FIRST REVIEWS

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HORNBY magazine

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R60021/A BR, Luggage Van, S 2477 S/S 2467 S - Era 4 NEM

R60057 Pullman, Sir Winston Churchill's Funeral Hearse, S 2464 S - Era 5 NEM

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R60037 20T Tank Wagon, ESSO

R60071 CDA Hopper Wagons, Three Pack, EWS

R60069 HFA Hopper Wagons, Three Pack, EWS

R60063 HAA Hopper Wagons, Three Pack, BR Railfreight

R60067 HFA Hopper Wagons, Three Pack, BR Coal Sector

R60065 HAA Hopper Wagons, Three Pack, BR Coal Sector

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HORNBY magazine

August 2021

Group Editor, Modelling: Mike Wild
Assistant Editor: Mark Chivers
Associate Editor: Richard Watson
Senior Designer: Steve Diggle
Sub-editor: Andrew Roden
Contributors: Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Julia Scarlett, Trevor Jones, Dan Evason, John Pilgrim, Malcolm Briggs, Mike Hickling, Steve Jones and Chris Spring.

EDITORIAL ADDRESS

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

ADVERTISING

Phone: 01780 755131
Head of Commercial Sales: Brodie Baxter
E-mail: *brodie.baxter@keypublishing.com*
Sales Executive: Victoria Simmonds
E-mail: Victoria.simmonds@keypublishing.com
Telephone: 01780 663011 Ext: 335
Deputy Advertisement Production Manager: Kay Townsin
Email: *kay.townsin@keypublishing.com*
Advertising Production/Design: Becky Antoniades
E-mail: *rebecca.antoniades@keypublishing.com*
Having difficulty obtaining your copy of *Hornby Magazine?* Please contact the subscriptions team using the details above.

ADVERTISING ADDRESS

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

SUBSCRIPTIONS/MAIL ORDER

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Telephone: 01780 480404
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E-mail: Mail Order - orders@keypublishing.com

PUBLISHING

Head of Production: Janet Watkins
Head of Design: Steve Donovan
Head of Advertising: Brodie Baxter
Head of Operations and E-commerce: Karen Bean
Head of Publishing: Finbarr O'Reilly
Head of Finance: Carol Pereira
Chief Digital Officer: Vicky Macey
Chief Content & Commercial Officer: Mark Elliott
Publisher: Mark Elliott
Group CEO: Adrian Cox
Registered Office: Units 1-4, Gwash Way Industrial Estate, Ryhall Road, Stamford, Lincolnshire PE9 1XP

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ISSUE 170

ISSN 1753-2469

HORNBY magazine

LATEST OFFERS

See pages 26-27 for full details.

WE SHOW YOU HOW!

36 **PAINT IT BLACK**
Tim Shackleton shows you how to achieve the best results from painting models with aerosol spray cans.

48 **COAL YARD DIORAMA**
Dan Evason concludes his 4mm scale coal yard diorama scene.

64 **LIGHTWEIGHT BASEBOARDS**
Malcolm Briggs demonstrates how to build cost-effective light and rigid baseboards.

42 **EMR REPAINTS**
John Pilgrim adds East Midlands Railway's current colour scheme to his 'OO' Lima Class 156 and Hornby HST power car.

104 **DIGITAL CONTROL**
Mike Wild gives Bachmann's 'OO' gauge Class 57 diesel a digital sound and stay alive makeover.

KEY STORE FINDER
To find a stockist near you, visit www.hornbymagazine.com

What's inside

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

8 **UPDATE**
Hornby updates its latest projects, Bachmann teams up with GB Railfreight for its next locomotive project, KR Models, Revolution Trains and Accurascale unveil new 'OO' plans and much more. Plus, you could win a Hornby RailRoad Class 37 and 121 railcar worth more than £150 in our exclusive competition.

18 **LITTLE BURFORD**
Mike Hickling's 'O' gauge slice of the rural Midlands in the 1930s takes inspiration from the Severn Valley Railway.

28 **THE BUYING GUIDE**
British Rail's distinctive 'Western' diesel-hydraulics are in the spotlight, across 'OO', 'O' and 'N', in our latest Buying Guide.

56 **CHELAGASA**
Chris Spring's extensive 'O' gauge garden railway came about as a result of the influx of 7mm scale ready-to-run diesels.

78 **REALITY CHECK**
Evan Green-Hughes recalls the South Eastern and Chatham Railway's 'D' class 4-4-0s.

110 **TAL-Y-BONT**
Steve Jones presents his latest creation, a fictional narrow-gauge 'OO9' layout set in spectacular North Wales.

120 **RAILWAY REALISM**
Evan Green-Hughes looks back at the history of Britain's first preserved heritage line, the Talyllyn Railway.

124 **STAFF PROJECTS**
With the advent of better weather, Mike Wild adds a new station to his 'O' gauge garden railway.

FIRST REVIEWS

74 Dapol SECR 'D' class 4-4-0 for 'OO'
82 Accurascale 'OO' KUA flask wagons
86 Bachmann's all-new Class 24/0 for 'OO'
92 TMC's 'OO' BR 24.5ton mineral wagons
94 Oxford Rail LNER 'J27' 0-6-0 for 'OO'

ALSO REVIEWED

The latest releases from Accurascale, Bachmann, Dapol, H&A Models, Hattons, Modelu, Oxford Rail, Scale Model Scenery and more.

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THE EDITOR'S PAGE

Welcome

HELLO and welcome to another packed edition of *Hornby Magazine*. It's been a busy month of new arrivals and new announcements once more plus we have terrific feature layouts, modelling guides and more in this issue.

Over the past month we have seen a flurry of new product announcements once again with one landing just as this issue closed for press – a brand new version of the BR Class 56 Co-Co heavy freight locomotives. This new 'OO' gauge model has been revealed by Cavalex Models and promises a wealth of accurate detail across the class with the capability to model all 135 locomotives correctly.

The Class 56 announcement came just days after Bachmann revealed it had signed an exclusive agreement with GB Railfreight to make 'OO' and 'N' gauge models of the Class 69 – rebuilt Class 56s with EMD engines – while you can also read about Accurascale's new range of HAA hoppers, Rapido Trains' SECR wagons, KR Models' plans for the latest Clayton hybrid Bo-Bo and much more.

Beyond the news we have seen consistent arrival of new ready-to-run locomotives and rolling stock for 'OO' gauge this month. The absolute highlight is the Locomotion Models Wainwright 'D' 4-4-0 as 737 from the National Collection – you can't fail to be impressed by the elaborate SECR lined green livery while the model itself is breathtaking. Dapol has done an excellent job in creating the model, both in its physical appearance and internal specification.

Joining the 'D' class is the all-new Class 24 from Bachmann for 'OO' – a fine addition to its collection, but one with strong competition. You can read our thoughts on the new Sulzer Type 2 this month, plus if you pop over to *www.keymodelworld.com* we have a dedicated page bringing all of our past Class 24 and 25 model reviews and features together to offer you easy access to the full picture.

Talking of KeyModelWorld, we have another exciting line up of online features and videos planned for July. Firstly, we have a Garden Railway Special edition of the *Hornby Magazine Show* which goes live for subscribers first on July 2 on *www.keymodelworld.com*. It will then be released fully on July 9 to launch our special week of garden railway features on KeyModelWorld encompassing layout features, modelling guides, videos and more.

If that's not enough we will also have videos of all this month's new releases available to watch during July while our subscribers get the benefit of full layout tour videos for Little Burford and Tal-y-bont as well. Subscribers also have a unique cover image this month featuring a GWR '14XX' at Little Burford.

We hope you enjoy all of the news, layouts, features and reviews in this issue of *Hornby Magazine*.

Happy modelling!

"The absolute highlight is the Locomotion Models Wainwright 'D' 4-4-0 as 737 from the National Collection."

MIKE WILD

Mike Wild
Group Editor, *Modelling*

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Hornby shares 3D 'P2' RENDERS

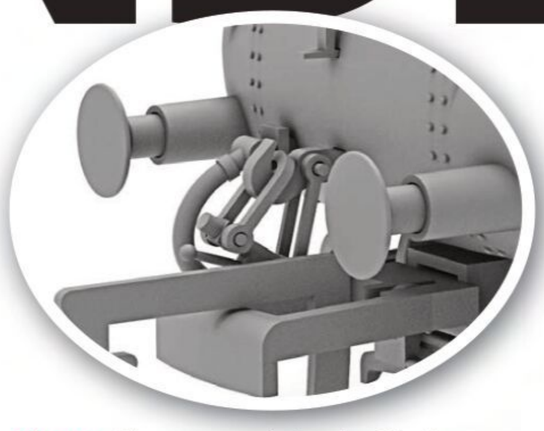
Above: **The Hornby 'P2s' are to feature full cab interior detail.**

Below: **Hornby is producing new-build 'P2' 2007 *Prince of Wales* with its modifications for main line operation.**

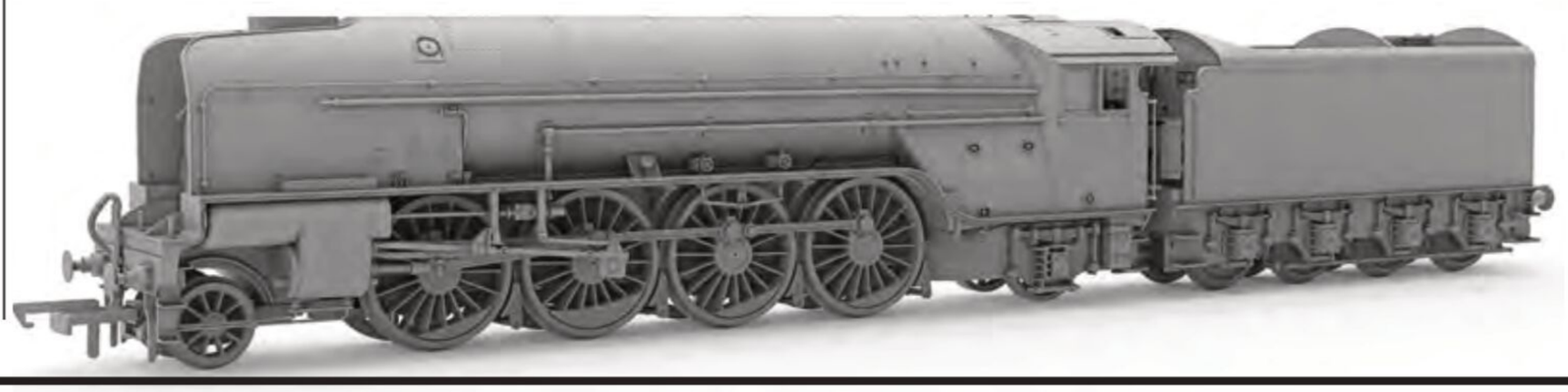
HORNBY has released images of the latest 3D CAD renders of its forthcoming 'OO' gauge London and North Eastern Railway (LNER) 'P2' 2-8-2s.

Three newly-tooled 'P2s' are currently in development as 2002 *Earl Marischal* in lined LNER green (Cat No. R3984), streamlined 2003 *Lord President* in LNER lined green (R3985) and 'new-build' 2007 *Prince of Wales* in LNER lined green (R3983) as it is due to appear when construction of the full-size engine is complete in 2022.

Each of the 3D renders demonstrates the level of detail being incorporated and also reflects a raft of recent amendments including the reworking of each locomotive's chassis. *Earl Marischal* has also received revised front bogie detail, together with corrections to rivet detail and a rework to the rear of the chassis. Refinements have also been undertaken on 2003 *Lord President* to capture



Above: **Close up of the bufferbeam for 2003 *Lord President*.**



Hornby Pride models move forward

Hornby has received a decorated sample of 66773 *Pride of GB Railfreight*.

Development work on Hornby's collection of Pride-liveried 'OO' gauge models received a boost in May when the company received a decorated sample of Class 66 66773 *Pride of GB Railfreight* (Cat No. R30023) for approval by the development team.

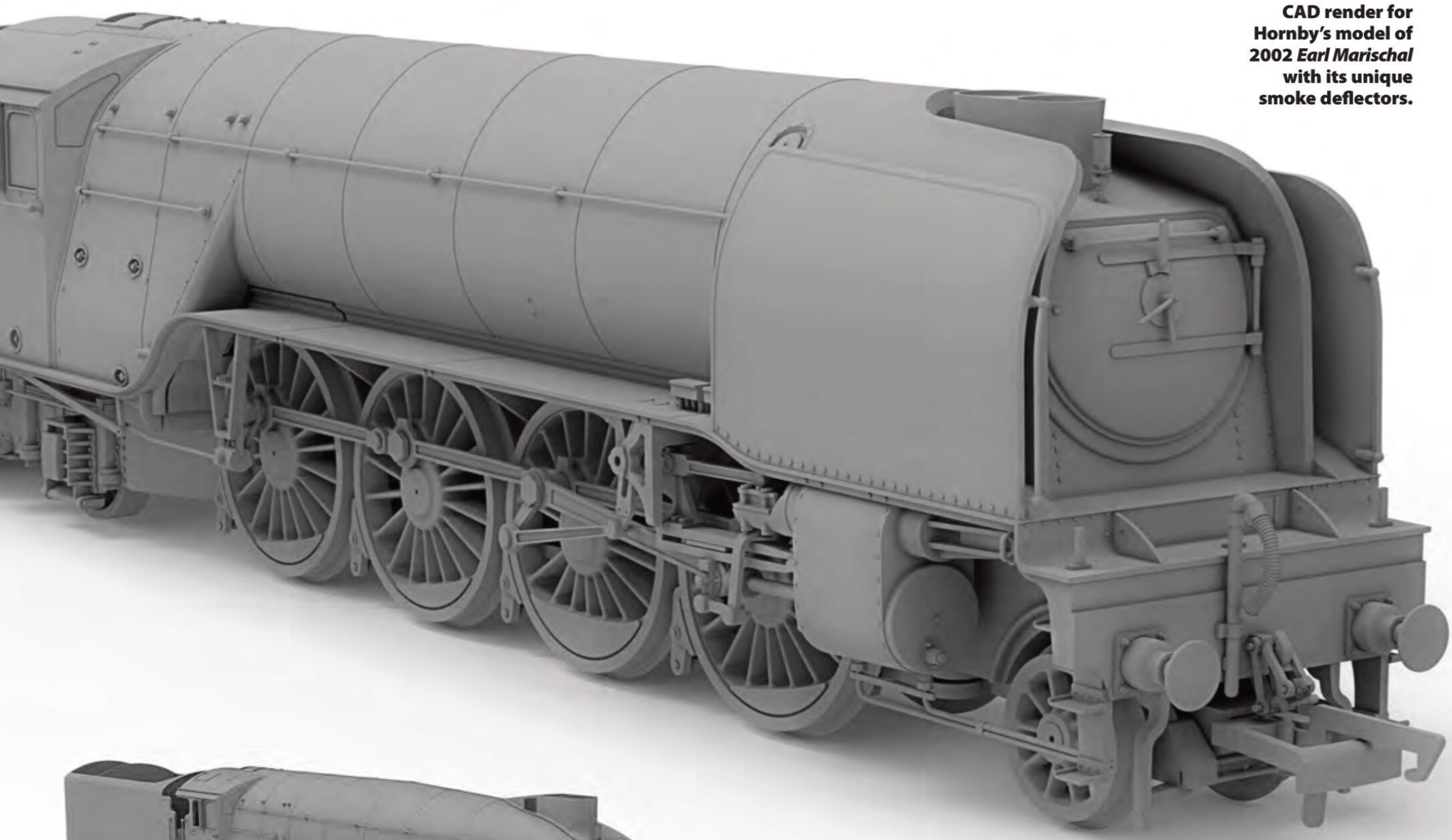
66773 was named in a ceremony at Brighton station in August 2019 and Hornby's forthcoming model reflects the prototype with rainbow coloured GBRf bodyside branding, motifs, lining and *Pride of GB Railfreight* nameplates.

Hornby is also producing a 'OO' gauge model of Avanti West Coast's Class 390 Pendolino 390119 in its striking Pride multi-vehicle colour scheme. It will be available as a four-car train pack (Cat No. R30081) together with five individual trailer vehicles to complete a representative nine-car set (R40196-R40200), with livery artwork for each vehicle now complete.

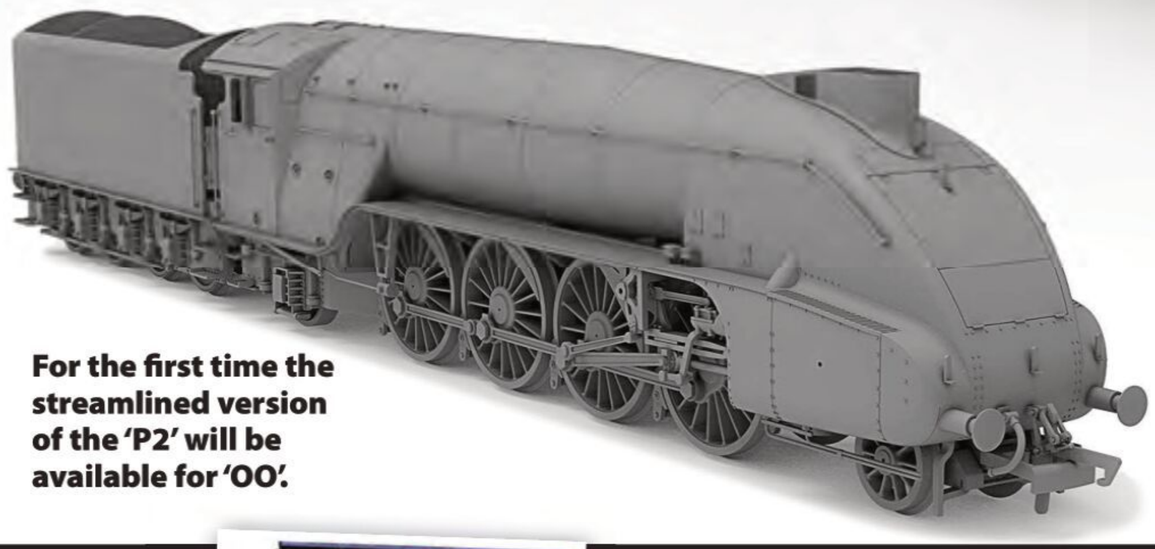
Finally, to celebrate International Pride month, the manufacturer has also added a new collectable wagon to its release schedule. Utilising the company's long wheelbase box van, it is painted white with flowing rainbow flag, 'Pride' and 'love is love' lettering and is available exclusively through the Hornby website.

Prices are set at £74.99 for the Class 66, £261.99 for the Pendolino train pack, £44.99 for Pendolino trailer cars and £17.99 for the Pride wagon.

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



CAD render for Hornby's model of 2002 *Earl Marischal* with its unique smoke deflectors.



For the first time the streamlined version of the 'P2' will be available for 'OO'.

the correct shaping of the streamlined casing, while the modern-day appearance of 2007 *Prince of Wales* will also be accurately reflected with unique detail differences such as the tender design, reduced smokebox beading and Caprotti valve gear. Cab interiors will also accurately reflect their respective prototypes.

Priced at £209.99 each, release dates have yet to be confirmed.

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

Hornby has revealed the full artwork for its Pride liveried Class 390 Pendolino for 'OO'.

Hornby introduces retailer tier system

Hornby has introduced a new tier system for supplying products to its retailer network.

This new system has come into force following appraisal of the company's supply chain and its ability to meet the increased demand for products during the recent Covid-19 pandemic and resultant lockdowns.

This has led to the company changing its previous pre-order allocation system, with its retail network placed within a new three-tier system, as Hornby's Chief Operating Officer, Tim Mulhall, explained in a press release during May: "Tier 1 relates to those retailers that amongst other things maintain a clean and well laid-out store and who promote several, if not all, of the Hornby Hobbies ranges, which includes Hornby Railways, Scalextric, Airfix, Humbrol and Corgi. These retailers invariably have an effective website and mail order service, but more importantly they would also be able to provide help and guidance to their customers."

"Those who have been nominated to Tier 2 tend to be the types of outlet that will also include heritage centres or museums. Those outlets designated Tier 2 must also be able to offer help, support and advice for their customers and are willing to promote Hornby products. Tier 2 retailers will include those online retailers who are also prepared to offer help, support and guidance to their customers."

"Moving onto Tier 3, amongst the retailers in this category will be those that may not have 'bricks and mortar' premises and more than likely trade mainly online with limited support. Such Tier 3 designated retailers may also manufacture their own branded model railway items which might possibly conflict with those produced by Hornby Hobbies Ltd."

Explaining how the new tier system will work, Tim Mulhall continued: "With such a tier system in place, those in Tier 1 will quite naturally receive priority on deliveries, especially where a product may be in high demand with low or restrictive quantities available. More importantly, the tier system will restrict the possibilities of orders being favoured to just one or a handful of accounts and therefore allowing a more even and fair distribution."

Hornby has also been working with its vendors to improve production and volume capabilities. As a result, delays to some forthcoming products will be inevitable, says Tim: "This does mean that the release of some keenly awaited products will be delayed by up to six months from their original anticipated release date. We appreciate that in the short term this will cause a degree of disappointment, but in the long term we believe by relieving some of the pressure from our suppliers we will be able to return to a more consistent and reliable release date programme once the recalibration has been achieved."

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

NEW 'GRID' for 'OO' from CAVALEX

Cavalex has revealed it is working on a brand new 'OO' gauge model of the Class 56.

Motor powered roof fans are proposed in the Class 56 specification.

Cavalex plans for its new tooling to be able to model all 135 Class 56s accurately.

CAVALEX Models unveiled plans to produce an all-new 'OO' gauge BR Class 56 Co-Co diesel as Hornby Magazine closed for press.

Currently at the tooling stage, the manufacturer is planning to produce all variants of the Class 56, enabling examples of the entire 135 locomotive class to be modelled. The new model has been designed over the past couple of years, using works drawings from Electroputere and British Rail Engineering (BREL).

Cavalex Models is intending to release examples that don't conflict with existing models on the market, as well as offering livery combinations not previously seen for 'OO'. 12 models form the initial batch of releases with liveries reflecting the Class through the years including BR blue, BR large logo blue, BR Railfreight (original), BR Railfreight (red stripe), BR Railfreight Sector triple grey (Coal/Construction/Metals), Loadhaul and EWS. See www.keymodelworld.com/trains/news for full identity and livery details.

The newly-tooled model's specification includes heavy alloy chassis, all wheel pick-up, five-pole motor, twin flywheels, 21-pin Digital Command Control (DCC) decoder socket, photo-etched metal grilles and plenty of separately applied parts. All models will be fitted with an EM2 digital sound speaker as standard and a number of innovations are planned including separately motor-operated roof fans.

Cavalex Models' new 'Grid' will only be available to pre-order/purchase through retail stockists of the company's products. Prices and delivery timescales have yet to be confirmed.

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

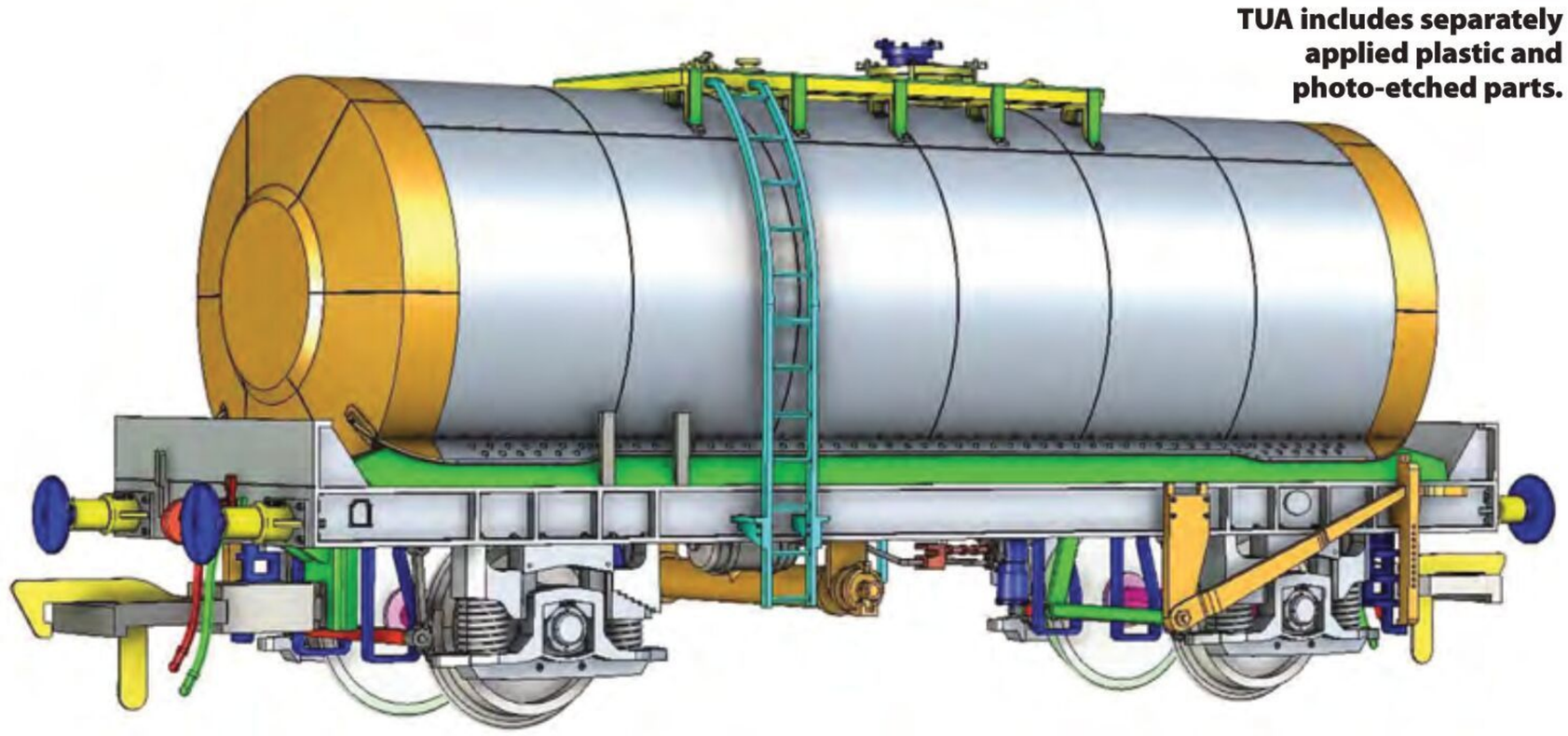
'OO' TUA Caustic Soda tank next for Revolution

Revolution Trains has revealed that its next 'OO' gauge project will be a TU013A TUA caustic soda tank wagon for 'OO'.

The manufacturer is teaming up with Rainbow Railways for this latest 'OO' gauge model, with 21 different models planned.

Introduced in the late 1970s, 28 TUA wagons were built by Standard Wagon of Heywood for ICI caustic soda traffic. In later life some received ATO Chemicals branding, while 12 were reallocated to china clay slurry traffic in the late 1980s.

Revolution Trains' all-new model of the TUA is at an advanced stage of development, with CAD work complete and tooling due to get under way during June. Models are to feature separately applied plastic and photo-etched parts, RP25 wheelsets, small tension lock couplings in NEM pockets and designed for simple 'EM'/'P4' conversion.



Revolution's new 'OO' TUA includes separately applied plastic and photo-etched parts.

Available exclusively through Rainbow Railways, there will be 11 differently numbered models in original ICI livery, four in original livery but with ATO Chemicals branding, four in ECC blue and two in debranded china clay form.

Prices have been set at £35 each for early-bird pre-orders, rising to £40 each in due course.

● **Visit *www.revolutiontrains.com* and *www.rainbowrailways.co.uk* for more information.**

CAROLINE BREAKS COVER

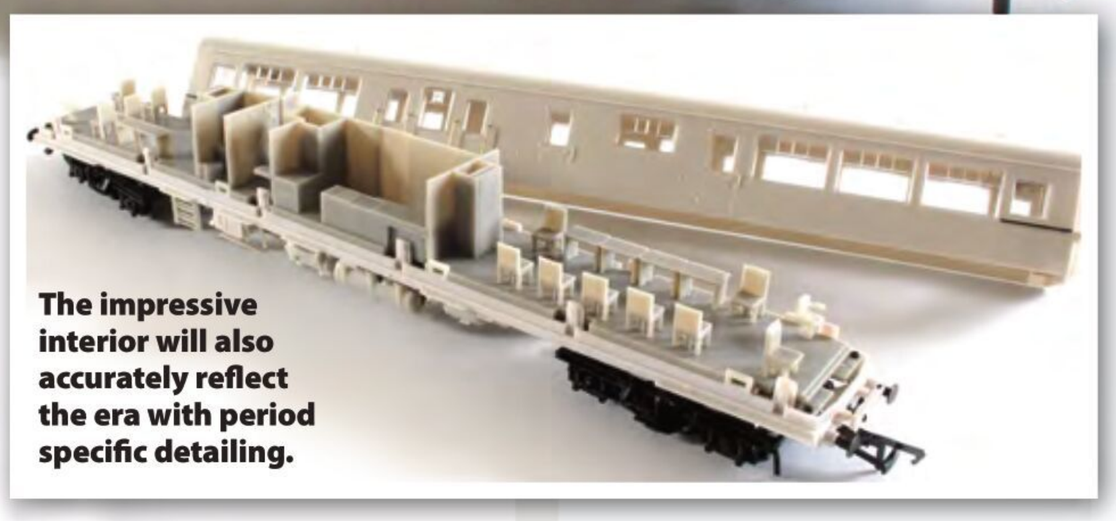
Revolution Trains' new 'OO' gauge inspection saloon is set to appear in original and current form.

Revolution Trains has received the first Engineering Prototype (EP) samples of forthcoming 'OO' gauge BR Southern Region (SR) General Manager's inspection saloon 975025 for evaluation.

Originally built in the late 1950s as a buffet vehicle for use in a 6-B Diesel Electric Multiple Unit (DEMU) on the London to Hastings route services, the vehicle was later converted as an inspection saloon.

Revolution Trains is offering three versions of the saloon in 'OO' in original 1969 BR blue and grey condition with headcode box and SR jumper cables, in later 1990s Network SouthEast colours and in its current Network Rail Brunswick green form with modern light clusters, plated-over headcode box and its most recent addition – an underfloor toilet retention tank.

The model's specification includes the tooling of different patterns of armchairs for the interior (according to period), era-specific detailing such as SR 27-way jumper cables, third-rail shoegear, 21-pin Digital Command Control (DCC) decoder socket and a host of lighting functions together with a stay alive capacitor for flicker free running.



The impressive interior will also accurately reflect the era with period specific detailing.

Pre-order prices are set at £149, with a delivery date yet to be confirmed.

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

First EP for TMC's 'OO' gauge 'G5' 0-4-4T

TMC's new Bachmann-tooled 'OO' LNER 'G5' features a wealth of separately applied detailing.

The first Engineering Prototype (EP) samples of The Model Centre's (TMC) specially-commissioned 'OO' gauge London and North Eastern Railway (LNER) 'G5' 0-4-4T have arrived for evaluation.

Designed by William Worsdell, more than 100 'O' 0-4-4Ts were built for the North Eastern Railway (NER) at the company's Darlington Works during the 1890s. Later redesignated 'G5' by the LNER, the last of the class remained in service until late 1958 and while none were preserved, the G5 Locomotive Company is currently constructing a 'new-build' example.

Manufactured exclusively for TMC by Bachmann, eight models are planned covering NER, LNER and BR identities and colour schemes (see table).

TMC/BACHMANN 'OO' LNER 'G5' 0-4-4T

DESCRIPTION	CAT NO.
2093 in NER lined green with Westinghouse pump and coal rail bunker	35-250Z
1759 in NER lined green, as per 'new-build' locomotive	35-251Z
1752 in LNER lined black with Westinghouse pump and cage bunker	35-252Z
2082 in LNER lined black, push-pull fitted with cage bunker	35-253Z
67263 in BR lined black with early crests and cage bunker	35-254Z
67342 in BR lined black with early crests, Westinghouse pump and hopper bunker	35-255Z
67282 in BR lined black with early crests, push-full fitted with hopper bunker	35-256Z
67261 in BR lined black with late crests, push-pull fitted with cage bunker	35-259Z

Bachmann's tooling suite will cater for various coal bunker styles, including the eye-catching hopper bunker.

Bachmann's tooling suite will cater for detail differences between models including variations to the coal bunker, standard and push-pull fitted examples. All models will feature Next18 Digital Command Control decoder sockets, factory-fitted speaker and firebox LEDs.

The 'G5' will be offered DCC ready in pristine condition as standard, with weathered options also available. DCC fitted and DCC sound-fitted options will also be offered.

Prices have yet to be confirmed, but release is anticipated during the third quarter of 2022.

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

ALL-NEW 'OO' SECR WAGONS FOR RAPIDO TRAINS UK

RAPIDO TRAINS UK has unveiled plans for a selection of all-new South Eastern & Chatham Railway (SECR) open wagons for 'OO' gauge.

Three different wagons are planned including a seven plank open, built to what became Southern Railway (SR) Diagram 1355 and two similar five-plank opens (often referred to as rebuilds), using the same underframe as the seven-plank vehicles to SR Diagrams 1347 and 1349. All survived into the British Railways era, with most five-plank wagons withdrawn during the 1960s, although some seven-planks remained into the 1970s.

Designed in the UK, development of the new wagons is at an advanced stage with Engineering Prototype samples of each currently being assessed by the team.

Key detail variations have been incorporated into the tooling suite including sheet rails for the SECR and SR seven-plank wagons and two different buffer styles for the five-plank vehicles, while all models will feature detailed underframes, metal bearing cups and small tension lock couplings in NEM pockets. Liveries planned include SECR, SR and BR colour schemes.

Prices are set at £32.95 each, with delivery expected in early 2022.

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

Hand decorated sample of Rapido Trains UK's new 'OO' SECR seven-plank open wagon.

SECR and SR seven-plank opens will also be produced with metal sheet rails.

Engineering Prototype (EP) sample of the all-new 'OO' SECR five-plank open.

KR Models announce CLAYTON CBD90

KR MODELS has announced plans to produce a 'OO' gauge ready-to-run model of Clayton's CBD90 hybrid shunting locomotive to celebrate the 90th anniversary of the railway equipment manufacturer.

The Clayton CBD90 is the manufacturer's first battery-diesel hybrid locomotive and the largest locomotive to be built in the UK for 20 years. The CBD90 weighs 90tons and runs on a Bo-Bo chassis with the CBD90 now in service with Tata Steel, Sellafield and Beacon Rail. In total 24 have been built since March 2019.

The CBD90 can operate from onboard batteries for emission free running or from a low emission EU Stage V diesel engine. Other features of the Clayton design include on-board or depot-based battery charging and remote control operation from the trackside.

KR Models' product development is at an early stage with release dates to be confirmed. Prices start from £160 for a DCC ready version and expressions of interest for the 'OO' gauge ready-to-run model are open now at KR Models' website with options for DCC ready and DCC sound fitted models expected.

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

The CBD90 is currently in use with Tata Steel, Sellafield and Beacon Rail.

KR Models is to produce a 'OO' gauge model of Clayton's industrial CBD90 hybrid shunting locomotive.

Nuclear PFA Deco samples

Accurascale has taken delivery of decorated samples of its forthcoming 'OO' gauge PFA nuclear container wagons for assessment by the company's development team.

Six triple-packs of two-axle PFAs are planned, featuring the company's newly-tooled selection of nuclear containers including the distinctive 'Dragon' flask, along with Novapak, Nupak and 2896 waste containers. As with the prototypes, the models display a wealth of printed warning notices and labels.

All six triple-wagon packs are available to pre-order now – five can be ordered from Accurascale stockists, while the 'Dragon' flask pack is exclusive to the Accurascale website.

In addition, the company has unveiled further plans for a new selection of its popular 'OO' gauge coal and low-level nuclear waste PFA wagons.

This next batch of the 'OO' gauge four-wheel container flats will include four triple-wagon packs loaded with 20ft containers in Cawoods yellow (packs E and U) and British Fuels red (pack I), while the low-level nuclear waste PFAs (pack S) are also due to reappear. All vehicles will feature new running numbers.

Priced at £74.95 each, all PFA packs are due to arrive during the final quarter of the year.

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

Accurascale's newly-tooled PFA nuclear containers include the distinctive Dragon flask.

Accurascale's new 'OO' gauge 20ft ISO 2896 nuclear waste container.

Nupak and Novapak loads have also been tooled. This is the Nupak container.

Cavalex 'OO' MGR hoppers progress

Decorated samples of Cavalex Models' newly-tooled 'OO' gauge HAA/HFA/CDA hopper wagons have arrived with the company's development team for inspection.

These all-new models are being produced for KMS Railtec and Trains4U, with HAA, HFA (with canopy) and CDA (china clay) examples offered initially, with a series of unique twin and triple packs of wagons available covering BR Railfreight red, Trainload Coal yellow, Saltire blue and EWS maroon cradled MGR hoppers and English China Clay (ECC) and DB branded CDA china clay hoppers. Each HAA and CDA pack will contain wagons with unique running numbers. Ten different CDA hoppers and more than 50 differently numbered MGR hoppers will be available between the two retailers. The HFA hopper variants will be common between both retailers.

Cavalex Models' new 'OO' gauge MGR hoppers will feature a diecast zinc alloy chassis, extensive rivet detail, fully detailed underframe, full depth hopper with door and internal support fin detail, separately fitted parts and sprung buffers. Detail differences between vehicles are also being incorporated such as hopper door variations – cross or straight-beam – together with solid ring and brake disc wheels, strengthening bars for the rebodied HAAs, aerodynamic canopies for the HFAs and sculpted hood canopy on the CDAs.

Following assessment, a few minor adjustments are being made before production of the models gets under way.

Prices are set at £32.50 for individual CDA hoppers, £64.95 for CDA twin packs and £89.95 for HAA/HFA triple-packs. No delivery date has been announced.

● Visit *www.cavalexmodels.com* for more information.
For pre-orders, visit *www.kmsrailtech.co.uk* and *www.trains4u.com* for more details.

Cavalex Models' all-new 'OO' gauge HAA coal hoppers have reached the decorated sample stage.

MGR HOPPERS GALORE

Accurascale's MGR tooling suite will also cater for the modern-era MHA ballast/spoil open wagon conversions.

ACCURASCALE has confirmed plans to produce the Merry-Go-Round (MGR) coal hopper family of wagons for 'OO'.

This latest series of wagons from the manufacturer will include HAA, HBA, HCA, HDA, HFA, HMA and HNA together with associated CDA china clay hoppers and MHA 'Coalfish' ballast/spoil wagons.

Almost 11,000 of the distinctive MGR coal hopper wagons were built between the mid-1960s and early-1980s. There have been many variants over the years including wagons with canopies, uprated suspension together with dedicated china clay, gypsum and lime wagons. In the late 1990s, further conversions of stored MGR hoppers resulted in the MHA open ballast/spoil wagon.

Development of Accurascale's 'OO' gauge hopper family has been ongoing during the past 18 months and forms part of the company's 'Powering Britain' range. The extensive tooling suite will cater for many variations and derivatives through the years covering as-built HAA/HOP AB, rebodied and canopy fitted HBA, as-built HCA/HOP 32 AB with canopy, rebodied HDA and HMA, rebodied HAA, rebodied HFA with canopy, rebodied HNA with canopy (ex HFA) , CDA china clay hopper, CBA lime hopper, MAA/MAB open box wagon and MHA (early/late) open wagons.

Each wagon will feature a die-cast chassis and a wealth of separately-applied detailing including plastic and etched components.

23 different triple-wagon packs are planned for the initial production run with HAA, HCA and CDA wagons due to appear first later this year, followed by MHA, HDA, HMA and HBA during the second quarter of 2022.

Liveries will reflect their operating lives, although Accurascale has considered plans from Cavalex Models for the HAA and is aiming to avoid colour scheme duplication where possible, initially.

Prices are set at £74.95 per triple pack, with bundle discounts available when two or more packs are ordered together through Accurascale.

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

Accurascale's next 'OO' gauge wagon project is the Merry-Go-Round (MGR) family of coal hoppers.

COMPETITION

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The total value is more than £150 and to be in with a chance of winning these new Hornby releases, all you have to do is answer the following question by August 25 2021.

Even if you don't win, Hornby's new RailRoad 'OO' gauge Network Rail liveried models of the Class 37 and 121 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 July 1 2021 and the closing date for entries is August 25 2021 at 5pm GMT. The winners will be notified no later than September 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. No purchase necessary.

Grafar Class 319 EMUs reach 'deco' stage

Bachmann's newly-tooled 'N' gauge Graham Farish Class 319 four-car Electric Multiple Units (EMUs) have been shown in colour.

Three different models are planned as 319004 in BR Network SouthEast stripes, (Cat No. 372-875), 319382 in Thameslink colours (372-876) and 319362 in Northern Rail livery (372-877).

Each of the the units will be fitted with a coreless motor and flywheel, all-wheel pick-up, conductive couplings between vehicles, directional and interior illumination and a Next18 Digital Command Control (DCC) decoder socket. Either sprung Brecknell Willis or Stone Faiveley pantographs will be fitted. Each will also feature functional couplings at the outer ends to create longer formations.

The livery samples are currently being evaluated by the development team.

Prices are set at £319.95 each, with delivery expected in early 2022.

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

Bachmann's Graham Farish 'N' gauge Class 319 EMUs have reached the decorated sample stage.

MORE CLASS 37 'EP'S FOR ACCURASCALE

As *Hornby Magazine* closed for press, Accurascale shared the latest Engineering Prototype (EP) sample images for its forthcoming 'OO' gauge Class 37, including original Class 37/0, car headlight-fitted Class 37/0, modern Class 37/4, Class 37/6 and Network Rail Class 97.

● **Visit *www.keymodelworld.com /trains/news* for more details and photographs.**

Bachmann plans GBRf Class 69 for 'OO' and 'N'

Bachmann will be producing models of the Class 69 for 'OO' and 'N' gauge in an exclusive agreement with GB Railfreight (GBRf).

The Class 69s are being converted for GBRf by Progress Rail in Stoke-on-Trent using redundant Class 56s as their basis to meet the freight operator's motive power requirements. They are being fitted with the same EMD engine as the Class 66 together with a similar cab interior. The locomotives retain their Class 56 bogies, wheelsets and traction motors, but have an updated body style.

Ten locomotives have been ordered with an option for six more. 69001 and 69002 have now entered traffic with each carrying a special livery: 69001 has American and British flags to represent the American input into the rebuilding of the British Class 56s while 69002 carries a GBRf branded version of BR 'large logo' blue.

Models of the Class 69 will appear in the Bachmann Branchline 'OO' and Graham Farish 'N' gauge ranges, although a release schedule and price are to be confirmed.

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

Above: **Bachmann is to produce 'OO' and 'N' gauge models of GB Railfreight's new Class 69 Co-Co diesels.**

Left: **Two Class 69 locomotives have how entered service with GB Railfreight. This is 69002 in GBRf branded BR large logo blue.**

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Little Burford

Inspired by the Severn Valley Railway's picturesque country station, **MIKE HICKLING** commissioned **DAN EVASON** to build this slice of the 1930s rural Midlands in 'O' gauge, to tremendous effect, as Dan relates.

PHOTOGRAPHY, MIKE WILD.

1 GWR '57XX' 0-6-0PT 5730 coasts into the goods loop at Little Burford with a pick-up goods while '48XX' 0-4-2T 4800 waits to depart with an autotrain.

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GAUGE 'O', 32mm | SCALE 7mm: 1ft | SIZE 18ft x 2ft | REGION WESTERN | PERIOD 1930s | CONTROL DCC, NCE Powercab

LIVING close to the Severn Valley Railway, Mike really wanted to capture the timeless rural sleepy station atmosphere of the 1930s, a time when there was great pride in the station with its well-maintained buildings, flower beds tended to by its group of station staff with the station master overseeing the whole operation.

Mike had been looking at doing something with his 'O' gauge collection. One day over a packet of biscuits and a cuppa, Mike and I started chatting and he commissioned me to build an end-to-end layout which I was keen to build as it would be my first time working in this scale. Before long, we had points and lengths of track, locomotives, wagons and a tape measure all over the bench, and with that, Little Burford started to come to life.

Mike and I discussed many ideas before the track plan was complete. Little Burford was going to sit on a shelf and be a plug-in section that would connect to a loop in Mike's garage. However, even though Mike had a double garage, it wasn't big enough for what he had in mind. There was also the problem of the limited width of 2ft – not very much in 'O' gauge at all. It soon outgrew the original idea and evolved to sit on its own trestles in the garage with Mike's 'OO' gauge layout running around it.

I started on the buildings first due to a lack of space in the workshop, and then as space was freed built the 4ft x 14in scenic baseboards (with two 3ft long traversers, one at each end) which I then bolted together to allow track laying to start together with the basic landscape.

In the event, we had to add a storage yard area at the back with tracks from both traversers to make the layout enjoyable to run taking the width to 2ft. One traverser has two storage lines, adding to its flexibility. An important lesson is that even experienced layout builders can overestimate the amount of space they have when drawing a layout on paper. Sometimes, only when you start building the layout do limitations become apparent.

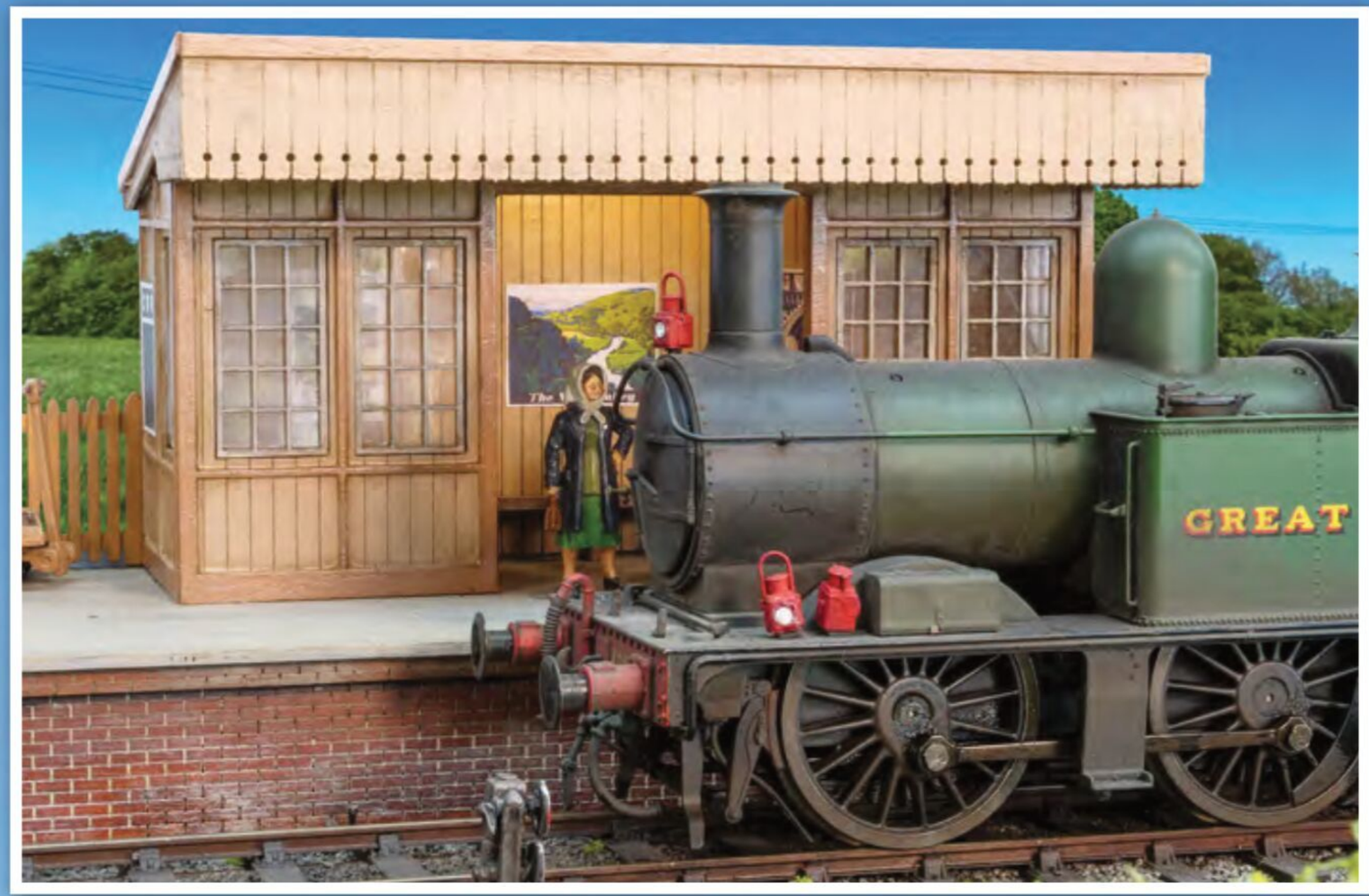
Little Burford was designed with a very simplistic plan containing a passing loop and two sidings. I decided to have the main line at one end leave the scenic area »

at an angle along with the siding tailing off in the opposite direction into the coal yard to add a bit of visual interest. The track was glued into place and secured at the baseboard ends by soldering the rails to brass head screws – this prevents the track from being damaged in transit and keeps it perfectly aligned at all times.

Because 'O' gauge is much larger than any other scale I've worked with, I discovered that in the winter the ballast took longer to dry. In fact, I was even dipping in and out of the workshop on Christmas Day trying to help the drying procedure with a hair dryer!

With the track laid and wired and the NCE Power Cab controller plugged in without indicating short circuits, we were good to go with Little Buford's maiden voyage. The first locomotive to turn its wheels was the Dapol GWR '14XX' 0-4-2T and bar one plug connected incorrectly, it was a successful first run.

One issue that did emerge was with the points. As with the Peco 'OO' gauge points, I always modify the wiring for the point blades to help give the layout maximum reliability. However, after the first test run took place it became apparent there was an issue in that the system of using loose fishplates on the point blade to act as a hinge was not proving entirely reliable as it was always making contact with the fixed part of the centre rails and causing the locomotives to stop due to a short circuit. I carefully attached another set of power feed wires to the moving tips of the blades which corrected the issue.



Laser Cut Model Railways buildings have been used for the station structures, all painted in appropriate GWR colours.

The largest locomotive to run through Little Burford is a Heljan GWR '43XX' 2-6-0. Here the 'Mogul' departs and passes the coal siding with a mixed goods.

THE SCENE

Because Little Burford has a rural setting, foliage and greenery were always going to be as important, if not more so than its handful of buildings. That really made me think carefully about colours and tones.

In 'O' gauge, detail is even more important, with everything having to be considered carefully. Sleepers were stacked rather than placed apparently at random and I had to add signal wires, coal tools, even notice boards on the coal office walls, along with the hint of a road bridge at the one end. These are all little aspects which I hope makes the layout become a treat for the eyes.

For me as a builder what really gets me excited is the detail. Adding lights from Woodland Scenics' plug and play system really helps, and the figures from Modelu really bring the layout to life. I was very keen to work to a very high standard and make the layout a museum quality diorama. The detail had to be high level, even going as far as to add cow pats in the cattle dock and damaged downpipes.

One of my favourite details on Little Burford and the kit I was most impressed by was the signalbox from Peco with its laser cut wood lower section and staircase. Mike also supplied the added interior upgrade pack for me to fit and paint – it consists of stove, kettle and chair. I added lighting to the structure and a Modelu signalman leaning on the staircase. This »

4 'Mogul' 4339 passes the coal yard as it departs Little Burford.

combination really makes this a lovely model.

Little Burford has two semaphore signals and two ground signals. The ground signals were supplied by Invertrains from Scotland. Mike made and painted these excellent kits. The semaphore signals are from Dapol and operate via switches mounted to the control box along with DCC Concepts S levers for ease of operation. As a novelty, I designed the S levers and signal switches to sit in their own little control panel which was painted in a signalbox style setting. This control panel can be clipped on to the front or rear of the layout depending on if it's at home with Mike or out at an exhibition and needs to be operated from the rear.

A SHORT JOURNEY

A journey through Little Burford starts from the right-hand side heading towards the station. Trains depart

5 **The signalbox is fully detailed inside and out, even down to the signalman leaning on the steps.**

the traverser and emerge into a small shallow cutting lined with trees. On the left are Peco telegraph poles connecting to the signalbox while on the right is one of a pair of sidings and a cattle dock.

Signals now come into view and then the train passes the signalbox. On the right are open meadows made using War World Scenics products and hanging basket liner as the basis for static grass. There is also a dirt track where one of the locals is watching the trains. By now the train has stopped at Little Burford station, built from Laser Cut Model Railways kits. If you look though the ticket office window, you can see the fireplace and a porter having a quiet cuppa. On the platforms are the station's pretty flower beds.

When the train departs, on the right is a coal yard, and on the left the station's other signal which the train passes before exiting the scene and going on to the traverser. »

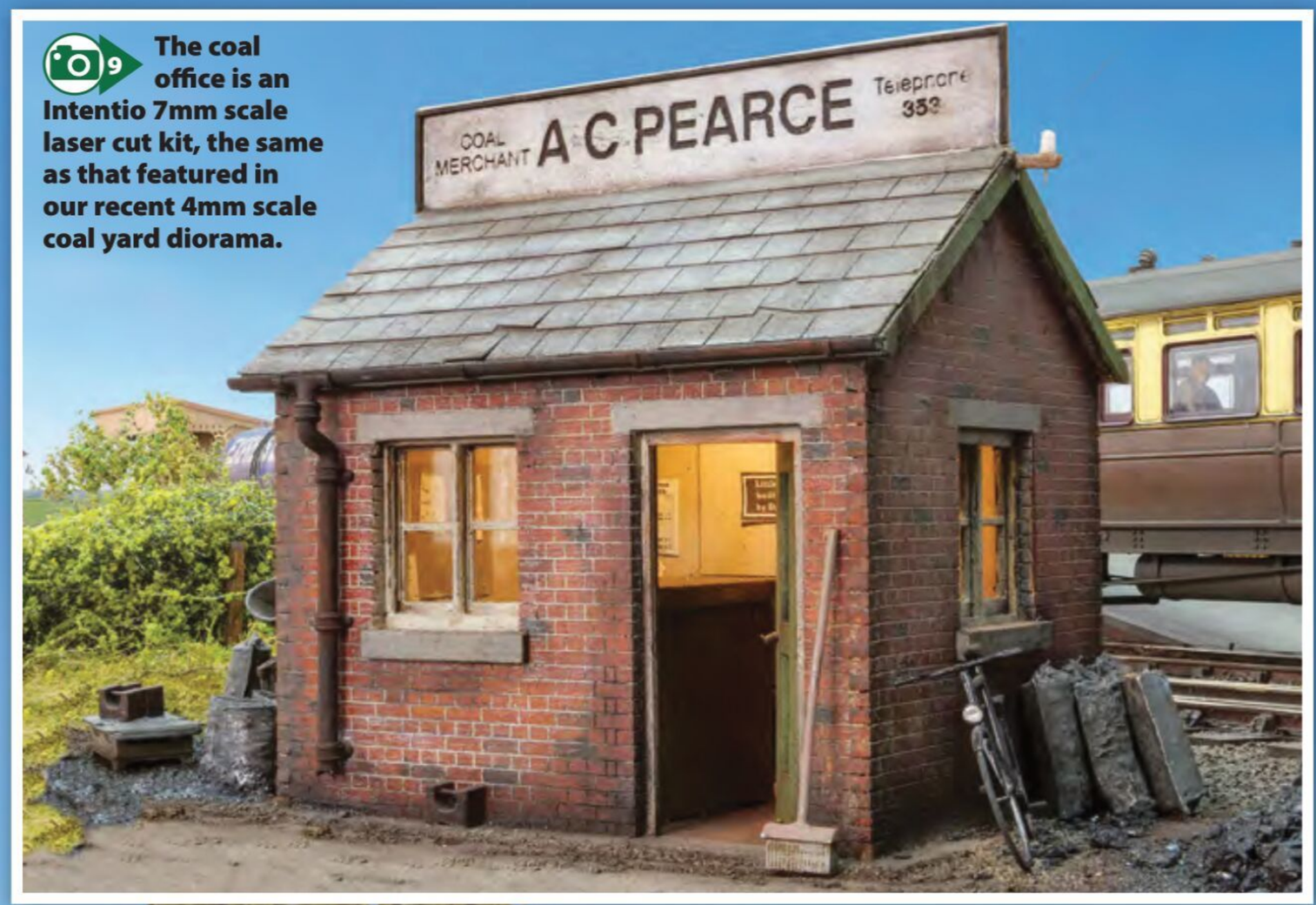
6 **Little Burford turns the clock back to the 1930s with appropriate figures waiting for the trains.**

7 **A group of young locals look on from the track as '48XX' 0-4-2T 4800 simmers at the station.**

ROLLING STOCK

As you might expect, Mike's locomotives consist of small to medium-sized machines, ranging from a '48XX' 0-4-2T to a Dapol '43XX' 2-6-0 which stretches the size envelope but does look great being run light up and down the line with Digital Command Control sound. My favourite bits of rolling stock are the six-wheel milk tankers which really stand out with their royal blue livery against the largely grey GWR freight stock.

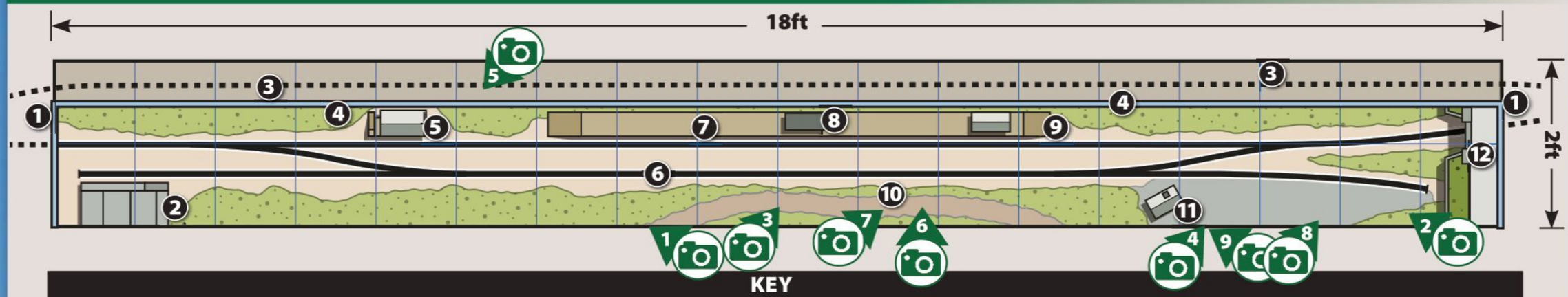
As the layout is brand new, the storage yards and rear service loop have only just been completed in the last few weeks. Our first proper operating session with Little Burford was for *Hornby Magazine's* visit for the video to go with this feature which is available for subscribers to view at *www.keymodelworld.com/trains/layout-features*. It was great to get a feel for the layout, and it is clear that at exhibitions



9 The coal office is an Intentio 7mm scale laser cut kit, the same as that featured in our recent 4mm scale coal yard diorama.

8 Collett '61XX' 2-6-2T 6110 passes under the road bridge on the approach to Little Burford with a mixed goods. Greenery started with hanging basket liner which has been overlaid with War World Scenics static grasses.

LITTLE BURFORD TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To traverser	4 Backscene	7 Platform	10 Track
2 Cattle dock	5 Signalbox	8 Waiting shelter	11 Coal office and yard
3 Hidden storage track	6 Goods loop	9 Station building	12 Road overbridge

it will probably need two operators. One will drive the trains, and another operate the signalling as well as coupling trains.

After completing my first commission in 'O' gauge, I really want to build myself a small layout in the scale. It really is lovely to work in and with increasing amounts of ready-to-run models available is becoming more accessible.

