched brick facade, roof, unique shop front design, signage and self-adhesive graphics.

Initial detailed releases include

takeaways, a fish and chip shop and a vacant 'To Let' property, all based on the same style of building. Further building styles are planned including corner buildings and shops.

Basic kits are priced at £28, while the detailed examples are priced at £42.

● Visit www.buildpaintdisplay.com for more details.

HELJAN 'O' GAUGE 'ED' CAD REVEALED

HELJAN has revealed progress on its forthcoming Class 73/1 Electro-Diesel (ED) with release of the latest CAD drawings for this new 'O' gauge project.

Built in the 1960s for use on British Rail's Southern Region, these versatile machines were designed to operate on the Region's third-rail power supply, as well as 'off-juice' on their 600hp diesel engine when required. Examples remain in regular main line use today with GB Railfreight, Network Rail and Caledonian Sleeper in original and rebuilt forms.

Heljan's new 'O' gauge model reflects the Class 73/1 ('JB') variant introduced from the mid-1960s and will be issued in a range of colour schemes including a selection of newly-announced unnumbered examples (see table below) from the classes long career. 16 different 'O' gauge Class 73/1s are planned in total initially.

The specification includes accurate detail variations between early and late period locomotives such as high-intensity headlights, radio aerials, optional arc shields, sprung buffers, buckeye couplings, detailed cab interiors and extensive body detailing. Heljan is also incorporating additional features such as retractable third-rail collector shoes, powered roof fan, DCC controllable third-rail 'flash', interchangeable headcode panels, provision for a digitally-controlled

Heljan has released the first CAD images of its 'O' gauge Class 73.



Underframe detail for Heljan's 'O' gauge Class 73.

smoke unit and digital lighting functions (with microswitches for DC users).

Following evaluation of these CAD images, final corrections are currently being made to the drawings before the model progresses to tooling.

Prices are set at £625 each, with delivery currently anticipated during mid-2022.

● Visit www.heljan.co.uk for more information.

HELJAN CLASS 73 IDENTITIES

LOCOMOTIVE	DESCRIPTION	CAT NO.
E6008	BR blue with small yellow panels and grey band*	7300
E6020	BR blue with light grey roof and small yellow panels	7301
73137	BR blue	7302
73114	BR large logo blue	7303
73102	<i>Airtour Suisse InterCity 'Executive'</i>	7304
73108	BR 'Dutch' yellow and grey	7305
73126	<i>Kent and East Sussex Railway</i> BR Network SouthEast	7306
73128	EWS red and gold	7308
Unnumbered	Network Rail yellow	7309
73107	<i>Tracy</i> GB Railfreight blue and orange	7310
Unnumbered	BR blue with light grey roof and small yellow panels	7311
Unnumbered	BR blue (full yellow ends) **	7312
Unnumbered	BR large logo blue	7313
Unnumbered	<i>InterCity 'Executive'</i>	7314
Unnumbered	BR 'Dutch' yellow and grey	7315
Unnumbered	GB Railfreight blue and orange	7320

Notes: *Weathered edition **Tower Models exclusive limited edition of 50 models

Dec'O' Presflos surface

Ellis Clark Trains (ECT) has received decorated samples of its forthcoming 'O' gauge 22ton Presflo cement wagons for assessment.

First introduced in the mid-1950s, these distinctive vehicles were developed for transporting bulk powdered goods across the rail network.

ECT's model features a diecast metal chassis, injection moulded plastic body, sprung metal buffers, sprung axle boxes, working scale couplings and a wealth of separately applied detailing.

28 individual models are planned in private owner and BR liveries with and without marketing boards, as well as a choice of

pre-TOPS and TOPS numbers. Seven colour scheme and detail combinations will appear initially with four versions of each scheme – three uniquely numbered and one un-numbered. Most recently added is a TOPS numbered Blue Circle Cement branded grey Presflo with bright yellow Blue Circle Cement Bulk Loaded marketing boards (Cat No. E73-1-8A/B/C/U).

The initial decorated samples received include Blue Circle yellow and Blue Circle bauxite variants. Once approved, production is expected to get under way.

Prices are set at £69.99 each, with delivery expected later this summer.

● Visit www.ellisclarktrains.co.uk for more information.



Ellis Clark Trains has received decorated samples of its 'O' gauge Presflo cement wagons.



28 individual models are planned for the Presflo including striking Blue Circle cement yellow liveried examples.

HELJAN COMPLETES 'O' SCOTTISH SULZER LIVERIES



Nine Class 26s are being produced using the new tooling from Heljan for 'O' gauge. This is the artwork for the original BR green version.

Heljan has completed artwork for its forthcoming 'O' gauge Class 26 and Class 27 Bo-Bo diesels.

Nine new 'O' gauge models are planned on the all-new Class 26 together with eight on the Class 27 (see table, right) covering a varied selection of liveries applied between the 1960s and 1990s.

These all-new models will feature DCC plug and play capability, selectable lighting functions for engine room illumination plus cab, head and tail lights which can be manually switched by analogue users.

Heljan's comprehensive tooling suite will also not only include the likes of sprung buffers, separately applied windscreen wipers, etched

metal grilles and wire handrails, but era-specific detailing too, such as radio pods, original or plated cab doors, tablet catchers (where appropriate), etched brass horn covers, a full set of headcode discs, removable engine room window each side and much more. Further variations include twin-headlight options for 1970s/1980s Inverness based locomotives and air tank cradles in place of the boiler water tanks on later air braked examples.

Prices are set at £599 each for DCC ready models, with delivery currently slated for the first quarter of 2022 for the Class 26s and mid-2022 for the Class 27.

● Visit www.heljan.co.uk for more details.



The Class 27 will be available in eight different guises including 27032 in BR blue with Inverness Stag logos.

HELJAN 'O' GAUGE CLASS 26 AND 27 MODELS

DESCRIPTION	CAT NO.
Class 26, unnumbered, BR green	2675
Class 26, unnumbered, BR green with small yellow panels	2676
Class 26, unnumbered, BR blue (early)	2677
Class 26, unnumbered, BR blue with twin headlights	2678
Class 26 26037, BR blue (weathered)	2679
Class 26, unnumbered, BR blue (air tanks)	2680
Class 26, unnumbered, BR Railfreight 'red stripe'	2681
Class 26, unnumbered, BR 'Dutch' grey and yellow	2682
Class 26, 26025, BR Railfreight 'red stripe'	2683
Class 27, unnumbered, BR green with small yellow panels	2770
Class 27, 5370, BR green with full yellow ends (weathered)	2771
Class 27, unnumbered, BR green with cream waistband and full yellow ends	2772
Class 27, unnumbered, BR blue (1970s)	2773
Class 27, unnumbered, BR blue (1980s)	2774
Class 27, D5382, BR two-tone green with small yellow panels	2775
Class 27, D5389, BR blue with small yellow panels	2776
Class 27, 27032, BR blue with Stag logos (weathered)	2777

Heljan reveals 'O' gauge

CLASS 56 ARTWORK



Heljan's new 'O' gauge Class 56 diesel is progressing well with the company sharing artwork for its forthcoming Type 5 at the end of March.

Eleven 'O' gauge models are planned in total, seven of which will be unnumbered in BR blue (Cat No. 5600), BR large logo blue (5601), Railfreight large logo grey (5602), Railfreight red stripe grey (5603), Railfreight Sector grey

(unbranded) (5604), Loadhaul black and orange (5607) and Transrail grey (5610) (Tower Models exclusive).

The remaining models will be numbered as 56101 *Mutual Improvement* in weathered Railfreight Coal Sector livery (5605), 56110 *Croft* in Railfreight Construction Sector livery (5606), 56099 in BR large logo blue (5608) and 56071 in BR blue (5609).

Priced at £699 each, they are due for release later this year.

● Visit www.heljan.co.uk for more information.

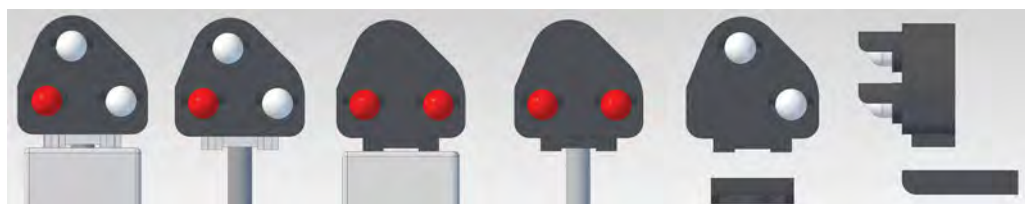


Heljan has revealed the livery artwork for its 7mm scale Class 56s.

ROUTEMEX ADDS 'O' GAUGE SHUNTING SIGNALS

Routemex has added a selection of ground position colour light shunting signal kits to complement its range of 'O' gauge signals.

Ground position lights control shunting moves in yards and sidings and typically displayed one white and one red horizontal light when in the 'on' position (modern LED versions now display two red horizontal lights), and two diagonal white lights in the 'off' position. Limit of shunt signals appear similar but display two permanently lit horizontal red lights. Associated position lights are mounted on



Routemex has introduced a new range of colour light ground signal kits for 'O' gauge layouts.

main aspect signal posts and control shunting movements from the main line.

Routemex is offering each of the three variants, and the ground signal and limit of shunt lights can either be plinth or post-mounted,

while the associated position light comes with a bracket for mounting on a standard main signal post.

Each kit is supplied with all component parts including resistors to build one signal and includes full instructions.

Prices are £23 for the ground signal position light, £20 for the limit of shunt variant and £20 for the associated position light. The kits are available now.

● Visit www.routemex.com for more information.

HORNBY REVISES MK 4 PLANS



Hornby has revised its plans for the BR Mk 4s with changes to the InterCity and GNER liveried vehicles.

On September 7 1990 DVT 82201 leads a rake of InterCity liveried Mk 4s out of Gasworks Tunnel and into London King's Cross.

Mike Jefferies/
Railphotoprints.uk.

HORNBY has revised the release schedule for its forthcoming range of newly-tooled 'OO' gauge BR Mk 4 carriages in InterCity and GNER liveries.

The manufacturer is reducing the number of InterCity liveried Mk 4s from nine to eight, while

the later nine-car GNER liveried set will now appear in post-Mallard refurbished form, rather than the previously announced earlier condition.

As a result, one InterCity Mk 4 Open Standard (TSO) (R40156C) is to be removed from the release schedule along with one GNER

Mk 4 TSO (R40166C).

For the refurbished GNER liveried set, a Mk 4 First Open with accessible toilet (R40164) has been added, together with a Mk 4 Standard Buffet/Kitchen (R40146) which will replace the previously planned First Class example. These revisions have resulted in

some changes to the coach letters (see accompanying table for the full schedule).

Prices are set at £36.99 for each carriage and £69.99 for the Mk 4 DVTs. Delivery is expected towards the end of 2021.

● Visit www.hornby.com for more information.

HORNBY BR MK 4 CARRIAGES

VEHICLE TYPE	CAT NO.	VEHICLE TYPE	CAT NO.
BR, Mk 4 Standard, Coach A	R40191	LNER, Mk 4 Standard, Coach C	R40151B
BR, Mk 4 Standard, Coach B	R40156	LNER, Mk 4 Standard, Coach D	R40151A
BR, Mk 4 Standard, Coach C	R40156A	LNER, Mk 4 Standard, Coach E	R40151
BR, Mk 4 Standard, Coach D	R40156B	LNER, Mk 4 Standard (Accessible Toilet), Coach F	R40155
BR, Mk 4 Standard, Coach E (Accessible Toilet)	R40159	LNER, Mk 4 Standard Buffet/Kitchen, Coach H	R40157
BR, Mk 4 Restaurant First, Coach F	R40160	LNER, Mk 4 Open First, Coach K	R40148
BR, Mk 4 Open First, Coach G	R40152	LNER, Mk 4 Open First (Accessible Toilet), Coach L	R40149
BR, Mk 4 Open First, Coach H	R40154	LNER, Mk 4 Open First, Coach M	R40150
BR, Mk 4 Driving Van Trailer (DVT)	R40161	LNER, Mk 4 Driving Van Trailer (DVT)	R40158
GNER, Mk 4 Standard, Coach B	R40193	TfW, Mk 4 Open First (Accessible Toilet), 11324	R40185
GNER, Mk 4 Standard, Coach C	R40166B	TfW, Mk 4 Open First (Accessible Toilet), 11323	R40185A
GNER, Mk 4 Standard, Coach D	R40166A	TfW, Mk 4 Standard, 12447	R40187
GNER, Mk 4 Standard, Coach E	R40166	TfW, Mk 4 Standard, 12454	R40187A
GNER, Mk 4 Standard (Accessible Toilet), Coach F	R40145	TfW, Mk 4 Standard Buffet/Kitchen, 10328	R40189
GNER, Mk 4 Restaurant Standard, Coach H	R40146	TfW, Mk 4 Standard Buffet/Kitchen, 10325	R40189A
GNER, Mk 4 Open First, Coach K	R40163	TfW, Mk 4 Standard (End), 12219	R40194
GNER, Mk 4 Open First (Accessible Toilet), Coach L	R40164	TfW, Mk 4 Standard (End), 12225	R40194A
GNER, Mk 4 Open First, Coach M	R40165	TfW, Mk 4 Driving Van Trailer (DVT), 82229	R40192
GNER, Mk 4 Driving Van Trailer (DVT)	R40147	TfW, Mk 4 Driving Van Trailer (DVT), 82226	R40190A
LNER, Mk 4 Standard, Coach B	R40192		

HORNBY: A MODEL WORLD

A new television documentary series showcasing Hornby and its team of designers, engineers and model makers is currently in development for screening later this year.

UKTV has commissioned programme maker Rare TV to produce ten 60-minute programmes taking a nostalgic look at the hobby company, home to Hornby Railways, Airfix, Corgi and Scalextric. Based at the manufacturer's Margate HQ, filming for the new series is underway now.

The programmes are set to



Hornby: A Model World is a new TV series about the manufacturer and the hobby which is set to air later this year.

document multiple new product launches and will chart the trials and tribulations of getting them to customers on time and on budget, from research of the full-sized prototypes to reproducing them in exacting model form. In addition, the series is expected to include railway modellers and their layouts too.

Hornby: A Model World is set to air later this year on the Yesterday channel (Freeview 26/Sky 155/ Virgin 129/Freesat 159/YouView 26).

● Visit www.uktv.co.uk for more information.

'OO' SECR 'D' Class 4-4-0 progresses

Locomotion Models and Rails of Sheffield have received production samples of their newly-tooled 'OO' gauge South Eastern & Chatham Railway (SECR) 'D' 4-4-0s for approval.

Manufactured by Dapol, the models feature firebox flicker,



The SECR liveried model of 737 is exclusive to Locomotion Models and models the National Collection's preserved example.

Next18 Digital Command Control (DCC) decoder sockets, removable PCB and solderless speaker connection, additional speaker space in the tender and an all-new pin-less drawbar connection between locomotive and tender.

Seven models are due for release shortly including the National



Six further versions of the SECR 'D' 4-4-0 are being made available through Dapol and Rails of Sheffield for 'OO'.

Collection's 737 in as-preserved SECR livery (exclusive to Locomotion Models), plus 488 in SECR green (Cat No. 45-027-001), 1730 in Southern Railway (SR) lined Maunsell olive green (45-027-002), 31731 in British Railways 'sunshine' black (4D-027-003), 31574 in BR lined black with early crests (4D-

027-004), 726 with scraped beading in SECR grey (4D-027-005) and 1734 in SR 'sunshine' livery (4D-027-006) – these latter six models available through Rails of Sheffield or Dapol.

Following extensive testing and assessment of the decorated production samples, full production is now under way, with completion expected by the end of April and delivery anticipated later this quarter (Q2 2021).

Prices are set at £189.99 for the British Railways 'sunshine' black, SECR grey and SR 'sunshine' liveried models, while the remainder are priced at £199.99 each. Factory-fitted DCC sound models will also be available for an additional £125 premium. Pre-orders are being taken now.

● Visit www.locomotionmodels.com and www.railsofshffield.com for more information.

Oxford Rail's Great Eastern Vans surface

Oxford Rail has received the first Engineering Prototype (EP) samples of its newly-tooled 'OO' gauge Great Eastern Railway 10ton ventilated box vans and 10ton banana vans for assessment.

These initial samples feature moulded plank and bracing, end vents to the covered vans, steam heat pipes for the banana vans, handbrake levers, coupling hooks, spring and axlebox detail, together with spoked wheels and small tension lock couplings in NEM pockets.

Three Great Eastern (GE) 10ton vans are planned as GE liveried 32109 (Cat No. OR76GEGV001), 630616 in NE livery (OR76GEGV002) and BR liveried E612630 (OR76GEGV003), along with with two banana vans finished as 632882 in LNER bauxite (OR76BAN001) and E632899 in BR bauxite (OR76BAN002).

Priced at £14.95 each, delivery is expected later this year.

● Visit www.oxforddiecast.co.uk for more information.



Oxford Rail has received the first samples of its GER 10ton vans for assessment.

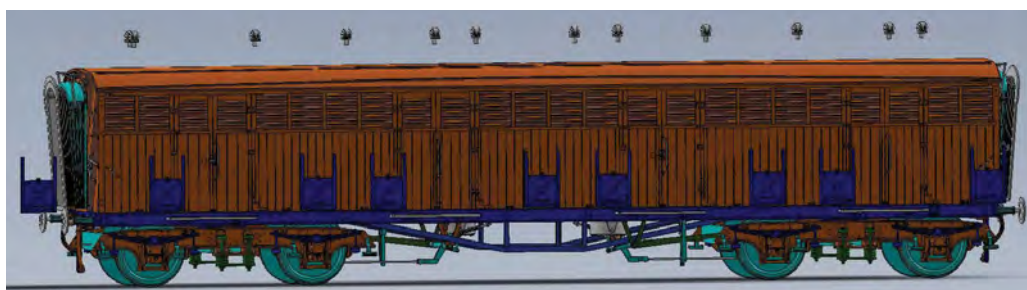
'O' GAUGE GWR SIPHON G NEXT FOR MINERVA

MINERVA MODEL Railways' next new 'O' gauge model will be a Great Western

Railway (GWR) Siphon G bogie van.

Built in the 1930s, these wooden-bodied vans were initially used on milk trains to carry churns, but were later utilised as general purpose vans on passenger services as well as being employed on newspaper traffic and transferring locomotive engine parts (Enparts) between Works' and depots.

Minerva's Siphon G will be based on a Diagram 033 van, with provision being made for Diagram 059 and later BR-era Diagram 062 vehicles. Alternative roof vents and



Minerva Model Railways next ready-to-run model will be the GWR Siphon G bogie van.

shuttered sides will be included for optional fitting to represent these vehicle types.

Minerva Model Railways' model will be offered in four different colour schemes including Great Western chocolate, British

Railways carmine, British Railways maroon and British Rail blue.

The specification calls for more than 100 individual components, including sprung buffers, cosmetic screw link couplings, finescale wheels, plus the

optional alternative roof vents and side shutters.

Prices are set at £175 each plus delivery (£9.50), with release date to be confirmed.

● For more details visit www.minervamodelrailways.co.uk

BR BLUE FOR KR MODELS' GT3

KR Models is planning a small batch of its newly-tooled 'OO' gauge prototype gas turbine 4-6-0 'GT3' in fictional BR blue livery.

Following a customer request, this special edition model of the English Electric designed prototype will feature the imaginary colour scheme, depicting the locomotive had it survived and been accepted into revenue service when BR's corporate blue colour scheme was introduced. The real thing



KR Models is adding an unusual livery to its model of GT3 – a 'might have been' BR blue colour scheme.

was returned to English Electric in 1962 and subsequently scrapped.

Featuring BR blue body styling with yellow warning panels, this edition of KR Models' new

gas turbine is to be produced in limited numbers.

Priced at £199 for Digital Command Control (DCC) ready examples and £299 for DCC

sound-fitted models, delivery is expected during late summer/early autumn.

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

WIN Hornby RailRoad locomotives and HM6000 CONTROL SYSTEMS WORTH £400



Heljan confirms second batch of 'OO' Class 25s

Heljan has confirmed a second batch of its popular 'OO' gauge Class 25 Bo-Bo diesels (HM167) for later this year.

Hot-on-the-heels of its recent debut with retailers, a further eight models will appear with variations to their BR green and BR blue colour schemes, including the alternative blue and grey livery carried by electric train heating unit 97251 *ETHEL 2*. These new models include D5243 in BR two-tone green with small yellow panels (Cat No. 2543), 25095 in BR blue with cab front numbers (2544), 97251 *ETHEL 2* in BR blue and grey (alternative version) (2545), 25904



New Class 25s for 'OO' gauge are in preparation with Heljan including 7561 in BR two-tone green with full yellow ends.



The second batch of Class 25/3s will also include 25904 in BR blue.

in BR blue (2546), 25301 in BR blue with 'domino' headcode boxes (2547), 7561 in BR two-tone green

with full yellow ends (2548), 25323 in pre-1976 BR blue (2549) and 7513 in BR blue (2570).

This latest batch of Class 25s will also feature a number of minor modifications following feedback on the initial releases, including enhanced cab interior decoration, provision of independently switchable taillights (DCC) and factory-installed speaker wiring for simpler digital sound installations, while the interior cab illumination is to be omitted. An additional pack of buffer beam detailing parts will also be included.

Prices will remain at £179.99 each, with delivery expected later this year.

● Visit www.heljan.co.uk for more information.

Accurascale's GWR 'Manor' EP steams in

Accurascale has received the first Engineering Prototype (EP) sample of its newly-tooled 'OO' gauge Great Western Railway (GWR) 'Manor' 4-6-0 locomotive for appraisal by the development team.

Following receipt of test shots from the tooling earlier in the year, this is the first fully-tooled sample of the forthcoming model comprising moulded plastic, die-cast and etched parts.

Accurascale's new 'OO' gauge 'Manor' makes use of die-cast metal parts to ensure the model is sufficiently weighted, aiding traction and ensuring smooth running characteristics. Ten different models are planned initially, covering the spectrum of liveries carried through the years.

Following feedback from modellers and its own development team, further improvements and upgrades to the tooling suite



Accurascale has received the first full engineering sample of its GWR 'Manor' 4-6-0 for 'OO' gauge.

are expected, such as alternative driving wheels and '1952' style washout plug arrangement. Other refinements include provision of thicker slidebars, removal of the cutouts from the front cylinders, inclusion of the fireman's side valve gear splash plate, reinstatement of the missing central pipe on the cab backhead and reduction in length of the elongated rivets on the front running plate.

The manufacturer has also been developing the audio project which will accompany its DCC sound-fitted models later

this year, following a successful recording session recently at the Gloucestershire and Warwickshire Railway. Authentic recordings were made of the line's resident 'Manor' 7820 *Dinmore Manor* in action, thanks to its owning group and the Gloucestershire and Warwickshire Railway which provided access to the locomotive and the railway.

Prices are set at £169.99 for Digital Command Control (DCC) ready and £259.99 DCC sound-fitted models.

● Visit www.accurascale.co.uk.



The 'Manor' uses a combination of die-cast metal, injection moulded plastic and etched components.

QUESTION: When were the Class 20s first introduced?

a. 1955 b. 1957 c. 1959

HORNBY MAGAZINE is offering three chances to win in our latest competition. The star prize is a pair of Hornby RailRoad Plus GBRf liveried Class 20s modelling 20905 and 20901 (Cat Nos. R3913 and R3912 respectively) together with a brand new Hornby HM6000 App Circuit Control (see reviews) and a compatible HM6010 App Accessory Control unit too along with power supplies.

In addition we have two runner up prizes consisting of a HM6000 and HM6010 each.

The total value is £400 across the three prizes and to enter the competition and be in with a chance of winning these new Hornby releases, all you have to do is answer the following question by June 25 2021.

Even you don't win, Hornby's new RailRoad Plus Class 20s and the app control equipment are available from www.hornby.com and its retailer network.

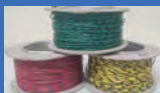
HOW TO ENTER

● 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 May 6 2021 and the closing date for entries is June 25 2021 at 5pm GMT. The winners will be notified no later than July 1 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.





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EW32/0.2	7 amp	32 strands of	0.2mm wire	£4.29	£36.00

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LD31	As above in white	70p
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Dent

Construction of this stunning 'OO' gauge home-based layout has proved to be the perfect diversion for Paramedic General Manager **NICK CASON**. Here he reveals the story of his recently completed model of one of the stations on the legendary Settle & Carlisle line.

PHOTOGRAPHY, MIKE WILD



BR '9F' 2-10-0 92198 leads a loaded coal train across Dent Head Viaduct as a LNWR 'Super D' 0-8-0 trundles south with an empty rake of mineral wagons.

GAUGE
'OO', 16.5mm

SCALE
4mm:1ft

SIZE
25ft x 12ft

REGION
MIDLAND

PERIOD
1960s

CONTROL
DCC, NCE Procab

AS A PARAMEDIC General Manager with the Ambulance Service based in Norwich, I have found the longer days supporting the pandemic response have required equal downtime to unwind, and what better way to do it than recreating a bit of history in an area I love?

I have had a lifelong interest in railways, but with no allegiance to region or period. I have modelled in 'OO' and 'N' gauges and have never completed a project before starting another. However, I do also enjoy fell running and hiking, and I found that spending time around the Settle & Carlisle (S&C) allowed me to enjoy both at the same time.

We have stayed at Ribbleshead station master's cottage as a family in previous years, where in the evening I have taken the train to Dent to run my favourite route back to Ribbleshead via Dent Head and Arten Gill viaduct, over Blea Moor, taking in the 19th century tunnel ventilation shafts, Blea Moor signalbox and of course the iconic Ribbleshead Viaduct.

Dent fascinates me – a whole station that even in 2021 has almost nobody living within a leisurely walk of it. The main road up to it is as steep as they come and after descending it, the view uphill to the railway is quite exceptional – how many places on the rail network can you be so far beneath a main line railway running along the contours of somewhere like Dentdale?

From a modelling perspective it has a lot to offer, particularly utilising the original track plan by the Midland Railway, with no facing points, two slips, a small cattle dock, and lie-by sidings for both lines. Equally, the platforms are relatively short and it's easy to model them scale length. It is set in magnificent scenery, and has two entrance/exits to off-scene storage areas in Rise Hill and Blea Moor tunnels. There are not many buildings to model and Hornby produces the key ones in the Skaledale range, the remaining structures being the platforms and the distinctive inclined bridge carrying Coal Road over the railway.

Dent is located in a 25ft x 12ft garden shed which, with thanks to my father and »





Left: Representing the new order for the 1960s, English Electric Type 4 D368 powers through Dent with a van train. All the scenic section track is Peco code 75 with bullhead rail apart from the single slip.

Right: Fowler '3F' 0-6-0 43789, fitted with a YouChoo sound file on a ZIMO decoder, exits Blea Moor tunnel with a mixed goods. The tunnel is closer to the viaduct than in reality in order to create a scenic break.

father-in-law is lined, lit and heated. It was a nice size to capture what I wanted from Dent and allow for a decent storage yard to hold my ever-growing fleet of rolling stock. Even so, some compromises would be made to reduce the distances to Rise Hill and Blea Moor tunnels on the model.

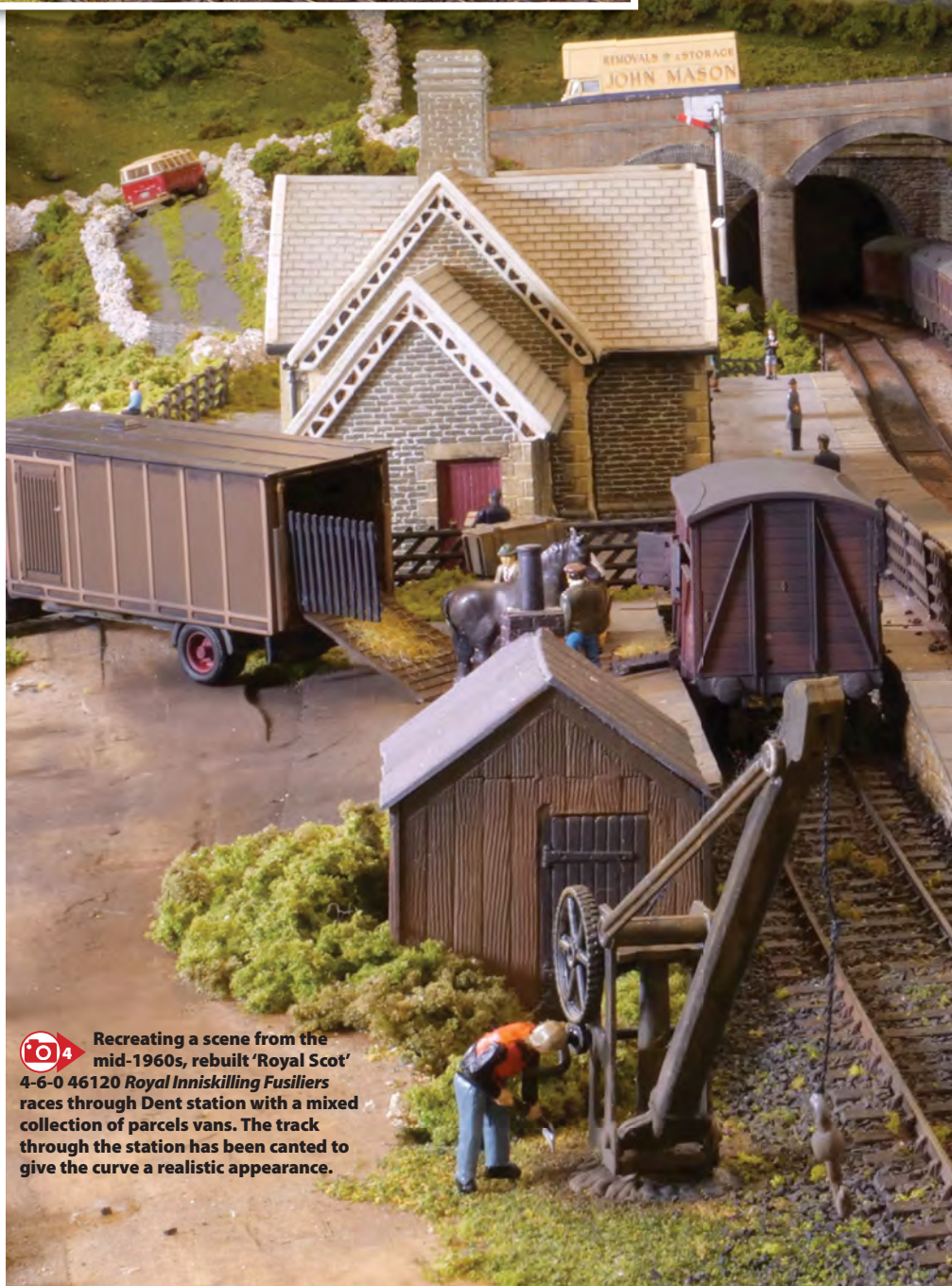
FOUNDATIONS

I used standard baseboard construction techniques for the layout consisting of a 75mm x 25mm softwood frame with 6mm plywood for the trackbed. Open frame sections were built where the scenery would dip below track level. Both scenic and storage yard sides are 30in deep. Originally, the out and back loops went outside in protected wooden lean-to shelters, but I quickly found that track access was an issue in the cold, so the shed was extended to its current length which resulted in the loops coming inside.

I was keen to use the new Peco bullhead code 75 track on the scenic side together with the same type of pointwork, but I couldn't wait any longer for the slips so one of the last acts on the layout was to fill the gaps left with code 75 finescale slips – after weathering and ballasting, I have to say I'm quite pleased I took this decision to get things moving.

On the storage yard side, I have used Peco code 100 for durability. There are 18 sidings with entry and exit via scissor crossovers which allow trains to change directions from each side of the yard as required. This was a difficult decision as putting these in takes up room that reduces the yard length, but also allows for easy movement of up and down stock to be run more prototypically. The longest siding can still take a '9F' 2-10-0 and a rake of 45 BR 16ton mineral wagons.

I opted for Digital Command Control (DCC) early on in the layout's construction, principally led by sound and the way



Recreating a scene from the mid-1960s, rebuilt 'Royal Scot' 4-6-0 46120 Royal Inniskilling Fusiliers races through Dent station with a mixed collection of parcels vans. The track through the station has been canted to give the curve a realistic appearance.

that's progressing. I have an NCE Procab system with a 5-amp booster and three handheld controllers. All points are controlled with analogue switching – I just prefer the ease of that. I used Tortoise and Cobalt analogue motors for the scenic section, and Peco surface mounted point motors in the storage yard. There are two point control boards, spilt into scenic and storage yard areas, and this makes two-person operation easier.

LANDSCAPING

The main scenic base is built up from Plaster of Paris bandages bought from Hobbycraft and set over a lattice cardboard frame – a very therapeutic pastime. Set into this at the Blea Moor end is a representation of Dent Head viaduct, in this case a Wills kit extended with additional parapet walls followed by painting and weathering to set it into its surroundings. »



At this point I did have to consider the space available, and needed the valley to rise behind the viaduct more steeply than in reality so it could meet the backscene and not be wide open. To that end, I put in a cliff wall (with climbers), made from plaster poured into a multi-layered tin foil mould. Using six or seven layers of tin foil glued together makes a decent and strong enough mould box. Screwing this up forms random rock cracks and placing a ruler across those in parallel gives an indication of strata. Once dried it was painted with acrylic paints and given a light dusting with an airbrush. I'm quite pleased with the result and it achieved my aim for the scene.

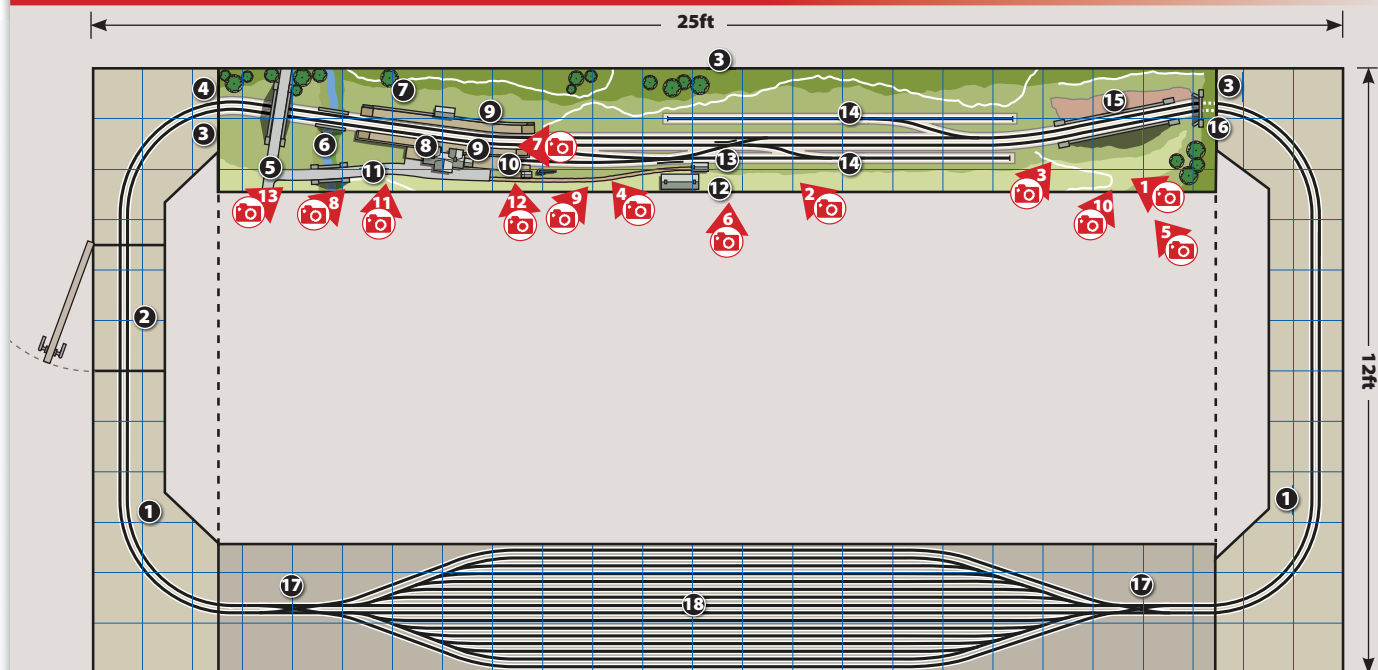
At the other end of the layout is the distinctive Coal Road bridge, from which many a picture has been taken over the years. As a reference, the original 1875 plans exist in *Stations and Structures of the Settle and Carlisle Railway* and from this it was relatively straightforward to scratchbuild the model from foamboard and brick sheeting.

