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Issue 175 **January 2022** £5.49 **magazine**

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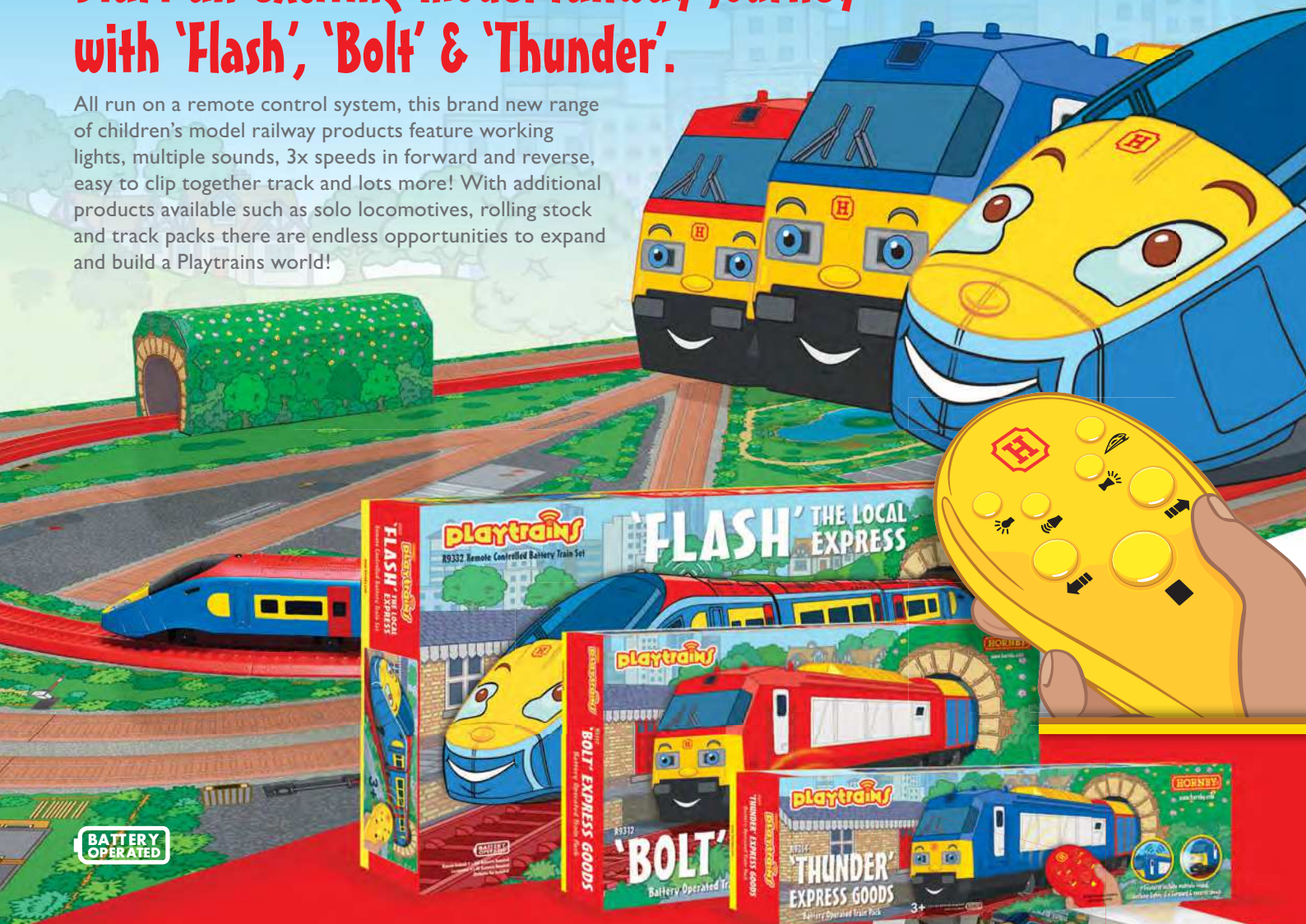
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HORNBY
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Mike Wild upgrades Hornby's 'OO' gauge Class 92 electric with improvements to its appearance and performance.

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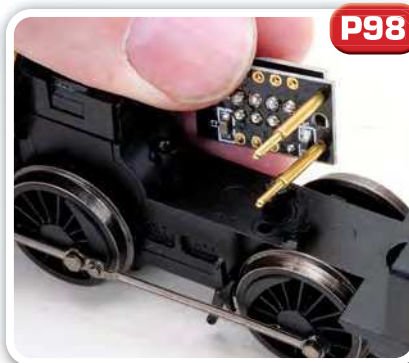
Dan Evason breathes new life into Ratio's Midland signal box kit by adding a delightfully detailed interior, lighting and realistic sounds.

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The latest releases from Bachmann, DCC Concepts, Modelu, Scale Model Scenery, Trainsporters, West Hill Wagon Works and more.

FURTHER BR BLUE NUMBER ADDED!

Due to continuing demand we have added a further BR Blue TOPS Class 25/2 to the range. Ring us now or visit the website to reserve a brand new variant in the form of No. 25 216 - a vacuum-braked Western Region loco from the 1970s.

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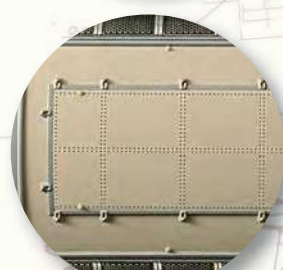
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WELCOME

THE EDITOR'S PAGE



HELLO and welcome to the latest issue of *Hornby Magazine* – our last before the end of another exceptional year in model railways. Despite its challenges around the pandemic, global

shipping and manufacturing it's been another brilliant year of new releases with exciting new locomotives and rolling stock arriving throughout the past 12 months. The range of new announcements across the scales in 2021 is going to be difficult to beat.

Every year starts with the Hornby catalogue launch – one of the most exciting days of the year – and it is hard to believe that we are almost at that time again. Our next issue, HM176 – February 2022, will include full coverage of the Hornby 2022 catalogue, but to ensure we can bring you the full story on the range launch, the February issue will be on sale a week later than usual. Put January 12 2022 in your diary and you will know when you need to rush out to the shops to get your copy.

Back to this issue and it is Bachmann which is firmly in the spotlight for a ready-to-run model we weren't expecting – the Ffestiniog Railway Double Fairlie 0-4-4-0T for 'OO9' narrow gauge. It's an inspired choice which we can see firmly sowing the seed for narrow gauge.

As you will see in this issue, it has certainly got our attention and as well as our news coverage of the full Bachmann Winter Announcements we also have our first review of the Double Fairlie on pages 70-73, the class history on pages 74-77 in Reality Check plus we (okay, I) couldn't resist building a new narrow gauge layout for the Bachmann Fairlies. You can read about the start of the project in Staff Projects and do tune in to www.keymodelworld.com where you can watch the full build unfold on video.

There is much more to enjoy in this issue too and you can't fail to be impressed by the spectacle of the double headed GWR 'Castle' 4-6-0s which adorn the front cover of this issue to announce our big feature on Pete Waterman's amazing Leamington Spa layout in 'O' gauge. It was an honour to be able to photograph Pete's layout for the magazine and we hope you enjoy the results in this issue. And as you would expect now, we have a video coming too. Keep an eye

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FIRST REVIEWS

Bachmann's stunning 'OO9' Double Fairlie

Heljan updates its giant 'O' gauge Class 40 with centre headcodes

WE SHOW YOU HOW BOXING CLEVER How to build a signalbox with sound, lights and a full interior

SWINDON TIME MACHINE Modelling the legendary Great Western Railway works in 'OO'

PLUS

- Bachmann winter line-up in 'N', 'OO' and 'OO9'
- Simple upgrades for Hornby's Class 92 electric

on our website and social media for its release this December.

Joining Leamington Spa is a selection of brilliant layout features, modelling guides, the latest reviews (including Heljan's impressive 'O' gauge Class 40), news from around the scene and more which we hope you enjoy.

Last but not least, from all of the Hornby

Magazine team we would like to wish you a Merry Christmas and a Happy New Year. See you in 2022.

Happy modelling!

Mike Wild

Mike Wild
Group Editor, Modelling

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DECORATED DINERS



Above: Hornby's new tooling suite also enables the Maunsell Third Class Dining Saloons to be modelled. This is 1363 in Southern Railway green.

Right: In addition to the new dining saloons, Hornby's 'OO' gauge Maunsell Kitchen/Dining First is also set to reappear, this time in BR carmine and cream.



HORNBY has received the first decorated samples of its brand new 'OO' gauge Maunsell Dining Saloons for assessment by the development team.

Four all-new Maunsell carriages are to be produced initially with two Third Class Dining saloons in Southern Railway green (Cat No. R40030/A) and two Composite Dining cars in BR green (R40031/A). Vehicles received for evaluation

WIN A 48DS and accessories

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QUESTION: What is the horsepower of a Ruston 48DS?

a. 48hp b. 49hp c. 50hp

Hornby Magazine is offering a chance to win one of Hornby's recent 'OO' gauge 48DS 48hp shunters in our exclusive competition together a selection of wagons, accessories and books worth over £250.

The prize consists of Hornby's 'OO' gauge Ruston 48DS in Express Dairy livery (Cat No. R3943) which comes with its own match truck

to aid pick-up. In addition the lucky winner will receive a selection of Hornby goods wagons, Gaugemaster Fordhampton plastic building kits, Scale Model Scenery accessories plus brand new books from Key Publishing.

To be in with a chance of winning this Hornby model and accessories, all you have to do is answer the question above by January 25 2022.

Even if you don't win, Hornby's 48DS locomotives are available from www.hornby.com and its retailer network while Gaugemaster's Fordhampton range is available from www.gaugemaster.com, the Scale Model Scenery range is available from www.scalemodelscenery.co.uk and Key Publishing's books can be bought from shop.keypublishing.com. Good luck!



Below: Hornby's newly-tooled 'OO' Maunsell Dining Saloons are nearing production. This is Composite Dining Saloon S78415 in BR green.



included Third Class Dining Saloon 1363 in Southern Railway green and Maunsell Composite Dining Saloon S78415 in BR green, together with a new version of Maunsell Kitchen/Dining First S79985 in BR carmine and cream (Cat No. R40029).

Highlights include separately fitted metal pipework, step boards, sprung metal buffers, flush glazing, printed curtains and decorated interiors.

Priced at £54.99 each, release is currently slated for 2022.

● Visit www.hornby.com for more information.



Colour for Hornby Mk 4s



The first decorated samples of Hornby's all-new BR Mk 4 carriages have arrived for evaluation carrying GNER's eye-catching blue colour scheme.

HORNBY HAS RECEIVED pre-production samples of its all-new 'OO' gauge Mk 4 carriages for evaluation.

First announced in January 2021, Hornby's newly-tooled Mk 4 carriages have been designed from scratch and include vehicles in original and post-Mallard refurbishment condition.

The latest arrivals for inspection include BR Mk 4 Trailer Standard Open (TSO) vehicles in GNER blue

including TSO Coach E (R40166) and TSOD Coach F (R40145). Hornby has also tooled for the Mk 4 First Open (FO), First Open with accessible toilet (FOD), Restaurant Standard Buffet (RSB), Restaurant First Buffet (RFB), Trailer Standard Open End (TSOE) and Driving Van Trailer (DVT) vehicles.

The manufacturer's eagerly awaited Mk 4s will also feature newly developed close couplings to improve the appearance between coaches. Further

improvements to the models' decoration are expected before production starts.

Liveries planned cover original InterCity 'Swallow', GNER blue (post-Mallard refurbishment), LNER and Transport for Wales colours.

Prices are set at £40.75 per coach and £76.99 for the Driving Van Trailer. Release is anticipated in early 2022.

● Visit www.hornby.com for more information.



Hornby has also developed new close-couplings for its newly-tooled 'OO' gauge BR Mk 4 carriages, reducing the gap between vehicles.



HOW TO ENTER

● For your chance to win, simply visit www.keymodelworld.com/hornby-magazine/competitions, click the competition tab on the menu and fill in the online form to complete your entry.

Online entries open at 9am on December 2 2021 and the closing date for entries is January 25 2022 at 5pm GMT. The winners will be notified no later than February 1 2022.

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.

'009' Double Fairlie heads

A COLLECTION of brand-new '009' Ffestiniog Railway Double Fairlie 0-4-0+0-4-0T narrow gauge locomotives heads Bachmann's newly announced quarterly release schedule for this winter.

This latest announcement also includes new identities for existing models in the company's 'OO' and 'N' gauge portfolios. Highlights include new liveries for Bachmann's 'OO' LMS Ivatt '2MT' 2-6-2T, BR Class 90 electrics and Class 150 Diesel Multiple Units (DMUs), plus BR Class 03 and 04 diesel shunters (with all-new 6-pin DCC decoder sockets) and Class 150 and Class 101 DMUs for the company's Graham Farish range.

Four Double Fairlies are planned, with three standard models appearing as FR No.10 *Merddin Emrys* in original as-built condition in early Ffestiniog Railway lined green (Cat No. 391-100/SF), FR No.3 *Livingston Thompson* in traditional Ffestiniog lined maroon (391-103/SF) and as *Earl of Merioneth* in 1960s Ffestiniog Railway lined green (391-102/SF). An exclusive Bachmann Collector's Club special

completes the quartet as FR No.12 *David Lloyd George* in present-day Ffestiniog Railway lined red (391-100K/SF).

Detail and era-specific differences between locomotives will be incorporated covering open and enclosed cabs, spectacle shape, chimney style, side tank design, cab belly tank arrangement and handrail placement. Each model will be suitable for use on first radius curves and will also feature a coreless twin-shaft motor, twin flywheels, all-wheel pick-up and drive, Next18 Digital Command Control (DCC) decoder socket and factory-fitted speaker and will be offered in DCC ready and DCC sound-fitted formats (see table 2 for more information).

Prices are set at £234.95 DCC ready and £334.95 DCC sound fitted, with delivery expected during November (see full review on pages 70-73, this issue).

BACHMANN

Bachmann Branchline's 'OO' gauge LMS Ivatt '2MT' 2-6-2T is set to appear as 1205 in LMS black (31-442) and 41227 in British Railways lined black (31-443) – the



Below: Bachmann has added an extra version of its soon-to-appear all-new 'OO' gauge VEA box van in BR Railfreight red and grey.

Above: Bachmann's latest generation 'OO' gauge LMS Ivatt '2MT' appears as 1205 in LMS black for its latest outing.



Three standard Double Fairlie releases are planned, plus an exclusive edition for Bachmann Collectors Club members as FR No.12 *David Lloyd George* in present-day Ffestiniog Railway lined red.

Bachmann winter plans



Bachmann has unveiled a newly-tooled 'OO9' Ffestiniog Railway Double Fairlie 0-4-0+0-4-0T steam locomotive, heading its next batch of quarterly model announcements.



Bachmann's Graham Farish 'N' gauge Class 03 shunter also gains a new 6-pin DCC decoder socket and will appear in three colour schemes, including British Industrial Sands white.

TABLE 1 - BACHMANN 'OO' LOCOMOTIVES AND ROLLING STOCK WINTER 2021

DESCRIPTION	CAT NO.	PRICE
LMS Ivatt '2MT' 2-6-2T 1205, LMS black	31-442	£164.95
LMS Ivatt '2MT' 2-6-2T 41227, British Railways lined black	31-443	£164.95
Class 90 90041, Freightliner green	32-612A	£229.95
Class 90 90041, Freightliner green (sound-fitted)	32-612ASF	£329.95
Class 90 90026, BR InterCity (Mainline)	32-613	£229.95
Class 90 90026, BR InterCity (Mainline) (sound-fitted)	32-613SF	£329.95
Class 90 90004, City of Glasgow, Virgin Trains livery	32-615	£229.95
Class 90 90004, City of Glasgow, Virgin Trains livery (sound-fitted)	32-615SF	£329.95
Class 90 90048, Freightliner grey (weathered)	32-620	£229.95
Class 90 90048, Freightliner grey (weathered/sound-fitted)	32-620SF	£329.95
Class 150/1 150133, BR Regional Railways GMPTE livery	32-930	£294.95
Class 150/1 150133, BR Regional Railways GMPTE livery (sound-fitted)	32-930SF	£394.95
Class 150/2 150247, BR Provincial (Sprinter)	32-942	£294.95
Class 150/2 150247, BR Provincial (Sprinter) (sound-fitted)	32-942SF	£394.95
Midland 20ton brake van, LMS grey	38-552B	£36.95
BR 12ton shock van, BR bauxite (late)	37-905	£26.95
BRVEA van, BR Railfreight red and grey	38-883	£39.95

TABLE 2 - BACHMANN 'OO9' LOCOMOTIVES - ALL-NEW TOOLING

DESCRIPTION	CAT NO.	PRICE
Ffestiniog Railway Double Fairlie <i>Merddin Emrys</i> , FR lined green	391-100	£234.95
Ffestiniog Railway Double Fairlie <i>Merddin Emrys</i> , FR lined green (sound fitted)	391-100SF	£334.95
Ffestiniog Railway Double Fairlie <i>Earl of Merioneth</i> , FR lined green	391-102	£234.95
Ffestiniog Railway Double Fairlie <i>Earl of Merioneth</i> , FR lined green (sound-fitted)	391-102SF	£334.95
Ffestiniog Railway Double Fairlie <i>Livingston Thompson</i> , FR lined maroon	391-103	£234.95
Ffestiniog Railway Double Fairlie <i>Livingston Thompson</i> , FR lined maroon (sound-fitted)	391-103SF	£334.95
Ffestiniog Railway Double Fairlie <i>David Lloyd George</i> , FR lined red (BCC exclusive)	391-100K	£234.95
Ffestiniog Railway Double Fairlie <i>David Lloyd George</i> , FR lined red (sound-fitted) (BCC exclusive)	391-100KSF	£334.95

NOTE: BCC - Bachmann Collectors Club



The Graham Farish 'N' gauge Class 04 makes a return to the range with new 6-pin DCC decoder socket. This is 11219 in BR black with early crests.

first time these liveries have been carried on the latest generation model, while the company's BR Class 90 electric is re-issued as 90026 in BR InterCity (Mainline) colours (32-613/SF), 90004 *City of Glasgow* in Virgin Trains livery (32-615/SF), 90048 in weathered Freightliner grey (32-620/SF) and 90041 in Freightliner green (32-612A/SF).

Each Class 90 will feature prototypical detail differences to buffers, horn grille arrangements, battery box configurations, TDM cable mountings and more. Each will be offered DCC ready and DCC sound fitted, while a new DCC decoder for these all-new Class 90 models has also been added to the range (36-569A) to suit the new servo motor used to operate the working pantograph.

Two new 'OO' gauge Class 150 DMUs have also been added and will appear as 150133 in Regional Railways branded Greater Manchester Passenger Transport Executive (GMPTE) livery (32-930/SF) and 150247 in Provincial colours (32-942/SF) – this latter model also featuring the as-built window within the cab vestibule door for the first time. Each will be available DCC ready or DCC sound-fitted.

Completing the 'OO' gauge new releases are a BR 12ton shock van in BR bauxite (37-905), Midland 20ton brake van in LMS grey (38-552B) and an extra newly-tooled BR VEA van in BR Railfreight red and grey (38-883) to accompany the previously-announced all-new models, due shortly (see table 1 for more details).

GRAHAM FARISH

Bachmann's 'N' gauge Graham Farish Class 03 and 04 diesel shunters receive six-pin DCC decoder sockets for the first time, with three Class 03s planned as D2028 in BR green with 'wasp stripes' (371-061A), 03026 in BR blue with 'wasp stripes' (371-062A) and former D2054 in British Industrial Sand white with 'wasp stripes' (371-065), together with

Bachmann has added more 'OO' gauge Class 90s to its release schedule including 90004 *City of Glasgow* in Virgin Trains livery.



three Class 04s as 11219 in BR black with early crests (371-052A), D2225 in BR green (371-055) and D2289 in BR blue with 'wasp stripes' (371-051D). A new micro six-pin DCC decoder has been produced specifically for these locomotives, which also features button-operated brake function (36-571).

Further 'N' gauge multiple units have also been added to the range with Class 150 150133 in BR Regional Railways GMPTE colours in DCC ready and DCC sound-fitted forms (371-336/SF) and a DCC sound-fitted Class 101 (E56379/E51221) in BR green with 'speed whiskers' (371-508SF), which joins the previously-announced DCC ready version due this winter.

Finally, the Graham Farish 'N' gauge BR Mk 2 Tourist Standard Open (TSO) appears in the distinctive red and grey colour scheme of BR's Railway Technical Centre (374-713) – see table 3 for further details on this quarter's Graham Farish plans.

EFE RAIL

Bachmann's EFE Rail range also receives a boost with the addition of new 'OO' gauge BR SPA steel plate wagons, utilising tooling from the Kernow Model Rail Centre range. Available in air-braked SPA and SEA forms, 13 different models in pristine and weathered conditions are planned.

Liveries include BR Railfreight red, BR civil engineers' 'Dutch' yellow and grey, Railfreight Metals Sector livery, EWS maroon, DB Schenker and Network Rail yellow. They will be available open and hooded.

EFE Rail's 'OO' gauge motorised London Transport 1938 four-car tube stock is also set to appear this winter. These eagerly-awaited Underground units now feature a coreless motor, PluX22 DCC decoder socket and all-wheel pick-ups in each driving car, together with detailed, illuminated interiors (see table 4 for more information).

SCENECRAFT

Completing the new winter announcements, Bachmann's Scenecraft range is bolstered with new buildings and accessories for 'OO', 'OO9', 'N' and 'O'. Amongst the all-new 'OO' items are a vintage holiday coach in green and white (44-0150G) and red and white (44-0150R), a seaside cafe (44-0152) and lifeguard's hut (44-0153). A slate worker's cottage suitable for 'OO' and 'OO9' also features (44-0108), as does a slate-built engine shed for 'OO9' (44-0101). Further low-relief buildings are also due.

Amongst the new 'N' gauge Scenecraft additions are a Western parachute water tower (42-0064), Great Central water tower (42-186), shunter's mess (42-139) and fuel point pump house (42-128), while the 'O' gauge collection sees a new sectional lineside hut (47-036) added (see table 5 for a full listing of planned new Bachmann Scenecraft releases).

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



The 'OO' Class 150/2 DMU is set to appear as 150247 in Provincial livery with original window panels in the cab front vestibule doors for the first time.



Above: Bachmann's 'OO' EFE Rail range is set to be bolstered with new BR SPA and SEA air-braked steel wagons, with and without hoods.



Left: Bachmann's 'OO' Class 150/1 DMU will display Regional Railways branded Greater Manchester Passenger Transport Executive (GMPT) colours as 150133.



Above: For test train modellers, the Graham Farish 'N' gauge BR Mk 2 TSO will appear as RDB 977470 in Railway Technical Centre (RTC) grey and red.

Right: 90048 is set to appear in Freightliner grey with a weathered finish.



TABLE 3 – GRAHAM FARISH 'N' LOCOMOTIVES AND ROLLING STOCK WINTER 2021

DESCRIPTION	CAT NO.	PRICE
Class 03 D2028, BR green with 'wasp stripes'	371-061A	£129.95
Class 03 03026, BR blue with 'wasp stripes'	371-062A	£129.95
Class 03 (D2054), British Industrial Sand white	371-065	£139.95
Class 04 11219, BR black with early crests	371-052A	£129.95
Class 04 D2225, BR green with late crests	371-055	£129.95
Class 04 D2289, BR blue with 'wasp stripes'	371-051D	£129.95
Class 101 two car DMU, BR green with 'speed whiskers' (sound-fitted)	371-508SF	£309.95
Class 150/1 150133, BR Regional Railways GMPT livery	371-336	£239.95
Class 150/1 150133, BR Regional Railways GMPT livery (sound-fitted)	371-336SF	£339.95
BR Mk 2 TSO RDB977470, Railway Technical Centre red/grey	374-713	£44.95

TABLE 4 – EFE RAIL 'OO' LOCOMOTIVES AND ROLLING STOCK WINTER 2021

DESCRIPTION	CAT NO.	PRICE
London Underground 1938 Tube Stock, London Transport (motorised)	E99939	£349.95
BR SPA steel plate wagon, BR Railfreight red	E87034	£39.95
BR SPA steel plate wagon, Network Rail yellow	E87035	£39.95
BR ZAA 'Pike' open wagon, BR civil engineers yellow/grey	E87036	£39.95
BR SPA steel plate wagon, BR Railfreight Metals Sector	E87037	£39.95
BR SPA steel plate wagon, EWS maroon (weathered)	E87038	£42.95
BR SPA steel plate wagon, Network Rail yellow (weathered)	E87039	£42.95
BR ZAA 'Pike' open wagon, BR civil engineers yellow/grey (weathered)	E87040	£42.95
BR SPA steel plate wagon, DB Schenker (ex EWS) (weathered)	E87041	£42.95
BR SEA steel wagon with hood (original), BR Railfreight red	E87042	£47.95
BR SEA steel wagon with hood (Cardiff Rod Mill), BR Railfreight red	E87043	£47.95
BR SEA steel wagon with hood (revised), BR Railfreight red	E87044	£47.95
BR SEA with hood (Cardiff Rod Mill), BR Railfreight red (weathered)	E87045	£49.95
BR SEA wagon with hood (revised), BR Railfreight Metals sector	E87046	£47.95

TABLE 5 – BACHMANN SCENECRAFT NEW RELEASES WINTER 2021

DESCRIPTION	SCALE	CAT NO.	PRICE
Parachute water tower	2mm	42-0064	£34.95
Nissen hut	2mm	42-100	£15.95
Fuelling point pump house	2mm	42-128	£29.95
Shunters' mess room	2mm	42-139	£43.95
Great Central water tower	2mm	42-186	£27.95
Modern toilet (x2)	2mm	42-513	£19.95
Lineside cabinets (x4)	2mm	42-560	£9.95
Concrete bus shelter	2mm	42-593	£10.95
Small kiosk	2mm	42-596	£9.95
Coach washing plant	4mm	44-002	£49.95
Narrow-gauge slate-built engine shed	4mm (OO9)	44-0101	£49.95
Narrow-gauge slate worker's cottage	4mm	44-0108	£25.95
Wigmore Halt	4mm	44-0136	£25.95
Holiday coach (green and white)	4mm	44-0150G	£39.95
Holiday coach (red and white)	4mm	44-0150R	£39.95
Seaside cafe	4mm	44-0152	£34.95
Lifeguard hut	4mm	44-0153	£14.95
Low-relief bonded warehouse	4mm	44-204	£69.95
Low-relief corner pub	4mm	44-206	£49.95
Low-relief butcher's shop	4mm	44-209	£34.95
Low-relief railway hotel	4mm	44-214	£64.95
Low relief cinema	4mm	44-215	£57.95
Low-relief three-storey city house	4mm	44-217	£39.95
Low-relief town garage	4mm	44-224	£34.95
Low-relief corner cafe	4mm	44-230	£29.95
Low-relief public convenience	4mm	44-234	£19.95
Low-relief greengrocers	4mm	44-253	£36.95
Four-lever open ground frame	4mm	44-575	£19.95
Sleeved street lamp posts (x4)	4mm	44-592	£16.95
Sectional lineside hut	7mm	47-036	£24.95

CHALDRONS PROGRESS



Accurascale's recently-announced 'OO' gauge Chaldron wagons have progressed to the decorated sample stage. This is P1 style Chaldron 6597 with North Eastern Railway lettering.



Accurascale's Chaldron wagons will be available in themed triple-packs, including ex-NER P1 style examples in Hetton Colliery Railway's scheme.



Stockton and Darlington style wooden-framed coal wagon 92 with Pontop & Jarrow Railway lettering.



Accurascale's extensive tooling suite will cater for detail differences between vehicles. This is a NER 4ton Londonderry Colliery wagon.

ACCURASCALE UK has received decorated samples of its forthcoming newly-tooled 'OO' gauge Chaldron wooden framed coal wagons.

First announced in late September, development work is now at an advanced stage with decorated samples arriving for assessment, including examples in North Eastern Railway, Hetton Colliery Railway,

Pontop & Jarrow Railway and Seaham Dock Company schemes.

These tiny wagons feature a die-cast metal chassis, five different body styles, three styles of wheels and magnetic prototypical cotter

pin couplings.

Priced at £44.99 per themed triple pack, release is currently anticipated during the second quarter of 2022.

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

Train-Tech Transfer

Gaugemaster Controls has purchased the Train-Tech business from DCP Microdevelopments Limited.

Train-Tech was launched by DCP Managing Director David Palmer in 2012, introducing innovative technology to a range of electronic model railway accessories including DCC-fitted signals, automatic sensor signals, smart screen animated displays, SFX+ sound capsules, illuminated signs and more. The range now extends to more than 250 products.

Reflecting on the deal, David, who together with wife Tammy was a regular exhibitors at shows around the country, said: "Train-Tech has been a wonderful and

exciting business to develop. Through it we've met many wonderful people and hopefully helped inspire and bring layouts to life with our ideas and determination to design products which use technology to make them easy for people to use."

Gaugemaster Managing Director Ian Fowler added: "We are thrilled to be able to add Train-Tech to our portfolio of brands particularly as it's such a perfect fit for us on so many levels.

We are looking forward to showing you all the new products we have already been working on together prior to the formal coming together of both



Train-Tech's founders David and Tammy Palmer. Train-Tech has recently been acquired by Gaugemaster.

businesses."

The formal handover of business took place in early November, with Gaugemaster

taking over direct support and sales of the Train-Tech range.

● For more details visit www.gaugemasterretail.com

Squires acquires Green Scene

Squires Model and Craft Tools has acquired scenic materials manufacturer and supplier Green Scene from owner John Lloyd, who has decided to retire after 34 years developing the business.

John, a regular on the model railway exhibition circuit, said of the sale: "Pat and I have enjoyed developing the unique

manufacturing processes employed in Green Scene and thoroughly enjoyed meeting so many customers over the years, many of whom have become friends as well as loyal customers of Green Scene. I am delighted that Roger has purchased Green Scene, who I know will uphold the quality of manufacture and service

that has been at the very core of Green Scene."

Roger Lewis of Squires Model and Craft Tools added: "Having been a previous stockist of Green Scene, we know the quality and popularity of the products. We are truly proud that John has entrusted us with Green Scene and looking forward to working

with him to ensure continuity and quality is maintained."

The formal handover of the business is expected to take place in late February 2022, following Green Scene's appearance at the planned Model Rail Scotland exhibition in Glasgow.

● Visit www.green-scenes.co.uk for more information.

Green Scene and its range of scenic materials, including static grass, has been acquired by Squires Model and Craft Tools.



'OO' Stobart Rail '92' for KMRC

Kernow Model Rail Centre (KMRC) has teamed up with Accurascale for an exclusive special edition of its forthcoming newly-tooled 'OO' gauge Class 92 dual-voltage electric as 92017 *Bart the Engine* in Stobart Rail livery.

92017's distinctive colour scheme and name were applied to the prototype in October 2009.

Accurascale's all-new 'OO' gauge model is set to feature a heavy die-cast chassis, five-pole motor, twin flywheels, 21-pin Digital



Kernow Model Centre has commissioned an exclusive 'OO' gauge model of Accurascale's forthcoming Class 92 in Stobart Rail livery.



Kernow Model Rail Centre's 'OO' gauge exclusive model of 92017 *Bart the Engine* in Stobart Rail livery is due for release in 2022.

Command Control (DCC) decoder socket, all-wheel drive and pick-up, dual motorised pantographs, sprung buffers, separately applied etched metal detailing, directional lights with day and night-time modes, cab interior lighting and illuminated driver's console.

Pre-orders are being accepted now, priced at £189.99 for DCC ready models and £289.99 for DCC sound-fitted examples. Models are due for release in 2022.

● For more information visit www.kernowmodelrailcentre.com

TTA TANKS NEXT IN 'O' FOR DAPOL



Above: Dapol is to produce 45ton TTA monobloc tank wagons as its next 'O' gauge project.

DAPOL IS PRODUCING a series of all-new 'O' gauge TTA tank wagons. First introduced in the early 1960s, a large number of these distinctive monobloc tank wagons were built to modernise the transportation of liquid petroleum and chemical products including aviation fuel, bitumen, diesel, gas oil, petrol, liquified petroleum gas and more. They were subsequently designated TTA (plus variants) under TOPS in the 1970s.

Dapol's tooling suite will cater for modifications and variations to the fleet through the years, with examples appearing in 45ton Class A and Class B forms initially. Further variants will be introduced later.

Already at the first Engineering Prototype (EP) sample stage, the manufacturer's specification for these newly-tooled wagons includes a weighted tank barrel, compensated chassis, detailed underframe, separately applied etched metal handrails, walkways, ladders and steps, sprung metal buffers, metal Instanter couplings and three-hole disc wheels.

Eleven different models are planned for the first batch of models with a raft of liveries and identities planned covering BP,



Above: Dapol's extensive tooling suite for the all-new 'O' gauge models will allow for modelling detail variations between vehicles.

Esso, Gulf, LPL, Regent, Shell/BP, Shell Oils and Texaco colour schemes.

Once the EP samples have been assessed and any modifications made to the tooling, the models will progress to the decoration stage. Artwork is currently in progress.

Priced at £85 each, release is currently anticipated during the second quarter of 2022.

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

DAPOL NEW 'O' GAUGE 45TON TTA TANK WAGONS

DESCRIPTION	CAT NO.
45ton TTA tank BPO 37267, BP green (version 1)	7F-064-001
45ton TTA tank BPO 67695, BP grey (version 1)	7F-064-002
45ton TTA tank 512, Regent grey and red (version 1)	7F-064-003
45ton TTA tank 507, Shell BP grey and red (version 1)	7F-064-004
45ton TTA tank 65908, Shell Oils dark grey/stripe (version 1)	7F-064-005
45ton TTA tank TEX 510, Texaco livery (version 1)	7F-064-006
45ton TTA tank BPO 67090, BP green (version 2)	7F-064-007
45ton TTA tank 65744, LPL maroon (version 2)	7F-064-008
45ton TTA tank 6102, Esso grey with red chassis (version 2)	7F-064-009
45ton TTA tank 56325, Esso grey with red chassis (version 2)	7F-064-010
45ton TTA tank GULF 54235, Gulf red and grey (version 2)	7F-064-011



Colour for air-piped brake vans

DAPOL has received decorated samples of its next batch of 'O' gauge BR 20ton brake vans which are set to represent vehicles in later life.

Amongst the first to arrive for evaluation are air-braked CAR B954768 in BR bauxite and yellow (Cat No. 7F-200-012), CAR B954561 in BR Railfreight red and grey (7F-200-015) and ZTO DB951767 in engineers' 'Dutch' grey and yellow (7F-200-014). Further earlier examples in BR grey and BR bauxite are also planned.

Representing Diagram 1/506 and 1/507 brake vans, these latest models will feature upgrades to the tooling including air-brake piping and roller-bearing axleboxes (as appropriate), together with sprung metal Oleo buffers.

As with Dapol's previous 'O' gauge BR 20ton brake vans, each also features a compensated die-cast chassis, sprung metal couplings, pinpoint brass bearings and die-cast wheels with steel tyres.

Priced at £84 each, release is expected in early 2022.

● Visit www.dapol.co.uk

Above: Dapol's next batch of 'O' gauge BR 20ton brake vans includes later liveried examples including BR Railfreight and 'Dutch' colour schemes.

Below: New bodyside air brake pipework is amongst the detail differences on these all-new 'O' gauge releases.



**FIRST
LOOK**

Dapol 'N' JHA hoppers



Dapol's newly-tooled 'N' gauge O&K 102tonne JHA hopper wagons have reached the first EP sample stage.

DAPOL has received the first Engineering Prototype (EP) samples of its newly-tooled 'N' gauge Orenstein & Koppel (O&K) 102tonne JHA hopper wagons (HM173) for evaluation.

Introduced in the late 1980s, these distinctive hopper wagons were used on Foster Yeoman aggregates traffic from the

Mendips and remain in traffic today.

As with the prototypes, Dapol's models will appear in outer and inner wagon formats. Outer wagons retain conventional buffer beam and drawgear at one end, while the inner wagons are fitted with inter-wagon buckeye couplings.

Each hopper wagon features a

die-cast metal chassis, separately fitted plastic and etched metal parts, profiled wheels, NEM coupler pockets and a specially-designed NEM-compatible dummy buckeye coupling bar for close-coupling between wagons. Outer wagons feature standard Rapido couplings in coupler pockets at one end, together with buffers and removable (non-

functioning) tail lamp.

Ten different wagons are planned initially – four outers and six inners – split between original and later Foster Yeoman colour schemes.

Priced at £39.95 each, release is scheduled during the second half of 2022.

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

HELJAN UPDATE



Heljan's newly-tooled 'O' gauge Class 56 diesel is due shortly. This is 56110 Croft in Railfreight Construction livery.

HELJAN HAS CONFIRMED that its forthcoming newly-tooled 'O' gauge BR Class 56 Co-Co diesel is now en-route to the UK and due to arrive with stockists shortly.

Ten standard releases plus a limited edition model are expected in the first batch with a selection of unnumbered locomotives including BR blue, BR large logo blue, Railfreight grey, Loadhaul and more. In addition there are numbered examples in Railfreight sector liveries and BR blue engines.

Further batches of Heljan's popular Class 50s and Class 37/4s are now due in 2022, arriving in January and March respectively.

The company's 'OO' gauge release schedule continues with a list of new releases expected in early 2022 including the newly-tooled Class 86/4 electrics and another



Heljan's improved 'OO' gauge Gresley 'O2' 2-8-0s are now due for release in June 2022.

batch of Class 07 diesel shunters during January, together with the second batch of Class 25s in February.

Heljan's newly-tooled 'OO' gauge Class 45 1Co-Co1 diesels are now expected during the second quarter of 2022, while the all-new 'OO' Class 47 is anticipated for release in mid-2022. New versions

of the Gresley 'O2' 2-8-0s are now planned to arrive during June 2022, followed by a new batch of Waggon und Maschinenbau (W&M) railbuses the following month.

Heljan's 'O' gauge Class 117, 121 and 122 Diesel Multiple Units and railcars are expected in mid-2022, while the 'O' gauge BR Mk 2

carriages are anticipated in the third quarter of the year.

Finally, Heljan's new 2022 catalogue was set to be launched in early December with a selection of new 'OO' and 'O' gauge releases planned for the new year.

● **Keep up-to-date at**
www.keymodelworld.com
for all the details.

ACCURASCALE ADDS WCR MK 2BS



Accurascale has added a pair of West Coast Railways BR Mk 2b TSOs to its 'OO' gauge release schedule.

ACCURASCALE has added a pair of West Coast Railways (WCR) liveried Tourist Standard Opens (TSO) to the release schedule for its newly-tooled 'OO' gauge

BR Mk 2b carriages (HM172).

The coaches will model TSOs 5478 and 5487, reflecting vehicles used in present-day railtour formations.

Accurascale's new Mk 2b carriages are expected during the third

quarter of 2022 and will feature interior lighting with stay-alive function, etched metal parts and many separately fitted parts. Three main body types are planned with Corridor Brake First (BFK), Corridor

First (FK) and TSO vehicles currently in development.

Priced at £59.95, they are available to order now from Accurascale stockists or through the website.

● **Visit** www.accurascale.co.uk

Heljan reveals 'O' gauge CCT artwork



Heljan's 'O' gauge BR Mk 1 CCT will be available in a selection of liveries and identities, including M94799 in weathered BR lined maroon (Cat No. 9406).

HELJAN HAS REVEALED artwork for its forthcoming 'O' gauge BR Mk 1 Covered Carriage Trucks (CCTs).

BR built more than 800 general purpose Mk 1 CCTs between 1959 and 1961. They were initially intended for transporting motor vehicles, although this gave way to newspaper, mail and parcels traffic from the mid-1960s and continued into the 1980s.

Nine models are planned, with a selection of pristine and weathered examples in numbered and un-numbered form, reflecting the various colour schemes covered by the prototypes including BR maroon (lined and unlined), BR blue, BR blue (Red Star Parcels), BR blue (Express Parcels), Departmental olive green, Breakdown Train yellow and Tartan Arrow red and white (see table for more details).

These all-new models will feature separately fitted parts



The new BR Mk 1 CCT will also be available without running numbers, such as this BR blue example (9402).

The colourful Tartan Arrow express parcels livery (9408) will also appear on the new 'O' gauge BR Mk 1 CCTs.

HELJAN 'O' GAUGE BR MK 1 COVERED CARRIAGE TRUCKS (CCTs)

DESCRIPTION	CAT NO.
BR Mk 1 CCT, BR lined maroon, unnumbered	9400
BR Mk 1 CCT, BR unlined maroon, unnumbered	9401
BR Mk 1 CCT, BR blue, unnumbered	9402
BR Mk 1 NPV, BR blue (Red Star Parcels) M94173	9403
BR Mk 1 QOX, BR Breakdown Train (re-railing equipment) yellow, ADB 977076	9404
BR Mk 1 QPV, BR departmental olive green, ADB977019	9405
BR Mk 1 CCT, BR lined maroon, M94799 (weathered)	9406
BR Mk 1 NPV, BR blue (Express Parcels), W94476 (weathered)	9407
BR Mk 1 CCT, Tartan Arrow red and white, M94170	9408

on the body and underframe, compensated axles, turned metal wheels, sprung buffers, working screw-link couplings, flush glazing and fine wire handrails.

Priced at £179 for pristine models and £199 for weathered examples, release is expected during 2022.

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

EXCLUSIVE HUNSLET FOR HARDY'S HOBBIES

HARDY'S Hobbies has commissioned an exclusive model of Rapido Trains UK's newly-tooled 'OO' gauge Hunslet 16in 0-6-0ST, as Works No.1982 Ring Haw (Cat No. RT-HH01) in Nassington lined green.

Built in 1940 by the Hunslet Engine Company in Leeds, No. 1982 was destined for Nassington Ironstone Quarries in Northamptonshire, where it remained until the quarries' closure in 1970. It then moved to the North Norfolk Railway where it is still based today, now owned by the



Hardy's Hobbies has commissioned an exclusive model of Rapido Trains UK's forthcoming 'OO' gauge Hunslet 16in 0-6-0ST as Works No.1982 Ring Haw in Nassington lined green.

Midland and Great Northern Joint Railway Society (M&GNJRS). Hardy's Hobbies' exclusive 'OO'

gauge Hunslet saddle tank will utilise Rapido Trains UK's all-new model which is set to feature a die-

cast metal chassis, high quality motor, Next 18 Digital Command Control (DCC) decoder socket and sprung metal buffers.

100 certificated models will be available exclusively from Hardy's Hobbies which will also include a bespoke driver and fireman, plus small bag of coal for the locomotive's bunker. A further 25 models are also being donated to the M&GNJRS by Rapido Trains UK, towards the locomotive's overhaul.

Priced at £134.95 DCC ready, release is due in 2022.

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

COMPETITION WINNERS

● Congratulations to the winners of *Hornby Magazine's* recent competitions. The winners are: David Mollard from

Northallerton (HM166), John Stenhouse from Dundee and Edward Keep from Nottingham (HM168), Tony Waterton from Leicester

(HM169), Stephen Costa from Redruth (HM170) and Ross Kennedy from New Malden (HM171).



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The Class 92 is a dual-voltage electric locomotive capable of running on 25kV AC from overhead lines via pantograph, or 750V DC from a third rail. It was designed specifically for operation through the Channel Tunnel between Britain and France. Since then, they have spread their wings, operating across the electrified sections of the national network and even to Eastern Europe.

We are producing a range of these elegant locomotives in OO/4mm scale, spanning the locomotives' lifespan to date, including the latest Caledonian Sleeper colour scheme, for which we are also manufacturing the new Caledonian Mk5 Coaches.

Models will feature dual motorised pantographs, a wealth of separate detail, running on a heavy die-cast metal chassis, powerbank capacitors, with availability in both DC/DCC Ready and DCC Sound Fitted formats, the latter including a twin speaker set up including an EM1 style 'Accurathrash' speaker, and ESU Loksound 5 digital decoder.

Due Q3 2022, our locomotives will be available and ready to perform from Q3 2022. Pre-order direct from Accurascale's website today www.accurascale.co.uk



The Class 92s to be released are:

92 001 EWS, Victor Hugo
92 003 Railfreight, Beethoven
92 009 DB Schenker, Marco Polo
92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht

92 038 Caledonian Sleeper
92 042 DB Schenker
92 043 Euro Porte 2, Debussy

Retailer commissioned locomotives will also be available. These are; **92 015**, **92 017** and **92 023**.

1:76/4mm scale, OO gauge

Available Q3 2022

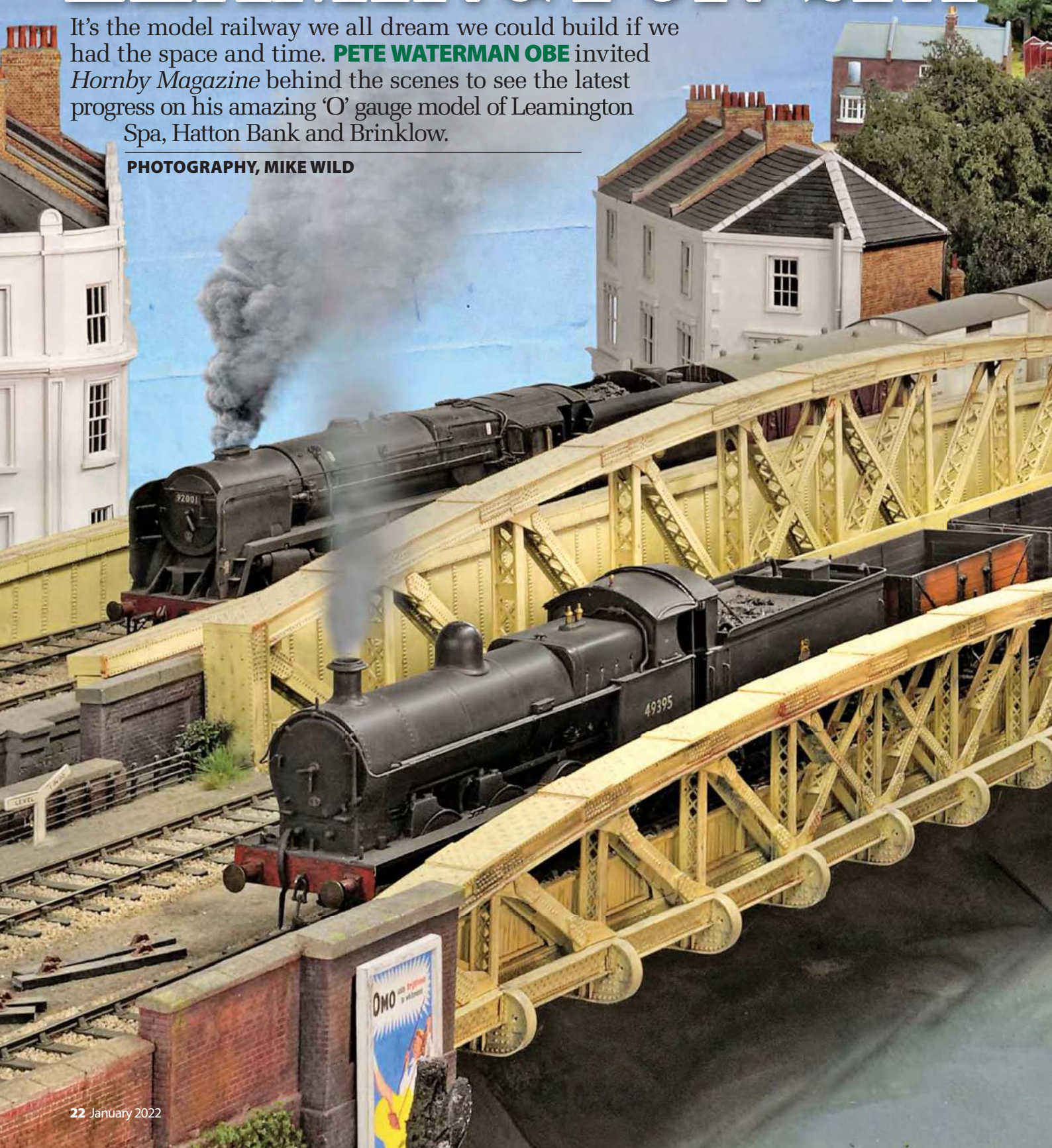
£179.00 DC/DCC ready, £279.00 DCC sound



Pete Waterman's LEAMINGTON SPA

It's the model railway we all dream we could build if we had the space and time. **PETE WATERMAN OBE** invited *Hornby Magazine* behind the scenes to see the latest progress on his amazing 'O' gauge model of Leamington Spa, Hatton Bank and Brinklow.

