

**FIRST
REVIEWS**

**4 NEW
LOCOS**



- Rails gas turbine 18000
- Bachmann '00' Class 47
- Locomotion 'Precedent'
- Heljan 'O' gauge Class 47

HORNBY

Issue 174 **December 2021** USA \$13.99 · CAN \$15.99 · AUS \$14.99 **UK £4.99**

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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 Southern, Andrew Keast and Brian Tamplin.

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
Deputy Advertisement Production Manager: Kay Townsin
Email: kay.townsin@keypublishing.com
Advertising Production/Design: Becky Antoniadis
E-mail: rebecca.antoniadis@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
E-mail: Subscriptions - subs@keypublishing.com
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
174

HORNBY

magazine

LATEST OFFERS

See pages 30-31 for full details.

Reading to Paddington

P20



WE SHOW YOU HOW!



P32

32

WORKBENCH

Tim Shackleton explores how far technology has developed to enable you to print your own wagon kits at home.

38

MAKING A SCENE

Dan Evason builds a realistic 4mm scale farmyard scene using War World Scenics' latest laser-cut kits as the basis.

46

ROCKET ON TRIAL

Trevor Jones explains how he improved Hornby's award-winning 0-2-2.

104

DIGITAL CONTROL

Mike Wild goes back to the future as he retro-fits digital sound and working directional lights to Bachmann's 'OO' gauge Class 221 Super Voyager five-car Diesel Electric Multiple Unit.



P38

What's inside

7

WELCOME

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

8

UPDATE

The latest updates from Hornby HQ, Rails of Sheffield, Rapido Trains UK and Revolution Trains launch new projects, Ellis Clark Trains updates progress on the 'O' gauge Wickham Trolley and much more.

20

READING TO LONDON

Andrew Keast guides us around John Southern's outstanding 160ft 'OO' gauge homage to the Great Western Main Line through Reading station.



P52

52

ST PADDY

Brian Tamplin took inspiration from holiday visits to Cornwall when developing this multi-level 'OO' gauge branch line, reflecting the area's china clay heritage.

68

REALITY CHECK

Evan Green-Hughes recalls the ups and downs of BR Western Region's experimental gas turbine locomotive, 18000.

112

TUNNEL LANE

Dan Evason showcases his compact 'OO' gauge layout set in a fictitious location on the Shropshire/Herefordshire border in the 1940s.



P112

122

RAILWAY REALISM

With recent electrification on the Great Western Main Line, Evan Green-Hughes looks at how Brunel's 'Billiard Table' has transformed into one of the most up-to-date routes in the country.

126

SHOW GUIDE

Hornby Magazine's guide to forthcoming events.



FIRST REVIEWS



- 64 Rails 'OO' Gas Turbine 18000
- 72 Bachmann Class 47 for 'OO' gauge
- 78 Locomotion 'OO' LNWR 'Improved Precedent'
- 88 Heljan 'O' gauge Class 47



P78

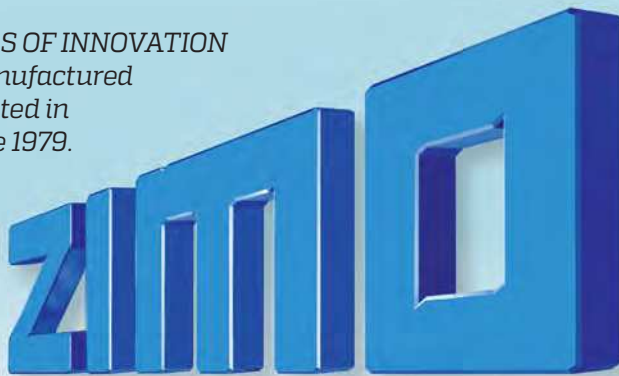
ALSO REVIEWED

The latest releases from Accurascale, Hornby, Modelu, Oxford Diecast, West Hill Wagon Works and more.



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WELCOME

THE EDITOR'S PAGE



HELLO and welcome to the latest issue of *Hornby Magazine*. This month we are riding high on the successful return of the Great Electric Train Show to the Marshall Arena in Milton Keynes at the

start of October. It was fantastic to be able to host a model railway event once more and to see so many people enjoying the hobby together. We are already planning for the 2022 event which will be taking place on October 8/9 at the same venue – make a note in your diary now, its going to be a great event!

Inside this issue we have a feature packed line up to go with our bumper pack. Included with the December 2021 issue is our annual *Hornby Magazine* calendar showcasing images of the best layouts featured in the magazine as well as important dates you need to know like when our new issue goes on sale. Plus we have Hattons Model Railways' latest 32-page catalogue – a perfect opportunity for pre-Christmas browsing.

The undoubted highlight of this issue is John Southern's tremendous model of Reading to Twyford and the Great Western Main Line in 'OO' gauge. It is no average model railway – the scenic section is a mind boggling 160ft long while its purpose-built railway room is 90ft long and at its widest is 20ft across.

John Southern's name may be familiar to those who visited the Dobwalls Miniature Railway in Cornwall in the past. The 7¼in gauge railway is no longer there, but John has used his time since its closure to build the model railway we are featuring this month. There is a sad part to this story though, as John is unable to continue his project which means that it will either be sold or dismantled in the near future.

Our feature on Reading to Twyford showcases the completed sections of the layout with a collection of 1990s period rolling stock representative of an era when InterCity HSTs sped along Brunel's Great Western Main Line at 125mph alongside 'Jumbo' aggregate trains hauled by the new order of the Yeoman and ARC Class 59s. We hope you enjoy the feature as much as we have enjoyed bringing it together.

We also have an outstanding crop of brand-new arrivals across 'OO' and 'O' gauge in the reviews this month including unique pioneer

gas turbine 18000, an all-new Class 47, the LNWR 'Improved Precedent' and freight wagons for 'OO' gauge as well as the new Class 47 for 'O'. It's also pleasing to see the return of Hornby's BR 'Clan' 4-6-2 for 'OO' this autumn and our competition this month offers you the chance to win a model of 72004 *Clan MacDonald* in its superbly applied BR lined green livery.

From all of the *Hornby Magazine* team we hope you enjoy the latest issue and all of its contents. Plus don't forget to check in on our website at

www.keymodelworld.com for the latest videos of our review models in 'OO' and 'O' as well as featured layouts, the latest news as it happens, special online only features and more. Happy modelling!

Mike Wild
Group Editor, Modelling

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Die-cast debut for HORNBY 'A1'/'A3' 4-6-2

Hornby's upgraded 'OO' gauge LNER 'A1' 4-6-2 features an all-new die-cast running plate.



Four new LNER 'A1'/'A3' 4-6-2s are set to receive the upgrade this year including 'A3' 60103 *Flying Scotsman* in BR lined green with early crests.

HORNBY has received running samples of its upgraded 'OO' gauge LNER 'A1'/'A3' 4-6-2s with all-new die-cast running plate for evaluation by the development team.

Announced earlier this year (HM164), the metal running plate will add more weight to the models to improve tractive effort and their overall appearance. Firebox flicker is also being installed.

Four locomotives are planned covering the locomotive's lengthy careers - 'A1' 4-6-2s 2564 *Knight of the Thistle* in LNER lined green (Cat No. R3989), 2547 *Doncaster* in LNER lined green (R3990) and 45 *Lemburg* in LNER black (R30087),

plus LNER 'A3' 4-6-2 60103 *Flying Scotsman* in BR lined green with early crests (R3991).

Priced at £229.99 each, they are due for release in 2022.

● Visit www.hornby.com for more information.

Hornby: A Model World

A new ten-part television documentary series looking behind-the-scenes at Hornby Hobbies has launched on the *Yesterday* channel.

The series follows the manufacturer's development teams as they work on new projects across the company's portfolio of products including Hornby, Airfix, Corgi and Scalextric. Episodes also feature footage of modellers and visits to preservation sites, while the *Hornby Magazine* team are also set to appear in episode eight later this year.

The first programme debuted

on Monday October 11 and featured development of the new limited edition Hornby Dublo air-smoothed 'Merchant Navy' 4-6-2 and provided insight into the company's future digital sound plans, too.

Further episodes will cover progress on Hornby's forthcoming 'OO' models of the LNER 'P2' 2-8-2 and Class 370 Advanced Passenger Train. Pete Waterman's 'OO' gauge 64ft Making Tracks West Coast Main Line layout is also set to feature.

Hornby: A Model World is aired on Monday nights at 9pm, with repeats at 8pm on Thursdays on



Hornby Hobbies features in a new ten-part TV series, Monday nights at 9pm on *Yesterday*.

Yesterday (Freeview 26, Freesat 159, Sky 155, Virgin 129, BT/Plusnet/TalkTalk/YouView 26). You can also

catch-up on demand at UKTV Play.

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



Four newly-tooled 'OO' gauge Class 91s form the initial batch of East Coast electrics, reflecting liveries carried through the years.

For the Fallen completes Hornby's 91 quartet

Hornby's development team have received a decorated sample of all-new 'OO' gauge BR Class 91 91111 *For the Fallen* for evaluation, displaying its intricate commemorative bodyside artwork for the first time.

Four models are planned for release later this year (HM173) as 91002 *Durham Cathedral* in InterCity 'Swallow' livery (Cat No. R3890), 91118 *The Fusiliers* in LNER livery (R3891), 91111 *For the Fallen* in its Virgin Trains branded commemorative colour scheme (R3892) and 91117 *Cancer Research UK* in GNER blue (R3893).

The newly-tooled models will feature a highly-detailed



91111's special commemorative design was created by designer Paul Gentleman and unveiled in a ceremony at Newcastle Station in October 2014.

bodyshell, all-new chassis, five-pole skew-wound motor, eight-pin Digital Command Control (DCC) decoder socket,

directional lighting, detailed pantograph and buffer beam pipework.

Priced at £197.99 each, release

is anticipated in late 2021/early 2022.

● Visit www.hornby.com for more information.

Hornby receives Mk 4 DVT decorated samples



Hornby's newly-tooled BR Mk 4 Driving Van Trailers will incorporate prototypical detail differences according to era and colour scheme.

Hornby's newly-tooled 'OO' gauge BR Mk 4 Driving Van Trailers (DVTs) are nearing completion, with decorated samples arriving with the company's development team for assessment.

Four liveries form the initial releases as 82212 in LNER colours (R40158), 82206 in InterCity 'Swallow' livery (R40162), 82225 in GNER blue (R40147) and 82229 in Transport for Wales livery (R40190). Matching Mk 4

passenger saloons are also in development.

The tooling suite for Hornby's all-new Mk 4 DVTs will cater for original condition and later modified examples with roof pods, together with detailed cab

interiors, flush glazing, directional lighting and buffer beam detailing.

Prices are set at £76.99 each, with release anticipated in the first quarter of 2022.

● Visit www.hornby.com for more information.

Rails completes GAS TURBINE STORY



RAILS OF SHEFFIELD has commissioned Heljan to produce a 'OO' gauge model of unique gas turbine prototype 18100 as a follow-up to its newly arrived model of Brown Boveri gas turbine 18000. The tooling will cater for the locomotive in original gas

turbine format as well as following rebuilding as a 25kV AC electric.

The model replicates the GWR ordered Metropolitan-Vickers gas turbine which entered service with British Railways in 1952. It worked on the Western Region initially, but was withdrawn just one year later in 1953 and then converted to 25kV

electric power as a testbed for the new overhead power system to be installed on the West Coast Main Line. It was finally withdrawn in 1968 and scrapped in 1972.

The project has been supported by the National Railway Museum and CAD drawing work is complete. Delivery is expected in

late 2022 with prices set at £225 per locomotive. The gas turbine (18100) will be available in BR black with early and late crests and the electric (E2001) will be released in BR black with late crests. All three versions are available to pre-order from Rails.

The specification for the models

Colour for Accurascale's TPE Mk 5 carriages

Accurascale has received decorated samples of its TransPennine Express liveried Mk 5 carriages in 'OO' gauge.

The decorated samples showcase the latest progress from Accurascale, but are missing some details including end caps on some wheels, which will be



Accurascale has received the first decorated samples of its newly-tooled 'OO' TransPennine Express Mk 5a carriages.



Left: The complex TransPennine Express colour scheme is shown to good effect on the Mk 5a Driving Trailer. Note the highly-detailed front end.

added to the production models.

Highlights include directional lighting on the driving car, magnetic couplings between coaches, close coupling and interior detail.

The five-car packs are available to pre-order now, priced at £225. Delivery is expected in 2022.

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



Accurascale has developed new magnetic inter-vehicle couplings for the Mk 5a carriages.

Rails of Sheffield is to produce the unique Met-Vick prototype in original gas turbine and later rebuilt electric forms for 'OO'. On November 8 1953, Metropolitan-Vickers Turbine 18100 stands outside Swindon Works.

Railphotoprints.uk



includes a 21-pin decoder socket, five-pole motor driving two axles on each bogie, separately fitted hand rails, spoked wheels, etched grilles, sprung buffers, flush glazing, NEM coupling pockets and lighting features based on 18100.

● Visit www.railsofsheffield.com for more information.

Ellis Clark Wickham Trolley EP

Ellis Clark Trains' newly-tooled 'O' gauge Wickham Trolley and trailers are now at the Engineering Prototype (EP) stage.



Ellis Clark Trains (ECT) has received the first Engineering Prototype (EP) of its forthcoming 'O' gauge Wickham Trolley and trailer.

These all-new ready-to-run 'O' gauge models will include a wealth of detailing as well as directional lighting the option for DCC ready and DCC sound-fitted formats. DCC sound models will feature a ZIMO decoder and speaker.

ECT has also taken the opportunity to add a separate Wickham flatbed trailer vehicle to the release schedule. These will be finished in plain black with wooden planking and can be attached to the Wickham Trolley.

In addition, ECT has added extra variants to the list with three new 'as-preserved' liveries covering Didcot Railway Centre's chocolate and cream example (Cat No. E1020Z), the Somerset and Dorset Railway's B40W in BR maroon with white roof (E1021Z) and Mangapps' Wickham in black with 'wasp' stripes (E1022Z). Four new un-numbered examples have

also been added.

Prices for the Wickham Trolley and planked trailer are set at £159.95 DCC ready and £259.95 DCC sound-fitted. Extra Wickham planked trailers are

priced £34.95, while the flatbed trailers are priced at £32.95 each.

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

ELLIS CLARK TRAINS FINESCALE 'O' GAUGE WICKHAM TROLLEY AND TRAILER

IDENTITY	VEHICLE	LIVERY	PERIOD	CAT NO.
B14W	Trolley and trailer	BR maroon	1949 onwards	E1016
DS3321	Trolley and trailer	BR (SR) green	1957 onwards	E1017
TR18	Trolley and trailer	BR yellow	1964/5 onwards	E1018
MPV0007	Trolley and trailer	Engineers' yellow	1970s	E1019
Un-numbered	Trolley and trailer	BR maroon	1949 onwards	E1016(U)
Un-numbered	Trolley and trailer	BR (SR) green	1957 onwards	E1017(U)
Un-numbered	Trolley and trailer	BR yellow	1964/5 onwards	E1018(U)
Un-numbered	Trolley and trailer	Engineers' yellow	1970s	E1019(U)
Un-numbered	Trolley and trailer	Chocolate and cream	1990 to present day	E1020Z (LE)
B40W	Trolley and trailer	BR maroon (white roof)	1949-present day	E1021Z (LE)
Un-numbered	Trolley and trailer	Black with 'wasp' stripes	2005-present day	E1022Z (LE)
Un-numbered	Planked trailer	BR maroon	1949 onwards	E3021
Un-numbered	Planked trailer	BR (SR) green	1957 onwards	E3022
Un-numbered	Planked trailer	BR yellow	1964/5 onwards	E3023
Un-numbered	Planked trailer	Engineers' yellow	1970s	E3024
Un-numbered	Planked trailer	Black	Any	E3025
Un-numbered	Flatbed trailer	Black	Any	E3031

Note: (LE) Limited Edition

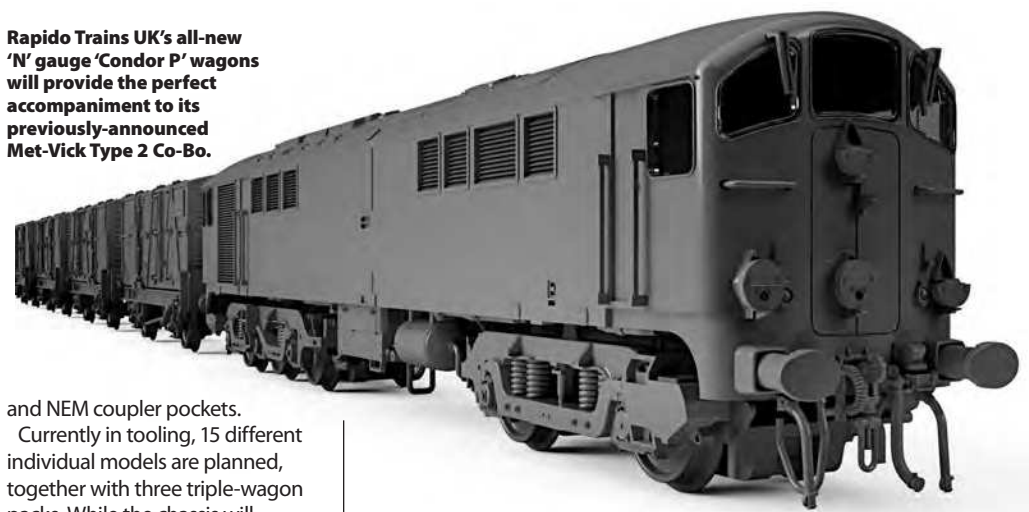
Rapido Trains unveils 'Condor P' for 'N'

Rapido Trains UK is to produce the 'Conflat P' container wagon as its next 'N' gauge wagon project.

Introduced for use on BR's diesel-hauled Anglo-Scottish door-to-door 'Condor' freight service in 1959, 60 Diagram 1/60 'Condor P' wagons were developed to maximise the payload in each direction. Rebuilt from redundant plate wagons, each could carry one Type A and one BD container. Following withdrawal in 1964, they were rebuilt as 'Timber P' timber carrying wagons.

Rapido Trains UK's newly-tooled 'N' gauge models will complement the company's previously-announced Metropolitan-Vickers Type 2 (BR Class 28) Co-Bo diesel and will feature a highly-detailed chassis and open underframe, new Dia. 3/001 Type A and Dia. 3/050 BD containers, metal wheel bearings

Rapido Trains UK's all-new 'N' gauge 'Condor P' wagons will provide the perfect accompaniment to its previously-announced Met-Vick Type 2 Co-Bo.



and NEM coupler pockets.

Currently in tooling, 15 different individual models are planned, together with three triple-wagon packs. While the chassis will be finished in BR bauxite, the containers will be offered in BR crimson and BR 'door-to-door' bauxite, and each will feature unique running and container

numbers. The containers will only be available with the 'Conflat P' wagon initially, although there are plans to sell them separately.

Prices are set at £29.95 for

individual wagons and £87.95 for the triple wagon packs. Release is scheduled for early 2022.

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

CAVALEX REVEALS 'GRIDS' & HOPPERS

CAVALEX MODELS HAS updated progress on its forthcoming 'OO' gauge locomotive and wagon projects through a series of 3D-printed, engineering prototype (EP) and decorated samples.

Development work on the eagerly-awaited all-new 'OO' gauge BR Class 56 Co-Co diesel continues apace with 3D-printed samples arriving for evaluation in late September, showcasing the level of detail that is being incorporated into the four main designs that made up the 135 strong class.

No less than 14 models are planned for the initial batch ranging from classic BR blue to present-day Colas Rail Freight and DC Rail Freight colour schemes. The specification includes a heavy alloy chassis, five-pole motor, twin flywheels, all-wheel pick-up, 21-pin DCC decoder socket, separately controlled roof fans, etched metal grilles and a wealth of separately fitted detailing.

Allied to this release, the manufacturer has also received decorated samples of the newly-tooled 'OO' gauge HAA and HFA Merry-Go-Round (MGR) hopper wagons it is producing in triple-wagon packs for KMS Railtec and Trains4U. A twin-wagon pack featuring the first and last built MGRs is also being produced for Locomotion Models. Liveries will include MGR hoppers with cradles in original brown, Railfreight red, Trainload Coal yellow, Scottish blue and EWS maroon. CDA china clay wagons in ECC blue and DB Cargo red are also planned.

Finally, Cavalex Models has received the first 'OO' gauge EP samples of the all-new PHA/JGA bogie hopper wagons for evaluation by the development team.

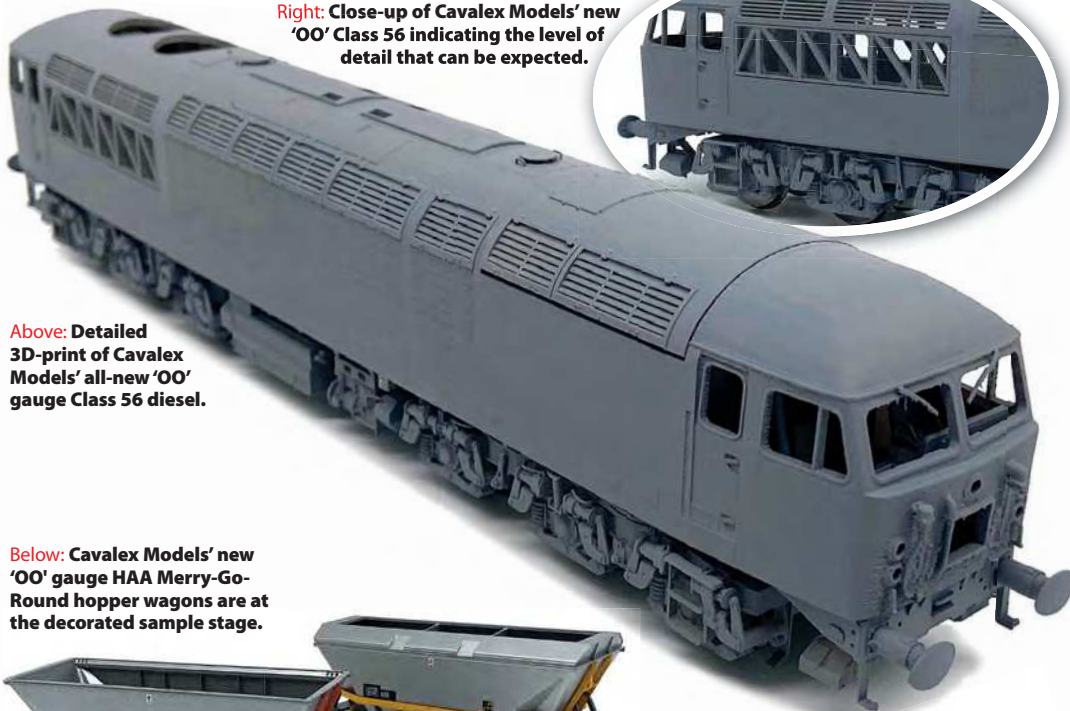
These distinctive hopper wagons were built by WH Davis of Shirebrook for Bardon Hill Quarries in 1990. Liveries planned include original Bardon green and yellow and the modern-day updated Aggregates Industries blue and white colour scheme, as well as unbranded versions. The wagons will be available singly and in triple-wagon packs with different numbers.

● Visit www.cavalexmodels.com for product pricing updates.

Right: Close-up of Cavalex Models' new 'OO' Class 56 indicating the level of detail that can be expected.



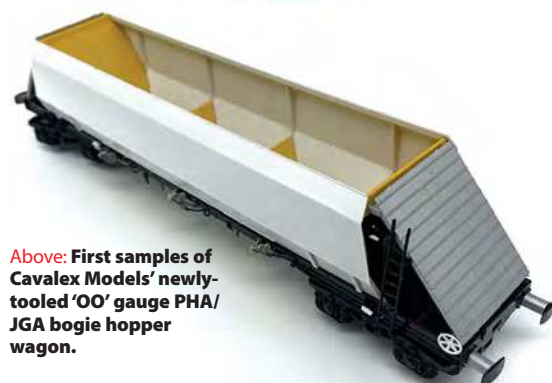
Above: Detailed 3D-print of Cavalex Models' all-new 'OO' gauge Class 56 diesel.



Below: Cavalex Models' new 'OO' gauge HAA Merry-Go-Round hopper wagons are at the decorated sample stage.



Above: First samples of Cavalex Models' newly-tooled 'OO' gauge PHA/JGA bogie hopper wagon.



Above: Cavalex is also producing the CDA China Clay hopper wagons. This is the ECC blue liveried example showing a close-up of the newly-tooled hood.



Above: The impressive detailing extends to the underside of the new PHA/JGA wagons.

Revolution's Class 59 breaks cover



First shots of Revolution Trains' all-new Class 59 diesel with removable centre covers, providing ease of access for installing a DCC decoder.



Factory-decorated samples of Revolution Trains' Mk 5 Caledonian Sleeper carriages have arrived. These are the Seated and Standard Sleeper vehicles.



First EP samples of Revolution Trains' newly-tooled 'N' gauge BR Borail and YQA 'Parr' wagons.



Detail variations between Class 59 sub-classes will be accurately reflected.

Revolution Trains' (RT) 'N' gauge projects continue to make good progress with first shots of the all-new Class 59 bodysells arriving in early October, together with first engineering prototype (EP) samples of the newly-tooled BR Borail and YQA 'Parr' wagons.

Two bodysells have arrived for assessment with the development team. These represent the Class 59/0 and 59/2s with and without centre covers fitted, demonstrating access for fitting a DCC decoder.

RT's extensive tooling suite will allow for variations between class

members to be represented. Twenty different standard production and retailer exclusive models are planned initially (HM172) covering the class' career through the years in a kaleidoscope of colour schemes including Foster Yeoman, ARC, EWS, National Power and GB Railfreight liveries.

Pre-order prices for standard production models are set at £124.95 DCC ready, £219.95 DCC sound-fitted.

RT's new 'N' gauge BR Borail bogie wagons (HM171) have also progressed to the EP stage of the

production process, with examples of original and later 'YQA' Parr wagons arriving for evaluation.

These newly-tooled 'N' gauge wagons will be available in five different variations covering Borail BVR, Borail BRA, YLA 'Mullet', YQA 'Parr' and 'YQA' Super Trench vehicles, with a mix of liveries and individual running numbers. Supplied in twin wagon packs, prices are set at £70 per pack. A delivery date has yet to be set.

Revolution Trains has also advised that the 'OO' gauge Borail wagons are now currently in tooling.

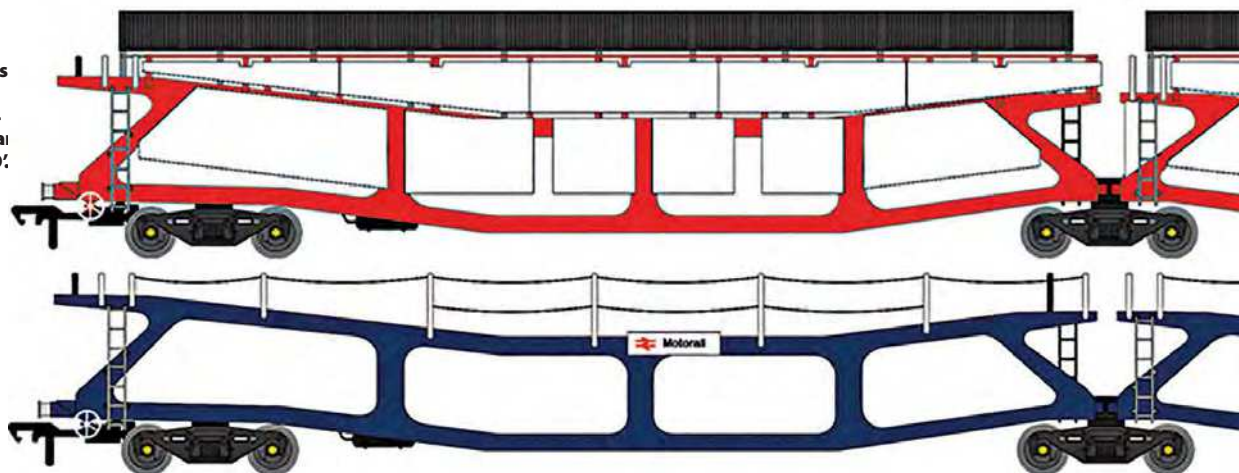
Finally, the company has also recently received decorated samples of its forthcoming 'N' gauge Mk 5 Caledonian Sleeper coaches. They will be available across a series of four-car and six-car booksets, enabling portions of the full Highlander and Lowlander formations to be recreated, as well as the complete sets.

Priced at £180 for the four-car carriage packs and £270 for the six-car Aberdeen portion, release is expected in the first half of 2022.

● Visit www.revolutiontrains.com for more information.

Revolution confirms Cartic-4 for 'OO'

Cavalex Models is to produce the BR Cartic-4 double-deck car carriers for 'OO'.



Revolution Trains unveiled its next 'OO' gauge wagon project at the Great Electric Train Show on October 2 - Cartic-4 car carriers.

500 Cartic-4 double-deck car carriers were built in the mid-1960s for use on Motorail and automotive freight traffic. Each articulated set comprised four vehicles sharing

five bogies and operated from 1966 through to the mid-2000s when the last examples were withdrawn.

Following the previously announced 'N' gauge model which is currently in tooling, this all-new 'OO' gauge version is currently at the CAD stage of the production process. As with the prototypes,

the models will reflect alterations over the years including anti-vandal protection.

Seven different liveries are planned covering BR blue with Motorail branding, MAT blue, Silcock and Collings brick red, Silcock and Collings brick red with side screens, Silcock and Collings

brick red with side screens and roofs, MAT blue with 'Expamet' side mesh and STVA pale grey with 'Expamet' side mesh.

Prices are yet to be confirmed, although early discounts will be offered for a short period.

● Visit www.revolutiontrains.com for more information.

Heljan shows LATEST 'O' GAUGE SAMPLES



Heljan has received the first engineering sample of its new 'O' gauge Class 73.

HELJAN HAS RECEIVED the first Engineering Prototype (EP) sample of its forthcoming newly-tooled 'O' gauge BR Class 73 electro-diesel for evaluation by the development team as well as new samples of the Class 27 and 56 for 'O'.

Built in the 1960s, the versatile Class 73s were designed for use on BR's Southern Region and featured an English Electric 600hp diesel engine as well as 750V DC third-rail compatibility.

Although the hand-assembled pre-production sample features

a mixture of early and late detail parts, it also represents a step-change in detailing for the manufacturer with a wealth of separately fitted parts including underframe and bogie details, together with plug-and-play Digital Command Control (DCC) interface, twin motors, flywheel, new lighting features and all-wheel drive and pick-up.

Each model will also feature sprung buffers, separately fitted buffing plates, wire handrails, etched metal grilles, SR 27-way multiple working cables, hoses, windscreen wipers, sandpipes

and much more. They will also incorporate a built-in DCC-activated third-rail 'arc' flash and high-intensity headlights (where appropriate), while factory-fitted DCC sound is also being considered.

In total, 17 models are planned initially, covering many of the liveries carried through their near half-century of operation on the rail network (see table).

Prices are set at £749 each. Release is anticipated during 2022.

Also received for review by Heljan are new engineering samples of the Class 27 and Class 56. The Class 27 is

a second engineering sample with refinements to the body tooling and underframe and that model will have a plug and play decoder interface like the Class 73 and is expected to arrive during 2022.

The Class 56 sample meanwhile is a factory decorated example of the locomotive in Loadhaul black and orange. The heavy freight Type 5s are expected to enter production before the end of the year with delivery expected in the first quarter of 2022. Prices for the Class 56 are set at £649.

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



An updated engineering sample of the 'O' gauge Class 27 has been delivered for inspection.



With the impending arrival of the 'O' gauge Class 47s (see pages 88-91) the Class 56 is the next big all-new diesel in line for release by Heljan.

HELJAN 'O' GAUGE CLASS 73S

IDENTITY	LIVERY	CAT NO.
E6008	BR early blue (weathered)	7300
E6020	BR blue with small yellow panels	7301
73137	BR blue with full yellow ends	7302
73114	BR large logo blue	7303
73102 <i>Airtour Suisse</i>	InterCity 'Executive'	7304
73108	BR Civil Engineers 'Dutch' livery	7305
73126 <i>Kent & East Sussex Railway</i>	Revised BR Network SouthEast	7306
73101 <i>The Royal Alex</i>	Pullman umber and cream	7307 (GM)
Unnumbered	EWS maroon and gold	7308
73212	Network Rail yellow	7309
73107 <i>Tracy</i>	GB Railfreight orange/blue	7310
Unnumbered	BR blue with small yellow panels	7311
Unnumbered	BR blue with full yellow ends	7312 (TM)
Unnumbered	BR large logo blue	7313
Unnumbered	InterCity 'Executive'	7314
Unnumbered	BR Civil Engineers 'Dutch' livery	7315
Unnumbered	GB Railfreight orange/blue	7320

NOTES:

(GM) Gaugemaster Collection

(TM) Tower Models exclusive.

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● Visit www.keymodelworld.com to login and watch our exclusive video interview with Heljan's Ben Jones and catch up on all the latest model development.

Heljan's W&M Railbus returns



A new batch of Class 14 0-6-0 diesel hydraulics is coming from Heljan in 'OO' during 2022.



The new production of 'OO' gauge Class 17s includes a fictional Railfreight red stripe liveried example numbered 17007.



By popular demand the W&M railbus is making a return in 'OO' with updated lighting and livery enhancements.

Heljan has announced a series of 'OO' gauge reintroductions to the range, including some long-absent models.

Amongst the new releases are the Waggon and Maschinenbau (W&M) diesel railbus, BR Class 07 diesel shunter, BR Class 14 0-6-0DH (previously a Hattons Model Railways exclusive) and BR Class 17 Bo-Bo diesels.

Heljan has also taken the opportunity to introduce some small improvements to the W&M diesel railbus, which will now feature LED lighting and improved decoration, while the Class 17 Bo-Bo will also feature in a livery the class never carried for the first time.

Spearheading these new reintroductions will be seven versions of the W&M railbus,

including two in BR's Research Department colour schemes (see table below), eight new Class 07s, including an Army olive green version, seven Class 14s, including a train pack comprising Class 14 D9553 and four 'Dogfish' ballast hopper wagons, and six Class 17 Bo-Bo diesels, including a fictional version in BR Railfreight 'red stripe' livery (see table below for full details).

Prices are set at £179 for pristine DCC ready models, while weathered models are priced at £189 each. The train pack containing Class 14 0-6-0DH D9553 in BR two-tone green, plus four 'Dogfish' ballast hoppers is priced at £329.

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



The third production run of Heljan's popular 'OO' gauge Class 07 will include this Army green liveried locomotive.

FORTHCOMING HELJAN 'OO' GAUGE MODELS

IDENTITY	LIVERY	CAT NO.
W&M Railbus E79963	BR green with 'speed whiskers'	8707
W&M Railbus E79961	BR green with small yellow panel	8708
W&M Railbus E79964	BR green with 'speed whiskers' (w)	8709
W&M Railbus E79960	BR green with small yellow panels (w)	8711
W&M Railbus 'Lab. 20'	BR Railway Technical Centre red/blue	8712
W&M Railbus No. 64	Keighley and Worth Valley red	8713
W&M Railbus DB999507	BR Research 'Track Recording Lab' yellow/brown	8714
Class 07 07001	Peakstone yellow (V2 re-issue)	2912
Class 07 2987	BR blue (V2)	2917
Class 07 07011	BR blue (weathered) (V2)	2918
Class 07 07013	BR blue (white cab roof) (V2)	2919
Class 07 D2994	BR green (w) (V1)	2935
Class 07 07012	BR blue (V1)	2936
Class 07 D2998	BR green (V1)	2937
Class 07 423	Army olive green (V1)	2938
Class 14 D9505	BR two-tone green	1412
Class 14 D9545	BR two-tone green (w)	1413
Class 14 21	Buckminster Quarries green	1414
Class 14 D9523	BR maroon (as preserved)	1415
Class 14 (D9530)	NCB South Wales pale blue	1416
Class 14 144-8 (D9524)	BP light green	1417
Class 14 D9553	BR two-tone green + 4 BR black 'Dogfish' (TP)	1420
Class 17 D8569	BR blue with small yellow panels	1724
Class 17 D8607	BR two-tone green with small yellow panels	1725
Class 17 D8599	BR two-tone green with small yellow panels (w)	1726
Class 17 D8539	BR two-tone green with full yellow ends	1727
Class 17 17007	BR Railfreight 'red stripe'	1728
Class 17 8538	BR blue with full yellow ends (w)	1729

NOTES:

(w) weathered edition

(TP) Train Pack

(V1) Version 1 - as built, vacuum braked

(V2) Version 2 - high level air pipes and compressor cabinets

'O' gauge '60' collection expands

Three additional locomotives have been added to the list of new Class 60s from Heljan for 'O' gauge with a pair of Gaugemaster Collection releases as well as an exclusive limited edition for Kernow Model Rail Centre.

The second production run of Heljan 7mm scale Class 60s is due for release this autumn using the same tooling as the first batch from 2016 (HM103).

Expanding the Class 60 choice further is Kernow Model Rail Centre's second ready-to-run limited edition model capturing 60040 *The Territorial Army Centenary* in DB Schenker branded cherry red. This locomotive was named in June

2008 at the National Railway Museum and the KMRC model will represent the Class 60 in the condition in which it was named with silver buffers, pipework picked out on the bogies and a pristine finish.

Two further Class 60s have been added to the Gaugemaster Collection modelling the two engines painted in British Steel blue in the late 1990s – 60006 *Scunthorpe Ironmaster* (Cat No. GM7240203) and 60033 *Tees Steel Express* (GM7240204).

The price for all of the new batch of Heljan Class 60s is £699 per locomotive.

● Visit www.keymodelworld.com/trains/news to see the full range.



Kernow Model Rail Centre has commissioned a limited edition 'O' gauge Class 60 from Heljan as 60040 *Territorial Army Centenary*.

NEW SAMPLES: 86s in colour

Heljan has received decorated samples of its next Class 86 AC electrics for 'OO' modelling the Class 86/4 and 86/6 sub-classes. Delivery is expected in 2022.



EVENT REPORT



The Great Electric Train Show returned to the Marshall Arena in Milton Keynes on October 2/3 after a two-year absence.

THE 2021 GREAT ELECTRIC TRAIN SHOW saw 32 layouts, more than 40 traders plus

modelling demonstrators come together at the Marshall Arena in Milton Keynes over the weekend of October 2/3 2021.

The event encompassed model railways in gauges from 'N' to 16mm scale with subjects as diverse as main line, shunting yards, branch lines, military bases, and factories forming the line up.

Highlights of the show line up included Pete Waterman's huge 64ft long model of the West Coast Main Line in 'OO' gauge (HM171), the debut of Malcolm Briggs' superbly detailed North Cornwall Brewery in 'OO' (HM163), John Spence and Steve Weston's Melton Mowbray North in 'N' gauge (HM55) and many more.

As well as debuts, renowned layouts from the show circuit travelled to the show including Robin Brogden's Museum of Transport which won the public vote for the best layout at the show and Geoff Buttler's Dragonby. Museum of Transport was celebrating 30 years on show and its 269th exhibition while Dragonby (HM172) was attending its 189th event.

During the event new announcements were made by KR Models (4DD and Palbrick), Rails



The 2021 Great Electric Train Show saw *Hornby Magazine* debut its new and developing Great Central Railway themed layout. Look out for more on this layout in the 2022 *Hornby Magazine* Yearbook.

EXCLUSIVE VIDEO ONLINE!
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of Sheffield (gas turbine 18100), Revolution Trains (Cartic4s for 'OO') and Key Publishing/*Hornby Magazine* also announced a new limited edition model of GWR 'Manor' 7802 *Bradley Manor* with Accurascale for 'OO'. See separate stories in this issue and online at www.keymodelworld.com.

The *Hornby Magazine* stand had displays of the latest pro-

duction samples from Accurascale, Hornby, Kernow Model Rail Centre and Heljan while we also took the opportunity to have Accurascale's TransPennine Express Mk 5s and Class 92 samples running on the Making Tracks layout during the weekend.

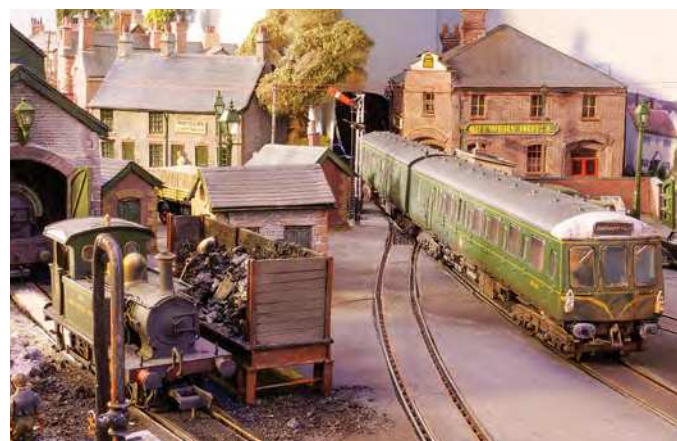
The dates for the 2022 Great Electric Train Show are set for October 8/9 at the Marshall

Arena in Milton Keynes once again and the layout line up is already developing for the show. Look out for the latest news here in *Hornby Magazine* as well as on the dedicated event pages at www.keymodelworld.com/greatelectrictainshow

● Watch the official 2021 Great Electric Train Show video at www.keymodelworld.com now.



Pete Waterman's Making Tracks West Coast Main Line layout was one of the first to be set up for the show.



Malcolm Briggs' North Cornwall Brewery made its public debut at the show.



Above: The 2021 Great Electric Train Show was a busy event which had wider aisles to make movement around the show easier.

Right: Geoff Buttler's Dragonby made its 189th exhibition appearance at the Great Electric Train Show.



SAVE THE DATE

- The 2022 Great Electric Train Show is on October 8/9 2022 at the Marshall Arena in Milton Keynes.

Britain's Biggest Model Railway goes public

Britain's Biggest Model Railway is making its first public appearance at a fortnight long exhibition in Wakefield this December. Open daily from 10am-4.30pm from December 4-19 it will be the first opportunity to see the huge 180ft long 'O' gauge layout away from its workshop.

Built by Simon George, Britain's Biggest Model Railway is 180ft long and models the four track stretch of the TransPennine route through Heaton Lodge Junction and includes the 'dive under' to Huddersfield, River Calder on the Calder Valley line and Heaton Lodge Junction.

The layout is set in winter during the 1980s with frost covered grass and bare trees along the linside. It is fully signalled and will feature authentic trains, four tracks in operation, realistic sounds from the locomotives and automatic control.

In total 30 full length trains have been prepared for the layout which are held in a multi-track storage yard at the rear of the layout.

The venue is Wakefield Market Hall in the West Yorkshire town centre.

It is located next to the bus station and a 10 minute walk from Wakefield Westgate station which is served by trains from Leeds, Doncaster, Huddersfield and beyond.

The entry price is £5 per person with children under 5 admitted free.

Simon George's huge 'O' gauge model of Heaton Lodge Junction is making its first public outing in December at Wakefield Market Hall in West Yorkshire between December 4 and 19.

THE DETAILS

When:	December 4-19 2021
Where:	Wakefield Market Hall, Union Street, Wakefield, West Yorkshire WF1 3AD
Times:	10am-4.30pm daily
Website:	www.britainsbiggestmodelrailway.com
Prices:	£5 per person (children under 5 enter for free)

- Visit www.britainsbiggestmodelrailway.com for more information and visit www.keymodelworld.com to view our full video tour of Heaton Lodge Junction and more about the layout's story.