My next commission is back in 'OO' gauge called Parkend North. This is a fictitious location in the Forest of Dean at the end of the steam era, approaching closure. It is quite a contrast with the glory days of the Great Western! **HM**

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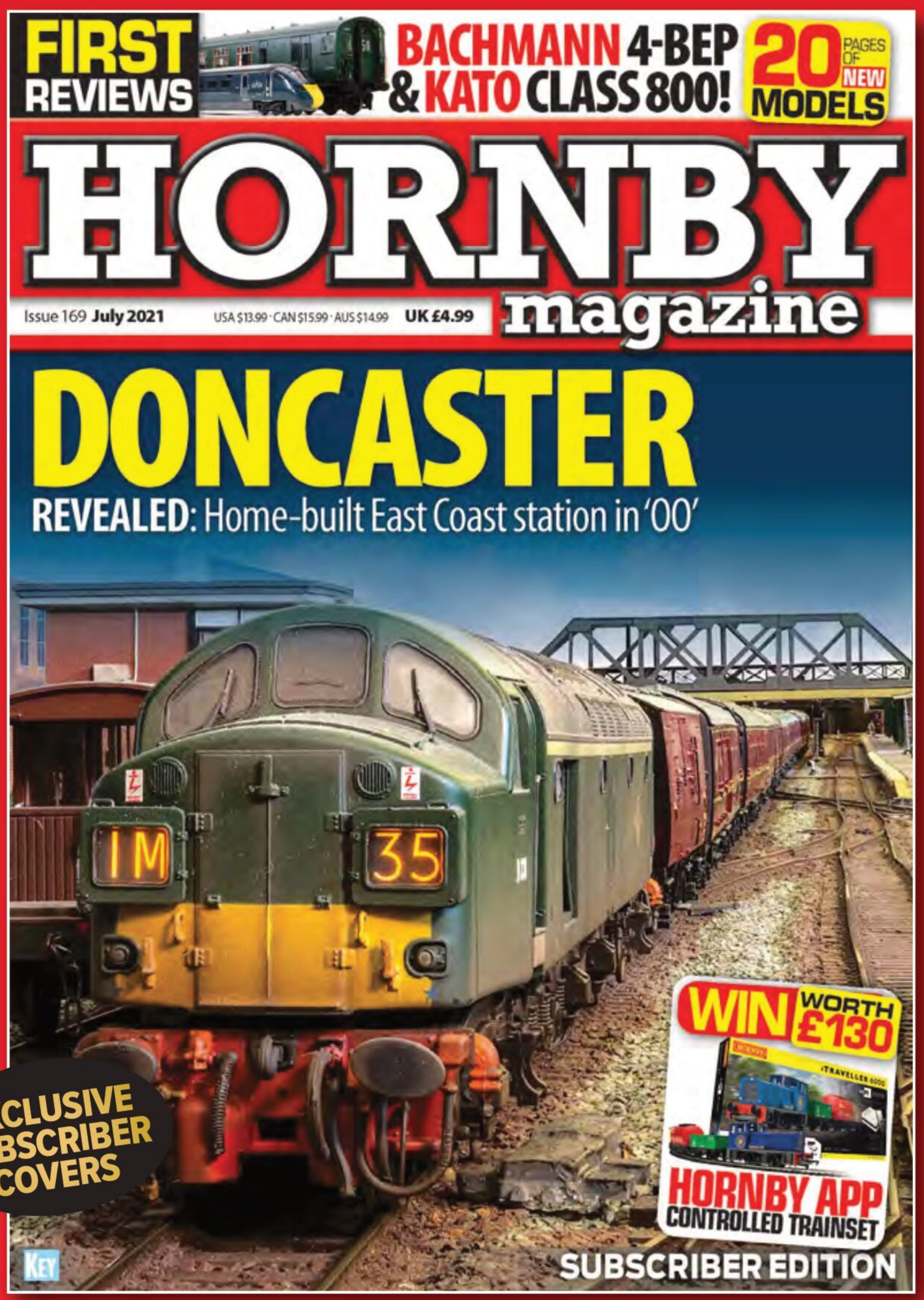

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'Westerns'

Sixty years ago, the first of British Rail's (BR) Type 4 diesel-hydraulic C-C 'Western' Class locomotives rolled off the production line at Swindon Works. **MARK CHIVERS** looks back at some of the models of these distinctive diesel-hydraulics through the years in 'N', 'OO' and 'O' gauge.

THE FIRST OF BR WESTERN Region's new Type 4 'Western' diesel-hydraulics was completed at Swindon Works in late 1961 - 60 years ago this year - when D1000 was released into traffic. Its arrival cemented the Region's stance on diesel-hydraulic motive power at a time when others had opted for diesel-electric traction.

With external styling by Sir Misha Black OBE, the complex and distinctive shaping of the new locomotives was highlighted to stunning effect through D1000's unique desert sand paint finish, with subsequent locomotives appearing in a selection of colour schemes including BR green, BR maroon and BR golden ochre.

Over the next three years 74 were built – 30 at Swindon Works (D1000-D1029) and the remaining 44 (D1030-D1073) at Crewe Works – with each carrying specially cast Great Western style metal name and number plates. Their names reflected heraldic and regimental terms, prefixed with 'Western', as befitted their intended area of operation. Each of these twin-engine 2,700hp locomotives was primarily intended for use on long-distance express passenger services, although they were utilised on shorter journeys. They were equally suitable for use on freight services and proved capable haulers of heavy loads.

During the late 1960s, many of the class were fitted with air brakes, although it proved impossible to include Electric Train Heating too, which precluded them from working with the new BR Mk 2D-F air-conditioned stock being introduced on some WR services in the 1970s. This, plus BR's standardisation on diesel-electric traction was the beginning of the end for the class.

They were assigned Class 52 under BR's TOPS system, but never carried the prefix to their number, instead retaining their 'D' prefix original cast number plates, though the D was painted over in their final years.

Following transferral of the London Midland Region's Class 50s, plus introduction of BR's new InterCity 125 High Speed Trains from 1976, the need for the 'Westerns' was much reduced and by the following year they had been withdrawn – a career of 16 years, some achieving little more than a decade in revenue service, though the majority accumulated in excess of one million miles in service.

Given that the class was active on main line duties for a relatively short period, livery variations were numerous including experimental desert sand, desert sand with small yellow panels, BR maroon with yellow buffer beams, BR maroon, BR maroon with small yellow panels, BR maroon with full yellow ends, BR green with small yellow panels, experimental golden ochre with small yellow panels, BR early blue with small yellow panels (often referred to as chromatic blue) and BR blue with full yellow ends. With so much choice, and such a high profile on the real railway, the 'Western' has been a popular choice for ready-to-run models across the major gauges.

'OO' GAUGE

Interestingly, many models of the 'Westerns' have appeared across the scales with 'OO' benefitting from the most. Trix introduced its 'OO' model to the market in 1965 and offered it in three-rail and two-rail forms. It had quite a rudimentary appearance and was too short, but captured the general appearance of the prototype, which had only been in service for a few years at that time.

As time progressed, the two-rail examples continued to be marketed in a range of liveries and by the mid-1970s, Liliput had acquired the tooling and included the model within its 'OO' range. Liveries produced covered experimental desert sand, BR maroon, BR green and BR blue. On the second-hand market, it still commands quite high prices, typically in the £55-£75 range.

Towards the end of the decade, Lima announced plans for an all-new model to bolster its expanding 'OO' gauge portfolio in 1979. At least ten different models were produced over the years including a couple of retailer exclusive limited editions. Indeed, one of these, Cheltenham Model Centre's D1015 *Western Champion* in experimental golden ochre (Cat No. L205010) can still fetch up to £100 on the second-hand market. Just 500 certificated examples were produced.

For its time, Lima's Class 52 was a well-detailed model with well-applied decoration and neatly printed name and number plates, although its model of D1000 *Western Enterprise* in desert sand (L205126) did feature incorrect D1023 number plates! Another slight issue was the tail-lamp included as part of the cab end body moulding.

In 'O' gauge Heljan has been the primary choice for a ready-to-run 'Western' since release of its model in 2013. D1013 *Western Ranger* (originally D1048 *Western Lady*) from the first batch rolls into Chelagasa Town station to join D1047 *Western Lord* at the fuelling point. Read our full feature on Chelagasa Town on pages 56-63. Mike Wild.

Internally each featured a power bogie at one end and a trailing bogie with pick-ups at the other, both fitted with darkened metal wheels. Tractive effort was aided by a combination of rubber traction tyres on the power bogie and a chunk of metal in the underframe. The Lima Class 52 was a good model for its time and still proves popular amongst cost-sensitive modellers, typically fetching £30-£60 second-hand, depending on the model and condition.

Around the same time, Hornby revealed its new 'OO' gauge 'Western' in 1979. This all-new model appeared initially as D1062 *Western Courier* (R352) in BR maroon with small yellow panels, one of the preserved examples based at the Severn Valley Railway, but further examples appeared in due course in BR green with small yellow panels and BR blue. Surprisingly, Hornby appears to have only issued eight different models to date. Its final appearance was in the late 1990s. Like the Lima model it has a single motor bogie which featured traction tyres while a Ringfield motor aided its running characteristics. Second-hand examples command around £30-£50 on the open market.

In 2004, Heljan unveiled its all-new high fidelity 'OO' gauge Class 52 diesel-hydraulic C-C. This model was set to be something special given the impressive specification which promised a contemporary heavy die-cast metal chassis, centrally mounted five-pole motor, twin flywheels, printed circuit board (PCB) with 8-pin Digital Command Control (DCC) decoder socket, directional lighting and separately applied detailing. Heljan's model proved good solid runners with quiet mechanisms, although there has been some debate over the shape of the cab roof area.

Since its release, more than 20 examples have been produced covering a good selection of names and colour schemes (see Table 1). Heljan last issued 'OO' gauge 'Westerns' in 2012, which included a couple in ex-works gloss finish as D1000 *Western Enterprise* in BR desert sand with small yellow panels (5221) and D1002 *Western Explorer* in BR green with small yellow panels (5217). »

Dapol introduced the latest generation 'OO' gauge Class 52 'Western' in 2013. Here D1016 *Western Gladiator* pilots a Class 50 on Paul Tomlinson's Exeter Road recreating a scene from the final year of 'Western' service (HM136). Mike Wild.

Dapol first released the current 'N' gauge model of the Class 52 in 2013. D1065 *Western Consort* passes through Little Aller Junction – Chris Morris' now retired 'N' gauge exhibition layout (HM123). Mike Wild.

Curiously, while none of the releases appear to have been issued with the experimental clear view windscreen fitted, reference to the instruction sheet for the model does show this as an option. Spare parts are hard to come by at the moment but may become available again through Heljan's UK spares agent, Gaugemaster. Not surprisingly, Heljan's 'OO' gauge Class 52 'Western' remains very popular and command between £75 and £130, depending on the identity and condition.

Finally for 'OO' gauge, Dapol announced its intention to produce a newly-tooled 'Western' in 2011, with the first models appearing in 2013. To date, more than 30 different 'OO' gauge examples have been released and it has proved very popular, thanks to a

TECHNICAL DETAILS

HELJAN 'OO' CLASS 52 'WESTERN' C-C	
Manufacturer:	*www.heljan.co.uk*
First released:	2004
Cat No. (most recent):	5221
Description:	BR Class 52 'Western' C-C
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	272mm
Price:	£125-175 (second-hand)
Era:	5-7
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin socket
Speaker space:	None provided
Exterior lights:	Directional headcodes/taillights
Interior lights:	None
Motor type:	Five-pole
Flywheel:	Two
BR power classification:	Type 4
Wheel arrangement:	C-C
Purpose:	Express Passenger
Haulage capacity (expected):	Ten carriages
Haulage capacity (actual):	Ten carriages (maximum tested)

TECHNICAL DETAILS

DAPOL 'OO' CLASS 52 'WESTERN' C-C	
Manufacturer:	*www.dapol.co.uk*
First released:	2013
Cat No. (current):	4D-003-013-4D-003-018
Description:	BR Class 52 'Western' C-C
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	275mm
Price:	£151.95
Era:	5-7
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker space:	58mm x 22mm
Exterior lights:	Directional headcodes/taillights
Interior lights:	Cab lights
Motor type:	Five-pole
Flywheel:	Two
BR power classification:	Type 4
Wheel arrangement:	C-C
Purpose:	Express passenger
Haulage capacity (expected):	Ten carriages
Haulage capacity (actual):	12 carriages (maximum tested)

TABLE 1 – HELJAN 'OO' GAUGE BR 'WESTERN' DIESEL HYDRAULIC C-C

IDENTITY	LIVERY	YEAR	CAT NO.	NOTES
D1000 *Western Enterprise*	BR desert sand	2005	5204	
D1000 *Western Enterprise*	BR desert sand with small yellow panels	2010	5213	
D1000 *Western Enterprise*	BR desert sand with small yellow panels	2012	5221	GF
D1001 *Western Pathfinder*	BR maroon with small yellow panels	2010	5214	GF
D1002 *Western Explorer*	BR green with small yellow panels	2012	5217	GF
D1004 *Western Crusader*	BR green with small yellow panels	2005	5207	
D1007 *Western Talisman*	BR maroon with small yellow panels	2004	5200	
D1010 *Western Campaigner*	BR maroon with small yellow panels	2005	5209	
D1012 *Western Firebrand*	BR maroon with full yellow ends	2005	5215	
D1013 *Western Ranger*	BR blue with full yellow ends	2005	5212	
D1015 *Western Champion*	BR golden ochre with small yellow panels	2004	5203	
D1023 *Western Fusilier*	BR blue with full yellow ends	2010	5216	
D1030 *Western Musketeer*	BR chromatic blue with small yellow panels	2012	5219	
D1036 *Western Emperor*	BR green with small yellow panels	2005	5210	
D1037 *Western Empress*	BR green with small yellow panels	2004	5201	
D1039 *Western King*	BR maroon	2005	5206	
D1040 *Western Queen*	BR maroon with small yellow panels	2012	5218	
D1041 *Western Prince*	BR maroon with full yellow ends	2005	5211	
D1047 *Western Lord*	BR chromatic blue with small yellow panels	2005	5205	
D1058 *Western Nobleman*	BR blue with full yellow ends	2005	5208	
D1067 *Western Druid*	BR blue with full yellow ends	2004	5202	
D1073 *Western Bulwark*	BR blue with full yellow ends	2012	5220	

NOTES: GF Gloss finish

specification which includes a five-pole skew wound motor, twin brass flywheels, etched metal name and number plates, directional lighting, cab illumination, 21-pin DCC decoder socket, space for a 58mm x 22mm speaker, etched roof fan grille and walkway.

It also has a wealth of separately fitted detail parts including windscreen wipers, lamp irons, grab handles and more. Some of these details are supremely fine such as the roof panel lifting eyes. These are supplied separately with pristine models for customer fitment, although on factory-weathered models these have already been fitted, which is a bonus. Weathered models also feature pre-fitted name and number plates, while pristine examples have these included separately. Further separate detailing includes a choice of solid or slotted front valances, steps, speedometer cables, brake gear and more. Incredibly, while half-relief brake shoes are pre-fitted, full brake shoes are supplied for customers to fit to models for display purposes.

Since launch, there have been some quite sought-after limited editions including D1000 *Western Enterprise* in experimental desert sand, produced for STEAM museum in Swindon, D1015 *Western Champion* in experimental golden ochre with small yellow panels for Cheltenham Model Centre and D1062 *Western Courier* »

TABLE 2 – DAPOL 'OO' GAUGE BR 'WESTERN' DIESEL HYDRAULIC C-C

IDENTITY	LIVERY	YEAR	CAT NO.	NOTES
D1000 *Western Enterprise*	BR desert sand	2013	D1000	GWRSM (400)
D1000 *Western Enterprise*	BR maroon with small yellow panels	2019	D1000	CMC (300)
D1002 *Western Explorer*	BR green with small yellow panels	2014	4D-003-011	
D1005 *Western Venturer*	BR blue with full yellow ends	2013	4D-003-000	
D1006 *Western Stalwart*	BR maroon with small yellow panels	2019	D1006	CMC EW (350)
D1008 *Western Harrier*	BR maroon with yellow bufferbeams	2019	4D-003-014	
D1009 *Western Invader*	BR maroon with yellow bufferbeams	2013	D1009	LB
D1010 *Western Campaigner*	BR blue with full yellow ends	2014	4D-003-010	
D1012 *Western Firebrand*	BR maroon with small yellow panels	2013	4D-003-007	
D1013 *Western Ranger*	BR blue with full yellow ends	2017	D1013	WLA (25)
D1015 *Western Champion*	BR golden ochre with small yellow panels	2014	D1015	CMC (300)
D1016 *Western Gladiator*	BR maroon with full yellow ends	2019	4D-003-017	
D1018 *Western Buccaneer*	BR blue with full yellow ends	2014	LTM1	LTM
D1018 *Western Buccaneer*	BR maroon with small yellow panels	2014	LTM2	LTM
D1021 *Western Cavalier*	BR blue with full yellow ends	2014	4D-003-009	
D1023 *Western Fusilier*	BR maroon with small yellow panels	2014	4D-003-008	
D1023 *Western Fusilier*	BR blue with full yellow ends	2019	R470773	LM
D1026 *Western Centurion*	BR blue with full yellow ends (W)	2014	4D-003-012	
D1029 *Western Legion(n)aire*	BR maroon with small yellow panels	2013	4D-003-001	LEG
D1030 *Western Musketeer*	BR chromatic blue with small yellow panels (W)	2013	D1003Z	KMRC (250)
D1034 *Western Dragoon*	BR maroon with small yellow panels	2019	4D-003-015	
D1035 *Western Yeoman*	BR green with small yellow panels	2019	4D-003-013	
D1038 *Western Sovereign*	BR green with small yellow panels	2013	4D-003-002	
D1039 *Western King*	BR maroon with small yellow ends	2019	D1039	CMC EW (350)
D1041 *Western Prince*	BR blue with full yellow ends	2019	4D-003-018	
D1042 *Western Princess*	BR maroon with small yellow panels (W)	2013	D1003X	KMRC (250)
D1043 *Western Duke*	BR chromatic blue with small yellow panels	2019	4D-003-016	LDA
D1045 *Western Viscount*	BR maroon with full yellow ends (W)	2013	1003Y	KMRC (250)
D1050 *Western Ruler*	BR blue with full yellow ends (W)	2013	D1003V	KMRC (250)
D1056 *Western Sultan*	BR maroon with full yellow ends	2013	4D-003-003	
D1058 *Western Nobleman*	BR blue with full yellow ends	2013	4D-003-004	
D1062 *Western Courier*	BR maroon with small yellow panels	2013	D1062	WLA (150)
D1065 *Western Consort*	BR maroon with small yellow panels	2013	4D-003-006	
D1068 *Western Reliance*	BR blue with full yellow ends (W)	2013	D1003W	KMRC (250)
D1072 *Western Glory*	BR blue with full yellow ends	2013	4D-003-005	

NOTES: CMC Cheltenham Model Centre, ltd edition, **EW** Experimental Windscreen, **GWRSM** GWR Steam Museum, ltd edition, **KMRC** Kernow Model Rail Centre, ltd edition. **LB** Lord and Butler, ltd edition, **LDA** Large BR Double Arrows, LEG supplied with original nameplates – *Western Legionaire*, **LM** Locomotion Models, ltd edition, **LTM** London Transport Museum, ltd edition, **WLA** Western Locomotive Association, ltd edition, **(W)** Weathered, **(#)** ltd edition quantity produced.

The 'Westerns' have carried a range of colour schemes with D1000 and D1015 wearing unique liveries. This is Heljan's 2012 'OO' gauge model of D1000 *Western Enterprise* in desert sand with small yellow warning panels departing Grosvenor Square. Mike Wild.

BR maroon was the most common livery carried by the class in the 1960s with examples retaining the colour scheme with the addition of full yellow ends into the early 1970s. Dapol's model of D1045 *Western Viscount* rolls into Bere Banks (HM110). Nigel Burkin.

in BR maroon with small yellow panels for the Western Locomotive Association (see Table 2). Just 400, 300 and 150 respectively of each were produced. However, perhaps the smallest limited edition run belongs to the Western Locomotive Association's 'OO' gauge model of D1013 *Western Ranger* in BR blue with red-backed nameplates – just 25 certificated examples were released.

Cheltenham Model Centre has also commissioned further detail variations from Dapol including D1000 *Western Enterprise* in BR maroon with small yellow panels with representation of the additional grilles in the front valance (300), together with D1006 *Western Stalwart* and D1039 *Western King* with experimental clear view windscreens (350 of each) – a newly-tooled element.

While considering limited editions, Kernow Model Rail Centre also commissioned a selection of factory-weathered editions which featured an exquisite work-weary appearance along with most of the small detail parts pre-fitted, such as roof panel lifting eyes, etched metal plates and buffer beam detailing. Just 250 of each were produced (see Table 2).

Not surprisingly, there is a buoyant second-hand market for Dapol's 'OO' gauge Class 52 diesel-hydraulics, particularly the limited editions, with some such as D1015 *Western Champion* with its golden ochre colour scheme commanding upwards of £250 or more. Current retail prices are £151.94 for DCC

'N' GAUGE

Graham Farish added a 'Western' to its 'N' gauge range in the mid-1980s, although only a handful of variants appear to have been produced. These included D1036 *Western Emperor* in BR green with small yellow panels (8424), D1062 *Western Courier* in BR maroon with small yellow panels (8426) and D1070 *Western Gauntlet* in BR blue (8425).

Following a few years' break, the model reappeared in the Graham Farish range under Bachmann's auspices in 2004 with improved decoration and running characteristics, although DCC decoder sockets were not added. Subsequent releases included D1013 *Western Ranger* in BR blue with red backed nameplates (371-402), D1015 *Western Champion* in BR maroon with small yellow warning panels (371-404), D1023 *Western Fusilier* in BR maroon with small yellow warning panels (371-400), D1030 *Western Musketeer* in BR early blue with small yellow panels (371-401) and D1035 *Western Yeoman* in BR green with small yellow warning panels and red backed nameplates (371-403). It last appeared in the catalogue in 2012. Prices on the second-hand market typically range from £80 to £130 for Bachmann era models.

In 2011, Dapol announced plans for an all-new 'N' gauge Class 52 diesel-hydraulic C-C. As with the similarly announced 'OO' gauge model, the specification appeared impressive with all-wheel drive and pick-up, five-pole motor, heavy chassis, directional lighting, etched brass grilles, metal number and name plates and more. All were offered in DCC ready and DCC fitted formats, with initial models featuring a 6-pin DCC socket.

Current examples are fitted with Next18 DCC decoder sockets.

Initial releases appeared during 2013, including a limited-edition model of D1000 *Western Enterprise* in experimental desert sand with small yellow panels (Cat No. ND-OSB003) for Osborn's Models, as well as standard releases as D1005 *Western Venturer* in BR blue (2D-003-000), D1029 *Western Legionaire* in BR maroon with small yellow panels (2D-003-001), D1038 *Western Sovereign* in BR green with small yellow panels (2D-003-002), D1056 *Western Sultan* in BR maroon with full yellow ends (2D-003-003).

A further eight models were announced for 2014, while an additional six examples are currently available as D1035 *Western Yeoman* in BR green with small yellow panels (2D-003-012), D1008 *Western Harrier* in BR maroon with yellow buffer beams (2D-003-013), D1034 *Western Dragoon* in BR maroon with small yellow panels (2D-003-014), D1043 *Western Duke* in BR chromatic blue with small yellow panels (2D-003-015), D1016 *Western Gladiator* in BR maroon with full yellow ends (2D-013-016) and D1041 *Western Prince* in BR blue with full yellow ends (2D-003-017). These latest releases are priced at £129.95 for DCC ready and £159.95 for DCC fitted models.

Meanwhile, further recently announced limited editions include D1000 *Western Enterprise* in weathered desert sand for Osborn's Models (OSB012) and D1015 *Western Champion* in experimental golden ochre (D1015) for Cheltenham Model Centre. They are priced at £135 and £139.95 respectively, DCC ready.

ready and £181.94 DCC fitted, while second-hand prices typically start around the £90 mark, depending on model and condition.

PRE-LOVED 'WESTERNS'

As you might expect, the more recent 'Western' models appear to retain their value on the second-hand market across 'N', 'OO' and 'O', although bargains can be found from time to time.

As well as online auction sites, model railway exhibitions and toy fairs provide great opportunities to find an elusive model, as do model shops with pre-owned models on display. Given the number of separately applied parts on the more recent models, occasionally examples may appear with some details missing. While this may be frustrating, sometimes they will be priced accordingly.

It is always worth looking over a second-hand model before purchase just to assess its condition. With the Dapol 'OO' gauge model, for example, check to see if the small detail parts have been fitted, such as the roof panel lifting eyes, the fine push-fit brake rods and etched metal name and number plates. If they have, are there signs of glue? Are the nameplates fitted correctly? Most of Dapol's pristine 'OO' gauge models are supplied with these parts as separate items for customer fitment. However, factory-weathered editions have had most of these parts pre-fitted – just check they are all still in place.

If parts are missing, all is not lost, as some of these details can be purchased from specialist retailers who hold stocks of spare parts. Dapol's official spares stockist, DCC Supplies, retails spares for its 'OO' and 'N' gauge Class 52 'Westerns' – this can range from 'OO' roof lifting eyes, brake rods and cab window glazing to replacement body shells.

Gaugemaster is Heljan's UK spares stockist and their website features exploded diagrams of 'OO' and 'O' gauge 'Westerns' with listings of each part's reference number, which may help in trying to source a particular item. At the time of writing, these Heljan spares appeared out of stock at Gaugemaster. There are also a few retailers (online and at exhibitions) who specialise in second-hand models and occasionally 'break-down' incomplete models as spares donors to sell on separately.

Masterpiece Models is producing the definitive model of the Class 52 'Western' for 'O' gauge with a high specification hand made brass production run. Samples of D1004 *Western Crusader* and D1048 *Western Lady* pose on a 7mm scale diorama of Swindon Works. Masterpiece Models.

IMPRESSIVE SELECTION

Whether you model in 'N', 'OO' or 'O', there is a 'Western' for you and not only that, but to an incredible specification too. Gone are the days when you might also have to wait for a particular livery to appear as most options have been covered. If you model BR's Western Region in the 1960s or early 1970s, then one or more of these phenomenal machines is sure to be required traction, and of course will look equally at home on a freight, parcels or passenger workings. **HM**

USEFUL LINKS

AC Models Spares	*www.acmodelsspares.co.uk*
Bachmann	*www.bachmann.co.uk*
Dapol	*www.dapol.co.uk*
DCC Supplies	*www.dccsupplies.com*
EKM Exhibitions	*www.ekmexhibitions.co.uk*
Graham Farish	*www.bachmann.co.uk*
Heljan	*www.heljan.co.uk*
Hornby	*www.hornby.com*
Masterpiece Models	*www.masterpiecemodels.co.uk*
MM1 Models	*www.mm1models.co.uk*
Peter's Spares	*www.petersspares.com*

'O' GAUGE

Until relatively recently, the main route to an 'O' gauge 'Western' was Just Like the Real Thing's (now MM1 Models) superb 7mm scale kit. However, in 2013 Heljan added an all-new ready-to-run model to its expanding 'O' gauge range with three standard models as D1003 *Western Pioneer* in BR green with small yellow panels (Cat No. 5280), D1047 *Western Lord* in BR maroon with small yellow panels (5281) and D1048 *Western Lady* in BR blue with full yellow ends (5282). In addition, two limited editions were produced as exclusives for Tower Models as D1000 *Western Enterprise* in desert sand (5283) and D1015 *Western Champion* in golden ochre with small yellow panels (5284), restricted to just 75 examples each.

Heljan's specification for these new models boasted twin five-pole motors, heavy die-cast chassis, DCC compatibility, working roof fans, detailed cab interior, directional lighting and plenty of separately applied detailing.

More recently, six further models were released in BR green with small yellow panels (5285), BR maroon with small yellow panels (5286), BR maroon with full yellow ends (5287), BR chromatic blue with small yellow panels (5290) and two in BR blue with full yellow ends (5288/5289), the latter of which was weathered. One main visual difference between this later batch and the initial releases is that the wheels are darkened metal, as opposed to the unpainted silver appearance on the originals. These popular models have retained their value well and typically fetch £500-£600 each.

For those looking for something even more refined, Masterpiece Models has been developing its own handcrafted ready-to-run Class 52 'Western', with examples of all class members being produced. Each of these hand-built models will feature digital sound as standard together with a powerful coreless motor, all-wheel drive, factory-fitted speakers, working fans, cab illumination, directional lighting, illuminated headcodes, engine room detail, see-through grilles, opening cab doors, a wealth of separately applied detailing including headboard brackets (where appropriate) and much more.

They will be available in limited numbers for 'O' gauge and Scale 7 (S7), in desert sand (D1000), golden ochre (D1015), BR green with small yellow panels, BR maroon with yellow bufferbeams, BR maroon with small yellow panels and BR blue with full yellow ends, priced at £3,360 each.

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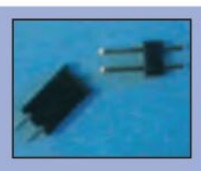

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CDP3	6 pin 75p	CDS5	6 pin 65p
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Please note that the images of the Manor represent the latest engineering examples that have been received; as such they do not necessarily represent the final builds of the models, as refinements to the tooling and fit may yet take place and erroneous items may have been omitted.

PAINT IT BLACK

Kit-building has been enjoying a renaissance over the past year. **TIM SHACKLETON** shows how you can avoid falling at the finish line using car-paint aerosols.

SOME OF THE BIGGEST disappointments and setbacks of my modelling career have come from messing up the paint finish, so my preference is always to use products that I know will perform as expected. Although they're primarily intended for touching up car bodywork, I've been successfully using automotive aerosol paint in modelling for a long time and the experience has always been good.

Whatever the brand and whatever the application, such paints seem remarkably consistent and very effective. I think there's even an allowance in their chemical composition that admits they're not always going to be used in ideal conditions – damp, cold garages for instance. Unfortunately, I've generally been disappointed by the performance of equivalent aerosols specifically formulated for modellers. By comparison with car paint, they seem temperamental, far less rugged, prone to clogging and the rendition of prototypical colours doesn't always meet my expectations.

I should perhaps point out that I use automotive 'rattle cans' interchangeably with hand-mixed and proprietary colours fed through some pretty classy airbrushes. Why would I do this? Mostly it's because, if used with care and an awareness of their limitations, aerosols can give a result at least as good as anything I can achieve with a premium Iwata airbrush – and they don't need cleaning up afterwards.

In some cases, it's because the equivalent car paint colours seem a lot more plausible than the BR Crimson or freight-stock Bauxite the model trade offers. Obviously you can't use an aerosol to pick out a tiny detail or to add subtle shading to a model, but they certainly have their uses – so I thought I'd make some notes on how to get the best from them.

For demonstration purposes, it's easier to start with a raw, kit-built model in bare brass but you can paint (or repaint) a ready-to-run model by exactly the same methods. My preferred brand is Halfords – I'm familiar with its characteristics, there's a branch less than a mile away, and I know what I can and can't do with it. I'm sure there are cheaper brands available but I can think of no economy more false or more misguided than ruining a perfectly good model for the sake of a few quid. So shall we look at a few models I've been working on recently and see how I got on? **HM**

The 'J69/1' again, an essay in multiple shades of black. This is the kind of finish I have in mind for the Hawthorn Leslie when it completes its journey through the paint shop.

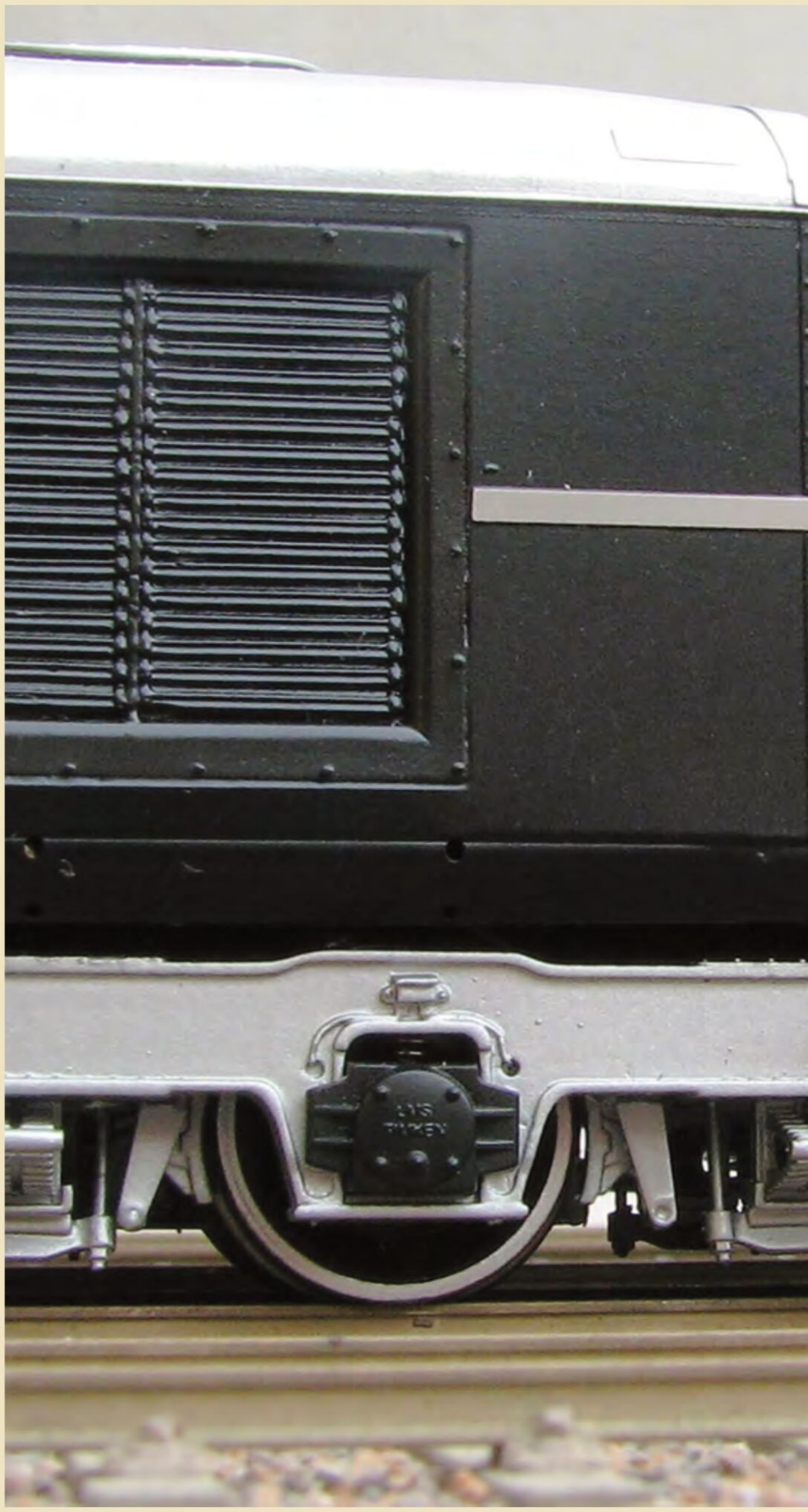
The methods shown in this guide are applicable to all the major materials used in modelmaking – from etched brass to resin. I built this mega-detailed 'J69/1' 0-6-0T from an elderly South Eastern Finecast white metal kit, with an etched brass chassis in the scratchbuilder's scale, 'P4'. I thought it made an interesting contrast with the 3D-printed model seen in HM165, running on a Dapol 'Terrier' chassis.

PAINTING MODELS WITH AEROSOL SPRAY CANS

1 **I mostly use aerosols to put on the basic livery and paint the chassis – black, in most cases. Unlike weathering, base-painting a model is essentially a mechanical process and it's as easy to paint several at once as it is to paint a single specimen, especially if they're the same colour. Here a Stephen Barnfield designed 'B16/1' glistens with fresh black paint while a Hawthorn Leslie 0-6-0ST (from a High Level kit) waits its turn.**

2 **Despite owning several high-end Iwata airbrushes, I often use car paint aerosols for modelling work that doesn't require pinpoint accuracy or complex masking. They're quick, simple and you don't need to clean up afterwards. Your first priority is to give the can a good shake – two minutes at the very least and preferably longer. This ensures the pigment and the carrier are perfectly mixed.**

3 **I normally spray outdoors. At risk of upsetting a few applecarts, I don't think you need be too fussy about weather conditions, as long as it's dry and there isn't much wind. The can itself should ideally be at room temperature, as should the item you are spraying, but I've yet to encounter the alleged milky bloom caused by spraying when it's too cold (or too hot). Proprietary 'railway modeller' aerosols, in my experience, are a great deal more demanding.**



4 **As any tradesman will tell you, good preparation is essential. Hand-built models – and plastic ones that have received a lot of handling – need to be given a thorough clean and degrease before being put in a warm place and allowed to dry. Fairy Power Spray and Bar Keeper's Friend are the cleaning products I use. Avoid anything with lanolin in it, such as washing-up liquid.**

5 **For extra refinement, you might like to give your model a bath in an electrostatic cleaner – however thoroughly you think you've washed it, it's surprising what still comes off. Isopropyl alcohol airbrush cleaner gives good results.**

Intermediate
Beginner SKILL LEVEL Advanced

The flawless finish you find on factory-painted brass models – these 'OO' gauge LMS 'twins' are by market leaders Ajin Precision of Korea – comes from putting industrial spraying equipment in professional hands. We lesser mortals may have to make do with something more modest.

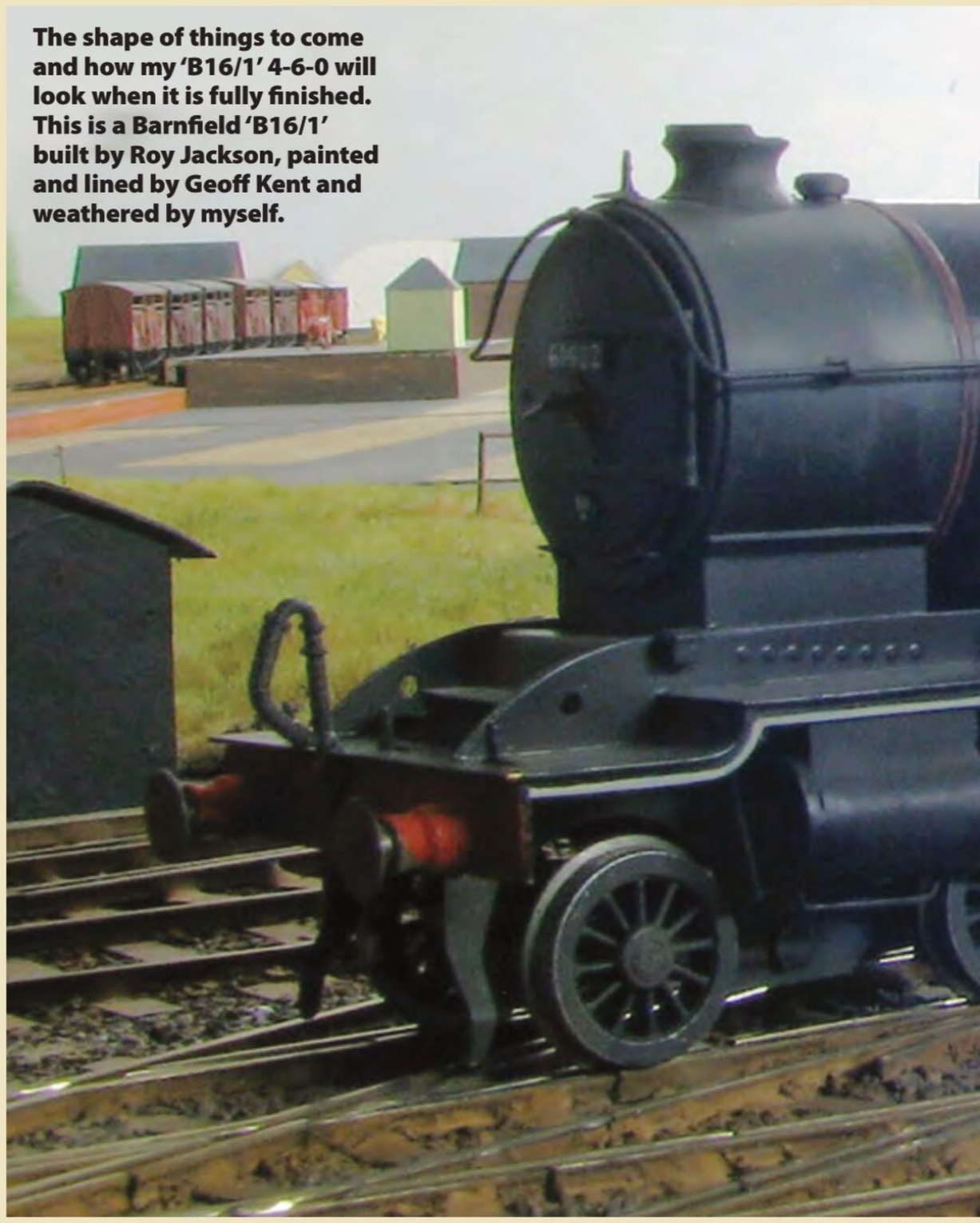
6 I like to use white acrylic primer because it shows up blemishes in the finish better than any other colour. I'm spraying from no more than a foot away – any further and the paint will be dry before it hits the model, resulting in a speckled finish. Note the disposable glove. The outside temperature, by the way, was 10C (50F).

7 With primer, you only need a thin coat to provide a key. If you can see the brass beneath that's no problem as long as there's some kind of coverage and there aren't any bald patches.

Once the primer is dry – in this case I left the model to harden overnight – you can mask the parts that are to be finished in colours other than black.

Legendary model painter Stephen Barnfield taught me to view a locomotive as a fully rounded three-dimensional object, and to ignore the fact that it usually has a top, a bottom, two ends and two sides. To ensure thorough coverage and get paint in every nook and cranny – this is especially tricky with a steam locomotive – you need to spray from all angles. This shows the first, very light coat of paint applied from the side.

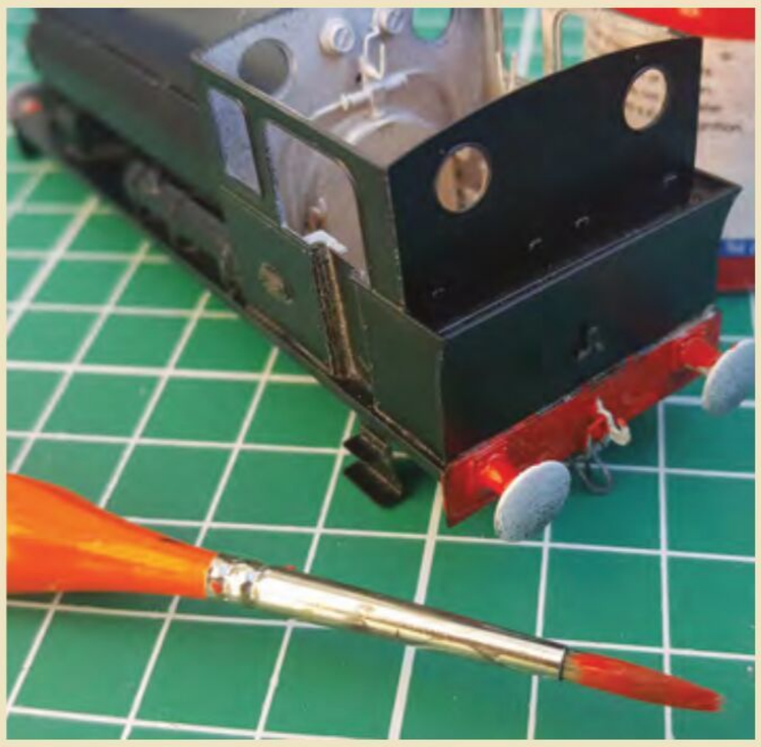
The shape of things to come and how my 'B16/1' 4-6-0 will look when it is fully finished. This is a Barnfield 'B16/1' built by Roy Jackson, painted and lined by Geoff Kent and weathered by myself.



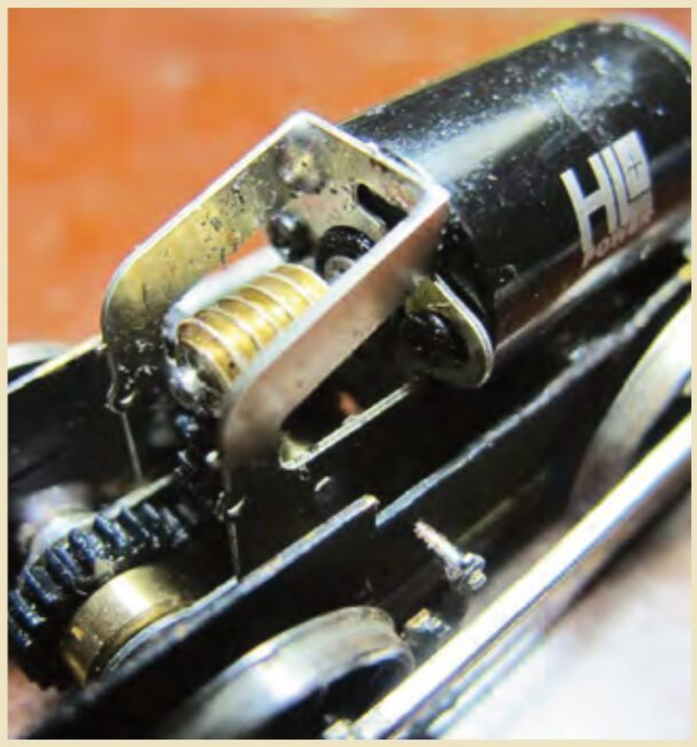
Apply a thin coat at first, then turn the model around so you can fill in from different angles – this will ensure an even coverage. Whether using a spray can or an airbrush, I like to spray wet but it takes practice to know when enough's enough, otherwise you end up with paint runs that are the devil to rectify. If in doubt, I suggest light coats only with a minute or two between each.

Although automotive paints are touch-dry almost immediately, this 'B16/1' – built from the London Road Models kit – has been allowed to dry under cover for 24 hours to ensure the paint is fully hardened. As soon as it's exposed to the atmosphere, dust begins to settle and needs brushing off before the next step.

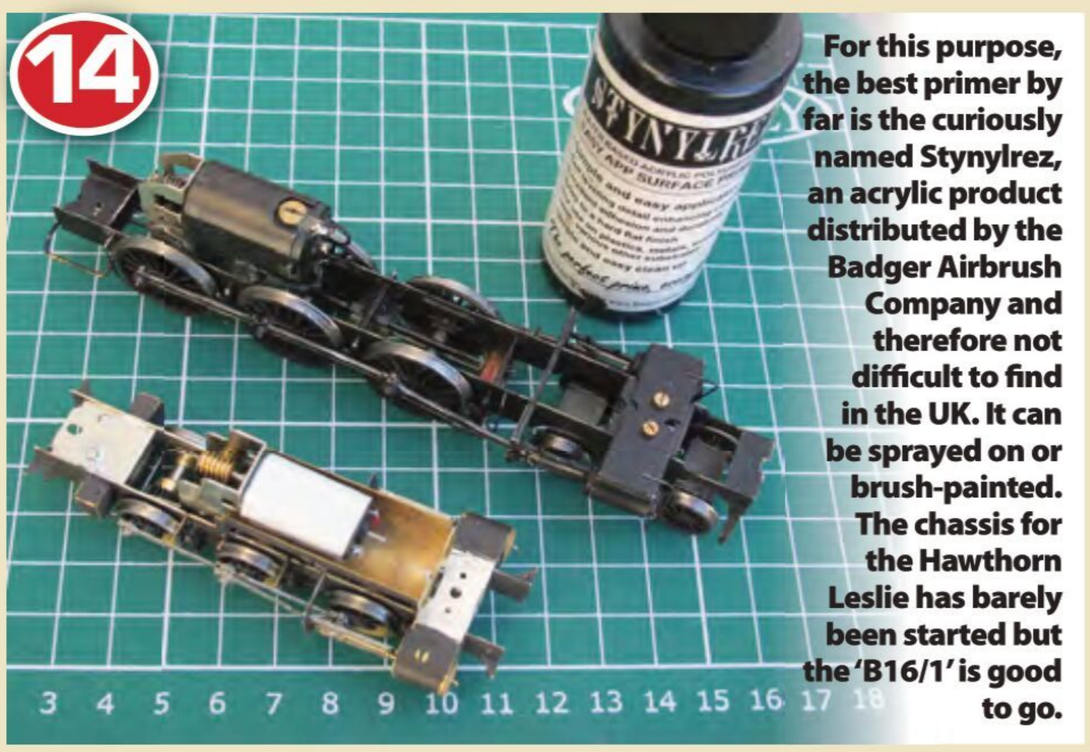
Details such as buffer beams can be painted by hand. Use a biggish brush and make sure the bristles are well loaded so you can just flow the paint on. If you want plenty of visible brushmarks, use a small brush and keep dipping just the tip into the paint. I'll paint the cab interior in due course.



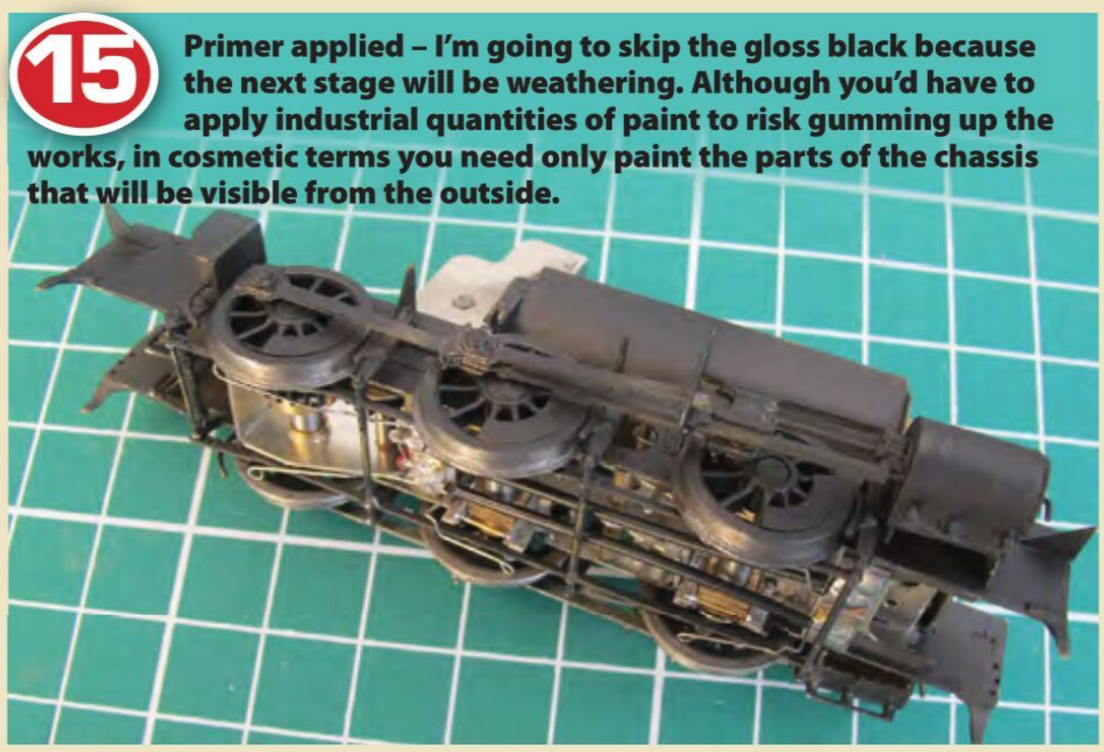
Locomotive chassis – other than the basic main frames – don't lend themselves to spraying with aerosols so my preference is to paint the frames quite early on, immediately before the wheels are fitted. This is the stage we've got to with the running chassis for the South Eastern Finecast 'J69/1'. I can then airbrush-prime the rest of the underframe once assembly is complete and finish with enamels applied by hand.



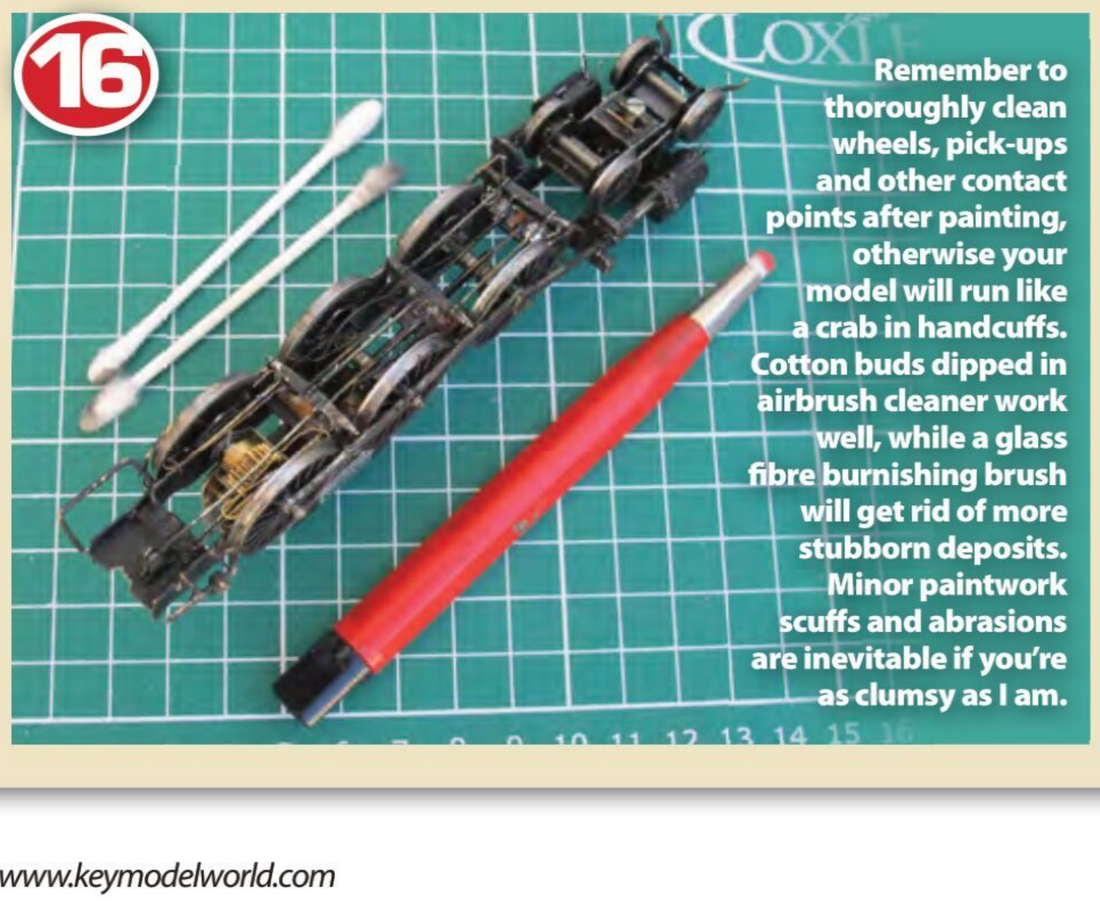
Intermediate
Beginner SKILL LEVEL Advanced



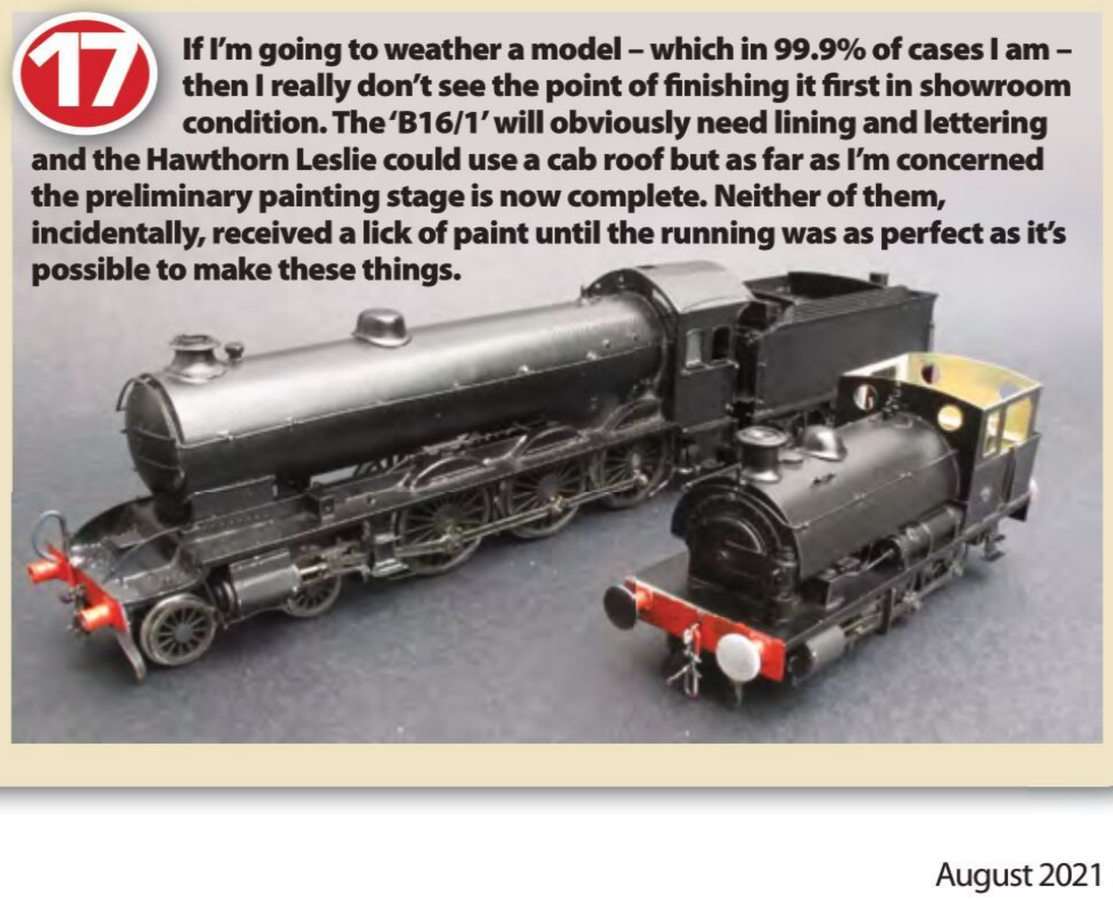
For this purpose, the best primer by far is the curiously named Stynylrez, an acrylic product distributed by the Badger Airbrush Company and therefore not difficult to find in the UK. It can be sprayed on or brush-painted. The chassis for the Hawthorn Leslie has barely been started but the 'B16/1' is good to go.



Primer applied – I'm going to skip the gloss black because the next stage will be weathering. Although you'd have to apply industrial quantities of paint to risk gumming up the works, in cosmetic terms you need only paint the parts of the chassis that will be visible from the outside.



Remember to thoroughly clean wheels, pick-ups and other contact points after painting, otherwise your model will run like a crab in handcuffs. Cotton buds dipped in airbrush cleaner work well, while a glass fibre burnishing brush will get rid of more stubborn deposits. Minor paintwork scuffs and abrasions are inevitable if you're as clumsy as I am.



If I'm going to weather a model – which in 99.9% of cases I am – then I really don't see the point of finishing it first in showroom condition. The 'B16/1' will obviously need lining and lettering and the Hawthorn Leslie could use a cab roof but as far as I'm concerned the preliminary painting stage is now complete. Neither of them, incidentally, received a lick of paint until the running was as perfect as it's possible to make these things.

EAST MIDLANDS repaints

The latest purple and white colour scheme to be applied to East Midlands Railway rolling stock caught the eye of **JOHN PILGRIM,** who set about repainting a Lima Class 156 and Hornby HST power car in this bang up-to-date livery. He explains all in this step by step guide.