PHOTOGRAPHY, MIKE WILD



GAUGE
'O', 32mmSCALE
7mm: 1ftSIZE
85ft x 45ftREGION
WESTERN/MIDLANDPERIOD
1950s-1960sCONTROL
DCC, MERG

THE QUESTION THAT MOST people ask is why I chose Leamington Spa? And it's a good question. I was born in Coventry and grew up there. I was bitten by the GWR bug very early on. I was taken by my mum and Auntie Ginnie to see my Uncle Ernie who used to go fishing every Tuesday on

the River Leam and they would let me sit at the station trainspotting until they picked me up later - you could do this back then. My mum would have been locked up if it was today. All it took was a mixed traffic black lined 'Hall' with red name and number plates, shining copper and brass to set me on a lifelong mission of modelling everything Great Western.

When we started Leamington, which by the way was 20 years ago next year, the aim was to do something new in 7mm as we were all experienced modellers. The space that we had was quite unique. The planning was left for me to do and after a session of kicking ideas around I came up with the answer - Leamington Spa. Leamington Spa in the period that we »



'Super D' 0-8-0 49395 leads a long rake of empty wooden and steel bodied four-wheel coal wagons towards Leamington Spa on the Western Region route as BR '9F' 2-10-0 92001 runs parallel with a fast fish train on Midland metals. In the distance is Leamington shed with the link line between the two routes at the centre.



At Leamington Spa shed GWR '74XX' 0-6-0PT 7427 is readied for departure with an engineering train while the yard is busy tending to steam and diesel traction.



were modelling had two stations - in fact it had three, but that was just too confusing, so we went with General ex-GWR and Avenue ex-LNWR. They were on the edge of the town and both sections of track were elevated through the town centre, which for me was an ideal location as it meant the railway went in front and behind buildings, therefore blocking one's view of the trains, Just Like The Real Thing, as it were! It also meant that we could split the tracks on the other side of the layout so that the guys who did not wish to see the GWR's splendour could just have an LMS layout on the West Coast Main Line at Brinklow. On the other side we built our now famous Hatton Bank stretch or rural main line which covers more than 50ft on its own.

GAUGING CHOICE

So off we went. We looked at the scale, as at this point we had no rolling stock.

“All it took was a mixed traffic black lined ‘Hall’ with red name and number plates, shining copper and brass to set me on a lifelong mission of modelling everything Great Western.”

PETE WATERMAN OBE

I had a large selection of 10mm (Gauge 1) models, which we did look at, but it really didn't work and I wanted more detail than in 4mm:1ft scale. Two of the guys had some 7mm stuff so after a few beers, ‘O’ gauge it was.

It was a big task from the outset so we had to do a lot of planning. This is where technology kicked in. I had lots of high-tech stuff at the time in my studios and my railway business. This meant we could do all the track work in CAD and then make it fit the boards, or was it the

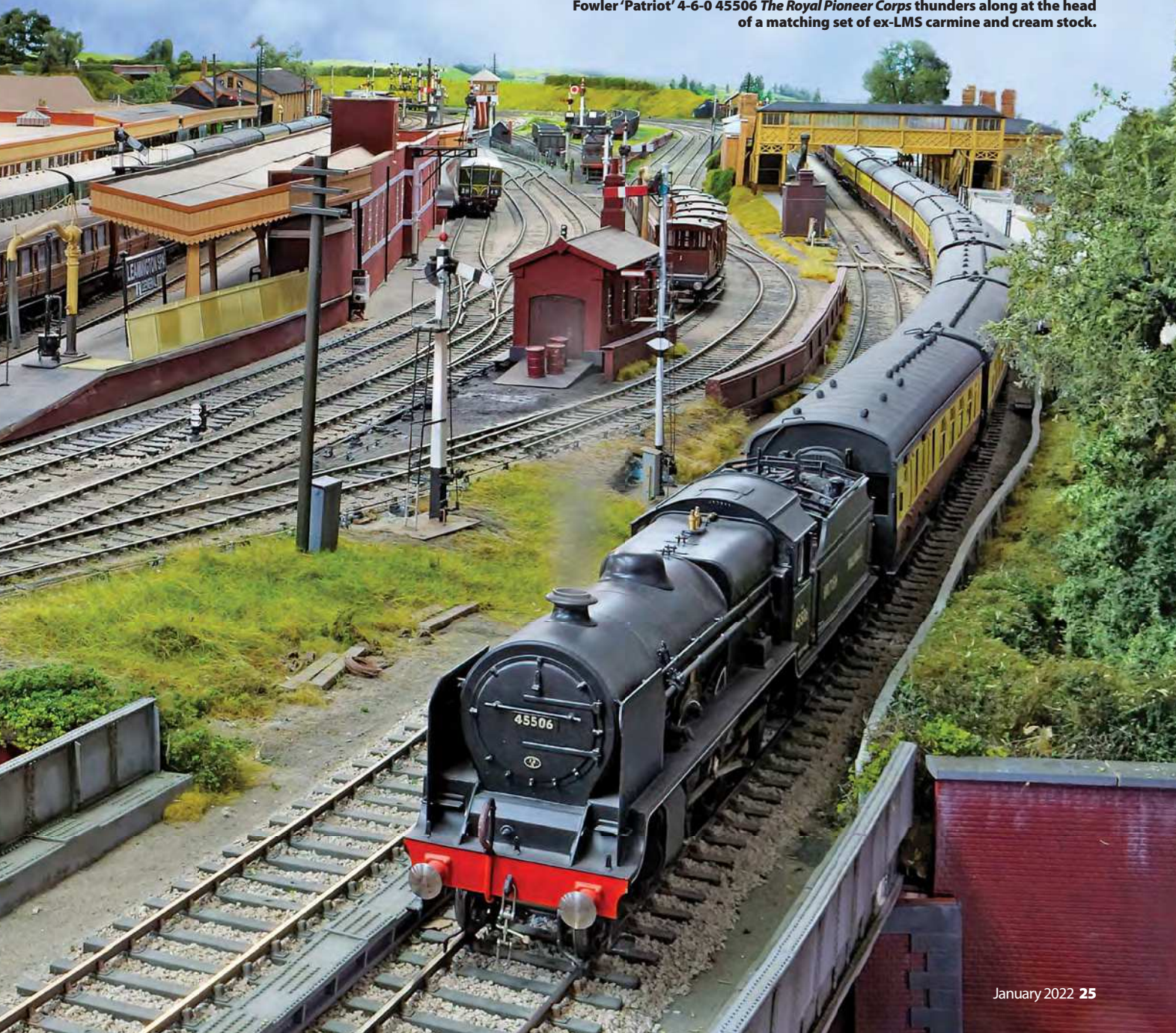
other way round?

The one thing on my mind was scale - not the feet and inches type, but the overall scale. What did it feel like, did it balance? Having spent over half of my working life in film and television studios I knew that if it looked right then it is right. You must trick the eye into seeing one thing but making it believe it's something else - it's called false perspective.

From day one I was given two great sets of plans. One was the full rating plan for the railway of 1954 which covered the »



With Leamington Spa General on the left and Avenue on the right, Collett 'King' 4-6-0 6006 King George I cruises through the centre roads with a rake of ex-LNER teak bodied corridor stock while early British Railways lined black Fowler 'Patriot' 4-6-0 45506 The Royal Pioneer Corps thunders along at the head of a matching set of ex-LMS carmine and cream stock.





The street scenes are the latest areas of Leamington Spa to receive attention from Pete and his modelling team. Detailing continues to enhance these scenes for even greater realism.

whole layout about to be modelled, and a full set of drawings for the General and Avenue stations. The Avenue plans were fantastic and still on cloth and hand shaded.

I decided from day one that the station buildings had to be scale so as to achieve my false perspective. I had a very large laser cutting machine, which made it very easy to make these fantastic buildings, once the design was done. The first problem was that the team that did this were not modellers, so there was no false perspective! It's all very well having every rafter and every tile in the right place, but if it doesn't look right then what is the point? This all meant we had to remake a lot of the station as we built it, which sort of defeated the point of using CAD. However, we decided to teach ourselves to use CAD which changed everything.

We had made the decision to use Digital Command Control (DCC) from the start. The fact was that DCC did not do what it was claimed to do. So that was our first task. What do I mean by that? There is no feedback on DCC. If you change a point and it shows you it's changed, it does not actually mean it has, and that is a problem



- a safety critical one – especially on a model railway the size of Leamington Spa. In total it measures 85ft x 45ft and areas of the railway are completely out of sight to operators in certain positions.

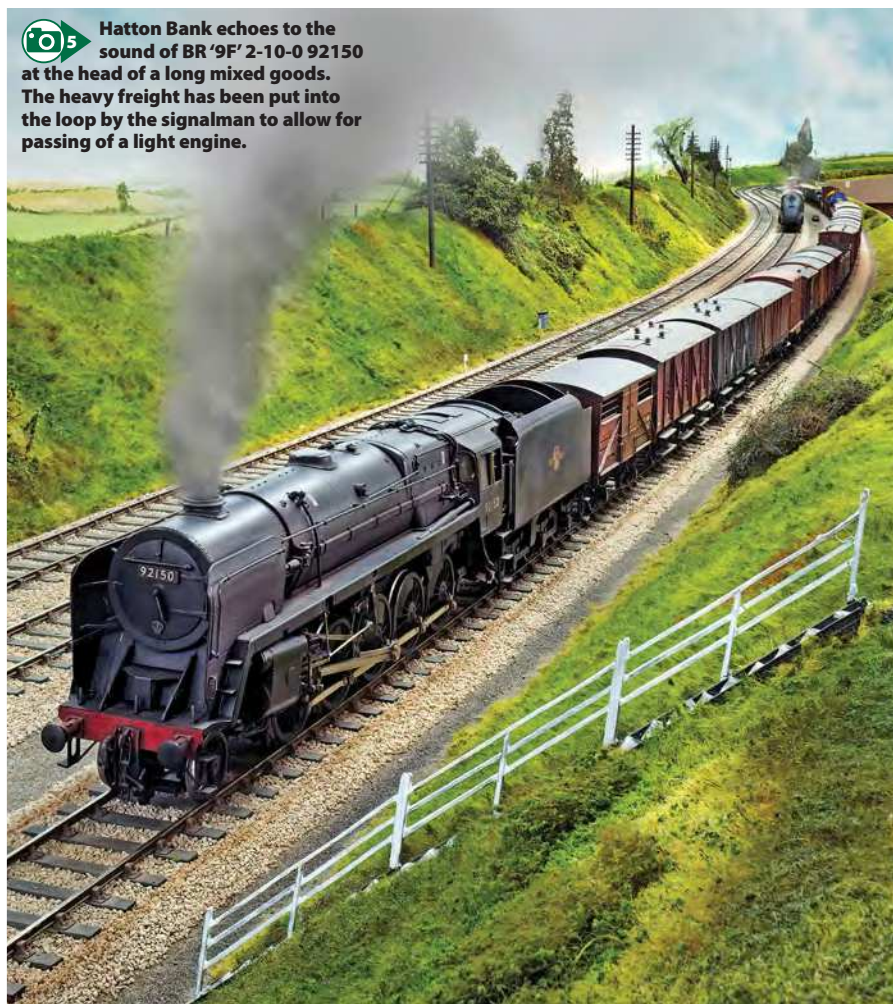
The real railway cannot operate with safety critical problems. It needs confirmation that an action has been completed successfully - that the point has changed and is locked in the new position. It sounds easy now 20 years later but it wasn't back then. Another problem we had to solve was that there were still more

analogue than DCC locomotives which visited the layout, so we had to have a way of switching one circuit to analogue while the rest still used DCC. Oh how things have changed - it's very rare now that we use that facility.

At this point, let me just say that the key factor I had which was critical in all we did or were trying to do, were the members of the Manchester Model Railway Club who were all part of our original team - and what a team they were! They had been there, done that, got the t-shirt and moved on.



Hatton Bank echoes to the sound of BR '9F' 2-10-0 92150 at the head of a long mixed goods. The heavy freight has been put into the loop by the signalman to allow for passing of a light engine.



THROUGH THE TOWN

My aim was to create a slice of railway through a town in the 1950s to show younger visitors what it was like back then, not just railway wise but the wider scene. At first the priority was to get the railway running properly which meant we could be sure that when we switched it on everything worked, stayed on the track, and we could take for granted that it would run. So far so good.

At this point I have to point out that the track we are talking about is well over 1,000ft long in total around all the circuits, in constant use plus there is about the same amount of track in crossovers and sidings. How do you keep 2,000ft of track clean? It may sound like heresy, but you don't. You can't. It's actually worse because you have locomotive, wagon and carriage wheels in the thousands to keep clean. My advice? Forget it: you are never going to keep up with the task and still enjoy what you've built. So from day one we had an only clean when you need to attitude to the problem. If it's working, let it! We do some things that you should never really do in your modelling room, like spraying. I know I shouldn't but sometimes it's the only way to get it done.

Lockdown in March 2020 was perfect timing for us as it meant that we could work safe from home! We could work seven days a week in isolation. This meant I could really get stuck in to the »



6 All of the signals are fully operational and built to replicate the real location in exacting detail. GWR 'Hall' 4904 Binnegar Hall is ready to depart with an inter-regional working formed of Maunsell stock.

7 Double-headed 'Castles' led by 7026 Tenby Castle blast out of Hatton Tunnel heading for Leamington Spa with a rake of ex-GWR carmine and cream carriages. This scene has become an iconic image of Pete Waterman's 'O' gauge layout.



main task that was left - the town centre. I had the rating plans and I had over the years taken hundreds of photographs all around the station and town so I had a good idea what the task was. I then started to use the website Britain From Above. This site has aerial photographs taken of the whole of Britain from about 1920 to the early 1950s. With this site I was able with all my photographs to start to build the town.

At first I started with the shells to see how they fitted in to the space I had, always asking whether it looked right. A lot of the time I was having to work out the scale of the buildings for the false perspective. This, I have to say, is a lot harder than it sounds and sometimes meant I built some structures two or three times, much to the annoyance of the CAD team. All this is best shown in the goods shed. Like all of us, I had bought a shed that sort of fitted the bill and had been in place for years. Nobody had said anything that bad or even pointed out it was from the wrong railway company, but this is



2020 saw replacement of the original goods shed model with this much more imposing new structure. The baseboard was expanded to make way for the building.



where false perspective comes in to its own. Let me explain.

If you stand back from something and

look at it as an overall picture you see it balances out. Even small gaps become important, so if small gaps are important >>



Brinklow at sunset:
Stanier '8F' 2-8-0 48016
has charge of a long rake of
loaded coal wagons including
21ton, 24.5ton and 16ton
capacity wagons as it steams
slowly through Brinklow on its
way round to Leamington Spa
Avenue. This station is still a
work in progress.





Leamington Spa's stunning Art Deco station building, originally built by the GWR in 1937-1939, has been modelled to scale in 7mm scale for the layout.



then large buildings by the same rule must become very important. Standing back from the layout one morning and looking at the model as a whole, not as a collection of buildings, the scale and weight of the goods shed shouted at me how wrong it looked in the overall view. Yes it was false perspective, but it was the *wrong false perspective*. It just didn't balance in the wider view. So what to do? Cheat. We added a new front extension to

the layout and built the proper shed in its place. We had the drawings and loads of great photographs but it still didn't look spot on, so by using 3D CAD we were able to work it out.

The lesson in simple terms is that you're unlikely to get a fabulous looking station like Leamington with a small goods shed. Why would the real railway do that? If the station was important enough to be rebuilt at what must have been a large

cost why would a small goods shed makes any sense? The real railway never wasted money on anything.

SCALE TRAINS

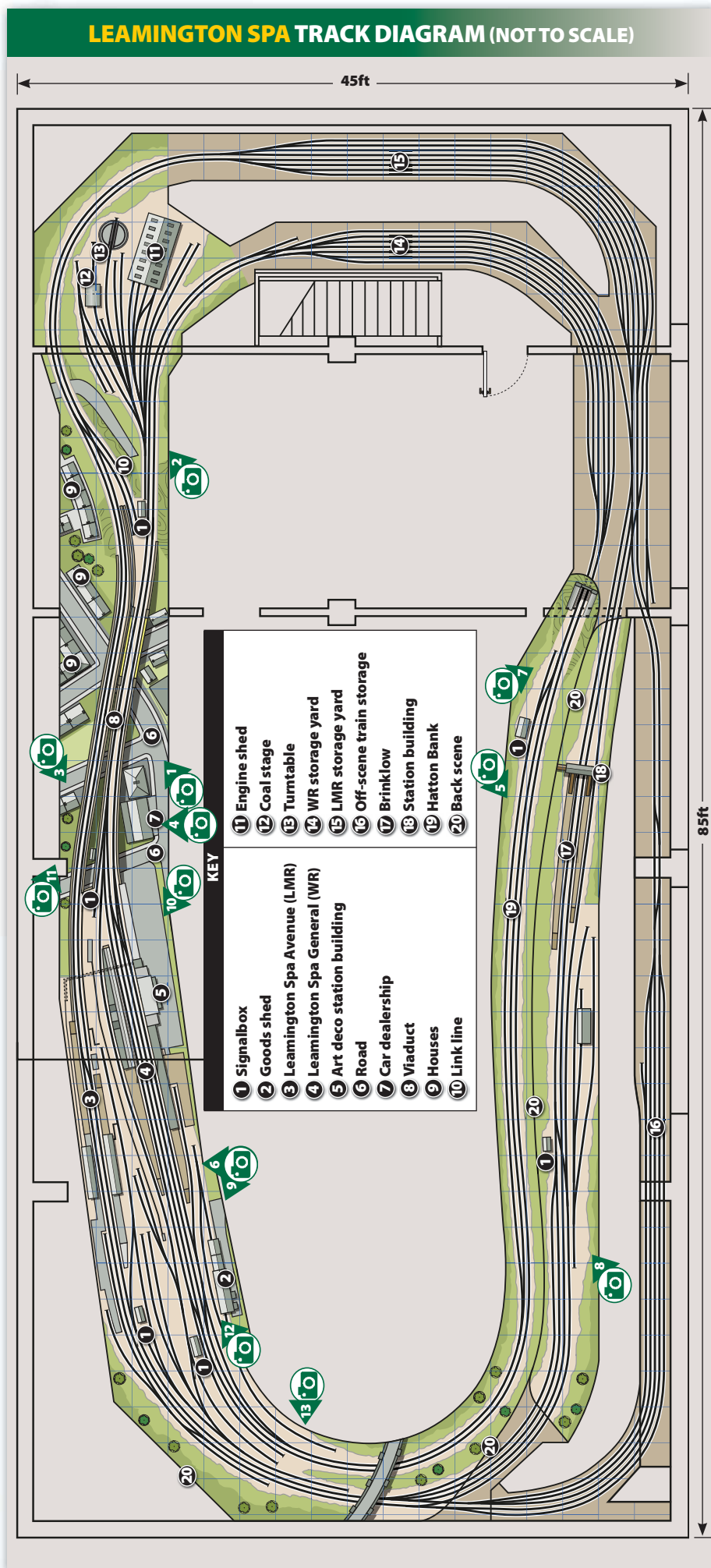
From day one it's always been our intention to run scale trains at scale speeds, which isn't to everybody's taste, but that's what we wanted. To see an '8F' 2-8-0 or a 'Super D' 0-8-0 on a 60-wagon coal train was what we were trying to



Viewed on the approaches to Leamington Spa, Stanier 'Mogul' 42951 has a rake of empty ballast hoppers on the Midland while a '74XX' 0-6-0PT takes an engineering train along Western metals. In the background a pair of autotrailers is departing in the hands of a 'GWR' 45XX' 2-6-2T.



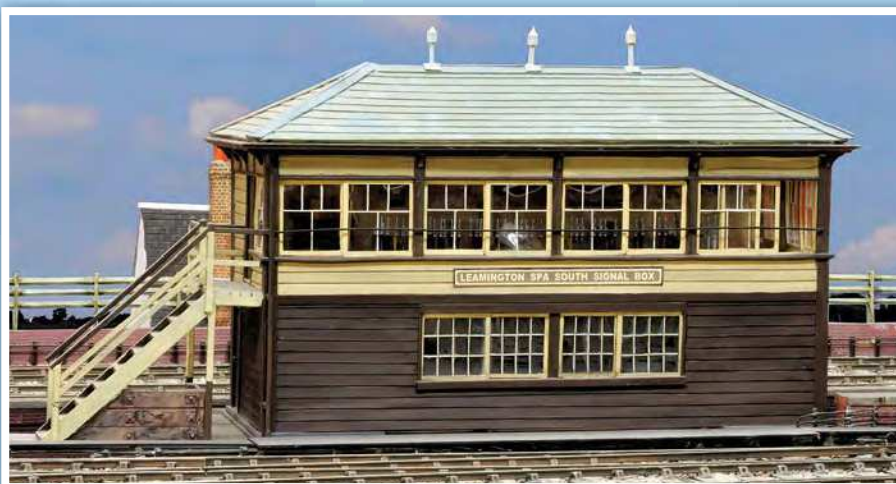
capture, to take us back in time to when we stood and watched this for real - the noise, the smell: all you needed for this were your own memories and imagination. There's also a fun side here and the challenge is to locomotive builders - to take our 60-wagon loaded coal train round the LMS track as slow as you can. Our record is 1 hour 12 minutes. DCC chips are allowed, but no stay alives or flywheels to assist. >>



From day one we had some basic ideas on locomotives and rolling stock and the criteria they should meet to run on the layout. Locomotives should be around 3kg in weight and have motors with gearboxes when able as well as split pick-ups with ZIMO decoders. Coaches should have shackle or buckeye couplings with Slater's wheels. Wagons must have realistic and accurate three-link or Instantan couplings with Slater's or Peartree wheels.

The rolling stock roster has been assembled over many years and now includes all classes which would have run through Leamington Spa in the period of the model and the correct identities too. Amongst the fleet you will find ex-GWR 'Hall', 'Castle', 'King', and 'Grange' 4-6-0s, 'Small Prairie' 2-6-2Ts, 'Panniers', '42XX' 2-8-0Ts, '72XX' 2-8-2Ts, Western Region hydraulics and DMUs on the Western. The Midland fleet includes 'Patriot' and 'Royal Scot' 4-6-0s, Stanier '8F' 2-8-0s, ex-LNWR 'Super D' 0-8-0s, Stanier 'Moguls', BR '9F' 2-10-0s, 'WD' 2-8-0s and an array of diesel locomotives too.

The rolling stock is almost entirely kit built to replicate the amazing collection of carriages and wagons which would once



There are seven signalboxes between Leamington Spa, Hatton Bank and Brinklow, all of which are authentic replicas of the real structures. This is Leamington Spa South Signal Box which stands between the Western and Midland running lines.

have run through Leamington Spa. That includes scale length passenger workings – the Midland set of Mk 1s headed by LMS twins 10000 and 10001 is always popular – while the goods stock includes scale length coal trains, van trains, mixed goods, ballast workings, engineering trains

and more. All of these are arranged in two separate storage yards at one end of the railway room, but naturally there is more stock than we have space for on the rails. To accommodate this an additional storage system with large cassettes has been developed to allow additional trains to be



As the sun drops 'WD' 2-8-0 90585 disturbs the evening air with a long rake of BR 21ton mineral wagons at Leamington Spa. In the station behind, a 'Hall' 4-6-0 is waiting for a clear path while a DMU ticks over in the bay.



stored and loaded onto the layout when required.

TEAM EFFORT

Now, you might gain the impression that I did all of this myself - but that couldn't be further from the truth. I am only part of the team. A leader I may be, but more importantly, I'm a member of a fantastic team of modellers. Not all are with us today as we get close to the end of what has been an amazing 20 years so it seems appropriate to pay full credit to the 'Boys of Leamington Spa'.

In no particular order they are Dave Douglas, Mike Rathby, Les Fram, Geoff Holland, Roger Healey, Steve Corkery, Geoff Holt, Dave Baker, Arthur Magee, Dave Burns, Chris Louth, Roger Markland, Dave Jennings, Pete Thompson, Ron Chaplin, Andy Littler, Mike Taylor, Andy Gyde, Michelle Davidson, Steve Fay, Paul Hanna, Paul Waterman, Peter Waterman jnr, Bob Tatman, Harrold Stephenson, John Dutton and Dave Geen.

We have many friends who have helped along the way. There are so many funny days and also some sad days but I guess that's how life works. I still have a bit to do

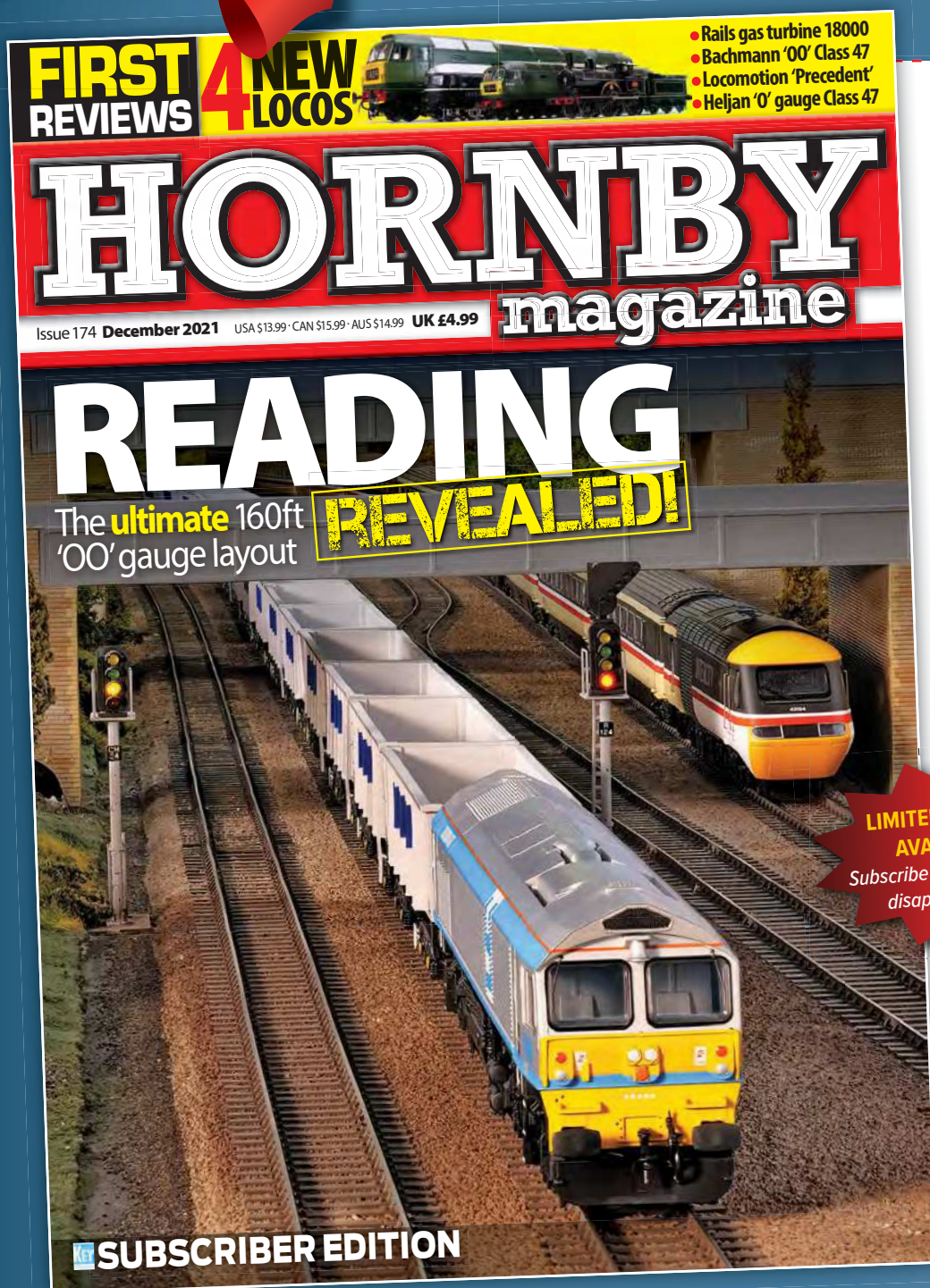


Attention to detail extends to every part of this layout be it rolling stock, trackwork, buildings or figures. In the sidings at Leamington stands a Flatrol wagon loaded with a Ruston Bucyrus excavator.

to finish the job, and as we start another 4mm layout for Chester Cathedral for summer 2022 it might be a while before we can say it's done. I'm not one that says it's never done. It will be finished before I go. We may add more detail but only we should know what that detail is.

Things have changed so much in the last 20 years, some for the better and some not – it all depends on what you want from modelling, and all our needs are different. I tell people I'm a railway modeller and that's my thing, it's the doing for me that's the magic. **HM**





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SUPER

Building a signalbox is one thing, but what if you could give it a full interior, lighting and realistic sound? That's exactly what **DAN EVASON** did with this super-detailed Ratio kit in 4mm scale.

signalbox

SIGNALBOXES are one of the most common buildings you will find on a railway. Without them, the railway network would not function. Often manned 24 hours a day, a signaller had to be ready to spring into action at a ring of a bell. Noting down every movement of operation in his log book, this was a serious job with no room for error: one wrong pull of a lever could result in a derailment and even worse a complete railway disaster.

From a modeller's point of view, a signalbox is one of the most useful railway structures. They could be positioned at the end of a station, at a remote outpost to control loops, to operate signals around a level crossing or just simply at an intermediate block post with a crossover and a handful of signals.

They came in all shapes and sizes with every railway having its own design to suit specific requirements. Inside though, there were common features including a set of block instruments, a track plan, a lever frame to move points and signals, a stove, cupboards, a space for a logbook to record train movements and often an armchair for the signaller.

This project revolves around the Ratio Midland Signalbox kit. It's an old kit by today's standards and is entirely of injection moulded construction. Cleverly, the wooden panels for the outside are all supplied separately which makes painting of the maroon coloured frame a little bit simpler. However, the kit's age does mean some parts aren't a perfect fit and they need adjusting for a good finish. This includes all the window frames which we found were too big for their apertures.

It would be simple to build this kit as it comes with the addition of a Ratio interior kit, but we wanted to take it further and turn this into a 'super signalbox' with the addition of the latest detailing parts from the Modelu 3D printed range, interior lighting and a sound module. The latter is from Gaugemaster and includes realistic sounds which you can operate independently with DCC control through accessory commands.

In this step by step guide we will show you the full process from start to finish and don't forget to visit www.keymodelworld.com for a full demonstration of the sounds and lighting from the signalbox too. **HM**

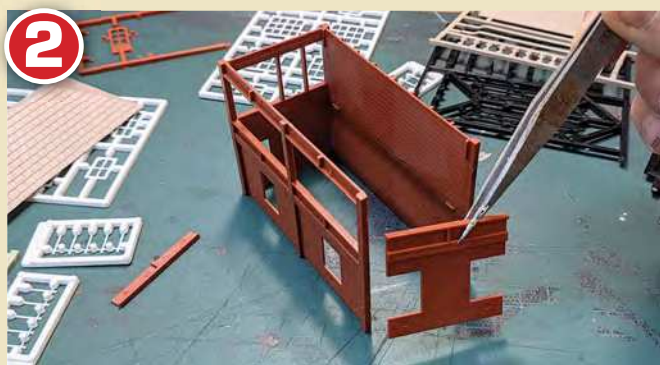


Signalman Fred surveys the route from the top of the staircase after making himself a fresh cup of tea. His logbook awaits and soon he'll hear the bell code for the next train approaching.





1 When starting a complex kit like this, it's always best to read and study the instructions, familiarise yourself with the components and how they fit together. It's also worth gathering the tools and glues for the job ahead so you have everything you need to hand.



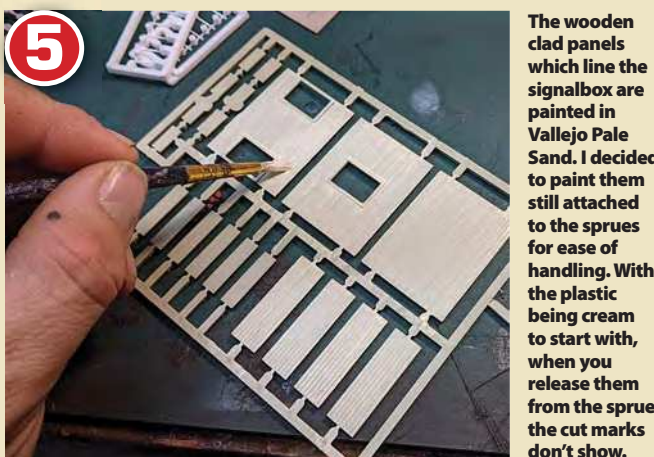
2 The first stage is construction of the main structure consisting of the four main walls. These were cut from the sprue one at a time and then carefully cleaned up using a scalpel and file until they fitted perfectly together. To join the walls I used liquid plastic cement.



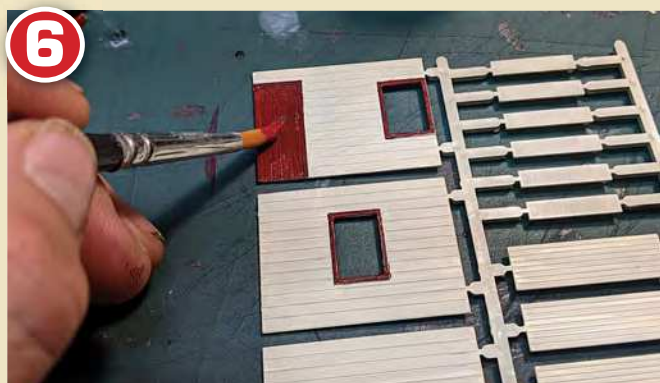
3 With the signalbox structure fully set, I set to work painting the inside before progressing any further with the exterior. The interior walls have been painted with Vallejo Pale Sand (70.837) which required three thin coats to build up enough depth to cover the base colour of the plastic.



4 Painting the outside of the structure in Midland crimson red was a bit of trial and error as I'm really not a fan of enamel paints - they take too long to dry in my opinion. On my search for the perfect crimson colour I stumbled upon Humbrol red (RC403) which really looks the part. Handily, the clad panels pop into the framework after painting which means you don't have to be as neat around the edges of each plank.



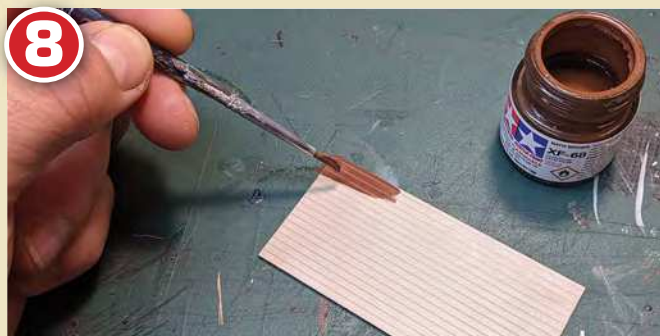
5 The wooden clad panels which line the signalbox are painted in Vallejo Pale Sand. I decided to paint them still attached to the sprues for ease of handling. With the plastic being cream to start with, when you release them from the sprue the cut marks don't show.



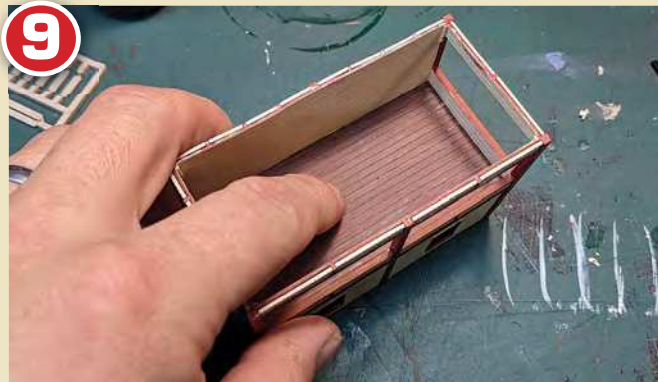
6 Once the cream paint has dried I used the Humbrol red to carefully pick out doors, door frames and window frames. It really is important to take your time on this section - the end result will make it worth the time.



7 With the painting of each panel complete and dry, they can be glued into place. The bottom panels fitted perfectly, but the smaller top panels didn't fit as well and required trimming to fit the space.



8 The signalbox floor is next to be painted with a thin and patchy coat of Tamiya Nato Brown (XF68). This was applied in a side to side action following the floor board pattern. I found that with the plastic being a light brown to start with and the paint being so thin this gave a great effect of wooden planking with minimal effort.



9 Spots of superglue applied in each corner hold the floor in place inside the building. Fitting of the floor instantly stiffened up the signalbox and kept it true and square.



10 Windows come next and there are a lot of them. With this signalbox being very much still in use and loved by its signaller, the windows would have been spotlessly clean. Given that the window frames are in white plastic and the fact they were so fine, I didn't feel the need to paint them so I added them straight to glazing using the plastic packaging from the kit for the glass with Roket Card Glue.



11 Dry fitting the windows soon showed up another problem. The main windows simply wouldn't fit as they were far too big for the openings. I overcame this problem by using a sanding block and carefully sanding them down to fit. This is one of those jobs where it could go horribly wrong, so I advise you to keep test fitting as you sand them down a little at time.



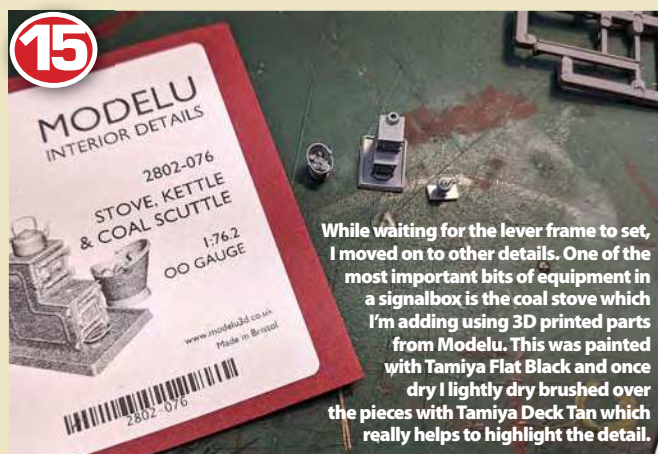
12 At this point with the panels and windows fitted, the building is coming together. The separately fitted planked panels give a really neat finish to the paintwork – it really does look crisp.



13 With the structure complete, we can move on to the interior. As we will be adding lighting, the interior needs to be fully detailed. The starting point is Ratio's interior kit (Cat No. 553) which we are upgrading with 3D printed accessories from Modelu.



14 The lever frame is part of the Ratio kit and is injection moulded. Cut away each lever and they slot into place in the frame. As it's a tight fit slotting the levers in, I push them into place using tweezers and once seated in the main frame chassis I applied liquid cement glue to hold them in place.



15 While waiting for the lever frame to set, I moved on to other details. One of the most important bits of equipment in a signalbox is the coal stove which I'm adding using 3D printed parts from Modelu. This was painted with Tamiya Flat Black and once dry I lightly dry brushed over the pieces with Tamiya Deck Tan which really helps to highlight the detail.



16 The next upgrade was the wing back chair from Modelu. As you can see the Modelu version (on the card) is a huge improvement over the grey lump offering from the standard kit. This chair was painted Tamiya Flat Green followed with a Flat Brown for the legs. Again this was dry brushed again using Tamiya Deck Tan as a finishing touch.



With the chair and stove added, I also installed the Modelu cabinets and table. These were painted with Humbrol red and dry brushed. I found the best glue to use for this job is a very small amount of superglue to hold each part in place.



The lever frame was painted Tamiya Flat Black along with the bases of the levers. The levers themselves were painted according to the instructions using a Flat Red, Blue, White and Yellow finishing off with a Flat Silver from the same range for the lever handles.



The block shelf was built next, together with block and bells. The bells were picked out with Tamiya Gold while the instrument faces were painted Flat White. A mock-up of a track diagram was also added, even though it won't be seen from the outside. At least I will know it is there.



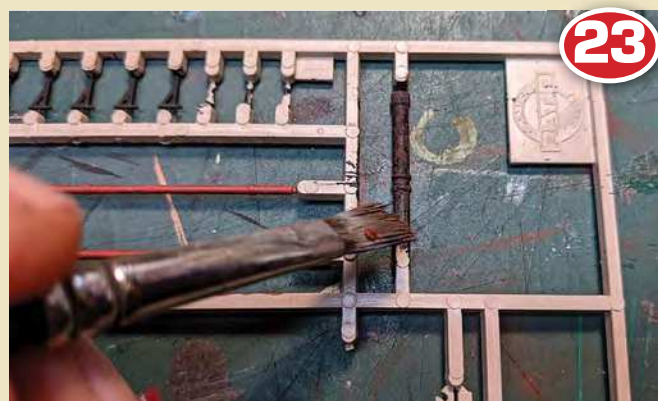
With the paint now dry on the block shelf and point levers, they can be installed. It is worth dry fitting them first to ensure they fit as expected. Once happy they were fixed in place with superglue.



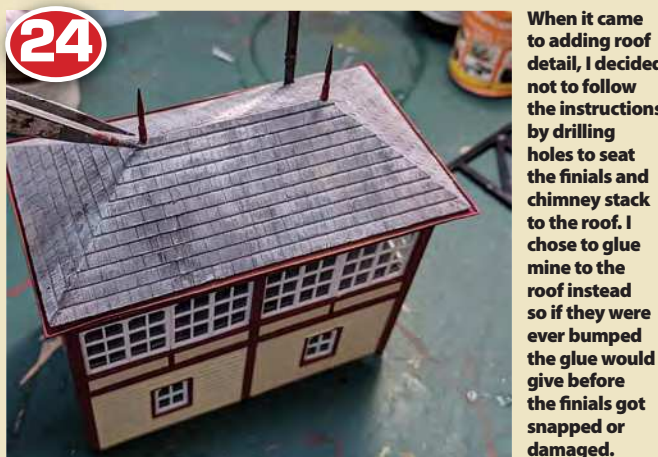
To continue the interior detail I added Modelu token machines and a wall-mounted telephone along with a small bit of metal rod to create the flue for the stove. The book shelf was part of the original Ratio kit and I thought it was a nice touch to add on the back wall.



The roof comes as one part, so it is just a case of painting it. The paints I use for this job are Daler Rowney. I started off with the Natural Grey. Once that was nearly dry, I added Burnt Umber, Black and a touch of Titanium Buff (cream) using a wide flat brush and downward strokes to create a realistic effect.



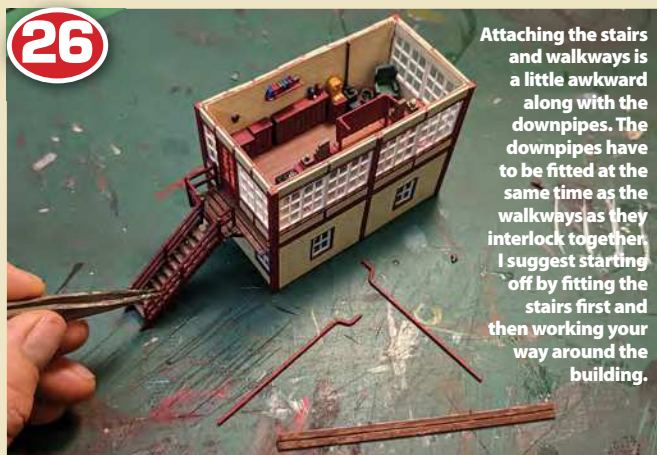
With the stove chimney, I simply painted this black and while the paint was a bit tacky, I added some MIG rust weathering powder and left to it dry.



When it came to adding roof detail, I decided not to follow the instructions by drilling holes to seat the finials and chimney stack to the roof. I chose to glue mine to the roof instead so if they were ever bumped the glue would give before the finials got snapped or damaged.



The instructions for the staircase and balcony were a little vague, but after a lot of head scratching I got there in the end. The staircase section was painted Humbrol Red and the walkways were painted Tamiya Nato Brown



Attaching the stairs and walkways is a little awkward along with the downpipes. The downpipes have to be fitted at the same time as the walkways as they interlock together. I suggest starting off by fitting the stairs first and then working your way around the building.



Fitting the guard rail around the walkway is the most difficult part of this kit – trying to feed the fine brass wire around the building through the tiny thin plastic supports without snapping them or kinking the wire was frustrating! It was a case of persevering and careful use of tweezers. The guard railing was spotted with super glue to stop it from moving. Once dry I then applied Tamiya Flat White to the railings



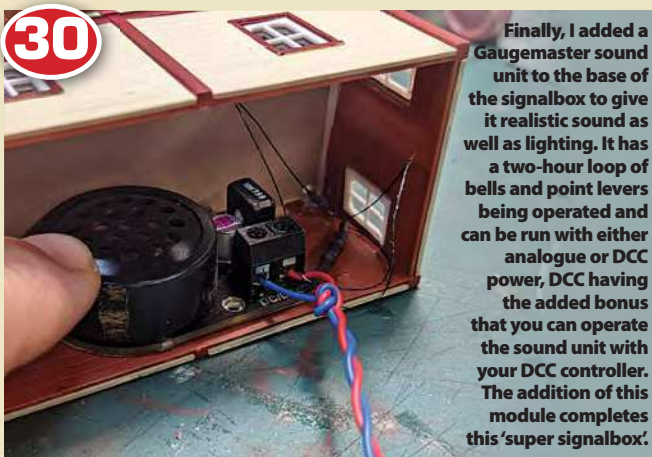
I very carefully made a small hole in the floor and ran the LED light up the corner of the signalbox, using a spot of super glue to tack the wires in place. As the wires to the light were quite stiff and with the light being so small, I was able to bend the wires to have the light hanging at an almost central position to give great light coverage in the signalbox interior. Once the light was added I then finally attached the roof with small spots of super glue.

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Midland Railway signalbox	Ratio	536
Signalbox interior detailing pack	Ratio	533
Stove kettle and coal scuttle	Modelu3D	2802-076
Winged back chair	Modelu3d	2801-076
Token meters	Modelu3D	2803
Table	Modelu3D	2813
Cupboard	Modelu3D	2806
Wall mounted telephone	Modelu3D	2816
Nano LED, warm white	Layout4U	0805
Flat Black acrylic	Tamiya	XF1
Flat Green acrylic	Tamiya	XF5
Flat Blue acrylic	Tamiya	XF8
Flat Red acrylic	Tamiya	XF7
Flat White acrylic	Tamiya	XF2
Flat Silver acrylic	Tamiya	XF16
Flat Brown acrylic	Tamiya	XF10
Deck Tan acrylic	Tamiya	XF55
Nato Brown acrylic	Tamiya	XF68
Pale Sand	Vallejo	70.837
Red	Humbrol	RC403
Grey acrylic	Daler Rowney	065
Buff Titanium	Daler Rowney	024
Burnt umber	Daler Rowney	247

USEFUL LINKS	
Daler Rowney	www.daler-rowney.com
Humbrol	www.humbrol.com
Modelu3D	www.modelu3d.co.uk
Ratio	www.peco-uk.com
Tamiya	www.tamiya.com
Vallejo	www.vallejo.com



As I wanted to take this project one step further, the next thing to do was to fit a light. I highly recommend a company called Layouts4U with a great range of micro LED lighting. For this signalbox I used the 0805 warm nano LED which is pre-wired.



Finally, I added a Gaugemaster sound unit to the base of the signalbox to give it realistic sound as well as lighting. It has a two-hour loop of bells and point levers being operated and can be run with either analogue or DCC power, DCC having the added bonus that you can operate the sound unit with your DCC controller. The addition of this module completes this 'super signalbox'.

Transfer

REQUEST



Applying transfers to models isn't always as easy as we'd like to think. **TIM SHACKLETON** explains proven ways of getting them on, getting them straight and getting them to stay put.



OVER THE LAST 25 YEARS or so I've produced around 300 articles for the model railway press.