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Reading to Paddington

The Great Western Main Line from Reading to Twyford and beyond is the setting for this astounding 'OO' gauge model railway built by John Southern.

ANDREW KEAST reveals its story and how this layout came to be.

PHOTOGRAPHY, MIKE WILD



Looking over the western end of Reading station, Class 47 47844 Derby & Derbyshire Chamber of Commerce and Industry departs for the Berks and Hants line as an HST set draws to a stop on the way to London. The station can accommodate scale length trains.



LET US ROLL BACK THE YEARS to the summer of 1986. I could be found on the end of Platform 5 at Reading station, filling in the gaps in my Ian Allan books, excited at seeing the variety of traffic and eagerly awaiting a Class 59 on a 'Jumbo' aggregate train from the Somerset quarries to Acton.

Reading was, and still is, an exceptionally busy station. Back in the late 1980s and early 1990s it was a mecca for passenger and freight operations. Expresses were formed of HSTs or in the hands of Class 47s and 50s which rubbed shoulders with the final first generation DMUs together with the new arrival of Class 165 and 166 'Networker' units and even a connection to the Southern Region with bay platforms to the east for this purpose. One of the most compelling features of this era though

was the spectacle of the Foster Yeoman and ARC branded 'Jumbo' aggregate trains which brought brand-new American made Class 59s to the area.

28 years after that 1986 visit, I was back at Reading station, but this time it was in miniature form. I had been invited to see a permanent DC layout built in East Cornwall by John and Barbara Southern. John was a regular customer of Kernow Model Rail Centre, for whom I worked, and was the founder of the Dobwalls Forest Railway. Some of you will remember the Dobwalls Forest Railway and may have ridden behind the 7¼ inch gauge Union Pacific 'Big Boy' which was often driven by John himself.

Sadly this railway is no longer in existence, but it provided excitement for millions of holidaymakers in the East Cornwall area. Since its demise John

had put his boundless energies into a new venture, a scale 'OO' gauge model of Reading station and the four track main line towards Paddington which has a 160ft long scenic section.

FIRST IMPRESSIONS

On entering the model railway shed the scene is set by a large photograph of Reading station entrance printed on the wall. You pass through the 'station door' and are greeted with a 90ft long oval shaped representation of the main line with scale models of Reading and Twyford stations and a 16 track storage yard. It took my breath away and I felt I needed to get my old Ian Allan out to fill more gaps!

John and Barbara started the layout in around 2008 and wanted to model full length trains at high speed running through the Berkshire countryside. »



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As the sun drops a Class 59 powers towards Acton with a stone train while a Class 43 HST passes it at speed.



John once travelled in the cab of a Class 52 'Western' on the route and loved the sight of the line heading east out of Reading. The layout is set in the period when full four-aspect signalling was in use but before the recent remodelling which has seen overhead gantries installed for the electrification associated with the Class 800s. A love of the GWR 'Castle' and 'King' 4-6-0s, 'Western' hydraulics, Class 43 HSTs and stone trains meant that John could just about get away with running these on the layout without too much compromise in terms of railway infrastructure.

John and Barbara commissioned an outstanding team of model railway specialists who supported them in

bringing their vision to life. The baseboards, finescale track and scenic base were built by Norman Solomon and these are a real credit to the builder – the main lines being straight as a die and the pointwork a delight to see in operation.

The points are all live frog and are controlled using Fulgurex slow-action point motors with auxiliary microswitches to control frog polarity and signals. The signals are three or four-aspect types with various route indicators and are operated automatically by the trains passing over infra-red detectors located at strategic places in the trackbed. The sequencing works on timers and signals set to red just as a train passes before cycling back to

green through yellow and double yellow aspects as on the real railway.

The first trains ran on John's WR Reading to London Paddington in 2009 and work has continued on adding scenery and buildings ever since. John has taken great pleasure in working on the landscape and trees. The two main buildings, Reading and Twyford stations, and bridges were scratchbuilt to a high standard by Peter Beamon, a local modelmaker and friend.

One striking feature is the photographic backscene which was produced from stills of film taken from a moving train by Steve Andrews (railway film-maker) and printed onto board by Robin Tucker (a local designer/illustrator). This extends some



At the western junction a Class 59 takes the Berks and Hants line with a rake of 15 Accurascale PTA tippler wagons as a Class 50 weaves across from the Fast to the Relief lines with a rake of Mk 2 stock.





The signalling is fully automated and as close to scale as possible for a model railway. 'Dutch' liveried Class 37 37035 waits for a green aspect in a busy scene which sees Class 50 50007 *Sir Edward Elgar* heading down the Fast line towards London and an HST and Class 47 crossing paths in the distance.



160ft around the layout and certainly adds to the experience of watching trains go by. John himself has provided all of the various trees and lineside features, chiefly using Woodland Scenics products, sea foam and Hornby and Bachmann small structures.

THE JOURNEY

Taking a trip around the layout, it starts with the western approaches to Reading station. The double track line from the Berks and Hants route passes the DMU shed and merges with the four track line from Didcot. The four-track main line first appears as it passes through the photographic backscene and alongside the

carriage sidings before entering the station.

As we cross the pointwork and enter Reading station, DMUs can be found in the bay platforms ready for services to Newbury and Basingstoke whilst freights can often be found waiting in the through road between platform 4 and 5.

The station is full of passengers, mainly from the Preiser range, which were a labour of love to attach using Woodland Scenics Accents Glue. As we head east the complex web of tracks through the station merge to become the Up and Down Fast and Relief lines. These then run down the left-hand side of the layout for some 60ft and seeing trains powering along this section certainly adds to the thrill of

operating the layout.

At the bottom end of the railway shed we arrive at the gasometer. This was always a well-loved feature of the line out of Reading and the model is approximately 2ft diameter, having been scratchbuilt by applying a photograph printed onto board and wrapped around a large cylinder.

The lines then curve behind the gasometer before reappearing through a representation of Sonning Cutting with its distinctive bridges. This section of the layout is evocative and provides the classic view which has been the staple of many railway photographers.

We are now heading up the right-hand side of the layout and enter Twyford »



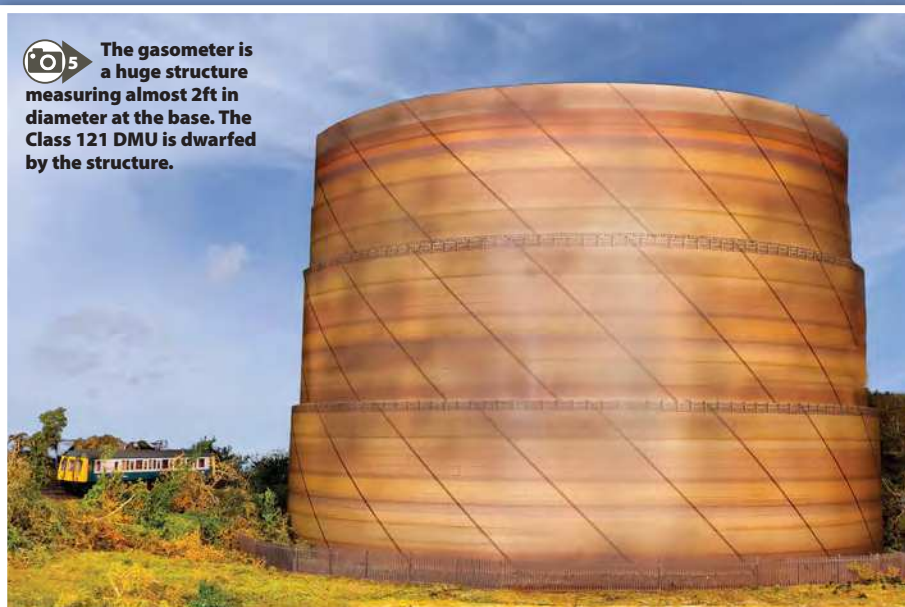
station with its characteristic footbridge. The backscene now represents that of the approaches to Paddington, including Westbourne Park bus depot, as the four tracks head a further 40ft up to the entrance to the storage yard, at which point the scenery ends.

The storage yard is huge and each of the main and relief lines have four tracks which can accommodate at least three full length HSTs, some 30ft long. Each track is split into three sections which are controlled by on/off switches on the main control panel which in turn has the ability to apply power to different areas of the layout from one of four analogue handsets.

The storage yard is contained in a 20ft wide section of the railway shed and curves around the top of the layout before splitting to form the Didcot lines and routes to the Berks & Hants lines back at the approach to Reading.



The gasometer is a huge structure measuring almost 2ft in diameter at the base. The Class 121 DMU is dwarfed by the structure.



In Sonning Cutting Class 50 50033 Glorious thunders towards the capital and passes a single-car Class 121 which will soon be stopping at Twyford.



TEAM EFFORT

Following my early visits, John invited me to help him to maintain and operate the layout. I suggested that a colleague from Kernow Model Rail Centre, Mick, might like to join 'the team'. Since then we have both enjoyed regular visits supporting John and benefitting from Barbara's warm

hospitality. Pasties, puddings and cuppas were always welcome.

Mick has been building the DMU shed and Southern Reading platform, with its third-rail track. I have focussed upon cleaning and running the layout, adding scenic items and overcoming the glitches which are inevitable with such a large

venture.

During operation, we can have two trains running on each of the four main lines with sufficient distance between each to allow the signals to sequence. There is something really thrilling about seeing full length expresses overtaking slower freights on the long straight sections. A model »

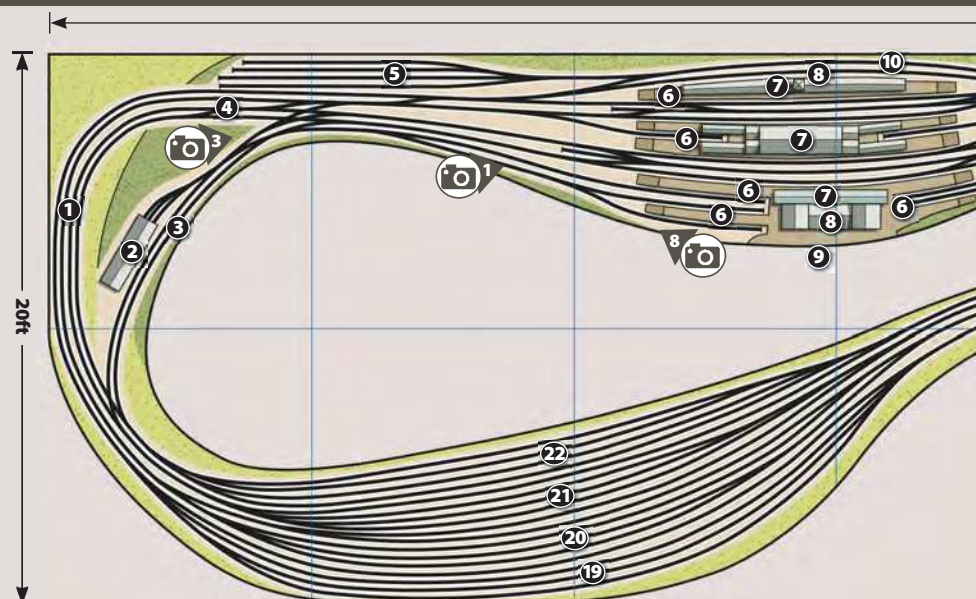


trainspotter on Platform 5 can see a wide variety of trains from local DMUs, steam hauled expresses and a variety of diesels on inter-regional services to HSTs and engineers services.

Typical trains have 10-12 coaches (eight for HSTs) or 15-20 bogie wagons, hauled by locomotives from all of the major UK manufacturers. These models certainly earn their keep as each train takes several minutes to complete a full circuit, often surprising the operator who may have forgotten that they had sent a train out from the storage yard.

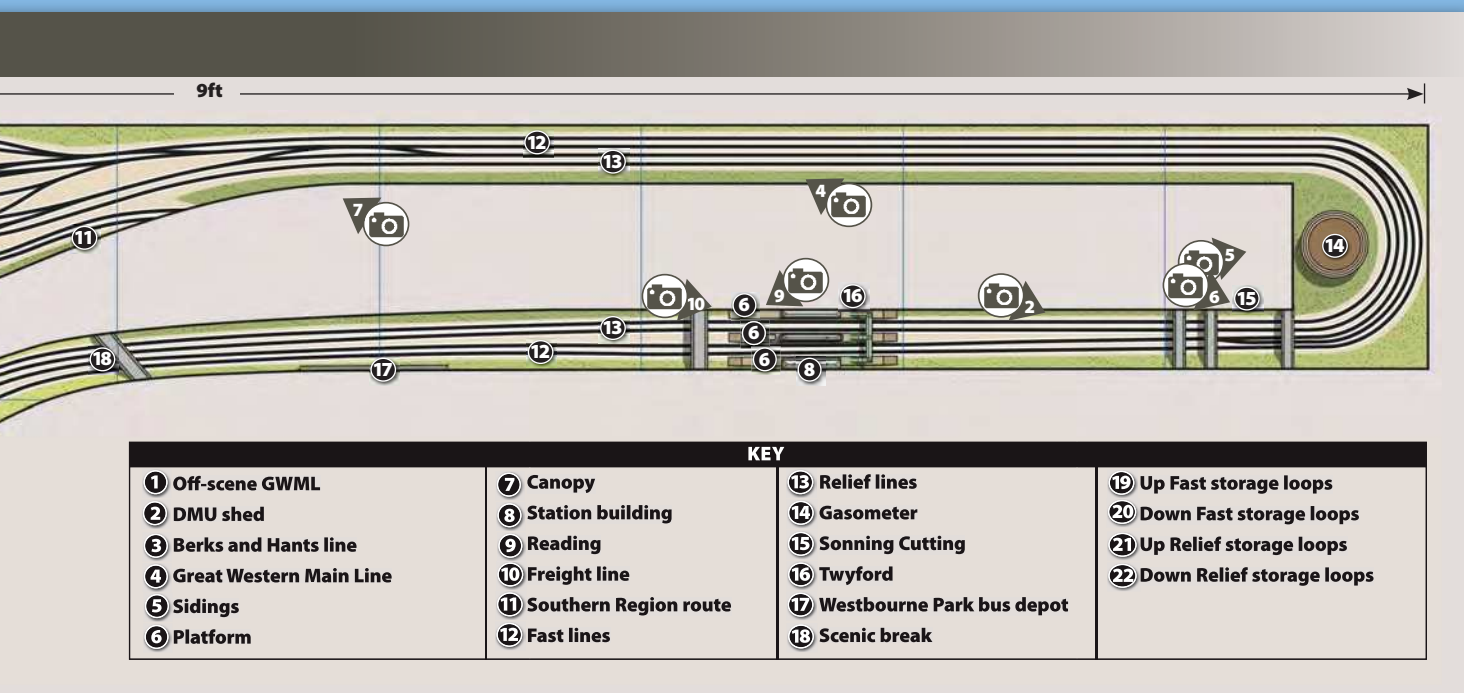
During the photographic shoot for *Hornby Magazine* we stocked the layout with a representative selection of 1990s period locomotives and rolling stock including a rake of Yeoman PTAs hauled by a Class 59, a matching set of ARC PTAs in the hands of a Class 56, InterCity HSTs, Class 47/8s, the final Class 50 hauled Network SouthEast working, DMUs, engineering trains and more. There is so much scope as to what can be operated on the layout. »

READING TO TWYFORD TRACK DIAGRAM (NOT TO SCALE)



7 A eight coach HST set tailed by 43041 has just arrived at Reading from London while a Class 56 waits to depart from the through line on the left. The tracks to the Southern Region can just be seen diving off to the left.





“You pass through the ‘station door’ and are greeted with a 90ft long oval shaped representation of the main line, with scale models of Reading and Twyford stations.”

ANDREW KEAST





At the western end of Reading station a Class 117 is in the bay platform waiting to depart as a Class 56 and HST run parallel into the station on the Relief and Fast lines.



TAKING CONTROL

A large mimic control panel with four colour coded routes (Up and Down Fast and Up and Down Relief) is situated in front of the station and is used to switch both points and sections.

The layout has a large number of sections and each can be isolated or controlled via

rotary switches to take power from any of four handheld Gaugemaster controllers. The panel also shows the aspect of each signal which, in theory, prevents SPADs (Signals Passed at Danger). Mick and I would fail as locomotive drivers as we frequently forget to check this!

In the main, the layout has operated well

over the last few years with the only major glitches being the microswitches on some of the Fulgurex point motors failing to switch frog polarity. This results in dead shorts when certain routes are set and we had started to replace the offending motors with Tortoises. Also some of the infrared train detectors have failed leading to the



Modern moment: A First Great Western HST set led by 43017 powers through Twyford as Class 166 166213 restarts from a station stop on the Relief lines.





At Twyford a Class 117 slows to a stop as a Class 47/8 races past on the Fast lines.



MAS not sequencing correctly. This may be due to the lighting above the layout and has been under investigation.

UNCERTAIN FUTURE

Sadly, in recent times, John and Barbara's health has deteriorated. Combined with Covid lockdowns, this has meant that the

layout has remained dormant for the last two years. John is now in a care home and we have been asked to dismantle and dispose of the railway for him. These accompanying photographs are a testament to John and Barbara's vision and the skill of the team that helped them make it a reality – and it is most likely that

this is the only time this fabulous home-based model railway will ever be seen. This is probably the best layout that I have had the pleasure to operate and it has been a real privilege to get to know a true gentleman in John Southern and his lovely wife. We will all miss Reading to Twyford when it is gone. **HM**





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Print your own wagon

The digital age has made the possibility of printing a wagon kit at home a reality with the right equipment. **TIM SHACKLETON** explores high-tech ways of expanding your rolling-stock fleet.



OVER the last 18 months or so, increasing numbers of model-makers have gained access to 3D printing technology. As prices come down and quality goes up, quite a few have acquired their own 3D printers and learned how to use the software that accompanies them.

Jonny Duffett of IronMink Designs has gone a step further, creating downloadable software from which you can print a fast-expanding range of wagon types, from iron-ore hoppers to some unusual coil-steel carriers.

The problem traditionally associated with 3D printing is the poor quality of the end product, with its threepenny-bit curves and

very visible layers or ridges where the thickness of the component has been cumulatively built up during the printing process. This either means an awful lot of cleaning-up before you can get the print into shape, or an acceptance of the essential roughness of the end product.

But 3D printers move forward so fast that high-end professional and industrial models – but not, sadly, the budget-priced models seen at hobby shows and advertised all over the net – can now print down to one micron which, in imperial units, is 0.00003937in. A layer thickness of barely 0.001mm effectively eliminates the problem of striation, but most of the affordable printers popular

“3D printers move forward so fast that high-end professional and industrial models can now print down to one micron which, in imperial units, is 0.00003937in.”

TIM SHACKLETON

on the hobby market will be lucky to achieve 0.25mm. That, unfortunately, is the difference between one costing a few hundred pounds and machines with a million-pound price tag.

With this project I'll show you what to expect of the process, whether the results are any good, how you work with it, what the pitfalls are and what else has to be considered in building rolling stock from 3D prints. It's a relatively painless process and it places few demands on your constructional skills, but there's a lot of cleaning up to do – especially so, I found,

with models created on a filament printer – and like any kit the end product still needs to be detailed, painted, fitted with wheels and couplings and generally made ready for the road.

The 3D printing process is emphatically not the next best thing to ready-to-run! You'll also need to know where to get the software from – www.thingiverse.com/ironmink/designs – and what it costs. The answer to the last question, perhaps surprisingly, is that it's completely free and that is music to any modeller's ears, let alone a Yorkshireman like me. **HIM**

USEFUL LINKS

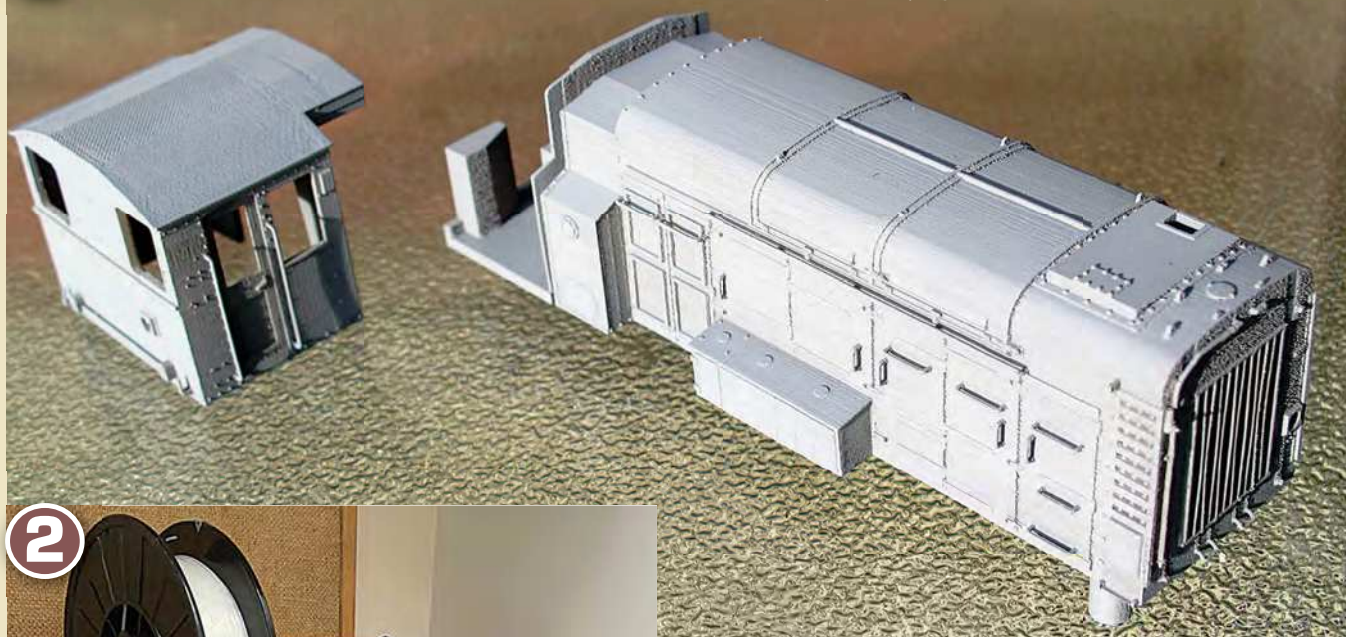
IronMink Designs	www.thingiverse.com/ironmink/designs
Cambridge Custom Transfers	www.cctrans.org.uk

You may need to put a lot of work into a 3D-printed wagon if it's to reach anywhere near the kind of finish that can routinely be found on a ready-to-run model or one built from an etched kit. But for the production of awkward shapes and obscure prototypes, the process is perfect. Swindon built just 55 of these Dia 1/063 Conflat LDs, used exclusively for dolomite traffic – a form of limestone used in the steel industry. The containers were lifted by crane and discharged directly into the skips used to charge blast furnaces. Photographs of these wagons are like hen's teeth.

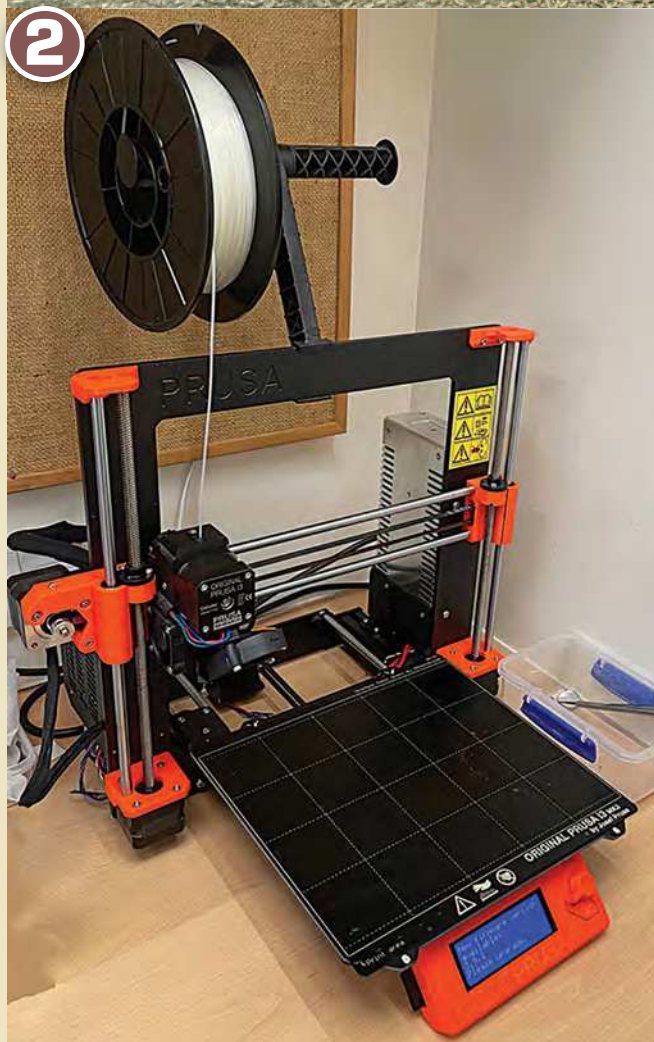


1

I've been enthusing about Alan Buttler's 3D-printed figures for some years now but my first encounter with anything significantly larger came with this cut-down Class 08/9 from PH Designs, whose construction we described in HM132 (June 2018). It was and is a pretty sophisticated model but recent developments in this field have pushed the bar significantly higher.



2



The Prusa i3 is a well-regarded filament printer aimed at the hobby market and home user. This is the device Chris Langdon used to print the diesel brake tender body shown in the next step. 'Downloading was easy' says Chris. 'The free IronMink software came in a zip file that gave me an .stl file which is the solid 3D file. This file needs to be "sliced" into layers so I opened it with the slicer software and then scaled it to 4mm:1ft. The slicer software then generated G-code onto a SD card which plugged into the 3D printer and then did the business smoothly and with 100% success! Printing out the brake tender took 2hrs 40mins and required no further intervention from me. You certainly don't need to be a computer nerd to work with this program, which is well within the mental faculties of the average 70+ modeller.'

3



The body of the diesel brake tender, created on the filament printer – the process took a shade under three hours. There's clearly a lot of cleaning up to do and on balance I think an SLA resin printer gives better results for our purposes – that's what we used for the Conflat LD.

4



Where complex overhanging shapes are involved, the additive process used in stereolithographic (SLA) printing calls for internal supports to be incorporated during construction – and then removed afterwards. Here the supports have been removed from the containers but the wagon itself still sits, fully formed, inside the cage-like structure within which it was created.



I'm snipping away at the supports using Xuron side-cutters. A sharp craft blade can be used as an alternative – the contact points are as small as possible to make removal easier. With complex one-piece shapes, everything has to be attached to the main structure – you can't have free-standing elements.



Amid a forest of offcuts the shape of the Conflat LD slowly begins to emerge. All this takes time – though very little assembly work is required, it's not as if the wagon pops out of the printer fully finished and ready for the paint shop. A lot of careful preparation is called for.



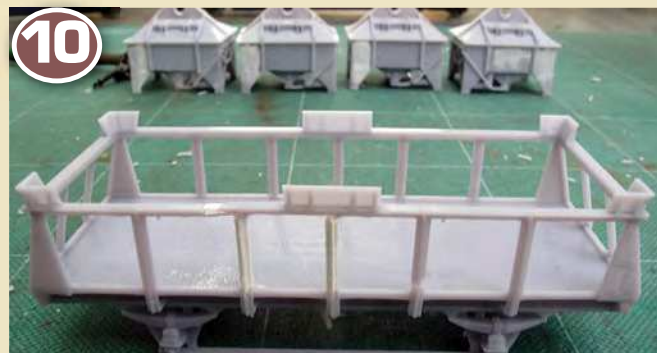
Removing the supports isn't a quick job – I reckon a good half-hour to get to this stage. There's no point in rushing as you run the risk of damaging the components, which have little shear strength and very little flexibility. Nevertheless I find this kind of thing very relaxing, quietly snipping away while listening to the cricket. Be careful not to break or delete parts that are integral parts of the wagon's structure, such as the v-hangers below the solebar or the tie-bars between the axleboxes.



Almost there – see how cleanly the supports come away, leaving tiny witness marks where they were attached to the main structure. In principle this is very similar to a plastic kit with the parts attached to sprues – with SLA printing there may be proportionally fewer of them but they still need cleaning up.



A Conflat LD – about 45 minutes' work in total, perhaps less, and no assembly required at this stage. Imagine making this from a kit, and getting all that angle iron carefully aligned before soldering or glueing it together. I managed to drop the print twice on a concrete floor but no damage was done.



Accidents can and do happen, unfortunately. When prep work was complete I accidentally trapped the wagon between a rock and a hard place, snapping off the top bar and the three central stanchions. Two of these had to be remade in styrene strip – annoying but not terminal.



Now comes the comparatively simple task of removing the little pips where the supports had been. To get between the stanchions I used a cut-down emery board, filing very lightly. I suggest you wear a face mask for this cleaning-up process as the dust can be irritating. The scalpel gets rid of larger lumps and any obstinate material.



Unless printing with ultra-high resolution professional equipment, the process of building up in layers inevitably leads to a stepped/threepenny-bit effect on surfaces that are either curved or angled in regard to the building platform. Where visible, these striations need to be removed by careful filing.

STEP BY STEP BUILDING A HOME PRINTED WAGON KIT

Intermediate
Beginner **SKILL LEVEL** Advanced



The dolomite containers can be similarly treated and the outside surfaces cleaned up. The dust created during this process should be carefully brushed off, avoiding inhalation.



In terms of detail and accuracy I thought the results were excellent – in great part due to being created on a good printer that offered crisp definition and minimal stepping. On an older and less sophisticated machine, not really capable of printing such thin layers, the outcome would be nothing like as impressive.



The components have received a lot of handling and will need cleaning up before painting. An ultrasonic bath in warm water is quick, easy and gentle.



Once the prints are thoroughly dry, white acrylic primer (Halfords) will form a good ground for the top coats and highlight any blemishes that may need attention.



Basic livery colours applied – satin black for the underframes, Freight Stock Red (usually but incorrectly called bauxite) for the containers, a neutral colour for the deck. The paint is very thin and provides only a light coverage – the depth of colour will be built up by weathering.



At this point the build becomes much more like a conventional kit-bash, using brake gear and levers extracted from Parkside Dundas underframe kits with the addition of a cross-shaft from 40thou Evergreen styrene rod, the wheels from Alan Gibson. Wanting to see how they'd survive in everyday service, I used 3D-printed buffers of the correct pattern.



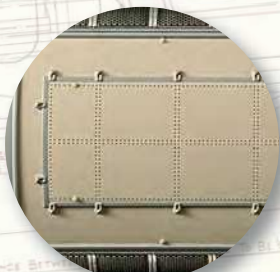
The lettering makes a huge difference to these models – research and production was in the extraordinarily capable hands of John Isherwood of Cambridge Custom Transfers. Weathering at this stage is very basic, but the wagons are now ready to enter service.



MORE CLASS 24s: All our earlier Class 24s are SOLD OUT. Due to great demand we will produce further runs including 1959 Derby & 1961 Darlington built locomotives (in original BR green without warning panels) as well as early and late (pre and post-TOPS) BR blue Class 24s with and without nose doors. Look out for further details soon.

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Down at the farm

Farms make an ideal corner filler for a model railway.

DAN EVASON

uses new laser cut kits from War World Scenics to create a realistic scene for a 'OO' layout.

AS SOON AS YOU LEAVE ANY major city or town you will more than likely encounter a farm or a collection of farm outbuildings on your journey. The basis of this project is a new set of laser cut kits from War World Scenics for a closed barn and farmyard equipment. The barn is 210mm long and 125mm wide while the height to the top of the apex roof is 87mm. It models a typical closed barn with slatted sides, a corrugated roof and

a blockwork base and as well as external detail the kit includes a full laser cut framework which means the interior looks just as good.

Assembly of the kit is generally straightforward with the only challenge being equal positioning of the main roof supports along the length of the building. All of the components overlay each other to create the finished look and it can then be sealed with grey primer before painting with modelling acrylics – Tamiya paints in the case of this project.

The base for this project is a small piece of plywood, but it could be built straight onto a model railway baseboard and provide a perfect corner filler. The step by step guide explains my method for creating a realistic concrete apron using mounting card and underpainting techniques from military modelling.

Buildings like these are great space fillers for a rural railway scene. In this case, we're building a farm in more modern times, perhaps one which gained a new barn in the 1980s. **HM**

The barn has been readied for this year's harvest and the farmer's Massey Ferguson is ready for action.

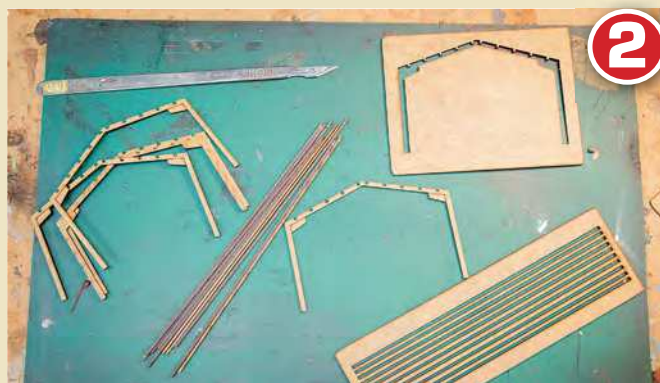


Scenic details add to the scene including a War World Scenics farm roller, figures from Modelu and Oxford Diecast vehicles.





1 The basis of this project is a new kit from War World Scenics for a closed barn. Like any kit it is always worth reading the instructions and examining the parts before starting. This will help you work out what tools you will need for the job ahead.



2 The first job is to release the five main building supports and roof battens using a sharp craft knife. Once cut away from their support frets, I used sandpaper to tidy up the edges of the MDF parts.



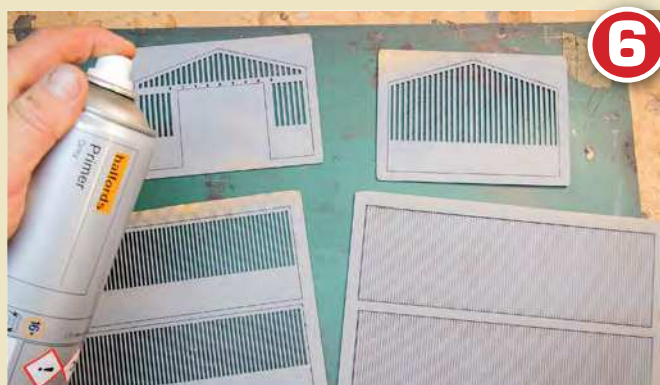
3 Assembly can now start. With the main supports, I found there are no clear indicators to where they should be located on the roof support beams. I started by positioning the outer two, placing one in the centre and then placing the last two equally between the centre and end supports to give equal spacing across the structure. For this part of the process, I used a small ruler and Deluxe Materials Roket card glue to join the parts together.



4 Once the framework is dry, the MDF structure needs to be sealed. For this I used Halfords grey car spray primer. Spray in a well-ventilated room or outside to avoid the overspray and smell of paint.



5 Once the grey primer has dried, the next coat of paint can be applied to the structure. I've chosen to use Tamiya Hull Red (XF-30) as this seems to be a common colour for building steelwork around my local area.



6 As I've chosen to leave the doors off and have my barn open, I was aware that you can see the inside walls, so turned to Halfords grey primer again to paint the inside of the walls and roof panels inside and out.



7 The outer walls can be attached to the framework next. It is tricky to line these parts up, but a little time and spots of superglue brought everything together.



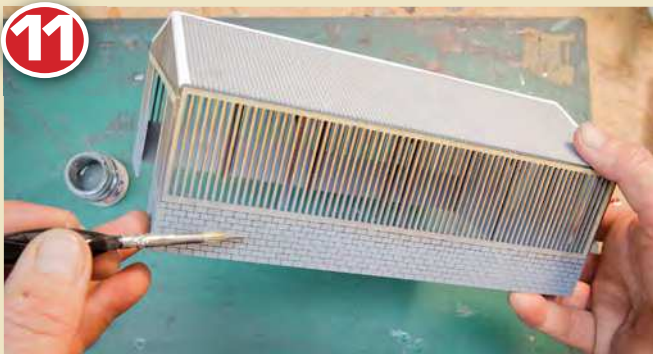
8 The roof goes on next, again making sure everything was nice and square and using superglue for an instant grab.



9 I found the roof to be a little on the short side leaving some gaps at either end. The kit does come with gable end flashing but this is the point I put down the instructions and went freelance by adding my own homemade paper flashing which covered the roof joint.



10 The great thing with this kit is it can quite happily be adapted. As I chose not to have doors fitted, I needed to cover up the locating points for the hinge system above the front door. Using the supplied roof capping as a blanking plate, I carefully placed this across the front of the barn and glued and trimmed it to suit.



11 The barn comes with laser engraved blockwork. Using Tamiya Sea grey as the base colour, I worked my way around the outside of the barn. Don't worry if the grey base colour is patchy: the less uniform the better as this will add to the overall effect of the blockwork at the end of the build.



12 Once the Tamiya Sea grey is dry it can be enhanced with weathering. I like to use Flory Grime wash – simply brush it on heavily and let it dry. Once it has dried you can start removing it with a dry paper towel working in a downward motion. It will leave the wash behind staining the stonework.



13 For the upper part of the barn I used Tamiya Flat Green (XF-5), but you can choose to paint this any colour to suit your needs. A fine paintbrush allows you to apply the colour to all sides of the open frame upper structure.



14 The roof has engraved panels but to me it still looked a little two-dimensional. To enhance this area, I painted every other strip of the roof to represent a tin effect using Tamiya Dark Grey (XF-53) to introduce a convincing three-dimensional effect to the box profile roof structure.



15 I wanted to add detail to really make this kit look the part. Using a selection of Modelu guttering products, I was able to achieve this. I attached the Modelu parts using superglue and a fine pair of tweezers.



16 Most modern farms are built around concrete aprons. Mounting card is the basis, over the top of a small sheet of plywood for the diorama – your model railway baseboard surface will be equally fine. In real life, large concrete surfaces have line joints cut into them to stop them from cracking which I made by marking them out with a pencil and ruler followed by scoring with the blunt edge of a craft knife blade.

17



To bring the concrete surface to life, I painted the whole area with Halfords grey primer. To pick out the cuts in the concrete I used an airbrush loaded with Nato Black (XF-69) to follow the score lines in the concrete. If you don't have an airbrush you can do the same with a paintbrush.

18



With the black dry, I added several washes of light grey over the top allowing the darkened edges to come through. Patchy paint is perfectly acceptable here.

19



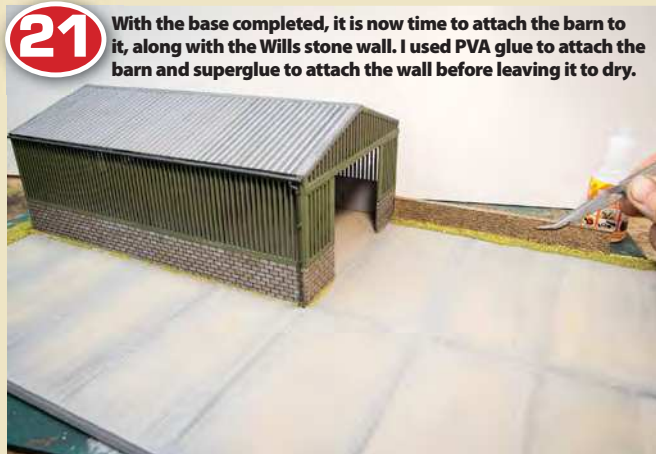
Walling around the farmyard was assembled from a Wills stone wall kit (SS26). Painting consists of a coat of light grey followed by a wash with Flory Dark Dirt wash. Once the wash has dried it can be taken back with dry paper towel in the same way as the building.

20



Greenery is an essential part of the scenery. To do this I used War World Scenics Basing Glue and two mixtures of Woodland Scenics fine and medium green turfs.

21



With the base completed, it is now time to attach the barn to it, along with the Wills stone wall. I used PVA glue to attach the barn and superglue to attach the wall before leaving it to dry.

22



Another key farm structure I was keen to add was a storage bin. I scratchbuilt this using some thick plasticard. I then added scored panel lines down the walls to replicate how they were formed in real life by being cast in sections.

23



Light grey paint with a hint of black and burnt umber gives the storage bin a used concrete look. Once dry I also applied Flory Grime wash again to add to the overall effect.

24



The storage bin was fixed to the diorama with superglue and to make it look full a left over piece of foam was shaped to fit it.



25

Next, I added a canvas sheet made from tissue paper by cutting out a rough shape to cover the area. I painted it with Tamiya Light Blue (XF-18) using a large brush to massage the paint into the sheet.



26

With the paint still tacky on the tissue, lay it over the foam and use a paintbrush to carefully tease it into place and ensure all the edges are fixed down.



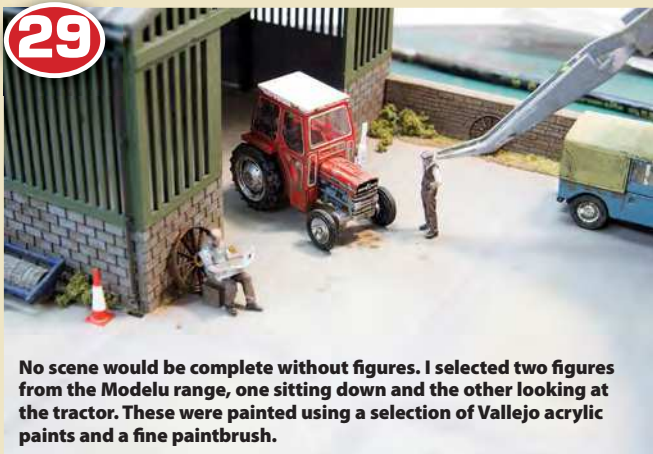
27

WWS has released a farm scatter pack which includes a laser cut field roller among other farm items. The roller was put together using Deluxe Materials Roket card glue. Once dry it was lightly sanded to remove signs of the fixing tabs.



28

The field roller was painted with Halfords grey primer as the base colour and simple grime wash was brushed over it. The chassis of the roller was painted with Tamiya flat blue. The roller was then glued into place using superglue. I also used some of the other items out of the pack to scatter around the farmyard.



29

No scene would be complete without figures. I selected two figures from the Modelu range, one sitting down and the other looking at the tractor. These were painted using a selection of Vallejo acrylic paints and a fine paintbrush.



30

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Massey Ferguson tractor	Oxford Diecast	76MF001
Series I Land Rover	Oxford Diecast	76LAN18001
Stone wall kit	Wills	SS36
Closed barn laser cut kit	War World Scenics	0607-WWS-001
Farmyard scatter pack	War World Scenics	0408-WWS-001
Hull Red acrylic paint	Tamiya	XF-30
Flat Green acrylic paint	Tamiya	XF-5
Nato Black acrylic paint	Tamiya	XF-69
Sea Grey acrylic paint	Tamiya	XF-53
Flat Blue acrylic paint	Tamiya	XF-8
Blue acrylic paint	Tamiya	70.904
Buff Titanium acrylic paint	Daler Rowney	024
Burnt Umber acrylic paint	Daler Rowney	247
Black acrylic paint	Daler Rowney	026
Light Grey acrylic paint	Daler Rowney	078
Grime wash	Flory	FMW008
Dark Dirt wash	Flory	FMW002
Grey Primer spray	Halfords	473116
Light green flock	Woodland Scenics	T1344
Medium green flock	Woodland Scenics	T1363

USEFUL LINKS

Daler Rowney	www.daler-rowney.com
Flory	www.florymodels.org
Halfords	www.halfords.co.uk
Oxford Diecast	www.oxforddiecast.co.uk
Tamiya	www.tamiya.com
War World Scenics	www.wwscenics.com
Woodland Scenics	www.bachmann.co.uk

Left: The last things to add were two Oxford Diecast vehicles, a Series One Land Rover and a small Massey Ferguson tractor which were treated to a wash of Flory Grime for a more realistic look.