To build the bridge, I was able to use Wills arches cut from its viaduct kit for three sections, but the one over the railway is scribed plasticard as it was a greater span. After a primer spray, it was painted and weathered using acrylics. It's an interesting bridge as it's set at an angle, climbs at a 1-in-10 gradient over its course, and still to this day has the white sighting board painted on it, from days long gone of highlighting the signal positioned in front.

The platforms are also scratchbuilt from a foamboard base, topped with card and



DENT TRACK DIAGRAM (NOT TO SCALE)



KEY

① Off-scene section	④ Rise Hill Tunnel	⑦ Dent station	⑩ Cattle dock	⑬ Signalbox	⑯ Blea Moor Tunnel
② Lift-up section	⑤ Coal Road Bridge	⑧ Station building	⑪ Road	⑭ Lie-by siding	⑰ Scissors crossover
③ Backscene	⑥ Monkey Beck	⑨ Platform	⑫ Snow shelter	⑮ Dent Head viaduct	⑱ Storage yard



o/s Dent's scenic section is 20ft long and 30in deep. Even though it is a home based layout, it has been presented with a pelmet, fascia and curtain for a neat appearance. A 'WD' 2-8-0 has charge of a south bound coal train.

given a Polyfilla surface to give them a natural texture. The edging stones are scribed by hand from plasticard and painted to give the impression of individually laid stones. The retaining walls are made from Wills stone sheets, the curved ones formed after time in the oven. The buildings are all from the Hornby Skaledale range with light weathering.

Even now, Dent still retains much of its snow fencing and I have tried to capture it in better days using matchsticks. These I stuck side by side onto lollipop sticks so that I had multiple sections of them to insert, and with the aid of a Dremel it was relatively straightforward to do.

When it came to the stone walls, I noted that Colin Fisher of Mossdale (HM146) had used cat litter on his layout. I tried to »

o/s In the goods yard, coal is unloaded by hand from a 16ton mineral wagon as a Class 40 passes with a van train.





Derby Class 108 DMUs pass at Dent. Both are sound fitted and weathered to enhance their realism.

follow and there was much trial and error. While I'm happy with the result, I'd rather my walls were narrower. In essence it was a mix of non-absorbent cat litter (sieved using the kitchen cheese grater), black powder paint, PVA glue, plaster and water. Give it all a mix, hope for the best and place on with children's glue applicators. It wasn't very scientific and just like the real thing there are places where a stone or two has fallen.

Ballast is a mixture of colours to indicate patching, and grade changes for the sidings. This was further weathered with the track using an airbrush, trying to indicate the darker oily patches on the sidings.

With the main scenery, I took a layered approach. Firstly, the winter-like scene





The Hornby Skaledale buildings model Dent's main structures while the platforms and retaining walls are scratchbuilt. An Ivatt '2MT' 2-6-0 passes through with a short oil train.

of plaster bandages was painted with cheap children's brown paint so all areas had a chocolate brown colour. This helps reduce any effect of subsequent gaps being created. Over this I applied a PVA glue wash and sprinkled Woodland Scenics scatter on top. At this point it looked pretty awful as it was now a universal green colour. However, over this I applied another PVA wash in patches and applied variations of the scatter material using mixed tones and shades. Now it seemed to be taking shape as the tonal variations made the contours stick out and the landscape develop. The next stage was using foliage to form bushes and patchy undergrowth and hide any unsightly joins. The representation of Monkey Beck,



Stanier 'Jubilee' 4-6-0 45659 Drake slows on the approach to Dent with a rake of weathered BR Mk 1s. The main buildings are from the Hornby Skaledale collection.

immediately to the north of the station, was made with a Polyfilla covering, sealed with PVA, painted earthy colours with acrylics and detailed with beach sand before application of two or three layers of Aqua Magic to form the water.

The whole layout is fixed along a wall, so I have added a fascia to the top and bottom that my wife has kindly painted for me, as well as adding the curtain along its complete length, hiding unsightly boxes and drawing the eye back to the layout. It was one of those things that seemed to make the biggest difference once complete.

ROLLING STOCK

Whilst I have tried to recreate Dent as it was in the transition period from steam »



A 'WD' 2-8-0 clanks across Dent Head Viaduct before entering Blea Moor tunnel with a mineral train. The tunnel marks the end of the scenic section and leads to return curves to reach the 18 track storage yard.



Passengers wait for the Class 108s to depart clearing the way for an express.

to diesel, I do enjoy running other stock depending on my mood. Principally most of the fleet is BR steam in black late crest livery, including '3F' 0-6-0s, '4F' 0-6-0s, 'WD' 2-8-0s, '9F' 2-10-0s, 'Jubilee' 4-6-0s, 'Royal Scot' 4-6-0s and mixed traffic locomotives. BR green diesels that were also regulars to the S&C such as classes 25, 40, 45 and 47 also appear. I also have a diesel fleet in BR blue and strangers to the area in both steam and diesel form such as Class 56s, 20s, GWR 'Hall' 4-6-0s, 'A1' 4-6-2s, Bullied 'Pacifics' and HSTs!

I am slowly upgrading locomotives to have digital sound alongside weathering and a crew on the footplate. I've enjoyed experimenting with variations of chips and speakers and I find that iPhone speakers represent excellent value for size,



1011 The loading dock includes livestock entering a cattle wagon.

ease of installation and quality of sound. The most recent one to be completed is a Bachmann '9F' with a ZIMO MX645R sound decoder with Digitrains Activedrive coupled to a double iPhone speaker in the tender. I've also added stay alive capacitors where possible to avoid the occasional breaks in sound from breaks in contact with the track. The active/immersive drive is quite impressive and another step forward in DCC.

All locomotives, and eventually all rolling stock, will be weathered. One of the fascinations with this hobby is this is yet another branch that can tempt you to enhance the realism of your models. I follow Tim Shackleton's weathering techniques from his frequent articles in *Hornby Magazine*, which really helps



explain what can be done.

Given the period of transition I model, steam engines lean more toward being heavily weathered, particularly the heavy freight locomotives, and I do use original pictures to assist in this process and that in itself can be quite fun.

My main method is to use Tim's approach by using a Neo airbrush with three main enamel colours from Humbrol: Matt Leather, Matt Black and Matt White. Between these three, a huge range of tones can be achieved replicating most of the weather and rusting effects that diesel and steam locomotives can produce. I also use rust weathering powder for heavy weathering, real coal in tenders and Humbrol varnish for water spills from tenders.

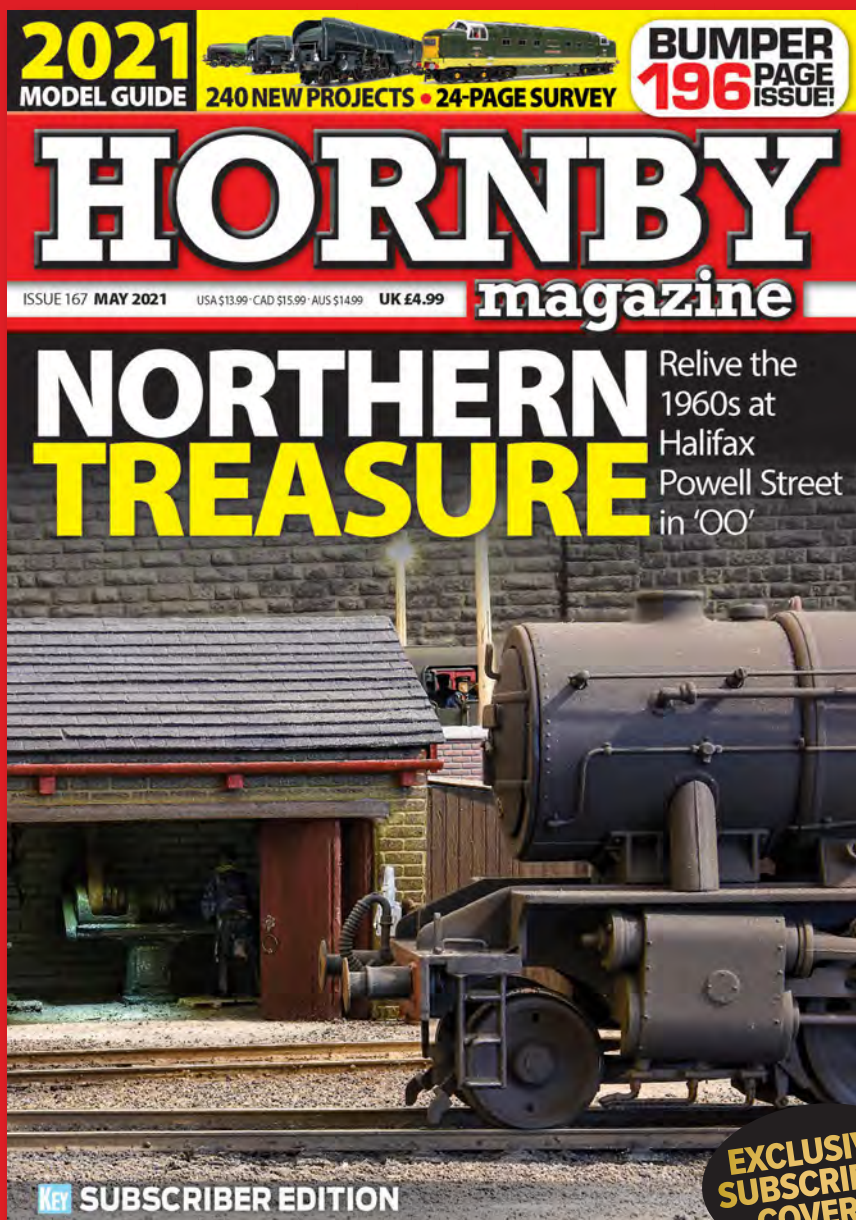
THE FUTURE

I'd like to install more sound decoders in the fleet, add some additional sidings for DMUs on the return sections and build a fully functioning signal block instrument set to enhance the enjoyment of operation even further. I have locomotives from my teens, principally Lima, that I will also aim to resurrect and run with sound. I have already done this with a Lima Class 40, albeit on a Bachmann chassis and with a Hornby TTS sound chip installed.

The enjoyment I get from fiddling with carpentry, electronics, airbrushing, kit building, scratchbuilding and general modelling/landscaping is immense. It's an incredibly relaxing pastime that can include the whole family. I would like to thank my very supportive wife for letting me spend evenings in the shed and helping on some of them; the staff of the Great Eastern model shop in Norwich, and my lovely son and daughter Tom and Eleanor for showing enough interest in its building and running to back its continuation. **HM**

1012 Looking over Dent station, the length of the 45 wagon loaded coal train is clear as 92185 passes through the platforms. The distinctive snow fences are scratchbuilt from matchsticks.

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TYPE 1

WORKHORSE

The English Electric Class 20 has been a continuous part of the main line scene since 1957. **MIKE WILD** shows how to give the class a realistic finish using methods to suit 'OO' and 'O' gauge using the Heljan 7mm scale model.



THE sound of the English Electric Type 1, later Class 20, is as distinctive as its appearance. These single-cab 1,000hp locomotives have been a familiar sight on the British railway network since the first entered service in 1957. Even as recently as 2019 they were regularly active on the main line while several are still registered to operate on Network Rail metals with Locomotive Services Limited and Harry Needle Railroad Company.

The versatility of the Class 20 is well recognised in model form. At just 46ft 9¾in over buffers and with a high route availability, the class of 228 locomotives is equally at home on a branch line as on the main line. In their early years they were often seen working solo on a mixture of passenger and freight diagrams, but it soon became common practice to see the class working in pairs with their cabs outwards. This gave 2,000hp when working in multiple and allowed the fleet to widen its sphere of operation which in later years included a long association with Merry-Go-Round coal trains formed of HAA hoppers to serve power stations.

The Class 20 is modelled in all three main scales with many versions having been produced over the years. In 'N' gauge the original Graham Farish Poole designed model has been replaced by a modern generation version under Bachmann Europe while in 'OO' gauge we originally had the Lima version which remains part of the Hornby Railroad range today. Bachmann has long produced the Class 20 for 'OO', but a brand-new version of the original disc headcode and four-character headcode locomotives is due for release soon building on the standards of the first ever ready-to-run model of the Direct Rail Services Class 20/3 (HM164).

In 'O' gauge the Class 20's value has been recognised with Heljan producing versions of both main build types – disc and four-character headcode – with the most recent released in January 2018 (HM134). For reference the disc headcode version was released in 2010 (HM134), and it is currently out of production but occasionally versions come up for sale second hand.

The headcode box model from 2018 is the

model on which our project is based using a BR green version with small yellow warning panels. It has already been numbered with Fox Transfers BR diesel locomotive numbers as D8158 and fitted with a combination of a DCC Concepts Zen Buddha decoder to operate the motors and a Hornby TTS sound chip connected only to provide the sound, as outlined in our feature from HM149.

The weathering process uses just a handful of paints from Lifecolor and AK-Interactive to deliver a realistic looking model fit to work at the head of a variety of goods and passenger workings from the 1960s. The step by step guide explains the full process – and is equally usable for 'OO' and 'O' gauge models, while in 'N' gauge you will need to tone the effects down – and you can see the finished model in action in our videos for May on www.keymodelworld.com/hornby-magazine-videos-0. **HM**

● Visit www.keymodelworld.com/artofweathering to see all our weathering guides including exclusive online video features. >>



STEP BY STEP WEATHERING A HELJAN CLASS 20



1 The Class 20 is a great choice of motive power for layouts small and large and they look great with realistic weathering. Our candidate is a Heljan 'O' gauge model with four-character headcode panels numbered as D8158 with Fox Transfers numbers.



2 The starting point is an overall application to the underframe of Lifecolor Frame Dirt (UA719) let down with Lifecolor acrylic thinner. The tool for this job is an Iwata Eclipse CS airbrush which allows for fine control of paint application.



3 When weathering underframes, no matter what the scale, always turn the bogie to the side to allow weathering to reach the tops of the frames and components such as sandboxes.



4 The base coat of Frame Dirt has been applied across the locomotive's underframe now and includes overspray onto the yellow warning panel. We need to come back to the buffer shanks to ensure coverage of the underside of these parts.



5 Next, we are using AK-Interactive Engine Grime (AK082) to add a characteristic BR green diesel oily sheen to the bodyside and start weathering of the roof. This enamel paint allows for plenty of working time, so at this stage it has been daubed onto the model in patches.



6 Using a wide paint brush wetted with thinner, we are now drawing the Engine Grime colour down the bodyside. The aim is to use the patches painted on to the model and move them around for the best effect. This will leave traces of paint in the door edges, around rivet heads and panel lines.



7 The same process has been applied to the roof and you can see the effect of pulling the paint around with thinner more clearly here. The beauty of enamel paints in this context is that they can continually be worked for a long period of time to adjust the effect until you are happy.



8 D8158 is gradually taking on a more authentic appearance. Research showed that the roof of the Class 20 in this period was rarely thick with dirt, but there were often streaks and stains running down the grey area of the locomotives from the roof.



9 Now the Engine Grime layer has dried, it has taken on a different appearance again – this is about being patient for the result to appear. There is still more work to be done to enhance the model further and clean up the marks on the footplate.



10 It's worth taking a step back from a project midway through to assess how the weathering effects are looking. In this case, we took the Class 20 outside into natural light which showed the roof would benefit from further colouring - while there are patches on the bodyside which need blending in.



11 To blend the first paint layers together, we use a card as a mask to allow airbrushing of Lifecolor Burned Black (UA736) onto the footplate around the bonnet – the card prevents overspray. This application softens any hard colouring from the Engine Grime.



12 Illustrating the advantage of the Iwata Eclipse airbrush, this is how close you can work. This kind of precision allows for some freehand paint application without the need for masking when required, adding more subtle toning to the locomotive.



13 Moving back up to the roof, we are now adding further toning to the panels - this time using Lifecolor Burned Black through the same Iwata airbrush. The paint is applied sparingly to accentuate the original Engine Grime streaking we added earlier.



14 Further layers of Burned Black are built up progressively on the Class 20 roof using the airbrush to apply the paint. Some of this is modulated with a flat brush dipped in airbrush cleaner which allows the paint to be moved into streaks and then softened with another airbrush application to build up layers of dirt.



15 This is the overall effect we are aiming for – a locomotive which is clearly in service and working, but not overly filthy. The clean patch on the roof fan grille panel was a happy accident through over-zealous working of the Burned Black paint with airbrush cleaner.



16 With the bulk of the main weathering complete we can now move on to the finishing touches. First, Matt Black – Tamiya XK-1 – is sprayed around the exhaust ports to represent sooting. Note all the streaking and layers of paint from the previous steps.



D8158 is now really starting to look the part compared with our reference photographs. We're on the very final stages now.



To enhance the bufferheads, smears of Lifecolor Dirty Grease Effect (UA262) are added to represent grease, while the same colour has been used around the moving parts of the brake gear and springs on the bogies.



Further viewing of reference images showed how dirt built up around the bufferbeam parts. This has been represented by Wilder Old Grease weathering powder applied sparingly around the parts and then worked down in streaks from the top of the bufferbeam. Only tiny amounts of the powder have been used.



A similar effect has been added around the red taillights at each end of the locomotive, this time using DCC Concepts Ultra-Fine Black weathering powder. Again, only tiny quantities are needed – too much and you'll end up with an over darkened area.



As a finishing touch Lifecolor Reflecting Agent powder (PG110) was brushed on to the metal step treads and then burnished to leave a metallic sheen behind. This clever powder represents bare metal superbly.



D8158 is now ready to enter service and looks much more authentic with its weathering effects. The entire project took around two hours to complete, but was handled over several days to allow time for each layer of paint to dry.

NEXT MONTH

In the next issue of *Hornby Magazine* Tim Shackleton turns his attention to steel coil wagons by weathering the latest releases from Accurascale and Cavalex Models for 'OO' gauge. In this guide Tim will show how to bring a realistic finish to the JSA covered wagons as well as BBA flat wagons using readily available paints and powders together with a combination of airbrushing and hand finishing. Don't miss this essential guide for modern wagons. HM169 is on sale from June 3 2021 and available on www.keymodelworld.com from June 1.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
AK-Interactive Engine Grime enamel	www.scalemodelshop.co.uk	AK-082
DCC Concepts Ultra-fine black powder	www.dccconcepts.com	DCW-GRY
Lifecolor Frame Dirt acrylic	www.airbrushes.com	UA719
Lifecolor Burned Black acrylic	www.airbrushes.com	UA736
Lifecolor Dirty Grease Effect acrylic	www.airbrushes.com	UA262
Lifecolor Reflecting Agent powder	www.airbrushes.com	PG110
Lifecolor acrylic thinners	www.airbrushes.com	LC-THINNER
Vallejo Airbrush Cleaner	www.scalemodelshop.co.uk	71.199
Wilder Old Grease powder	www.airbrushes.com	GP11

Inspiration: BR green Class 20s



Left: Showing little wear after 12 years of service, English Electric Type 1 prototype D8000 passes Kilburn High Road with an engineers train on June 8 1969. The roof and body is still relatively clean while the main areas of dirt are around the lamps and bufferbeam.

R. Collen-Jones/Railphotoprints.uk.

Below left: D8108 stands at Polmadie shed and exhibits its freshly painted red bufferbeam and small yellow warning panel, however the rest of the locomotive appears to be unchanged externally in this May 1966 view. Built in December 1961 at Robert Stephenson & Hawthorn Ltd, Darlington it was withdrawn on September 13 1991 and eventually scrapped at Kingsbury in October 2005.

Railphotoprints.uk.

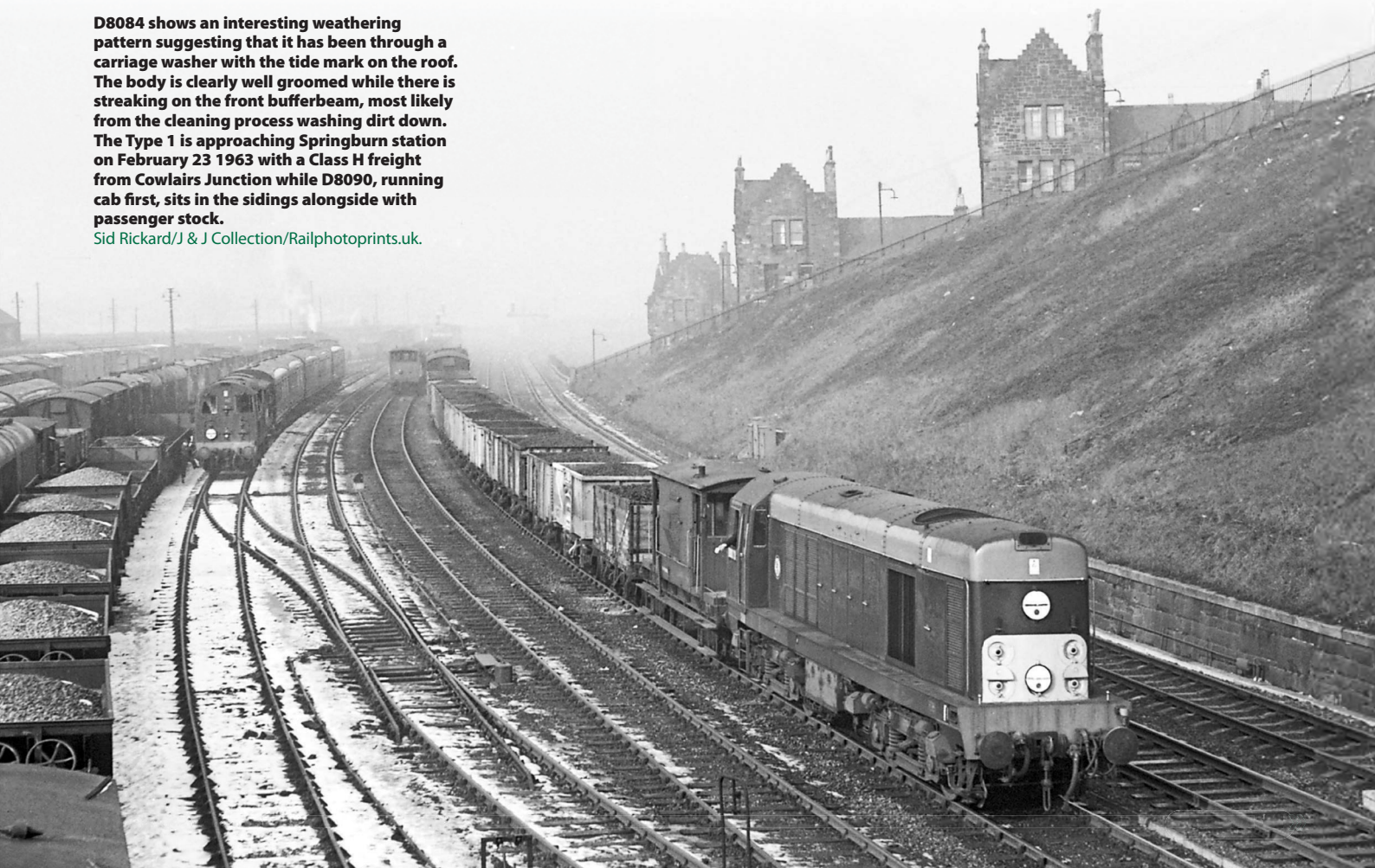
Below: Disc-headcode Class 20 D8074, still carrying original BR green without warning panels, works a mixed freight through Garngaber Junction for Mossend on February 10 1962. Again the locomotive is relatively clean, but the streaking on the roof panels is clear to see.

Sid Rickard/J & J Collection/Railphotoprints.uk.



D8084 shows an interesting weathering pattern suggesting that it has been through a carriage washer with the tide mark on the roof. The body is clearly well groomed while there is streaking on the front bufferbeam, most likely from the cleaning process washing dirt down. The Type 1 is approaching Springburn station on February 23 1963 with a Class H freight from Cowlairs Junction while D8090, running cab first, sits in the sidings alongside with passenger stock.

Sid Rickard/J & J Collection/Railphotoprints.uk.



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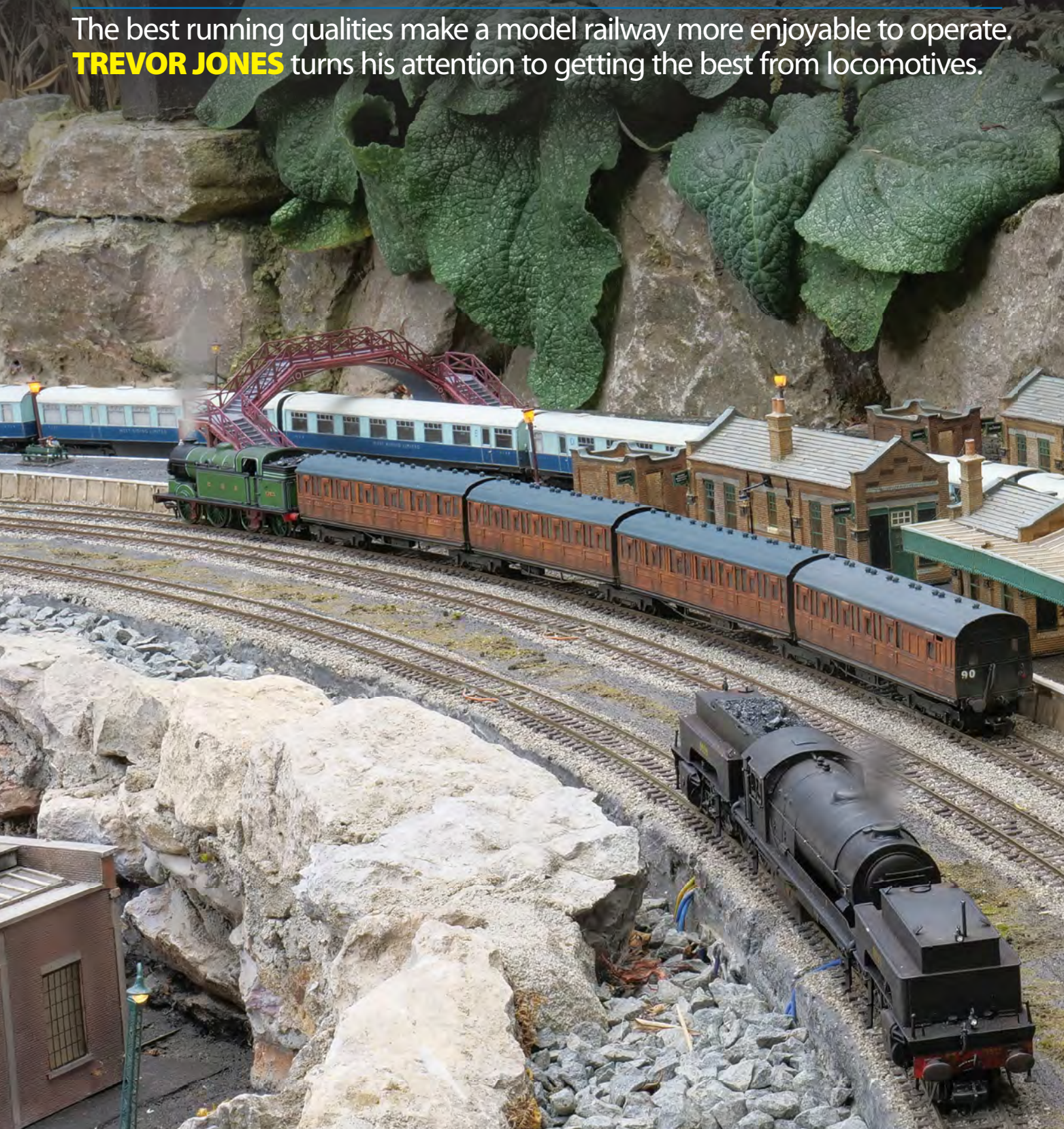
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PERFECT RUNNING

The best running qualities make a model railway more enjoyable to operate.
TREVOR JONES turns his attention to getting the best from locomotives.



THERE is nothing better than a reliable running locomotive which takes every journey in its stride. We all enjoy operating our model railways and as a group the *Hornby Magazine* team are serial layout builders and operators. Over the years we have amassed techniques and tips which allow us to extract the best from ready-to-run models of any age and origin to ensure they run reliably at every session, and that is what we are sharing with you here.

This guide covers both brand new and existing locomotives going through the process from initial running in to routine maintenance and the typical faults which present themselves over time with a well used model

Running in is an essential part of a new locomotive's journey to reliability. A rolling road can be used for this process or it can be bedded in by running light engine on a layout for at least 30 minutes in each direction.



locomotive. Nearly everything is a simple fix which will take a few minutes on a workbench, while we can't emphasise enough just how important clean wheels and clean railheads are to the operation of a model railway – without those basics you are in for a bumpy ride.

Most of us will have locomotives that are getting on and not running as well as newly purchased ones so now is the time to give them a thorough overhaul. Do they occasionally derail for no obvious reason? Do they stall, particularly when running slow over points?

Are they a bit 'lumpy'? Well, all of this can be cured.

1. RUNNING IN

Starting with a brand new model, the first thing to do once you have checked it over visually is to put it through a process called running in >>

Reliable locomotives make a model railway a pleasure to own and operate, particularly outdoors as with Trevor Jones' 'OO' gauge garden railway. At Flackwell Heath station a Gresley 'A4' 4-6-2 heads the 'West Riding Limited' while an 'N2' 0-6-2T has charge of a suburban train and the unique 'U1' 2-8-2+2-8-2 waits in the engine shed headshunt.





Back-to-back measurements – the distance between the rear faces of the wheels – can be tighter or wider than they should be. Look for a measurement of 14.50mm with digital calipers or use a back-to-back gauge for this.

in. You've probably heard the term in *Hornby Magazine's* reviews, and we put every single new locomotive through this process before coupling it to a train.

Running in is the process of bedding in the mechanism and motor and allows any potential problems to be spotted at an early stage. The process is always carried out light engine – or on a rolling road – and calls for 30 minutes of running in each direction at a medium speed. This sets most locomotives up for a reliable future, but occasionally we come across models which need a longer period of bedding in before they are fit to enter service.

While in theory most second-hand locomotives will have been well run during their past life, there is no harm in subjecting them to this same process. It will allow you to check over a new addition before it is subjected to a load on the drawbar allowing any potential problems to be spotted.

If you find faults during the running in process, you will need to look a little closer at the model. Most faults are easily cured with a few simple checks which we will explain here.

2. DERAILMENTS

The first major problem that causes derailments is an incorrect back-to-back measurement.

The back-to-back measurement refers to the distance between the rear faces of the wheels on a single axle. Surprisingly ready-to-run locomotives are sometimes delivered with a wrong back-to-back measurement; it should be 14.5mm, but between 14.45mm and 14.54mm should be acceptable.

If you have a locomotive which continually derails the first port of call is to check the back-to-back measurement. You will need calipers for this or a specific back-to-back gauge. Most regauging of wheels can be done with the axles in situ, but it does need to be done with care to avoid damaging anything either side of the wheels. It is also worth noting that wheels will be a tight fit onto their axles so that they stay in line as they should be.

The bogie or tender wheels can be removed for adjusting if they are incorrect – some will be clip fitted into the bogies whereas on tenders many are held in place by a screw fitted keeper plate. Removing this will expose the pick-ups, so it is worth checking them over too at this point while the model is dismantled. If they are not in contact with the wheel when they are at the extremities of their sideways play, tweak the shape of the pick-ups with a pair of tweezers.

To regauge the wheels, a pulling



Adjusting wheel spacing calls for careful work. On this Bulleid 'West Country', the rear driving wheel spacing is being adjusted with a specially modified craft knife blade which slots around the axle.



The power of clean wheels can never be underestimated. The Trix/Gaugemaster wheel cleaning block is an ideal means of keeping locomotive wheels in perfect condition. The wire brush wheel cleaner connects electrically to the track when placed on it and takes power to the locomotive wheels to turn them against the brushes.

action is all that is needed on bogie and tender wheels. Work in small increments and keep checking the measurement until correct. If you have increased it by too much, apply the action in reverse. Some early models had a one-piece moulding with plastic wheels and axle. If the back-to-backs on these are incorrect, you will have to replace them.

Adjusting the driving wheels of a locomotive is slightly more complicated. I have made a tool from an X-ACTO knife blade soldered to a brass rod. This is inserted between the frames and the wheel whilst avoiding the pick-ups. It slots around the axle. Pressure can then be applied evenly against the wheel to adjust its position until it is correct.

3. CURRENT COLLECTION

We've covered the basics of tender pick ups already, but these seemingly insignificant parts are vital to a locomotive's running qualities and are often the cause of poor performance.

Pick-ups collect electricity from the rails via the wheels, but by the need for side to side movement in driving axles on model locomotives they can lose contact in some situations. Most will provide adequate contact on straight track,

but occasionally you may find that a locomotive loses connection with track power on a curve. This is because the side play of the axle has taken the wheel away from the pick-up.

There are two ways around this problem. The first is to gently reshape the pick-up. This can be tricky to do with the wheels in place, but isn't impossible, though you will need to be gentle with any operation of this type so as not to distort the pickup further.

If the wheelset has an extreme amount of sideways play, some of the movement can be limited by inserting a fibre washer or washers. This reduces the side play in an axle and will also assist in keeping the locomotive running straight and true on the track. A fibre washer is easily added on bogie or tender wheels by removing one wheel and replacing it after the washers have been placed on the axle. With driving wheels, it is necessary to use an insulated washer and snip a 'V' out of it so that it can be clipped over the axle and pushed home. In some cases it may require more than one washer.

Most modern model locomotives have tender pick-ups fitted but many early ones do not – adding extra pick-ups can increase the reliability of an older model.



To add extra pick-ups on tender wheels, we follow a standard method with some variation to suit the specific model and its underframe design, though there are alternatives including ready assembled pick-up modules from DCC Concepts.

In our method, if necessary, remove the tender wheels and glue two strips of copper-clad sleeper material to the underside of the tender chassis moulding. It is ideal to tin a small section in the middle and a small area at the front end of the PCB board before gluing. Then replace the outer axles to measure the length of pick-up wire, allowing for curvature. We use 30-36 gauge wire depending on the length and pressure required of the pick-up. Obtainable from Eileen's Emporium, it comes coiled and you will need to straighten it, then cut off a section slightly longer than required – it is easier to trim it the exact length later. Solder the pick-up to the copper-clad sleeper, then tweak the wire as required.

To join the new pick-ups to the locomotive connecting leads need to be run through to the locomotive so tender and locomotive can be electrically connected. To allow for future maintenance, we add a small plug and socket using pin strips from

Squires – parts 561-000 & 561-010. These are in a length of 20 and you cut them off in pairs. Use fine flexible wire to connect to the pin strip and cover the soldered joint with heat seal. On the locomotive, the pin strip is glued to a convenient part of the chassis and wired to appropriate contacts in the locomotive.

4. THINGS THAT CATCH

There are points on a model locomotive which can catch – some might be on the model itself, whereas other problems can occur with clipping lineside items or platforms for example.

On a steam locomotive the most common areas which catch is the valve gear. This is caused by the metal parts becoming bent during handling which causes them to catch in rotation. The worst cases can cause the motion of a locomotive to jam and thorough inspection is necessary to avoid damaging these tiny metal parts. We recently had this very problem with a Hornby 'Britannia' which we traced to one part of the valve gear becoming distorted during refitting of the body – a simple adjustment brought everything back into line and the locomotive back into reliable service.

