

WIN A CALEY '812'



HORNBY

Issue 177 March 2022 £5.49

magazine

**IN-DEPTH
REVIEWS**



Rails Caley '812' and
Bachmann Class 20

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BUILD**

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'OO' gauge terminus layout



RESTORATION

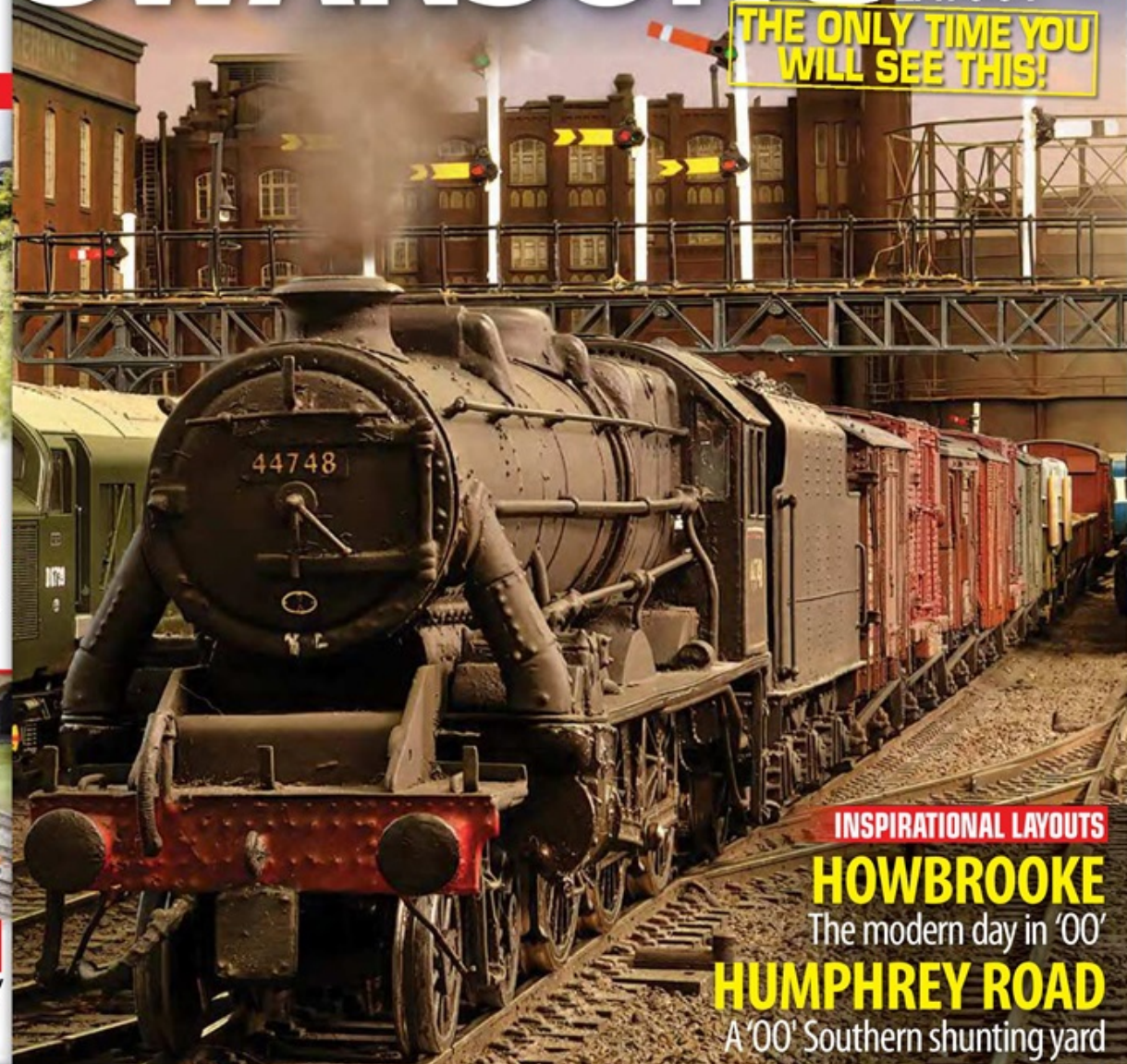
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HOWBROOKE

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HUMPHREY ROAD

A 'OO' Southern shunting yard

- Hornby LNER Class 800 Azuma • Revolution IWA holdall vans
- Accurascale HYA and IIA bogie hoppers • Dapol VEA box vans





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The Advanced Passenger Train (APT) programme is remembered by many as one of British Rail's greatest embarrassments. The APT-P multiple units incorporated ideas that were well ahead of their time, most famously including a computerised tilting system which allowed the trains to navigate the tight turns of Britain's ageing railways up to 40% faster than anything else of the time. The first APT-P unit was introduced in 1979 and the trains were progressively developed until 1987, the highlight being a period of passenger service between 1983 and 1985. Ultimately the complexity and cost of the unreliable APT saw it replaced by the simpler and considerably cheaper ICI25 HST programme, but lessons learnt were incorporated into the IC225 programme and later the tilting Alstom Pendolino trains still operating on the West Coast Mainline.

As seen on TV
Hornby:
A Model World
Yesterday Channel
Catch-up on
UKTV Play



R40011 BR, Class 370 Advanced Passenger Train 2-Car TS Coach Pack, 48203 + 48204 - Era 7

R40012 BR, Class 370 Advanced Passenger Train 2-Car TRBS Coach Pack, 48403 + 48404 - Era 7

R40011A BR, Class 370 Advanced Passenger Train 2-Car TS Coach Pack, 48201 + 48202 - Era 7

R40012A BR, Class 370 Advanced Passenger Train 2-Car TS Coach Pack, 48201 + 48202 - Era 7



R40013 BR, Class 370 Advanced Passenger Train 2-Car TU Coach Pack, 48303 + 48304 - Era 7

R40014 BR, Class 370 Advanced Passenger Train 2-Car TF Coach Pack, 48503 + 48504 - Era 7

R40013A BR, Class 370 Advanced Passenger Train 2-Car TU Coach Pack, 48301 + 48302 - Era 7

R40014A BR, Class 370 Advanced Passenger Train 2-Car TF Coach Pack, 48501 + 48502 - Era 7



R3948 BR, Class 370 Advanced Passenger Train Non-Driving Motor (NDM), 49004 - Era 7

DCC READY



R4970 BR, InterCity APT-U Ex-TS Development Vehicle, Sc48204/977527 - Era 7

8 PIN CONNECTION



R3873 BR, Class 370 Advanced Passenger Train, Sets 370 003 and 370 004, 5-Car Train Pack - Era 7

R3874 BR, Class 370 Advanced Passenger Train, Set 370 001 and 370 002, 7-Car Train Pack - Era 7

DCC READY 8 PIN CONNECTION

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INTRODUCING THE NEW ZIMO MS-SERIES DECODERS 'DIGITAL SOUND REDEFINED'

ZIMO - Britain's fastest growing DCC brand - is delighted to roll-out a new range of premium sound decoders over the next few months, following years of intensive development. These decoders incorporate the most powerful micro-electronics ever found in the model railway world: Truly 'state-of-the-art' 32-bit ARM microprocessors with high-speed real-time digital signal processing. In simple terms, this means sound projects can be output at Compact Disc hi-fi quality for the first time. The numbers are impressive but, for ZIMO, technology is the means to an end - it is all about amazing authentic sounds and incredibly smooth ultra-reliable operation.

- **REAL 16 BIT AUDIO 'DEPTH'** for the whole sound project architecture and hardware. From the 'high-res' sound files held in the flash memory, through to the inter-IC-sound bus and the fully-digital Class 'D' amplifier.
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- **16 INDIVIDUAL CHANNELS** can be played back simultaneously and adjusted via high/low-pass filters using simple CV configuration. Sound output distributed to two speakers in the 'stereo' large-scale decoders.
- **LARGE 128MBIT SOUND MEMORY** is four times that of a MX-series; this equates to 360 secs of sound sample time in high-quality (16 bit/22 kHz). Economical memory usage can allow up to 1440 secs of recorded sound.
- **INCREASED 'STAY-ALIVE' CAPACITY** The connection of larger external energy storage now allowed - our 'Maxi' (8-pin, MTC-21, PluX-22 & Hardwire) now have no top limit! Other smaller types have limited direct connection.
- **ENHANCED CURRENT PROTECTION** is provided for all function outputs with a new methodology employed to prevent unnecessary cut-outs due to quick overload scenarios (e.g. high start-up current of tungsten light bulbs).

*The long-established and highly-regarded original **MX-series** of sound decoders will continue to be offered alongside the new **MS-series** for the foreseeable future.*

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1W - 0.8A - 6 FOs
6-pin & 8-pin

MS490 'Mini'

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6-pin & 8-pin

MS580 'Mini'

25 x 10.5 x 4 mm
1W - 0.8A - 4 FOs
Next-18 only

MS500 'Micro'

14 x 10 x 2.6 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS590 'Micro'

15 x 9.5 x 3.3 mm
1W - 0.7A - 4 FOs
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MS950 'O' Gauge

50 x 23 x 13 mm
2 x 3W - 4A - 11 FOs
34-pin L-interface

MS955 'O' Plus

50 x 26 x 13 mm
2 x 5W - 4A - 11 FOs
38-pin L-interface

MS990 'Flagship'

50 x 40 x 13 mm
2 x 10W - 6A - 15 FOs
38 screw terminals

WELCOME

THE EDITOR'S PAGE



HELLO and welcome to the latest issue of *Hornby Magazine* – another packed edition with stunning new releases, exciting layouts, modelling guides, the latest news and more. A highlight of this

issue for me is the opportunity to feature Steve Johnson's 'OO' gauge home layout Southpool. Steve has been showing me pictures of his layout project for several years and I was itching to get there to see the result. It was even better than I could have anticipated with a full four-sided urban theme, huge and detailed buildings and a striking overall roof to the giant station scene.

One of the elements which impressed me the most about Southpool was its size. You might be thinking this would be a huge layout, but actually it is a comparatively modest 14ft x 10ft – which goes to show just how much railway you can build in your own home. Clever design solutions for a storage yard, neat use of space for the locomotive sheds and the impressive backdrop all make it so special. Plus, our feature on pages 18-27 is the only time you will see this layout as Steve will be dismantling it soon to make way for new projects.

Joining Southpool are two further featured layouts covering Norman Raven's characterful and chilly Humphrey Road Sidings modelling the Southern Railway and Richard Smith's Howbrooke which uses a universal storage yard from the Sheffield Model Railway Enthusiasts to replicate modern day railway operations.

Talking of the modern day, you won't be able to miss the fact that the beginning of 2022 has been dominated by the arrival of a new collection of freight wagons for 'OO'. In this issue's reviews we inspect Revolution Trains' new IWA holdall vans, Cavalex Models' BLA steel coil carrier and Accurascale's new collection of HYA and IIA bogie wagons, all of which are new incentives to model more recent railway operations.

My own modelling is being swayed by these new releases – you might have noticed in our regular Staff Projects features – and has also helped renew my interest in the latest railway activities while still holding a torch for the steam to diesel transition era. Some days it's hard to

know which way to turn with my own modelling – I'm spoilt for choice!

New prospects are always exciting and just a few weeks into the New Year we've already seen the Hornby 2022 catalogue launch (HM176) and a plethora of new releases, but there is more to come around the corner. Keep watching here in *Hornby Magazine* and online at KeyModelWorld

for the very latest in model railway product announcements.

Happy modelling!

Mike Wild
Group Editor, Modelling

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HORNBY '9F'

PROGRESS

HORNBY'S all-new 'OO' gauge BR Standard '9F' 2-10-0 is progressing with Engineering with Prototype (EP) samples arriving with the manufacturer in late 2021 for inspection.

Hornby has held a close association with the '9F' since the early 1970s when it first appeared in the Tri-ang Hornby range. It was duly upgraded in the late 1980s and again in the late 1990s, before a new generation locomotive-drive model appeared as part of the company's RailRoad range from 2008.

In 2021, the manufacturer revealed plans to produce an all-new 'OO' gauge model of the '9F' which is set to feature a die-cast metal body, locomotive drive, five-pole skew-wound motor and a wealth of separately applied detailing including smokebox door dart, lamp irons, smoke deflectors, steps, brake rodding, wire handrails, sprung metal

buffers and ATC/AWS equipment, together with detailed cab interior and a selection of five all-new tenders - BR1B, BR1C, BR1F, BR1G and BR1K.

Since the initial launch, Hornby has subsequently enhanced the specification with the addition of a flickering firebox effect and inclusion of a 21-pin Digital Command Control (DCC) decoder socket, in line with many of the company's new 2022 releases.

Three versions of the all-new '9F' are set to appear later this year as 92167 in BR black with early crests and BR1K tender (R3986), 92194 in BR black with late crests and BR1F tender (R3987) and 92220 *Evening Star* in BR lined green with late crests and BR1G tender (R3988).

Hornby has also revised its pricing since the initial announcements, with prices now set at £252.99 each. Delivery is currently anticipated this summer.

● Visit www.hornby.com for more information.



Firebox flicker has also been added to the specification of Hornby's new '9F'.

The all-new '9F' will feature a die-cast metal body, intricate valve gear, pipework and plenty of separately applied detailing.



Hornby's newly-tooled BR Riddles '9F' 2-10-0 is taking shape, with engineering samples arriving for assessment by the company's development team.



Accurascale reveals DECORATED 'MANORS'



THE first factory decorated samples of Accurascale's in-development 'OO' gauge model of the Great Western Railway 'Manor' 4-6-0s have been revealed.

Amongst the initial samples received for inspection are examples in GWR and BR liveries, with further models including Key Publishing's exclusive edition of 7802 *Bradley Manor*, due shortly.



Each model is set to feature a highly detailed and decorated cab interior.

Areas already identified for improvement include the colour of the copper chimney, firebox coal, tender coal load, addition of factory fitted etched nameplates, further polishing of the die-cast body to remove seam remnants, adjustment of the locomotive number size, orientation of lamp brackets, modification of the front coupling so that it can be stowed on the hook and minor livery amendments.

Further livery samples are due imminently, as well as video of the locomotives running with the new custom DCC sound project created for the Accurascale model.

Prices are set at £169.99 DCC ready and £259.99 DCC sound fitted. Production is due to start soon following adjustments to

Above: The first decorated samples of Accurascale's all-new 'OO' gauge GWR 'Manor' 4-6-0 have arrived for approval.