Most came from a desire to write about the models I happened to be working on at that moment. Some of the how-to, hands-on pieces (quite a few of them in fact) were written because as far as I could tell no one else had previously tackled the subject.

Having had to discover for myself how to paint 4mm scale figures or repair metal fatigue or decide what was the best filtration system for airbrush users to buy, I thought others might well be interested in the outcome. Surprisingly few articles, as it happens, have been specific commissions, where I've been asked to cover topics such as choosing paintbrushes, or creating an ex-works finish, or detailing engine sheds, or weathering 'N' gauge locomotives.

This feature, as it happens, falls into the latter category – a request from a gentleman in the audience. So what's the big issue with transfers? Why do we need an article about them? There can be a huge difference between theory and practice – what you think should happen, and what in the real world does actually happen. Modelling is full of examples of this phenomenon and applying transfers is a typical case where, at heart, there is no substitute for experience. How many times have you read advice that, however well intended, simply doesn't work because the 'expert' is only repeating what they've read or been told, without ever having tested it out for themselves?

So what we have here is an outline of how I go about applying transfers to models. All decal manufacturers provide basic instructions about how to use their products, either on their websites or with the products themselves, so there's no point repeating them here – instead, I'll focus on the things they don't always tell you.

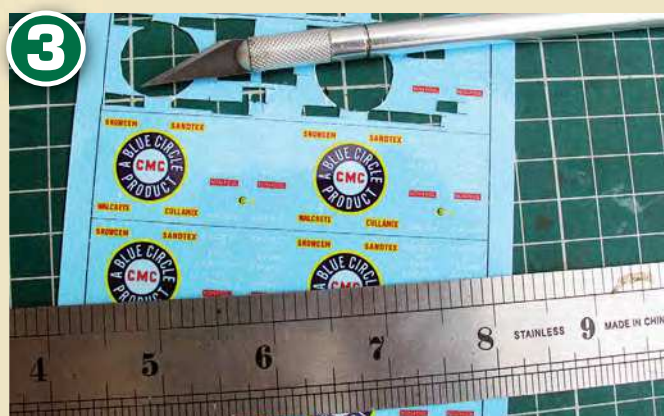
You may not want to repaint a couple of Class 66s, or line and letter a kit-built pre-Grouping 4-6-0, but these are typical of the work I do on a regular basis and the methods I describe are as universal as I can make them. I should admit here that things can and do sometimes go horribly wrong, but starting again from scratch isn't usually a problem because transfers are relatively inexpensive and most sets include spares and multiples. The tools, meanwhile, are cheap and simple and the only specialist product you'll need is decal softener. The hardest part, as always, is making a start. **HM**



1 Thanks to manufacturers such as Railtec, Precision Labels, Fox and Cambridge Custom Transfers, we now have a wider and more accurate range of waterslide transfers than at any time in my modelling career.



The tools of the trade are very simple – tweezers for handling transfers once cut from the sheet, cotton buds for dabbing up surplus water, a broad flat brush for moving transfers around and wooden cocktail sticks for fine adjustments. A cutting mat is the ideal surface on which to prepare transfers.



Traditional transfers that aren't spot-varnished should be cut as close to the edge as possible, avoiding touching the printed area. Work in good light using a straight edge and a fresh blade – a used one will leave a serrated cut mark in the thin carrier film, and this burr will be visible on the finished model.



All waterslide transfers need to be cut from the sheet but spot-varnishing means the carrier film is confined to the actual design. If your hands are steady enough it's a good idea to cut away larger areas of blank transfer film.



To minimise the risk of 'silvering' – minute air bubbles getting trapped between the carrier film and the surface of the model – I suggest coating the area where the transfers are to go with a gloss varnish before applying decals. Johnson's Klear floor polish – now sold as Pledge Future – has long been a favourite for this work.



Waterslide transfers can still, with a little gentle persuasion from decal softener or even just water, be moved anything up to a day after application. Once the work is complete and everything is where it should be, an airbrushed coat of varnish helps blend in the different elements of the finish and keep everything secure. If there are only a few transfers, you can brush-paint the varnish.



Decal softeners such as Microsol (a stronger version of Microset) are often recommended as a way of getting transfers to lie down over uneven surfaces, but they don't work successfully with every make. Railtec transfers don't seem to like them, nor do Fox. Steve Bell at Railtec recommends Humbrol DecalFix instead.



Larger decals are best applied in sections, as are lining transfers. To aid adhesion I mix PVA adhesive in with tap water at room temperature. Only when the design moves easily off the backing paper is it ready to apply – never try and drag it off. If you encounter resistance, put the transfer back in the water for a few seconds.



I paint the area with a good coat of fast-drying gloss varnish and then immediately apply the transfer. Try and get its position right first time and check using a straight edge. Using a broad flat brush I then smooth away the water underneath, leaving the transfer embedded on the detail.



Once the transfers are in place and the excess water has been removed I press down on them firmly and repeatedly with a sponge. You might think a sponge is a sponge but the ones that work best for me are household pan scourers, which have the right combination of firmness and give.

To dull the shine and protect the fragile decals I suggest coating them with Testor's Dullcote lacquer.



USEFUL LINKS

Fox Transfers	www.fox-transfers.co.uk
Railtec Transfers	www.railtec-models.com
Modelmaster Decals	www.modelmaster.uk
Cambridge Custom Transfers	www.cctrans.org.uk
Precision Labels	www.precisionlabels.com
Replica Railways	www.replicarailways.co.uk

12

This GBRf Class 66 was a repaint of a DRS liveried engine using Replica Railways transfers that seem to respond better than some to the repeated application of Microsol. Some silvering still remains, but it's only visible in light from certain angles.

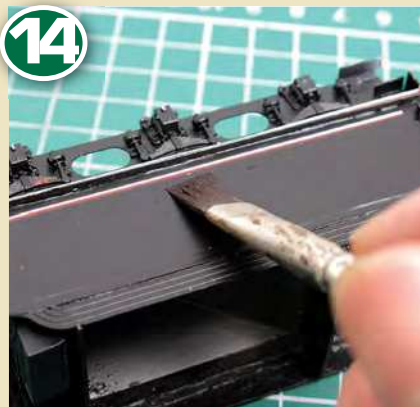


13



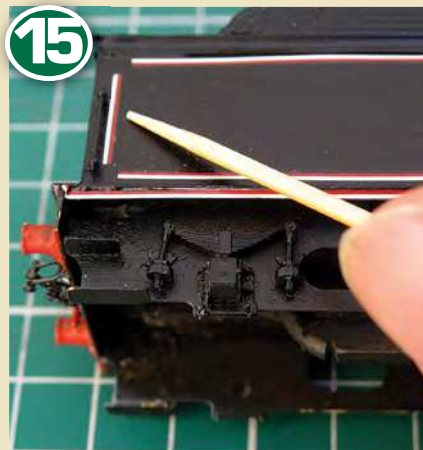
Lining transfers can be about as controllable as a ten-foot python. It may be an advantage to use short lengths only (a couple of inches max) but then you'll need to butt them together if you have a longer area to cover. I prefer to slide transfers off the backing sheet by the shortest route possible – sideways in this case.

14



For comparison I slid these lining transfers on to the model lengthways. I didn't see any real difference, and I still needed to nudge them into their exact position using a broad flat brush. Check, check and check again that they're straight – you can't always rely on eyesight alone so use a ruler or similar straight edge.

15



Wooden cocktail sticks are great for making tiny adjustments to position – I also use fine tweezers with rounded points. Avoid anything sharp, in case it damages the transfer and/or paintwork.

16

No aspect of modelling, in my view, is as fiddly or as time-consuming as making up numbers from individual characters. The cabside numbers of steam locomotives are bad enough but, believe it or not I've actually done this with wagon and coach numbers too. Nothing looks worse than wobbly lines of lettering and these days my instinct is to use spares left over from ready-made sets (such as these from Cambridge Custom Transfers) even if they're not technically correct for that particular vehicle. At least they're neat, level and the correct font!





17 Fortunately a number of transfer manufacturers now offer complete numbersets for specific locomotives and I use this method wherever possible. Here we have a change of identity for a Class 66 – the first step is to completely remove the tampon-printed numbers with a wooden cocktail stick. Never, ever replace just the odd number – the characters never quite match.



18 Scrape away gently until every trace of the original number disappears, then brush off the dust. You need a totally clean slate on which to work.



19 Soak the replacement number in water until it will separate easily from its backing, then move it as close as possible to its final position. You can slide the number away from the backing, or vice versa, then align it more accurately. The more you move it around, however, the more its ability to adhere will be impaired.



20 Once satisfied, soak up all surplus water with a cotton bud and tamp the transfer gently down to eliminate any air pockets underneath. These are what cause that annoying silvering effect.



21 The outcome – a crisply renumbered locomotive. I see no point in varnishing transfers unless that part of the model receives a lot of handling. These transfers came from Railtec as part of a sheet dedicated to Tennessee & Wyoming-liveried Class 66 power.



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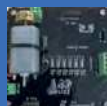
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Quick-fix '92'

The Hornby Class 92 was the first of the manufacturer's models to be entirely made in China in the late 1990s. **MIKE WILD** brings increased performance and a little extra detail to the dual-voltage electric.

THE RECENT GREAT ELECTRIC Train Show was the perfect prompt to pull together a few ideas I'd had to improve the performance and appearance of the Hornby Class 92s that we had in the fleet – as well as introducing a new locomotive to our West Coast Main Line roster.

We've long had an EWS branded triple grey example in the fleet from Mark's collection which operated on West Coast Cement, but we did find it could be a little light on its feet on long freight trains – particularly the double deck Bachmann IPA car carriers – but it ran well and the directional lighting was a nice feature.

There is an all-new model of the Class 92 on the way from Accurascale, but its arrival is now expected in the third quarter of 2022 meaning our Hornby models will be needed in the magazine fleet in front line service for a while longer. Plus, the Hornby Class 92 is a budget friendly option to expand

a West Coast Main Line electric fleet with plenty of examples available new and second hand.

The candidate for upgrade is Hornby's 2020 released model of 92043 *Debussy* in GB Railfreight blue and orange livery – one of the latest to adorn the class and a livery which suits these powerful Co-Co electrics well. It was built in March 1996 to become one of nine SNCF (French National Railways) owned Class 92s and was named *Debussy*. It carried standard two-tone grey with a dark blue roof from new until late 2016 when it was transferred to the GB Railfreight fleet and gained its current GBRf livery which is similar to the Europorte scheme, but omits the Europorte branding and has blue coloured semi-circles top and bottom at each end of the livery as opposed to the full version applied to classmate 92032 which has red lower arcs.

In this colour scheme 92043 has been seen at the head of the Caledonian Sleeper services



(formed of both BR Mk 2 and Mk 3 stock as well as the latest Mk 5 vehicles) as well as container trains, all of which have been on the West Coast Main Line apart from occasional visits to the East Coast hauling diverted sleepers and a brief run onto the Southern Region in 2018.

Hornby's model does show its age

compared with the latest releases, but that's not really surprising when you realise that the Class 92 was first announced in Hornby's 1995 catalogue – model production techniques and our expectations have come a long way since then. Back then the first offering was 92009 *Elgar* in Railfreight two-tone grey with a blue roof (Cat No. R289) which was joined in 1996 by 92022 *Charles Dickens* in BR two-tone grey with Railfreight Distribution lettering (Cat No. R855). Since then numerous Class 92s have appeared carrying a range of liveries with the latest batch released in 2020 carrying GB Railfreight, Caledonian Sleeper Teal and Romanian Railways branded DB Cargo red.

On introduction the models had a single motor bogie with Hornby's standard power train while metal pantographs (the same as those used on the Class 90) were fitted to the roof. Couplings on the original models were large 'D' shape types. Over the years Hornby has refined its Class 92 which now features directional lighting, an upgraded motor, an 8-pin decoder socket and



Class 92 92043 stands at Glasgow Central on April 28 2019 on the debut night of the new Caledonian Sleeper Mk 5 stock entering service. The Class 92 will take the Glasgow portion to Edinburgh to join portions from Aberdeen and Fort William for the rest of the journey to London. Scott Dargavel.

Container and sleeper trains are the main work for the GBRf operated Class 92s. 92043 replicates a container train while showing off its new exterior detailing.



much neater plastic pantographs. The latest livery application standards are much improved over what went before, but there are still details which can be changed on these models to enhance their performance and appearance.

Performance wise there are two simple upgrades at the top of my list for this type of model with an old style plastic chassis. First is the addition of extra weight and second is fitting of a decoder with a large stay alive for uninterrupted running qualities on Digital Command Control systems. Fortunately the plastic chassis is ideal for adding extra weight via the use of Deluxe Materials Liquid Gravity. This weighting system is essentially tiny balls of weight which can be added to a chassis like the Class 92 around all the factory fitted parts. Doing this took the 92 from an original weight of 280grams to a total of 400grams – a significant improvement for adhesive weight.

To hold the new weight in place inside the chassis we used Deluxe Materials Rocket Hot super glue.

This is a very thin, fast flowing and quick setting superglue which is ideal for this type of bonding, but it does come with a word of caution from experience. If you are using superglue for this job you must ensure that the body is left off the chassis for at least 24hrs to allow all the glue vapour to disperse – if you don't you will end up with white glue marks on the chassis and potentially the body. I had this happen due to the need to reassemble the locomotive in time for the Great Electric Train Show, but fortunately it only really affected the unseen chassis sections.

My next move was to install a DCC Concepts Zen Black 8-pin decoder together with the same manufacturer's high power six-capacitor pack stay alive. The decoder offers excellent slow speed control while the stay alive capacitors mean that it will never get caught out by power interruptions and this made 92043 an exceptionally reliable locomotive during its running on the Making Tracks layout at the

Great Electric Train Show. Apart from a need to clean the traction tyres to prevent glazing of their surface, the 92 ran throughout the weekend at the head of the six pairs of Bachmann IPA double deck car transporters which was our target for its performance.

From here it's all about adding to the finish. The body's livery decoration is excellent, so I didn't plan on making any changes to it, instead looking to the underframe. First the wheel faces were painted matt black by removing the bogie side frames on the powered bogie and the wheelsets on the trailing bogie. This small but simple modification makes a big difference to the Class 92's appearance. Next the roof was weathered with Lifecolor Burned Black from an airbrush while the underframe was treated in the same way, but with an application of Lifecolor Frame Dirt.

The finishing touches were cut to a lower buffer beam extension from 2mm thick plasticard to the shape shown in photographs while as many of the buffer beam

pipes as possible have been added using parts from my spares box – mainly from Hornby Class 56 and 67 accessory packs – or shaped brass wire to match images of 92043. To enhance the cab interior, the control desks were painted with Lifecolor Roof Dirt for a darker colour while a Modelu3D driver was added to the part-relief seat together with a bag on the secondman's seat and a coat hanging behind from the same manufacturer's Freight Driver Detail Pack.

These small details have transformed the Class 92's appearance and given this model a new lease of life for our exhibition layouts as well as running sessions. All in all, the entire project took three evenings to complete. Those looking for super detail could definitely take the Hornby Class 92 further – we would separate the tail light functions in the next one for example – but what we have achieved here is well within the reaches of any modeller new or old and will result in a better looking and better running 'Dyson'. **HM**

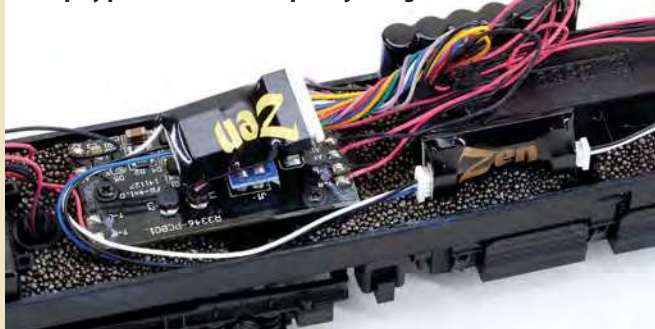
- 1** Hornby's Class 92 makes a good basis for detailing and enhancement. The body is clip fitted to the chassis and simply unclips to reveal the internal workings which we need access to for this project.



- 2** The first stage is to add extra weight to the chassis to aid traction and current collection. To do this we have added Deluxe Materials Liquid Gravity – small balls of weight which can fill the plastic chassis – secured in place with Rocket Hot superglue. It is important to leave the body off the chassis for at least 24hrs for glue vapour to dissipate.



- 3** A motor decoder (as opposed to sound decoder) from the DCC Concepts Zen Black range has been installed in the model which supports the manufacturer's stay alive system. The stay alive control board and capacitor pack are all plug and play pieces which are simple to join together.



Having checked the decoder works as planned, it's time to move on to the detailing. To start with, the bogie sideframe from the motor bogie has been unclipped to allow painting of the wheel faces with Tamiya Flat Black (XF-1).

- 5** The trailing bogie is a little more involved to dismantle and requires the wheelsets to be removed for painting. First unclip the lower covers from each end of the bogie – it's a tight fit.



- 6** With the lower cover removed, the outer axles can be lifted straight out, but the centre axle is held in place by the pick-ups.





7 The pick-ups need to be lifted off the bogie frame (they are a push-fit) to allow the centre axle to be removed. Note how they came out for reassembly which is the reverse of steps 7-5.



8 It's a small change, but one which really makes a big difference to the Class 92 – I've used the same technique on Hornby Class 90s to recolour the silver wheel faces. If you have been careful with painting you won't need to clean the wheels either.



9 Because we were working to a deadline of the Great Electric Train Show, 92043 moved over to the paint shop next for weathering – normally we would do this at the very end of the project. First to be tackled was the roof, which was airbrushed with Lifecolor Roof Dirt (UA722). The edges of this were softened by using a flat brush moistened with airbrush cleaner to manipulate the paint.



10 Next, the underframe was airbrushed with Lifecolor Frame Dirt (UA719) ensuring the upper surfaces of the bogie side frames were weathered too. In addition, small amounts of Frame Dirt were sprayed onto the lower body and then streaked and softened with a brush wetted with airbrush cleaner again.

11



One of the most obvious omissions from the Class 92 is the lower valance beneath the buffer beam and associated buffer beam furniture. To make way for this, the front NEM coupling pocket was removed from the leading bogie of the model.

12



Using 2mm plasticard, the shape of the real locomotive's front valance was cut out and temporarily fixed in place to assess its appearance. A little refinement is needed to the edges with a flat needle file, but already it is improving the appearance of the front buffer beam area.

13



The valance was painted Flat Black using Tamiya XF-1 after cleaning up of the edges. It is fixed in place with Deluxe Materials Roket Rapid superglue. At the same time the original moulded coupling hook has been removed and holes have been drilled for a new coupling hook and a brake pipe.

14



Further investigation showed the full range of pipes fitted to the Class 92 front end which appear to hang in different ways on different locomotives. The arrangement was based on a photograph of 92043 at Glasgow Central using 0.45mm brass wire for the shorter pipes and spares from a Hornby Class 67 for the far right pipe and far left connection. The coupling hook is from my spares box while the long brake pipe is a spare from a Hornby Class 56.

15



Taking a break from buffer beam detail, we moved on to the cab. The single colour moulded cab interior has been enhanced with a coat of Lifecolor Roof Dirt (a second coat is to be applied) while a 3D printed driver from Modelu for a Class 66 will fill the driving seat.

16



Painting of the cab interior extends around the leading edges to ensure the control desk is the correct colour when viewed from outside. The driver has been painted with hi-vis orange and is joined in the cab by a matching coloured rucksack and coat.

17



Viewed from the outside, the driver and interior pieces add greatly to the appearance of the Class 92. I do need to brush up on my figure painting skills for exterior models though!

18



The buffer beam valance has been given another coat of black to repair scratches made during pipe fitting and the pipe ends have been picked out in red, yellow and orange respectively.

CLASS 92 HISTORY

The Class 92s were introduced between 1993 and 1996 and were built by Brush Traction and ABB to fulfil a need for mixed traffic locomotives to operate through the newly opened Channel Tunnel. They are dual-voltage locomotives capable of collecting power from the 750v DC third-rail network as well as 25kV AC overhead supplies.

Parts for the Class 92s were provided by ABB and the bodies by Procor in Wakefield with assembly carried out by Brush Traction in Loughborough. In total 46 were completed and they shared a common bodysell with the Class 60, but with modified cabs. They are equipped with both rheostatic and regenerative braking as well as Westinghouse air brake equipment.

On introduction the fleet was split between Railfreight Distribution (30), Eurostar UK (seven) and SNCF (nine). Eurostar sold its locomotives to Euro Tunnel in the early 2010s, but these have since changed ownership with the UK based locomotives now operated by

DB Cargo and GB Railfreight. In addition 11 have been exported with examples in service in Croatia, Bulgaria and Romania.

Freight traffic has been the daily work of the Class 92s since their introduction, though they were originally expected to haul the Nightstar sleeper trains through the Channel Tunnel. These sleeper trains never started so until 2015 the Class 92s were freight only locomotives. Then GBRf won the contract to provide motive power for the Caledonian Sleeper service from London Euston to Scotland. This now sees the Class 92s in daily passenger service as well as hauling freights on the national network. Their dual voltage capabilities mean they are seen on the West Coast Main Line, occasionally on the East Coast Main Line and also on the Southern Region third-rail network.

Currently there are 18 in service in the UK – 12 operated by GB Railfreight and the remaining six with DB Cargo. Other locomotives are in store or in service abroad.

92043 poses for its portrait. The new external details add to its appearance while internal changes make it an excellent performer on the track too.



19

With the body reunited with the chassis, 92043 is looking much more authentic, but there is one area which needs attention – the buffers. These were both out of alignment so they were turned straight by hand.



20

The finishing touch was re-weathering of the underframe area, particularly the new buffer beam parts to blend everything in. 92043 is now ready for service on West Coast Cement and will soon be joined by 92042 in DB Schenker red and grey too.

“These small details have transformed the Class 92’s appearance and given this model a new lease of life for our exhibition layouts as well as running sessions.”

MIKE WILD



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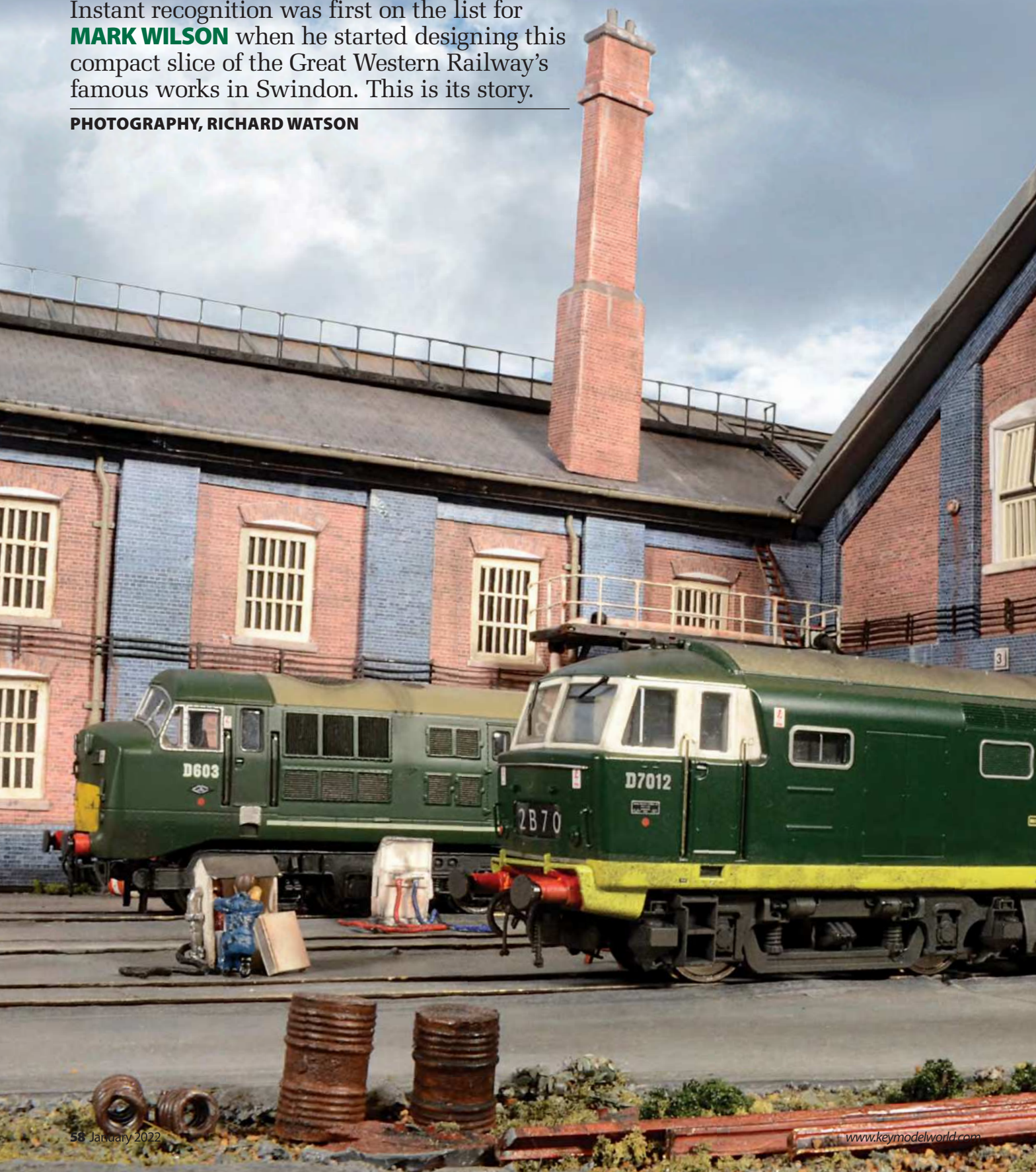


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The Essence of Swindon

Instant recognition was first on the list for **MARK WILSON** when he started designing this compact slice of the Great Western Railway's famous works in Swindon. This is its story.

PHOTOGRAPHY, RICHARD WATSON





Right: A primer grey painted Class 42 'Warship' is approaching the next phase of its time in the 'works' at Swindon. The entire interior has been modelled from period photographs and with the guidance of ex-Swindon employees.



Below: 'Hymek' D7012 displays its original BR green without warning panels alongside 'Warship' D603 in the works' yard.



MY LATEST PROJECT is based on Swindon Works. The diorama is called the Essence of Swindon as it's just what it says on the tin, if you pardon the pun. I wanted to build an instantly recognisable model of the buildings but not an exact replica which is mainly down to time and space constraints.

The diorama is 5ft 2in long x 15in wide – or 1,600mm x 400mm in modern measurements - in 'OO' gauge, it will run on a switchable DC or DCC power supply. I started it in November 2020 and completed it in September 2021.

It represents a very small section of Swindon Works in the final 25 years, the early 1960s through to the mid-1980s. Steam can be represented in its final years when the time period is wound back to model that era.

I have attempted to model the exterior of the AE shop which was close to the Swindon to Bristol main line. This was where locomotives were rolled out for some final checks, odd jobs that needed finishing and fuelling.

A diorama like this is ideal if you like collecting model locomotives and you don't have the space to run full length trains. I also think that although it's not a busy scene it does provide many interesting cameos of the more mundane but very important tasks performed by a workshop.

I chose the Western Region because spotting at Birmingham New Street got me hooked on the Class 47s and Class 50s which ran down to the South West. Older spotters reminisced about the diesel-hydraulics - the 'Westerns', 'Warships' and 'Hymeks'. They were very well suited and designed for the work they were required to do, although some were notably more reliable than others. Although I missed out on these magnificent machines I spend as much spare time as I can on preserved lines behind diesel-hydraulic power.

Essence of Swindon is my time machine diorama and I must admit that I hang my head in shame having never visited the site >>>

before closure. I did manage to go to the area in the mid 1990s when it had opened some areas to a retail park with housing developments on the horizon. I still took a great interest in spotting how some of the history on the site had been preserved within the shopping centre, I thought it had been done very well. But could I bring it back to a standard where enthusiasts would recognise it at a glance in model form?

RESEARCH

Having decided on the setting my first port of call was research. This led me to an internet shopping spree of books and photographs. I also joined the 'Swindon Works – End of the Line' Facebook group just to try and find the details of the inside and outside of the buildings I was modelling.

Initially I kept my head down just reading articles and very interesting posts as I felt like an intruder. How wrong I was. It turned out to be an unexpected and invaluable resource. When I finally plucked up the courage to ask a question, I not only had answers back, but unpublished photographs with detail that only the men that worked on the site would have known about. Not only did I get my answers, it then sparked fascinating conversations between ex-employees.

If I'm being completely honest, the layout doesn't have the most interesting track plan - three straight lines out of A shop with another three dead-end tracks inside that are serviced by an imaginary traverser as I ran out of space. I will be adding another removable front section soon with a couple of tracks so I can have locomotives shown against the main building wall where they often loitered.

As with most of my builds, I started small and then it grew. The plan was to keep it small with just the outside exterior face of the AE building so the locomotives could sit just outside the doors. Then I thought that if I took the layout to exhibitions I would need the locomotives to appear emerging from the exit doors and it



Removable walls allow different scenes to be captured inside the works building. Spare parts, wheels, storage racks and even a rail mounted parts trolley fill the scene which is dominated by Western Region hydraulics.

would be a good area to swap locomotives without them being seen.

I then studied the internal building behind the doors and my interest grew. "What about a bit of A Shop?" I asked myself. Over Christmas 2020 I set about modelling one of the wonderful 100-ton cranes powered by two Ransomes & Rapier of Ipswich motors. That's how I spent Christmas Day - at the modelling table. With another lockdown in place I had nowhere to go anyway so why not?

One layout board then quickly turned into two and so on. I am actually not that good at making things up when modelling buildings and landscapes. I call myself a modelling cheat as I have to copy reality and only then they seem to turn out slightly convincing.

Working in manufacturing for the same company over 35 years I have seen with my own eyes the way a building can evolve over short periods of time. Walls



Class 35 'Hymek' D7012 waits attention while **Class 52 'Western' D1038 Western Sovereign** receives attention to its bogies in the company of **Class 41 'Warship' D603 Cossack** in a scene which replicates the hive of activity within Swindon's A Shop.

are knocked out, buildings are extended so with nearly 150 years on the Swindon site I can only imagine the changes that were made. Another benefit I have is seeing the cables, pipes, electrical distribution boards, waste bins, tool chests, notice boards and so on on a daily basis, so I honed in on the details. Swindon is on a much bigger scale though, and I have been told that my model's floor is far too clean.

CHANGING SCENE

Because of the lengthy time period the model covers, not only do the models have to change - so do the buildings. Two large fuel tanks appeared, chimneys disappeared, the timber doors were replaced with roller shutters and more. All of these items need to be modelled so they are removable and interchangeable dependent on the period which adds to the planning and time it takes. All of the buildings have removable section sides,



Class 03 shunters are under construction in A Shop today while a **Class 22** is being inspected before being released back onto the main line.

roofs and rear viewing panels so I can take pictures inside the buildings from many different angles.

On the inside of the A shop building, I needed to give the impression of the vast expanse in a very small space so I used mirrors made of 3mm thick plastic cut to shape. The buildings are made from various thicknesses of card covered in printed blue, red and painted white brick paper. Even the weathered roof tiles are printed paper from Scalescenes. Other materials used were plastic sections/rods, girders and laser cut MDF windows. Most of the materials were cut to shape following photographs and pictures from the books I had sourced.

The main building windows were not readily available to the size required so I had to make these from scratch, counting the bricks to work out the rough size. The windows above the AE Shop entrance are hinged so I can prop them open as I had noticed that these were opened in some pictures.

The model pictures I have taken from the inside of A shop show the number of small details which have gone into the model. From buckets to paint tins, tools, benches, cupboards, pallets, oil drums, trolleys, fire extinguishers, the list is endless. A lot of these were either bought as 3D printed models that needed painting or MDF laser cut kits which in the last few years have become a lot easier to buy. I find a lot of enjoyment poring over photographs to pick out as many details as I can. It is surprising when you look over these initially and take a look again days later to realise the sheer number of items you can miss.

The other building on the diorama that the locomotives can use to enter or exit the layout is the weigh house, the building that they would use to balance the weight of locomotives evenly on their wheelsets. That information on the weighing came from members of the Swindon employees' site who have helped me throughout this build. The weigh house was just set to be a building externally based on the structure that still stands today repurposed into a restaurant which I really must visit. It's modelled slightly in the wrong position,



but that was due to the space restraints. Upon modelling it I found a few pictures with quite a large subway staircase which seemed to disappear under the structure. From this I assumed it was to gain access to a pit or to a weigh scale. Again, former staff helped me with some very interesting information and photographs.

In fact, the staircase went under the weigh house to a myriad of tunnels, turning right under the front of A shop to Redcliffe Street. Turning left led through a dog leg right to Dean Street with stairs up to a small watchman's hut then through a gate to the apprentice school. Other members of the Swindon Works group



Left: The roof of the main building is removable to reveal the full detail of the trusses, framework and crane gear.



Inside the buildings are extensively detailed with stunning attention to detail, even including one of the cranes from the works which is capable of supporting a Class 52 'Western'. Everywhere you look there is detail to absorb.

have mentioned they used it to get from the apprentice school to the canteen every day.

INSIDE VIEW

I wasn't planning to model the interior, but once I saw the photographs, I had to try my best to model the weighing equipment and the pits. These included the timber wall and glass structure that separated the engineers from the locomotives.

More information came flooding in allowing me to recreate what once was. There were six weighing machines to match the wheel arrangement of most GWR steam locomotives. I was told I had missed the foreman's office by the >>

Right: 3D printed and laser cut parts abound inside the works including the racks and parts baskets.



 **Right: The crane across A Shop is scratchbuilt and extensively detailed by Mark.**

main front window so I modelled that. Apparently, some workers would lock themselves away there on weekday nights on time-and-a-half pay!

It's the stories and recollections of the works that have turned this model into a time machine I think - something more than just a model. It's the most enjoyable project I have produced to date because of this.

Particular thanks are due to former Swindon staff Jack Haywood, Martin Evenett, Ken Goodwin and Ron Bateman for their tremendous help, patience and encouragement in getting this model to the stage it's now at. **HM**



SWINDON

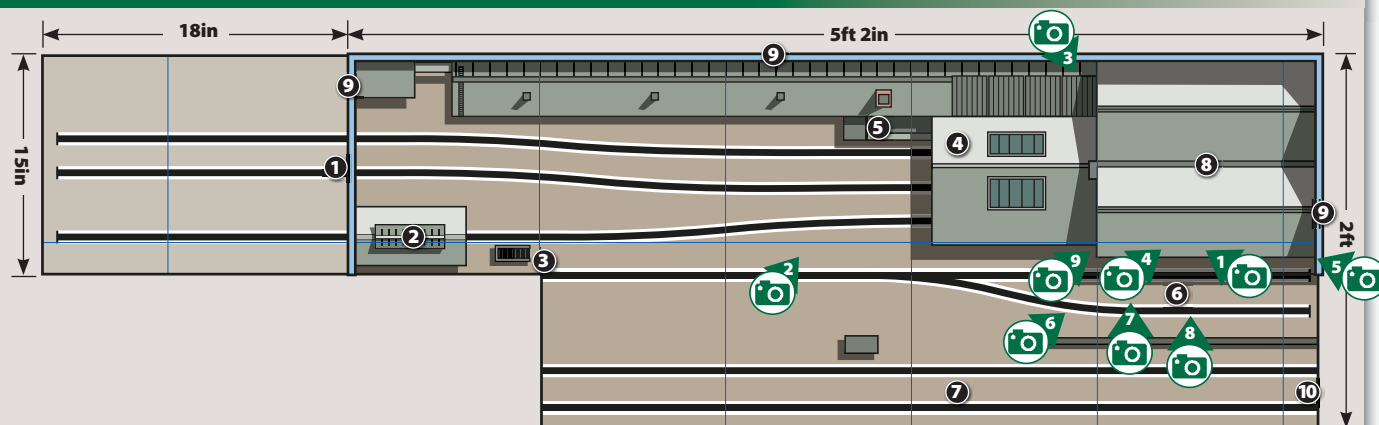
"It's the stories and recollections of the works that have turned this model into a time machine I think - something more than just a model."

MARK WILSON

The total footprint of the scenic area is just 5ft 2in x 15in, excluding the additional main line scene in front.



SWINDON WORKS TRACK DIAGRAM (NOT TO SCALE)



KEY

① To/from off-scene storage yard
② Weigh House

③ Staircase to subway
④ AE Shop

⑤ Removable fuel tanks
⑥ Storage line

⑦ Great Western Main Line
⑧ Removable roof

⑨ Backscene
⑩ To London

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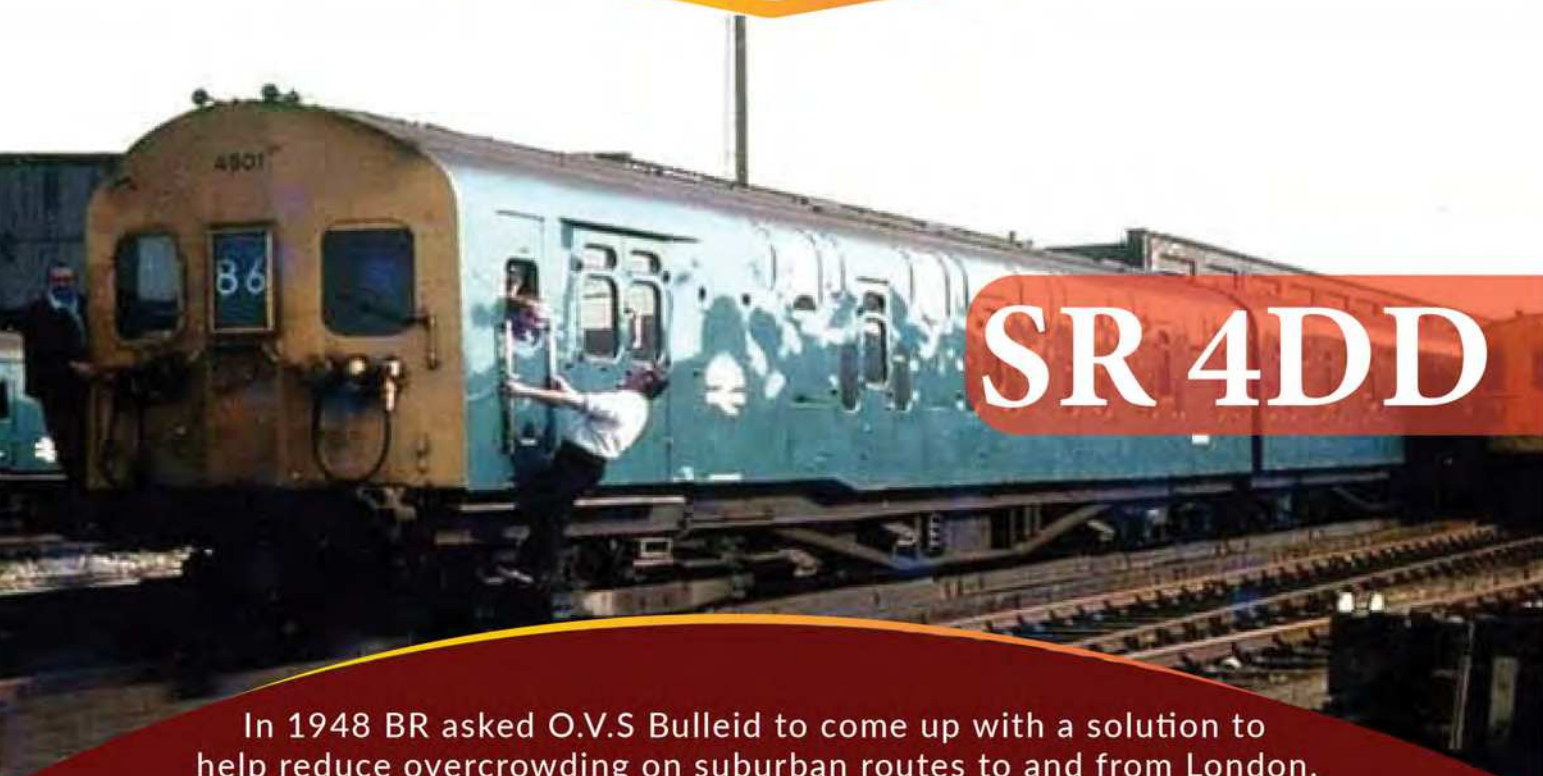


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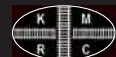
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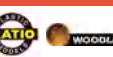
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Bachmann's FAIRLIE SURPRISE

**FIRST
REVIEW**

The bulky stance of the 0-4-4-0T is clear in this image.



The secret is out and the first of Bachmann's new 'OO9' Double Fairlie locomotives will be in the shops this winter. **MIKE WILD** takes a closer look at this exciting new narrow gauge steam engine.

ONE of the great office games is on the night of a new model launch. We always talk about what it might be, what we would like to see and what the missing links are, but none of us could have called it with the Double Fairlie from Bachmann.

The secret was revealed on November 3 in Bachmann's Winter British Model Railway Announcements (see Update

pages 10-13) with the Fairlie being the star of the show. We knew something big was coming, but this was a huge surprise. Better still, on the day of its announcement a delivery arrived at the office bearing the fruit of Bachmann's labour – the sample you see on these pages modelling *Earl of Merioneth* as it was between 1961-1988. Today this locomotive is named *Livingston Thompson* and is on display in the National Railway

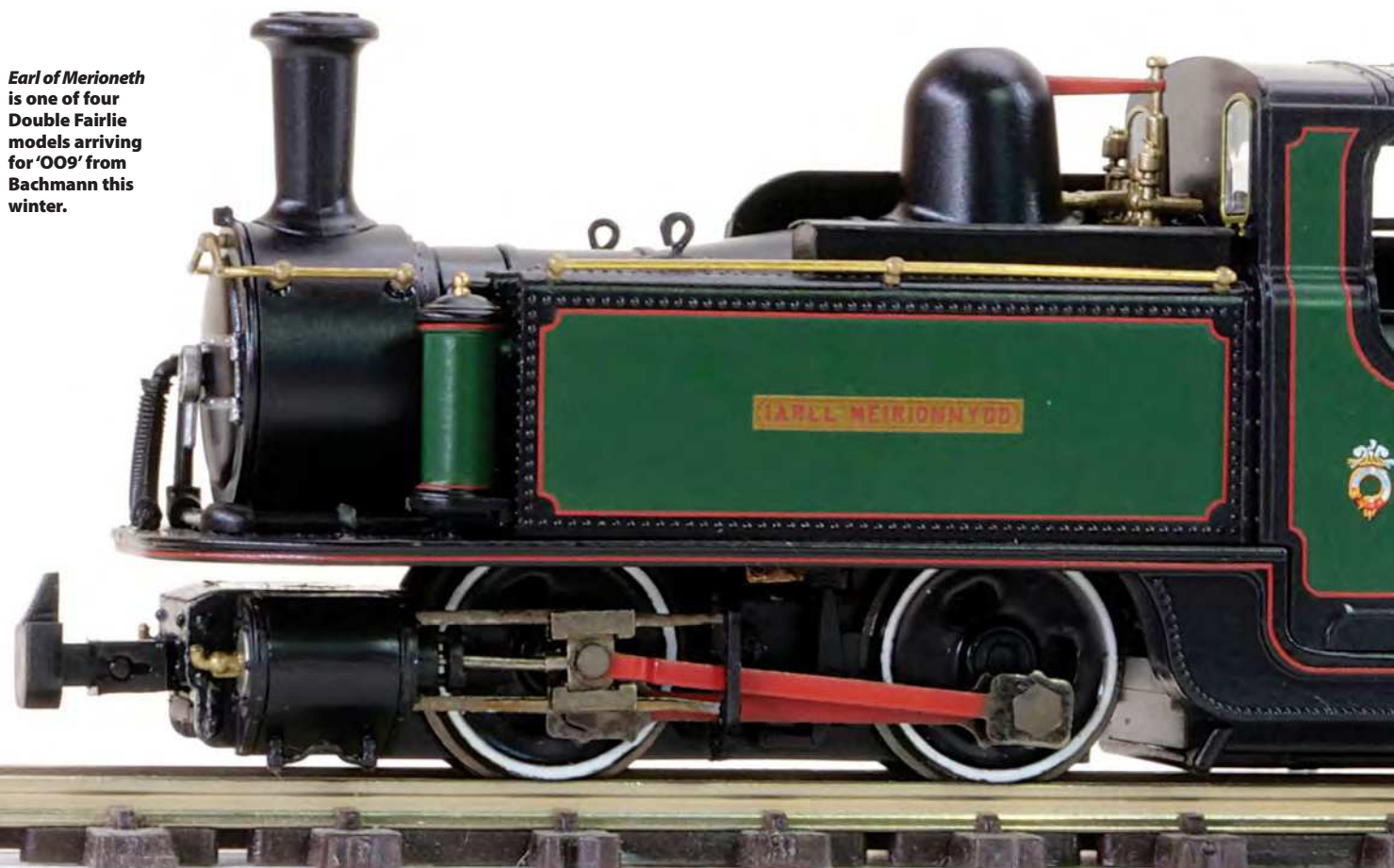
Museum as an example of one of the most powerful and capable narrow gauge locomotives to run in Britain.

The first of these unusual locomotives was completed in 1869 and named *Little Wonder*. It had two bogies which allow the locomotive to negotiate tight curves of narrow gauge railways while delivering exceptional adhesive weight and power. They were designed to increase capacity on the heavily

used Ffestiniog Railway in North Wales where high demands of slate traffic were stretching its earlier 0-4-0ST engines. The Double Fairlies were a revelation and six have been built for the railway with a seventh currently under construction.

There have been numerous changes to the locomotives over the years including open and closed cabs, window styles and sandboxes and impressively

Earl of Merioneth is one of four Double Fairlie models arriving for 'OO9' from Bachmann this winter.





The double ended locomotives have fine features on top of each tank and boiler including water filler handles, safety valves, coal bunkers and separately fitted handrails.



Even the cab interior is fully detailed with reverser, regulator, gauge glasses and pressure gauges.

TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	391-102 (reviewed)
Description:	Ffestiniog Double Fairlie <i>Earl of Merioneth</i> , lined green
Builder:	FR, Boston Lodge
Region:	Ffestiniog Railway, North Wales
Gauge:	'OO9', 9mm
Scale:	4mm:1ft
Length:	124mm
Price:	£234.95 (DCC ready), £334.95 (DCC sound-fitted)
Couplings:	Narrow gauge hook couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	Factory fitted 15mm x 11mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second (12in)
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-4-4-0T
Purpose:	Passenger and freight
Haulage capacity (expected):	Eight+ coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

Bachmann's new 'OO9' model incorporates the big differences between the locomotives. You can read more about the history of these fascinating locomotives on pages 74-77.

THE MODEL

It is a 'little wonder' that Bachmann has chosen the Double Fairlie. It's a locomotive which has been rumoured and picked for a ready-to-run model in the past. In 2009

there were rumblings that Austrian model manufacturer Roco was looking at the Ffestiniog's Double Fairlie for 'OO9', but that fizzled out by early 2010. More recently Peco has been working with Kato on a model of the locomotives to follow its soon to be released George England 0-4-0STT.