Sanding pipes or drain cocks can

catch too as they may be too long or distorted and press on wheels or even scenery. If they are too long, snip a bit off and/or glue them into place. Equally, depending on your curves, you may find that it isn't possible to fit the front steps supplied in accessory packs to your models as the front bogie can catch on some designs on curves under third radius.

A final area to think about here is the proximity of lineside structures. If you have curved platforms there is a greater chance of long wheelbase locomotives catching on the structure, but a simple gauging run will find out when

this becomes an issue. We have experienced this on the *Hornby Magazine* test track at Topley Dale station where certain 'Pacifics' can't run round the outer circuit with front steps fitted as they just catch on the platform edge.

5. ADDITIONAL WEIGHT

The weight of a locomotive can have an advantage to its performance, both in haulage capacity and current collection. A light locomotive is likely to have a reduced ability to haul a scale length train and, concurrently, will be light on its feet when it comes to pickups. This can lead to stalling



Occasionally you will find that locomotive pick-ups lose contact with the rear of the wheels leading to a model stalling. This can be reshaped carefully to ensure contact.



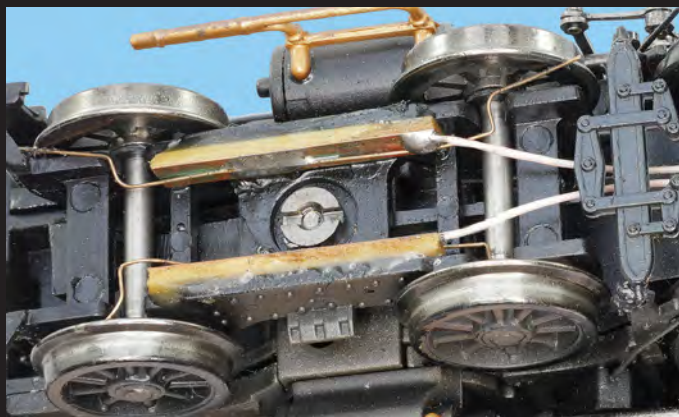
or, if the train is too heavy, the locomotive wheels spinning.

Fortunately for the vast majority of new ready-to-run locomotives this is a rare problem and you are more likely to come across this with an older model. If you are using analogue control, there is usually space where additional weight can be inserted, but in a small Digital Command Control fitted locomotive, the chip and/or speaker may have taken up all available space.

There are still options for adding weight. Small pieces of lead can be glued to the underside of the chassis with the edge painted black to disguise them. Likewise, a thin sheet of lead can be glued on the underside of the cab roof or cab floor, which will not be noticed at normal viewing distances.

6. CLEANING

One of the most important and often overlooked components of reliable running is cleaning.



Extra pick-ups are a useful addition, particularly on older locomotives which might only have current collection via the driving wheels. Copper clad sleeper material and phosphor bronze wire are ideal for this purpose.

A locomotive with dirty wheels running on dirty railheads simply won't perform at its best, but there are plenty of simple ways to resolve this problem. A simple way to ascertain if there are any problems with a model is to run it very slowly over a couple of freshly cleaned dead frog points. If it stalls or is jerky it needs a service.

Our primary choice for wheel cleaning is a Gaugemaster Locomotive Wheel Cleaner. This plastic block stands on top of the rails and has brass contacts across its base which connect to the track. It has brass brushes on top and when power is applied to the track it is transferred through the block to allow a locomotive to be run and cleaned at the same time. It works equally well for analogue and digital layouts. The best results are with powered locomotive wheels, but it can be used for free rolling wheels too.

Another method is to use a proprietary cleaning fluid such as Deluxe Materials Track Magic by rotating the wheel and using a cotton bud. Remember to clean the back of the wheels where the pick-ups run as well as the tread.

With a bottle of Track Magic comes a special brush to carefully insert between the wheel and the pick-up to allow cleaning of the copper pickup.

Elderly locomotives with open framed motors and exposed brushes may get coated with carbon which also blocks the small gap between segments. A matchstick cut to a wedge is a useful tool to clean it away.

7. OILING

Valve gear, motor gears, wheel bearings and motor shaft bearings all need lubrication at some point in their lifetime. A comprehensive manufacturer's guide of oiling points and schedule is included with new locomotive operating instructions, as is a guide to the location of screws to separate the body from the chassis making it simpler to keep on top of such jobs.

However, beware – over oiling a mechanism can cause just as many problems (and more!) than not oiling them at all. Be sparing with any oil application and use specifically designed model oils, not that spare quart of Castrol GTX from the corner of your garage!



Older locomotives, like this Bachmann 'Lord Nelson' 4-6-0, will benefit from regular maintenance and additional electrical pick-ups on the tender. 864 Sir Martin Frobisher speeds through Whitefield station with an express and passes an SECR 'N' 2-6-0 with a freight.

8. MECHANICAL

If, after a period of running in, a new locomotive has not smoothed out any rough running and you have checked pick-ups, you are left with two causes. One that only occurs on steam locomotives is wheel quartering. If the wheels are not quartered correctly, the coupling rods will bind. Equally, if the wheels are not square on the axle, that will cause binding on the coupled wheels.

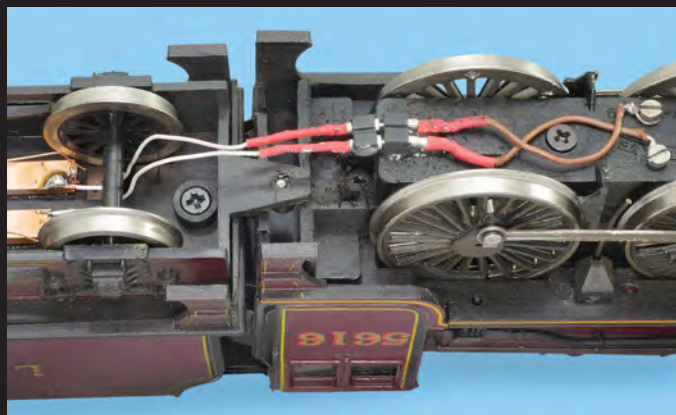
By running the locomotive upside down, you can check if there is any sign of wobble. If so, send it back. If the wheels are not quartered (the boss attached to the axle hub should be 90 degrees leading on the right-hand side of the locomotive to the left), a small deviation to this will cause the coupling rods to bind. Run the locomotive very slowly and if it pauses at the same point in the wheel's revolution it is probably the quartering. However, it could just be that one or other of the gears is eccentric or has a small lump on the moulding. Sometimes it is as simple as the chassis keeper plate being too tight which can be cured by

slightly loosening the screws.

Only with an old or second-hand model should you attempt to correct these problems yourself. The problem usually occurs with Mainline and Bachmann split-chassis axles which are prone to do this as the plastic axles come loose from the wheel castings or even split. The axle bearings on these locomotives are part of the wheel casting, so once you have rotated the wheel to the exact correct quartering the axle, it can be locked by running superglue into it.

9. REGULAR MAINTENANCE

If you have a large fleet of locomotives, it is possible a model has not run for some time. In this case, and if models are kept where extreme temperature conditions apply such as a loft, garage or shed, a regular maintenance programme is a good idea with a sheet of notes to keep track of your fleet and its last check over. Models you intend to run after a period out of use need a check over and wheels and pick-ups cleaned, with lubrication at manufacturers' recommended intervals.



Linking extra tender pick-ups to the locomotive motor will call for a little ingenuity. On this 'Jubilee', new wires have been added to take power back to the motor in the locomotive.

10. DIGITAL POTENTIAL

Digital Command Control, and particularly sound, increases the demands on current supply to a model making cleaning and maintenance essential. However, with this form of control comes new options for reliability in the form of stay alive capacitor packs. These provide a means of storing a small amount of energy on board in electronic capacitors which the decoder can then call on when required to keep a model moving at a moment when it comes across a small spot of dirt on the wheel or rail. Without a stay alive pack in some cases a model might otherwise stall which would mean restarting the sound file too on a sound fitted locomotive.

All the main brands of sound decoder (D&H, ESU and ZIMO) now provide the option to add a stay alive capacitor to their chips while many brands of motor only decoders provide for this option too. In the case of the latter the stay alive will maintain operation of the

lights and motor when required.

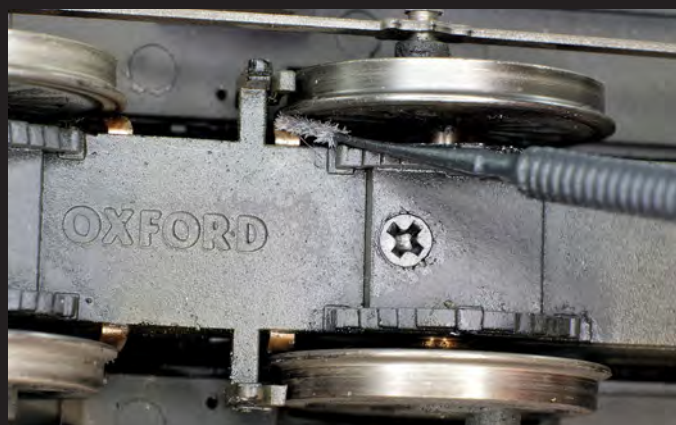
If you are using ZIMO sound decoders, the stay alive facility (and a limited amount of sound functions) will work with analogue control too meaning that sound is no longer restricted to digital layout operators. Bachmann's recent sound fitted models with ZIMO decoders (including the Western Pullman set) also work with analogue control out of the box.

SEARCHING FOR PERFECTION

The quest for perfect operation of our models is all a journey of two parts – care over the initial running in phase for a brand new locomotive and continued maintenance. The maintenance points raised in this feature will help with any model of any age as some things occur over time with use. Hopefully it will assist you in gaining greater reliability and enjoyment from your own fleet as these actions do for our own models. **HM**

USEFUL LINKS

Deluxe Materials	www.deluxematerials.co.uk
Eileen's Emporium	www.eileensemposium.com
Gaugemaster	www.gaugemaster.com
Squires Models	www.squirestools.com



Clean pick-ups are essential. Deluxe Materials Track Magic is an ideal solution and comes with a suitable brush which will scrub the pick-up clean with the solvent.

CHASSIS

REBUILDS

A handful of model types have suffered from failure of the metal in the chassis. **TIM SHACKLETON** looks at the problem of so-called mazak rot and finds a quick and simple way of countering its effects to restore your models to life.

MAZAK IS A ZINC-BASED ALLOY, and corrosion caused by lead contamination is one of the ways in which structure can be affected resulting in deformation. I'd been aware of the issue many years ago in pre-war mazak toys that could distort, crack and even self-destruct over time. It happens in real cars too, especially ones from the 1950s and '60s – the first sign of trouble is when the brightwork on fittings such as door handles starts to bubble up. Eventually the components can fracture, but they can be professionally repaired by brazing.

In model railway products mazak rot is largely a historical problem which occurs in certain climatic conditions from batches at random, but there were occurrences in the early 2000s which, when confronted with a damaged chassis, first thoughts would be consign it to the scrap bin. Even if a model is affected, it's fair to say that in 99% of cases you'll have seen the worst by now and with a little thought and

time, many of these chassis can be revitalised for a new life as part of a working fleet.

I first became aware of the phenomenon known as mazak rot when I couldn't get the body off one of my Heljan Class 47s. With a bit of not-so-gentle persuasion it did eventually yield, but getting it back on again – the right way round at least – proved impossible.

The alloy chassis had begun to twist and expand lengthways, trapping the body as if in a vice. The solution, after careful measurement, was to file a few millimetres off each end, slightly reducing both length and overall width. That seemed to do the trick, but it was a close shave. The locomotive, by the way, ran fine.

Fixing the chassis to its original condition where a fracture in the metal has occurred would be a challenge and, at any rate, I wouldn't want to take a welding torch anywhere near a model locomotive but neither do I want to write it off, however badly affected. In this feature I want to look at what can be

done to remedy the situation.

Among railway models, it has to be said, mazak rot has thankfully been rare – although I've been looking anxiously at my collection of American outline Athearn Genesis SD70s, which are notoriously prone to banana-shaped frames. In the UK, the best-known victims are Heljan Class 47s and Hornby Class 31s, with problems encountered seemingly at random among production runs dating back to the mid 'noughties.

In recent years, fortunately, mazak rot seems to have been eradicated with modern production techniques and I think it's fair to say that if your locomotive hasn't shown any signs of damage so far, it probably never will. Nevertheless I'm confident that if you follow my guidance, the surgery I outline will leave you with a solid chassis block – the core of any model – that will be good for many years to come. These refurbished Class 31s should see me out, at any rate. **HM**

Each of these Brush Type 2s began life as a mazak-rot casualty, but has been successfully restored to full working order using the processes outlined in this guide.



STEP BY STEP RESTORING DAMAGED CHASSIS

Intermediate
Beginner SKILL LEVEL Advanced

1

Tools for the job – most people will have a hacksaw and files in their domestic toolbox. A carborundum disc in a power drill (be sure to wear eye protection) cuts and smooths and is one of the most useful modelling tools I own. We'll look at adhesives later.

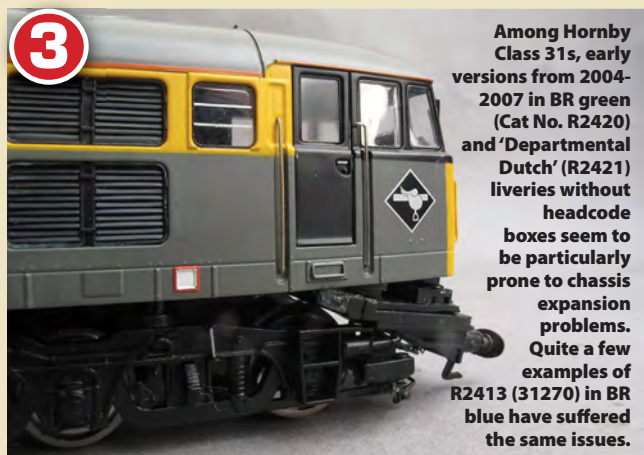


2



This is one of the worst cases I've seen, where the chassis has expanded outwards, forcing the cab up and the buffer beam down. The unrelenting pressure has found a weakness in the doorline, cracking the bodyshell. This is still recoverable.

3



Among Hornby Class 31s, early versions from 2004-2007 in BR green (Cat No. R2420) and 'Departmental Dutch' (R2421) liveries without headcode boxes seem to be particularly prone to chassis expansion problems. Quite a few examples of R2413 (31270) in BR blue have suffered the same issues.

4



In this instance, the cab front has cracked, leaving an ugly break. The end of the chassis has sheared off but remains in situ.

5



Once we take the body off, the full extent of the damage is revealed. On all four affected Class 31s that I've owned, the running has been fine but the lights no longer work.

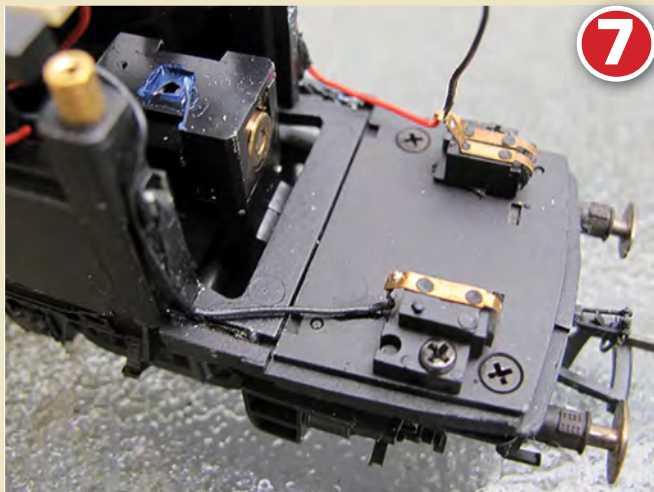
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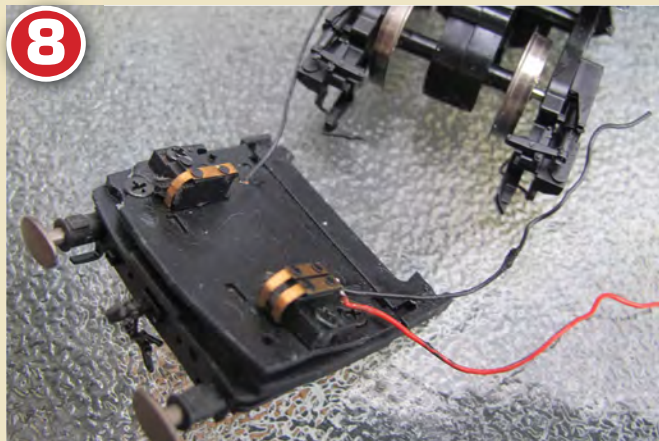
The body fixings moulded into the roof almost always shatter, although I have one damaged locomotive where three of them remained intact.



STEP BY STEP RESTORING DAMAGED CHASSIS



7 The end sections of the frames in this undamaged specimen are only joined to the chassis by a couple of stubs, creating a vulnerable spot. This is where the problems come.



8 The forward part of the frame has completely separated from the main section on this example. I'm quite good with adhesives and soldering irons, but there's no way these could be reunited. The lights are going to have to be sacrificed, so the first stage is to sever the wires leading to the terminals.



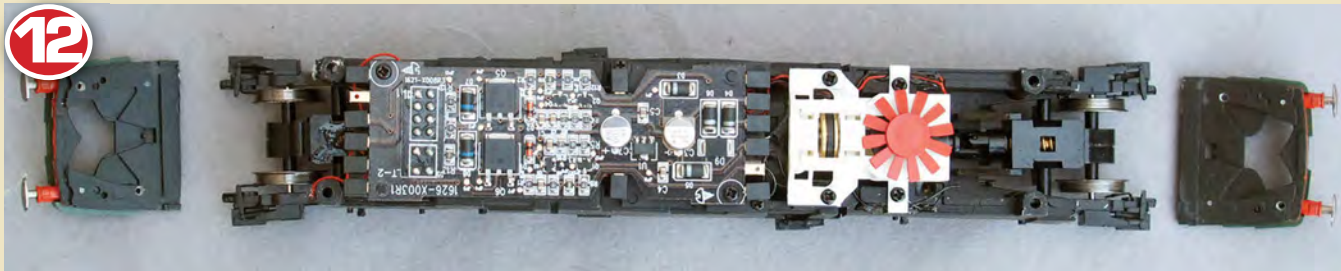
9 A carborundum disc – the modeller's equivalent of an angle grinder – slices neatly through the soft metal, trimming off any residual stubs. Do the same with any rough metal on the main chassis itself.



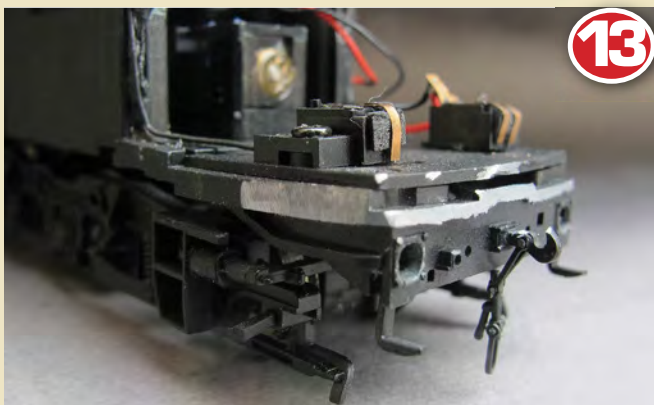
10 On the Class 31, the drawbar section is made up of two layers and the upper one – the one carrying the terminals for the front lights – was badly buckled, as is often the case. Fortunately, we only need the main part of the assembly.



11 Be careful not to lose the mounting block for the tension-lock coupling. Watch out for the tiny spring that holds it all in place.



12 The chassis is now in three parts. The outer sections with the buffers play no part in supporting the weight of the locomotive or guiding the bogies around curves – they will be glued inside the body. This is the stage where you wonder what you did with the moulded engine room bulkheads.



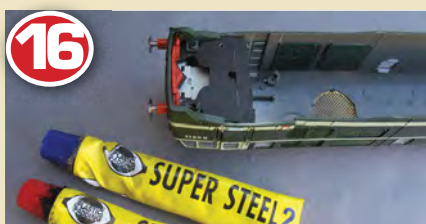
13 Sometimes the chassis at one or both ends will expand and crack the bodyshell but without sufficient force to cause the forward section to break off. It's a wise precaution to file off a millimetre or so to allow for this, otherwise you may not be able to get the body back on! Remove the push-fit buffers before doing this.



14 Bad hairline cracks can be sealed using a strong polystyrene glue to weld the two sides together. Press firmly in place with finger pressure and keep it like that for a good ten minutes! I tried using clamps but it was hard to adjust them so the two halves of the join were in perfect alignment.



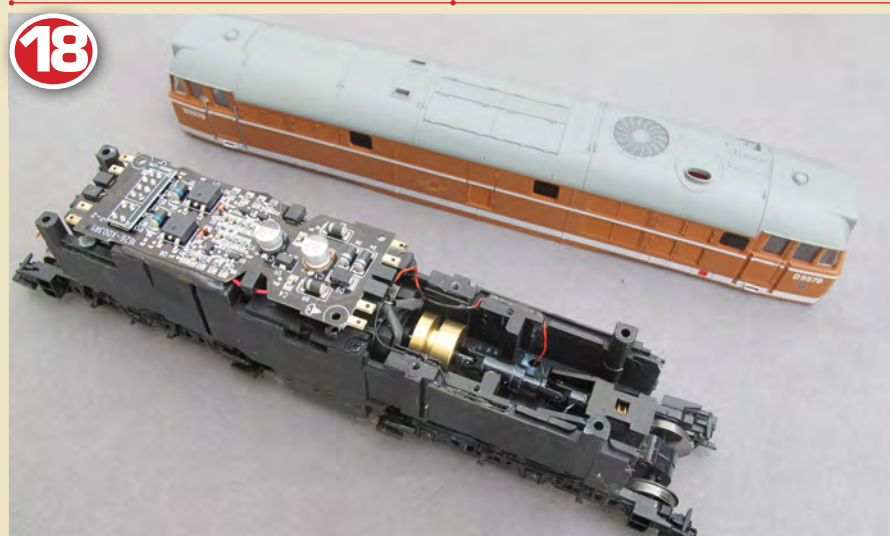
Opening cab doors have great play value, but in structural terms they create another point of weakness. Sure enough, with this locomotive the whole cab front had sheared off along the doors owing to chassis expansion. I used a cyano gel (superglue) to get the parts back into alignment – reinforcement follows at the next stage.



Once the bond has cured, the severed end sections of the chassis can be glued into the locomotive body along with the cab detail and bulkheads. A two-part epoxy resin has far more strength than superglue or contact adhesive for this purpose. My automatic choice for this kind of work is Loctite Super Steel.



The screw fixings that locate the chassis into the body are usually damaged beyond repair, so I suggest using small pads of an adhesive putty such as Black Tack. It has sufficient grip to hold the body in place, but the chassis can easily be separated in the future.



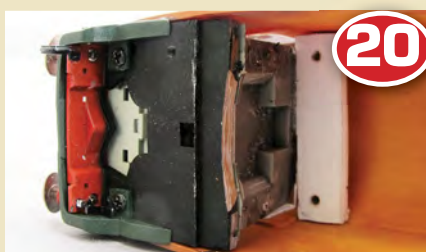
These sawn-off chassis can be used to repower Lima or Hornby RailRoad Class 31s. The conversion is quite simple but to get the mechanism to fit you need to remove the central glazing unit inside the donor bodyshell as well as the fan unit. I suggest you also tidy up the redundant wires on the circuit board. The Black Tack which keeps them in place can be wiped off with a tissue dipped in white spirit.

“Among railway models, it has to be said, mazak rot has thankfully been rare.”

TIM SHACKLETON



This Lima bodysell has been upgraded with parts from a damaged Hornby chassis, along with cab detail from the same source. The borrowed parts are a perfect fit. Note the threaded holes in the styrene bolsters so there's something for the body-fixing bolts to dig into.



Check the fit with the chassis in place and, if necessary, file or grind away material to allow the bogies to swing freely without the gear tower being obstructed. Carefully brush away any swarf – we don't want it falling into the gears!



Golden ochre wasn't perhaps the best choice of livery for a Brush Type 2, but there's no denying that D5579 makes a splendid model, especially when filthy. I have a picture of it double-heading with an equally dirty 'experimental blue' D5578, which must have been a splendid sight. D5512 in the background is an all-Hornby Mazak rescue.



Repaired, patched up and ready for service – 31110 is an interesting choice of subject because it shows the modifications latterly made to some of the class by Immingham depot in a bid to stop them overheating.

TIP

Even if you have a Hornby Class 31 with a damaged body due to changes to the chassis, the mechanism can be reused in either old Lima or more recent RailRoad models as an upgrade over the single motor bogie. Careful positioning is required and the roof fan mechanism will need to be removed from the chassis in order to fit inside the older body. Your locomotive will be much more powerful as a result and DCC ready with an 8-pin decoder socket and space for speaker where the roof fan moulding once stood.



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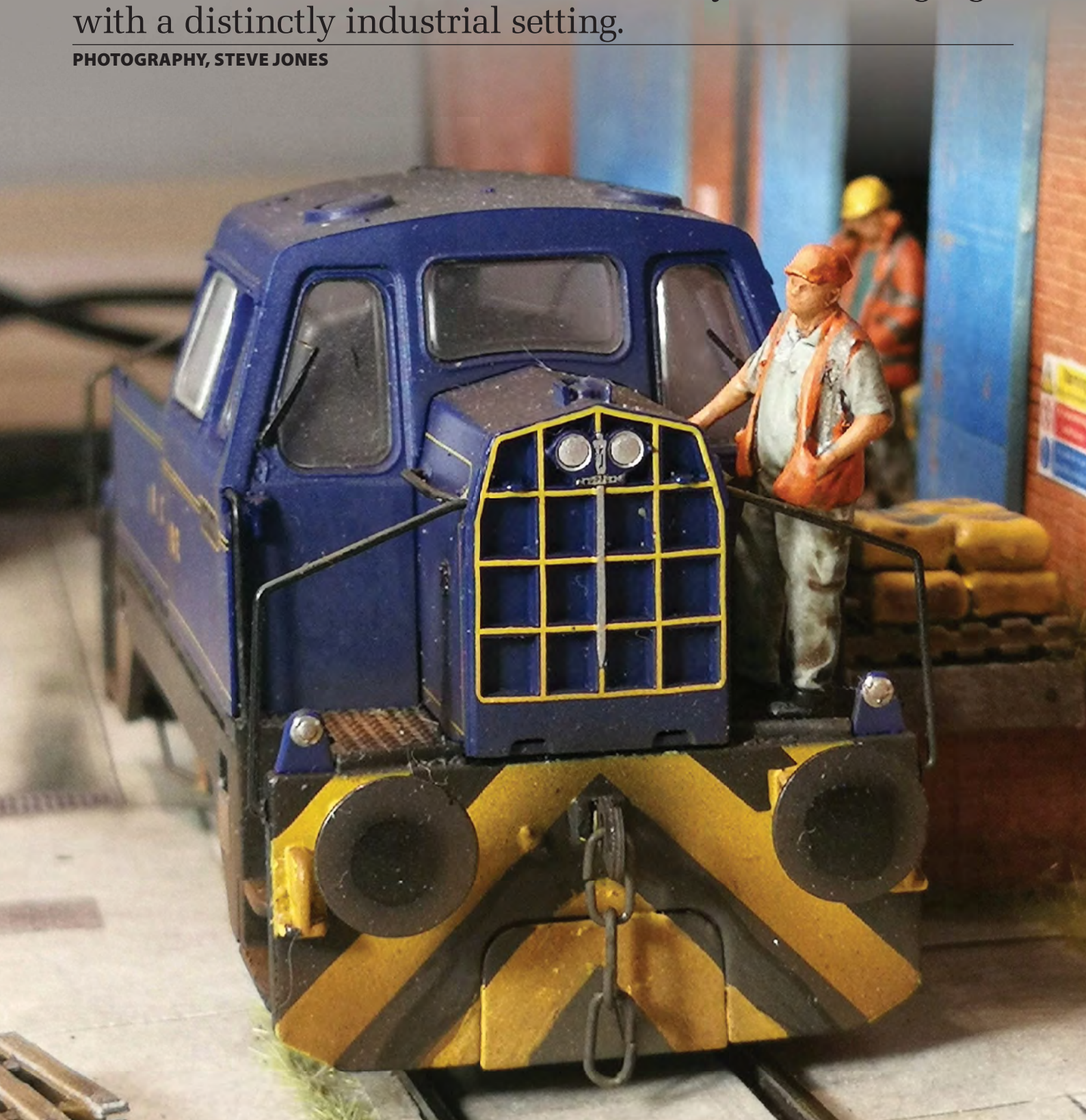
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WESTBURY Cement

Faced with a third lockdown and desire to do something different, **STEVE JONES** built a box-file layout in 'OO' gauge with a distinctly industrial setting.

PHOTOGRAPHY, STEVE JONES



Right: The largest locomotive to appear at the works is a Class 14 which models the 0-6-0DH used by Westbury Cement Works.



Below: The sound fitted Sentinel 4wDH ticks over in the yard of Westbury Cement surrounded by industrial buildings. It's hard to believe that this scene is built in a box file!



AS I WRITE THE TEXT to accompany the photographs of Westbury Cement (Mk 2), we have just entered a third lockdown in the UK - an unprecedented and challenging time for all. Our hobby has been one of the few winners out of all the upheaval.

Many latent modellers have had more time on their hands to start a new project and reacquaint themselves with the hobby. For me though, very little changed in terms of work - I've been a police officer for almost 25 years and with a wife working for the health service, we had to get used to the new normal. However, faced with the prospect of closed model shops and even DIY stores at the start of the first lockdown in March 2020 I could see the need for a project early on to stave off the boredom.

I have built many layouts and have been privileged to have had seven featured in *Hornby Magazine* over the last ten years or so. With each one I attempt to try something new, whether a scenic

technique, real or imaginary location, even scale or gauge (I have just completed a new 'OO9' gauge layout which will feature in a future issue) and the draw of 'O' gauge is proving difficult to resist too!

I have long been a fan of Scalescenes kits. Previous layouts such as Selsdon Park (HM72) and Sydney Gardens (HM102) heavily featured downloadable kits or scratchbuilding papers. In fact, John Wiffen even created a bespoke textured sheet to allow me to model Bath's stone walls, such an important feature of Sydney Gardens.

BOXED UP

Browsing Scalescene's website for inspiration, an initial idea of a shed scene diorama prompted me to download the coaling stage kit - and very nice it is too - but I could see the project expanding way beyond what I had space for, so content with the enjoyment and satisfaction of building the kit, it was rehomed to a friend who used it on his developing layout. I had also been intrigued by the box file layout >>



The driver of the Peckett leans on the cab side waiting for permission to move forwards.



Bagged cement waits for loading on a pallet overseen by one of the cement work's staff.

for some time – impressed by the concept and obvious compact design.

I decided that my lockdown project would be the box file layout with a generic industrial scene formed of modules designed to pack away into the box for storage. From the start, I decided that I would go to town on it and create my ultimate micro layout. I had already been tempted by Hornby's Peckett and Sentinel shunters and needed a stage for them.

A tatty old box file was rescued from a one-way ticket to a skip at an old police station which was about to be decommissioned. I was temporarily stationed there for a couple of months during the first lockdown in spring 2020 as the bosses did their best to prevent contact between different teams should someone come down with the virus. I later learned however, that all box files are not the same, this particular one had slightly larger dimensions than suggested for the kit. This presented the requirement for a little adjustment of the kit components for everything to line up correctly.

As virtually all my usual sources of modelling supplies were either closed or, at best, online it was a case of using up what I had stored in the garage or ordering from the internet. Supplies of 2mm and »

“I decided that my lockdown project would be the box file layout with a generic industrial scene formed of modules designed to pack away into the box for storage.”

STEVE JONES



Westbury Cement is built in a box file with the whole scene framed by a 3mm plywood fascia. There are no points within the scenic area – track changes are handled in the off-scene storage yards.





Cement works staff, all Modelu 3D printed figures painted by Steve, decorate the scene and bring life to it.

1mm greyboard craft card were sourced along with 3M photo mount adhesive. Be sure to purchase the permanent fix (red can) not the adjustable (blue can). The spray adhesive is my preferred option of sticking the sheets to the appropriate thickness of card, but I know of others that swear by printing onto self-adhesive sheets or using a glue stick. I also thought it would be an interesting feature to light the structures from inside, so I also ordered some doll's house LED strip lights – an inexpensive lighting solution for a small project such as this.

Work started when the raw materials arrived. I opted for a simplified track layout that avoided a point 'on scene' as I wanted the rails to run within the concrete hardstanding. The kit provides a template which was a useful starting point but to get a good close fit I coloured the top of the rails with a felt tip and in effect did an old

school brass rubbing in reverse by using the transferred ink as a cutting guide. This took a couple of attempts. The first was aborted when the level of the card was too close to the top of the rail which I feared would hinder reliable running and track cleaning. On the second attempt, I opted for Peco code 100 as the sleepers would be buried and the rail head proud of the surrounding hardstanding.

The structures build up quickly and cleverly link together to create the scene with convenient view blockers where trains can disappear offstage. With two more rescued box files, I built storage yards at each end and a simple cassette system made of mount board and a length of straight set track. Alignment was achieved with brass dowels and toggle clips. The idea was that small shunting locomotives could scuttle through the scene with a wagon or two in tow, pausing



The box file layout offers an attractive and detailed scene.

for a moment or two to be admired. This is particularly fun with the Sentinel which I had purchased from TMC with a sound chip.

I had some 3mm ply left over from a previous project, so the scene was encased and the front view framed. I dispensed with the lid of the box file and went to a local factory to seek out appropriate views with which I could make my own bespoke backscene. Rather than a traditional blue sky, I opted for a depressing grey one, painting the sky before cutting out the structures from the photographs I had printed and gluing to the back and side scenes. I've used the approach with some pleasing results on the last few of my layouts. The trick is to try to pick a fairly overcast day with a cloudy sky. You don't need to be too fussy about cutting out the detail (I use a sharp craft knife). I've found that a bright blue sky is tricky to replicate.

A Hornby Peckett 'W4' 0-4-0ST shunts a loaded 16ton mineral wagon through the cement works. Code 100 track has been used to allow an extra margin for the inset concrete panels.



I achieve much better results with white emulsion & dash of ultramarine (blue) or grey as I did for this project.

ADDING DETAIL

With the structures complete, I turned to Modelu for its excellent range of figures for the miniature workforce – I love adding figures. They help to bring a scene to life. A footplate crew or a guard in a brake van add character to a model. I was drawn to the figures in the 'Railway and Lineside' section 1998 – present day (line possession working).

My figure painting technique is nothing complicated. I always start with the flesh tones and then the main blocks of colour. What brings them to life is a trick pinched from the war gaming world - a wash of Citadel Agrax earthshade will instantly bring your figure to life. It's an acrylic formula that can be let down with a little

water and will dry in a few minutes (allowing further coats if necessary). It's great stuff that will settle in the recesses creating facial features and false shadows. A little flick over with a soft dry brush (white) is all I do before a coat of matt varnish to protect and dull them down – there is nothing worse than shiny figures.

The whole project probably occupied me for a month or so. I particularly enjoyed setting up scenes to photograph my little locomotives in appropriate surroundings. I am a serial layout builder but I'm not ready to part company with either of the

three layouts I currently have stored at home, so this was the perfect antidote for the impulse to build another. It won't last long though, and a new shed looks like becoming the nucleus of an 'O' gauge project.

My thanks go to Dave Simpson for the loan of the Class 14 in the very appropriate Westbury Cement Works livery (he remembers the real thing) and as ever the rest of the operating crew of Sydney Gardens & Chilcompton Tunnel – Pete, Nick, David, Peter and Dave. **HM**

"The whole project probably occupied me for a month or so. I particularly enjoyed setting up scenes to photograph my little locomotives."

STEVE JONES

CASTLE RANGE



ALL FOUR KITS CAN BE PLACED TOGETHER TO FORM A BEAUTIFUL FORT. THIS PICTURE (LEFT) CONTAINS 1 x GATEHOUSE, 2 x WATCH TOWERS, 1 x CASTLE HALL AND 2 x CURTAIN WALL KITS.