Above: 7810 Draycott Manor in BR lined green with early crests is one of 11 newly-tooled 'OO' gauge GWR 'Manor' 4-6-0s from Accurascale.

the models, with delivery now expected in the second quarter of 2022.

You can pre-order Key Publishing's exclusive model of GWR 'Manor'

7802 *Bradley Manor* in BR lined green with late crests online now at shop.keypublishing.com.

● Visit www.accurascale.co.uk to see the full range.



Accurascale's all-new 'OO' gauge 'Manor' will also appear as 7819 *Hinton Manor* in GWR green.

WIN A RAILS CR '812'

QUESTION: How many Caledonian Railway 812 Class 0-6-0s were built?

a.46 b.79 c.139



Exclusive Class 320 EMU for Model Rail Scotland



Organisers of the annual Model Rail Scotland exhibition have commissioned an exclusive 'N' gauge model of 320306 Model Rail Scotland in SPT carmine and cream.

The Association of Model Railway Societies in Scotland (AMRSS) – organiser of the annual Model Rail Scotland exhibition – has commissioned an exclusive limited edition model of Revolution Trains' newly-tooled 'N' gauge Class 320 three-car Electric Multiple Unit (EMU), as 320306 Model Rail Scotland in Strathclyde Passenger Transport (SPT) carmine and cream.

Named at Glasgow Central station in February 1997, 320306 was the first item of British main line rolling stock to be named after a model railway exhibition, launching SPT's new colour scheme in the process. It retained the distinctive nameplates until refurbishment in 2011.

Revolution Trains' '320s' are set to feature a low-profile

coreless motor, Next18 Digital Command Control (DCC) decoder socket, directional head and tail lights, inter-vehicle power transfer couplers, detailed interiors, switchable cab lighting, illuminated destination blinds, interior saloon lighting and poseable realistic pantograph. Etched nameplates will also be included with 320306 for those

wishing to upgrade the factory printed versions.

Priced at £295 per three-car set, they will be available to purchase at Model Rail Scotland on February 25-27 from the AMRSS limited edition sales stand at the show (while stocks last). Just 150 packs will be available.

● Visit www.modelrail-scotland.co.uk for more information.

'O' GAUGE 24.5TON HOPPER RE-RUN

Accurascale is planning a second production run of its 'O' gauge 24.5ton HOP 24/HUO hopper wagons.

First appearing in 2019, the popular 'O' gauge coal hoppers are set to return with all-new running numbers and two newly-tooled buffer types, offering further variety and prototypical accuracy.

Eight new versions are planned for this latest batch of releases, including seven in BR freight grey and one in BR



Accurascale's 'O' gauge 24.5ton hopper wagon gains a second production run with seven new individually numbered BR grey models planned.

bauxite for the first time. Prices are set at £59.95 per



The manufacturer has also added a BR bauxite HUO to its release plans for the forthcoming re-run of 'O' gauge 24.5 ton hopper wagons.

wagon, with delivery anticipated in the third quarter of 2022.

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

0-6-0 FOR 'OO'

HORNBY MAGAZINE is offering a chance to win one of Rails of Sheffield's exclusive Bachmann 'OO' gauge Caledonian Railway '812' class 0-6-0s in our latest competition, worth £180.

The prize consists of all-new 'OO' gauge McIntosh '812' 0-6-0 17566 in LMS black (Cat No. 32-281Z). These exquisite newly-tooled models feature a coreless motor, Next18 Digital Command Control decoder socket, factory-fitted cube speaker, firebox glow and more.

To be in with a chance of winning this latest Bachmann-made locomotive, all you have to do is answer the question above by March 25 2022 and you can read our full review on pages 62-67.

Even if you don't win, Rails of Sheffield's exclusive new 'OO' gauge Caledonian Railway '812' class 0-6-0s are available from www.railsofsheffield.com now. Good luck!



**WORTH
£180**

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 February 3 2022 and the closing date for entries is March 25 2022 at 5pm GMT. The winners will be notified no later than April 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.

Caroline gains colour



Revolution Trains has received the first decorated samples of its newly-tooled 'OO' gauge BR Southern Region General Manager's saloon. Curtains are set to be added to all versions.

First EP for Revolution's Class 59

REVOLUTION TRAINS has taken delivery of the first Engineering Prototype (EP) samples of its newly-tooled 'N' gauge Class 59 diesel (HM172).

Introduced in the mid-1980s, these General Motors-built machines became the first privately-owned main line diesel locomotives to operate on BR. Three sub-classes were built: Class 59/0 for Foster Yeoman, Class 59/1 for ARC and Class 59/2 for National Power.

Revolution Trains' tooling is set to include two types of bogie and exhaust, original and revised lighting arrangements as well as single and double-handled doors to enable most detail combinations throughout the Class 59s' existence to be modelled.

Liveries planned include original and revised Foster Yeoman (59/0), ARC (59/1), Aggregates Industries (59/0), Hanson (59/1), EWS (59/2), DB Schenker (59/2) and present-day Freightliner (59/2). A National Power first and last twin-pack containing 59201 and 59206 in



The first Engineering Prototype sample of Revolution Trains' newly-tooled 'N' gauge Class 59 has arrived for assessment.

the distinctive colour scheme is also planned. Finally, two exclusive editions of 59003 in GB Railfreight Europorte and present-day GB Railfreight liveries are also planned for Rails of Sheffield.

Following assessment and testing,

further improvements will be made to the tooling.

Early-bird prices for standard releases are set at £124.95 DCC ready and £219.95 DCC sound-fitted, while the Rails of Sheffield exclusive editions are priced at

£159.95 each, DCC ready. The National Power first and last twin-pack is priced at £300, DCC ready. Release is anticipated during the final quarter of 2022.

● Visit www.revolutiontrains.com and www.railsofsheffield.com.



Revolution Trains' all-new 'N' gauge Class 59 will feature many separately moulded and photo-etched parts.



The extensive tooling suite will cater for various detail differences between the Class 59/0, 59/1 and 59/2 sub-classes.

REVOLUTION TRAINS has received the first decorated samples of the eagerly-awaited 'OO' gauge BR Southern Region General Manager's saloon for assessment (HM158).

Converted in the late 1960s from a Class 203 6B Hastings gauge buffet car, TDB975025 was utilised for meetings, route inspections and conveying VIPs. It was fitted with driver's controls so could be propelled or hauled by locomotives and was also compatible with many of the Southern Region's Electric Multiple Units.

Since privatisation, the saloon has been overhauled and modified several times for Railtrack/Network Rail use. Latterly named *Caroline*, it is still regularly seen across the rail network on inspection trips and route refreshers.

The first 'OO' gauge models to arrive for inspection include TDB975025 in original BR blue and grey condition, together with the later modified (present-day)



BR Southern Region General Manager's saloon TDB975025 in original BR blue and grey. Final production models in this colour scheme will feature a brown chassis.



Inspection saloon 975025 *Caroline* in Network Rail Brunswick green will also include etched metal nameplates (not shown).

version as *Caroline* in Network Rail Brunswick green with revised light arrangements at each end. A third

version is also set to be produced in Network SouthEast livery.

Each model will feature era-

specific detailing, together with detailed interiors, third-rail shoe gear, accurate headcode details, solebar step lighting, flicker-free interior illumination, directional lighting and 21-pin Digital Command Control (DCC) decoder socket.

Following a few amendments to the appearance and finish, production is expected to get under way soon. Priced at £149 each, pre-orders are being accepted until the end of January.

● Visit www.revolutiontrains.com for more information.

FIRST LOOK Class 313 P'EP'

DEVELOPMENT WORK on Revolution Trains' all-new 'N' gauge Class 313 Electric Multiple Unit (HM149) is progressing well with the first Engineering Prototype (EP) sample arriving in early January.

Developed from BR's early 1970s experimental Prototype Electro-Pneumatic (PEP) Electric Multiple Units (EMUs), the three-car Class 313s were versatile units as they featured both pantographs (AC) and third-rail shoe gear (DC) for power collection. They were originally introduced on BR's Great Northern inner-suburban services and some remain in use today with



Revolution Trains is producing British Rail's Class 313 three-car Electric Multiple Units for 'N' gauge.



The Trailer Standard centre car is set to include a poseable pantograph.



Revolution Trains' all-new Class 313/314s will also feature fully detailed underframes and inter-vehicle power transfer couplings.

Southern Railway on its Coastway routes along the South Coast, some 45 years later.

In addition to the dual-voltage Class 313 EMUs, Revolution Trains (RT) is also planning to produce 'N' gauge models of the outwardly similar overhead AC Class 314 three-car units which have operated within Scotland.

RT's new Class 313/314s will feature detailed interiors,

low-profile drive, poseable pantograph, switchable directional lighting, interior illumination and inter-vehicle power transfer couplings. Individual identities are due to be revealed when the order book opens.

Prices and an anticipated release schedule have yet to be confirmed.

● Visit www.revolutiontrains.com for more details.

Model Rail Scotland

Scotland's premier model railway exhibition returns to the Scottish Event Campus in Glasgow on February

2022 PREVIEW

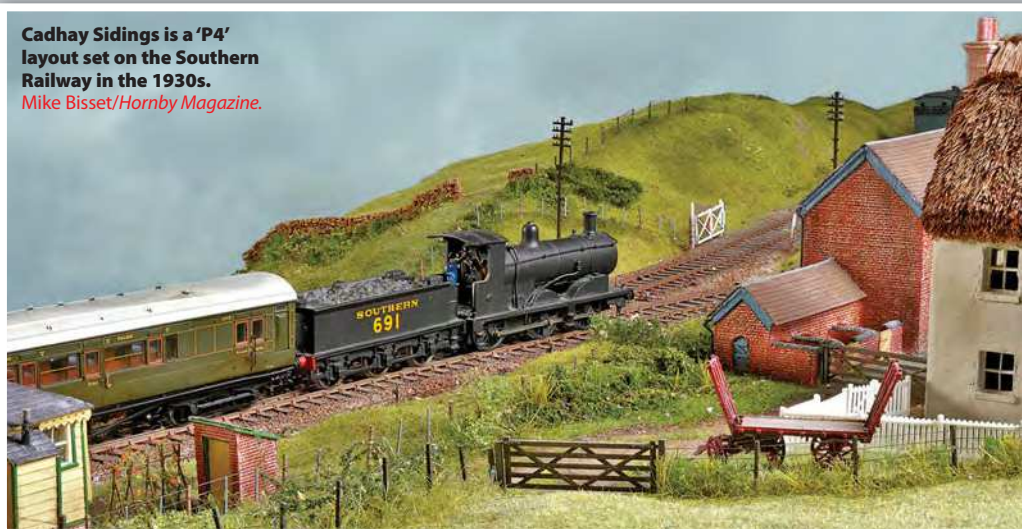
25 to 27. *Hornby Magazine* previews this highlight in the model railway calendar.

FOLLOWING its hiatus in 2021, the Association of Model Railway Societies in Scotland's (AMRSS) annual three-day model railway show – Model Rail Scotland – is back on the weekend of February 25-27.

More than 40 layouts are due to appear in Hall 3 of the Scottish Event Campus (SEC) in Glasgow later this month and, as in previous years, the event is set to feature plenty of Scottish content.

Highlights include the recently refurbished Blair Atholl towards Drumochter ('OO'), Blythe and Tyne Model Railway Club's Clackmannan Goods ('P4'), Stirling and Clackmannanshire District Model Railway Club's Glenochil ('N'), Brian

Cadhay Sidings is a 'P4' layout set on the Southern Railway in the 1930s.
Mike Bisset/Hornby Magazine.



THE DETAILS

Event:	Model Rail Scotland
When:	February 25-27 2022
Where:	Hall 3, Scottish Event Campus (SEC), Exhibition Way, Glasgow, G3 8YW
Times:	10.30am-6pm Fri, 10am-6pm Sat, 10.30am-5pm Sun
Prices:	Adults £15 (£14), children £6 (£5), family (2+2) £32 (£31) – advance ticket prices in brackets
Website:	www.modelrail-scotland.co.uk
Features:	40+ layouts, trade support, societies, demonstrations, refreshments, parking, disabled access and free vintage bus link between venue and Glasgow Central/Queen Street railway stations.

Thompson's Kilbowie ('OO'), Ayr Model Railway Group's Perceton ('OO') and East Neuk Model Railway Club's St Andrews and Guardbridge ('N').

Also set to appear are Gordon and Maggie Gravett's Arun Quay ('O'), East of Scotland 4mm Group's Cadhay Sidings ('EM'), Nick Hughes' Hyde Lane TMD ('O'), John Spence's Lisworth Bay ('N'), 57 Study Group's

Montague Field ('OO'), Clive Mortimore's Pig Lane ('OO'), Paul Spencer's Splott ('P4'), Clyde Model Railway Club's Wellgate Wagon Works ('OO') and more.

Amongst this year's continental layout highlights are Paul Stapleton's Beijiao ('HO'), Perth and District Model Railway Group's Coeur D'Alene Railway (On30'), Blythe and Tyne Model Railway

Blair Atholl towards Drumochter is set to provide a slice of the Highland Main Line in 'OO'.
Mike Bisset/Hornby Magazine.





Nick Hughes' 7mm scale Hyde Lane TMD is one of more than 40 layouts attending this year's Model Rail Scotland. Richard Watson/Hornby Magazine.

Club's 52nd Avenue ('HO') and Clydeside Model Railway Club's Tuerland ('N').

Hornby Magazine will also be returning to the show with special show-only offers on subscriptions, publications, models and accessories, while Accurascale, Bachmann, Cavalex Models, Heljan, KR Models, Realtrack Models and Revolution Trains are amongst the

manufacturers attending this year.

As ever, an extensive selection of trade support will also be on-hand including Cheltenham Model Centre, Digitrains, DMG Electech, Durham Trains of Stanley, EKM Exhibitions, Ellis Clark Trains, Footplate Models, Gaugemaster, Going Loco, H&A Models, KMS Railtech, Locomotion Models, Rails of Sheffield, Scale Model Scenery, Ten Commandments, The Model Centre (TMC), West Hill Wagon Works and many more. An impressive gathering of specialist societies and demonstrations will complete the line-up.

Organisers have also commissioned a special limited edition 'N' gauge model of Revolution Trains' newly-tooled Class 320 Electric Multiple Unit (EMU), which is due to be released at the show. Finished as 320306



The 57 Study Group's 'OO' gauge Montague Field is also set to appear at Model Rail Scotland this year. Mike Bisset/Hornby Magazine.