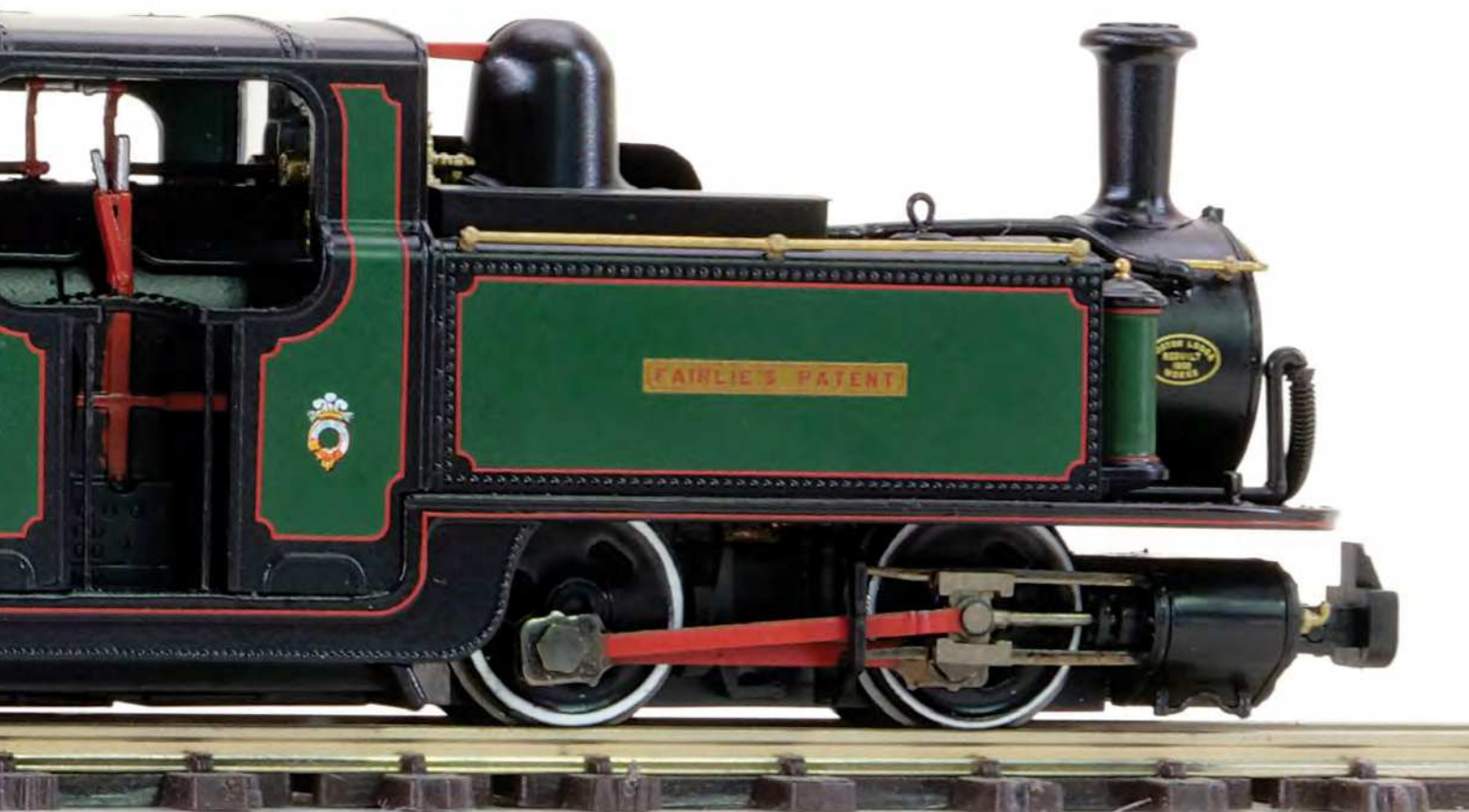
In total there are four versions of the Double Fairlie coming from Bachmann this winter. They will model *Merddin Emrys* with an

open cab in lined green (Cat No. 391-100), *Earl of Merioneth* with a closed cab in lined green (391-102), *Livingston Thompson* with a closed cab in lined maroon (391-103) and a Bachmann Collector Club exclusive model of *David Lloyd George* with a closed cab in lined maroon (391-100K). All four versions are available DCC ready priced at £234.95 and DCC sound fitted from the factory priced at £334.95.

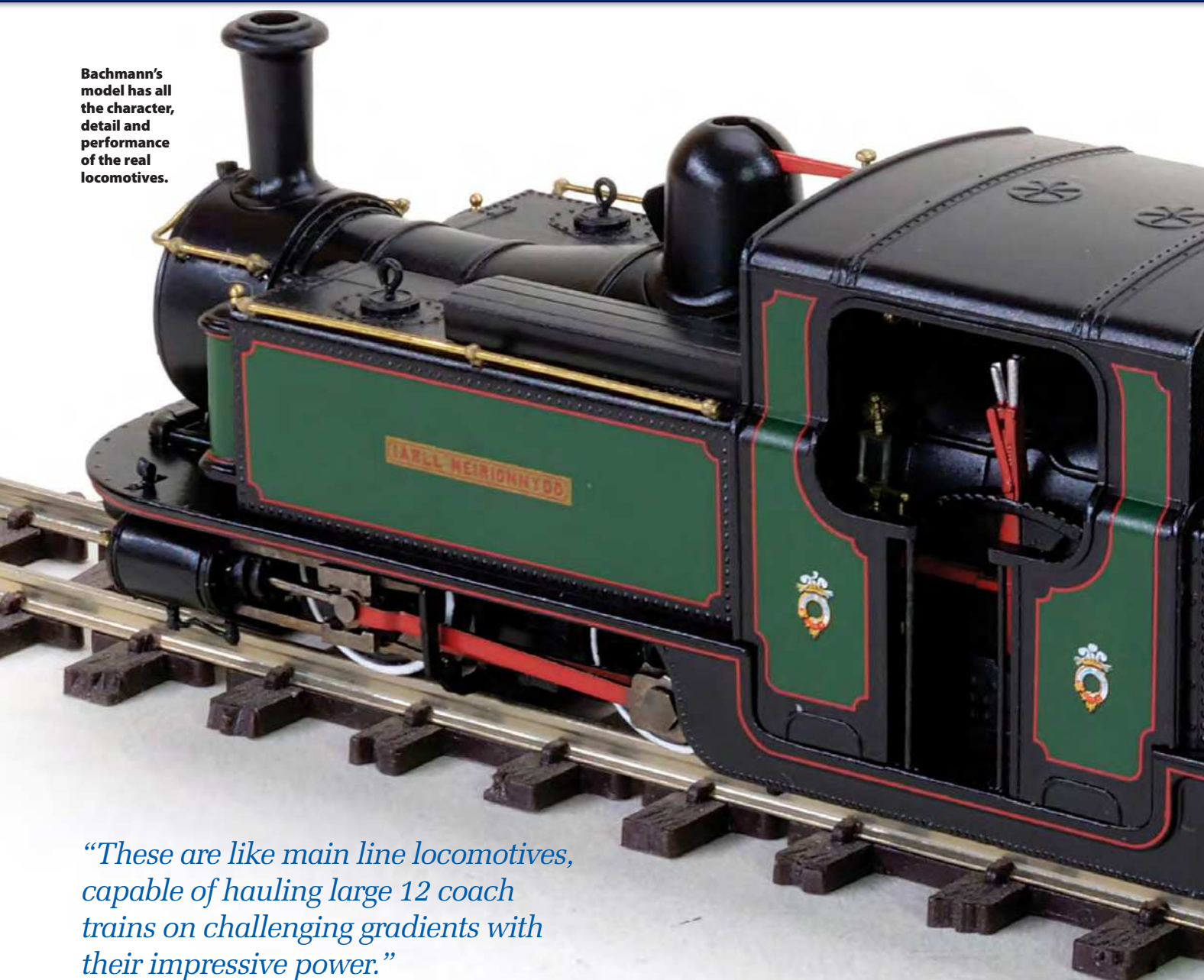
Our sample of *Earl of Merioneth*

is a DCC ready version which has a Next18 decoder socket inside to allow for a quick upgrade to sound thanks to the inclusion of a factory fitted speaker. It models the locomotive as it was running between 1961-1988 – this locomotive having also carried the names *Livingston Thompson* and *Taliesin* during its long lifespan.

The locomotive is immaculately presented and we were instantly struck by just how attractive this >>



Bachmann's model has all the character, detail and performance of the real locomotives.



“These are like main line locomotives, capable of hauling large 12 coach trains on challenging gradients with their impressive power.”

MIKE WILD

little 124mm long locomotive is with its twin chimneys, domes, brass coloured handrails, curved front frames and intricate valve gear.

Despite its size Bachmann has invested in detail at every turn with a fantastically finished cab interior with its reversing lever, single gauge glass on each side of the

cab, firebox doors, twin regulator handles and even representation of the gauge faces inside the cab.

Decoration over the excellent body is nothing short of exceptional. The Ffestiniog Railway lined green from the 1960s is reproduced to the highest standard by Bachmann including replicas of the cab crests, the aforementioned

brass coloured handrails, lining of the tanks and cab and even silver smokebox door dart and hinge brackets. It's the icing on the cake for this superb little locomotive. There are also optional etched brass name and patent plates included with the model in the accessory pack for that little extra finishing touch.

PERFORMANCE

The mechanism is another smooth running and quiet example from Bachmann in our sample. Straight from the box it ran near silently and after running in we were able to test it further with train weights on the drawbar. Our maximum load test was nine coaches, a mixture of four wheel and bogie stock from



The chassis provides drive to the outer axle of each bogie with a centrally mounted coreless motor. A Next18 decoder socket is positioned beneath a removable panel in the chassis base.



Above: *Earl of Merioneth* is presented in its 1961-1988 condition prior to becoming an exhibit in the National Railway Museum.

Peco and Bachmann, which this compact 0-4-4-0T handled with ease, just like the real engines.

The motor is completely concealed inside the chassis and is a coreless type. It provides drive to both bogies which interestingly have geared drive to only one axle each – the coupling rods carrying power to the second axle in each power bogie. Electrical pick-up is from all wheels providing power to the motor via the centrally mounted PCB which is mounted under a removable panel in the base of the chassis. This offers easy access to the Next18 decoder socket without the need to remove the entire body.

A factory fitted 15mm x 11mm speaker is included in the 0-4-4-0T rated at 0.5Watt and 80ohm which is suitable for use with ZIMO's compact MX659N18 sound chip which is just 20mm long and 9.5mm wide. If you don't want to follow the sound route, Bachmann recommends its 36-567A Next18 locomotive decoder.

Couplings on the Double Fairlie are standard narrow gauge hooks (without loops) which we found to be reliable in service during our testing. In addition, the Fairlie is capable of negotiating second radius curves (12in radius).

OVERALL

The Double Fairlie will really generate attention and sales of ready-to-run narrow gauge models. These are like main line locomotives, capable of hauling large 12 coach trains on challenging gradients with their impressive power.

For us, this is Bachmann's best choice of narrow gauge motive

power and we can see the arrival of the Double Fairlie being the starting point for many new layout builds. We've fallen for this delightful model hook, line and sinker, as you can see in Staff Projects on pages 118-123 of this issue.

It's a 'Little Wonder' of a fabulous Fairlie. (MW)

DOUBLE FAIRLIE

STORY

One of the most remarkable and recognisable locomotive designs of the Victorian era is the narrow gauge Double Fairlie, a type that became inexorably linked with the development of the Ffestiniog Railway in North Wales, but which also became world famous due to its incredible pulling power, as **EVAN GREEN-HUGHES** describes.

THERE can be few people who have visited Porthmadog in North Wales who have not marvelled at the peculiar-looking double-ended

Fairlie locomotives which are much favoured by the Ffestiniog Railway (FR) and which can often be seen romping away with loads of 12 or so bogie coaches in tow. With a chimney and a four-wheel powered bogie at each end and central cab these locomotives are like nothing else ever produced, but although extremely successful at this location they failed to catch on in any numbers in the rest of the world.

The double Fairlie is essentially two 0-4-0 steam locomotives placed back-to-back on a common underframe, but in which the power units are able to swivel, allowing



Ffestiniog Railway Double Fairlie 12 *David Lloyd George* leads a collection of four wheel and bogie vintage carriages along the characterful narrow gauge railway heading for Blaenau Ffestiniog in September 2020. Anthony French.

the locomotive to run round extremely tight curves. The idea was patented by Robert Francis Fairlie in 1864 because he could see that such a locomotive would have all its weight available for adhesion, and that it would be capable of being operated in either direction without the inconvenience provided by a tender.

At the time, the Ffestiniog Railway was enjoying a boom in its slate traffic and its existing 0-4-0s were unable to keep up with demand. There was also a problem in that the steeply-graded single line lacked capacity and so for a time management actually considered doubling it, although this was recognised as potentially being out of financial reach. The answer to this problem came in 1868 when Fairlie wrote to the company offering to build one of his revolutionary engines, which was in time

provided at a cost of £1,905, about £250,000 today.

Little Wonder was constructed by George England and Co, which had provided some of the earlier FR engines, and it was the third to be constructed to Fairlie's patent but importantly it was the first in which the locomotive was provided with two fireboxes which at a stroke cured the steaming issues that had affected the first two engines. Although it weighed just under 20tons, it proved to have a prodigious pulling power, and was said to be capable of hauling 100 wagons up the steeply-inclined line. Fairlie was delighted and staged a number of demonstrations in Wales which were attended by high-powered railwaymen from all over the world.

This locomotive differed considerably

from those that were to follow, with the most visible being that no proper cab was provided. The water tanks were shorter than what was to become the standard and no balance weights were provided on the inner ends of the bogies to counterbalance the cylinders and motion, which led to very rough riding. Originally this locomotive had its sand boxes in the cab, but these were later moved to the ends of the tanks. *Little Wonder* was worked very hard with local tradition having it that it literally shook itself to pieces due to the lack of balancing and so it had a working life of only 13 years or so before the boiler finally gave up.

SUCCESS STORY

However, it was so successful that the FR ordered a second one, which was this time »



built by the Avonside Engine Company and was to the design of George Percival Spooner of the railway itself. Named *James Spooner*, this was delivered in 1872 and of interest is that the builders considered it to be two separate locomotives and therefore gave each end a different works number!

This new engine was larger than *Little Wonder* although it had bogies with a shorter wheelbase. Importantly those bogies were pivoted off-centre to counteract the weight of the cylinders and motion. As delivered it had no cab, but it did have weatherboards. A cab was added in 1887 and in this form it set the template of what was to become the 'standard' Fairlie for the Ffestiniog, although it was slightly shorter than the locomotives that were to follow. This locomotive had two replacement boilers in its life and this enabled it to last until 1930 when it was laid aside in very worn-out condition and subsequently scrapped.

By 1877 the FR's management had decided that there would be considerable savings if future engines were built at their own works, Boston Lodge, and consequently an erecting shed was provided which was to house construction of the next two Fairlies.

Merddin Emrys and *Livingston Thompson* followed in 1879 and 1886 respectively and were very much to the pattern laid out by *James Spooner*, although there



1872 built Double Fairlie 8 *James Spooner* was built by Avonside Engine Company in Bristol for the Ffestiniog Railway. The open cab 0-4-4-0T stands at Porthmadog station soon after completion.

[Oxford Science Archive/Print Collector/Getty Images.](#)

were detail differences between the two engines, including larger water tanks on the second engine, which was considered to be a replacement for *Little Wonder*.

These two were to prove very long-lived and at the time the original railway was closed in 1946 *Merddin Emrys* was one of only two serviceable locomotives left. *Livingston Thompson* was at that time stripped down in the erecting shop but was re-assembled in 1957 and, carrying the name *Taliesin*, was in service until 1961 when it was renamed *Earl of Merioneth*. Withdrawn in 1971 it remained in store

until 1987 when it was cosmetically restored and its original name restored and then lent to the National Railway Museum for display. It is unlikely to ever steam again as it is now largely made up of worn-out parts and its restoration would involve the scrapping of most of what still exists.

A NEW FAIRLIE

It was there that it would have been expected that the Fairlie story would have ended - but in 1972 increased traffic on the FR in preservation led to construction of a completely new double Fairlie being





The Ffestiniog Railway's 1979 built Double Fairlie 0-4-4-0T *Earl of Merioneth* crosses the Cob on the approach to Porthmadog with a service from Blaenau Ffestiniog on August 28 2007. It had just returned to traffic after a boiler overhaul, and was conspicuous due to the provision of the large brass dome and black livery, which it carried for just a short while, returning to green in 2008. John Whitehouse.

authorised. This locomotive took the name of the withdrawn Earl aka Livingston Thompson and was seen as a replacement for that engine.

The new *Earl of Merioneth* provoked intense controversy due to its vastly-changed shape which abandoned the traditional Fairlie outline in favour of a more angular and box-like appearance. The locomotive featured a new boiler and boiler cradle but employed a pair of the existing power bogies. The new superheated boiler burned oil and was built by the Hunslet Engine Co while

the wheels were cast by British Rail Engineering.

While very successful, the locomotive's appearance caused some debate and over the years various attempts were made to soften its lines. It has since attracted fans of its own and is now seen as a vital part of Ffestiniog history. It was withdrawn from service in 2018 and at the moment is in store awaiting time and funds for an eventual return to traffic.

In 1992 work started on a fourth Boston Lodge-built Fairlie with this being to much more traditional lines and receiving the name *David Lloyd George*. There were some differences to the traditional engines, particularly in that no well water tank was provided and that a higher level of superheat was used. This locomotive was extensively used in its first ten years but it was then put into secondary use due to the condition of its bogies, which had been second-hand when fitted. A full rebuild saw the engine back in service in May 2014, since when it has been a regular performer on the line.

NEW BUILD

Construction of a seventh and for now final Fairlie commenced in January 2018 and is still under way. The new locomotive will be called *James Spooner* and as well as the name will also take the number of its earlier namesake. It will be to traditional appearance and there are plans for modifications to be made so that it can be run in Victorian condition with open cab when conditions permit. Although it was due to be completed in 2020, recent events have pushed that date back and at present there is no firm date for its introduction to service.

As can be seen the Ffestiniog has had great success with the Fairlie design, but unfortunately it did not catch on elsewhere in the world in any great numbers. Examples were produced for use in the USA, Canada, Mexico, New Zealand, Russia, India and Burma. In other applications the lack of coal and water capacity has been an issue, due to no tender being provided, and there were also problems with the steam joints where they swivelled from the locomotive frame to the bogie. However double-ended locomotives with a bogie at each end caught on in huge numbers in the 20th century when diesel engines became widely available, a move which vindicated all the engineering principles that Fairlie tried to put into his patent engines.

Today the double Fairlies of the Ffestiniog Railway are much admired and continue to astound enthusiasts with the ease that they are able to haul lengthy and heavy trains up the steep inclines of that railway.

If you haven't yet made a visit to travel behind one of them this is really something that you should do and is to be recommended. **HM**



The Double Fairlie locomotives had a huge impact on the Ffestiniog Railway's ability to meet the demands of passengers and slate traffic. Around the turn of the 20th century, believed to be 1896, a Fairlie 0-4-4-0T pauses at Tan-y-Bwlch alongside a mixed train. Carl Norman/The Print Collector/Getty Images.



David Lloyd George leaves Tanygrisiau with the 11.45 Blaenau Ffestiniog-Porthmadog on June 16 2006 surrounded by the modern level crossing lights. Railphotoprints.uk.

DOUBLE FAIRLIE LOCOMOTIVES OF THE FFESTINIOG RAILWAY

NO	NAME	BUILDER	DATE	WITHDRAWN	NOTES
7	<i>Little Wonder</i>	George England	1869	1882	
8	<i>James Spooner</i>	Avonside Engine Co	1872	1930	
10	<i>Merddin Emrys</i>	FR Boston Lodge	1879	In service	
3	<i>Livingston Thompson</i> (1886-1956 and 1988-date), <i>Taliesin</i> (1956-1961), <i>Earl of Merioneth</i> (1961-1988)	FR Boston Lodge	1886	1971	Museum exhibit at NRM
11	<i>Earl of Merioneth</i>	FR Boston Lodge	1979	In store	
12	<i>David Lloyd George</i>	FR Boston Lodge	1992	In service	
8	<i>James Spooner</i> (new engine)	FR Boston Lodge	2022	In build	

TRAINSPOORTER STORAGE SOLUTIONS

IF YOU ARE LOOKING for a durable container to store or transport locomotives and rolling stock to/from exhibitions, Trainsporters' collection of stock boxes for 'OO' and 'O' may have the solution.

The range includes a selection of tough plastic storage boxes utilising Really Useful Box products

with bespoke pre-cut foam inserts. There are two 20litre containers suitable for 'OO' models and five for 'O' gauge, with a choice of 20litre or 33litre options. Each is stackable and made from recyclable plastic with strong locking handles.

For review we received examples of a 20litre 'OO' gauge box (Cat No. TSOO21) and 33litre 'O' gauge box

(TSO32) with removable lids. The 'OO' gauge 20litre box measured 710mm x 440mm x 115mm and featured four layers of pre-cut foam sheets – two 18mm layers top and bottom, together with 23mm and 30mm thick sheets in the centre (the alternative 'OO' box (TSO020) features a single 53mm thick sheet at its centre with the two 18mm top

and bottom layers).

The dual layer version provides easier access to models and also enables the depth to be varied between locomotives and wagons. Both feature ten pre-cut 335mm x 40mm slots across the width of the box. Our review sample happily accommodated lengthy 'OO' Mk 3 carriages.

- **Price:** From £40 (box/foam inserts) /from £25 (foam inserts)
- **Cat No:** Various (see text)
- **Site:** www.trainsporters.com

Trainsporters offers a range of storage boxes and foam inserts to suit 'OO' and 'O' gauge stock. This is a 'OO' 20litre box.





The 'O' gauge stock box offers the option for multiple layers of foam for easier access to the models inside.

The 'O' gauge 33litre box measured 710mm x 440mm x 170mm with dual central layers – 35mm and 60mm – with 25mm top and base sheets. Slots in the foam for this box were orientated along its length and measured 560mm x 68mm. A narrower 61mm option is also available, while alternative thicknesses of pre-cut layers are also offered.

The foam on our review samples was sturdy and the central sections to each slot can be used as packing material once removed. These are also partially cut to offer different sized pieces.

Clear polythene sleeves are also included to provide an added level of protection to the models (ten for 'OO'/four for 'O'), reducing the risk of snagging small details and also offering an easier way to securely remove them from the box. Consideration has also been given to storage, with small packs of silica gel included to reduce the risk of moisture damage.

If you already have similar sized boxes in your collection, the pre-cut foam inserts and polythene sleeves are also available separately.

A robust and well thought out storage solution. (MC)



The foam inserts are made to suit the Really Useful Box products which makes the cases stackable for storage.

DCC Concepts servicing cradles

● Price: £15.95-£18.95 ● Cat No: SVC240, SVC340, SVC440, SVC540 ● Site: www.dccconcepts.com



DCC Concepts' new range of servicing cradles are designed with the 'OO' gauge modeller in mind. The range comprises hard foam cradles 240mm, 340mm, 440mm and 540mm long.

A NEW RANGE of locomotive servicing cradles has been introduced by DCC Concepts to assist in the maintenance of 'OO' gauge locomotives and rolling stock. The cradles are U shaped sections of hard foam which comfortably support items between the sides while

also offering end stops to keep the model securely in place.

The cradles are offered in four lengths – 240mm, 340mm, 440mm and 540mm – making them capable of holding even a LMS Beyer Garratt in the longest type. Each has the DCC Concepts logo etched into the base.

For reference the 340mm long version will accommodate medium sized Co-Co diesels like Class 37s and 47s while the longer 440mm version will host a large 'Pacific' steam locomotive or a Class 40 length diesel in 'OO' gauge.

As a means of keeping models secure during maintenance these are handy new additions to the DCC Concepts collection and they are in stock now. (MW)

OO Works 'A12'

0-4-2

The London and South Western Railway's characterful 'A12' 0-4-2 is the latest locomotive to be offered by specialist manufacturer OO Works. **MIKE WILD** reviews this new arrival.

THE UNUSUAL IS VERY much the usual for OO Works. The UK based specialist manufacturer has carved a place in the market for production of ready-to-run 'OO' gauge locomotives with a smaller appeal but wonderful character.

The latest arrival is its model of the London & South Western Railway (LSWR) 'A12' 0-4-2s. Between 1887 and 1895 90 were built with 50 completed at the railway's own Nine Elms Works and a further

40 by outside contractor Neilson and Company. The 0-4-2 wheel arrangement was always unusual in tender locomotives – and tank engines – and positioned the driving wheels under the boiler



while the firebox and cab were carried above the rear pony truck.

The 'A12's were known as 'Jubilees' due to the first entering service in the Golden Jubilee year of Queen Victoria and they were originally deployed on express passenger services with allocations to Nine Elms, Guildford, Basingstoke, Yeovil, Exmouth Junction, Salisbury, Wadebridge and Plymouth. The entire class remained in service at the 1923 Grouping when the LSWR was absorbed into the newly

formed Southern Railway, although it was only five years later that the first five were withdrawn.

By the time of Nationalisation in 1948 only four remained in service with the last being withdrawn in the same year. One was retained to supply steam at Eastleigh until 1951, but none of the class were saved for preservation.

THE MODEL

The 'A12' has never been produced as a ready-to-run model in the past,

and it has only been available in kit form with a Nu Cast whitmetal kit. A OO Works model is quite different to the mass produced models from the likes of Bachmann and Hornby and each locomotive OO Works makes is produced in very limited quantities.

For review we received a sample of 'A12' 598 in Southern Railway lined olive green modelling the locomotive with a Drummond chimney. Its 209mm length scales at 52ft 4in while it has correct 6ft

1in diameter driving wheels and 4ft diameter trailing wheels.

Highlights of the locomotive include sprung buffers, a neatly proportioned boiler and cab, correct chimney and dome, representation of the inside motion beneath the boiler and separately fitted wire handrails. The detailing isn't as refined as you would expect from a mainstream ready-to-run locomotive model, but there are lamp irons, brake pipes, brake shoes in line with the wheels, safety



The proportions of the 'A12' are captured very well by the OO Works model.

TECHNICAL DETAILS

Manufacturer:	www.ooworks.co.uk
Cat No:	598
Description:	LSWR 'A12' 0-4-2 598, Southern olive green
Builder:	LSWR Nine Elms and Neilson and Company
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length (over buffers):	209mm
Price:	£315
Couplings:	Screw mounted small tension locks
DCC:	No socket provided
Speaker:	No space provided
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-4-2
Purpose:	Express passenger
Haulage capacity (expected):	Six coaches
Haulage capacity (actual):	Six coaches (maximum tested)



The LSWR 'A12' 0-4-2 is a characterful locomotive and OO Works' latest release for 'OO' gauge.

valves and boiler fittings.

Decoration of our sample was to a good standard with fine and consistent lining of the boiler, though the frame and splasher lining isn't quite as precise and appears to be done by hand. The tender lettering and numbers are in the right style too, but have a little show-through of the backing when viewed in certain lights while our sources suggest that the main handrail around the boiler should be black rather than brass.

PERFORMANCE

A high point of an OO Works model is its running. The 'A12' is fitted with a high torque coreless motor which drives the rear driving axle. It is a heavy locomotive weighing in at 400grams. The combination of motor and weight means the 'A12' has plenty of adhesion to help it haul trains of six coaches comfortably – plenty for a Victorian steam engine of this ilk. Our sample also ran happily through points and crossings on

our code 75 track layout.

All models are supplied in analogue format and no Digital Command Control interface is provided in the locomotive. However, OO Works does make reference to space for a decoder inside the boiler, though any installation will need to be wired in permanently and require soldering.

OVERALL

OO Works' new 'A12' represents the real locomotives well, but

lacks the refinement of modern ready-to-run 'OO' gauge models that we have come to expect today. It is a small batch model which would otherwise never be commercially viable, which brings with it different moulding techniques and materials. However, it does fill a missing link in the LSWR steam roster and for those looking for a unique and attractive Victorian era steam engine this is sure to be a tempting prospect. (MW)

Revamped **FIRST REVIEW** 'Whistler' for 'O'

The Class 40 is one of the largest and heaviest diesel locomotives to operate on the British railway network and it is back for a second outing with new body tooling for 'O' gauge with Heljan.

MIKE WILD checks out this recent new release.

Right The cab instrument panel is illuminated and the cab controls are all moulded onto the bulkhead.

MAIN LINE DIESEL locomotives were big, heavy machines in the late 1950s and early 1960s and the English Electric built Class 40s were one of the biggest to be operated by British Railways.

The first of these 133ton monsters were completed in 1958 to a Pilot Scheme order for ten locomotives. The design of early diesel engines and their weight meant that the EE Type 4s needed eight axles in order to spread the load on the rails with their 2,000hp English Electric 16SVT engine giving them a maximum speed of 90mph.

In total 200 were built with three significant design changes during their lifespan. D200-D324 had folding headcode discs from new while D325-D344 had split headcode boxes either side of central cab communication doors on the nose ends. The final batch, D345-D399, had central four-character headcode boxes and a much cleaner appearance.

In service the Class 40s were seen at work on the Great Eastern,

East Coast and West Coast main lines initially but later spread their wings to include much of the Midland Region as well as North Wales and Scotland. They were mixed traffic locomotives which meant they were equally common on passenger, freight and parcels traffic.

Final withdrawals from service came in 1985, although four were

retained for the Crewe remodelling work into 1987. Seven have been preserved including the first of the class, D200, at the National Railway Museum while two are currently active on the main line including the Class Forty Preservation Society's 40145 which was »



The powered roof fan sits beneath a finely etched grille.



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

TECHNICAL DETAILS

Manufacturer:	www.heljan.co.uk
Cat No:	4062 (reviewed)
Description:	Class 40 1Co-Co1, BR green with full yellow ends
Builder:	English Electric
Region:	Midland, Eastern and Scottish
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length (over buffers):	448mm
Price:	£549
Couplings:	Working screw link couplings
DCC:	DCC compatible, colour coded wiring
Speaker:	45mm round
Exterior lights:	Directional head and tail lights
Interior lights:	Cab instrument panel
Minimum curve radius:	Second (800mm)
Motor type:	Five-pole, one per bogie
Flywheel:	Two, one per bogie
Wheel arrangement:	1Co-Co1
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight+ coaches
Haulage capacity (actual):	Eight coaches, maximum tested

Heljan's new version of the Class 40 for 'O' gauge models the class in centre headcode format, as carried by D345-D399.



measured by Heljan for development of this model.

THE MODEL

The Class 40 has long been a popular choice for ready-to-run models with the first coming from Lima in the 1980s for 'OO' gauge which has since been superseded by the Bachmann offering. 'N' gauge has benefitted from two models through Graham Farish over the years while in 'O' gauge Heljan is now offering its second version of the TCo-Co1 in the model on our review desk today.

The first Heljan Class 40 modelled the class in original condition with disc headcodes and cab communication doors in November 2014 (HM90). This time Heljan is revisiting the model with fresh tooling to replicate the class in its final form with centre headcodes – a format which 'O' gauge modellers have been eager to get their hands on.

Our sample is finished in BR green with full yellow bonnet fronts, but there are four further options available from Heljan stockists: original BR green without warning panels (Cat No. 4060), BR green with small yellow warning panels (4061), BR blue with full yellow ends (4063) and fully numbered as 40155 in BR blue with full yellow ends (4064).

The main body colours of



Class 8 and Class 2 train headcodes are carried at each end of the BR green version received for review.

our sample replicate the real locomotives well and, interestingly, Heljan's yellow for the bonnet fronts matches period photographs from the late 1960s when this style of livery first came into use and makes a change to the usual small yellow panels. While there are no locomotive numbers, there are still plenty of printed details including overhead electrification warning flashes of the correct style, neatly printed builder's plates below the driver's windows, BR crests and axle boxes picked out in yellow with red stripes. In addition, the buffer beam

and its fittings are fully painted while even the buffer shanks are painted silver adding another touch of detail to the finish.

Externally, the centre headcode bodyshell represents the design of these locomotives superbly with a neat and close relationship between the bottom of the body and the tops of the bogies. The distinctive pipes on top of the

bogies are modelled together with a full complement of underframe equipment.

The bonnet fronts are fully appointed with handrails, lamp brackets, moulded horn grilles and

Five-pole motor topped with brass flywheel.

Cab interior with seats and instrument panel.

All-new centre headcode Class 40 bodyshell.

Sprung buffers and fully detailed buffer beam.

Neatly printed BR crests.



Below: The chassis features colour coded wiring, directional lighting, space for a 45mm round speaker and a powered roof fan mounted in the roof.

Central Printed Circuit Board.

Five-pole motor topped with brass flywheel.

Illuminated cab instrument panel.

Detailed plastic bogie side frames.

DCC friendly colour coded wiring.

“Externally, the centre headcode bodyshell represents the design of these locomotives superbly with a neat and close relationship between the bottom of the body and the tops of the bogies.”

MIKE WILD

the all-important headcode box. Completing the detail picture is a finely moulded roof while the cab interior features a single colour moulded bulkhead as well as seats and a control desk.

PERFORMANCE

The chassis layout matches the previous model and features a pair of powerful five-pole motors which drive two axles each. These are topped by large brass flywheels which assist in the locomotive's smooth running capabilities.

Initial tests with analogue control showed that the motors were smooth running and quiet and

after running in we loaded the Class 40 with an eight-coach rake of Heljan Mk 1 carriages which it handled with ease on our test track.

There are additional features in the Class 40 with the model having directional lighting for the headcode boxes and tail lights as well as illumination of the cab instrument panel. There are no cab interior lights, but these could easily be added to the circuits inside if you wish. There is also a powered roof fan which is linked to the main circuit board. There are also switches in the underframe to allow the cab and tail lights to be turned on/off manually as required.

As with all recent Heljan locomotives, the wiring inside the Class 40 has been colour coded to match Digital Command Control specifications, which is a big step up from the previous generation which was entirely wired with red and black cables.

Due to the power consumption of the twin motors, a large scale decoder such as a ESU LokSound V5 XL or ZIMO MX699KS is required. A wiring diagram is included with the instructions explaining what each wire does, but any installation like this will require care to complete and an understanding of locomotive wiring.

OVERALL

The centre headcode Class 40 is a great addition to the Heljan portfolio and one which fills an important gap in the early diesel history.

The changes to its internal specification over the previous generation are excellent progress too, but in some ways a halfway house towards the next generation of Heljan 'O' gauge diesels which will have plug and play DCC sound options.

This is a great model of one of the most popular big main line diesels and one which deserves to do well. Excellent and available now. (MW)

CDC 3D printed 'R1' BODIES



- Price: £48.00
- Cat No: R1
- Site: www.cdc-design.net
- Era: 3-5

New from CDC Design is a 3D printed body for the SECR 'R1' 0-6-0T. This version is designed to fit onto the Oxford Rail 'Dean Goods' chassis, but requires modification to the wiring and removal of the brake rigging.

CDC DESIGN has introduced a new 3D printed body for the South Eastern and Chatham Railway 'R1' 0-6-0T. These 0-6-0Ts were introduced in 1910 by Wainwright through rebuilding of Stirling 'R' 0-6-0Ts with new boilers and 'Pagoda' cabs while three of the class retained their original Stirling rounded cabs and short chimneys for use on the Whitstable branch which had a restricted loading gauge at Tyler Tunnel.

The 'R1' was made famous in the steam era for its use on the Folkestone branch while in model form it is one of the synonymous Hornby Dublo locomotives of the 1960s. However, the handsome tank engine has never been released as a modern day ready-to-run product leaving the door open for specialist 3D locomotive body maker CDC Design.

Two versions of the body have been made – one to suit direct fitting on the Hornby LMS 'Jinty' 0-6-0T chassis while a second version allows for installation of an Oxford Rail GWR 'Dean Goods' chassis into the body. The latter requires modifications to the wiring

due to the tender location of the decoder while the outside brake rigging will also need removing.

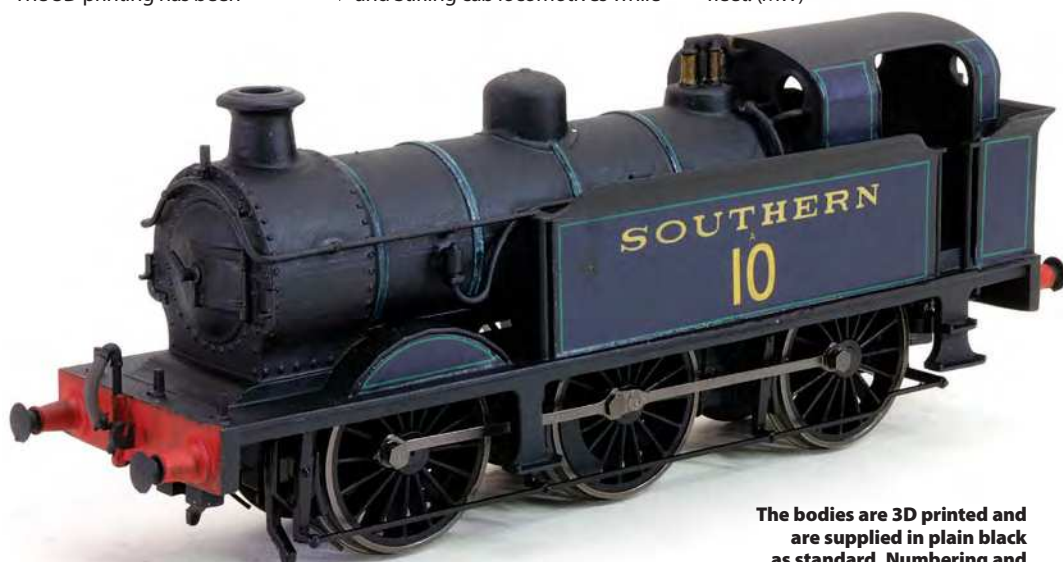
The bodies are supplied in plain black livery allowing the customer to add their own choice of running number and crests while our examples had the addition of locomotive numbers applied by CDC which can be added to an order for an additional £10.

The 3D printing has been

achieved to a high standard with only minimal printing marks on the boiler barrel when viewed close up. The detailing is crisp and it is impressive to see what can be achieved with 3D printing in terms of details such as handrails, lamp irons, brake pipes, cab interior and more all being fully printed on these bodysells. You also get a choice of Wainwright 'Pagoda' cab and Stirling cab locomotives while

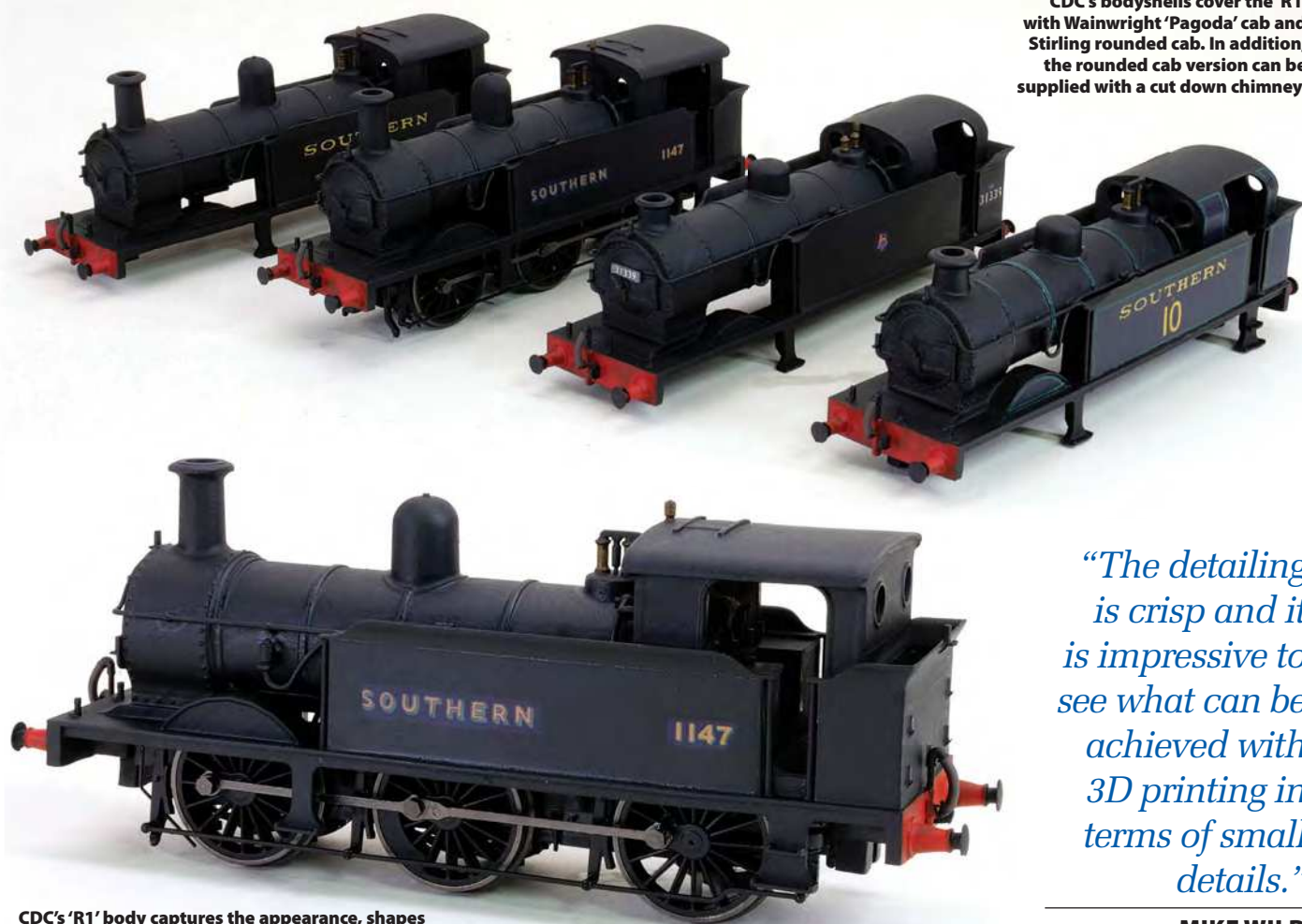
the latter type also has options for full height and cut down chimney too.

CDC Design's 3D printed SECR 'R1' 0-6-0T bodies are excellent 3D printed models which will be simple to bring to life with the choices of ready-to-run chassis suggested by the manufacturer. A great way to add a classic Southern Region shunting engine to your fleet. (MW)



The bodies are 3D printed and are supplied in plain black as standard. Numbering and lettering is an optional extra.

CDC's bodysells cover the 'R1' with Wainwright 'Pagoda' cab and Stirling rounded cab. In addition, the rounded cab version can be supplied with a cut down chimney.



CDC's 'R1' body captures the appearance, shapes and character of the real locomotives well.

"The detailing is crisp and it is impressive to see what can be achieved with 3D printing in terms of small details."

MIKE WILD

'CLAN' UPDATE



The BR green running plate colour for Hornby's model of 72004 *Clan MacDonald* is correct with confirmation that Crewe built 'Clans' were painted like this.

Following on from our review of Hornby's new release of the BR 'Clan' 4-6-2 as 72004 *Clan MacDonald* in HM174, new information has come forward to confirm the colour of the running plate top.

In the review we asked whether

the green colour applied to the model (Cat No. R3995) was correct and reader Ian Taylor came forward with confirmation. The green running plate colour was a feature of Crewe Works BR Standard 'Britannia' and 'Clan' class 'Pacifcs' when finished in lined green, so

with 72004 being a Crewe-built locomotive, Hornby's colour choice is correct. Ian's information comes from his father's notes – he was a Workshop Inspector for the British Transport Commission.

To read our full review of Hornby's new release of the 'Clan' 4-6-2s see

HM174 or visit www.keymodelworld.com where you can watch video of the model in action on our test track too. Plus, our competition to win Hornby's model of 72004 (HM174) is still open for entries until December 20 – visit www.keymodelworld.com to enter now.

'OO' GAUGE



Elite buckeye MAGNETIC COUPLINGS

- **Price:** £1.50-£13.95
- **Cat No:** N/A
- **Site:** www.westhillwagonworks.co.uk
- **Era:** N/A

WEST HILL WAGON Works continues to expand its range of magnetic Hunt Couplings which now also includes a collection of 'dummy' buckeye style Elite couplings.

The Elite magnetic couplings range has been designed to enable the joining of vehicles irrespective of the coupling's polarity, as they incorporate dual polarity within the single coupling.

Each of the packs features a new design of coupling bar with the new square magnet shrouded in plastic, moulded to look like buckeye couplings when joined together and viewed from the side.

Our review samples included NEM stepped examples to fit

Bachmann Mk 1/Mk 2 and Mk 1 Pullman coaches, straight versions for Hornby's Mk 3s (NEM and circular mount) with a pair of stepped NEM examples for Hornby HST power cars, straight examples for Hornby and Airfix BR Mk 2d coaches (circular mount) and straight close couplings for Hornby Pullman cars (clip-fit). A separate pack containing a pair of HST stepped NEM couplings is also available separately.

Standard coupling packs each contain ten pairs of couplings, while the HST packs contain nine pairs (eight for the carriages and one for the power cars).

Each coupling has been designed to simply replace the existing examples either as a clip-in, clip over or push fit, depending on the coupling type,

Above: West Hill Wagon Works' range of 4mm scale magnetic couplings now includes a selection of Elite 'buckeye' examples to suit a wide selection of 'OO' applications.

Below: Close-up of the different connector styles available in the Elite 'buckeye' magnetic couplings collection.



and will enable carriages to be coupled together from either end, without concern for polarity. As with previous couplings

in the range, our Elite buckeye review samples proved reliable and sturdy in use and offer quick coupling and release. (MC)

'OO' GAUGE

Laser-cut rowing boats

- **Price:** £5.99
- **Cat No.** LX434-OO/LX435-OO
- **Site:** www.scalemodelscenery.co.uk
- **Era:** Any

If you are looking to complete a lake or river scene, these 4mm scale laser cut wooden rowing boats will certainly look the part.

Scale Model Scenery has developed full hull and waterline versions, each of which is simple to construct from the laser-cut 0.8mm laserboard parts.



Supplied as flat-pack parts on a fret, you simply build up the layers to complete the desired shape. The full hull pack contains enough parts to construct four

boats, while the waterline pack includes enough to build five boats.

Pictorial instructions are included and you simply glue

each layer of the hull in stages until complete. Oars are also provided for each boat – just add paint or varnish to finish them off. (MC)

Scale Model Scenery has added 4mm scale rowing boats to its range of laser-cut scenic accessories.

'OO' GAUGE

JAGUAR I PACE

- Price: £7.95
- Cat No: 76JIP001
- Site: www.oxforddiecast.co.uk
- Era: 11

A recent addition to the Oxford Diecast range is this 1:76 scale Jaguar Land Rover I Pace battery-electric SUV.

Our review sample appears as five-door RV68 KVH in eye-catching Photon red with black trim. Body-styling certainly looks the part from all angles and features neat silver touches to the radiator, wheel hubs and

wing mirrors. Front and rear lights are formed from separately applied clear plastic parts, while the glazing is clear throughout, with neatly moulded windscreen wipers, together with a detailed interior.

Registration plates are neat and accurately printed, while sculpted detail to the front and rear, plus door handles and electric charge point cover are also well done.

Crisp Jaguar logos and lettering complete the picture. Perfect for a contemporary layout scene. (MC)

Oxford Diecast's range of 1:76 scale contemporary cars is boosted with the addition of the Jaguar Land Rover I Pace.



'OO' GAUGE

3D-printed rail staff

New from Modelu are these 3D-printed railway staff, including signalmen and guards in a selection of poses.

Our review samples included a signalman with a cup of tea (Cat No. 11100-076), signalman leaning (11101-076), signalman looking out of the window (11102-076) and signalman mopping brow (11103-076), together with a passenger guard with bag (11104-076) and passenger guard with flag (11105-076).

Each of our samples were printed to 1:76 scale ('OO'), although they



can be printed to any size – see website for details. Detailing is up to the usual high standard we have come to expect with crisp features

to face, hands and feet, and realistic folds and creases to clothing which can be further enhanced with careful painting.

Supplied on small plinths, any print 'supports' can be cut away to release the figures, ready to place on a layout. (MC)

Modelu's extensive collection of 3D-printed figures now includes these 4mm scale signalmen and passenger guards.

ALL SCALES

Bespoke station signs

- Price: £18
- Cat No: N/A
- Site: www.pacificmodels.co.uk
- Era: Any

Pacific Models has broadened its bespoke station signage service to incorporate 2mm, 3mm and 7mm scales in addition to its existing 4mm service, with your choice of name and railway company/region, including modern era examples.

Each pack follows a similar format with a selection of platform nameboards, lamp/seat station nameplates, entrance signs and signalbox nameplates, plus

matching miscellaneous general signage such as platform numbers, directional signs, door signs and more. Typeface and layout will reflect the period requested.

Our review samples included signage printed in a selection of regional/company colours on white self-adhesive paper, ready for mounting directly to models or on card or plastic sheet. For the finishing touch, you can simply blend in the white edges with a

Right: Pacific Models is now offering a bespoke station signage service for 2mm, 3mm, 4mm and 7mm scale.



matching marker pen.