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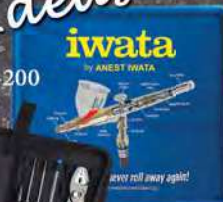


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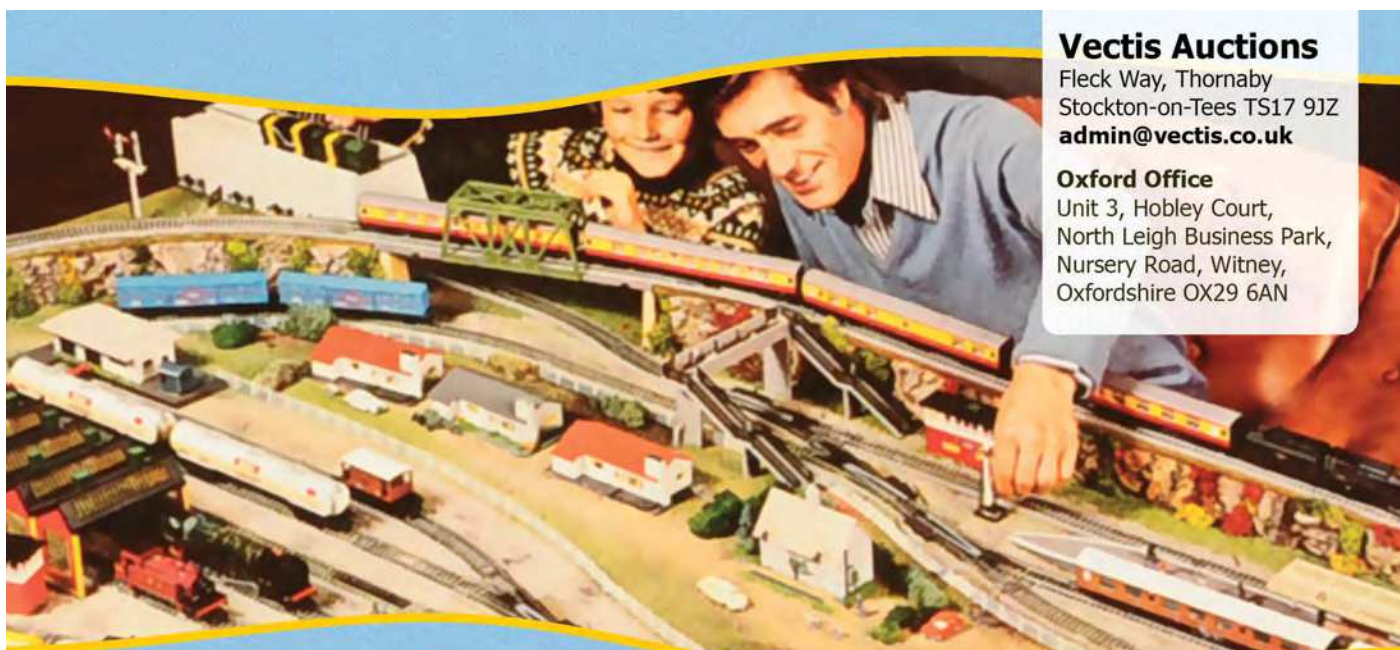
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Rocket

AND THE FLACKWELL TRIALS

Hornby's all-new model of *Rocket* was a stunning and award winning addition to its range in 2020. **TREVOR JONES** saw simple ways to enhance this tiny model's haulage capacity and appearance.

LIKE MANY MODELLERS I was delighted when Hornby announced a 21st century model of the world famous steam locomotive *Rocket* and the production of the open wagons to go with it putting the icing on the cake. It's a charming model which proved exceptionally popular in its first production run during Hornby's 2020 centenary year and Hornby has since followed up with a further batch in the 2021 range which is due for release in the first part of 2022. The original closed carriages have been followed by open carriages and now flat wagons have arrived too. The 2021 train pack includes a new Royal Mail coach offering an increasing variety of stock for the very early period of railway operation on the Liverpool and Manchester Railway between 1829 and the 1860s.

With such a small locomotive – *Rocket* is just 90mm long including its tender – there will always be a challenge of operation due to its restricted adhesive weight, but we were impressed by its performance in the office and on basic level track straight from the box. However, the questions that faced those of us who wanted it to run regularly and in varying situations was would such a lightweight single driver engine pull a realistic train length up any sort of gradient or round steep curves and was there an easier way to couple the carriages together on a regular basis. »

*“During the test *Rocket* and its five-coach train completed 12 revolutions of the track, just under 34 scale miles.”*

TREVOR JONES



Rocket storms the 1-in-45 gradient to Whitepit summit with its five-coach formation in tow. The additional lead weights under the locomotive are barely visible while the weathered finish, passengers and luggage add to the period feel of the train.



HORNBY'S 2021 ROCKET MODELS

DESCRIPTION	CAT NO.	PRICE
Stephenson's <i>Rocket</i> Royal Mail train pack	R3956	£219.99
Flatbed wagon triple pack	R60014	£76.99
Open third carriage triple pack	R40102	£76.99

MODIFICATIONS

Hornby's coupling system for *Rocket* and its coaches is undeniably attractive to view, but it isn't the easiest to use. As I used my models regularly I decided I didn't want to continue using tweezers to couple up the coaches, so I fitted close coupled tension locks using the Bachmann 36-025 type. To obtain the correct height a strip of sleeper paxolin strip was glued to the underside of each wagon and the coupling was glued to that with Raket super glue gel.

The locomotive was different. Owing to the design of the tender it was not possible to fit a tension lock coupling to it without leaving a large gap between it and the first coach or wagon so I persisted with the supplied chain coupling for this connection to the train.

Small models tend to suffer with a lack of weight and I found that both the 0-2-2 and its tender could benefit from additional loading. The tender was extremely light so a small piece of lead was glued to it and covered with coal. This helped the electrical pick-up too; even so, occasionally it was noticed that the front axle set did not rotate. I came to the conclusion that the stiffness of the electrical cable was the problem

and it had to be shaped to a U shape otherwise it took weight off the front axle of the tender.

Under test the locomotive did not quite manage my 1-in-45 gradient – a stiff challenge – so I set about improving the adhesion by filling the chimney with lead shot and gluing a small piece of lead to the underside of the locomotive, on the only available spot behind the gear wheel. This helped its haulage capacity greatly, but is a small compromise in appearance. Nevertheless, for operation on my garden railway it was acceptable to me.

As soon as the open passenger wagons arrived I bought two taking the full train to a respectable five vehicles. I proceeded to slightly weather them too and purchased some ragged Victorian figures from Modelu which were painted and weathered appropriately and glued into the open wagons. I also fitted luggage to the racks on the First Class coaches.

I realised all this had increased the load considerably so I had to increase the adhesion even more. The remedy was to add further layers of lead to the underside of the locomotive; these now could be larger and the third layer was a curved piece shaped to cover



The underside of *Rocket* showing the unpainted layers of lead added to give the required adhesion.



The underside of one of the coaches showing the replacement tension lock couplings fitted (Bachmann 36-025). These have been glued in this position for close coupling.

***Rocket* and its train crosses Flackwell Bridge on my garden layout. With the passengers added and the luggage on top of the coaches it's my version of those early side-on illustrations of Victorian trains.**



the gear wheel. The lead had to be glued carefully to keep it clear of the pickups and mechanism. Once painted black it was hardly noticeable, certainly not at running viewing distance.

ON TRIAL

So the day dawned for the Flackwell Trials, would it tackle the 1-in-45 and even more could it possibly come off shed with its load and haul it up the 1-in-25 viaduct to the main line? Well, not surprisingly it could not manage that without a banker so when *Lion* arrives that will be an interesting exercise.

Rocket despite its lightness ran at a convincingly low speed through the double slip and three way points on shed, but came to a slipping halt on the start of the gradient; however, it took one open wagon up and now with tension lock couplings fitted I could couple up in the station without using tweezers. So that's the procedure I shall use to celebrate the 50th anniversary of the start of the Great Woking, Whitefield Railway in 2031 or the 200th anniversary of the Rainhill Trials in 2029.

For the test run with five vehicles the train was running at approximately 30mph using 6V with a little above downhill and a bit slower uphill; it managed my steepest gradient on the main line of 1-in-45, although there was a little wheel slip.

During the test *Rocket* and its



Rocket standing in the station, from this viewpoint two of the layers of lead can be seen, but once painted matt black they will hardly be noticeable from a normal viewpoint.

five-coach train completed 12 revolutions of the track, just under 34 scale miles, and I'm now eagerly looking forward to the arrival of *Lion* and more Victorian masterpieces of engineering to run on the anniversary of the Rainhill and Flackwell Trials. **HM**



The painted Modelu passengers stand in the open coach which has now been lightly weathered too.



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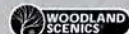
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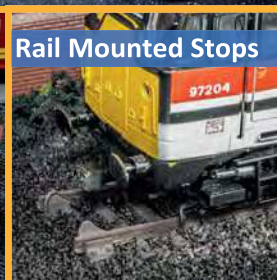
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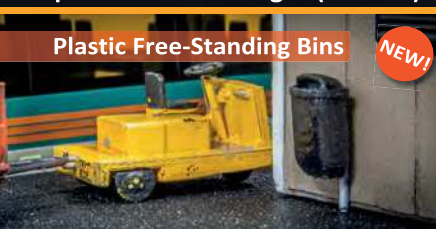
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St Paddy

The Cornish china clay industry and holidays in the area were the inspiration for **BRIAN TAMPLIN** to build this multi-level 'OO' gauge layout.

PHOTOGRAPHY, TREVOR JONES



GAUGE
'OO', 16.5mmSCALE
4mm:1ftSIZE
12ft x 1ft 6inREGION
WESTERNPERIOD
1980-1995CONTROL
DCC, NCE Powercab

DURING FAMILY HOLIDAYS in Cornwall as a young lad I paid little interest in any real aspect of the China Clay industry, with its large quarries complete with associated layers of white/grey powder that covered virtually everything in sight.

On those numerous rail and car journeys, completely oblivious of the infrastructure and rail networks that were used to transport the clay in its various forms to

be part of the pottery, paper and toothpaste industry, my mind was diverted to traditional pasties, ice cream and clotted cream teas.

After a more recent holiday in the St Austell area in the early 1990s I began to take a little more interest in the subject of this then declining industry and after viewing several similar layouts started to get a few ideas together as to what I could build.

I can't recall the exact reason, but at this time I was considering trying my hand at O-16.5 narrow gauge railways and by pure chance found a suitable plan in C J Freezer's *60 Plans For Small Locations*, namely Plan No. SP44, a self contained project which after a lot of thought

baseboard materials and suitable track work were purchased.

Unfortunately my first house purchase and subsequent move to work in finance then took over and everything ground to a halt on model railways for a couple of years.

REVIVAL

Around the mid-1990s free time allowed me to re-evaluate the scene. By then my interest in the narrow gauge scene had dried up. Nevertheless, I was still attracted to the SP44 plan back in 'OO' gauge, but keeping to the 9ft x 1ft 6in baseboard dimensions required some significant alterations.

The plan involved building the layout on three different levels from the back to the »

 An engineers and distribution yard occupy the space above the low level storage yard and in front of the upper level off-scene yard. Class 33 33002 *Sea King* collects freshly loaded wagons from the sidings while a Class 03 shunts a pair of PRA clay wagons.





front. At the rear of the layout 80% of the track is on the upper level with a single spur connecting this with a lower second level on which is a small single platform station. Any train on this platform can then reverse past the aforementioned link line and run down a short incline into a tunnel and a third low-level off scene storage area.

This is very vaguely based on the arrangement on the well known Liskeard to Looe line with my interpretation of Coombe Junction and station on the second level. However, that is where any similarity ends. I have to admit from the start the inclines in this area are very steep. Operation relies heavily on selected models with either traction tyres or weight

to operate successfully, but I've achieved what I wanted given the space I have available.

CONSTRUCTION

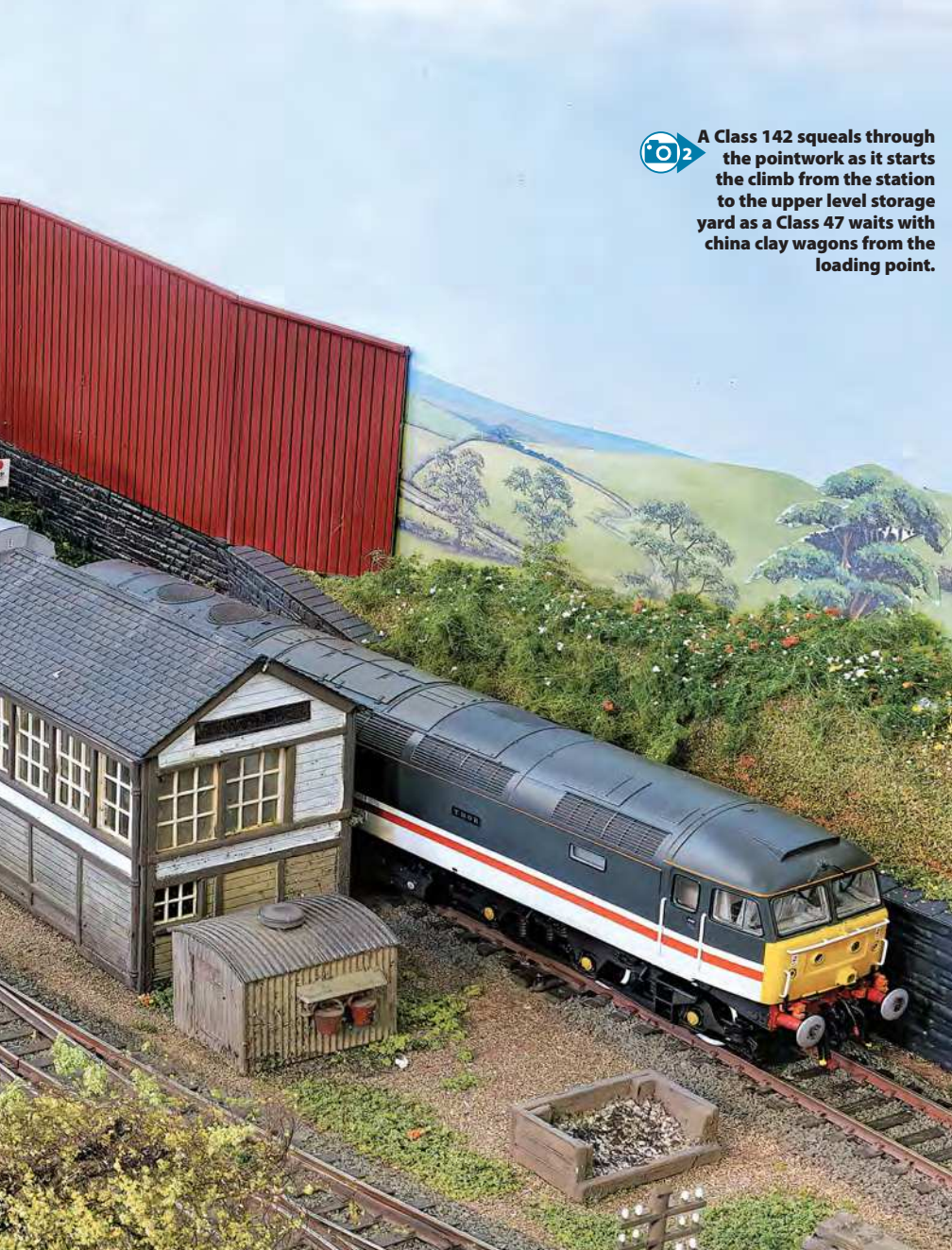
The plan I was working to initially was easily manageable on three 3ft x 1ft 6in baseboards. These are assembled from 10mm plywood for the framework and cross braces using softwood blocks on the corners. In order to make them as light as possible the open frame method was used using the principle of the scenery being around first and the railway appeared afterwards. With that in mind the track base was shaped to suit the plan using 6mm MDF which when well supported has given no issues over the years.

With three levels of track the overall depth of these units is 6in and the front panels are shaped to suit the contours related to the inclined parts of the layout. Backscene and end boards are made from 6mm plywood to complete the woodwork.

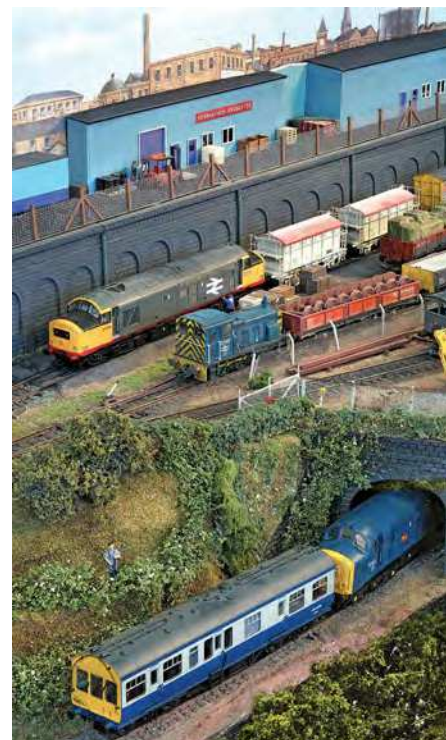
When planning the station, my idea was to give it the appearance of the end of the line which terminated out of sight under a road bridge so the bridge side and road surface were created in plywood and secured within the frames. The same



A modest single platform is all that St Paddy station requires. A Class 121 waits to depart while the clay dries' Sentinel shunts CDA hoppers behind.



A Class 142 squeals through the pointwork as it starts the climb from the station to the upper level storage yard as a Class 47 waits with china clay wagons from the loading point.



An inspection saloon is propelled up from the low-level storage yard while a Class 37 prepares to draw a rake of wagons out of the yard above.

“This layout has given me huge enjoyment over the past 25 years and I have many great memories in building and exhibiting St Paddy.”

BRIAN TAMPLIN

method was also used for other tunnels and bridges elsewhere on the layout. These were later covered in plaster and suitable scribed stonework was added followed by painting later in construction.

Trains enter the layout from a hidden siding at the rear on the upper level covered by a plywood shell which is fronted by a retaining wall and industrial units above it. All track is Peco Code 100 with live frog medium radius points laid on a 3mm cork base. Ballasting was carried out with ‘N’ gauge ballasts.

I should jump forward a few years now from the original period of construction as by then the layout had been exhibited in South East England a number of times and I was finding I needed some extra visible sidings to store stock and add operational interest and it was inevitable that another section was needed.

To make this possible an additional 3ft x 1ft 6in board was added which extended lines from the station terminus/road bridge end and allowed introduction of a china clay loading area, which had previously been off-scene. This was made using the same methods as the original trio of baseboards and brought the total layout length, in four sections, to 12ft. The

new board had the advantage of making the scene easier to transport too as two sections could be crated up face to face for security in transit.

TAKING CONTROL

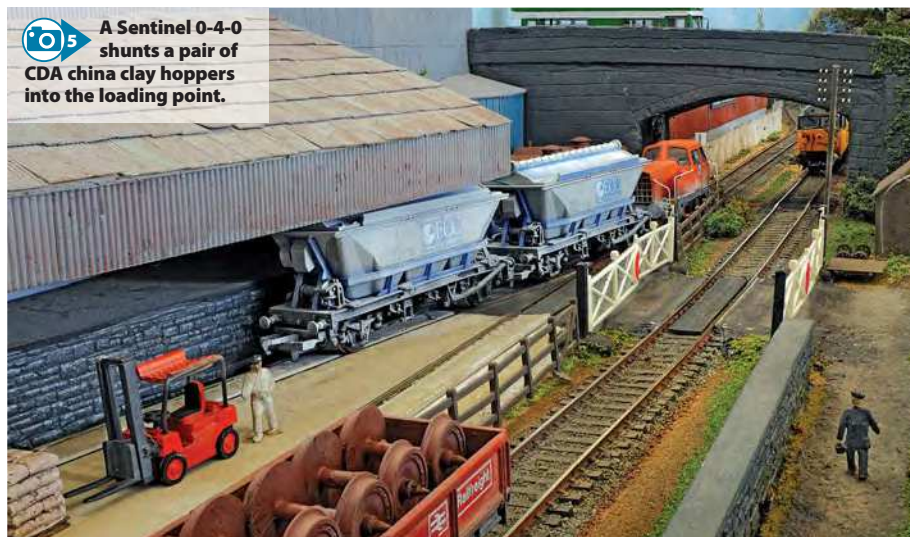
The original electrical plan was to be able to control two separate trains on DC with one on the main upper area and freight

yard, the other the station area.

To achieve this a separate panel was built using ECM Compspeed controllers via double pole double throw (DPDT) switches laid out as sections on a track diagram on a cab control principle. Later a further controller was added to operate the station line, to enable an extra operator to use the main panel. »



A Sentinel 0-4-0 shunts a pair of CDA china clay hoppers into the loading point.





Left: The main junction offers access to all parts of the layout. Code 100 track has been used throughout the busy layout plan.

Right: Class 37 37671 *Tre Pol and Pen* idles in the siding alongside the clay dries as a Class 142 readies for departure from St Paddy.

Below: The trackplan splits St Paddy into three levels. The majority of the track is on the upper level with a station on the second and an off-scene storage yard on the third lower level. A Class 03 shunts the yard as a Class 153 descends the gradient on the left and a Class 50 waits for a clear road on the right.

Today the layout is DCC controlled using an NCE Powercab which is a considerable upgrade over the original analogue system. To change power supplies I have simply switched all of the switches to the same position so that all the track is live and then systematically added decoders to the locomotive fleet to expand the available roster. With the age of the layout, all the wiring will be very tired by now and a full rewire using modern DCC wiring methods is planned for the future to keep St Paddy running for many years to come.

In its early period of construction all pointwork was operated by a simple pull rod from the tie bar to the rear of the layout. As this was only a temporary set up, I used cable clips to keep these in position under the trackbed and as the holes still exist should the need ever arise to use these again in the case of a point motor failure they can be reinstated.

In due course Seep and Peco/Hornby type point motors were installed and connected to the panel via toggle changeover switches and a Capacitor Discharge Unit (CDU) for reliability. There are several places on the track layout where it was wise to throw two points together to prevent possible derailments at crossovers and the CDU makes this possible with solenoid motors.

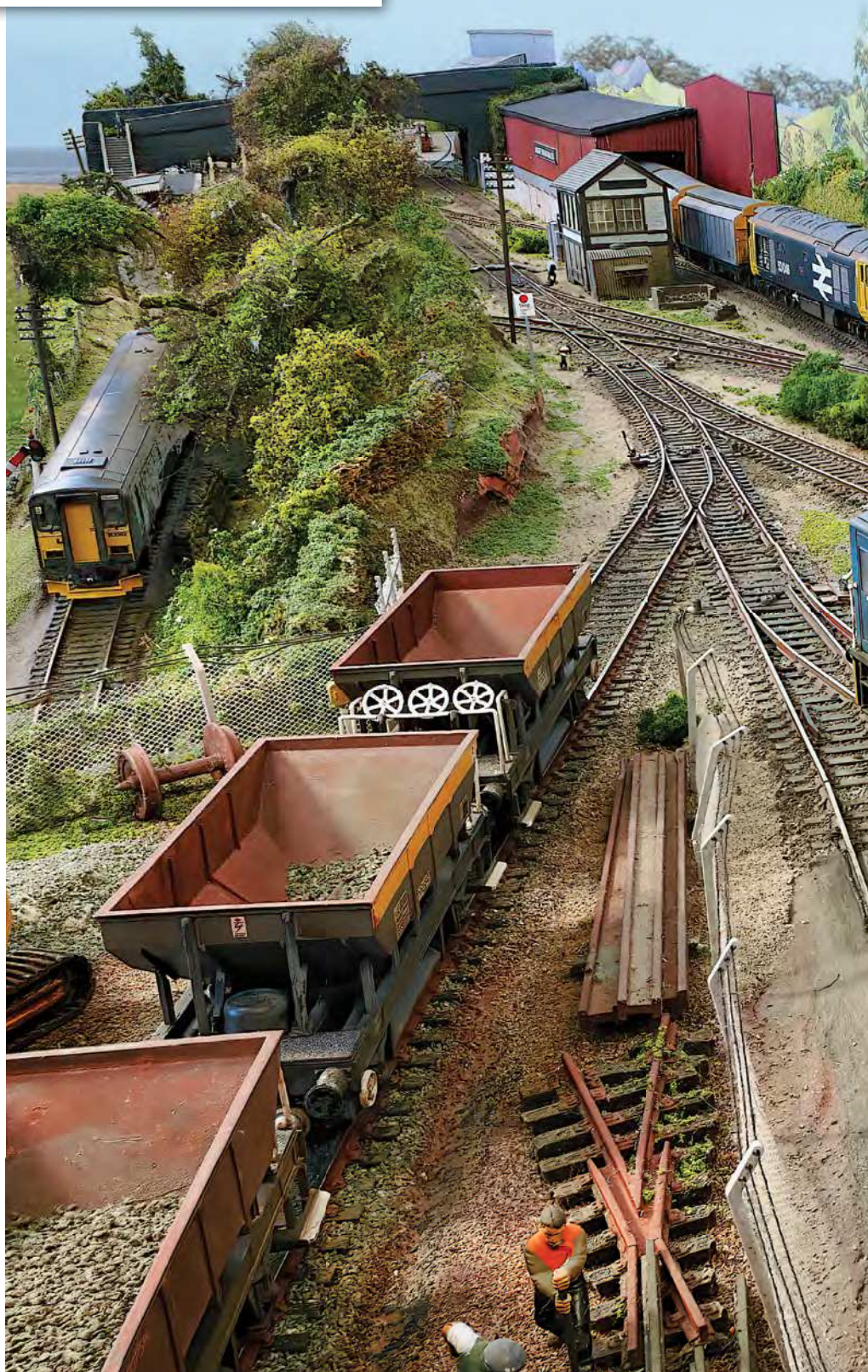
SCENERY

All of the scenery was built using polystyrene pieces secured into the areas of the open baseboard, carved to shape, covered in plaster bandage, painted and covered in the usual type of scenic dressings.

Trees and bushes are a mixture of handmade items from twisted wire covered in plaster and suitable foliage and some ready made from sea foam. Other shrubs, hedges and bushes are sourced from a variety of manufacturers over the years, as is the general ground cover.

Some track in the yard areas is infilled with plaster and, when smoothed over, wheel grooves were created for rolling stock to allow trains to run.

Being a relatively small station and assuming a remnant of an earlier period, a Hornby small waiting shelter was



used along with a small store hut and an obligatory corrugated lamp hut to decorate the platform. Steps for access from the road bridge were introduced using part of an Airfix/Dapol footbridge kit while the signalbox is from the Wills range. A low relief industrial unit adapted from Pikestuff and a few lineside huts are the only other kits on the layout.

The remaining distribution warehouse and china clay loading building are a plywood shell clad in appropriate Wills building sheets. The roof of the clay loading point is made up of individually laid pieces of corrugated plasticard.

Currently Ratio signals show the route ahead for trains, but there is a plan to upgrade to colour lights in the future. »



OPERATION

The layout has been planned to provide a light passenger service from the hidden sidings at the rear of the layout to the station at the front where it can then reverse and continue its journey down the line via a tunnel. Passenger trains are normally provided by Class 101, 108 and 121 DMUs, the largely unsuccessful Class 142 'Skipper' units or the more modern Class 153. If required a shuttle service can be provided on the latter part should the main part of the layout be busy. This means a lot more train movements to view and on some occasions for variety it has been portrayed as part of a preserved railway using some form of autotrain or AEC railcar so far, but there is the possibility of a steam railmotor in due course for this service too.

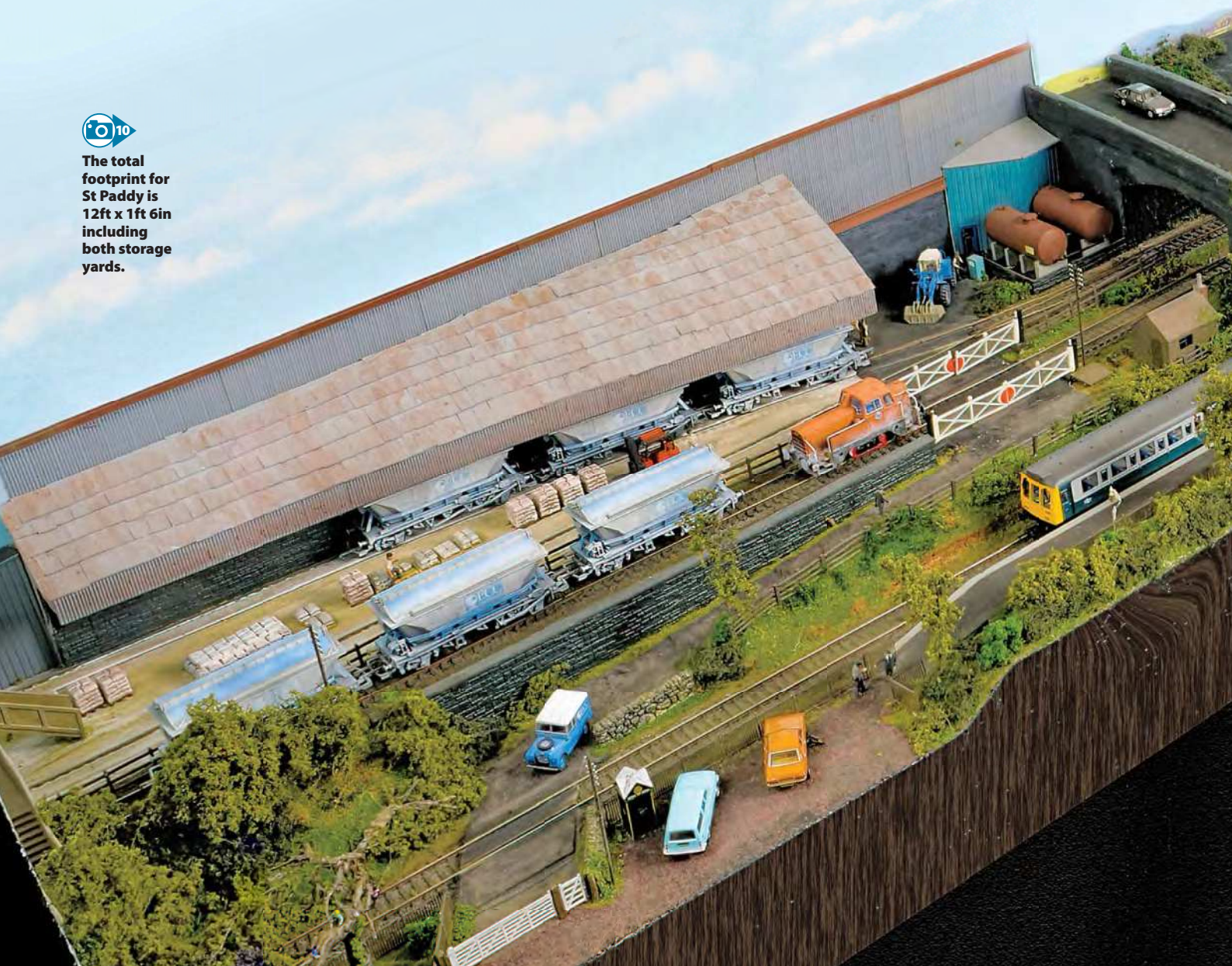
The main part of the layout provides run round facilities for general freight traffic to either be dealt with in the large warehouse of Ardgraft Distribution which also caters for ferry vans of various types or in the adjacent unloading area for a variety of



A Bachmann Class 108 snakes into the single platform station and passes a Class 50 with a rake of engineers wagons.



The total footprint for St Paddy is 12ft x 1ft 6in including both storage yards.



goods as required. This also includes the industrial unit of Pennanink Aromatics.

To add to this, china clay traffic also arrives for loading or to use the run round facilities to deal with trains from further up the line which have no such facilities. Traction for these trains can be varied with Class 33s, 37s, 47s, 50s or the occasional interloper taking charge. There is very little on this layout to define the actual period scenic wise so to portray earlier periods 'Warships', 'Westerns', Class 22s and 25s would not be out of place.

The train locomotive can be used to shunt however a Class 03 or 08 shunter is normally around too with a Sentinel shunter often seen around the china clay

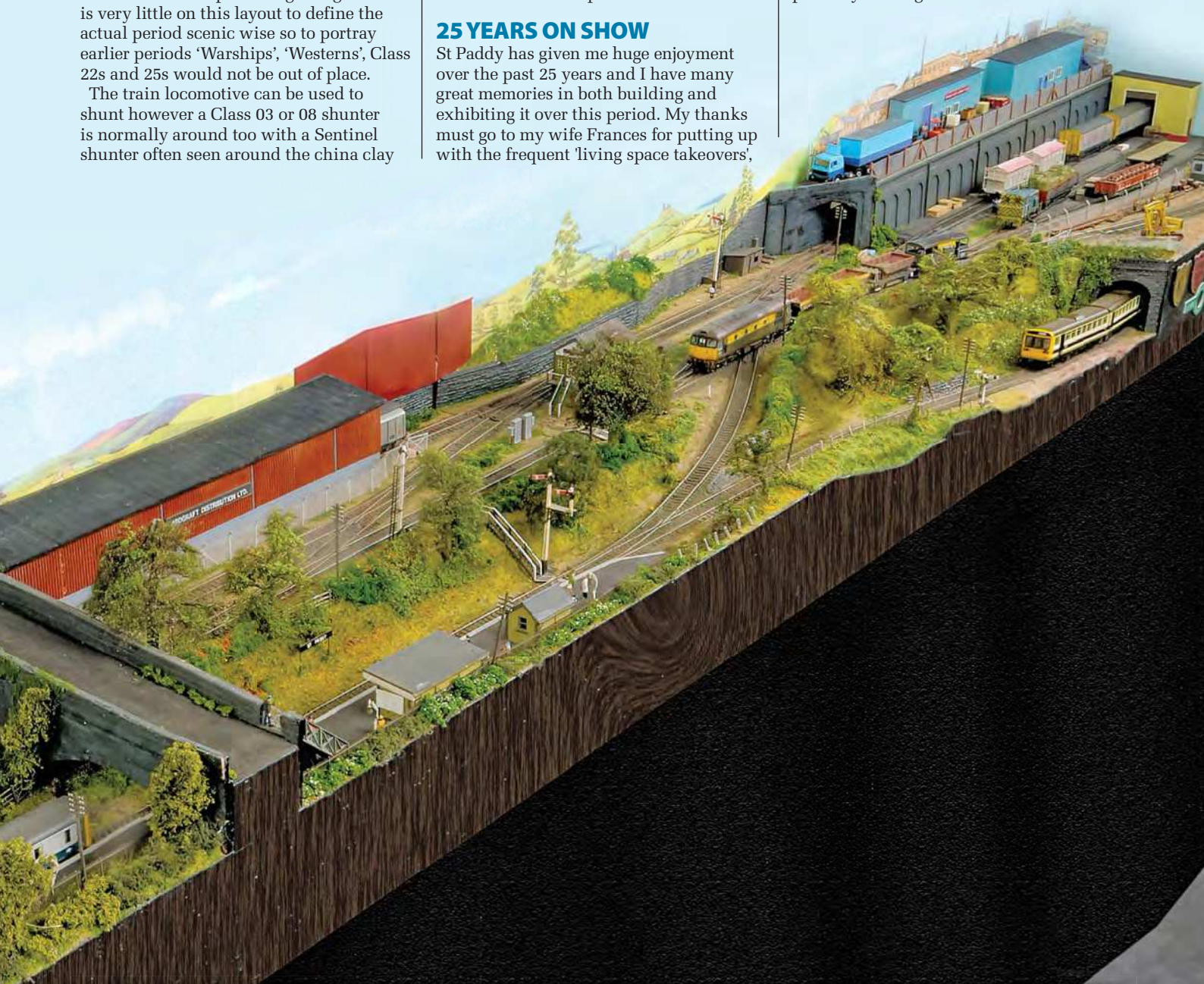
area for shunting duties.

In addition special trains such as an inspection saloon or civil engineering working also make appearances on any part of the layout as required. All locomotives and DMUs are from the Hornby, Bachmann, Heljan or Dapol ranges as is the majority of the rolling stock with some kit built examples from Cambrian.

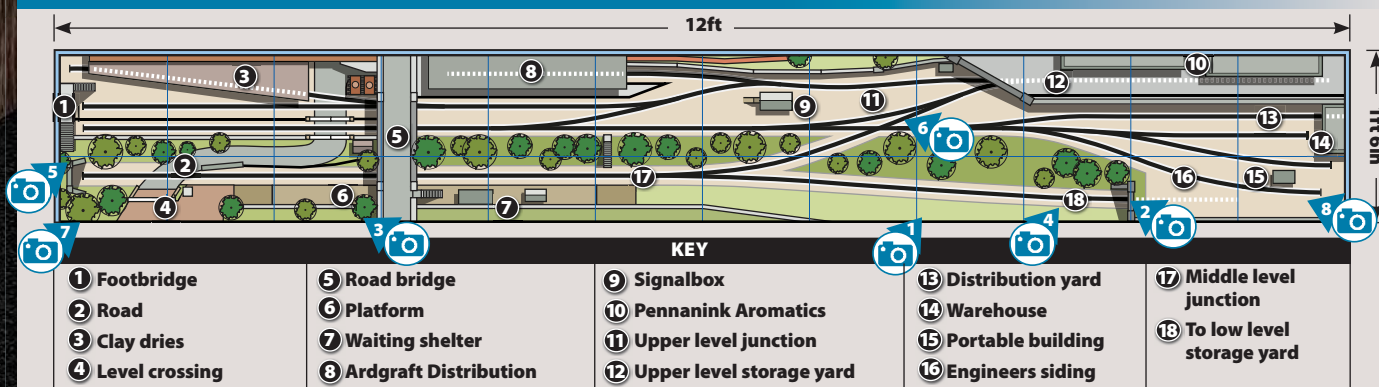
25 YEARS ON SHOW

St Paddy has given me huge enjoyment over the past 25 years and I have many great memories in both building and exhibiting it over this period. My thanks must go to my wife Frances for putting up with the frequent 'living space takeovers',

all the operators that have assisted me over the years, to Trevor Jones for the excellent photography, the Membership of the Double O Gauge Association for their support and in the early years and not to be forgotten our late Border Collie Paddy with which the layout gets its name and who appears in miniature on the station patiently waiting for the next train. **HM**



ST PADDY TRACK DIAGRAM (NOT TO SCALE)





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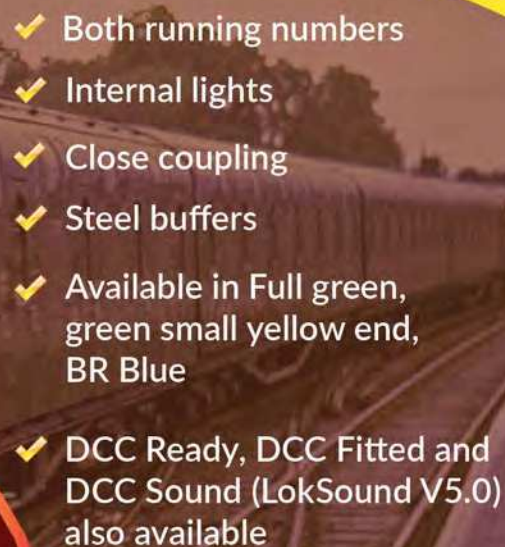


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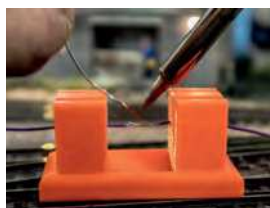
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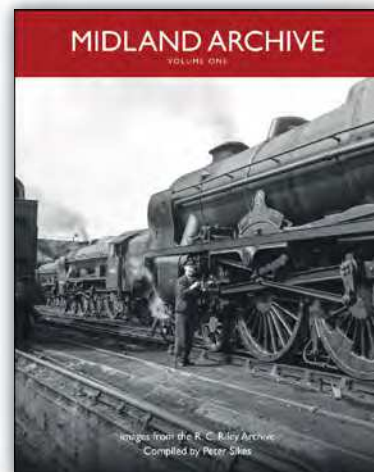
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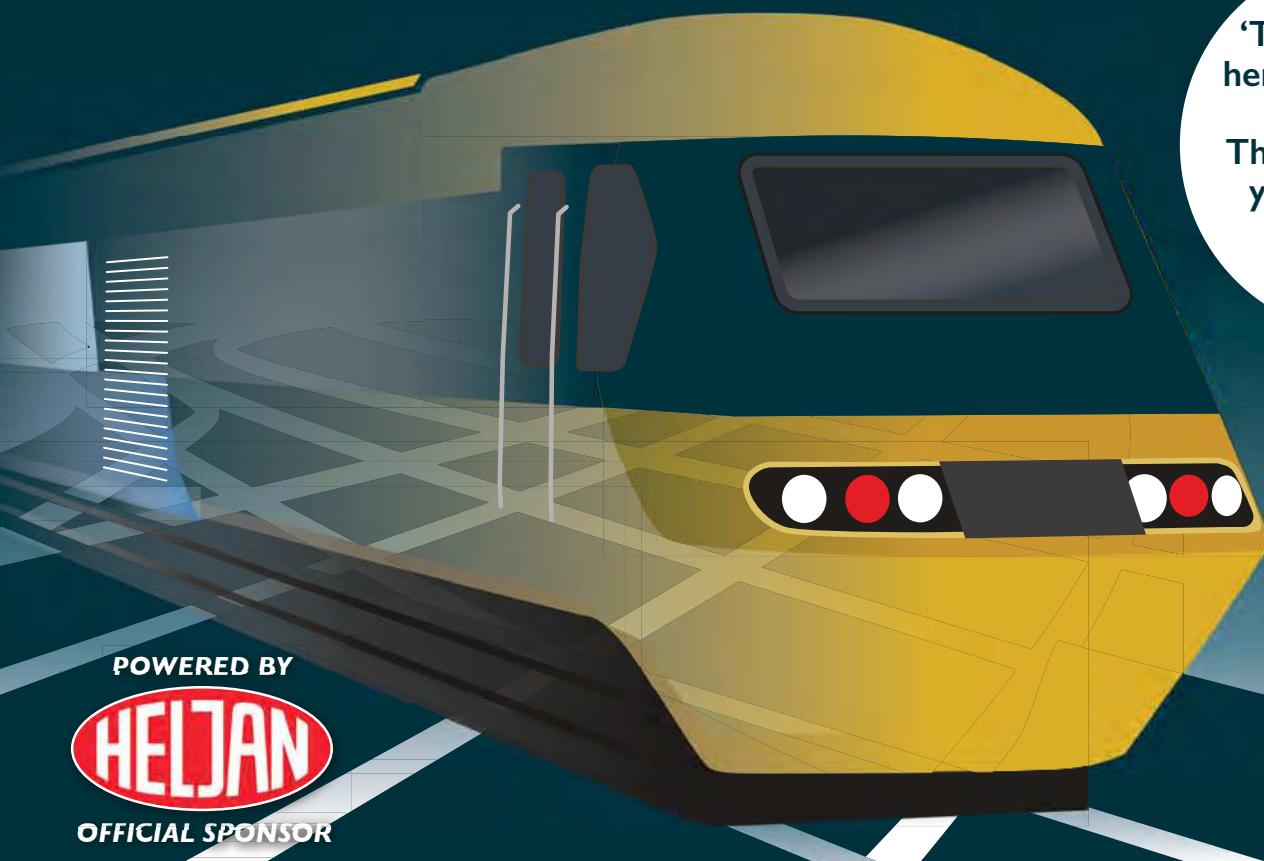
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**FIRST
REVIEW**


The cab front features all the important details including lamp irons, fine windscreen wipers, steps and more.