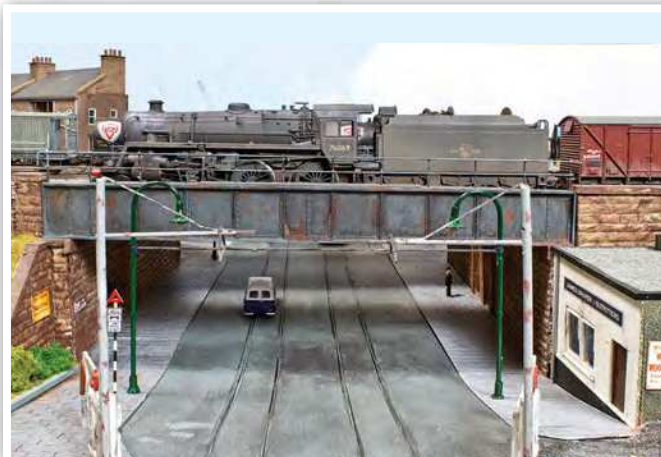
Model Rail Scotland in Strathclyde Passenger Transport carmine and cream, this exclusive model will represent the three-car unit named at Glasgow Central station in

February 1997.

Advance tickets are on sale now and holders can gain entry to the show 30 minutes before the official opening times. On-the-day tickets will also be available. A free vintage bus service will operate each day between the venue and Glasgow Central/Queen Street railway stations.

Finally, all visitors to Model Rail Scotland this year will be required to show they have been fully vaccinated or have tested negative within the previous 24 hours for Covid-19 (or demonstrate that they are exempt). Face coverings must also be worn by all visitors and exhibitors. Further information on the rules regarding Covid vaccination checks can be found on the Model Rail Scotland website.

● Visit www.modelrail-scotland.co.uk for the latest information and updates.



BR Standard '4MT' 2-6-0 76069 heads a van train on Brian Thompson's 'OO' gauge layout Kilbowie. Nigel Burkin/Hornby Magazine.

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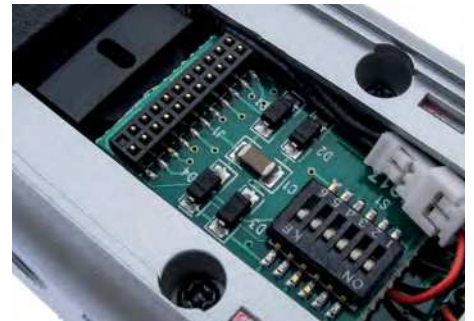
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SOUTHPOL

The 1960s around Southport and Liverpool were the inspiration for **STEVE JOHNSON** of Grimy Times to build this stunning urban landscape in his single garage at home. Steve reveals the full story of this soon to be dismantled layout.

PHOTOGRAPHY, MIKE WILD



1 Right: On shed a Crosti '9F' 2-10-0 stands alongside a 'Jubilee' and 'Duchess' of LMS origins with the ash and coal towers dominating the skyline.

2 Below: Southpool is a busy layout built into a 14ft x 10ft integral garage. Overlooking the station throat, a Stanier 'Princess' shares space at the steam shed with 'Royal Scots', 'Britannias' and 'Clans' while on the main lines a Stanier 'Duchess' approaches while a 'Britannia' waits to depart.



SOUTHPOOL was originally going to be a loft layout but when I decided to start Grimy Times Weathering, I needed a workshop as well which changed its location in the house overnight.

The decision was made to convert the garage and make it integral to the house, so it was centrally heated and most importantly had easy access to the kettle. By sheer coincidence the space I had in the loft was virtually identical to what I had in the converted garage. I realised that with a bit more planning my business and model railway could be combined in the same room.

This decided the design and construction style for the layout as all my business working space would have to be incorporated under the railway. The layout's overall dimensions are 14ft x 10ft and it took a lot of planning to fit all I wanted to within these constraints.

I set out to achieve a main line layout with a terminus and lot of operating potential and feel that I have managed to achieve this. It has taken about six years planning and construction to get it to the position it is at now, but has been very enjoyable and rewarding in doing so.

The baseboards are 11mm plywood with frame construction laid on top of bespoke shelving cabinets and units made from 18mm plywood with a built-in spray booth vented outside.

One side of the layout is on two levels to accommodate a hidden storage yard which was laid first with a full belt and braces approach to wiring due to the limited access to it. Live frog points were used throughout with multiple track feeds. This was tested and tested over a few months before I started on the main layout.

The fiddle yard is a huge reverse loop with multiple storage roads (16 full trains can be accommodated) and I wanted this feature for hands free operation in the storage yard and the illusion that trains were coming and going to and from different destinations. »



All points in the hidden yard are controlled within one panel, but the points on the scenic section are hand operated as I did not want a lot of point motor wiring impeding the working space below.

I used Peco code 100 track throughout my layout with bonded dead points on the scenic section which has given me very reliable running.

The layout is roughly based in the North West of England with the name Southpool being an amalgamation of Southport where I was born and Liverpool.

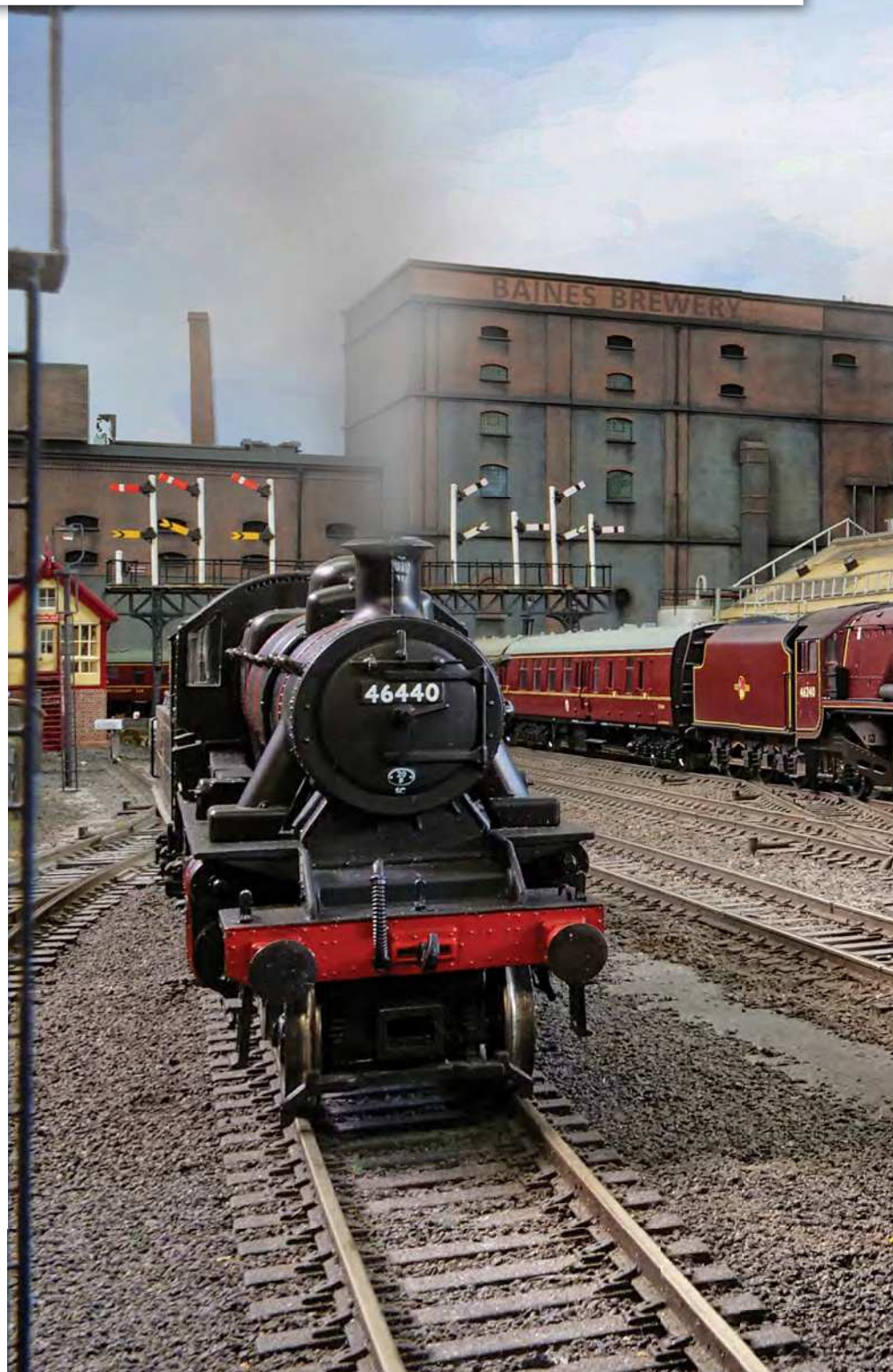
Most of my stock is London Midland Region from the early 1960s period, but lots of other stock can be seen due to my interest in prototype diesels and the fact that like most people I have too much stock! The trains are a mixture of Bachmann, Hornby, Heljan and a few kit built locomotives (including a Caprotti 'Black Five'), some renumbered.

The biggest issue I have with some of my stock is its unweathered state, as owning a weathering company I find this embarrassing, but there are never enough hours in the day and customers' stock has to take priority over my own as that pays the bills. However, since taking the big decision to take on a model railway shop and move my business away from home, extra space and capacity has given me a chance to get the odd model of my own done.

A lot of the buildings on the layout were professionally built for a previous layout »

“The layout is roughly based in the North West of England with the name Southpool being an amalgamation of Southport where I was born and Liverpool.”

STEVE JOHNSON



3 Left: English Electric motive power is joined by a lone Sulzer Type 4 at the diesel shed with examples of Class 08, 20, 40 and 55 awaiting their next call of duty.

4 Right: Stanier 'Princess' 46203 *Princess Margaret Rose* rounds the curve past the Kibri kit built gas holders as a 'Super D' 0-8-0 leads a goods working on the slow line towards the station.

5 Below: On the depot side of Southpool a maroon Stanier 'Duchess' races past the new diesel shed with an express as a Metro-Vic Co-Bo heads the opposite way past an Ivatt '2MT' 2-6-0 in the steam shed. In the background the diesel shed is dominated by the huge low relief buildings – Baines Brewery disguises the boiler.



and in my planning of Southpool I had to fit these into a much smaller space than previously while retaining a main line feel. Apart from these buildings there are a lot of ready to plant resin structures which have been further detailed as well as a number of modified kits.

TOURING SOUTHPOL

On leaving the tunnel portal from the storage yard, we enter a stone-faced cutting before going under a twin track girder bridge which carries the Southpool avoiding line (this is just a cosmetic feature) We then pass the imposing Baines Brewery on the left-hand side

which serves to hide the heating boiler. This part of the layout is fully removable to access the boiler for servicing.

The next feature to see on the left-hand side is the 'new' diesel depot. On the right-hand side you will pass Southpool North Junction signalbox and the entrance to Southpool North locomotive depot which is predominantly used for freight engines. I always liked the idea of Crewe North and South sheds but have reversed mine with regards to passenger and freight motive power. You will always find an interesting variety of locomotives on both steam sheds. Also before the shed is a large set of allotments backing onto the railway.

As we continue past Southpool North shed, on the right-hand side we pass some exchange sidings while the left-hand side is dwarfed by an ex-LMS goods warehouse and factories. The large gas works is next to be passed on the left just before the junction for Southpool station.

On the right can be viewed the coaling and ash plants and the turntable serving North and South sheds which is a modified Heljan turntable. More factories go past on the left until we pass Southpool station signalbox, a unique structure with its flat wartime roof.

If we take the junction into the terminus side of the station, we pass the parcels »

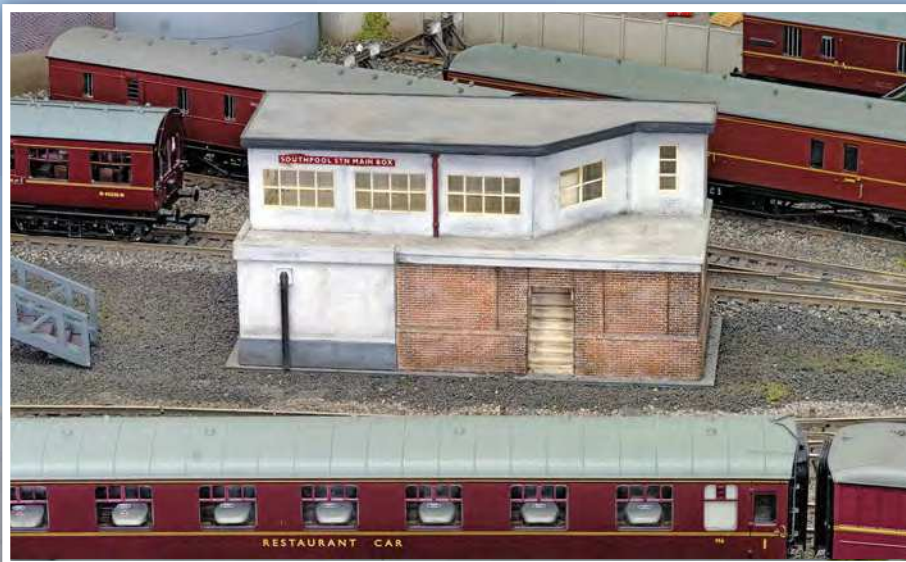




Right: Southpool Station Main Box is a distinctive flat roofed building, scratchbuilt for the layout.



Below: Stanier and BR 'Pacifics' rub shoulders with a pair of rebuilt 'Royal Scots' at the passenger shed – another stunning scratchbuilt building on Southpool.



depot on the left with a busy street scene elevated in the background. Entering the station, we are soon under the huge scratchbuilt overall roof and come to the end of the line at the hydraulic buffers. If we don't diverge into the terminus, we pass into the through part of the station passing Southpool South shed on the right before going under the overall roof.

At the end of the overall roof, we get a very short bit of daylight before disappearing into tunnels which take

the railway under Southpool town. Overlooking the station are large tenement buildings and council-built flats with balconies which are modified Skytrex mouldings.

Southpool is a busy town and many details abound within its streets. Outside the station building is a market square which leads to shop-filled streets and the Tunnel Top public house. Also overlooking the cenotaph in the middle of the market is the Station Hotel, a large

scratchbuilt building in plastic.