Print quality was very good with crisp legible signage throughout and the price reflects the setup

fee for one station name, with additional names priced at £7 each when ordered at the same time. (MC)

1000 PIECE JIGSAW PUZZLE



DELTIKS AT KING'S CROSS

By James Green 1983



Deltics at King's Cross

- **Price:** £29.99
- **Site:** www.jamesgreenart.co.uk
- **Size:** 660mm x 500mm, 1000 piece jigsaw

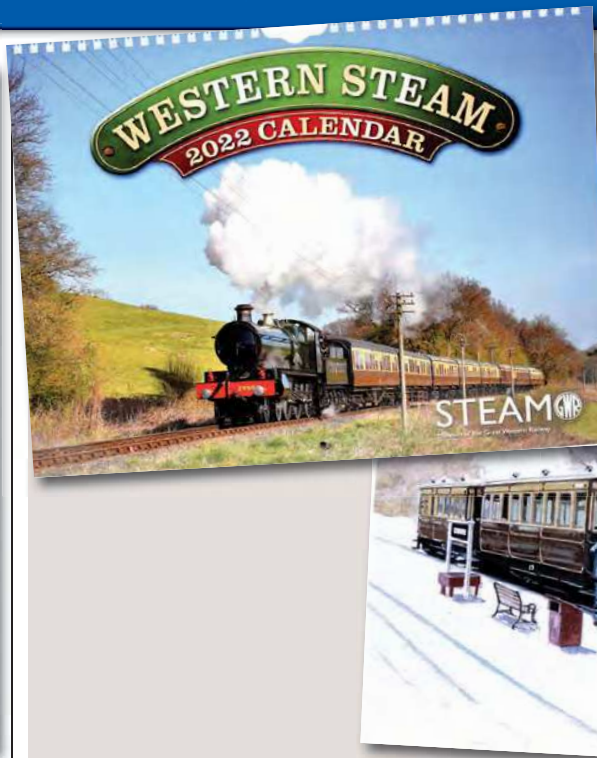
IF YOU ARE LOOKING FOR A GIFT that will last beyond Christmas, then this 1,000 piece jigsaw puzzle from James Green featuring iconic motive power from the East Coast Main Line (ECML) may just be the answer.

As the title suggests, the puzzle features British Rail's (BR) classic Class 55 diesels awaiting departure from King's Cross station. Amazingly, it is forty years since BR withdrew the 'Deltics'.

The puzzle depicts James Green's stunning painting of King's Cross station with three 'Deltics' side-by-side – two in standard BR blue and one, 55009 *Alycidon*, with additional white cab window surrounds, together with a glimpse to the far left of the new order, an InterCity 125 power car. It also incorporates the glazed overall station roof, overhead electrification equipment, platform lamps and more, which is sure to add to the challenge of completing the puzzle.

Supplied in a drawstring cloth bag, all the pieces are cut from quality 1.5mm board and when complete the entire 1,000 piece jigsaw measures 660mm x 500mm. Printing is crisp with a glossy sheen to it, too. In addition, the puzzle also comes with a folded A3 size colour poster of the 'Deltics at King's Cross' painting which should help to identify certain pieces and their potential location as you assemble it.

An ideal stocking filler and sure to prove popular, especially given the following afforded to the full-size prototypes through the years on and off the main line. (MC)



STEAM 2022 Calendar

- **Price:** £7.50
- **Site:** www.steam-museum.org.uk
- **Size:** 313mm x 235mm

AS ATTENTION TURNS TO A NEW YEAR, this colourful 2022 calendar from STEAM - the Museum of the Great Western Railway in Swindon should keep you on track with a Great Western Railway theme.

STEAM keeps the flame of the Great Western Railway alive in its spiritual home on the site of Swindon Works, and with the Great Western Society just up the line in nearby Didcot, complements the efforts of the dedicated volunteers there.

Exclusive to the museum, the calendar features a splendid image of the Great Western Society's 'Saint' 4-6-0 2999 *Lady of Legend* on the cover, at the head of a rake of GWR liveried stock during a visit to the Severn Valley Railway in April 2021. Inside it features 12 further superb A4-size landscape images printed on high quality wire-bound gloss paper and opens out to a two-page view per month, with that month's dates printed on the lower of the two pages.

Each page also features a pre-punched hole to enable it to be hung from a hook, or similar, while a useful year-to-view calendar also features, together with details of key holiday and festival dates for 2022.

With photography by Richard Bell, a wide selection of Great Western Railway (GWR) motive power has been included ranging from '15XX' and '64XX' 0-6-0PTs to 'Castle' and 'King' 4-6-0s – there's even a view of the Welshpool and Llanfair Railway's 2ft 6in gauge No. 822 *The Earl* on a demonstration freight.

Images throughout are well composed and captioned, with a mix of close and distant shots captured within the landscape on heritage railways or the main line and will certainly brighten up wall space in the railway room for the coming year. (MC)

Welshpool and Llanfair Christmas card 2021

- **Price:** From £4.95 for five cards
- **Cat No:** Card 1
- **Site:** www.wllr.org.uk
- **Size:** 148mm x 104mm

THE Welshpool and Llanfair Light Railway is helping to celebrate Christmas with a railway theme and the release of a brand new Christmas card for 2021 featuring the work of railway artist Jonathan Clay and one of its famous locomotives.

Famously, the railway was absorbed by the Great Western Railway in the 1923 Grouping, and its locomotives quickly acquired the Swindon Works hallmarks of copper-capped chimneys and brass safety valve bonnets. It even became part of British Railways, lingering on until 1956, when it was closed. Less than a decade later, preservationists reopened the western half of the route, and now there are ambitions to extend it to the main line station on a different alignment.

The card features a painting of Beyer Peacock 0-6-0T 822 *The Earl* in its newly applied Great Western Railway green livery at a snowy Cyfrondd station (Cat No. Card 1). Cards are available in packs of five, 12, 25, 36 and 50 ranging in price from £4.95 to £22 and with the option to mix and match with previous designs from 2020 (Card 2), 2019 (Card 3) and 2018 (Card 4) while stocks last.

Orders can be placed online for five packs through www.wllr.org.uk or by post to W&LLR Christmas Cards (HN), 7 Sutherland Grove, Perton, South Staffs WV6 7PA. Each card is neatly printed and includes the message 'With Best Wishes for Christmas and the New Year' in English and Welsh.

An excellent fundraising opportunity for the Welshpool and Llanfair Light Railway which is available to purchase now just in time for the festive period. (MW)



Bahamas Locomotive Society Vintage Steam Calendar

- **Price:** £5.50 (£7.25 including postage)
- **Website:** bahamaslocomotivesociety.co.uk
- **Tel:** 01535 690739 (restricted hours)
- **Size:** 210mm x 297mm

THE Bahamas Locomotive Society has released its annual Vintage Steam Calendar in support of the continued operation of Stanier 'Jubilee' 45596 *Bahamas* and the group's other heritage locomotives and rolling stock.

Based at Ingrow on the Keighley & Worth Valley Railway, it isn't just the elegant 4-6-0 in the Society's collection. It's also the custodian of London & North Western Railway 'Coal Tank' 0-6-2T 1054, 0-6-0T *Nunlow*, and Andrew Barclay 0-4-ST *Tiny*, as well as a 50-ton breakdown crane. Its museum is part of RAIL STORY, a collaborative venture with the Vintage Carriages Trust and the KWVR, which seeks to educate and entertain visitors young and old alike about the history of the railways.

The calendar features 12 black and white images from the collection of Rail Archive Stephen, Martin Welch and Eric Oldham bringing back memories from the steam era. Contrary to what you might expect, there is only one image of 45596 *Bahamas* which is positioned alongside photographs of Bulleid 'Pacifics', a Midland '3F' 0-6-0, a Robinson 'C13' 4-4-2T, Gresley 'A4' 4-6-2, Stanier 'Black Fives', a BR 'Britannia' and more.

Each page is neatly printed and includes a small space alongside the date to write in any plans. In addition there are detailed captions together with a fact about 45596 *Bahamas* relevant to the month in question.

Modestly priced at £5.50 (£7.25 for mail order including postage) this calendar will make an attractive addition to a railway room wall and stir memories from the steam era. The Society's calendars are always a treat. (MW)



Modelling BR Parcels and Mail Trains

- **Author:** Simon Bendall
- **Publisher:** www.keypublishing.com
- **Title:** Modelling British Railways Parcels and Mail Trains
- **ISBN:** 978-1-80282-013-3
- **Price:** £8.99
- **Spec:** 114 pages, bookazine

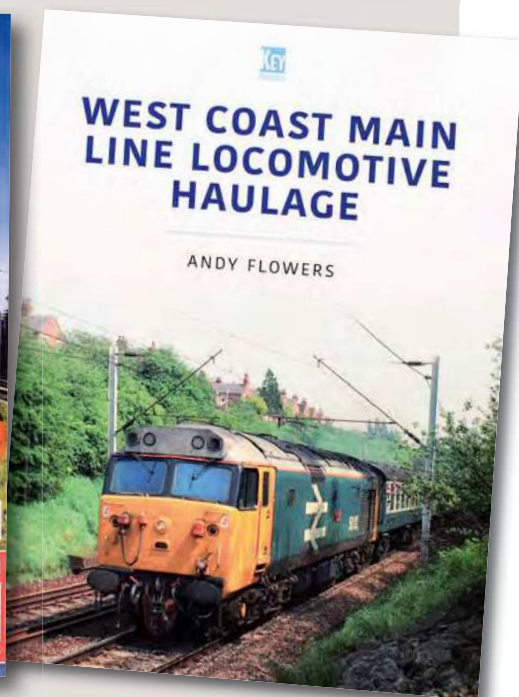
NEW from Key Publishing is this latest volume in the Modeller's Guide series, detailing how to model British Rail parcels and mail trains.

As with previous bookazines in the series, the guide outlines how parcels and mail traffic was transported on the railway through the years, with an emphasis on operations from the 1960s onwards. Pre-nationalisation and BR built rolling stock is covered in detail together with explanation of some of the diverse traffic carried ranging from newspapers and mail to bullion and banknotes.

Each chapter is broken down further to illustrate the variety of vehicles, including Travelling Post Offices, that made up BR's Non Passenger Carrying Coaching Stock (NPCCS) over the years. Readily available models in 'OO', 'N' and 'O' gauges are highlighted, while a selection of inspirational modelling projects are also included with examples of kit built models, conversions and also improvements that can be made to existing models.

An impressive collection of prototype images has been gathered together to illustrate some of the variations between vehicle types, including subtleties that might not be so obvious to the untrained eye.

The images also highlight colour schemes from BR blue and blue/grey through to the colourful Sectorisation schemes introduced through Rail Express Systems and carried through with privatisation. The Railnet concept, including vehicle conversions and operations, plus a few short-lived operations also feature in this enthralling new modelling publication. (MC)



WCML Locomotive Haulage

- **Author:** Andy Flowers
- **Publisher:** www.keypublishing.com
- **Title:** West Coast Main Line Locomotive Haulage
- **ISBN:** 978-1-80282-030-0
- **Price:** £15.99
- **Spec:** 96 pages, softback

THIS LATEST BOOK FROM KEY Publishing looks in some depth at locomotive hauled trains on the West Coast Main Line (WCML).

Opening with a fairly detailed look at the route of the WCML between London Euston and Glasgow Central, together with its tributaries, the author also highlights the various gradients along the way through a series of graphs, as well as some of the speed restrictions at key locations too.

Service patterns through the years are also covered, reflecting the steam, diesel and electric transitions on the route and the subsequent (and significant) journey time reductions. The sheer variety of motive power from the very earliest pre-grouping steam era through to the present day is also covered in some depth too, including examples of rare steam workings, the diesel prototypes and later BR diesels and electrics that have plied the route. Contemporary motive power is also featured with Class 390 'Pendolinos', Class 88s, 92s and more.

Throughout the volume, tables and graphs provide further detail on what is a fascinating reminder of how busy this arterial route is and has been over the years, while a supporting cast of superb images past and present have been collected together to illustrate the remainder of the book.

The final chapters highlight a series of performances in the diesel and electric era over specific sections of the line in the West Midlands, as well as looking at the present day train companies and charter train operators.

A thoroughly enjoyable read. (MC)



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'J50' SOUND & STAY ALIVE

Compact tank engines aren't always the easiest when it comes to digital sound installations, but Hornby's 'J50' 0-6-0T can be equipped with sound and stay alive. **MIKE WILD** shows how he did it in this step by step guide.

THE GRESLEY 'J50' 0-6-0Ts aren't new additions to the Hornby roster, but they are one of those characterful locomotives which will always stand out from the crowd as these locomotives were instantly recognisable for their long side tanks which sloped down at the front. The first of the breed entered traffic in 1913 as a Great Northern Railway 'J23' 0-6-0T which set a template for further locomotives. The original engines had 4ft 2in diameter boilers and 30 were completed by 1919. Through design differences of the bunkers they were classified 'J51/1' and 'J51/2' by the LNER at the 1923 grouping. At this time a further 20 locomotives were under construction, but this time they were fitted with a larger 4ft 5in diameter boiler and a short firebox which lead to the LNER classifying those with the larger boiler as 'J50'.

So useful was the high adhesive weight of the 'J50' that it was adopted as a Group Standard locomotive by the LNER and a further 52 were built between 1926 and 1939, though there were differences to the cab profile to meet the new Composite Loading Gauge. Ultimately all of the original 'J51s' were rebuilt with the larger boiler and classified 'J50' between 1929 and 1935.

While originally intended as West Riding area locomotives for shunting and trip freight work on the steeply graded lines of the region, the 'J50s' operated across the LNER and BR Eastern Region during their long careers with allocations to Ardsley, Bradford, Copley Hill, Doncaster, Eastfield, Immingham, Stratford, Sheffield, Hitchin, Norwich, Cambridge and Woodford to name but a few. A group of 30 were allocated to Hornsey in 1952 to work cross-London transfer trip freights to the Southern Region and they were also seen on empty stock workings from London King's Cross during the same period.

Withdrawals started in 1958 with the last leaving revenue earning stock in 1963 while seven of the class were retained in departmental service. The final 'J50' was retired in 1965, but unfortunately none have been preserved.

Happily the 'J50' is well served in model form. The first for 'OO' gauge came from Lima in the 1980s and there have been kits from DJH for

The 'J50s' were originally built for shunting and trip freight work but were also seen on engineering trains as well as empty stock workings. 68987 shunts engineers wagons at Topley Dale yard.



'OO', 'OO' and 'O' from Connosieur and others. Ready-to-run received its all-new model of the 'J50' from Hornby in December 2015 (HM104) offering a superbly detailed vision of the 0-6-0T which features sprung buffers, NEM coupling pockets, a fully detailed cab interior, turned metal wheels and an 8-pin decoder socket. There is also recent good news for 'N' gauge as Sonic Models is developing the first 'N' gauge ready-to-run model of the class for release in 2022.

Our project locomotive is Hornby's model of 68987 (R3325 released in 2015) in BR black with early crests. It models one of the last 14 locomotives which were built at Gorton Works in Manchester with a larger bunker, being completed in May 1939. Its career saw it allocated to Doncaster during the British Railways era and it was withdrawn in 1962 from the same location.

To enhance 68987 from its standard DCC ready format we are installing a ZIMO MX648R sound decoder loaded with Digitrains' ZS011A sound file. To ensure this tank engine offers reliable

running we have paired the decoder with a compact Digitrains stay alive pack which sits neatly on top of the cast metal weight inside the coal bunker.

Being a tank engine the work involved requires care and attention to ensure the new components will fit and the modifications as shown here will invalidate any warranty, so we have listed this as an intermediate/advanced sound installation.

One of the advantages of using the ZIMO sound decoder in this model is that it can operate its main running sounds on both digital and analogue control plus the stay alive circuit is also active on both control systems to provide reliable running in all situations. As you would expect, digital provides greatly refined control over the locomotive both in terms of driving the motor and also offering access to the full range of 23 available functions. The sound profile also includes active brakes on F2, heavy and light engine modes through F5, live volume control without the need to use a programming track and a shunting mode. It's a comprehensive sound package.

The following step by step guide shows the full process from start to finish and you can visit www.keymodelworld.com to see this locomotive in action where we will be demonstrating its sound and stay alive capability with both analogue and digital control. **HM**

"One of the advantages of using the ZIMO sound decoder in this model is that it can operate its main running sounds on both digital and analogue control."

MIKE WILD

»



The bulky lines of the Gresley 'J50' 0-6-0T make these locomotives stand out from the crowd. The completed model of 68987 leads a breakdown train around the curves from Topley Dale tunnels.

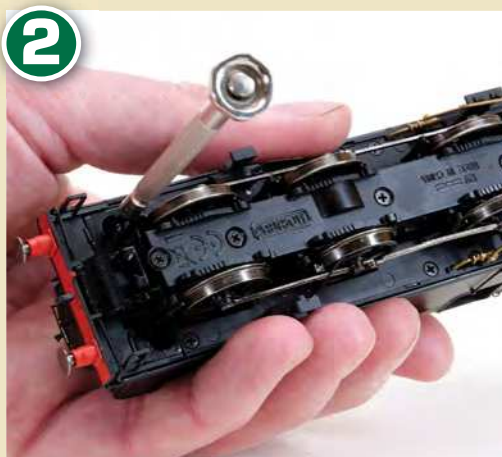
STEP BY STEP INSTALLING SOUND AND STAY ALIVE IN A HORNBY 'J50' 0-6-0T

1



Hornby's current model of the 'J50' was first introduced in 2015. Two versions are currently listed in the Hornby catalogue (see panel) with past issues being available from shop stocks or second-hand. Our project locomotive is 68987 in BR black with early crests (Cat No. R3325) and a later 'J50/4' large bunker.

2



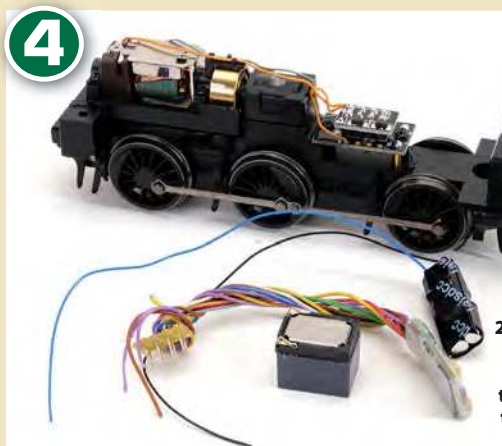
To begin the project, the body needs to be separated from the chassis. Three screws hold the 'J50' together – one either side of the front coupling mount with the third positioned immediately in front of the rear coupling mount. All are small crosshead screws.

3



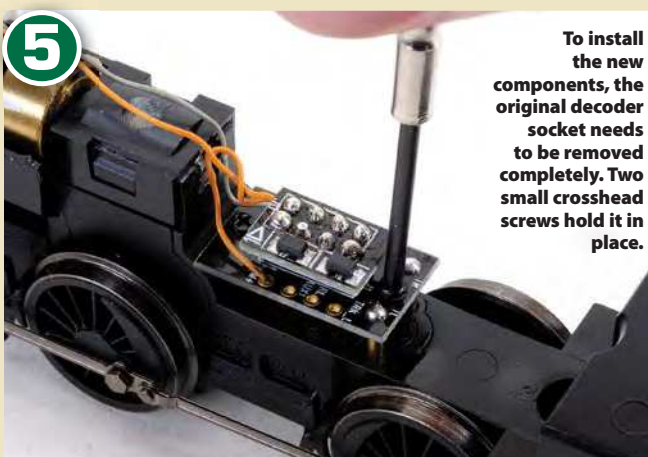
Inside, the chassis makes maximum use of the space available with the motor mounted towards the front and the DCC socket at the base of the chassis in the firebox area. With modifications there is space for a decoder and speaker in the firebox, but stay alive will need to be fitted inside the bunker.

4



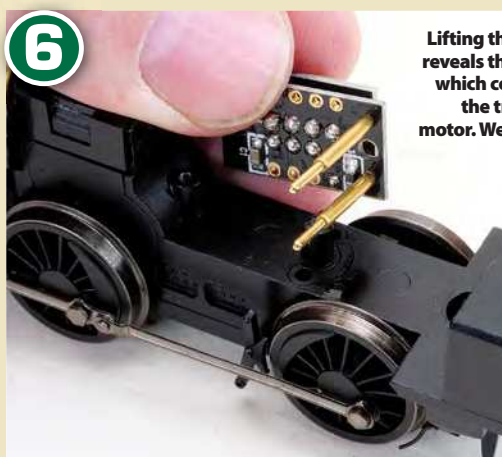
Our sound components are a ZIMO MX648R sound decoder, a Rail Exclusive 15mm x 11mm x 12mm speaker and a Digitrains 25mm x 6mm stay alive pack which is long and thin to fit the space on top of the bunker weight.

5



To install the new components, the original decoder socket needs to be removed completely. Two small crosshead screws hold it in place.

6

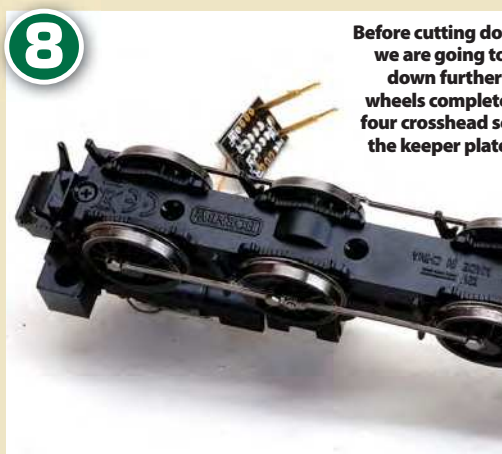


Lifting the decoder socket reveals the metal plungers which collect power from the track to power the motor. We will be replacing these with wires.



These two metal supports for the decoder socket protrude into the area we need for the speaker and decoder and need to be removed. This must be done carefully to prevent metal filings from entering the mechanism.

8



Before cutting down the supports, we are going to strip the chassis down further by removing the wheels completely. To do this the four crosshead screws which hold the keeper plate in place need to be removed.

9

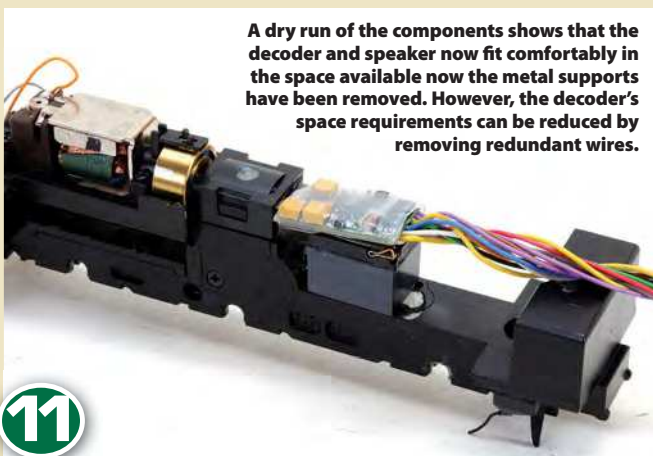


Removing the keeper plate reveals the pick-ups which we need access to to allow them to be connected to the decoder later in the process.

10



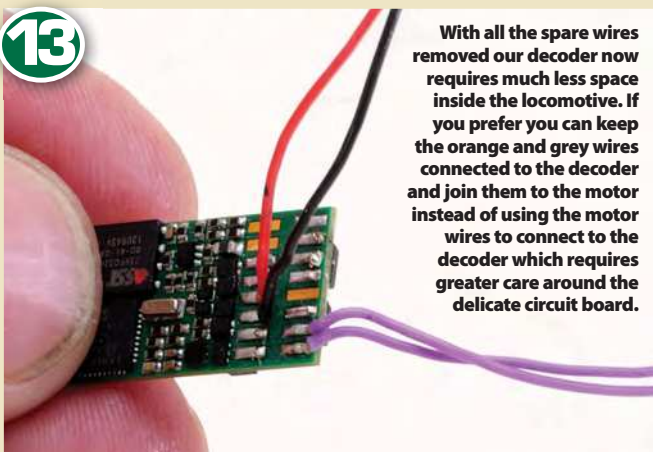
With the wheels also removed and set aside, we covered all of the remaining mechanical components with masking tape and then used a cutting disc in a minidrill to remove the metal supports highlighted in Step 7. All cutting dust was removed fully.



A dry run of the components shows that the decoder and speaker now fit comfortably in the space available now the metal supports have been removed. However, the decoder's space requirements can be reduced by removing redundant wires.

11

13



With all the spare wires removed our decoder now requires much less space inside the locomotive. If you prefer you can keep the orange and grey wires connected to the decoder and join them to the motor instead of using the motor wires to connect to the decoder which requires greater care around the delicate circuit board.

SOUND FUNCTIONS

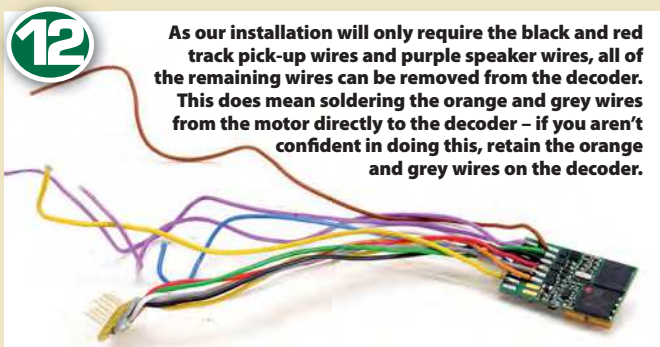
F KEY	FUNCTION
F0	Light on/off if fitted
F1	Sound on/off
F2	Active brakes
F3	Long whistle
F4	Short double whistle
F5	Heavy train/light engine selection
F6	Coal shovelling
F7	Live steam injector
F8	Blower
F9	Flange squeal
F10	Safety valves
F11	Handbrake
F12	Water filling
F13	Brake squeal
F14	Buffering up
F15	Cylinder drain cocks open
F16	Coupling
F17	Long whistle
F18	Guard's whistle
F19	Fade all sounds
F20	Shunting mode
F27	Volume down
F28	Volume up

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
LNER 'J50/4' 0-6-0T 68987, BR black	www.hornby.com	R3325*
ZIMO MX648 sound decoder	www.digitrains.co.uk	MX648R
LNER two-cylinder sound file	www.digitrains.co.uk	ZS011A
Rail Exclusive 15mm x 11mm cube speaker	www.digitrains.co.uk	SP15x11x12
Digitrains stay alive capacitor	www.digitrains.co.uk	870007

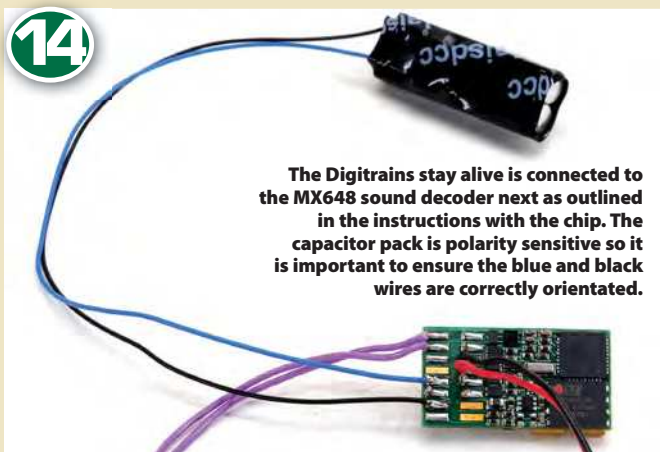
* Current versions of the Hornby 'J50' model include No. 14 in Departmental BR black with late crests (R3406) and 68959 in BR black with early crests (R3407). Our project locomotive is from 2015, but features a matching internal layout, though space may be restricted in the bunker in some models due to their outward design. Previous editions are available second-hand.

12

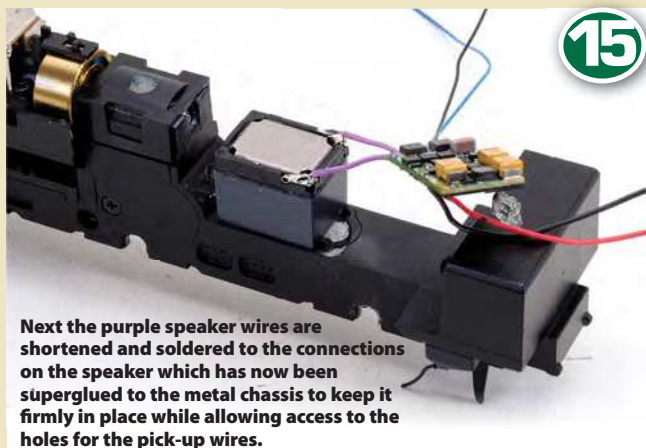


As our installation will only require the black and red track pick-up wires and purple speaker wires, all of the remaining wires can be removed from the decoder. This does mean soldering the orange and grey wires from the motor directly to the decoder - if you aren't confident in doing this, retain the orange and grey wires on the decoder.

14

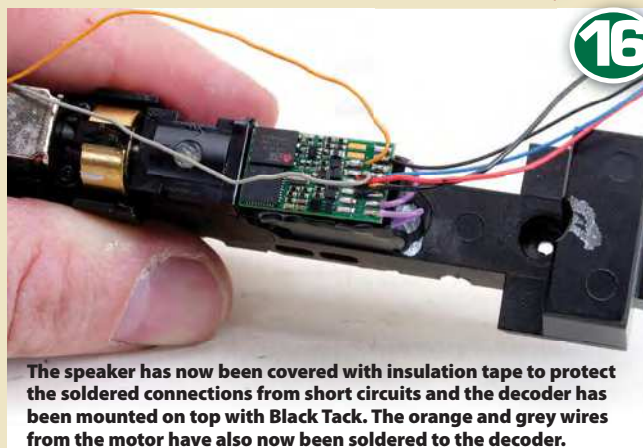


The Digitrains stay alive is connected to the MX648 sound decoder next as outlined in the instructions with the chip. The capacitor pack is polarity sensitive so it is important to ensure the blue and black wires are correctly orientated.



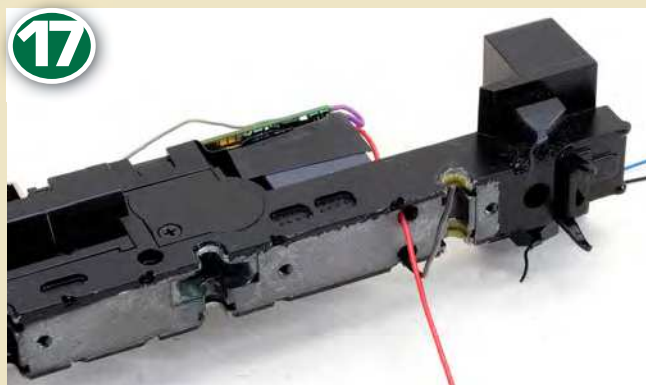
15

Next the purple speaker wires are shortened and soldered to the connections on the speaker which has now been superglued to the metal chassis to keep it firmly in place while allowing access to the holes for the pick-up wires.



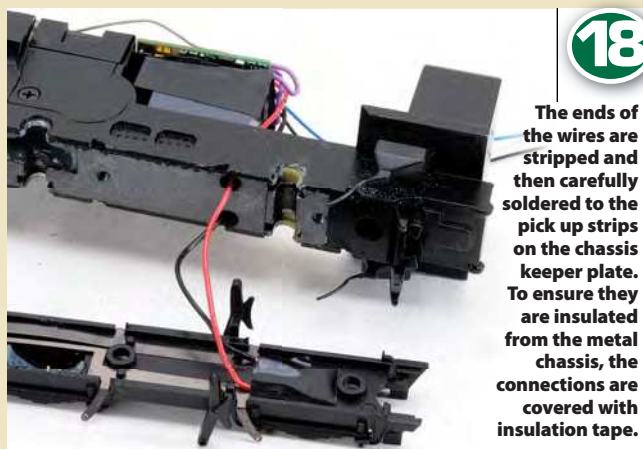
16

The speaker has now been covered with insulation tape to protect the soldered connections from short circuits and the decoder has been mounted on top with Black Tack. The orange and grey wires from the motor have also now been soldered to the decoder.



17

To connect the decoder to the track, the black and red wires are fed through the original holes in the chassis to reach the pick-ups on the keeper plate which we removed in Step 9.



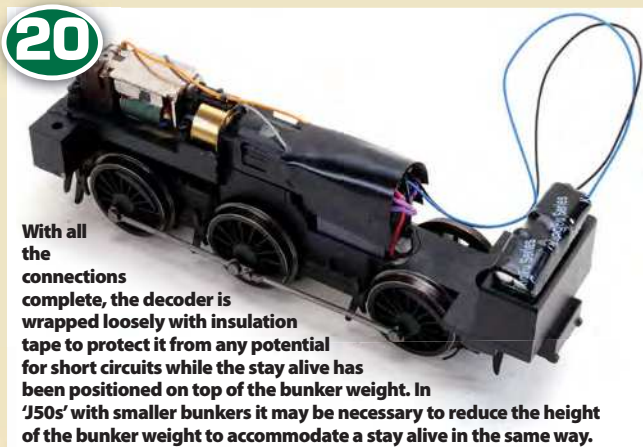
18

The ends of the wires are stripped and then carefully soldered to the pick up strips on the chassis keeper plate. To ensure they are insulated from the metal chassis, the connections are covered with insulation tape.



19

The wheels and keeper plate have now been reunited with the chassis ensuring that all pick-ups are touching their respective wheels and that the main drive gear is properly engaged.



20

With all the connections complete, the decoder is wrapped loosely with insulation tape to protect it from any potential for short circuits while the stay alive has been positioned on top of the bunker weight. In 'J50s' with smaller bunkers it may be necessary to reduce the height of the bunker weight to accommodate a stay alive in the same way.



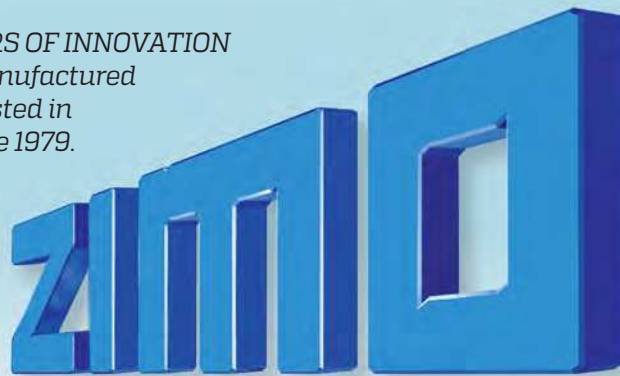
21

Care was taken over reassembly to ensure the stay alive wires ran neatly underneath the cab floor. There is enough room for them without them becoming pinched and a little extra space inside the bunker too. Time spent here means everything will work as expected when the 'J50' is tested. See the model in action at www.keymodelworld.com in the Video section.



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Farbine Road

The West Midlands in the 1980s is the setting for **NEIL WOODBINE** and **SUE FARMER'S** 'OO' gauge layout - which captures the feel of those 'blue and grey' years brilliantly.

PHOTOGRAPHY, TREVOR JONES

FARBINE ROAD was inspired by my childhood memories of rail trips into Birmingham from Bescot station passing Duddeston Wagon Repair Depot which used to be a busy facility keeping on top of maintenance for the civil engineering department of British Rail. Many trips were had with the trusty West Midlands Passenger Transport Executive (WMPTE) Daytripper ticket (which cost just 75p!) to ride the various trains of the early 1980s in the West Midlands area.

The layout idea began when we were kindly given a second-hand baseboard from our good friend Ron Peach from Telford who we knew from our time

as members of West Bromwich Model Railway Club. After the success of our first layout, Franwood TMD (HM117), we thought we'd have a go at creating a layout that would incorporate freight and passenger operations into a small space and give us the chance to show off the various items of rolling stock we had collected.

It took us two to three days to plan the layout on the breakfast bar using track templates and our tried and tested roll of wallpaper method so we could lay everything out and get a real feel for what was to come. We would try various ideas, walk away then come back until we got the ideal plan that worked for the space available. Work on

the construction of Farbine Road took approximately three months on and off to complete with the bulk of it being done outside in the back garden due to a sudden heatwave.

THE LAYOUT

The layout is loosely based in the industrial West Midlands area and we have tried to recreate its run-down feel in miniature. Unlike our first layout, Farbine Road Wagon Repair Depot (WRD) was always intended to be an exhibition layout and transportation was a major consideration when designing the boards. Part of this was the inclusion of baseboard alignment dowels between the main scenic



GAUGE
'00', 16.5mmSCALE
4mm: 1ftSIZE
8ft x 1ft 8inREGION
MIDLANDPERIOD
1980sCONTROL
DCC, NCE Powercab

Right: Code 75 track is used throughout the scenic section. Careful positioning of the track means that this 1ft 8in wide layout has six tracks across it, including four in the yard.



In a busy moment, Class 40 40106 in faded BR green collects wagons from the wagon repair depot in the company of a Class 25. In the station a Class 47 has arrived with parcels stock.

baseboard and storage yard board so they would line up perfectly every time. It has been exhibited at four shows so far including Crewe, Model Rail Scotland in Glasgow, Cradley Heath and Leamington Spa. Many subsequent bookings have been deferred or cancelled due to the Covid pandemic, however, as it stands Farbine Road is due to appear next at the Redditch Model Railway Club show in September 2022.

Farbine Road was designed and built by Sue and myself. It is a traditionally built plywood top and timber frame baseboard with the main board measuring 4ft 8in x 1ft 8in. The storage yard board is 3ft 2in x 1ft 8in giving it a total length of 8ft. The layout stands on



its own bespoke legs.

The track is mainly Peco code 75 which is laid on a cork bed and is ballasted in the standard way with a 50:50 mixture of PVA and water with a drop of detergent added to help it flow into the ballast. The track is weathered using a mixture of tea and coffee and various paints to achieve what we feel is a realistic effect. For changing the

locomotives and rolling stock in the storage yard we currently use Talon pipe cover with code 100 set track fitted to it. This requires a conversion piece from code 100 to code 75.

The conversion between the two different rail profiles has caused some problems and is something I'm now thinking about changing. I have a couple of different plans in mind to eliminate»



the conversion piece which will require a little bit of track modification and the possible use of aluminium angle is being looked at too. We feel a more robust cassette system that doesn't rely on the rail joiners every time we change cassettes would be greatly beneficial to the smooth operation of the layout in the future, particularly during an intensive weekend at a show.

The points are all controlled by Seep point motors which have been very reliable with no issues to report. To control the point motors we needed a removable control panel that was lightweight and easy to attach. The solution came to me one evening when we had a Chinese takeaway. I looked at the plastic container with the removable lid and thought it would make an ideal control panel for the points.

The box lid was drilled to accommodate the switches using the same method when drilling tiles - a piece of tape placed on the plastic stopped it from shattering as the drill passed through. The switches were installed and everything was wired into push-fit cable connectors that plug in under the layout making the electrical connection as simple as possible. Two pieces of stout wire hung over the backscene and velcro strips help to attach the control panel to the layout quickly and easily and is similarly easy to remove for storage and transit.

Its first real public outing was at the Crewe show in 2019 when our good friend Barry Platt of Ashdan Junction

“The layout is split into two areas of interest with freight operations on the rear tracks and passenger services at the front.”

NEIL WOODBINE

Right: Pride of the fleet, SLW Class 24 97201 in its unique BR Railway Technical Centre red and blue, creaks into the freight sidings with a short rake of 'Dogfish' ballast hoppers. In the foreground a Class 101 DMU is approaching the terminus station.



A single passenger waits on the bench at Farbine Road in the company of BRUTE trolleys, a Class 122 and Class 40 40106.

fame (HM121) came to help and give us his feedback on the operational aspects of the layout. The main issue that came to light from this first show was the inadequate protection of the track at the end of the scenic board. During transit of the board, some track breakage occurred which we managed to repair. This luckily happened on the way home so it didn't end up being a total disaster. An improved method of protection during transportation now ensures this problem doesn't occur again.

SETTING THE SCENE

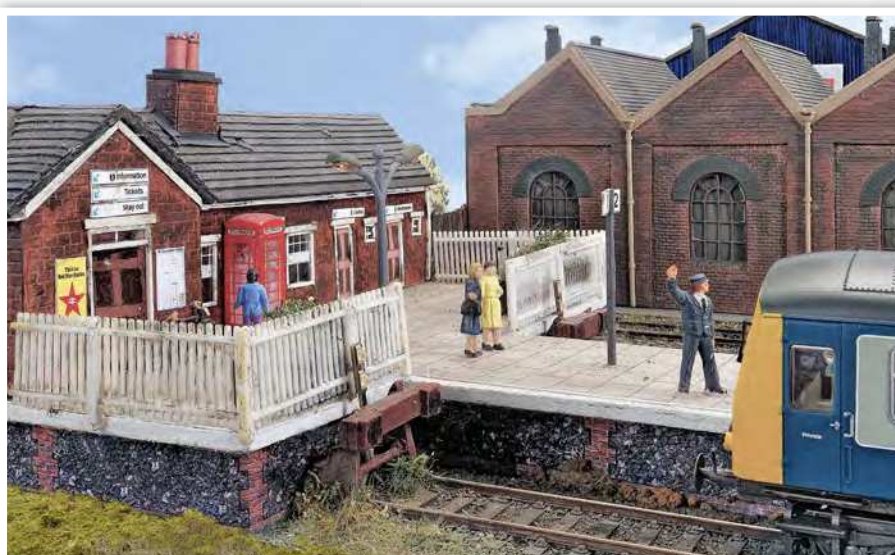
As it is a small layout, our scenery is generally low relief which is scaled to give realistic proportions. Sue really enjoyed getting to grips with the grassy bank at the rear of the layout using polystyrene and kitchen roll along with generous amounts of PVA glue. Sue's talents also come to the fore on



the station building which is totally scratchbuilt using photographs of a number of older station buildings from the internet as guidance and reference.

One unusual and personal touch is the names of a couple of the businesses on the back scene that relate to much loved deceased parents. A favourite element of ours is the shed building as it was built by my late father. I found it in his large model railway collection after he died and we are pleased to have incorporated it into the layout as a reminder of him. The platform bridge structures are also scratchbuilt giving an individual feel and look to the layout. Period advertising boards and vehicles are used on the layout to try and help date the scene.

The layout is operated using DCC controlled colour light signals from the Train Tech range which we have found to work really well with very little set »



The station building was scratchbuilt by Sue Farmer for the layout. Period signage completes the scene as a DMU is given the 'right away' by the guard.



7 The passenger and freight areas are independent on Farbine Road. A Class 25 arrives at the station with an ex-LMS inspection saloon while a Class 20 shunts wagons in the repair depot.

8 Right: Looking over the railway car park, a Class 20 is arriving with wagons for repair while the inspection saloon has a layover in the headshunt at the station.

up required. They are powered from the same NCE Powercab which drives the trains while there is also an analogue powered ground signal that protects the locomotive stabling point on the front passenger section. The ground signal was inspired from input by our friend and fellow modeller Jack Walker who helped with the installation into the baseboard and switch installation in the takeaway box.

THE TRAINS

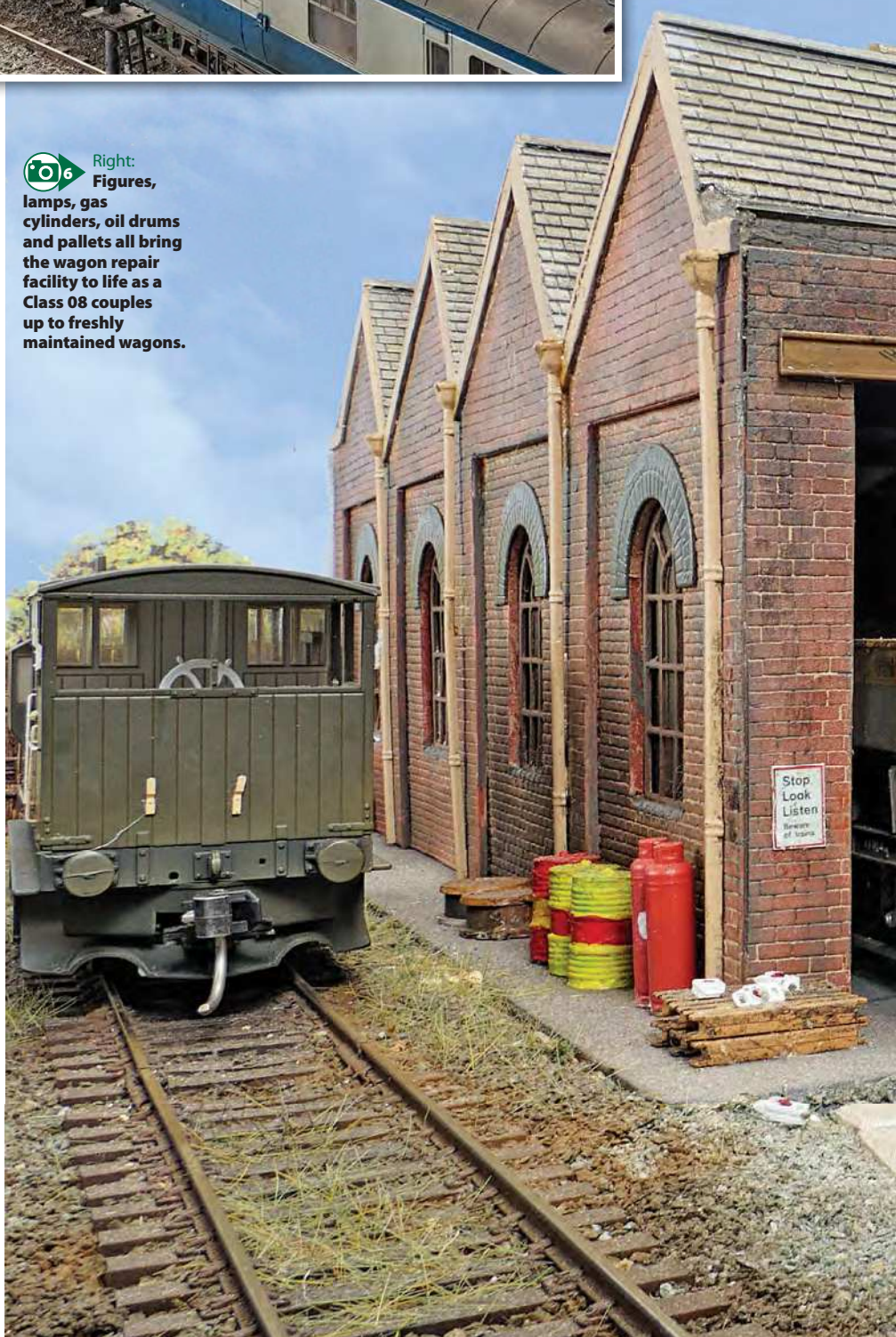
The layout is split into two areas of interest with freight operations on the rear tracks and passenger services at the front. Various classes can appear on freight, passenger and parcel services including classes 08, 20, 24, 25, 31, 37, 40, 45, 47 and DMUs. The majority of stock is BR blue coupled with blue and grey coaching stock.

Some models have been weathered by myself and others elsewhere, a personal favourite being 40106 in tatty green livery, courtesy of the skills and talent of another good friend Craig Holt who also came to operate the layout during testing which made for some very loud and fun operating sessions. Some locomotives are also sound fitted which adds a certain something in my opinion to the realistic sights and sounds that can be experienced on Farbine Road.

“The layout is loosely based in the industrial West Midlands area and we have tried to recreate its run down feel in miniature.”

NEIL WOODBINE

6 Right: Figures, lamps, gas cylinders, oil drums and pallets all bring the wagon repair facility to life as a Class 08 couples up to freshly maintained wagons.



Farbine Road WRD is operated using two NCE Power Cab handsets - one for the passenger section at the front and one at the rear for the freight section. We have found these to work well, although there are not enough address slots to cater for the number of locomotives we use in a running session. We get great enjoyment making a bit of noise with our sound fitted locomotives and seeing the reaction of the public when they hear the 'thrash' of the engines and the sound of the horns.