The British gas turbine locomotives have proved popular subjects in recent years. **MIKE WILD** inspects Rails of Sheffield's latest exclusive 'OO' gauge model of Swiss built 18000 – Britain's first gas turbine railway locomotive.

ICAN ONLY IMAGINE THE 'please explain' from the public debut of pioneering Brown Boveri gas turbine 18000 at London Paddington on May 10 1950. The power of the turbine exhaust dislodged dirt from the roof of the station accumulated from steam locomotives, covering the passengers below in soot.

It was however an indication of the incredible power this locomotive could deliver from its 2,500hp gas turbine engine. 18000 was unlike anything on the rails at that time and made full use of the Great Western Railway loading gauge with its 13ft 4in height and 63ft 0in length.

18000 was the first gas turbine powered railway locomotive for the British Railway network. It was built by Brown Boveri in Switzerland to an order from the Great Western Railway, but wasn't completed until 1949, so it actually entered service with the newly nationalised British Railways. It was the first of four gas turbine locomotives – the fourth being the Advanced Passenger Train – Experimental in the early 1970s – and you can read its full story in Reality Check on pages 68-71. You can also read the full history of GT3 and the APT-E at www.keymodelworld.com/railway-history.

THE MODEL

Gas turbine locomotives have been popular choices for ready-to-run 'OO' models in recent years. The first was the Locomotion Models/ Rapido Trains APT-E in 2016 while in 2021 we saw the arrival of KR Models' English Electric 4-6-0 GT3. Rails' model of 18000 is the third to

be produced and on its arrival the Sheffield retailer announced that it would be completing the set with a model of unique Metropolitan Vickers' gas turbine 18100 for 'OO' in both original and later rebuilt form as a 25kV AC overhead locomotive.

Of all the gas turbines, the Western Region's 18000 spent the most time in service working trains. It entered traffic in 1950 following testing and, apart from a handful of periods under repair, continued to run on the Western Region until 1960. During that time it carried BR black and BR green based liveries with early and late crests and Rails is modelling the locomotive in BR black with early crests (as per our sample) as well as BR green with early or late crests.

The model has clearly caught the attention of modellers, as Rails of Sheffield reported that only limited quantities were remaining of each version following arrival at the beginning of October.

Production of 18000 has been handled by Heljan for Rails and we've been itching to see the finished product arrive on our reviews desk. The BR black and silver livery of our sample has been replicated to a high standard with crisp printing of the silver waistband and neat masking of the silver roof with just a tiny area of soft edging around the curved cab roof tops – under normal viewing you'd never notice. Printing of the BR crest is excellent while the 18000 numbers are raised and printed over with silver – a tricky thing to do accurately on a batch built model. There are also builder's plates by the cab doors, and the »

The bogies are superbly detailed, right down to the bolt heads on the axleboxes.





The part open windows are realistic for 18000. The engine room has lighting too.



The whistle sits on top of the cab and is factory fitted while the buffer beam parts are separate pieces from the accessory pack.



BR early crests are neatly printed on each side while the grille mouldings are excellent.

TECHNICAL DETAILS

Manufacturer:	www.railsofsheffield.com
Cat No:	1800 (reviewed)
Description:	Brown Boveri gas turbine A1A-A1A 18000
Builder:	Brown Boveri, Switzerland
Region:	Western
Gauge:	'OO'
Scale:	4mm:1ft
Length (over buffers):	250mm
Price:	£199.00 (DCC ready) – add on sound package £125
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	Factory fitted 51mm x 14mm
Exterior lights:	Directional head and tail lights
Interior lights:	Cab and engine room lights
Minimum curve radius:	Third
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	A1A-A1A
Purpose:	Express passenger
Haulage capacity (expected):	Eight-ten coaches
Haulage capacity (actual):	12 coaches, maximum tested



bogies are correctly finished in silver with black axle boxes while the lamps have superbly fine silver trims.

The model is wonderfully done. It is big – in fact it looks much bigger than typical GWR and BR rolling stock, but don't be put off as that is correct as a typical carriage roofline is around seven inches lower than that of 18000.

Shaping of the body is accurate with the complete lower body profile and its distinctive frame all being reproduced correctly. There are also separate handrails, a stunningly fine door handle, windscreen wipers, whistle and more while sprung buffers are provided at all four corners.

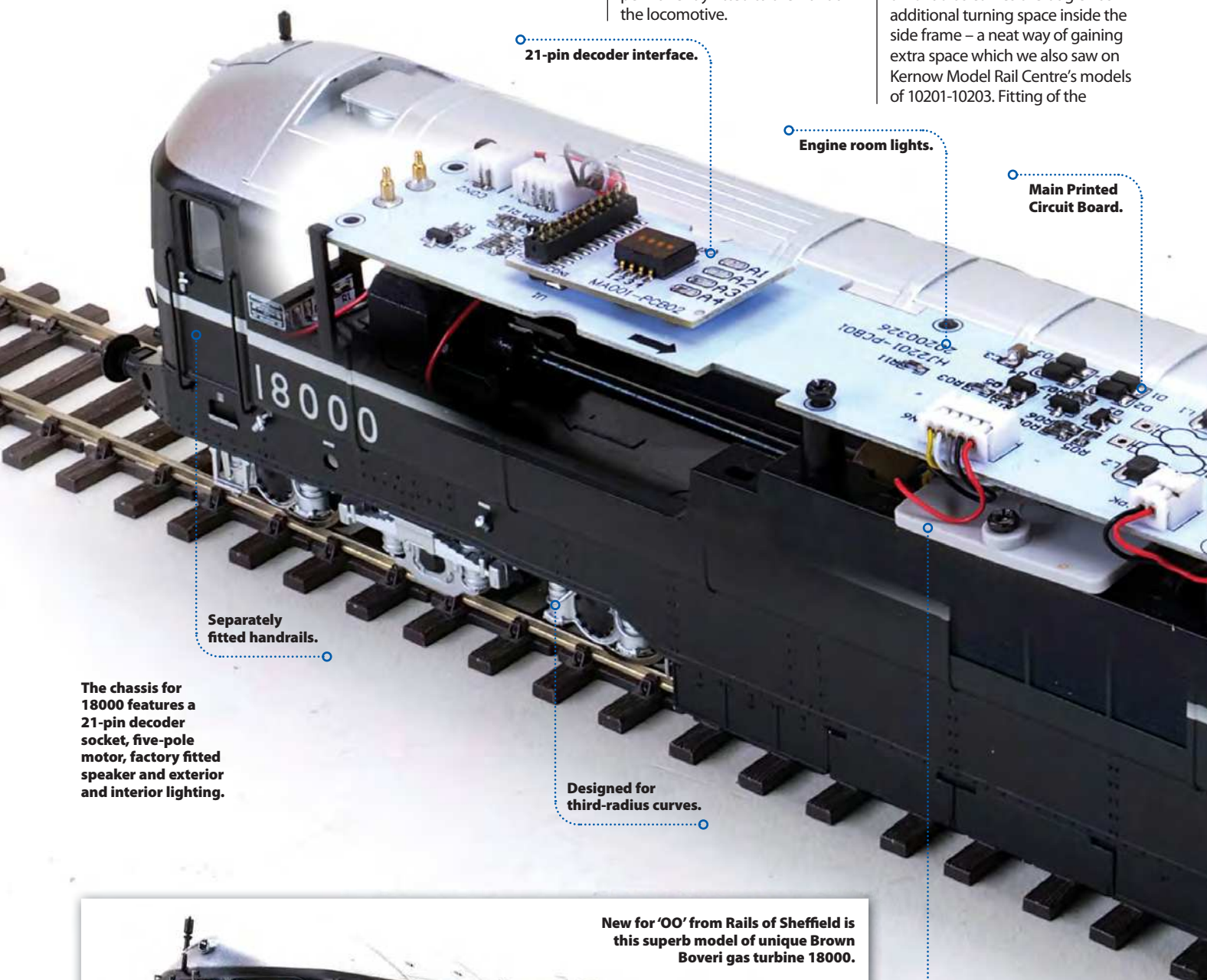
The accessory pack with 18000 contains a full set of optional

bogie hangers for the front and rear (two different types with corresponding holes), optional cab steps plus buffer beam pipes and couplings. In addition there is an optional train reporting number frame which has a magnet in the centre to support a set of etched steel reporting numbers included with the model. The only down side is that the frame needs to be permanently fitted to the front of the locomotive.

PERFORMANCE

On the track 18000 really does look impressive and stands out from the crowd. Its recessed bogies mean that it is recommended for a minimum of third radius curves which we found to be correct in operation. If you have tighter curves you will find that the bogie side frames foul on the body.

To allow 18000 to negotiate third radius curves the bogie has additional turning space inside the side frame – a neat way of gaining extra space which we also saw on Kernow Model Rail Centre's models of 10201-10203. Fitting of the



The chassis for 18000 features a 21-pin decoder socket, five-pole motor, factory fitted speaker and exterior and interior lighting.

New for 'OO' from Rails of Sheffield is this superb model of unique Brown Boveri gas turbine 18000.



Five-pole motor with twin flywheels.

additional bogie hangers and cab steps doesn't impact on the gas turbine's ability to negotiate curves meaning that you can go for the full range of details on delivery.

The chassis inside features a powerful five-pole motor with twin flywheels at the centre which gives 18000 plenty of traction to haul scale length trains. The maximum load we put behind our model was 12 coaches which was no match for its abilities. It also ran comfortably through large and medium radius points as well as diamond crossings.

The body is simple enough to remove in three basic steps. First the fuel tank needs to be taken off which is held in place with two screws which gives access to the four main body screws inside the tanks. Once they are out the body slides up from the chassis to reveal its internal workings.



In profile the different wheel sizes of the A1A-A1A bogies are clear. A Kadee coupling is fitted here for testing purposes – tension locks are supplied with the model.

The decoder interface is a 21-pin MTC type while there is also a factory fitted speaker, directional lighting, cab lighting and engine room lighting too. All of these can be switched on or off manually using the switches in the fuel tanks while DCC decoders can do the same using functions 0-4. If you are planning on installing sound you will need to check that your choice

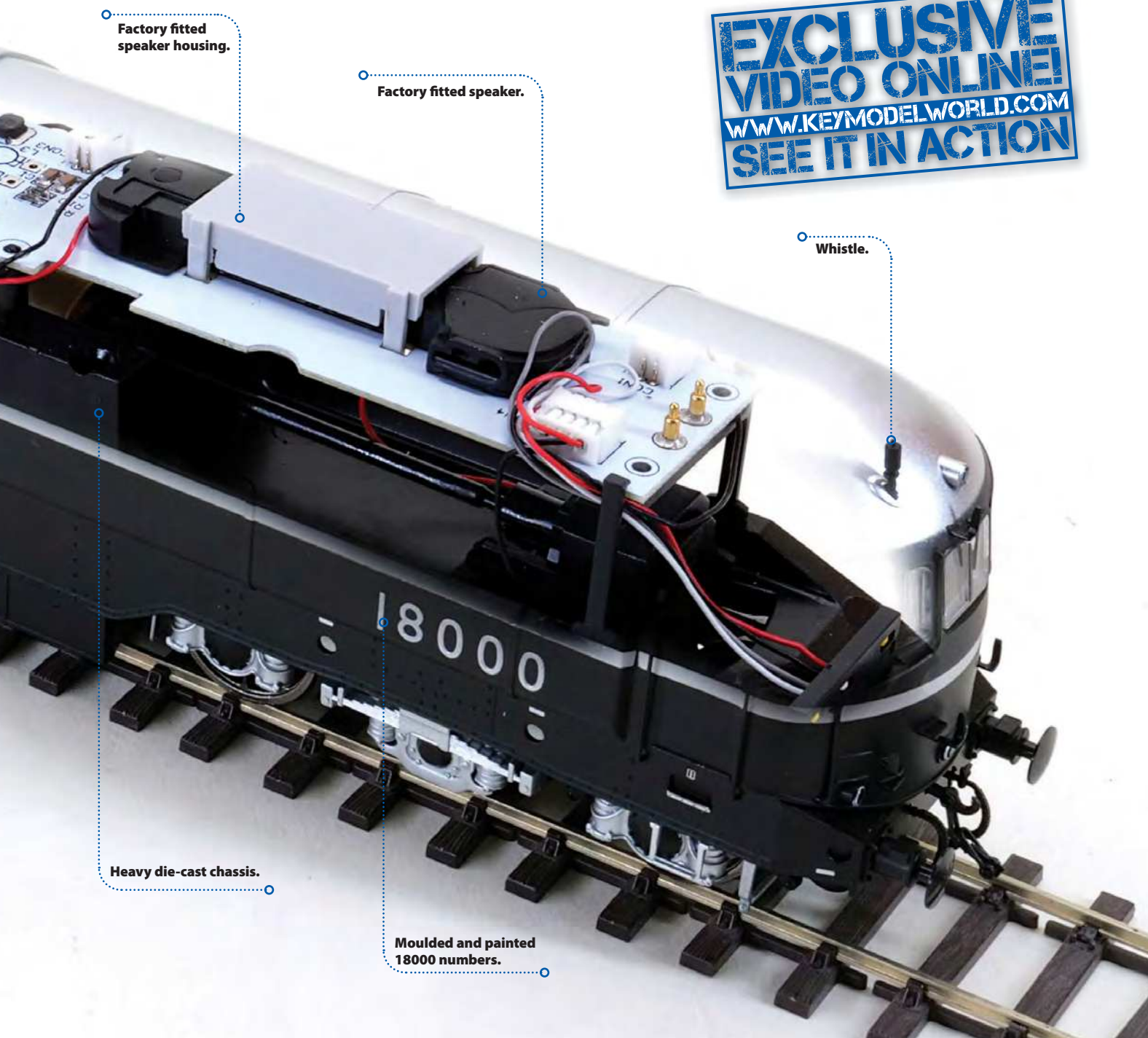
of sound profile encompasses the specifics of 18000's lighting circuits or opt for the Rails of Sheffield add-on sound package.

OVERALL

Rails has delivered a highly detailed model of this unique locomotive through its partnership with Heljan and the end result is a powerful and accurate model of 18000.

From a personal point of view it is a locomotive I've always wanted to own and I'm delighted with what I have received through my own order as well as what we have shown in the sample here. If you haven't already ordered, Rails says it only has very limited stock, but if you have we are sure you will be as impressed with your purchase as we are. (MW)

EXCLUSIVE VIDEO ONLINE!
WWW.KEYMODELWORLD.COM
SEE IT IN ACTION



Factory fitted speaker housing.

Factory fitted speaker.

Whistle.

Heavy die-cast chassis.

Moulded and painted 18000 numbers.

The first GAS TURBINE

Designers have been down many blind alleys in the pursuit of greater power, speed and efficiency. The Great Western Railway's efforts to apply the gas turbine to rail were amongst them. **EVAN GREEN-HUGHES** describes the ups and downs of 18000, the first locomotive that resulted from this experiment.

IN the years immediately after the Second World War senior engineers at all of the UK's railway companies were considering what their future motive power requirements might look like. Some, such as Bulleid at the Southern Railway, felt that there was scope to develop steam further, with attention being given to his revolutionary 'Leader' locomotives; the London and North Eastern Railway was working on 1,500V DC electric engines while H.G. Ivatt at the London Midland & Scottish was putting into production the first main line diesel-electrics.

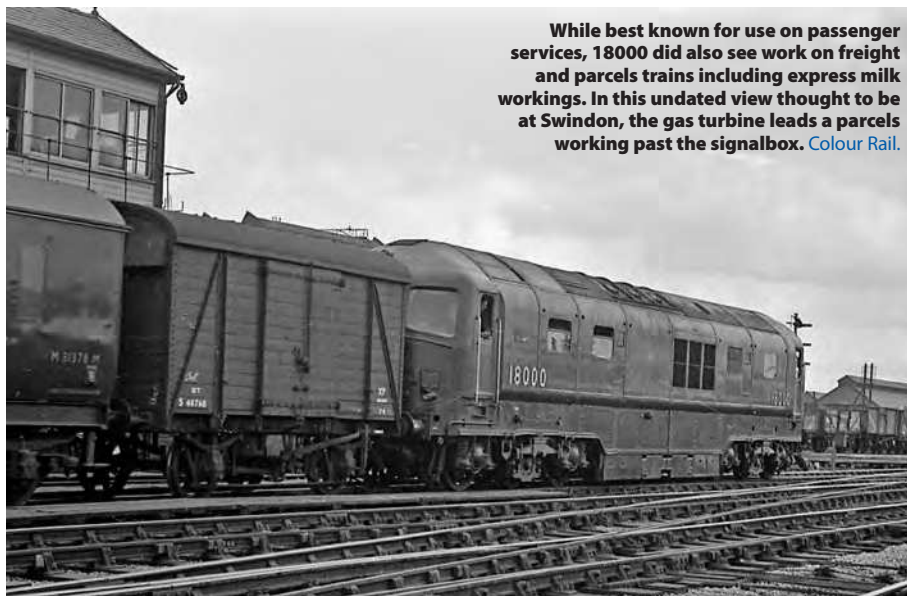
Over at Paddington, the Great Western Railway (GWR) was continuing to build conventional steam locomotives and plans were in motion under Chief Mechanical Engineer F W Hawksworth for a potential 'Pacific' that would be more powerful than the 'Kings' currently working top link trains. However, at the same time, there was a great deal of interest within the company in the work that the Swiss railways had been doing with the then-new technology of the gas turbine, which led Hawksworth to visit Switzerland to see things for himself.

It is easy to see why this method of propulsion was of so much interest to the GWR. The best steam engines of the time were capable of a power output of around 2,250hp, but only on a sporadic basis, while the Swiss gas turbine engine could produce 2,400hp continuously.



Pride of the fleet? Gas Turbine 18000 was exhibited at Willesden in May 1954 where representatives of all the latest railway designs were on display. Colour Rail.

Even better was that a 4,000hp turbine was in development, which promised to be around 20% efficient, compared with about 10% for steam traction. Gas turbines were also smaller and lighter than an equivalently-powered diesel engine, and this would make it possible to provide a very powerful locomotive within the restricted British loading gauge.



While best known for use on passenger services, 18000 did also see work on freight and parcels trains including express milk workings. In this undated view thought to be at Swindon, the gas turbine leads a parcels working past the signalbox. Colour Rail.



As a result, the GWR placed a firm order with Brown-Boveri of Switzerland for a locomotive and duly shipped across the necessary Automatic Train Control equipment and ancillaries such as buffers and small fittings.

The turbine itself was manufactured towards the end of 1947 and this was completed before assembly started on the locomotive itself, with this actually being undertaken by the Swiss Locomotive Works company at Arlesheim. The engine was completed in August 1949 and undertook initial trials on the Swiss railway system, often in conjunction with gas turbine 1101 and with representatives from the fitting staff at Swindon in attendance.

Matters were sufficiently advanced for the locomotive to then be shipped to the UK for trials but this presented difficulties due to its size and weight, the former ruling out a landing at the southern ports and the latter ruling out Welsh docks. Eventually it was taken to Zeebrugge and loaded on the MV *Suffolk* which brought it across to Harwich, from where it was towed by 'B1' 4-6-0 61003 *Gazelle* to Acton where 'Hall' 7901 *Dodington Hall* took over for the final leg to Swindon. There it was subject to inspection and familiarisation before being allowed to undertake light engine tests around the works complex.

RADICALLY DIFFERENT

There was much for the engine crews and fitters at Swindon to learn because the gas

FACTS AND FIGURES	
Built:	Swiss Locomotive Works, Arlesheim
Introduced:	1949
Number built:	1
Running number:	18000
Withdrawn:	1960
Wheel arrangement:	A1A-A1A
Power unit:	Brown-Boveri ram-air turbine
Turbine speeds in service (pre-sets):	2,800rpm, 3,800rpm, 5,800rpm
Power:	2,500hp
Main generator:	Brown Boveri DC
Generator rating:	2,340amps at 675volts
Traction motors:	Four Brown Boveri
Auxiliary diesel engine (for starting and slow speed):	Saurer six-cylinder
Train heat:	Steam, Clarkson Thrimble tube type (1949-1952) Spanner (1952-1960)
Brakes (locomotive):	Air
Brakes (train):	Vacuum
Maximum tractive effort:	31,500lbs
Continuous tractive effort:	12,400lbs
Length:	63ft 0in
Height:	13ft 4in
Width:	9ft 2in
Weight:	115tons
Wheel diameter (driving):	4ft ½in
Wheel diameter (carrying):	3ft 2in
Maximum speed:	90mph
Fuel:	Heavy fuel oil (light fuel oil for starting turbine)

turbine was like nothing they had ever seen before. For light engine moves at slow speed a small Saurer diesel engine was provided and this meant that the turbine did not have to be powered up until a loaded departure was imminent.

Initial startup of the turbine was

achieved with the use of conventional light fuel oil, but once things were running then a changeover to heavy oil was made. While at first this seems illogical, it was in fact because the GWR had heavy oil facilities available due to having converted some of its steam engines to burn that fuel instead »

Unique Swiss-built gas turbine prototype 18000 pauses at Bristol Temple Meads in the late 1950s with a rake of Mk 1 stock.

By now the locomotive was carrying BR green with late crests and clearly attracted much attention from those on the platform. Colour Rail.





of coal. Gas turbines can be designed to burn a wide variety of fuels.

Once lit up, the gas turbine powered a main generator which provided the traction power, as well as an auxiliary generating set, which provided lower voltages for the ancillaries. The electrical energy from the main generator then drove four traction motors on the outer of the axles on each bogie. Even the braking system on the engine, which used air instead of vacuum, was unfamiliar - as was the steam heating boiler, which was of a type later to become common some years later as modernisation plan diesels were built.

18000 ventured out onto the main line on February 13 1950, making two light engine runs to Badminton and back, and then nine days later took a four-coach train to Plymouth. Further runs followed until March 9 when some of the compressor blades failed due to inconsistent flows of incoming air, and this resulted in a four-week layoff while the damage was rectified. Following this there were more runs before test equipment was fitted to the engine, in advance of dynamometer car trials which commenced on April 21.

The trials involved hauling a 14-coach train from Swindon to Bristol and back during which speeds of 84mph were

achieved and no faults observed. After removal of the test equipment 18000 began to widen its operational area and as part of this it was booked to appear at Paddington for a press launch on May 10, and it was there where its ferocious exhaust dislodged accumulated soot on the roof, causing the famous incident where the visitors were covered in dirt from the steam locomotives it was intended to replace.

INTO SERVICE

From May 22 the locomotive took up its intended work on London to Plymouth trains, working to steam loads and timings, but on June 5 it failed again this time with distorted linings to the combustion chamber.

Shortly after repair it was relocated to Plymouth Laira so that trials could be carried out over the south Devon banks where results were somewhat

disappointing, with 18000 only proving of equivalent power to one of the old 'Star' class 4-6-0s. It was then put back on the London run, only to fail again, with a minor electrical issue.

Various other minor issues plagued the locomotive during the following months although when it was working well, performance could be startling, particularly where acceleration was concerned. On the downside, modifications had to be made to the braking system, which proved slow to release, and also to the steam heating boiler which packed up completely and had to be replaced. This resulted in 18000 having a short spell working freight trains, particularly express milk.

Over the next year the locomotive worked for 172 days, and lost 121 due to failures, but unfortunately on May 29 1951 it suffered a major defect when a chemical reaction in the heat exchanger tubes

"The best steam engines of the time were capable of a power output of around 2,250hp, but only on a sporadic basis, while the Swiss turbine engine could produce 2,400hp continuously."

EVAN GREEN-HUGHES



Above: The most common spotter's view of 18000, resting peacefully at the west end of Swindon A Shop. 18000 underwent some form of repaint as it entered service with the 'cycling lion' totem but later appeared with the second version. *Colour Rail*.

caused a fire, wrecking the nest of tubes in the roof. This, along with a failure of one of the traction motors, caused considerable periods out of service.

By 1952 the engine was settling down to be more reliable but by this time the former GWR was in the hands of British Railways, whose new management showed little enthusiasm for the project, and consequently the authorities began to question the fuel consumption of the locomotive, which had always been somewhat higher than had been anticipated. This had been because the turbine would use a constant amount of fuel when running and so was uneconomical when not under load, such as when going downhill. No attempt had been made to utilise this power, however, by providing heavier loads or faster schedules and much of the locomotive's potential was wasted, making the engine uneconomical to operate.

In September 1952 there was another major component failure - this time of the turbine blades and so, while a new rotor drum was awaited from Switzerland, 18000 received some upgrades including a bigger steam-heat boiler, traction motor overhaul and tyre turning. Some work was also undertaken in conjunction with Shell Oil into combustion improvements and all this meant that it was to be June 1953 before normal service was resumed.

UNFULFILLED POTENTIAL?

Matters continued much as before although the locomotive became progressively more reliable and indeed gave some sparkling performances during this period. A general overhaul in 1956 was followed by a change in livery in 1957 with Brunswick green being adopted instead of the previous black with silver relief but by this time the Western Region had come down in favour of diesel-hydraulic locomotives which were more economical to operate and provided

enough power to replace steam.

After a failure in service on September 24 1959 the locomotive was laid aside, spending some time at Swindon before being officially withdrawn. It had covered 350,000 miles, a creditable mileage for what was essentially an experimental engine.

18000 would then have been quietly scrapped had it not been for the Union International de Chemins de Fer, which was conducting tests into the wheel-rail interface. In 1960 this organisation was offered, and accepted, the locomotive, taking it back to Switzerland where the turbine, generator, boiler and traction motors were removed and one bogie completely rebuilt, with the rest converted to house the required equipment. This enabled the organisation to save the cost of building a special vehicle, and vastly speeded up the work they were able to do.

18000 retained its old number and worked extensively in Switzerland and Germany, its new bogie being powered by an accompanying electric locomotive and with its body containing test equipment. However, it was taken out of service in 1975, after which it was stripped of useful components and placed on an isolated piece of track outside a test building in Vienna. It stayed there for around 15 years before being repatriated to the UK by the Pete Waterman Trust, initially to Barrow Hill, and finally to the Didcot Railway Centre where it is on display today.

Unfortunately, the lack of working parts would seem to preclude a return to operational service - just as restoring post-war jet aircraft proves, it would be amongst the ultimate railway restoration challenges. Until then we will have to make do with the excellent new model which has just been released - and Western Region modellers will no doubt be imagining this unique locomotive might have led to fleet service and classmates which replaced the 'Kings'. **HM**



18000 worked alongside steam traction throughout its career on the Western Region. On May 12 1957 it stands outside the 'Factory' at Old Oak Common carrying BR green with early crests. *Dave Cobbe Collection/C R L Coles/Railphotoprints.uk*.

**FIRST
REVIEW**

Bachmann's ALL-NEW CLASS 47

Following Bachmann's surprise announcement in early August (HM172) that it had been working on an all-new 'OO' gauge BR Class 47 diesel, the wait is over and the first of the newly-tooled models are here. **MARK CHIVERS** looks over this latest generation model of the class for 'OO'.

OVER THE PAST FIVE decades or so, there have been many models of

the ubiquitous Brush Type 4 produced for 'OO' gauge, with examples from Hornby, Lima, Heljan, Bachmann and ViTrains.

Built by Brush and BR's Crewe Works in the 1960s, 512 examples of the Type 4 mixed traffic locomotives entered traffic and, given the sheer size of the class, a series of sub-classes also developed over the years. Visit www.keymodelworld.com to see more on the development of BR's workhorse Class 47 and see pages 88-91 for our review of the Heljan 'O' gauge version.

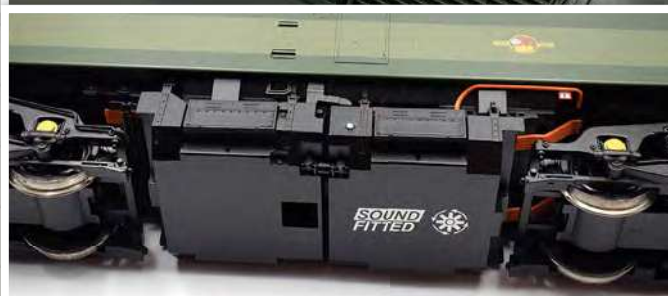
Bachmann's original 'OO' gauge model was added in 2007 and has appeared in numerous colour schemes and identities, representing the various Class 47 sub-classes through the years and the tooling has undergone a few revisions and updates in the intervening period.

Bachmann's latest iteration of the Brush Type 4 is now here and it certainly looks the part - there is definitely an air of quality about the new model. Inevitably comparing this latest version with the previous generation model, from a distance there doesn't appear to be a great deal between them. Look closer, though, and you will start to appreciate the finer details - and there are lots of them - on this all-new model. >>





Bachmann's sound-fitted deluxe model also features motorised working roof fans. Note the new weaved etched metal roof fan grilles.



Detailing also extends to the underframe with impressive water and fuel tank configurations, fillers and pipework.

TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	35-410SFX (reviewed)
Description:	Class 47/0 D1565, BR two-tone green
Builder:	Brush Traction and BR Crewe Works
Region:	All
Gauge:	'OO'/16.5mm
Scale:	4mm/1ft
Length (over buffers):	254mm
Price:	£239.95 (DCC ready)/ £339.95 (DCC sound-fitted)/ £369.95 (DCC sound-fitted deluxe)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC sound-fitted, PluX22 socket
Speaker space:	Factory-fitted twin speakers (11mm x 15mm/28mm round)
Exterior lights:	Directional (switchable)
Interior lights:	Cab and engine room illumination
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor-type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Passenger and freight
Haulage capacity (expected):	Ten+ coaches
Haulage capacity (tested):	15 coaches (maximum tested)

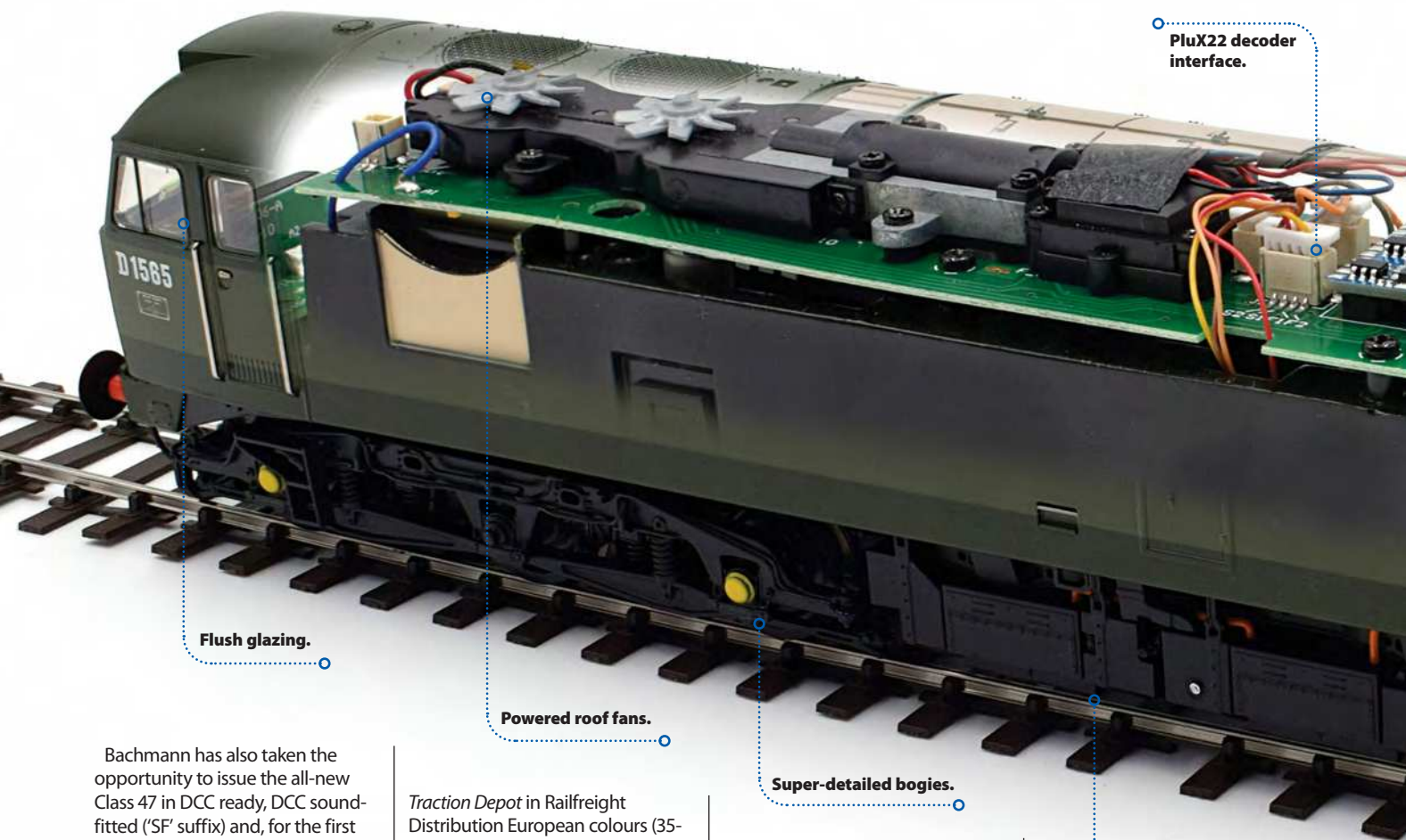
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"Sound-fitted and sound-fitted deluxe models come with a factory-fitted LokSound V5 sound decoder featuring a full suite of sounds with options for warm, failed and cold engine starts."

Bachmann's all-new 'OO' gauge Class 47 is now offered in three formats. This is the sound-fitted deluxe version of D1565 in BR two-tone green – note the slight hue to the tinted cab glazing.

MARK CHIVERS



PluX22 decoder interface.

Flush glazing.

Powered roof fans.

Super-detailed bogies.

Correct fuel tanks.

Bachmann has also taken the opportunity to issue the all-new Class 47 in DCC ready, DCC sound-fitted ('SF' suffix) and, for the first time, DCC sound-fitted deluxe ('SFX') forms – this latter option featuring all the benefits of the DCC sound-fitted model but also additional enhancements including tinted cab glazing and independently controlled working roof fans – a first for the manufacturer.

Five all-new models form the initial batch modelling D1565 in BR two-tone green with small yellow warning panels (Cat No. 35-410/SF/SFX), together with 47012 in BR blue (35-411/SF/SFX), 47828 in BR InterCity 'Swallow' livery (35-413/SF/SFX), 47004 in Railfreight Construction Sector triple grey (35-418/SF/SFX) and 47375 *Tinsley*

Traction Depot in Railfreight Distribution European colours (35-419/SF/SFX).

THE MODEL

Our review sample was finished as D1565 in original BR two-tone green with small yellow warning panels, reflecting a Crewe Works built example, which entered traffic in March 1964. It was allocated to Sheffield Darnall depot initially before cycling through brief allocations to Immingham, Stratford and March during its first year in service.

Bachmann has gone back to the drawing board during the development of this new model and the extensive tooling suite caters for a raft of detail variations

covering alternative bufferbeams, headcode panels, marker lights, cantrail grilles, cab fronts, windscreen wipers, cab ventilators, radiator grilles, boiler ports, water tank (or not) and fuel tank configurations and much more.

Looking in greater detail at our review sample, it features refined cab front foot steps, fine etched brass twin-arm windscreen wipers, sprung metal Oleo buffers, exquisite four-character headcode panels (displaying 1E11 and 4N09 respectively) and impressive cab interior detailing with representation of the control console and even the hotplate on the secondman's side. The

cab bulkhead is also very nicely detailed and decorated. There is one minor quibble, though – it does not feature a driver in the cab on this occasion.

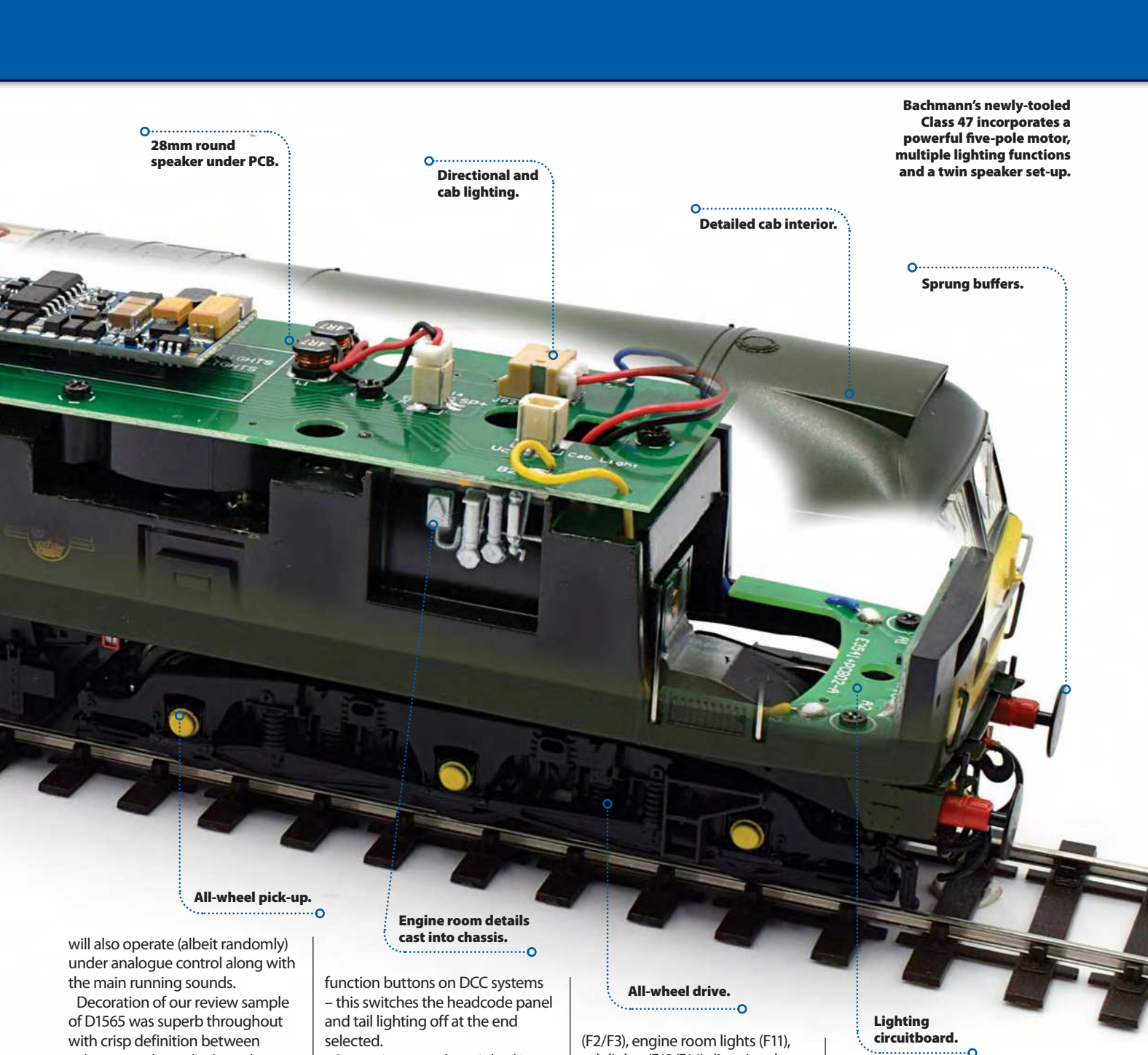
D1565 also features the correct buffer beam styling with twin bracket cover at the top edge, reflecting an example built at Crewe Works, full cab ventilators, three-piece original radiator grilles, ribbed roof exhaust panels, original Spanner Mk 3 boiler port and water tanks with original water filler chutes.

The bogies feature impressive relief with suspension and braking components, drilled wheelsets, separately fitted pipework and open bogie footsteps adding to the finesse. Even the Stones speedometer cable is there – other options have been tooled according to prototype.

Detailing extends to the interior, with engine room pipework forming part of the die-cast chassis behind the bodyside glazing, while a pair of neatly moulded fans sit beneath etched metal grilles that feature the weaved appearance of the real things. Not only that, on the sound-fitted deluxe model these roof fans are fully motorised and controllable by pressing F10 on a digital control system. They



Bachmann's all-new Class 47 features impressive bogie, underframe, cantrail grille and engine room pipework detailing.



28mm round speaker under PCB.

Directional and cab lighting.

Detailed cab interior.

Sprung buffers.

All-wheel pick-up.

Engine room details cast into chassis.

All-wheel drive.

Lighting circuitboard.

Bachmann's newly-tooled Class 47 incorporates a powerful five-pole motor, multiple lighting functions and a twin speaker set-up.

will also operate (albeit randomly) under analogue control along with the main running sounds.

Decoration of our review sample of D1565 was superb throughout with crisp definition between colours, neatly applied numbers, overhead warning flashes, and BR bodyside crests. Axleboxes are neatly picked out in yellow, while the small yellow warning panels, red buffer beams and cab interior decoration are equally impressive. Interior pipework has also been picked out in appropriate colours as has some of the underframe tank pipework. Our sound deluxe model also featured tinted cab glazing, as per the prototypes, with a distinctive yet subtle hue to it, adding to the overall quality feel.

PERFORMANCE

As well as bristling with details, the model is also brimming with technology including directional illuminated headcode panels and tail lights, engine room lighting and cab illumination. Additionally, the directional lights can be switched off at either end through a pair of switches on the underside or via

function buttons on DCC systems – this switches the headcode panel and tail lighting off at the end selected.

Our review sample weighed in at 617grams, the heavy die-cast chassis adding to the impressive tractive effort afforded by the five-pole motor, twin flywheels, all-wheel pick-up and drive. All models come pre-fitted with a PluX 22 decoder socket and twin speaker setup consisting of a 15mm x 11mm cube and 28mm diameter 8ohm examples.

Sound-fitted and sound-fitted deluxe models come with a factory-fitted LokSound V5 sound decoder featuring a full suite of sounds with options for warm, failed and cold engine starts (F1). Sound-fitted deluxe models also feature the ability to set the rotating roof fans going by pressing F10, which also adds authentic sounds to the equation too. Volume can be cycled through six levels on F19 to suit individual taste, while a selection of coasting (F6), notch up/notch down (F22/F6/F7), horns

(F2/F3), engine room lights (F11), cab lights (F13/F14) directional lights off (F20/F21) and button controlled brake (f2) functions can be selected on a digital system. For those using uncoupling systems such as Kadee's magnetic operated examples, pressing F15 activates a subtle auto uncoupling cycle which also includes appropriate engine revs.