The repaint into EMR purple and white uses a Hornby RailRoad HST power car as its basis together with readily available Humbrol and Tamiya paints. Here it recreates the HST's final weeks of service on the Midland Main Line on Topley Dale. Mike Wild.

THE following step by step guide shows how I took a Lima Class 156 originally in Regional Railways livery into EMR colours, along with a Hornby Railroad HST into the EMR special livery.

I am very keen to model the area I live in and have access to – from our back garden we can view the Grantham to Skegness line and over the last year or so many of the orange, red and blue East Midland Trains Class 156 and 158 units have been upgraded to the new EMR livery. My layout, Darwin Landing East, is based on the East Coast Main Line between Peterborough and Newark and includes the junction from Grantham to Skegness. I was keen to have the new purple livery represented and it was a case of having to attempt it myself.

I'm no professional re-sprayer, but I do have a fairly good eye for detail. My setup consists of an airbrush and a cardboard box as a spray booth and with a bit of practice I've created a method and style that works for me. I find that if I really test myself with livery repaints that seem complex (LNER Mk 4s, Europhoenix Class 91s and others come to mind) that I learn what works and build experience and skills from there. When up in the train room, I am mainly working on areas and scenery of the layout so regard resprays as a little treat and break from that.

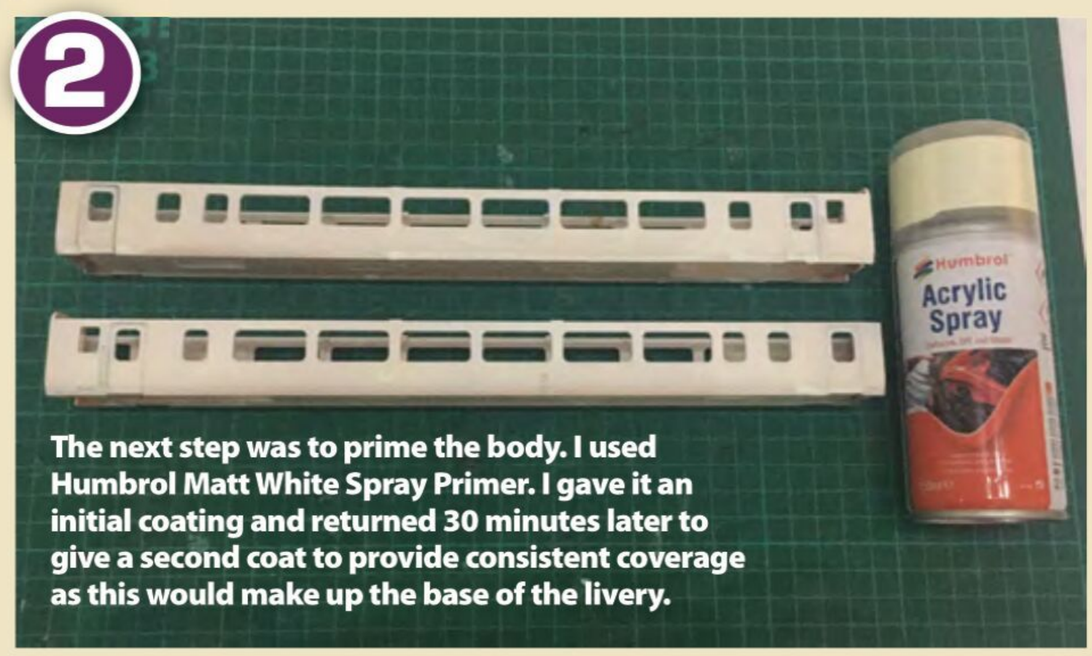
This is a project I have had on the back burner for a while and had held fire hoping one of the manufacturers would produce a ready-to-run model in the latest EMR livery. The Lima model I have used is very similar to the modern Hornby Railroad Class 156s and in reverse, the Hornby Railroad HST is similar tooling to the older Lima HSTs so it is quite easy to get your hands on these models from various second-hand sources if they are not already in your collection.

It wasn't until EMR unveiled its HST power car in a one-off special livery in April to mark the end of HST service on the Midland Main Line that I decided to pick the Class 156 project up again as I had a spare set of Hornby RailRoad HST power cars in GWR livery which I could use for the Class 43s and could do both projects alongside each other.

Sadly, as last year was the final year HSTs were used on the Skegness specials from Nottingham it's unlikely I will get to see the 'Flying Prune' from the back garden, but I'm more than happy to have it in 4mm:1ft scale on services on Darwin Landing East. I'm just wondering what traction might replace them and whether this might be the next respray project for me? **HM**

REPAINTING A LIMA CLASS 156

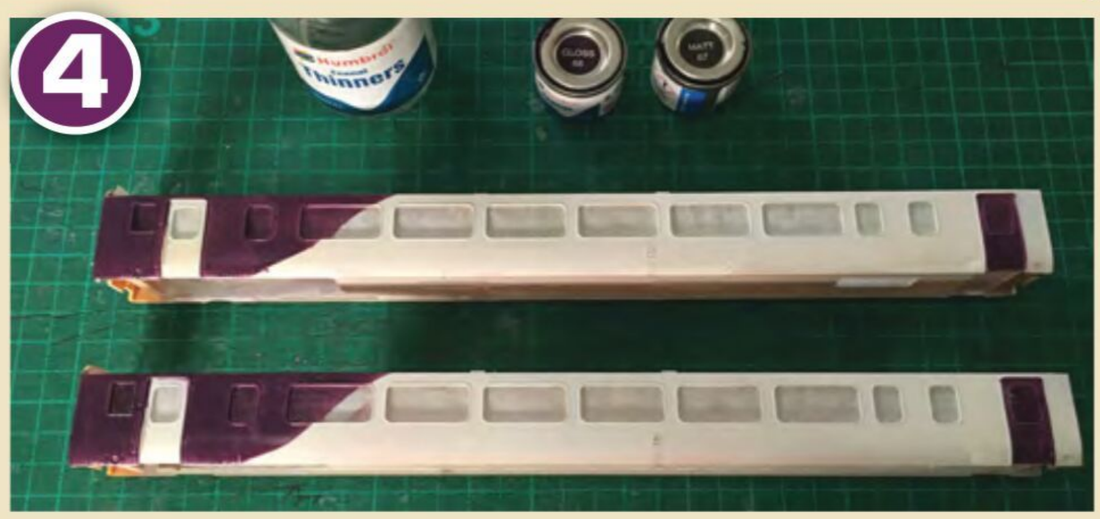
The Class 156 was first into the Works. It was carefully taken apart by unclipping the body from the chassis – there are four clips along each side which can be loosened gently. The roof detaches from the body in the same way. The body was then soaked in isopropyl alcohol overnight and then scrubbed with an old toothbrush to remove the existing paint and decorations.



The next step was to prime the body. I used Humbrol Matt White Spray Primer. I gave it an initial coating and returned 30 minutes later to give a second coat to provide consistent coverage as this would make up the base of the livery.

The Class 156 repaints into EMR purple, white and grey were the initial catalyst for this project. 156912 started life as a Lima Regional Railways liveried set. Mike Wild.

With the cleaning and priming complete, the first elements of the new livery can be applied. The cab ends were masked off and then sprayed with Tamiya Flat Yellow (XF-3) and left to dry.

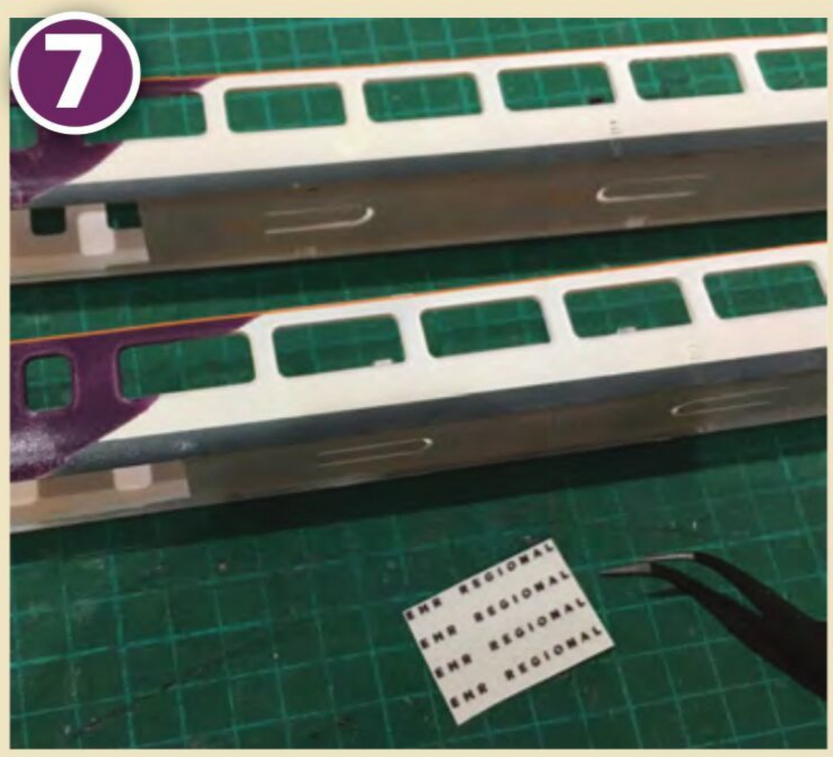


The next stage was to add the EMR purple to the ends of each unit as well as the centre doors. The white area was masked off, paying particular attention to where the sweep of the purple section started and ended on the first of the larger windows using photographs as a guide. Note the masking tape inside the windows to prevent overspray into the body. Humbrol Purple Gloss (68) was used with a drop of Humbrol Matt 67 to darken the colour.

Once the purple had dried, the grey bands along the bottom of the body were added. I chose to use DBS Grey (2276) from Railmatch as it looked to be a pretty good match from the selection I already had in my palette. Again this was airbrushed onto the body and left overnight to dry.

Once dry, all masking tape was removed and a coat of Tamiya Clear (X-22) was sprayed on in preparation for applying the waterslide decals for the livery details.

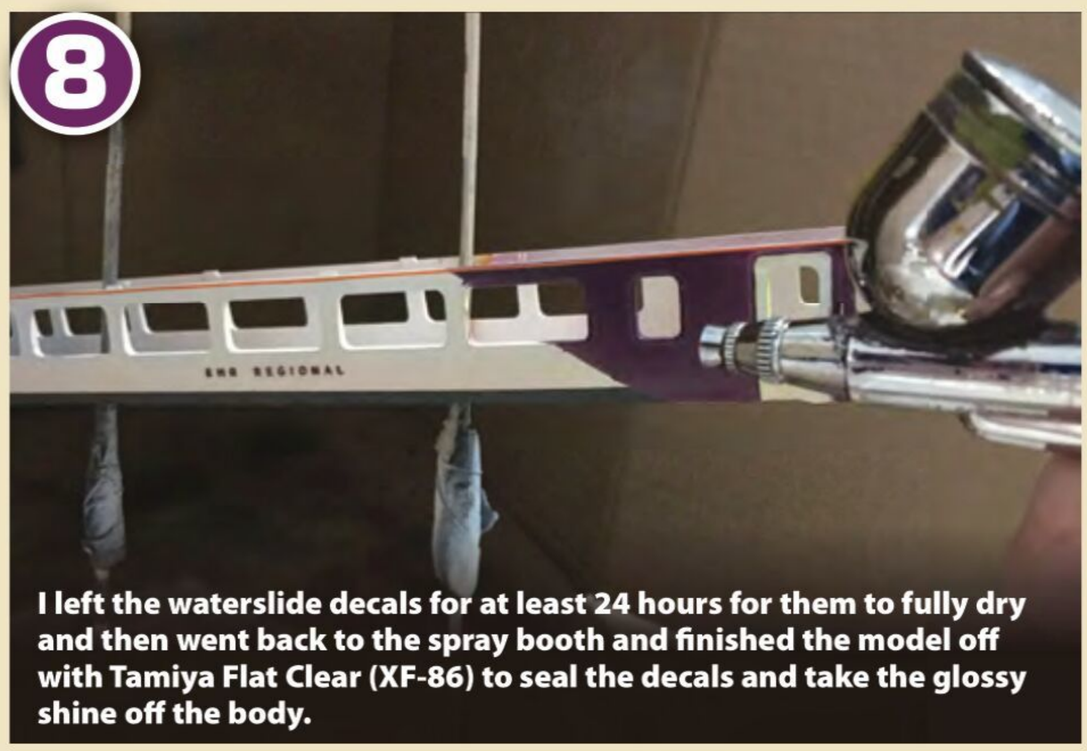
Beginner — Intermediate — SKILL LEVEL



I was unable to find any EMR Regional decals ready made so I created my own using Mr Decal clear waterslide paper. I sourced the logo online from photographs and printed out some test transfers to get the right size before making the final prints using a home printer.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
White Matt Primer	Humbrol	34
Black Gloss	Humbrol	21
Purple Gloss	Humbrol	68
Black Matt	Humbrol	33
Enamel thinners	Humbrol	AC7501
DBS Grey	Railmatch	2276
Flat Yellow	Tamiya	XF-3
Clear	Tamiya	X-22
Flat Clear	Tamiya	XF-86
Printable clear waterslide paper	Mr Decal	n/a
Isopropyl alcohol	Amazon	
10mm masking tape	Trains4U	87031
3mm curved masking tape	Trains4U	87178



I left the waterslide decals for at least 24 hours for them to fully dry and then went back to the spray booth and finished the model off with Tamiya Flat Clear (XF-86) to seal the decals and take the glossy shine off the body.

With the paintwork complete, I reassembled the model, slotting the clear window mounts into the bodyshell before adding the seating panels and roofs to prepare the unit for re-entry to service in its new colour scheme.

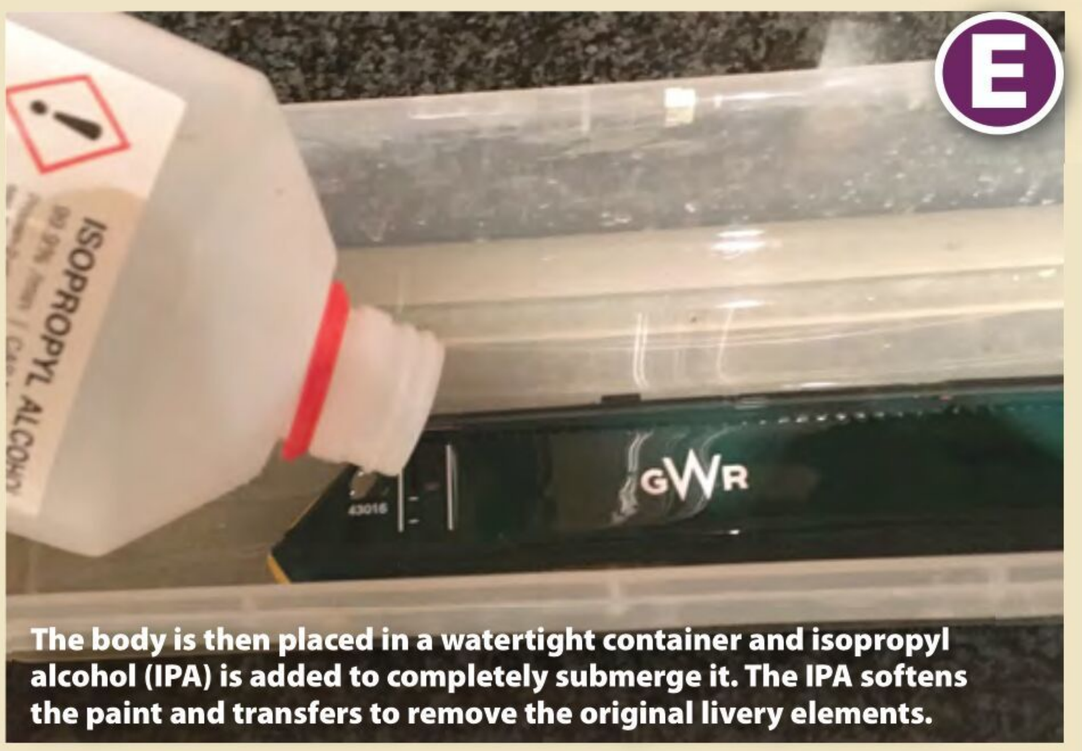
REPAINTING A HORNBY CLASS 43 HST POWER CAR

A The Hornby Railroad HST in its original GWR livery, as delivered by Hornby. I have chosen to repaint the dummy car from the set but the same steps can be used for the powered end.

B The body easily comes off the chassis on the RailRoad HST by unscrewing the screw located behind each of the bogies.

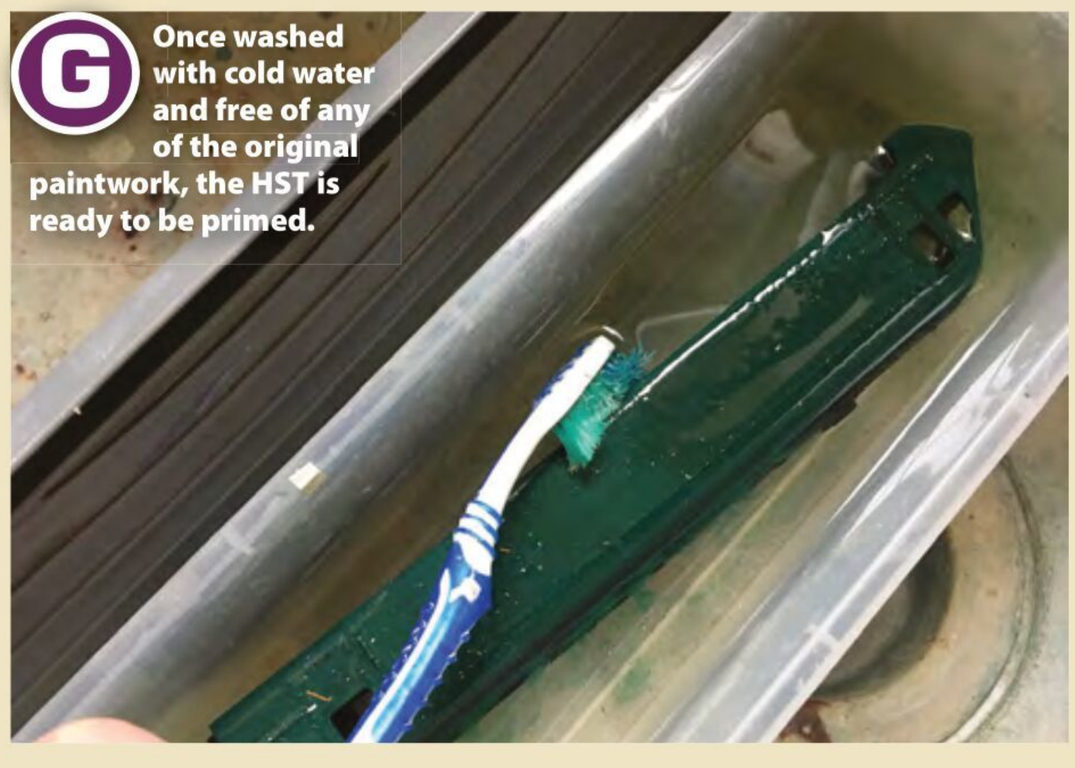
C The windows can be removed by gently using a flat head screwdriver and prising them out slowly, loosening each side a small amount at a time until free.

D Once all the parts have been separated, everything apart from the body can be put aside for later.

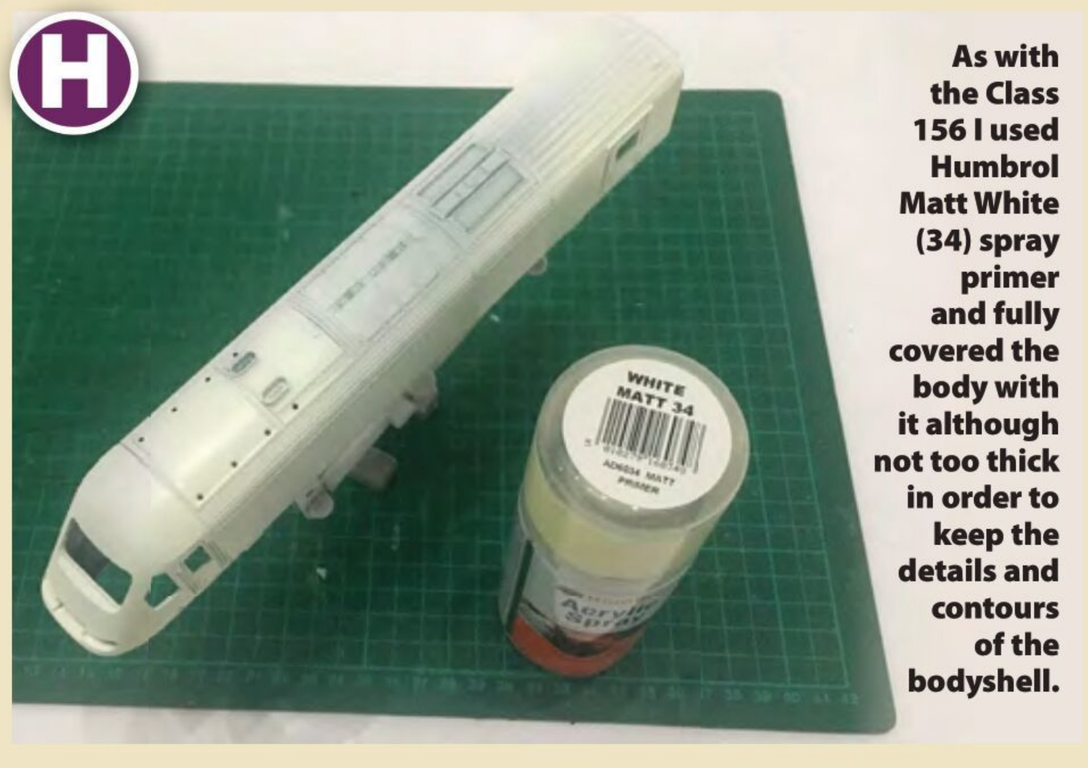


E The body is then placed in a watertight container and isopropyl alcohol (IPA) is added to completely submerge it. The IPA softens the paint and transfers to remove the original livery elements.

F After eight hours, I was able to remove the original paint by scrubbing with an old toothbrush. Rubber gloves are required to handle the body when in IPA.



G Once washed with cold water and free of any of the original paintwork, the HST is ready to be primed.

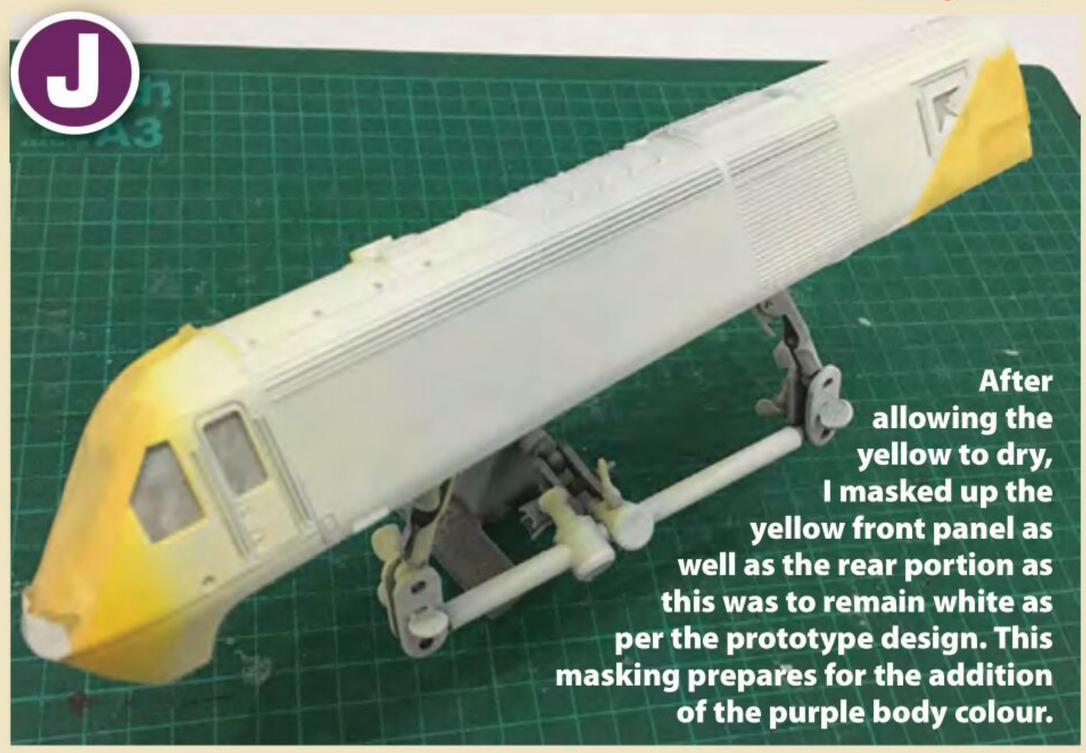


H As with the Class 156 I used Humbrol Matt White (34) spray primer and fully covered the body with it although not too thick in order to keep the details and contours of the bodyshell.

Intermediate
Beginner SKILL LEVEL Advanced

I

Once dry, I airbrushed the yellow end to the front of the HST. I used Tamiya Flat Yellow (XF-3) for this. For all the airbrushing, I left the first coat for around 30 minutes before applying a second coat to get a consistent and full covering.



J

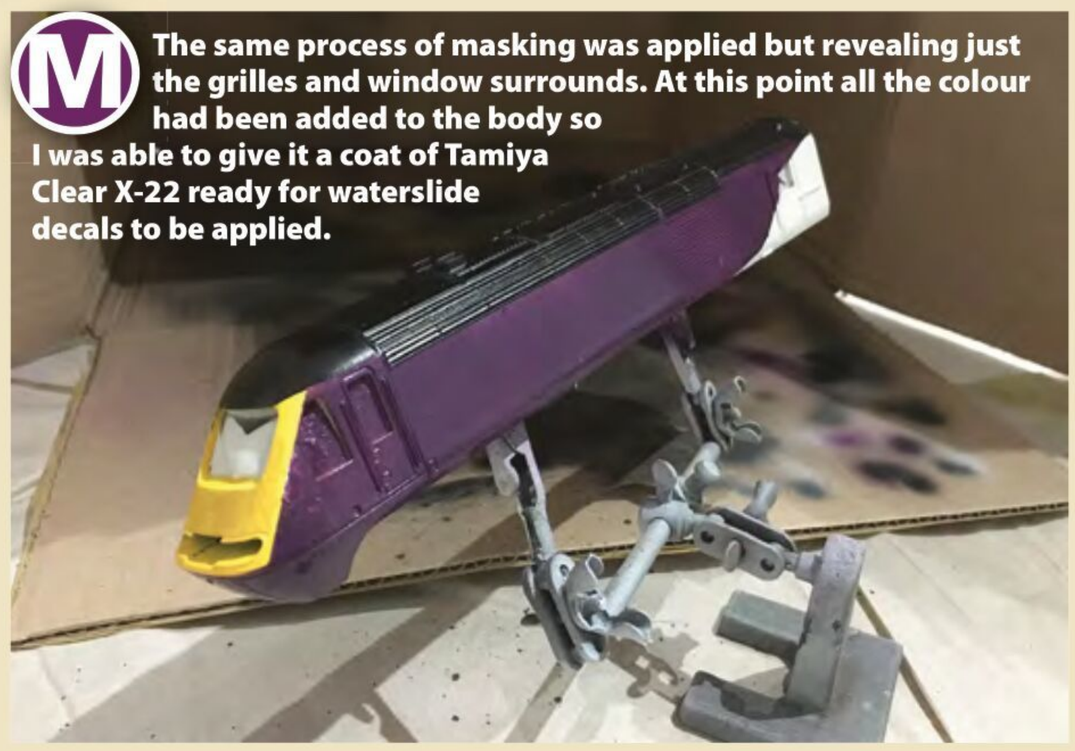
After allowing the yellow to dry, I masked up the yellow front panel as well as the rear portion as this was to remain white as per the prototype design. This masking prepares for the addition of the purple body colour.

K

I used Humbrol Gloss Purple (68) with a drop of Humbrol Matt Black (33) to slightly darken the shade for the HST, mixed 50/50 with Humbrol enamel thinners and sprayed on with an airbrush and left to dry.

L

I was then able to mask everything apart from the roof which was sprayed with Humbrol Gloss Black 12. I have decided to do the black in two different sittings - first the roof and then the side grilles and front window surrounds once the roof had dried, as it required remasking.



M

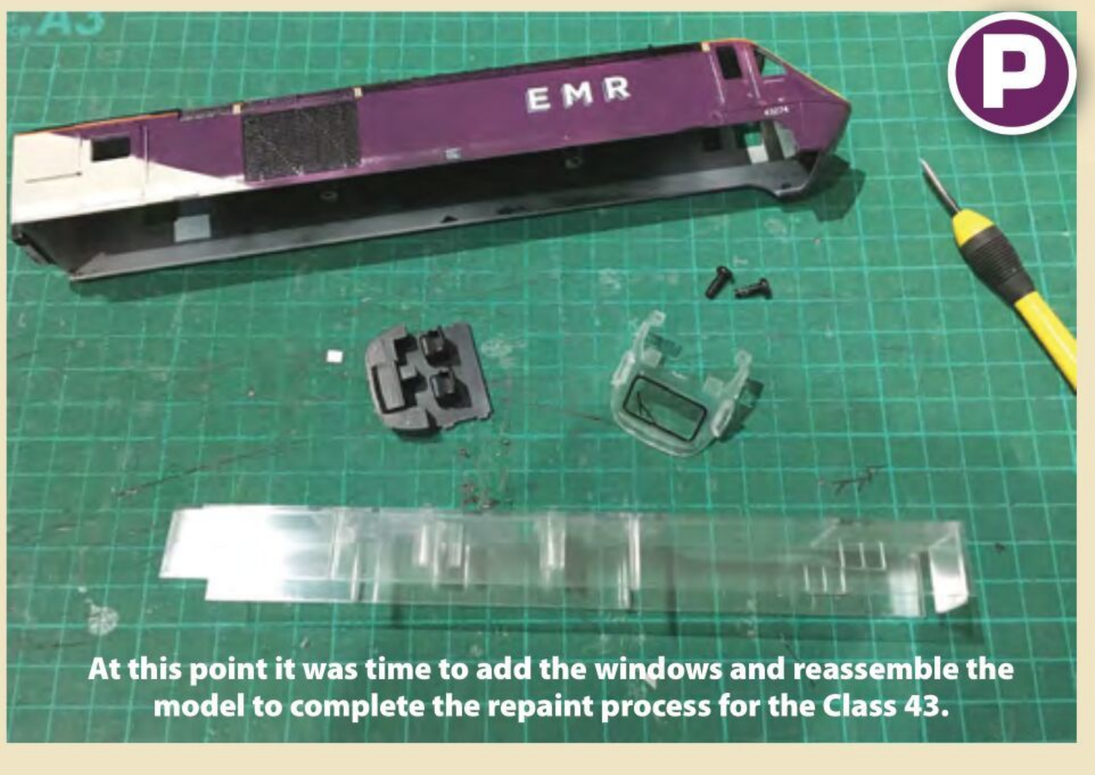
The same process of masking was applied but revealing just the grilles and window surrounds. At this point all the colour had been added to the body so I was able to give it a coat of Tamiya Clear X-22 ready for waterslide decals to be applied.

N

The main EMR logos are from the Railtec EMR HST Power car pack. The numbers I used were from a left over pack of Railtec's VTEC HST pack which were the exact 43274 number required. The small EMR logo for the front was created by myself and printed onto clear waterslide paper, although Railtec offers a HST vehicles pack which could be used instead.

O

The rest of the decals and cantrail stripe were sourced from various spares of decal packs I've acquired over time. The model was then set aside for 24 hours to allow all the decals to fully dry before giving a final clear coat, this time using Tamiya Flat Clear (XF-86) to remove some of the shine from the gloss paint used previously.



P

At this point it was time to add the windows and reassemble the model to complete the repaint process for the Class 43.

COAL YARD DIORAMA

PART 3

Coal yards were vital parts of many towns and villages. **DAN EVASON** concludes his three-part build by setting the scene.

COMBINING ELEMENTS to create a believable scene is a thoroughly enjoyable part of building a model railway. Over the past two issues we've shown how we built and painted the coal office and coal staithes for this diorama while this time we are bringing those elements together.

The base for the diorama is a 300mm square board and shows how easily a scene like this could be incorporated into a model railway – just extend the scenic techniques for the road and grass bank to blend it into the surroundings. The ground cover is mainly air dry clay for the yard while the grass areas use War World Scenics static grasses and Green Scene flocks.

As with the buildings (HM168 – coal office and HM169 – coal staithes) we've drawn on the Daler & Rowney acrylic paint range for colouring together with products from Tamiya and Vallejo for detail painting of the track, figures and accessories.

There are also military modelling techniques in the scene including the use of a HB pencil to add wear marks to metal items while weathering powders have also been used to add depth and texture to base colours.

The finishing touches are the details. 3D printed equipment from John Chivers plus 3D printed figures from ModelU have been added around the scene together with a heavily weathered Pocketbond lorry and a suitable seven plank coal wagon on the railway.

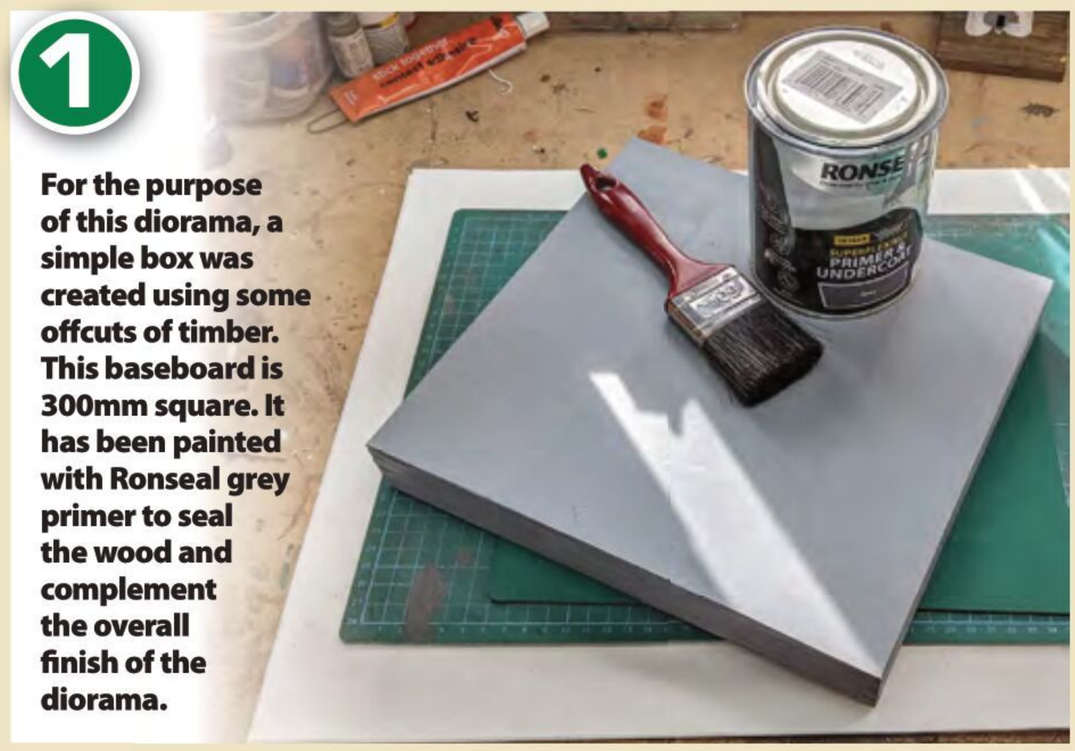
We hope this short series on the coal yard inspires your modelling and if you missed the first two parts you can either log in to *www.keymodelworld.com* or purchase back issues for HM168 and HM169 from *shop.keypublishing.com*. **HM**

WHAT WE USED

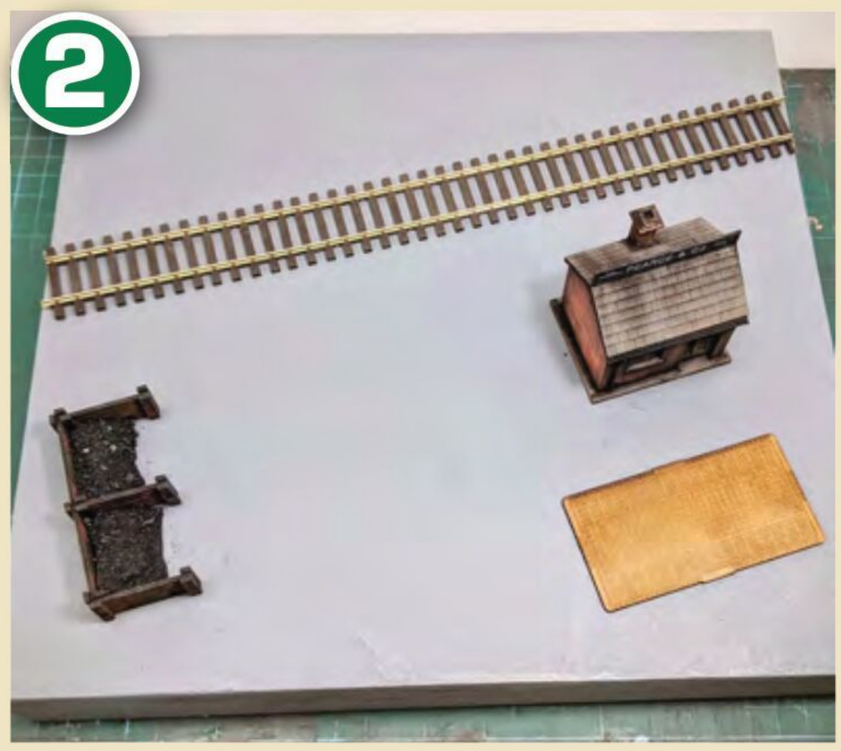
PRODUCT	MANUFACTURER	CAT NO.
Coal office	*www.intentio.co.uk*	IMRLK-109/c
Coal staithes	*www.intentio.co.uk*	IMRLK-152/4
Weighbridge	*www.intentio.co.uk*	SKU301
Ratio telegraph poles	*www.peco-uk.com*	452
Layering spray	*www.wwscenics.com*	3U-0KX5-QT53
2mm dead grass	*www.wwscenics.com*	03-0817-VAR201
6mm spring grass	*www.wwscenics.com*	03-0817-WWS27
Mixed flowers	*www.wwscenics.com*	11-0820-VAR001-MIXFL
Ballast bond	*www.deluxe-materials.co.uk*	AD75
Green flocks	*www.green-scenes.co.uk*	Various
Air dry clay	*www.google.com*	06-5432
Neutral grey acrylic	*www.daler-rowney.com*	084
Raw Umber acrylic	*www.daler-rowney.com*	247
Black acrylic	*www.daler-rowney.com*	026
Ultra black weathering powder	*www.dccconcepts.com*	DCW-GRY
Hull red acrylic	*www.tamiya.com*	TF-9
Flat Earth acrylic	*www.tamiya.com*	XF-52
Matt Black acrylic, Vallejo	*www.scalemodelshop.co.uk*	70.950
Burnt Umber acrylic, Vallejo	*www.scalemodelshop.co.uk*	70.941
Light Flesh acrylic, Vallejo	*www.scalemodelshop.co.uk*	69.005
Sand acrylic, Vallejo	*www.scalemodelshop.co.uk*	70.819
Burnt Red acrylic, Vallejo	*www.scalemodelshop.co.uk*	70.814
Medium Rust, MIG Ammo	*www.migjimenez.com*	AMIG3005

DAS air dry clay forms the basis of the coal yard hardstanding while War World Scenics and Green Scene grass products decorate the embankment.

CREATING A COAL YARD SCENE



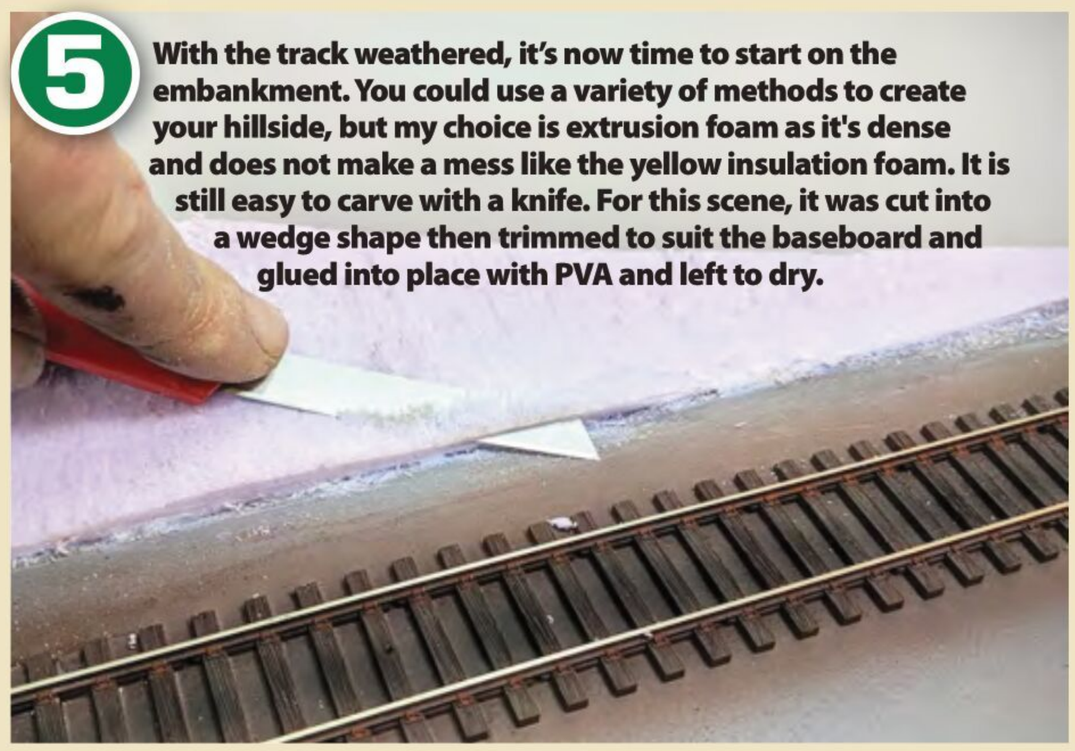
1 For the purpose of this diorama, a simple box was created using some offcuts of timber. This baseboard is 300mm square. It has been painted with Ronseal grey primer to seal the wood and complement the overall finish of the diorama.



2 Next comes the fun bit - planning where the components are going to be placed. I decided to offset the track to give it some visual interest and I've added an Intentio laser engraved weighbridge as this would also be a common sight in coal yards.

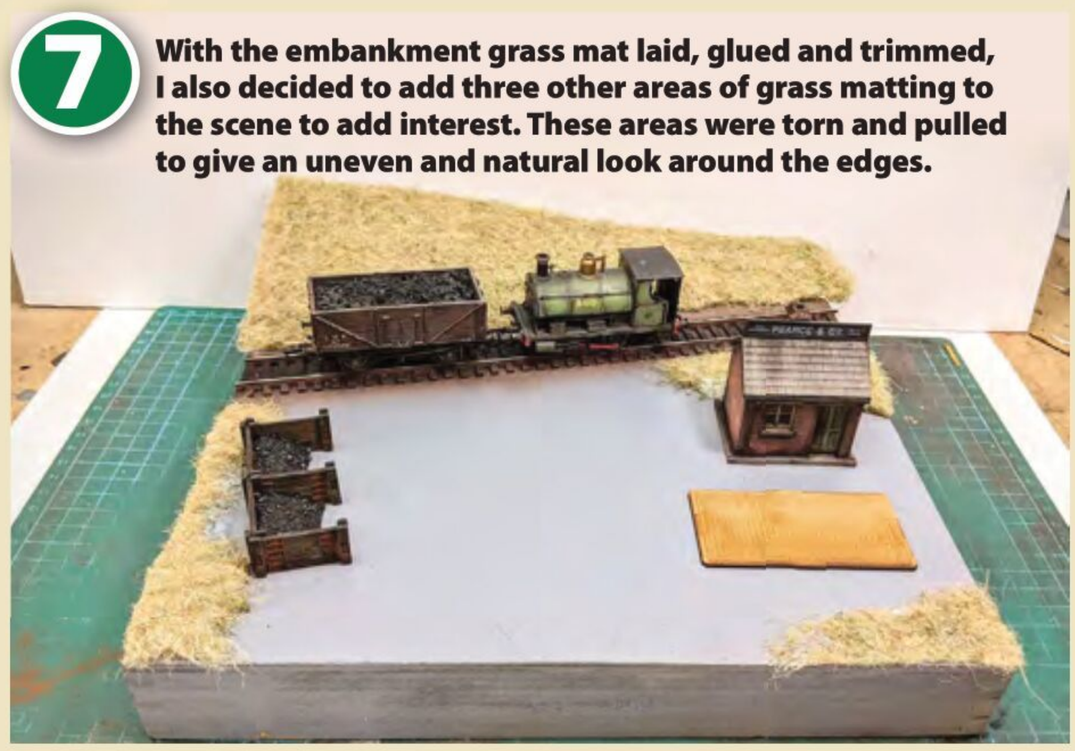
3 To weather the track I start with a Tamiya Hull Red (XF-9) to paint the rails and sleepers. Next, I used Tamiya Flat Earth (XF-52) and lightly feathered the edges and centre section of the sleepers with the airbrush. I then went down the centre of the sleepers with Tamiya Flat Black (XF-1) in a wave-like motion to create oily dirt and grime.

4 To finish off, with a flat artist's brush, I dry brushed the sleepers using Buff Titanium to give them a little highlight. Once the track was dry, I used MIG Medium Rust powder to highlight the rail chairs. This part is time-consuming but really worth the effort.



5 With the track weathered, it's now time to start on the embankment. You could use a variety of methods to create your hillside, but my choice is extrusion foam as it's dense and does not make a mess like the yellow insulation foam. It is still easy to carve with a knife. For this scene, it was cut into a wedge shape then trimmed to suit the baseboard and glued into place with PVA and left to dry.

6 With the embankment glued in place, it is covered with hanging basket liner sold in garden centres. I find it great as a base layer for static grass - it really gives you that thickness of grass from the start. The matting is trimmed using a sharp pair of scissors and glued in place with PVA.



7 With the embankment grass mat laid, glued and trimmed, I also decided to add three other areas of grass matting to the scene to add interest. These areas were torn and pulled to give an uneven and natural look around the edges.

8 Now it's time to move back to the track and add the ballast. To add ballast I use a teaspoon and gently tap the side of it along the length of track. I then use my finger to spread it evenly all over, adding more ballast if needed along the way. The ballast I'm using here is a home brew of River Wye silt which I scooped up on a walk one day.

Intermediate
Beginner SKILL LEVEL Advanced

A Hornby Peckett 'W4' 0-4-0ST simmers in the yard with a single coal wagon while the foreman keeps watch over the yard outside the office.

9 I've used Deluxe Ballast Bond to fix the ballast in place after pre-wetting it with a water mister. Start the pour of the ballast glue in the centre of the sleepers letting it flow outwards until the whole ballast area is saturated, and leave to dry. Don't be tempted to adjust the ballast while it is wet.

10 The next stage is creating the hardstanding using DAS air dry clay. This process is a bit messy so I recommend wearing gloves. Give the area a coat of PVA to help bond the clay to the baseboard. It also helps the clay become more malleable which is great as you only need this to be about 1mm-2mm thick.

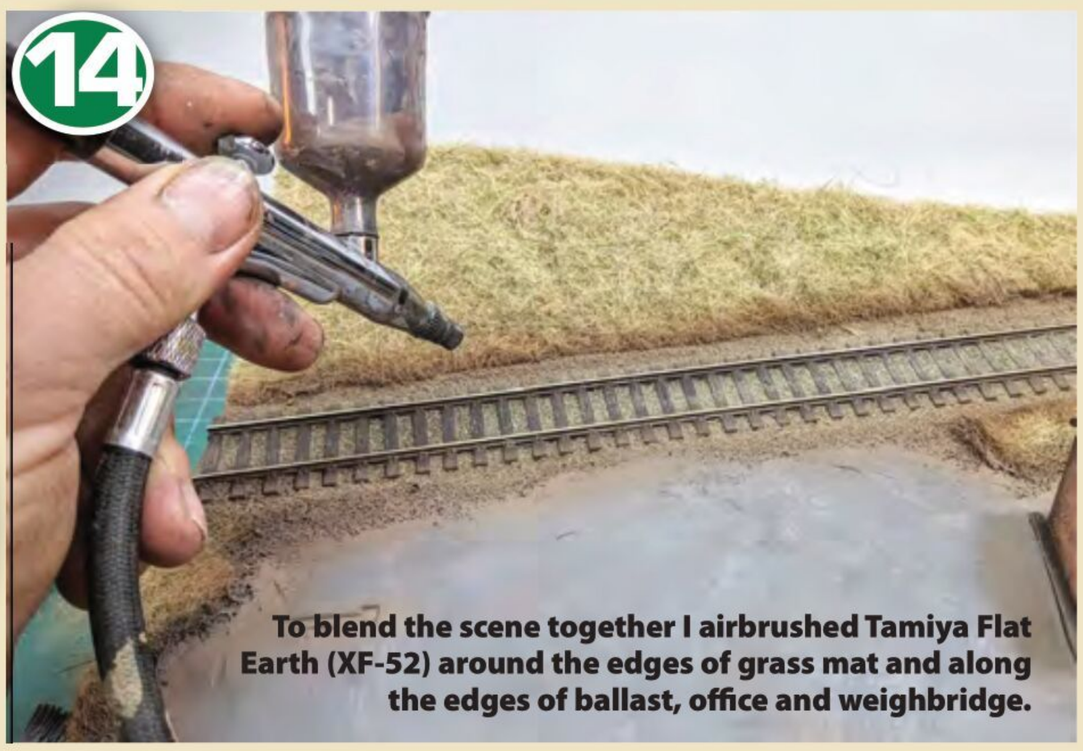
11 With the clay well on its way to being dry, I positioned the coal office and weighbridge, then marked out the areas with a scalpel and removed the area of clay and placed the buildings into position with a spot of cyano glue. The hardstanding was then given a base coat of Daler & Rowney Neutral Grey.

12 With the neutral grey now dry, I used a selection of Raw Umber, black and Pebeo matt opaco (light grey), and painted random patches of colour over the hardstanding area. While these paints were still wet, I quickly used a damp paintbrush to work the paints around the hardstanding to give a random and realistic effect to the surface.

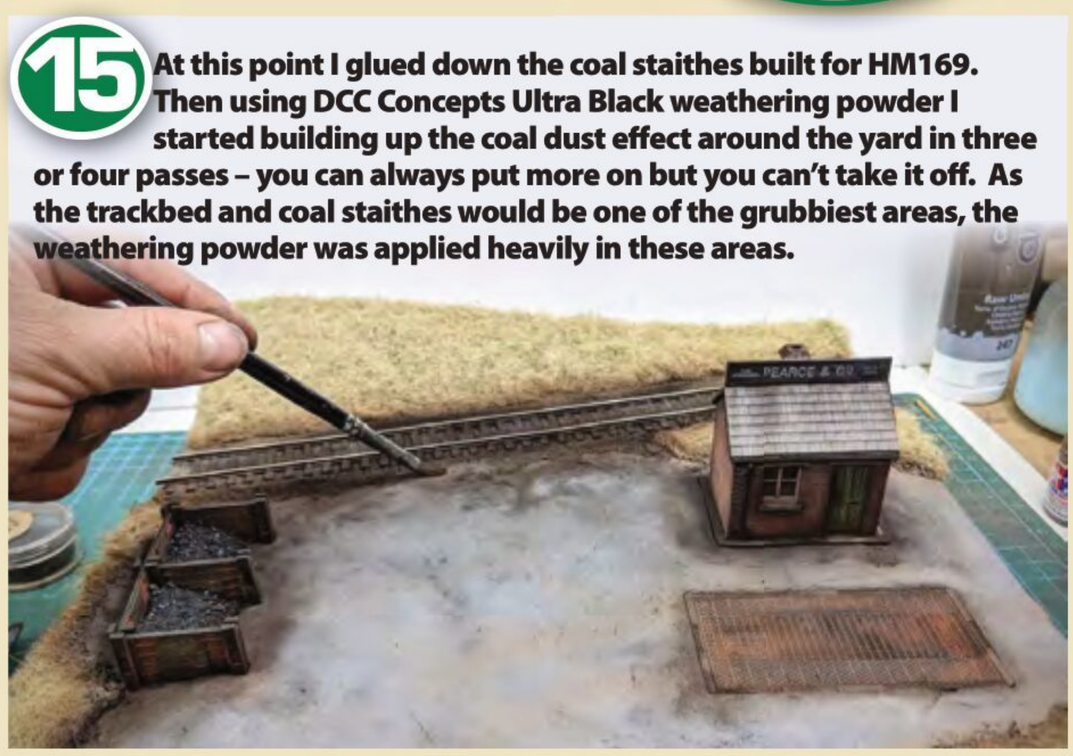
13 The weighbridge from Intentio is next to be painted. Following a grey wash, the next stage is to use MIG Medium Rust pigment with a spot of water mixed in with it to give it an almost paint-like consistency. Lightly kiss the surface of the weighbridge using a paintbrush, heavier in some areas than others. Next, use a very thin black acrylic Vallejo wash to tone the rust colour down a little and to help draw the detail out.

TIP

A tip from my military modelling days: to create a convincing raw metal look, take a HB or softer grade pencil and gently rub over the areas on the weighbridge that would have been driven over or seen high volumes of wear.



14 To blend the scene together I airbrushed Tamiya Flat Earth (XF-52) around the edges of grass mat and along the edges of ballast, office and weighbridge.

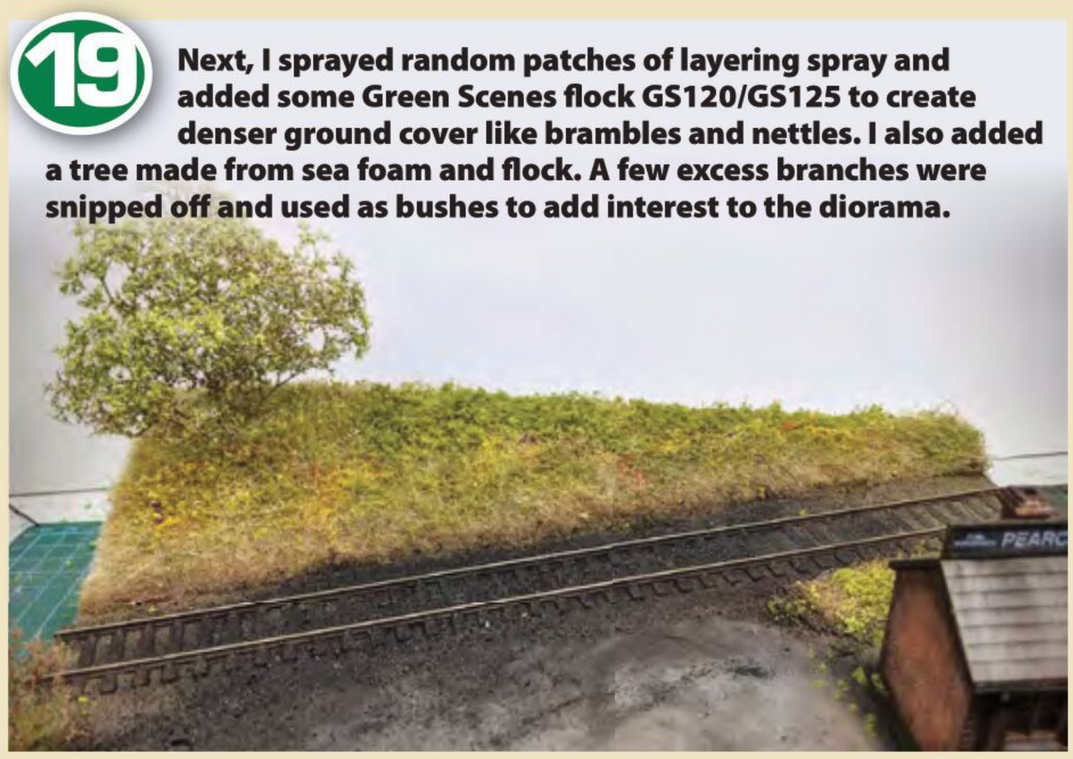


15 At this point I glued down the coal staithes built for HM169. Then using DCC Concepts Ultra Black weathering powder I started building up the coal dust effect around the yard in three or four passes – you can always put more on but you can't take it off. As the trackbed and coal staithes would be one of the grubbiest areas, the weathering powder was applied heavily in these areas.

16 War World Scenics (WWS) static grass layering spray dries matt clear, has great sticking power and is perfect for this next stage which is adding real coal dust to the trackbed and around the staithes. Once the coal dust is down, you can lightly go over it again with the layering spray to seal it.

17 With the coal dust now in place, the little diorama is really coming together. You can go over areas again with weathering powder if you feel it may need more attention.

18 Now we turn ourselves to the vegetation with grass, brambles and trees, using WWS products, layering spray, micro grass applicator and an array of static grasses. I applied the first layer of 2mm static grass called Dead Grass in random patches all over the hanging basket liner, building it up in certain areas using the layering spray. I then went over with a 6mm (spring) grass to add depth.



19 Next, I sprayed random patches of layering spray and added some Green Scenes flock GS120/GS125 to create denser ground cover like brambles and nettles. I also added a tree made from sea foam and flock. A few excess branches were snipped off and used as bushes to add interest to the diorama.

20 I added a selection of appropriate tools supplied by John Chivers to the scene. You can purchase these via his eBay page. They come in what seems to be a standard grey 3d print resin which you are left to paint.

Intermediate
Beginner SKILL LEVEL Advanced

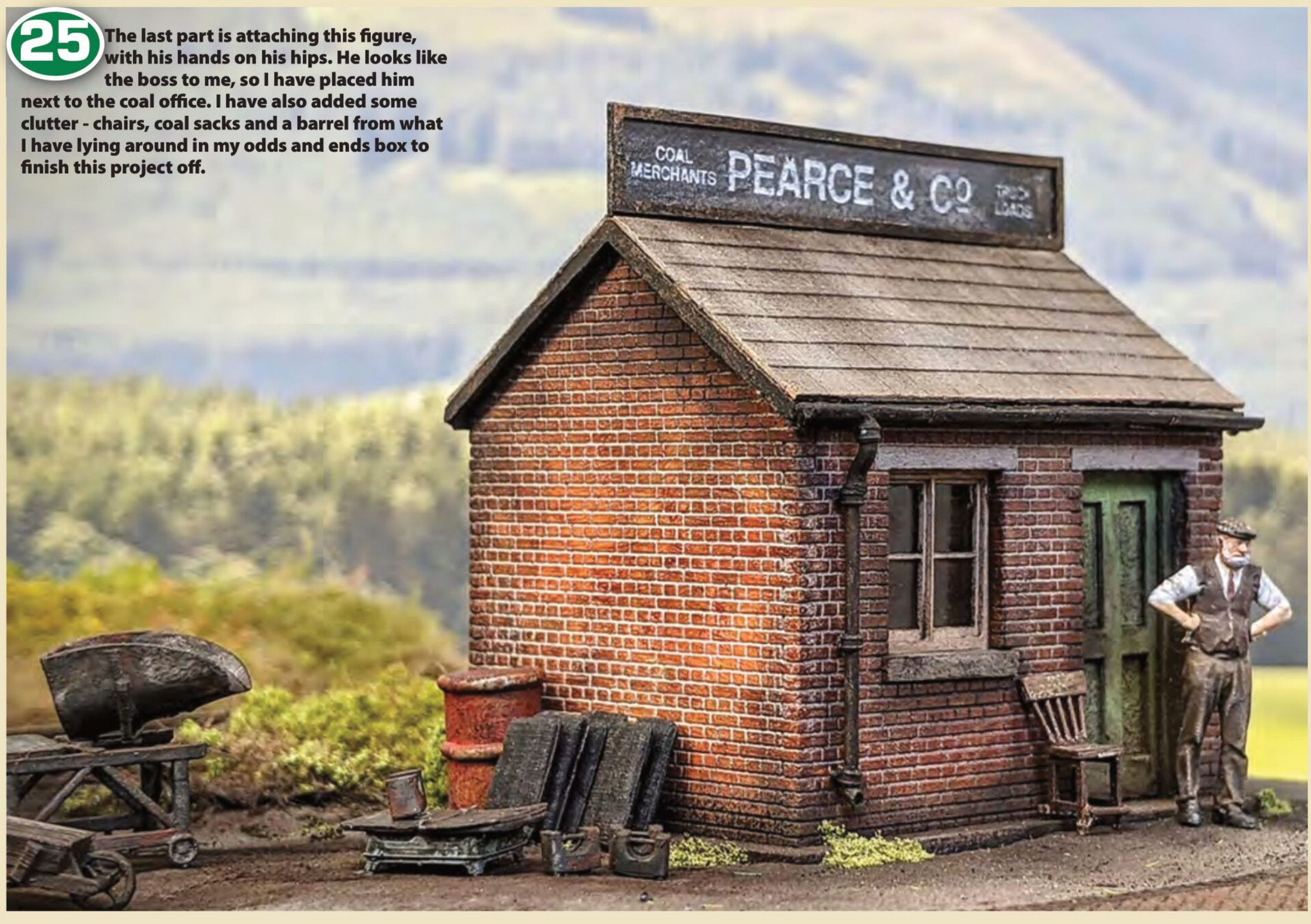
I used a variety of Vallejo paints for the 3D printed models including greys, burnt umber, blacks and MIG Medium and Light Rust. Because there is some metal framework within the tools, I used a pencil again to show worn and polished areas.