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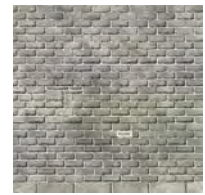


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SINGLE TRACK TUNNEL ENTRANCE
00 CODE PO243 / N CODE PN143



DOUBLE TRACK TUNNEL ENTRANCE
00 CODE PO242 / N CODE PN142



RETAINING WALLS: RED BRICK 00 - PO244 / N - PN145
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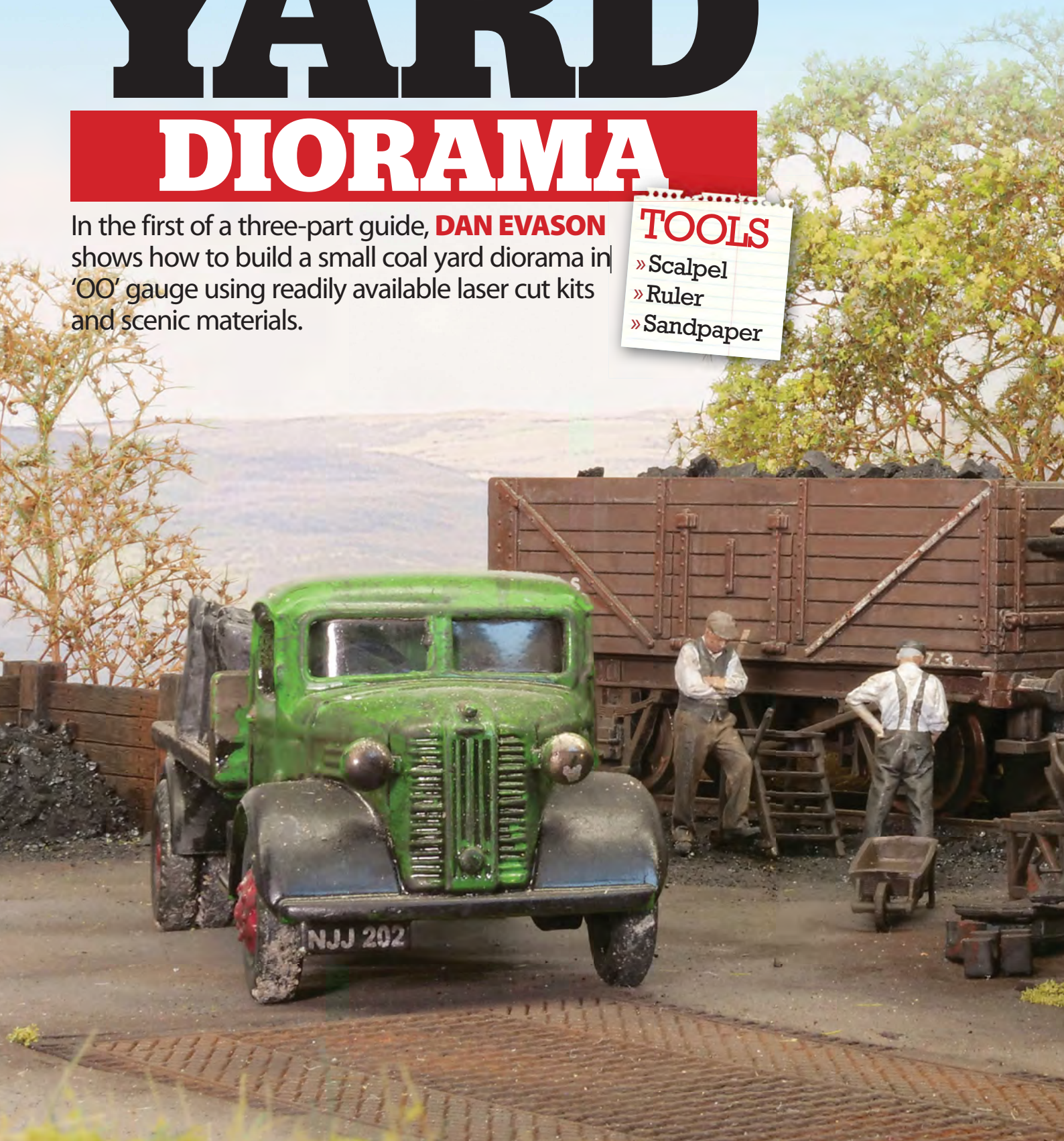
COAL YARD

DIORAMA

In the first of a three-part guide, **DAN EVASON** shows how to build a small coal yard diorama in 'OO' gauge using readily available laser cut kits and scenic materials.

TOOLS

- » Scalpel
- » Ruler
- » Sandpaper



COAL AND RAILWAYS have always gone hand in hand. Steam locomotives used 'black gold' as their fuel while thousands of wagons have been built over the years for the transport of this valuable mineral across the country.

However, while there were some exceptionally long coal trains running from the Midlands to the capital, not all coal handling was on a bulk load basis. There was a huge demand for coal in individual households and the steam era railway was well equipped to deal with this requirement at its goods yards, both large and small.

A common sight, up and down the country, was the lineside coal yard of all different shapes and sizes, where coal wagons would arrive to be unloaded. Following manual handling, in nearly all cases,

the coal was stored in coal staithes or even just piles on the floor, from where it would be bagged up and moved by horse and cart or lorry to its final destination.

One of the main features of any coal yard would be the coal office. This is the nerve centre of the whole operation and, to be honest, the best place to be in the warm and the dry with the fire roaring and the door shut! The coal office looked after all the paperwork and transport requirements and its foreman would also be responsible for ensuring supply from arriving trains met demands in his area.

This article will explain how I went about constructing this superbly detailed coal office from Intentio Model Railways and is the start of a three-piece step by step guide explaining the full process of creating this coal yard

scene. This includes a quick, simple and effective way of recreating brickwork using readily available Daler Rowney acrylic paints. The second article will be about the coal staithes and the third article will be pulling this all together, creating a great little diorama which wouldn't look out of place on any railway layout of any size.

The step by step guide explains

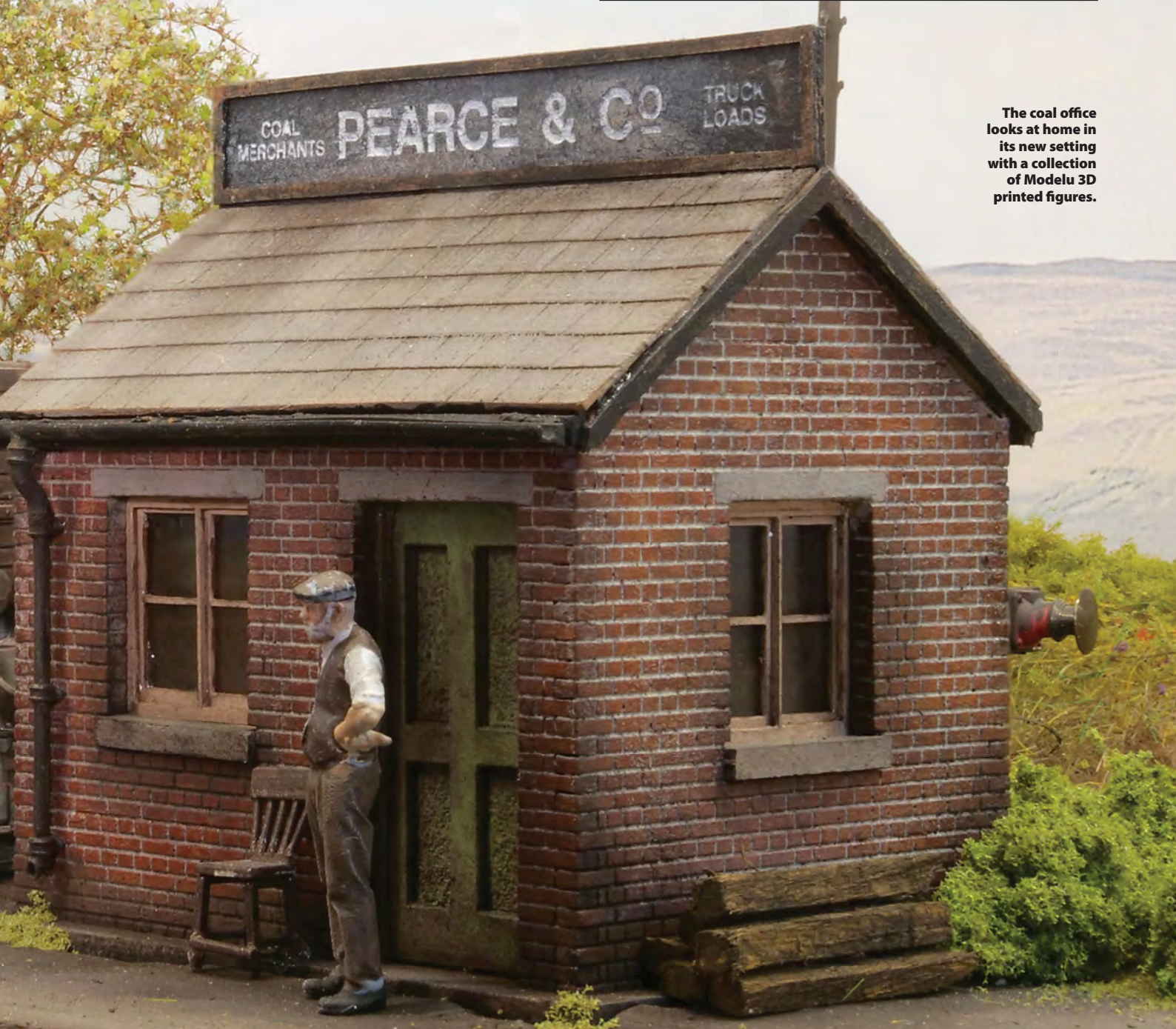
how I built and painted the Intentio coal office kit, but as with any other model kit, it is worth familiarising yourself with the components of this building, dry fitting parts before you add glue. **HIM**

● **Next month we move on to build a simple set of coal staithes from a second laser cut kit to continue development of the yard diorama.**

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Coal office laser cut kit	www.intentio.co.uk	IMRLK-109/c
Guttering system	www.modelu3d.co.uk	2901/2909/2913/2955/2956
Buff Titanium acrylic	www.daler-rowney.com	024
Burnt Umber acrylic	www.daler-rowney.com	247
Burnt Sienna acrylic	www.daler-rowney.com	201
Black acrylic	www.daler-rowney.com	026
Neutral Grey acrylic	www.daler-rowney.com	084
Laser cut kit glue	www.deluxematerials.com	AD87
Roket card glue	www.deluxematerials.com	AD57
Clear matt lacquer	www.halfords.com	370269

The coal office looks at home in its new setting with a collection of Modelu 3D printed figures.





1 The coal office is a beautiful laser cut wood building, with its engraved brick and fine detail, which comes in a very handy set of sprues to keep it all free from damage, and ensures there is no chance of losing any bits from the start.



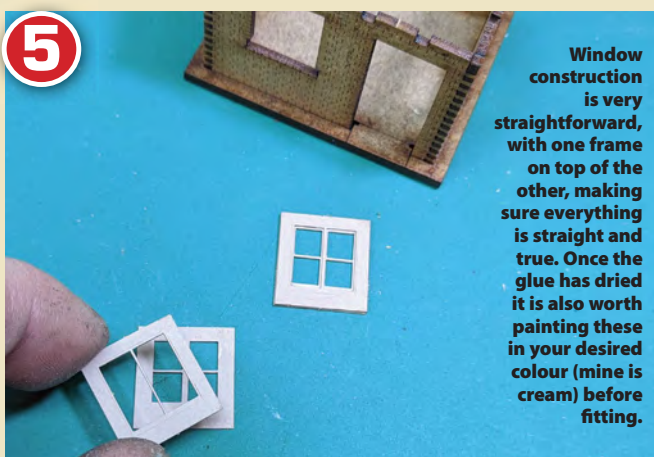
2 Start by releasing the floor from the sprue by carefully cutting the releasing tab with a sharp scalpel. This will also act as the jig for keeping the rest of the build square while construction takes place.



3 Next are the outer walls with their interlocking bricks. Always pay attention to these joints and make sure there are no gaps showing. It is worth dry fitting these first to check you are familiar with their fitment. Deluxe Materials Laser-Cut Kit Glue is used to join the wooden parts in this build.



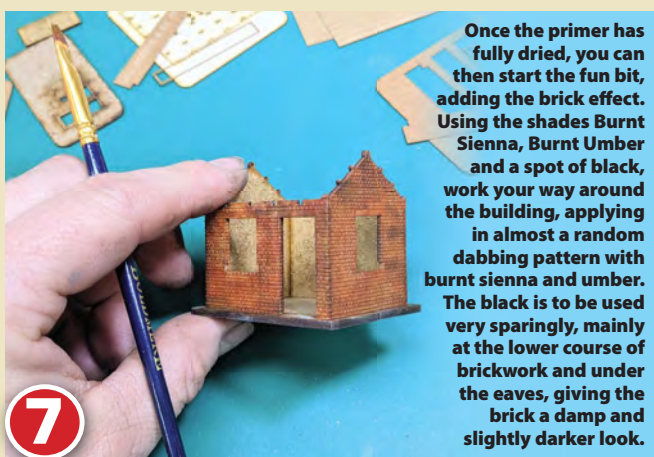
4 Once all the walls are joined together and the glue is going off, it is worth gluing and slotting the assembly into the main floor. This guarantees a square building. Once the glue has dried, rub the corners down with some fine sand paper to eliminate any excess brick overlap that may occur.



5 Window construction is very straightforward, with one frame on top of the other, making sure everything is straight and true. Once the glue has dried it is also worth painting these in your desired colour (mine is cream) before fitting.



6 On to painting the brickwork. Start with a white or light grey primer acrylic paint. This is for two reasons: it helps to seal the MDF and it also helps to enhance the overall brick finish.



7 Once the primer has fully dried, you can then start the fun bit, adding the brick effect. Using the shades Burnt Sienna, Burnt Umber and a spot of black, work your way around the building, applying in almost a random dabbing pattern with burnt sienna and umber. The black is to be used very sparingly, mainly at the lower course of brickwork and under the eaves, giving the brick a damp and slightly darker look.



8 Now the important bit. You will need to seal the acrylic paints using a light spray of car lacquer spray paint. If you don't the next steps of the technique won't work correctly. Ensure you leave the lacquer to dry fully before moving on to the next step.



Painting and weathering brings the coal office to life.



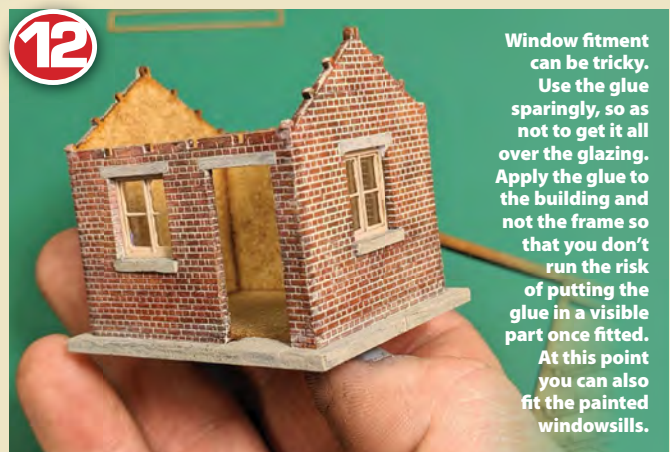
9 Next, it's on to the mortar course. I am using acrylic paint in Buff Titanium and Burnt Umber, with a pot of clean water. Use the Buff Titanium as your main colour and apply paint to one side of the building at a time. You will need to work fast so the paint doesn't have time to dry. With the wall now smothered in an array of buff titanium shades and textures, use your thumb and wipe over the brickwork to take away excess paint. Again, leave to dry fully.



10 Once all the mortar effect is complete and dry, you can then pick out the concrete windows, door lintels and windowsills (yet to be fitted at this point), along with the concrete base pad the building is sitting on.

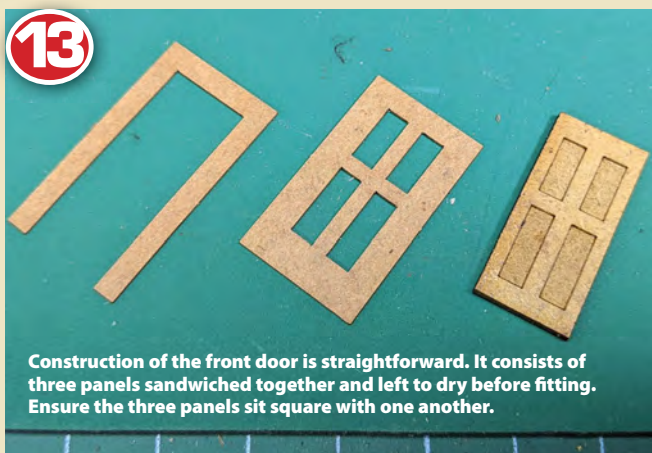


11 Now that your window frames are fully dry, it is advisable to attach the glazing before adding the window frames to the building. I use the same glue as I've used to construct the building – Deluxe Materials Laser-Cut Kit Glue.



12 Window fitment can be tricky. Use the glue sparingly, so as not to get it all over the glazing. Apply the glue to the building and not the frame so that you don't run the risk of putting the glue in a visible part once fitted. At this point you can also fit the painted windowsills.

13



Construction of the front door is straightforward. It consists of three panels sandwiched together and left to dry before fitting. Ensure the three panels sit square with one another.

14



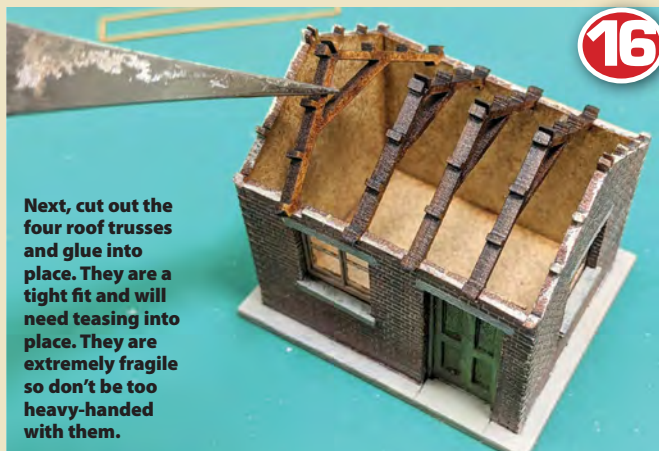
I wanted to achieve a worn and well used looking door. I did this by using a Burnt Umber wash as my basecoat, then using green dots (AK Interactive M-44 Light Green), I dabbed this over the door, working some areas more than others to give it that worn patina look, followed by a dry brush of Buff Titanium for highlights in and around door edges and framework.

15



The door slides down the inside the building into the floor, which holds the door tight against the internal wall. Add a spot of glue at the top of the door frame to secure it in place.

16



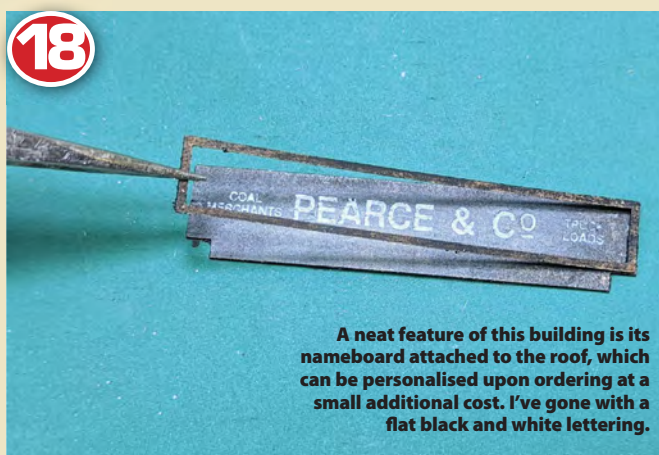
Next, cut out the four roof trusses and glue into place. They are a tight fit and will need teasing into place. They are extremely fragile so don't be too heavy-handed with them.

17



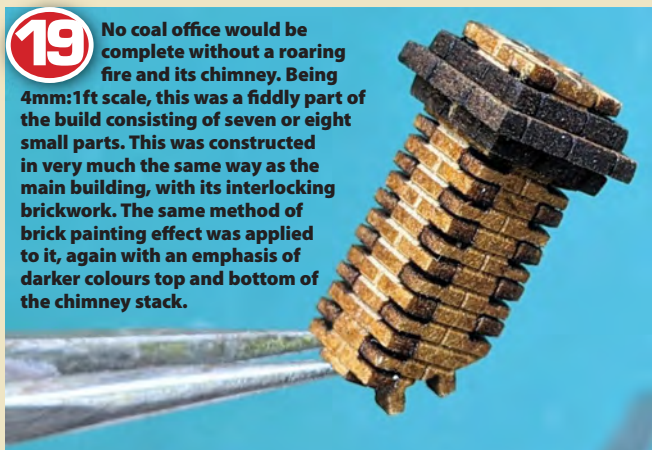
A bit of care is needed applying the wooden roof panels, noting the top and bottoms and front and back with the locating lugs for the chimney.

18



A neat feature of this building is its nameboard attached to the roof, which can be personalised upon ordering at a small additional cost. I've gone with a flat black and white lettering.

19



No coal office would be complete without a roaring fire and its chimney. Being 4mm:1ft scale, this was a fiddly part of the build consisting of seven or eight small parts. This was constructed in very much the same way as the main building, with its interlocking brickwork. The same method of brick painting effect was applied to it, again with an emphasis of darker colours top and bottom of the chimney stack.

20



Applying the pre-cut roof tiles is straightforward as they are one complete engraved sheet. Note that the rear one has the pre-cut hole for the chimney. I used Roket card glue to hold these sheets in place. The painting method I use is to apply Grey, Buff and Burnt Umber from the Daler Rowney acrylic range in patches all over the roof, then while all the paints are wet I take a flat paintbrush and drag it downwards which then blends the paints together, giving a very convincing looking slate roof.

21

Now it's time to attach the chimney by applying a small amount of glue to the four interlocking lugs and carefully pushing the chimney into place. Leave to dry.



22

With the roof paint fully dry the nameboard can be fitted to the top of the roof. I found it was that such a tight fit it didn't need gluing in place. This also has the added bonus of not getting glue over that freshly painted roof.



23

I wanted to add some extra details to this kit, one being lead flashing around the base of the chimney. This can be a bit tricky and frustrating at points, but stick with it. To create the lead flash, I used Frog tape from B&Q. I cut the tape into thin 5mm strips and lined all four sides of the chimney.



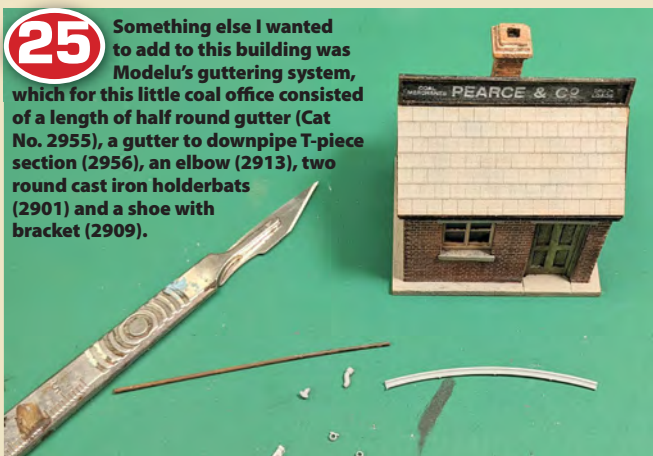
24

Next take a very sharp scalpel and cut a staggered effect in to the masking tape, to create a realistic tied in effect. Once this is done it's time for paint. I use Neutral Grey (084) from the Daler Rowney range to carefully paint the masking tape, followed by an acrylic black wash. Once all is dry, I then take a HB pencil and rub it over the lead flashing. This gives a realistic metal finish.



25

Something else I wanted to add to this building was Modelu's guttering system, which for this little coal office consisted of a length of half round gutter (Cat No. 2955), a gutter to downpipe T-piece section (2956), an elbow (2913), two round cast iron holderbats (2901) and a shoe with bracket (2909).



26

When working with guttering, it is always best to start by selecting the route of the down pipe, and the very first piece you should attach is the gutter to down pipe T-section. This will denote where everything else fits on this guttering puzzle. Modelu doesn't supply down pipes so I use flower arranging wire which fits everything perfectly.



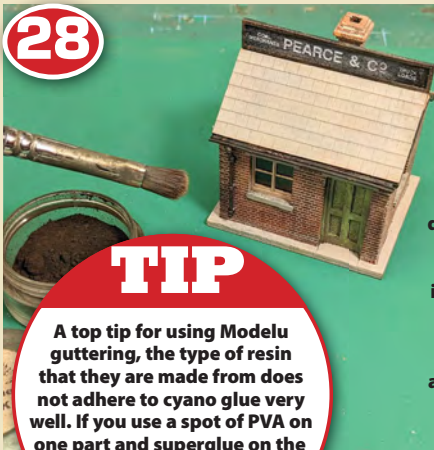
27

The guttering was then treated to a layer of Vallejo flat black paint (70.950), followed by a selection of weathering pencils from AK Interactive, to give that rusty and tired look.



28

The final part was to break out the weathering powders, and the choice is DCC concepts weathering (Pure Ultra-Fine Black). This detail can really make or break a model, so it is always worth doing a little bit at a time and building it up. With this coal office, I applied it around the lower parts of the building and the roof tiles to look like soot from the chimney, as well as to the doorway to show where people have been passing.



TIP

A top tip for using Modelu guttering, the type of resin that they are made from does not adhere to cyano glue very well. If you use a spot of PVA on one part and superglue on the other and push and hold the parts together it will grab instantly!

MAKING TRACKS

This summer, a three-month exhibition will launch in Chester Cathedral and the centrepiece will be a mammoth 64ft long 'OO' gauge model of the West Coast Main Line built by Pete Waterman and his friends. **MIKE WILD** visited the build in its final phases of construction to find out more.

PHOTOGRAPHY, MIKE WILD

ON July 12, a brand-new layout built by Pete Waterman OBE and the Railnuts group will take centre stage in a three-month long model railway event in Chester Cathedral. Making Tracks is the culmination of 18 months of modelling including scratchbuilt structures to create a 64ft long, 8ft wide model

of the West Coast Main Line in 'OO' gauge to demonstrate the potential of railway modelling. It will be open on Monday-Saturday from July 12-September 3 2021 between 10am and 4pm presenting one of the first opportunities to venture out to a model railway event since March 2020.

The huge undertaking to build the 64ft long layout has been

sponsored by Hornby and by April 2021 it was in the final stages of construction including planning for transport, erection of electrification masts and final detailing of the lineside around the railway.

The scene opens with the four-track main line split into two separate double-track main lines – one without electrification modelling the route across a nine-

arch model of Cefn viaduct on the Chester and Shrewsbury Railway – the viaduct is 8ft long – after exiting the elaborately designed tunnel portal modelled on Shugborough near Stafford. The two main lines then join with the rear electrified tracks, after which all four gain overhead wires to model the WCML as it is today.

Speaking to *Hornby Magazine*,

The layout includes a model of Shugborough Tunnel portal in Staffordshire.



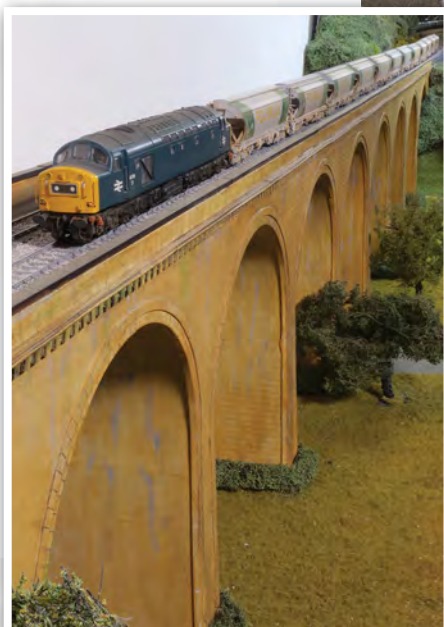
Pete Waterman explained: "I wanted to model something different. I've travelled on this line for nearly 60 years, three times a week. The aim of the layout is to recreate what you would see from a train everyday."

Standout structures from the WCML have been modelled including the tall overbridges of Tring cutting followed by the three-bore Watford tunnel. The final section of the layout continues south towards London as a four-track line before swinging back round to the storage yard at the rear.

The period of the Making Tracks layout is set to focus on the current railway scene with colourful privatisation period liveries appearing on the rolling stock under the wires and across the viaduct.

Full details of the event are available through www.chestercathedral.com/event/making-tracks and we will be showcasing more of the Making Tracks layout in a future issue of *Hornby Magazine*. For now, make a note in your diary – this new West Coast Main Line layout is not to be missed. **HM**

This brand new 64ft 'OO' gauge layout models the West Coast Main Line and will be the centrepiece of a three month long Making Tracks event at Chester Cathedral this summer. It has been built by Pete Waterman and his modelling friends.



Left: One of the most impressive structures on the Making Tracks layout is this 8ft long model of Cefn Viaduct on the Chester-Shrewsbury line.

Below left: Buildings are few and far between, but include this pair of 1940s suburban houses on top of Watford Tunnel.



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When the Making Tracks layout goes on display it will feature present day locomotives and rolling stock, but during our visit in April it was backdated to the 1980s with an original Hornby APT.



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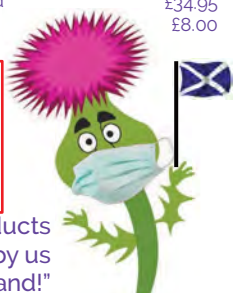
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**FIRST
REVIEW**

Hornby models the 'CORONATION SCOT'

Authentic models of the stunning blue and silver 'Coronation Scot' carriages have long been wanted for 'OO' gauge. **MIKE WILD** inspects Hornby's all-new set of models for this famous train.

EVERY TIME HORNBY released a set of 'Coronation Scot' liveried carriages using its standard Stanier 57ft corridor stock, the same question came up: "When will Hornby make the correct coaches?" That question came to the fore again in late 2018 when its all-new model of the Stanier streamlined 'Princess Coronation' arrived on the scene (HM140) and,

in the 2020 catalogue launch, the question was finally answered.

Before me right now is a full set of nine vehicles which model Set 1 of the three 'Coronation Scot' rakes covering Brake First Corridor 5052 (Cat No. R4961), First Corridor 1069 (R4962), Restaurant First Open 7507 (R4964), Restaurant Kitchen 30084 (R4963), Restaurant Third Open 8996 (R4965B) and 8993 (R4965A), Restaurant Kitchen 30086 (R4963A),

Restaurant Third Open 8961 (R4965) and Brake Third Corridor 5812 (R4960).

The train entered service in 1937 operating on the West Coast Main Line between London Euston and Glasgow. Its only stop was at Carlisle for a crew change – and the sleek lines of the streamlined 'Princess Coronation' in Caledonian Railway blue were only enhanced by the consistent colour scheme of

the full rake of matching carriages behind.

You can read the full history of the 'Coronation Scot' train in Reality Check on pages 78-81.

THE MODEL

Each of the nine coaches to form the 'Coronation Scot' is sold separately with the price per vehicle set at £47.99. There are six different carriage types in the full >>





Alternative close couplings and extended gangway connections are optional parts from the accessory bag.



Printing of the London, Midland & Scottish Railway Company crest is outstanding.

TECHNICAL DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4960, R4961, R4962, R4963/A, R4964, R4965/A/B
Description:	LMS 'Coronation Scot' carriages
Era:	3
Region:	Midland
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length (over buffers):	242mm (57ft chassis), 274mm (65ft chassis)
Price:	£47.99 each
Couplings:	Small tension lock couplings in NEM pockets
Purpose:	'Coronation Scot' express, London-Glasgow

Below: Hornby has introduced a complete range of 'Coronation Scot' carriages allowing the 1937-launched train to be modelled in full. Here, the rake is partnered with Hornby's recently released model of 6220 *Coronation* in matching Caledonian Railway lined blue.

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set modelling the 57ft Brake First Corridor (BFK), 57ft First Corridor (FK), 65ft Restaurant First Open (RFO), 50ft Restaurant Kitchen (RK), 57ft Restaurant Third Open (RTO) and 57ft Brake Third Corridor (BTK).

The carriages are richly detailed and naturally have some similarities with the Stanier Period III 57ft coaches which Hornby has produced for several years. However, don't be fooled into thinking these are just a relivery, as Hornby has developed all-new tooling to allow this train to be accurately represented in 'OO' gauge.

Highlights of each coach include turned metal wheels, NEM coupling pockets with small tension couplings fitted as standard, optional close couplings and replacement extended corridor connections in the accessory pack, turned metal sprung buffers on all vehicles, oval buffers on the 65ft coach and interior or table lighting as appropriate in each vehicle.

After the colour scheme, the most distinctive feature of the 'Coronation Scot' stock was its pressure ventilation system. This was evident through the raised panels on the carriage roofs and Hornby has modelled this feature on all of the passenger accommodation, just as it should be. The RK has another unique roof layout with conduits, vents and panel detail all modelled in detail.

Each carriage type has a unique interior moulding, finished in brown plastic, which models the seating and table arrangements.

Fine detailing on these vehicles

Six different vehicle types make up the 'Coronation Scot'. This is the Brake First Corridor.



extends to corridor connection mechanisms, steps and pipework on the ends of each vehicle, separately fitted steps on the brake compartment bogies and solebars, separately fitted grab handles by each door and neatly moulded underframe trusses and

components.

Completing the appearance package is the colour scheme. This matches Hornby's models of the streamlined 'Princess Coronations' allowing a complete train to be assembled. The base colour was

applied to Hornby's usual high standard and overlaid with neatly printed silver lining which, in all cases, is outlined with a black pin line. Also superb are the carriage roundels, while close inspection of

Below: The 65ft Restaurant First Open features unique details.



Below: All nine vehicles for Set 1 of the 'Coronation Scot' have been created by Hornby.



Right: Small tension lock couplings are mounted in NEM pockets on each coach.

Far Right: Wooden window frames have been modelled on all droplight windows.



the vehicles reveals No Smoking labels in windows, seating numbers on the solebar, class numbers on the doors and fine silver LMS lettering on each coach. Simply exquisite.

PERFORMANCE

While these coaches might not be motorised, there are still elements which need to be considered when it comes to performance. Firstly, they are smooth and free-

running thanks to their turned metal wheels, while our tests also showed that our sample rake was gauged correctly and ran on Peco code 75 track happily. They also ran faultlessly through straight and curved points together with diamond crossings on our test track.

The lighting in these coaches operates on both analogue and digital control systems straight from the box, as per Hornby's previous carriage designs. Current collection is via neatly hidden pick-ups on each bogie which offer consistent power to the lighting circuits installed in the carriages. The lights were also flicker free with both types of control and offered a warm 1930s period glow which adds to the ambience of the vehicles.

Running in a full rake, the chassis mounted coupling cams allow the vehicles to traverse second radius

curves while the close couplings supplied in the accessory pack in combination with the extended gangways reduce the gap between vehicles significantly.

OVERALL

The 'Coronation Scot' was an icon of the late 1930s and a signature of rivalry between the East Coast and West Coast main lines for the quickest journey time between London and Scotland. They came from an era when rail travel could offer luxury like no other and it is fitting that these carriages have now been reproduced in ready-to-run form by Hornby.

Each of our nine sample coaches was built to the high standard that we expect from Hornby models and the wait is now finally over. The 'Coronation Scot' can be a reality on your layout and will offer a train which stands out from the crowd. (MW)

"The lighting in these coaches operates on both analogue and digital control systems straight from the box."

MIKE WILD



'Coronation Scot'

The 1930s saw remarkable advances in railway technology, which produced improved journey times and better comfort for travellers. One of the most progressive trains of this time was the London Midland & Scottish Railway's 'Coronation Scot' - an initiative that war cut short, as **EVAN GREEN-HUGHES** explains.