Looking away from the station we see St Basil's church named after my dog which is a heavily modified Kibri kit and St Basil's Church of England primary school next to it. A remembrance service is taking place at the cenotaph, while the Tunnel Top pub receives a delivery which would probably be drunk during the wake of the funeral taking place at St Basil's. There are also a lot of shopping and everyday activities taking place. >>

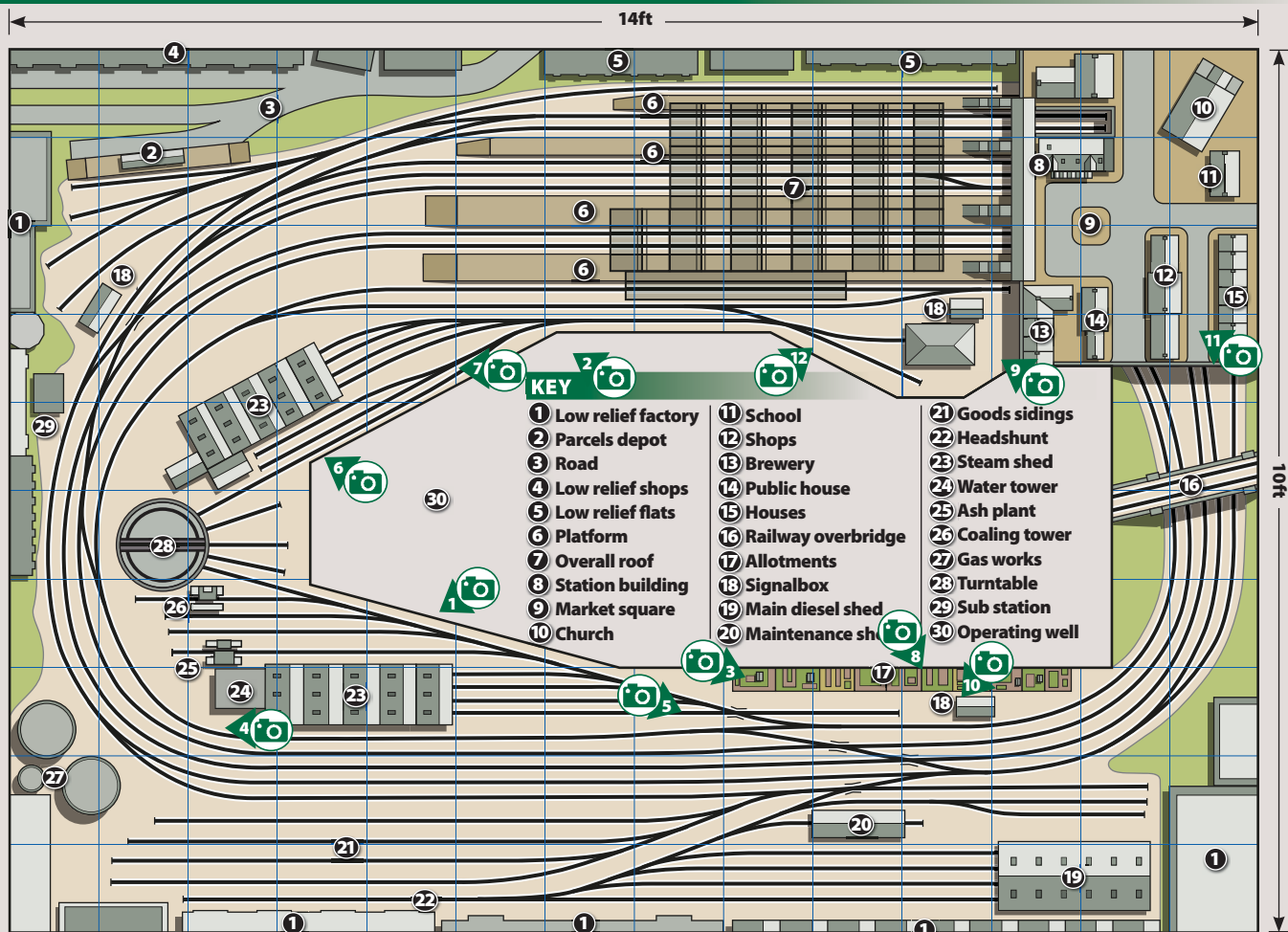


 **Right:** The allotment owners might not have noticed the fox, but the fox has certainly got his eye on the chickens!

 **Below:** The station features an overall roof across seven tracks which was built as a joint project between Steve Johnson and Peter Leyland. LMS pioneer diesel 10001 has arrived with a terminating train while a Stanier 'Duchess', BR '9F' and Class 108 DMU can be glimpsed at the trainshed end.



SOUTHPOL TRACK DIAGRAM (NOT TO SCALE)



Below: Caprotti 'Black Five' 44748 leads mixed a goods between the steam and diesel sheds as a pair of English Electric Type 3s take charge of an oil train headed by a diesel brake tender. The impressive scratchbuilt warehouses dominate the backdrop.





The town scene above the station is fully detailed.



RUNNING SOUTHPOOL

The layout is DCC controlled with quite a few sound fitted locomotives which give a totally different feel to the layout, however having more than a few in sound together can soon become too much. I use the Gaugemaster Prodigy Advance which has been very reliable system to use.

Southpool has four main running lines which if the mood takes you can just be used to watch trains passing until your heart is content. The way the layout was designed to be operated allows for a number of different movements. A train can either leave the exchange sidings or station terminus and traverse the scenic part of the layout before disappearing into the tunnel leading to the fiddle yard. It can

“By the time you read this, Southpool will be in the process of being dismantled to make way for my next project but everything will be recycled onto another layout I am building.”

STEVE JOHNSON

do a few laps of the layout if you so wish.

When it is time to reappear it starts its journey back to the terminus/exchange sidings. On arrival, a new locomotive will couple up to the rear of the train ready for the next departure upon which the then released locomotive will make its way to the sheds for servicing. This gives a continual rotation of my locomotives.

With the layout being DCC controlled, it is much easier to carry out other movements on the layout without all the associated wiring and switching I had to have on my previous analogue layout.

In the planning and construction I would have struggled without the help of Richard Williams in the design and construction stage, Peter Leyland for his expertise and skill in creating some of the buildings – the overall roof was a joint venture for both of us and I am sure Peter will never do another one like that. Allan Stephenson from Sankey Scenics has provided superb signage which really brings the layout to life as well as some really nice touches with bespoke shop signs and personalised details like station benches and newspaper kiosks as well as soldering a lot of the track feeds in the fiddle yard.

By the time you read this, Southpool will be in the process of being dismantled to make way for my next project but everything will be recycled onto another layout I am building. **HM**



A Stanier 'Duchess' is captured between the arches of the overall roof.

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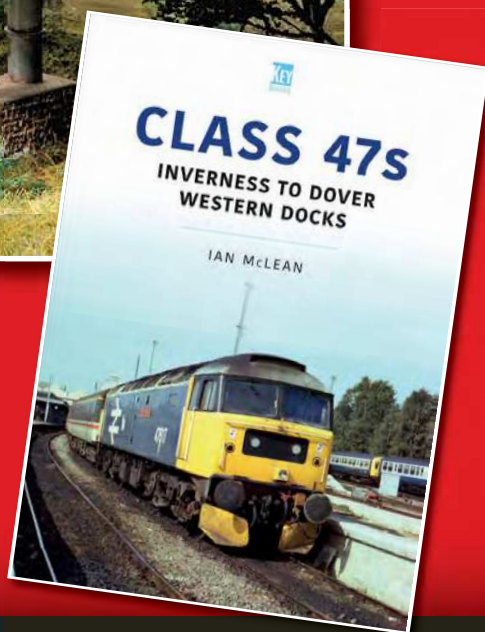


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Gently **FADING AWAY**

You can almost taste the tobacco smoke and touch the threadbare upholstery as **TIM SHACKLETON** evokes the unique character of carriage stock from a bygone age.



IN THE STEAM ERA, the stock used on secondary passenger workings was often older and a great deal dingier than the coaches on faster and more prestigious trains. Inside, amid old-fashioned wood veneers and linoleum, there was an all-pervasive aura of stale tobacco smoke and musty upholstery.

In BR days such trains provided a haven for life-expired stock dating back to the 1930s and even earlier, and it was one of life's great pleasures to be able to secure an empty compartment and breathe in the atmosphere that had been built up over many years of front-line service. You didn't get this on the smart green open-plan DMUs that were steadily taking over such duties and I for one really

appreciated the shabby, fly-blown qualities of the ancient régime.

To offer a balanced view, coaching stock has always been cleaner externally than some modellers seem to imagine, but a great deal grubbier than is often presented. Roofs, ends and underframes are invariably as dirty as freight stock but bodysides have always been frequently cleaned – initially with a mop and bucket, later in mechanical washing plants – and this helps define the character of any passenger train.

Stock used on local services spent a lot of downtime being cosseted in carriage sidings and bay platforms but long-distance workings could pick up quite a coating of external grime,

especially in bad weather. On the whole, though, passengers (and station staff) were more concerned with seeing the interiors were clean and litter-free, the lavatories worked and the buffet was well-stocked. Dirty windows, however, were a frequent complaint and carriage heating, in my experience, could be a bit hit and miss.

How do we capture the seedy aura with which elderly stock was invested? It's all so different to the shiny, slightly plasticky designer look so fashionable with passenger trains these days, and essentially we suggest it through a considered weathering treatment, digital technology not yet being able to replicate the distinctive and uniquely elusive odours of a

bygone era.

I thought I should show the processes of material decay developing over time and to do this I've chosen to model Maunsell coaches of three distinct periods – pre-war, early 1950s and late 1950s/early 1960s. By seeing the same type of vehicle handled in different ways and in a variety of conditions, I'm hoping you might be tempted to think of trying something similar for your own carriage fleet. Restraint, as ever, is the key – don't go mad with the rust powders and caked-on grime, but rather let the character of your rolling stock emerge slowly through a careful and sympathetic evocation of faded paint, ingrained dirt and workaday reality. **HM**

Maunsell carriages were in service on the Southern Region into the early 1960s and carried BR carmine and cream as well as BR Southern Region green liveries. In 1959 rebuilt 'West Country' 34026 *Yes Tor* draws out of Margate with an up 'Kent Coast Express' for London led by a Maunsell three-car set framed with a pair of six-compartment brakes. Railphotoprints.uk.



STEP BY STEP CREATING FADED PAINT EFFECTS

1



I loved working on Maunsell stock in pre-war Southern livery – one of my favourite modelling projects of recent years. These darker shades of green tend to blacken still further with exposure to the elements so I had to think carefully about how to replicate this effect.

2



I created a suitable dark enamel wash made up of Humbrol Matt Leather (62) and Metalcote Gunmetal (27004). Having let the mix down with white spirit, I brushed the wash on and then took as much as possible off using cotton buds soaked in white spirit, deliberately letting the dirt collect in corners exactly as it does on the prototype.

3



I've emphasised door furniture and seam lines with a slightly thicker and darker mix of the same colours, which also has the effect of tarnishing the over-bright brasswork. I quite liked the random scuff above the vee-hanger, so I left it where it was.

4



Underframe brown is important to counterbalance the olive-green bodywork – but I've maybe been over-enthusiastic with the battery box, so I can either tone this down with some black powder or simply airbrush the brightness away.

5



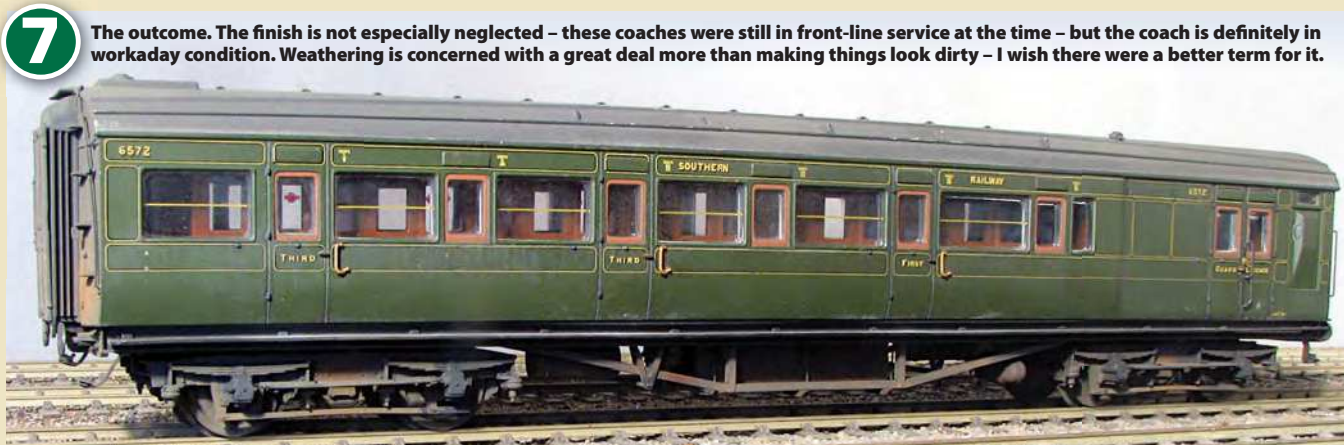
End detail is just as important as the sides – and don't forget the grease marks on the buffers. A spot of gloss black does the trick.

6



Steel-bodied coaches tend to be a bit featureless but from this angle you can see there's quite a bit of subtle relief detail on a Maunsell coach side which weathering has helped to bring out. On the out-of-the-box model you might struggle to see these things.

7



The outcome. The finish is not especially neglected – these coaches were still in front-line service at the time – but the coach is definitely in workaday condition. Weathering is concerned with a great deal more than making things look dirty – I wish there were a better term for it.

8



Moving on to the early BR era, the detailing is still fantastic on this Hornby model but the shade of cream on the BR-liveried Maunsell coaches is far too yellow to my eyes. Even for a clean coach, it needs knocking back. You can do this with the coach still in its plastic sleeve.

9



I'm mixing something closer to the shade I want from Revell enamels. I'm not aiming to repaint the coach, rather to add a tint to the existing colour. The left-hand bowl of my improvised mixing palette contains white spirit.

10



With the paint let down to something like 20% of its original consistency, I'm gently flooding it on to the coach side with a wide, soft brush, being careful to avoid the windows. As ever, the less you put on the less you'll need to take off.

11



Add-and-remove painting is a standard weathering technique. With another big brush dipped in clean white spirit I'm now taking as much as I can off the bodysides. Always brush downwards, just as rainwater would wash the sides.

12



Already you can see how our creamy enamel wash has made a big difference, collecting in the microscopic dimples and craters in the original paint finish. Keep brushing away until satisfied.

13



Coach roofs always darkened to a sooty grey-black in the steam era. While avoiding handling the still-wet paint on the coach sides, you can flip the model on to its wheels and then airbrush the roof using a piece of card to avoid overspray. As usual we have various combinations of Tamiya Red Brown (XF64) and Flat Black (XF1).