As previously touched on, our review sample is the sound-fitted deluxe version which is factory-fitted with Bachmann's exclusive sound profile for the Class 47, as well as featuring working roof fans which worked well while on test on *Hornby Magazine's* office test track.

On the track our review sample proved responsive, smooth and quiet throughout the speed range and really came into its own once the digital sound functions were activated, again responding well to the sounds, adding to the immersive experience this latest

model offers. Not only did it run well - its tractive effort also proved positive with our example handling 15 assorted carriages with ease while on test.

OVERALL

Bachmann's all-new 'OO' gauge Class 47 is a delight – it looks the part, runs beautifully and the sounds sound as they should too. It is an impressive package, especially with the innovative working roof fans, and is sure to prove popular.

Given that the sound-fitted deluxe model is just shy of £370, it may be a considered choice for some, but there are further options and price points to suit all tastes and pockets. I'm sure that given the slight premium over the standard sound-fitted model, the sound-fitted deluxe option with its added 'play value' is sure to find particular favour. (MC)

'Clan' Return of the

**FIRST
REVIEW**

- Gauge: 'OO'
- Price: £197.99
- Cat No: R3995
- Site: www.hornby.com
- DCC: DCC ready, 8-pin socket
- Era: 4

Hornby's BR 'Clan' 4-6-2 has been out of production for almost 10 years, but now it is back. **MIKE WILD** reviews one of two new arrivals for this autumn.

Hornby's 'Clan' has made a welcome return to the shops after a ten-year break.



THE BR 'CLAN' 4-6-2s were the second smallest class of the BR Standard series with just 10 locomotives being completed between 1951 and 1952 at Crewe Works – the only class built in smaller numbers was the unique BR '8P' 71000 *Duke of Gloucester*. Originally a further order for 15 additional 'Clans' was proposed,

but steel shortages and the onset of the Modernisation Plan in 1955 meant that they were never built.

The class was allocated entirely between Polmadie shed in Glasgow and Carlisle Kingmoor, with the majority of their work focused on North West England and southern Scotland. Being such a small class with a short

lifespan of just 15 years in service, modifications and variations were few. The last was withdrawn in 1966, but none of the '6MT' mixed traffic 'Pacifics' were saved for preservation.

However, there is a new 'Clan' under construction – 72010 *Hengist* which is currently being assembled at CTL Seal in Sheffield. Find out more about the new build 'Clan' at

www.theclanproject.org.

Hornby's 'Clan' was first announced in its 2009 catalogue with three versions following modelling 72000 *Clan Buchanan* (Cat No. R2846), 72005 *Clan MacGregor* (R2925) and 72008 *Clan Macleod* (R2847). Since then the 'Clan' has been a dormant part of the range, which is why it is so pleasing to see two new versions arriving in the shops during October. They are our review sample of 72004 *Clan MacDonald* (R3995) and 72009 *Clan Stewart* (R3996) which are delivered in BR lined green – the only livery to be carried by the class – with early and late crests respectively.

The real 72004 was built in 1952 and saw just 10 years in service with British Railways before withdrawal in 1962. It was allocated to Polmadie Shed (66A) throughout its operational career and, following retirement, was scrapped at Darlington Works in September 1963.

Externally Hornby's 'Clan' tooling





is as it was before. Crisp injection mouldings, finely made individual components separate handrails, and turned metal boiler fittings all form part of its specification while there are also sprung metal buffers, metal valve gear, turned metal wheels and NEM coupling pockets front and rear.

The appearance is accurate and captures the distinctive shaping of the 'Clan', which has a noticeably smaller boiler than the larger 'Britannia' 4-6-2s, while its single chimney stands proudly above the smokebox. The cab has opening roof vents, superb pipework around the firebox, glazing to the side and front windows and a fully detailed backhead with excellent moulding and painting.

The paint finish on 72004 is excellent and has a nice depth to the BR green colour while the lining on our sample was flawless. There is one questionable area of the paint finish – all our research shows that the running plate surface

should be black, but it has been painted in BR green on this model. Period images make this difficult to discern in fairness, mainly because the 'Clans' always seem to have been in filthy condition when photographed with colour film!

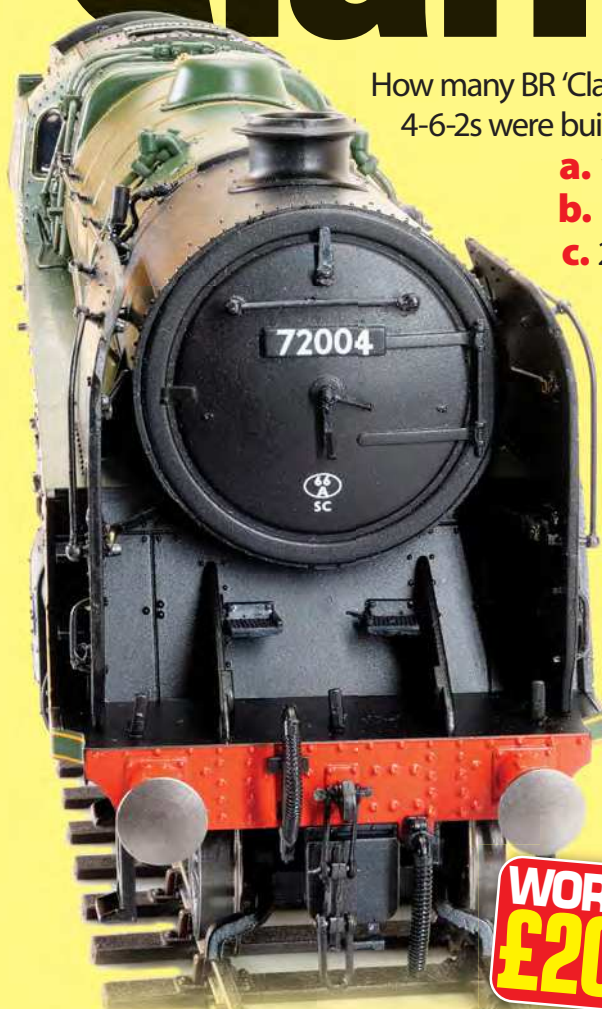
The chassis is as powerful as before and capable of hauling a scale length eight coach train with ease. The decoder socket resides in the tender together with a space for a 28mm round speaker on the die-cast chassis base, though there is a useful space which could be used for different speaker designs. The decoder interface is Hornby's standard 8-pin format.

Hornby's 'Clan' was a bold choice in 2009 with the class being so small, but one which fills an important gap in the BR Standard story. If you are modelling the North West or Scotland you will need at least one of these 4-6-2s in your fleet and Hornby's model is an excellent addition straight from the box. (MW)

WIN! A HORNBY 'Clan'

How many BR 'Clan'
4-6-2s were built?

- a. 10
- b. 15
- c. 20



**WORTH
£200**

HORNBY MAGAZINE is offering a chance to win one of Hornby's new batch of BR 'Clan' 4-6-2s for 'OO' gauge.

The prize is 72004 *Clan MacDonald* in BR lined green with early crests from the early 1950s (Cat No. 3995). Highlights of the model include turned metal wheels, metal valve gear, an 8-pin decoder socket, sprung buffers and a huge number of

separately fitted parts. Inside it has a powerful five-pole skew-wound motor.

The total value of the prize is £197.99 and to be in with a chance of winning this new Hornby release, all you have to do is answer the following question by December 20 2021.

Even if you don't win, the new Hornby 'Clan' 4-6-2s are available through Hornby's retailer network.

HOW TO WIN

● 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 form to complete your entry.

Online entries open at 9am on November 4 2021 and the closing date for entries is December 20 2021 at 5pm GMT. The winners

will be notified no later than December 24 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.

**FIRST
REVIEW**

Locomotion 'Precedent'

The National Collection in Miniature just got bigger with the arrival of the exclusive Bachmann-made model of LNWR 'Improved Precedent' 2-4-0 790 *Hardwicke*. **MIKE WILD** runs the rule over this historic steam locomotive.



The LNWR lined black livery is immaculately presented.

AT A TIME WHEN INTEREST in diesel traction seems to be at an all-time-high it is refreshing to see one of the oldest surviving steam locomotives of London & North Western Railway (LNWR) parentage on our review desk. The locomotive in question is Locomotion Models' new 'OO' gauge model of the LNWR 'Improved Precedent' 2-4-0 790 *Hardwicke*. This compact locomotive was one of 158 in the class which were officially rebuilds

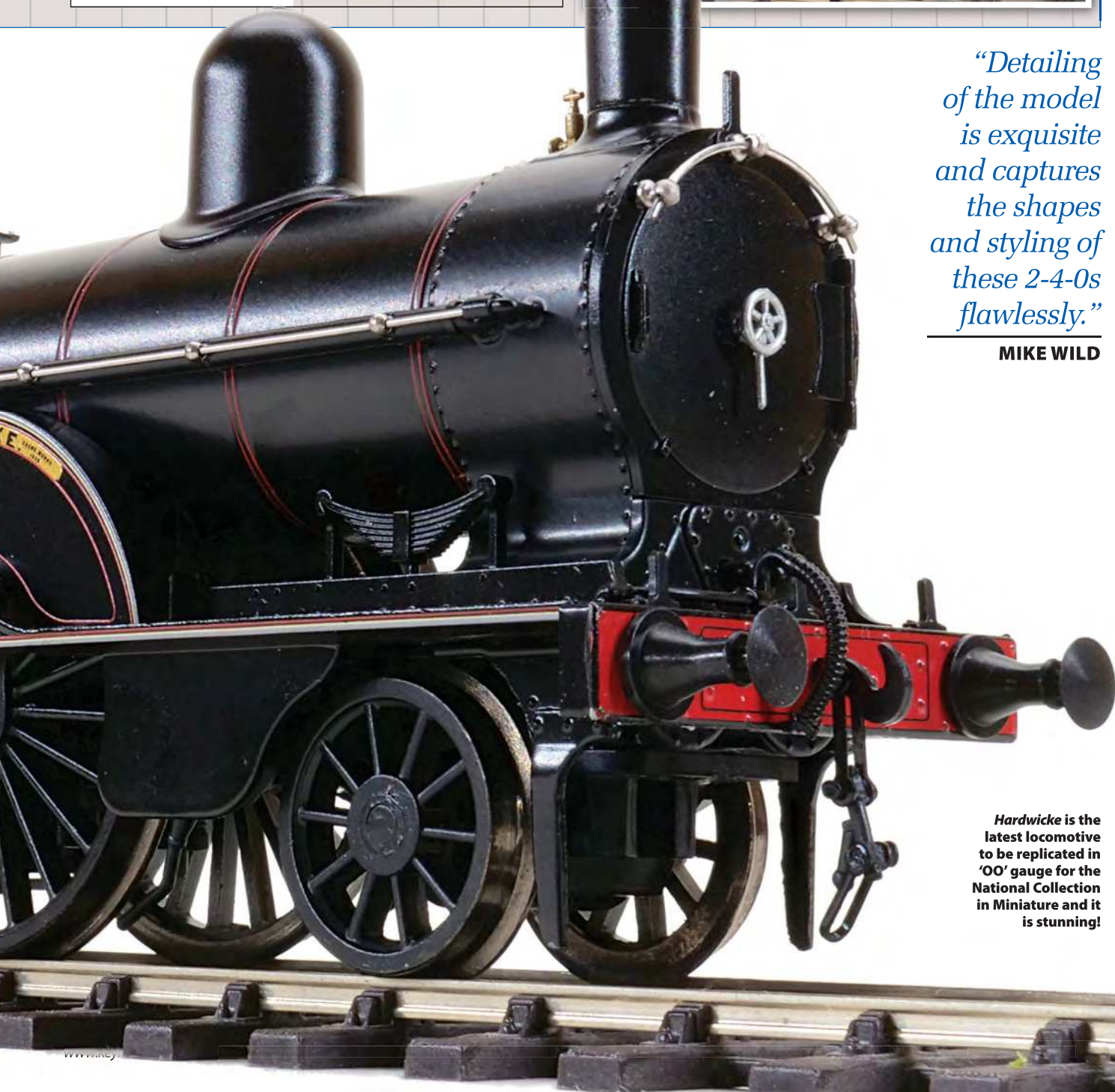
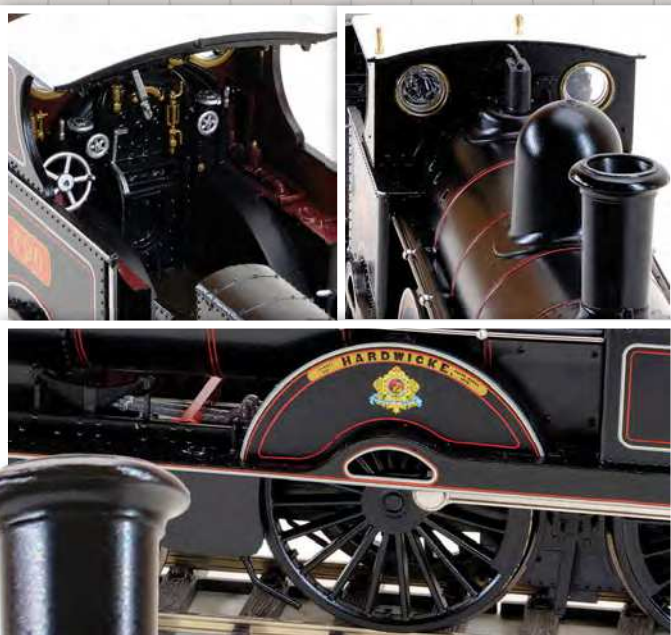
from the 'Newton' and 'Precedent' classes completed between 1887 and 1901.

Hardwicke was rebuilt in 1892 (it was built as a 'Precedent' in 1873) and rose to fame in 1895 when it set a new record for the journey from Crewe to Carlisle. During that trip it averaged 67.1mph and reached a maximum speed of more than 90mph while completing the journey in 2 hours and 6 minutes non-stop. So significant was this record that it remained in place until 1936 when Stanier 'Princess' »



TECHNICAL DETAILS

Manufacturer:	www.locomotionmodels.com
Cat No:	35-160NRM
Description:	LNWR 'Improved Precedent' 2-4-0 790 Hardwicke, LNWR lined black
Builder:	LNWR Crewe Works
Region:	Midland
Gauge:	'OO'
Scale:	4mm:1ft
Length (over buffers):	187mm
Price:	£220.00 (DCC ready)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	Factory fitted 15mm x 11mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	2-4-0
Purpose:	Express passenger
Haulage capacity (expected):	Five coaches
Haulage capacity (actual):	Five coaches, maximum tested



“Detailing of the model is exquisite and captures the shapes and styling of these 2-4-0s flawlessly.”

MIKE WILD

Hardwicke is the latest locomotive to be replicated in 'OO' gauge for the National Collection in Miniature and it is stunning!

Royal' 6201 *Princess Elizabeth* outpaced the Victorian 2-4-0's attempt.

Compared to modern steam locomotives of the 1930s, '40s and '50s, the 'Improved Precedent' is positively archaic. However, they were once used for the LNWR's most important express trains between Euston and Birmingham as well as Manchester and Liverpool. Their open cabs would have given little protection from the elements for their crews, but the last wasn't withdrawn until 1934.

The subject of our review model was withdrawn in 1932 with its record card showing that it had accomplished 1,326,479 miles in service. After withdrawal it was stored at Crewe Works until it went on display at the Museum of British Transport in Clapham in 1962. When that closed it moved to Carnforth where it was returned to working order and operated on the main line as part of the Stockton and Darlington Railway 150th cavalcade in Shildon as well as running on the Cumbrian Coast and Settle and Carlisle lines. It then went to Dinting in 1980 before finally moving to the National Railway Museum in York for static



The compact tender of *Hardwicke* is neatly detailed.

display. Most recently the 2-4-0 has been on display at Locomotion in Shildon.

THE MODEL

Locomotion Models' new 'OO' gauge 'Improved Precedent' has been made by Bachmann. The tooling is shared between Locomotion and Rails of Sheffield with *Hardwicke* being exclusive to the National Collection in Miniature. Rails has three versions of its own which model 1673 *Lucknow* in LNWR lined black (Cat No. 35-161Z), 5036 *Novelty* in LMS lined crimson lake (35-162Z) and 5018 *Talavera* in LMS black (35-163Z).

The subject of our review model is

790 *Hardwicke* which is delivered in its as preserved LNWR lined black livery with a white cab roof – and it looks stunning. The silver handrails and smokebox door dart give it a museum style finish while there is also fine red-black-red lining over the boiler, printed *Hardwicke* nameplates, an outstanding replica of the LNWR crest, printed number plates and grey-white-black-red lining on the cabside and tender. The open cab is fully detailed inside right down to representation of the numbers on the pressure gauge at the top of the cab area.

The accessory pack with 790 includes optional etched metal number and nameplates which can be fitted over the top of the printed examples. Plus you also get a water scoop to fit to the underside of the tender, buffer beam parts and a spare set of driving wheels with traction tyres.

Detailing of the model is exquisite and captures the shapes and styling of these 2-4-0s flawlessly. At

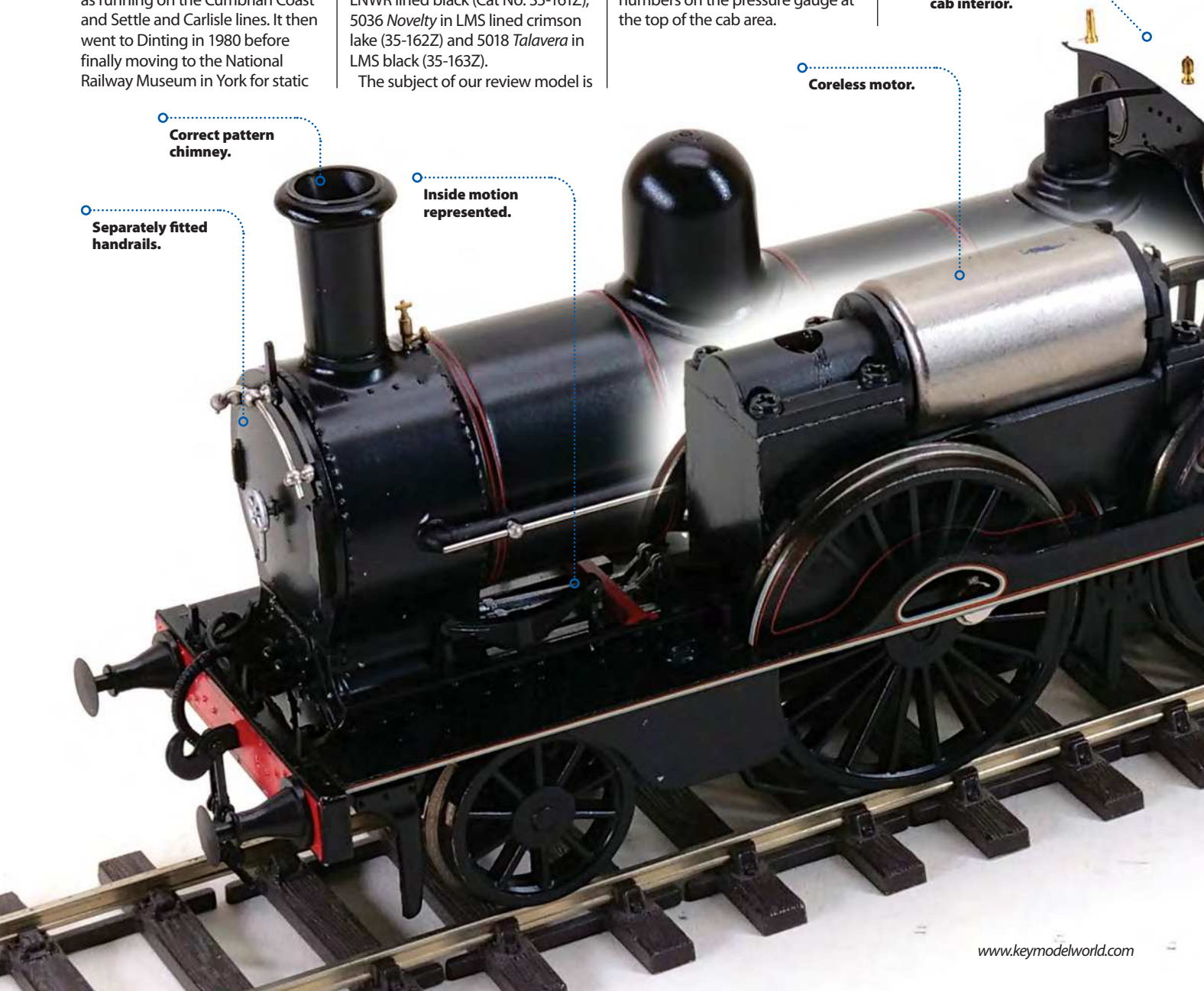
Fully detailed cab interior.

Coreless motor.

Correct pattern chimney.

Separately fitted handrails.

Inside motion represented.



the front, the chimney sits proudly on top of the die-cast smokebox and boiler assembly while at the base of the smokebox there is even prototypical daylight ahead of the cylinders. The buffers aren't sprung on this model, but they are of the correct pattern with the distinctive conical shanks leading back to the buffer beam.

Beneath the boiler close inspection reveals representation of the inside Allan valve gear which can be viewed through and around the spindly front springs. The driving wheel splashers house the upper half of the scale 6ft 9in driving wheels while the lower area makes space for the coupling rods as per the real thing.

On top of the high level of decoration, the cab interior is fully appointed with controls and pipework on the backhead while

an etched metal fallplate covers the gap between the locomotive and tender. The latter is just as well done as the locomotive with excellent underframe detail, a removable metal coal load for weight, toolboxes and neatly moulded coal rails.

PERFORMANCE

Hardwicke is back a step from the Bachmann 'V2' that we reviewed in HM173 in that it has the previous style of tender to locomotive drawbar. This consists of a metal bar which links to a static lug on the base of the tender to keep the two sections joined together. A four-wire harness runs underneath to take power from the rails to the decoder socket and back to the motor again.

Inside the tender is a 21-pin decoder socket and a factory fitted 15mm x 11mm cube speaker, although I'd venture to say that the enclosure underneath the speaker isn't large enough for the best performance from this. Admittedly space is limited in the tender, but I can't help but think there might be a better way of using the space available.

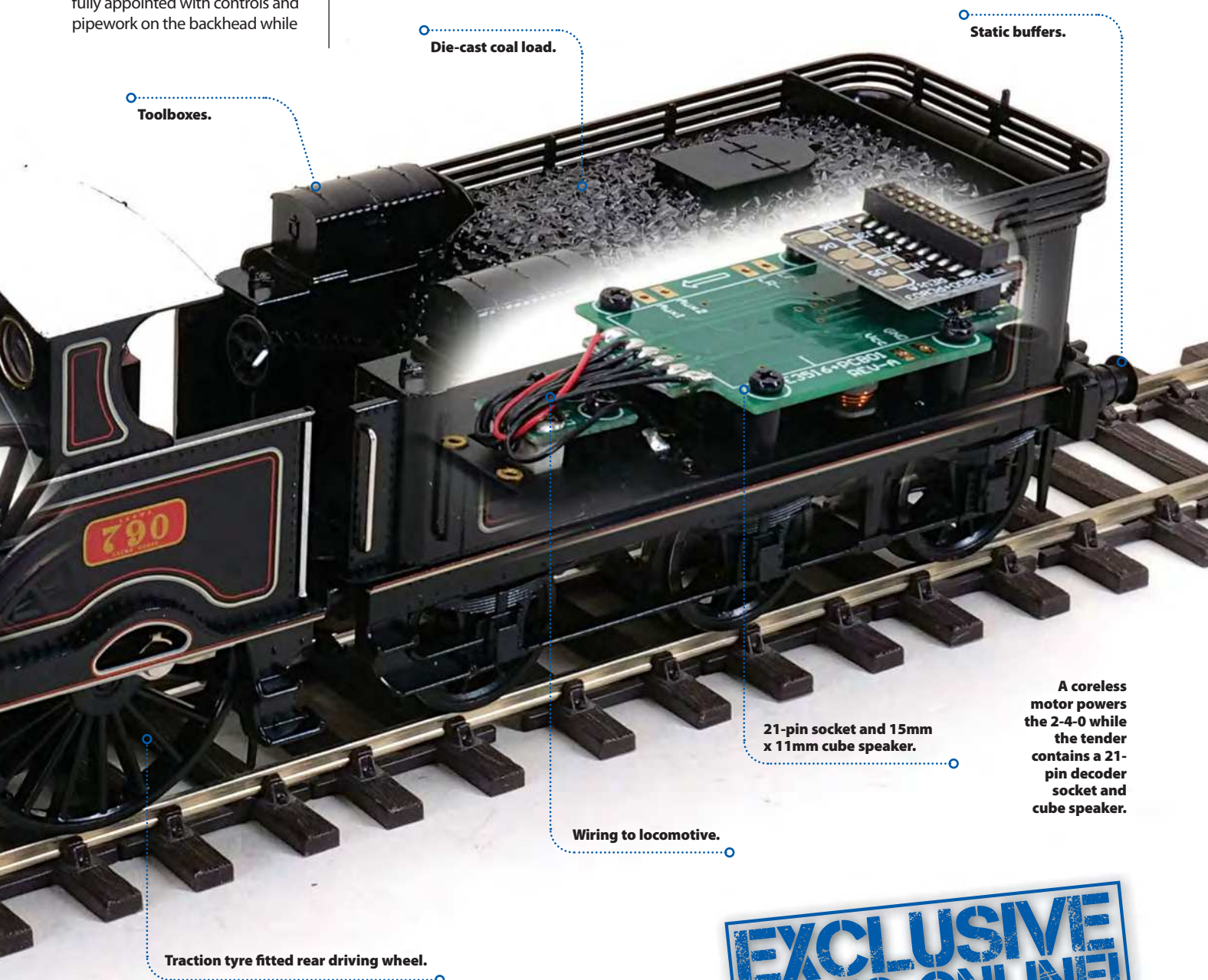
Also worth noting is that while the instructions show straightforward access to the tender body fixing screws, we found it necessary to pop the rear tender wheelset out for clear access to these. It only adds a couple of seconds to the job, and it is a lot easier than having to squeeze a screwdriver around the wheels.

On the track we found our sample

to be quiet and smooth running straight from the box. Its traction with the tyre fitted driving wheels was ample to move a five coach train of 57ft stock which will be plenty for most situations for such a small locomotive.

OVERALL

Locomotion Models products, especially its exclusive models, are extremely sought-after and we see no change to that trend with *Hardwicke*. It is a wonderful model of a historic and record breaking steam locomotive from an era which continues to grow in popularity with 'OO' gauge modellers. Speaker questions aside, this is a superb new addition which delivers a handsome model of a Victorian railway engine. (MW)



Toolboxes.

Die-cast coal load.

Static buffers.

21-pin socket and 15mm x 11mm cube speaker.

Wiring to locomotive.

Traction tyre fitted rear driving wheel.

A coreless motor powers the 2-4-0 while the tender contains a 21-pin decoder socket and cube speaker.

**EXCLUSIVE
VIDEO ONLINE!**
WWW.KEYMODELWORLD.COM
SEE IT IN ACTION

Accurascale 21 ton MINERALS

FIRST REVIEW

The latest coal wagons to arrive in Accurascale's 'Powering Britain' collection are these richly detailed BR 21ton mineral wagons.

MIKE WILD takes a closer look.



CAN YOU EVER HAVE enough coal wagons? If my own collection is anything to go by then the answer is definitely no, especially as so many operated in long block trains of matching vehicles transporting coal to power stations, industry and for domestic supplies.

The coal wagon has been well catered for over the years with a combination of ready-to-run and kit products, but one which has fallen by the wayside for an update in 'OO' gauge is the BR 21ton coal wagon – essentially a twin door higher capacity version of the ubiquitous BR 16ton mineral wagon with which any steam era modeller will be familiar.

However, Accurascale saw the gap in the market and selected the 21ton mineral wagon as a ready-to-run project with the first batch arriving in early October. Their only competitor off-the-shelf is the Hornby product which has an elderly heritage – and to make matters more interesting there are a number of different diagram numbers too.

The 21ton mineral wagon originated with the Great Western Railway where they were used for carrying a higher load capacity

than similarly designed 10ft wheelbase wagons. The other 'Big Four' railways had developed similar steel and wooden bodied wagons, often used for locomotive coal traffic, and BR continued building the pre-nationalisation designs initially after 1948, but then went on to develop its own 21ton mineral wagon designs including the 1/107 and 1/120 types modelled by Accurascale.

Those modelled by Accurascale cover the 1,500 unbraked diagram 1/107 wagons built between 1950-1951 with a standard Railway Clearing House 21ft 6in underframe together with the 1961-1963 batch of 3,950 21ton wagons to diagram 1/120. This new production run was similar in appearance to the 1/107 type, but had the body height reduced by $\frac{3}{4}$ in, featured vacuum brakes, top flaps fitted above the side doors and had roller bearing axle boxes.

The two wagon types selected by Accurascale operated in similar areas including the Midlands and South Wales,

though the later vacuum braked examples spread their wings to Kent, East Anglia and Central Scotland. The last of the diagram 1/107 wagons were withdrawn in 1983 with the last of the vacuum braked 1/120 wagons stood down, incredibly, in 1992.

Accurascale has modelled both wagon diagrams with their detail differences. On our review desk are triple packs of the diagram 1/107 wagons in BR grey and the 1/120 vacuum brake wagons in BR

bauxite. Five packs are available in each livery allowing trains of 15 individually numbered wagons to be assembled.

Each wagon is extensively detailed. Starting with the unbraked BR grey wagons, they have correct oil axle boxes, single door bangers and the correct body profile without top flap doors. The buffer beams have sprung

“A new 21ton mineral wagon has long been needed and they fill an important gap in the market for present day standard ready-to-run freight stock.”

MIKE WILD



- Price: £74.94
- Cat No: ACC1082-MDOA/B/C/D/E and ACC1093-MDVA/B/C/D/E
- Site: www.accurascale.co.uk
- Era: 5-8

The differences between the underframe of the unbraked 1/107 wagons and vacuum braked 1/120 wagons are clear to see.

EXCLUSIVE VIDEO ONLINE!
WWW.KEYMODELWORLD.COM
SEE IT IN ACTION

Accurascale has released all-new 'OO' gauge models of the diagram 1/107 and 1/120 21ton mineral wagons.



buffers at all four corners and optional instanter couplings are included with each set which can be swapped out for the supplied tension locks, although you will need to be conscious of your minimum curve radius when doing so in case of buffer lock. Our tests included operation on second radius curves.

Moving to the BR bauxite wagons, and these have all the important hallmarks which set them apart from the unbraked wagons. The

underframe, while based on the same basic spine, is much more complex and Accurascale has clearly invested greatly in the assembly process for this area. Everything is there – brake shoes, pull rods, pipework, vacuum cylinder and even the adjustment equipment for the Self-Adjusting Brake system. Add to this roller bearings, the correct body profile and door arrangement, double door banger springs beneath each door and the same set of sprung buffers and it is a comprehensive picture which is hard to beat.

In fact the only minor negative we spotted is an unfortunate mis-positioning of the coupling

arm in the tension lock – it is on the opposite side to other manufacturers' couplings, but we found this had no impact on their operation during our tests and it would be a simple task to use a spare Bachmann or Hornby coupling to replace the outer coupling on a rake if necessary.

An all-new 21ton mineral wagon has long been needed and fills an important gap in the market for present day standard ready-to-run freight stock. With the arrival of new 21ton (Hornby) and 24.5ton (Accurascale) hoppers plus the recent 24.5ton mineral wagons (TMC) we can now replicate coal trains from the BR steam and BR blue diesel eras accurately.

Accurascale has done the 21ton mineral wagon proud – now all we need to do is break out the weathering materials to give them a realistic finish. (MW)

**FIRST
REVIEW**

Coil A steel WAGONS

- Scale: 'OO' Gauge
- Price: £74.94
- Cat No: ACC1100-COILAA/AB/AC
- Site: www accurascale.co.uk
- Era: 5-8

Accurascale's new 21ft 6in wagon chassis has been put to good use with the arrival of the first ready-to-run model of the Coil A steel wagons.

MIKE WILD reviews this new release and explains what they are.

EARLY STEEL WAGONS for the ready-to-run market have generally tended to lean towards bolster and flat designs, but Accurascale has bucked the trend with its all-new model of the Coil A four-wheel wagon.

These wagons were built on 21ft 6in underframes originally intended for construction of 21ton mineral wagons so, in the same month that Accurascale released its 21ton minerals, it is no surprise to see the Coil A wagons too as they have the same underpinnings.

The Coil A was built to meet a need for dedicated rolling stock for the movement of rolled steel strip which was catered for with the rebuilding of wagons as well as purpose built vehicles for this rising traffic. The Coil A wagons were one of two purpose-built 21ton designs which used 21ft 6in underframes originally destined for 21ton mineral wagons. The fleet of 50 were built at Derby Works to Diagram 1/412 in 1961-1962.

On introduction they were branded Coil Wagon, but this changed to Coil A VB and then Coil A in the late 1960s. The fleet of

50 Coil As were coded KAV under the TOPS system of 1971 and this changed to SFV for standard wagons and SFW for through air-piped wagons from 1983. The last were withdrawn in 1992.

The wagons started their careers on coil traffic from John Summers in Hawarden Bridge and were seen working to locations including Wolverhampton, Leeds, Swindon, Stroud and Watford. In later life their use was concentrated

on South Wales working from Newport Docks and Llanwern steelworks amongst other locations.

Accurascale's model of the Coil A makes full use of the fastidiously detailed 21ft 6in chassis developed for the 21ton mineral wagon – all examples being vacuum braked. Highlights include superbly fine brake pipes, full brake rigging around each wheelset, vacuum cylinders, and finely moulded handbrake levers. When the optional brake pipes are added to the buffer beams the brakes are near seamless from one end of the

wagon to the other.

Impressively, the outside of the chassis allows daylight through to the body above which is equally well moulded with intricate detailing of the 18ft long coil well. This is covered by a removable hood which represents the nylon design used on the real wagons.

The accessory pack for each wagon includes three positionable bar supports for the hood which clip into place and allow



Positionable plastic cover supports are included with each wagon which can be clipped in place and adjusted to suit individual preferences.

“The Coil A has detailing above and below the solebar which is sure to impress every new owner.”

MIKE WILD



The TOPS era KAV coded wagons have light blue covers.



Sprung buffers are mounted at all four corners while optional vacuum brake pipes are included in the accessory pack.



Accurascale has released three triple packs using its new Coil A wagon tooling for 'OO'.

for movement. There are also beautifully made optional instant couplings – and you can even use these on second radius curves if you wish – which can be fitted in place of the factory fitted tension locks. The eagle eyed will spot that the hook of the tension lock is on the wrong side on these wagons, but we didn't find this caused any issues in operation.

Sprung buffers are fitted to all four corners while turned metal wheels are fitted too. These can be replaced with alternative wheels for 'EM' and 'P4' layouts and Accurascale includes a spare set of brake shoes for use with these gauges in the accessory pack, as it does with the 21ton coal wagons.

As we have come to expect, decoration is excellent and each

triple pack features individually numbered and lettered wagons – there are even repair patches on the covers. Three packs are available – two in pre-TOPS condition with Coil A VB branding on the solebar and a third in post-TOPS condition with KAV lettering. There is also a difference in the hood colour – those for pre-1971 are grey while those for 1971-1992

have light blue hoods.

The Coil A has detailing above and below the solebar which is sure to impress every new owner. The instant couplings included are a great temptation towards using realistic couplings – as long as you have the patience for them – and we have been totally impressed by this new release. Excellent and available now. (MW)

MSC '66' **FIRST REVIEW**

- Price: £82.49
- Cat No: R30022
- Site: www.hornby.com
- DCC: DCC ready, 8-pin socket
- Era: 11



The MSC ship artwork is superbly reproduced.

More BR Mk 1 BCKs from Hornby

Hornby's ever-expanding 'OO' gauge BR Mk 1 range receives a boost with the arrival of this latest pair of BR Mk 1 Corridor Brake Composites (BCKs) which follow on from the first pair reviewed in HM171.

Announced earlier this year, these latest releases model Mk 1 BCKs built in the 1950s. E21106 in BR lined maroon (Cat No. R40022) represents a BR Diagram 171 vehicle built in 1956, while W21178 in BR blue and grey (R40023)

reflects a Diagram 172 coach constructed in 1958.

From the outside both BCKs appear to be the same, but on closer inspection it is clear that Hornby has researched the interiors as they each feature

slightly different seat mouldings. The BR maroon vehicle features compartment seating for 12 First and 18 Second Class passengers, while the BR blue and grey coach has seating for 12 First and 24 Second Class passengers.



The first BR lined maroon BCK release is this Eastern Region allocated coach.



HORNBY has released a new batch of colourful Class 66s for 'OO' gauge using its long-standing ex-Lima tooling including a selection of uniquely coloured GB Railfreight locomotives plus DB Cargo, Bardon Aggregates and Colas Rail Freight 'Sheds'.

All are priced at £82.49 and are based around the standard EWS Class 66/0 bodyshell meaning that Class 66 purists will soon notice that our sample of 66709 *Sorrento* is bereft of a couple of important details including having the wrong type of light clusters and missing the lifting eyes mounted on the lower cab front.

However, that aside the Hornby Class 66 presents a wallet friendly option to be able to collect a larger range of colourful modern day locomotives. The livery decoration is excellent throughout with neat reproduction of the complex ship image on the bodyside centre while printed *Sorrento* nameplates can be overlaid with the supplied pair of separate parts from the accessory pack.

This particular livery has been carried by 66709 since January

1 2015 when it was revised from having a light blue background with the MSC ship image to GBRf dark blue with Europorte rounded ends over the doors. *Sorrento* retains this colour scheme.

Internally 66709 has the standard Hornby Class 66 mechanism with an upgraded motor bogie to one end which is quiet and smooth in operation, a metal chassis weight at the centre and 8-pin decoder socket contained within the plastic chassis frame. There is plenty of space inside for a speaker and Hornby offers its own Twin Track Sound chip to replicate the Class 66 should you wish to take the sound route.

66709 is another popular and attractive addition to the Hornby Class 66 collection and there are plenty of others to choose from too including 66721 in Metronet branded GBRf blue and orange, 66773 *Pride of GB Railfreight*, 66623 in Bardon Aggregates blue, 66113 *Delivering for our Key Workers* in DB Cargo red and 66850 *David Maidment OBE* in Colas Rail Freight colours.

All are available now for you to take your pick. (MW)

"The Hornby Class 66 presents a wallet friendly option to be able to collect a larger range of colourful modern day locomotives."

MIKE WILD

- **Price:** £38.49
- **Cat No:** R40022/R40023
- **Site:** www.hornby.com
- **Era:** 4/7



The BR blue and grey version is a Diagram 172 coach and has the correct seating layout.

The difference is subtle, but it is there nonetheless.

Detailing reflects previous releases with neatly moulded bodyshell and underframe together with moulded roof panel seams, rain strips, roof vents, door handles and handrails. The glazing

on our review samples was flush and crystal clear.

Decoration is up to Hornby's usual high standard with an evenly-applied paint finish, crisp lining and neatly printed lettering, numbers and small details. Each matched with previous Mk 1 carriages in the

same colour schemes, although Hornby's version of BR blue still appears a touch dark compared with other manufacturers' models.

Underframe detailing and trussing is well defined while each was correctly mounted on clip-fit BR1 bogies with turned darkened metal

wheels and small tension lock couplings in NEM pockets.

For the finishing touch, a pair of small cosmetic buckle couplings are also included for customer fitment.

More welcome additions to the Mk 1 fleet. (MC)

Super size

**FIRST
REVIEW**

BRUSH TYPE 4

The Class 47 is a hot topic for new releases this month with Heljan set to deliver its all-new multi-era model of the Brush Type 4 in November. **MIKE WILD** gets up close and personal with this new arrival for 'O' gauge.



The bogies are finely detailed with springs on the brake actuators and etched metal step treads.



The underframe tanks are plastic mouldings to suit different periods.

THE BRUSH DESIGNED Class 47s were one of the most numerous diesel locomotive classes to be built for the British Railway network. Between 1962 and 1968 512 were built between Brush's Falcon Works in Loughborough and British Rail's Crewe Works leading to a class which has carried a kaleidoscope of colour schemes and still continues in front line service today.

The first of the class were delivered into service in BR's

then new two-tone green colour scheme with small yellow warning panels (though a handful were tested unpainted) which then gave way to the same body colours with full yellow ends before progressing into the BR blue era and beyond.

They were powerful mixed traffic locomotives which developed 2,750hp from their single Sulzer 12LDA28-C V12 engines which made them capable of long

distance passenger as well as parcels and lengthy freights. Some were equipped with slow speed control for merry-go-round trains with new HAA hoppers while the class was also amongst the first to haul the new generation of Freightliner container trains.

During their careers they have been operated by British Rail, Rail

Express Systems, EWS, Colas Rail Freight, Direct Rail Services, West Coast Railways, GB Railfreight, Rail Operations Group and others while 32 have entered preservation including former Royal Train locomotives 47798 and 47799. »



The buffer beam is fully detailed from the factory and features sprung buffers and sprung working screw link couplings.



Powered roof fans sit beneath the finely moulded etched metal grilles.



The cab interior features a painted bulkhead offering richer detail from the factory.



The driver's control desk is fully detailed.



TECHNICAL DETAILS

Manufacturer:	www.heljan.co.uk
Cat No:	4850
Description:	BR Class 47, BR two-tone green
Builder:	Brush Loughborough and BR Crewe Works
Region:	All
Gauge:	'O'
Scale:	7mm:1ft
Length (over buffers):	443mm
Price:	£699
Couplings:	Working screw link couplings
DCC:	DCC compatible, colour coded wiring
Speaker:	66mm x 29mm mounts provided
Exterior lights:	Directional head and taillights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole, one per bogie
Flywheel:	Two, one per bogie
Wheel arrangement:	Co-Co
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight-ten coaches
Haulage capacity (actual):	Nine coaches, maximum tested



Heljan's brand-new Class 47 for 'O' gauge is due to arrive in the shops this November.

With such a large class and long lifespan, there have been many changes to the appearance of the Class 47 as well as introduction of new sub-classes including freight only Class 47/3s, Electric Train Heating equipped Class 47/4s, push-pull fitted Class 47/7s and the extended range Class 47/8s which were best known for their use on Cross-Country trains in the final years of BR and early privatisation with Virgin Trains.

You can login and read the full class history at www.keymodelworld.com/railway-history.

THE MODEL

Modelling such a complex class as the Class 47 is always a challenge because there are so many variations. Heljan's all-new 'O' gauge model replaces the original 2006 produced version for 7mm scale – its second British outline model for the scale back then – but this time the boundaries have been stretched with development of two all-new bodysells to go over the new chassis: an original specification locomotive with headcode panels and a later version with plated headcode panels and high intensity headlight.

These options mean Heljan has been able to cover a wider variety of colour schemes starting with BR two-tone green and BR blue on the original specification model and taking the story forward from BR blue to large logo, Railfreight 'red

stripe', triple grey freight sector, Dutch, parcels, InterCity 'Executive' and Network SouthEast. This is good news for modern traction modellers in 'O' gauge looking for more of the colourful liveries applied to this class.

Our sample is an original two-tone green example which follows Heljan's usual pattern of being unnumbered. The base livery is neatly done with accurate and attractive colouring for the greens topped off with silver cantrail grilles, electrification warning flashes, BR late crests on the body side and red buffer beams. Spying through the roof grilles the red roof fans (which rotate) look superb below the finely etched mesh.