No coal yard would be complete without figures. These figures were supplied by ModelU. These are crisp and sharp and a joy to paint. My choice of paints is a selection of Vallejo flesh tones and muted colours for clothing and a light dry brush at the end to bring out the highlights.

Next was a simple little add on, but nevertheless I think it brings something to the diorama and is something you would see trackside. This telegraph pole is from Ratio. This was painted with Burnt Umber and a black wash to make the grain really show. The cable insulators were painted white. The telegraph pole was then pushed into the grass matting and the foam below and secured with a spot of superglue.

With the figures and coal yard tools painted, it's time to start placing them in little cameos and really bring this scene to life. Tiny spots of cyano glue are used to hold each of the 3D printed parts and figures in place.

The last part is attaching this figure, with his hands on his hips. He looks like the boss to me, so I have placed him next to the coal office. I have also added some clutter - chairs, coal sacks and a barrel from what I have lying around in my odds and ends box to finish this project off.



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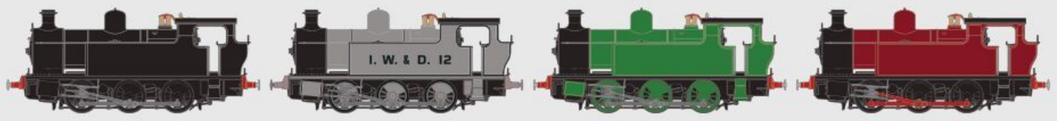

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1 Traction varies between late 1960s and early 1970s era locomotives. Representing the latter, Class 20 20098 has charge of a Merry Go Round coal train on the outer loop.

AS I SIT DOWN TO WRITE this, I can just remember the editor's parting remarks: "Why 'O' gauge and why in the garden?" So why, after a lifetime of modelling in 'OO' gauge, have I ended up with an 'O' gauge layout? The simple answer is that Heljan began bringing out superbly detailed 'O' gauge diesels with a level of realism about them that just looked many times better in 7mm scale, as opposed to 4mm scale that I was modelling in at that time. In my view, they simply had a presence that was missing with 4mm locomotives. This feeling was compounded with an impulse buy of a nicely weathered Heljan 'O' gauge Class 20 at Model Rail Scotland in February 2010, and from then there was no looking back.

I had already had a positive experience with 'O' gauge in my teenage years through Hornby and Bassett-Lowke clockwork 'O' gauge train sets and then later with the battery powered Tri-ang Big Big Train 'O' gauge products at Brambleton Model Railway Club which possessed (and still does) a large outdoor layout (HM131/ *www.keymodelworld.com*).

Brambleton gave me a taste for the joys of running in the open air. It also taught me that in being outdoors there were virtually no constraints on layout size and large sweeping curves are much easier to achieve. I still own a working 'Hymek' and Ruston shunter from my teenage days at Brambleton Model Railway Club – in many ways the 'O' gauge influence was already there and Heljan simply rekindled it.

As to why outdoors? Well, at the same time as I belonged to Brambleton my parents had also allowed me to construct a 'OO' gauge layout in the corner of their garden which once again benefitted from large sweeping curves and few constraints on size. It was the removal of the size constraint that sealed the move to having some of the layout outdoors. Plus, there's something that just seems natural about watching trains running in the outdoors. On a hot summer day it's very therapeutic to simply sit back and watch the trains running in this outside environment. »

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm:1ft	82ft x 12ft	WESTERN	1960s-1970s	DCC, Gaugemaster Prodigy

2 A pair of 'Warship' hydraulics leads a rake of four parcels vans around the curves on the continuous run section of the outdoor layout. The outer line is laid with Peco bullhead rail with wooden sleepers while the inner circuit uses flat bottom rail in concrete sleepers.

Chelagasa

The lure of main line diesels in 'O' gauge drew **CHRIS SPRING** to build a combined indoor and outdoor layout. Here he reveals the story behind its construction and explains how it works.

PHOTOGRAPHY, MIKE WILD

Lastly, having made the decision to return to 'O' gauge, space constraints dictated that if I wanted any sort of decent run then the only place I would be able to achieve this was outdoors, and so it was that my hybrid indoor/outdoor layout came about which combined a terminus station in my garage with an outdoor continuous run circuit joined together by a 38ft long link across my driveway.

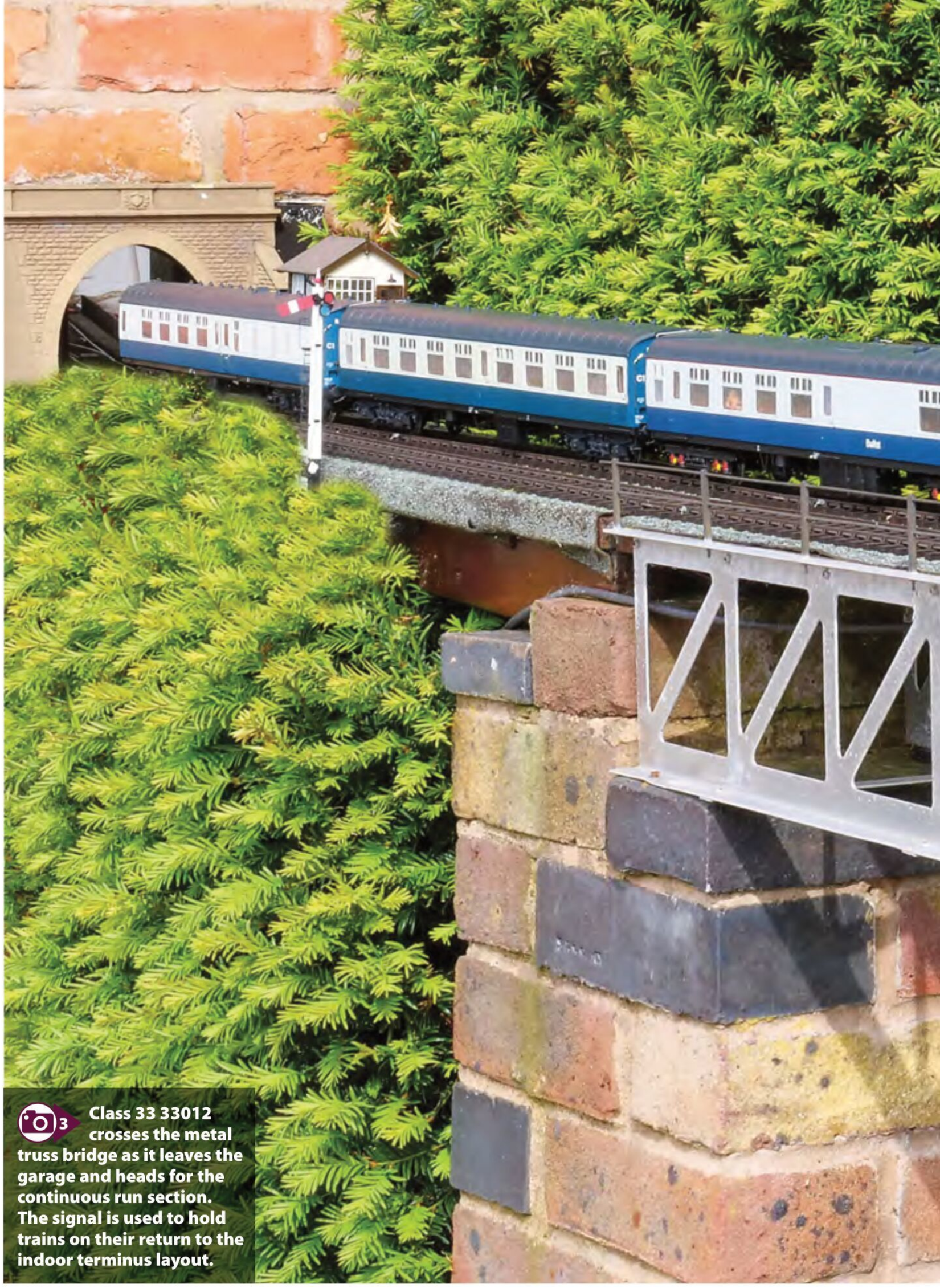
THE INDOOR SECTION

The indoor section is located in one half of a double garage that has been bricked up to form my railway room. It consists of an island platform urban style terminus complete with a parcels bay and associated parcels building allowing a mixture of suburban, parcels and longer distance passenger trains to be operated.

While built to fit into the garage this part of the layout is portable and can and has been taken to exhibition. When exhibiting, the period is the late 1960s and early 1970s which allows the use of green, maroon and blue diesels along with maroon, green and blue and grey coaching stock.

A small fuelling point is also modelled which is there to allow me to operate more diesels than would otherwise be the case on the premise that they are coming from an 'off scene' freight yard. The entire length of the terminus station scene is 16ft and when taken to exhibitions the scenic area runs into an 8ft traverser style storage yard to allow the trains to depart – when at home the exit is straight out into the garden.

The layout is Digital Command Control operated using the Gaugemaster Prodigy system as I am a great believer in sound, especially diesels, although we are always careful at exhibitions not to overdo it. To this end, we shut down the sound when the diesels are on shed or stationary for any length of time, plus we do not run on maximum volume.



3 Class 33 33012 crosses the metal truss bridge as it leaves the garage and heads for the continuous run section. The signal is used to hold trains on their return to the indoor terminus layout.

4 Hydraulics pass on the double track main line section as a pair of 'Warships' with a van train meet a 'Western' with passenger stock.

I like the Gaugemaster wireless handsets as they offer tremendous freedom compared with hardwired handsets, though beware that if you do exhibit with this system, take your hardwired handsets in case you find yourself next to a layout using the same control system. We once found ourselves next to fellow Gaugemaster wireless users and the chaos was unbelievable. Another point to note is that the range is good but not as wide as I need for running the outdoor section of Chelagasa which has meant a hardwired extension to the garden railway loop to ensure consistent connection of the wireless handset in that area.

Points on the indoor section are operated by analogue Peco point motors and an electric pencil. For reliable, simple, cost effective operation they take a lot of beating.

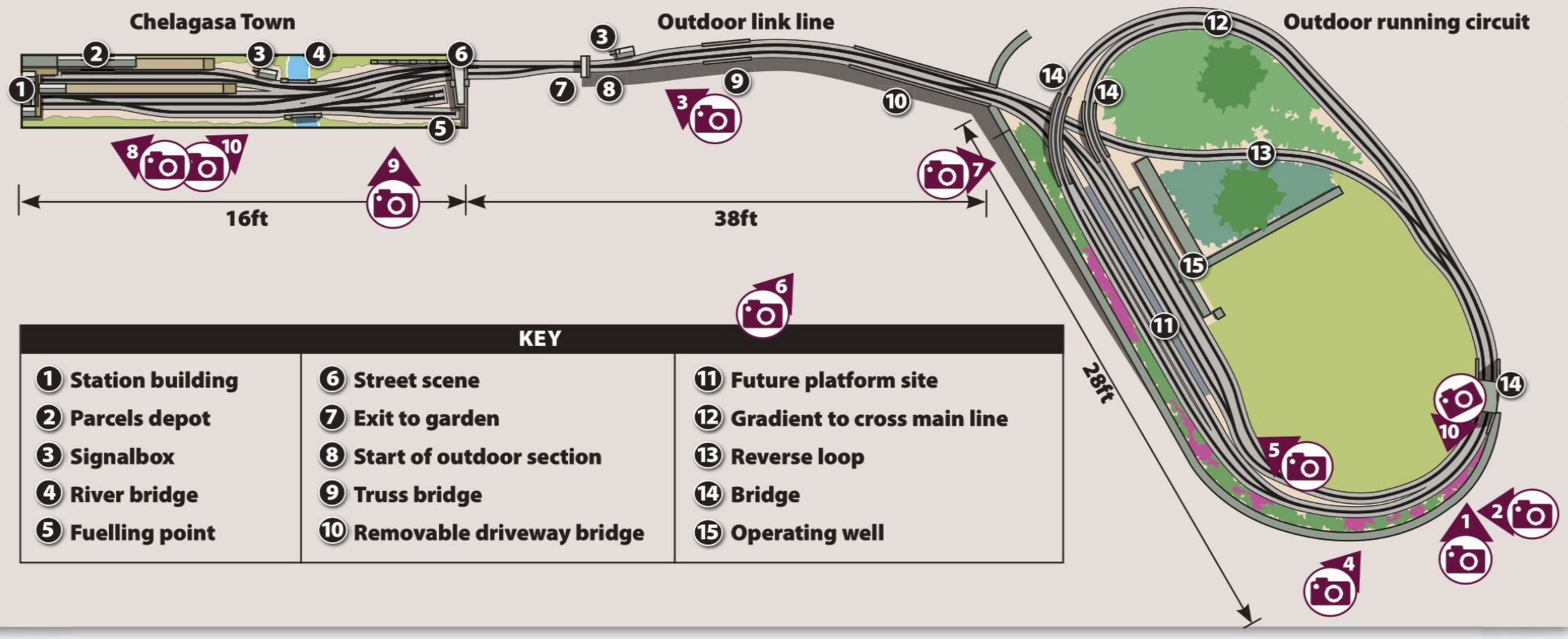
OUTDOOR SECTION

The outdoor section was originally envisaged as an out and back loop which gave me somewhere to send the trains and store them before they came back »

05 **The outdoor station area is under development with the start of a platform now in place. This area sees the outdoor circuit lines climb over the tracks from the terminus station and reversing loop.**

6 The view from above shows the arrangement of Chelagasa's outdoor running line. The 38ft link line runs from the garage out to the continuous run section which includes a reverse loop to turn trains back to the terminus station.

CHELAGASA TRACK DIAGRAM (NOT TO SCALE)



KEY		
1 Station building	6 Street scene	11 Future platform site
2 Parcels depot	7 Exit to garden	12 Gradient to cross main line
3 Signalbox	8 Start of outdoor section	13 Reverse loop
4 River bridge	9 Truss bridge	14 Bridge
5 Fuelling point	10 Removable driveway bridge	15 Operating well

7 A 'Western' is held on the reverse line for a path back to Chelagasa Town as a pair of 'Warships' pass in the background on the main line.

into the garage. It sounds easy, but there were two major problems that I needed to overcome. The first was the need to knock a hole through the supporting wall of the upstairs of the house at the corner of the garage. This support was only 2ft 6in wide and structurally important. The second was how to cross the 20ft wide drive with a 3ft high portable bridge.

To overcome the wall problem, I had a local engineering company fabricate a box tube in ¼in metal plate 4in wide, 6in tall and 9in long which acted as a supporting sill. After being inserted into the hole I made in the supporting wall, mortar was then very tightly packed around this and the track inserted through it.

Originally the exit was planned as double track, but during the work in knocking through the wall my nerve failed and the exit remains very firmly as single track. In fact, this has proved to be operationally beneficial as when operating with two operators the garden operator will return the trains to the home signal protecting the single line section through the garage wall and leave them there for the indoor operator to take inside at his leisure when space is available in the terminus.

The challenge of crossing the garage drive was solved by using two 10ft x 9in

wide sections of industrial cable conduit supported in the middle of the drive by a wooden removable A frame, the sections and A frame being easily stored inside in the railway room when not in use.

So with the wall and drive challenges resolved, I built the reversing loop and station. Experience with Brambleton MRC taught me that an operating pit was very beneficial for outdoor operation and is definitely preferable to having to kneel on the ground to access trains. Luckily, despite being a desk worker for most of my life, bricklaying was a skill that I had mastered many years ago and so the brickwork for the pit proved no problem.

I was also keen to use weather resistant materials wherever possible and bricks ticked this particular box while I also followed the same route with construction of the trackbed. The baseboard on top of the pit wall was made from Filcris recycled plastic with plastic equivalents of 2in x 1in timber topped by EHB 18mm thick mixed plastic sheet and covered with roof felt for a ballasted look.

The rest of the reversing loop was also made of weather resistant materials, in this case recycled plastic planks acted as shuttering for a concrete fill. Every 9in along, plastic cross-members were inserted that allowed the curved shape to be constructed and served as anchor points for the brass cheesehead screws that hold the track in place.

When using this method of construction, my one tip would be to pay very careful attention to getting the concrete absolutely level with the shuttering to avoid the need for subsequent track packing. Care at this stage will pay dividends in trouble free running later on. To this end, I would add one bag of mortar to every two of concrete which makes a smooth and level finish much easier to obtain.

Once Stage 1 was complete in August 2016, I started to get a hankering to see trains continually moving outside and so a project was born to add a continuous run. This consisted of a new line branching off from the outside return loop line, running parallel to the station but rising up at the same time to cross over the lines to and from the garage before turning back through 180 degrees and connecting back into the existing reversing loop.

At this point I also introduced Marcway points to the layout as they had larger radii than Peco points and I needed a 9ft radius point on the curve to keep the continuity of the outside curve. This was started in August 2017 and completed a month later.

With one section of the reversing loop now able to support continually running trains I had another hankering – to see trains passing on the double track section. After some careful assessment of the radii involved, I realised I should just be able to squeeze another continuous run on the inside of the existing track. At the same time as adding this, I also replaced the »

8 A Bachmann Brassworks Class 101 DMU waits to depart from Chelagasa Town.

plastic baseboards in the station area with concrete and reduced the number of point motors permanently outside from nine to six. Work was started in July 2019, the station area was reinstalled in August, the outside continuous run in September and the new inside continuous run finished with the start of lockdown in March 2020.

THE PERMANENT WAY

One of the challenges of outdoor operation is point control. Through the years I have gone through a number of amendments to reach the current format.

As I built the layout I realised that the nine outside points would require 36 wires to run approximately 50ft back to the garage, including under the driveway, if I continued with the same Peco solenoid motors I used indoors. To avoid this, I decided to change to DCC point operation

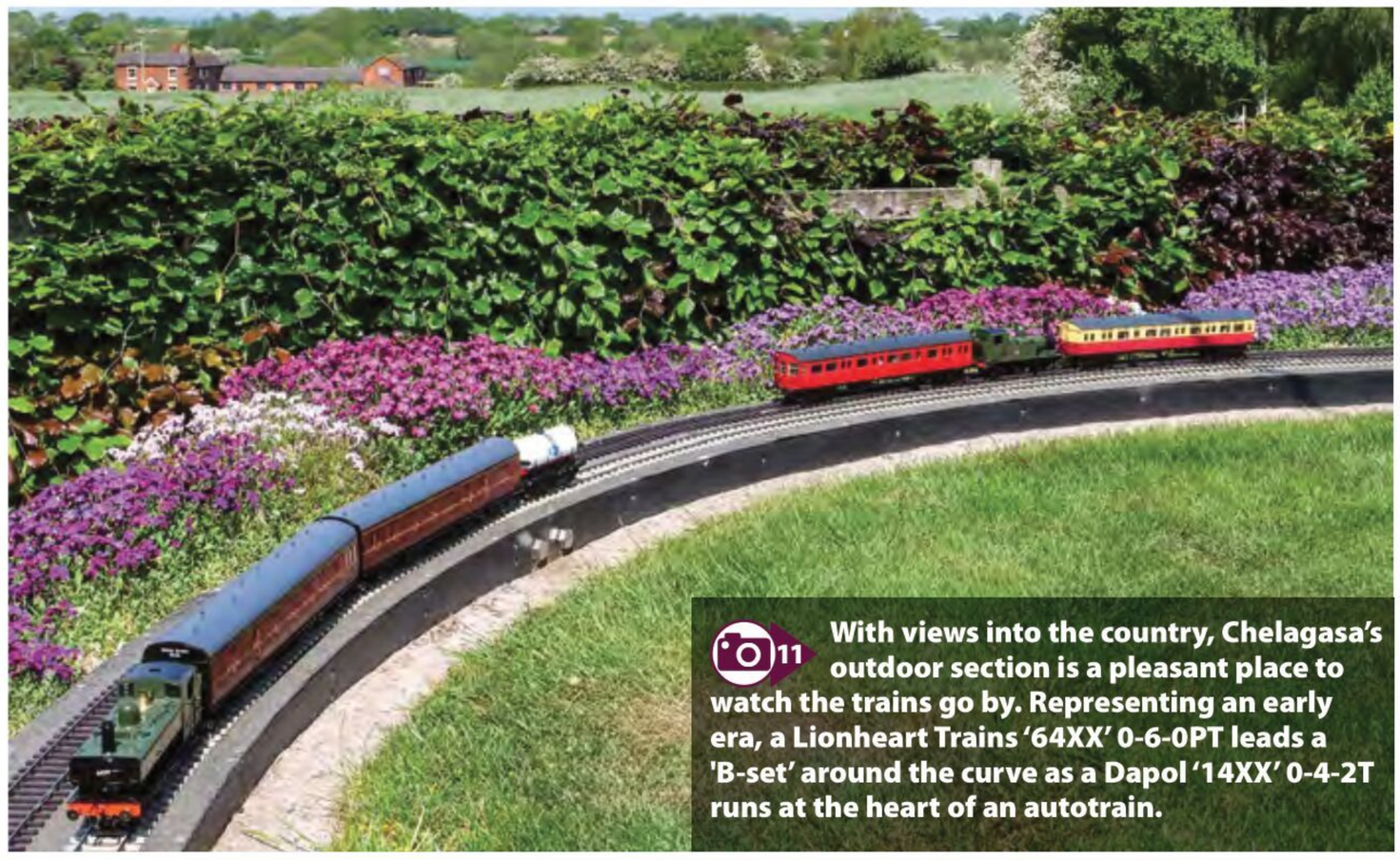
9 The fuelling point allows additional locomotives to be stabled between turns on the garden railway section.

10 Class 33 33012 returns to Chelagasa Town station with a rake of Mk 1s. In the background a pair of Class 52 'Westerns' wait to take the next departure outdoors through the wall.

for the outdoor section using Cobalt iP digital motors which would mean no additional wires would have to go to the garage. Each point is simply wired to the track and takes its power supply and digital operating instruction from there. This is where the simplicity of DCC really comes into its own.

Initially most of the point motors were placed underneath the plastic baseboards, my thinking being that they would be well protected from the elements, but time showed this to be the wrong decision as in the event of failure the entire board had to be removed to gain access for rectification.

The revised design of Stage 2, with a continuous run crossing the lines to and from the garage, made this method unusable too. There was also the added complication that the space under the boards attracted snails in considerable quantities as well as the occasional ants' nest. So with the addition of the second continuous run, which I will call Stage 3, the station baseboards were replaced with solid concrete like the rest of the reversing loop and the point motors mounted adjacent to the points at track level and housed in protective plastic boxes disguised to look like relay rooms.



11 **With views into the country, Chelagasa's outdoor section is a pleasant place to watch the trains go by. Representing an early era, a Lionheart Trains '64XX' 0-6-0PT leads a 'B-set' around the curve as a Dapol '14XX' 0-4-2T runs at the heart of an autotrain.**

Another advantage of going with DCC operation for the points was that my control panel could easily be moved from the garage in one-man operation to outside in the operating pit when operating the layout with an outside operator as well as an inside driver. All that was required was to extend the RJ12 command bus wire from the Alpha Unit in the control panel that runs to the Alpha box out into the garden to where the panel is located. This wire is left permanently in position with a dummy connector plugged into the end in a watertight enclosure when not in use. The panel is a mimic panel with DCC Concepts illuminated push-to-make point setting buttons.

FUTURE DEVELOPMENTS

The next plan is to scenically develop parts of the outdoor line, in particular the station area which needs platforms, buildings, signals and a signalbox. Of course, the whole layout will look better when it's ballasted, which is on the cards for later this year.

The other issue which has to be tackled is storage. I would like to add more stock but until it can be safely stored I am having to refrain. I am thinking along the lines of a mobile stock cupboard which holds a number of cassettes which are lifted on to the top when the unit is wheeled to some place where it mates with a connection to the layout.

Chelagasa and its garden railway running line continue to keep my attention and fulfil my long term connection with outdoor model railways. The line will continue to develop as time and funds allow. Happily the recent good weather has allowed for a number of running sessions and I hope for more of the same this summer. **HM**

Lightweight
BASEBOA

MALCOLM BRIGGS refines a way of building baseboards and shows how anyone with basic tools can produce cheap, light and rigid baseboards for their model railway.

RDS

Baseboards are the foundation to every model railway and Malcolm Briggs has found a light weight solution for his next project layout. This is Malcolm's North Cornwall Brewery which features in HM163 and HM165.

GOOD BASEBOARDS are the foundation of every model railway layout. There are many ways of building baseboards ranging from cast-off doors to fantastic creations using insulation foam. Each method has its advantages and disadvantages and I have tried most of them.

More recently, laser cut kits have become available using thin MDF although, to my mind, they tend to come at a cost and can be a little inflexible in terms of their configuration unless you are able to commission custom laser cut boards from a specialist. If you want something other than a standard shape or size, the cost of a bespoke creation can mount quickly.

A few years ago, I saw a project which showed how to build a 'monocoque' structure using MDF with plasterer's scrim for strength. With a background in the exhibition industry, I thought plywood would be a better solution as it is lighter (for comparable thicknesses), is stronger by virtue of its construction, is more stable in different temperatures and humidity and takes screws better. Its primary downside is that is more expensive than MDF but, as I will show you later, you can get away with much thinner sheet materials, which are not particularly expensive.

To begin the process I built a test board out of off-cuts. This proved the concept worked and made an incredibly light board – it included a dropped section for a river at the front to form a harbour scene and measured 4ft x 2ft (1,220mm x 610mm) and, excluding the legs, weighed only 5.5kgs or approximately half the weight of an aircraft carry-on bag! You can literally pick it up with one hand. Further boards built with this technique have weighed as little as 3.5kg – that's lighter than some ready-to-run 'O' gauge locomotives.

MATERIALS

I went for 4mm marine plywood for the tops and bottoms, 15mm plywood for the ends with 6mm for the sides and 4mm again for the internal strengtheners.

I use a local DIY store for my timber – they are a little more expensive than the big warehouses but will cut everything to size and take instructions from an email – I only have to go once when it is all ready for collection.

Because I can get everything cut to size, there is no wastage and I only have to pay for a sheet of the size I need – so for example, a 5ft x 4ft sheet of 15mm plywood did all the ends without me having to pay for a full 8ft x 4ft sheet. All the timber for seven 4ft x 2ft boards cost me under £100 - less than the price of an 'OO' gauge locomotive. This works out at about £15 per board which I consider exceptional value.

In addition to this, I had to buy fastenings, locating dowels and adjustable feet plus some timber for legs. Glue, screws and nails are also required. The total cost for everything was about £20 per board and this includes some very strangely-shaped ones too. Naturally you will need the skills to be able to take on assembly of your own baseboards in this way, but again there are options if you don't want to do this including laser cut kits and pre-built baseboards.

A quick note on glue – these days I only use Gorilla PVA. It's slightly more expensive than normal PVA and takes longer to set, especially in cold conditions. You do, however, get longer to manipulate things around and when it sets, it really sets firmly.

The following step by step guide explains the process I used to build each baseboard to provide a light weight and solid structure for my next layout. **HM**

STEP BY STEP BUILDING LIGHTWEIGHT BASEBOARDS FROM PLYWOOD

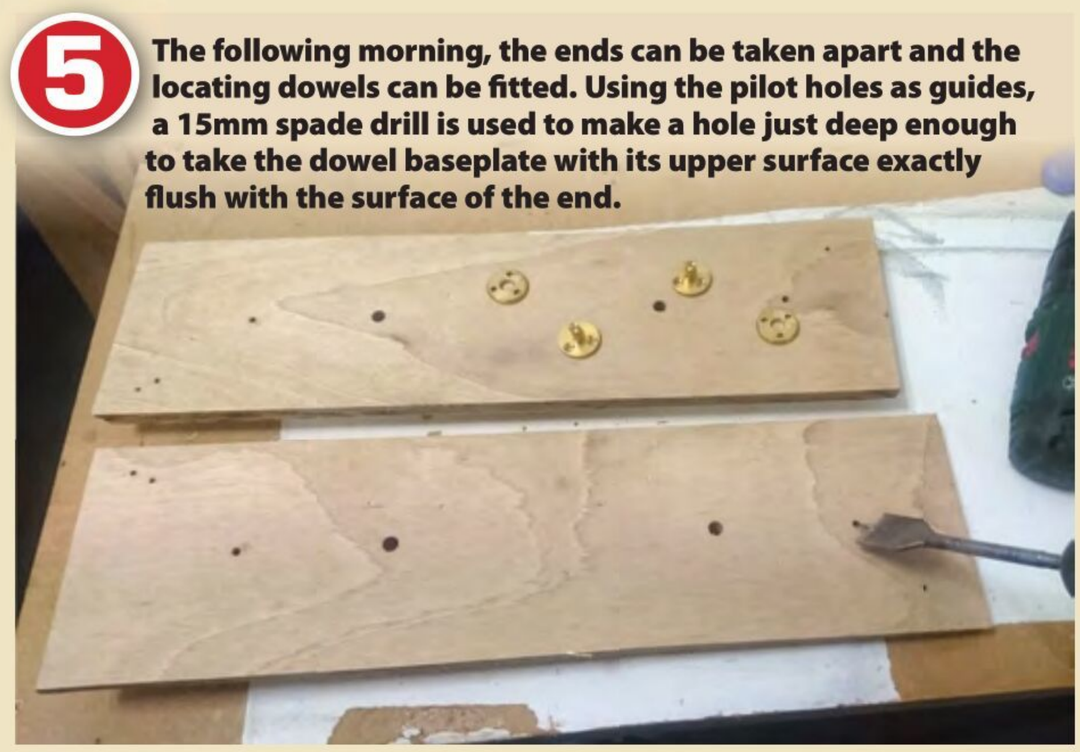
1

The basic construction is a top and bottom (4mm plywood), two ends (15mm plywood), two sides (6mm plywood) and two or three internal strengtheners (4mm plywood). Wherever possible, I have removed as much material as I can get away with, both for access and to make it as light as possible. In my case, I wanted a dropped front for a harbour scene so the resulting baseboard design looked like this.

2 I made the sides 125mm deep in order to give strength and to allow for Tortoise-type point motors. The boards are made from the top down and each one is made in three phases with drying overnight for each phase. To start, two ends are paired up and clamped, screwed together and trimmed for size and squareness.

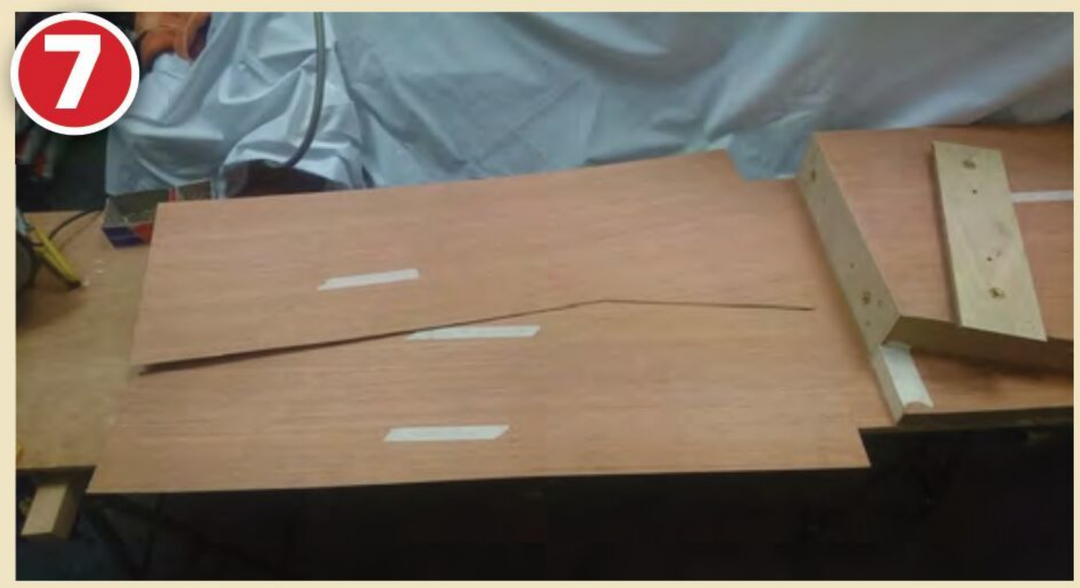
3 Once the end boards are exactly the same, the previously-prepared template is clamped on and holes are drilled through for the location bolts. The ones I used are 8mm diameter so I drilled them with an 8mm drill. 3mm pilot holes were also drilled for the locating dowels.

4 Because the bolts are longer than the thickness of two end boards by 30mm, I made small packers from scraps of plywood to pad them out with. Glue is applied to the back of the pads, following which they are screwed together using two Allen keys and left overnight to set.



5 The following morning, the ends can be taken apart and the locating dowels can be fitted. Using the pilot holes as guides, a 15mm spade drill is used to make a hole just deep enough to take the dowel baseplate with its upper surface exactly flush with the surface of the end.

6 Each end needs a male and a female dowel. Once located together and bolted together, they can be given a final trim in the chop saw to make sure they are still perfectly paired.

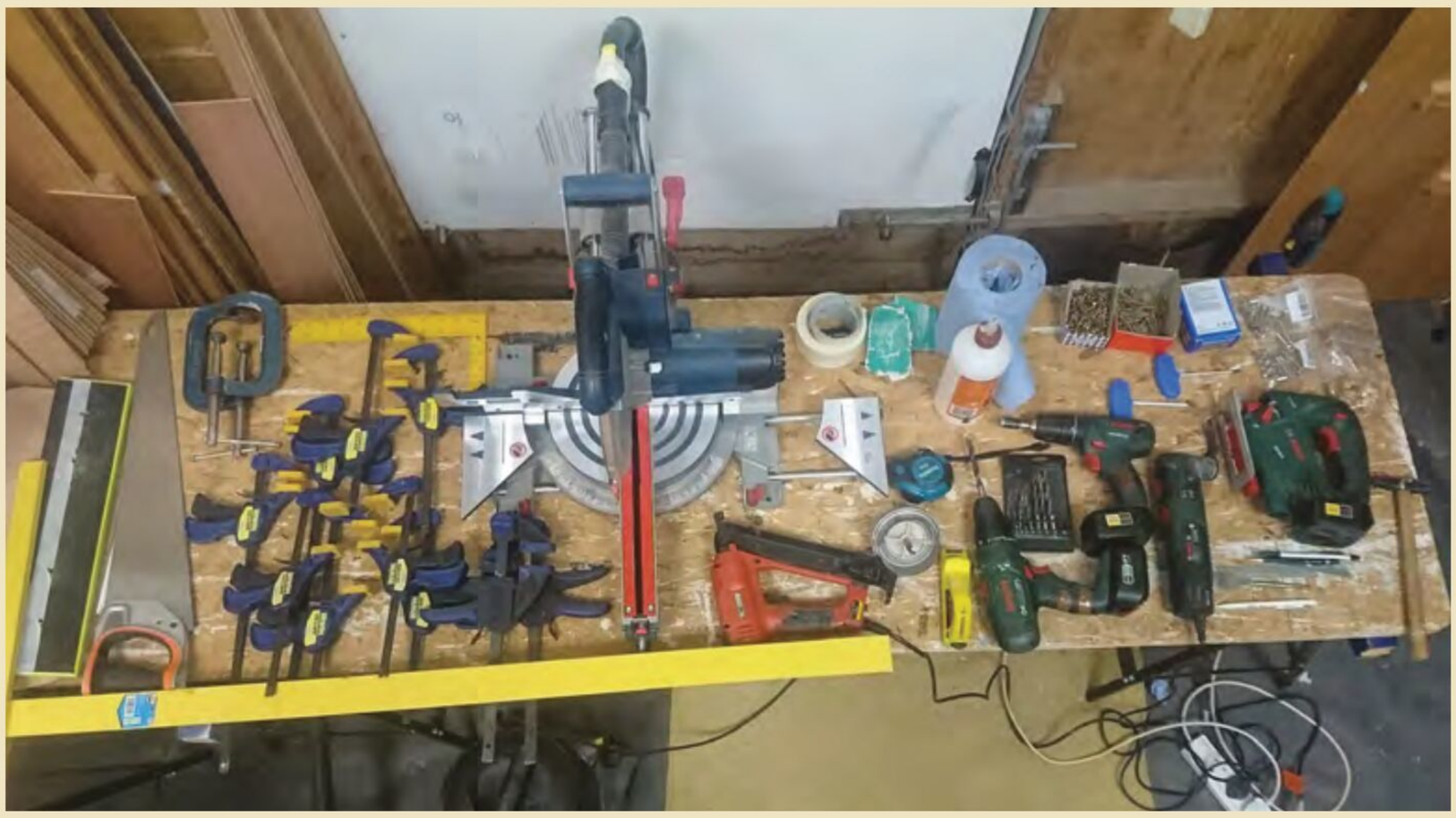


7 The board I am making here is a 4ft x 2ft board but with a change in direction of the harbour wall. There are three pieces to it – the bottom is 4ft x 2ft but the top has been cut into two matching shapes. The paired end is seen on the adjacent board already completed.

8 The top is supported temporarily on two side strips which have not yet been cut to length. The river does not yet have its upper surface in position.

Intermediate
Beginner SKILL LEVEL Advanced

TOOLS



THESE ARE THE TOOLS I used in the construction of the boards – you don't have to have all these but it does help.

From left to right I have a workbench on trestles, set square, home-made template, hand saw, clamps, small square, chop saw with vacuum attached, nail gun, hole saw, masking tape, sandpaper, tape measure, glue, paper towel, two electric screwdrivers, drill bits, Allen keys, multi-tool, jig saw and screws. I did also have to resort to a table saw and a circular saw at times, along with a power plane.

This may look like a lot of tools but I imagine many people have most of these in their tool kit already. None of the power tools are essential as all they do is make life quicker and easier but there are three that I wouldn't do woodwork without.

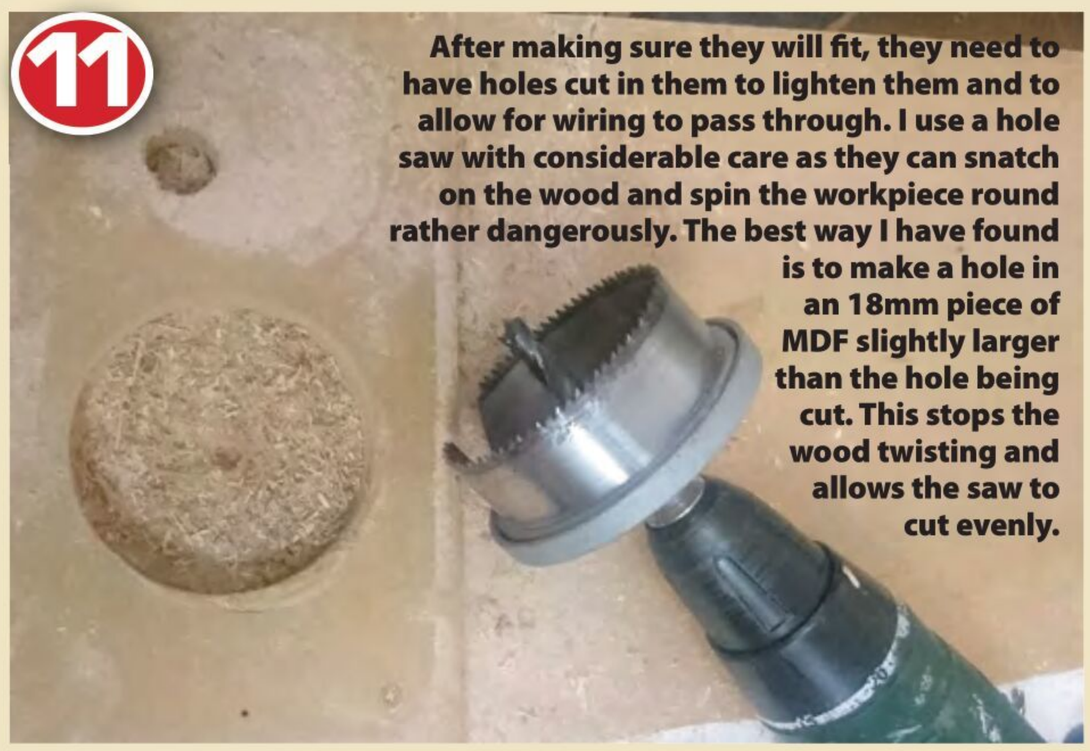
The first is a chop saw. This mainly helps me cut straight and with accurate angles – even right angles I can cut badly with a hand saw. It also helps with trimming less than 1mm off wood, which is very difficult by hand. This is an expensive professional one but they start at £60 which would do all you need for this job.

The second is a nail gun. This may seem like a luxury but hammering nails in by hand causes percussive impact on the joint and often breaks it apart before it is fixed. A nail gun makes it possible to join two pieces of wood together in an instant and one-handedly. You can spend a fortune on them but I just use a basic corded electric one which cost me about £80 although you can get perfectly good ones from less than £30. They do have a habit of jamming so I have learnt to buy ones with an easy release to get jammed nails out.

Finally comes the multi tool. Everybody says they have no idea why they might want one but once they have one, they say they don't know how they survived without one. Basically, it's a sander and a saw. The sanding is fine although hand-sanding is not that difficult: it's the saw and the special tools that make this invaluable, as we shall see. Mine cost £50 in a warehouse New Year sale but has a quick-release tool change function which I would recommend.

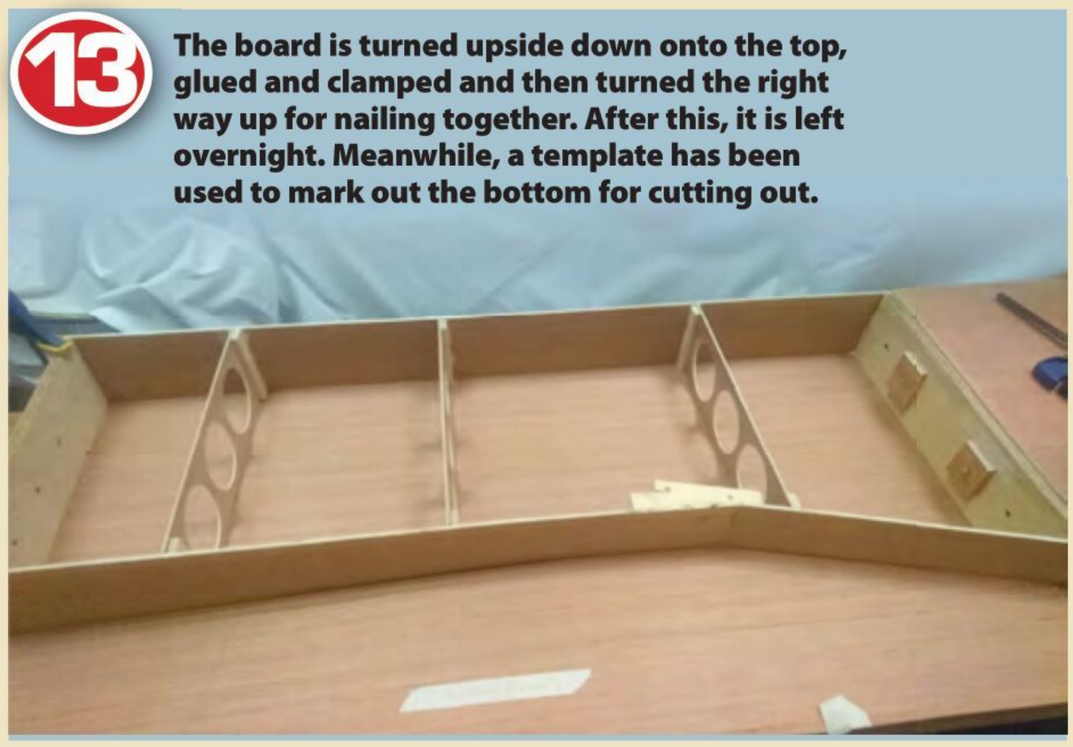
9 The top has now been removed and the river upper surface is in place. Note that the front and back have been glued and nailed to the ends.

10 Now we can construct the last pieces – the internal strengtheners. They are measured and cut to size from 4mm plywood leftovers. They should be spaced equally along the length of the board. As this is a 4ft long board, they will be at 12in centres.

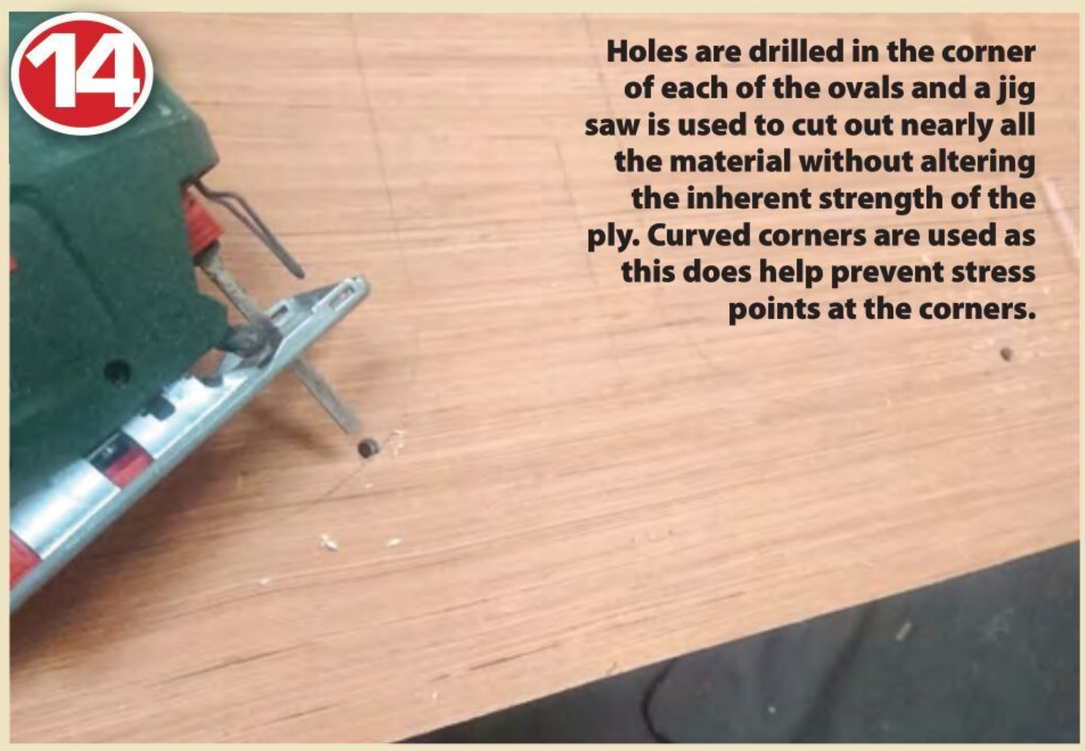


11 After making sure they will fit, they need to have holes cut in them to lighten them and to allow for wiring to pass through. I use a hole saw with considerable care as they can snatch on the wood and spin the workpiece round rather dangerously. The best way I have found is to make a hole in an 18mm piece of MDF slightly larger than the hole being cut. This stops the wood twisting and allows the saw to cut evenly.

12 I cut three large holes and then used the multitool to sand the edges. Small pieces of timber are added at each end and this is glued and pinned to the sides. The location of the strengtheners is marked on the inside of the bottom for cutting out shortly.

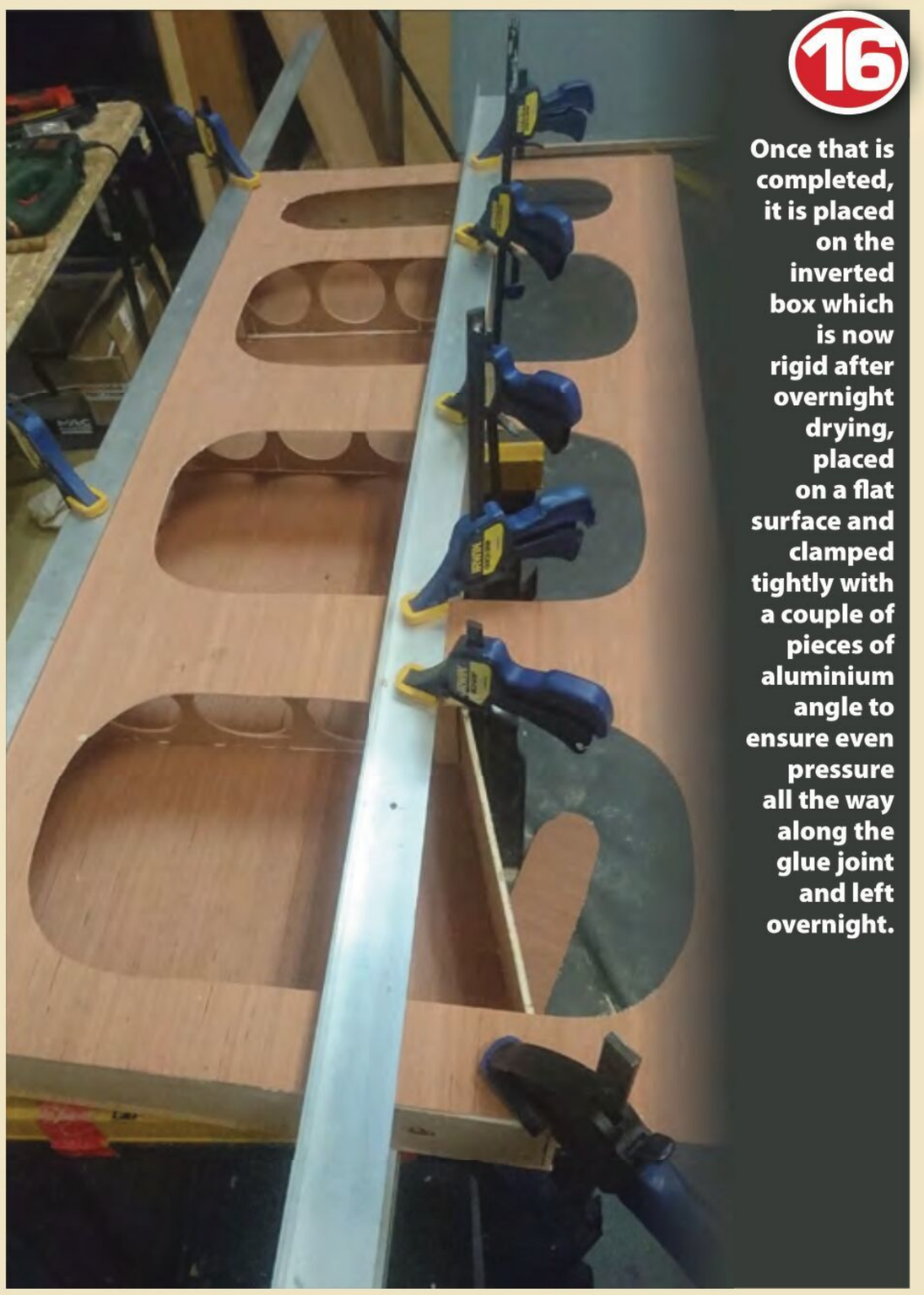


13 The board is turned upside down onto the top, glued and clamped and then turned the right way up for nailing together. After this, it is left overnight. Meanwhile, a template has been used to mark out the bottom for cutting out.

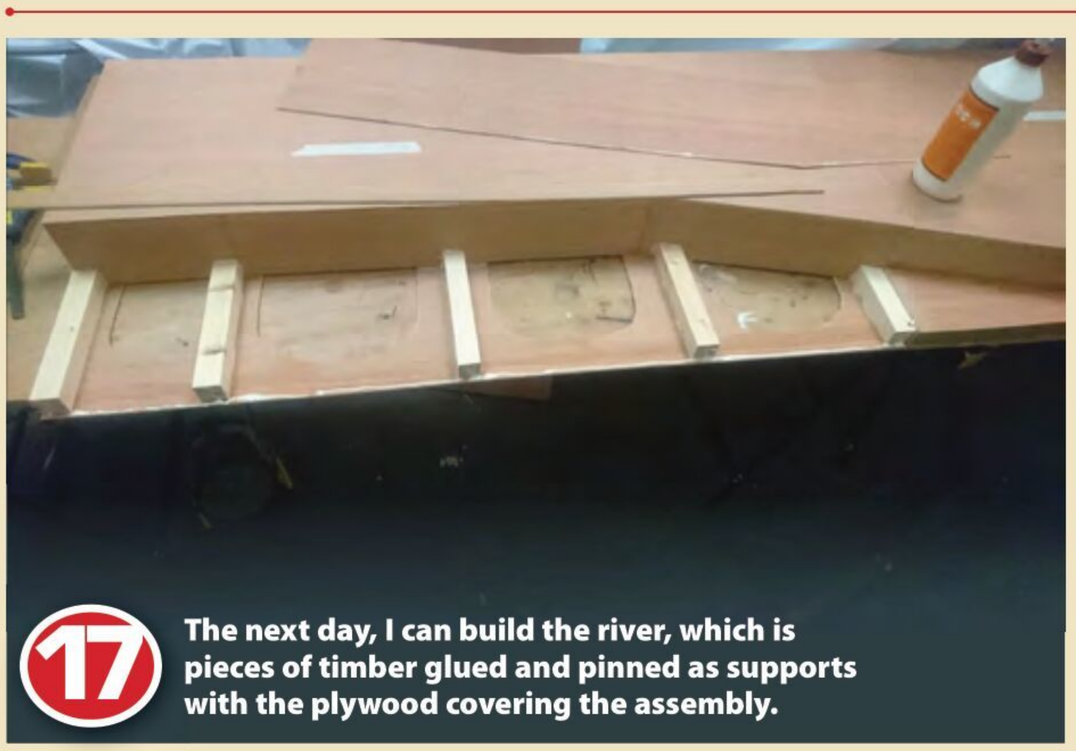


14 Holes are drilled in the corner of each of the ovals and a jig saw is used to cut out nearly all the material without altering the inherent strength of the ply. Curved corners are used as this does help prevent stress points at the corners.

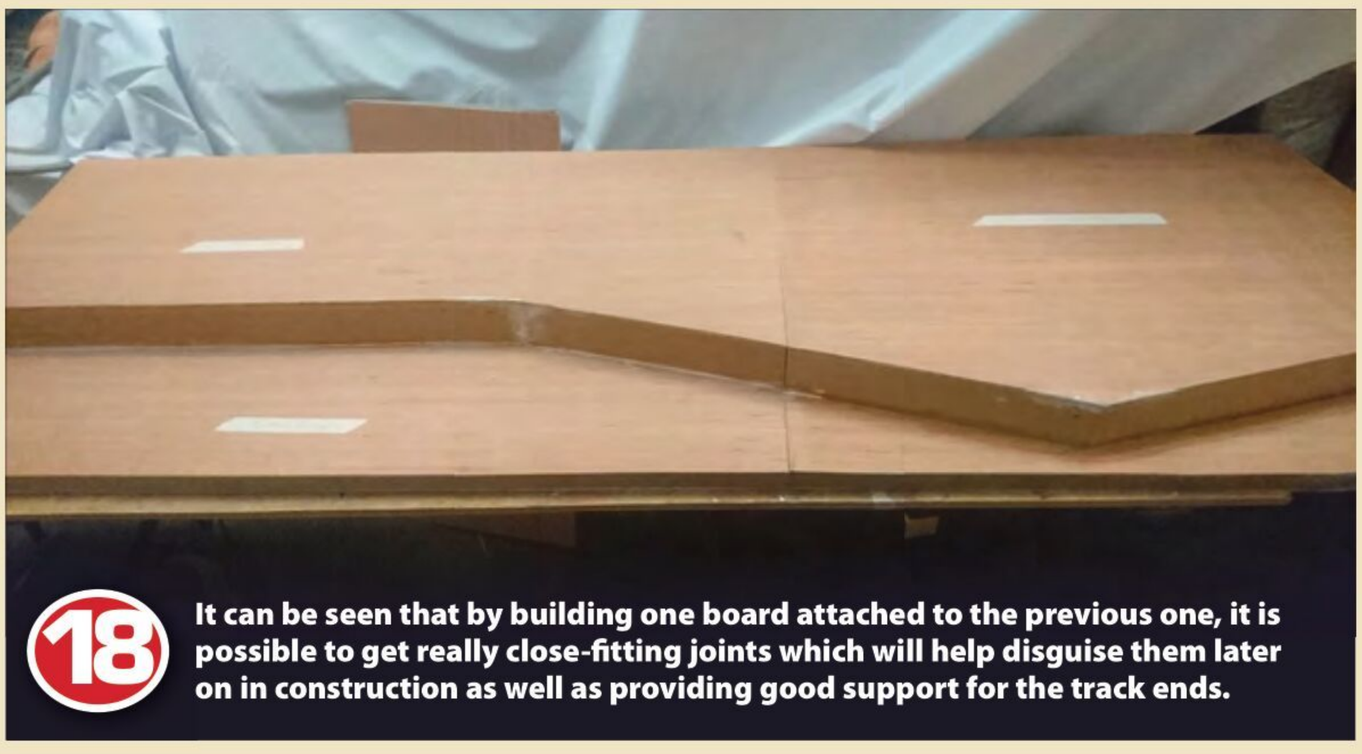
15 After cutting out with a jig saw each hole is sanded down well to ensure there are no rough edges or sharp points.



16 Once that is completed, it is placed on the inverted box which is now rigid after overnight drying, placed on a flat surface and clamped tightly with a couple of pieces of aluminium angle to ensure even pressure all the way along the glue joint and left overnight.



17 The next day, I can build the river, which is pieces of timber glued and pinned as supports with the plywood covering the assembly.



18 It can be seen that by building one board attached to the previous one, it is possible to get really close-fitting joints which will help disguise them later on in construction as well as providing good support for the track ends.

19 Now the multitool really comes into its own as I use the end saw tool to trim any excess material off the boards – you can see how the tool sits flat on the end and just cuts through the 6mm plywood without any effort. These tools almost vibrate rather than exhibit a sawing action, so they are ideal for tight spaces and make a very neat cut.

Intermediate
Beginner SKILL LEVEL Advanced

20 We now turn to the legs which are just two pieces of upright 34mm square timber with another piece of the same material across the top and a substantial piece of 9mm plywood at the bottom as a brace. First we have to mark out where the legs will fit into the bottom of the baseboard and I use an L-shaped template made from offcuts of the same materials to mark the position of the leg opening.