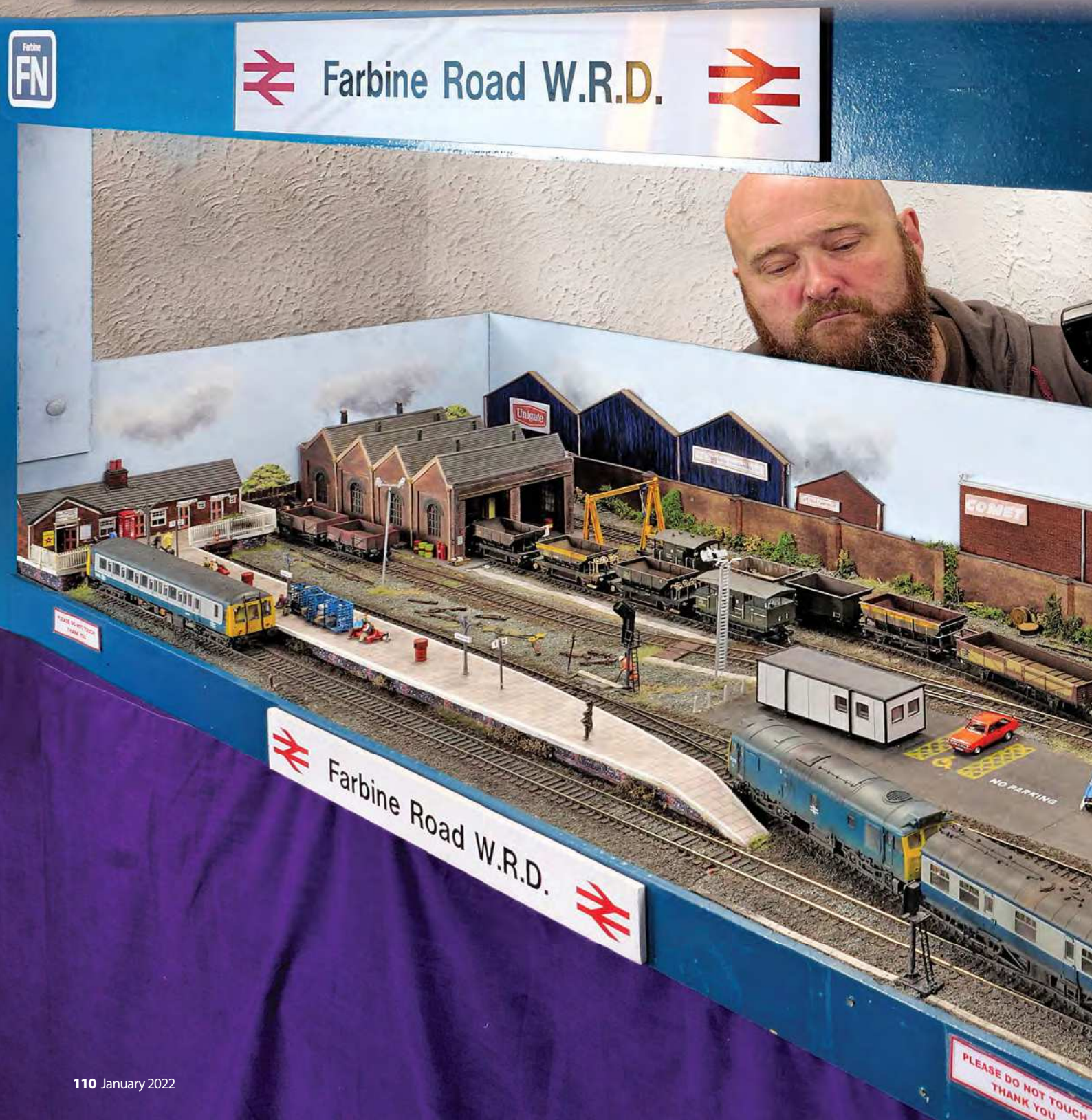
The front station section is run to a schedule which is much like a timetable of movements and actions which we really like because it means operators can come and operate the layout and just need to follow the printed sheet which is a simple sequence of actions. »



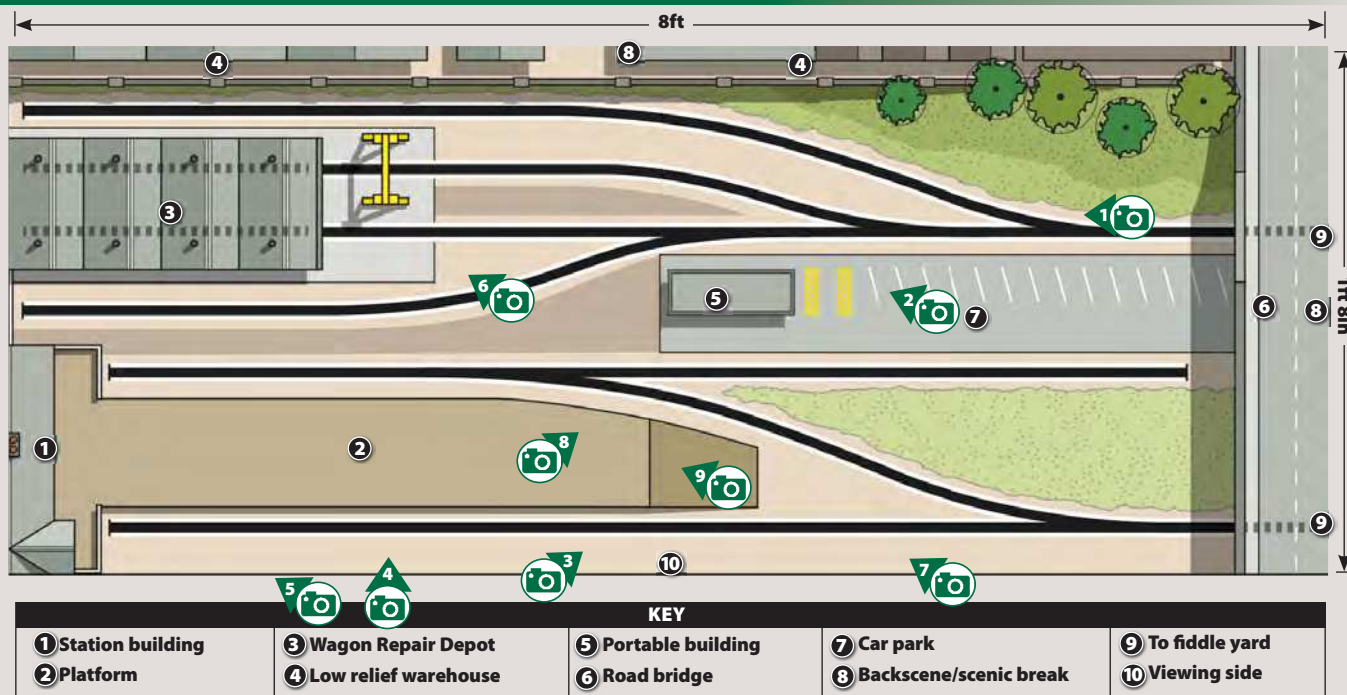


Left: Farbine Road's wagon repair depot building was originally built by Neil's father and provides a signature structure on the layout.

Below: Neil surveys the scene at Farbine Road. The scenic area is 4ft 8in long and coupled to a 3ft 2in storage yard board for operation.



FARBINE ROAD TRACK DIAGRAM (NOT TO SCALE)



The rear freight section of the layout has a more relaxed take on things with operators allowed to do pretty much what they want as long as it will fit into the cassette or siding. This approach on the freight yard can lead to a high number of movements and extra workings by some exotic visiting traction.

LEARNING CURVE

Reflecting on the build process, we have learned that it's not always wise to make do with used track just to save a few costs. We decided to recycle some previously used code 75 track from my old loft layout which proved not be a wise decision as it meant using a conversion section to code 100 – it works but it would have been simpler to use the same code 75 rail profile throughout the layout.

After listening to the feedback when out on the road with Franwood, a few would ask where the wagons and coaches are, as that was purely a locomotive depot. Hopefully Farbine Road gives the viewing public a little bit more variation and operational interest instead of the previous locomotive-only approach.

Our subsequent project is already complete. Our new lockdown layout Rosebury Goods is just starting out on the circuit having already made its debut at the Yealampton 2021 exhibition.

At some point in the future you may get to see us with one of our three layouts. It's been a shame that Covid took away a number of bookings for Farbine Road just as it was starting to get onto the circuit. Hopefully the bookings come back and we can all get back out and enjoy our exhibitions again whether as an exhibitor or as a visitor. **HM**



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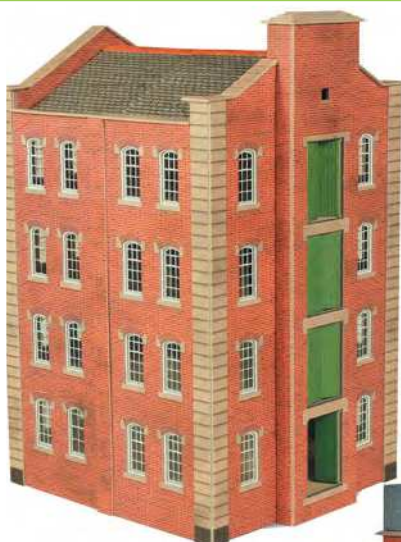
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SWINDON

WORKS

Swindon was amongst the railway towns and cities established in the 19th century. Its works came to personify efficiency and quality, a reputation lasting well into the diesel era. **EVAN GREEN-HUGHES** takes a look at this famous location and discovers how it came to occupy such an important part in railway history.

THE GREAT WESTERN Railway was a trailblazer. Laid out for speed and comfort by its engineer, Isambard Kingdom Brunel, it covered unprecedented distances and contained some of the most notable engineering features of its time. In its early years it relied on contractor-supplied locomotives, which had to be shipped piecemeal from their place of manufacture to be assembled wherever suitable facilities could be found to do so. Unfortunately, these early locomotives were variable in both design and quality, and caused considerable problems for the company's Superintendent of Locomotives, Daniel Gooch.

It was clear that something radical had to be done and that the best course of action would be to bring locomotive construction in-house, a move backed by the GWR's directors. A search was launched for a suitable site, with major towns and cities being ruled out due to the high cost of land in those areas. Eventually the small market town of Swindon came to the fore, 81 miles from

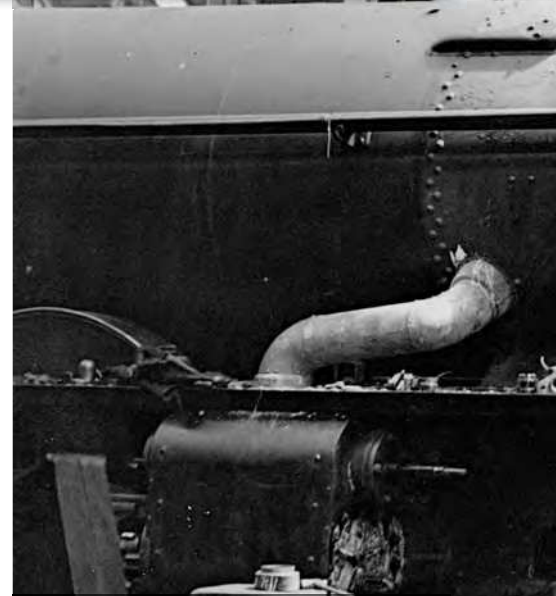
London and 40 miles from Bristol, this also being the place where the route to Cheltenham and Gloucester branched off the main line. Also of relevance was that Swindon was to be the first point at which locomotives would be changed on their journey from London to the west.

Gooch wrote in his diary: "Mr Brunel and I went to look at the ground, then only green fields, and he agreed with me as to it being the best place."

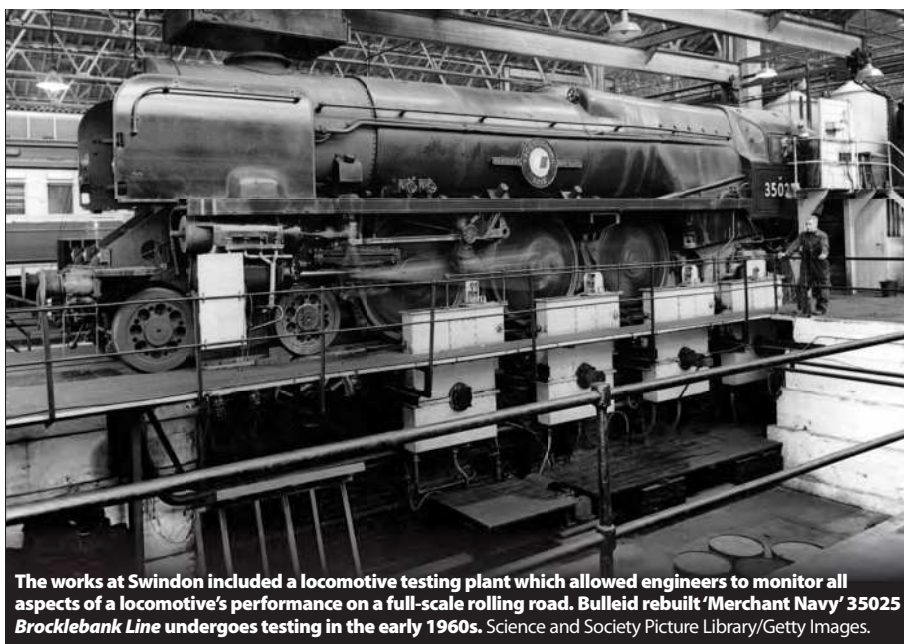
Evidently the directors concurred as in February 1841 they agreed plans for the construction of not only a locomotive works, but also sheds in which coaches and other rolling stock could be built and maintained.

Swindon at that time only had a population of around 2,500 and was a well-established market town, with its history going back to Anglo-Saxon times. The canal era had brought enhanced trade to the area from 1810 onwards, but although important the town was still a relatively sleepy rural backwater, relying mainly on agriculture for its trade. All that was about to change.

Construction of the GWR's new works commenced immediately and within



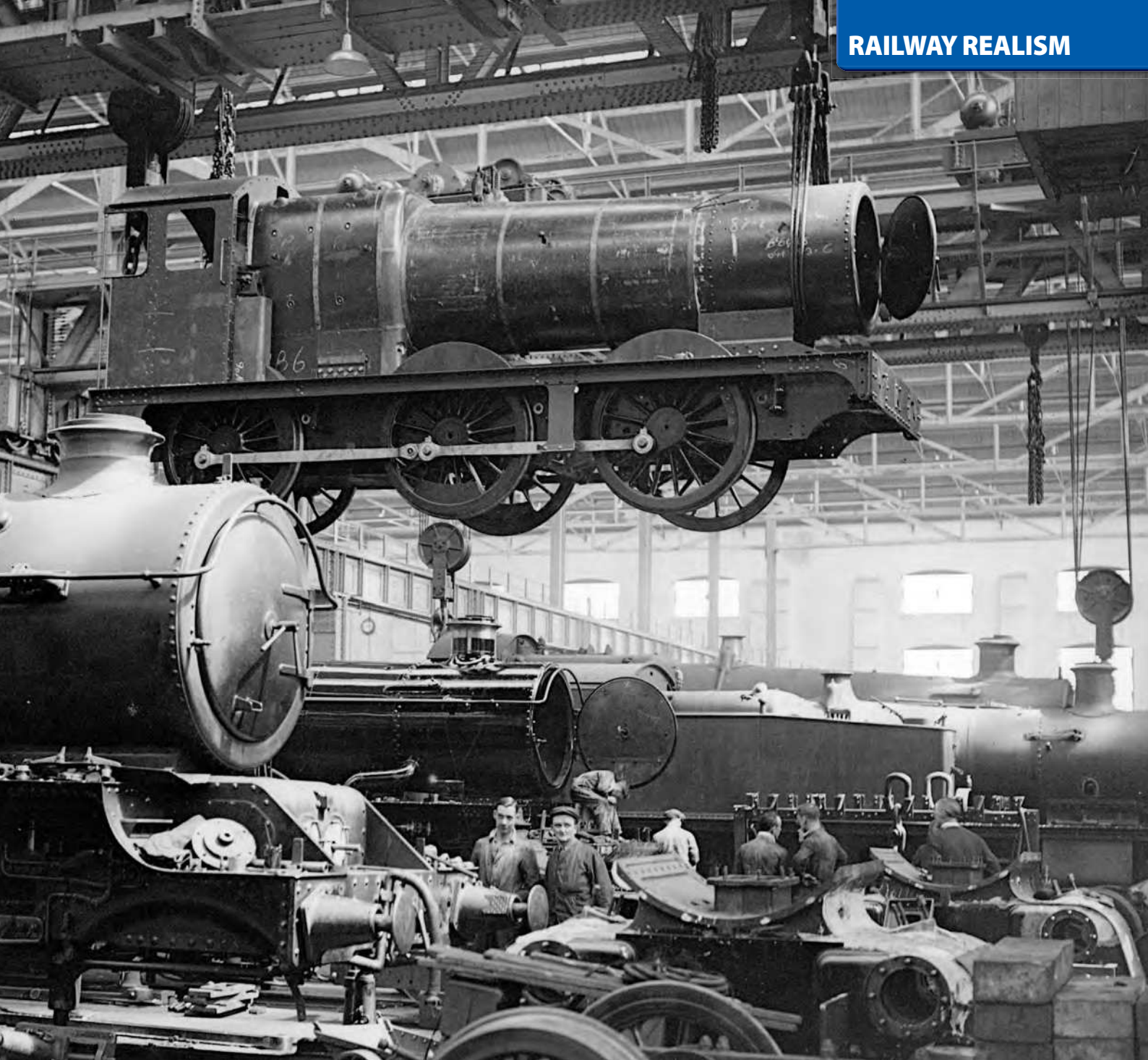
Swindon Works was capable of making everything from a single nut and bolt to complete locomotives. In July 1934 a part completed Collett '2251' 0-6-0 travels across the erecting shops above a 'King' and 'Castle' 4-6-0 while a 'Large Prairie' can be seen in the background. Fox Photos/Getty Images.



The works at Swindon included a locomotive testing plant which allowed engineers to monitor all aspects of a locomotive's performance on a full-scale rolling road. Bulleid rebuilt 'Merchant Navy' 35025 Brocklebank Line undergoes testing in the early 1960s. Science and Society Picture Library/Getty Images.

two years 400 men worked there. The company not only built the works itself but also put up a number of houses, known as the railway village, as well as a mechanics' institute, church and medical facility. In time these were expanded and Turkish baths, a swimming pool, laundry and pharmacy were added, while the number of houses increased considerably as the works was expanded.

Only five years after construction commenced Swindon turned out its first locomotive, 2-2-2 *Great Western*, and this was swiftly followed by more locomotives, carriages and wagons. Another expansion, which was not initially supported by the directors, was the introduction of a rolling mill which enabled the works to produce its own rails. The next step was the construction of a separate works for the construction of carriages, which was undertaken in 1866-1867, with the facility opening the year after that.



A HEALTHY LEGACY

Eventually 14,000 people worked on the site, vastly eclipsing the original population of Swindon, with the GWR proving to be a forward-looking employer, particularly in the way in which it treated its staff. From 1847, each person had a small amount of their pay deducted each week and this was put towards their healthcare, with both treatment and medication then being provided at no additional cost. The fund even began supplying artificial limbs for those who needed them, and unusually at that time, railway employees had access to a dentist. As *Hornby Magazine* Sub-Editor Andy Roden wrote in a book about the Great Western Railway: "The Great Western's healthcare system at Swindon Works was nothing less than the template for the National Health Service itself."

The works took a major part in the conversion of the Great Western Railway from broad to standard gauge, and at one



Swindon became synonymous with the Western Region hydraulics, both for their construction and disposal. Class 35 'Hymek' 7041 awaits stripping outside Swindon's A Shop in March 1972. Norman Preedy/Railphotoprints.uk.

time held 195 redundant locomotives and 748 carriages, all of which were processed either for scrap or were re-gauged, but it was really to come to its most notable period with the appointment of G.J. Churchward to the post of Locomotive Carriage and Wagon Superintendent in 1903.

Churchward was an innovative engineer who reorganised Swindon and rationalised production so as to use as many standard parts as possible in a new range of modern and powerful locomotives and coaches. Further expansion followed this period and in 1920 the new A Shop was completed, which was a huge building that occupied 11.25 acres and allowed the building of even larger locomotives. The railway town, meanwhile, had expanded to such an extent that it had joined up with the older part of the settlement higher up the hill, in turn removing the prefix 'old' and 'new' which had applied to the respective parts of the town up until that point.

Swindon's impressive standards in engineering were to be of great use to the country in the Second World War as some



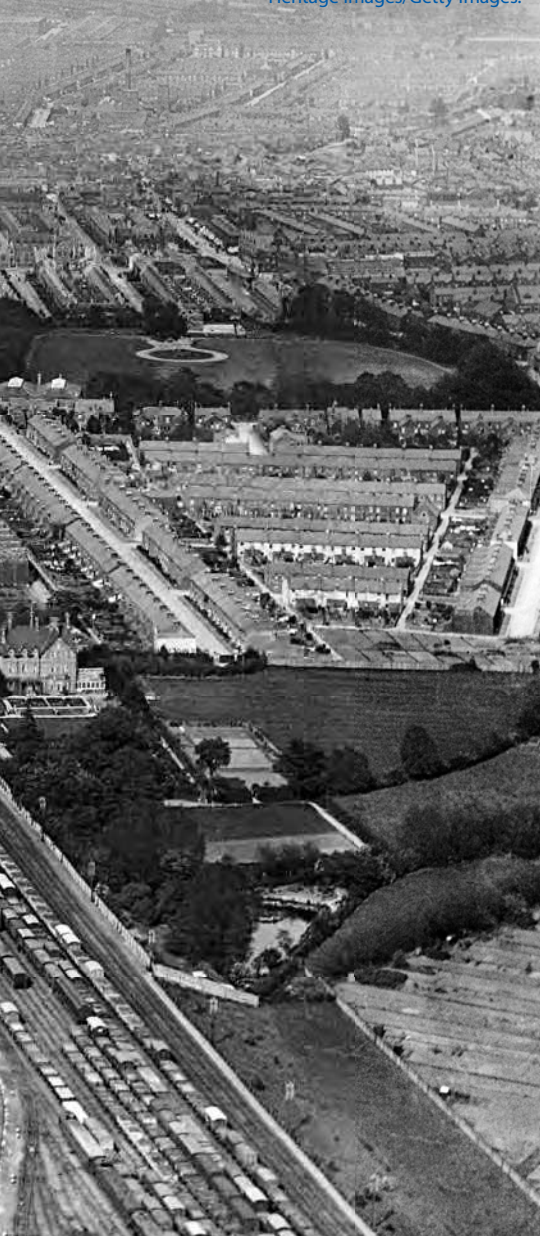
Class 52 'Western' D1012 stands inside Swindon A Shop in primer alongside an unidentified Class 42 'Warship' on October 5 1962. John Chalcraft/Railphotoprints.uk.



areas of the facility were turned over to the war effort. Large numbers of landing craft were assembled in the works, while GWR workers designed and manufactured bombs weighing up to 4,000lbs and supplied parts for tanks and other military vehicles. The works also produced the apparatus which raised and lowered barrage balloons as well as components for Bailey bridges. War also brought another first to Swindon as women were employed in the works for the first time, while American soldiers and airmen were often seen in the town itself.

Sadly, nationalisation was the end of Swindon's glory days as by then its Churchward-era locomotives were becoming outdated and the new British Railways was dominated by London Midland & Scottish Railway men, leading to the works becoming less important to the new organisation. For a time, construction of traditional GWR designs continued but then production was turned over to the now-familiar BR Standard types (HM171). Inevitably the number of

At its height the GWR's Swindon Works employed more than 14,000 people and occupied 11.25 acres in the town as this 1920 aerial view of the works illustrates.
Heritage Images/Getty Images.



Four years after the introduction of the BR Standard steam locomotives, Swindon Works was still building non-standard designs including 'Pannier' tanks. On February 13 1955 '16XX' 0-6-0PT's 1660 and 1661 are seen under construction. Railphotoprints.uk.

people employed at the works steadily reduced in this period so that by the time that the last steam engine was built, '9F' 2-10-0 92220 *Evening Star* in March 1960, which was coincidentally also the last steam locomotive built for British Railways, only 5,000 workers remained.

DOOMED DIESELS

Attempts were made to bring Swindon into the diesel era with the works deployed in the construction of diesel-hydraulic classes, with the 'Western' and 'Warship' being two of the most notable types built there.

As is well-known the diesel-hydraulics soon fell out of favour with BR management, and the diesel-electrics that were drafted in to replace them were built elsewhere. 1963 saw a large part of the old carriage works sold for redevelopment and by 1973 only 2,200 workers remained and Swindon was struggling to obtain enough work to carry on. This situation was further exacerbated when it was hived off into a new organisation, British Rail Engineering, which had to rely on obtaining outside work for its survival, rather than merely servicing the railway around which it had been built.

The site was further run down and, although it still had buildings covering more than 8.5 acres, it finally closed its doors on March 27 1986, the works hooter sounding one more final blast before being silenced forever. Fortunately, the local authorities in that area had pursued a policy of attracting alternative industries, so many of those displaced from the works were able to find alternative employment as the facility was run down.

RETAIL REVIVAL

It was the local authority behind the final chapter in the works' development, as there were many within it who believed its history should not be forgotten. The town had had a railway museum since 1962, which was situated on Faringdon Road, but now a new proposal for a much larger facility was proposed, with this to be situated in a portion of the old works, with other areas being redeveloped for shopping and commercial use at the same time.

STEAM, the Museum of the Great Western Railway, opened its doors in 2000, with the shopping centre following five years later and it now contains around ten Swindon locomotives.

Today it is hard to comprehend that this complex was once capable of turning out three locomotives every single week, building carriages and wagons and supplying everything else the railway might need, right down to cast-iron toilet blocks and corrugated station buildings. Huge engineering facilities, such as those at Swindon, no longer exist, but their legacy lives on, not only in the hardware that they actually constructed, but also in the buildings which surround the site, many of which still provide homes for and service the needs of the local population.

Swindon is a site of immense importance to the country's social history as well as its railway history. Anyone who has used the National Health Service owes a huge thank you to the vision of the Great Western Railway - whether a railway enthusiast or not. **HM**

● Find out more about STEAM at www.steam-museum.org.uk

“Eventually 14,000 people worked on the site, vastly eclipsing the original population of Swindon, with the GWR proving to be a forward-looking employer.”

EVAN GREEN-HUGHES

STAFF PROJECTS

Fairlie

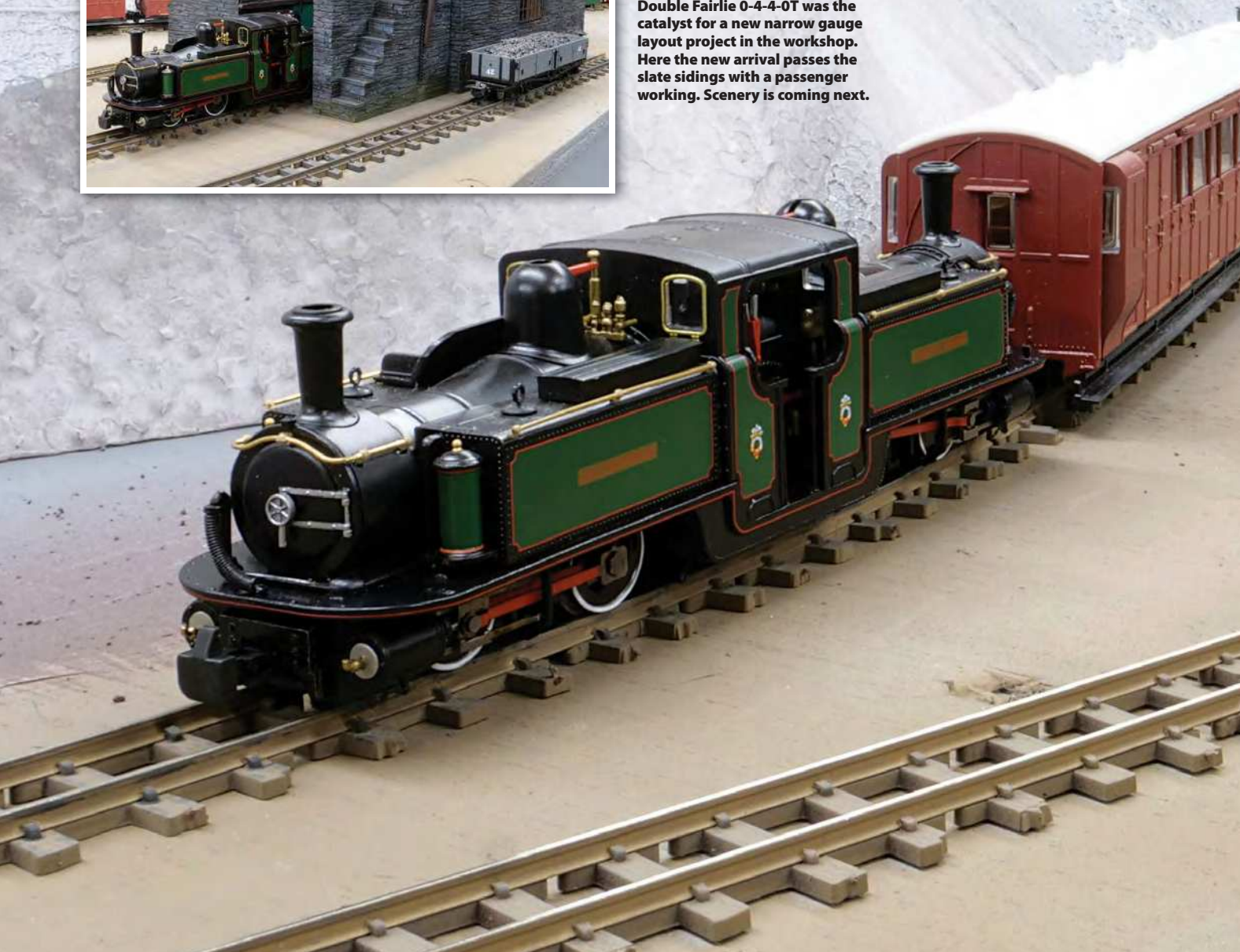
AMBITIOUS

The arrival of Bachmann's new 'OO9' Double Fairlie 0-4-4-0T put **MIKE WILD'S** modelling mind into overdrive resulting in a new project entering the works with a Ffestiniog theme.



Left: Earl of Merioneth stands outside the single road engine shed. A second track has been added in front of the shed to allow locomotives to take water.

Below: Bachmann's new 'OO9' Double Fairlie 0-4-4-0T was the catalyst for a new narrow gauge layout project in the workshop. Here the new arrival passes the slate sidings with a passenger working. Scenery is coming next.





MIKE WILD

It has been a busy modelling month for Mike with the narrow gauge layout being joined by Class 92s, 'J50s' and the start of an NMT project on the workbench this month.



MARK CHIVERS

The lure of CrossCountry sliding door Mk 3s was too much to resist for Mark as he has finally been able to source a set of coaches to go between his CrossCountry liveried HST power cars.



RICHARD WATSON

It's been all about display space for Richard as he has set up new cabinets in his workshop to keep his prized collection ahead of construction of his new 'OO' gauge layout.

WHAT HAPPENS when a brand new locomotive arrives that we weren't expecting? Ideas spring to mind and new layout designs start swirling. And that's exactly what happened the day that Bachmann's all-new model of the Ffestiniog Railway Double Fairlie arrived in the

Hornby Magazine office for review.

To be perfectly honest, a new layout plan wasn't on the horizon at the beginning of November. Having just brought our Great Central Railway themed layout up to an exhibition ready standard (although far from finished) it was time for a break from layouts. However, we only have a simple

out and back narrow gauge layout available and it is quite restricted in the scenes that it has to offer, so it didn't take too long to send my planning mind into overdrive and come up with an idea following arrival of *Earl of Merioneth*.

The plan for this project is to create a simple layout which won't take long to build. In terms of

hours, I was thinking along the lines of three working days total to get the full layout assembled, running and the basic scenery laid out so that it looked the part with trains running.

Naturally there would be more detail to add in the future, but there is no need to rush that element of a build. >>



The baseboard size was quickly established at 8ft x 2ft 6in which allowed a reasonable running length in 'OO9' and the opportunity to introduce a continuous run scene. Building on the success of the GCR layout which didn't have an off-scene storage yard, the aim was another multi-sided design and that meant it could incorporate a station scene, engine shed, main line running plus a shunting yard for slate wagons.

Orders were promptly placed for the track and with the support of Bachmann's Scenecraft arm we had all the buildings to hand that we needed to get off the ground. Next came a trip to the local timber merchant to collect a sheet of 9mm plywood (pre-cut with their bench saw to the right sizes for the two 4ft x 2ft 6in baseboards) together with a supporting cast of 70mm x 15mm planed timber for the baseboard frames and 44mm x 44mm planed timber for the legs.

RAPID START

Baseboard construction was the first task and follows a tried and tested method for creation of solid and reliable boards. The 9mm plywood top provides ample support for the lightweight narrow gauge trains which will be running on the layout while the frame underneath consists of two long sides, two ends and two cross-members.

Each of the boards is assembled with PVA glue followed by 4.0 x 30mm twin thread wood screws for fixing the plywood to the frame while the joints at the corners of the frame were made with slightly longer 4.0 x 35mm wood screws through 2.5mm pilot holes to prevent the ends of the timbers splitting. You can see the full step by step guide for our baseboards in the Beginner's Guide to Layout Construction supplement with this issue.

Construction of the baseboards >>



Above: The slate cottage from Bachmann Scenecraft is being repurposed as the station building. Positioned this way round you can't see that there isn't a door on the other side (although clearly this isn't a secret now!).

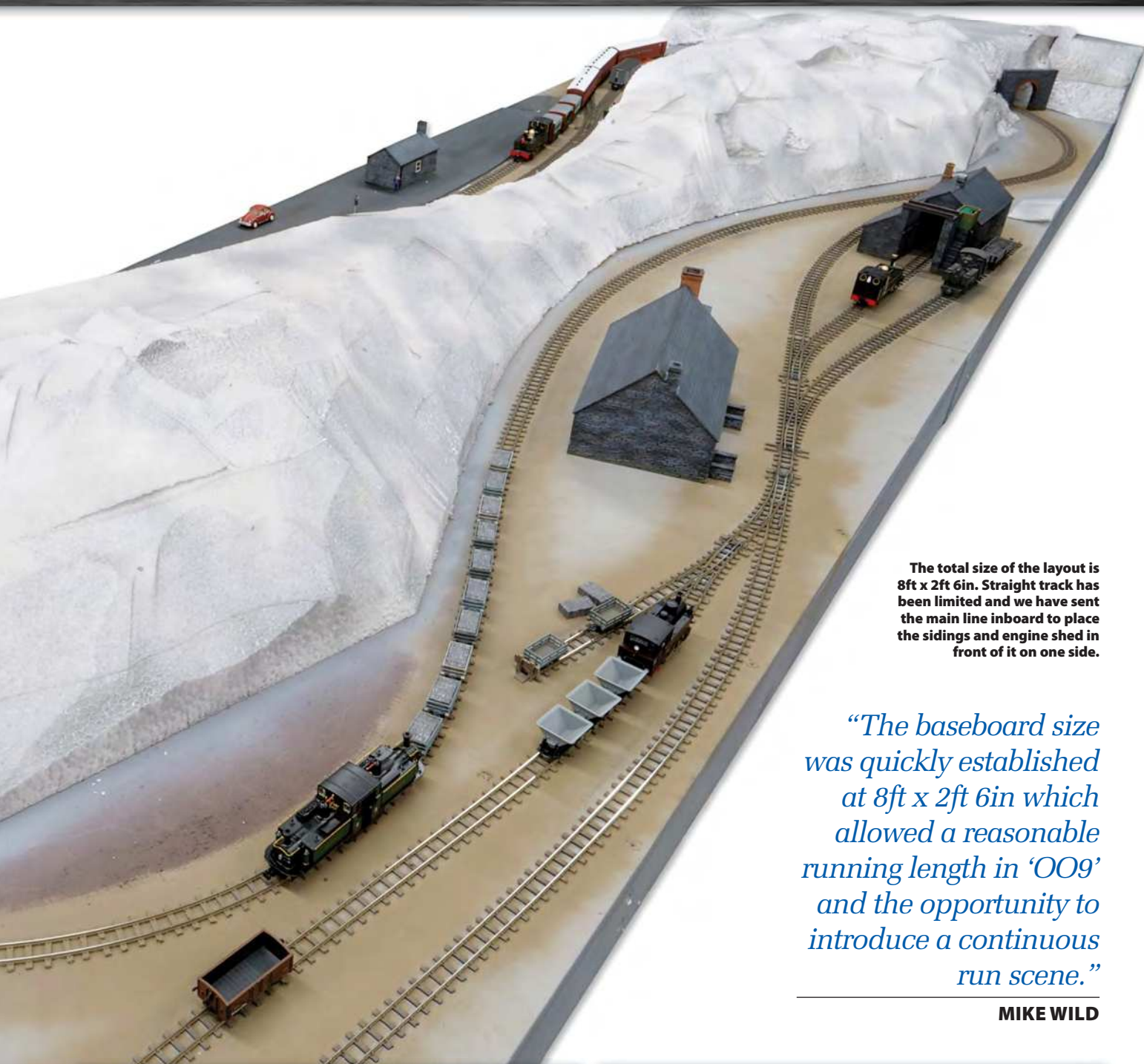


How it all starts: Bachmann's Scenecraft slate buildings collection, Peco 'OO9' track, Woodland Scenics products, 9mm plywood for the baseboard tops and planed timber for the frame and legs.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Main line left-hand point, 'OO9'	Peco	SL-E496
Main line right-hand point, 'OO9'	Peco	SL-E495
Right-hand point, 'OO9'	Peco	SL-E491
'Y' point, 'OO9'	Peco	SL-E497
Code 80 'OO9' narrow gauge plain track	Peco	SL-400
Code 80 rail joiners	Peco	SL-310
Code 80 insulated rail joiners	Peco	SL-311
Narrow gauge buffer stops	Peco	SL-440
Engine shed	Bachmann Scenecraft	44-0101
Water tower	Bachmann Scenecraft	44-0102
Coal store	Bachmann Scenecraft	44-0103
Hoist	Bachmann Scenecraft	44-0104
Slate Worker's cottage	Bachmann Scenecraft	44-0108
Slate processing building	Bachmann Scenecraft	44-0105
Slate boiler house and chimney	Bachmann Scenecraft	44-0106
Tunnel mouth	Bachmann Scenecraft	44-293
Slate footbridge	Bachmann Scenecraft	44-0107
Dark Brown spray paint	Humbrol	AD6029





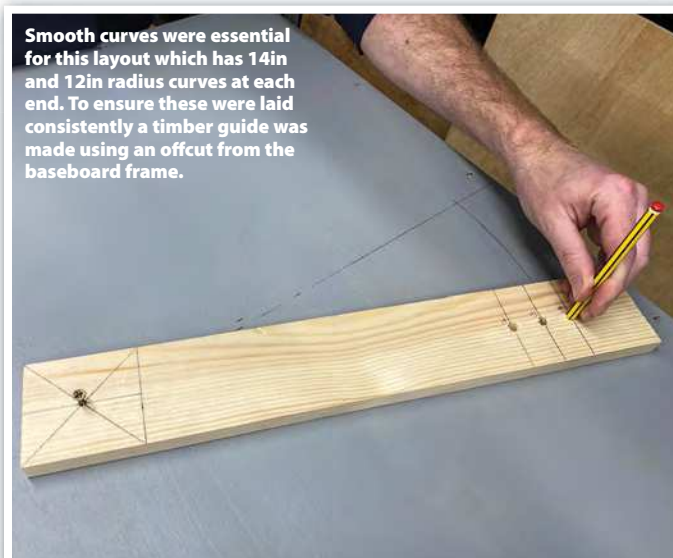
The total size of the layout is 8ft x 2ft 6in. Straight track has been limited and we have sent the main line inboard to place the sidings and engine shed in front of it on one side.

“The baseboard size was quickly established at 8ft x 2ft 6in which allowed a reasonable running length in ‘OO9’ and the opportunity to introduce a continuous run scene.”

MIKE WILD



The finished pair of boards were painted a neutral grey colour to seal the wood and provide a base colour for track laying and scenery.



Smooth curves were essential for this layout which has 14in and 12in radius curves at each end. To ensure these were laid consistently a timber guide was made using an offcut from the baseboard frame.

took around an hour and was followed promptly by assembly of three sets of legs – two to go underneath the first board with the third set positioned under the second board. The second board ‘piggybacks’ off the first and is bolted to it with M6 coach bolts. For added reliability and consistent alignment of the two boards during assembly, DCC Concepts alignment dowels were fitted to the joining faces of the baseboards.

The final step before track laying was painting of the baseboard surface and frame in a neutral grey colour to seal the wood and provide a base colour under the track when we laid it.

TRACK WORK

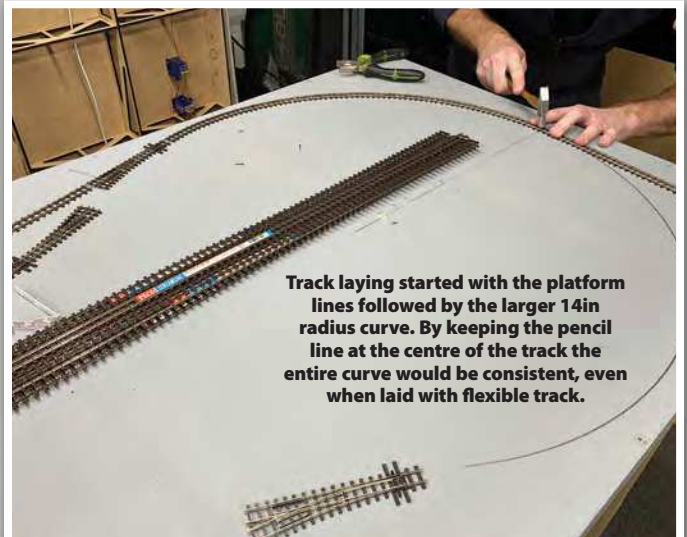
All of the track used on the layout is from the Peco ‘OO9’ range. In total, 10 yards of flexible track and eight points have been used in the trackplan which makes full use of the 8ft x 2ft 6in footprint.

One of the most critical elements of the plan was smooth curves, particularly as I was close to the minimum 2ft diameter radius with the trackplan for one end of the layout. To ensure a consistent curve of the same radius throughout I made a simple device for marking their position in pencil from an offset of planed timber.

A centre point was marked at one end of the timber length to allow a single screw to pass through it into the baseboard. From this point measurements were set at 12in, 13in and 14in from the screw and 7mm holes were drilled through to allow a pencil to pass through the timber to draw lines on the baseboard surface. The idea worked a treat and gave me a centre line to work to on the 14in and 12in curves to be laid at each end of the circuit.

In this build I’ve aimed to avoid straight track as much as possible in the plan by gently curving all aspects of the line through the station and also by setting the sidings and engine shed in front of the main running line on the second side.

The track has all been pinned in place prior to the addition of dropper wires to take electricity from the main feed on each board to all the areas of the track. It has been wired for digital operation so all sidings are permanently live at all times which suits DCC and sound running. Once the wiring was complete, the entire layout was tested to ensure it worked as planned and happily I can report that it all worked first time leaving the way clear to move on to the scenic aspects.



Track laying started with the platform lines followed by the larger 14in radius curve. By keeping the pencil line at the centre of the track the entire curve would be consistent, even when laid with flexible track.

A CLEAN SLATE?

Right now the project is in the early stages of scenic development and you can expect a full feature on the scenic elements of the ‘Fairlie Ambitious’ layout in next issue’s Staff Projects section. Plus you can also watch the build unfold in our latest KeyModelWorld TV show which is available to watch now on our website at www.keymodelworld.com/hornby-magazine-videos.

What I can say here and now is that the entire layout will have a slate theme to it. The buildings

selected are all from Bachmann’s narrow gauge range and include a slate engine shed, water tower, store, boiler room and chimney, bridge, tunnel mouth and a slate worker’s cottage which I’m repurposing as a station building (see panel for the full list).

Dividing the layout into two scenes means there will be a central spine of scenery and tunnels, bridges or cuttings at each end to both hide the curves and separate the scenes which are being built which as I type are in bare polystyrene. The idea is

The scenic work may be at a very early stage, but it already has a whiff of Ffestiniog about the station scene. We can’t wait to bring this to life.



Not long after the start of track laying the full circuit and all of its sidings are complete. The track plan is relatively simple and incorporates 10 yards of track and eight points.



that the station area will have a raw slate wall immediately behind the rear platform giving rise to the scenery which will then fall gradually down to the sidings on the other side.

One element of the scenery is also still being considered and that is the question as to whether the land should fall away in front of the railway in at least one location on the board – a standout feature of the Ffestiniog Railway.

So far this new layout build has come together quite quickly. It's had about a day and a half put into

it so far to make it into a working railway with a raw landscape ready for shaping. The next steps are all small ones which have to work around successive layers drying before the next can be applied, but it won't be long before this new narrow gauge layout is really taking shape and, hopefully, carrying off some of that wonderful character of the Ffestiniog Railway. Join me next month to see the finished layout and its scenic journey. **HM**



Once the wiring had been added, the point blades were masked prior to the track being weathered with a base coat of Humbrol No. 29 from an aerosol. This gives a good dirty brown colour to the track and rail sides before we start ballasting – and it's a five minute job too.

Polystyrene blocks were cut to shape then glued to the baseboard with PVA glue to create the raw landform. It will be shaped to suit using a hot wire foam cutter.



The basis of the platforms is Woodland Scenics Smooth It road system plaster. After laying the plaster it was sanded smooth to provide a low level platform surface and space for the station building.

USEFUL LINKS

Peco	www.peco-uk.com
Bachmann Scenecraft	www.bachmann.co.uk
Humbrol	www.humbrol.com

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.

December

4 CUPAR'S CHRISTMAS MODEL RAILWAY 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).

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.

8/9 FROME MODEL RAILWAY EXHIBITION

Hosts: Wessex Association of Model Railway Clubs
Location: The Cheese and Grain, Market Yard, Frome, Somerset BA11 1BE

Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, children under 12 free
Website: www.wamrc.co.uk
Contact: 01747 861977
Features: Layouts, trade support, refreshments, parking and disabled access.

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.brmrc.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.

22/23 CANTERBURY MODEL RAILWAY EXHIBITION

Hosts: City of Canterbury Model Railway Society
Location: St. Anselm's School, Old Dover Road, Canterbury, Kent CT1 3EN

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.

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children £3, family (2+2) £13
Website: www.ccmrs.co.uk
Features: 16 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. *Sunday only:* two children admitted free with each paying adult.

29/30 IRVINE MODEL RAILWAY EXHIBITION

Hosts: Kilmarnock and District Model Railway Club
Location: Scottish Maritime Museum, Linthouse Building, Harbour Road, Irvine KA12 8BT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children under 16 free
Website: www.kilmarnockmrc.com
Features: Layouts, trade support, displays, museum access and parking.

29/30 LONGFIELD MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: The Longfield Academy, Main Road, Longfield, Kent DA3 7PH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, accompanied children £1
Website: www.ukmodelshops.co.uk/erithmrs/index.html
Features: 33 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

February

5 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).

12/13 BOURNEMOUTH MODEL RAILWAY EXHIBITION

Hosts: East Dorset Area N Gauge Group
Location: The Hamworthy Club, Magna Road, Wimborne, Dorset BH21 3AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: <https://info2939128.wixsite.com/bmre>
Features: Layouts, trade support, refreshments and parking.

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● For more shows and the very latest listings visit www.keymodelworld.com for our online Show Guide.