14



Allow a good 24 hours for the paint to thoroughly harden and then invert the coach – now removed from its packaging – in a foam cradle so you can airbrush the underframe. There are plenty of 'frame dirt' paints available from the trade but I've always preferred to mix my own using enamels or acrylics as the mood takes me.

15



I try to avoid the wheels when spraying to minimise cleaning up. I prefer to paint them by hand, again using my brown underframe colour.

16



What I've done here is to dab tiny quantities of very thin brownish-black enamel on to the door hinges and other details, so it flashes by capillary action along the door seams. If you smudge it or get too much on – as has happened around the centre door handle and grab iron – you can easily wash it off again with white spirit.

17



Using the same dab-on/dab-off technique you can build up bodyside dirt in out-of-the-way areas that would evade the carriage cleaner's mop and bucket. Here you can see corrosion starting to develop around the top of the doors, as rust bubbles through the ageing paintwork.

18



Keep going along both sides of the coach and remember not to overdo anything. Even when using pigment that's as thin as this, putting more paint on is a lot easier than taking it off, especially once it's started to harden.

19



Now the faded, discoloured effect is starting to show through. Sometimes white spirit can leave a chalky deposit – if there's just a hint of it then it suggests chemical residues from the washing process, and can be incorporated into the overall weathering effect.



20

Using a fine pointed brush – I do like Humbrol's 'Detail' series – I'm flowing thin dark paint into the window recesses and ventilators. By suggesting a combination of ingrained dirt and shadow, it helps build up three-dimensional relief on the model.

21

Once the painting part is finished I like to add subtle tints of colour using weathering powders of appropriately muted shades. For my money the former MIG range – now marketed under the Abteilung 502 brand – is head and shoulders above the rest.



22



And this is the outcome – a very tired-looking Maunsell brake composite in urgent need of a visit to Eastleigh paint shop and a refreshing coat of SR green! Once that's been applied, the cycle will start all over again.

23



These are all the paintbrushes I used on this particular project. This collection covered everything from broad flat brushes for applying washes to tiny detail brushes for adding small quantities of paint to specific areas. Sources include Humbrol and Daler Rowney.

24



Turning to a later BR Southern Region green liveried coach, I start by toning down bright green paintwork such as this with a gentle, evenly applied mist of a brownish filter such as Soft Dirt (2 101 1) from the ComArt range. Concentrate on the lower half of the body and be careful to avoid spraying the windows – use masks as necessary.



25

Coach ends pick up dirt blown up from the track. This can be airbrushed using the usual track colour and then enhanced using suitable weathering powders – in this case, Dark Mud (P033) and Track Brown (P414) from the MIG range.

26



Final touches – carriage footboards are made of treated timber but they're pretty much the same colour as the rest of the underframe. I like to highlight worn areas beneath the doors, in this case using Panzer Grey (P038) from MIG.

27

Throughout their lives, Maunsell coaches were used on inter-regional trains. Here a set of green-liveried stock, still fairly presentable, adds a splash of unexpected colour to a through train making its way from the north of England to the south coast. A variety of power would be used on the journey but even in the mid-1960s, Stanier 'Black Fives' travelled through to Bournemouth almost daily on such trains.



WORKING DESTINATION SCREENS

Modern electronics are opening up new possibilities for miniature displays.

MIKE LOMAX explains how he installed a working LED matrix screen into a 'OO' scale double-decker bus.

WITH MY PREVIOUS background being in IT and always tinkering with gadgets and gizmos I recently turned my hand to Arduino development boards, LED screens and the programming that makes them work.

Over the past years I've spent a fair amount of time looking at how technology can be integrated into the model world to bring more realism to models. It is a complex subject, so this feature is more of an overview to introduce it.

Recently, my earlier collections of model buses came to light

TOOLS

- » Multitool drill (cutting disc, sanding wheel and 2mm grinding ball)
- » Craft knife and cutting board
- » Soldering iron
- » Insulation tape

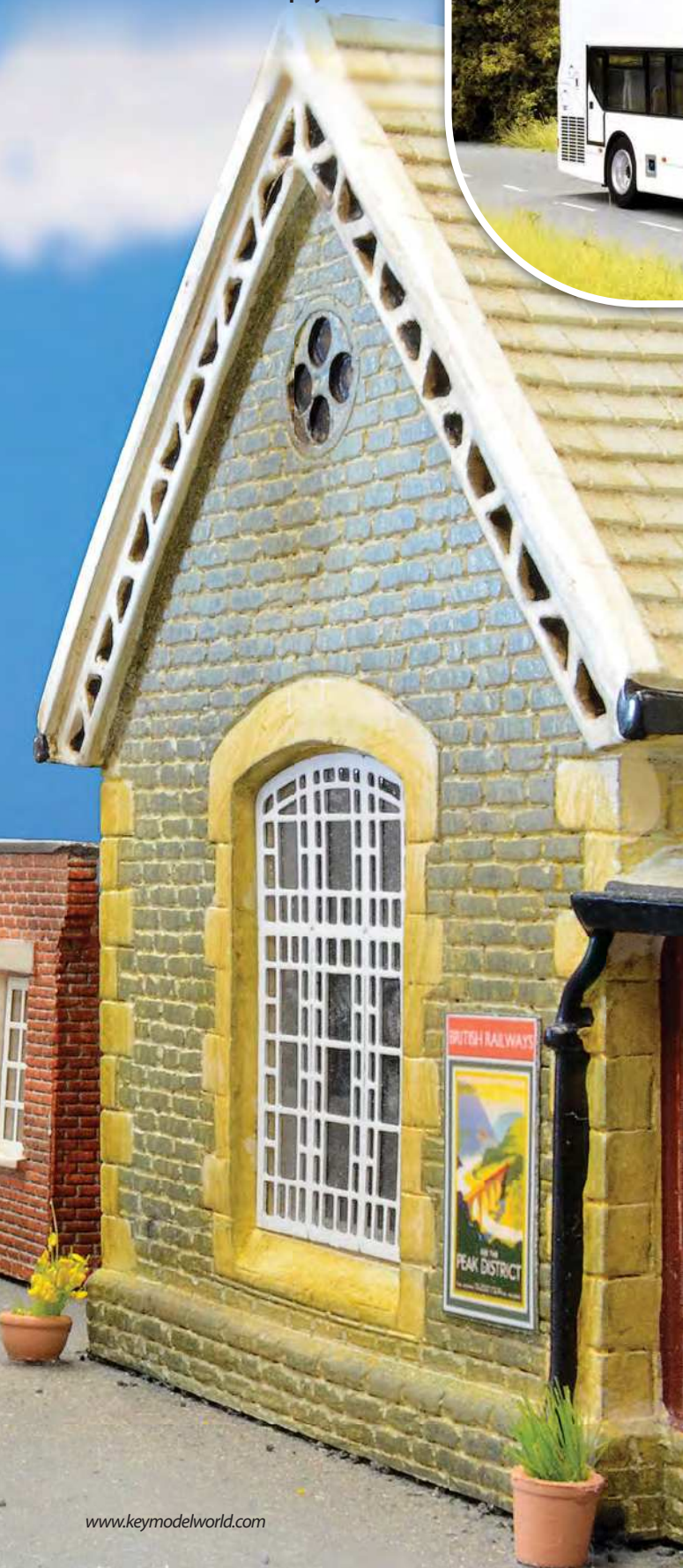
after a sort out. This gave me an idea to look at a project I'd been working on to see if I could get a working LED Matrix Screen into a 1:76 scale double decker bus to suit positioning on a 'OO' gauge model railway. It turns out that you can.

I'm using Arduino microcontroller boards and associated software



Right: With modern compact electronics a working destination screen is possible to install in a 1:76 scale model bus, as explained by Mike Lomax.

Below: The screen can be loaded with different destinations through a USB socket in the rear of the vehicle. The Enviro 400 from Northcord displays its Hornby Magazine logo outside Topley Dale station.



which allow creation of unique electronic projects based around standard components which are available off-the-shelf. The microcontrollers can be managed by software on a computer with the code generated then being uploaded to the microcontroller board. You can connect different types of device to the microcontroller boards including the OLED screen used in this project.

I spent some time researching what kind of details would normally be displayed on the 1:1 counterpart. What I found was that in general use it would comprise a route number, final destination and stops along the route. I also looked at special boards such as School Service, Special, Airport and similar screens and researched how I could recreate everything from the 1:1 equivalent.

I decided to design all of my destination boards by hand. This process involves using a drawing program on a computer to individually draw (pixel by pixel) a 128 pixel x 32 pixel image. Though it is time consuming, the result is a highly customised image which can be displayed on the LED matrix board once it has been installed in the model.

The end result was displayed at this year's Great Electric Train Show

on Mike Buick's Oak Road layout. Two of the buses were placed strategically at either end and they received great feedback.

Once completed, the bus can have its destination blind reconfigured as many times as you like once you understand how the software works. In addition while connected to a computer or USB charger, the internal battery will charge, and once unplugged the bus will run for up to eight hours.

I'd like to pass on my thanks to Mike Buick, Matt Hill and Paul Coley, all of whom have helped along the way. Without their help and the continual good feedback I've had from customers I wouldn't have made it this far. I've been able to develop and build something unique to the world of model railways and model bus community. Other models with these development boards installed will include functioning headlights and indicators as well as changeable messages on the screen, all controlled by a Bluetooth link, so there is plenty of future development on the table too.

The following step by step guide shows how I did my screen install.

HM

● For more information please contact Code3ScreenInstalls@gmail.com

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
NORTHCORD UKBUS6517 Enviro400MMC	www.ttcdiecast.com	UKBUS6517
Trinket M0 Development Board	shop.pimoroni.com	ADA3500
SPDT Mini Power Switch	shop.pimoroni.com	COM0409
128X32 0.91in OLED module White Display	www.eBay.co.uk	N/A
Adafruit Lilon/LiPoly Backpack	shop.pimoroni.com	ADA2124
3.7v Lipo Battery	www.eBay.co.uk	602040
6mm x 6mm x 4.3mm SPST	www.eBay.co.uk	N/A
4 Pin Micro Momentary Tactile Push Button	www.eBay.co.uk	N/A
32AWG Flexible Stranded Wire (4 colours)	www.eBay.co.uk	N/A

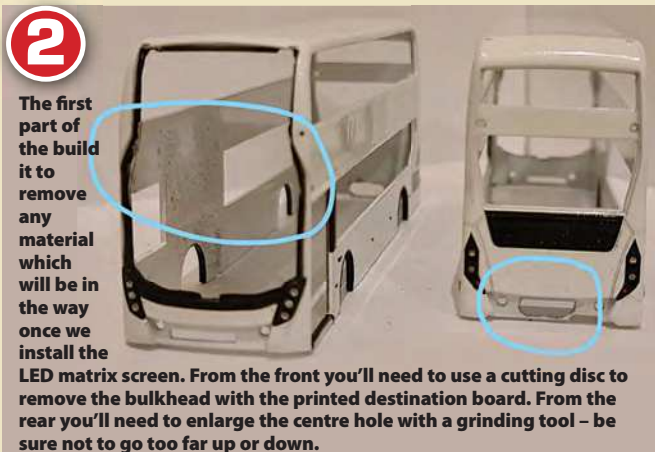
STEP BY STEP INSTALLING A WORKING DESTINATION SCREEN IN A 'OO' BUS

1



Depending on which brand you start with, you'll need to disassemble everything down to its component parts. Northcord buses are the easiest to start with and the company also produces a kit (UKBUS6517) which is an ideal base to start from. What you see here is the body straight out of the kit.

2



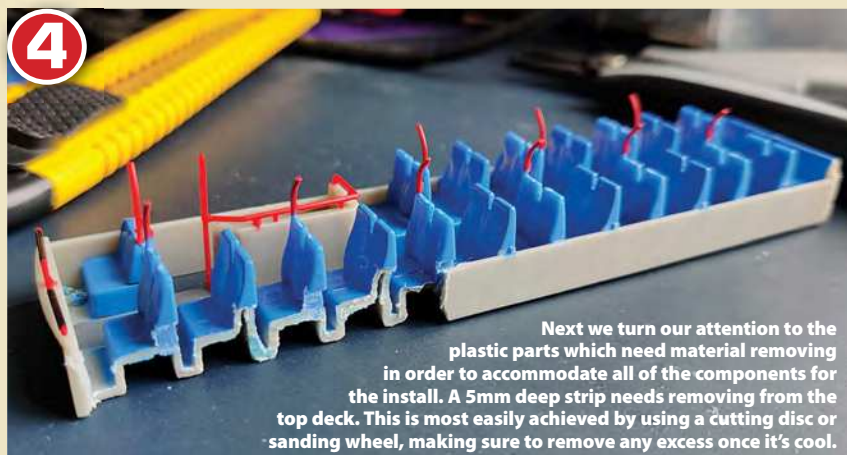
The first part of the build it to remove any material which will be in the way once we install the LED matrix screen. From the front you'll need to use a cutting disc to remove the bulkhead with the printed destination board. From the rear you'll need to enlarge the centre hole with a grinding tool – be sure not to go too far up or down.

3



With a 2mm grinding wheel (the golf ball shaped one supplied with most mini drill kits), you need to cut a groove down each side where the LED matrix screen will slot into. This is required to minimise pinching on the cable coming out of the side of the screen.

4

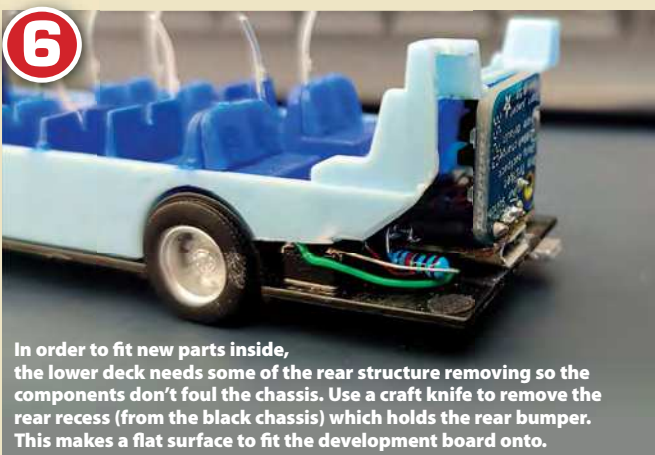


Next we turn our attention to the plastic parts which need material removing in order to accommodate all of the components for the install. A 5mm deep strip needs removing from the top deck. This is most easily achieved by using a cutting disc or sanding wheel, making sure to remove any excess once it's cool.