21 Once marked, I again use the multitool to cut straight through the 4mm plywood bottom in a neat square shape – there's no need to pilot drill this as the blade just cuts straight through.

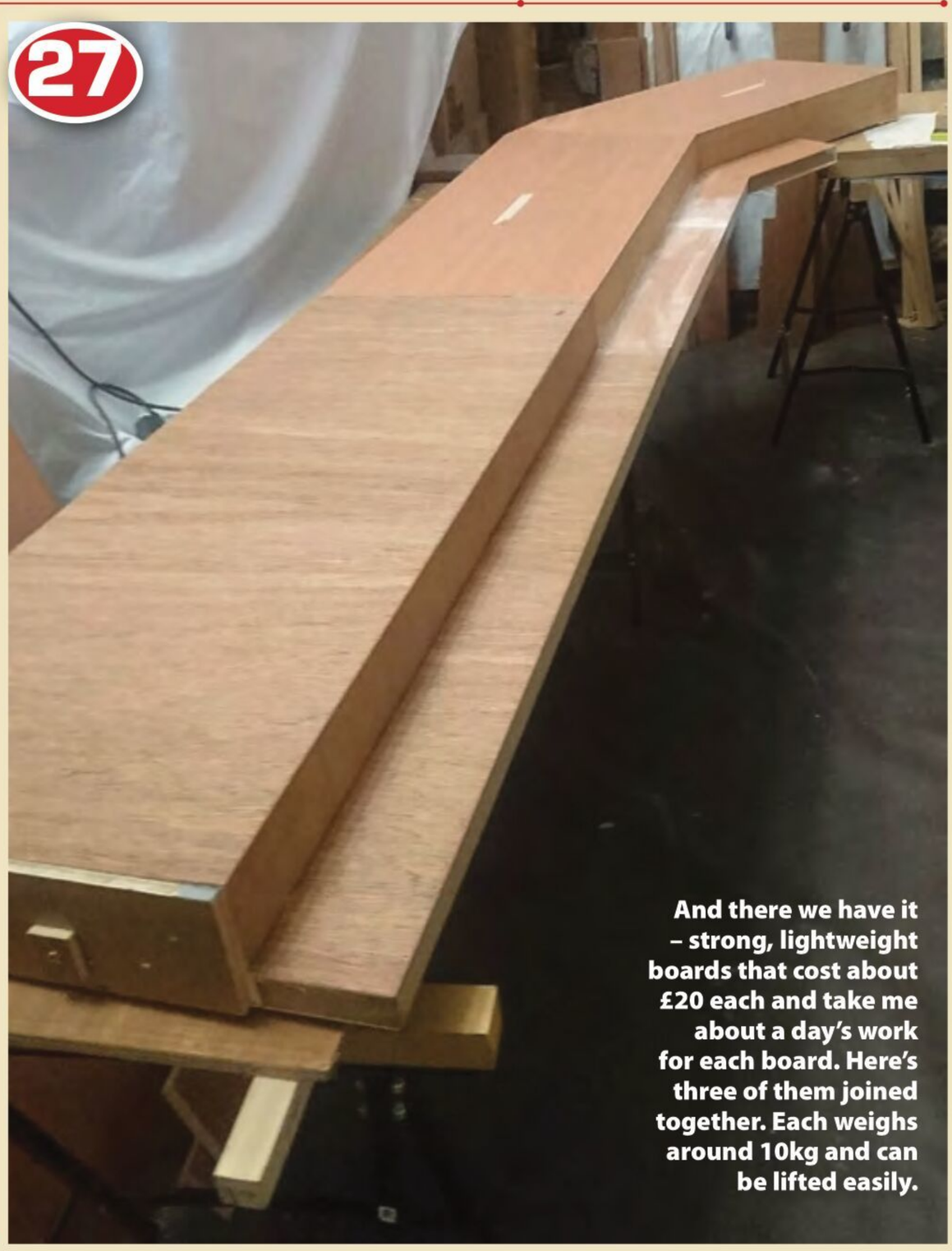
22 To hold the leg, I use a piece of the same size timber with a scrap of 2mm MDF on it (to provide clearance for the leg going in and out) and a section of 9mm plywood to form an L-shape which, with the corner of the end and side, makes a snug square into which the leg will fit. This is glued and screwed in place.

23 The legs are cut to length and drilled with a 10mm drill to take the shaft of the adjustable foot. The centre of the leg is ascertained by drawing straight lines from each corner diagonally. Then the captive nut can be hammered into place and the foot inserted.

24 The legs are now both in place but are bearing against the underneath of the top surface. As this is only 4mm plywood, it is necessary to take the strain away from the baseboard surface by installing a cross-member to support the full width of the board. By being 34mm wide and installed hard against a 15mm end piece, the overlap of 19mm should be enough to support the next board which will piggyback on it.

25 The cross-member is glued and screwed on - but because the holes are near the end of the wood, it needs to be pilot drilled. I use a 3mm drill and then 50mm x 4.0 screws.

26 Checking that the legs are square in all directions, I then added a piece of 9mm plywood to the bottom of the legs, again screwed and glued, to keep the whole assembly square.



27 And there we have it – strong, lightweight boards that cost about £20 each and take me about a day's work for each board. Here's three of them joined together. Each weighs around 10kg and can be lifted easily.

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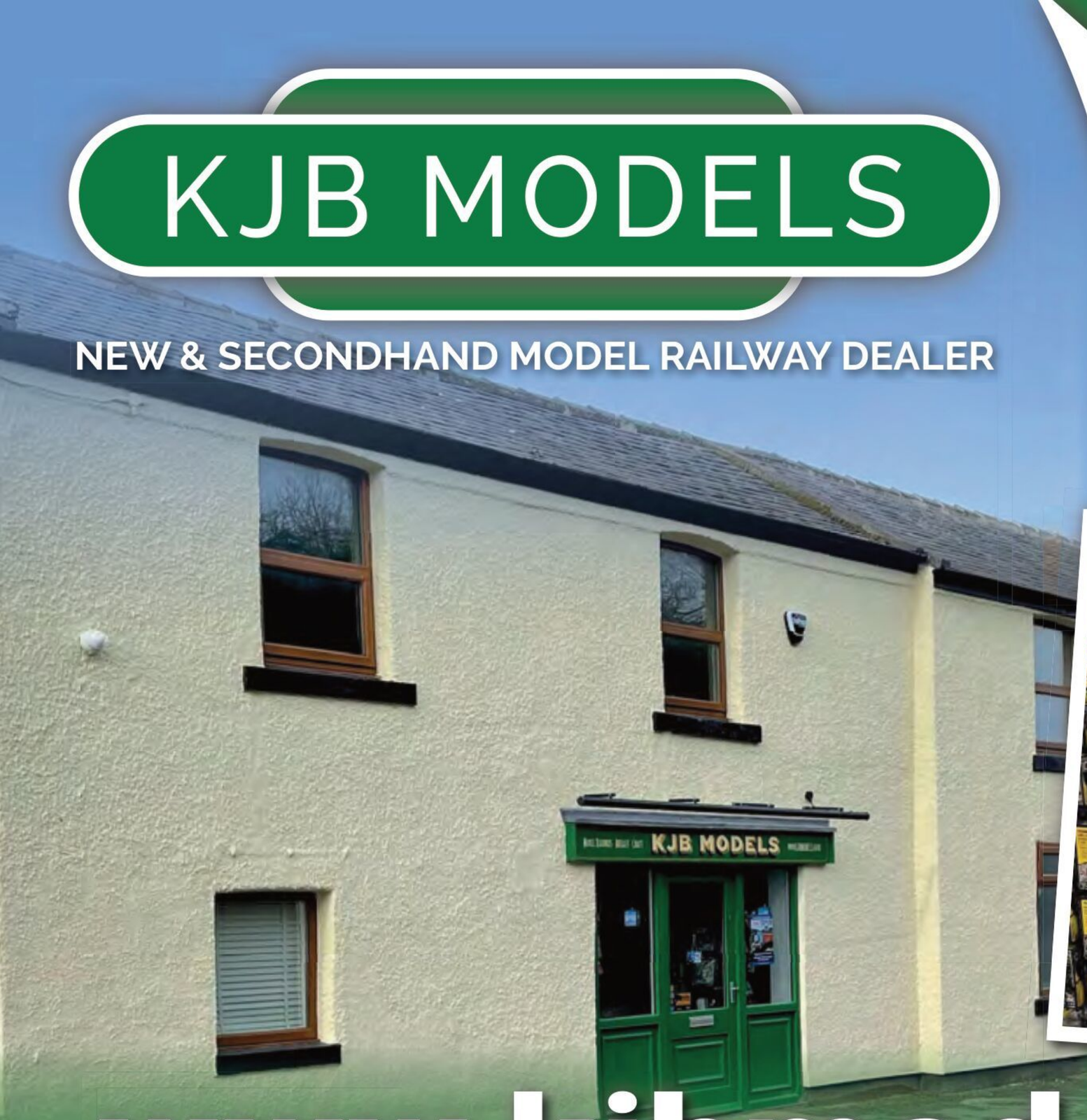

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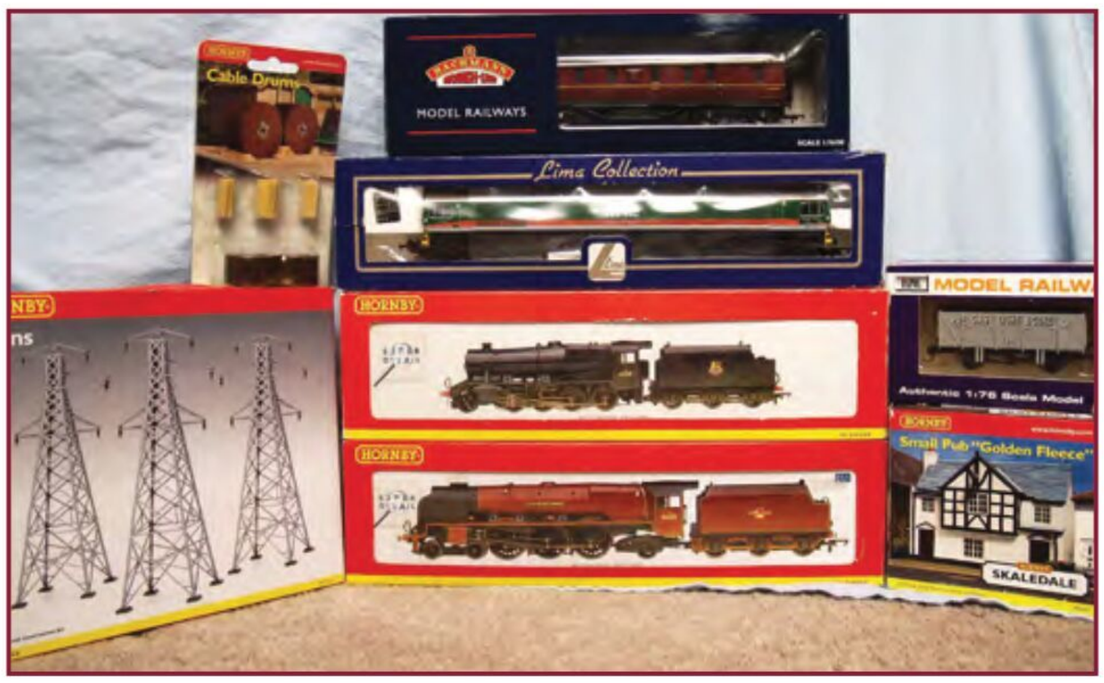

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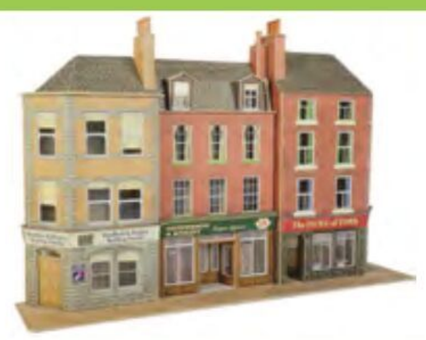

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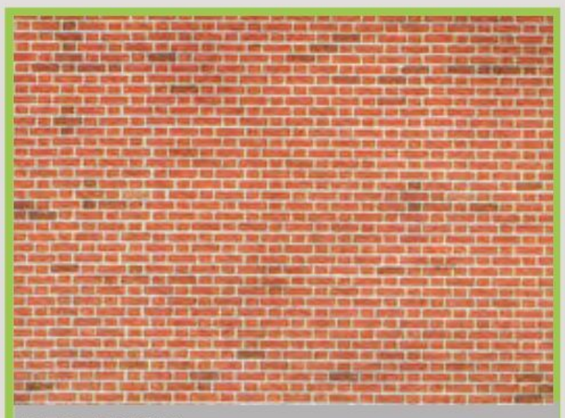

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Delightful 'D'

The National Collection in Miniature is expanding with the arrival of one of the most sought-after items in the Railway Museum – Wainwright 'D' class 4-4-0 737.
MIKE WILD falls for the charms of the latest Locomotion Models 'OO' gauge locomotive.

The cab is finely detailed with a full set of controls.

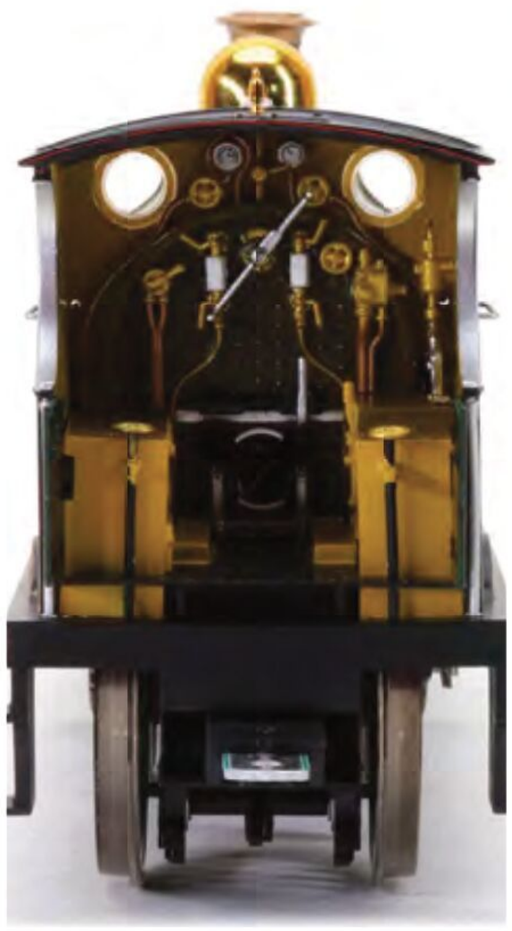
THE ORNATE LIVERY of the South Eastern & Chatham Railway (SECR) is hard to resist. The locomotives of the era were just as eye-catching and the SECR helped them stand out even further with its wonderful brass and copper-embellished lined green and maroon colour scheme.

In recent years locomotives of SECR ancestry have become popular choices for ready-to-run models with arrivals including the 'C' 0-6-0 from Bachmann, 'H' 0-4-4T from Hornby and 'P' 0-6-0T from Hattons – the one we had all hoped for though is the Wainwright 'D' 4-4-0. And now it's here.

The 'D' class has held a special place for Southern modellers, not least for the fact that only one exists today in the National Collection – 737, the subject of this special edition from Locomotion Models. It was withdrawn from BR service in 1956 after which it was refurbished to original condition at Ashford Works in the early 1960s before moving to the Clapham Railway Museum. It transferred to the National Collection in 1975 and

FIRST REVIEW

From the front the styling of Wainwright's express 4-4-0 is captured superbly.



The cab backhead is fully detailed, even down to representation of the gauge faces.

TECHNICAL DETAILS

Manufacturer:	*www.locomotionmodels.com* *www.railsofsheffield.com*
Cat No:	4S-027-NRM02
Description:	SECR Wainwright 'D' 4-4-0 737, SECR lined green
Builder:	Ashford Works and outside contractors
Region:	Southern
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	220mm
Price:	£199.99 (DCC ready)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker space:	15mm x 11mm cube in smokebox 40mm x 20mm in tender
Exterior lights:	None
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	4-4-0
Purpose:	Express passenger (when built)
Haulage capacity (expected):	Six coaches
Haulage capacity (actual):	Seven coaches (maximum tested)

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SEE IT IN ACTION

Finished in the SECR lined green livery 737 is stunning.

has been a symbol of Victorian era railway colour schemes ever since. You can read our full class history on the 'D' 4-4-0s on pages 78-81.

This model of the 4-4-0 – the first ever of the class ready-to-run – was announced by Locomotion Models, Rails of Sheffield and Dapol in October 2019 at the National Railway Museum. 737 is one of seven versions being produced in this first batch with 737 being unique to Locomotion Models and its National Collection in Miniature while a further six examples are available from Rails of Sheffield and Dapol. They model 488 in SECR silk lined green (Cat No. 4S-027-001), 1730 in Southern Railway olive green (4S-027-002), 31731 in British Railways black with sunshine lettering (4S-027-003), 31574 in BR lined black with early crests (4S-027-004), 726 in SECR wartime grey with scraped beading (4S-027-005) and 1734 in Southern Railway wartime black with 'sunshine' lettering (4S-027-006).

THE MODEL

Our review sample is 737 in its stunning lined green livery. However, it is just one example as the tooling for these locomotives caters for four and five-band boilers, riveted and smooth smokeboxes, two chimney types, round and rectangular cab windows, studded and un-studded wheels and unfitted and vacuum fitted locomotives.

The Wainwright 'D' is feature laden in terms of detail, running and electrical design.

737 combines a four-band boiler with an original pattern chimney, flush smokebox and round cab windows. Its detail is stunning and the specification includes sprung metal buffers, metal handrails, separately fitted parts throughout, a die-cast chassis and boiler, die-cast wheels and connecting rods, modelling of the motion between the frames and a cab which looks like you could jump in and drive it if you were reduced to 4mm scale.

As delivered, the locomotive and tender are separate in the packaging and use Dapol's latest generation wire-free connection to join the two components. Just line the tender drawbar up with its corresponding socket on the tender and push them together. The drawbar carries the connections for the tender pick-ups and speaker wires which are pre-fitted through the locomotive. The Kinematic design also allows for close coupling on the straights while allowing the 4-4-0 to run around second radius curves too.

Having assembled the locomotive and tender, the true splendour of the 'D' is before you. It is absolutely stunning in every respect and well worth the 18-month lead time from announcement to delivery. The front captures the character of the Wainwright 4-4-0 perfectly while the adornment of the boiler with its copper-capped chimney, brass dome and safety valves just add to its impression of quality. Moreover, you will find a separately fitted air pump on the driver's side together with its associated pipework while the splashers over the driving wheels are excellent too.

Moving back to the cab and the interior detail is superb and includes an open firehole door to allow the factory fitted firebox flicker to shine through while the gauges at the top of the backhead even have the suggestion of dial faces printed on them. Cab doors are supplied in the accessory pack and these have been thought through too – they clip into place which makes them easy to add and remove as required.

Brass coloured dome.

Five-pole motor.

Slide out PCB with Next 18 socket.

Inside motion represented.

Separately fitted handrails.

The Wainwright 'D' has a five-pole motor, Next18 decoder socket, firebox flicker and space for two speakers.

Die-cast profiled wheels.

The underframe continues the fine detail with sand pipes, brake shoes and correctly shaped die-cast wheels while the tender is equally well finished to the same level of detail. Our only thought is that the plastic coal load from the factory feels a little basic in comparison to the rest of the locomotive.

Needless to say, you will be able to see from the images that presentation of the livery on 737 is outstanding. The paint finish, lining and printed elements were flawless on our sample and even the most ardent of BR or modern traction modellers can't fail to be tempted by something so wonderful as an SECR liveried steam locomotive.

PERFORMANCE

The five-pole motor inside the locomotive provides drive to the leading driving wheels via a worm driven gearbox and as delivered that wheelset is fitted with traction tyres for additional haulage capacity. Optional non-traction tyre fitted wheels are included with the model too together with instructions detailed how to swap the wheels, but as a running model we would stay with the factory setup.

On the track after running in we found our sample of 737 to be perfectly capable of handling a rake of seven Hornby Maunsell carriages on our test track. It ran happily through the point work on our code 75 equipped railway with our only point of note being that the tender wheels were a little 'sticky' when it was first set to work. After running in they bedded in and ran as freely as we would expect.

Decoder provision is identical to the recent GWR 'Mogul' from Dapol (HM163) in featuring a slide-out Printed Circuit Board (PCB) inside the smokebox which allows for fitting of a Next18 decoder and a 15mm x 11mm cube speaker without any need for tools apart from the bar supplied in the accessory pack. The latter is used to pop the smokebox door out and hook the PCB to slide it out.

For those wanting to go one step beyond with sound there is space for a 40mm x 20mm speaker to be installed in the tender. Wiring is factory fitted through the locomotive to connect to this, making it another simple process, although you will need a soldering iron to join your chosen speaker to the wires.

OVERALL

Locomotion Models, Rails of Sheffield and Dapol are set to delight Southern Railway and Region modellers with this brand-new model of the 'D' class. Its design, presentation and operation are outstanding and show a commitment to thinking about the user. With its ornate livery, 737 stands out from the crowd and will be equally fitting as a working model as it will in a display case. Excellent and available now. (MW)

40mm x 20mm speaker space.

Removable plastic coal load.

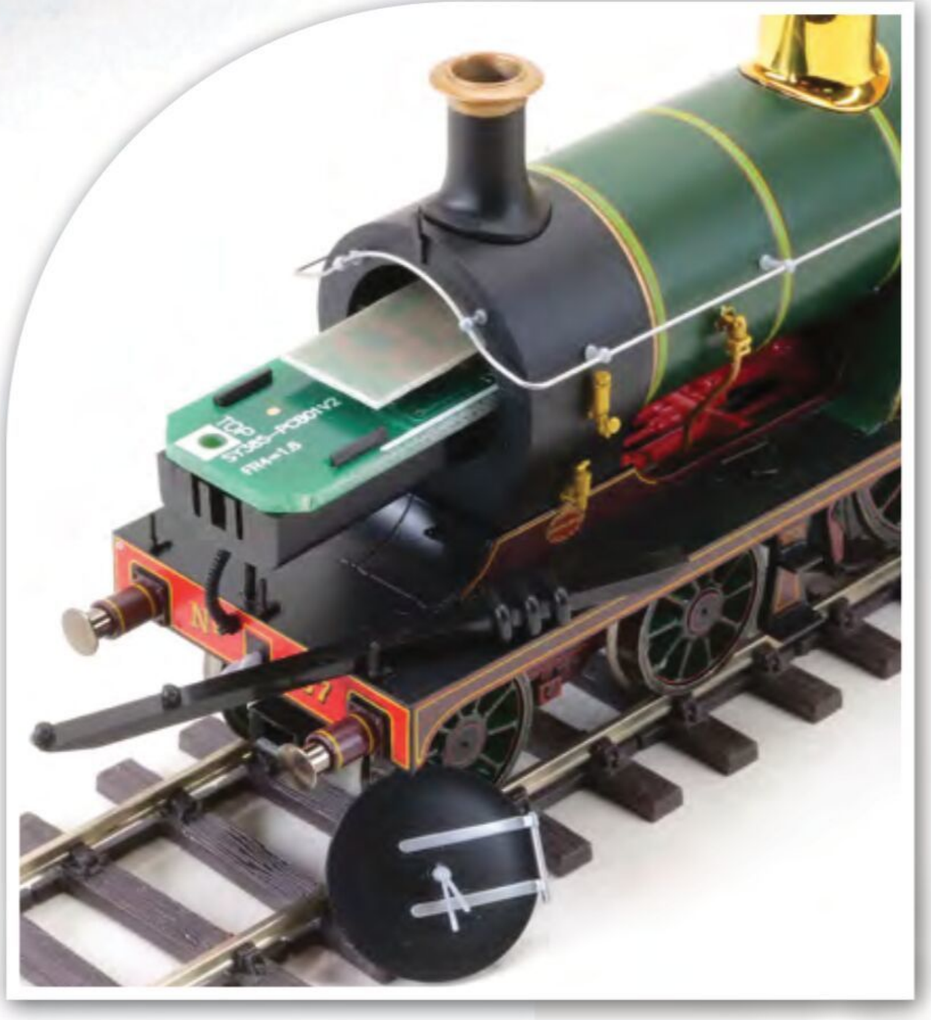
Fully detailed cab interior.

Detailed tender chassis.

Pick-ups on tender wheels.

Finely printed numbers and lining.

A slide out PCB is positioned inside the smokebox. This contains the Next18 decoder socket and space for a 15mm x 11mm cube speaker.



"Locomotion Models, Rails of Sheffield and Dapol are set to delight Southern Railway and Region modellers with this brand-new model of the 'D' class."

MIKE WILD

SECR Wainwright 'D'

At the turn of the 20th century, the 4-4-0 was the most popular wheel arrangement for passenger work, so it was natural that when the South Eastern & Chatham Railway was looking to upgrade its fleet it opted for some, with the resulting 'D' class amongst the most handsome locomotives of the period, as **EVAN GREEN-HUGHES** describes.

SECR 'D' BUILD DATES AND NUMBERING

BUILD YEAR	BUILDER	NUMBERS
1901	Sharp Stewart	726-735
	Ashford Works	736-737
1902	Ashford Works	57, 246, 487-488, 490, 738-740
1902	Dubs and Co	75, 92, 145, 247, 489, 492-494, 501-502
	Robert Stephenson	741-745
	Vulcan Foundry	746-750
1906	Ashford Works	470, 509, 545, 549, 577
1907	Ashford Works	477, 496, 505, 574, 586, 591

Note: BR numbers where carried added 30000 to each number.

THE amalgamation of what had been two bitter rivals, the South Eastern Railway and the London Chatham & Dover Railway, in 1899 brought two fleets of locomotives together under the control of noted engineer Harry Wainwright. Both companies had invested heavily in modern express engines but at the expense of lesser types, many of which would need replacement in the near future.

To overcome this shortage, Wainwright proposed two different designs, a 4-4-0 for general main line work and the other a 4-4-2 to be used purely for expresses. The construction of these would allow older engines to be cascaded to less arduous duties.

Wainwright's idea for an outside-cylinder 4-4-2 for express work didn't find favour with his civil engineers so instead only one of the proposals was progressed, for an inside cylinder 4-4-0 to the largest possible dimensions. This was largely the work of chief draughtsman Robert Surtees and it owed a great deal to the Caledonian Railway's 'Dunalastair' class, although it included many local features such as the bogie, boiler tube layout, cab and tender. It was equipped with a large boiler feeding two large cylinders which gave adequate power while vacuum brake, steam sanding and a copper-capped chimney were also incorporated into the design.

INTO SERVICE

A total of 20 of the new engines were initially ordered, with 10 to be built by the company's own Ashford Works and the remainder by contractors Sharp Stewart. These ranged in price from £2,950 each for the Ashford-built engines to £3,575 for those from Sharp Stewart. Prices were later sought for a further 20 with five being obtained from the Vulcan Foundry, five from Robert Stephenson and 10 from Dubs and Co. Once all these had been delivered Ashford Works built 11 more in two batches, meaning that the class totalled 51 engines in all.

The new locomotives were spread round the SECR system with the South Eastern having them at Bricklayer's Arms, Cannon Street, Ashford, Ramsgate and Dover Town while the Chatham section had them at Battersea, Dover Priory and Margate. Duties covered included Dover and Hastings expresses as well as fast trains on most of the other principal routes.

At first the locomotives gave a very good account of themselves, as they proved to be free steaming and rode well, meaning that they could be driven hard when the circumstances required it but trouble soon developed when leaks began to occur between the fire tubes and the tube plates, causing some failures in service. There were also issues with priming, particularly when boiler washouts were due. »

The Wainwright 'D' class 4-4-0s were capable locomotives which were tasked with express trains on the SECR. In 1910 'D' 57 approaches Orpington with a down express. Rail Archive Stephenson/Rail Online.

Left: **At the start of nationalisation the 'D' 4-4-0s retained their plain black livery but gained British Railways lettering on their tenders. On March 15 1952 31733 simmers in the yard at Brighton shed still displaying sunshine lettering on its cabside.** Rail Online.

Below: **Carrying its final livery of BR lined black, 'D' 4-4-0 31501 heads a three coach 'Birdcage' set and a pair of ex-SR parcels vans through Penshurst on February 2 1952.** Rail Online.

The boiler issues were eventually traced to the hardness of the water in Kent and were cured by the installation of boiler water softening plants. After this the 'Ds' settled down to give reliable service.

Although all of the class were built to the same general specification, there were some differences between them. The 1906-1907 batch had four instead of two lookout windows and they also had a slightly different tender which was the same as those being built for the 'E' 4-4-0s under construction at the same time. Steam heating was also fitted at the tender end, a modification applied to the earlier engines over the years.

Due to problems arising from limited clearances in some areas, the original copper-capped chimneys were replaced with cast examples with capuchons from 1911 as locomotives came in for heavy repair, an action which reduced the overall height by four inches.

The 'Ds' continued with their front-line duties until the First World War broke out at which point they spent much of their time on troop and ambulance trains from the south coast to London. This also involved some locomotives being transferred to Hastings and Reading. It also became common to employ the class on trains of armoured vehicles and supplies, a duty which they managed to perform with distinction, achieving around 60,000 miles each between general repairs.

THE REBUILDS

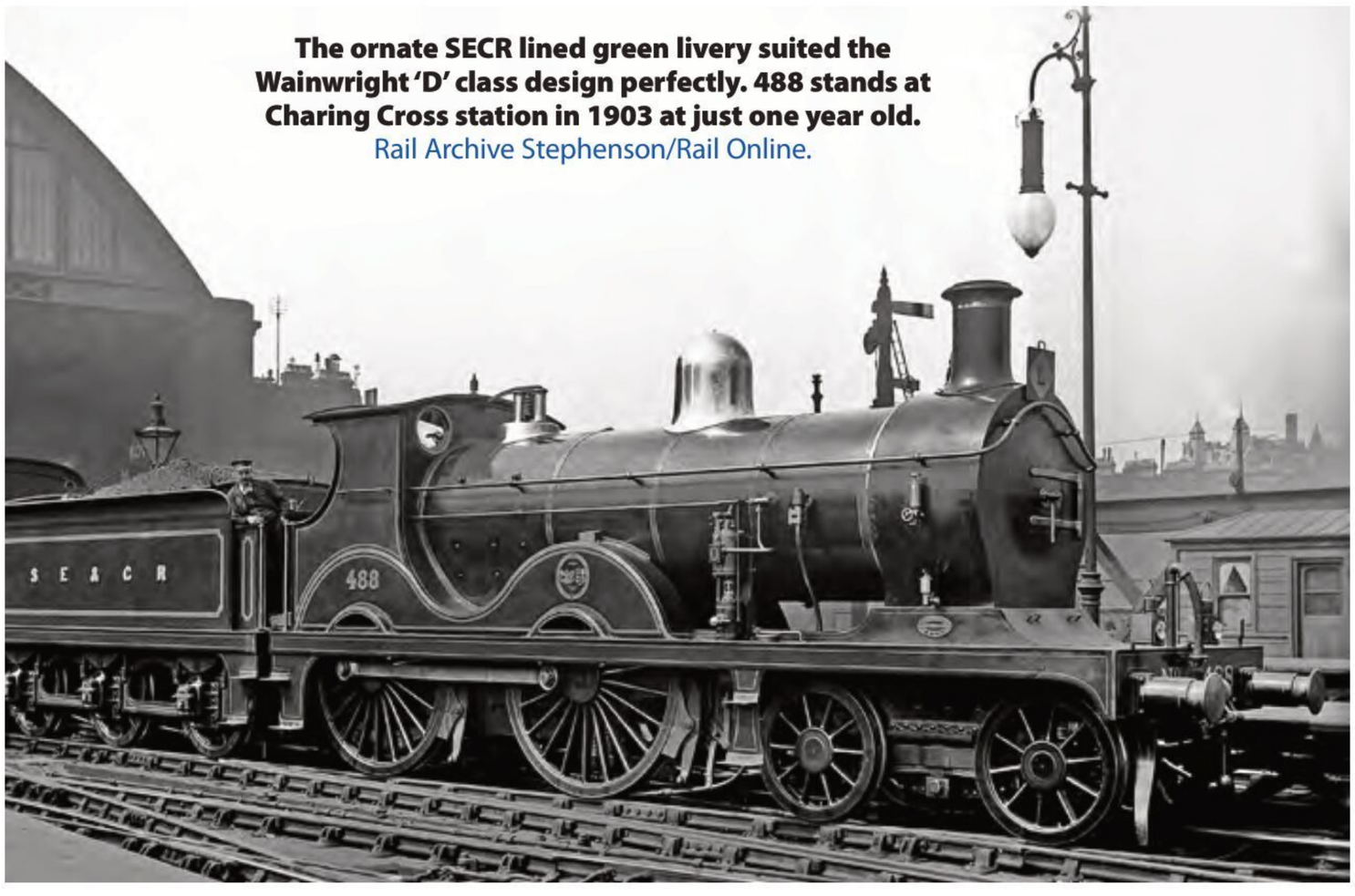
Following the war, 21 were rebuilt by Richard Maunsell to incorporate Belpaire fireboxes, a larger boiler and long-travel piston valves with the work being carried out by Beyer, Peacock and Sons or by Ashford Works itself. These became the more powerful 'D1' class which were employed on the Chatham expresses on a route which was prohibited to the heavier 'L' class. This upgrade was similar to that which had already been applied to the smaller-wheeled 'E' class and proved equally successful. Five more engines were eventually upgraded in this way.

After the Grouping in 1923, the Southern Railway painted the remaining locomotives green and added 'A' before each number. Their work remained much as before until replaced on the eastern section expresses by the 'King Arthur' 4-6-0s and 'L1' 4-4-0s – from when they were generally relegated to secondary passenger duties.

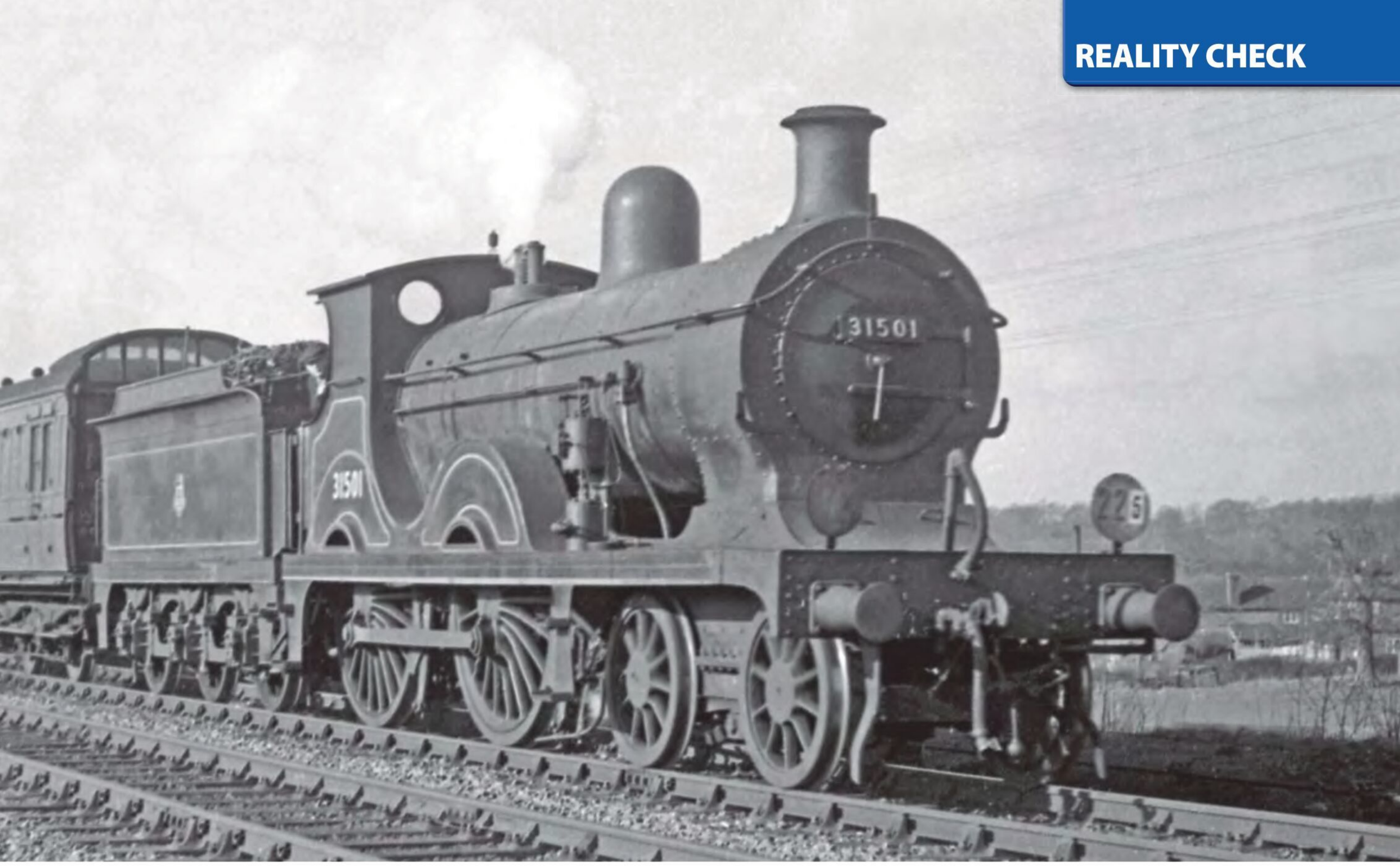
New services from Chatham to Brighton brought the class regularly to the Sussex coast and the engines were also regularly seen at Eastbourne. The 'A' prefix was discarded in 1931 and instead 1000 was added to the original running number and there was a further reallocation in 1931 when the arrival of the new 'Schools' class - the ultimate in British 4-4-0 design - meant a cascade of the 'Ls' and 'L1s' and in turn the 'Ds'.

Engines allocated to Gillingham were transferred to secondary passenger duties and were most commonly seen at Tonbridge during this period and were

The ornate SECR lined green livery suited the Wainwright 'D' class design perfectly. 488 stands at Charing Cross station in 1903 at just one year old. Rail Archive Stephenson/Rail Online.



FACTS AND FIGURES	
Designers:	Harry Wainwright
Built:	1901-1907
Withdrawn:	1944-1956
Builders:	SECR Ashford
	Dubs and Co
	Sharp Stewart
	Robert Stephenson
	Vulcan Foundry
Purpose:	Express passenger
Power classification (BR):	'1P'
Wheel arrangement:	4-4-0
Weight (locomotive):	50tons 0cwt
Weight (tender):	38tons 5cwt
Bogie wheel diameter:	3ft 7in
Driving wheel diameter:	6ft 8in
Wheelbase:	22ft 11 ½in
Boiler pressure:	175psi
Boiler diameter:	4ft 7 1/8in
Boiler length:	11ft 1in
Cylinders:	Two inside, 19in x 26in or 19½ x 26in
Tractive effort:	17,450lbs
Coal capacity:	4tons 10cwt (4tons, 1906 series)
Water capacity:	3,300gallons (3,450 gallons, 1906 series)
Number in class:	51



often used between Brighton and Redhill on the Birkenhead through trains. Sunday excursions also saw them appear at Brighton, Bognor Regis and Horsham.

The outbreak of war in 1939 saw some temporarily laid aside as passenger services were reduced but these reappeared in time to support the Dunkirk evacuation, with loads of up to 14 bogies being reported behind the class.

As with many classes, the 'Ds' lost their green livery to wartime black and the period saw them stray far from their usual haunts, being deployed on Basingstoke semi-fasts and Portsmouth van trains amongst others so more modern and powerful engines could be released for more important traffic.

As might have been expected, several examples also turned up at Southampton Docks during this period on troop or munition movements. One of the locomotives was lost during this period, 1742 being dismantled for parts in 1944.

IN PUBLIC HANDS

By the time the railways were nationalised in 1948, 1726 had been condemned with frame damage leaving 28 of the original and unmodified 'Ds' to pass into British Railways ownership. Of these, 24 survived long enough to carry their new numbers, which were in the Southern Region's 30000 series.

At first the survivors were painted in unlined BR black but in November 1948 they began to appear in lined black. There were no further withdrawals for the next two years but as BR Standard tanks began to appear from Brighton Works, duties for the 'Ds' began to steadily decline and so withdrawals commenced with 31738 being taken out of service in September 1950 to be followed by nine more in 1951 and another six two years later.

By January 1956, only six were still working with all these being based at Guildford, but their days were numbered too and the last one was withdrawn in December that year.

Following withdrawal in October 1955, 31734 was stored in Ashford shed with the intention of restoring it in SECR condition but this was replaced with 31737 as the original choice was found to have defective cylinders and frames. Further storage elsewhere followed but in August 1959 the engine was taken to Ashford Works for cosmetic restoration, with the work including reinstating original features such as lubricators, dome cover, safety valves and the copper-capped chimney. In May 1960 it was taken to Clapham Railway Museum, being eventually transferred to the new National Railway Museum in York where, as SECR 737 in full lined green livery, it has been a backbone of the National Collection ever since.

The 'Ds' were very much locomotives of their time and were supremely elegant, and capable of express speeds. Almost inevitably their initial workload exceeded their capabilities but they were very suitable for slower and lighter trains, which enabled some to survive for more than half a century.

That such elegant Victorian masterpieces should have survived into the diesel era says much for the soundness of their original design, and it is now fitting that we have the chance to obtain one for our layouts. **HM**

In a busy scene at Redhill 'D' 4-4-0 31734 draws forward into the station as a multiple unit departs on August 23 1952. 31734 was one of the last of the class to remain in service, being withdrawn in 1955. It was originally earmarked for restoration back to its original appearance but in the end 31737 was in better condition and chosen instead. Rail Online.

Nuclear KUAs

FIRST REVIEW

The 16-wheel KUA nuclear flask wagon may be a fleet of two, but Accurascale saw its potential for a stand out 'OO' gauge ready-to-run wagon. **MARK CHIVERS** reviews this new arrival.

ACCURASCALE'S eagerly-awaited 'OO' gauge KUA Ministry of Defence (MOD) nuclear flask container wagons are here. Are they worth the wait? Most emphatically, yes!

Built by Bombardier Prorail of Wakefield in the late 1990s, two of these giant four-bogie nuclear flask wagons were completed, primarily for transporting spent nuclear fuel from Royal Navy submarine bases to the reprocessing plant at Sellafield in Cumbria. As well as routine trips to/from Rosyth (Scotland) and Devonport (Plymouth), these colossal multi-wheel vehicles have been used on other services too, even visiting Georgemas Junction on the Far North line in Scotland in connection with transporting nuclear material from Dounreay to Sellafield.

At more than 80ft long and 150 tons, these are amongst the largest vehicles to operate on the rail network, yet are surprisingly nimble in terms of negotiating tight curves within dockyard complexes thanks to the innovative pivoting bogie design. Numbered MODA 95770 and MODA 95771, they remain in regular use.

Following construction, the vehicles were originally hauled around the country by EWS, with motive power including classes 37, 47 and 66, until Direct Rail Services (DRS) took over in the mid-2000s. Since then classes 20/3, 37/6, 57, 66 and 68 have been amongst the motive power of choice. Often, services are double-headed or top and tailed, while escort vehicles usually accompany loaded services. In EWS days, these escort vehicles could be former LMS 50ft Inspection saloons, while during DRS operations dedicated modified BR Mk 2 vehicles have been utilised.

The latest wagons to arrive from Accurascale for 'OO' gauge are the giant 16-wheel KUA nuclear flask wagons.

Accurascale has opted to produce both examples of the KUA nuclear flask container wagons together, presenting the entire fleet in a box. Straight from the neatly-presented packaging, these distinctive vehicles certainly capture the heft and enormity of the prototypes. They are weighty models too, at around 425grams each.

Each comprises a heavy die-cast metal chassis/underframe and bogie pivots, with a detailed moulded plastic container displaying crisp grilles, panels and rivets. Allied to this are fine chequer plated walkways. Detailing is superb throughout with a wealth of separately applied parts including etched metal walkway handrails, train ferry anchor points, step ladders, bogie handbrake wheels, sprung buffers, lamp irons, buffer rungs and grab handles. Close inspection reveals separately applied brake equipment, pipework and air cylinders too.

Decoration is equally sublime, with a high-quality evenly-applied blue paint finish to the main body, grey flask container, white painted handrails, black decking, yellow anchor points, SKF axle boxes and more.

It is when you start looking at the smaller printed details that you appreciate the level of detail that has gone into these models with plenty of legible tiny notices. Given that just two examples were built, there are subtle differences to their visual appearance in terms of placement of the data panels, lettering and labels – look closely and you'll spot them not just on the main body, but on the superbly detailed bogies too.

Accurascale has also achieved the articulated multi-bogie arrangement well and on test our review samples ran smoothly and effortlessly through a series of Peco code 75 turnouts and second

These substantial wagons are 322mm long.

Individual lettering details between the two KUA wagons – the entire fleet – are represented on the models.

The end platforms are fully detailed and additional parts come in the accessory pack to fill the bufferbeam.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.co.uk*
Cat No:	ACC2400-KUA
Description:	KUA Nuclear flask wagon (x2)
Region:	All
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	322mm
Price:	£159.95 per twin pack
Couplings:	Small tension locks in NEM pockets
Purpose:	MOD nuclear traffic

"Here you have an instant train formation within the box and with a few additions, such as Bachmann's 'OO' gauge ex-LMS 50ft Inspection saloon in EWS livery, you can expand on a theme to run something completely different."

MARK CHIVERS

radius curves. The heavy chassis provides ample weight for stability, while the blackened turned metal wheels helped our samples glide along the rails. Buffers are correctly rectangular – though those on our sample had a tendency to swivel out of line – while small tension lock couplings in NEM pockets complete this superbly presented duo. Detailing packs included brake pipes and screw link couplings.

It is incredible to think that both examples of these esoteric and somewhat sensitive wagons have been produced in 'N' (Revolution Trains, HM162) and now 'OO' – and to this level of detail. Accurascale has also tapped into a rich seam with these and a series of nuclear container wagons on the horizon together with an all-new 'OO' Class 37/6 due soon.

Here you have an instant train formation within the box and with a few additions, such as Bachmann's 'OO' gauge ex-LMS 50ft Inspection saloon in EWS livery, you can expand on a theme to run something completely different to the norm. A stunning addition. (MC)

The central flask section is neatly detailed and features fully legible printing.

Teak finish for HATTONS GRESLEYS

The latest arrivals for 'O' gauge are the teak liveried version of Hattons' Gresley corridor coaches. **MIKE WILD** inspects their finish.

GRESLEY 61ft 6in corridor coaches are one of the most distinctive designs of passenger rolling stock. Their domed roofs, bow ends and teak finished wooden bodies all helped them to stand out from the crowd.

These coaches had long service lives as despite the first of the LNER design being built in 1923 and the last in 1942, some survived into the late 1960s. By then the last of the type was carrying BR blue and grey, but previously they had carried BR lined maroon, BR carmine and cream and, originally, LNER varnished teak.

It is the varnished teak finish which Hattons has set out to replicate with this latest batch of Gresley corridor coaches. We reviewed the BR maroon versions in HM166 – and you can see them running on our test track at *www.keymodelworld.com/trains/reviews*. For this review we received one of each vehicle type – Brake Composite Corridor 24068, Open Third 23956 and Third Corridor 23896. Each vehicle type is also available unnumbered.

All are presented in matching varnished teak livery and it has to be said that the build issues which affected the first batch – resulting in Hattons discounting some versions – appear to have been resolved. All windows were in place and each coach was immaculately presented with a feeling of robustness. On running the coaches we did notice rolling resistance after running which suggests regular oiling of the axle bearings will be needed.

Features of the coaches are identical and include non-working drophead buckeye couplings,

The latest batch of Gresley carriages for 'O' gauge from Hattons models the vehicles in original varnished teak livery. This is the Brake Corridor Composite.

Above: **Neatly printed Smoking Permitted roundels are printed in the windows.**

Below: **Printing of the numbers and lining is superb.**

TECHNICAL DETAILS	
Manufacturer:	*www.hattons.co.uk*
Cat No:	H7-TC175-002, H7-TC115-002, H7-TC186-002
Description:	Gresley 61ft 6in corridor stock, LNER varnished teak
Region:	Eastern
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length (over buffers):	430mm
Price:	£179
Couplings:	Working screw link couplings
Purpose:	Express passenger

The Third Corridor is equally well presented with correct wood graining to all panels.

optional screw link couplings to link coaches together, turned metal wheels, sprung buffers and coupling hooks. Highlights of the body include separately fitted handrails, door handles and steps while the carriage roof board and roof vent parts on the roof are all individually added. The only down side is the undersized droplight window frames within the tooling.

In terms of presentation, our samples were superbly appointed in their varnished teak livery with excellent graining. Contemporary images suggest that the colour could be slightly richer – though that could be the effect of full sun images – where the base colour chosen for these is slightly more muted.

The BCK and TK have the correct pattern of wood grain on all panels – horizontal on the lower panels and doors with vertical graining on the panels between the windows – although we did note that the Open Third had vertical graining on the door panels which doesn't match images of the prototypes.

Detail finishing of the livery aspects includes superb lining, gold leaf numbers and lettering with correct LNER style shading plus there are also highly detailed Smoking Permitted roundels on carriage windows.

The arrival of these teak finished Gresley corridor coaches is excellent news for those looking to model the pre-nationalisation era on the Eastern Region. Despite our question over the depth of the base colour, they really do look superb and will be a great compliment to a whole range of 'O' gauge LNER motive power – not just the big name 'Pacifics'. (MW)

Bachmann's all-new SULZER

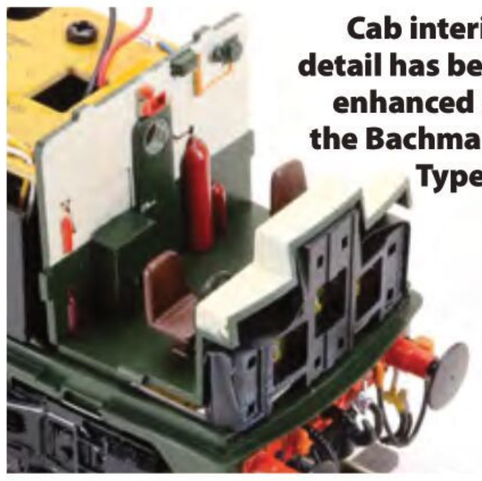
FIRST REVIEW

TYPE 2

The Derby Sulzer Type 2 Bo-Bo diesels are proving to be popular subjects with another brand-new entrant to the market from Bachmann. **MIKE WILD** runs the rule over the latest model of the original condition Class 24.

Inside the chassis block features moulding of engine room components including the Sulzer 6LDA28A engine.

Bogie detail is excellent and there are drilled wheelsets behind the frames too.

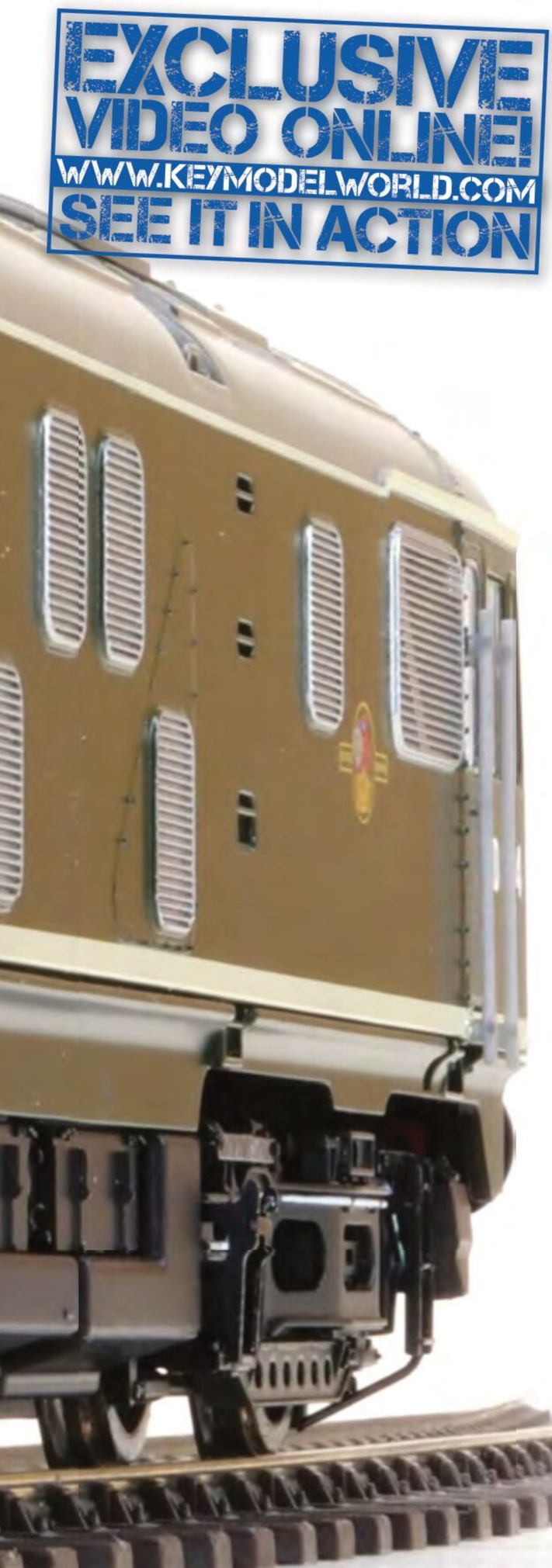


Cab interior detail has been enhanced on the Bachmann Type 2.

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	32-443
Description:	BR Sulzer Class 24/1 D5094, BR green
Builder:	BR Derby, Darlington and Crewe
Region:	Midland/Eastern/Scottish
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length (over buffers):	201mm
Price:	£179.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight-ten coaches
Haulage capacity (actual):	Ten coaches (maximum tested)

Below: **New in for 'OO' gauge from Bachmann is a brand-new version of the disc headcode Class 24 modelling both the Class 24/0 and Class 24/1.**



WITH A COMBINED production run of more than 470 locomotives, the Class 24 and Class 25 Sulzer engined Type 2 fleets were amongst the most largest fleets of BR built diesel designs. Not surprisingly, they have been a common choice for ready-to-run locomotives with the first model of the Class 25 appearing in the late 1970s from Hornby.

Over the years we've seen models of the Class 24 and Class 25 come through from Bachmann while more recently the original Class 24s have been modelled to the highest standard by Sutton Locomotive Works (HM158). The latest generation Class 25/3s are the subject of a recent new release from Heljan (HM167) and will soon be joined by SLW's second high definition 4mm scale product of the same class.

Spoilt for choice? We certainly are now as Bachmann revealed in its Summer British Model Railway Announcements (HM169) that it would be creating an all-new model of the original condition Class 24/0 and Class 24/1 locomotives with headcode discs to complement its 2020-released version of the Class 24/1 with four-character headcode boxes (HM153). The first arrived on our desk for review in June with four versions in total planned for release this summer covering BR green, blue and Railway Technical Centre colour schemes.

In the real world, the first of the Class 24/0s were introduced in 1958 with construction starting at Derby Works. Further locomotives were built at Crewe in the first batch of 50 after which modifications were made to reduce their weight from D5050 resulting in the Class 24/1 sub-class which was built over three years from 1959-1961. These locomotives were built at Crewe, Derby and Darlington works and retained the same disc headcode arrangement as the first 50 locomotives until D5114 when four-character headcode boxes were added above the cab windows instead. Nevertheless, the rest of the design remained unchanged with all developing 1,160hp from a Sulzer 6LDA28A engine.

The last of the Class 24s was withdrawn in 1980, but 24061 moved into departmental use as 97201 in November 1975 where it remained in active service until the end of 1987. It has since gone on to become one of four Class 24s to be preserved of which D5032 is the only survivor of the original 1958-1959 built Class 24/0 fleet.

You can read more about the Class 24 history, watch videos and read about available models of the BR Sulzer Type 2s at *www.keymodelworld.com/br-sulzer-type-2s*.

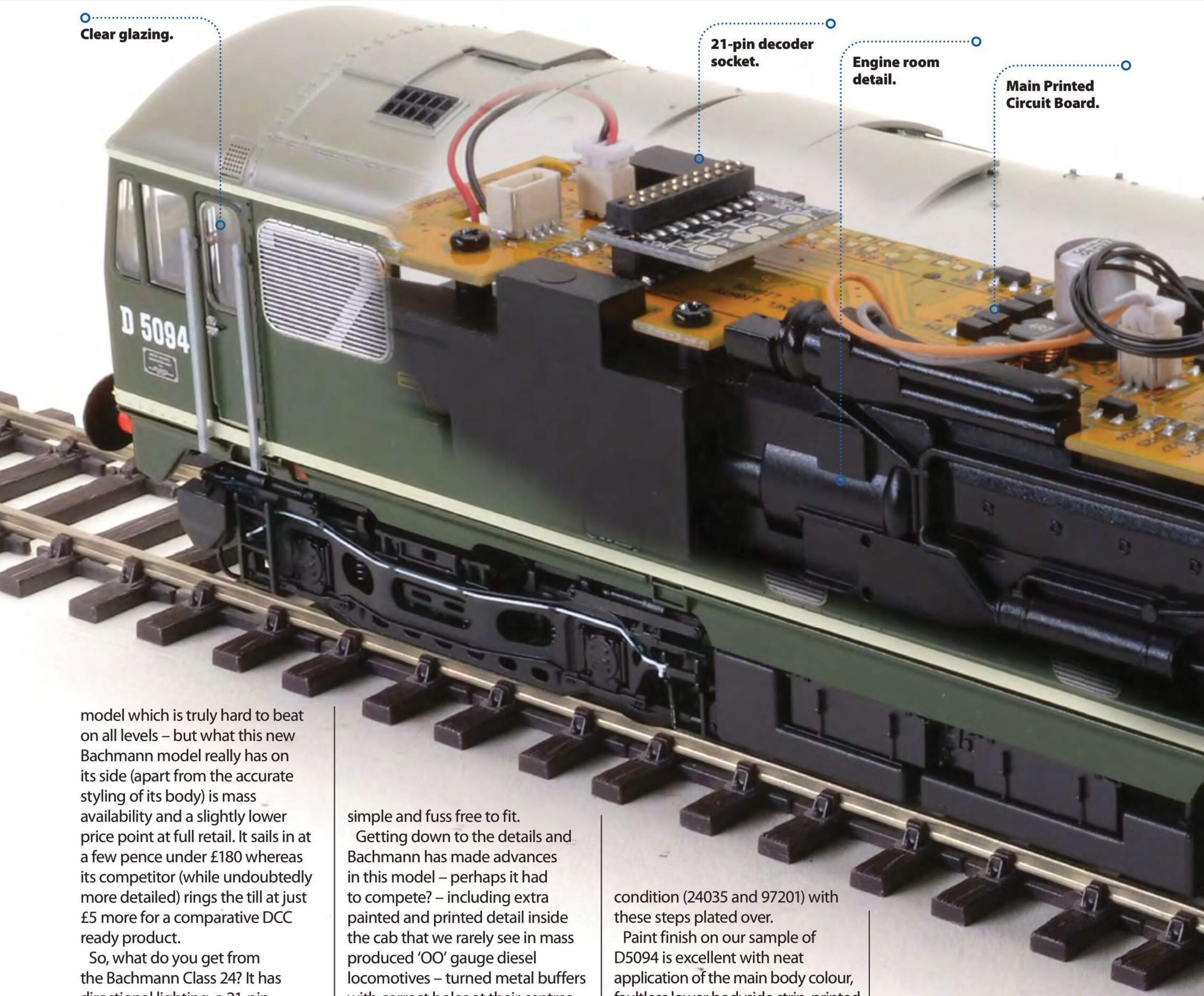
Roof detail is impressive and includes the distinctive separate panel over the boiler, water filler cut outs and original exhaust.