Right: The LMS built a new rake of carriages in 1939 to extend the 'Coronation Scot' service and the articulated rake was exhibited at London Euston station in January 1939 before being shipped to America with 6229 *Duchess of Hamilton* (renumbered and renamed as 6220 *Coronation*). This is the interior of one of the First Class coaches.

SSPL/Getty Images.

Below: The 'Coronation Scot' was a striking train which, like its rival on the LNER, was designed to stand out from the crowd. On September 23 1938 6221 *Queen Elizabeth* has charge of the 'Coronation Scot' as it climbs Camden Bank on departure from London Euston. Below Stanier 'Jubilee' 5563 *Australia* reverses back to Camden Shed for servicing.

SSPL/Getty Images.



IT is hard for us today to understand the fascination the general public had with railways in the inter-war years from 1918 to 1939. At that time, long-distance land travel was almost entirely undertaken by train. Taking to the rails was the only way a person could achieve any sort of high speed – although shortly after the First World War, brave travellers could board converted bombers in the embryonic airlines. Trains were seen as being at the cutting edge of technology and there was great interest in new motive power and services, which featured heavily in magazines, books and on the radio.

The public took a keen interest in all things railway but were particularly interested in the intense competition between companies vying for trade with each other, particularly on routes between London and Scotland.

The London and North Eastern Railway (LNER) had set the standard on its East Coast route when it introduced its streamlined 'Silver Jubilee' in September 1935. This ran between London and Newcastle in four hours at speeds of up to 90mph every day. The LNER upped the stakes further when it introduced a London to Edinburgh schedule of six hours the following year, cutting 80 minutes off the existing (and artificially slow due to agreements reached after the 'Great Railway Races to the North') time.

WEST COAST REACTION

Clearly the London Midland & Scottish Railway (LMS), which operated the rival West Coast route from London to Glasgow, had to react - and it needed to do so in a way that would attract the public's attention.

In the 1930s, that meant streamlining. Orders were issued that the company's new 'Pacifics', then in the design stage, were to be turned out with a streamlined casing and that special rakes of coaches were to be built to run with them. The new train was to be called the 'Coronation Scot' and the intention was to run it from London to Glasgow in 6 hours 30 minutes, »

stopping only in Carlisle for a crew change and to pick up and set down passengers for London.

Three rakes of carriages were prepared for the new service, which would allow for one set to be either spare or under maintenance each day. Unlike those used by the LNER, which were articulated to save weight, those used by the LMS were to the company's standard design, but were adapted to give superior levels of comfort. It helped that Derby Works products were arguably even better than those of the LNER, meaning that technical modifications for the new train were few.

Each rake consisted of nine vehicles which weighed a total of 297tons and was 540ft long. Six different types of coach were included. The kitchen cars were existing vehicles which had been built in 1936 by the Gloucester Railway Carriage and Wagon Company while of the rest, 12 were taken from recently-built stock and upgraded while nine were new and upgraded specially for the project.

First Class passengers were catered for in three different types of vehicle, there being one First Corridor and one First Class vestibule coach plus a Corridor Brake in each set. Three of the other vehicles were Third Opens while the final vehicle was a Third Brake Corridor. All coaches had specially upgraded interiors, and much was made of the different wood finishes on the interior panelling, which were described on labels throughout the set. Fan-driven pressure ventilation was installed and these coaches could be readily identified by the additional ducting on the roof.

Seating was provided for 82 First Class and 150 Third Class passengers, but the actual number carried in service was less because people travelling in compartments would be expected to move into open coaches near the kitchen cars at meal times and therefore some seats had to be left available for that purpose.



Publicity was important to the LMS. A conductor checks the booking of a couple waiting to board the 'Coronation Scot' service from London Euston to Glasgow in 1937 with the distinctive carriage roof boards behind. SSPL/Getty Images.



The 'Coronation Scot' service included dining accommodation during the journey. In this publicity image a waiter serves a couple in the dining car of the 'Coronation Scot' service from London Euston to Glasgow illustrating the comfort and wood panelled interior. SSPL/Getty Images.

'CORONATION' SCOT FORMATION

SET	BFK	FK	RFO	RK	RTO	RTO	RK	RTO	BTK
1	5052	1069	7507	30084	8996	8993	30086	8961	5812
2	5053	1070	7508	30089	9003	9006	30085	9004	5792
3	5054	1071	7509	30087	8950	9029	30088	8931	5814

Although no attempt was made to streamline the coaches, the LMS came up with a particularly striking livery for the new trains, which made them look much more spectacular than they actually were. This was achieved by painting them in the distinctive blue livery formerly used by the Caledonian Railway and then by applying four distinctive silver stripes which began at buffer level on the locomotive and were carried down the whole length of the train. All three train sets were given this livery along with the first five of the new 'Princess Coronation' 4-6-2s, which were to be dedicated to this duty.

RECORD SETTER

To gain maximum publicity for its new service, the LMS needed a publicity stunt and it achieved this in spectacular style when, in 1937, and just before the train was due to enter traffic, it was arranged for a special press trip which, it soon emerged, was to be used as an excuse to try and set a new world speed record for steam.

Approaching Crewe at a speed of 113mph (114mph was claimed) the trip almost ended in disaster as the new train, hauled by 6220 *Coronation*, took the points at the station approach far faster than allowed. Only the quality of the track prevented *Coronation* and its train from obliterating a large part of Crewe station. Not surprisingly, no further speed records were attempted.

On its introduction, the train was a success with the public, carrying good loadings each way and attracting the maximum level of publicity the LMS had hoped for. Unusually, the service was always worked with the First Class coaches at the rear, meaning that the stock had to be turned at the end of the journey. The reason for this is not clear but it may have been something to do with smoke from the engine entering the ventilation system.

So successful was the 'Coronation Scot' that the LMS planned to extend the service and, to accommodate this, the building of three additional rakes of stock was authorised. Unlike the 1937 trains, these were to be specially built using articulated bogies and would have an observation style 'club car' at the rear. This time the livery chosen was LMS crimson lake with stripes of gold, and there were to be locomotives to match.

As the first train reached completion, there arose an opportunity to show it off in the USA and as a result a set of coaches, accompanied by 'Coronation' class locomotive 6229 *Duchess of Hamilton*,



'CORONATION SCOT' CARRIAGE TYPES

BFK	Brake First Corridor
FK	First Corridor
RFO	First Class Vestibule (vestibule coaches would now be classed as opens)
RK	Kitchen Car
RTO	Third Class Vestibule
BTK	Brake Third Corridor

disguised as 6220 *Coronation*, was shipped across the Atlantic where it undertook a promotional tour. This was the only time this crimson-liveried train would carry passengers as within months the Second World War started. Production of the rest of the vehicles in England was suspended and the prototype set was placed in storage in the USA.

'CORONATION' DETHRONED

With the UK railway system now firmly devoted to the war effort, there was little appetite for high-speed luxury travel and as a result the three full sets of blue 'Coronation Scot' coaches were placed in store at Horwich and Lostock Hall, while those vehicles that had been completed, or nearly completed for the red sets, were sent to Abergavenny and Spondon in Derbyshire. All the stock was in store by September 1939 and remained tucked away until 1944 when some work recommenced on the red sets, which were then turned out as normal service carriages, rather than as specials.

The blue sets remained in store until May 1946 when the decision was taken to extricate them and send them into Works for repainting in conventional livery for general service. Following this work being completed the coaches were not returned to service in their former sets but were disbanded around the system, with some finding employment on the

Blackpool-Manchester 'club' trains. The set which had been stranded in America also returned home and was similarly downgraded and returned to service as ordinary stock.

By the time the railways were nationalised the special 'Coronation Scot' coaches had disappeared from the public's gaze, or at least were not recognisable as such, while the locomotives were stripped of their streamlined casings and emerged in a much more conventional form. Most of the rolling stock, however, lasted until the early 1960s in one form or another, as part of normal express train operation.

In the short two-year operating span of the blue-liveried 'Coronation Scot', very few people had the opportunity to ride on it, while no one in this country had been able to experience what the red-liveried version might have been like. In fact, it was

Stanier 'Princess Coronation' 6220 *Coronation* approaches South Kenton on July 14 1937 with the 'Coronation Scot' service from London to Glasgow, complete with its matching rake of carriages. These high speed locomotives were built to haul the 'Coronation Scot' over the 401 miles from Euston to Glasgow in six hours and 30 minutes. SSPL/Getty Images.



not until comparatively recently when the National Railway Museum's 6229 *Duchess of Hamilton* regained its streamlined casing that we could see what a dramatic appearance this train had. As a point of interest, this locomotive was placed on display with a red-liveried coach to match, complete with gold stripes, although this was actually a standard LMS coach of the period and had never formed part of either a blue or a red 'Coronation Scot' set.

Although our railways are privately operated, we are unlikely to ever see innovations of the type that characterised the railways of the 1930s, and unless someone one day builds a complete replica, we will only see the full 'Coronation Scot' on our model railways rather than in the real world. **HM**

● Read our full review of Hornby's 'Coronation Scot' carriages on pages 72-75.

London Midland & Scottish Railway's prestigious 'Coronation Scot' streamlined service sweeps through Shap on July 24 1939 in the hands of 6222 *Queen Mary*. The locomotive and carriage carry matching Caledonian blue with silver lining while the coaches are distinct by having a pressure ventilation system on the roofs. Maurice Early/SSPL/Getty Images.



WONDERFUL WARFLATS

Trains4U has received its exclusive model of the PFB/KFA 'Warflat' for 'OO' gauge. **MARK CHIVERS** reviews this new arrival.

**FIRST
REVIEW**

FOR MODELLERS OF modern-era military traffic, Cavalex Models' eagerly-awaited 'OO' gauge PFB/KFA bogie Warflat wagons have arrived. Produced exclusively for Trains4U of Peterborough, these newly-tooled models represent vehicles built at BR's Shildon Works between 1976 and 1981 for the Ministry of Defence (MoD).

65 of these new Warflats – numbered 95233-95297 – were introduced for transporting MoD light armour, as well as smaller vehicles such as army

Land Rovers. To aid loading, they feature clipped-top Oleo buffers for clearance, steel plate strengtheners at each end of the decking, jack supports at the corners and shackles to help secure vehicles in place.

Initially delivered in plain MoD green, they were dual-braked and carried the TOPS code PFB into the 1990s, when isolation of the vacuum brake equipment resulted in them being recoded as KFAs. Yellow painted buffer beams were subsequently applied to most of the KFA fleet,

which the wagons carry to this day. They can be seen operating across the rail network.

Eight new 'OO' gauge models form the first batch – four PFBs in MoD plain green and four KFAs in MoD green with yellow buffer beams. Further examples are being considered for a second batch offering additional numbers in these initial colour schemes as well as a batch reflecting those KFAs that continued to carry the MoD's plain green colour scheme, for added variety.

Our review samples were

finished as PFB 95288 (Cat No. CMPF004PFB(4)) and KFAs 95266 (CMPF004KFA(3)) and 95291 (CMPF004KFA(4)). Straight from the box, they certainly look the part. Each weighs in at 91grammes, courtesy of a die-cast metal chassis and while they are, on the face of it, quite plain, there is plenty of detailing with separately fitted lamp irons, jack supports with handwheels, spoked handbrake wheels and more.

The moulded plastic decking is an overlay to the diecast chassis



Left: Bogies are injection moulded while brake discs are modelled on opposing wheels in each bogie.

Below: Trains4U has taken delivery of its Cavalex Models produced PFB/KFA Warflat wagons for 'OO' gauge.





The wagon ends have stabilising jacks modelled underneath the buffer beam.



TECHNICAL DETAILS	
Manufacturer:	www.trains4u.com
Cat No:	CMPF004PFB(1)-CMPF004KFA(4)
Description:	PFB/KFA MoD bogie Warflat
Region:	All
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	182mm
Price:	£35.00
Couplings:	Small tension locks in NEM pockets
Purpose:	Military transport



which also features the plain slab-like sides and, while the securing shackles on the deck are moulded, those to the outer edges of the buffers are separately fitted items – a nice touch. Trains4U is also producing a set of 12 3D printed wheel chocks, available separately, offering further realism as you load the wagons with vehicles.

Decoration is well executed with an evenly applied olive green paint finish to the sides, underframe and buffers, which appears a tad lighter than the green applied to the similar period

Warwell wagons released by Hattons several years ago.

The flat decking is grey, while the bufferbeams on the KFA examples are painted yellow, TOPS codes and labels are printed on the solebar, although the TOPS code box on one of our review samples did display some slight blurring. That aside, if you compare models, placement and styling of this lettering differs between wagons, which adds variety to a fleet. Lettering to the bogies is crisp and legible, while the underframe pipework also features red and

yellow highlights and the axle covers are picked out too.

Our review samples demonstrated smooth running characteristics while on test, thanks to free-rolling turned metal wheels. Looking closer at the die-cast metal underframe, the separately fitted brake equipment and associated pipework is exquisite. Etched metal brake discs are fitted to opposing axles, as they appear to be on the real thing, while the moulded bogies incorporate crisp finishing including springs and

axle covers.

Small tension lock couplings are fitted in NEM pockets on a centrally sprung cam mechanism to complete the package.

This latest release from Cavalex Models and Trains4U is sure to prove popular and will complement the modern-era 'OO' gauge Warwell wagons produced by Hattons and Oxford Rail, as well as a supporting cast of suitable 'OO' gauge vans, no doubt inspiring more modern-era military movements to be modelled in the future. (MC)



Right: Trains4U has produced a separate accessory pack containing wheel chocks for the Warflats.

Hornby's blue

'MERCHANT NAVY' ARRIVES

For the first time since 2017, a new version of Hornby's sought-after Bulleid air-smoothed 'Merchant Navy' has arrived. **MIKE WILD** takes a closer look at 35024.

- **Price:** £179.99
- **Cat No:** R3632
- **Site:** www.hornby.com
- **Era:** 4
- **DCC:** DCC ready, 8-pin socket



Of all the liveries that were carried by the Bulleid 'Merchant Navy' class in their original air-smoothed form, BR lined express blue has been at the top of the wish list following the initial wave of releases in January 2017. It is well known that there have been long delays in production of the air-smoothed 'Merchant Navy' models due to a factory closure and capacity problems in China which has meant that this 2018-announced model of 35024 *East Asiatic Company* (Cat No. R3632) only arrived in the shops in the final days of March 2021.

However, the 'Merchant' famine is over as the next few months will see

the arrival of the 2019-announced models of 21C7 *Aberdeen Commonwealth* in Southern Railway wartime black (Cat No. R3717), 35022 *Holland America Line* in BR lined green with early crests (R3716) and 35029 *Ellerman Lines* in BR lined green with early crests (R3649) this spring. Completing the 2021 'Merchant Navy' line-up are models of 35017 *Belgian Marine* in BR lined green with early crests and a short second series tender (R3861) plus 35011 *General Steam Navigation* in the same livery and condition but with a die-cast body as part of the Hornby Dublo collection (R3971). The latter two are due for release in the third quarter of 2021.

Right now though, we are looking at the eagerly awaited BR lined blue example. 35024 was one of the third series of Bulleid air-smoothed 'Merchant Navys' and was completed in November 1948 at Eastleigh Works and delivered to Exmouth Junction. It was named on May 5 1949 at London Waterloo station with HRH Prince Axel of Denmark performed the naming. 35024 remained an Exmouth Junction engine until February 1959 when it was taken back into Eastleigh Works for rebuilding in conventional form without streamlined casing and Walschaerts valve gear. It was withdrawn on January 31 1965 and was later

disposed of by Cashmores of Newport.

All but three of the class carried standard BR express passenger lined blue, but 35024 also carried experimental blue with red lining from February 1949, but this gave way to white-black-white lining the same year. It stayed in this colour scheme until June 1951 when it was then repainted again into standard BR lined green with early crests.

Hornby's model uses the extensive 'Merchant Navy' tooling suite generated in 2016 to model 35024 in full air-smoothed form coupled to a 6,000gallon tender. External detailing is excellent, as with the original batch from Hornby in 2017,



Right: Nameplates are separate parts with a printed finish.
Below: The white-black-white lining of 35024 is immaculate.



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Hornby's model of 35024 East Asiatic Company is a stunning addition to its 'MN' roster.

and includes separately fitted smoke deflectors, smokebox door details, sprung buffers, lamp irons and even the correct opening above the smokebox to assist in lifting steam above the cab.

The Bulleid valve gear is equally well done and sits around finely produced Bulleid-Firth-Brown wheels which have plastic centres and metal tyres. Also worth noting is that the outside brake rigging parts are factory fitted on these locomotives, unlike the earlier 'West Country' models, but there is still an accessory pack which includes front steps and cylinder drain cocks.

The fine detailing extends through the cab which has wood

coloured window frames to the side windows, while the interior is to Hornby's top level and includes full painting of pipework and gauges on the backhead while the white faced dials even have representations of the numbers printed.

There are a couple of small points to note. Firstly, the nameplates on the casing side are printed

examples where etched versions would have really had an impact on this model's appearance. Secondly, the trailing truck wheels are flangeless to allow the model to run on model railway curves.

Nevertheless, the positives outweigh any negatives completely as 35024 not only looks superb, but runs sublimely with ample haulage capacity for an eight-coach train. A

five-pole motor provides traction to the locomotive driving wheels via a cardan shaft and gearbox while the tender provides space for an 8-pin decoder socket and a 28mm round speaker. A little ingenuity will allow a larger speaker to be installed.

We have all been longing for the arrival of 35024 in BR express lined blue and it is great to see this popular locomotive class released in one of its most desired colour schemes. Plus, with the line-up of five more 'Merchants' due from Hornby during 2021, Southern Region modellers are about to be spoilt for choice when it comes to its first series of Bulleid 'Pacifics'.

(MW)

"35024 not only looks superb, but it runs sublimely with ample haulage capacity for an eight-coach train."

MIKE WILD

Lionheart's Mk 1s

2021 marks 70 years since introduction of the British Railways Mk 1 carriage design and Lionheart Trains has just delivered the first of its all-new 'O' gauge ready-to-run models. **MIKE WILD** finds out if these could be the definitive version for 7mm scale.

FIRST REVIEW

THE BRITISH RAILWAYS Mk 1 carriage design is a signature of the steam age.

The first were built in 1951, 70 years ago this year, with the last of the breed being completed in 1963, although Mk 1 based multiple units were built until 1974.

The standard carriage design was BR's first all-new post-nationalisation passenger vehicle type. The range encompassed corridor and open vehicles, catering cars, parcels vans, post office vehicles and specialist vehicles such as bullion vans and Carflats. The mainline stock was 63ft 6in long while parcels vans and suburban carriages had a 57ft 0in chassis length.

Construction was shared between Derby, Doncaster, Eastleigh,



The first wave of releases including the Second Corridor in BR Southern Region green and BR lined maroon.

Swindon, Wolverton and York works with coaches built between 1951-1960 delivered on BR B1 bogies while the final batches of locomotive-hauled stock built between 1961-1963 rode on Commonwealth bogies. In later life a portion of the fleet was upgraded

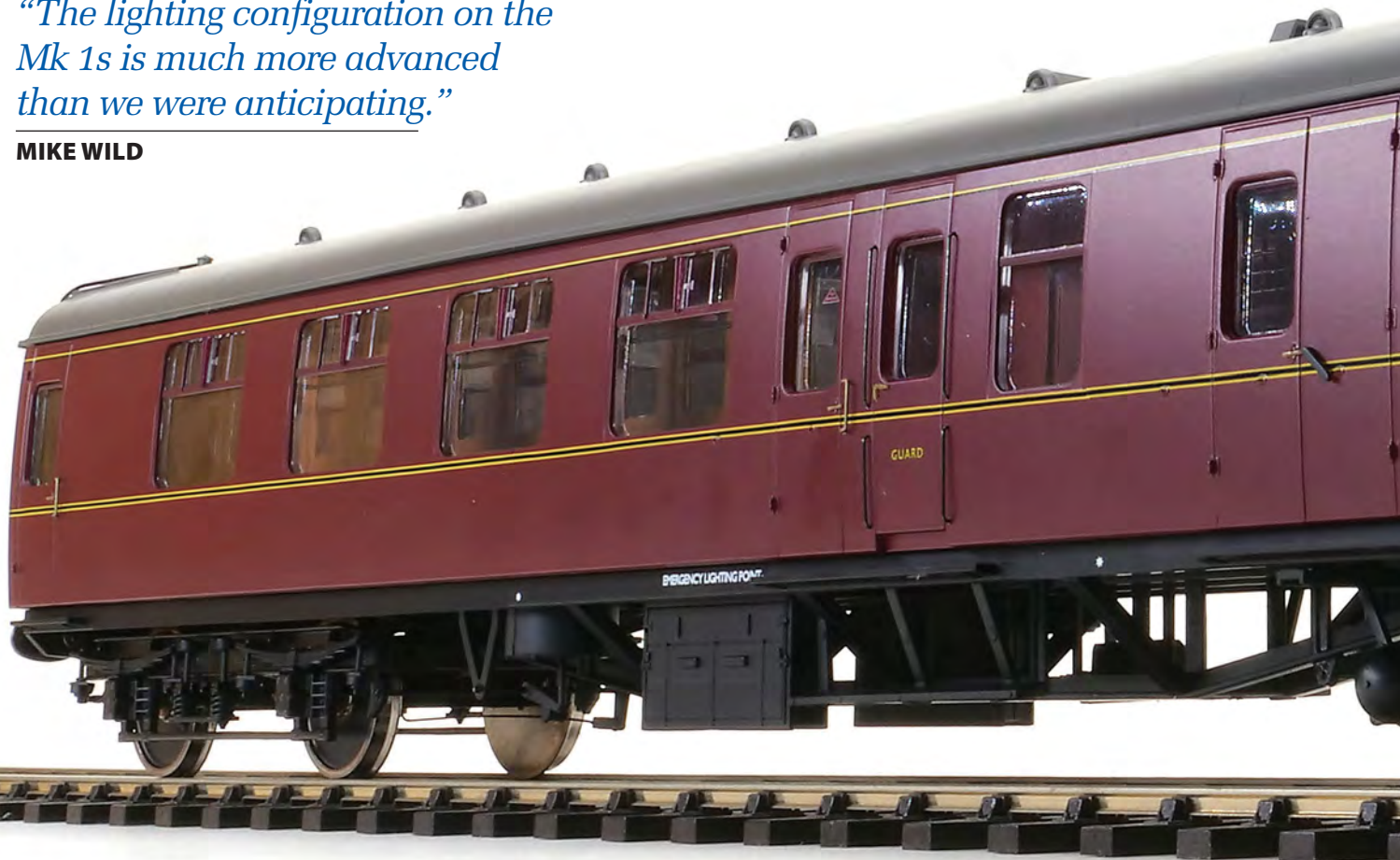
to run on BR B4 bogies for a smoother ride.

Withdrawals of the locomotive-hauled fleet commenced during the late 1980s and the last of the design were removed from regular service during the 1990s. However, many have entered preservation

where they have become the backbone of heritage line passenger fleets. In addition, the Mk 1 carriage is still at work on the mainline in charter train rakes on a regular basis. Despite its 70-year lifespan, the Mk 1 is still a valuable vehicle on the railway.

“The lighting configuration on the Mk 1s is much more advanced than we were anticipating.”

MIKE WILD





The compartments include representation of the seat covers, luggage racks, mirrors and lamps. Even the corridor walls are glazed.



The new Mk 1s are designed to negotiate a minimum of second radius curves while maintaining gap free corridor connections.

TECHNICAL DETAILS

Manufacturer:	www.lionhearttrains.com
Cat No:	7P-001-007 (BSK) and 7P-001-204 (SK) – reviewed
Description:	BR Mk 1 BSK and SK carriages
Region:	All
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length (over buffers):	564mm
Price:	£199.00 (DCC ready), £234.00 (DCC fitted)
Couplings:	Screw link on BSK, working buckeyes between coaches
Purpose:	Main line passenger traffic

THE MODEL

Lionheart Trains revealed its plans to produce an all-new model of the BR Mk 1 for 'O' gauge in November 2017, making this the third version of the distinctive carriage type to be produced for the scale. It follows products made by Heljan in 2010 (HM35) and Ellis Clark Trains in 2018 (HM130).

The first series of releases model the Brake Second Corridor (BSK), Second Corridor (SK), Second Open (SO) and Composite Corridor (CK)

in a choice of BR carmine and cream, BR maroon, Western Region chocolate and cream, Southern Region green and BR blue and grey colour schemes.

First to arrive during April are the BSK and SK variants – the SO and CK are due for release soon – and our review samples are numbered BR maroon versions which are DCC fitted for operation of the interior lighting. All vehicle types are available numbered and unnumbered on each livery as well

as DCC ready and DCC fitted for lighting control.

Straight from the box, the impressive specification of the new Lionheart Trains Mk 1s shows. We've been looking forward to these coaches arriving for review as they have a number of compelling features including magnetic flexible gangways which allow gap-free running of rakes, working buckeye couplings suitable to use on second radius curves, full interior lighting options, sprung buffers and a

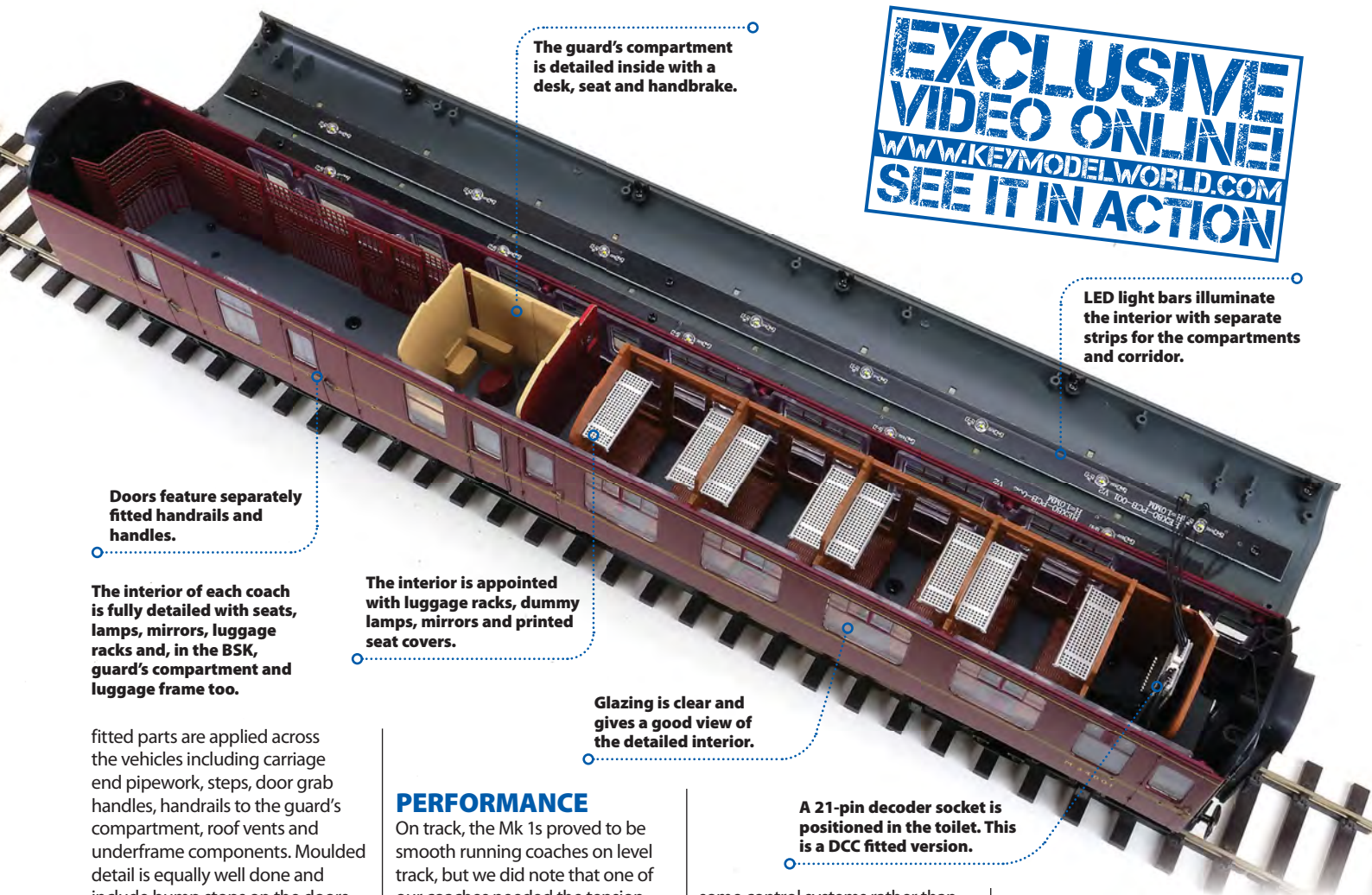
detailed interior space.

Presentation of the coaches is excellent and the build quality was superb on both of our samples. Their injection moulded bodies feel robust while the die-cast chassis adds weight for smooth running. Each of the two vehicle types reviewed had the correct window layout, although we did note the thickness of the glazing which becomes apparent on close inspection.

Detailing is excellent. Separately >>>

The first of Lionheart Trains' super-detailed BR Mk 1 carriages for 'O' gauge have arrived. This is the Brake Second Corridor.





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LED light bars illuminate the interior with separate strips for the compartments and corridor.

Doors feature separately fitted handrails and handles.

The interior of each coach is fully detailed with seats, lamps, mirrors, luggage racks and, in the BSK, guard's compartment and luggage frame too.

The interior is appointed with luggage racks, dummy lamps, mirrors and printed seat covers.

Glazing is clear and gives a good view of the detailed interior.

A 21-pin decoder socket is positioned in the toilet. This is a DCC fitted version.

fitted parts are applied across the vehicles including carriage end pipework, steps, door grab handles, handrails to the guard's compartment, roof vents and underframe components. Moulded detail is equally well done and include bump stops on the doors and body, door handles and panel lines for the doors.

The impressive work continues inside where Lionheart Trains has produced what can only be described as the most detailed carriage interior we have seen yet for 'O' gauge from mainstream sources. Each compartment has printed seats to represent the moquette of the Mk 1s while there are also armrests, dummy lamps and mirrors on each compartment wall and luggage racks. The guard's compartment of the BSK includes interior detailing while the luggage area has the full mesh frame modelled too including handles in the 'gates'.

Access to the interior is straightforward. The roof simply unclips in seconds giving full access to add passengers and a guard, perhaps some luggage in the BSK too. A 21-pin decoder socket is mounted in the toilet compartment of each coach to allow for control of the lighting with DCC systems.

Externally, the paint finish on our samples was superb with smooth, crisp application of the BR maroon base colour and excellent straw-black-straw lining. Our only comment here is that the vehicle numbers appear over-spaced to our eyes.

PERFORMANCE

On track, the Mk 1s proved to be smooth running coaches on level track, but we did note that one of our coaches needed the tension on the bogie spring reducing to negotiate the crest of a gradient on our garden layout. For indoor level model railways, these coaches will run perfectly straight from the box. The BSK has a screw link coupling on the brake end of the coach, but all other vehicles in the Lionheart Mk 1 collection have working buckeye couplings fitted as standard making them simple to couple up. However, it does mean that you need a brake coach available to connect to a locomotive.

The lighting configuration on the Mk 1s is much more advanced than we were anticipating with separate switchable lighting for the compartment and corridor lights while the BSK also has independent lighting for the guard and luggage area.

For analogue layouts this can be controlled using the small slide switches in the underframe while DCC layout operators can either choose Dapol's DCC fitted versions (which come with a Dapol Imperium 21-pin decoder installed) or upgrade vehicles to DCC operation with their own choice of chip. The only potential downside is that the main compartment lights are connected to F2 on a DCC handset which is momentary on

some control systems rather than a latching function. To get around this, we adjusted the CVs on the Dapol Imperium decoder to put the compartment lights on F4 by setting CV36=32.

OVERALL

The new Lionheart Trains Mk 1 carriages are an outstanding addition to its ready-to-run collection which add a third choice to the 'O' gauge market for these versatile and long-lived carriages.

We have been impressed by the end result and would go as far as to say these are the best Mk 1s currently available off-the-shelf for 'O' gauge. We only hope that the first four vehicle types will be joined by more in the future.

Excellent and available now. (MW)

● Join us at www.keymodelworld.com for a feast of Mk 1 content to mark 70 years of this British Railways design from May 17-21.



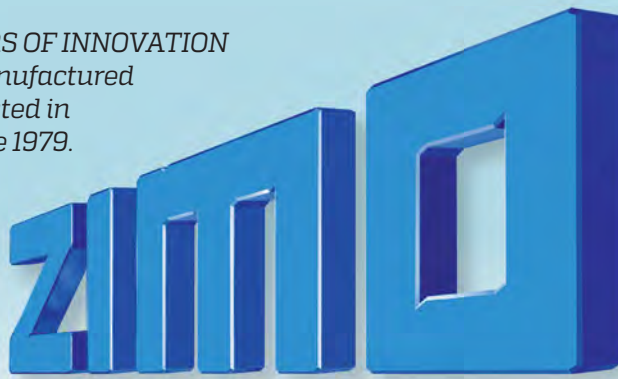
A 21-pin decoder socket is mounted in the toilet compartment to allow for control of interior lighting on DCC. Analogue users can use switches in the chassis.



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Bluetooth LAYOUT CONTROL

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Hornby has released its hotly anticipated HM DC application-based control system for analogue layouts. **MIKE WILD** road tests the HM6000 and HM6010 modules and assesses their potential.

- **Price:** £29.99 (HM6000), £34.99 (HM6010)
- **Cat No:** R7292 (HM6000), R7293 (HM6010)
- **Site:** www.hornby.com

NEW forms of layout control are rare, but this month sees the arrival of a new wireless control system for DC layouts from Hornby. It has set out to reinvent the feel of DC, analogue, model railway layout operation with its new HM6000 Bluetooth control device and matching HM6010 accessory controllers. Use of these new control devices means that, for the first time, you can take control of a DC powered layout using a smartphone or tablet with wireless operation.

The HM6000 (Cat No. R7292) is the main component of the system. It takes the place of a conventional analogue DC controller, but it can only be operated using Hornby's new HM DC application which is available to download for Apple and Android devices. The HM6000 controller has no dials or buttons, just a socket for a 15v DC power supply (sold separately) as well as

two pairs of output wires which can be connected to two circuits.

The setup process is simple and we had the HM6000 connected to Topley Dale to provide analogue power to its main lines within two minutes of opening the box. Downloading and setting up the application on a smartphone or tablet is quick, and Hornby includes a full tutorial to using the system on first use to guide you through the language used and what you need to do to bring the controller into service.

WIRELESS CONTROL

Once connected, the HM6000 gives you a wireless control system which can be used with any analogue layout and that is the new HM DC App control system's greatest strength. For example, if you have a large twin circuit layout with cab control you could replace an existing conventional

analogue controller, by connecting the HM6000 in its place and take control via a smartphone. It would still work with any previously wired-in section switches on a DC layout and Hornby gives the option to power the HM6000 with either a 1amp or 4amp power supply depending on the demands of a specific layout.

There are additional functions within the locomotive control menu. The Setup section, identified by crossed spanners at the bottom of the app screen, allows the maximum (and minimum) speed to be reduced/increased while acceleration and deceleration rates can also be controlled independently for each circuit. Taking things a step further, you can also activate one of three generic sound profiles which will play via the smartphone or tablet in use for steam, diesel or electric locomotives. Selected sounds are

The HM6000 Bluetooth analogue control unit is an unassuming device. Its power is the ability to provide wireless control to a DC powered layout with operation from a smartphone or tablet.

available for each type of traction including engine sounds, brakes, whistle and guard's whistle, although we did notice that the diesel engine sounds were from a Class 56 while the horns were



The HM6010 accessory control unit can power point motors, signals and lighting through its four outputs. A 15v DC or DCC track feed are required to power it.



The HM6000 requires a 15v DC power supply which is sold separately. It has outputs to two separate circuits.