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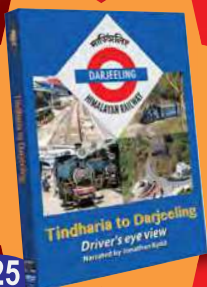
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OO Gauge Steam Locomotives

Class 5101 'Large Prairie' 2-6-2T
Stage: Deco Samples Due: Nov 2021
Price: from £119.60 Digital: NEXT-18
hattons.co.uk/dapollargeprairie

Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Dec 21 / 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor

FR Small England 0-4-0TT
Stage: Deco Samples Due: Q2 2022
Price: £135 Digital: Yes - no socket
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

Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet

Class 15xx 0-6-0PT
Stage: CADs Due: TBC 2022
Price: from £127.50 Digital: NEXT-18
hattons.co.uk/rapido15xx

OO Diesels & Electrics

Class 59
Stage: Painted Samples Due: Jan 2022
Price: from £136.32 Digital: 21-pin
hattons.co.uk/dapol59

Class 45
Stage: Early Sample Due: Q2 2022
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45

Class 47
Stage: Prototype Due: Mid-2022
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47

Class 86/4 & 86/6
Stage: Painted Samples Due: Jan 2022
Price: from £186.96 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 Gauge Multiple Units

APT-E Gas Turbine Unit
Stage: Announced Due: TBC 2022
Price: from £322.96 Digital: 21-pin
hattons.co.uk/rapidoapte

Class 104 DMU
Stage: Early CAD Due: TBC
Price: TBC Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons

Genesis 4 & 6 Wheel Coaches
Stage: Deco 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

GPV Gunpowder Vans
Stage: Engineering Samples Due: 2022
Price: £28.01 Digital: N/A
hattons.co.uk/rapidogpv

Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron

MGR Hopper Wagons & CDAs
Stage: Deco Samples Due: Q4 21 - 22
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemgr

MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q1 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemha

N Gauge Steam Locomotives

LSWR Class M7 0-4-4T
Stage: Prototype Due: Dec 2021/22
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locomotives

Class 28 Co-Bo
Stage: CADs Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo

Class 59
Stage: CADs Due: Q3/ Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons

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 56
Stage: Deco Samples Due: Dec 21 - 22
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56

Class 66
Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin
hattons.co.uk/dapolo66

Class 73
Stage: Engineering 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: Q4 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar

Class 121 'Bubble Car'
Stage: Painted Samples Due: Q4 2021
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q4 2021
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley

Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2



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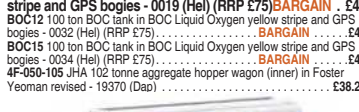


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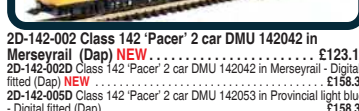
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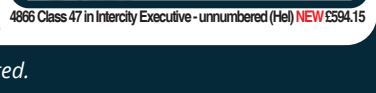
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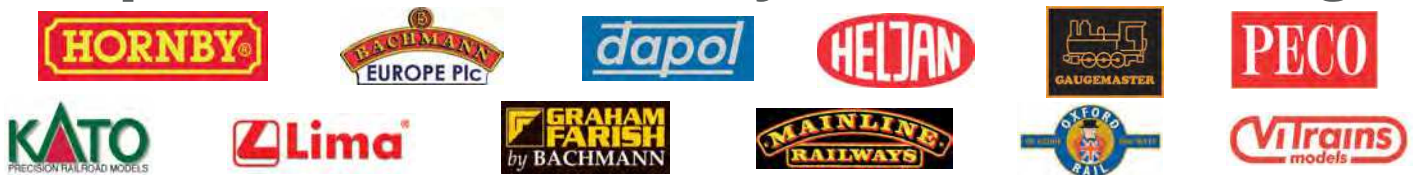
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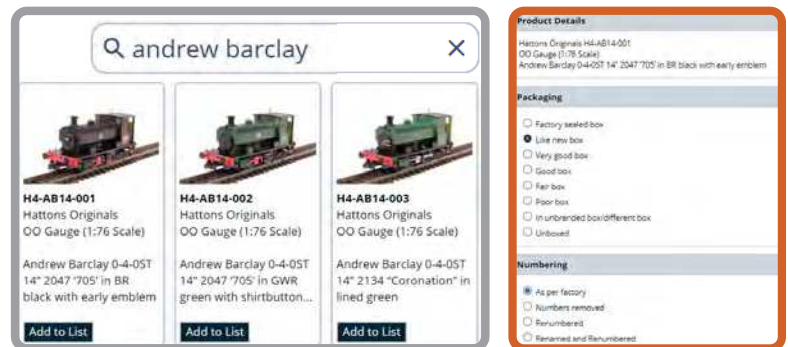


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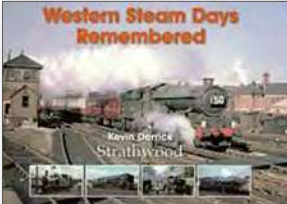


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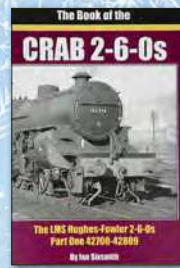
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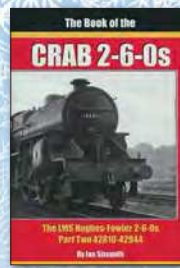
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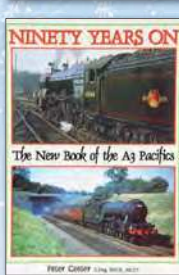
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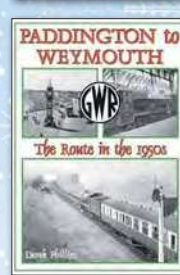
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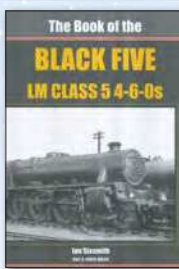
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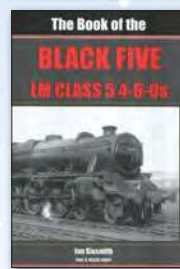
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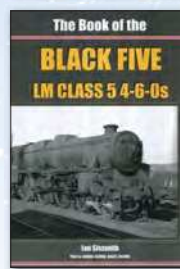
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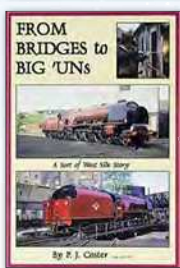
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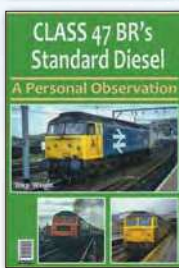
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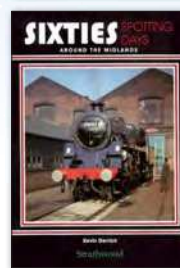
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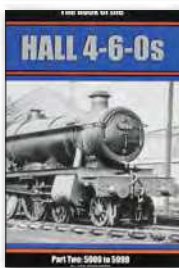
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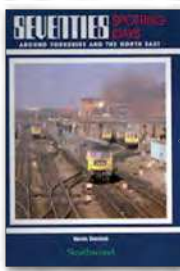
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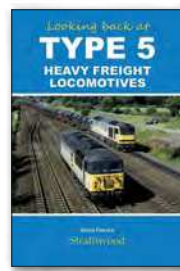
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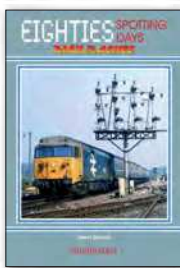
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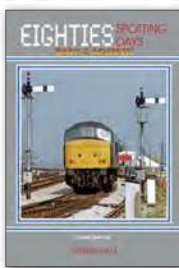
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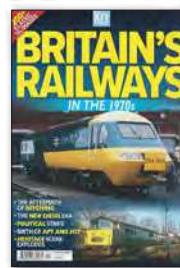
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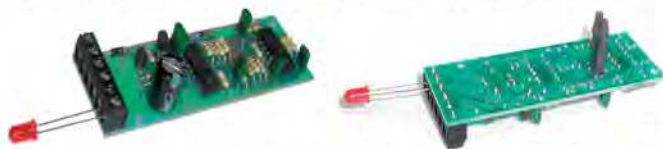


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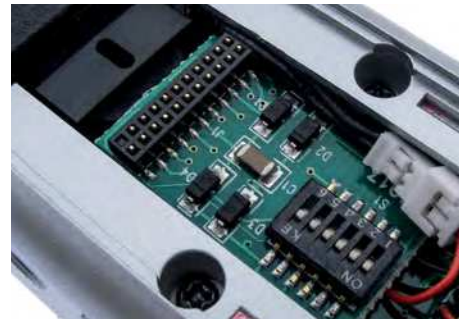
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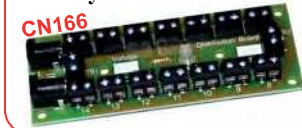
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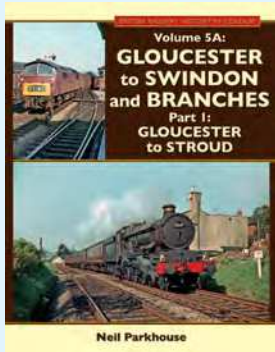


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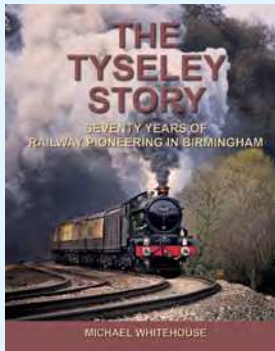
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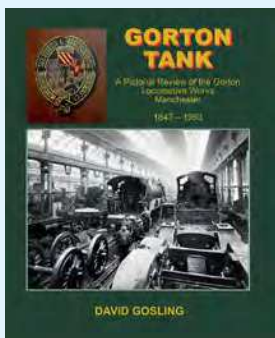
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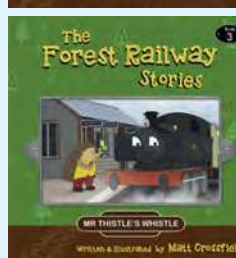
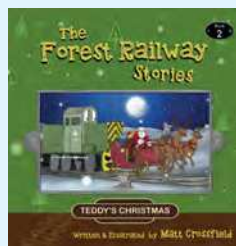
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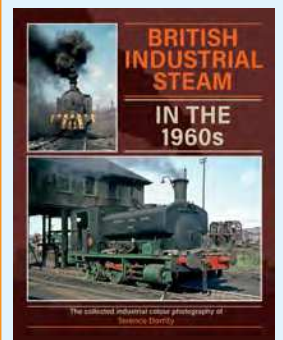
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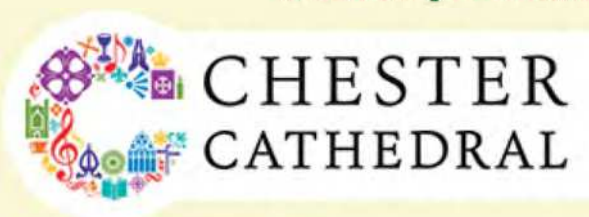
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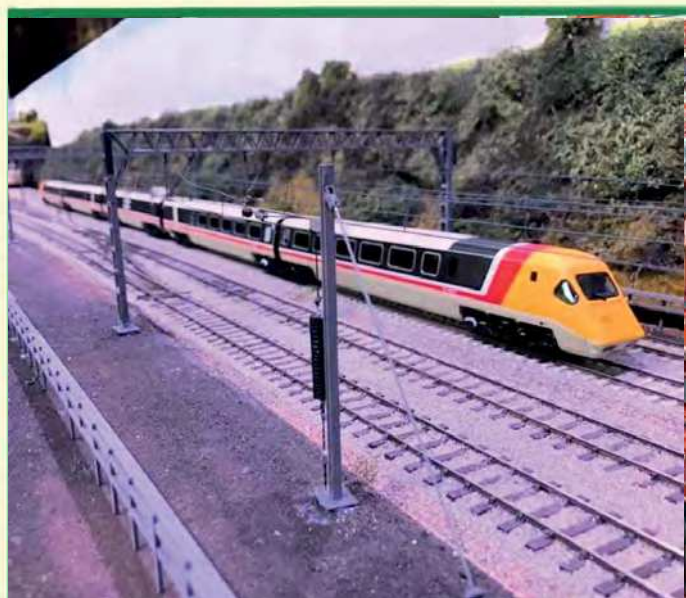
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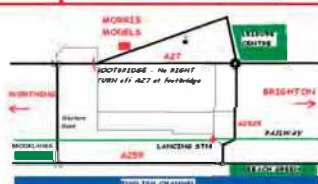
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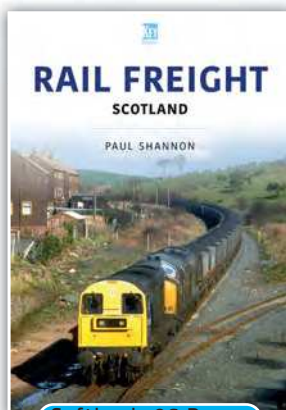
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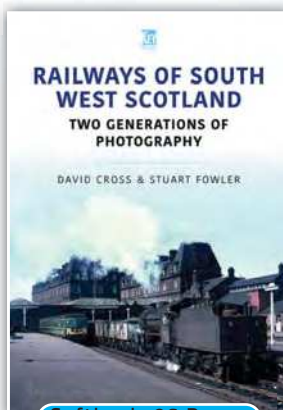
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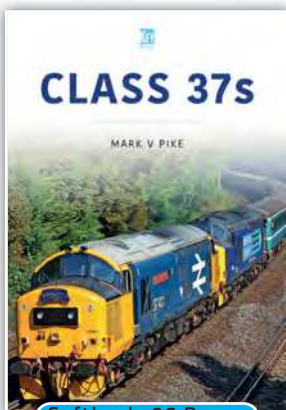
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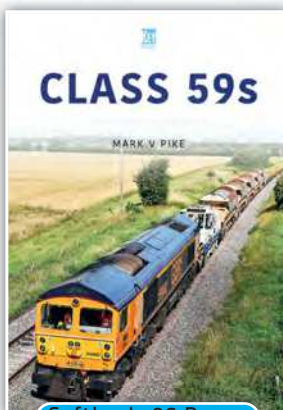
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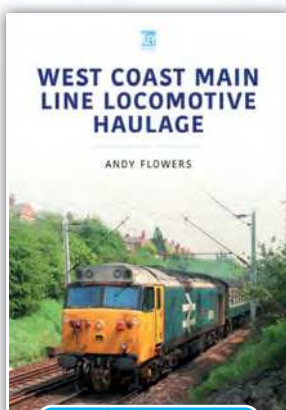
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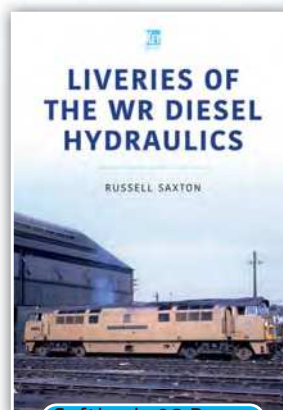
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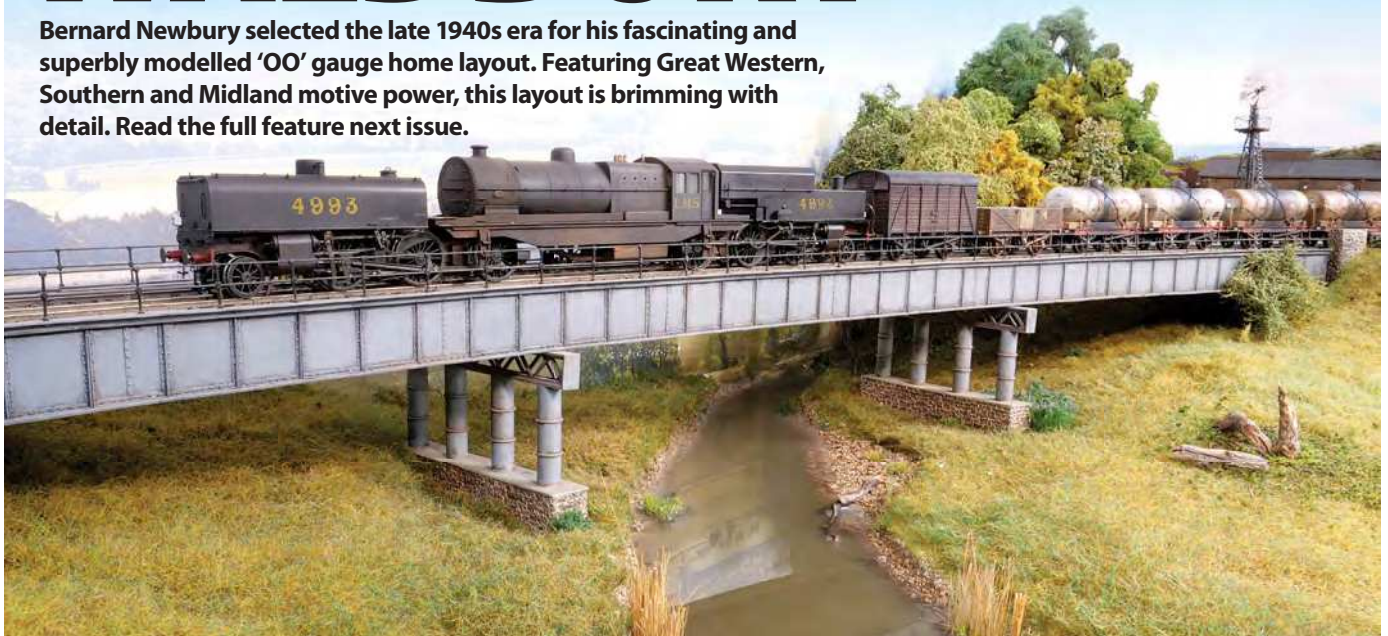
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SMT1 on/off SPST	£1.20	£1.12
SMT2 on/on SPDT	£1.20	£1.12
SMT3 on-off-on SPDT	£1.25	£1.15
SMT4 on/off or on/on	£1.30	£1.17
SMT5 on-off-on DPDT	£1.40	£1.30
SMT6 [on]-off-[on] SPDT	£1.60	£1.45
SMT7 [on]-off-[on] DPDT	£1.90	£1.70

Lever covers 20p • C5 connectors 8p each

TINY CONNECTORS

Used with our tiny connectors are
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for extra pick up:

CMP100 2 pin 3/8" x 3/16"
CMP101 3 pin
CMP102 4 pin.

Double rows are available.

1+ 60p pr 10+ 55p pr 25+ 50p pr



DIN PLUGS & SOCKETS

PLUG

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

SOCKET

CDS9 3 pin	65p
CDS5 4 pin	65p
CDS5 5 pin 180°	65p
CDS5 5 pin 240°	65p
CDS5 6 pin	65p
CDS5 7 pin	65p
CDS5 8 pin	65p

TAG BOARDS & TERMINAL BLOCKS

CTB2	Mini Tag Board 2 rows x 18 117mm x 38mm	£2.45
CTS1	Standard Tag Strip 28 way x 267mm	£2.50
CTS2	Mini Tag Strip 28 way x 194mm	£1.90
CTB4	Screw Terminal Block 3amp	80p
CTB5	As above 5amp	95p
CTB6	12-way Plug & Socket 6amp	£5.50
CTB10	As above, but 10amp	£6.95

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Choosing a LOCATION

Designing your layout requires more than simply building the baseboards and adding track. **Hornby Magazine** starts at the beginning and explains how to find the perfect location to build your dream railway in your own home.

DECISIONS, DECISIONS, DECISIONS. You will quickly come to realise that before you can lay a single piece of track or cut timber that you need to give much thought to a combination of factors such as the type of layout you'd like to build, the era, scale, size of baseboards and where to house it.

Layouts can be designed in all manner of shapes and sizes from simple continuous loops to figure-of-eight and multiple loop combinations, as well as end-to-end station and yard schemes in straight, 'L' shaped or 'U' shaped configurations. But even before you can decide on what type of layout you are going to build, you need to choose where it will be built as that will dictate the space available and influence your choice of scale, location and – perhaps – era.

LOCATION

You may already have noticed a common thread – space. Where do you house your new layout? A spare room within the house is often preferable, as it provides a secure and temperature-controlled environment to work on and store your layout, as well as the motive power, rolling stock, buildings and accessories. It is also often the most cost-effective option, with fewer associated costs.

It could be that you don't have a room spare, but there may be space in a bedroom or living space for a 'L' shaped or 'U' shaped layout along the walls, perhaps located above chests of drawers or cupboards, making good use of the available space.

Another alternative within the house is to build a form of portable layout which can be stored when not in use and assembled when required. Typically, a railway of this nature would either be on a single board, such as a traditional 6ft x 4ft train set style, or on a small group of smaller boards which can be accessed and bolted together quickly and simply.

LOFTY IDEAS

An alternative is the loft area, which could be ideal for housing a layout, although it may require a considerable amount of conversion work before it is suitable to use. Given this space houses beams that are fundamental to the structural integrity of your house, you should always seek professional advice before embarking on any work or conversion of the loft area.

Not all lofts are suitable, but if the space can be professionally converted it will transform the area and open-up a useable space in which to house a layout. This area of space would enable

a large scheme to be built with all manner of features included too, such as extra loops, hidden storage areas, tunnels, multiple stations, depots, goods yards, scenic vistas and more.

Whilst a professional conversion should include it, bear in mind that the loft will require insulating and lining to mitigate against extremes of temperature, while floorboards will need installing between the joists as well as extra timbers to support the roof, electrics and lighting too. It is also important to make sure you can stand upright whilst constructing and operating the layout, otherwise you may find it becomes a chore every time you head to the loft. Access, too, can be problematic, as it is often via a ladder.

GARAGE SOLUTION

If indoors is a problem, the garage offers a sheltered outdoor alternative. It may be part of the house with direct access or separate with an access door in addition to the usual large opening door/doors. Typically, single garages can measure anywhere between 16ft x 8ft to 20ft x 10ft while a double garage may offer up to a 20ft x 20ft space – each scenario ideal for hosting a model railway layout. What's more, they are usually effectively rectangular boxes, which certainly helps when it comes to baseboard construction and mounting.

Often, modern garages feature a power supply and light socket, which is a bonus – although it may need upgrading, while older structures may require the attention of a professional electrician before you can get things up and running.

Whilst the garage may feature a modicum of lining in the roof space, it will still be subject to extremes of temperature and possibly damp conditions, so would no doubt benefit from some insulation/lining and a heat source to keep you warm whilst operating the layout through the autumn and winter.

OUTDOOR OPTIONS

Alternative outdoor solutions include off-the-shelf or bespoke wooden/metal garden sheds and perhaps even brick buildings designed specifically for your model railway requirements. Whilst the former may be available 'off-the-shelf', the latter will usually require professional design work and, if above a certain size, planning permission may be required.

Sheds and outdoor buildings in general offer an ideal environment for building layouts and pursuing the hobby, with workshop/workbench space as well. Clearly, there are costs associated with having a bespoke building, ranging from

levelling of the ground in preparation for the structure, through to electrics and heating arrangements within the finished building, but the resulting hobby space will be worth it.

Given the UK weather patterns, it is advisable to insulate and line the shed interior and source adequate heating to maintain a consistent temperature that will protect the layout. Security could also be an issue, so it is worth considering your options such as window bars, a heavy-duty lock and alarm system.

GOING OUTDOORS

Staying outdoors, you could also develop a garden layout. Suited to 'OO' gauge applications and above, rails can be incorporated within the general layout of the garden running along specially built track bases amongst flower beds, plants, water features, rockeries and more.

While care will be needed in wiring the layout track sections and any accessories, the outcome will reap benefits especially with scale-length train formations possible, thanks to the extra space an outdoor layout affords. You could also combine an outdoor layout with a shed, which would also offer somewhere to store the stock when not in use.

Garden layouts are, by their nature, seasonal and do require a high degree of maintenance ahead of any



running sessions, due to the weather, plant detritus and animal/insect activity. Track will need a rigorous cleaning regime to ensure electrical continuity, while any tunnels and bridges will require clearance of any obstructions before trains can run. It will also be necessary to ensure all track connections are still as they should be, especially on warm days when the sun can cause expansion issues.

The choice is yours! **HM**



"Before you can decide on what type of layout you are going to build, you need to choose where it will be built."

HORNBY MAGAZINE

SCALES & GAUGES

There were once only two primary choices for the ready-to-run layout builder, today we have five to choose from with the recent announcement of 'O-16.5' narrow gauge models. **HORNBY MAGAZINE** looks into the options offering advice and guidance for the budding modeller.

NOT SO LONG AGO WE WERE FACED with only two obvious choices when it came to building a model railway with ready-to-run rolling stock – 'OO' and 'N' gauges. Offering models in 4mm:1ft and 2mm:1ft scale, these two scales were well supported with locomotives, carriages, wagons and an array of smaller suppliers which produced everything from building kits down to the smallest street details.

Today though the choice has more than doubled. 'OO' gauge is still king when it comes to availability and popularity, but alongside 'N' gauge it has been joined by an increasing portfolio of ready-to-run products for 'O' gauge and, more recently, an influx of 'OO9' narrow gauge models from Bachmann, Heljan and Peco. 2022 will also see the first mass-produced ready-to-run 'O-16.5' narrow gauge products arrive from Lionheart Trains.

There are many other choices beyond the main five, but 'OO', 'N', 'O' and 'OO9' are the most accessible for all at this time. There is an extensive choice and we have listed all the readily available popular scales and gauges in Table 1, but for now we will concentrate on the 'big five'...

'OO' GAUGE

- Track gauge: 16.5mm ●Scale: 4mm:1ft
- Association: www.doubleogauge.com

'OO' gauge has its origins in the 1920s when Bing introduced its first clockwork models to 16.5mm gauge and scaled to 4mm:1ft. However, it really took over from 1938 when Meccano

Locomotives and rolling stock are available across multiple scales in mainstream standard gauge circles including the Class 50 which is offered in 'N' gauge by Dapol, in 'OO' by Hornby and in 'O' gauge by Heljan.

launched its Hornby Dublo range and the scale and gauge combination has dominated British outline modelling ever since.

Today 'OO' gauge is by far the best supported and most popular of all the model railway scales in Britain. Locomotives, carriages and wagons are readily available out of the box and a constant stream of new releases are delivered on a regular basis from big names including Bachmann, Dapol, Heljan and Hornby. In recent years these have been joined by an increasing number of ready-to-run manufacturers including Accurascale, Rapido Trains UK, Revolution Trains and Oxford Rail while retailers including Hattons, Kernow Model Rail Centre, Rails of Sheffield and The Model Centre have taken on production of exclusive products.

However, it isn't just rolling stock which keeps 'OO' gauge going. There are large ranges of ready made buildings from Bachmann Scenecraft and Hornby Skaledale, while you can also acquire figures, lineside details, road vehicles, lighting, signals, level crossings and every other accessory you can think of.



'N' GAUGE

- Track gauge: 9mm ●Scale: 2mm:1ft
- Association: www.ngaugesociety.com

'N' gauge took off in the 1960s and offers a scale which requires a quarter of the space of 'OO' gauge and is modelled at 2mm:1ft scale. British outline rolling stock is made to 1:148 scale and runs on 9mm gauge track which is available in code 80 and code 55 rail profiles – the lower the number, the finer the rail.

The scale has great support from the N Gauge Society, established in 1967, and in the past decade has seen great advances in the standard of detail and performance that its models are capable of. Three manufacturers lead the charge in ready-to-run – Graham Farish, Dapol and Revolution Trains with additional models coming from C=Rail, Rails of Sheffield, Sonic Models and DC Kits. The N Gauge Society has been prolific in supporting the scale, first with its own range of exclusive wagon kits but more recently in commissioning its own series of ready-to-run models.

Like 'OO' gauge there is an extensive range of suppliers for buildings, structures and detailing components while a number of manufacturers also develop kits in a variety of materials.

What was once the underdog is now a viable alternative to 'OO' gauge for the space-restricted modeller.

'O' GAUGE

- Track gauge: 32mm ●Scale: 7mm:1ft
- Association: www.gauge0guild.com

'O' gauge has been around since the earliest days of clockwork model railways, but in the past decade it has begun making great strides in modern ready-to-run. This began in 2005 when

TABLE 1 – POPULAR SCALES AND GAUGES

NAME	SCALE	RATIO	TRACK GAUGE	OUTLINE	ASSOCIATION	NOTES
'OO'	4mm:1ft	1:76	16.5mm	British	www.doubleogauge.com	Standard gauge
'EM'	4mm:1ft	1:76	18.2mm	British	www.emgs.org	Standard gauge
'P4'	4mm:1ft	1:76	18.83mm	British	www.scalefour.org	Standard gauge
'OO9'/'HO'	4mm:1ft	1:76	9mm	British and overseas	www.009society.com	Narrow gauge
'N'	2mm:1ft	1:148	9mm	British and overseas	www.ngaugesociety.com	Standard gauge
2mm FS	2mm:1ft	1:148	9.42mm	British	www.2mm.org.uk	Standard gauge
'O'	7mm:1ft	1:43.5	32mm	British and overseas	www.gauge0guild.com	Standard gauge
Scale 7	7mm:1ft	1:43.5	33mm	British	www.scaleseven.org.uk	Standard gauge
O-16.5	7mm:1ft	1:43.5	16.5mm	British	www.7mmnga.org.uk	Narrow gauge
'HO'	3.5mm:1ft	1:87	16.5mm	Overseas/British	www.british-ho.com	Standard gauge
'TT'	3mm:1ft	1:102	12mm	Overseas/British	www.3smr.co.uk	Standard gauge
Gauge 1	10mm:1ft	1:32	44.45mm	British	www.g1mra.com	Standard gauge



Heljan released its first ready-to-run locomotive for the scale – the Class 35 ‘Hymek’ – and since then an impressive number of ready-to-run diesel locomotives together with carriages and wagons have been released too.

Heljan has been joined by Dapol and Minerva Model Railways in ‘O’ gauge ready-to-run which has really set the wheels in motion for the growth in the scale’s popularity with ready-to-run modellers.

The scale continues to have tremendous support from kit manufacturers for locomotives and rolling stock. Detail is key in 7mm scale and again there is a wide range of suppliers producing everything from nameplates to transfers, lineside details, track, buildings, road vehicles and more.

Peco produces a range of track and points with code 124 bullhead rail and this now includes curves for second radius set track making a simple circuit an easier prospect than before. Flexible track is sold in yard lengths, as per ‘OO’ and ‘N’. Flatbottom rail is also available.

The only downside of ‘O’ gauge is the amount of space required for a layout. Compact shunting layouts can be built in 8ft or less, but a basic

circuit of Peco second radius track will require at least 9ft x 9ft to allow it to be joined together.

‘OO9’ GAUGE

- Track gauge: 9mm ●Scale: 4mm:1ft
- Association: www.009society.com

‘OO9’ isn’t new to British outline modelling, but it is in the world of ready-to-run products. It started with Peco’s development of ready-to-run carriages and wagons for the scale alongside Heljan’s announcement of the Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts.

Now Bachmann has joined the scale too with its Baldwin 4-6-0T, bogie box and open wagons in early 2018 which are set to be joined by models of the Quarry Hunslet 0-4-0ST, slate wagons, Ashover Light Railway carriage and more. Most recently it has revealed its new Ffestiniog Railway Double Fairlie (see HM175 News and Reviews).

Narrow gauge modelling to ‘OO9’ standards has always been popular in the UK. Happily, being modelled to 4mm:1ft scale, all the accessories available for ‘OO’ gauge including buildings, road vehicles, people, animals and

lineside fixtures are all well suited to a narrow gauge scene in ‘OO9’.

‘O-16.5’ GAUGE

- Track gauge: 9mm ●Scale: 4mm:1ft
- Association: www.7mmnga.org.uk

The newest modelling scene chosen for ready-to-run products is ‘O-16.5’ – 7mm:1ft scale narrow gauge trains running on 16.5mm gauge track, the same gauge as used for ‘OO’ gauge standard gauge trains.

The launch of this scale into ready-to-run is coming through Dapol’s Lionheart Trains brand which revealed a collection of Lynton and Barnstaple Railway (L&B) themed locomotives and carriages for the scale in autumn 2021. It is modelling the 2-6-2Ts operated on the famous North Devon line together with coaches.

‘O-16.5’ is in its infancy in the mainstream model railway market, but it is well served with ready-made track from Peco, kits for locomotives and rolling stock, 7mm scale buildings and accessories, vehicles and more. As with any narrow gauge scene, this gauge lends itself to tighter curves and a compact setting such as an industrial railway, but then again the L&B is a very tempting scene for a larger narrow gauge layout. Look out for more on this gauge in future issues of *Hornby Magazine*.

As they say, the choice is yours and as we will explain in the following pages, choosing the scale is just one step towards building your dream model railway. **HM**

“There are many other choices beyond the main five, but ‘OO’, ‘N’, ‘O’ and ‘OO9’ are the most accessible for all at this time.”

Layout designs

There are many different styles of model railway you can build ranging from circuits to terminus and through stations with different levels of operation. **HORNBY MAGAZINE** explores the main options.

IF YOU ARE FOLLOWING THIS GUIDE from the start you might already be thinking about where your layout will fit into your home and what gauge of track you want to use. The chances are you already have a leaning towards one era and region or another and that will be steering your ideas as to what type of layout you want to build.

Space is a big factor in layout style. You need at least 6ft x 4ft for a basic train set based continuous run circuit layout, but you will soon realise that it will have limitations of train length and operation. However, depending upon what you want from a model railway there are a number of layout design options to suit every space from 4ft x 1ft shunting layouts to giant main line schemes.

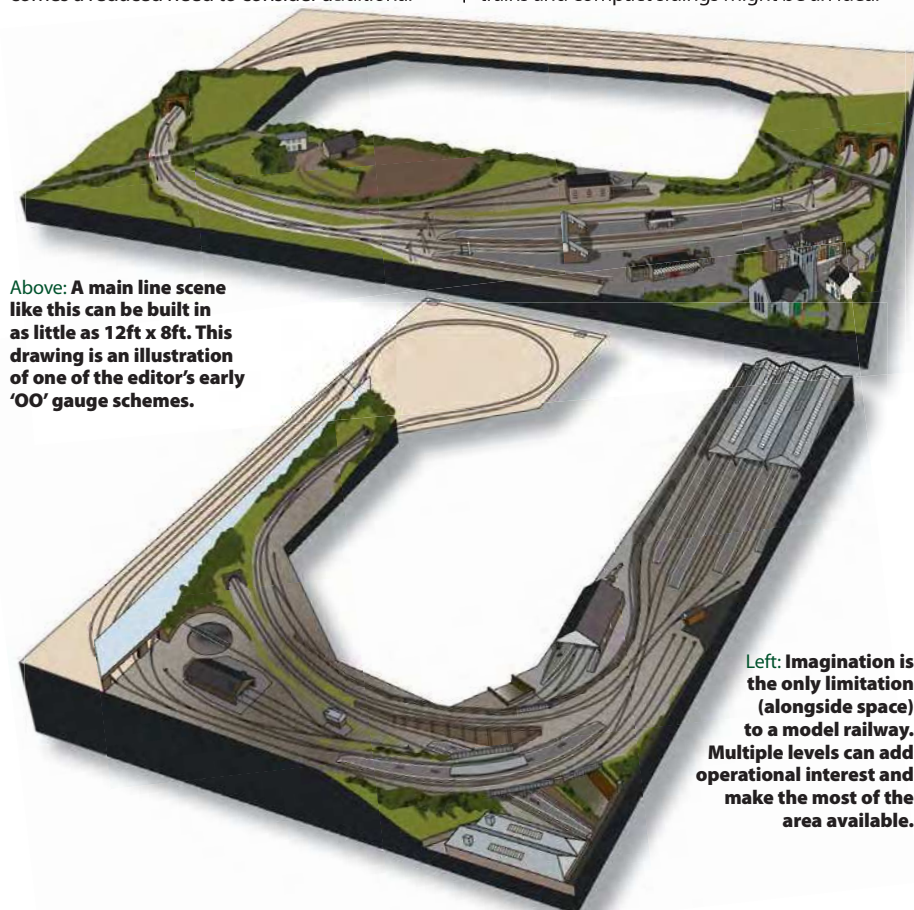
Initially there are two main criteria to consider – permanent and portable layouts. Permanent layouts are by far the simplest to build as by their nature they are built into a room. With that comes a reduced need to consider additional

wiring or woodwork involved in creating a portable layout. Permanent layouts can be built into a room like a piece of furniture allowing the space beneath to be kept free for storage.

A portable layout is more tricky to build as it will require a set of baseboards which can be dismantled for storage or transport. This type of layout is most suited to those looking to attend model railway exhibitions where the model will need to be packed into a car or van carefully for its journey. The upside of creating a portable layout, even if it never leaves home, is that your hard work won't be lost if you have to move house.

DESIGN OPTIONS

Within these two types of layout design there are a number of options including continuous run, terminus and through station designs. If you are short on space but want a realistic layout then a branch line or shunting scene with short trains and compact sidings might be an ideal



Above: A main line scene like this can be built in as little as 12ft x 8ft. This drawing is an illustration of one of the editor's early 'OO' gauge schemes.

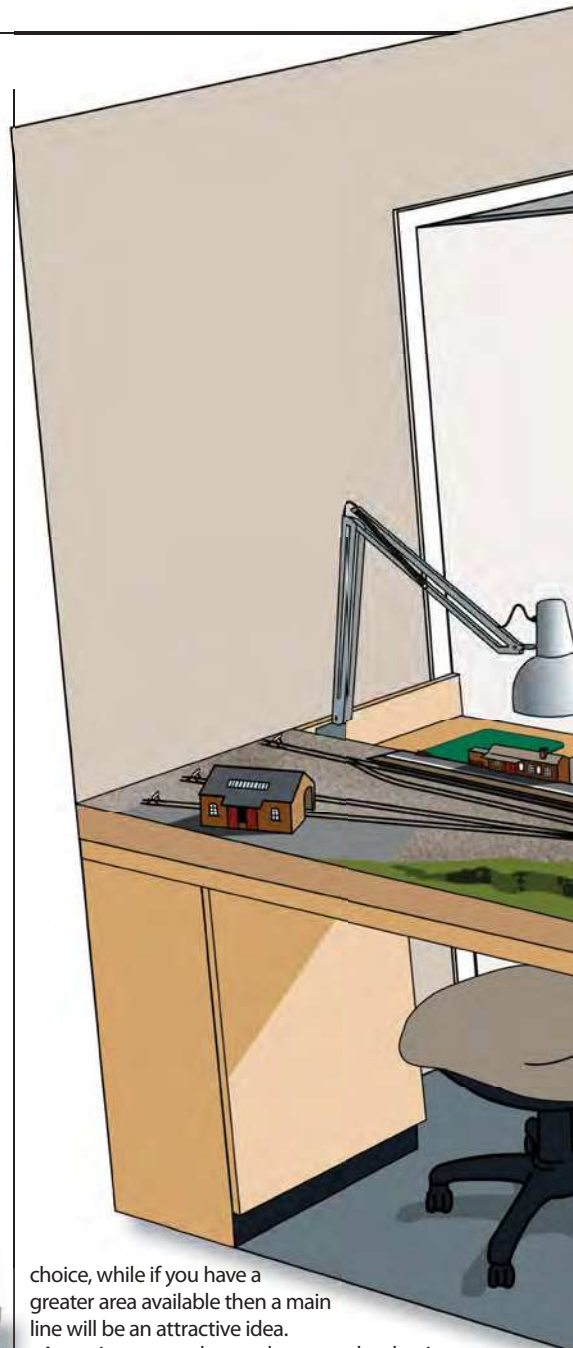
Left: Imagination is the only limitation (alongside space) to a model railway. Multiple levels can add operational interest and make the most of the area available.

choice, while if you have a greater area available then a main line will be an attractive idea.

A continuous run layout does exactly what it suggests – it allows trains to run continuously on a circuit which can be as small in size in 'OO' gauge as 4ft x 4ft, but there is no limit to how big you can go. Many home 'OO' gauge main line double track layouts tend to be around the 12ft x 8ft or 16ft x 8ft size, but if you have more space available our advice would be to use it!

Terminus layouts are more suited to the avid modeller as they don't allow trains to be left running. Each will need controlling to travel from its storage area to the terminus, but that terminus could range in size from a single platform branch line affair right through to a model of a busy station with multiple platforms, locomotive depot, goods yards and more. A modest single track branch line terminus could be built in as little as 5ft x 1ft, but then again we have seen huge main line terminus layouts built for the exhibition scene including the tremendous 70ft long model of Bath Green Park by Taunton Model Railway Group.

Within the terminus scheme you can also consider a freight only approach to build a shunting layout. This leads to the option to make something really quite compact as a shelf layout in as little as 4ft x 1ft in 'OO', but again more space will allow greater realism and operation too.





A model railway can be designed to occupy part of a room while including space for storage and a workbench. The actual track design can range from a simple branch line terminus to a complex main line scheme.

If you like the idea of branch line modelling you might also like the concept of the system layout. Here trains emerge from a storage yard representing the rest of the world and travel around a room passing through a station on the way to their destination at a terminus. It's a step up from the straightforward terminus station arrangement as it means more features and stations can be built. This doesn't have to be on a branch line basis, but most homes don't offer the space needed to create a main line system layout.

Another option is a through station with a storage yard at each end allowing trains to arrive from somewhere, arrive at a station, depart and go to somewhere else. This type of layout will thrive through detailed operational planning to make every train movement mean something in the sequence.

The final layout design to consider is the depot. Steam or diesel, the depot makes for an enthralling place to model and a perfect place to display a large collection of locomotives. A

huge amount of detail can be invested in a depot layout making this a highly rewarding experience full of atmosphere.

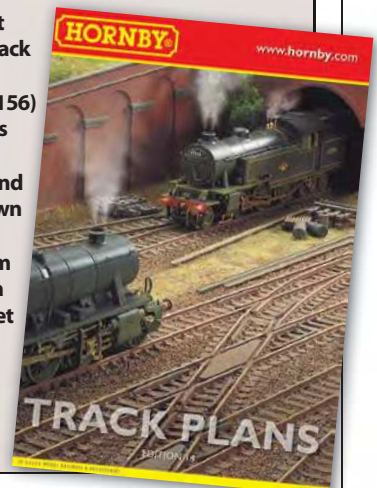
NO SPACE, NO PROBLEM

But what if you really haven't got space to build your own model railway? Then you could join a local model railway club. They will have projects and working layouts to get involved in and it is a great environment in which to learn new skills and develop your own ideas for when the time comes to build your own layout.

Designing a model railway is a very rewarding and enjoyable process and one which when done with knowledge of the basics will result in a smooth running and interesting project. Once you are on the right track, I guarantee you will be hooked! **HM**

LOOKING FOR IDEAS?

● Check out Hornby's Track Plans Book (Cat No. R8156) which offers designs based around Hornby's own sectional track system to expand a new train set or inspire your own designs.



BUILDING BASEBOARDS

A baseboard provides a solid foundation onto which a reliable and enjoyable model railway can be built. **HORNBY MAGAZINE** explains its simple method for home-made solid top boards in simple steps.

BASEBOARD construction isn't everyone's favourite part of model railway construction, but they don't have to be complex to build. We have been building simple solid top baseboards for *Hornby Magazine's* exhibition layouts with the same basic principles for the past 10 years and they have proved reliable in home and exhibition scenarios.

The materials chosen are readily available from DIY stores and consist of 9mm plywood for the surface coupled with a frame cut from 70mm x 15mm planed timber. The legs are made from 44mm x 44mm square planed timber and each board is held together with a combination of PVA wood glue and standard 4.0 x 30mm or 35mm twin thread wood screws.

To build a 4ft x 2ft baseboard like this you are looking at a material cost between £40 and £50 at current prices. Handily, many timber merchants offer a cutting service which means that you can give them and their machinery the hard task of cutting your baseboard plywood surfaces to size so that all you have to do is cut the timber frame to match and assemble the board as shown in our step by step guide.

The method we have shown is in the construction of a pair of 4ft x 2ft 6in (1,200mm x 760mm) baseboards, but we have used the same style for 4ft x 2ft (1,200mm x 610mm) and 4ft x 3ft (1,200mm x 900mm) baseboards as well as some 6ft long boards. These are all based around portability, but for permanent home use there is no reason why larger 8ft long boards couldn't be built in the same way with the addition of extra cross-members.

In general, only simple tools are needed to build these boards too. At its most basic a handsaw, electric screwdriver, pencil, tape measure and set square will do the job, although we have used a powered circular saw in construction of

TOOLS

- » Pencil
- » Tape measure
- » Set square
- » Hand saw or power saw
- » Electric drill driver
- » Screwdriver head
- » 2.5mm drill
- » Sandpaper
- » PVA wood glue

these boards which we have due to the volume of woodwork we end up doing in the *Hornby Magazine* workshop. However, it isn't a necessity to have such a tool if you are only building a handful of boards.

The leg system chosen for this is again straightforward and simple. Three pairs of legs support the two boards – the first board having two sets of legs with the third supported by a single set and joined to the first board by coach bolts. This rudimentary setup can be enhanced with the addition of alignment dowels such as those produced by DCC Concepts if you wish to make your baseboard readily available to separate for transport or storage like this layout will be.

The step by step guide explains the process from the start to finish and you can watch more of our build on this particular layout on www.keymodelworld.com as we turn it into a Ffestiniog Railway themed narrow gauge layout. **HM**

A model railway baseboard doesn't have to be complex to build. It takes around 30 minutes to build each of these boards which at current prices cost around £50 each in materials including screws, glue, legs, frame and top.





“To build a 4ft x 2ft baseboard like this you are looking at a material cost between £40 and £50 at current prices.”

HORNBY MAGAZINE

STEP BY STEP **BUILDING SOLID TOP MODEL RAILWAY BASEBOARDS**



1 For this guide we are building a pair of solid top baseboards using 9mm plywood and 70mm x 15mm planed timber for the frame. Their dimensions are 4ft x 2ft 6in (1,200mm x 760mm), but the method can be used for larger boards too with the addition of extra cross-members to support the surface.



2 Having checked the measurements of the baseboard surface after cutting by a DIY store, the first stage is to prepare the timbers for the frame. Two 1,200mm lengths are marked for the long side using a tape measure, set square and pencil.



3 The same process is then used to mark the length of the four cross-members which will create the ends and central supports for the baseboard surface. In this case they are 730mm long to take into account the 15mm width of each side.



4 If you have access to a circular saw it will make light work and ensure even, straight cuts into your timber. However, it is perfectly possible to do the same job with a handsaw. Double check your measurements before cutting.



5 With all the timber frame pieces cut, a dry run shows that they will all fit as expected. You can see there that our frame has two long sides, two ends and two central cross-members. In combination these ensure the baseboard surface won't sag.



6 For the strongest possible board, we are gluing and screwing the parts together. PVA wood glue is applied as a bead along the upper surface of each piece using a small bottle – our bottle of PVA has been refilled many times over.



7 With the first long side in position, 4.0 x 30mm twin thread wood screws are then inserted at each corner to hold the board top in place against the glued side.



8 A single screw of the same type is inserted at the centre of the board next ensuring that the side stays in line against the edge of the plywood. Often DIY timber has a slight curve to it, but this can be moved into shape during assembly.



9 By holding the end of the timber in place in line with the plywood, a third screw is added at the end. After this we add two further screws between the end and centre screws in these steps to ensure the timber stays straight.



10 To prevent the side timber splitting when a screw is inserted to join it to the end, 2.5mm pilot holes are drilled through each side using an electric drill. Repeat this at all four corners.



11 As with the long sides, the ends have a bead of glue added to the top edge and to their ends before being inserted into the frame. The same PVA wood glue is used.



12 Using the pilot holes drilled in Step 10, 4.0 x 35mm twin thread wood screws are inserted into each end to hold it in place. Repeat the process at all four corners.



13 The second end has now been fitted and screwed in place too, but the baseboard surface will sag if we don't add extra cross-members along the length. If you are building a longer 6ft long baseboard, three cross-members would be preferable.



14 Our standard for a 4ft long baseboard is to measure 440mm (16in) in from each corner to position the cross-members underneath the baseboard surface. This provides enough space for a drill to be used for wiring holes and plenty of support for the surface too.



15 The two cross-members, both 730mm long like the ends, have now been fitted using the same glue and screw method as the ends and sides. This provides a firm baseboard frame, but we now need to secure the plywood surface to the frame from above.



16 To ensure screws inserted through the baseboard top go into the frame below, the centre point of the timber frame is marked on the baseboard surface using a set square and pencil. This also highlights the position of the frame for track laying.



17 Three screws are then added to each cross-member to hold it firmly in place while five are added across each end piece to hold those in place too. All of these screws for this stage are 4.0 x 30mm wood screws.



18 A second matching baseboard has been made following the same method to create a total 8ft x 2ft 6in (2,400mm x 760mm) base for a model railway. These will be joined together with M6 coach bolts to allow them to be separated for transport and storage later.



19 There are many choices when it comes to supporting a layout, from cupboards to legs and trestles. We are making a set of three removable legs for these baseboards using 44mm x 44mm planed timber. Each leg is 1,000mm long which is marked with a set square then cut to length.



20 After cutting the legs to length, pencil marks are made 150mm from the top and 300mm up from the bottom for the position of the cross-members to support the legs.