THE MODEL

Before me now is one of four new Class 24 models coming from Bachmann this summer. It models D5094 in BR green with silver grilles, one of the Class 24/1 breed (Cat No. 32-443), and importantly has the correct later style fuel tank which doesn't wrap fully around the battery boxes. This was introduced as part of weight saving measures for the design and contributed to a total six ton reduction in the total mass of the Type 2.

Joining it are D5036 in BR green with small yellow warning panels (32-415) featuring original pattern Class 24/0 fuel and water tanks while there are also models of Class 24/0 24035 in BR blue, which is modelled without a boiler water tank, (32-416) and Railway Technical Centre red and blue liveried 97201 *Experiment*, a Class 24/1, which again features the correct underframe equipment.

Bachmann's Class 24 has stiff competition in 'OO' gauge from the well respected Sutton Locomotive Works product – a super-detailed



model which is truly hard to beat on all levels – but what this new Bachmann model really has on its side (apart from the accurate styling of its body) is mass availability and a slightly lower price point at full retail. It sails in at a few pence under £180 whereas its competitor (while undoubtedly more detailed) rings the till at just £5 more for a comparative DCC ready product.

So, what do you get from the Bachmann Class 24? It has directional lighting, a 21-pin decoder socket, factory fitted 15mm x 11mm cube speaker and a well detailed body which captures the looks and details of the prototype. A full set of buffer beam pipes is included in the accessory pack together with headcode discs – all of which are refreshingly simple and fuss free to fit.

Getting down to the details and Bachmann has made advances in this model – perhaps it had to compete? – including extra painted and printed detail inside the cab that we rarely see in mass produced 'OO' gauge diesel locomotives – turned metal buffers with correct holes at their centres, correct Sulzer Type 2 drilled wheels, finely detailed underframe parts and separate fittings for the roof panels where appropriate.

Further detail variations are catered for in the modelling of the locomotive with side steps for the boiler water filler and in later condition (24035 and 97201) with these steps plated over.

Paint finish on our sample of D5094 is excellent with neat application of the main body colour, faultless lower bodyside strip, printed numbers, builder plate and BR crests plus colouring at each end of the bufferbeam pipework pieces too.

PERFORMANCE

Like all Bachmann models, our sample of D5094 ran like a sewing machine straight from the box – silently and smoothly from the get-go. It has all-wheel drive from the centrally mounted five-pole motor with twin brass flywheels to aid in smooth delivery of its power to the rails.

Following running in, we subjected the Class 24 to load tests with a collection of parcels vans, starting off with a rake of seven vehicles, which it handled easily, and then building the load up to ten vehicles in total for our tests – plenty for a Type 2 in our view and with capacity to spare as well.

Importantly, it negotiated points and crossings without issue on our Peco code 75 test track layout and was equally competent in both directions of travel.

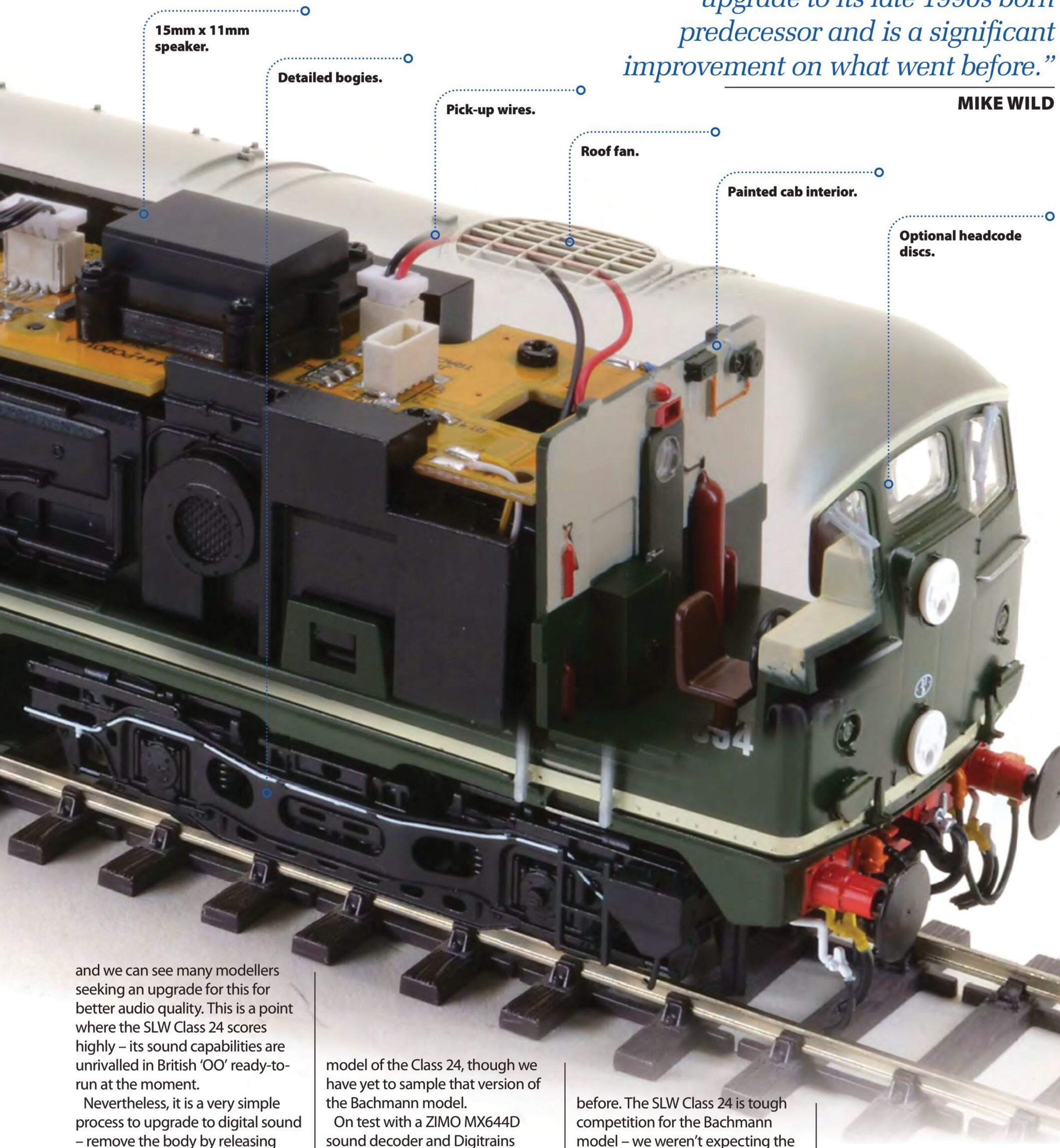
The internal specification matches that of the Class 24/1 reviewed in HM153 with a 21-pin decoder socket and factory fitted speaker. The speaker though is a little underpowered for our liking

This is Class 24/1 D5094 in BR green. Note the correct shaping of the fuel tanks for the later build Class 24/1s.

The Class 24 chassis features directional lighting, a 21-pin decoder socket and a 15mm x 11mm speaker. The die-cast chassis block houses a five-pole motor and twin flywheels.

"Bachmann's all-new Class 24/0 and Class 24/1 is a long overdue upgrade to its late 1990s born predecessor and is a significant improvement on what went before."

MIKE WILD



and we can see many modellers seeking an upgrade for this for better audio quality. This is a point where the SLW Class 24 scores highly – its sound capabilities are unrivalled in British 'OO' ready-to-run at the moment.

Nevertheless, it is a very simple process to upgrade to digital sound – remove the body by releasing its six securing screws, take out the 21-pin blank and plug in the sound decoder of your choice to bring it to life with the factory-fitted speaker. Our only other point here is that four of the body fixing screws are above the bogies and a little awkward to refit after removal of the body. Alternatively, you can purchase a factory sound equipped model of the Class 24, though we have yet to sample that version of the Bachmann model.

On test with a ZIMO MX644D sound decoder and Digitrains sound file plugged in, D5094's speaker performed well, but was a little quiet.

OVERALL

Bachmann's all-new Class 24/0 and Class 24/1 is a long overdue upgrade to its late 1990s predecessor and a significant improvement on what went before. The SLW Class 24 is tough competition for the Bachmann model – we weren't expecting the prices to be so closely matched – and while the SLW version has the edge, the Bachmann Class 24 is a very close second and a more than worthy choice.

Its rugged good looks, mass availability, simple to fit detail parts and quick sound upgrade options are all big ticks in the accessibility box – and that really is the key here.

The Bachmann Class 24 is available across the country from its entire retailer network and, apart from its speaker for sound modellers, is sure to prove a popular new addition to the fold.

Ultimately the choice is yours – we have never been better served when it comes to Sulzer Type 2s for 'OO' gauge. (MW)

'OO' GAUGE

New Oxford Diecast SUV

- **Price:** £6.95
- **Cat No:** 76JEP001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 11

NEW from Oxford Diecast is this 1:76 scale Jaguar E-Pace Sport Utility Vehicle (SUV).

First off the 1:76 scale production line is VN67 CWK, offered in an eye-catching metallic blue paint finish. Oxford Diecast's newly-tooled model certainly captures the distinctive shaping of the real thing – especially the angled rear windscreen – as well as the luxurious look to the interior. Its eye-catching appearance is enhanced with silvered wing mirrors and wheel hubs, rubberised tyres, silver tipped exhaust pipes, black trim and roof glass and neatly printed and glazed light clusters.

Decoration is up to the manufacturer's usual high standard with a gloss Caesium blue paint finish displaying a showroom shine, plus crisply printed number plates, silver rimmed radiator, glazed light clusters, classic Jaguar insignia and new-style badge. A super SUV. (MC)

'OO' GAUGE

Edwardian Passengers

- **Price:** £18
- **Cat No:** 1580-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** 2

Recently added to the Modelu range of 3D-printed model figures are these 1:76 scale ('OO') Edwardian seated passengers.

Our review sample included five figures in appropriate Edwardian attire and displayed excellent detail throughout, especially the bonnets/hats and intricate creases in the clothing, all neatly captured by the 3D-printing process. Just add paint to appreciate the detail further.

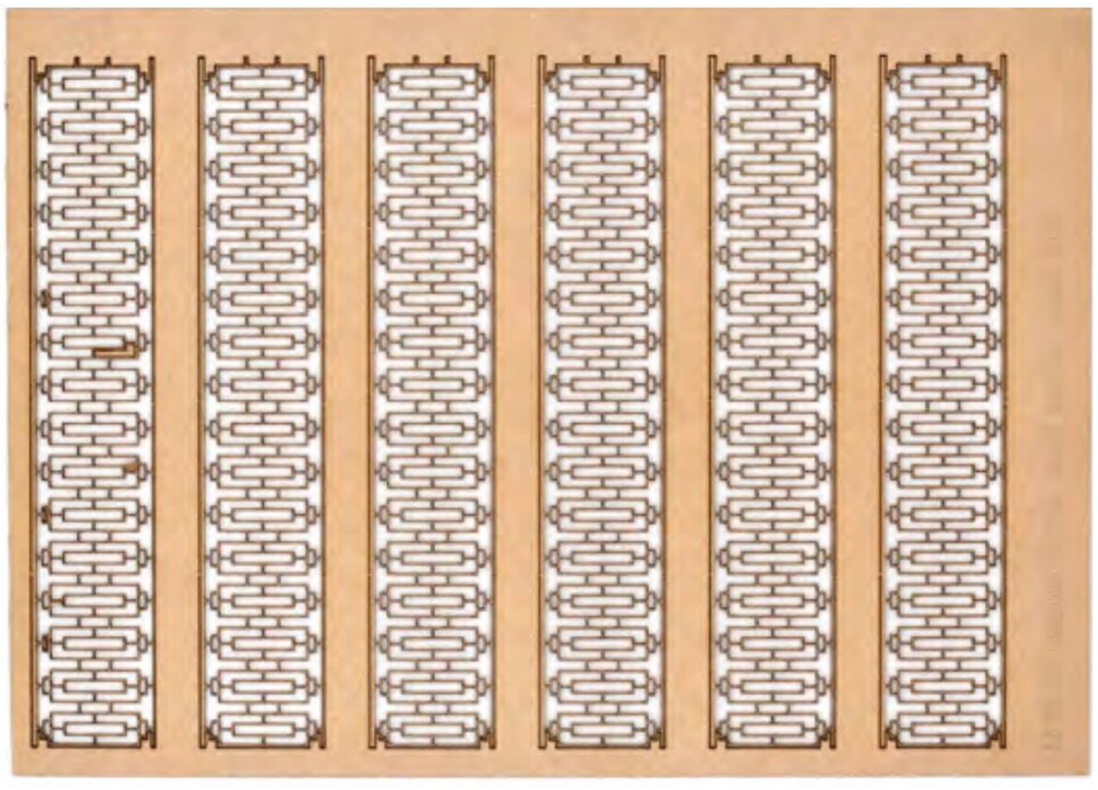
Whilst our review samples were 1:76 scale, they can also be supplied in other scales. Additionally, each of the five figures from the pack can be purchased separately, priced £4.50 each.

Excellent and available now. (MC)

'OO' GAUGE

Laser cut art-deco wrought iron railings

- **Price:** £6.99
- **Cat No:** LX393-OO
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** 3-11



If you are looking to add a little art-deco chic to a street scene or building, then these 4mm scale laser-cut wrought iron railings from Scale Model Scenery might just do the trick.

Each pack contains six 88mm x 16mm strips of ornate design railings – around 500mm in total – which can be used as safety railings or for completing balconies and verandahs on buildings. All parts have been precision-cut on 0.8mm laser board and certainly look the part, demonstrating amply how laser cutting technology can recreate such wonderful detail in miniature. Exquisite. (MC)

'OO' GAUGE

Jetties float in...

● **Price:** £3.49 ● **Cat No:** LX-386-OO ● **Site:** *www.scalemodelscenery.co.uk* ● **Era:** 5-11

New to the Scale Model Scenery range of 4mm scale laser-cut accessories and kits are these small wooden jetties.

Perfect for a river, canal or small harbour scene, the pack contains four 60mm x 10mm lengths of wooden decking, together with underframes and legs. Two lengths of the fine laser board decking appear in pristine condition (with uniform planking), while the remaining two are more careworn in appearance, with uneven planking.

The kit contains enough legs for two sections of decking, while the other two are intended to appear as floating jetties. Construction is straightforward and can be painted or stained before adding to a waterside scene. Just add boats to complete the picture. (MC)

'OO' GAUGE

Axle box bearing cutter

● **Price:** £14.95
● **Cat No:** HA-ABCT
● **Site:** *www.hamodels.net*
● **Era:** N/A

H&A Models has added an exclusive new 'OO' gauge axle box bearing cutting tool to its extensive range of kits and modelling accessories.

The two-part brass tool can be used to open out the rear of the axle boxes on 'OO' gauge carriages and wagons to enable 2mm wheel bearing cups to be inserted, which in turn will help improve running characteristics once the axles have been fitted.

The tool is supplied with a 2mm drill bit, an Allen key and 8mm combination spanner. The depth of the drill bit can be adjusted by loosening/tightening the grub screw in the tool using the Allen key. You then simply hold the tool between the axle boxes and carefully turn it using the spanner until cut to the required depth. The pack includes full instructions on how to use the tool to the best effect.

Ideal for 'OO', 'EM' and 'P4' use, it will prove a useful addition to the modelling tool box. (MC)

ALL SCALES

Mr Surfacer 1000 Primer

● **Price:** £8
● **Cat No:** B-519
● **Site:** *www.albionhobbies.com*
● **Era:** N/A

Albion Hobbies' extensive selection of modelling products includes this Mr Surfacer 1000 primer and surface filler from the Mr Hobby range.

Available in bottle form or aerosol, it comes in a selection of different grades ranging from coarse to fine (500, 1000, 1200 and 1500). Our review sample of the grey primer was supplied as medium 1000 grade in a 170ml aerosol spray can.

It is designed to be sprayed direct from the can onto the model you are preparing to paint. It can be sanded and polished, as it also has filling properties, which is ideal for rectifying minor scratches or blemishes on a surface.

During our tests on a 4mm scale plastic wagon kit, it dried very quickly and did not appear to obscure any of the fine detail. Popular with aero-modellers, it will also be suited to many railway modelling tasks too. (MC)

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TMC 24.5ton MINERAL WAGONS

FIRST REVIEW

Freight train operators have a new choice of coal wagon with the arrival of TMC's exclusive models of the BR 24.5ton mineral wagons. **MARK CHIVERS** reviews these new arrivals for 'OO'.

THE MODEL CENTRE'S (TMC) exclusive 'OO' gauge BR 24.5ton steel mineral open wagons are now available.

Built over a ten-year period from the early 1950s, more than 3,300 of these 24.5ton steel mineral open wagons were constructed at BR Shildon and BR Ashford Works to Diagrams 1/115 and 1/118. They were mainly used on coal traffic including power station circuits, and most featured double body side doors, along with an end tipping door. There were design differences between batches over the years including variations to buffer types, door styles, axle boxes and even the number of door bangers fitted.

Development of these specially commissioned newly-tooled 'OO' gauge wagons has been ongoing at Bachmann following their official announcement in 2018. The first to arrive include ten uniquely numbered and lettered 24.5ton mineral wagons in a selection of

single and twin-packs covering both build diagrams.

For review we received a selection of models covering the various tooling suite differences, including Diagram 1/115 24.5ton B282087N with oil axle boxes (Cat No. 38-926Z), B281982 and B281146 with roller bearing axle boxes (38-928Z), together with Diagram 1/118 24.5ton B282904 and B282891 (38-929Z), B282299 (28-930Z), COAL 24 B282217N (38-932Z) and COAL 24 MEO B282827 (38-933Z), all with roller bearing axle boxes. Each wagon is finished in BR grey and all carry the distinctive bodyside yellow triangle between the doors which identified them as higher capacity wagons when being loaded at collieries.

Right from the start their appearance is superb with detail variations incorporated between vehicles as well as metal buffers, brake shoes in line with wheels, brake levers, separately applied end door grab handles, door bangers and more. In fact, the Diagram 1/115 examples correctly feature just one door banger beneath each side door, while the Diagram 1/118 wagons feature two beneath each door, as per the prototypes, which immediately differentiates them.

Further differences have been incorporated including alternative side doors – our review samples mainly feature fabricated doors, although wagons B282087N and B281982 feature the distinctly different pressed steel door style, a feature bestowed on only a small number of these 24.5ton wagons. A closer view reveals impressive moulded chain and door detailing – even the top flap doors are 'cut' into the interior of each wagon, giving the impression they might actually open.

TECHNICAL DETAILS	
Manufacturer:	*www.themodelcentre.com*
Cat No:	38-925Z – 38-933Z
Description:	BR 24.5ton steel mineral wagon
Region:	All
Era:	4-7
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	98mm
Price:	Single £29.95 (£25.50 until July 14 2021) Twin-pack £59.90 (£50.95 until July 14 2021)
Couplings:	Small tension locks in NEM pockets
Purpose:	Coal and mineral traffic

Above: **Different buffer and axlebox types are catered for in the tooling suite.**

Below: **TMC has received its new and exclusive 'OO' gauge models of the BR 24.5ton mineral wagons.**

Left: **The end doors are neatly moulded.**

"Their appearance is superb with detail variations incorporated between vehicles."

MARK CHIVERS

The new mineral wagons are available in single and twin packs with each set having unique lettering and individual detail differences too.

Decoration is up to Bachmann's usual high standard with an evenly-applied BR grey paint finish relieved by black data panels, yellow and red stripe roller bearing axle boxes (where appropriate), the previously mentioned yellow triangles and diagonal white stripes indicating the end doors – even these differ between vehicles too. For added variety, some diagonal stripes continue over the black data panels, while others do not.

If that's not enough, the printed data panels also vary in size and differ between wagons, with pre-TOPS, TOPS and circuit diagram lettering included where appropriate. For example, our review samples of 281146 and B281982 (38-928Z) are labelled for the Castle Donington Power Station circuit (each with a different style of white lettering), while B282891 and B282904 (38-929Z) are on John Summers and Sons traffic with cream lettering. Of course, over time some of these wagons strayed from their intended circuits so you could mix and match many of these should you wish.

Underframes from this period were relatively simple and the brake gear, brake levers, door bangers and rivet detail are all neatly captured as are the different style of buffers, with spindle, self-contained and Oleo hydraulic examples included within the tooling suite. Cosmetic coupling hooks with instanter couplings are supplied separately with each wagon, while turned metal three-hole wheels and small tension lock couplings in NEM pockets complete the package. As standard, TMC's new wagons are supplied in pristine condition, although a selection of weathering options are also available, as are special coal loads too.

Clearly, much research has gone into producing these superb new 'OO' BR 24.5ton mineral open wagons which fill another gap and provide yet more variety for those wishing to replicate coal operations from the 1950s through to the early 1980s. (MC)

Oxford's 'J27' LANDS

FIRST REVIEW

The first 'J27' to arrive from Oxford Rail is 1010 in LNER black.

The North Eastern Railway's rugged 'J27' 0-6-0 is the latest ready-to-run locomotive to arrive from Oxford Rail. With its wallet friendly price tag, **MIKE WILD** assesses what it has to offer.

THE WORSDELL designed 'J27', or 'P3' in North Eastern Railway parlance, 0-6-0 was one of the staples of the North Eastern Region. The first was completed in 1906 with 115 locomotives being built across the next 16 years in batches.

They were built for the movement of goods, primarily mineral workings, initially covering long distance flows but later being moved to local work as new and more powerful motive power entered service. Nevertheless, the 'J27' continued to be an essential workhorse in the North East. They were seen outside of their native territory with 12 venturing south to the Great Eastern section in 1926 and two heading north to Edinburgh temporarily during the Second World War.

Perhaps the most striking part of the 'J27' story is that they clung on until the very end of steam in the North East. The last weren't withdrawn until September 1967, the final year of steam in the area, by which time they had been a staple part of the motive power scene in the region for six decades.

Despite their long life span only one of the class survived to enter preservation – 65894 which is owned by the North Eastern Locomotive Preservation Group (NELPG) based at the North Yorkshire Moors Railway where it has been a regular performer since arriving on the line in 1971.

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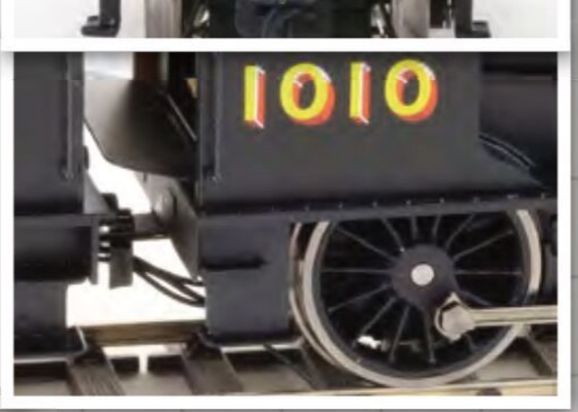


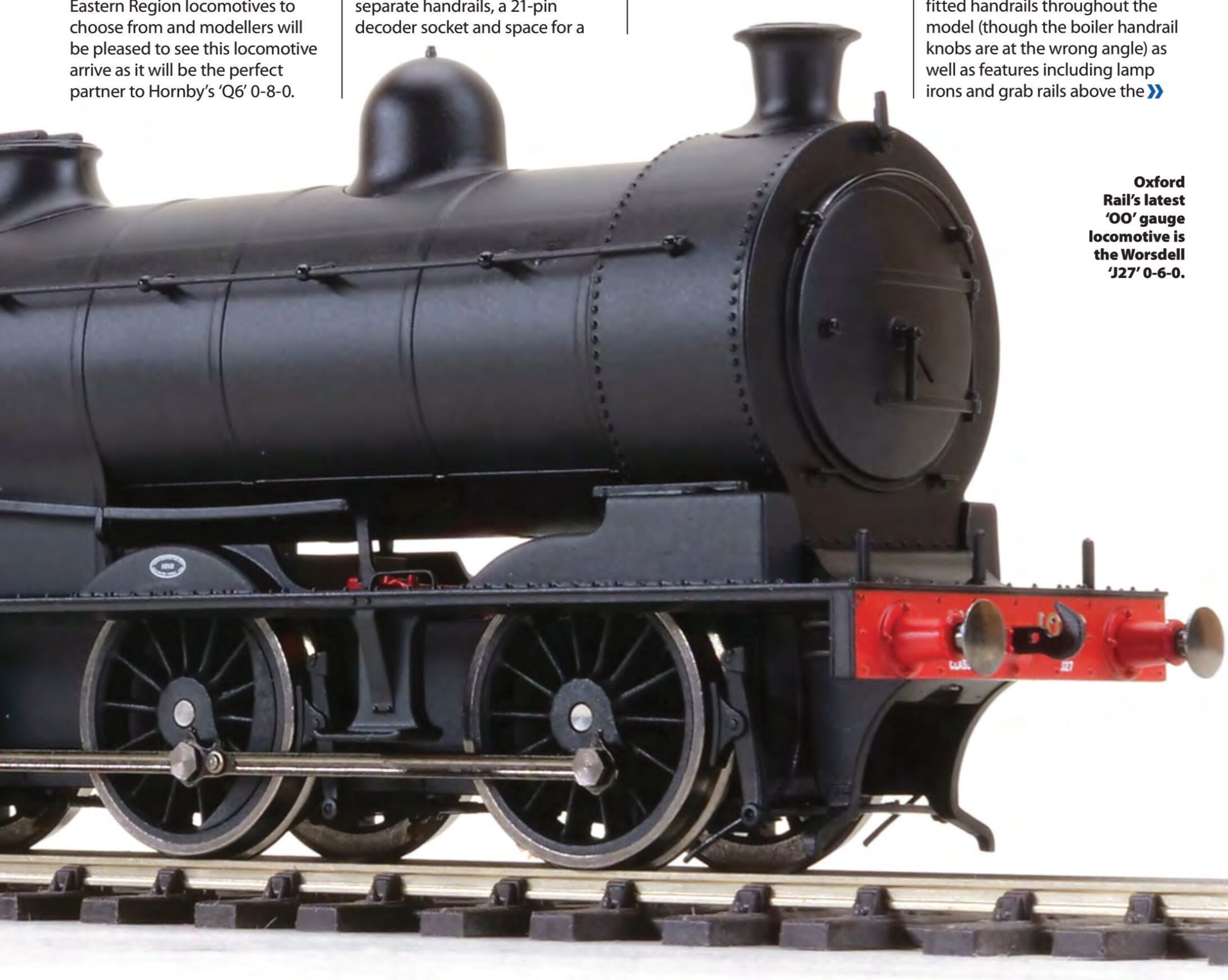
TECHNICAL DETAILS	
Manufacturer:	*www.oxfordrail.com*
Cat No:	OR76J27001
Description:	LNER 'J27' 0-6-0 1010, LNER black
Builder:	North Eastern Railway, Darlington Works
Region:	North Eastern
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	211mm
Price:	£109.95 (DCC ready)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker space:	15mm x 11mm cube in smokebox
Exterior lights:	None
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-6-0
Purpose:	Goods
Haulage capacity (expected):	25 wagons
Haulage capacity (actual):	20 wagons

THE MODEL

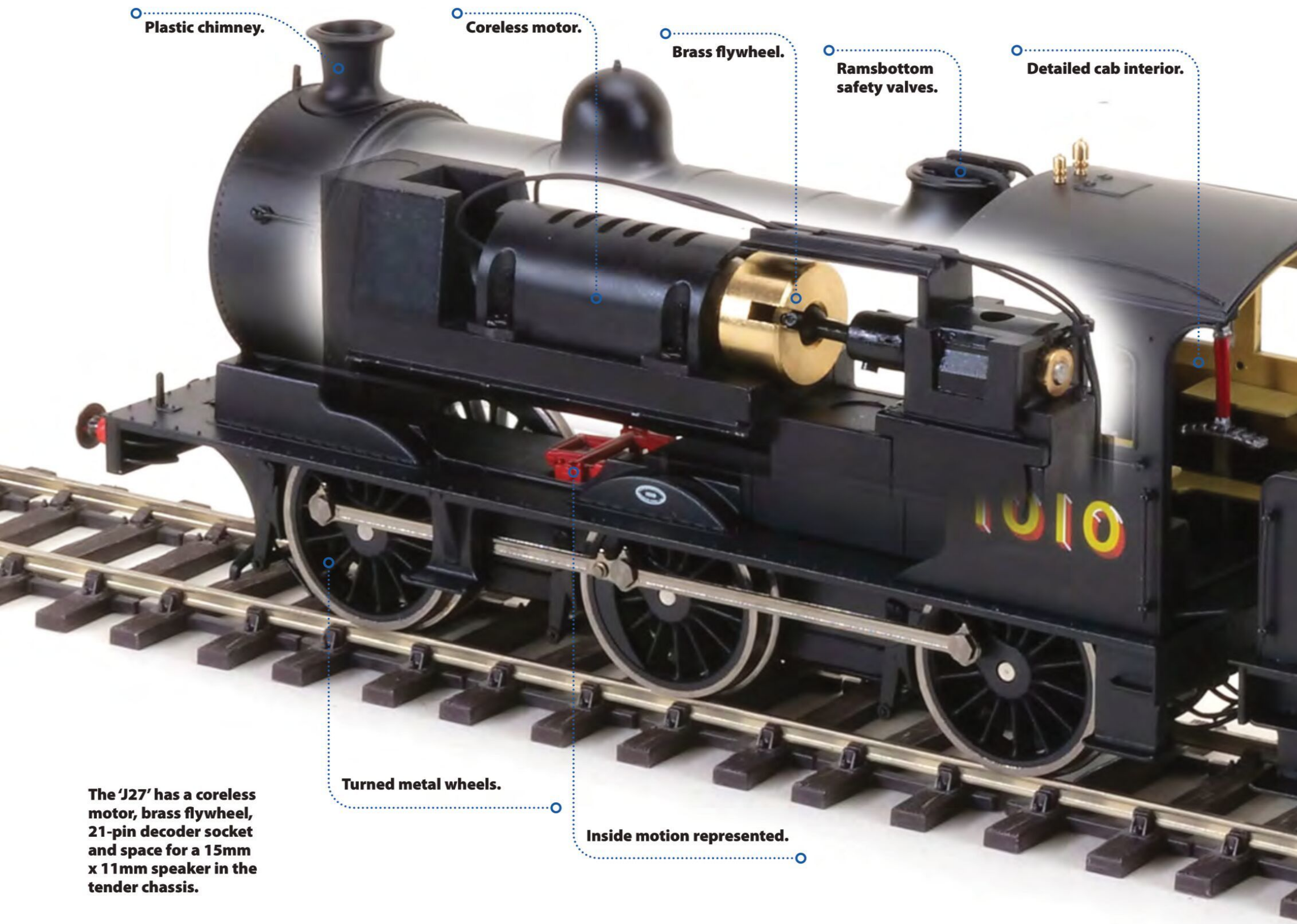
Oxford Rail's new model of the 'J27' was announced at the January 2019 London Toyfair. It is a solid choice of locomotive as there are few home-grown North Eastern Region locomotives to choose from and modellers will be pleased to see this locomotive arrive as it will be the perfect partner to Hornby's 'Q6' 0-8-0.

Keenly priced, we were eager to see what £109.95 would now get you from a ready-to-run model. The headlines are good – a coreless motor, all wheel pick up, turned metal sprung buffers, separate handrails, a 21-pin decoder socket and space for a speaker in the tender. You also get a combination of die-cast and injection moulding for the model.

The 'J27' is a simple engine, and while the overall looks capture that of the real locomotive there are areas which aren't quite correct. The smokebox door isn't rounded or big enough to our eyes meaning that the face of the locomotive isn't quite right. On the positive side there are separately fitted handrails throughout the model (though the boiler handrail knobs are at the wrong angle) as well as features including lamp irons and grab rails above the »



Oxford Rail's latest 'OO' gauge locomotive is the Worsdell 'J27' 0-6-0.



The 'J27' has a coreless motor, brass flywheel, 21-pin decoder socket and space for a 15mm x 11mm speaker in the tender chassis.

side steps. There is basic detailing for the inside motion while the footplate is bereft of lubricator boxes – though this appears to be correct for some locomotives.

The chimney shape isn't right at the top as the upper lip should be taller according to images.

There are good points though. Oxford has catered for different periods of the 'J27' with our sample model of 1010 featuring an early tall dome boiler with Ramsbottom safety valves while the cab roof has a neatly turned pair of whistles. Below the frames the brake shoes sit in line with the wheels and sandpipes are modelled, though the rest of the chassis block is plain. Some of this does come down to the utilitarian nature of the real locomotive design, but nevertheless lower firebox or frame detail could have been included to enhance its underpinnings.

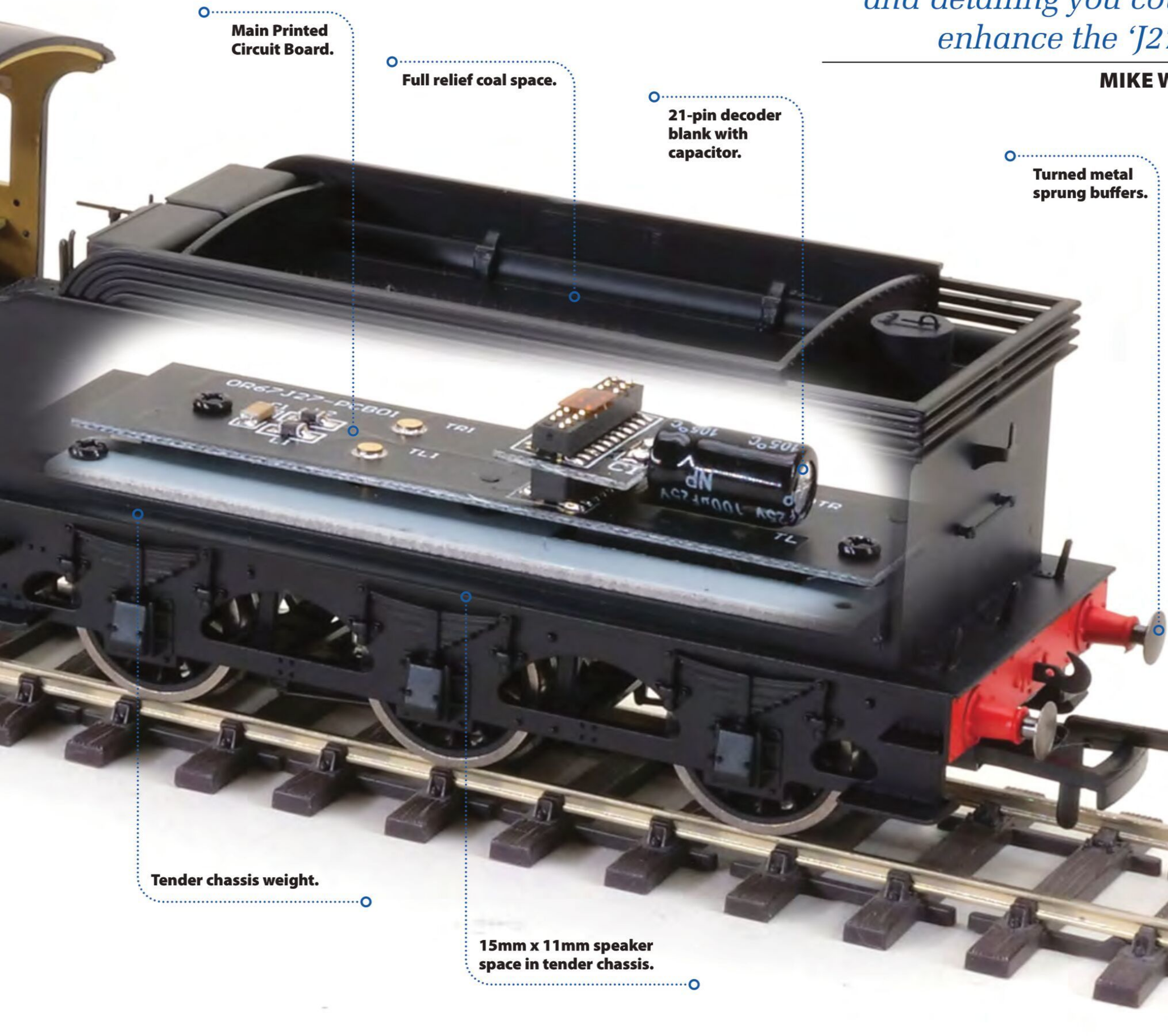
The simple outline of the 'J27' has been captured, but the model misses some detailing including lubricator boxes on the footplate.

Moving back to the cab and Oxford has delivered a neatly detailed interior with a full complement of backhead fittings, lever reverser, regulator and even black and white striped printing of the gauge glass backs too. There's a folding metal fallplate while the tender itself is neatly detailed but lightweight. It is semi-permanently coupled to the locomotive with a screw fixed drawbar. Other features of the tender include infilled coal rails (as they should be), tool boxes, handbrake, a moulded coal load and separate lamp irons.

Decoration of our sample of 1010 in LNER black was well executed with neat application of the plain black base colour and finely printed locomotive numbers

"It is pleasing to see Oxford Rail take positive steps with DCC compatibility and with weathering and detailing you could enhance the 'J27'."

MIKE WILD



and LNER lettering. The front bufferbeam has the correct details too including the locomotive classification and number.

PERFORMANCE

We've found Oxford Rail's mechanisms to be robust in service on previous releases and the 'J27' follows that pattern. The locomotive mounted motor drives the rear axle and after running in we found it to be capable of hauling a 20 wagon goods around our test track.

It ran happily through code 75 points, but we did notice two small issues with our sample. The first was poor shaping of the pick-ups which are made from very thin material. This caused some problems with running initially, but once we found the source of the problem it settled down to be a consistent performer throughout the rest of our testing.

Secondly the fallplate between the locomotive and tender had a tendency to drop which occasionally caused the 0-6-0 to derail on third radius or sharper curves as it locked against the tender frames.

One area where the 'J27' scores highly is in its provision for digital sound upgrades. The decoder interface is simple to access inside the tender and we were impressed to see a wire free option for installing a speaker in the chassis too. Underneath the main Printed Circuit Board (PCB) is a well to accept a 15mm x 11mm cube speaker with contact tabs above on the PCB which link back to the decoder socket. This will make the 'J27' a very straightforward upgrade to DCC sound without the need for any soldering.

OVERALL

Looking over the 'J27' as a whole it is built with price in mind. It doesn't meet every point of detail and our initial testing was hampered by the misshapen pick-ups, but having resolved that small issue following a quick diagnosis, the 'J27' ran well.

It is pleasing to see Oxford Rail take positive steps with DCC compatibility and with a little care in weathering and detailing you could enhance the 'J27'. We hope it does well for Oxford Rail – it should do with the current lack of North Eastern Region motive power – but we would also like to think that the closely related 'J26', the next locomotive release from Oxford, might gain a little refinement to its appearance before it hits the shelves.

All in all, this is a useful model which is sure to find favour with Eastern Region modellers. (MW)

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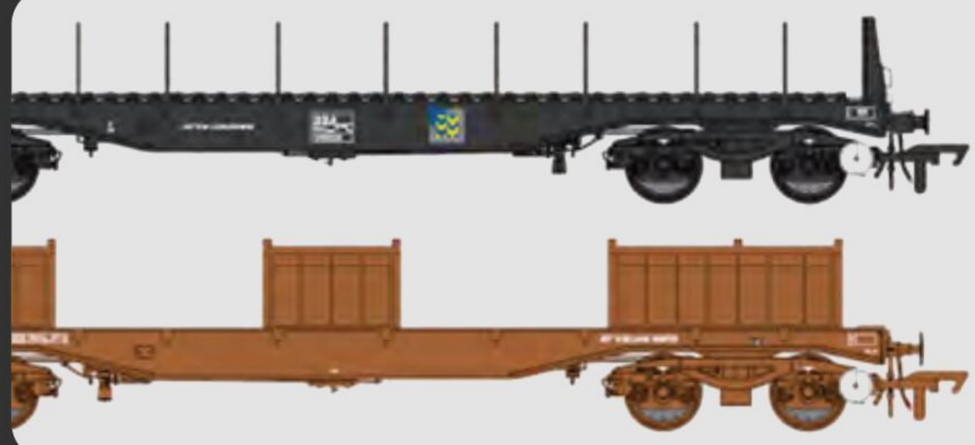

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Thunderbirds

The Class 57 is an important part of the modern railway scene and one stands out from the crowd – 57307 *Lady Penelope* in its Cable Thieves-branded DRS livery. **MIKE WILD** picks up a Bachmann Collectors Club limited edition of the unique locomotive for this sound installation guide.

BODYSNATCHERS, Thunderbirds, Zombies – just three of the nicknames given to the Class 57 fleet rebuilt from ageing Brush Type 4s between 1998 and 2004. The first were completed for Freightliner, but so successful were the Brush-managed rebuilds that in total 33 locomotives were rebuilt.

The reconfigured Class 57s feature an EMD 645-E3 or 645-F3B V12 two-stroke diesel engine at their heart which develops either 2,025hp or 2,200hp respectively. The rebuilds also saw reconditioned alternators installed together with a heavy overhaul of each locomotive. The cost of this process was £300,000 per Class 57 – considerably less than building a brand new locomotive.

There are three distinct sub-classes within the Class 57. The Class 57/0 fleet of 12 locomotives were built specifically for Freightliner to haul container trains while the Class 57/3 sub-class of 16 were built for Virgin Trains to provide 'Thunderbird' locomotives – they were given Thunderbird theme names – to rescue stricken multiple units from the newly introduced Pendolino fleet. The last four 57/3s were provided to haul Pendolino's along the North Wales Coast on Euston-Holyhead services from Crewe.

The third sub-class were the passenger dedicated Class 57/6s. This small fleet of six locomotives were built for First Great Western for operation of its 'Night Riviera' sleeper train.

Since their introduction, there have been a number of operator changes with locomotives operated by Network Rail, Advenza Freight, Arriva Trains Wales, Colas Rail, Freightliner and others. Today the fleet is split between Direct Rail Services (57/0 and 57/3), West Coast Railways (57/0, 57/3 and 57/6), Rail Operations Group (57/3) and Great Western Railway (57/6). The entire fleet of 33 is still in service.

The Class 57 has been a longstanding part of the Bachmann Branchline 'OO' gauge range and it is also available for 'N' gauge from Graham Farish. Our sound project focuses on the Bachmann 'OO' gauge model with our candidate being the Bachmann Collector Club limited edition of 57307 *Lady Penelope* in Direct Rail Services blue with 'Cable thieves: we're watching you' branding on the bodyside.

Underneath 57307 is the same as every other Class 57 made by Bachmann. It features a five-pole motor driving all wheels via twin

Bachmann's Class 57 is a simple conversion to digital sound with its factory created speaker well and 21-pin decoder socket. The finished model of 57307 *Lady Penelope* pilots a Pendolino past Topley Dale Quarry on a diversion from the West Coast Main Line.

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flywheels. There is space inside for a 40mm x 22mm speaker while a 21-pin decoder socket is positioned on top of the chassis block. The only change to note is that some versions have a single body securing screw under the cabs whereas others (including 57307) have two.

The sound file we have chosen is Digitrains' ZS57ASL Active Drive project which has been loaded onto a ZIMO MX644D sound decoder. This chip is comprehensive in its operational values and offers superb sound reproduction. We paired it with a ZIMO 40mm x 22mm twin speaker with a 3D printed enclosure for its low profile which allows it to fit in the well in the top of the chassis with minimum modifications.

We've also coupled a DCC Concepts Zen two-wire stay alive pack to the MX644D decoder to ensure that this 'Thunderbird' is unstoppable.

The process of sound installation is straightforward for the Class 57 with only minor modifications required below the roof fan grilles to allow the speaker to fit comfortably. Six soldered joints need to be made (if you add a stay alive – four without it) to join everything together and you can expect to complete the entire process in around 45 minutes to an hour.

The result is a Class 57 which sounds just like the real thing and drives superbly thanks to the ZIMO decoder settings and function operation. Highlights of the sound profile include a full startup routine using functions 15 and 1, options to drive the locomotive in train or light engine modes, notching down the engine power with a single speed step change, speed lock – which locks the speed of the locomotive to allow control of the engine sounds with a DCC throttle, engine idle mode through function keys, active brakes and live volume control through functions 27 and 28. You can watch a full sound demonstration of the Class 57 from this feature at *www.keymodelworld.com* during July.

The following step by step guide goes through the full sound installation process for the Bachmann Class 57 from start to finish. **HM**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MX644D sound decoder	*www.digitrains.co.uk*	MX644D
Class 57 Active Drive sound file	*www.digitrains.co.uk*	ZS57ASL
ZIMO 40mm x 22mm twin speaker	*www.digitrains.co.uk*	LS40x22x09
DCC Concepts Zen two-wire stay alive	*www.dccconcepts.com*	DCD-SAS-SS1
TCS black decoder wire	*www.digitrains.co.uk*	1217

INSTALLING DIGITAL SOUND IN THE BACHMANN CLASS 57

1 The Bachmann Class 57 makes for a simple sound installation when the right products are chosen. For this project we are installing a ZIMO MX644D chip with Digitrains ZS57ASL sound file on board, a ZIMO 40mm x 22mm 3D printed speaker and a DCC Concepts Zen stay alive.

2 There are eight screws holding the body in place – some versions only have six. All versions have four screws embedded in the chassis above the rear half of the bogies.

3 At the front, some versions have one screw at each end, but this 2019 edition has two screws at each end with silver heads. Release these next.

SOUND FUNCTIONS	
Func key	**Sound**
F0	Lights on/off
F1	Sound on/off
F2	Active brakes
F3	Horns
F4	Horn
F5	Light engine mode
F6	Engine idle
F7	Engine speed-lock
F8	Coupling up
F9	Flange squeal
F10	Brake release
F11	Brake squeal
F12	Spirax valves
F13	Horns
F14	Fan
F15	Starter
F16	Compressor
F17	Horns
F18	Door slam
F19	Fade all sounds
F20	Cab lights
F27	Volume down
F28	Volume up

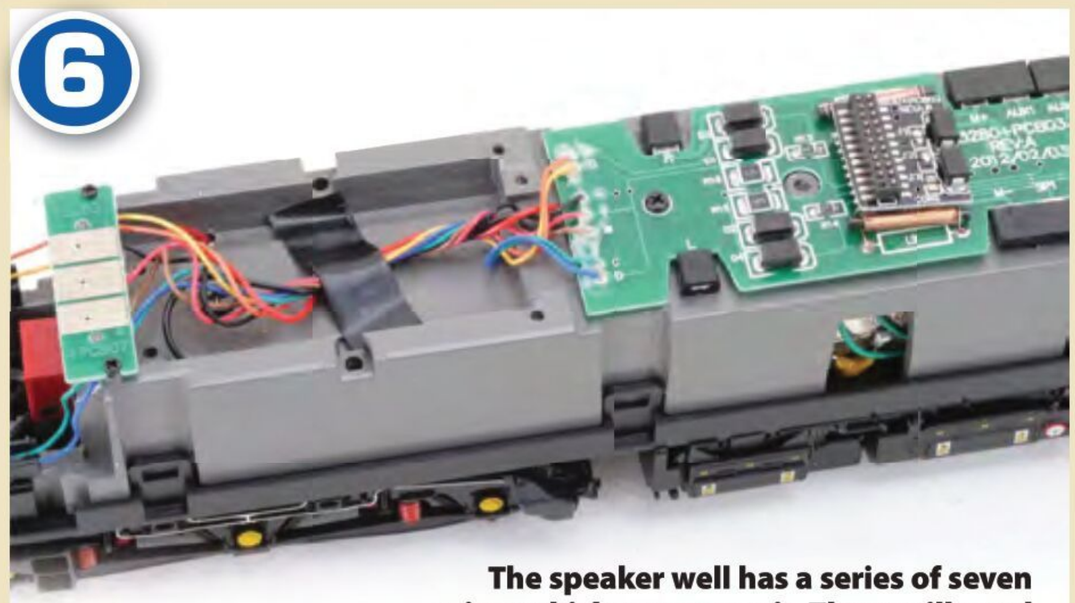
4 With all the body fixing screws released, the body slides up with a small amount of outward pressure on the bottom of the body sides at the start of the lift. If there is any resistance you have missed a screw.

5 Inside is space for a 40mm x 22mm speaker in the well at the No. 1 end while a 21-pin decoder socket is positioned at the centre of the chassis. There is room for a stay alive at the No. 2 end.

Intermediate
Beginner SKILL LEVEL Advanced

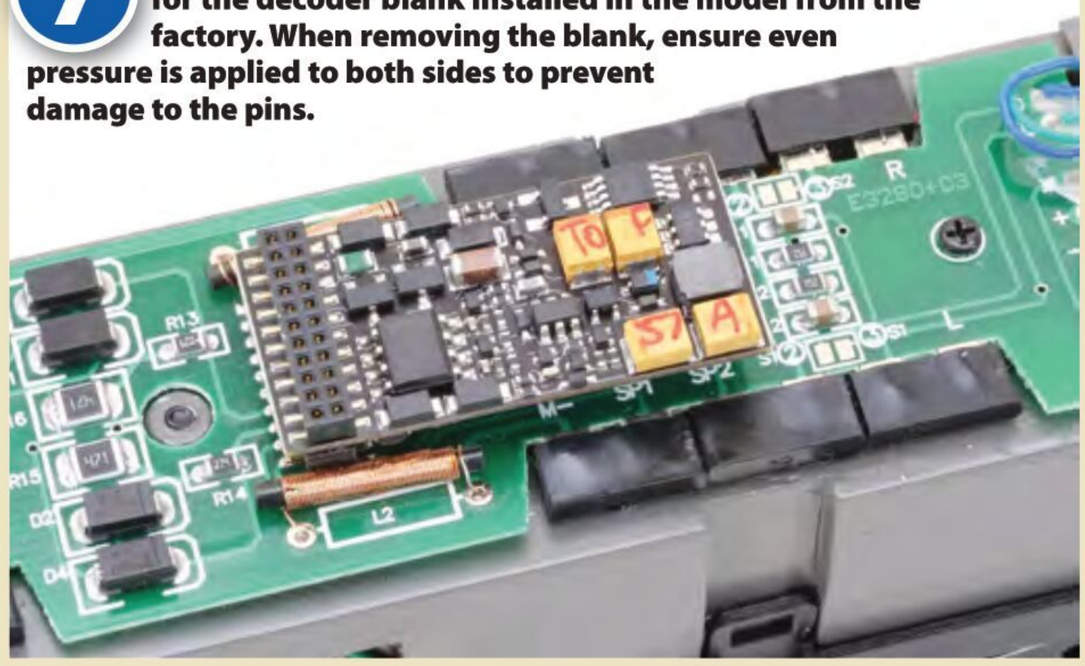
Ex-Virgin Trains 'Thunderbird' Class 57/3 57307 *Lady Penelope* crosses the River Esk at Mossband while hauling a pair of Class 221 'Super Voyager' driving cars from Polmadie Car M.D. to Barton-under-Needwood RSMD on June 22 2014. Gordon Edgar.

6



The speaker well has a series of seven wires which run across it. These will need rearranging in order to make enough space for a speaker to be installed.

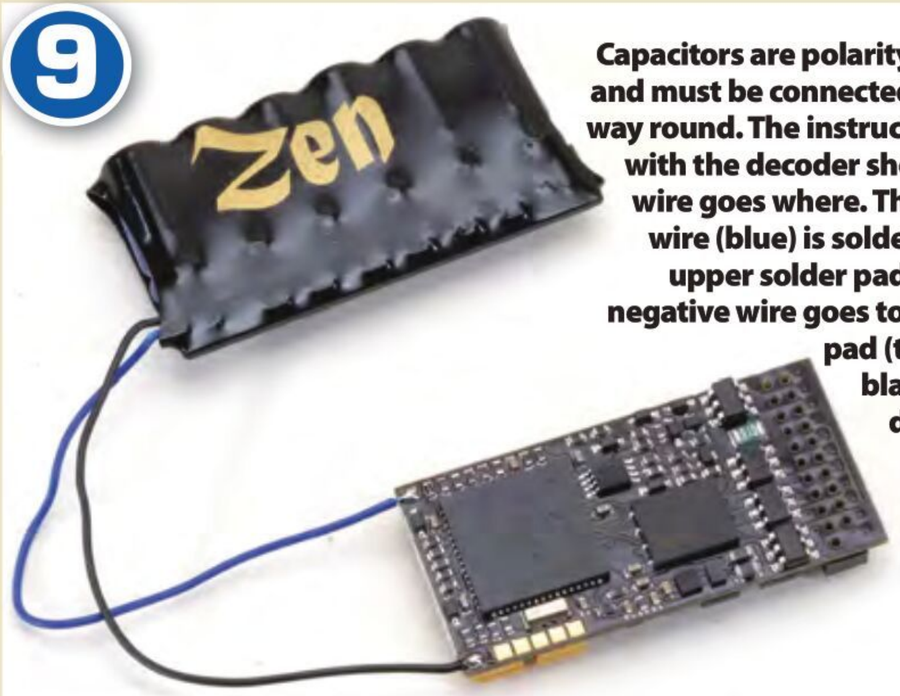
7 **The ZIMO MX644D decoder is a straightforward replacement for the decoder blank installed in the model from the factory. When removing the blank, ensure even pressure is applied to both sides to prevent damage to the pins.**



8

The ZIMO MX644D has the option to add a stay alive capacitor pack for increased reliability. We are using a new DCC Concepts Zen six-capacitor two-wire type for this model.

9

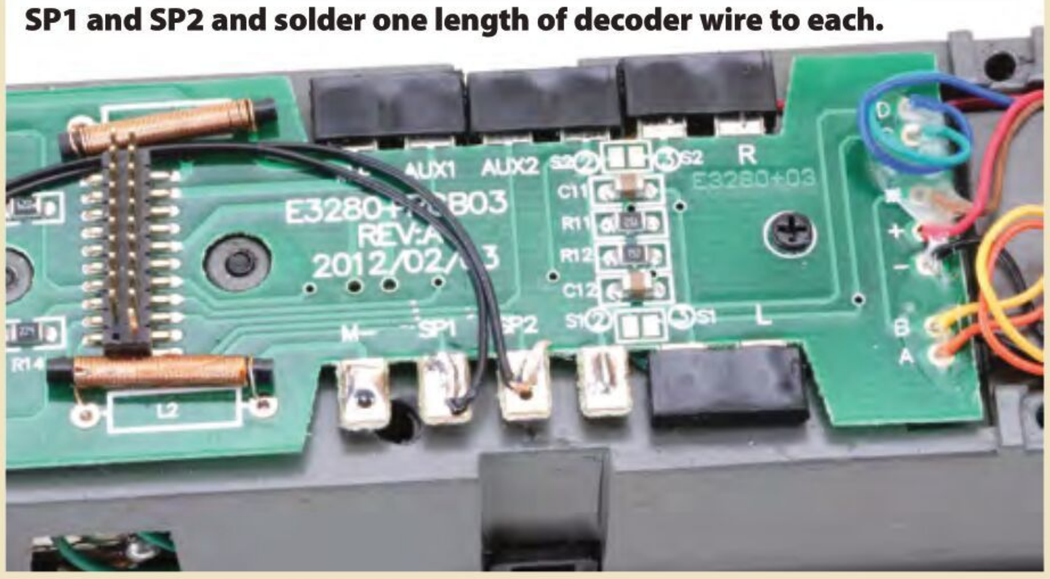


Capacitors are polarity sensitive and must be connected the right way round. The instruction sheet with the decoder shows which wire goes where. The positive wire (blue) is soldered to the upper solder pad while the negative wire goes to the lower pad (this can be black or grey depending on the capacitor type).