1. The HM DC app is available for Apple and Android devices. This is the main locomotive control screen which includes quick access to points at the top, the speed of the locomotive in the centre, its direction and finally a selection of sound functions underneath.
2. The performance of each circuit can be configured in the Setup page. The minimum and maximum speeds can be set together with inertia for acceleration and deceleration. The sound profile can also be selected between steam, diesel and electric.
3. The configuration options add great value to the HM DC app. Here we have set Circuit 2 to have increased inertia as well as to have a diesel sound profile available which will play through the smartphone or tablet.
4. Accessory control is straightforward and the type of accessory operated can be configured within the app too. Tapping on Open or Close changes the state of the accessory.

distinctively from a Class 47.

In use, the application is very simple to use to drive trains. Reaction is instant via the Bluetooth connection with no lag between handheld device and locomotive response on the layout. Speed control is smooth – and can be refined with the parameters for acceleration and deceleration. One point which did catch our attention is that the software shuts down train operation when the smartphone or tablet locks. On one hand, this is good as it prevents incidents while you don't have instant access to the controls, but on the other it does mean you either need to adjust the screen lock time on your device or constantly use the device to prevent trains coming to a stop. If, like me, you like to have trains running while you tackle other modelling jobs, you will need to adjust the screen lock time on your smart device.

ACCESSORY OPERATION

The application also includes the option to operate points and accessories using the HM6010 accessory controller. These are connected via Bluetooth as per the HM6000 and each HM6010 device can power up to four accessories such as point motors, signals or other lighting features. It can also power a motor drawing up to 0.5amps. This is all configured within the software on the smartphone.

Like the HM6000, the HM6010 units require a 15v DC power supply to operate, but they can also be used on DCC layouts by connecting track power to the terminal provided. Each output on the HM6010 has a capacitor connected to it to assist with solenoid point throw which is pleasing to see. Control is via quick links on the locomotive driving screen or via a dedicated

screen for accessories.

The final component of the application is a layout design tool which is included to allow virtual layouts to be developed and parts lists created for your designs. Hornby pre-loads a set of its own track diagrams which can be selected from the built-in menu and modified.

Unique layouts can also be built, although there is a size limit to the plan. All the track components in the track builder are based on Hornby set track pieces and can be positioned anywhere on the track diagram at any angle. We did find the track builder part of the app tricky to start with as there is no grid for components to snap into. On a small screen of a smartphone it is also tricky to manipulate components. Nevertheless, it provides a useful means of planning a Hornby track based layout with a full parts listing.

OVERALL

The driving and point switching components of the HM DC control system are simple to set up, use and enjoy – making this a versatile control system which can be used with any type of layout. Our tests were all carried out with the HM6000 connected to Topley Dale and the HM6010 operating solenoid point motors and we were pleased with the results.

The highlight, after the wireless control element, is the ability to adjust the response and maximum speed of locomotives through the app which allows a freight locomotive with a heavy train to be driven with different characteristics to that of an express train.

For newcomers to the hobby, this has a real 21st century feel compared with typical analogue controllers. The Bluetooth connection brings digital features to an analogue layout and it's really quite fun to run a railway with. (MW)

Laser-cut TERRACE SHOP

● Price: £11.99 ● Cat No: LX356-OO ● Site: www.scalemodels scenery.co.uk ● Era: 9-11

New from Scale Model Scenery is a multi-front terrace shop kit. The main structure is from laser cut MDF which can be overlaid with brick texture sheets.



The rear of the shop kit includes a small porch.

NEW FROM SCALE Model Scenery (SMS) is this 4mm scale laser-cut multi-front terrace shop kit.

This latest addition to the SMS range of model accessories and kits builds into a standalone terrace shop with rear porch, which can be incorporated into a larger scene using more kits – each of which can be built with differing shop fronts

– thanks to the modular design. Our kit included a Chinese takeaway shop frontage, while other options include a bakery, bookmakers, butchers, hairdressers, a newsagent and many more.

Each kit comprises a series of laser-cut MDF and laserboard components of varying thicknesses together with a selection of A4 paper texture sheets – two with a brick finish (Cat No. TX198-OO), two

with a stone wall finish (TX220-OO) and a single sheet of mixed grey roof tiles (TX184-OO). In addition, the shop frontage is included as a separate item with pre-printed acetate window display. The sample had a printed takeaway menu on the main display window, 'open' sign for the door and a partially pulled-down window blind as well.

Detailed instructions are included

with a selection of step-by-step photographs to aid construction. It is important, though, to check each stage of the build and also ensure you have each section orientated correctly before committing glue. Our review sample built up into a solid 53mm x 115mm x 105mm structure and can either be painted or wrapped with paper textures for the final exterior finish.

Excellent and available now. (MC)

Gaugemaster ballaster

● Price: £10.25/£5.25 ● Cat No: GM65/GM68 ● Site: www.gaugemaster.com

Gaugemaster has launched laser-cut track ballasting tool, suitable for 'N' and 'OO' gauge use, to its range of model railway accessories.

Supplied flat-packed on stout laser-cut MDF frets, the parts build up into sturdy units thanks to their slot and tab design. The 'N' gauge kit is supplied on a single fret and measures 51mm x 27mm x 27mm once assembled, while

the 'OO' kit is shared across two frets and measures 70mm x 44mm x 40mm. Both are designed to be pulled backwards along the track to distribute ballast evenly in their wake.

Construction is straightforward, instructions are easy to follow, and the 'OO' gauge kit even includes a separate part making it suitable for use with three-rail 'OO' layouts. (MC)



Gaugemaster has introduced a ballasting aid made from laser cut MDF. It spreads ballast across the track when loaded.

SMS' new platform shelter

- **Price:** £9.99
- **Cat No:** LX384-00
- **Site:** www.scalemodelscenery.co.uk
- **Era:** 3-11

New from Scale Model Scenery is this 4mm scale laser-cut wooden platform shelter kit.

Based on a North Eastern Region prototype at Robin Hood's Bay in North Yorkshire, the kit is formed of laser-cut wooden components on three frets of varying thicknesses.

Our review sample built into a well-detailed 42mm x 43mm x 86mm structure with neatly engraved plank detailing and impressive fine valancing. Two noticeboards are included, as is a U-shaped bench for the interior. It goes together in less than 20 steps and results in a realistic, good



Add a shelter to your station with this new laser cut kit from Scale Model Scenery.

looking and sturdy platform shelter – even the cellophane packaging comes in handy for the glazing. Full instructions, with

accompanying photographs, together with a roof felt texture sheet are also included, although fine wet and dry paper could also

be used to complete the covering of the roof. Another excellent addition to the range. (MC)

Laser-cut SKATE PARK

- **Price:** £11.99
- **Cat No:** LX356-00
- **Site:** www.scalemodelscenery.co.uk
- **Era:** 9-11

New to the Scale Model Scenery (SMS) range of model railway kits and accessories is this 4mm scale skate or BMX park.

Perfect for creating a modern-day cameo scene or diorama, this all-new laser-cut kit comprises quarter pipes, jump box and fun box,



Scale Model Scenery has introduced a skate park kit to its range of 'OO' kits.

together with a choice of texture sheets, including a graffiti finish. Formed from 4mm thick laser-cut MDF parts, the jumps and ramps slot together easily and simply require overlaying with texture sheets to complete. A set of safety railings is also included for the

quarter pipe ramps, while a couple of lengths of grind rails are also included.

Each quarter pipe ramp measures 53mm x 40mm x 32mm (over railings), while the jump measures 80mm x 22mm x 16mm and the fun box is 66mm x 18mm x 10mm.

Two sets of texture sheet wraps are included to complete the kit, one of which has a selection of colourful graffiti finishes to it. Our review samples went together well and certainly looked the part. Something different to finish off a modern-era layout. (MC)

LOC CABINETS AND POINT MACHINES IN 'O'

- **Price:** £3.89/£2.49
- **Cat No:** see text
- **Site:** www.old-duffers-chuffers.co.uk
- **Era:** 5-11

If you are looking for a few finishing touches to a lineside scene, these new 'O' gauge relay cabinets and point machines from Old Duffer's Chuffers certainly fit the bill.

3D-printed in grey photopolymer resin, this small range of trackside



Cosmetic HW1000 point machines are also now available for 7mm scale.

detailing parts includes a pack of wide double relay cabinets (Cat No.363221578090) and a pair of HW1000 type point machines (363221553178), as introduced from the late 1950s with examples still in use today.

The relay cabinets each measure 24.5 x 14.4mm x 42.5mm, while the point machines are 47.5mm x 27.5mm x 6.7mm. Each is neatly printed and would benefit from further detail painting before gluing in place on a layout.

Further 'O' gauge trackside details in the range include single cabinets, trackside bunkers, tunnel vents and more and are sure to prove popular. (MC)



New lineside accessories for 'O' gauge from Old Duffer's Chuffers include these 3D printed lineside cabinets.

DMG INTERIOR LIGHTING

- Price: £9.95
- Cat No: DMU1
- Site: www.dmgselectech.co.uk

New from DMG Electech is a modular LED lighting bar.



DMG ELECTECH'S NEW interior lighting strip is the latest addition to its expanding range of model railway electronics and accessories.

Designed for use with 'OO' gauge multiple units and coaching stock, this latest offering differs from many of the similar products on the market in that it is made up of individual LED Printed Circuit Boards (PCBs). Each measures

20mm x 9mm and clips together in daisy-chain form to create a longer strip. A maximum of ten can be connected to the main power management board.

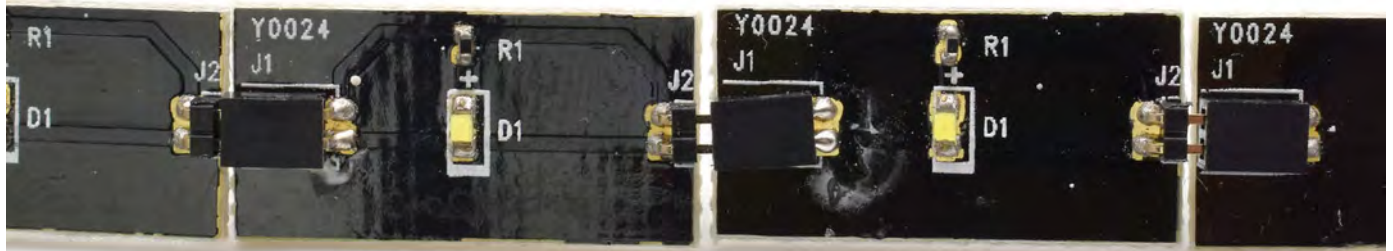
This novel design means you no longer need to carefully cut the bar to length to make it fit within the intended vehicle – you simply unplug sections to shorten it as required. The bar includes the power supply elements and comes with two red LEDs on flying leads.

A pair of white examples are also included to replace the red LEDs, if required.

Our review sample was fitted with bright white LEDs, while a warm white example is also offered, and included everything necessary to get it working. With the purple and brown wires attached to pick-ups, it lit up as expected and offered consistent bright illumination. It will work straight from the track or could be made to operate on a

function button with a suitable digital decoder installation.

This is a particularly innovative product but given its modular construction you will also need to take care when handling it as it is quite delicate. That said, it has potential for use in more than just rolling stock, thanks to its flexible design – perhaps multi-level buildings and more with a little ingenuity. (MC)



Up to ten LED sections can be joined together or separated as required for installation. The strip can be powered by 12V DC or DCC via a suitable decoder.

DRM speedometer

- Price: £39.95
- Cat No: SPC 100
- Site: www.dcctrainautomation.co.uk

If you have ever wondered how fast your model locomotives are travelling, then wonder no more as this digital speed sensor should provide the answer.

Designed for use with 'N', 'HO' and 'OO' gauge models, the unit is calibrated to convert your model's actual speed to a scale speed – ideal if you wish to replicate accurate speed restrictions on your layout.

The DRM Speedometer V1.0 is supplied with a mini-USB to USB cable which can be plugged into a computer to provide power to the unit. Once it powers up, it will offer you the option to select 'N' gauge or 'HO'/'OO' gauge. If you select the second option, you'll get the additional choice of 'HO' or 'OO'. Once selected, the screen will flash 'Detect speed' and at this point you can run your locomotive or train past the sensors at the front edge of the unit. Our review sample was placed alongside a length of track with a suitable locomotive and

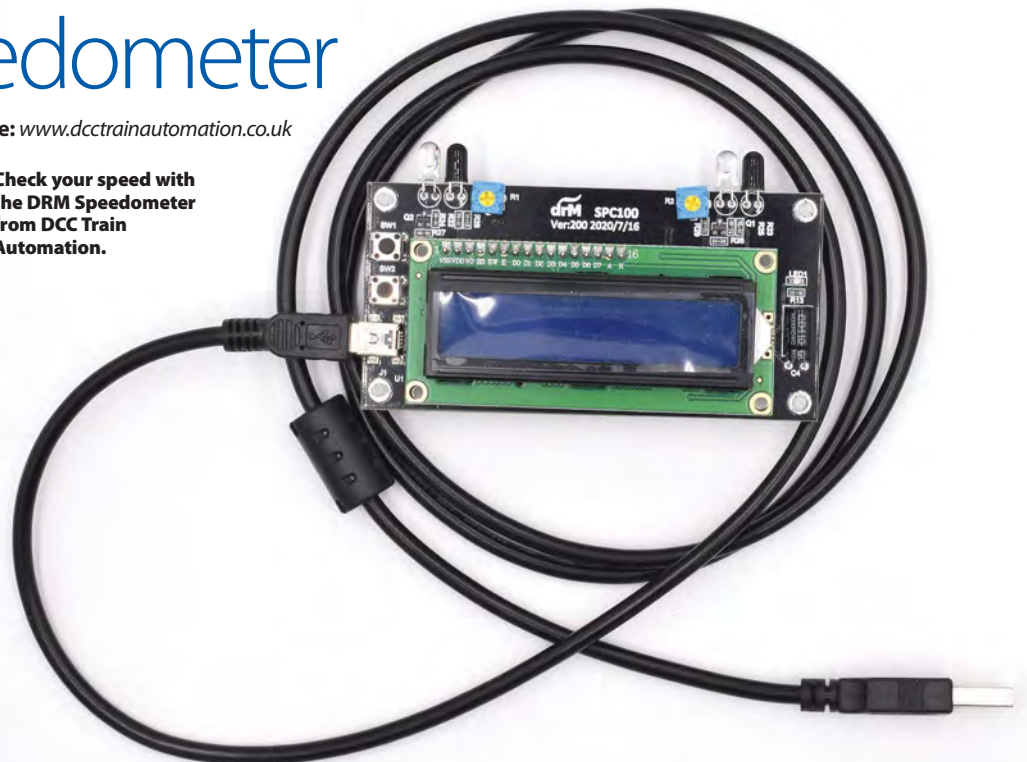
Check your speed with the DRM Speedometer from DCC Train Automation.

displayed the model's scale speed within a split second of it passing the sensors.

Bright or dark colour parameters can be selected if required, while

metric or imperial speeds are offered too. A pair of manually adjusted sensors are also included at the front of the device should you need to make any further

tweaks to the setup, although our sample worked straight from the packaging. A fun and engaging device, which is sure to prove popular. (MC)



Hobby Trax CDU

- **Price:** £10.95/£14.95
- **Cat No:** 1144-8721/1144-8000, 6325-9964
- **Site:** www.hobbytrax.co.uk

New from Hobby Trax are these Tyson Capacitor Discharge Units (CDUs), suitable for use with all solenoid point motors. A CDU stores electricity on board to provide instant power when changing power demanding solenoid point motors.

Two models have been added - a standard Tyson CDU featuring two large capacitors which should suit most layout requirements, while the Tyson Xtra version comes with four large capacitors which will suit larger layouts where simultaneous turnout operation may be necessary, such as for route setting.

Each CDU measures 80mm x 50mm x 45mm over capacitors and includes a red power indicator which lights when power is present. Both models also feature an automatic discharge function: once the power is switched off and the capacitors have automatically discharged, the red light will extinguish.

Screw terminals are provided for power inputs and outputs, while a separate power supply is also available (Cat No. 6325-9964),



which includes an adaptor for the Tyson CDUs.

The 18V DC wall socket power supply features a standard three-pin power connection for mains supply together with a special adaptor connected to black and red wires. This has been specially designed to enable the wires to be connected to the appropriate screw terminal inputs on the Tyson CDU. Once connected, plug the adaptor to the power supply, switch on and you're good to go. (MC)

Top: Power up Hobby Trax's CDUs with this dedicated 18V DC power supply.

Above: Power your solenoid points reliably via Hobby Trax's Tyson CDUs.

Routemex 'pick and mix'

- **Price:** £13-21
- **Cat No:** See text
- **Site:** www.routemex.com
- **Era:** 3-11

Routemex has introduced a new modular junction signal system to its range of 'O' gauge signal kits.

Differing slightly from previous kits, the new system revolves around a junction signal post kit to which your choice of signal head and route indicator can be added. Two, three and four-aspect head and position 1 or 4 route indicators are available.

All parts are a mix of plastic, etched metal and brass components and each element can be built using superglue.

The junction post kit contains the main elements for the signal such as the base, post and ladder, while the signal head kit contains an etched metal fret with a choice of angled back (1920s-1960s),



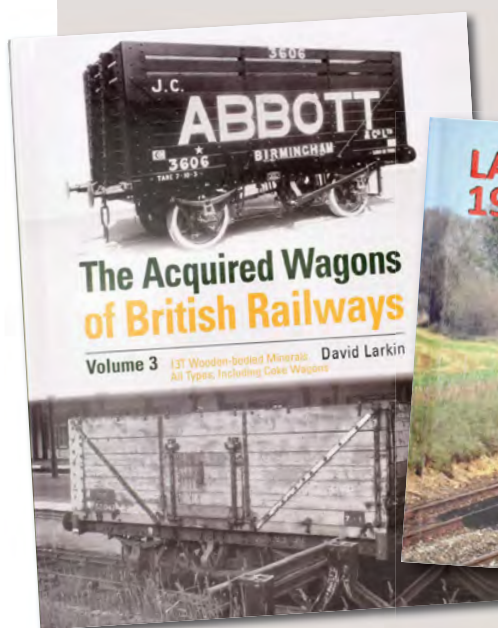
round back (1960s-present day) or double round target boards (London Transport/present day), together with pre-wired bulbs. The route indicator kit features a one-piece housing with pre-wired LEDs, support bracket, a choice of two target boards and sunshade.

Once combined, all parts will complete a fully-functioning 'O' gauge junction signal, with six permutations possible. (MC)

Routemex has introduced a range of modular signal components to its range of 'O' gauge kits. It allows signals with different heads and junction indicators to be built.



HARDER & STEENBECK



The Acquired Wagons of British Railways Vol. 3

Author: David Larkin

Publisher: www.crecy.co.uk

Title: The Acquired Wagons of British Railways Vol. 3

ISBN: 978-1-91080-969-3

Price: £25

Spec: 144 pages, hardback

THIS third volume in the series from OPC focuses on the wooden-bodied coal wagons built for private owners and railway companies from 1923 and absorbed by British Railways on Nationalisation.

Compiled by wagon expert David Larkin, this well-researched volume concentrates on wagons built to Railway Clearing House (RCH) specifications which were originally rated at 12ton capacity.

The first chapters introduce the fleet, where the wagons came from, the subsequent renumbering, liveries and basic constructional elements that form a wooden-bodied open wagon to put things into perspective. Subsequent chapters provide an overview of the fleet by wagon type covering the railway company wooden bodied/steel chassis types, ex-private owner (XPO) wagons with their various door configurations as well as Scottish XPO types and XPOs for use on coke traffic.

All photographs are black and white and have been reproduced well, displaying good clarity and offering potential templates for modellers wishing to replicate the weathered and often distressed appearance of these wagons in later life. Some were repainted in BR unfitted grey, although this was not always the case, with patch repairs evident in many cases as planks were replaced but not necessarily painted.

A must-have reference work for those with more than a passing interest in wooden-bodied coal wagons in BR days. (MC)



Last Years of the Class 50s

Author: Kevin Derrick

Publisher: www.strathwood.co.uk

Title: Last Years of the Class 50s: 1980-1994

ISBN: 978-1-913390-96-9

Price: £22.95

Spec: 208 pages, hardback

STRATHWOOD Publishing latest large format landscape book provides an ideal showcase for the final chapter of British Rail's Class 50s in regular service, looking at the last 15 years or so of main line operations between 1980 and 1994.

Given the timeline, much of the book is dedicated to refurbished examples of the Class 50 fleet, although a few awaiting the call to Doncaster are also featured. At this time, most were employed on Western Region, cross-country and Waterloo to Exeter services.

While passenger workings formed much of the class' workload, some were also engaged on freight and engineers' trains and a few examples have been included, such as 50042 in BR large logo blue manoeuvring the Severn Tunnel inspection train, 50019 in 'Laira blue' topping a ballast working for Hinksey Yard at Oxford and Railfreight Distribution's 50149 in charge of a china clay working in the West Country.

Photographs are colour throughout and benefit from crisp reproduction on high-quality paper stock. Most livery variations through the years have been captured from plain blue to revised Network SouthEast, with the one-off GW150 and railtour-liveried locomotives.

Classic locations have not been forgotten, with many images of Class 50s negotiating the South Devon sea wall section and beyond between Exeter and Newton Abbot, one of the main stamping grounds for the class at the time. Paddington to Oxford and the Cotswolds, as well as Waterloo to Exeter trains, are also included, as are some of the final railtours.

Excellent and available now. (MC)



Hornby Dublo Technical Manual

Author: David B. Neale

Publisher: HRCA

Title: Hornby-Dublo Technical Manual

ISBN: 978-0-6486661-0-3

Price: £30

Spec: 304 pages, hardback

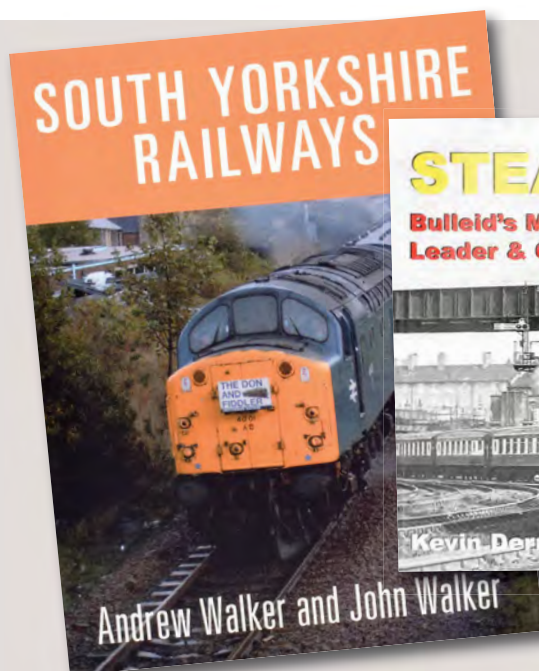
THIS is one of those books that no Hornby-Dublo collector should be without - and judging by its scarcity in the UK at the time of writing this review, that appears to be the case.

Researched and compiled by David B. Neale, a founding member of the Hornby Railway Collectors Association of Australia, the manual aims to offer a complete technical guide for the servicing and maintenance of Hornby-Dublo models through the years and features a wealth of technical details on models produced by Meccano between 1938 and 1965.

With reference to official Meccano production information, the book contains an outstanding level of detail including technical overviews, illustrations of the components that went into each model, service and wiring diagrams, maintenance instructions, a parts compendium and listing of all the numbered parts.

What really makes this book special is the comprehensive set of remastered or redrawn assembly and maintenance diagrams which reflect the originals and certainly look the part. In addition, all-new Hornby-Dublo diagrams (encompassing original and Wrenn examples) have also been developed, with many more than were originally issued covering motor wiring, brush and spring assemblies, couplings, armature shaft assembly, power controller assembly and more.

Vintage adverts, artwork, illustrated listings of component parts and a compendium of Hornby-Dublo spare parts complete what is a superb volume, which does exactly as it set out to - provide a one-stop technical guide. (MC)



South Yorkshire Railways

Author: Andrew Walker and John Walker

Publisher: www.amberley-books.com

Title: South Yorkshire Railways

ISBN: 978-1-4456-9828-1

Price: £15.99

Spec: 96 pages, softback

THIS recent picture volume from Amberley Books presents a nostalgic look at rail operations in and around South Yorkshire, primarily during the 1980s.

Since then, the railway has changed dramatically with some of the scenes no longer possible as collieries, depots and even routes have closed. That said, the author has included an impressive mix of freight, departmental and passenger trains with plenty of classic traction in evidence from Class 08 shunters to Class 56 and 58 diesels during the 1980s, as well as the area's Tinsley-based Class 13 shunters and even the distinctive Class 76 electrics that were in their final throes as the 1980s dawned.

Bringing the story up-to-date are views of Railhead Treatment Trains, Network Rail test trains and even one of the latest LNER 'Azuma' InterCity Express Trains departing Doncaster.

Much of the book is focused on the 1980s with plenty of views of Tinsley and Wath depots, as well as Doncaster Works, and acts as a timely reminder of how quickly the rail scene can change with examples of long Merry-Go-Round coal trains, the final 'Deltic' workings through Doncaster, lengthy rakes of BR Mk 1 carriages on summer holiday trains from the South Coast and more. There are also some super examples of short-formed trains too.

Photographs are reproduced well and are typically presented two-to-a-page, with well-written and informative captions, recalling just some of the many passenger and freight services to navigate South Yorkshire's Railways past and present. (MC)

STEAM'S LAMENT

Bulleid's Merchant Navy, Q1, Leader & Other Works



Kevin Derrick

Steam's Lament: Bulleid's Merchant Navy, Q1, Leader and other works

Author: Kevin Derrick

Publisher: www.strathwood.co.uk

Title: Steam's Lament: Bulleid's Merchant Navy, Q1, Leader and other works

ISBN: 978-1-913390-25-9

Price: £35.95

Spec: 208 pages, hardback

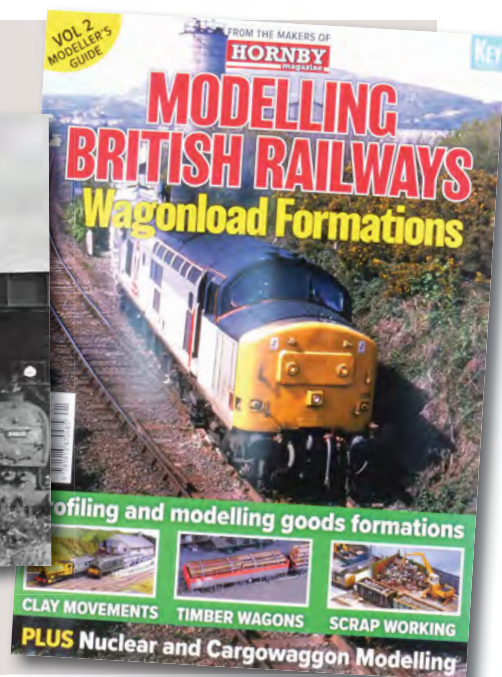
NEW from Strathwood Publishing, this latest edition in the series covers O.V.S. Bulleid's 'Merchant Navy' 4-6-2s, 'Q1' 0-6-0s, 'Leader' 0-6-6-0Ts, plus diesel and electric designs.

As with the previous album on Bulleid's 'Light Pacifics' (HM167), locomotives are presented in numerical order throughout, with much of the album – 149 pages – dedicated to the 'Merchant Navy' class 'Pacifics' in original and rebuilt forms, with each featured at different points across their service career.

Within the remainder of the book, Bulleid's austere 'Q1' 0-6-0s demonstrate their use on less glamorous work. There is also a lovely shot of Bulleid's 'Leader' 0-6-6-0T 36001 being worked, as well as further views of it on test and at Brighton Works, plus glimpses of 36002 and incomplete 36003 in storage.

The final chapter of the book is given over to some of Bulleid's other designs such as the unique 500hp 0-6-0 diesel shunter, 350hp diesel shunters, 1Co-Co1 diesels (10201-10203), Co-Co electrics (20001-20003), 4-DD double-deck Electric Multiple Units (EMUs) and 2-HAL EMUs, plus Bulleid's chimney improvements to existing steam locomotive designs.

This is another fine collection of crisp, clear images with plenty of detail to inspire modellers and enthusiasts alike. (MC)



Modelling British Railways Wagonload Formations

Author: Simon Bendall

Publisher: www.keypublishing.com

Title: Modelling British Railways Wagonload Formations

ISBN: 978-1-913870-48-5

Price: £8.99

Spec: 114 pages, bookazine

THIS latest bookazine in the Modelling British Railways series from Key Publishing focuses on diesel and electric era wagonload freight formations.

Coverage for this second volume of the modeller's guide is focused mainly on wagonload freight and includes the movement of china clay products, timber, scrap metal and nuclear flask traffic, as well as shining a spotlight on the German-registered Cargowaggon fleet.

Lavishly illustrated throughout, a selection of modelling projects provides inspiration to recreate full-size operations in model form. Examples include how to build your own scrap metal and timber loads plus weathering 'OO' gauge PRA china clay and OTA timber wagons.

Nuclear flask traffic is featured with a diverse collection of images reflecting the many prototype vehicles and some of the escort coaches used through the years, while scrap metal traffic is also highlighted with examples of rail-served yards and an inspirational 'OO' layout.

For those wishing to replicate the many and varied train formations, the publication also gathers a superb collection of prototype photographs together from which the respective rosters can be gleaned.

In addition to the in-depth text and accompanying photographs, each section also highlights models currently available across 'N', 'OO' and 'O' gauge, together with updates on those that are currently in development.

An excellent addition to the library. (MC)



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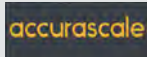
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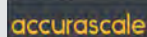
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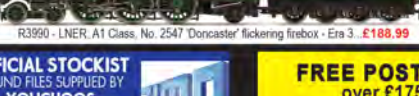
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THOMPSON CHOICES

Locoman Sounds has introduced a set of new sound profiles for the Hornby 'A2/2' and 'A2/3' 4-6-2s with four different versions to suit the two classes in different eras. **MIKE WILD** shows how to install the sound profile on a Doehler & Haass sound chip into the BR era 'Pacifics'.

TOOLS & MATERIALS

- » Flat blade modeller's screwdriver
- » Crosshead modeller's screwdriver
- » Hornby plug extractor (X6468)
- » 1mm and 3mm drill bit
- » Pin vice
- » Craft knife
- » Soldering iron
- » Solder
- » Heatshrink insulation
- » Insulation tape
- » Black Tack
- » Deluxe Materials Plastic Magic
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STEP BY STEP

INSTALLING DIGITAL SOUND IN THE HORNBY 'A2/2' AND 'A2/3' 4-6-2S



1

Hornby's new models of the 'A2/2' and 'A2/3' 4-6-2s are simple locomotives to upgrade to sound with space for extras including stay alive and firebox flicker. This guide covers both locomotive types as they are identical mechanically.



2



The first step is to separate the locomotive and tender to make it easier to work on the model. The two halves are semi-permanently coupled with a screw-fitted drawbar and Hornby's standard four-wire harness with a plug and socket connection on the tender.



BRAND NEW FROM Locoman Sounds is a quartet of sound profiles designed to bring authentic driving sounds to the new Hornby 'OO' gauge model of the Thompson 'A2/2' and 'A2/3' 4-6-2s (HM166/HM167).

These new sound profiles are available from Locoman Sounds on the Doepler & Haass (D&H) family of decoders with options for 6-pin, 8-pin, 21-pin and Next18 plug and sockets. Locoman has stepped up the game with this release by offering four different versions to suit early good condition locomotives and later engines in run-down condition, for the 'A2/2' and 'A2/3' sub classes.

The alternative sound profiles feature different accentuation of the exhaust beat, alternative whistles and injector sounds, changes to the tender hatch and brake squeal and different firebox door audio. Common features between all versions of the sound profile include active brakes on F4, shunting mode on F17 and live volume control through F18 and F19 for increases and decreases in the locomotive sound.

Beyond the sound functions, the decoder setup also allows for directional lighting of F0, firebox flicker with the coal shovelling sound on F10 and a smoke generator on F20 allowing installers to customise their models to suit specific requirements.

For our project we have installed two D&H 8-pin decoders – one into 'A2/2' 60505 *Thane of Fife* in BR lined green with late crests (this is a later condition 'A2/2' chip) and a second into 'A2/3' 4-6-2 60512 *Steady Aim* in BR lined green with early crests (the early condition

'A2/3' sound profile). The process is the same for both locomotives, so our guide is illustrated with 60505, and you can expect a full sound demonstration of both engines on www.keymodelworld.com in May.

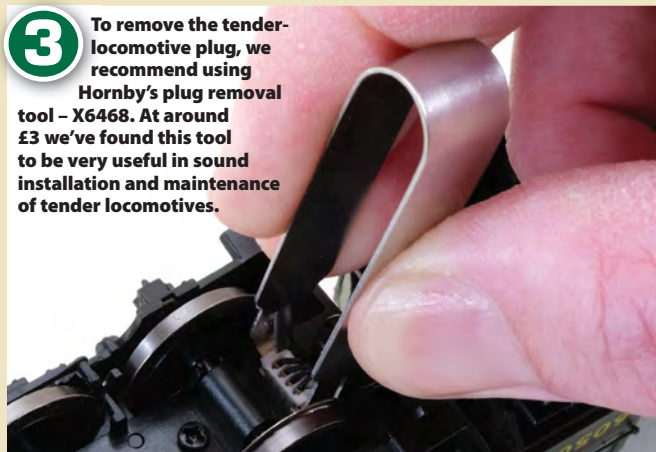
To add value to our project locomotives, we've added firebox flicker to the locomotive - while the tender contains the D&H 8-pin decoder together with a ZIMO 40mm x 22mm twin speaker and a DCC Concepts six-capacitor stay alive pack to ensure sound and movement are never interrupted when the locomotives are in service.

The full installation will take around an hour to complete with the most time-consuming part being removal of the coal space to make more space for the larger speaker to be installed in the tender. The effort is well rewarded though, as 60505 and 60512 really do sound the part and are a pleasure to drive with the additional functionality of the Locoman Sound D&H chip. Our favourite features include the playable whistle on F2, single speed step change between exhaust and coasting sounds, the forced heavy exhaust sound through F24 and the ancillary sounds such as the water fill, coach doors and guard's whistle.

The step by step guide explains the full process for installing this decoder, speaker and firebox flicker into the Hornby Thompson 'Pacific's'. **HM**

● **Don't miss our sound demonstration and weathering videos online at www.keymodelworld.com for the 'A2/2' and 'A2/3' 4-6-2s featuring the new Locoman Sounds sound profiles.**

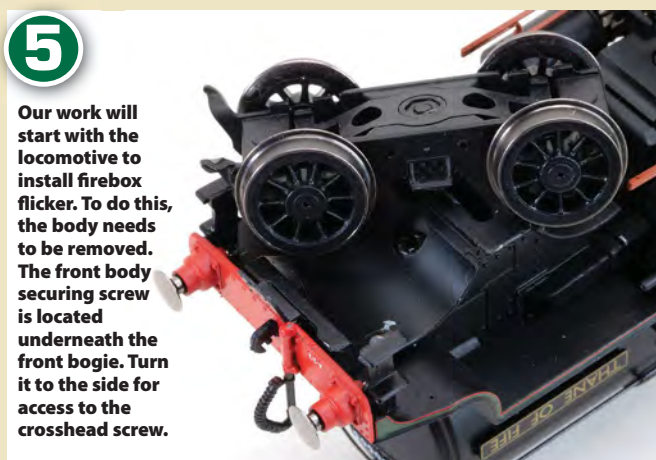
Left: The Hornby 'A2/2' and 'A2/3' 4-6-2s are straightforward models to upgrade to digital sound with space in the tender for a large speaker as well as decoder and stay alive. 'A2/2' 60505 *Thane of Fife* crosses paths with 'A2/3' 60512 *Steady Aim*.



3 To remove the tender-locomotive plug, we recommend using Hornby's plug removal tool - X6468. At around £3 we've found this tool to be very useful in sound installation and maintenance of tender locomotives.



4 Next, the tender drawbar needs to be released. We tend to remove the tender screw out of habit. Use a suitable flat blade screwdriver for the slotted screw head.