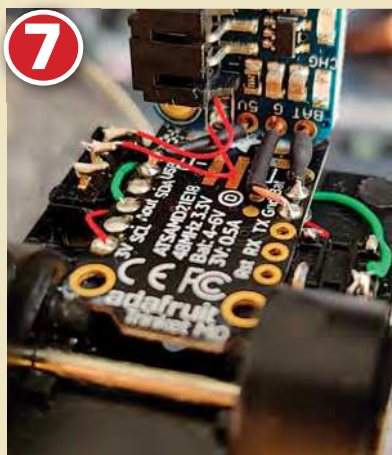
5 There are a number of electronic components to install inside the bus consisting of a 3.7v 500mAh LIPO battery (top), a Trinket MO development board to allow connection of the various components (centre left), a LIPO Backpack which charges the battery and automatically switches between USB and battery power (centre right), a SPDT Mini Power Switch to allow the system to be switched off (lower centre right) and finally the 128x32 OLED screen to provide the custom display at the front of the bus (bottom).

6



In order to fit new parts inside, the lower deck needs some of the rear structure removing so the components don't foul the chassis. Use a craft knife to remove the rear recess (from the black chassis) which holds the rear bumper. This makes a flat surface to fit the development board onto.

7



The chassis needs two holes creating: one for the push-button (4mm diameter) and a larger rectangle for the on/off switch (4mm x 12mm). At this stage you can also install the Development Board which provides the power links from the USB socket to the screen and the Backpack (mounted vertically). The Backpack controls power to and from the battery. The development board is fixed to the chassis using superglue. Wiring instructions are downloadable from <https://learn.adafruit.com>

8



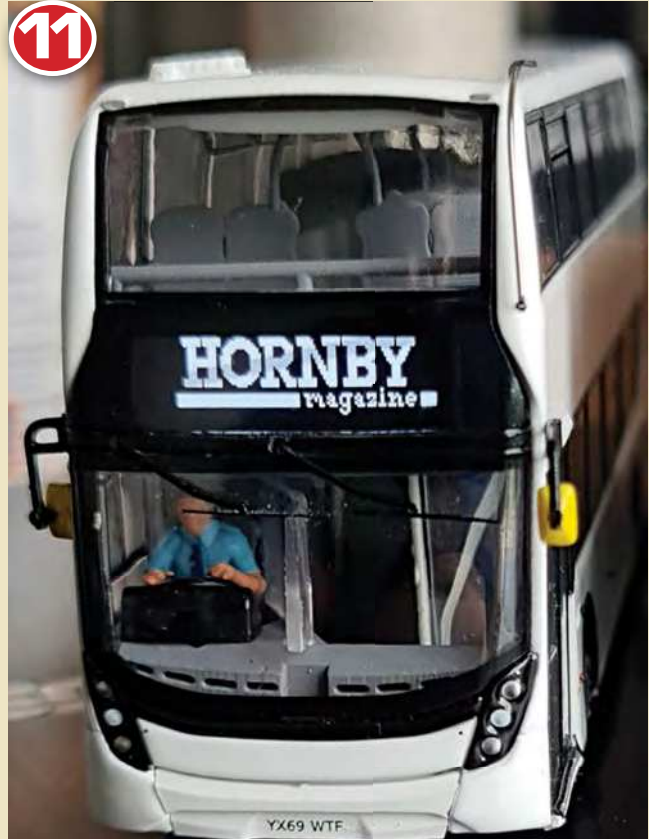
Solder the 32AWG wire to the screen (about 200mm lengths). I use red, black, green and yellow wires. Take a photograph of the wiring and then wrap the exposed connections with some insulation tape. Slide the screen into the grooves cut earlier in the process.



9 Reassembly can now begin. With Northcord models you place the roof liner in at the top first, and then the top deck glazing to hold it in place. This is followed by the seating unit for the upper deck. The lower deck roof can also be placed in the body with a hole cut into it to accommodate the battery for the destination board.



10 All the wiring can now be cut to length and soldered to the development board at the rear of the lower deck. The chassis can be placed back under the body using the front and rear bumpers to secure it in place. The rear bumper now slots into the USB socket on the development board.



11 The final stage is to attach the front windscreen, making sure the LED screen is level behind. Programming for the screen is done via the Arduino IDE software. The basic demonstration version of this will get you up and running with text on the screen. Once the code is written and verified, you can upload it via a USB cable to the Arduino Trinket M0 installed behind the rear bumper.



12 Once the LED screen and associated electronic modules have been installed, the destination blind can be configured to display all manner of messages. This trio have been set with 'Sorry Not In Service'. The LED screen can also display logos such as the BR double arrow symbol, figures and more.

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Parkend

NORTH

PART ONE

With a brief to create a layout set in the dying days of steam in the Forest of Dean in 'OO' gauge, **DAN EVASON** explores how a workable track plan was created – and how the permanent way was laid in the first of a two part series on this layouts construction.

Parkend North models
a Great Western Railway
branch line set in the Forest
of Dean. GWR '4575' 2-6-2T
4577 crosses the canal with
a short rake of coal wagons.



PARKEND NORTH started with an idea from many years ago of a layout loosely based on the Forest of Dean. The aim was to capture the essence of the area, with industrial buildings surrounded by trees and shrubs.

There would be a small station and goods yard and the layout would be set towards the end of the steam era. Its future owner John Philips was also very specific that he wanted the whole layout to look run-down and decrepit as if it was days away from being razed to the ground. It would be called Parkend North, a take on the name of Parkend on the preserved Dean Forest Railway, and by calling the layout Parkend North it gave me licence to build this layout as John wished, and not have to go down a



The brief for Parkend North included use of an ADM indexing turntable at the end of the branch. A Collett '2251' 0-6-0 is turned ready for its next duty.



strictly prototypical route.

Planning and the design took a while working through revisions to the trackplan using Anyrail software to reach a final arrangement. I opted for Peco Code 75 track – not the ideal finescale bullhead range because of its limited product range and limited availability during the build.

Finalising the track plan took a few weeks to achieve as John and I wanted the layout to look as believable as possible but be fun to operate. With the latter in mind, John wanted to use his ADM indexing turntable which is based around the Peco 70ft turntable kit – a little large for the end of a rural branch line, but a fixture which really added an element of operational value to the plan. This caused a little headache during the planning process to ensure that it would fit into the design due to its sheer size. We both settled on a track plan that worked and felt right for the initial brief.

GROWTH SPURT

Originally, Parkend North was going to be 5ft long, but John then decided to relocate it allowing a 3ft 6in extension. We also decided to add an off-scene 2ft 6in custom turntable as a storage yard to supply trains to the scenic section.

The baseboards were designed and built using high grade 9mm plywood, cut to shape then glued and screwed together. The large

turntable again posed a problem as it came to me set in its own pre-built 2ft square baseboard. I had to design the main boards to go from 18in wide at one end then flare out to the width of the turntable at the other.

Although control is analogue, I wired the layout in a Digital Command Control-friendly format to give John the option to switch in the future. To overcome running analogue models on an essentially DCC layout, I fitted isolating switches to the sidings allowing John to have multiple locomotives on the layout. I also fitted DCC Concepts Cobalt point motors for ease and reliability, with a 9V rather than 12V power supply to keep them running correctly. For the controller, John opted for a handheld Gaugemaster unit.

TRACK & ELECTRICS

With the 'enabling works' completed, I started laying the track, modifying the points to improve reliability by feeding the frogs and bonding the stock and switch rails followed by adding droppers to all sections of track and connecting them to the power bus under the layout rather than relying on fishplates to conduct power.

For the track underlay, I use A2-sized foamboard sheets bought from Hobbycraft. They were attached to the baseboard using PVA glue before laying the track and are easy to shape for the »

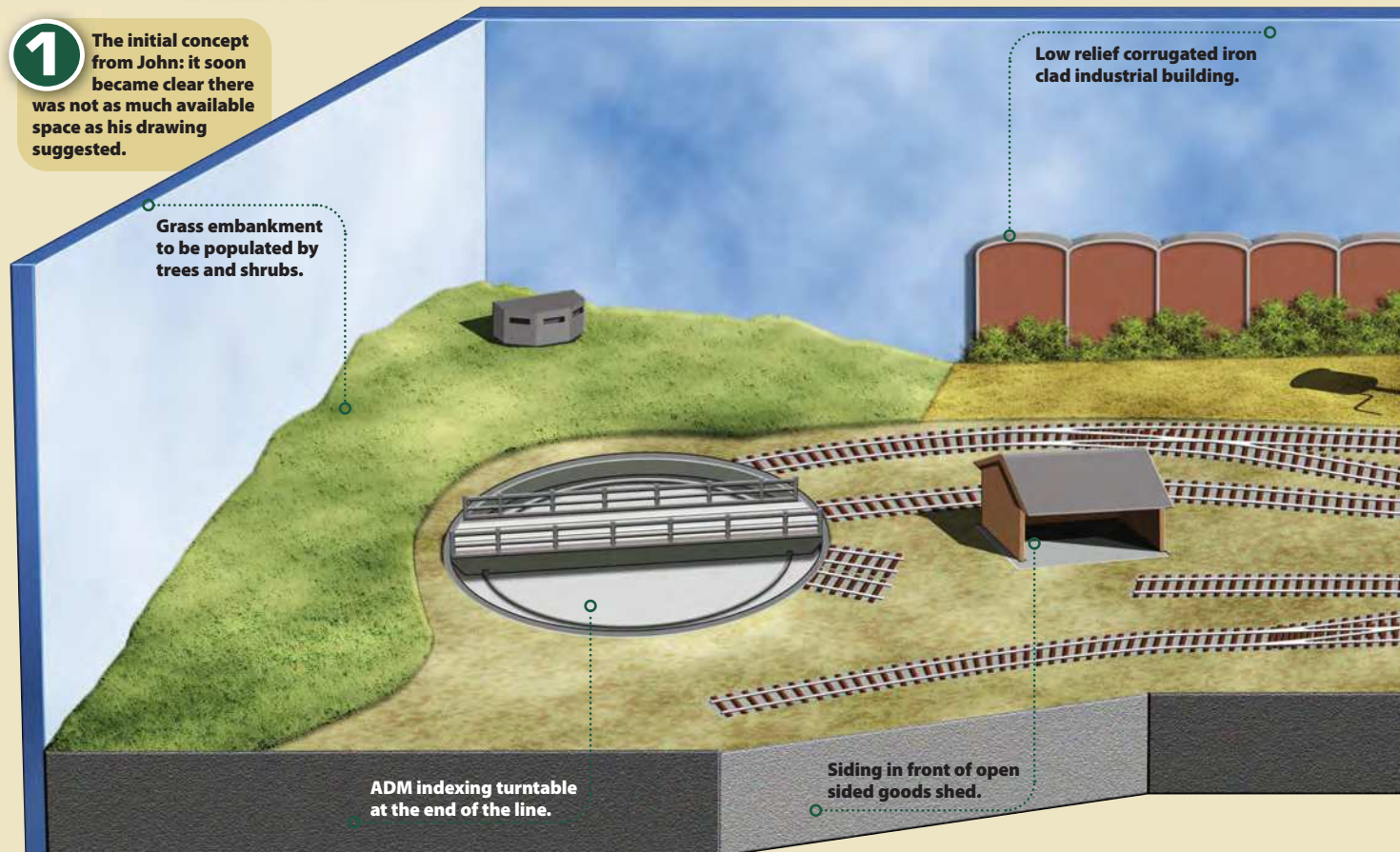
“Originally, Parkend North was going to be 5ft long, but John then decided to relocate it allowing a 3ft 6in extension.”

DAN EVASON

STEP BY STEP BUILDING PARKEND NORTH IN 'OO' GAUGE

1

The initial concept from John: it soon became clear there was not as much available space as his drawing suggested.



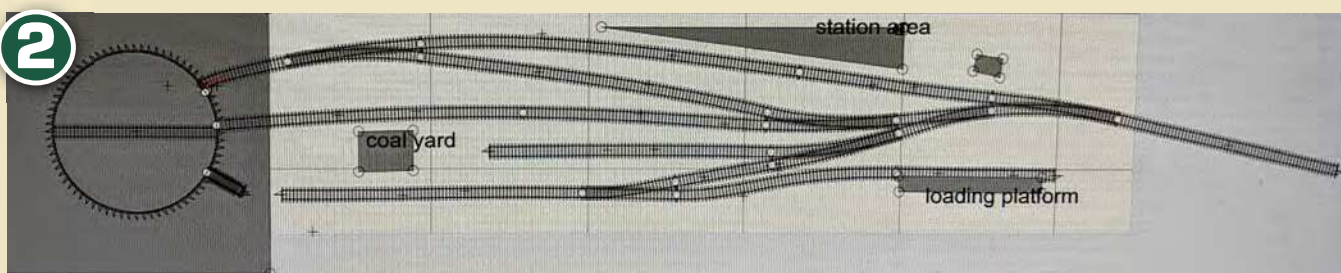
Grass embankment to be populated by trees and shrubs.

Low relief corrugated iron clad industrial building.

ADM indexing turntable at the end of the line.

Siding in front of open sided goods shed.

2



station area

coal yard

loading platform

3



Above: I came up with a version of what John requested. With the aid of AnyRail software, I was able to develop a workable layout including the turntable, which strictly speaking would be far too large for such a station.

Left: Originally Parkend North was designed for a shelf so the backscene had to be kept low so as not to clash with the shelf above. At this point the white foamboard was glued to the surface of the plywood.