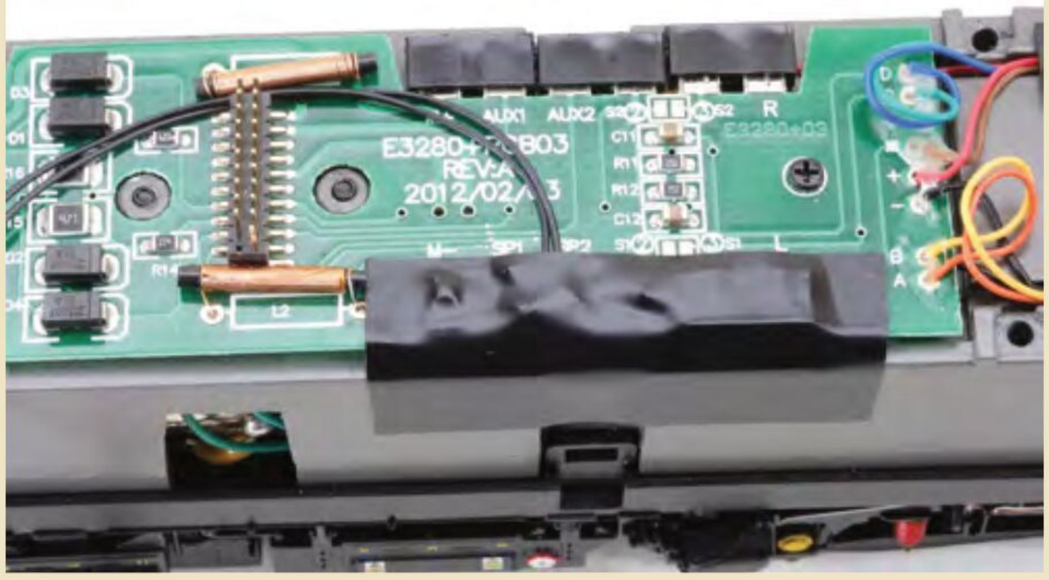
INSTALLING DIGITAL SOUND IN THE BACHMANN CLASS 57

Beginner — Intermediate — Advanced — SKILL LEVEL

10 **Next we need to add wires to connect the speaker to the decoder. Terminals are provided on the main PCB of the locomotive which link back to the correct pins on the decoder socket. Remove the black tabs from the connections marked SP1 and SP2 and solder one length of decoder wire to each.**

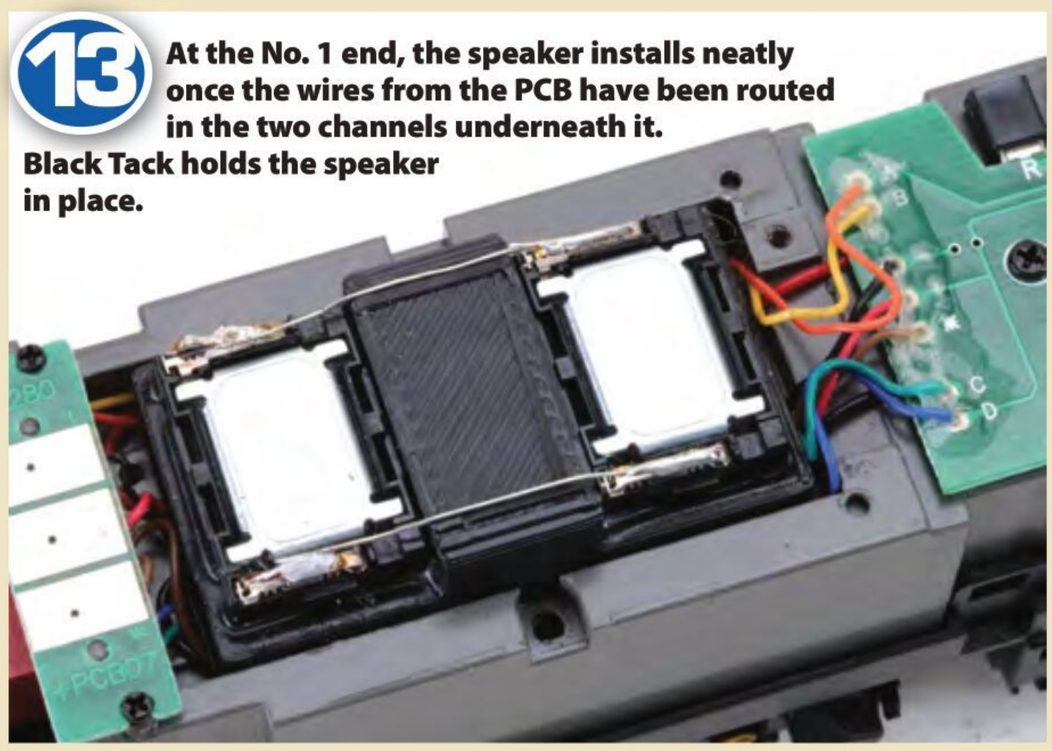


11 **To prevent short circuits on reassembly, the solder pads have been covered with insulation tape as the original covers will no longer fit.**

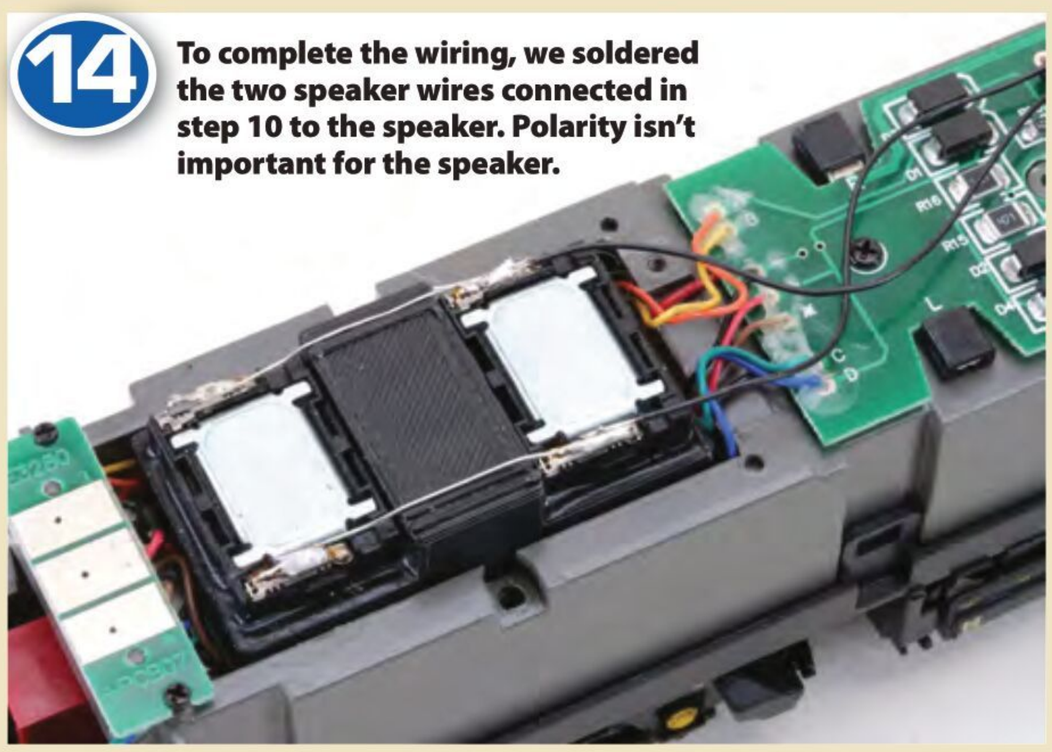


12 **The decoder and stay alive have now been fitted with the stay alive held in place with Black Tack. We also shortened the stay alive wires to minimise the amount of space required for them.**

13 **At the No. 1 end, the speaker installs neatly once the wires from the PCB have been routed in the two channels underneath it. Black Tack holds the speaker in place.**

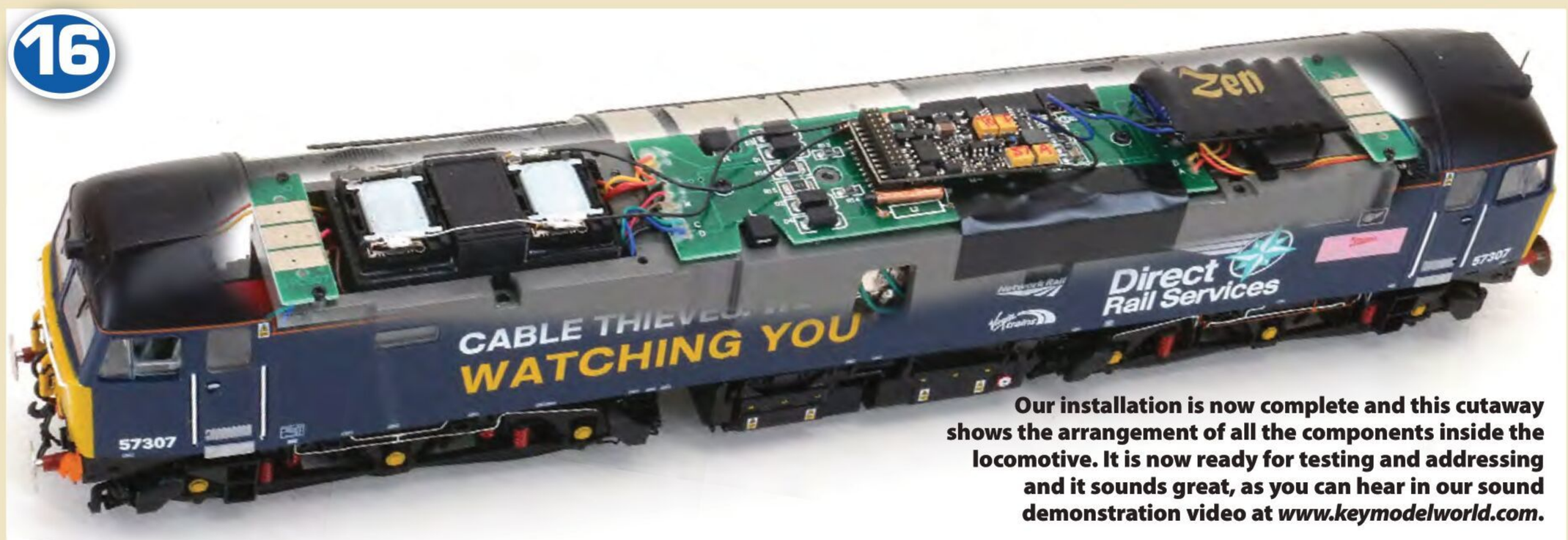


14 **To complete the wiring, we soldered the two speaker wires connected in step 10 to the speaker. Polarity isn't important for the speaker.**



15

Having test fitted the body, we found we needed one small modification in order for it to fit comfortably. The angled inner edges of the body mounting supports needed trimming to clear the speaker. We had removed the roof fan grille at this point, but found it just fitted inside.

16 

Our installation is now complete and this cutaway shows the arrangement of all the components inside the locomotive. It is now ready for testing and addressing and it sounds great, as you can hear in our sound demonstration video at *www.keymodelworld.com*.

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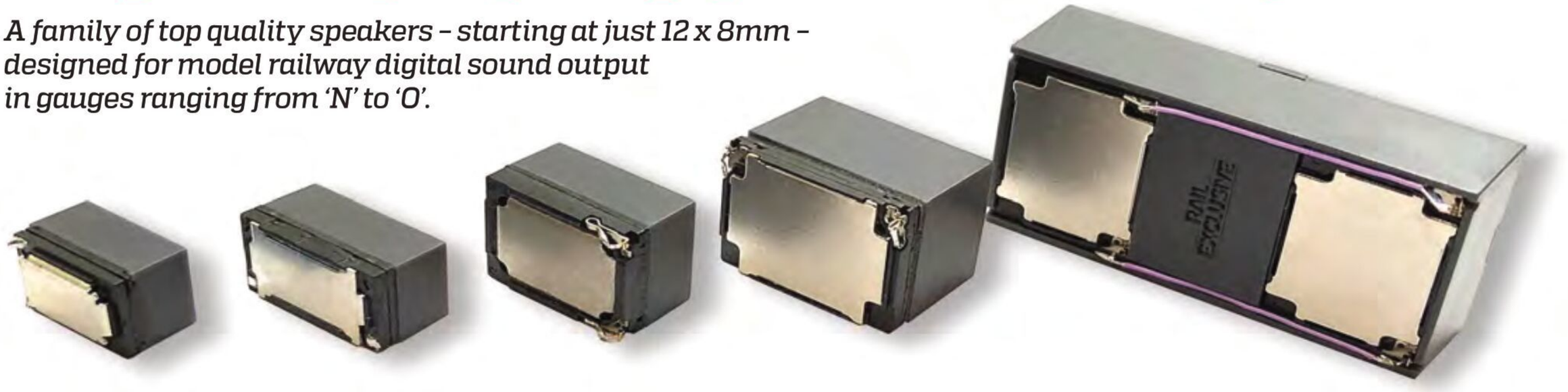

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Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
The 'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
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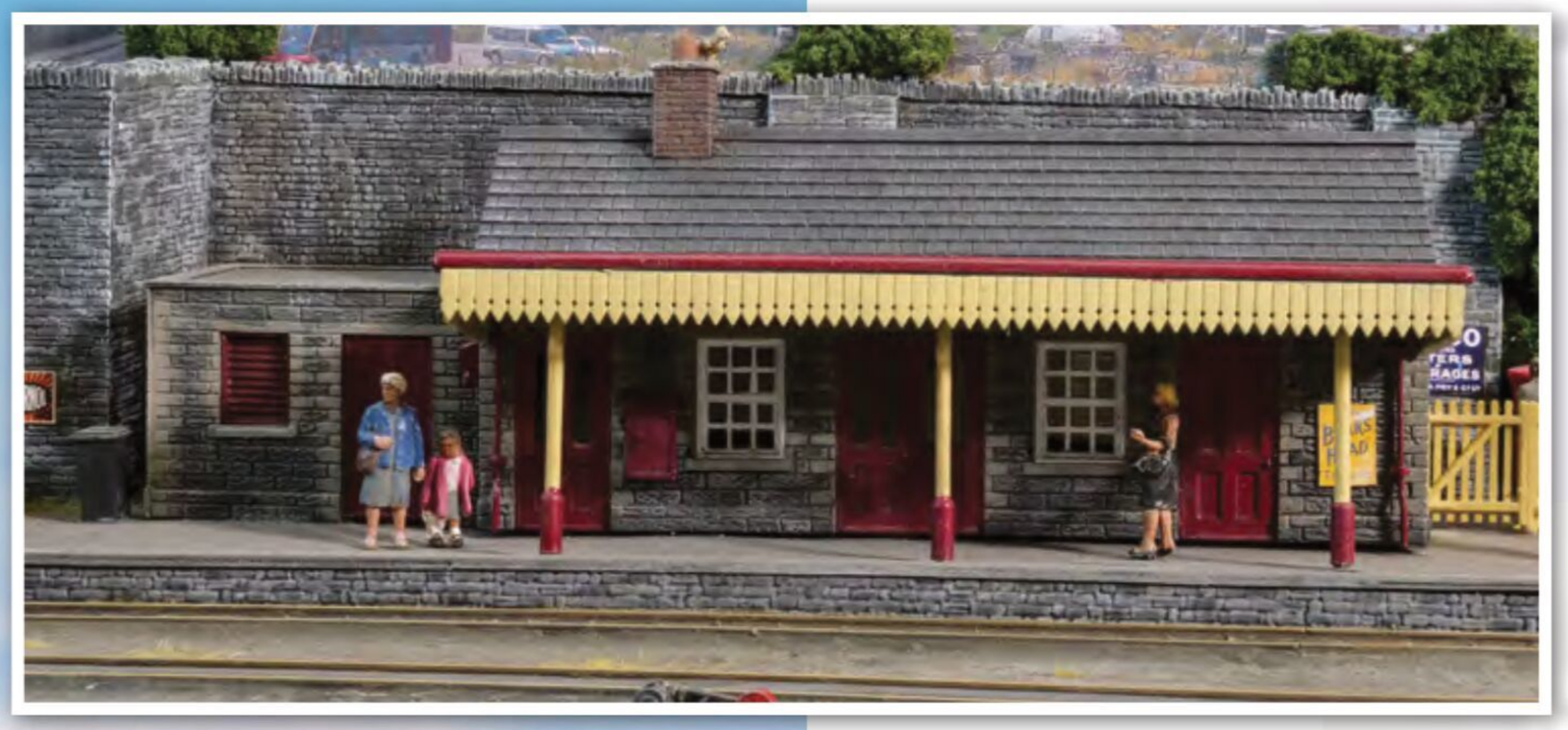
Tal-y-bont

North Wales narrow gauge railways and the Bachmann ready-to-run Baldwin 4-6-0T were all the inspiration **STEVE JONES** needed to build his first 'OO9' layout. Tal-y-bont is the result.

PHOTOGRAPHY, MIKE WILD

GAUGE **'009', 9mm** | SCALE **4mm:1ft** | SIZE **20ft x 14in** | REGION **NORTH WALES** | PERIOD **PRESERVATION** | CONTROL **GAUGEMASTER PRODIGY**



Right: **Tal-y-bont station building is a detailed Peco kit.**

Bottom: **The Wills 'tin tabernacle' provides interest away from the railway on the cutting scene.**

Below: **Welsh Highland Railway maroon Baldwin 10-12-D 4-6-0T 590 steams across Tal-y-bont viaduct with a short rake of Peco 'OO9' coaches recreating a classic North Wales narrow gauge scene.**

WELCOME to Tal-y-bont - one of the undiscovered 'Great little trains of Wales'. Situated on the west coast of North Wales, it runs through spectacular scenery, deep into the mountains of Snowdonia.

The line was originally built to transport Welsh slate to the main line at Tal-y-bont Wharf where it was transferred to standard gauge wagons for onward transportation to docks for shipment overseas, or to roof the houses of British towns & cities. I appreciate this is the story of almost every narrow-gauge line in North Wales but I like to build layouts that have credibility and if not a model of a prototype at least based upon one.

I have built a number of 'OO' gauge layouts over the years but this is my first foray into the world of 'OO9' narrow gauge (4mm:1ft scale using 9mm gauge track). I've admired many layouts in the scale and it's difficult to beat a visit to a narrow gauge railway for charm and the scenery that they tend to run through – particularly those that run through the spectacular landscape of North Wales.

Bachmann's Baldwin proved to be the catalyst to start the project. With a couple of points and some Peco flexible track, I began planning on the dining room table with a roll of lining paper and a pencil. An online purchase of the book *Past & Present* »

4 Left: **Tal-y-bont takes inspiration from the Talyllyn Railway in North Wales. Baldwin 4-6-0T *Peggy* has charge of a matching rake of maroon liveried stock as it pulls away from Tal-y-Bont station.**

5 Right: **At Tal-y-bont Wharf *Peggy* simmers in the yard as 590 arrives at the end of the line.**

6 Below: **The Wharf station is modelled on Tywyn and uses a Peco station kit together with walling from Wills plastic sheets. The track has been embedded into the ground with Das modelling clay.**

(special) The Talyllyn Railway proved an invaluable reference with numerous photographs and track plans. The beauty of 'OO9' is that you can fit tons into a small space.

I hope, to those familiar, the track plan is recognisable as that at Tywyn on the Talyllyn Railway. For me it was a nice, neat compact plan enabling a run-round facility and added interest of a standard gauge line (modelled as a derelict piece of track) with derelict loading platform, wagon turntable, watering and coaling facility and a terminus station.

TALYLLYN THEME

When I started building the layout around two years ago, I didn't really know how the project would go. I was keen, however, for the layout to have the feel of the Talyllyn and from the outset the intention was for the railway, at some point, to run over a small viaduct similar to that at Dolgoch. From that rough plan, a suitable name was researched which would be a nod to the Talyllyn, whilst at the same time making it clear that it wasn't a model of it. Tal-y-bont (tall bridge in welsh) seemed appropriate and fitted the bill.

With the viaduct idea in mind, I purchased a Wills 'N' gauge viaduct. Whilst I wasn't proposing to use it on the first of the scenic boards, I needed to accommodate the scenery falling away from the trackbed in the future. An open frame style baseboard was constructed with a void under the trackbed. This was useful to accommodate point motors and wiring but it did make the boards bulkier than I had originally envisaged. The boards are 4ft x 14in – small enough to be tucked out of the way on racking when not in use. One accidental benefit was that the ply facia presented the perfect place for the control panel – keeping everything

contained within the previously mentioned void.

Track was laid, wired and ballasted in the traditional manner. I wasn't sure about Digital Command Control (DCC) at the time, so I wired isolated sections so traditional DC operation could be accommodated. I wanted to try to model a yard area and used DAS modelling clay to create the ground cover base layer, giving the impression of track embedded in all the associated dust, ash and muck. You have to be brave and it can look a heck of a mess until it's dried and painted.

A Peco station building provides the station facilities with a Wills water tower and crossing keeper's cottage. The bridge is scratchbuilt from Peco and Slaters plasticard. The first board (and wharfside extension) was largely completed before I embarked upon the second board. I wanted to create a piece of countryside before the railway reached its next destination – not really a credible prospect in 'OO' gauge unless you have a lot of space.

Many years ago, I made my own rock mould from a real rock borrowed from the rockery and bathroom sealant. I was keen to use it again and a rock cutting

appealed, a feature often seen on the generic prototype. A small road bridge was sourced from an online supplier which added a little character and the Wills 'tin tabernacle' church added a scenic focus for the section.

PHOTO-FINISH

By this point, I had managed to drag the family to the Talyllyn Railway for a day trip whilst on holiday relatively nearby. I wanted to get a feel for the place but the main reason was to take as many pictures »

7 Left: **The level crossing gates are operated by a Heathcote Electronics module and you can see them working in our exclusive video online at *www.keymodelworld.com*.**

8 Right: **A trio of Baldwin tanks gather at Tal-y-bont with WD 778 on shed while the maroon pair head a passenger working towards Tal-y-bont Wharf.**

9 Below: **A double-headed working draws into Tal-y-bont alongside the engine shed. This location is modelled on Pendre – the Talyllyn Railway's engineering base – with a condensed trackplan.**

as possible, not only for my own reference but to create the backscene.

Armed with my phone, I spent the entire journey up and down the line taking images of the scenery from the train intending them to be cut together at home when I had played around a little with the size and composition. Awkward transitions can easily be disguised by bushes and trees. I'm particularly pleased with the way the images of the roads create the impression of the model roads disappearing into the distance. There is nothing better to give a layout its own sense of place than to have images of the actual place on the model – I hope there is no misconception that we are firmly in Wales!

A third board was then constructed on which I had now planned a second station and shed facility for the line. Again, inspiration came from the Talyllyn in the form of Pendre, the Talyllyn's own shed and maintenance facility. The track plan on the model has been considerably trimmed down from its current form at Pendre, which in reality includes carriage sidings and extensive maintenance facilities. Even in 'OO9', compromise is still a necessity! As at Pendre, there is a level crossing and again, this is a feature I wanted to include. A motorised kit was sourced from Heathcote Electronics, which is powered by servos and a single switch – very clever stuff if a little challenging to actually get working reliably.

Bachmann Scenecraft buildings add to the atmosphere (engine shed, water tower, ground frame box and cottage) with yet another Peco station building providing the facilities for the passengers which are predominantly from the excellent Modelu range.

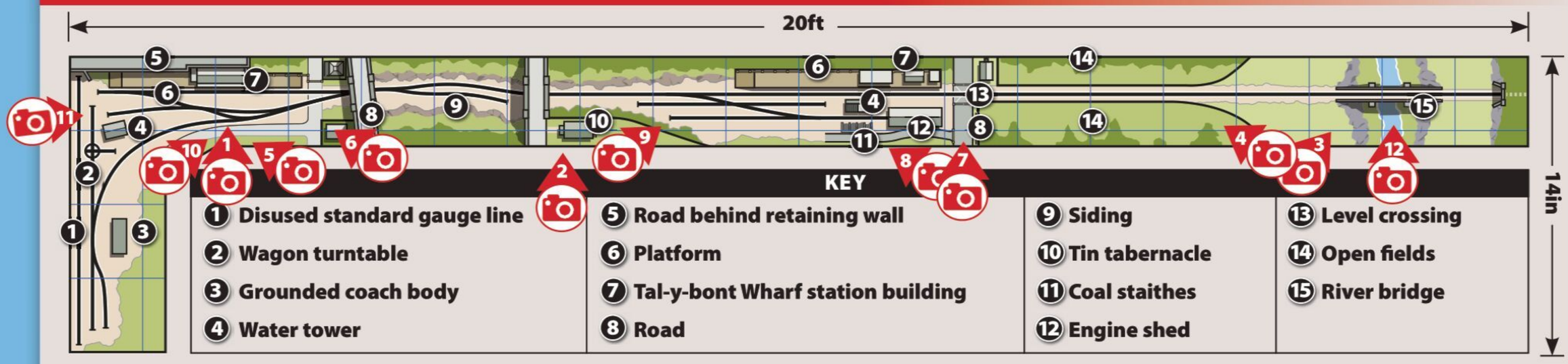
I have the luxury of a converted double garage which has become my workshop which affords me the opportunity of having a large 'OO' gauge layout set up (either Sydney Gardens – HM102 or Chilcompton Tunnel – HM150) and the narrow gauge along one wall. This space does have its restrictions meaning that the next board would be the last that could be accommodated in the garage – four 4ft long boards. The fourth board was built around the viaduct which had been waiting patiently for around 18 months. Out came the rock mould again and an 'N' gauge Peco tunnel mouth would create the exit to the rest of the world. »

"Operation is DCC, with sound fitted Bachmann Baldwins chuffing happily through the scenery pulling attractive rakes of Peco coaches."

STEVE JONES

10 **A Southern Railway liveried Baldwin 10-12-D rolls into the sidings at Tal-y-bont Wharf with a rake of slate wagons while a second locomotive waits to depart with passenger stock. The road overbridge is scratchbuilt.**

TAL-Y-BONT TRACK DIAGRAM (NOT TO SCALE)



NEW TECHNIQUES

I always like to try something new on a project and I liked the idea of modelling moving water and a waterfall. Inspiration came from Dolgoch Falls, but a suitable photograph for a backscene had proved impossible. A visit to Pistyll Rhaeadr Falls near Oswestry when on holiday the following year provided the opportunity to snap some images which I hoped would work for the backscene. Some trial and error later, I settled on an image which provided the impact I was after.

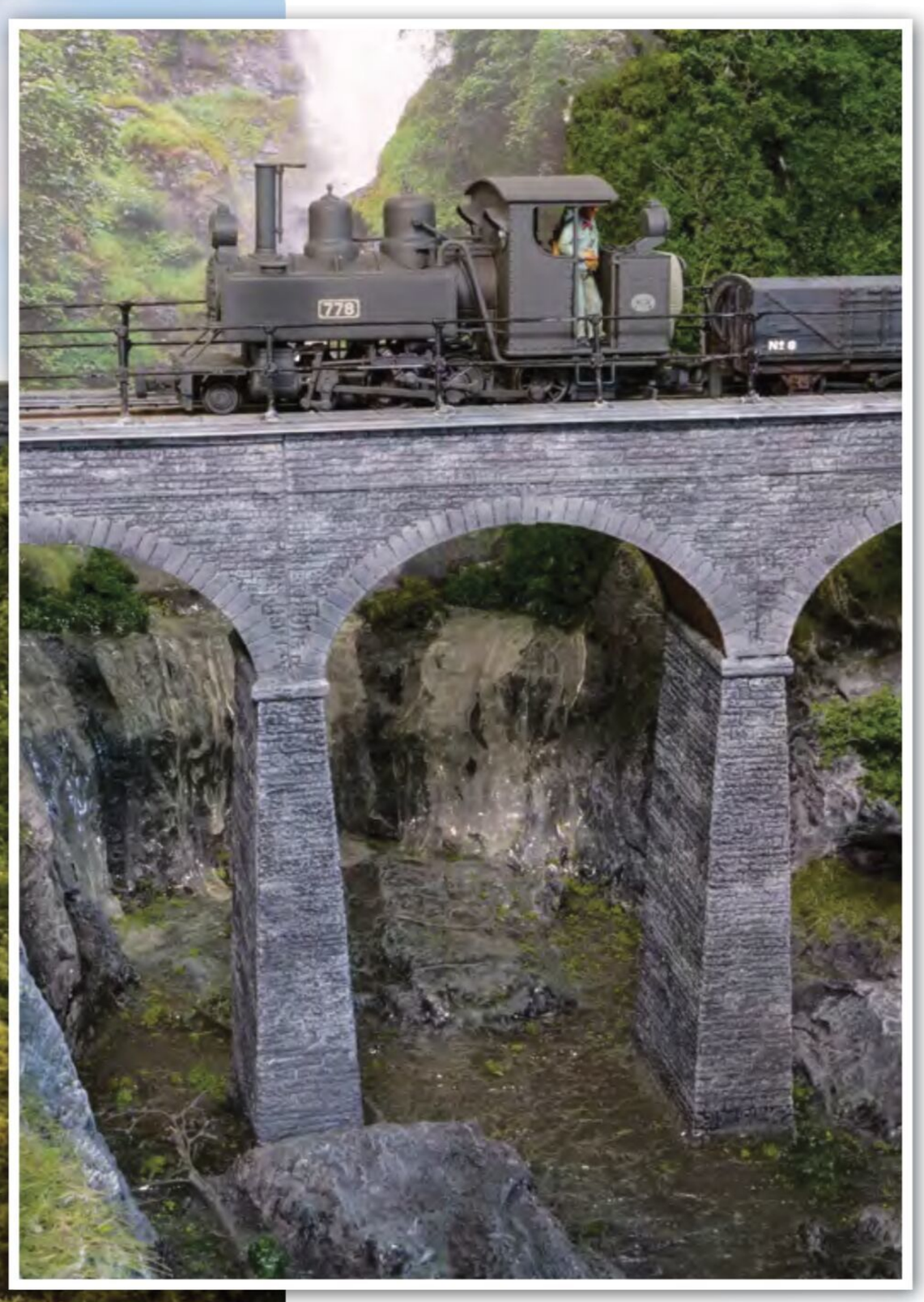
I spent some time online watching experts creating some amazing water effects with Woodland Scenics products. The 'water' is a two-part resin mixture and relatively straightforward to use. There are various colours but I plumped for the murky water mix. My only advice though, is to make sure your riverbed is water tight: mine was not! It will find any way it can to leak out and I ended up with a puddle under the base-board on the dining room table! The Woodland Scenics 'water effects' was then used to create the waterfall and ripples on the surface once the resin had set.

Operation is DCC, with sound fitted Bachmann Baldwins chuffing happily through the scenery pulling attractive rakes of Peco coaches – but be warned: if thinking of a 'OO9' project, track, wheels and pick-ups must be spotless for reliable running.

In the past, 'OO9' was the preserve of those willing and able to build locomotive kits and scratchbuilders. With ready-to-run locomotives and rolling stock, 'OO9' will appeal to many more, particularly those challenged with limited space.

I hope to take Tal-y-bont onto the exhibition circuit in the future and have thoroughly enjoyed this change from the norm for me. **HM**

11 A Glyn Valley Tramway 0-6-0T eases into the station with a passenger working adding variety to the Baldwin-dominated locomotive fleet.



12 WD 778 crosses the viaduct with a short goods. The background images were taken on a trip to Pistyll Rhaeadr Falls near Oswestry while the water effects are made with Woodland Scenics products.

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70 Years of the Talyllyn

Heritage railways are now an everyday part of life – but 70 years ago when volunteers took over the isolated Talyllyn Railway in Wales the idea of amateurs running trains was considered not only controversial but also completely crackpot, as **EVAN GREEN-HUGHES** describes.

Original locomotives *Talyllyn* and *Dolgoch* double head a passenger train with open wagons at the rear recreating a scene which could have happened in the 1880s. This fabulous 2ft 3in gauge line was a pioneer of railway preservation in 1951. Daryl Hutchinson/Alamy.

1865 built 0-4-0WT *Dolgoch* runs round its coaches at Tywyn station ready for the next departure along the line in May 2015. Neil McAllister/Alamy.

NESTLED on the west coast of Wales and separated from the bulk of that country by a range of mountains which even today form a significant barrier to travellers, is the little town of Tywyn (or Towyn as it was originally known). Running inland from this town are a number of steep valleys and within these are considerable deposits of slate, the exploitation of which was high on the agenda of Victorian businessmen.

Although slate mining was never as big a business around Tywyn as it was further north at Dinorwic or Blaenau Ffestiniog, there were sufficient deposits in the area for many medium-sized quarries to be established. Amongst these was one at Bryn Eglwys, near Abergynolwyn, around seven miles from the town, where work started in 1847 under the control of land owner John Pughe.

Output from the quarry faced a hazardous journey by pack horse down to the coast and as this proved costly it is not surprising that thoughts turned to alternatives, with a railway being the preferred option.

The quarry's next owners, the McConnel family, engaged the services of James Swinton Spooner, the elder brother of Charles Spooner, who had been responsible for the construction of the Festiniog (one F at the time) Railway a few years before, and it was he who laid out the railway which was to run from the quarry to a wharf in Tywyn where slate could be transferred to the recently-constructed Aberystwyth and Welsh Coast Railway.

The route was opened in 1865, and was the first narrow gauge line in Britain to be authorised by Act of Parliament to carry passengers using steam haulage. However, for reasons still unexplained, the line was laid out to the 2ft 3in gauge rather than the more common 1ft 11in used further north.

Two locomotives were purchased as well as four coaches and a variety of slate and goods wagons which must have had a considerable impact on the residents of what was then a very isolated part of the country. Nevertheless, the locals took well to their little railway and it soon became a well-loved part of the local landscape, fulfilling not only its intended role as a route out for slate traffic but also supplying valley communities with necessary commodities and a passenger link to Tywyn and onwards to the outside world.

The railway led to considerable expansion of both the quarry and the nearby village of Abergynolwyn, but the slate beds here were not as productive as those elsewhere meaning that the railway was never developed beyond its original form. Instead it continued to serve its intended purpose with its two locomotives, *Talyllyn* and *Dolgoch*, battling both the elements and underinvestment for more than a century in a largely unseen and unremarkable way.

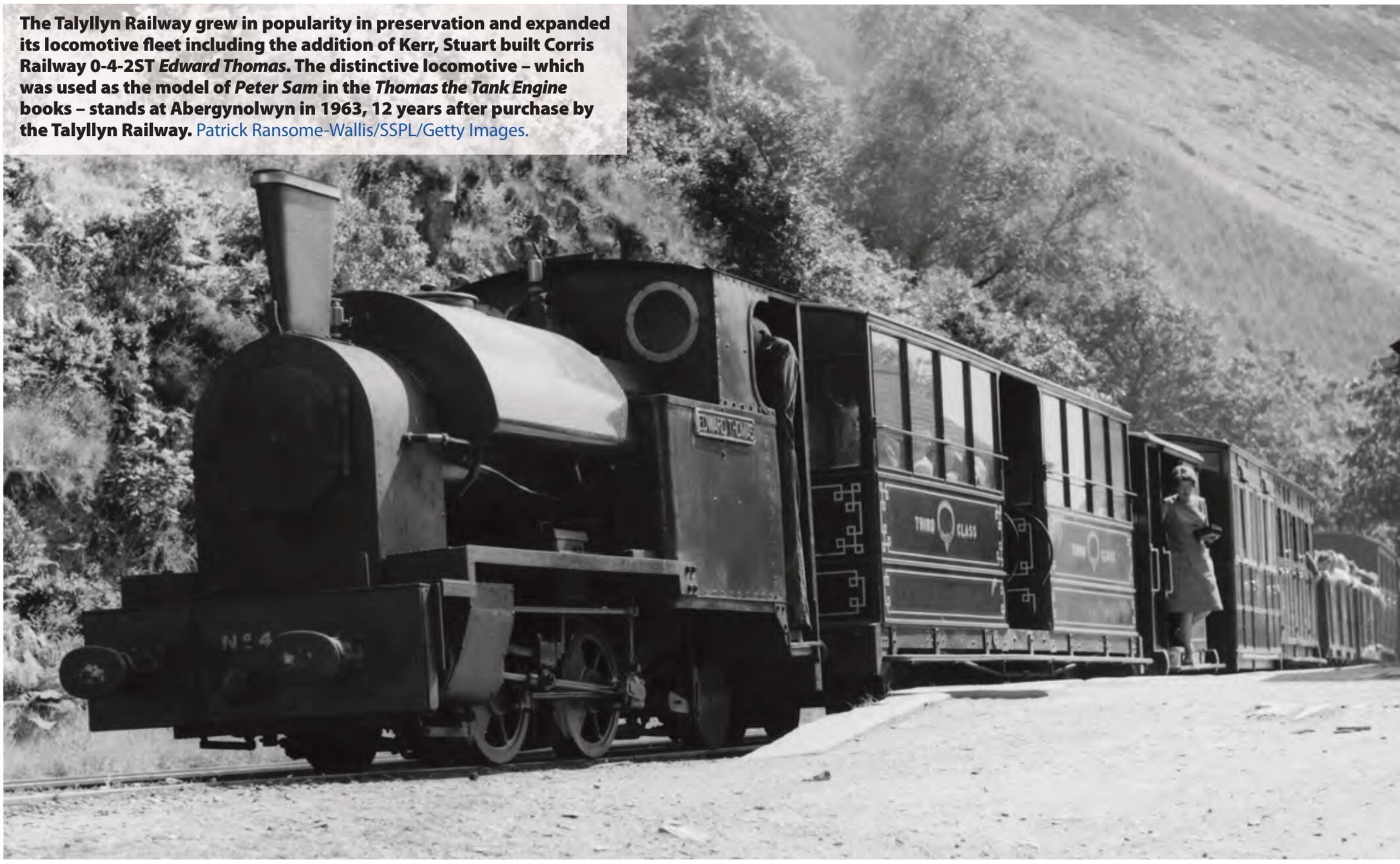
"The importance of the Talyllyn cannot be underestimated for it lay the foundations for the whole of the British heritage railway movement."

EVAN GREEN-HUGHES

NEW OWNER

In 1911, ownership of both the quarry and the little line passed to Sir Henry Haydn Jones, a local landowner and the Member of Parliament for Merioneth, but by then the quarry had had its best days and the economics of both it and the railway were marginal.

Sir Henry kept the business afloat often using money from his own pocket but as might be expected investment was negligible and both the stock and the permanent way were undergoing a long



The Talyllyn Railway grew in popularity in preservation and expanded its locomotive fleet including the addition of Kerr, Stuart built Corris Railway 0-4-2ST *Edward Thomas*. The distinctive locomotive – which was used as the model of *Peter Sam* in the *Thomas the Tank Engine* books – stands at Abergynolwyn in 1963, 12 years after purchase by the Talyllyn Railway. Patrick Ransome-Wallis/SSPL/Getty Images.

process of decline. Even an influx of tourists in the 1930s failed to stem the process with closure only being avoided by the steadfast insistence of Sir Henry that his line should stay open as long as he was alive.

Those visiting the site in the late 1940s might have been forgiven for thinking that the line had actually closed as the track was in terrible condition and almost overgrown, while the locomotives and rolling stock had become very run down. In fact, its condition was so bad that its stations were marked on Ordnance Survey maps as already being disused and perhaps because of this it managed to avoid being nationalised in 1948, being considered to be already defunct. Even when it was first visited by the man who was to be its saviour, the famous author LTC 'Tom' Rolt, who was working nearby, trains had been cancelled for the day and he found that he had to walk all the way back from Tywyn to Abergynolwyn and thus Talyllyn, which is in fact some distance further on than the terminus of the line.

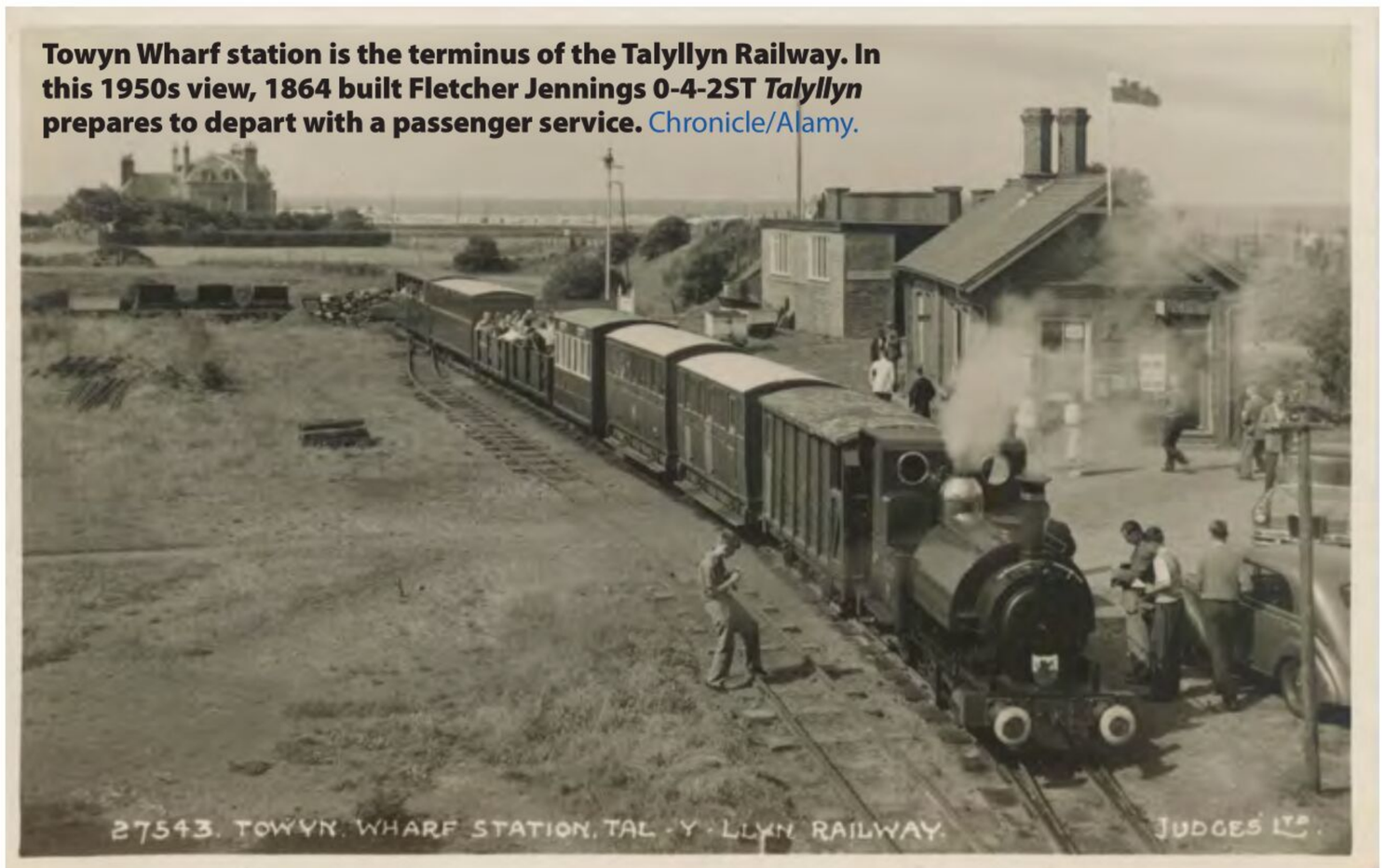
Rolt was fascinated by the line but could see that it was very near to closure and he subsequently made a number of repeat visits, sometimes with others, during which he made the acquaintance of Sir Haydn, and also the General Manager, Edward Thomas; but matters were brought to a head when the former passed away and the little line's future became immediately perilous. Rolt then wrote a letter to the *Birmingham Post* newspaper proposing a rescue plan, which received such response that a public meeting was organised and from that was born the first of what were to become hundreds of railway preservation societies.

PRESERVATION'S FIRST

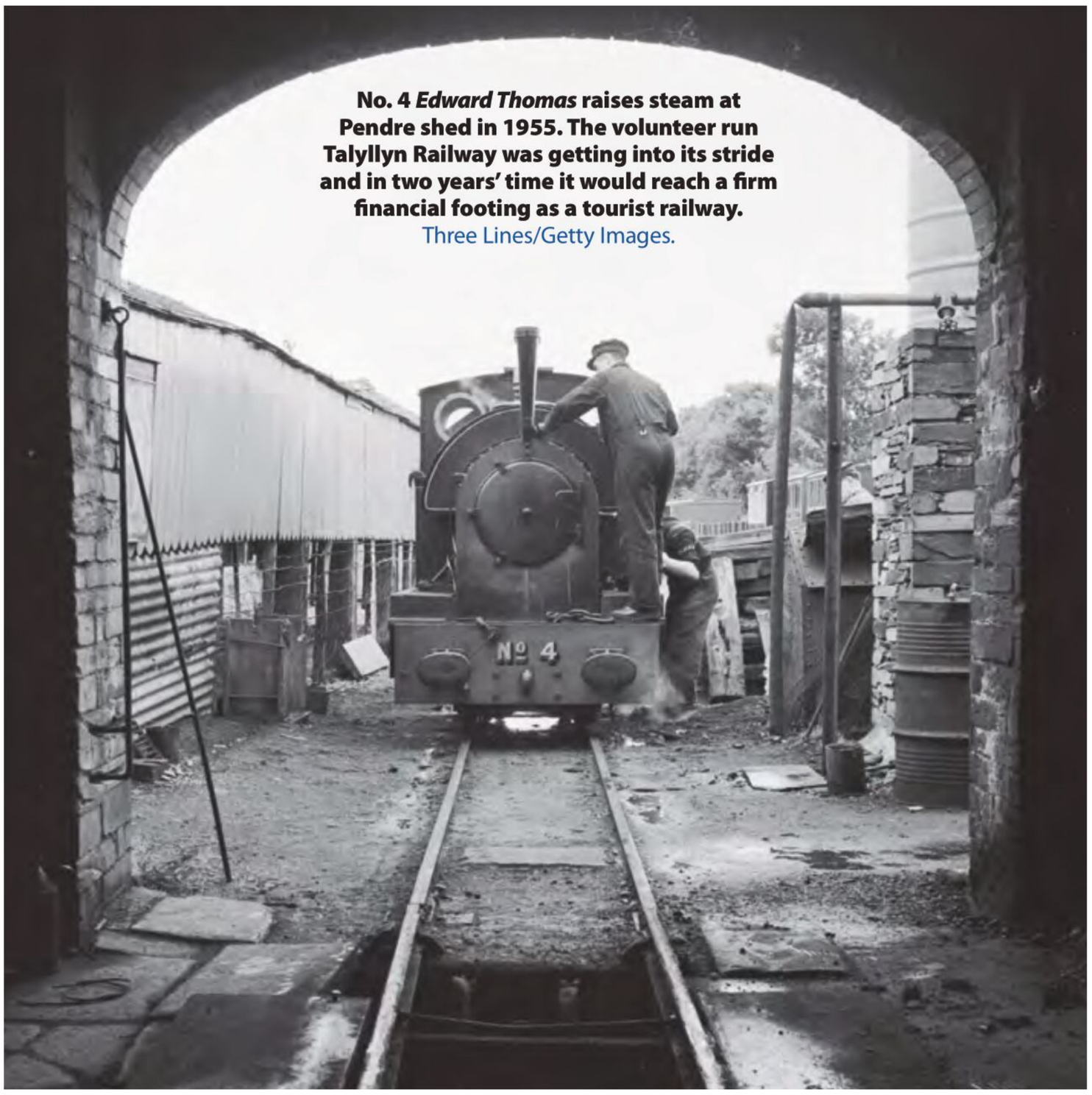
The Talyllyn subsequently led the way for many other similar undertakings, particularly in the way that legal powers to operate the line were obtained, and by pioneering the use of a largely volunteer workforce which was led in the first couple of years by Rolt himself. He devoted his time to being General Manager while receiving no pay for doing so.

These early preservationists also pioneered the way in obtaining commercial sponsorship which was mainly in the form of free engineering work and also in repositioning the line's business away from community passenger and freight to providing a tourist attraction. Interestingly the new owners investigated recommencing quarry traffic and also providing a service to the local community but decided against it, with this debate being the first of many on similar subjects, some of which still rumble on to this day.

The line's early years in preservation were a precarious balancing act, because the permanent way was almost worn out and urgent repairs were necessary. In addition, *Talyllyn* was out of traffic and *Dolgoch* was on its last legs. Again, the Talyllyn was the first in Britain where people came together to raise money for



Towyn Wharf station is the terminus of the Talyllyn Railway. In this 1950s view, 1864 built Fletcher Jennings 0-4-2ST *Talyllyn* prepares to depart with a passenger service. Chronicle/Alamy.



No. 4 *Edward Thomas* raises steam at Pendre shed in 1955. The volunteer run Talyllyn Railway was getting into its stride and in two years' time it would reach a firm financial footing as a tourist railway.
Three Lines/Getty Images.

railway preservation and also where the same and other people worked to put that money to good use.

Further locomotives and stock were obtained, again setting a pattern which has seen heritage railways having much more stock than they ever did when in commercial use. Tom Rolt also became the first of a number of unsung heroes who made serious personal financial sacrifices to ensure the project succeeded.

British people took the little steam railway to heart and over the first two seasons 37,000 passengers were carried, far surpassing what had been thought to have been possible. In 1957 the BBC featured the line in an outside broadcast and this resulted in numbers rising to more than 57,000 a year which, for the first time, put the line on a firm financial footing.

EXPANSION

Although the intention had originally been to retain the Talyllyn as it always had been, the new company soon found it necessary to expand and to add further facilities. A museum was established at Tywyn in 1956 which has since grown to occupy a new and specially-built building, while cafés were added at both Tywyn and Abergynolwyn, together with extensions to the works and carriage facilities. The former mineral extension which ran from Abergynolwyn station to the foot of the quarry incline was rebuilt and brought up to passenger standard, being opened to the public in 1976. Passenger numbers continued to climb and reached 186,000 in 1973, a number which was barely imaginable 20 years before.

In many ways this was the heyday of the heritage railway as competition was not as intense as it has since become and volunteer labour easier to come by, but with the proliferation of other railway projects and the general decline in the domestic tourist market times were to prove tougher for the little line, which once again blazed the trail by restructuring itself on a more business-like basis, a path which has been followed by many other similar projects since.

Today the Talyllyn is a very successful and mature tourist railway which still retains much of its original character, despite the expansions and improvements of the last 70 years. On a quiet day when the original locomotives and coaching stock are in use it is still possible to imagine how the line was in its Victorian years, although those who worked the line then would marvel at the variety of stock now in use and in the superb way that the line is maintained.

The importance of the Talyllyn cannot be underestimated because it lay the foundations for the whole of the British heritage railway movement, which today employs more than 1,000 people and operates more track than the London Underground. One wonders what Tom Rolt, if he was still with us, would have made of the movement he created – and conversely what we might have lost had he never chanced upon the Talyllyn and fallen in love with it. **HM**

Ex-Corris Railway 0-4-2ST *Edward Thomas* gets the once over from a fledgling enthusiast at Towyn Wharf on July 1 1955. The locomotive was built by Kerr, Stuart for the Corris Railway in 1921 but following closure of the line in 1948 the two Corris engines remained sheeted over until the early 1950s when they were purchased from BR by the Talyllyn for the princely sum of £25 each.
George C. Lander/Railphotoprints.uk.

Outdoor STATION

A station scene has been a longstanding plan for **MIKE WILD'S** garden railway and the arrival of Tower Models' new resin platform sections provided the perfect excuse to start work.

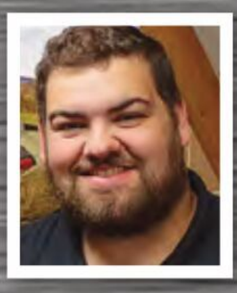
The new platform, signalbox and signals bring new interest to the return loop on the garden railway and provide a reason and place to stop passenger services. Heljan 'Warship' D869 *Zest* departs with a rake of Lionheart Trains Mk 1 carriages.

MIKE WILD

Garden railway running sessions have occupied Mike's spare modelling time of late which means plenty of maintenance and regular wheel cleaning for the fleet.

MARK CHIVERS

While working on this issue's 'Western' Buying Guide, Mark has been dusting down his growing collection of 'OO' gauge WR diesel-hydraulics including a pair of weathered Class 52s.



RICHARD WATSON

Richard has been continuing work on his 'O' gauge outdoor layout with the addition of an automatic shuttle using DCC Concepts ABC modules and Zen Black decoders.

Renumbered Heljan 'Western' D1013 *Western Ranger* rumbles past the signalbox as it arrives at the station. The station lamps are powered by a DCC decoder.

IT'S garden railway season right now. The weather has been brilliant lately and it has provided the opportunity to get back to running trains outdoors on my 'O' gauge garden layout following a fairly wet spring.

The lineside vegetation has grown well over the past few months and the line is finally starting to blend into its surroundings as I hoped it would - and even needs regular cutting back to allow trains to pass.

With all of the usual maintenance tasks out of the way including repairing rail bonding wires and readdressing point motors, I've started looking at new projects on the railway and one which I have always wanted to add is a station scene – somewhere for the trains to stop, pass one another or be held in between running around the main circuit. The track was already in place with a 120mm wide space for a platform to be built, but I hadn't found what I needed to get started with the job.

Happily, 'O' gauge specialist Tower Models provided the answer. The retailer has commissioned a set of cast resin platform sections from Bachmann's Scenecraft arm which measured 123mm across and could be joined together to create the 9ft length that I had available. They follow the pattern of the 'OO' gauge platform sections from Scenecraft and Tower Models offers them in two packs – a ramps set with two ramps and two straights plus a straight pack with three straight sections.

Building a platform with these resin sections is straightforward. It's as simple as unboxing them and lining them up alongside the track. As they are cast resin, there is some small variation in size between sections, but I found that by turning pieces round or altering their order I got very close to a consistent and level platform surface along the full length of the scene. For an indoor layout where the platforms were permanent I'd make the effort to sand down and fill the joints, but for the garden they need to be removable for winter, though I might look at a means of turning them into one solid piece in the future.

ENHANCING THE SCENE

Simply adding a platform was never going to be enough and as nice as the pre-painted sections are straight from the box, I wanted to add more interest to the scene. Being outdoors I have had to temper that to ensure the additional parts can withstand being outside, but at any rate I've also ensured that I can make the entire station removable for the winter 'shutdown'.

To enhance the platforms, I've added a Hornby Basset-Lowke 'O' gauge platform mounted signalbox – although this might be upgraded in the future – acquired from Tower Models. This has been modified to have an open window so a signalman can be positioned leaning out in the future when I get round to adding interior detail to the model.

Further to this, I decided that lighting would be an essential part of the scene to make it more interesting for running sessions at dusk. A pack of DCC Concepts gas lamps, now supplied by Gaugemaster, has been added to every other platform section. These are really intended for 'OO' gauge, but by mounting them on the highest extension they fit in well with the 'O' gauge theme. These have been wired up underneath the platform sections with Road and Rails two-wire connectors to allow the platform to be removed.

Completing the lighting is the addition of interior lighting in the signalbox using yellow LEDs from the lamp pack connected via a 1k ohm resistor back to the power supply. I'm also contemplating adding an outside lamp on the signalbox from the DCC Concepts gas lamp pack.

As for the power supply, I've been through a few options as to how to provide electricity to the lights. They really need a 12vDC power supply which means they can't be connected straight to the track. I didn't want to add a separate power feed all the way around the garden railway again, so for the time being I've used a spare PP3 battery and connector which provides 9vDC to the lamps – a little lower than they need, which means they are slightly dimmer. I do plan to change these over to be DCC operated, but I'm working through the options as to how I might control them.

SIGNALLING PROJECT

As a 'finishing touch' – there are more of those to come - I also decided to add a pair of Dapol 'O' gauge working signals to the garden railway. I'm not sure how well they will stand up to outdoor life, but again I've fitted them so I can remove them for winter when it comes to the end of the summer.

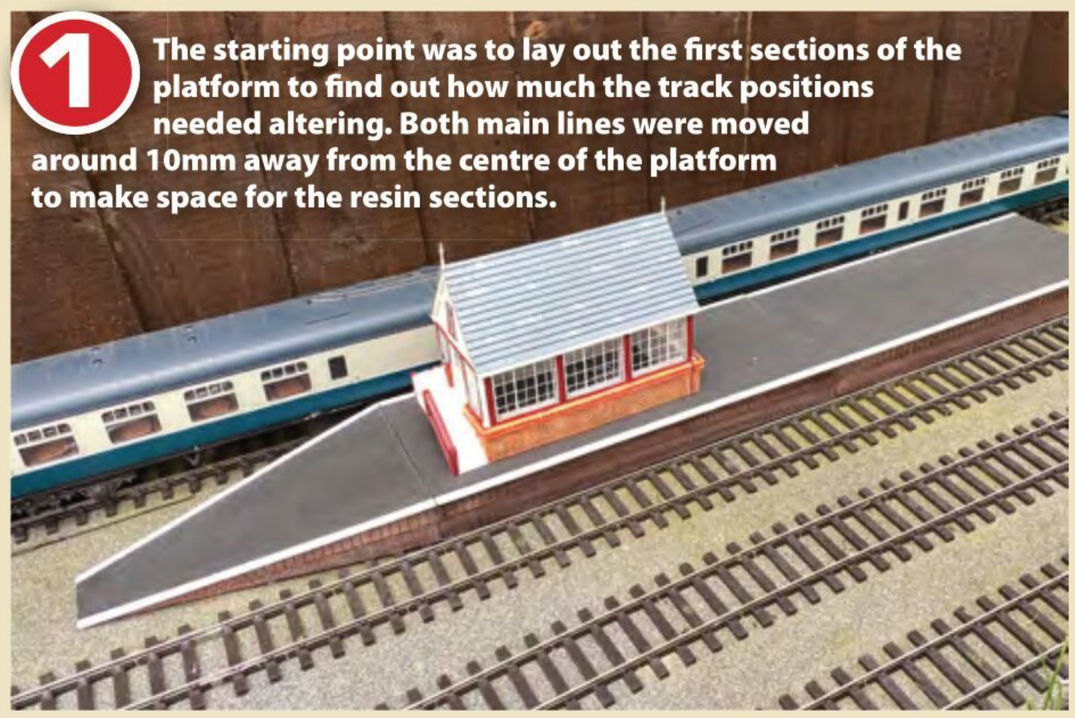
They are installed in the same way as the instructions suggest and powered by Train Tech's new SC4 signal control accessory decoder which has been designed specifically to operate the latest generation servo drive semaphores from Dapol. The SC4 has been positioned in a water tight plastic container beneath the trackbed in a location where I can easily reach it for maintenance.

Naturally I'd like to add more to the scene and, perhaps, once I have built a full cover for the station to protect it from the worst of the weather, I could add a few passengers and other details, maybe a waiting room too. I'd also like to introduce some form of access to the platform – either through the suggestion of a staircase to a road underneath or maybe a barrow crossing at the end of the platform similar to those seen at the Great Central Railway.

Already the new platform has given greater purpose to the station area of the garden railway, making it a destination for stopping trains and a point of interest in what is otherwise a long double track main line. I'm pleased I have been able to make the platform removable for the winter and I'm already enjoying running trains for a station stop, particularly at dusk with the illuminated Dapol Mk 1s and Ellis Clark Trains 57ft Mk 1 suburban coaches. **HM »**

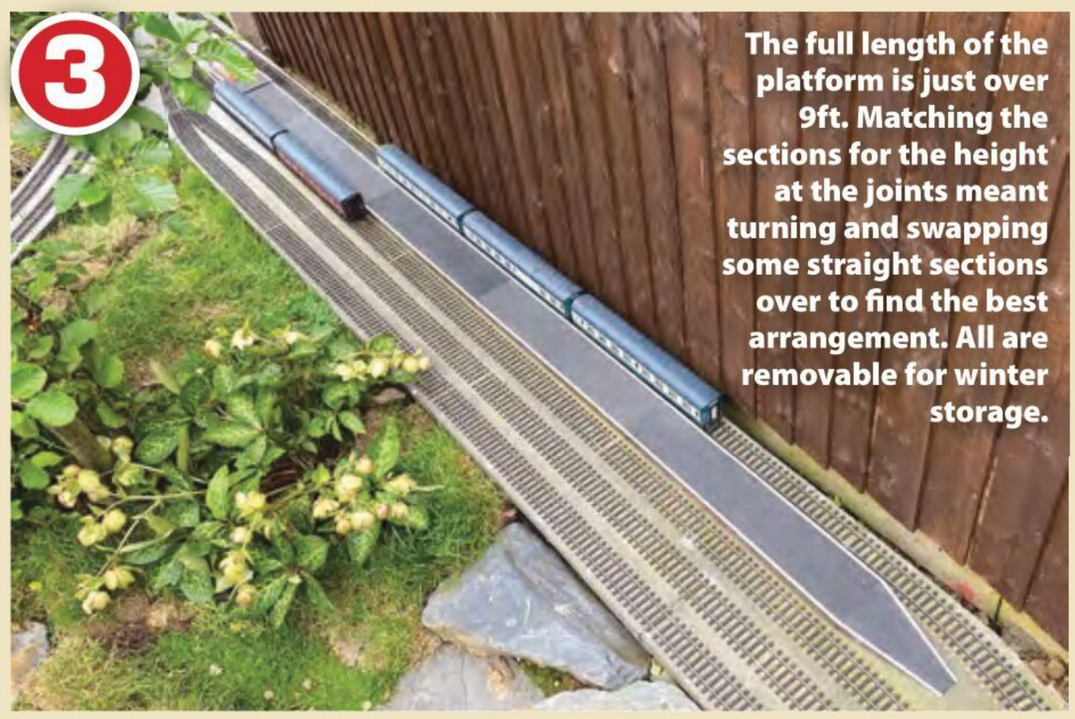
STEP BY STEP

INSTALLING A GARDEN RAILWAY STATION IN 'O' GAUGE



1 The starting point was to lay out the first sections of the platform to find out how much the track positions needed altering. Both main lines were moved around 10mm away from the centre of the platform to make space for the resin sections.

2 Having adjusted the track spacing, the Tower Models platform sections were lined up down the centre space. All have been UV varnished before being added to the scene.



3 The full length of the platform is just over 9ft. Matching the sections for the height at the joints meant turning and swapping some straight sections over to find the best arrangement. All are removable for winter storage.

4 At the junction end of the platform it had to work around a step in the baseboard surface. To do this the straight section was moved back to line up with the height change.

5 The ramp was then sanded down from underneath using 80grade coarse sandpaper. This took around 10-15 minutes to complete, but was much neater than cutting the resin.

6 On completion of the sanding the ramp sits neatly against the main straight section leaving the way clear for installation of platform lighting.

7 The platform lighting has been added using a pack of DCC Concepts GWR coloured gas lamps. These are now sold by Gaugemaster. Before drilling the 2mm hole required for the lamps, the position on the platform was covered with masking tape to prevent the resin chipping.

8 The lamps were then set in position through every other platform section and secured in place with Deluxe Materials Roket Rapid superglue.