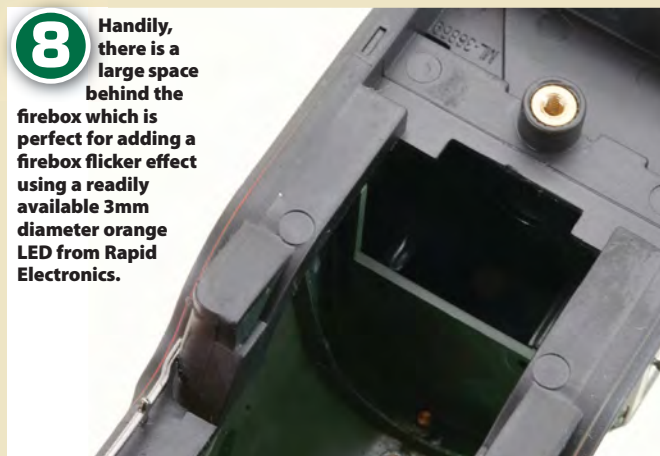
5 Our work will start with the locomotive to install firebox flicker. To do this, the body needs to be removed. The front body securing screw is located underneath the front bogie. Turn it to the side for access to the crosshead screw.



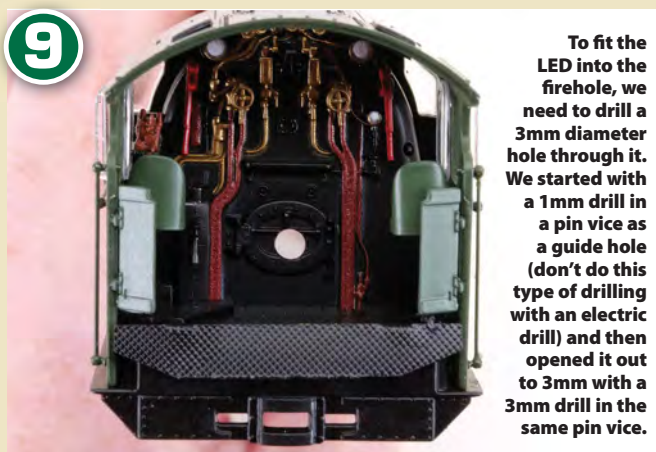
6 A second crosshead screw at the rear under the cab holds the back of the body in place. It is recessed into the die-cast chassis ahead of the drawbar fixing point.



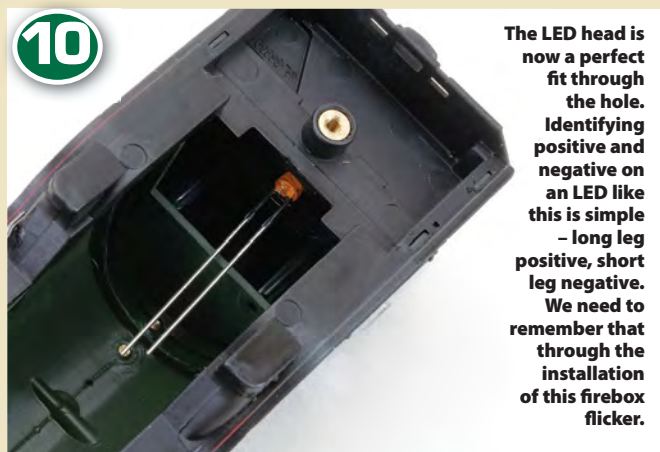
7 The body slides up vertically from the chassis to reveal the inner workings of the 'A2/2' models. The five-pole motor is at the rear and drives the centre axle. Additional weight is housed into the front portion of the boiler.



8 Handily, there is a large space behind the firebox which is perfect for adding a firebox flicker effect using a readily available 3mm diameter orange LED from Rapid Electronics.

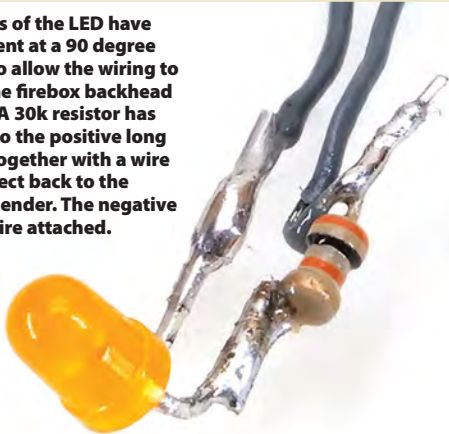


9 To fit the LED into the firehole, we need to drill a 3mm diameter hole through it. We started with a 1mm drill in a pin vice as a guide hole (don't do this type of drilling with an electric drill) and then opened it out to 3mm with a 3mm drill in the same pin vice.



10 The LED head is now a perfect fit through the hole. Identifying positive and negative on an LED like this is simple - long leg positive, short leg negative. We need to remember that through the installation of this firebox flicker.

11 The legs of the LED have been bent at a 90 degree angle to allow the wiring to sit up behind the firebox backhead out of the way. A 30k resistor has been soldered to the positive long leg of the LED together with a wire which will connect back to the decoder in the tender. The negative leg also has a wire attached.



12



To ensure there are no short circuits, both legs of the LED were covered with heatshrink insulation which was reduced in size to wrap around the bare metal legs. To ensure we don't forget which wire is which, the positive wire was deliberately cut longer than the negative.

13 The LED has now been fitted through the smokebox using Black Tack to hold it in place. This also aids insulation around the 90 degree bend of the LED legs. Now we need to route the wires from the locomotive to the tender.



14



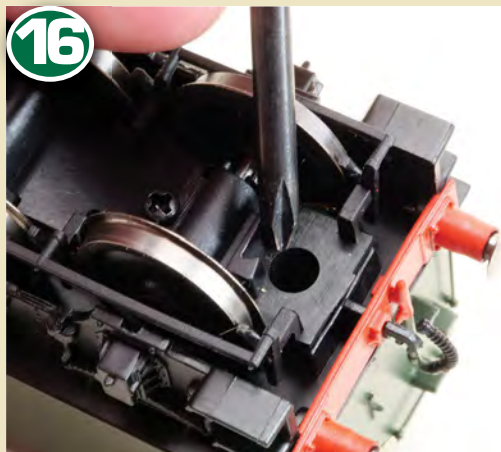
There is a small removable plastic panel at the back of the Hornby 'A2' chassis which can be removed. There is a channel below which holds the motor and pick-up wires with just enough space to add our additional LED wires.

15



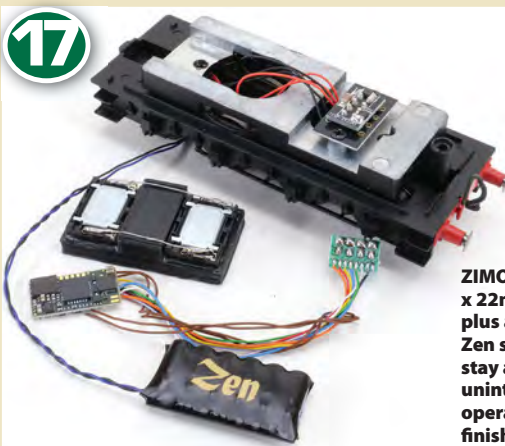
The locomotive body has now been refitted, taking care not to trap any of the wires during reassembly. The firebox flicker LED and its wiring are invisible from the outside, but will add to the locomotive's operation once connected up as it will operate with the coal shovelling sound on F10.

16



Moving to the tender, to separate the body and chassis, remove the coupling socket from its fish tail mount then undo the screw in the recess below it. The tender body will now lift up from the rear and release from the chassis.

17



Our tender space is going to be well used. We are installing a Doehler & Haass (D&H) 8-pin sound decoder from Locoman Sounds, a ZIMO twin 40mm x 22mm speaker plus a DCC Concepts Zen six capacitor stay alive for uninterrupted operation of the finished sound file.

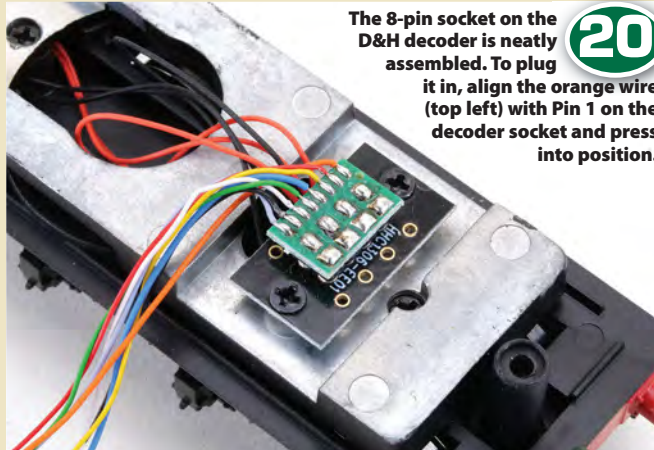
18



There isn't quite enough space for all this without removal of the full relief coal space. We cut this away at the back of the slope and then levered it down to remove the coal space.



A dry run of the components confirms that with the coal space removed everything will fit as we had planned. We will make a new false floor for a coal load at the end of the installation to disguise the speaker.



The 8-pin socket on the D&H decoder is neatly assembled. To plug it in, align the orange wire (top left) with Pin 1 on the decoder socket and press into position.

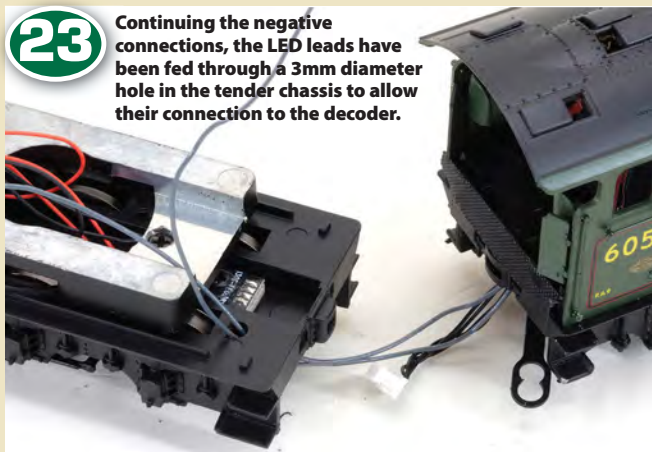
21



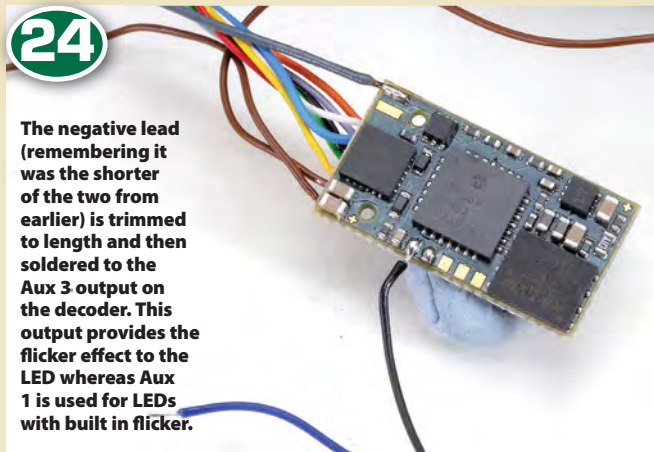
The DCC Concepts Zen capacitor packs have long flying leads to allow for flexible installation. We reduced their length by just over half using our trusty fine point scissors. We find these offer a very neat cut and fit into spaces that traditional wire cutters won't.



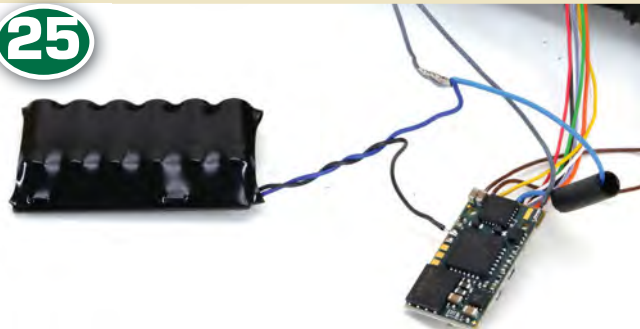
The positive and negative leads of the stay alive pack must be identified for correct installation. Blue is positive and black is negative on these packs. The negative lead is connected to the GND terminal on the decoder – this is a tiny solder pad, so take care when making the connection and use a suitable fine soldering iron nib.



Continuing the negative connections, the LED leads have been fed through a 3mm diameter hole in the tender chassis to allow their connection to the decoder.



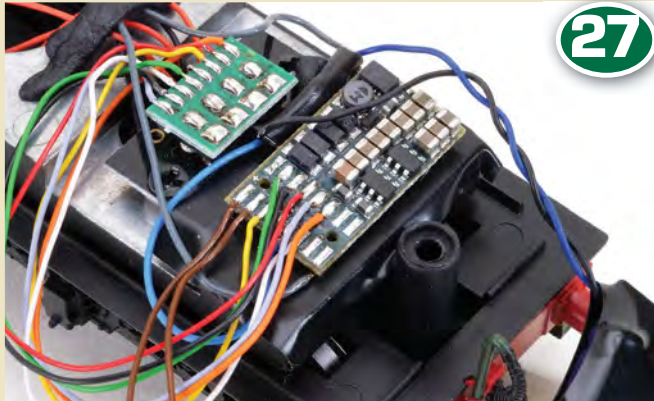
The negative lead (remembering it was the shorter of the two from earlier) is trimmed to length and then soldered to the Aux 3 output on the decoder. This output provides the flicker effect to the LED whereas Aux 1 is used for LEDs with built in flicker.



The positive lead from the stay alive pack and firebox LED are now joined to the blue wire from the decoder to provide their power source. We cut the blue wire from the decoder socket to ease the installation. The joint will be covered with heatshrink insulation.

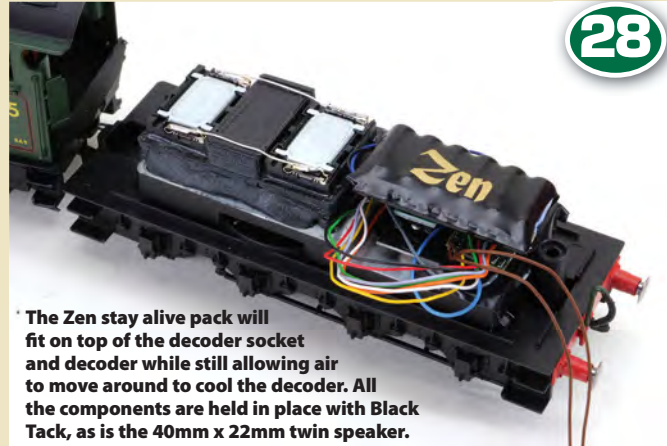


To provide an insulated base on which the D&H 8-pin decoder can be mounted, we covered the rear portion of the metal tender weight with insulating tape.



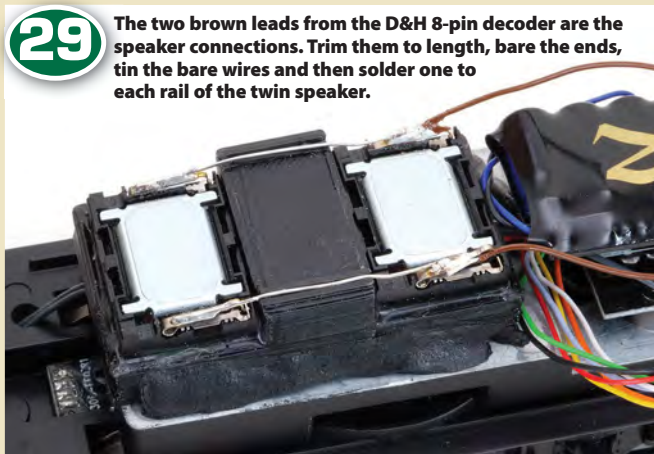
27

The 8-pin decoder sits neatly on the shelf between the socket and the body mounting point, and the wire will be tidied up at the end of the installation.



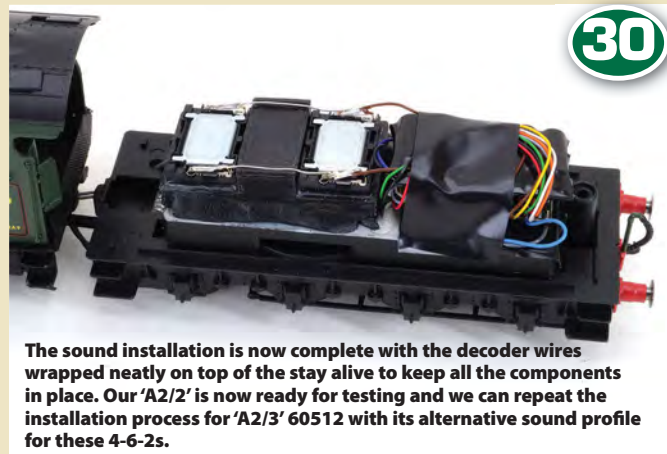
28

The Zen stay alive pack will fit on top of the decoder socket and decoder while still allowing air to move around to cool the decoder. All the components are held in place with Black Tack, as is the 40mm x 22mm twin speaker.



29

The two brown leads from the D&H 8-pin decoder are the speaker connections. Trim them to length, bare the ends, tin the bare wires and then solder one to each rail of the twin speaker.



30

The sound installation is now complete with the decoder wires wrapped neatly on top of the stay alive to keep all the components in place. Our 'A2/2' is now ready for testing and we can repeat the installation process for 'A2/3' 60512 with its alternative sound profile for these 4-6-2s.



31

The finishing touches for the time being are the addition of a false floor in the coal space and a real coal load. The false floor is cut from 1mm thick plasticard to fit the aperture and supported with a 2mm square section batten at the front. Both plastic parts are glued in place with Deluxe Materials Plastic Magic.



32

To ensure the white plastic of the new coal base doesn't show through, we painted it with Tamiya XF-1 Flat Black acrylic paint. This dries within minutes allowing the coal load to be added almost instantly.



33



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Doehler & Haass SD16A-2 8-pin sound decoder	www.locomansounds.com	SD16A-2
Thompson 'A2/2' era 4/5 sound profile	www.locomansounds.com	A2/2, late
Thompson 'A2/3' era 3/4 sound profile	www.locomansounds.com	A2/3, early
ZIMO 40mm x 22mm twin speaker	www.locomansounds.com	LS40x22x09
DCC Concepts Zen two-wire stay alive	www.dccconcepts.com	DCD-SA2-SS.1
3mm orange LED	www.rapidonline.com	55-0095

Finally, a coal load is built up using crushed coal. It is set in place with Deluxe Materials Ballast Bond adhesive which runs freely into the coal load to hold it in place. Our 'A2/2' sound installation is now complete – join us on www.keymodelworld.com where we will show you how we weathered and detailed these new 4-6-2s.

TIP

A stay alive capacitor is an essential part of our sound projects. It ensures that sound is uninterrupted if there is a break in track power.

Farnby

Cleveland Model Railway Club looked back to the 1930s on the LNER for its 'O' gauge branch line scene. **MARTIN SMITH** tells the story of this attractive group project.

PHOTOGRAPHY, MIKE BISSET

 Worsell
'J72' 0-6-0T
1749 propels a
single coke wagon
on to the coal drops
at Farnby.



IN THE MIDDLE OF 2010 Cleveland Model Railway Club moved to larger leased premises in Skelton, Cleveland. The club members, whose ranks were increasing steadily, were involved in constructing several layouts. ‘OO9’, ‘N’, ‘OO’, ‘EM’ and ‘P4’ scales were all being modelled, but there was only one who was a member of the Gauge O Guild who owned a 7mm scale exhibition layout. However, several other members were taking an interest in ‘O’ gauge around this time, but unfortunately the exhibition layout was too large to erect on a semi-permanent basis for running sessions. The group of six then got together over the winter and discussed the possibilities of building a 7mm club layout. The requirements for the new layout

were for one which could be easily erected by two people and easily packed for storage with ample running and testing facilities for locomotives and rolling stock. It had to be simple to operate and give plenty of opportunity for members to practice their modelling skills in the larger scale.

We decided that it would be built on four baseboards measuring 4ft 6in x 2ft, which would give us three main scenic boards and one end board fitted with a two-road sector plate to provide an off-scene destination for the trains. The frames were made from 70mm x 20mm timber blocks sandwiched by 100mm deep strips of 6mm plywood. The frame sections were made up in the club’s purpose-built jig. Board tops were then cut from 6mm

plywood with an aperture cut in the end board for the sector plate.

To support the layout a series of legs made from 50mm square timber with 70mm x 20mm cross stiffeners were built and these slot into sockets within the boards. The boards were then joined by 6mm roofing bolts and wing nuts. Board alignment was with home-made dowels designed to retract when the layout was boxed for storage. The structure was then coated with varnish underneath to seal the boards and frames. This is important when building a layout: the top and sides of a layout are usually totally covered with scenery and paint coatings and if the underside is not sealed, moisture can permeate the woodwork and warping may occur. »





Left: North Eastern Railway 'Y7' 0-4-0T 982
- one of 24 built between 1888 and 1924 - stands with a coke hopper while the merchants load bagged coal onto a lorry.

Right: A Ruston 48DS 4wDM shunter takes a set of wagons to the goods shed at Farnby.

Below: LNER 'J68' 0-6-0T 7048 rolls into the station with a passenger working as 'J67' 0-6-0T 7261 simmers at the bottom of the coal drop ramp.



LAYING THE LINE

Having formulated the basic track plan and deciding on a country station building typical of the Yorkshire Wolds, along with a coal depot/drop, small engine shed, water tower, and a goods cattle dock, we bought six Marcway turnout kits. In spring 2011, with our plans completed and guided by the Gauge O Guild member, the group sat around a table and each constructed one of the turnouts. This had the advantage of increasing soldering skills and giving an insight into basic turnout construction. A few mistakes were made along the way but with soldering, most mistakes can easily be rectified.

By the summer, the basic boards had been built and the track plan drawn out, so track laying commenced. Peco code 124 track and the Marcway points were laid onto 3mm cork strips, glued to the boards with PVA, and pinned to the



baseboards. As the layout was to be low budget and not - at the time - intended for exhibitions, the point motors fitted were second-hand H&M devices serviced in house and fitted with microswitches for polarity control. The section of track to the coal drops was left until the coal depot was built as the track was required to rise up an incline and onto the top of the drops. It was decided to use three-link couplings for the stock, although it could be modified to use Spratt & Winkle if desired.

Whilst some of the group began building structures for the layout, the wiring was progressed. Most of the layout was connected with cable stripped from scrapped lengths of three-core flex, which was in good condition, with the outer insulation removed. For the purist this may not work as you only have three colours to work with, but it is a cheap source of cable and is good recycling. A few metres of 16/0.2 layout wire was bought for point motor and signal wiring.

A small two-level control box was made from 9mm plywood. The lower level contains the main transformer and associated mains connections. The upper level is fitted with the low voltage components and wiring, hinged for access to the lower level. Stud contacts and switches for layout operation are positioned in a painted basic track diagram on the 6mm plywood top. The upper/lower level division is an added safety feature to protect against direct contact with the 240V electrics should it be necessary to trace or solve minor layout wiring faults in the upper level. »

“The requirements for the new layout were for one which could be easily erected by two people.”

MARTIN SMITH



Left: An Andrew Barclay 0-4-0ST shunts the goods yard at Farnby.

Right: 'Y7' 982 simmers outside the timber built engine shed between shunting duties.

Below: Holden 'F3' 2-4-2T 7145 shunts the goods shed at Farnby.

Cross-board and control box connection is by means of plug together terminal blocks, wired as removable harnesses. DIN sockets were fitted at either side of the control box for Modelex handheld controllers. The sector plate has two roads and is 4ft long.

In January 2013, electrical testing was carried out and, other than a couple of glitches, all proved to be satisfactory. Track painting and ballasting then commenced and basic structures began to appear on the layout. The rail sides were painted with track colour. Granite ballast was applied with a teaspoon and levelled with a small paintbrush. A fine water mist was then applied, followed by a 50/50 mix of white PVA and water from a syringe. We found it best to only carry out this procedure over a length of around half a metre on each track run and then allow it to dry until the next club meeting. This helps to prevent dampness from warping the baseboards.

UNIQUE STRUCTURES

Buildings and structures were scratchbuilt. The station platform was individually planked with 6mm x 1mm strip wood attached to support piers constructed from 9mm plywood blocks, covered with DAS modelling clay, the stone courses being scribed into the DAS. The station building was modelled in styrene complete with open roof Gents toilet and fittings. The bridge stonework was drawn out on paper first. A carcass was constructed with 6mm FOREX (a plastic material denser than foamboard used a lot in supermarket signage), covered in DAS around 2-3mm thick and then the stonework was scribed into it as per the drawing. When dry, it was painted with enamels.

The coal drops were built using the same method and the incline to the drops was created with 9mm plywood blocks. Separate white metal rail chairs were glued to timber framing along the top of the coal drops and then about 300mm of sleepers were removed from a length of code 124 track. The free track was then slotted along the chairs and gently curved



down onto the access slope. This gave a smooth transition onto the top of the drops. The track joint is further down the access slope.

The weighbridge and hut, small engine shed, water tower and the ground frame on the platform were all built with parts from our spares boxes. The goods shed is a styrene structure which along with the cattle dock was produced as a module and added to the layout. The goods dock crane was built from a white metal kit purchased at one of the shows from a second-hand trader.

There is only one signal post on the layout, operated using an H&M point motor. This again was second hand and refurbished with the operating rod and detail being added. There are also two North Eastern Railway type ground signals built from kits. As yet they have not been connected for remote operation but they are designed for this. »





 **Worsdell 'J72' 0-6-0T 1749, still wearing North Eastern Railway livery, simmers in the yard as 'J65' 0-6-0T 7250 prepares to depart with the branchline passenger working.**

FINAL PHASE

As the buildings and structures were fitted the scenery was progressed and by March 2013 our work was starting to look like a proper layout. Support structure for the raised scenic areas was produced from card and ply. The basic terrain was a mix of plaster with a tablespoon of PVA added to each mix – the PVA gives a degree of flexibility in the plaster and helps to prevent cracking. When dry, the plaster was coated in brown acrylic paint on to which the scatter materials were added.

Before adding the scenery along the back of the layout, the backscenes were added. 6mm plywood was used for this, the height being determined to give the operators a reasonable reach onto the layout from the rear and also high enough to create a protective box with clearance for the structures when the boards were bolted face-to-face. The plywood was painted with blackboard paint on the rear and the scenic side with pale blue emulsion from a match pot. Once secured onto the baseboard frames, the scenery was completed. The yard backscene was positioned along the centre of the storage yard board to screen the sector plate from the scenic part of the layout.

The layout was completed by May 2013 and went into general club use. In August 2013 we decided to exhibit it at our annual Redcar Show along with the other club and visiting layouts.

THE TRAINS

The locomotives and rolling stock that can be seen on the layout are owned by members of the club. Some are proprietary, and some members have built their first 'O' gauge locomotives and rolling stock from kits with guidance from others. Short wheelbase locomotives are most suitable to shunt the coal drops.



During our 2013 show it became obvious that an additional run-round loop was required on the track nearest the viewing public. Two Peco points were purchased along with the required additional track, installed, and put into operation. This greatly added to the operational interest of the layout. The backscenes were also painted later with acrylic paints.

Much to our surprise, invitations to attend other club shows were received and were accepted. The layout has attended shows at Newcastle, Glasgow Gauge O Guild show, Shildon and other local shows in the North East.

In hindsight the transition from the level track onto the coal drop should be

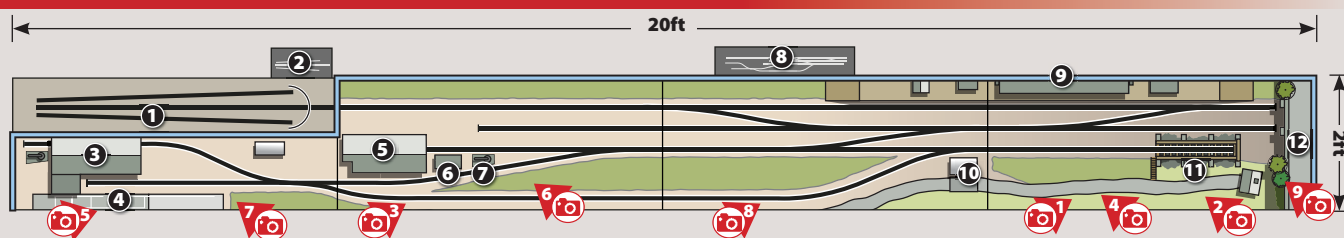
more gradual because there is a tendency with some locomotives, especially 0-6-0s, for the centre wheels to be raised off the track as the locomotive starts to climb the incline.

The club members continue to enjoy this layout and it has been ideal for testing new locomotives and rolling stock, although we have to rotate completed layouts with new builds to make full use of our available floor space. Before the pandemic we considered starting another 'O' gauge layout. This will now depend upon the progress of other club projects – but when it's suitable for publication, we hope to be able to share it in *Hornby Magazine*. **HM**



Viewed from the road bridge, LNER 'J68' 0-6-OT 7048 has just arrived at Farnby station with a short passenger train while 'Y7' 0-4-OT 982 collects a coke wagon from the coal drop.

FARNBY TRACK DIAGRAM (NOT TO SCALE)



KEY

- | | | | |
|------------------------------|---------------|----------------------|-------------------|
| ① Sector plate storage yard | ④ Cattle dock | ⑦ Water crane | ⑩ Weighbridge |
| ② Sector plate control panel | ⑤ Engine shed | ⑧ Main control panel | ⑪ Coal drops |
| ③ Goods shed | ⑥ Water tower | ⑨ Station building | ⑫ Road overbridge |



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THE SETTLE- CARLISLE RAILWAY

Soaring high into the Pennines in spectacular scenery, the Settle & Carlisle Railway has always held a special place in the hearts of enthusiasts and modellers. However, this railway had a troubled history with threats to its existence from the very start. **EVAN GREEN-HUGHES** explains.

A steam-hauled goods
crosses the 104ft,
400yard long Ribbleshead
Viaduct in the 1950s
heading north. Bishop Eric
Treacy/SSPL/Getty Images.



THERE are few railways in the world more spectacular than the Settle & Carlisle (S&C), travelling 72 miles along the Pennine spine of Britain. It climbs to a summit of more than 1,100ft above sea level on a route encompassing wild moorland, long tunnels and spectacular viaducts. In steam days, the fearsome gradients demanded exemplary work from railwaymen and locomotives alike. Not for nothing was it known as the 'Long Drag'. Even today, extreme weather will sometimes throw up quite extraordinary challenges.

This remarkable route came about due to the Midland Railway's passionate desire to have its own route all the way from London to Scotland, something which was only possible due to the second great 'railway mania' of the 1860s and 1870s, which provided abundant finance for railway expansion schemes, good or bad.

The Midland had always played second fiddle to the major players of the east and the west coast but its lines had expanded



Steam hauled railtours have been popular on the S&C since the end of steam. In 1994 Gresley 'A4' 4-6-2 4498 Sir Nigel Gresley climbs the final yards to Ais Gill summit with a southbound charter.
Colin Whitfield/Railphotoprints.uk.

steadily north from its London terminus at St Pancras until by 1861 it was able to run expresses to Scotland via the 'Little North Western' which made an end-on connection with the London & North Western Railway (LNWR) at Ingleton in the Yorkshire Dales. The problem with this arrangement was that the Midland's

access to Scotland was controlled by its great rival, the LNWR, which prioritised its own trains, much to the inconvenience of Midland Railway passengers.

Finding this situation intolerable, the MR went to Parliament with proposals for its own railway to Scotland, but finding a route for this line proved very difficult, »



with the only practical way forward being by taking the line high up into the Pennine hills. An Act for the construction of the line was obtained in 1866, but even before a single shovelful of earth had been moved, the Midland was having second thoughts as the line would be prohibitively expensive both to construct and maintain. Having had those thoughts there were then frenzied negotiations with the LNWR, leading to an agreement for running through trains using the West Coast Main Line (WCML) and removing the requirement for the Settle-Carlisle Railway to be built at all.

Unfortunately for the MR, but fortunately for future generations of railway enthusiasts, when the matter went back to Parliament with a request to abandon there were objections from other railway companies which meant permission was refused and the Midland had to build its line – whether it wanted it or not. The Settle & Carlisle had survived its first brush with death even before it had been born.

AMBITIOUS PLAN

Within a short space of time a band of more than 6,000 navvies was assembled and construction started. The route was ambitious, requiring more than 22 miles of continuous gradients of 1-in-100 at each side of a summit more than 1,000ft above sea level. To ensure that this was a true main line capable of taking trains at express speeds, many viaducts and tunnels would be needed, but there were other problems too, such as at Batty Moss where the line would have to cross an area of bog land which previously had been unable to support even the weight of a



Stations along the S&C had a similar style to their buildings while the platforms were distinctly low in the steam era. Stanier 'Black Five' 44901 rolls into Garsdale station in the early British Railways era.
SSPL/Getty Images.

walking man, let alone a train.

In such a remote area those who built the railway had also to build all the facilities that would enable them to exist in such a harsh environment. Large camps were built to house the workers and their families, many of these were named after places in the British Empire where recent military action had taken place. These included Inkerman and Sebastapol which were established at Ribbleshead where a massive viaduct, 400 yards long and 104ft high, was built.

Many of those working on the scheme were killed at work and many more died for other reasons, for instance 80 people perished in a smallpox outbreak at Batty Green during construction of the line.

Those who built the line suffered appalling conditions, and work was held up on many occasions due to frozen ground, heavy rainfall, snow or high winds. Some contractors found it too much and quit – but within six years, the route, which included 14 tunnels and 22 viaducts, was complete, and the Midland had its own route as far north as Carlisle.

SUPERIOR SERVICE

Opening in 1875 the Settle & Carlisle proved a formidable competitor, as the Midland passenger coaches were superior in comfort and the company provided more trains than others. However, it could not compete in other ways and its trains took longer to make the north-

The Midland Railway built the Settle & Carlisle line to provide its own route through the Pennines to the north. On July 27 1939 Stanier 'Jubilee' 4-6-0 5568 Western Australia approaches Ais Gill summit with the 'Thames-Forth Express'.
Maurice Early/SSPL/Getty Images.



south journey, partly due to the severity of the gradients and partly due to the number of stops made in the Midlands and Yorkshire. Local traffic proved to be less than expected – but this wasn't surprising bearing in mind the inconvenient locations of some of its facilities. Dent station was built almost five miles from the village which gave it its name and some 400ft higher up the valley side.

Working the line also proved to be a challenge and most trains had to be double-headed up the 'Long Drag' as the hills each side of the summit became known. Garsdale, near the summit, became the place where engines were detached and turned, and so extreme were the conditions there that the turntable had to be surrounded with a wooden stockade after an incident where the wind turned an engine which then went round and round and could not be stopped. Fierce winds also ripped tarpaulins off wagons and there was ice and snow in the winter, with obstructions due to ice frequently encountered in the tunnels.

When the railways were grouped in 1923, the folly of building the S&C again came to the fore, as the London Midland & Scottish Railway ended up owning both it and the WCML, with the inevitable result that it favoured the Shap route and the former Midland line was regarded as a duplicate. Any advantage that the former Midland route had by way of better coaches or a more frequent service was removed. Things became even worse when the country's railways were nationalised in 1948 as demand for rail travel would soon decline. By this time a London to Scotland journey via the Settle-Carlisle took almost two hours longer than by rival routes.

Inevitably Dr Beeching's famous report of 1963 envisaged the withdrawal of passenger services, but somehow the line survived only to lose most of its stations in 1970, and to see the number of local passenger trains reduced to only two each way per day. Expresses were gradually diverted away – as was much freight - and



Stanier 'Black Five' 4-6-0 44852 rounds the curve into Dent Station with a Down van train on August 29 1967. Note the mix of ex-SR and LMS four-wheel parcel vans as well as the BR 20ton brake van at the centre of the train. Paul Claxton/SA Archive/Railphotoprints.uk.

by the 1970s things were looking very bleak indeed. By this time the only bright light on the horizon was the introduction of the DalesRail services promoted by the Yorkshire Dales Park Authority.