21 730mm long cross-members have been cut from 70mm x 15mm planed timber and then screwed onto the 44mm x 44mm legs to brace them and create a square leg system. Two further sets of these were built to support the baseboards.



22 To hold the legs in place underneath the boards, 70mm long blocks of 44mm x 44mm planed timber were cut and then fixed to the baseboard frame. These will keep the legs in place on assembly of the boards.



23 On the first board two sets of legs are fitted and an additional brace has been added along the length of the board from 70mm x 15mm planed timber. This prevents the legs wobbling too much.



24 On the second baseboard a single set of legs is added with the same method of support. This board will then 'piggyback' off the first board and be held in place with M6 coach bolts when joined together. If you wanted to build more boards they can be supported in the same way to save on construction costs and materials.

CONTROL CHOICES

Analogue or digital, app or handset, there are new important choices when it comes to driving your model railway locomotives. **HORNBY MAGAZINE** surveys the options.

THE DIGITAL AGE has driven model railway control in new directions and opened up new possibilities for play value and operation of our miniature worlds. There are two primary types of control system available, analogue and digital, which differ radically in their capabilities.

Analogue is the 'original' control system for model railways. Through a transformer the controller controls how much voltage is applied to the track between 0-12v and each controller can drive one locomotive at a time. Digital, or Digital Command Control (DCC), is vastly more capable. Its power supply provides a constant 16v AC to the track with the controllers using that power to send digital signals to computer chips known as decoders inside each individual locomotive and accessory connected to the track.

In terms of pure costs analogue is the most cost effective to start out with. Analogue controllers are supplied in the majority of train sets, but even if you want to buy an upgrade unit a high quality Gaugemaster twin track controller will ask £130 of your wallet. By comparison a Gaugemaster Prodigy Advance 2 DCC system will cost £385, though that extra cost is rewarded with a much more advanced control system.

Virtually all ready-to-run models are available DCC ready which means they are ready to operate on an analogue system and that they



A wide range of control systems are available for digital layouts and it is worth finding a shop which has demonstration sets to try before you commit to buying.

have sockets inside to allow the addition of a DCC decoder in the future should you decide to make the switch from analogue to digital. A handful of older models are still part of the ready-to-run scene which don't have a decoder socket, but if you are thinking about going digital virtually any locomotive can be converted to run with the system.

The downside of analogue is the wiring required to support operation of a complex layout. You will need to be prepared to add section switches to isolate sections of track to stable locomotives while others are in service which takes care and attention.

On the positive side, there are new ways of operating an analogue layout too. Traditionally control

of this type of layout focused around a simple control knob which increases or decreases the voltage to the track to drive the train. In 2021 Hornby introduced its new app controlled analogue system which allows a smartphone or tablet to be connected to an analogue control system via Bluetooth to drive the trains. Added to this, the app can play sounds through the smart phone or tablet relevant to the type of locomotive (steam, diesel or electric) in use as well as controlling their acceleration and braking rates through sliders.

THE POWER OF DIGITAL

Going digital introduces a new way of operating a model railway,

but the big issue can be cost. The control systems are more expensive and every locomotive will require a decoder (or sound decoder if you want to follow that route), but if you were to ask the *Hornby Magazine* team which system we would choose we would always turn to digital control for its advanced driving functionality, versatility and play value.

Digital control allows multiple trains to be controlled from a single handset as well as lights, sounds, points, signals and more.



The latest generation analogue controller is Hornby's HM6000 series which is a Bluetooth link to an App which can be downloaded onto a smartphone or tablet to control trains.

The Hornby app control for analogue is simple to use and includes options for acceleration and braking control.





Modern locomotives have decoder sockets inside which allow DCC chips to be added. This Hornby 'H' 0-4-4T has an 8-pin type socket inside.

The flexibility to control your entire layout from one handset and ability to select your choice of locomotive without affecting others on the track at the push of a few buttons is very exciting. Factor in the options to turn lights on and off, select digital sound functions and add smoke generator effects to your locomotives as well, and you have the makings of an exhilarating and realistic experience which puts you firmly in the driving seat.

There is more to understand with DCC, and we have covered many aspects of the control system in *Hornby Magazine* and at www.keymodelworld.com to assist and guide modellers in learning what it can do. However, as you become more adept and confident with your digital setup, you can begin to tweak settings known as Configuration Variables (CVs) to enhance the overall operation yet further, such as slower acceleration and deceleration rates, set the maximum speed and even alter

lighting settings to suit your needs.

You can keep things as simple as you feel comfortable with and enjoy the experience of going digital by taking a methodical and considered approach to the transition. Choose a few key locomotives from your collection to convert and consider the layout's future control requirements to get you up and running. Give thought to your current track plan, as well as your aspirations for something larger and more involved in the future. This will help when it comes to sourcing a suitable Digital Command Station (controller), which are available to suit all pockets from budget handheld controllers to top-end high specification systems. Keeping things simple initially will ensure the changeover is manageable and cost-effective without breaking the bank.

DIGITAL CONVERSION

To make the switch to digital all you really need is a control system,

a handful of decoders and a circuit of track to get you up and running. Nothing more. To convert a layout to digital operation, it can be as simple as swapping the two wires from the analogue controller to the replacement digital command centre. If the layout features a series of isolated section switches, these can be switched to be permanently 'live' and the layout should operate as intended.

Turnouts, signals, lighting and additional accessories can all be controlled by a DCC handset while new technology from DCC Concepts means you can add digital control panels to your layout for the operation of points and signals rather than switching modes on a handset.

Control options are varied and designed to suit all pockets, ranging from entry-level and mid-range examples to advanced systems such as ESU's ECoS command station (Cat No: 50210) which comes with 6 Amp output,



In digital control there is the option for computer control through Bachmann's Railcontroller and Hornby's RailMaster software which allows driving of trains as well as control of points and signals.

full colour touchscreen display, dual controllers and built-in booster. No matter which option you choose, at the very least you will enjoy refined throttle control with the ability to control multiple sound functions, turnouts, signals, double-headed consists and more.

UNLOCKING POTENTIAL

With no limit to its potential and rapid advances in technology, rest assured *Hornby Magazine* will continue to embrace digital control – and you can read a comprehensive overview of the control systems at www.keymodelworld.com, helping you make the most of this fascinating sector of the hobby. **HM**

USEFUL LINKS

Hornby	www.hornby.com
Bachmann	www.bachmann.co.uk
Gaugemaster	www.gaugemaster.com
DCC Concepts	www.dccconcepts.com



TRACK laying TIPS

If you want to start running trains we need to talk about track. **HORNBY MAGAZINE** presents its essential tips for reliable and smooth running track.

AFTER building the foundation the next most important part of a model railway is the track on which your trains will run. For the uninitiated it's a daunting world full of terminology, but actually once you understand the basics what seems like complexity unravels into simplicity.

If you are starting with a 'OO' gauge train set, it will come with a collection of sectional track pieces which are referred to as set track. By their nature the length and curve of these pieces is predetermined and fits in with standard arrangements for curves referred to as first,

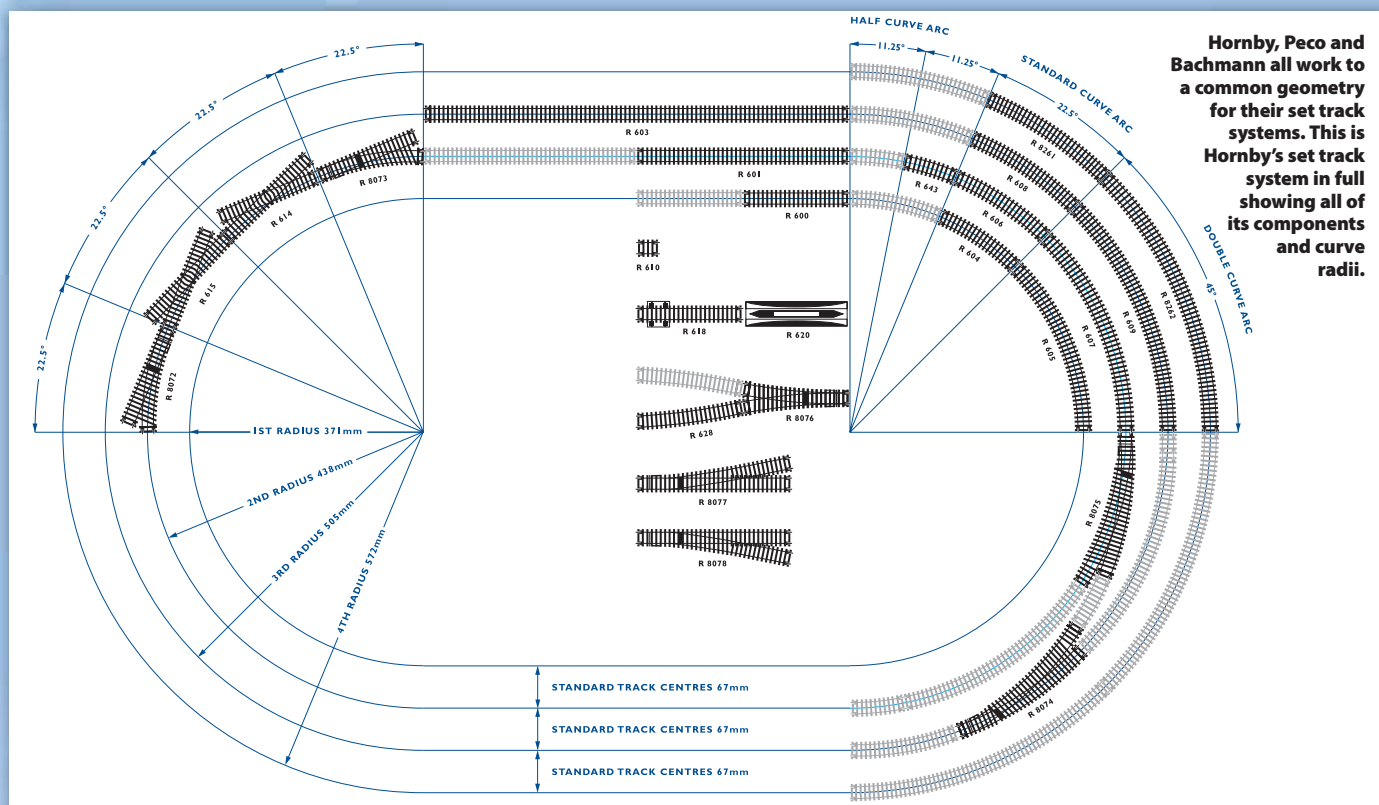
second, third and fourth radius. First radius is the tightest while second radius is slightly easier and usually the minimum that the majority of the ready-to-run model railway locomotives can negotiate by design. Smaller locomotives, such as 0-4-0 and 0-6-0 steam locomotives and diesel shunters, are often capable of running around first radius curves, but do check with the manufacturer via its website (or in magazine reviews) before committing to such tight curves on a new project layout.

In model railway circles, if you'll excuse the pun, we almost always compromise on curves, except

in the most detailed of track systems where custom built points are used to replicate the real railway in fine detail. However, when it comes to the home layout and circuits we often want to create a running line in a much smaller space than in the real world. Going for the largest radius possible is good practice though as it will look better and trains will run more reliably too.

Set track is ideally designed for setting out temporary layouts on a tabletop or the floor for a rainy Sunday afternoon of operations and then put away in its boxes once the session is over, but it can be used for permanent layouts where





it can be weathered and ballasted for a more realistic appearance.

All set track for the British model railway market is designed to a rail profile specification called Code 100 – 0.1in high rail – and Hornby, Peco and Bachmann sectional track pieces can all be joined together as they use the same type of metal rail joiner.

FLEXIBLE TRACK

However, as you progress through model railway construction you'll discover the wonder that is flexible track. This type of track is

Track laying is a highly rewarding part of a model railway build as you finally get to see your trains on the move. This scene has been built with Peco code 75 flexible track and medium radius points which shows the value of moving away from set track components.

available in a greater numbers of rail profiles and is sold in yard lengths which can be shaped to form flowing curves, gentle bends and, in reality, any track formation you want. In addition there is a greater range of points and crossings including devices like diamond crossings, three-way points, single slips and double slips which allow much more immersive track layouts to be created.

These flexible track systems are a step up from set track and are made by Peco, C&L Finescale, SMP and DCC Concepts for the British market. Peco's range includes Code 100 flexible track and matching points in the Streamline range while it also offers finer rail profile Code 75 track too. Both of these track types have standard flat bottom rails – typical of the modern railway – but Peco also now offers a collection of bullhead rail flexible track and points with scale sleeper spacing for greater realism off-the-shelf. Flexible tracks from C&L Finescale, SMP and DCC Concepts all use code 75 rail and in most cases require self-assembly points to go with the plain line.

With flexible track comes more serious layout building with track firmly fixed in place, either using glue or track pins and with the potential for considerably more scenic treatment. There is nothing to prevent you from mixing and matching track systems to suit your layout plans, as long as they have the same rail profile or adapter sections are used. For example, set track can be used for convenience in off-scene parts of a layout such as a storage yard whilst flexible track systems will enhance the appearance of scenic areas where realism will be key.

TOOLS OF THE TRADE

Using the correct tools for track laying will make the task easier, quicker and will produce a better result. Whilst there is no need to buy specialist tools, there are certain ones which will be needed no matter which type of system

you use. When laying set track on a baseboard, you will need a suitable pin hammer to apply track pins, a pin vice for holding twist drills and a pair of fine nose pliers for handling rail joiners.

When using flexible track, the aforementioned small hammer, pin vice, drills and pliers are all necessary again. You will also need some way of cutting flexible track to length to fit track formations. Some modellers like to use a cutting disc and minidrill (use eye protection) while others like to use specialised shears such as Xuron track cutters. Files are needed to clean away any burrs from the cut end of the rail whichever method you use.

Consumable materials include track pins, adhesives, rail joiners and track underlay. Gauges such as Tracksetta are very helpful for achieving straight track lengths or curves of a given radius using flexible track. Finally, give thought to the type of point or turnout motor you plan to use and buy enough to complete each phase of track laying. Preparation of the trackbed to accommodate point motors may need to be completed before track and points are fixed to the layout – see feature on www.keymodelworld.com. The same applies to many proprietary under-the-track uncoupling magnets and, in both cases, read the instructions to see what is required before placing track underlay and the track itself.

Give some thought as to how track on the full size railway appears and how you can make your layout track look as good in model form, even when you plan to use set track pieces. Then the fun of making scenery can commence. Our guide here explains our top tips for track laying using set and flexible track components. **HM**

USEFUL LINKS

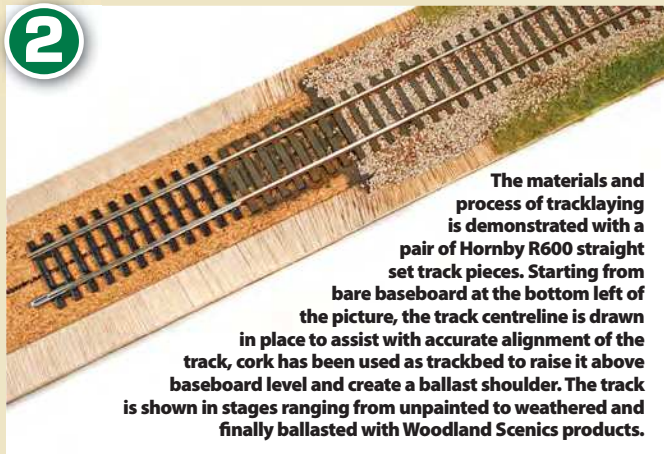
Hornby	<i>www.hornby.com</i>
Bachmann	<i>www.bachmann.co.uk</i>
Peco	<i>www.peco-uk.com</i>



STEP BY STEP **TOP TRACK LAYING TIPS**



1 Model railway track comes in many forms, from set track pieces and extension packs to flexible track systems and components for kit and hand-built track. No matter which type you prefer to use, the basic principles of tracklaying remain the same.



2 The materials and process of tracklaying is demonstrated with a pair of Hornby R600 straight set track pieces. Starting from bare baseboard at the bottom left of the picture, the track centreline is drawn in place to assist with accurate alignment of the track, cork has been used as trackbed to raise it above baseboard level and create a ballast shoulder. The track is shown in stages ranging from unpainted to weathered and finally ballasted with Woodland Scenics products.



3 Tools for tracklaying include a pin vice, track templates, modelling knife and a means of cutting flexible track to length. Options for track cutting include cutting discs in a minidril and the Xuron track cutters.



4 Misaligned rail joiners are guaranteed to derail some if not all of the trains run on a set track layout.



5 When assembling set track, be sure to check all rail joiners to see that they are correctly aligned and that there are no kinks in the track.



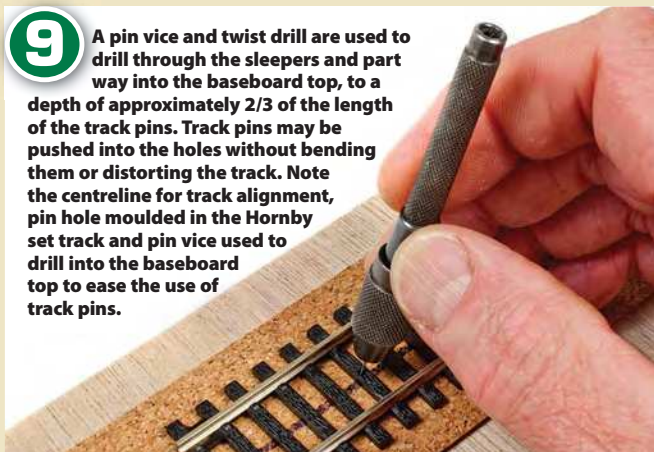
6 Permanently laying track on a baseboard is preferable to creating temporary layouts on carpet or wooden floors where dirt, fluff and hairs can be a problem. To improve performance, consider using dense foam or cork track underlay.



7 Set track is easy for newcomers to use and with the right care and attention it can look very good. A small test section was built for this guide using Hornby set track pieces.



8 The first step is to lay track underlay (cork in this case) which has been cut to width and is being glued in place using a waterproof PVA glue.



- 9** A pin vice and twist drill are used to drill through the sleepers and part way into the baseboard top, to a depth of approximately 2/3 of the length of the track pins. Track pins may be pushed into the holes without bending them or distorting the track. Note the centreline for track alignment, pin hole moulded in the Hornby set track and pin vice used to drill into the baseboard top to ease the use of track pins.



- 10** Inspect the rail joiners for misalignment and run a finger over them to find any rough spots that could prevent trains from running smoothly over the layout.



- 11** A gentle rub with fine grade wet and dry paper soon removes any rough edges or burrs at rail joints, though set track pieces normally butt up to one another neatly.



During track laying and also when planning the layout, test clearances with the longest vehicles to be operated on the layout to determine your minimum clearance measurement. The sharper the curves, particularly when using set track, the greater the chance of stock touching when passing on double track sections.

TOP 10 TRACK TIPS

1 PLAN your track carefully. To work out if your trackplan will fit your space, take turnouts to a copy shop and photocopy them. Check levels carefully and take note of any possible inclines – are they likely to be too steep for your trains?

2 TO make your track look more realistic, do not lay it flat on the baseboard top – use either cork or dense underlay foam to raise it above the baseboard level.

3 WHEN using set track, use the holes provided for track pins. Flexible track systems rarely have pinholes, leaving it to you to drill your own using a pin vice. Apply pins using pliers or a light hammer.

4 CONSIDER removing track pins after ballasting the track. Dilute PVA or cements formulated for scenery work are strong enough to hold track in place, making the track pins, at least the majority of them, unnecessary.

5 THERE are numerous techniques for cutting track into desired lengths. The Xuron track cutter has become a popular tool for quick trimming of rails. Rails can be cut using a cutting disc fitted to a minidrill.

6 WHEN cutting flexible track to length, save any surplus sleepers that may become detached. They are used to fill in gaps between track sections where they are joined with rail joiners.

7 CONSIDER the location of under track devices if you wish to include point motors or uncoupling devices. Deciding where they will go during track laying is much easier than lifting the track later.

8 SOME stock may not be able to negotiate sharp curves and it is worth doing some tests to see if your planned minimum radius curve is acceptable to the locomotives and stock you wish to run.

9 ALLOW for heat expansion and contraction when laying track. Avoid laying track in particularly cold or hot conditions so expansion gaps are not exaggerated when temperatures drop or become closed too soon after temperatures rise.

10 ONCE track is in place, it can be equipped with turnout motors and wired up (assuming you want to use point motors, of course). Do not start any scenic work or ballasting until it has been wired up and extensively tested with all of your stock. Look for faults such as misaligned rail joiners you have missed.



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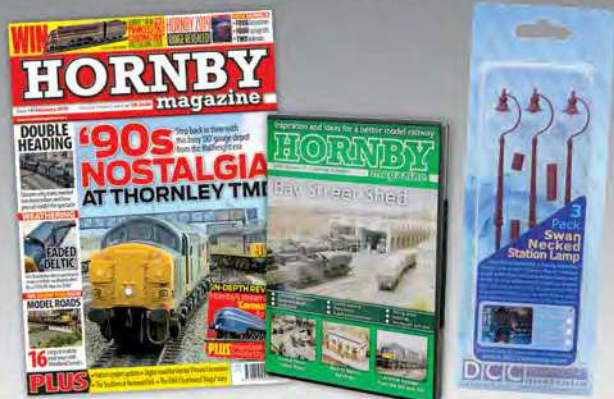
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CONNECTING POWER

MODEL RAILWAY ELECTRICS are an essential part of a working layout and with a few simple techniques everyone can install wiring to bring their railway to life and keep the wires concealed out of view.

The term 'electrics' scares many modellers, but the simple truth is that all circuits on a model railway are a repetition of the same basic positive and negative feed.

There are two main types of control system available today – DC (analogue) which uses a 12v DC controller to supply power to the track when the control knob is turned and DCC (digital) which provides a constant 16v AC current to the track and sends electrical signals to a decoder (a small computer chip) installed inside a locomotive. Both have their merits and cost implications, and you can read our Control Choices guide on pages 14-15. What we aim to do here is arm you with the basics and understanding so that you can begin wiring your own layout.

KEEP IT SIMPLE

With a little planning and a 'keep it simple' attitude wiring up a model railway is within the abilities of everyone.

For *Hornby Magazine's* layouts we have a standard scheme of wire colouring to make it easy to follow what we are doing. For an analogue layout the outer main line on a double track circuit is always wired with red and black wire (red to the outer rail and black to the inner) while the inner circuit is wired with yellow and

MODEL RAILWAY ELECTRICS RULES

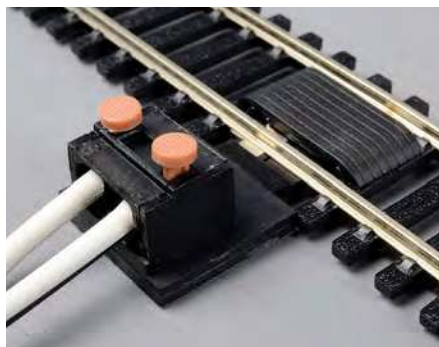
No mains electricity – Buy a professionally-made power supply for your model railway and only use low-voltage (12v to 16v) outputs. Do not be tempted to run a mains cable along your layout. Mains voltage can, and does, kill.

Use the right tools – Using the correct tool ensures that the task is done effectively and efficiently. As an example, use a wire stripper to strip the insulating sleeve off lengths of wire.

Colour code your wiring – A simple colour code can make it much easier to work out what wire goes where. If your track feeds are all red for one side and black for the other it makes it much harder to introduce a short circuit.

Keep it tidy – Keeping your wiring tidy will help you when it comes to locating faults or making changes.

Keep notes – This is all about making it easy for yourself in future. Make sketches of the wiring noting where the wires go and what they do. Ideally you should number each end of each wire with a label so that if they are ever disconnected, either by design or accident, you can establish where they should go.



If you have bought a first train set it will come with a handy power connecting track like this. Simply connect the two track feed wires from your controller to this piece of track and it will power your layout. However, there are neater ways of connecting power to the track as we show in this guide.

blue wire (yellow to the outer rail and blue to the inner). Further to this we use green and orange for point motor power feeds and white for the common return feed.

There is also a lot to be said for keeping wiring neat and tidy and there are cable management products available from West Hill Wagon Works and others which will help keep your wires under control.

THE RIGHT WIRE

Sourcing the right type of wire for the job in hand is essential. There are two main groups for electrical wire – single core and multi-core. Single core consists of a single strand of copper wire and while this does have some applications it is susceptible to failure through bending resulting in electrical failures.

By far the best option is multi-core wire which features several strands of copper wire together inside the plastic insulation. This type of wire is much more flexible and long lasting and can be used for almost any purpose on a model railway. For our track feeds we use 7/0.2mm multi-core wire (seven strands each with a diameter of 0.2mm) which we have always found to be reliable through years of exhibition layout operation.

Wire is available on reels from suppliers such as Rapid Electronics, Squires Tools and others. It is often cheaper to buy in bulk than in short lengths and it is better to have more wire available for future development than be splicing in varied colours to finish a cable.

ESSENTIAL TOOLS

Only a handful of tools are needed for model railway wiring. Our tool box consists of a 25watt soldering iron, a pair of wire strippers, a pair of side cutters (for cutting wire to length), a drill with a 2mm drill bit and a screwdriver. Beyond this all you really need is wire and switches!

Making your first connection from the controller to your track is the most important. **HORNBY MAGAZINE** explains the basics and how you can connect wires to your track neatly.

POINTS

When it comes to points and electrics there are two different types commonly available – insulated frog and live frog points. Insulated frog points have an insulated section at the 'V' of the point frog which simplifies them electrically as they require no additional wiring to create a loop. However, because they have an insulated section – albeit only a few millimetres long – short wheelbase locomotives are more prone to stalling as there is an unpowered section in the centre of the point.

Live frog points – often referred to as Electrofrog points – are live throughout and remove the chance of locomotives stalling. However, they require a little more planning when it comes to electrical feeds as a loop will require insulated rail joiners in one position along its length to avoid a short. **HM**

● Visit www.keymodelworld.com to get more in-depth information on model railway electrics.

STEP BY STEP SOLDERING WIRES



Using multi-core wire it is a simple process to solder a wire to a rail to provide an electrical connection. Start by drilling a 2mm diameter hole for each wire you wish to connect to the track between a pair of sleeper ends.



Tin the side of the rail by using the soldering iron to melt a small amount of solder on the rail side. This completes preparation for the final joint.



Wiring can be a daunting prospect, but it doesn't have to be. Take your time, plan your wire routes accordingly and above all keep it neat with colour coding. These are some of the essentials for wiring a model railway: 7/0.2 equipment wire for track connections, 28/0.2 bell wire for power for DCC power bus feeds, soldering iron, plug-in terminal blocks for baseboard joints and wire strippers.

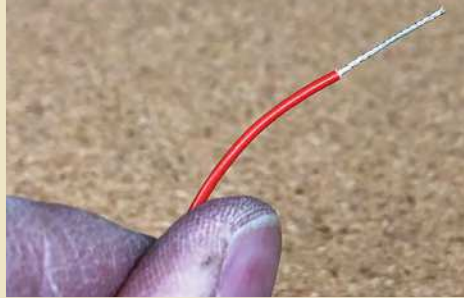
ONTO RAILS

Beginner **SKILL LEVEL** Intermediate Advanced

- 2** Using a pair of wire strippers bare the end of the insulation from the wire removing around 15mm-20mm of the plastic covering.



- 3** When using multi-core wire twist the newly stripped strands together to create a single cable, otherwise it will be difficult to solder the wire to the rail.



Warm up the soldering iron and tin the wire end by applying a small amount of solder to the tip of the soldering iron and heating the wire at the same time. Avoid excessive heat on the wire as it will melt the insulation. This process is called tinning.



6 Hold the wire against the rail in the position you wish to solder it. Apply the soldering iron to the tinned wire and previously tinned rail. Allow the solder to melt and fuse with the rail. Leave to set (a matter of seconds at room temperature) and your connection is done.



- 7** Once the wire is attached to the rail it can be fed through a 2mm hole in the baseboard ready to be connected to the main circuits.

BALLASTING YOUR TRACK

Careful ballasting of your track will add realism to any model railway in any scale. **HORNBY MAGAZINE** explains the basics step by step.

SOME DETEST BALLASTING, but we find it quite therapeutic. The process requires time and focus and it is a great way to distract your mind from the real world. There are a number of choices when it comes to adding ballast to a model railway which is an essential ingredient of the real railway for drainage and to keep the track in position. The simplest method is to use readily available pre-ballasted rolls of foam underlay, but there is no real substitute for carefully finished hand ballasted track as we are showing in this guide. The tools and materials you need are basic. A can of brown spray paint, two grades of Woodland Scenics ballast, masking tape, a couple of plastic tubs, a spray bottle with water

and basic glues. The rest is purely down to time and attention to detail. When it comes to glues there are three main choices: diluted PVA wood glue in a 50:50 ratio with a drop of detergent to take away the surface tension, specialist ballast glues such as Ballast Bond from Deluxe Materials and the SBR adhesive that we have used here. Traditionally, diluted PVA is the first choice for most modellers, but in recent projects we have had greater success with SBR. It is a much thinner adhesive than PVA and we usually mix it in an 80:20 ratio with water to help it flow into the ballast. The key is to always wet the ballast with water from a spray bottle before applying any glue.

The ballasting process starts with weathering of the track. Our preference is to use Humbrol No. 29 in an aerosol spray can as a base layer which makes short work of colouring the rail sides and sleepers in a typical dirty brown colour. More detailed painting can be added later if you wish. Finally the ballasting process takes place and we have never found a better method than picking up the ballast from a tub a pinch at a time and adding to the track. It may be painstaking, but the results are worth the time invested. The following step by step guide explains the process from start to finish using a small diorama board. **HM**

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Dark Brown acrylic spray paint	Humbrol	29
10mm masking tape	Tamiya	87031
Gray blend fine ballast	Woodland Scenics	B1393
Gray blend medium ballast	Woodland Scenics	B1394

USEFUL LINKS	
Humbrol	www.humbrol.com
Tamiya	www.tamiya.com
Woodland Scenics	www.bachmann.co.uk

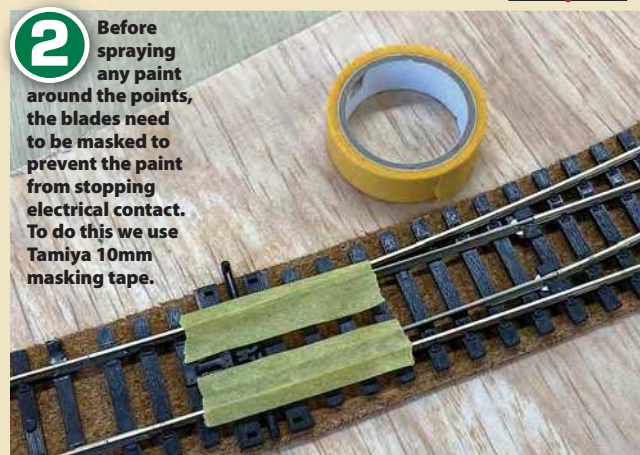


The finished scene is a complete diorama featuring a main line and siding. Finishing touches include light weathering with diluted Geoscenics Black Concentrate to take away the fresh appearance of the ballast plus Woodland Scenics fine leaf foliage across the rear of the scene.

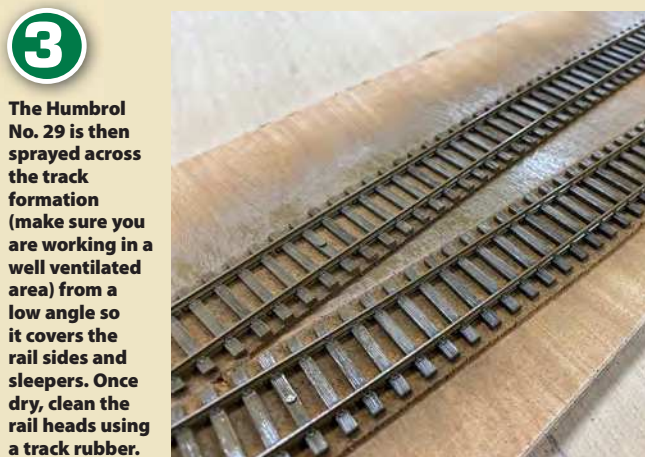
STEP BY STEP BALLASTING WITH WOODLAND SCENICS PRODUCTS



1 We've laid the track on cork underlay to create a realistic ballast shoulder making this small diorama ready for the next step – basic weathering. To do this we add a coat of Humbrol No. 29 from an aerosol spray can for an instant result.



2 Before spraying any paint around the points, the blades need to be masked to prevent the paint from stopping electrical contact. To do this we use Tamiya 10mm masking tape.



3 The Humbrol No. 29 is then sprayed across the track formation (make sure you are working in a well ventilated area) from a low angle so it covers the rail sides and sleepers. Once dry, clean the rail heads using a track rubber.



Our ballast of choice is Woodland Scenics Gray Blend which is available in fine, medium and coarse grades. For 'OO' we use a combination of fine and medium grade ballasts while in 'N' we use only the fine ballast. For 'O' gauge we use a mixture of coarse and medium grades.



5 There are lots of different ways to add the ballast to the track including teaspoons and specialist devices, but we prefer the slow and steady method of applying a pinch at a time. It takes less time than you might imagine and means there is a lower volume of ballast to adjust in the next step.



6 Using a 1in paintbrush, the loose ballast is carefully brushed into place between the sleepers until it is all set between them and none stands on top. This is the point to take the most time over – it will save problems after gluing if you are neat and precise at this stage.



7 Diluted PVA or specialist ballast bond glues are the usual choice for ballasting, but in this case we are using SBR adhesive in an 80:20 ratio with water which is a thinner and more flexible version of PVA. The loose ballast is wetted first with a water mister before the SBR adhesive is added using a syringe.



8 More patience is required after the previous step to allow the ballast to dry completely. Don't be tempted to touch it for at least 24hrs as it takes time for all the moisture to go and set the ballast firmly in position. Good quality ballasts like Woodland Scenics are colour-fast too. This railway line is now ready for action again after a thorough cleaning with a track rubber.

Creating a LANDSCAPE

Scenery brings a model railway to life. **HORNBY MAGAZINE** offers a whistle stop tour through the basics in this modelling guide.

ADDING scenery to a model railway is one of the most satisfying parts of its construction. It is a time when the bare baseboards and track start to become part of a total scene.

The subject of scenery is far more expansive than what we can cover here in this guide, but what we aim to do is show the overall process from start to finish and highlight the methods we use. Comprehensive guides on scenic modelling are a continuous part of *Hornby Magazine* and you can read many guides online at www.keymodelworld.com.

The best scenic layouts set the railway into the landscape with the ground contours spreading around the line while if you can allow the land to fall and rise below and above the level of the

railway even greater realism can be achieved.

When it comes to creating the landscape, there are many choices. Polystyrene blocks carved to shape, card contours overlaid with a web of card and masking tape, chicken wire over wooden formers - all will do the job. Our usual preference is for polystyrene blocks - often gathered from packaging - although sometimes waste materials from track laying including panels of cork can be used for low lying scenery while adding shape to the ground.

Plaster bandage makes an ideal final surface for a landscape and hardshell onto which ground cover turfs can be applied to add the greenery to the land. Plaster bandage is readily available from a number of sources and can be cut into short strips, soaked in water then applied to the

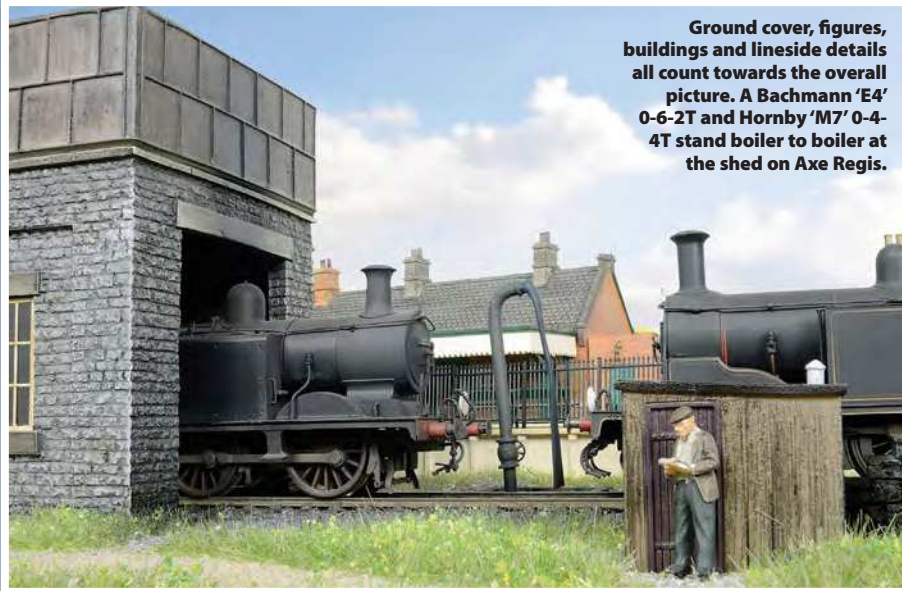
layout. It's important to allow it to set thoroughly before adding ground cover.

Ground cover for grasses is approached in layers, starting with a base layer of Woodland Scenics fine blended green turf which is then overlaid with successive layers of static grasses following by a final flourish of additional fine and coarse turfs as well as coloured turfs to suggest flowers.

Naturally you keep going with detail and there are hundreds of products available from the like of the Model Tree Shop, Noch and MiniNatur (to name but a few) to add accents to your scenery. You can even buy every conceivable detail to create a realistic allotment scene from the Noch Laser Cut Minis series.

For ground cover, it's all about detailing





Ground cover, figures, buildings and lineside details all count towards the overall picture. A Bachmann 'E4' 0-6-2T and Hornby 'M7' 0-4-4T stand boiler to boiler at the shed on Axe Regis.

which is a virtually never-ending and enthralling process. Fencing, platform accessories, lineside detailing, figures, road vehicles, posters, station nameboards and more can all be added over time to enhance and create an ever more detailed scene.

In *Hornby Magazine* we will be continuing our

Making a Scene feature series which focus on specific subjects. Recent features have included a coal yard, a garage and a farm yard while in the future we will be covering themes as diverse as a car dealership, a cement yard and more. Keep watching to discover more of this wonderful hobby. **HM**

"The best scenic layouts set the railway into the landscape with the ground contours spreading around the line while if you can allow the land to fall and rise below and above the level of the railway even greater realism can be achieved."

HORNBY MAGAZINE



Scenery brings a model railway to life and creates a realistic landscape in which to enjoy locomotives and rolling stock. A Hornby Drummond 'M7' 0-4-4T leads a push-pull set away from Axe Regis.

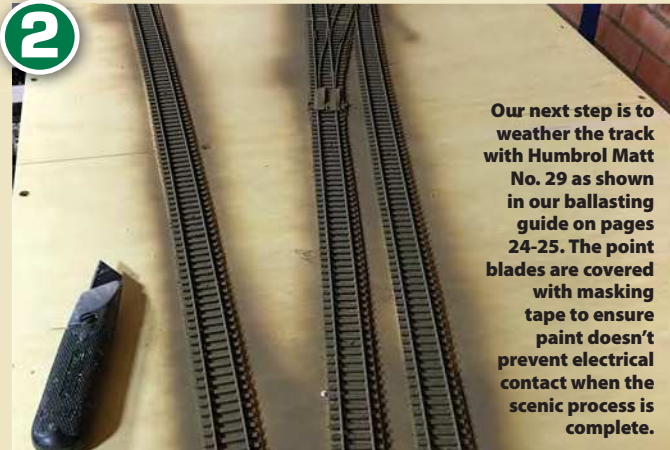
STEP BY STEP A BEGINNER'S GUIDE TO MODEL RAILWAY SCENERY

1



Illustrating the scenic process in one guide will only provide a basic view, but it all starts with a bare set of baseboards with the track laid out. Buildings help set the tone and get a feel for how a scene will look even at this early stage.

2



Our next step is to weather the track with Humbrol Matt No. 29 as shown in our ballasting guide on pages 24-25. The point blades are covered with masking tape to ensure paint doesn't prevent electrical contact when the scenic process is complete.

3



In the case of this scene, the platform faces were installed next using Peco concrete platform edging. Once these were set in place, ballast is applied using Woodland Scenics products and set in place with diluted PVA glue.

4



There are many ways to create a landscape including using polystyrene blocks carved to shape or waste materials overlaid with masking tape as we have done here to replicate the low lying scenery around the railway.

5

This scene includes a lower level area for a stream bed which passes underneath the railway. The masking tape web will support further layers of scenic materials to create a hardshell for ground cover.



6



The basic landform has been overlaid with plaster bandage which has been allowed to set before being painted brown. We add brown paint to plaster bandage while it is still drying as some of the paint will absorb into the plaster meaning that white chips are less likely to show in the future if the scenery is knocked.

7

The plaster needs to be left to fully dry for at least 24hrs or until it is no longer cold to the touch before progressing the the first layers of ground cover. When that time comes, our first layer of colour is Woodland Scenics fine blended green turf held in place with PVA adhesive spread with a damp brush.



8



Excess blended green turf is swept into a pot for reuse before a first layer of static grass is added by coating the green turf areas with a 50:50 mixture of PVA glue and water. Static grasses are applied through an applicator which makes them stand on end with a static charge to replicate real grasses. Our choice is the Green Scene range.



9



Additional layers of static grass can be applied on top of each other by using matt varnish as an adhesive. In addition, dustings of Woodland Scenics blended green turf are added together with flowering colours from the same collection to add colour to the grass areas. Multiple layers of ground cover in this way.

10



There is no limit to how much you can build up layers of ground cover using matt varnish. Extra static grass areas, coarse turfs, more colours can all be added with this medium.

11



The stream scene on this layout has its banks built up with coarse turfs to give extra depth to the scenery while the water in the stream is replicated with Woodland Scenics Realistic Water which is simply poured into the stream bed and allowed to set. Ensure all ends of the stream are sealed, otherwise the water will find a way out!

12



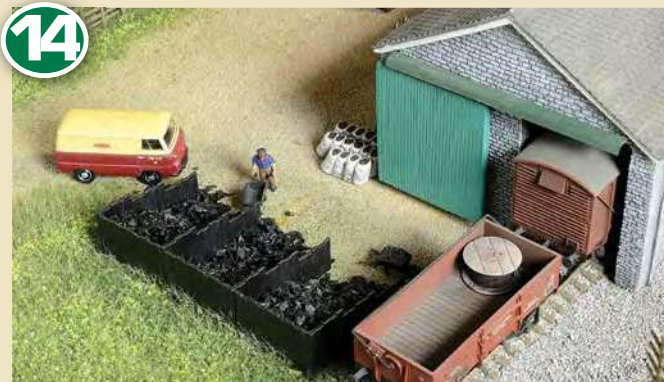
When it comes to the finishing touches, you can go to town with fencing, lamps, trees, bushes and accessories. This part of a model railway build takes time and patience to complete.

13

Small details play a big part in a model railway like the spare sleepers, wheelbarrow and water column. One thing which this scene really needs is weathering around the depot to suggest the build-up of dirt and grime around a shed. This is much too clean!



14



A goods yard needs vehicles, coal staiths (which usually face away from the railway line), sacks, pallets, boxes and barrels. The coal staiths in this scene are from the Wills range of plastic kits.

15



Building model railway scenery is a continuous process, particularly when it comes to detailing. This scene is already advanced, but it can benefit from passengers, station staff, period posters, parcels and more. Every detail you can think of is out there somewhere as you can see through our Essential Suppliers listing on page 30.

USEFUL LINKS

Bachmann	Buildings, figures and accessories	www.bachmann.co.uk
Green Scene	Scenic materials	www.green-scenes.co.uk
Hornby	Buildings, figures and accessories	www.hornby.com
Humbrol	Paints	www.humbrol.com
Modelu3D	3D printed figures and accessories	www.modelu3d.co.uk
Peco/Ratio/Wills	Track, kits and accessories	www.peco-uk.com
Skytrex	Buildings and accessories	www.skytrex.com
Woodland Scenics	Scenic materials	www.bachmann.co.uk



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SOUND DEMONSTRATIONS

To complete our sound installation guide for Hornby's model of 'A1' 60163 Tornado subscribers can sign in to KeyModelWorld to watch a full sound demonstration of Locoman Sounds new sound file played through our completed model. Discover how it really sounds for yourself.



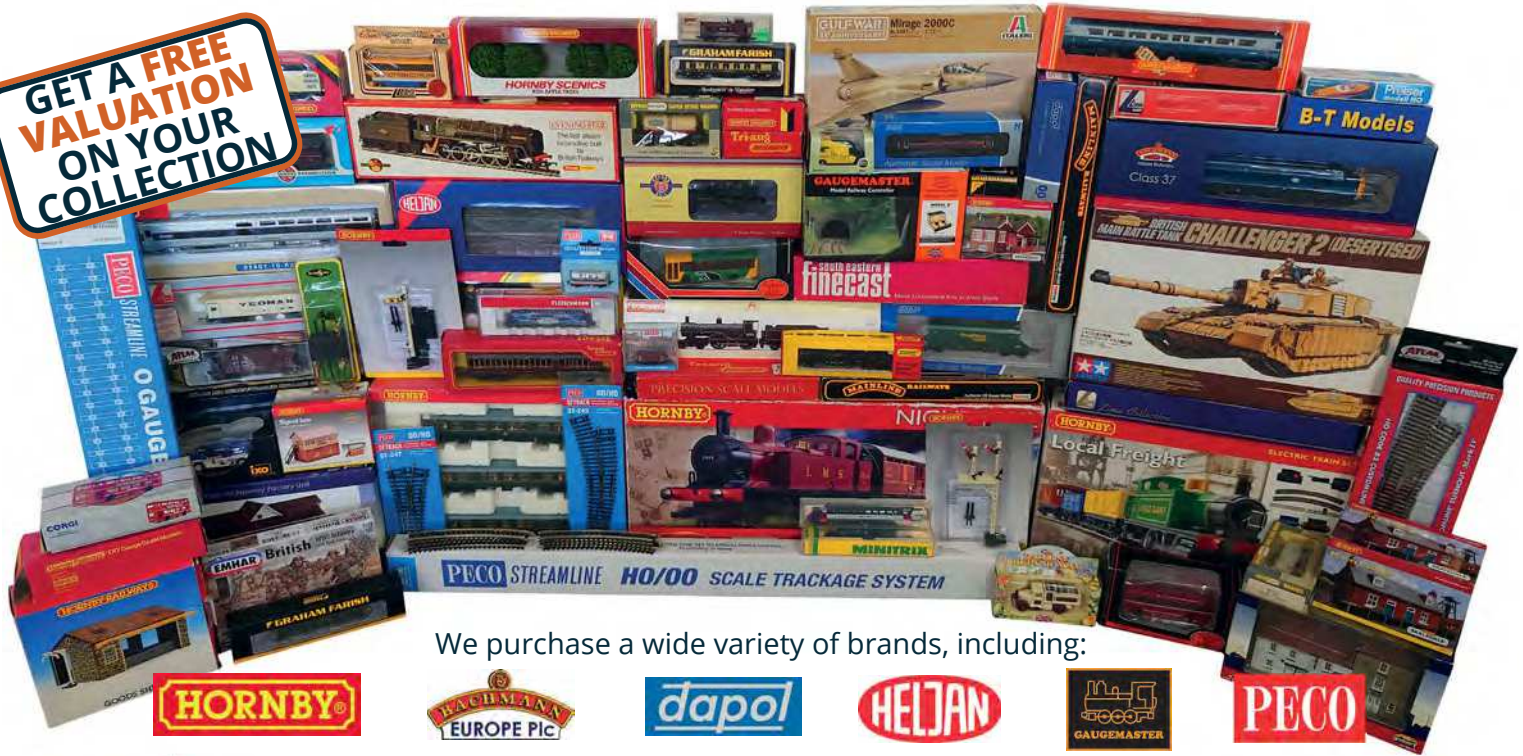
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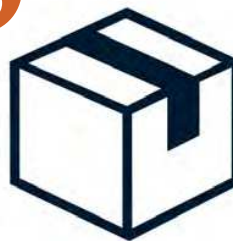
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3



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