The bodysell is a striking piece of model design with crisp moulding of the doors, cab windows, engine room windows and grilles. There are also bodyside steps and neatly produced fairings at the base of the cabsides which sit either side of a fully populated buffer beam with sprung buffers and working sprung screw link couplings.

There is however a but, and that is the shape of the ledge beneath the cab windows which doesn't appear quite right for the Class 47. On the plus side there are separately fitted handrails throughout as well as lamp irons while the headcode

panels are neatly made with 1A09 displayed at the No. 1 end and 5H79 at the No. 2 end. Inside the cab interiors feature painted bulkheads while the control desk even has the hotplate for the driver.

Beneath the frames, Heljan has stepped up the detailing of the Class 47 with enhanced attention to the bogie side frames – there are actual miniature springs at each end – together with cab steps which feature separately fitted etched metal treads, superb relief in the plastic side frames and superbly made cross braces front and rear. The underframe tanks too are neatly moulded and feature separately fitted pipework around the tanks and above the bogies which adds to the detail in this area.

PERFORMANCE

The new Heljan Class 47 is a weighty machine. It tips the scales at more than 3kg via its die-cast chassis. Inside it follows Heljan's standard powertrain route with a pair of five-pole motors (one per bogie) paired with large

brass flywheels which give this locomotive ample haulage capacity for big trains. This time the motors have been arranged at 90 degrees to the bogies so they rest in the chassis block with gearboxes taking power to the wheels.

During our tests we loaded our sample with nine Heljan Mk 1 carriages – a load it handled with ease on our level test track. It also ran happily through points and double slips – the latter occasionally trip a locomotive up if the back-to-back measurements aren't right – while it also ran around second radius set track curves too.

Directional lighting is provided as standard which can be managed on analogue power through a trio of switches in the base of the chassis. These allow the tail lights, headlights and cab lights to be switched off as required. The roof fans are powered and, with analogue, come to life when

DCC colour-coded wiring.

Powered roof fans.

Painted cab bulkhead.

Detailed seats and control desk.

Five-pole motor with flywheel.

the locomotive reaches a certain voltage to allow them to turn.

DCC layout operators will find this a straightforward model to convert to digital or sound operation as Heljan has included DCC friendly colour coded wiring inside. You will still need to source a suitable large scale decoder such as the ESU LokSound V5 XL or ZIMO MX699KS to support the current draw of the substantial twin motors, but at least the wiring is helpful in the locomotive. Sound has also been considered with mounting points moulded to the bodysell to support a 66mm x 29mm EM2 type speaker.

Also worth mentioning is the new style of instruction sheet supplied with the Class 47. This is much more comprehensive than what we have seen in the past with Heljan models and alongside the typical class history, the eight-page booklet explains the optional detailing parts, provides an exploded diagram of the body and chassis, body removal details, a wiring diagram for the main Printed Circuit Board to assist in DCC conversion and technical data for the locomotive.

OVERALL

A brand-new take on the Class 47 has been long wanted for 'O' gauge with the original 2006 model having sold out many years ago. The shaping of the cab front might not be perfect, but this new Class 47 is sure to steal the hearts of 'O' gauge modellers who perhaps

missed out on the first production run or feel ready to add a new version to their fleet.

The expansion of the livery options is excellent news and we can see these being another popular addition to the Heljan 'O' gauge diesel range. (MW)

• Gearbox to bogie beneath.

• Cardan shafts to bogie gearboxes.

• Main Printed Circuit Board

• LED illuminated cab interiors.

"A brand-new take on the Class 47 has been long wanted for 'O' gauge with the original 2006 produced model having sold out many years ago."

MIKE WILD

• Detailed moulded plastic underframe tanks.

Above: Twin motors power the locomotive while there is also directional lighting, cab lighting and space for a 66mm x 29mm speaker.



The two-tone green livery is crisply applied to our sample.

'OO' GAUGE

SCRAP CABS

- **Price:** £2 (cab fittings) / £9.95 (per cab/shunter nose housing twin pack)
- **Cat Nos:** N/A
- **Site:** www.westhillwagonworks.co.uk
- **Era:** 8/9

WEST HILL WAGON Works' growing range of 3D printed detailing parts

and accessories is bolstered with a series of redundant diesel locomotive parts.

Our review samples included two packs containing detailed scrap BR 'Peak' diesel cabs – one with and one without bulkheads – together with a pack of scrap cab fittings comprising rear bulkhead and nose access doors, two unfolded seats and a folded example. A pack of scrap BR Class 08/09/13 front radiator nose housings, front doors and radiators is also available.

All parts are well-detailed and supplied attached to the 3D-print sprue to maintain their integrity. Once the printing supports had been removed our review samples of the cabs and radiators appeared neatly detailed inside and out – even the handrails appear separate on the cabs!

The Class 08/09/13 radiator nose housings are also well detailed with exposed fan housing, rear belt pulley and partially open doors looking particularly good.

Something a little different and ideal for a depot corner or scrapyard scene. Just add paint and a little rust. (MC)



Above: 3D printed scrap 'Peak' cabs are available from Westhill Wagon Works for 'OO'.



Left: Class 08 radiator sections are a useful depot detail for 'OO'.



Left: Scrap cab fittings will add detail to the Class 45 cabs from Westhill.

'OO' GAUGE

Station seat pods

- **Price:** £4.49
- **Cat No:** N/A
- **Site:** www.westhillwagonworks.co.uk
- **Era:** 7-9

New from West Hill Wagon Works are these distinctive 4mm scale 3D-printed British Rail circular station seat pods.

Reminiscent of the type of stark bright red seating units installed at some stations in the 1970s and 1980s – Edinburgh Waverley comes to mind – each pack contains three 25mm diameter 3D-printed seat pods with their distinctive scooped out seats. The pods feature a flat base and space for six seated passengers.

These one-piece items have been neatly 3D-printed and appear to have the seat markings included too. They are ready to place on a station scene 'as is' or could be further enhanced with a coat of paint. Just add passengers. (MC)



'OO' GAUGE

Footplate Masterpieces

- **Price:** £5 unpainted/£10 painted, plus p&p
- **Cat No:** FF.141-FF.143
- **Contact:** 01428 727341
- **Era:** 2-5

Master Piece has added a selection of new 4mm scale footplate crew for Dapol's 'OO' gauge Great Western Railway (GWR) 'Mogul' and the recently-released Dapol/Locomotion Models/Rails of Sheffield 'OO' gauge South Eastern and Chatham Railway (SECR) 'D' 4-4-0.

Produced in lead-free pewter, there are two sets for the GWR 'Mogul' and one pack for the SECR 'D' class, each containing a fireman and driver.

The first of the 'Mogul' packs (Set A) features a driver with his left hand to the regulator, while the fireman is shovelling coal into the firebox, while Set B again features the driver with left hand to the regulator, as the fireman leans over the left-hand cab side. Meanwhile, the Wainwright 'D' Class 4-4-0 pack has been designed so the crew can be fixed to the sides of the wheel boxes within the cab interior.



Incidentally, so the crews fit within the interior and don't obscure too much of the back head detail, some of the castings have been fettled to ensure they look the part when in place. Detailing is generally very good and the finish to our painted samples added to the character, each displaying a somewhat work-wear and sooty appearance.

Available now in painted and unpainted form. (MC)

VARIOUS

Fab Foliage

- **Price:** £4.66/£6
- **Cat No:** L3-101 ('O')/VG7-030 ('HO')
- **Site:** www.albionhobbies.com
- **Era:** Any

Model Scene's range of scenic detailing includes an extensive selection of leaves and foliage in various scales including these 1:32 maple leaves and 1:87 bracken ferns.

With signs of autumn upon us, the maple leaves appear particularly appropriate as they will be ideal for scattering to represent fallen leaves and display a realistic yellowy colour.

Meanwhile, the 'HO' scale bracken ferns are neatly formed from green material and each

held in place by tiny tabs. Our review pack contained two 78mm x 61mm sheets of bracken ferns in a variety of sizes – 42 ferns in total.

Perfect for adding those finishing touches to a forest scene. (MC)



'OO' GAUGE

Seated railcar passengers

- **Price:** £21.60
- **Cat No:** 1690-076/1691-076
- **Site:** www.modelu3d.co.uk
- **Era:** 3-5



Following the recent arrival of Heljan's 'OO' gauge GWR AEC Railcar (HM171), Modelu has introduced two new packs of seated 4mm scale figures designed specifically for these models.

Each pack contains five seated passengers and a driver, with a choice of suitably attired GWR period figures (Cat No. 1691-076) and a later BR period set (1690-076).

As supplied, each figure is unpainted and attached to the 3D-print sprue, so will require careful removal of the excess plastic material. Printing of each figure's features, clothing and hats is particularly well done with clothes including typical creases and folds, which will look the part once paint is added.

Superbly detailed and available now. (MC)



Super-detailed Birmingham buses

Rapido Trains UK has released a brand-new model of the Birmingham based Fleetline as well as a new batch of its popular 'New Look' Guy Arab half-cabs for 'OO' gauge. **MIKE WILD** unleashes his bus knowledge on these new arrivals.



THE LEYLAND FLEETLINE was once as much a part of my life as the ham sandwich with my dad working with the local bus operator which included a large fleet of these hard-working rugged vehicles. I spent countless hours around Roe and ex-Manchester vehicles which, amongst others, has led to a lifelong interest in Passenger Service Vehicles.

While they might have had the same Gardner engine as the West Midlands Passenger Transport Executive (WMPT) Fleetlines, they were considerably different in their appearance with those operated in Birmingham having either MCW or Park Royal bodywork. They were built for the city between 1971 and 1979. Also on the review desk is one of the second production run of 'New Look' Guy Arab half-cabs which operated in Birmingham between 1950 and 1977.

Twenty different Fleetlines covering original blue and cream and later blue and grey colour schemes are arriving with retailers. There is also a pair of undecorated versions in early and late condition all priced at £54.95 each. The Guy Arab is available with a choice of 11 different vehicle numbers across Birmingham City Transport and West Midlands branded colour schemes. Also worth noting is that each edition has different route numbers and corresponding destinations – and that applies to both the Fleetline and Guy Arab.

For those used to die-cast buses from EFE and Corgi, these new Rapido Trains UK vehicles will feel very different. They are considerably lighter and that is due to the use of injection moulded plastic throughout instead of metal. To our eyes that means more refined detail and the type of finish that you would expect from the most detailed ready-to-run locomotives and rolling stock.

The shape and design of each



of these two vehicles is excellent and anyone modelling the West Midlands area will definitely want to add one of these to their collection. However, on first glance the higher £54.95 price tag might raise a few eyebrows in the bus market, but we believe it is justified.

The moulding and paint finish is excellent, but Rapido has also taken steps to move this beyond a static vehicle in their specification.

From the box you will instantly notice trailing wires underneath and a plastic bar with a magnet on the end. This is because all

vehicles have working interior and headlights from the factory to highlight the lovingly crafted interiors. The lighting can be powered by a 12v DC power system (the instructions suggest a 9v DC power source will work just as well) while the magnetic 'wand'



The West Midlands Fleetline is making its debut with Rapido and follows the same specification as the Guy Arab. Interior detail is stunning too.

A pair of wires exits the superbly detailed chassis to power the interior and exterior lighting from your own choice of 9-12v DC power supply.



**FIRST
REVIEW**

- **Price:** £54.95 each
- **Cat No:** 901002 (Fleetline, as reviewed), 900004 (Guy Arab, as reviewed)
- **Site:** www.rapidotrainsuk.co.uk
- **Era:** 4-6 (Guy Arab), 6-9 (Fleetline)



included in the packaging allows the lights to be turned on and off using a reed switch positioned between the decks. Wave the 'wand' over the vehicle and it will turn the lights on or off as required.

With interior lighting comes a greater need to add passengers,

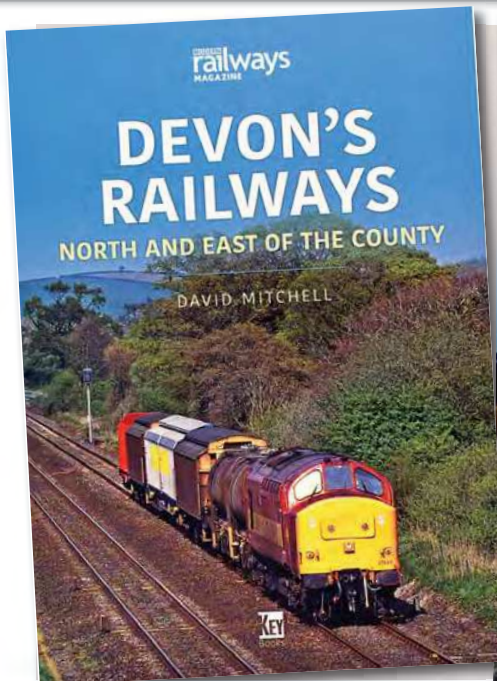
particularly in a model railway situation. Happily the body is simple to remove from both these models allowing easy access to add passengers to the Fleetline or Guy Arab.

Another neat feature is the positionable front axle. No longer

do your model buses have to be positioned on straight roads as the steering axle can be set to suit turning through a junction or pulling into a bus stop.

These new buses from Rapido Trains UK are a demonstration of how road vehicles can be done and

will bring a wonderfully finished talking point to a model railway. Admittedly, if you aren't modelling the Birmingham area they may not be that relevant, but if these are successful maybe we will see Rapido look at buses from other areas of the country. (MW)



Devon's Railways

Author:	David Mitchell
Publisher:	www.keypublishing.com
Title:	Devon's Railways: North and East of the county
ISBN:	978-1-80282-025-6
Price:	£15.99
Spec:	96 pages, softback

WITH significant investment and recent improvements to the rail network in Devon, this timely release from Key Books

reflects the diverse nature of passenger and freight operations on lines to the North and East of the county since the 1980s.

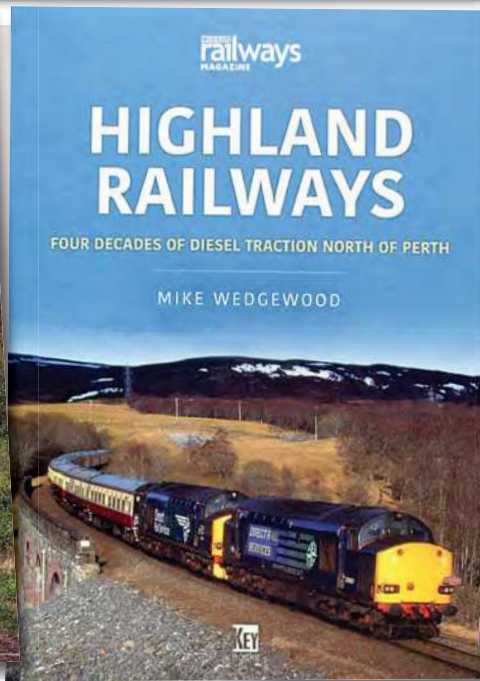
Passenger services cover the vast array of locomotives, High Speed Trains and DMUs that have plied West Country metals through the years from the BR blue and grey era, through Network SouthEast, InterCity, Great Western Trains, First Great Western, Virgin CrossCountry, Arriva Cross Country, South West Trains, South Western Railway and GWR.

There are some typical freight workings included too, such as aggregates, cement, china clay and timber, while departmental and test trains also feature prominently.

The book follows a line-of-route format and opens with a section on Whiteball to Exeter, with subsequent chapters including Axminster to Exeter, the Exmouth branch and the Barnstaple and Okehampton branches. This is particularly timely as the Okehampton branch is about to reopen to daily passenger services once again this November – it was previously only served on Sundays during the summer months.

Picture composition and reproduction is superb throughout the volume and typically follows a two-images-to-a-page format.

From locomotive hauled Network SouthEast formations to the latest GWR InterCity Express Trains, there's much to enjoy with this new picture book, especially for modellers looking to recreate some of the colourful formations – including a few you may not have realised made it to the West Country! (MC)



Highland Railways

Author:	Mike Wedgewood
Publisher:	www.keypublishing.com
Title:	Highland Railways: Four decades of diesel traction north of Perth
ISBN:	978-1-913870-94-2
Price:	£15.99
Spec:	96 pages, softback

THIS recent publication from Key Books looks at the magnificent scenic rail routes north from Perth through the Scottish Highlands to Inverness and beyond, reflecting four decades of diesel traction.

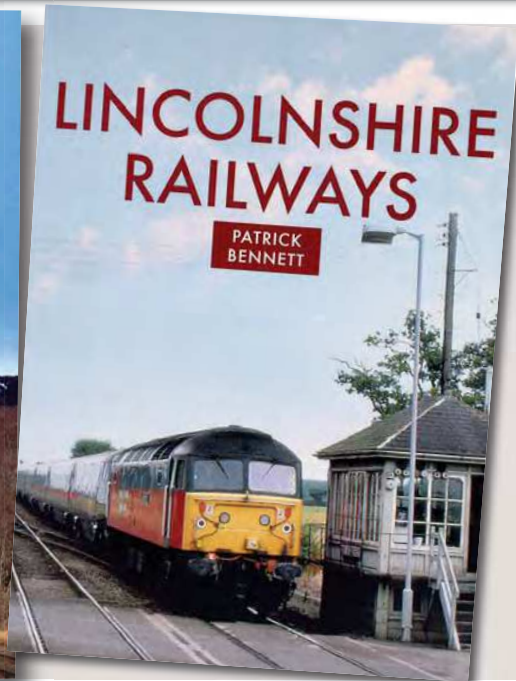
The author has gathered together a fantastic collection of images from the late 1970s through to the present day – primarily passenger and freight stock, with engineers and test trains too, encompassing the Highland Main Line between Perth and Inverness, Inverness to Kyle of Lochalsh and the Far North route from Dingwall to Wick and Thurso.

What struck me was the quality of images through the years that have been gathered together with good definition and colour reproduction throughout, reflecting the transition from BR blue, through sectorisation and privatisation, right up to the present day.

Reminders of classic Class 26 haulage on the Kyle and Far North lines, Class 47 hauled sleeper trains and BR large logo blue Class 37s are featured, as are later operations including a raft of freight activities from cement, container and oil tanks to nuclear flask and North Sea pipe trains.

Given the scenic splendour and remoteness of the Kyle and Far North lines, they have naturally attracted the occasional railtour, a selection of which also feature, including the luxurious Royal Scotsman.

From a modeller's perspective, there's plenty to glean from the excellent collection of photographs, with changing station infrastructure, the weathering effects of the sometimes harsh climate and the infinitely modellable train formations providing plenty of potential modelling inspiration. (MC)



Lincolnshire Railways

Author:	Patrick Bennett
Publisher:	www.amberley-books.com
Title:	Lincolnshire Railways
ISBN:	978-1-3981-0548-5
Price:	£15.99
Spec:	96 pages, softback

NEW from Amberley Publishing is this picture volume covering Lincolnshire's railways, reflecting the history of the once-extensive network of lines.

Patrick Bennett has gathered together a diverse collection of many previously unseen colour and black-and-white images to illustrate some of the routes and stations, some of which are still in use, but many others sadly not.

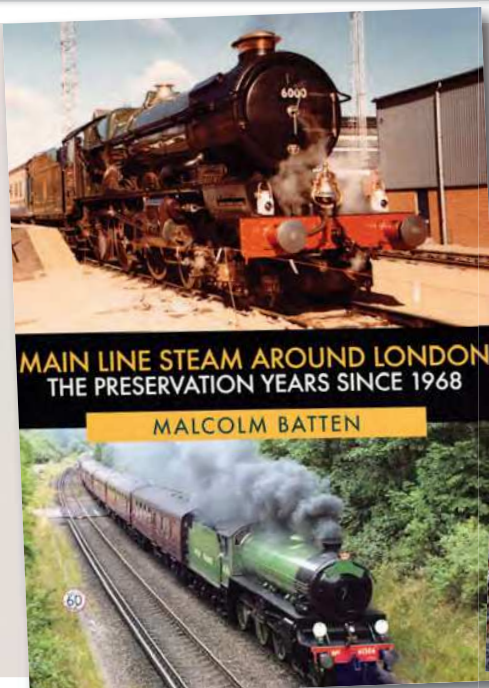
The book is divided into chapters covering the various railway companies, routes and branches including those to and via Lincoln, the East Coast Main Line, Nottingham to Boston, Stamford to Lincoln and much more.

Each route features a mix of well-captioned photographs offering historical insight into the area's rail network and provides some interesting comparisons between the steam and later diesel eras. Monochrome images range from the early 1900s to the mid-1970s, while many of the colour photographs are from the 1980s and 1990s, although there are a few contemporary images illustrating the present day scene too.

Interestingly, one of the contemporary images features a Class 144 'Pacer' DMU in revenue service in 2020, itself now consigned to history. A few images of the Scunthorpe Steelworks rail complex and its motive power are also included.

The book concludes with a look at the Grimsby and Immingham Electric Railway, the Alford and Sutton Tramway and a brief visit to some of the steam-era locomotive depots, with classic motive power on view including a Robinson 'J63' 0-6-0ST, ex-GNR 'D3' 4-4-0, Robinson 'B7' 4-6-0, Gresley 'J39' 0-6-0 and more.

An informative reminder of Lincolnshire's railways, past and present. (MC)



Main Line Steam Around London

Author: Malcolm Batten
Publisher: www.amberley-books.com
Title: Main Line Steam Around London: Preservation years since 1968
ISBN: 978-1-3981-0101-2
Price: £15.99
Spec: 96 pages, softback

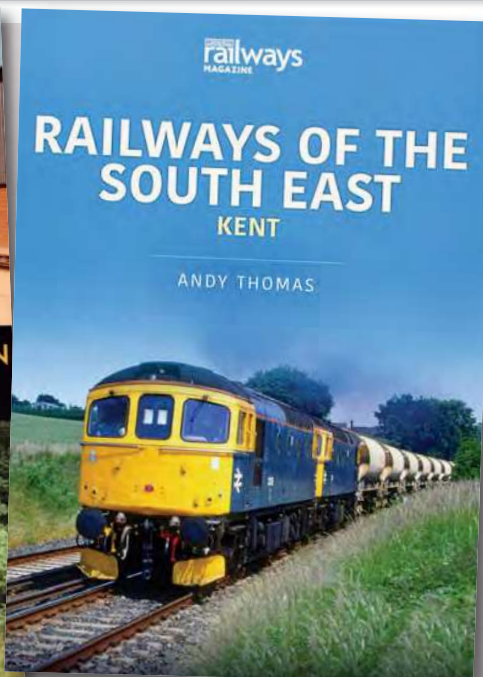
THIS latest book from Amberley Publishing celebrates main line steam operation on the rail lines around London since 1968, during the preservation years.

Following the withdrawal of steam operation on BR in 1968, a ban on the use of steam locomotives on the network was implemented. The author outlines the various stages of the gradual lifting of the ban in his introduction which then opens into a journey around London with glimpses of preserved steam locomotives on the main lines hauling a colourful collection of rolling stock.

Amongst the stand-out images is a black-and-white shot of GWR 'King' 4-6-0 6000 *King George V* snaking out of London Paddington in 1979 with an InterCity 125 High Speed Train following suit alongside and the Great Western Railway Steam Railmotor travelling the Brentford branch in 2014. This latter image also demonstrates how much the policy on steam trains on the national network has changed.

For modellers with an eye for detail, there are a couple of views of steam locomotives on display at London stations with a sleeper placed immediately in front of the locomotive to prevent it being moved – one chained to the rails – the other not. Definitely modellable.

Most images are typical three-quarter length views of trains in full-flight with a good mix of views from light steam to heavy exhausts, accompanied by informative and well written captions. Some of the formations depicted would also be possible in 'OO' or 'N' gauges, with many of the locomotive classes and much of the rolling stock available ready-to run. (MC)



Railways of the South East: Kent

Author: Andy Thomas
Publisher: www.keypublishing.com
Title: Railways of the South East: Kent
ISBN: 978-1-913870-81-2
Price: £15.99
Spec: 96 pages, softback

RECENTLY added to Key Books' British Railways series is this picture album capturing views of locomotive-hauled passenger, freight and engineering trains in and around Kent.

From the get-go, multiple units are few and far between, as the author has deliberately focused on locomotive hauled operations, as they convey a diverse mix of rolling stock and could occasionally turn up a rare or perhaps colourful locomotive.

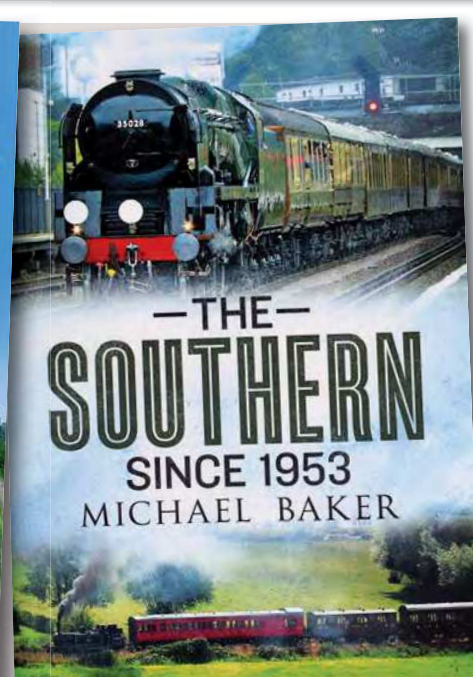
However, there are instances where we see a fleeting glance of an Electric Multiple Unit (EMU) disappearing out of view or being hauled by a locomotive. Of these, a few that caught the eye include a pair of Class 37s, plus barrier wagon, hauling a Eurostar set through Paddock Wood and a Freightliner Class 47 heading a 4-VEP EMU on its final journey to the scrapyards.

Images span the 1980s through to recent times and encompass much passenger, freight, parcels and engineering stock, ranging from MGR coal trains to the high-profile prestigious British Pullman luxury dining train.

Other traffic featured in the book covers aggregates, clay slurry, domestic coal, containers, gypsum, nuclear flasks, oil, scrap metal, steel and pre-Channel Tunnel freight to/from Dover Town yard.

Travelling Post Office formations and railtours also feature, as does a rare view of the ill-fated Nightstar Channel Tunnel sleeper stock, plus a good selection of engineers workings, test trains and Rail Head Treatment Trains. There's even an impressive quartet of Class 47s heading a tunnel-bound train of Land Rover Defenders.

A thoroughly enjoyable read. (MC)



The Southern Since 1953

Author: Michael Baker
Publisher: www.fonthillmedia.com
Title: The Southern since 1953
ISBN: 978-1-78155-807-2
Price: £20
Spec: 140 pages, softback

NEW from Fonthill Media is this collection of photographs and memories of the Southern Region since 1953.

The book opens with an informative introduction from the author recalling memories of the Southern's routes and some of its rolling stock, setting the reader up for a journey across Southern territory through a wonderful selection of photographs.

Beginning in the West Country, there's a gentle sweep eastwards to Kent with a visit to the Isle of Wight on the way, as well as inclusion of lines in and around South London too.

Steam, diesel and electric traction appear side-by-side throughout with a super mixture of passenger and freight trains depicted from the 1950s through to the present day – even London Transport/Underground stock is included.

A supporting cast of ships, cars, buses, trolleybuses, miniature railways, preserved railways and semaphore signals are also included as are passengers and staff going about their daily routines, amply demonstrating what the primary function of the Southern's rail network was. Posters and artwork through the years are also used to illustrate the book too.

Each image is accompanied with informative, extended captions in many cases putting the scenes in context. A good selection of multiple unit stock is also showcased including the glamorous 'Brighton Belle' and sleek Eurostars – there's even a closing glimpse of a pair of SNCF overhead electrics at Dollands Moor depot, as a reminder that the Southern today is also the gateway to Europe. (MC)



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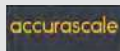
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DIGITAL Voyager

Bachmann's 'OO' gauge models of the Class 220 and 221 Voyager units pre-date the inclusion of decoder interfaces, but with the right parts they can be upgraded to digital sound and lighting. **MIKE WILD** shows how.

REMARKABLY, 2021 MARKS 20 YEARS since the first Virgin Trains Class 221 Super Voyager Diesel Electric Multiple Units (DEMs) entered service and 21 years since arrival of the similar Class 220 four-car Voyagers.

The order was for 34 Class 220 four-car units and 44 Class 221 five-car units to be built by Bombardier Transportation in Belgium to replace the ageing Class 47/8s and Mk 2 stock as well as Class 43 High Speed Trains on CrossCountry trains. The new trains were a world away from their predecessors and offered rapid acceleration due to the inclusion of a Cummins QSK19 750hp engine under each coach. This gave the four-car Voyagers 3,000hp in total while the Super Voyagers were equipped with 3,750hp. Both train types have a maximum speed of 125mph.

Apart from their train length, the most distinctive difference between the two classes is

the bogie design – the 220 having inside framed bogies which exposed the full wheel face while the 221 has conventional outside framed bogie. The Class 221 is also equipped with a tilting mechanism to allow the fleet to travel at a higher speed through curves.

In model form Bachmann released its models of the Class 220 and 221 in 2002 and 2004 respectively in correct four and five-car forms. They pre-dated the inclusion of decoder interfaces which makes them more complex as a sound installation. Interestingly though, as you will see in this guide, it's actually the lighting in the driving cars which is the most complicated part of the project.

For this sound installation we are working with Class 221 221130 *Michael Palin* – a happy second-hand find in original Virgin Trains livery. The 221 has also been available in modern CrossCountry colours with the Class 220 being available in the

same two colour schemes. Neither is a current production model, so if you haven't already got one you will need to turn to the second-hand market.

The sound decoder and lighting decoders are from the ZIMO family namely an MX645R for the motor car to provide the sound and a pair of MX671 function decoders to control the lighting. These have both been provided by YouChoos which also pre-connected a Rail Exclusive 'Boom Box' 40mm x 20mm twin speaker and one of its own 17,000uF SuperCap capacitors to the MX645 to simplify the installation.

The sound profile is YouChoos' latest updated version for the Class 220 and 221. It replicates all of the important sounds of the unit including engine sounds, announcements, horns and more. There is also live volume control through F27 and 28, active brakes on F2, coasting sounds on F22 and the option to notch up the power



Bachmann's 'OO' gauge Super Voyager assembles into an impressive five-car train. The driving experience is enhanced with the addition of DCC controlled lights and sounds.



The Class 221 Super Voyagers were distinct from the standard Class 220 Voyager for their outside frame bogies, five-car formation and tilting ability.

using function F7 on a DCC handset.

As the unit isn't designed with digital sound in mind, it does require a hardwired method which means using a soldering iron to connect all the wires together. It is a case of working methodically through the process as shown in our step by step guide and ensuring all joints are covered with heatshrink insulation to prevent any chance of a short circuit.

The more complex part is adding the decoders to the driving cars to operate the directional lighting. The method we have used is based

on that from Bromsgrove Models and avoids the need for complete rewiring by using the existing Bachmann circuit boards with two small modifications and the connection of specific wires from the MX671 function decoders. Crucially, the yellow and white wires need to be joined to the opposite connection on each driving car so one shows white headlights and the other shows red tail lights to suit the direction of travel.

Bringing the Bachmann Class 221 to life with YouChoos sound and ZIMO decoders has been

YOUCHOOS VOYAGER SOUND FUNCTIONS

F KEY	SOUND
F0	Directional lights on/off
F1	Sound on/off
F2	Active brake
F3	Horn
F4	Horn
F5	Door closing warning
F6	Interior lights (FA1), if fitted
F7	Engine sound notch up
F8	Doors closing
F9	Guard's whistle
F10	Station announcement
F11	Compressor
F12	Function Output 2
F13	Flange squeal
F14	Wheel squeal
F15	Horn
F16	Communication buzzer
F17	Horn
F18	Horn
F19	Mute all sounds
F20	Shunting mode (half speed)
F21	Station announcement two
F22	Coasting sounds
F23	Horn
F24	Horn
F25	Toilet doors announcement
F27	Volume decrease
F28	Volume increase

a challenging and rewarding project. The end result is a powerful sounding multiple unit which replicates the sound of the Cummins QSX19 diesel engines which gives these trains their total 3,000hp (four-car) or 3,750hp (five-car) power output and ability to achieve 125mph on the rails. If you already have one of these units or you have been thinking about getting one, adding sound is a complete game changer for their operation. We love it! **HM >>**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MX645R 8-pin sound decoder	www.youchoos.co.uk	MX645R
Rail Exclusive 'Boom Box' 40mm x 20mm twin speaker	www.youchoos.co.uk	SP40x20x10
YouChoos Class 220/221 immersive drive sound	www.youchoos.co.uk	YC-VOY
YouChoos 17,000uF SuperCap	www.youchoos.co.uk	YCSUPERCA17000
ZIMO MX671 function decoder (x2)	www.youchoos.co.uk	MX671



1



The Bachmann 'OO' gauge Voyager family was introduced in the early 2000s prior to the widespread introduction of decoder sockets which makes them a more challenging unit to upgrade to digital sound. Our project unit is 'Super Voyager' 221130.

2



To bring the unit to life with digitally operated sound and directional lighting we are using components supplied by YouChoo from the ZIMO and Rail Exclusive ranges. The sound decoder is an MX645R with YouChoo's own Class 220/221 sound profile.

3



YouChoo includes a comprehensive set of instructions with each of its sound decoders providing full details of the sound functions, CV values, installation tips and more.

4



To begin the installation process, we are working on the powered centre car first. Four crosshead screws – two at each end – need to be removed to allow the bodysell to be unclipped. They are positioned either side of the coupling mount.

5



The body is clip fitted to its chassis. Carefully work along each side to unclip the body from the chassis. Insert business cards if needed to assist in keeping the body apart from the chassis during dismantling.

6

Inside the powered car, the five-pole motor sits at the centre with a pair of flywheels in the drivetrain to the bogies. Part relief seating is included too, but as you can see there is no decoder socket.



7



A dry run of the YouChoo SuperCap capacitor pack (left), MX645R sound decoder (centre) and Rail Exclusive 'Boom Box' speaker (right) shows there is ample space in the roof space of the unit to position them.

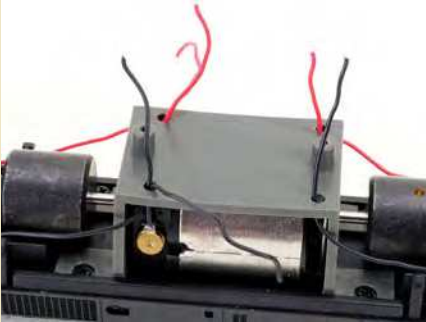
TIP

A multi-vehicle project like this needs a methodical approach as different coaches require different steps. Work on one vehicle at a time to keep your focus and takes each step in turn for a smooth and problem free end result.

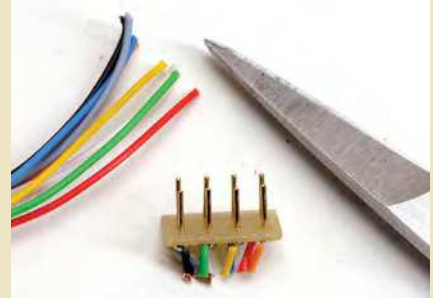
8 A small circuit board sits on top of the motor chamber. This needs to be removed completely by undoing the two securing screws. Keep track of the route of the wires to ensure you separate the motor and track pick-up wires.



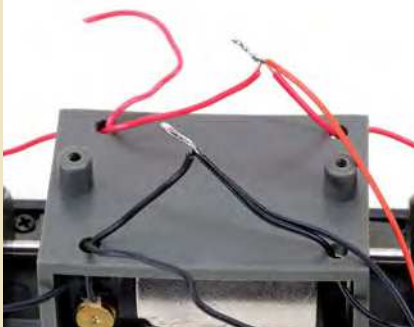
9 All wires are black and red, but it is simple to trace the motor wires. There are pick-up wires from each bogie which will need to be joined together and to the decoder to power the unit.



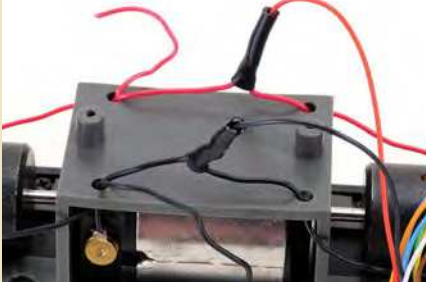
10 As our MX645R decoder has an 8-pin plug on it we will need to remove it to make this a hardwired installation into the Class 221. Simply cut off the 8-pin plug with wire cutters or small sharp scissors.



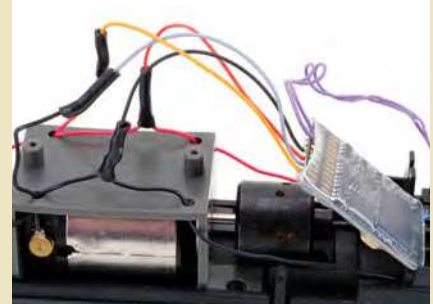
11 Next, the track pick-up wires are joined together – red to red and black to black. Ensure that the motor wires are left separate: we'll deal with those in a moment.



12 The red and black track pick-up wires have now been joined to the red and black wires from the MX645R sound decoder. Before soldering them, a 10mm length of heatshrink insulation is slotted over the decoder wire so it can then be positioned over the joint.



13 The same process has now been carried out with the motor wires by joining the remaining red and black wires from the motor to the orange and grey wires from the decoder. Heatshrink insulation covers the joint again.



14 The supports for the original circuit board have been cut away to make a clear space for the MX645R sound decoder to sit. Handily, YouChoos pre-connected the decoder to its stay alive pack and speaker before shipping.



15 The decoder and its wiring are held in place with a combination of black tack adhesive and black insulation tape to keep the wires neat. The speaker and capacitor have been fixed to the roof of the coach to minimise their intrusion into the passenger compartment using the same materials.



16 With all the components installed, the body can be returned to the chassis, clipped in place and the screws refitted. The powered car can now be tested to ensure it operates as expected before we move on to the directional lighting for the two driving cars.



The two driving cars of the Voyager require function only decoders to operate the lights. Both are identical inside and with one simple switching of a pair of wires during the installation we can ensure they have the right white lights at one end and red at the other.



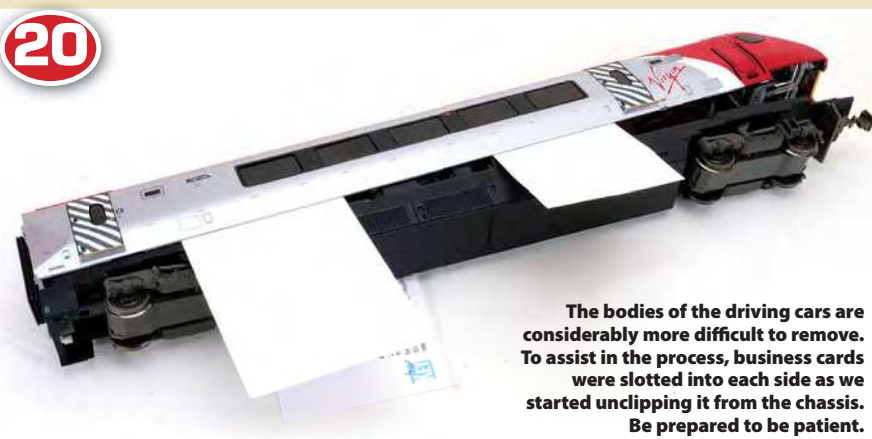
Two screws hold the body in place positioned at either end of the central underframe moulding. They are crosshead screws. Remove them and keep them safe for reassembly.

19



At the front we found it easier (although not essential) to remove the rear half of the front fairing by undoing its single crosshead screw.

20



The bodies of the driving cars are considerably more difficult to remove. To assist in the process, business cards were slotted into each side as we started unclipping it from the chassis. Be prepared to be patient.

21



Once the body is off we can access the lighting circuits as supplied. They are connected to the chassis via a two-pin plug which can be detached to allow work on the lighting circuit.

22



Using a method outlined by Bromsgrove Models, the lighting circuits are removed from the cab by releasing their single securing screw. Once the screw is undone, the lighting unit, including its plastic base, slides back and then out of the body.

23



To control the lights we are using ZIMO MX671 function decoders. The body can be set aside while working on the lighting circuit.

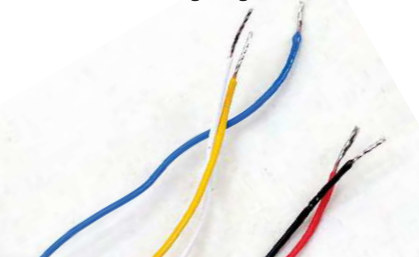
24

The MX671 decoder provides wires to connect a stay alive capacitor. As it only needs enough energy to power the lights temporarily, we have used a single 470uF capacitor rated at 25V. This is connected with its long leg to the blue (positive) wire and short leg to the grey (negative) wire. The joints are covered with heatshrink insulation.



25

As with the sound decoder, we have cut the 8-pin plug off each of the decoders and removed the spare green and brown wires from the decoder. The remaining black, red, yellow, white and blue wires have had their ends stripped and tinned with solder ready for connection to the lighting unit.



26



More preparations! To avoid major rewiring, we are using as much of the original circuit board as possible. First the two diodes need to be removed from the base of the circuit board using wire cutters.

27



Next, the track on the top of the lighting PCB needs to be cut to prevent permanent track power going to the lights. We used the side of a small flat needle file. Ensure you file all the way through the track power circuit otherwise it will cause a short.

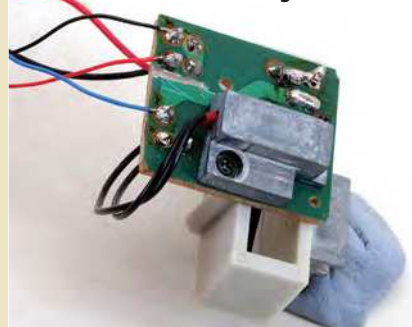
28

The black and red wires from the MX671 decoder are soldered to the same connections as the black and red wires from the track pick-ups. This provides power to the decoder.



29

The blue common positive wire from the decoder is connected next by soldering it to the second solder pad in from the nearest edge in this view.





30 Finally the yellow and white wires are connected to the terminals as illustrated here. On the other driving car, connect these two wires the other way round so the lighting displays correctly at each end of the train.

31 Having experienced multiple body removals on my first attempt, a top tip is to reconnect the track power connection and test your work before refitting the driving car body.

32 The lighting unit fits back into its original position as before while the decoder and capacitor are fixed to the roof in the area in front of the door using black tack. They will be invisible from the exterior in this position.

33

The two-pin plug can now be reconnected for the final time completing the installation process for the Voyager.

34

Refitting the body of the driving cars is easier than taking them off. Take care to clip the body back in place fully, refit the fixing screws and your Voyager is ready for service with digital control light and sound.



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Tunnel Lane

This compact 'OO' gauge layout was **DAN EVASON'S** launch back into the model railway hobby following a chance purchase of *Hornby Magazine* and a visit to the Warley Show. Dan reveals the story behind Tunnel Lane.

PHOTOGRAPHY, MIKE WILD

AFTER TRAWLING endless YouTube videos of end-to-end style layouts, I decided to build one for myself. I really liked the idea of having to work the layout with locomotives coming in and out and wagons having to be coupled and uncoupled. I didn't want a layout that just went around in circles. Another aspect I liked about some of the layouts I had seen was they sat inside a fascia surround which gave them a forced perspective and somewhere to discreetly hide the layout lighting.