RUN-DOWN

As was the pattern at the time, British Rail neglected the line's maintenance and such was the condition of the structures that in 1984 proposals for complete closure were announced. These largely centred round a quoted repair cost for the Ribbleshead viaduct of around £6m, a figure later found to have been grossly exaggerated. There were also claims that there was no traffic for the line because BR had been deliberately routing traffic away from it, sometimes over much greater mileages.

British Rail's antics caused a public outcry to save the S&C and the resulting publicity brought about a huge increase in traffic on the line which multiplied fourfold within five years. The then Conservative government refused to sanction the closing of the route and

British Rail was forced to carry out the repairs it had been delaying.

Over the following years there was something of a reversal of fortune as more stations were reopened and a lack of capacity on the WCML forced many freight trains to return to the S&C. In turn this caused much of the track to be replaced, meaning that the line was in the best shape that it had been for many years.

STEAM SPECIALS

The route has always been very popular for special workings and is now much favoured for steam excursions, with many different engines including Gresley 'A4s', *Duke of Gloucester*, Bulleid 'Pacifics' and Stanier 4-6-2s having visited in recent years. In addition, Crewe-based Locomotive Services introduced its 'Staycation Express' daily trips over the line last year featuring Class 20s, 37s and 47s, but which in 2021 will be provided by a specially-liveried HST set.

Ordinary passenger services are mainly provided by Class 158s but 156s and previously even 'Pacers' have appeared. Regular freight now also runs not only using the S&C as a through route but also originating traffic from a number of quarries which have had rail connections reinstated over recent years with most trains in the hands of Class 66s.

Given that the S&C was almost never built at all, and arguably was never really required, the fact that it survived until BR days before being seriously considered for closure is nothing short of remarkable. That it then went on to defeat the intentions of Dr Beeching and subsequent railway administrations to finally be saved by one of the least railway supporting governments of all time only adds a further twist to the story.

With its unique location and wide range of motive power, both current and historic, the Settle & Carlisle is a truly unique railway which after all these years seems at last has a secure and stable future.

Find out more about Settle & Carlisle rail travel at www.settle-carlisle.co.uk. **HM**



Heavy freights on the S&C in steam days included the Long Meg anhydrite train to Widnes which was often hauled by a BR '9F' 2-10-0. The working was distinct for its tarpaulin covered hoppers. In March 1967 '9F' 92071 crests Ais Gill summit heading south. Paul Claxton/Railphotoprints.uk.

STAFF PROJECTS

TRACK PAINTING

*Hornby Magazine's 'OO9' narrow gauge layout expansion is fast becoming an idyllic scene. **RICHARD WATSON** shows us how he brought the track to life on the layout.*





MIKE WILD

Garden railway season is in full swing for Mike and the first running sessions have shown up a handful of maintenance tasks to complete for reliability.



MARK CHIVERS

Mark has been dusting down his weathering booth in preparation to tone-down his Southern Region fleet of diesels, electro-diesels and wagons.



RICHARD WATSON

Richard is approaching the end of the narrow gauge project and is itching to get back to the main workshop to progress our next 'OO' gauge layout build.

LAST MONTH (HM167), I explained my simple method for painting the bridge stonework on the 'OO9' narrow gauge extension project layout. Now the scene has been developed further with scenery added to bring life to an often-forgotten part of a railway, the track.

Back in October 2020, we hosted our annual Great Electric Train Show online as a virtual event. One

of the featured layouts was Mike Buick's Oak Road. While filming the layout, Mike explained his simple and effective method for painting track without the need for great expense or an airbrush. I was so taken with the method that I wanted to employ it on one of *Hornby Magazine's* project layouts and the 'OO9' scene offered the perfect space to give it a go.

For the purpose of the step-by-step guide, I've attached a spare

piece of Peco code 80 track to an offcut of MDF. I'll be using three paint colours – White, Burnt Umber and Black. These are Hobbycraft 60ml acrylic paints applied with a suitable small brush.

The process is very simple. Once the track has been laid the first stage is to dry-brush the white onto the sleepers and allow to dry. Being acrylic paint, this doesn't take long and can be sped up with a hairdryer. Working layers I then add successive dry-brushed coats of Burnt Umber and then Black – as the latter is the darkest colour, it's best to use very small amounts, getting most of the excess paint off the brush before you start applying it to the sleepers.

Once completely dry, we move onto the ballasting. I've used Woodland Scenics fine grey blend to match the original part of the layout and it has been fixed in place with a 50:50 mixture of PVA and glue applied with a pipette to the ballast after it was wetted with water.

With the ballast dry I painted the rail sides with Railmatch Sleeper Grime and allowed them to dry. Next, I added Burnt Umber to a pot with some water and made a weak wash. Using a syringe, I applied the colour to the ballast in random locations. If the wash is weak, build it up in layers rather than making the wash stronger. It's at this stage the track should really start looking

TOOLS

- Paintbrushes
- Syringe or pipette

realistic – particularly close up. I then move onto a black wash and follow the same process until I'm happy. Remember that it dries a lighter shade.

Once complete, the trackbed is ready for more custom touches to the specific area you are modelling. Use this article as a guide and also visit www.keymodelworld.com/hornby-magazine-show to see me apply this process on camera in the latest *Hornby Magazine Show* video. And don't forget to join us on May 7 for the final installment of the 'OO9' project as I complete the scenery on this 4ft long module. **HM**

"I was so taken with the method that I wanted to employ it on one of Hornby Magazine's project layouts and the 'OO9' scene offered the perfect space to give it a go."

RICHARD WATSON

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Code 80 narrow gauge track	Peco	SL-300
White acrylic paint, 60ml	Hobby Craft	6057841000
Burnt Umber acrylic paint, 60ml	Hobby Craft	6057841011
Black acrylic paint, 60ml	Hobby Craft	6057841001
Fine Grey Blend ballast shaker	Woodland Scenics	B1393
Sleeper Grime enamel paint	Railmatch	2406

USEFUL LINKS

- Woodland Scenics www.bachmann.co.uk
- Railmatch www.howesmodels.co.uk

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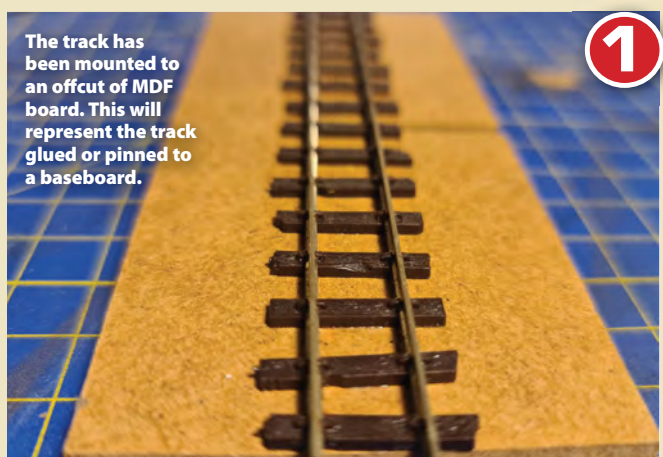


■ Building a Ffestiniog inspired layout ■ Model railway news ■ Ffestiniog line tour ■ New releases

- Visit www.keymodelworld.com/hornby-magazine-show to see expansion of Wardle Bay continue in our Ffestiniog Railway themed monthly video series. The third part will be available to watch from 8pm on Friday May 7 2021.

Heljan Manning Wardle 2-6-2T Yeo leads a rake of Bachmann slate wagons through the new scene on the narrow gauge layout. It is now watched by eager photographers in the neighbouring field.

STEP BY STEP WEATHERING TRACK WITH ACRYLICS



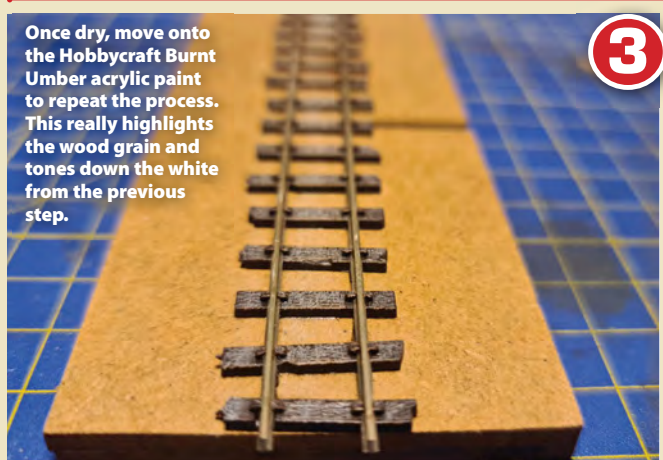
The track has been mounted to an offcut of MDF board. This will represent the track glued or pinned to a baseboard.

1



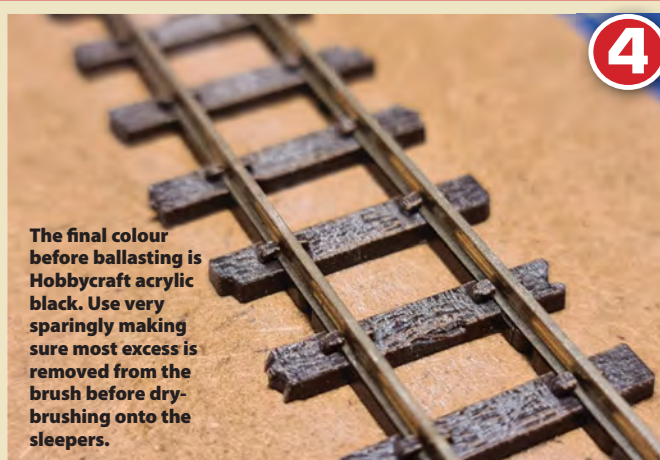
Using Hobbycraft white acrylic paint and a small paint brush, lightly dry-brush the paint onto the sleepers to highlight the wood grain effect.

2



Once dry, move onto the Hobbycraft Burnt Umber acrylic paint to repeat the process. This really highlights the wood grain and tones down the white from the previous step.

3



The final colour before ballasting is Hobbycraft acrylic black. Use very sparingly making sure most excess is removed from the brush before dry-brushing onto the sleepers.

4



Next, add the ballast to the track and then use a dry brush to move it into place around the sleepers. We get a glimpse of the previous steps starting to bring the section of track to life.

5



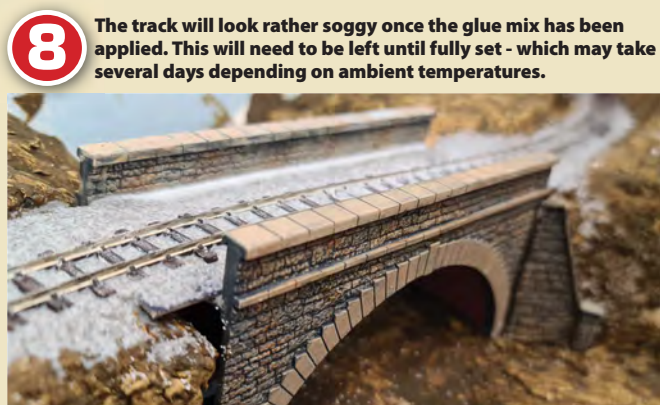
Once I was happy with the ballast position, I sprayed the dry ballast with isopropyl alcohol (IPA) before soaking with a 50:50 PVA wood glue and water mix. The IPA breaks the surface tension for the glue and allows the mix to soak all the way into the ballast. You can use a drop of washing up liquid if IPA isn't available.

6



I used a small spray bottle to spray the IPA onto the ballast. If you notice the PVA mix not soaking in, you can spray a little more IPA sparingly.

7



The track will look rather soggy once the glue mix has been applied. This will need to be left until fully set - which may take several days depending on ambient temperatures.

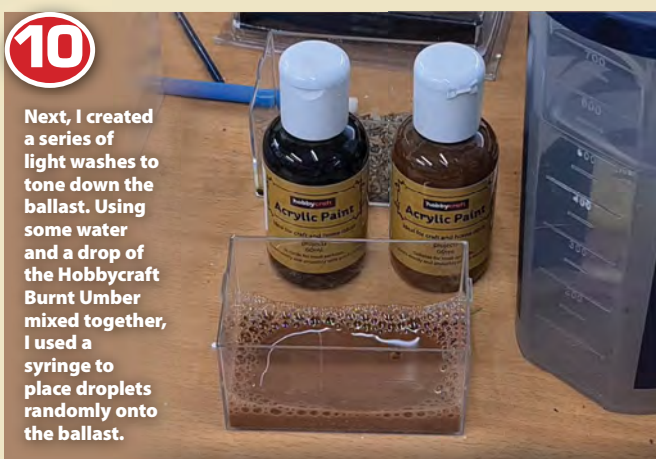
8

The narrow gauge layout extension is developing quickly and includes Woodland Scenics' new barbed wire fencing as the railway boundary.



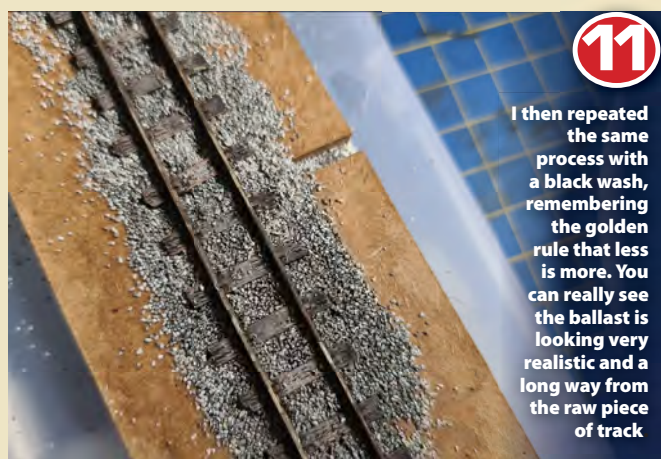
9

Now it's time to tackle those shiny rail sides. Using Railmatch Sleeper Grime and a small brush, I coat the sides. Don't worry if the paint gets onto the ballast as this can add to the effect.



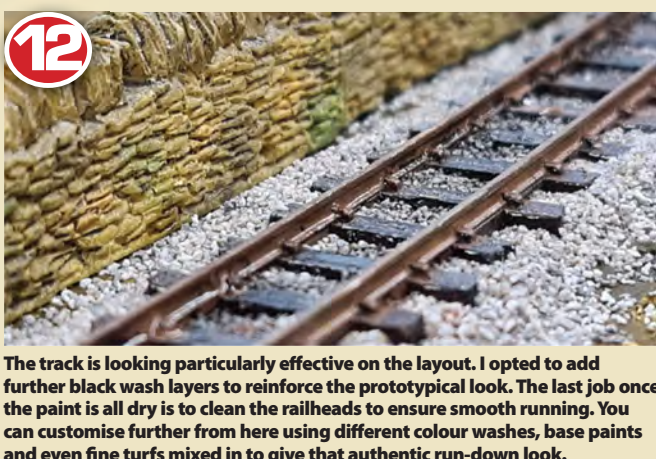
10

Next, I created a series of light washes to tone down the ballast. Using some water and a drop of the Hobbycraft Burnt Umber mixed together, I used a syringe to place droplets randomly onto the ballast.



11

I then repeated the same process with a black wash, remembering the golden rule that less is more. You can really see the ballast is looking very realistic and a long way from the raw piece of track



12

The track is looking particularly effective on the layout. I opted to add further black wash layers to reinforce the prototypical look. The last job once the paint is all dry is to clean the railheads to ensure smooth running. You can customise further from here using different colour washes, base paints and even fine turfs mixed in to give that authentic run-down look.

OO9 Gauge Steam Locomotives



Lynton & Barnstaple 2-4-2T
Stage: In Production Due: Q2 2021
Price: £203.96 Digital: 6-pin
hattons.co.uk/landb242t

OO Gauge Steam Locomotives



Class 5101 'Large Prairie' 2-6-2T
Stage: Painted Samples Due: TBC
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Class 78xx 'Manor' 4-6-0
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Class J26 0-6-0
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OO Diesels & Electrics



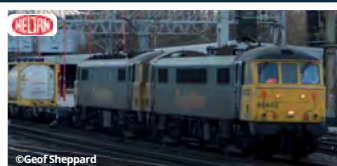
Class 59
Stage: Painted Samples Due: Mid-2021
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BR Pilchard Wagons
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LNER 10t Banana Van
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N Gauge Steam Locomotives



LSWR Class M7 0-4-4T
Stage: Prototype Due: Q4 2021
Price: £83.26 Digital: N/A
hattons.co.uk/dapolm7



Bulleid Light Pacific 4-6-2
Stage: Early Development Due: Q4 2021
Price: from £169.96 Digital: NEXT-18
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N Gauge Diesel Locomotives



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N Bi-Mode Multiple Units



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O Gauge Diesels/ Electrics



Class 26
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Class 47
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljan47



Class 56
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljan56



Class 73
Stage: CADs Due: Mid-2022
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O Diesel Multiple Units



GWR Streamlined Railcar
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Class 121 'Bubble Car'
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O Coaches & Wagons



Stroudley 4 Wheel Coaches
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Conflat A Wagons
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hattons.co.uk/dapolconflat



Mk2 & Mk2A Coaches
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00 Gauge (1:76 Scale)

Steam locos



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (Hat) (RRP £99) **BARGAIN** ... £84



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H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) (RRP £99) **BARGAIN** ... £84



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat) (RRP £99) **BARGAIN** ... £84



R3863 Class T9 4-4-0 120 in LSWR green (Hor) ... £153



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) (RRP £99) **BARGAIN** ... £84

Diesel locos



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



2536 Class 25/3 25155 in BR Blue single central double arrows and headcode blinds - weathered (Hel) ... £161.46



2539 Class 25/3 D7672 'Tamworth Castle' in BR two tone green - 1990s railtour condition (Hel) ... £152.96



2540 Class 25/3 ETHEL train heating unit ADB97250 in BR Blue and Grey (Hel) **NEW** ... £152.96



2538 Class 25/9 25912 'Tamworth Castle' in BR blue extended yellow ends (Hel) ... £152.96



H4-66-010 Class 66 66404 in DRS compass (Hat) (RRP £150) **BARGAIN** ... £119



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (Hat) (RRP £150) **BARGAIN** ... £119



H4-66-024 Class 66 66727 in GBRI/First group 'Andrew Scott CBE' (Hat) (RRP £150) **BARGAIN** ... £119



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

Train sets - analogue



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

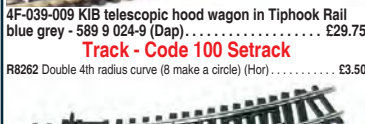
Wagons



4F-027-018 ICA 'Silver Bullet' bogie tank wagon in Ermewa - 33 87 7898 008-0 - weathered (Dap) **NEW** ... £33.96



4F-027-019 ICA 'Silver Bullet' bogie tank wagon in Ermewa - 33 87 7898 024-7 - weathered (Dap) **NEW** ... £33.96



4F-039-009 KIB telescopic hood wagon in Tiphook Rail blue grey - 589 9 024-9 (Dap) ... £29.75

Track - Code 100 Setrack

R8262 Double 4th radius curve (8 make a circle) (Hor) ... £3.50

R8072 Left Hand Standard Point (Hor) ... £9.50

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ... £3.10
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) ... £3.10
SL-102 Pack of 25 (Pec) ... £76

Track - Code 75 Finescale

SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) ... £3.20
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N Gauge

Steam locos



25-012-014 Class A1 'Terrier' 0-6-0T 643 'Gipsyhill' in LBSCR marsh umber (Dap) ... £72.21



25-012-015 Class A1X 'Terrier' 0-6-0T 32635 'Brighton Works' in LBSCR-style improved engine green (Dap) ... £72.21

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

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ... £69
SL-300 Single (Pec) ... £3

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ... £3.20
SL-300F Pack of 30 (Pec) ... £93
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) ... £3.50
SL-302F Pack of 30 (Pec) ... £99

O Gauge (1:43 Scale)

Steam locos



H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) (RRP £750) **BARGAIN** ... £579



H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) (RRP £750) **BARGAIN** ... £579



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1901 GWR AEC diesel railcar in 29 GWR chocolate and cream grey roof and coat of arms emblem (Hel) ... £466.65

Coaches



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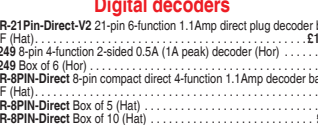
7P-001-202 Mk1 SK second corridor S24169 in BR green (Dap) ... £169.15



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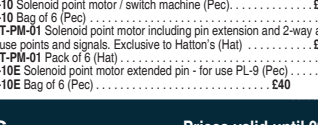
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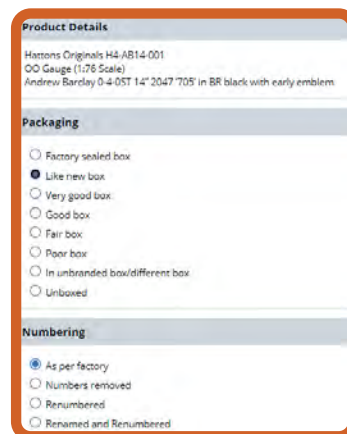
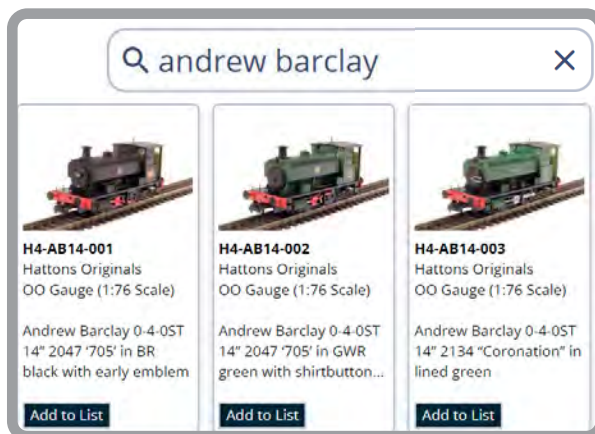
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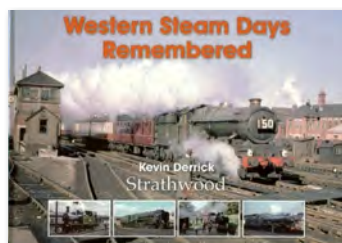
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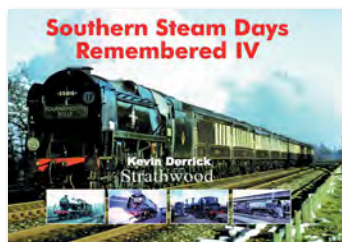


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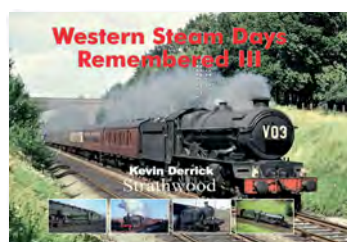


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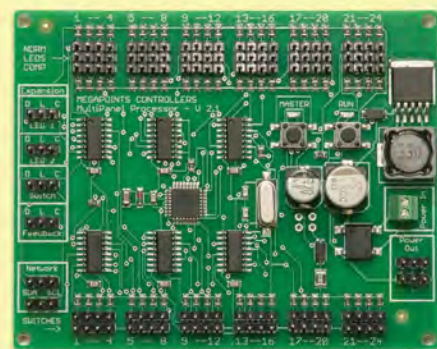
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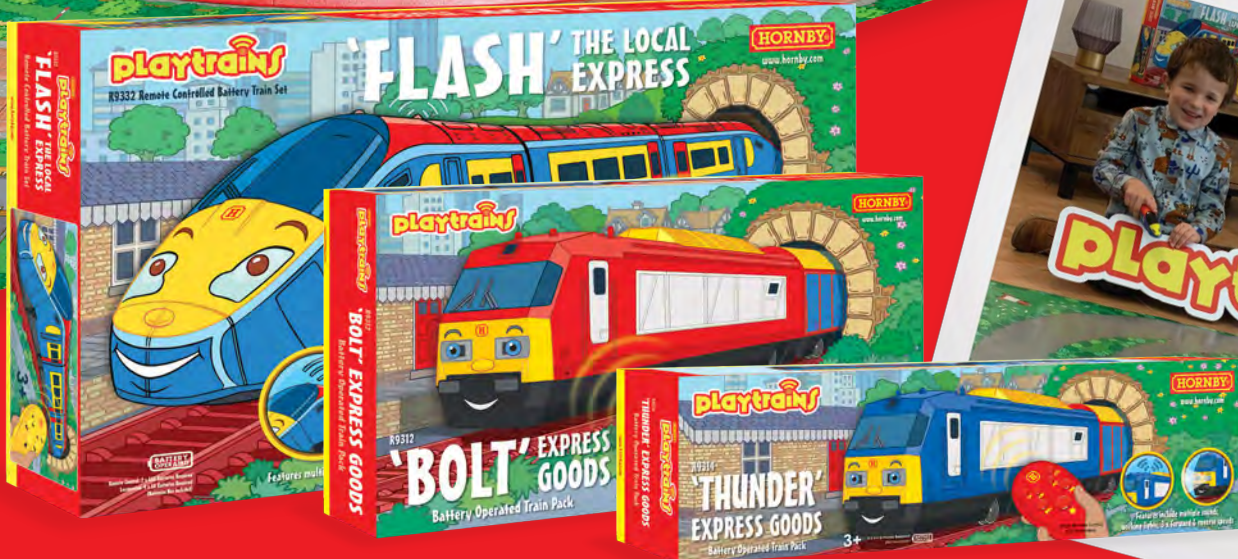
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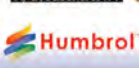


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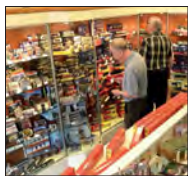
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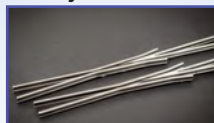
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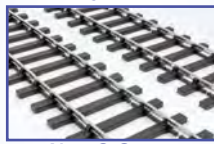
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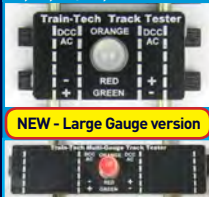
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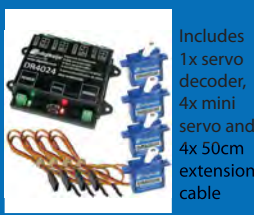
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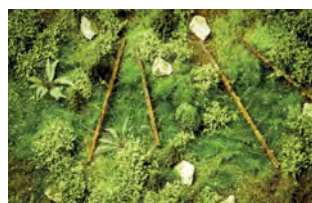
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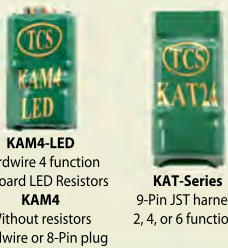
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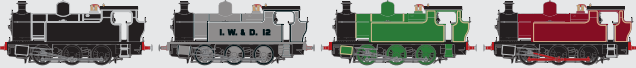
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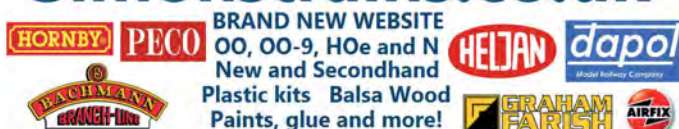
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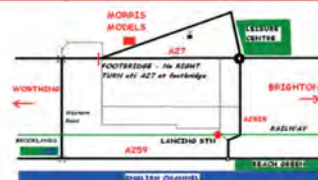
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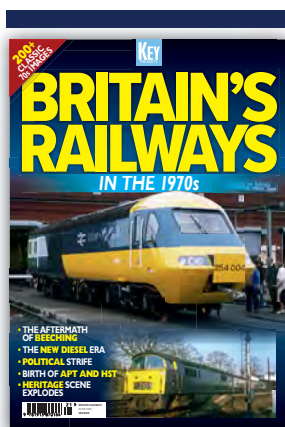
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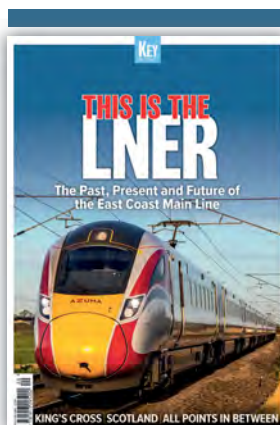
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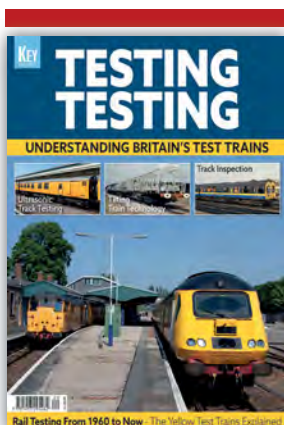
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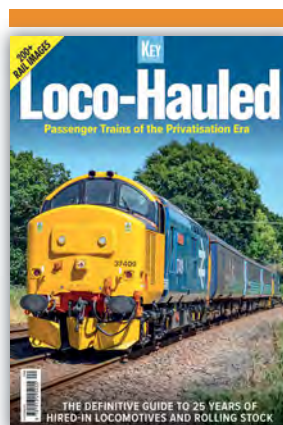
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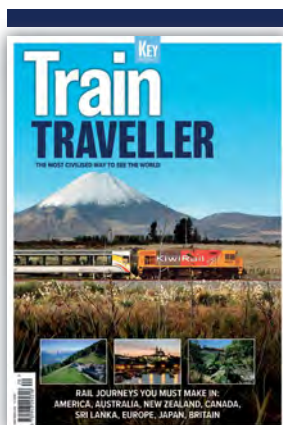
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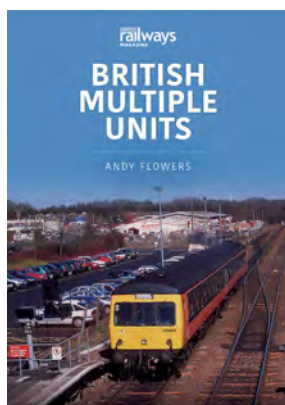
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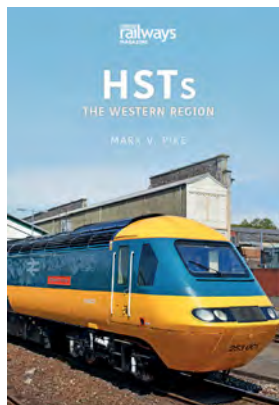
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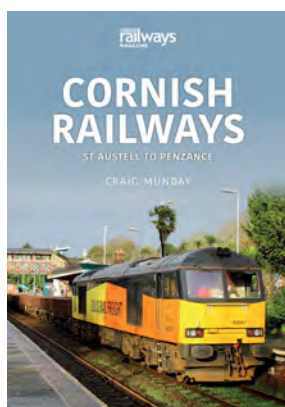
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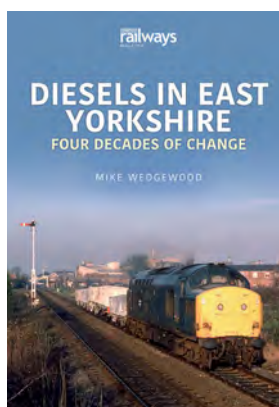
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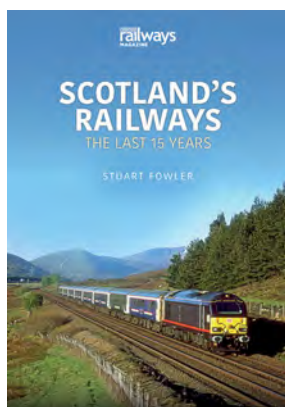
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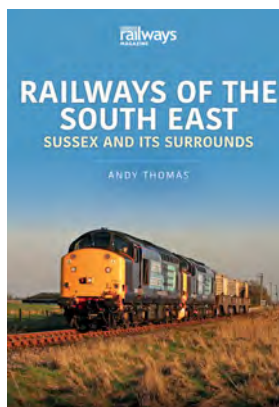
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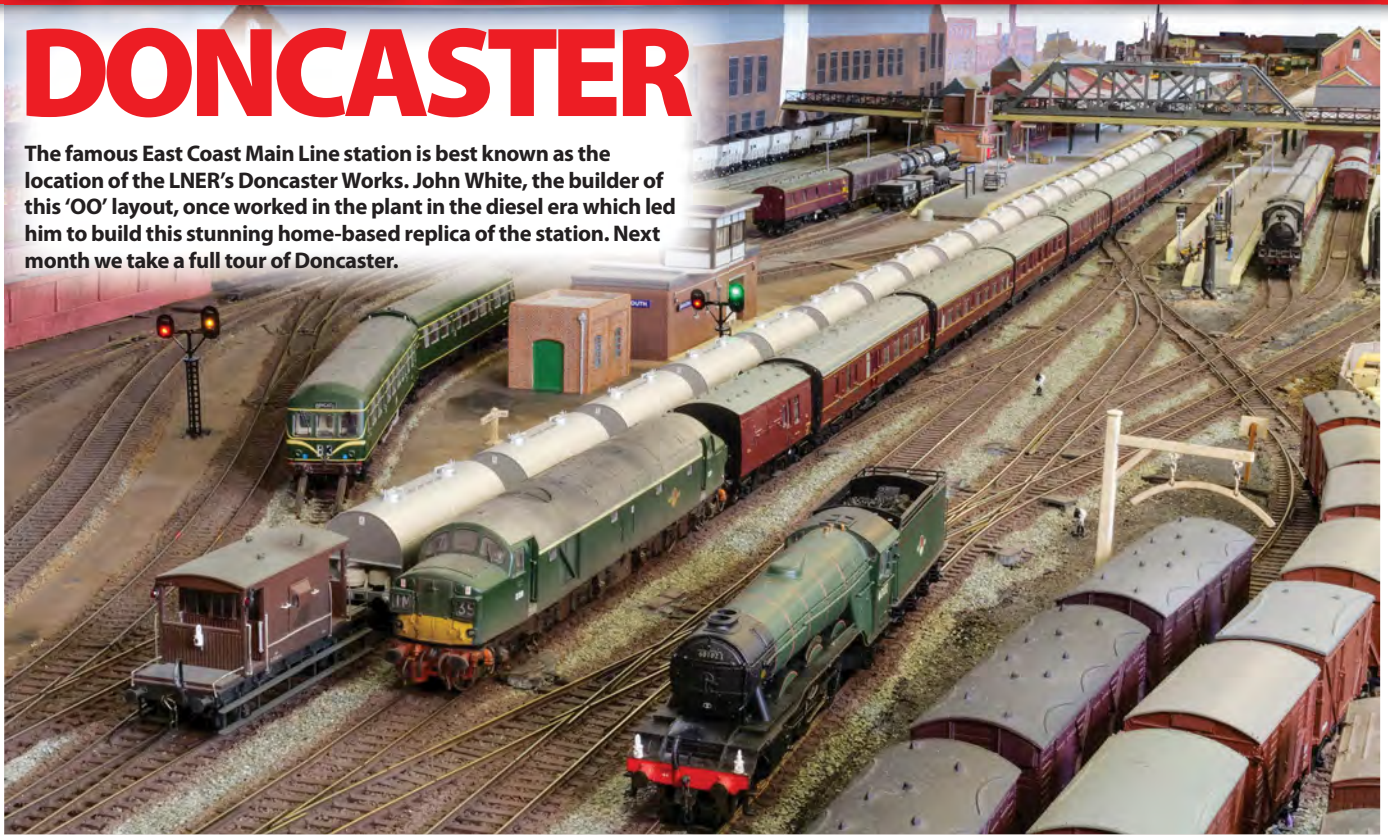
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Heljan Class 25 sound

Next issue we take a detailed look at the potential for installing digital sound in Heljan's latest 'OO' gauge diesel locomotive – the Class 25/3.

Join us as we show you how with a ZIMO decoder and Digitrains sound file.



COILED UP

Steel coil wagons are an eye catching part of the modern railway scene. Tim Shackleton gets to grips with the latest releases from Accurascale and Cavalex Models and shows how to give them a realistic weathered finish.



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