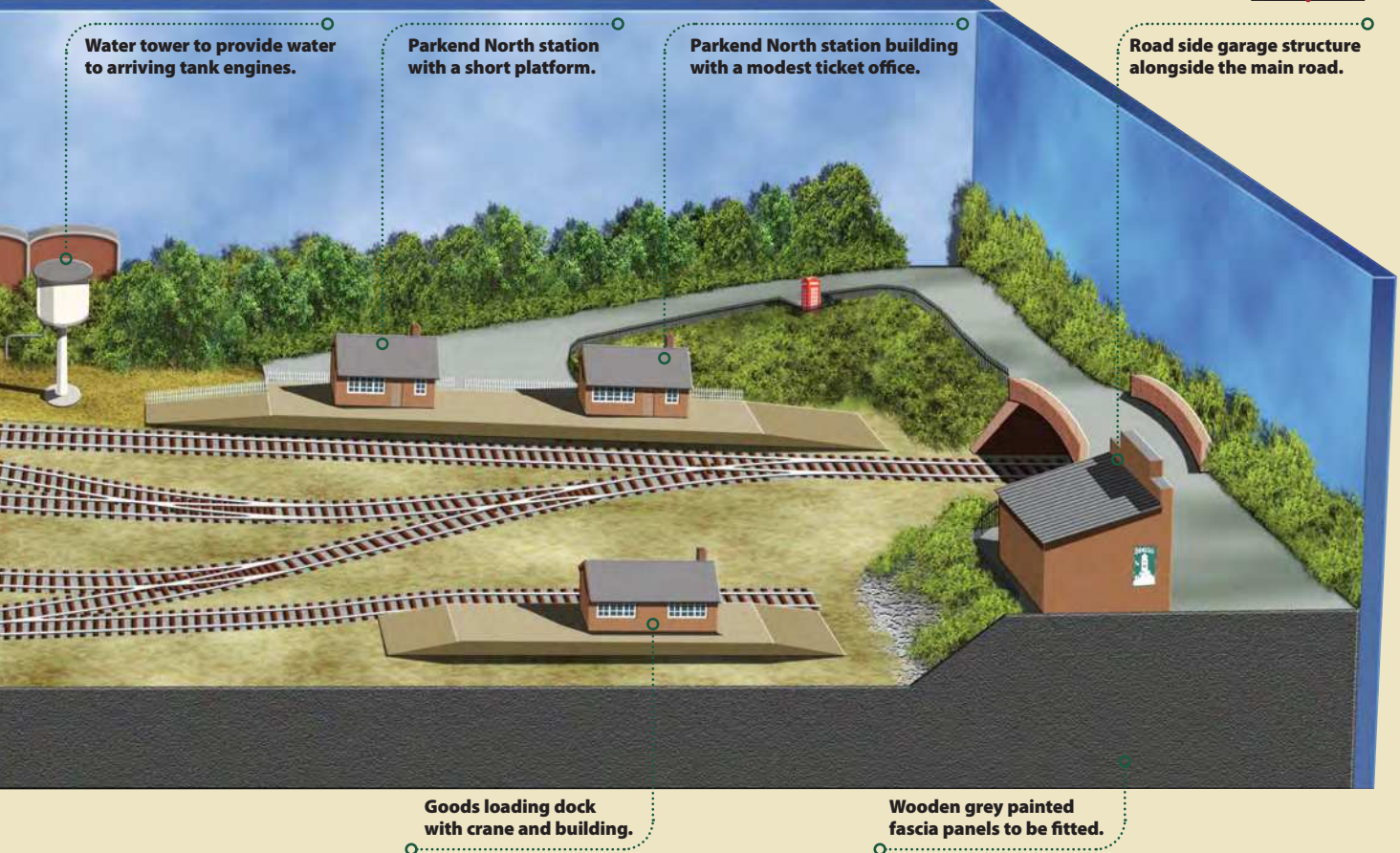
ballast shoulder. They can also be cut away to create the illusion of depth of drains and other details. I then gave the whole layout a quick coat of grey paint to help with the basic ground cover of the ballast later.

The Peco code 75 flat bottom rail plain track and points were laid out next using a combination of large radius curved and medium radius straight points to make the Anyrail design come to life. After wiring, this was thoroughly

tested before moving on to the next stage which would add weathering and ballast to the railway.

To start weathering the railway, I use an airbrush as I find it gives a convincing misty dirt effect to the

sleepers and rails. Firstly, I gave the whole track a coat of Tamiya Hull Red, then Tamiya Flat Earth and run the airbrush down the centre and edges of the sleepers. Using a selection of rust weathering powders and small flat paintbrush,



4



I started placing the track loose to get a feel of how the end result might look. Once happy, I started cutting the track to the correct lengths and then added dropper wires by soldering them to each section of track to guarantee maximum connectivity and reliability.

I picked out the rail chairs one by one. This is probably the fiddliest part of the process, but really worth it for the end result. Once the chairs were picked out, I used a cream acrylic to dry brush the sleepers, helping to highlight the

grain effect in the Peco track. Finally it was time for ballasting. There are plenty of great ranges on the market but I use something I discovered on a family walk – river silt, which I dry and sieve. Once dry, I find this has a realistic

scale and colour to it. Laying the ballast down can be done in a few ways with fancy tools or in my case, a humble teaspoon.

Working a section at a time around the layout in manageable lengths, I spread a spoon of the

ballast down the centre of the track. I then use my finger and drag the ballast up and down the line filling the gaps between the sleepers. After the centre is done, it's time to turn your attention to the shoulders, either by running »

5



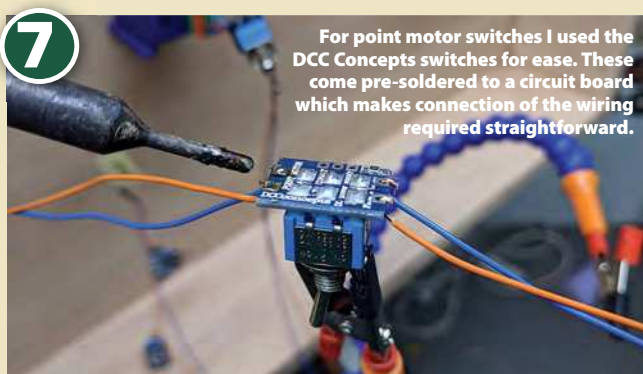
Left: Once all of the track and points were laid, I painted the white foamboard with a dark grey acrylic paint. When laying the track, use a pen and a small drill to mark out and put the holes for the dropper wires to pass through the baseboard. I used superglue to tack the track down in place.

Below: Turning the layout on its side makes light work of wiring and point motor fitting. I started off by fitting the DCC Concepts Cobalt point motors and their associated wiring to a switch panel.

6

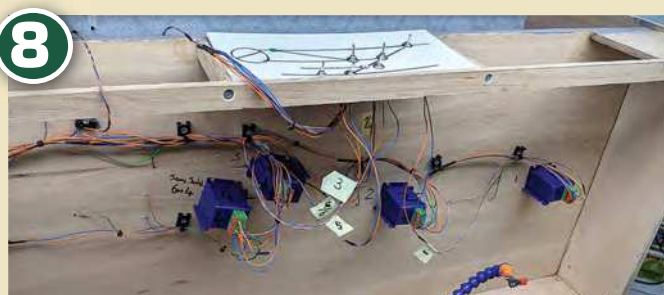


7



For point motor switches I used the DCC Concepts switches for ease. These come pre-soldered to a circuit board which makes connection of the wiring required straightforward.

8



I temporarily used an off-cut of foamboard to mount the switches in until I built the fascia front for the layout which is where the final control panel will be mounted.

9



With the electrics complete and tested the next job is to start weathering the track, initially using an airbrush and Tamiya Hull Red (XF-9). Next, using a cream acrylic paint, the sleepers were dry brushed to bring out the grain of the sleepers and the detail of the chairs.

USEFUL LINKS

ADM Turntables	www.admturtables.com
Anyrail	www.anyrail.com
DCC Concepts	www.dccconcepts.com
Peco	www.peco-uk.com
Tamiya	www.tamiya.com

the teaspoon full of ballast down them or using the overspill from the centre. I tend to use a large flat brush to dress the ballast. Once happy, I used the time honoured 50:50 PVA/water mixture with a spot of detergent. I pre-wetted

the dry ballast with water using a pump action spray bottle which helps keep the ballast in place when you're applying the glue.

Once the ballast was dry, I used some Tamiya Nato Black applied lightly with an airbrush in the

centre of the 'four foot' to give that oily grimy look, more where locomotives would stand such as station areas.

A top tip we can recommend here is to clean and test your track between every stage as removing

multiple layers of glue and paint can lead to a challenging running session. So the build ran as follows: lay track, test it; weather track, clean it, test it; ballast track, clean it, test it and finally weather the ballast, clean the track and test



Scenes away from the railway are just as important as those around it. Next issue we will detail construction of the scenery and buildings.

10



Ballasting can then begin. Rather than commercial products, I used river silt sourced locally for this project. It takes a little time to sieve the material, but it does look good at the end of the process. Spreading the ballast starts at the centre of the track and once it has been brushed into place a 50:50 mixture of PVA is applied after wetting the ballast with a water mister. Before going any further on the scenics, it is vital to test all track and electrics to make sure they work.

it again. It's an ideal recipe to avoid frustration at the end of the weathering and ballasting phase.

SET DRESSING

By now Parkend North was an operational layout with weathered

and ballasted track which was ready to move on to the next stage of scenic development. However, before that an important job needed to be carried out: testing. This is one of the most enjoyable parts of a model railway build as

WHAT WE USED		
Code 75 curved points	Peco	SL-E186/SL-E187
Code 75 medium radius points	Peco	SL-E195/SL-E196
Code 75 flexible track	Peco	SL-100F
Code 75 metal rail joiners	Peco	SL-110
Code 75 insulated rail joiners	Peco	SL-111
Cobalt IP point motors	DCC Concepts	DCP-CD1iP
Cobalt DPDT switches with LEDs	DCC Concepts	DCP-CMS-R
A2 size foamboard sheets	Hobbycraft	5742361001
ADM indexing turntable	ADM Turntables	ADM Turntable
Hull Red acrylic paint	Tamiya	XF-9
Flat Earth acrylic paint	Tamiya	XF-52
Nato Black acrylic paint	Tamiya	XF-69

it provides the chance to run your trains, test out the track formation and perfect its running which can be more difficult to do once you have a fully scenic layout on your hands.

In the next instalment of this two-

part series, I will explain how the scenery and buildings were made to bring Parkend North to life and offer a realistic setting in which John can enjoy his collection of Great Western Railway locomotives and rolling stock. **HM**

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R3915S BR, A3 Class, 'Flying Scotsman' With Steam Generator, Diecast Footplate & Flickering Firebox - Era 4.....£245.70

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R30083 Port of Bristol Authority, Sentinel, 0-6-0, 39 - Era 5.....£98.10
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R30142 Locom, Class 08, 0-6-0, 08632 - Era 11.....£167.40
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R30154 BR, Class 50, Co-Co, 50042 'Triumph' - Era 7.....£201.60
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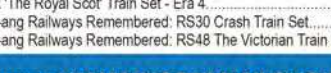
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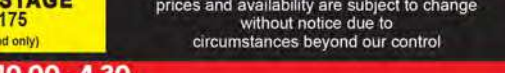
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Howbrooke

Given a challenge to create a present day layout for his club, **RICHARD SMITH** and friends built this appealing snapshot of the sights and colours of the modern day railway in 'OO' gauge.

PHOTOGRAPHY, RICHARD WATSON.



WHILE OUR CLUB (Sheffield Model Railway Enthusiasts) had a large tail-chaser in 'OO' gauge already called Somewhere

Anywhere, new members joining the club wanting to run their stock meant the current layout very soon filled and while it served its purpose it soon reached capacity.

A group of club members including myself decided another layout was needed, and we would adopt a generic storage yard approach. This means that all components are built to a common standard and scenic areas are dropped in and out of the same off-scene storage yard depending on what we want to run. As this new project was to be an exhibition layout/series of layouts, they could be exhibited based on what exhibition managers wanted at their shows allowing different eras or scenes to be selected.

We chose to stick with 'OO' gauge as



A Class 221 departs and passes the warehouse and the Network Rail track renewal materials stored along the trackside.

most of the club members had some stock already and while some including myself model in other scales and gauges, 'OO' is the most common amongst members as well as being the most recognised scale

with newcomers to the hobby.

For the 2020 SMRE exhibition, our manager mentioned that there was a gap that needed to be filled and he wanted something for the modern image category. »



A Class 221 'Super Voyager' five-car DEMU glides into Howbrooke as a Northern liveried Class 170 departs. The Wills vari-girder based footbridge frames a Class 153 in the bay platform.



a time period in which we didn't have anything on the roster. So a challenge was joked about asking if I could build a new layout for the March 2020 show, it was August 2019 at the time.

To enable the changing of scenic sections, we had already purchased a number of laser cut modular baseboard kits from Grainge and Hodder Ltd, a first for all of us involved in the project. While the initial board took some time to make, experience reduced that time in each successive board. For the storage yard we used three 1,200mm x 600mm standard modules and eight 45-degree corner modules. Four of the corner modules were joined to reduce the number of boards from eight to four which helped with track laying and reduced the wiring across baseboard joints.

The storage yard layout had already been decided on and the track was mostly laid using Peco code 100 wooden sleeper flexible track and Streamline points. By the time my challenge had been issued, all that was left for me to do was design and build the scenic section. For this I used the three already constructed 1,200mm x 400mm standard module boards. Track was again Peco code 100, but this time plain track was concrete sleeper with points having wooden sleepers. I added timber bought from my local DIY store for the backscene boards.

The scenic section had mostly been built (without the layout lighting) in isolation from the storage yard, and the two sections were brought together and tested partway through the build. The main issue encountered was a short circuit when the main line crossovers were opened, this was down to wiring the scenic and storage yard sections separately. To overcome the short circuits, I have to work to certain restrictions when running to avoid them and surprisingly, this adds to the interest of operating the layout.

I managed to complete the scenic section to a point ready to exhibit in seven months. Sadly by the time the layout was ready at the start of March 2020, Covid had struck and there was uncertainty around holding exhibitions. As with almost everything else, we were unable to hold our exhibition and the club rooms were closed. Layout lighting was finally added once we could get back into the club rooms and consists of three Wickes kitchen cabinet tube lights.

THE LAYOUT

At this stage I would like to point out that my layout Howbrooke is not a real

“For the time being the layout is primarily operated on traditional analogue control although provision has been made for DCC operation.”

RICHARD SMITH



place, nor is it based on the history of a particular line or any 'what if' scenarios for proposed extensions. Instead it is a combination of ideas and inspirations taken from various sources and combined to try and represent as closely as I could a modern railway scene. I know traditional layout planning says you should build the baseboards to fit your layout plan, but as the boards were already built I had to work the other way round.

Luckily I already had some ideas. Howbrooke is a real place between Sheffield and Barnsley. Fellow modeller Steve Saxby who is a member of the Neepsend Model Railway Club (also in Sheffield) built a layout with the same name some years ago. I saw Steve's version of Howbrooke at one of our club exhibitions and it stuck with me. A discussion with Steve about the layout and if he was open to me purchasing it confirmed it was still in storage and Steve kindly gifted it to me to renovate. Sadly the layout was beyond my skills to bring back to life after years in storage. So instead the track plan, some of the scenic ideas and layout name formed some of the inspiration for my new scenic section including the high level station, stone retaining wall and pedestrian ramp.