I had a long-standing desire to build a model railway. My journey started with a classic train set which my dad built for me when I was little. I remember sitting watching the trains go around for hours. I never forgot that experience, but sadly as I grew up the trains were packed away and adult life took over. I dabbled in 1:35 military modelling from time to time which I very much enjoyed, but I found I was building kits at a great rate of knots and storage space was becoming a problem.

Fast forward a few years and one day I found myself in the magazine section of a newsagent where I bought a copy of *Hornby Magazine*. In the back of the magazine was an advert for the Warley Show at the NEC for that November. I put the date in my diary and remember the state of amazement I felt about the level of detail invested in the layouts on display and the equally stunning array of products available to buy. I must admit I was feeling a little bit overwhelmed by it all to the point I nearly went home, but that itch was still there so I forced myself to stay.

I came home from that first exhibition with a box of track and a small 0-6-0T and from that point I never looked back. Tunnel Lane started here.

RAPID PLANNING

Tunnel Lane was probably planned and built in my head on the hour-long drive back home from my Warley visit. I had watched a lot of videos about model railways before going to the show. At the time I knew very little about railways in general and even less so about model railways. I knew I wanted a layout which suited operation first and foremost - something that would keep me interested.

My plan called for a balance between track and scenics and a scene that would be believable. I looked through many track >>



GAUGE
'00', 16.5mm

SCALE
4mm: 1ft

SIZE
8ft x 18in

REGION
MIDLAND

PERIOD
1940s

CONTROL
DCC, NCE Powercab



Right: A solitary passenger waits at the halt for the next arrival.



Below: LMS '3F' 0-6-0 3520 steams towards Tunnel Lane halt with a mixed goods alongside the canal.



plan books, but I could never find what I was looking for, but after a search on the internet I came across the Anyrail software which for me was a real game changer.

Using the newly found software, I could start plotting in the features I wanted including a coal yard, signs of an old canal, a goods yard, engine shed and a small halt. With Anyrail I was able to work out a track plan to suit my needs and requirements and it also told me how much track and which points I needed to buy. The software also gave the dimensions which I could transfer across to the baseboard when laying the track. I think the planning took about two weeks from start to finish.

Construction took around six months. For me it became more than a hobby. The more it grew, the more I wanted to move on to the next part of the project and some nights I found myself in the workshop until 0300 having been hooked by the experience of building a model railway. I would then be off to my day job at 0630 for a full day at work. At lunch times I would be online sourcing parts for Tunnel Lane and then arriving home to find parcels from previous orders to enhance the layout.

THE LAYOUT

Tunnel Lane is a fictitious layout set near the Shropshire/Herefordshire border where I live. There is a small lane which crosses over the real 'North and West' line which it turned out was called Tunnel Lane which gave my previously unnamed layout its identity. Further research showed that it once had shared running



3 A local fisherman waits patiently for his catch.

rights for the Great Western and London Midland & Scottish railways.

It wasn't designed as an exhibition layout as I hadn't given that concept a thought when I started building it. However, following an approach from a local model railway club in Ludlow, Tunnel Lane ventured out on public display which led to further invites including Shrewsbury where it won best in show.

Covid curtailed Tunnel Lane's exhibition career as it was packed away to make space in my workshop for a new project. It was the interest in Tunnel Lane which was the catalyst for me to start building model

railways for others on a commission basis including Little Burford which featured in HM170 and at the 2021 Great Electric Train Show in October.

CONSTRUCTION

The baseboards are made from 12mm moisture resistant MDF which makes the material more stable compared to standard MDF boards. I found the surface of MDF smooth for taking paint, particularly in construction of the fascia and outer casing for the boards.

There are two main baseboards measuring 4ft x 18in giving a total »

4 The Duck and Dog public house is a popular local watering hole.





footprint of 8ft x 18in. I later added a small off-scene storage yard with a cassette system on an additional 2ft x 18in baseboard to enhance operation of the layout. The cassettes were difficult to align so I subsequently changed the design to a manual turntable which is large enough for a locomotive, three wagons and a brake van and reduced stock handling during running sessions.

As Tunnel Lane was my first attempt at a model railway and I was keen to get it right, when it came to the ballasting I just couldn't find anything that looked right. It was suggested to me to use chinchilla dust from a pet shop. I must admit I thought my leg was being pulled, but sure enough it worked a treat. Once the diluted PVA had dried I could then apply brown and black washes to the surface of the ballast to tone the sand colour down.





Left: A farmer waves to the passing Ivatt '2MT' 2-6-0.



Right: Yard workers go about their business as a Scammell Mechanical Horse draws out of the yard.



Below: Ivatt '2MT' 2-6-0 6404 arrives at Tunnel Lane under the Lcut Creative bridge.



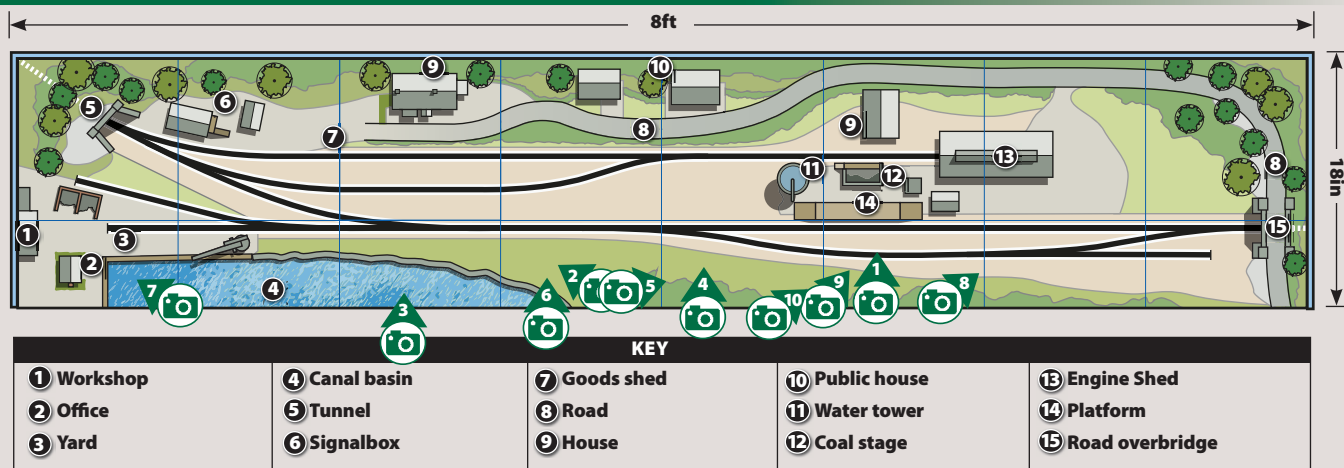
It was originally built for analogue control, but I later upgraded it to Digital Command Control with NCE handsets and DCC Concepts Cobalt IP digital point motors. There are also three operational Dapol semaphore signals. When the last wire was connected, I was like a kid on Christmas Day - I just couldn't wait to get something moving, so out came my new Bachmann Ivatt '4MT' 2-6-0 for a test run. Apart from one set of points being wired back to front I'm happy to report it all went well. It really was a proud moment in this project and once I had power connected it was 'tested' most nights.

Progress then continued with the scenery including addition of a paper backscene while I turned to more unusual materials for some of the effects on the layout. I'm a great believer in using natural products and while looking for a broken dusty concrete effect (and having tried several effects with paint), I discovered that the ash from a barbeque delivered exactly what I wanted. I sieved the ash to get rid of the large unburnt pieces of charcoal. To use the ash on the layout, I painted areas of the layout grey followed by a coat of PVA glue to which I applied a thick coat of barbeque ash to create the concrete dust effect. Once dried I then vacuumed the excess ash off and then dragged a large dry paintbrush through the ash to suggest traffic having driven over the surface.

I'm particularly pleased with the coal yard area and how the hardstanding turned out using Das air dry clay while the Petite Properties buildings were a joy to build including the workshop which I adapted with a rear extension, semi-detached houses, and a canal office. I also added lighting to these buildings which adds atmosphere to them and the whole coal yard area at night.

My favourite aspects of the scenery are the entry and exit of the main line with the cast iron bridge one end and the tunnel entrance the other. I was keen to give the illusion that the railway line went to and from somewhere even with this just being an end to end style layout. When building the tunnel I wanted to be able to hold a locomotive in the entrance out of sight. »

TUNNEL LANE TRACK DIAGRAM (NOT TO SCALE)



The cast iron bridge on the entry to the layout was another area that I was keen to give some depth to and not just have it tight against the backscene. I decided to offset the Lcut Creative bridge away from the side of the layout backscene by about 20mm - just enough to let light creep down the rear side of the bridge and add a bit of foliage and a hint of a cutting.

THE TRAINS

Locomotives and rolling stock are drawn from the Bachmann range in the main and represent typical branch line motive power of GWR and LMS origins. The current roster comprises a '57XX' 0-6-0PT, Johnson '1P' 0-6-0T, Fowler '3F' 0-6-0 and Ivatt '2MT' 2-6-0 with a collection of suitable passenger and freight rolling stock to match. All have now been DCC sound fitted with the first to be completed being the GWR pannier tank with a ZIMO sound decoder and stay alive.

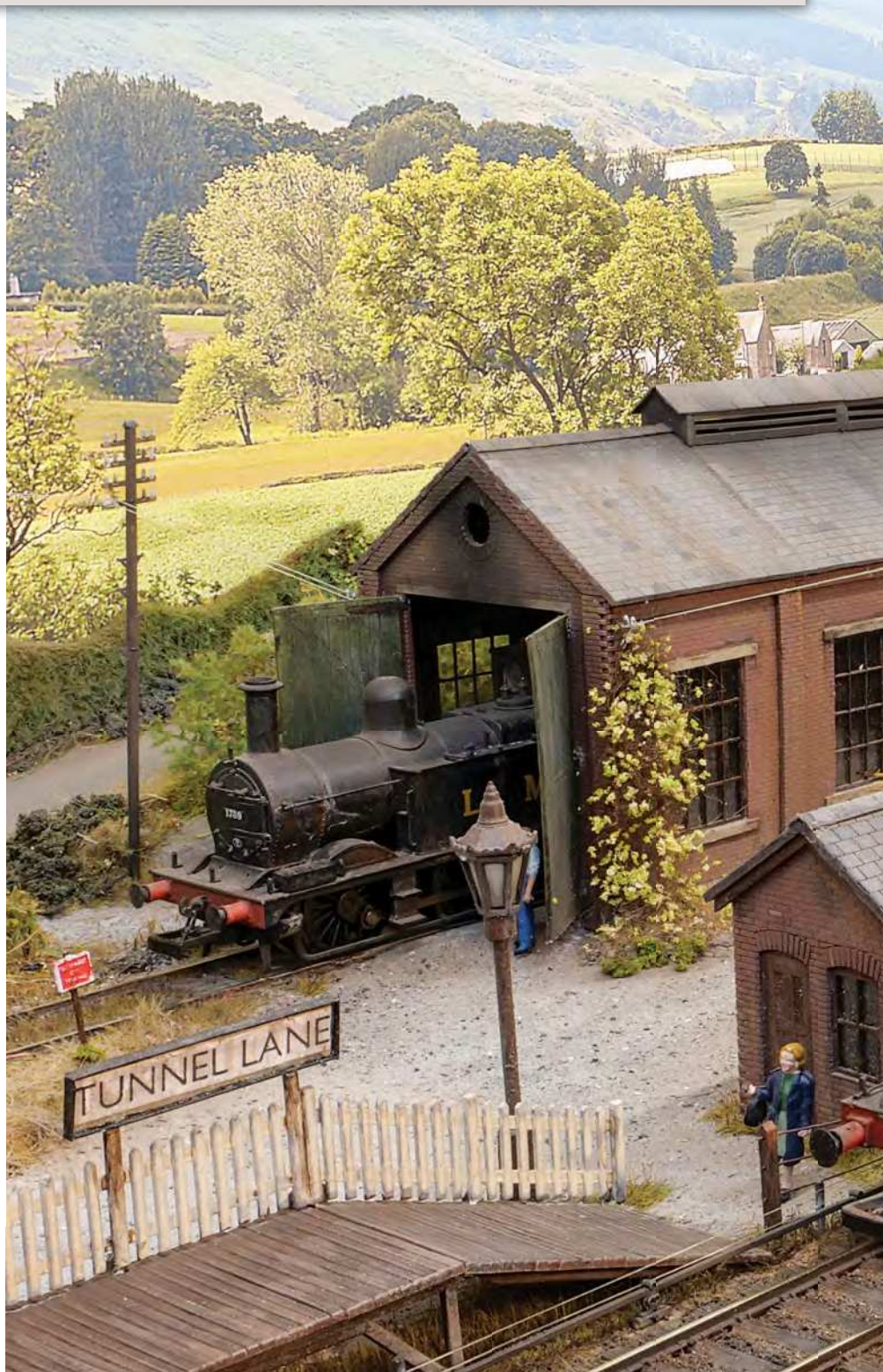
All of the locomotives and rolling stock have been weathered to give a realistic look using a combination of airbrush and weathering powders to suit their individual requirements. Like sound installations, this has given me a great deal of satisfaction to bring a unique finish to my models.

THE FUTURE

Tunnel Lane was the start of my journey into model railways and I've built eight or nine layouts over the last two years including Little Burford which featured in HM170 and Parkend North which you will be able to see with the next issue of *Hornby Magazine*.

If I was to give myself some advice from building Tunnel Lane it would be to slow down and enjoy the build more – coming up for air once in a while isn't a bad thing. I've also learnt to be more observant of life, structures, colours and how things weather in different ways.

Tunnel Lane is now with a new owner, but it set me on a course to start building model railways for a living and also to start writing regularly for *Hornby Magazine*. You will be sure to see more of my modelling in future issues. **HM**





- 
Left: A small single road engine shed plays host to '1P' 0-6-0T 1739.
- 
Below: The trackplan is modest but includes enough sidings to keep operation interesting.



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00 CODE PO205 / N CODE PN972



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00 CODE PO271 / N CODE PN971



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00 CODE PO421 / N CODE PN190

DEPARTMENT STORE
00 VERSION BELOW



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THIS DEPARTMENT STORE,
(RIGHT). NOTE THE SLIGHT
DIFFERENCE IN DESIGN

LOW RELIEF DEPARTMENT STORE



2 KITS OF THE 00 DEPARTMENT STORE CAN
CREATE A LARGER BUILDING (ABOVE)



00 CODE PO279 / N CODE PN179

BUILDING MATERIALS



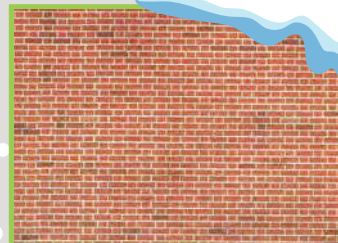
COBBLESTONES
00 CODE M0051 / N CODE PN903



DRESSED GRITSTONE
00 CODE M0052



ENGINEER'S BLUE BRICK
00 CODE M0053



RED BRICK
00 CODE M0054 / N CODE PN900



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2) 00 CODE PO341 / N CODE PN941 4) 00 CODE PO340 / N CODE PN940

The Great Western Main Line
BRUNEL'S
'BILLIARD TABLE'



Designed for speeds higher than ever envisaged by the Victorians, the Great Western Main Line from London Paddington to Bristol via Reading and Swindon has been continually updated since its construction. **EVAN GREEN-HUGHES** relates how this carefully engineered railway has gone from a broad gauge steam operated line to one which features state-of-the-art Hitachi Class 800 bi-mode trains.

The Great Western Main Line has been at the forefront of railway development from the early days of the broad gauge railway to the present day. From 1977-2019 the dominant form of traction on the route was the Class 43 High Speed Train. Two HSTs pass on the GWML in 1993 viewed over the shoulder of a driver.

Construction Photography/
AvalonHulton Archive.



WHEN ISAMBARD KINGDOM BRUNEL envisaged the building of the Great Western Railway between London and Bristol, he can scarcely have imagined the future that would be awaiting his creation.

His original plans saw the line, in common with many other early routes, built with the easiest grades and curves possible, so that the small locomotives of the time could achieve speeds that were until then unknown. To make this possible it was necessary to build a number of major civil engineering features, including the impressive Maidenhead Viaduct over the River Thames and the famous Box Tunnel between Chippenham and Bath Spa, many of which were on a scale not seen before.

The line was also built to the broad gauge, in which the rails were laid 7ft 1/4in apart, because Brunel felt that this allowed for the trains to have additional stability, but in fact the width between the rails was only part of the story because Brunel also came up with a novel way of laying the permanent way, in which the timber supports ran lengthways instead of across the tracks claiming that this gave a much smoother ride than the traditional system.

The first steam locomotives to be operated on the partly-completed line had to be sent by sea as a kit of parts from the North East where they had been constructed, and then assembled on site. Progress in this area was greatly enhanced by the employment of Daniel Gooch who developed locomotives with a single driving wheel such as the 'Firefly' class which were capable of speeds in excess of 40mph.

By 1846 the Great Western had established its own engineering facility at a little village called Swindon, and this soon became a major manufacturing centre turning out not only locomotives but also coaches, wagons and in fact anything else that the railway might possibly need.

LONDON TO BRISTOL

When the route was completed in 1841 it was 118 miles long, commencing at London's Paddington station and then following the Thames Valley before passing through Box Tunnel and down the route of the River Avon to reach Bristol.

Controversially, Brunel followed a route north of the Marlborough Downs, where there were no major centres of population but where the terrain was easier, rather than a more direct route which might have had more traffic potential. It was this move that was to give rise to the nickname the Great Way Round which was applied to the railway, mainly by its competitors, and also led to the construction of several deviations and cut-offs in later years. Supporters of the railway preferred to call it 'Brunel's Billiard Table', pointing out that the well-engineered line was capable of being operated at speeds that could only be dreamed of at other locations.

Right from the early days, the Great

Western Railway began to attract considerable traffic, in particular from the shipping centre of Bristol, but it also opened up areas such as Bath to a wider holiday audience and places such as Reading began to be considered as suitable locations for the sufficiently-rich to reside in when they wished to escape the pollution and overcrowding of the capital.

Freight was sufficiently important for the railway to have designated goods engines from the start, and the railway made an immediate impact on the eating habits of the capital's residents, as it enabled fresh food to easily be transported into urban areas, rather than having to be generated locally. This in turn released more city land for development as it was no longer necessary to provide areas where livestock could graze.

As the rail network began to expand most new lines were built to the Stephenson or standard gauge of 4ft 8½in and this began to produce problems where one of these interconnected with the metals of the Great Western. As a result a third rail was laid within the broad gauge so that standard gauge trains could use the route, with this work starting in 1861 and being completed in 1874. However, trains on the broad gauge continued to run for several



The first trains for Brunel's new main line from London Paddington to Bristol were built to 7ft ¼in broad gauge. The last broad gauge train departs from Paddington on May 20 1892 in the hands of a 4-2-2 leaving the way clear for the new standard gauge trains. SSPL/Getty Images.

years after that, with the final one only being taken out of service in 1892.

TRAFFIC INCREASE

Increasing traffic forced the company to provide more capacity and the original two-track line between Paddington and Didcot was widened to four between 1877 and 1899, with some additional sections then added between there and Bristol, with the final widening not being

completed until the 1930s.

Throughout its early history the Great Western became synonymous with rail progress. The company was one of the first to provide corridor passenger stock and it was also one of the pioneers of the dining car, abandoning as it did so the clumsy four and six wheelers for smoother running bogie vehicles.

Its locomotives grew from the under-powered single wheelers of the early days



The new face of rail travel on the Great Western Main Line is the fleet of Class 800 bi-mode units. On June 27 2018 a pair of five-car Class 800s speeds non-stop through Didcot under the new electrification gantries. Mike Wild.



Hawksworth County Class 4-6-0 1007 County of Brecknock makes an impressive sight as it heads east from Reading in November 1961 with a London bound freight.
Steve Armitage Archive/
Railphotoprints.uk.

into powerful 4-4-0s such as famous Churchward 'City' 3440 *City of Truro* which was claimed to have travelled at 100 mph, but even if it did not reach that figure it was certainly very fast for its day.

Churchward's accession as Chief Mechanical engineer in 1902 led to a new era of standardised locomotives that were arguably much more advanced than those in use by other companies at that time and these enabled a considerable speeding up of services from London to the west country and Wales. His tenure also saw the arrival of the classic GWR 4-6-0 pattern which laid the foundations for all future passenger steam locomotives.

Although the First World War halted this progress for a short period the newly-enlarged Great Western continued to make progress after the grouping of 1923. Bigger and better engines brought faster passenger services and longer goods trains but even these did not enable the company to escape the effects of the Great Depression of the 1930s. However, the company was able to obtain some funding under the Government's scheme to alleviate unemployment and this enabled the modernisation of some of the principal stations, in particular Bristol Temple Meads and Cardiff, both of which were extensively rebuilt. Some of the goods yards were also upgraded at this time with the latest equipment. The route was also equipped with colour light signalling during this period, rationalising some of the mechanical signalboxes in the process.

MODERNISATION

Following the Second World War the Great Western Main Line was one of those slated for modernisation by the newly-nationalised railway system. The GWR itself had ordered gas turbine-powered locomotives (see Reality Check on pages 68-71 for more on the first Swiss-built gas turbine), though the first didn't arrive until after nationalisation in 1949 with a second delivered in 1952.

However, it was as the Western Region that introduced a fleet of powerful but lightweight diesel-hydraulic locomotives based on successful German principles that enhanced timings on services on the

region's main passenger services from the late 1950s.

The introduction of these engines was backed up by the provision of track-circuited automatic signalling and a reduction in the number of intermediate stations, this enabled expresses to run much faster but at the expense of withdrawing a service to many towns and villages through which the line passed.

With further progress in mind much work was undertaken on the infrastructure in the late 1960s and early 1970s with a view to raising the line speed to 125mph and this enabled the line to receive the first of the new High-Speed Trains, with a full timetable of HSTs being operated from the summer 1977 timetable.

Initially 27 sets were employed, running between London, Bristol and South Wales and these caused a large increase in the numbers of passengers wanting to travel. The reductions in journey times that these new trains made possible were in some part largely due to the way that the Great Western Main Line had been laid out by Brunel, as the new trains were able to take advantage of the easy gradients and lack of curves in order to maintain their high speeds. They remained in front line service on long-distance trains from London to the west until 2019.

ELECTRIC ERA

Although it had been intended that the route would be one of the first to be

electrified when modernisation was first considered in 1955 it was not until the mid-1990s when the first steps towards this were taken, and this only involved the section between Paddington and Hayes and Harlington and onwards to Heathrow Airport for the Heathrow Express dedicated rail link.

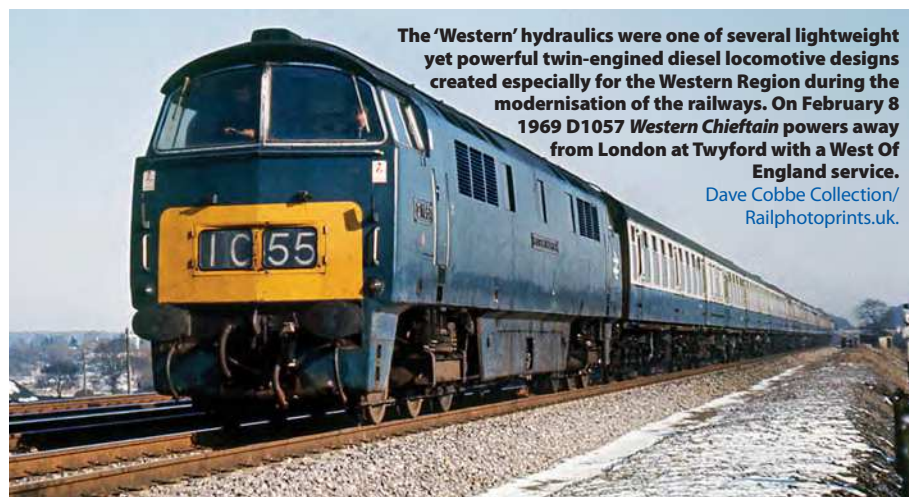
In 2009 Network Rail announced that the whole route to Bristol and South Wales would eventually be electrified and with this would come new trains that would slash a further 19 minutes off the end-to-end journey. However, following a change in Government the scheme was cut back to only the Didcot-London section, but this was later rescinded and the full scheme was put in hand. Further mileage was authorised in 2012.

With electrification work well under way the first of the new Class 800 and Class 802 Hitachi trains arrived in 2017 and since then they have taken over all of the principal services. Many of these trains can operate in either diesel or electric mode and this enables them to travel under electric power over much of the western route and then continue to places such as Devon and Cornwall using their diesel engines.

Suburban services have passed to Bombardier-built Class 387 EMUs, which are capable of 110mph, after many years of being worked by 'Networker' DMUs of Class 165 and 166.

Developments on the GWML have, however, not ceased. A portion of Brunel's original route is to be used by trains running on London's new Crossrail system and this is seeing the introduction of Class 345 units. Other stations are being modified or are having capacity enhancements with the total cost for the upgrade currently standing at £5bn.

The future for Brunel's London-Bristol route and its offshoots continues to look very good indeed. Its ability to cope with today's intense traffic is due in no small part to the way in which it was originally engineered, with today's high speeds being largely made possible by technical decisions made almost 200 years ago by a brilliant engineer, who would no doubt be proud of the way it has developed and has remained at the pinnacle of technical achievement. **HM**



The 'Western' hydraulics were one of several lightweight yet powerful twin-engined diesel locomotive designs created especially for the Western Region during the modernisation of the railways. On February 8 1969 D1057 Western Chieftain powers away from London at Twyford with a West Of England service.

Dave Cobbe Collection/
Railphotoprints.uk.

SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. With the gradual resumption of events, we recommend checking the society website or using the contact details provided to check a show or event is on before travelling, as changes may occur at short notice. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

November

6 TRAIN COLLECTORS SOCIETY AUTUMN SHOW

Hosts: Train Collectors Society
Location: Trinity Methodist Church Halls, Narborough Road, Leicester, Leicestershire LE3 2RD
Times: 10am-4pm
Prices: Adults £4, accompanied children under 14 free
Website: www.traincollectors.co.uk
Features: Layouts, trade support, refreshments and parking.

6/7 ELGIN MODELFAR

Hosts: Elgin Model Railway Club
Location: Elgin Town Hall, Elgin, Moray IV30 1UL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £15
Website: www.elginmodelrailwayclub.co.uk
Features: Layouts, trade support, model displays, demonstrations, societies, refreshments and disabled access.

6/7 GRAVESEND MODEL RAILWAY SHOW

Hosts: Gravesend Railway Enthusiasts Society
Location: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.gres.org.uk
Features: 15 layouts, trade support, refreshments, parking and disabled access.

13 THEYDON BOIS MODEL RAILWAY EXHIBITION

Hosts: Epping Railway Circle
Location: Village Hall, Theydon Bois, Essex CM16 7ER
Times: 10am-4.30pm
Prices: Adults £5, children £3
Website: www.eppingrailwaycircle.com
Features: Ten layouts, trade support, refreshments, parking and disabled access.

13/14 TOLWORTH SHOWTRAIN 2021

Hosts: Hampton Court Model Railway Society
Location: Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey KT6 7LQ
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £7, children £3, family (2+2) £15
Website: www.tolworthshowtrain.co.uk
Features: 22 layouts, trade support, refreshments, parking and disabled access. Free bus operating between venue and Surbiton railway station.

20 PORTSMOUTH MODEL RAILWAY EXHIBITION

Hosts: South Hants Model Railway Club
Location: The Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
Times: 10.30am-4.30pm
Prices: Adults £6, accompanied children free
Website: www.shmrc.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

21 SLEAFORD AND DISTRICT MRC CHARITY MODEL MAKERS SHOW

Hosts: Sleaford and District Model Railway Club
Location: Ruskington Village Hall, Parkfield Road, Ruskington, Lincolnshire NG34 9HT
Times: 9.30am-4pm
Prices: Adults £4, children under 16 free
Website: www.sites.google.com/site/sleafordmrc
Features: Layouts, trade support, model displays, refreshments, parking and disabled access.

December

4 CUPAR'S CHRISTMAS MODEL RAIL SHOW

Hosts: Cupar and District Model Railway Club
Location: The Corn Exchange (first floor), St. Catherine's Street, Cupar, Fife KY15 4BT
Times: 10am-4pm
Prices: Adults £3, children £1
Website: www.cuparmrc.co.uk
Features: Layouts and trade support.

5 CARLTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Carlton Railway Society
Location: Wressle Village Hall, Station Road, Wressle, Selby YO8 6ES
Times: 10am-4pm
Prices: Adults £4, concessions £3
Website: www.facebook.com/carltonrailwaysociety/
Contact: 07795 831494
Features: Ten layouts, trade support and refreshments.

11 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: Admission £5
Website: www.hillingdonrailwaymodellers.co.uk
Features: Meet fellow modellers, refreshments and test your models on the club's 'O', 'OO' and 'N' gauge test tracks (DC and DCC available).

PLANNING AN EXHIBITION? LET US KNOW!

● Is your club or society planning a model railway exhibition? *Hornby Magazine's* Show Guide is a free listing that allows you to promote a forthcoming model railway show. If you have a show to add to the Show Guide, contact us at *Hornby Magazine* by e-mailing: hornbymagazine@keypublishing.com and please ensure you include appropriate contact details for the public as we are unable to publish listings without this.

12 WOOLWICH MODEL RAILWAY SHOW

Hosts: Model Railway Signs
Location: Shrewsbury House, Rushmoor Crescent, Shooters Hill, London SE18 3EG
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4, family £15
Website: www.modelrailwaysigns.com
Features: 13 layouts, trade support, model displays, refreshments and parking.

January 2022

8 MAIDENHEAD MODEL RAILWAY EXHIBITION

Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX
Times: 9.30am-4pm
Prices: TBA
Website: www.mmdmrc.org.uk
Features: Layouts, trade support, demonstrations and refreshments.

15/16 BOGNOR REGIS MODEL RAILWAY EXHIBITION

Hosts: Bognor Regis Model Railway Club
Location: Felpham Community College, Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3
Website: www.brmmrc.co.uk
Features: 18 layouts, trade support, societies, refreshments, parking and disabled access.

15/16 EAST LANCASHIRE MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway Charitable Organisation
Location: Mill Hill Community Centre, Mill Hill, Blackburn BB2 4DT
Times: Sat 10am-4pm, Sun 10am-3pm
Prices: Adults £5, concessions £3, children £3, family £12
Contact: elmro1@virginmedia.com
Features: Layouts, trade support, refreshments and parking.

16 ASTOLAT MODEL RAILWAY EXHIBITION

Hosts: Astolat Model Railway Circle
Location: Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, GU2 7AD
Times: 10am-5pm
Prices: Adults £6, children (10-16 years) £3, family £12
Website: www.astolatmrc.co.uk
Features: 14 layouts, trade support, refreshments and disabled access.

GET MORE ONLINE!

● For more shows and the very latest listings visit www.keymodelworld.com for our online Show Guide.

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OO Gauge Steam Locos

Class 5101 'Large Prairie' 2-6-2T
Stage: Painted Samples Due: Nov 2021
Price: from £119.60 Digital: NEXT-18
hattons.co.uk/dapolargeprairie

Class 78xx 'Manor' 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor

FR Small England 0-4-0TT
Stage: Engineering Sample Due: Early 2022
Price: £150 (estimated) Digital: Yes TBC
hattons.co.uk/pecosmallengland

Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor

Class 43xx 'Mogul' (Tool Update)
Stage: CADs Due: May 2022
Price: from £142.76 Digital: NEXT-18
hattons.co.uk/dapolmogul

Class O2 'Tango' (Tool Update)
Stage: CADs Due: Q2 2022
Price: from £169.15 Digital: 21-pin
hattons.co.uk/heljantango

OO Diesels & Electrics

Class 59
Stage: Painted Samples Due: Q1 2022
Price: from £136.32 Digital: 21-pin
hattons.co.uk/dapol59

Class 45
Stage: Early Sample Due: Q4 2021
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45

Class 47
Stage: Prototype Due: Q4 21 - Q1 22
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47

Class 86/4 & 86/6
Stage: Painted Samples Due: Q2 2022
Price: from £165 (EST) Digital: 21-pin
hattons.co.uk/heljan864

Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37

OO Diesel Multiple Units

Class 104
Stage: Early Development Due: TBC
Price: from £180 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons

Genesis 4 & 6 Wheel Coaches
Stage: Painted Samples Due: 2022
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis

BR Mk2B Coaches
Stage: Engineering Samples Due: Q3 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b

BR Pilchard Wagons
Stage: Deco Samples Due: Q4 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard

GER 10t Covered Van
Stage: Deco Sample Due: Q4 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordgervan

LNER 10t Banana Van
Stage: Prototype Due: Q4 2021
Price: £12.50 Digital: N/A
hattons.co.uk/oxford10tbanana

N Gauge Steam Locos

LSWR Class M7 0-4-4T
Stage: Prototype Due: Dec 2021
Price: £83.26 Digital: N/A
hattons.co.uk/dapolm7

Class 59
Stage: CADs Due: Q3/ Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons

Class B Tanks (New Batch)
Stage: In Development Due: Q1 2022
Price: £26.95 Digital: N/A
hattons.co.uk/revclassb

JHA 102t Hopper Wagons
Stage: CADs Due: Q3/ Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Diesels/ Electrics

Class 26
Stage: Early sample Due: Q1 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljano26

Class 47
Stage: Deco Samples Due: Sep 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljano47

Class 66
Stage: Engineering Sample Due: Aug 22
Price: £594.15 Digital: 21-pin
hattons.co.uk/dapolo66

Class 73
Stage: 1st Sample Due: Mid-2022
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units

GWR Streamlined Railcar
Stage: Painted Samples Due: Nov 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar

Class 121 'Bubble Car'
Stage: Painted Samples Due: Oct 2021
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Prototypes Due: Q4 2021
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley

Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2022
Price: from £237.15 Digital: N/A
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00 Gauge (1:76 Scale)

Steam locos



R3861 Class 8P 'Merchant Navy' 4-6-2 35017 'Belgian Marine' in BR green early emblem (Hor) £188



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) (RRP £99) **BARGAIN** £84

Diesel locos



H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150) **BARGAIN** £119



H4-66-025 Class 66 66731 in GBR/First group (Hat) (RRP £150) **BARGAIN** £119



H4-66-033 Class 66 66743 in GBR/Royal Scotsman (Hat) (RRP £150) **BARGAIN** £119

DMUs



19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem (Hel) £160.65

EMUs



R3952 Class 390 Pendolino 4 car pack 390156 in Avanti West Coast (Hor) £247

Coaches



GWR Coach Pack D Collett 57 Corridor 4-pack in BR crimson & cream (includes R4685A, R4686A, R4687A & R4688A) (Hor) (RRP £211) **BARGAIN** £119



GWR Coach Pack B Collett 57 Non-Corridor 2-pack in GWR chocolate & cream (includes 2 x R4876) (Hor) (RRP £107.98) **BARGAIN** £62



GWR Coach Pack E Collett 57 Non-Corridor 4-pack in BR crimson (includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96) **BARGAIN** £119

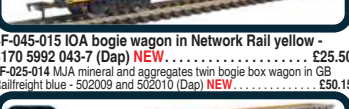
Wagons



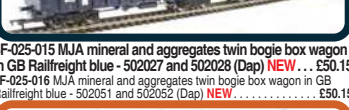
4F-026-023 HIA aggregate limestone hopper 369023 in Freightliner white (Dap) **NEW** £25.08



4F-026-024 HIA aggregate limestone hopper 369039 Freightliner white (Dap) **NEW** £25.08



4F-045-015 IOA bogie wagon in Network Rail yellow - 3170 5992 043-7 (Dap) **NEW** £25.50



4F-025-014 MJA mineral and aggregates twin bogie box wagon in GB Railfreight blue - 502009 and 502010 (Dap) **NEW** £50.15



4F-025-015 MJA mineral and aggregates twin bogie box wagon in GB Railfreight blue - 502051 and 502052 (Dap) **NEW** £50.15



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118) **BARGAIN** £99

Buses



761R6006 Irizar i6 City Link Air (Oxf) **NEW** £21

009 Narrow Gauge

Steam locos



9985 Lynton & Barnstaple Baldwin 2-4-2T E762 in SR olive green - post 1932 condition (Hel) £203.96

N Gauge

Steam locos



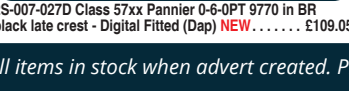
25-007-028D Class 57xx Pannier 0-6-0PT 5775 in Great Northern and Southern Railway ochre - as in 'The Railway Children' - Digital Fitted (Dap) **NEW** £109.05



25-007-022D Class 57xx Pannier 0-6-0PT 6752 GWR green - Digital Fitted (Dap) £109.05



25-007-023D Class 57xx Pannier 0-6-0PT 9741 in BR green British Railways lettering - Digital Fitted (Dap) **NEW** £109.05



25-007-027D Class 57xx Pannier 0-6-0PT 9770 in BR black late crest - Digital Fitted (Dap) **NEW** £109.05



25-002-009D Class V 'Schools' 4-4-0 924 'Haileybury' in SR olive green - Digital fitted (Dap) **NEW** £153.91

HSTs



2D-019-011 Class 43 HST 4-car book set in First Great Western green and white - 43005, 43009 and 2 coaches (Dap) £175.94

DMUs



2D-142-005D Class 142 'Pacer' 2 car DMU 142053 in Provincial light blue - Digital fitted (Dap) **NEW** £158.31

Bi-Modal Multiple Units

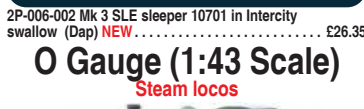


K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER (Kat) £178



K10-1671 Class 800/0 5-car BiMU IET 800021 in GWR green (Kat) £178

Coaches



2P-006-002 Mk 3 SLE sleeper 10701 in Intercity swallow (Dap) **NEW** £26.35

0 Gauge (1:43 Scale)

Steam locos



7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green (Dap) £206.75



H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and streamlined non-corridor tender (Hel) (RRP £750) **BARGAIN** £579

Diesel locos



H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and streamlined corridor tender (Hel) (RRP £750) **BARGAIN** £579



2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) (RRP £395) **BARGAIN** £259



2052 Class 03 shunter in BR green no yellow ends and 'flowerpot' exhaust - unnumbered (Hel) (RRP £395) **BARGAIN** £259



1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (Hel) (RRP £549) **BARGAIN** £350



3120 Class 31/1 31296 'Amloch Freighter' in Railfreight grey - lightly weathered - Lid Ed (Hel) £466.65



3143 Class 31/4 31466 in EWS red and gold (Hel) £466.65



3140 Class 31/4 in BR blue - unnumbered (Hel) £466.65



3402 Class 33/0 33030 in EWS red and gold (Hel) £466.65



3393 Class 33/0 in BR green no yellow ends - unnumbered (Hel) £466.65



4061 Class 40 in BR green small yellow panels and centre headcode panel - unnumbered (Hel) £466.65

DMUs



1900 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and monogram (Hel) £466.65

Coaches



7P-001-010 Mk1 BSK brake second corridor M34562 in BR blue and grey (Dap) £175.07

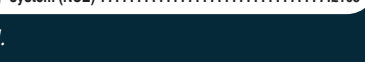
Wagons



7F-061-002 YNV bogie bolster 'E' 923444 in BR bauxite (Dap) **NEW** £61.54



7F-061-003 YRV bogie bolster 'E' 923528 BR S&T bauxite (Dap) **NEW** £61.54



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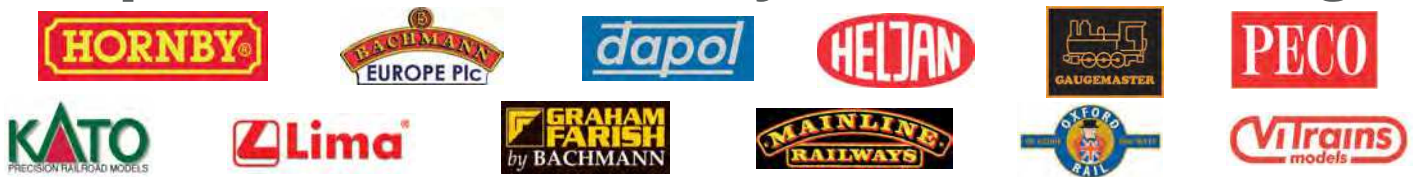
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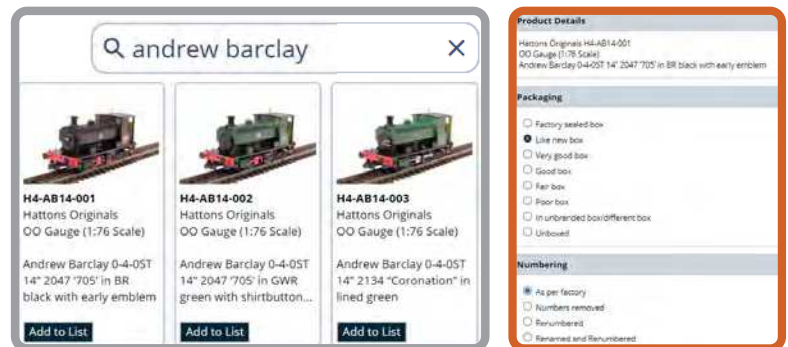


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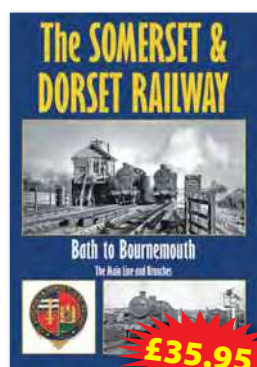
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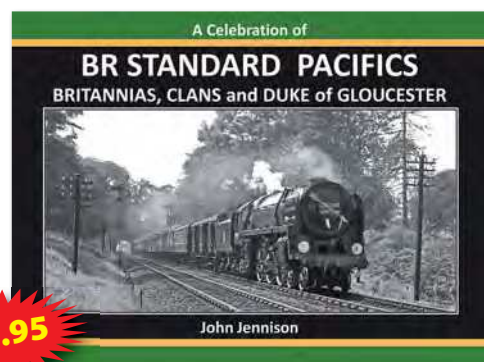
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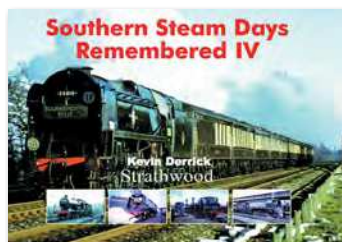
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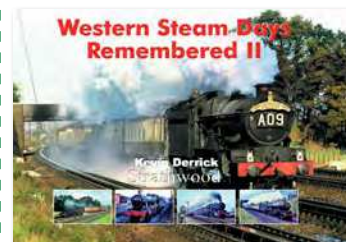
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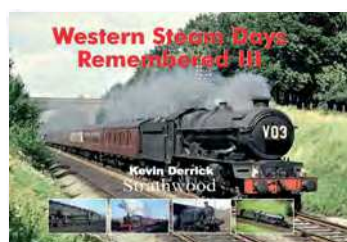
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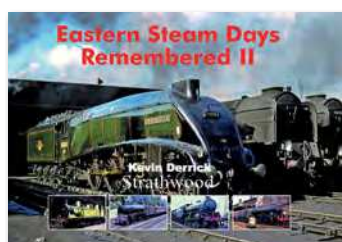
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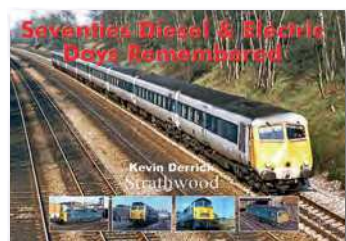
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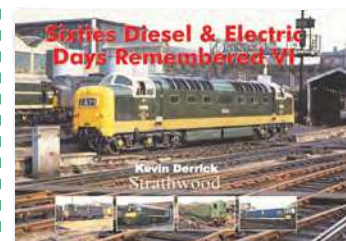
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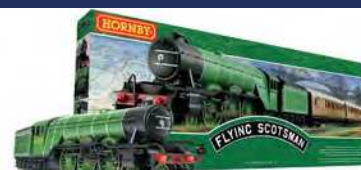
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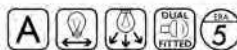
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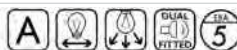


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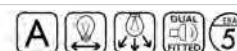


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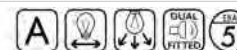


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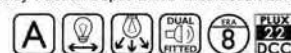
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CDS5 4 pin	65p
CDS5 5 pin 180°	65p
CDS5 5 pin 240°	65p
CDS5 6 pin	65p
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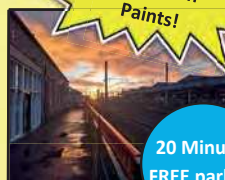
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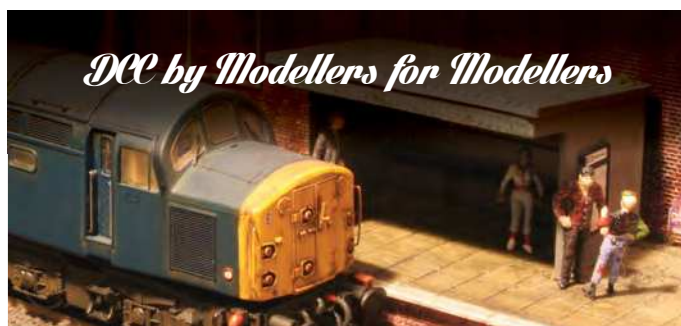
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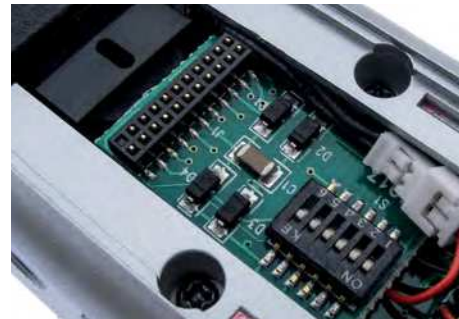
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While representing the Collectors Club you will be able to discuss the many benefits of membership and recruit and take payment for any of our Club products from our new exhibition stand. Once conversant with the Collectors Club events, you will also be a key member of our larger national exhibitions team.