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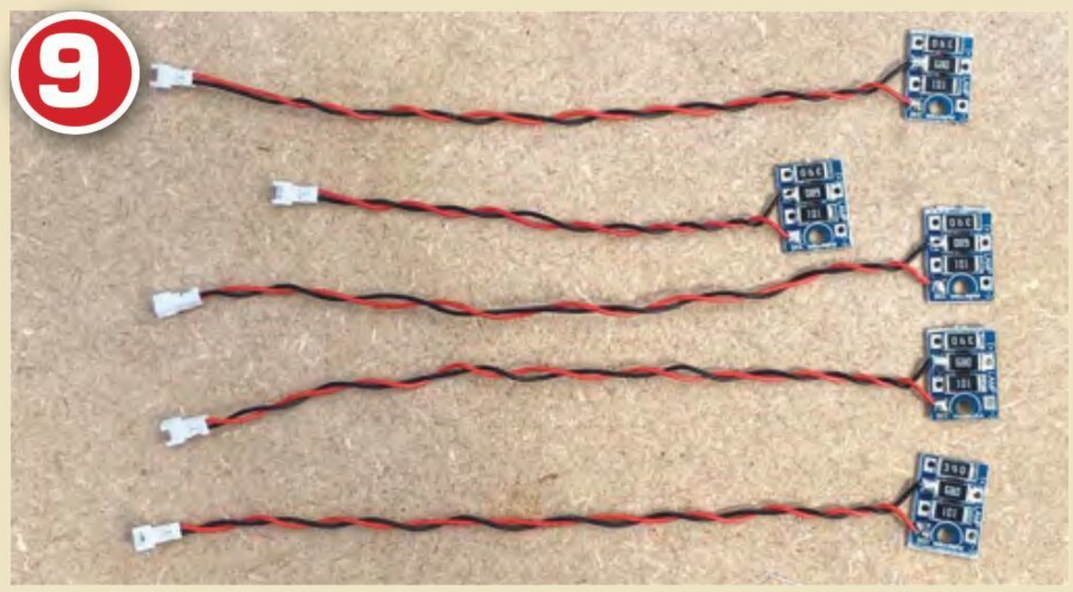
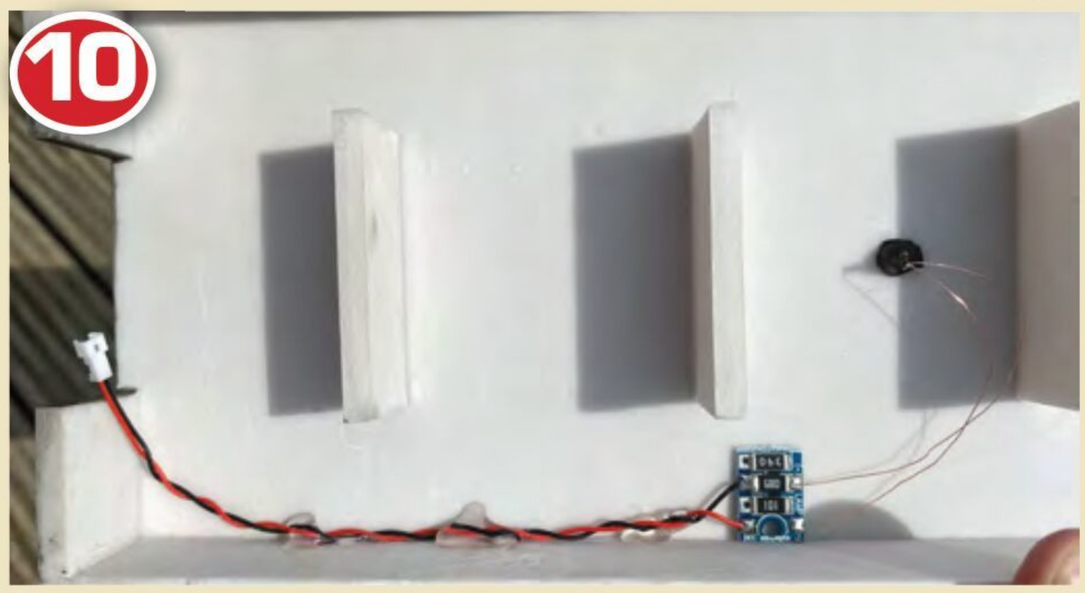


The lamps come with resistor boards to allow connection to a 12v DC power supply. To make it simple to remove the platform sections, each is connected to a two-wire socket to allow it to be disconnected.



The circuitboard and plug was then fixed to the underside of the platform casting with a glue gun. The fine wires from each lamp are polarity sensitive – positive is the long wire and negative is the short wire.

The sockets from the wires are then connected to matching plugs on a main circuit wire which runs under the platforms to join all the lamps together to operate from a common power source.

To prepare the signalbox for interior lighting, all of the internal walls were painted with roof dirt acrylic to prevent light bleed. I plan to add a full interior to the signalbox later which will include repainting of the interior.

One of the window frames had dropped off this model so I opted to position it partly open. As part of the interior upgrade in the future I can see a signalman leaning out of the 'box here too.

The completed platform installation is looking the part, but is ready for further detailing. The plan is to add benches and other station details while being conscious of its need to withstand being outdoors.

As a finishing touch for the time being two Dapol lower quadrant operating semaphores have been installed. They are powered by a Train Tech SC4 accessory decoder and again I will be taking note of how they fare outdoors.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Scenecraft ramps and straights platform pack	*www.tower-models.com*	TOWRAMP
Scenecraft straight platform pack (x3)	*www.tower-models.com*	TOWPLAT
Hornby Bassett-Lowke platform signalbox	*www.tower-models.com*	99082
GWR gas lamp six pack	*www.gaugemaster.com*	GM809
GWR lower quadrant semaphore signal	*www.dapol.co.uk*	7L-001-001
SC4 semaphore signal accessory decoder	*www.train-tech.co.uk*	SC4

HORNBY MAGAZINE SHOW

GARDEN RAILWAY SPECIAL

● The next edition of the *Hornby Magazine Show* is a garden railway special featuring stunning outdoor layouts, an update on Mike's layout and more. It is available to watch for *Hornby Magazine* and *KeyModelWorld* subscribers first from July 2 2021 and will be released for all on July 9 2021 at 8pm. Don't miss it!

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OO9 Gauge Steam Locos

Lynton & Barnstaple 2-4-2T
Stage: In Production **Due:** Q3 2021
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hattons.co.uk/landb242t

OO Gauge Steam Locos

Class 5101 'Large Prairie' 2-6-2T
Stage: Painted Samples **Due:** TBC
Price: from £115.56 **Digital:** NEXT-18
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Class 78xx 'Manor' 4-6-0
Stage: Engineering Sample **Due:** Q3 2021
Price: from £135.96 **Digital:** NEXT-18
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Class J26 0-6-0
Stage: Early Development **Due:** Q4 2021
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Class J27 0-6-0
Stage: Painted Samples **Due:** Q2 2021
Price: from £94 **Digital:** 8-pin
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OO Diesels & Electrics

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Genesis 4 & 6 Wheel Coaches
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JHA Hopper Wagons
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BR Pilchard Wagons
Stage: Deco Samples **Due:** Q3 2021
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GER 10t Covered Van
Stage: Deco Samples **Due:** Jul 21
Price: £13 **Digital:** N/A
hattons.co.uk/oxfordgervan

LNER 10t Banana Van
Stage: Prototype **Due:** Jul 21
Price: £12.50 **Digital:** N/A
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N Gauge Steam Locos

LSWR Class M7 0-4-4T
Stage: Prototype **Due:** Q4 2021
Price: £83.26 **Digital:** N/A
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Bulleid Light Pacific 4-6-2
Stage: Early Development **Due:** Q4 2021
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N Gauge Diesel Locos

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Stage: Early Development **Due:** TBC
Price: from £118.37 **Digital:** TBC
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LNER Class 800 5-car BiMU
Stage: In Production **Due:** Jun/ Jul 2021
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O Gauge Diesels/ Electrics

Class 26
Stage: Prototype **Due:** 2022
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Class 47
Stage: Early Sample **Due:** Q4 2021
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Class 56
Stage: Early Sample **Due:** Q4 2021
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Class 73
Stage: CADs **Due:** Mid-2022
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GWR Streamlined Railcar
Stage: Painted Samples **Due:** Q2 2021
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Class 121 'Bubble Car'
Stage: Painted Samples **Due:** Q2 2021
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O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Prototypes **Due:** Q4 2021
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Conflat A Wagons
Stage: Painted Samples **Due:** Q2 2021
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Mk2 & Mk2A Coaches
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4S-043-003 Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate (Dap). £135.96

R3865 Class 7MT Britannia 4-6-2 70013 'Oliver Cromwell' in BR green early emblem (Hor) £180

R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) (RRP £189.99). . .BARGAIN. . £139.50

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4S-018-009 LSWR Class B4 0-4-0T 87 in SR wartime black (Dap) (RRP £110) . . . . . .BARGAIN. £79

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Electric locos

8656 Class 86/0 86034 in BR blue - weathered (Hel) . .£169.96

8655 Class 86/0 86036 in BR blue (Hel) £161.46

8651 Class 86/0 E3114 in BR blue small yellow panels, blue bufferbeams and lion on wheel emblem (Hel) £161.46

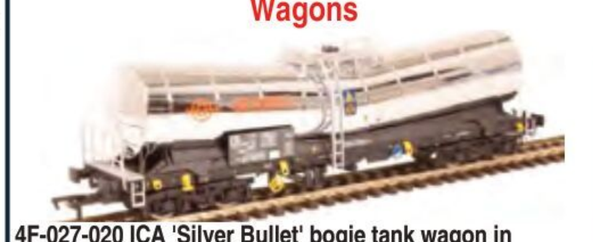
DMUs

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

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-027-020 ICA 'Silver Bullet' bogie tank wagon in Ermewa - 33 87 7898 010-6 (Dap) £30.56

Analogue controllers

R7292 HM6000 App Based Analogue Circuit Control (Hor). £22.50

Point motors

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R601 Double straight -335mm (Hor) £2.20
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SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £76
SL-100 Single (Pec) £3.10

Track - Code 75 Finescale

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3.30
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N Gauge

Steam locos

2S-002-006 Class V 'Schools' 4-4-0 30939 "Leatherhead" in BR green early emblem (Dap) NEW £123.21

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ST-6 Setrack left hand point insulfrog (Pec). £9

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
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SL-E395 Right hand medium point electrofrog (Pec). £10.50

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SL-300F Single (Pec). £3.20

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

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Coaches

4992A Mk1 57' GUV general utility van in BR blue - weathered (Hel). £182.75

7P-001-204 Mk1 SK second corridor M24092 in BR maroon (Dap) £169.15

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SL-700BH Single (Pec) £7
SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £44
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £44
ST-725 Setrack Bullhead 2nd radius standard curve 1020mm radius (Pec). . £6

Any or Multiple Scales

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R7274 4-pin DCC decoder for Sentinels and Peckett locos (Hor) . .£14.50

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DCR-8PIN-Direct Box of 10 (Hat) £136
R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor). £38

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PL-10 Solenoid point motor / switch machine (Pec). £6.50
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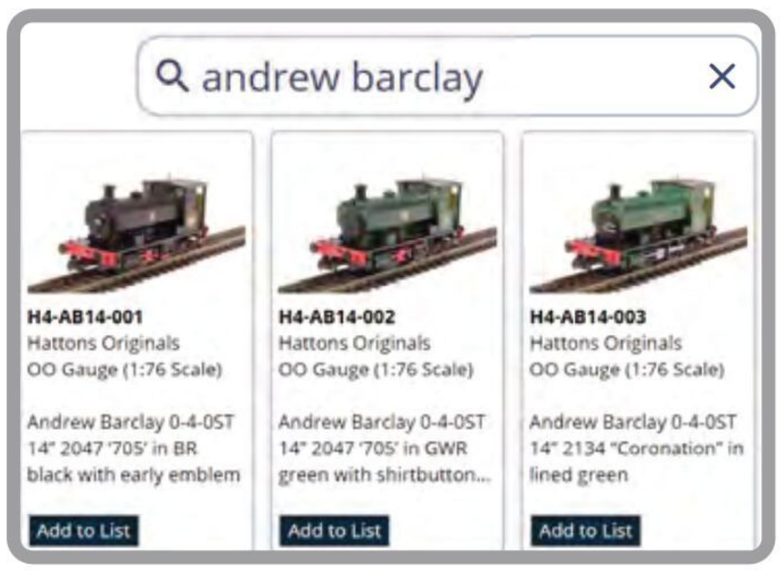

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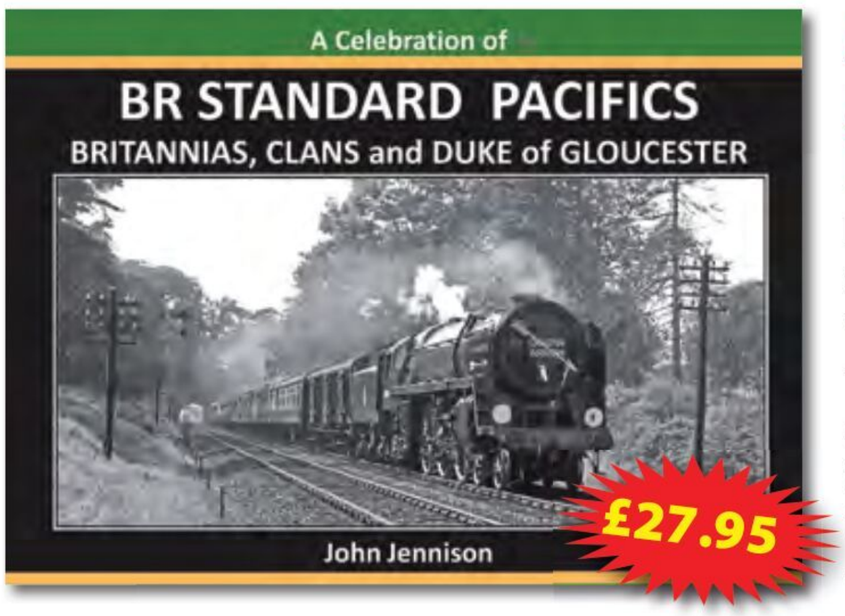

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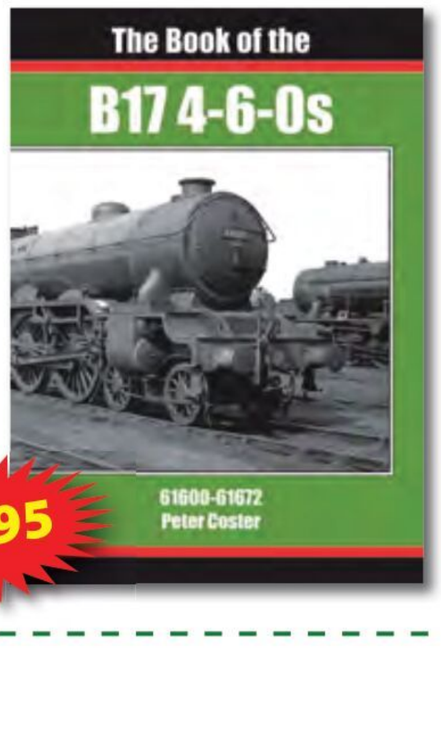

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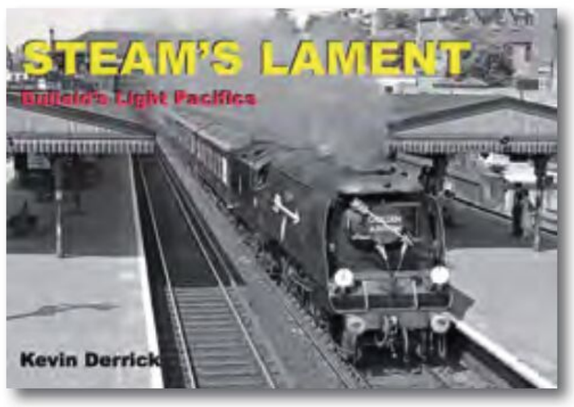

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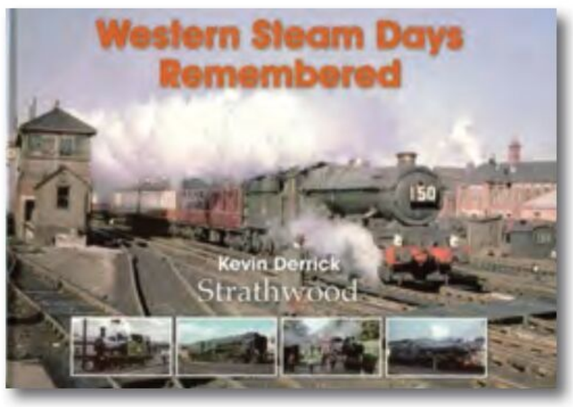

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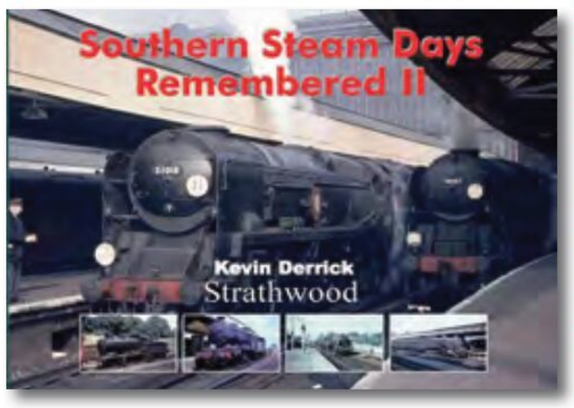

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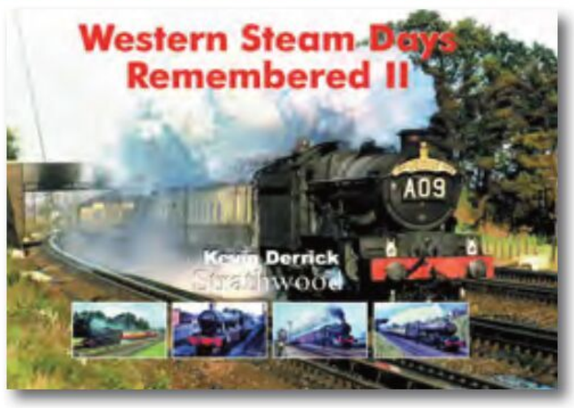

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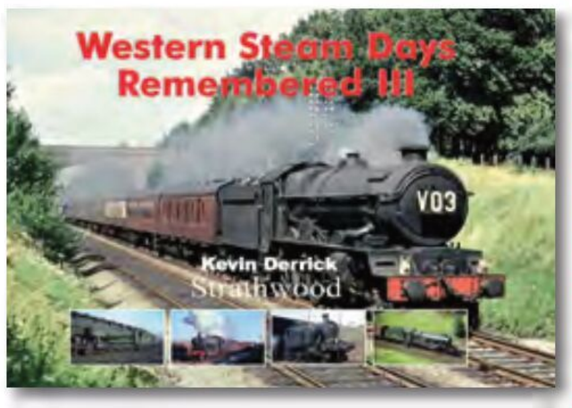

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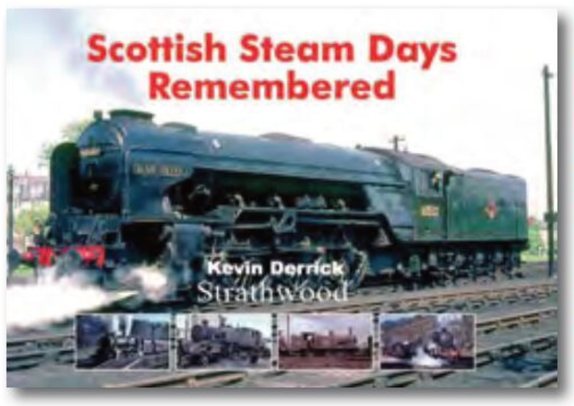

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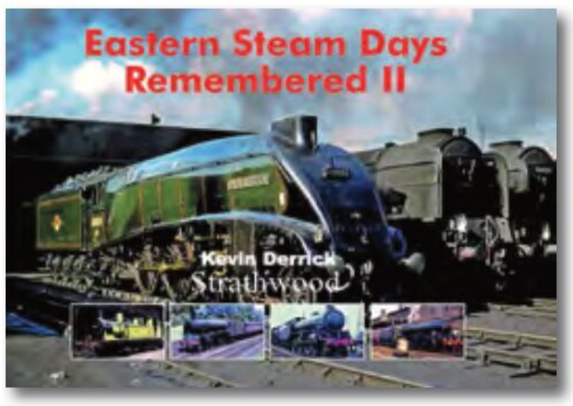

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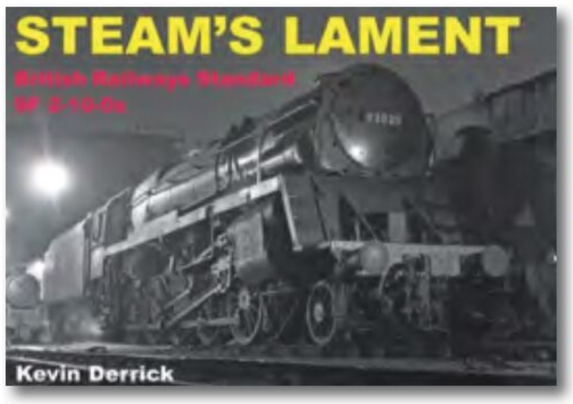

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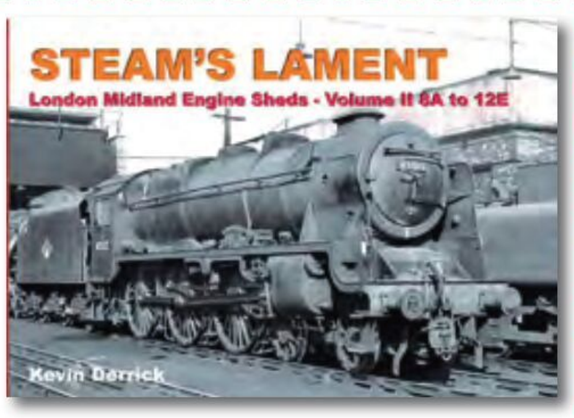

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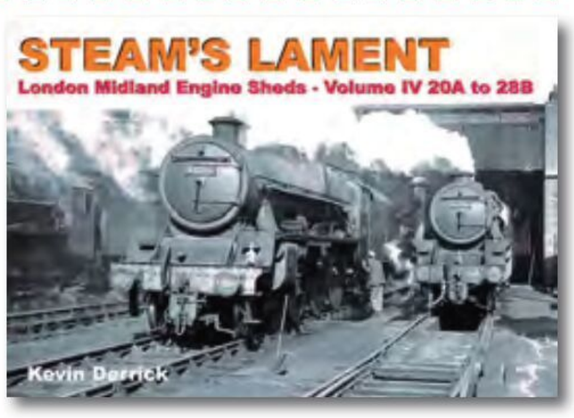

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TMC EXCLUSIVE G5 LOCO BY BACHMANN

EXPECTED Q3 2022

We have received the EP1 Samples for the G5 TMC Limited Edition Project

We have now received two Engineer Prototype samples of our long-awaited G5. As these are EP1 samples they do not accurately represent a specific model being produced. However, we have put images of these models on our website as we thought people would like to see that real progress is being made.

The next step will be for an EP2 sample to be produced and then a livery sample of each model. The 8 models being produced are all different in detail so at the stage we get liveried samples we will not only put them on our website but post them on here with details of the differences on each model. We can't at this stage give you a date for that, but we will keep you updated when we find out.

TMC EXCLUSIVE 24.5T MINERAL WAGONS BY BACHMANN

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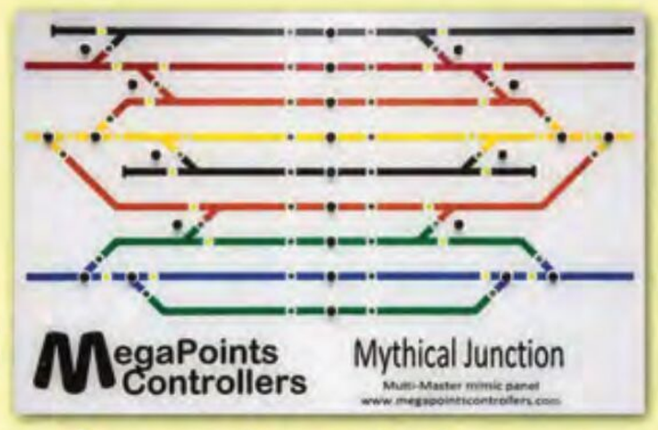

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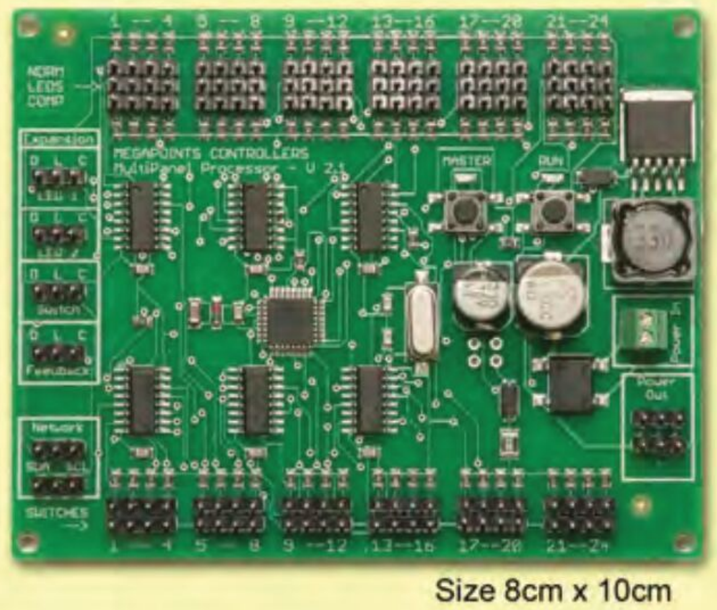

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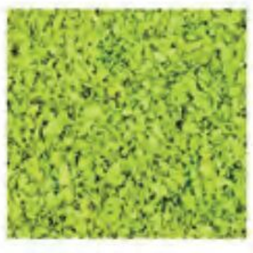

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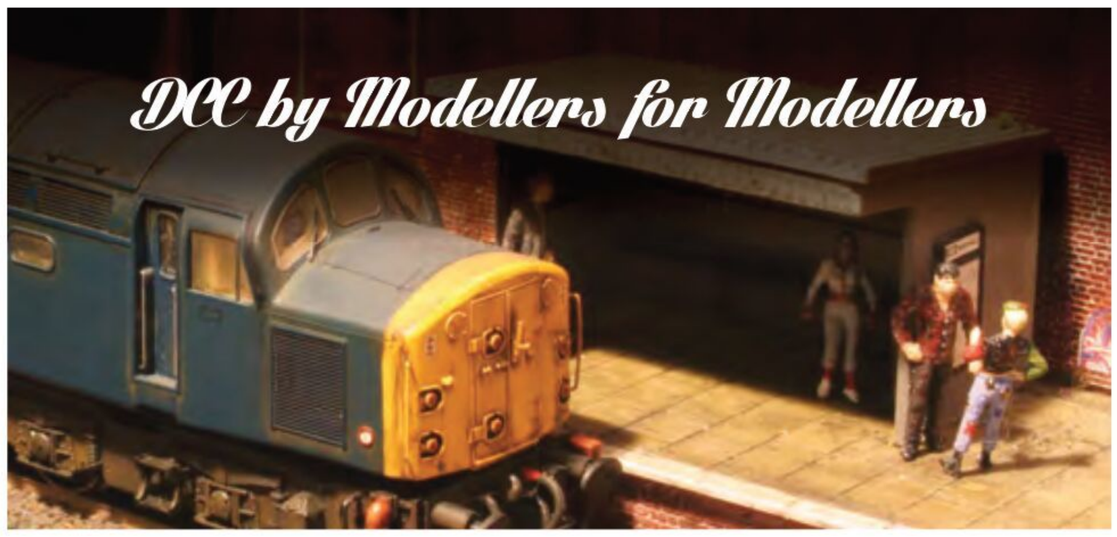

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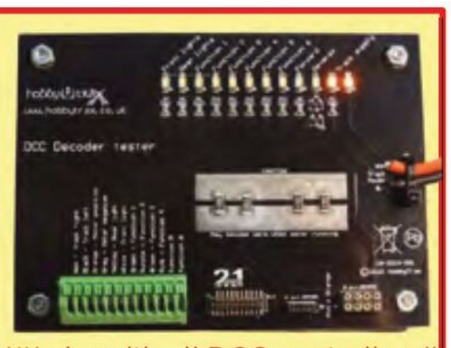

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Building an exhibition layout? Then you need our Cobra Cable! Two terminal boards fit either side of a baseboard joint and our ingenious cable connects the two. Unlike off-the-shelf cables we make ours from 16/02 cable capable of carrying 3A per terminal meaning it can carry all your electrical signals across a baseboard joint including **point motor wiring** and **DCC bus** connections. When it's time to dismantle, simply unplug the cable at either end. Comes as a complete kit with two easy wire terminal boards, 1m Cobra Cable and full instructions.
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Our own design! These tiny 12V LED modules easily fit inside a building and create a warm white glow to simulate incandescent bulbs. Simply connect to any 12VDC supply or our 12VDC distribution board.
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Hobby Trax will now take any DCC equipment in part exchange against any new controller. We also have used DCC decoders and controllers available. Stock is changing daily so call us with your requirements. All makes and brands usually available. Everything is fully tested and offered with a 3 month warranty.

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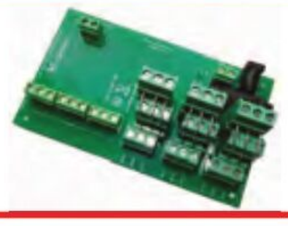

NEW PRODUCT – DC and DCC Bus Bar with isolate function

Struggling to wire bus connections under your layout? Our new Bus Bar makes it easy! For DCC use simply fit one of our boards under your layout every few feet or so and connect all your droppers to the nearest board. 16 easy screw terminals give up to 5A per board. Got a short circuit somewhere? Use the unique isolate function to help you find out where. Also ideal for DC use to split a PSU output.
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Cable and wire – huge stocks on our website

Lowest price!

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Bi-colours available (7/02 **and now 16/02**)
Rd-Bl Rd-Bn Gy-Bl Wt-Rd Rd-Bk Yw-Bk Or-Bk Wt-Bk Gy-Bk Or-Rd Pk-Bk Yw-Gn Rd-Gn Vi-Rd Gn-Rd Yw-Rd Gn-Yw

	10m / 100m
5/01 ultra-fine cable for wiring models etc	£4.95 / N/A
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Twin cable (red and black together) ideal for DCC bus and power feeds. 14/02 (3A) or 24/02 (5A) 10m lengths £3.96 / £4.95
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NCE Power Cab UK Starter set **£189.95**

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All above loco's available with DCC sound for an extra £100

Titfield Thunderbolt (due late 2022)
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Inter City APT-E (00 Gauge)
Available with DCC or DCC sound fitted. Prices from £359.95. Pre-order now to avoid disappointment!

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Hornby set track – all parts available
R600 / R601 straights £2.30/£2.75
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SuperQuick kits – full range on our website

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NEW SERVICE – Want it ready-built? Due to growing demand we have now hired a full-time cardboard construction engineer (yes it's a real job!) and we will now build ANY SuperQuick kit to professional standards for just £20. Simply search our website for "SuperQuick Ready Built"

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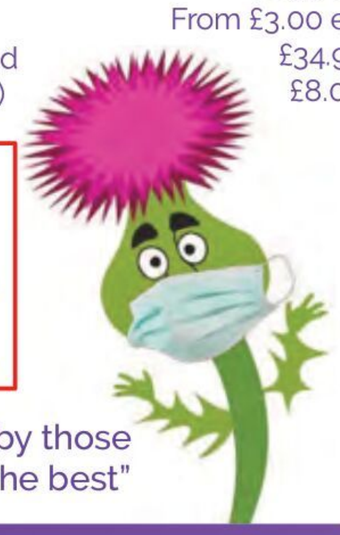

Did you know?

The heaviest locomotive ever built was the American Yellowstone weighing in at 624 tons. Built in 1928 only 72 were ever made and few had an operating life longer than 10 years.

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Mike Wild, Hornby Magazine.

Isinglass Diag 146 brake third built & photographed by Tony Pierson(c)

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HEATHCOTE ELECTRONICS

Our range of controls includes: IRDOT infra red detectors, CDUs, 2,3, and 4 aspect automatic signal controls, shuttles, station stops, passing and storage loop automatic controls, block sections, fire, welder flashing light and arcing effects, servo controllers, bouncing semaphore controllers. For OO gauge we have motorised uncoupler, single track and double track gated crossing kits

The pictures show an IRDOT-1 infra red detector. This is used for locating trains in hidden sidings and fiddleyards. The IRDOT board fits beneath the baseboard with the infra red detector and emitter (black "tubes"shown in the right hand picture) fitting in a hole between the sleepers. The infra red beam is reflected from the underside of (unmodified) rolling stock.

When a train is detected the LED lights. It is easy to locate the LED on the control panel with 2 wires from the screw terminals on the left of the board. IRDOT boards are powered from 12 to 16 volts AC or DC. A range of IRDOTs with relays and switch off delays are also available. These may be used for train location, track isolation, operation of points, signals, lineside accessories, replacements for reed switches eliminating the necessity for magnets, interfacing to computers Infra red detection works in light or dark and requires no modifications to track or rolling stock.

IRDOT-1 £11.95 postage £3.80

For more information and videos see our website:

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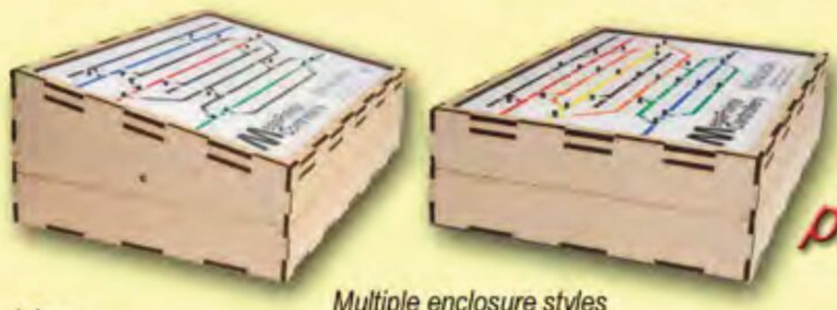
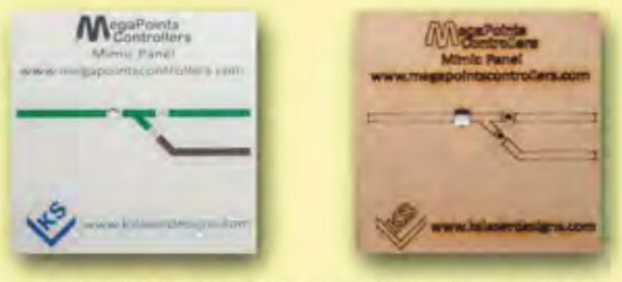
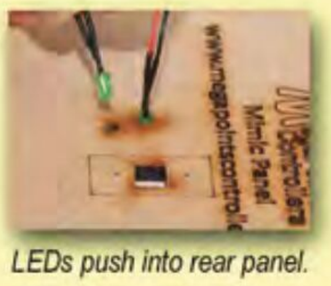


Multiple enclosure styles

No soldering! Plug-n-play panel wiring.



Locating holes for LEDs and buttons clearly marked.



LEDs push into rear panel.

Buttons attach from the rear, held with screws (supplied).

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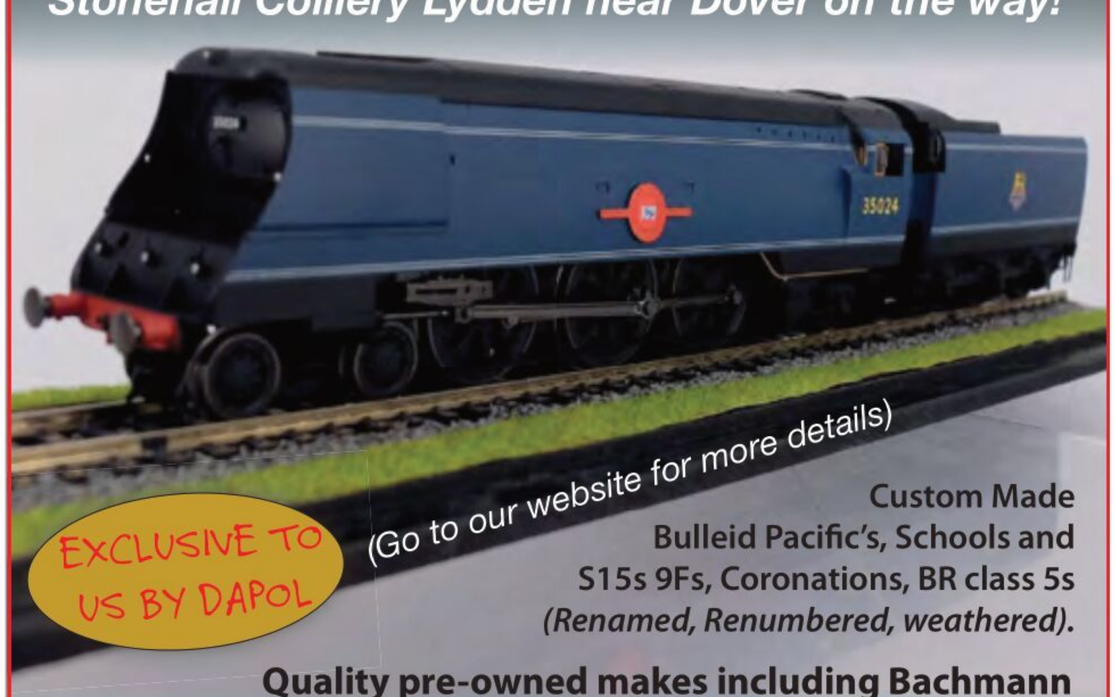

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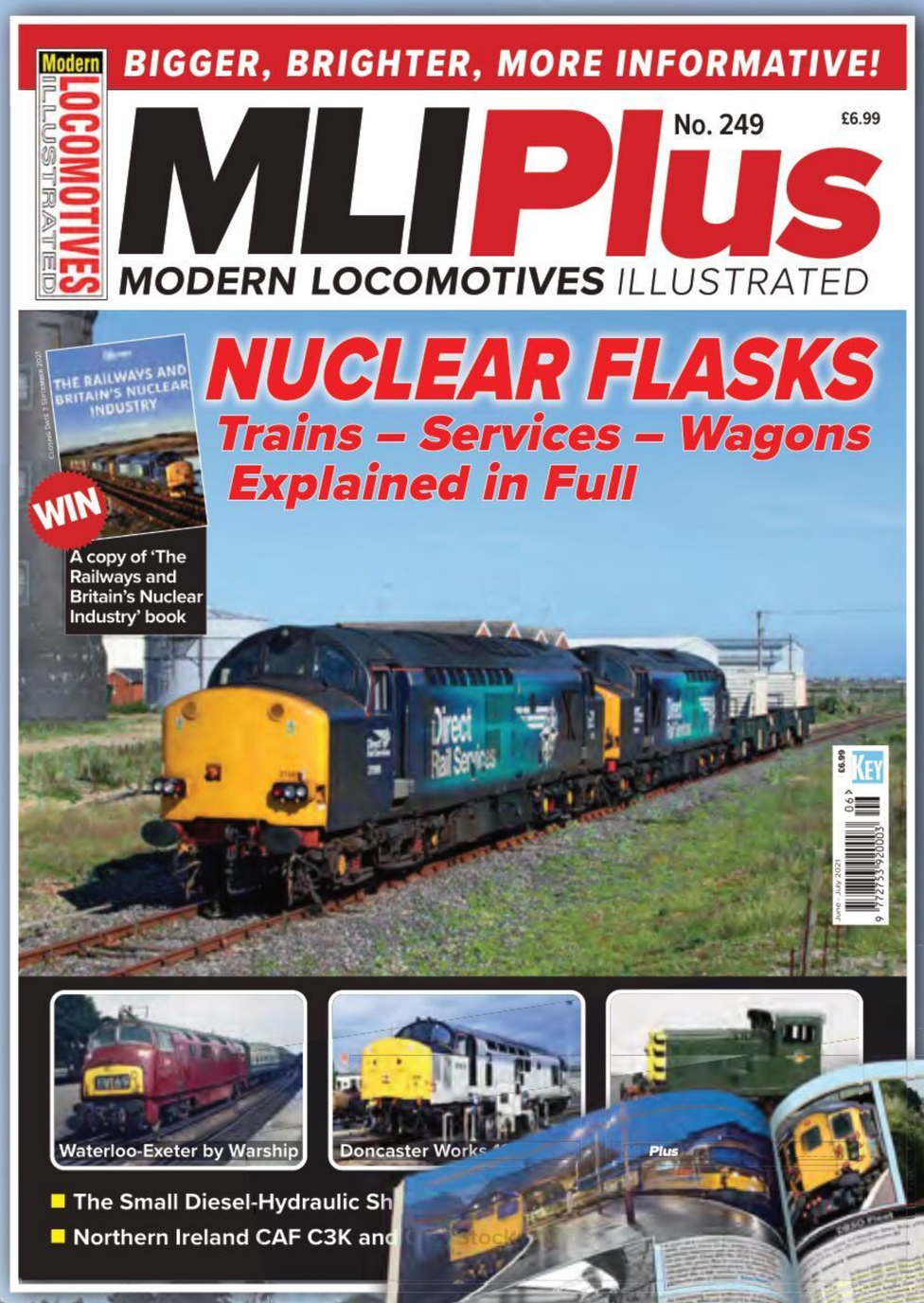

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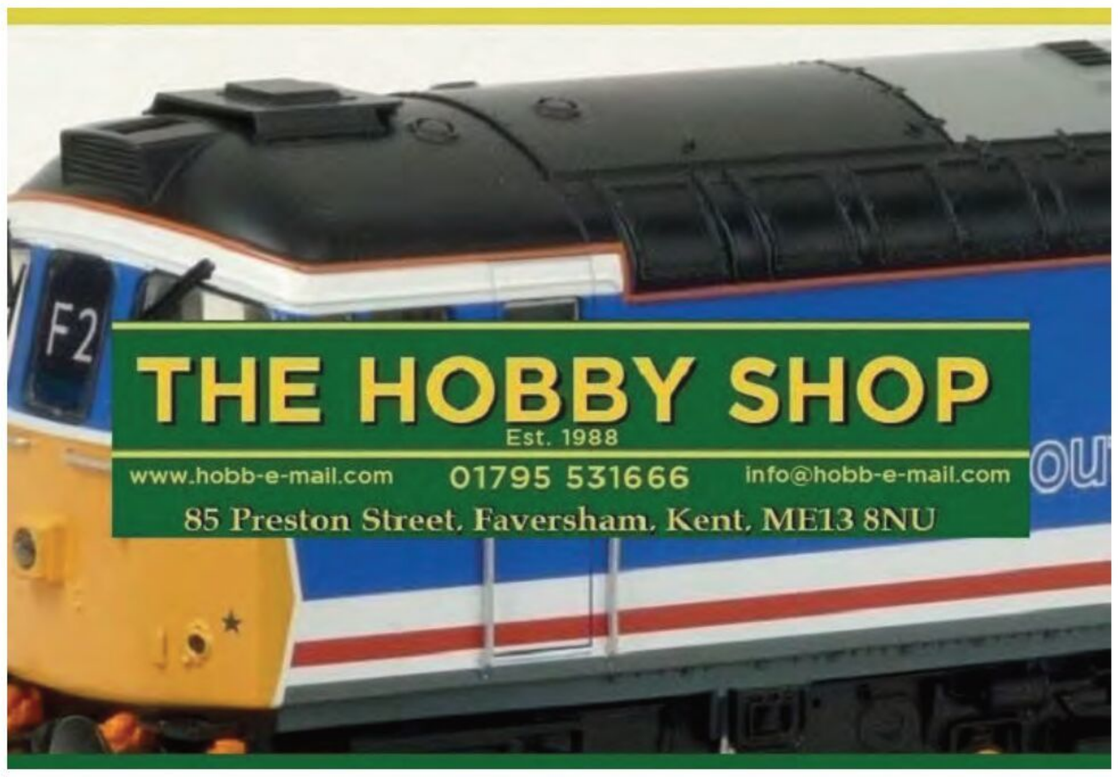

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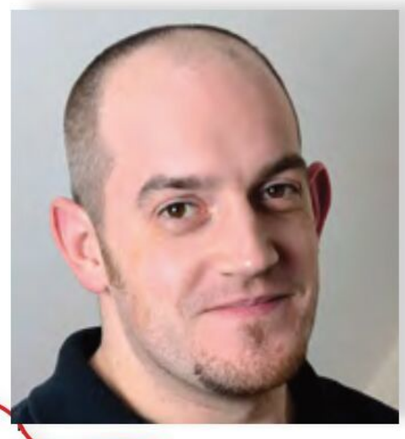

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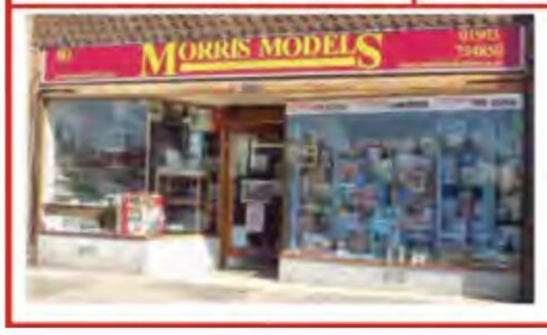

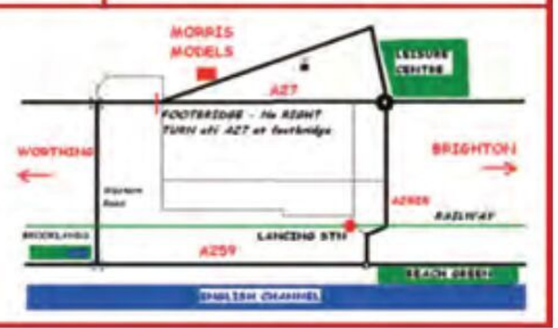

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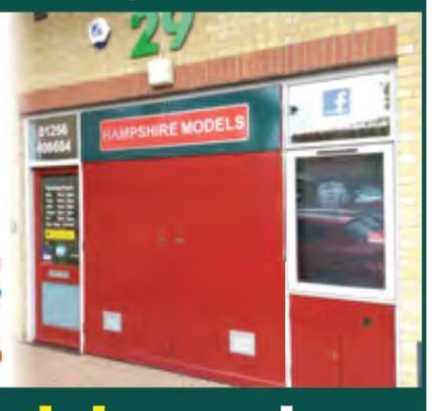

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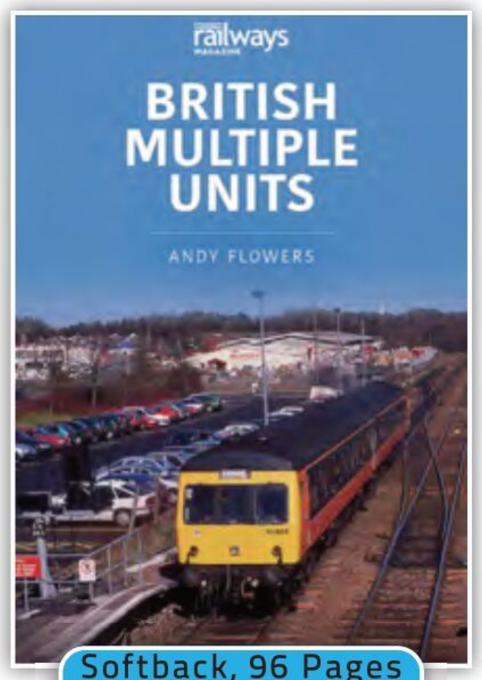

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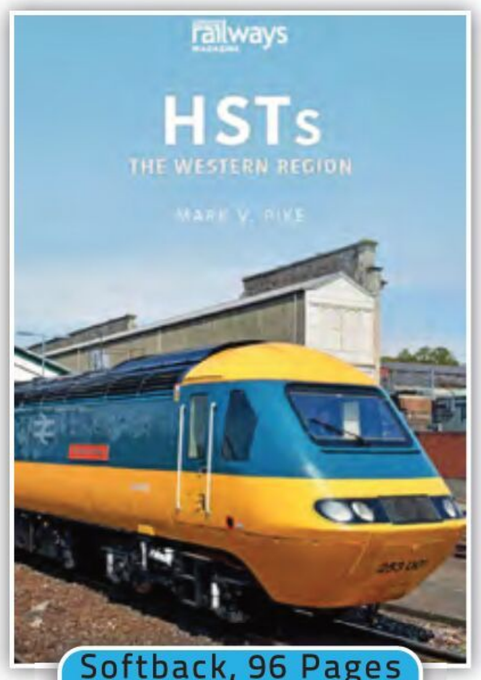

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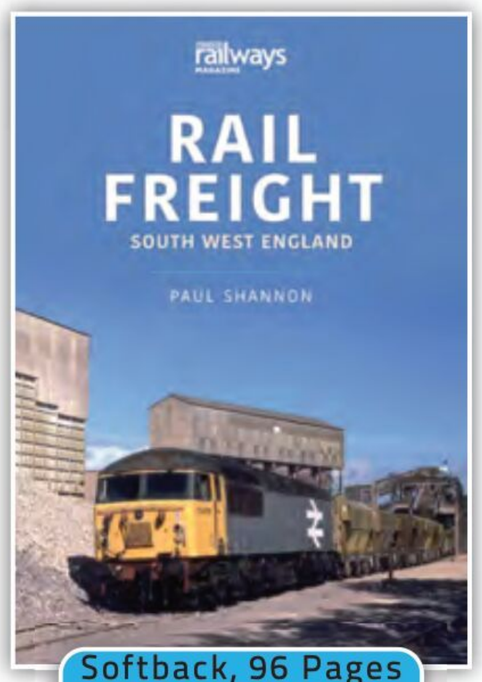

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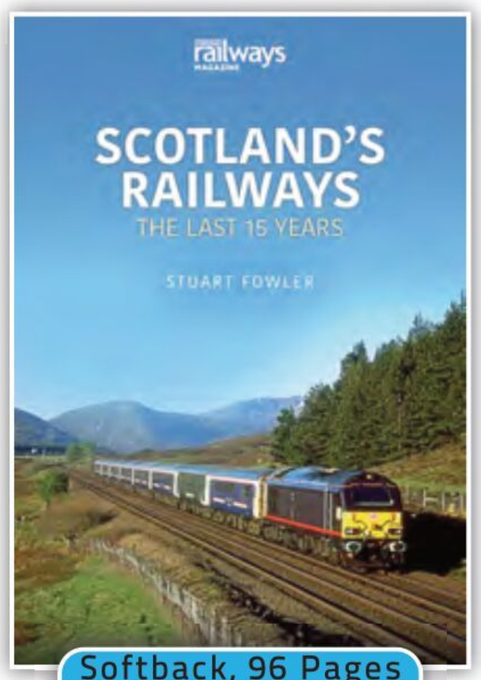

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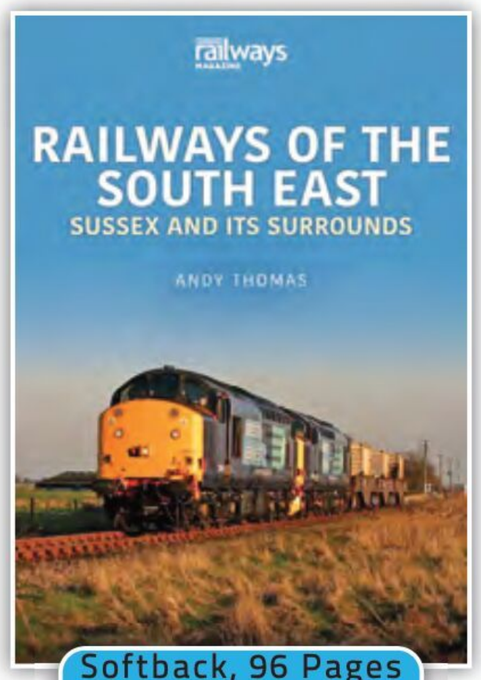

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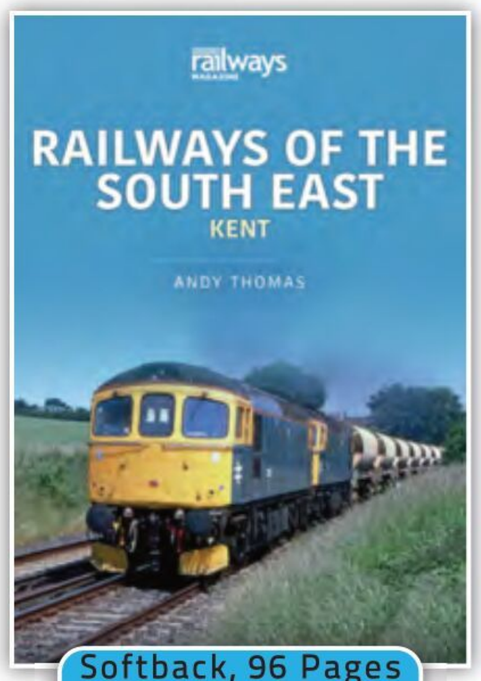

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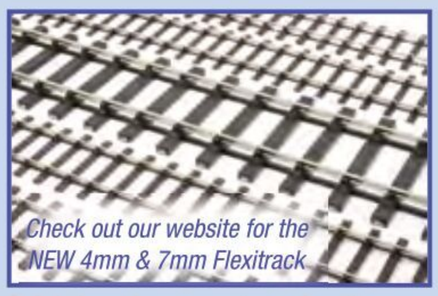

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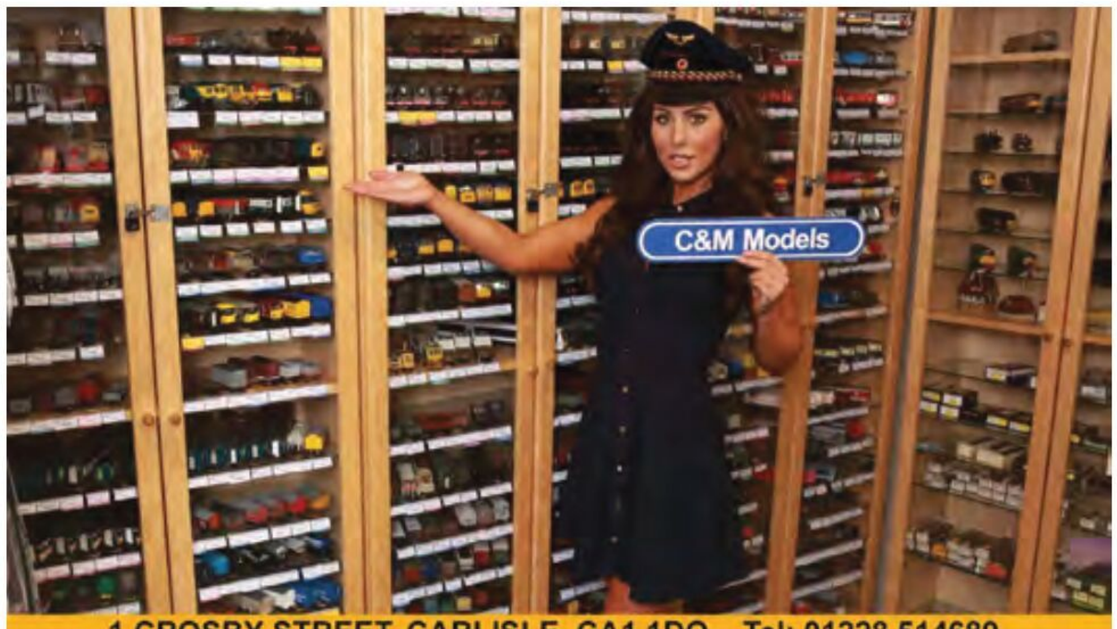

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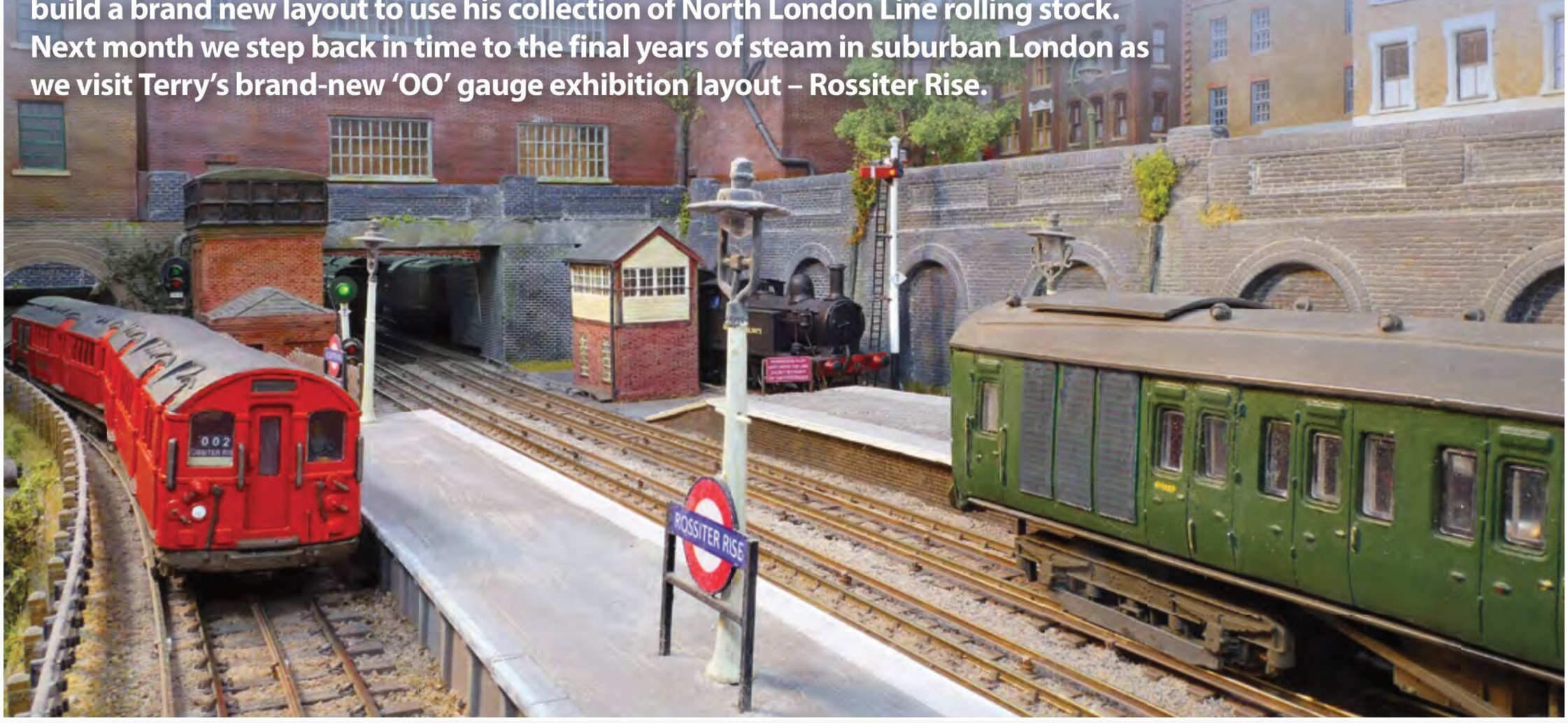
NEXT ISSUE

ROSSITER RISE

After attending 50 exhibitions with his model of Earl's Court, Terry Tew decided to build a brand new layout to use his collection of North London Line rolling stock. Next month we step back in time to the final years of steam in suburban London as we visit Terry's brand-new 'OO' gauge exhibition layout – Rossiter Rise.



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LOSTWITHIEL

Rob Elliott set out to model one of his favourite locations in Cornwall at home in 'N' gauge covering Lostwithiel station, the Fowey branch, Golant and Carne Point. Join us next issue as we take a full tour of this fascinating railway.

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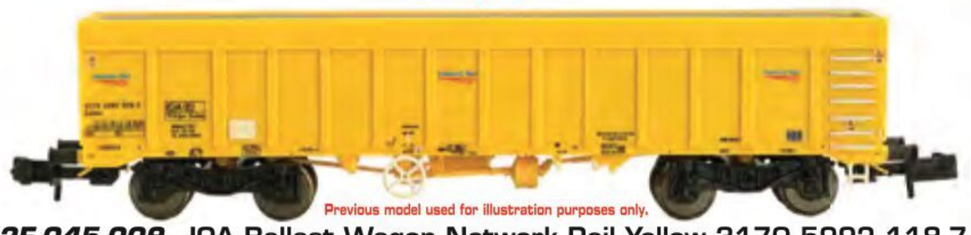

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