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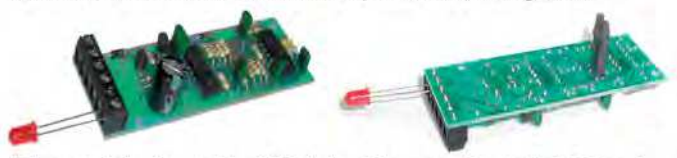
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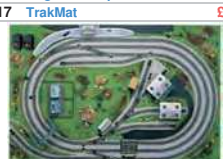
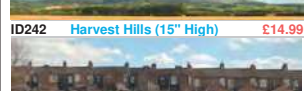
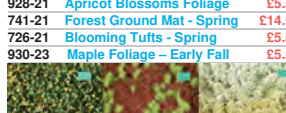
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Electric Locomotives: 86; 71
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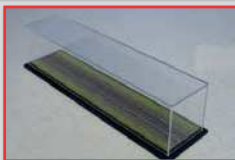
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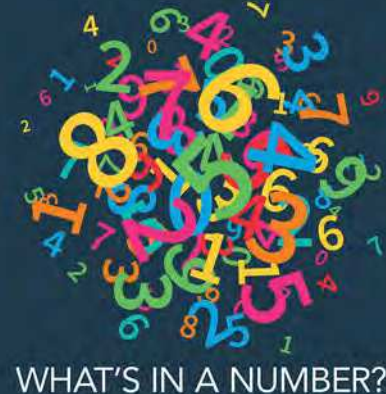
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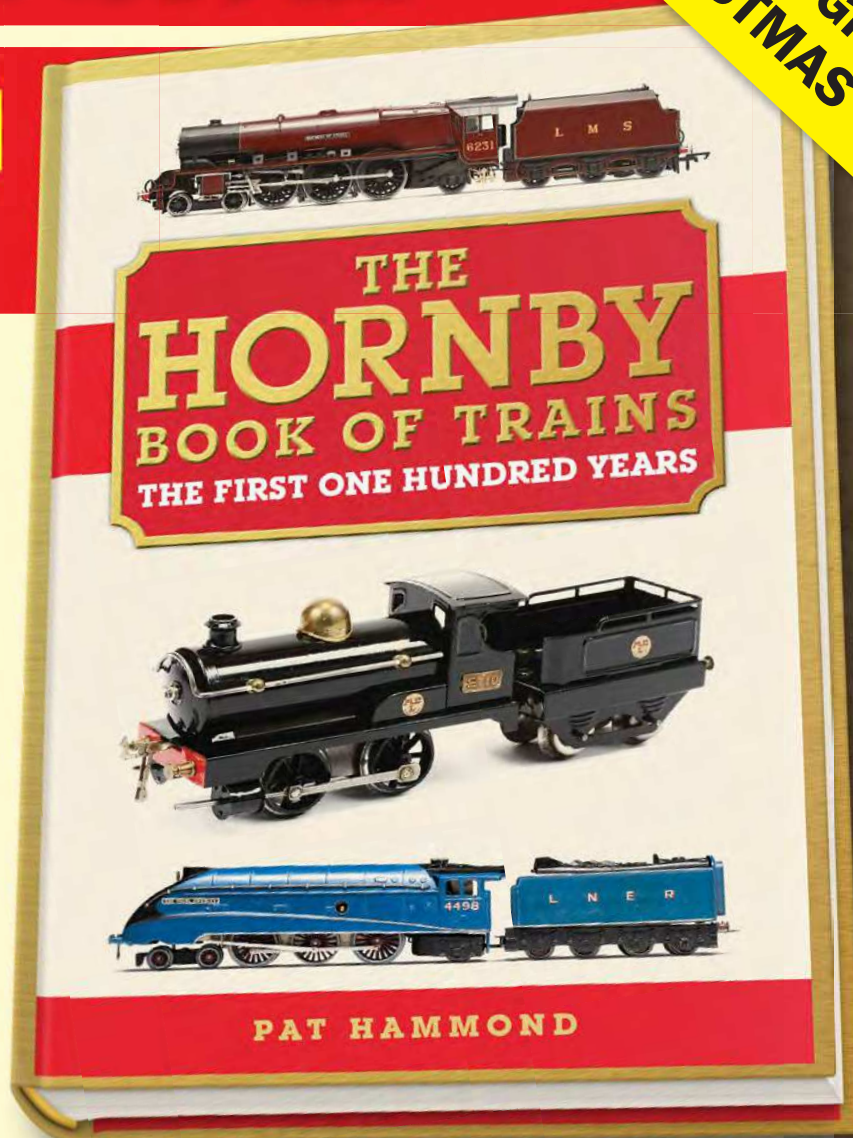
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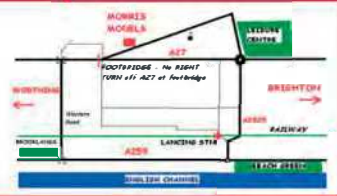
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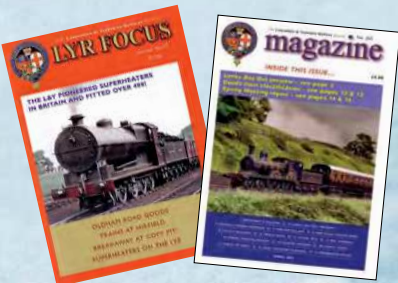
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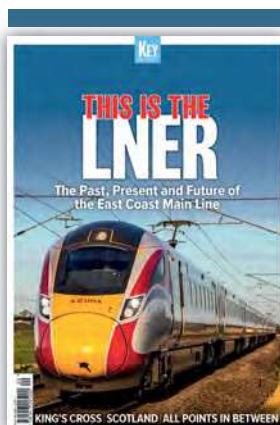
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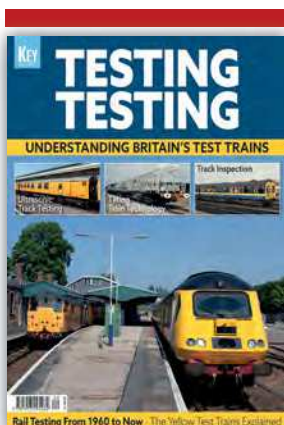
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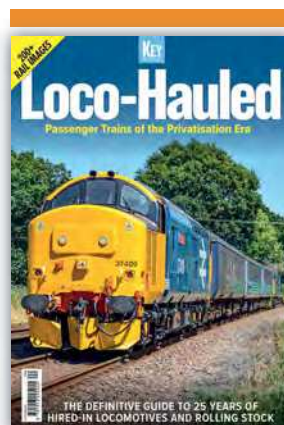
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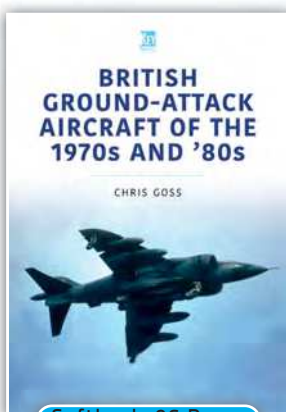
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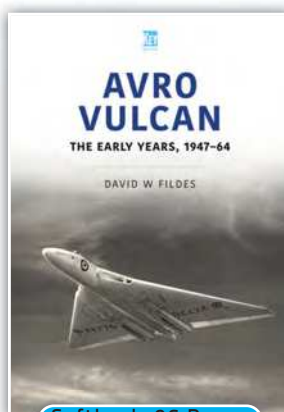
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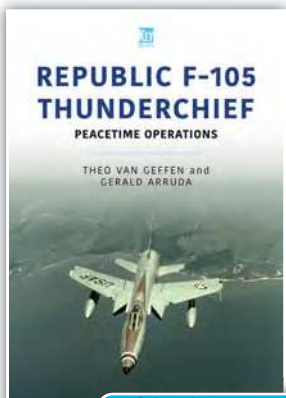
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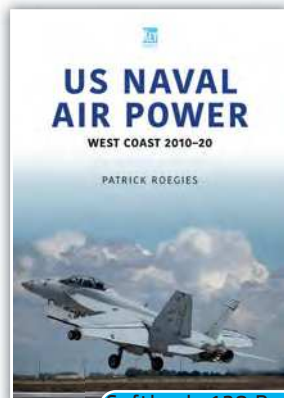
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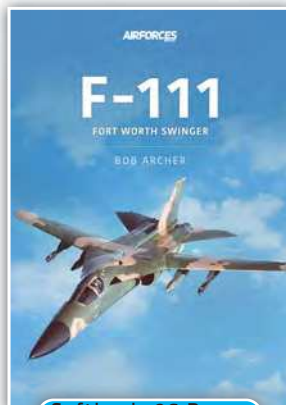
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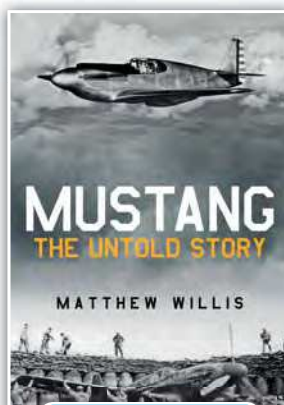
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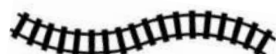
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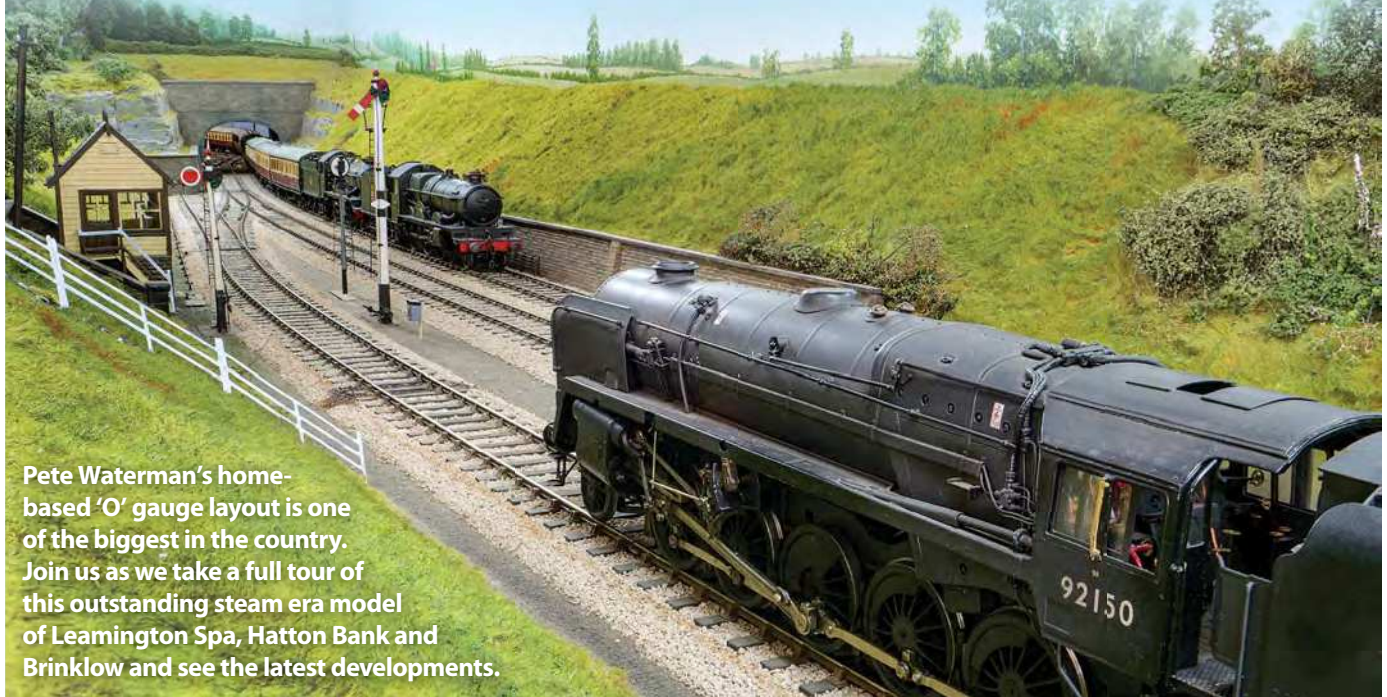
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NEXT ISSUE

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7D-009-003 - Class 121 W55029 BR Blue/Grey



7D-009-004 - Class 121 W55023 BR Blue



7D-009-005 - Class 121 W55020 GWR 150 Chocolate & Cream

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- 7F-049-002** - VEA 12t Goods Van (Vanwide) Freight Brown 230034
- 7F-049-003** - VEA 12t Goods Van (Vanwide) Railfreight Red/Grey 230117
- 7F-049-004** - VEA 12t Goods Van (Vanwide) Grey (Yellow Ends) 230142
- 7F-049-005** - VEA 12t Goods Van (Vanwide) BR Red/Grey 230078
- 7F-049-201** - VEA 12t Goods Van (Vanwide) Freight Brown B 783773
- 7F-049-202** - VEA 12t Goods Van (Vanwide) Freight Brown B 784641 VMV
- 7F-049-203** - VEA 12t Goods Van (Vanwide) Freight Brown B 784479
- 7F-049-204** - VEA 12t Goods Van (Vanwide) Freight Brown B 783994 VMV

- 4D-022-019** - Class 68 Fearless 68016 DRS Compass
- 4D-022-020** - Class 68 Vigilant 68018 DRS Compass
- 4D-022-021** - Class 68 Splendid 68027 Transpennine Express
- 4D-022-022** - Class 68 Felix 68031 Transpennine Express

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for Class 68's**

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Argos/Co-operative
- 4F-028-002** - 45Ft Container High Cube Twin Pack
Argos/Co-operative Weathered

- 7F-037-007** - GWR
Conflat
39410 BK2
Chocolate Container
BK-1869
Furniture Removal

Class 66



1st Decorated Samples

2D-007-013 - Class 66 66413 Freightliner Orange & Black Lest We Forget

2D-007-014 - Class 66 66780 GBRf Cemex

2D-007-015 - Class 66 66405 DRS Malcolms

DCC versions also available

Autocoach



Previous model used for illustration purposes only.

- 7P-004-011** - Autocoach GWR
Twin Cities Crest
Chocolate & Cream 38
- 7P-004-012** - Autocoach
GWR Shirtbutton
Chocolate & Cream 36
- 7P-004-013** - Autocoach
BR Crimson & Cream 41
- 7P-004-014** - Autocoach
BR Maroon 40

Product Scale Key

O Gauge

OO Gauge

N Gauge

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2022 Calendar



Coniston Lake is Mike Powell's Cumbrian set home 'OO' gauge layout. It models the Lake District station of Coniston as it might have been had it been a double track through route and junction for a branch line. With BR black steam locomotives in plentiful supply, it recreates the final decade of steam in Cumbria magnificently. Coniston Lake featured in HM162. *Mike Wild/Hornby Magazine.*



JANUARY 2022

Coniston Lake

by Mike Powell

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Dates can be subject to change without prior notice.



This 'OO' gauge layout is the work of popular YouTube video maker Graham Foulston. It features modern locomotives and rolling stock, extensive lighting, working road vehicles and more – plus he has another side to complete. The station scene featured in HM163. *Mike Wild/Hornby Magazine.*



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FEBRUARY 2022

Lakeside

by Graham Foulston



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January 2022

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MARCH 2022

Dent

by Nick Cason

The Settle and Carlisle's remote station at Dent is the setting for Nick Cason's brilliant home-based 'OO' gauge layout which was chosen as the winner of the *Hornby Magazine* Layout of the Year award in 2021. BR '9F' 2-10-0 92198 crosses Dent Head viaduct with a rake of loaded coal wagons heading for the station. Dent featured in HM168. *Mike Wild/Hornby Magazine.*





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February 2022

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Dates can be subject to change without prior notice.

This busy 'N' gauge layout started life as Acton Mainline, but is now in the hands of Geoff Buttler and known as Dragonby. It has attended 189 model railway exhibitions in its 30-year career. A Class 220 Voyager speeds towards the station as a Class 66 hauled freight moves along the slow lines. Dragonby featured in HM172. *Mike Wild/Hornby Magazine.*



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APRIL 2022

Dragonby

by Geoff Buttler



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March 2022

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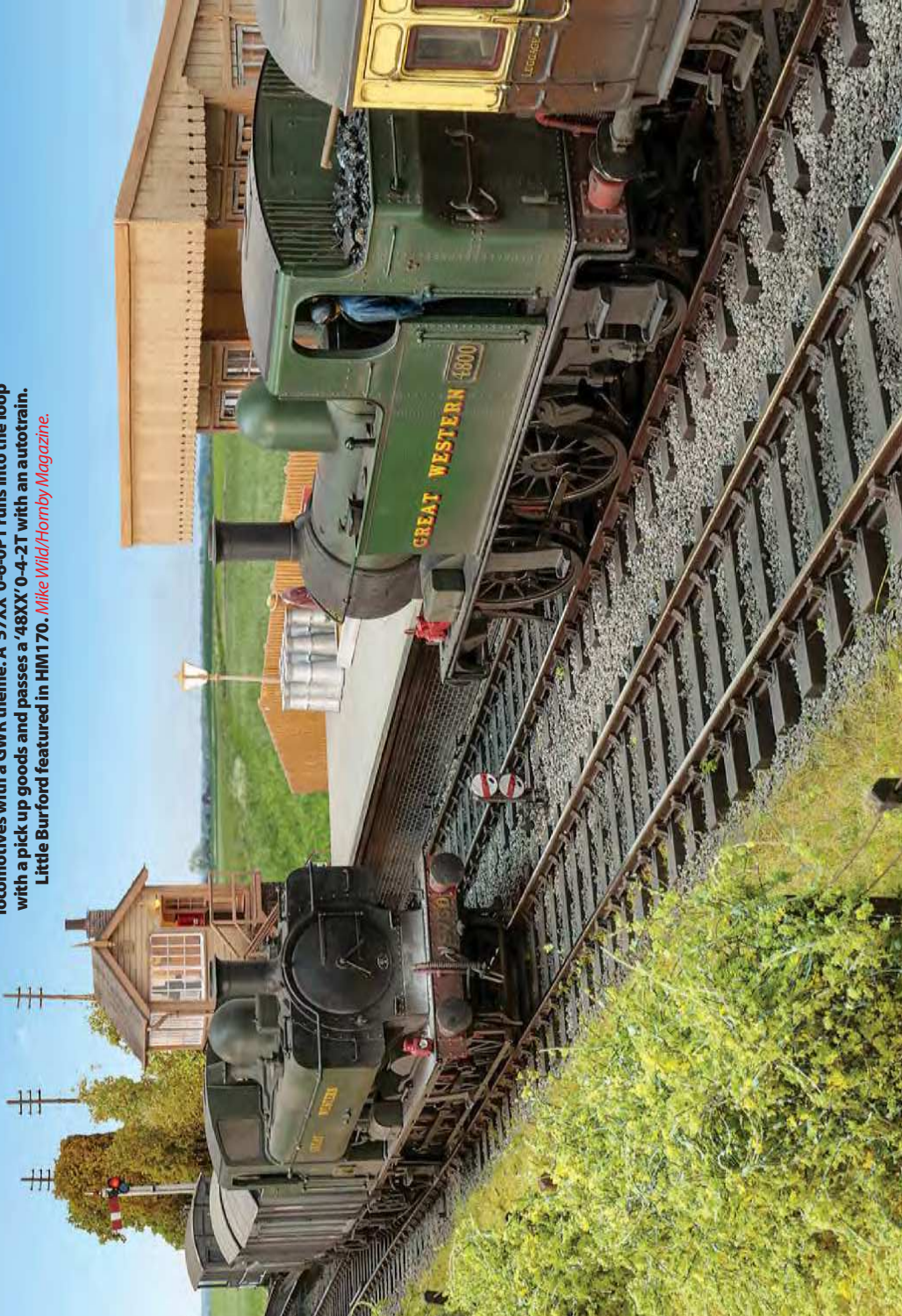
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The classic rural Great Western Railway branch line scene was the inspiration for this compact 'O' gauge model railway built by Dan Evason for Mike Hickling. It features laser cut buildings, working lights and signals and a collection of attractive ready-to-run locomotives with a GWR theme. A '57XX' 0-6-0PT runs into the loop with a pick up goods and passes a '48XX' 0-4-2T with an autotrain. Little Burford featured in HM170. *Mike Wild/Hornby Magazine.*



MAY 2022
Little Burford
by Dan Evason



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April 2022

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June 2022

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Dates can be subject to change without prior notice.

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The final years of HSTs and the first of the Class 800s is the setting for Mike Buick's inspirational modern era layout, Oak Road. This exhibition layout reflects recent railway operations on the Western Region with a collection of passenger and freight trains using the layout. Here a pair of five-car Hornby Class 800 units pause at the station for passengers to change onto the branch working formed of a Class 153 and 150. In the sidings a Class 66 has its IOA wagons loaded with stone from the virtual quarry. Oak Road featured in HM162. *Richard Watson/Hornby Magazine.*

JUNE 2022

Oak Road

by Mike Buick




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Dates can be subject to change without prior notice.

Summer 2021 saw Pete Waterman OBE and his Rainluts group displayed a giant 64ft x 12ft 'OO' model of the West Coast Main Line at Chester Cathedral for 10 weeks – and they will be back in 2022 with a brand new display. The Midland Pullman HST set races along the fast lines and overtakes a DBS Class 57 with a pair of Accurascale KUA nuclear flask wagons. The Making Tracks layout featured in HM171. *Mike Wild/Hornby Magazine.*



JULY 2022

Making Tracks

by Pete Waterman OBE

HORNBY

magazine

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June 2022

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August 2022

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Dates can be subject to change without prior notice.

Summer Saturday expresses from the steam era are rekindled at Rob Elliott's 'N' gauge model of Lostwithiel in Cornwall. However, this layout is about more than a single station as it also encompasses the Fowey branch, Carne Point clay docks, Golant and Fowey station. Here a 'Manor' pilots a 'Castle' at the head of a London-bound express through the station. *Lostwithiel featured in HM171. Mike Wild/Hornby Magazine*

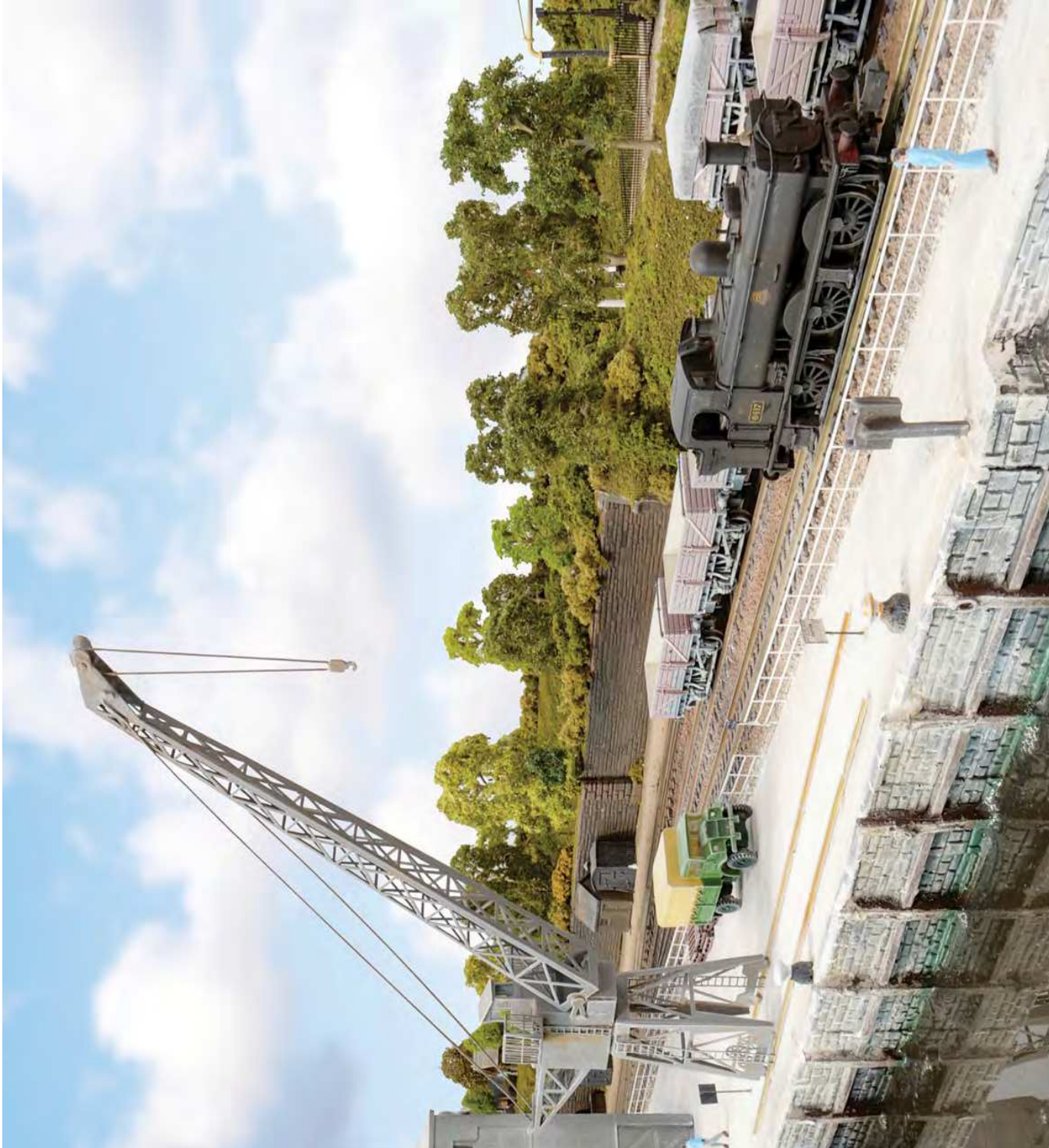


AUGUST 2022

Lostwithiel

by Rob Elliott

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Dates can be subject to change without prior notice.

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The station concourse at Curzon Street, part of Mark Wilson's fantastically detailed home-based 'OO' gauge layout, is full of life as passengers arrive to board their next train and take in the destination displays, posters and information. In the station a Class 52 'Western' idles after arrival while a Class 128 DMU is waiting for its next parcels delivery. Penmouth and Curzon Street featured in HM164.

Mike Wild/Hornby Magazine.

SEPTEMBER 2022

Penmouth and Curzon Street

by Mark Wilson

by Mark Wilson

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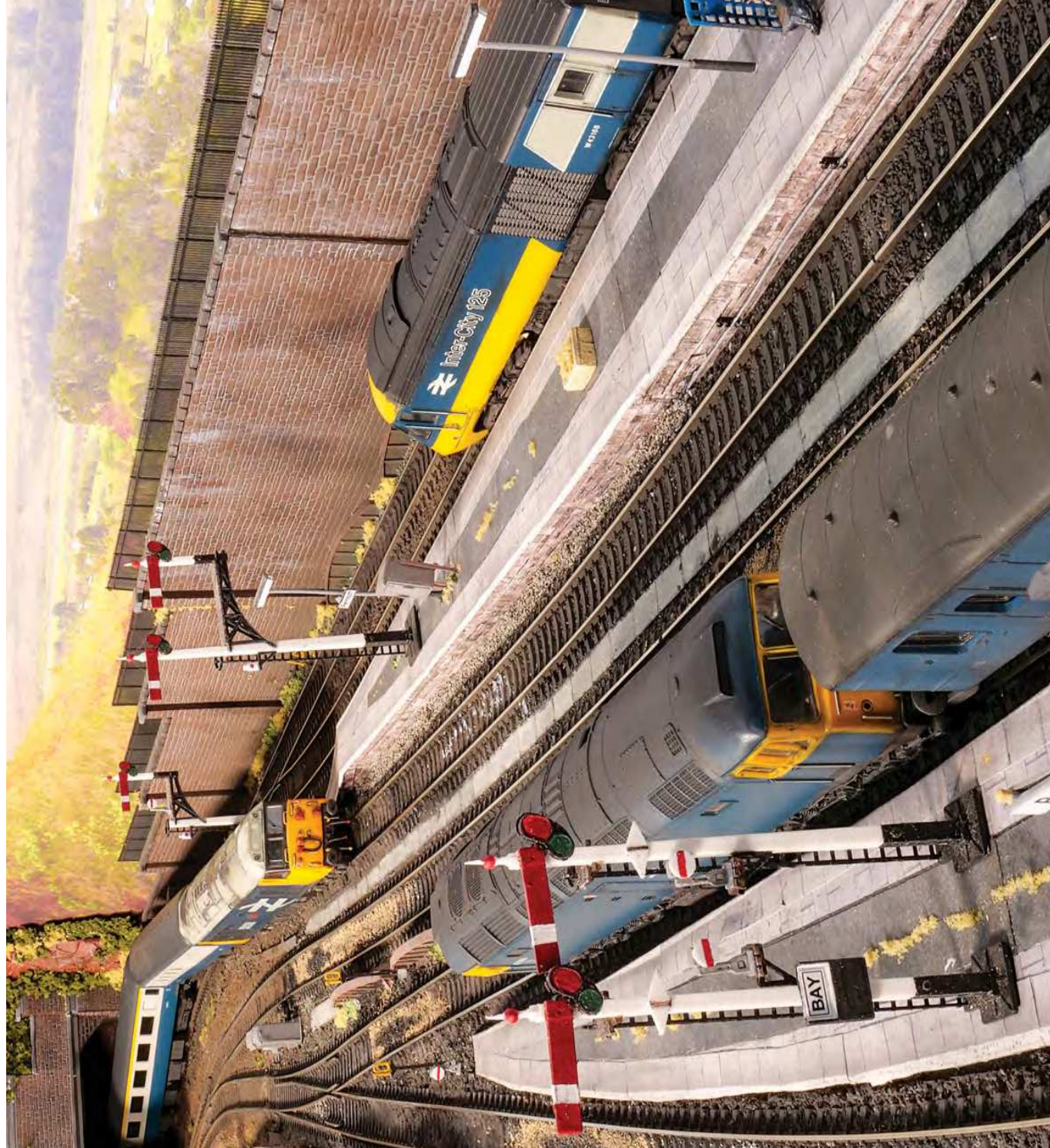
August 2022

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Dates can be subject to change without prior notice.



The setting for this super-detailed 'OO' gauge exhibition layout by Malcolm Briggs is a Cornish brewery set in the north of the county and served by the Southern Railway. Scratch built buildings, custom graphics and a huge fleet of liveried road vehicles are just part of its appeal. A Bulleid 'Q1' 0-6-0 moves through the paved section of the layout with loaded wagons while a Hunslet 'Austerity' 0-6-0ST shunts vans in the background. North Cornwall Brewery featured in HM163. *Mike Wild/Hornby Magazine.*



OCTOBER 2022

North Cornwall Brewery

by Malcolm Briggs

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September 2022

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
5	6	7	1	2	3	4
12	13	14	8	9	10	11
19	20	21	15	16	17	18
26	27	28	22	23	24	25
			29	30		

November 2022

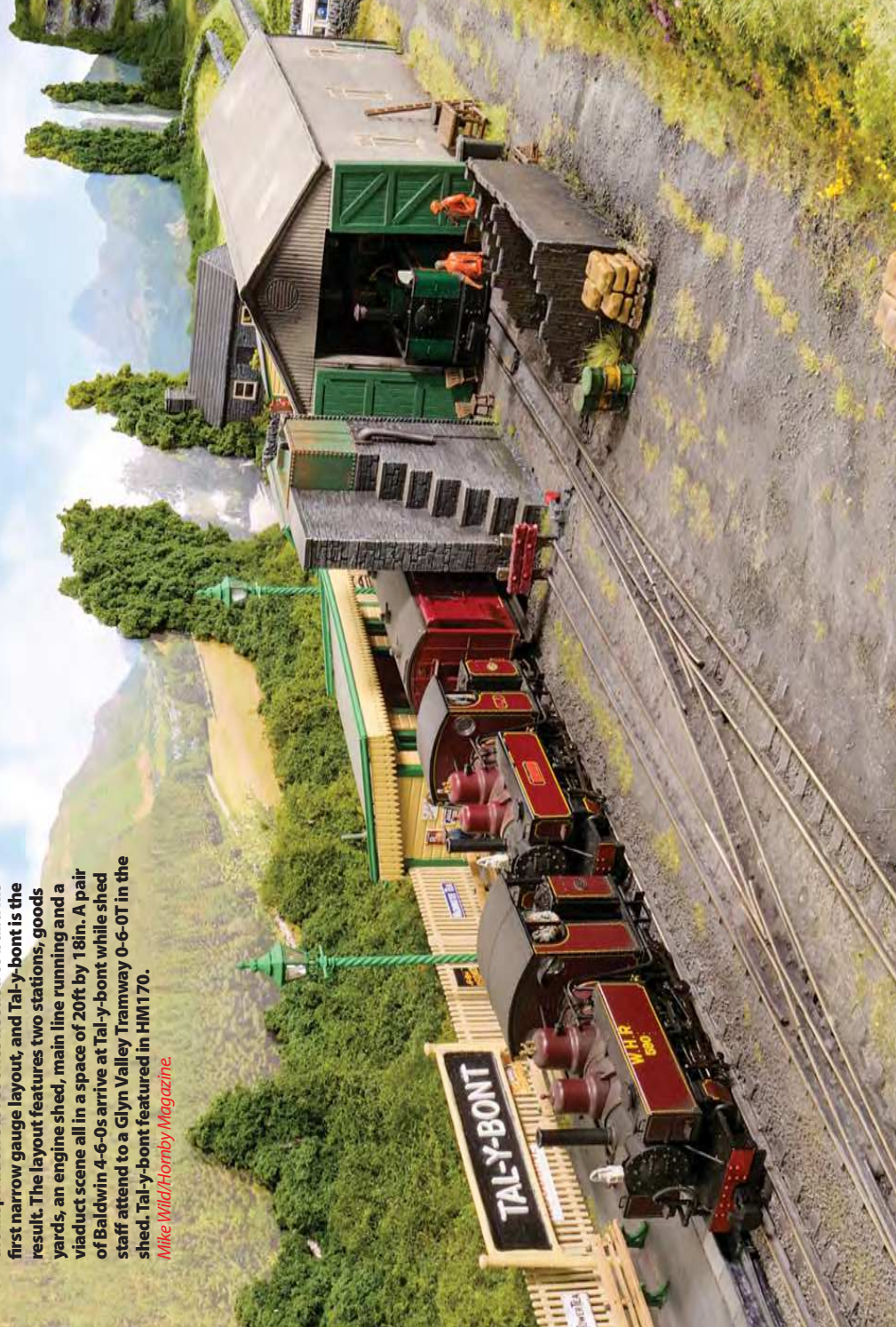
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Dates can be subject to change without prior notice.

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A visit to the Talylyn Railway and the arrival of the Bachmann 'OO9' Baldwin 4-6-0T were all the inspiration Steve Jones needed to build his first narrow gauge layout, and Tal-y-bont is the result. The layout features two stations, goods yards, an engine shed, main line running and a viaduct scene all in a space of 20ft by 18in. A pair of Baldwin 4-6-0s arrive at Tal-y-bont while shed staff attend to a Glyn Valley Tramway 0-6-0T in the shed. Tal-y-bont featured in HM170.

Mike Wild/Hornby Magazine



NOVEMBER 2022

Tal-y-bont

by Steve Jones

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Tues 29
Wed 30

October 2022

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
3	4	5	6	7	8	9
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31						

December 2022

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
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Dates can be subject to change without prior notice.

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The busy Eastern Region junction station at Doncaster is the setting for John White's huge 37ft long 'OO' gauge home-based layout which includes the station, its approaches and a representation of Doncaster Carr locomotive shed. Here Thompson 'A2/2' 4-6-2 60505 *Thane of Fife* races through the centre road with an express and passes a Sulzer Type 2 which has paused at the station. Doncaster featured in HM169.

Mike Wild/Hornby Magazine



DECEMBER 2022

Doncaster

by John White

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Sat	31

November 2022

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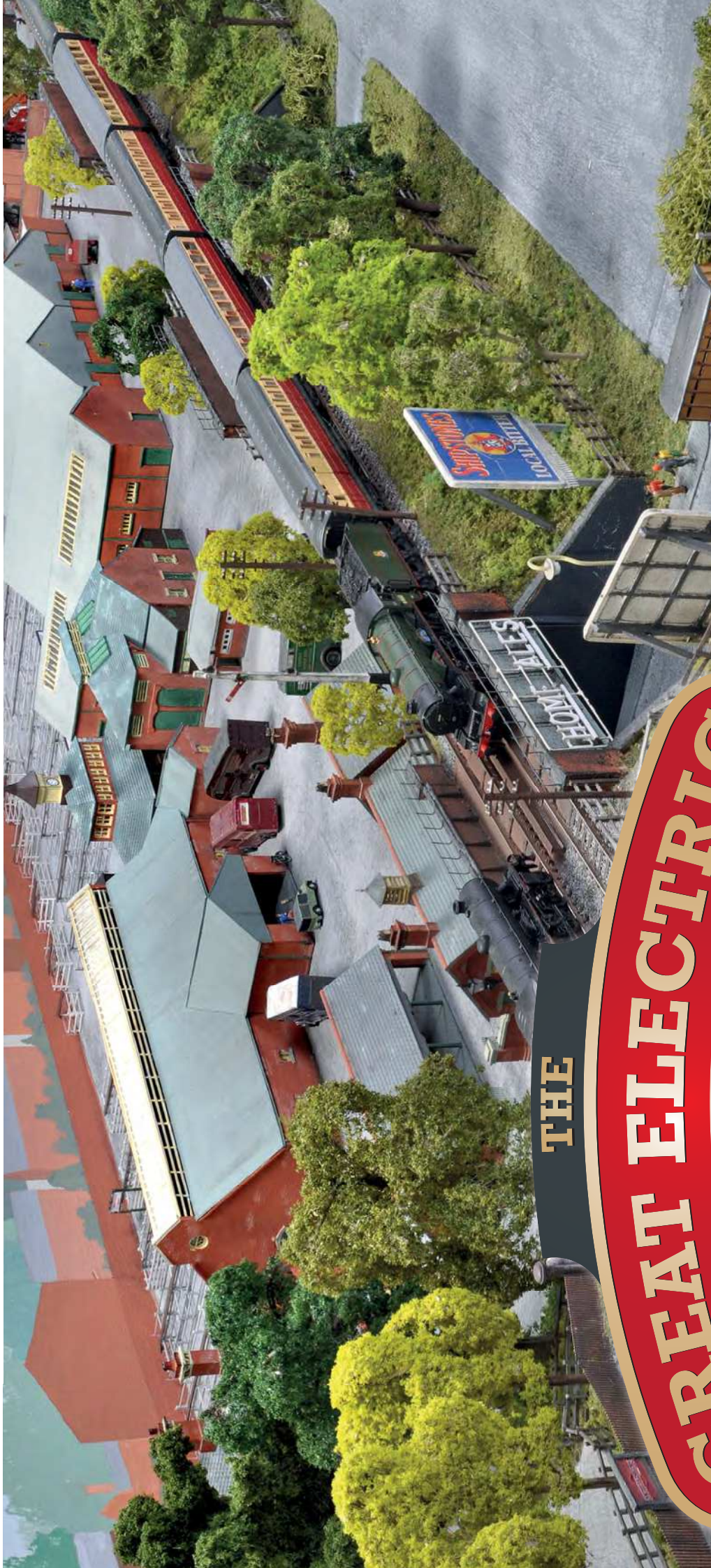
January 2023

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Dates can be subject to change without prior notice.



	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023
Monday												
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Sunday	1	5	5	2		4	2	6	3	1	5	3
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Tuesday	3	7	7	4	2	6	4	8	5	3	7	5
Wednesday	4	8	8	5	3	7	5	9	6	4	8	6
Thursday	5	9	9	6	4	8	6	10	7	5	9	7
Friday	6	10	10	7	5	9	7	11	8	6	10	8
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Tuesday	31				30					31		
Wednesday					31							



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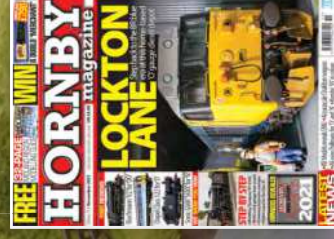
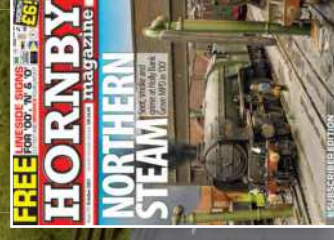
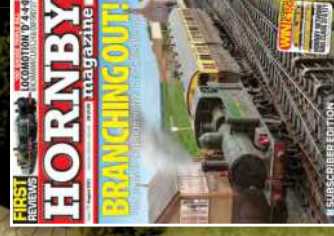


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