The idea for the remaining track formation required to fit the baseboard footprint was adapted from a layout plan in a layout planning book. This was combined with the original layout to complete a larger track formation which now made up the full track plan for the three scenic boards I had. It also appeared to be a mirror image of the track formation from the old layout.

Another location that was not on my modelling radar at first but formed some of the inspiration for the scenic section, including the houses, is Mossley near Manchester. I wasn't aware of the station, but I saw a small working diorama based on the station and this inspired me too. The last location to help with ideas for the scenic area is the now closed and unused Brightside station on the route from Sheffield heading to Barnsley and Doncaster via Meadowhall. All that was »



3 Left: Modern era DMUs line up between the Metcalfe kit based platforms. Several of the units have been reliveried by Rainbow Railways.

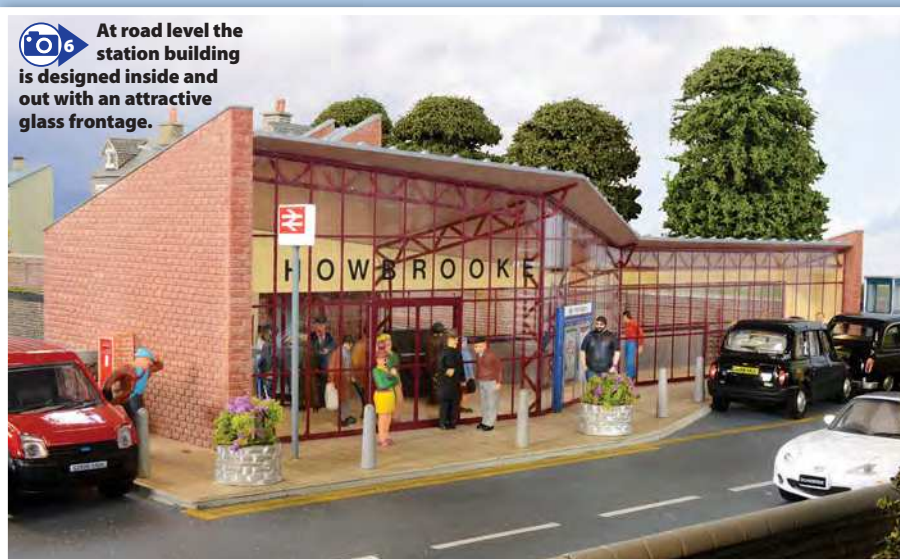
4 Right: Northern Rail Class 158 158782 pulls away from Howbrooke beneath the high level station.

5 Below: GBRf Class 50s 50049 Defiance and 50007 Hercules disturb the peace at Howbrooke as they thunder through with a railtour formed of BR Mk 1 stock.





At road level the station building is designed inside and out with an attractive glass frontage.



left now was to fill the two larger gaps which eventually formed the industrial areas.

The baseboards had been covered with cork across all the top areas to help deaden sound while the 45 degree boards only had cork under where the track would go. Once the track had been laid, the scenic section was treated to a coat of rust and sleeper grime to tone down the sides. I also painted all the copper clad sleepers used to reinforce the baseboard track joins and any track pins with Humbrol enamel concrete colour to hide them and blend them with the Peco concrete sleepers track. Before ballasting, trackside components were installed such as relay boxes, cable trunking, point motor heaters, TPWS grids and AWS ramps, as well as some plastic coated metal rod painted orange to represent the tubing for cabling



Class 150 and 153 DMUs pause at Howbrooke to collect passengers. The high level station building was built for the layout by David Jane from scratch.





Tinsley hump shunting yard
 'master and slave' Class 13
 13005 (in fictitious EWS livery)
 shunts the steel works siding at
 Howbrooke.



to pass under the tracks. These are kits or components from various sources such as Knightwing, Wills and Peco. Another club member, Alex Roughsedge, designed and 3D printed the ground signals.

Before ballasting, the platforms were installed using Metcalfe kits to speed up construction, and the main retaining walls and bridge supports were installed using stone and brick sheets from the same source. The retaining walls and bridges were then topped with either brick walls or Vari Girder bridge components from the Wills range. Once all these main areas were complete, ballasting was undertaken using Greescenes modern ballast mix secured with the usual PVA water mix after the ballast was dampened with water and washing up liquid to aid the flow. Attention then turned to the green areas before working on structures above the walls and bridges.

Scenery was built up using polystyrene shaped with a heated carver. Once the basic shape was in place, it was all covered with plaster bandage before being painted earth brown. Onto this I glued Woodland Scenics fine mixed scatter, which once dry was covered with mixed autumn and summer 2mm static grasses. Finally on top of this I then used various thicknesses of turfs to vary the texture before adding coloured scatters to represent wild flowers. Trees were added which are a mix of some conifer and deciduous types and covered with turf mixes to represent the foliage on them. All these products were from the Woodland Scenics range.

BUILDINGS

Structures on the layout are relatively simple. Starting from left to right as you view the layout from the front, the warehouse forming part of the rail served industrial area is from the Wills Modern range of kits built as per the instructions and weathered as required. Signs were

added from a sheet which came with a magazine, while the details were from Alex 3D printing them or spares club member Matthew Rose had. Matthew also provided some of the vehicles and forklift trucks used around the layout. Security fencing around the layout is also from the Wills Modern range of kits.

Next is the footbridge which covers one of the baseboard joints and accesses the housing. This is scratchbuilt from plastic components and Vari Girder pieces. The row of terraced houses and the takeaway were built from scratchbuilt shells which were detailed by Matthew before being installed on the layout. The last two stone terraces were built and provided by Brian Wheeliker as he wanted to see how they built up from Metcalfe kits.

The next main structure and focal point of the layout is the station building. Built above the tracks, it helps hide the final baseboard joint on the scenic section. This and the road section were built by club member David Jane. David wanted to build a modern station and what he created far surpassed any expectations I had. The station area consists of the road bed and pavements, a lift shaft and glass surrounds as well as the stairs leading onto platforms 2 and 3 from the building. I then added the bollards, flower beds, street lights and platform items, all either kits or ready made from Wills, Bachmann Scenecraft, Knightwing and Heljan. The shelters and benches are from Heljan's modern station kit which is no longer available. Graham also supplied the platform lights which sit as dual sets on platforms 2 and 3. The final addition to the platforms were the signals which are modified Knightwing kits and are also dummies.

The final area on the layout is the older warehouse/mill structure which is built from one of the newer Metcalfe kits. This was put on a large concrete apron which is just the base cork painted in a »

textured paint. The portable buildings and containers are built from kits and detailed, as is the modern warehouse, but this time the security fence has gates to provide Network Rail access to the tracks. This area is the second most popular and probably most unusual as it is not often modelled. The area draws a lot of interest due to the scratchbuilt Network Rail trolleys and bags of material for track renewal works. This is another creation from Matthew based on various scenes he has witnessed working as a signaller for Network Rail. The portable trackside building is an old Hornby Skaledale model and the generator is a 3D print Matthew found.

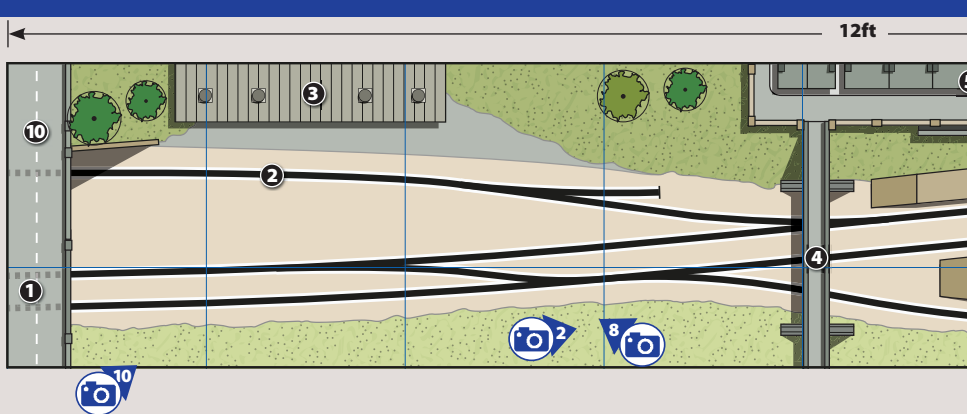
THE TRAINS

The rolling stock, multiple units and locomotives used on the layout are all from the usual mainstream manufacturers as well as Realtrack for the Class 144/156 units, and the BBA steel wagons are from Cavalex. Its stone hopper wagons and Accurascale's forthcoming models are eagerly awaited.

Some of the multiple units are special runs done by Rainbow Railways to represent the new liveries, and I also had a couple commissioned specifically. I like modelling the current railway scene due to the liveries adopted by the train and freight operating companies which I feel makes today's railway scene look very colourful. The Cavalex BBA wagons are some of the best I have seen for a long time and have to be one of my favourites due to the quality of them which surpasses some of the offerings from the main manufacturers.

For the time being the layout is primarily operated on traditional analogue control although provision has been made for DCC operation. My main focus is on building stock up where I can before fitting digital

HOWBROOKE TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 To/from storage yard	4 Footbridge	7 Bay platform	10 Road bridge
2 Steel siding	5 Low relief houses	8 Station building	11 Network Rail store
3 Warehouse	6 Platform	9 Warehouse	12 Branch line

equipment and weathering the models. The layout is operated in a set pattern with the storage yard stacked with trains and run out in order. There is no sequence to the movements yet as there hasn't really been time to develop a proper operating rationale, although certain items are limited to where they can go on the layout. For example, the smaller units are only allowed in the bay or up the branch and the steel train is the only freight that can run onto the industrial estate. It is the lack of operating sequence which is one of the main challenges with the layout at the moment, and trying to get the stock allocation right for the size of the storage yard and what length trains look best running through the short and narrow scenic section. I appreciate this may seem odd to some readers but having read a lot of starter articles on layout building I have the term 'layout

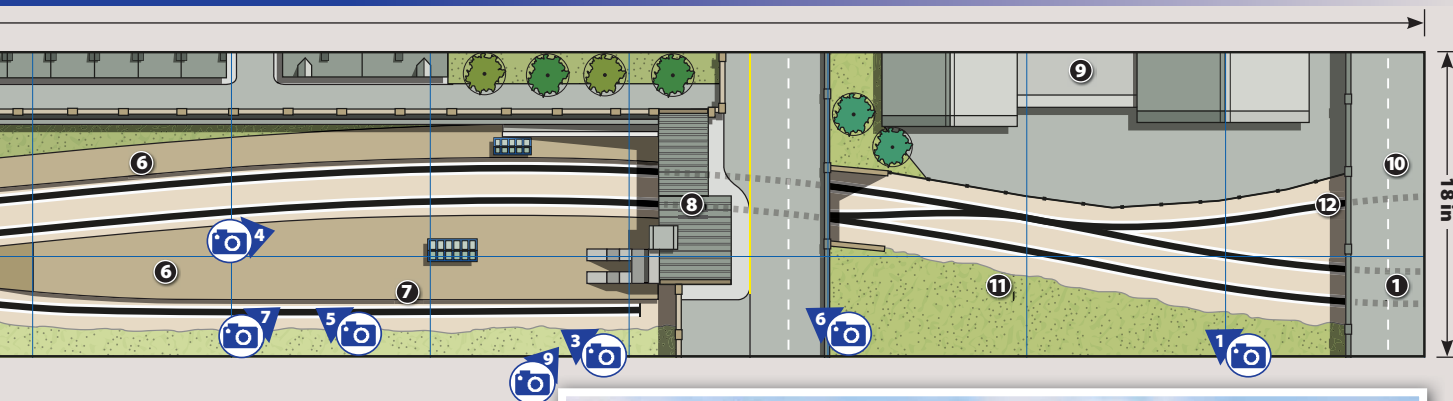
composition' constantly drumming in my head. A full-length High Speed Train or 20 plus block rake of wagons is a little out of place on the layout. Getting the best use out of the fiddle yard is also a learning process.

THE FUTURE

I really enjoyed building Howbrooke and while in my head I had an overall plan of what I wanted I had to keep taking a step back from the layout at each stage of the build to make sure it was going the way I had planned. I feel I have managed to capture the impression of the modern railway, although I will admit all my stock is far too clean so weathering is something I will have to take the plunge with sooner rather than later.

While I believe I have achieved what I set out to do with Howbrooke, I find myself still looking at the





Right: Brick and stone construction are combined at Howbrooke where the modern station joins the older retaining walls.

lineside of the railway when passing or on a train and see the things I have missed. There is now a lot more to add to the next layout such as the drainage runs along the line or the power cables to the signals and so on. The modern railway seems to have a lot more secondary items than I was used to modelling while helping the club members' steam and early diesel era layouts.

My fleet is being built up so I can eventually model the line that runs in the bottom of the valley near my family home in Sheffield, the route from Sheffield to Barnsley and Doncaster. Some of the formations I am looking to represent run into the old Tinsley Yard site (now the Sheffield International Rail Freight Terminal) so a little licence will be used when I do eventually build it. There are also plans to build a freight only layout based on this site, especially as



it has finally started to see more use as a container terminal and spoil disposal point for waste material from High Speed 2 works.

Building Howbrooke would not have been possible without the help and advice from all the SMRE club members and I would like to thank David Jane, Brian Wheeliker, Alex Roughsedge and Graham and Matthew Rose for all their assistance

with Howbrooke and Nicholas Gurney for helping operate the layout.

Howbrooke is due to appear at the SMRE exhibition in 2022 and is available for other shows if anyone is interested. Please visit our club website www.sheffieldmodelrailwayenthusiasts.com, which also provides details of where we meet if any local readers are interested in joining the club. **HM**



Direct Rail Services Class 68 68002 Intrepid powers away from Howbrooke with a railtour. The layout is built to fit with a standard storage yard and uses a trio of 4ft long baseboards for the scenic area.

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Rails' Caley

FIRST REVIEW

'812' IS HERE!

The cab interior is fully detailed.



Pure Scottish based ready-to-run locomotives are rare, but Rails of Sheffield has bucked the trend with this magnificent 'OO' gauge commission from Bachmann. **MIKE WILD** discovers what this long-standing 0-6-0 has to offer.



Right: New for 'OO' gauge and exclusive to Rails of Sheffield is this stunning collection of Caledonian Railway '812' 0-6-0s.

THE STRIKING lined blue livery of the Caledonian Railway stands out from the crowd and now you can own another piece of Scottish railway history with the arrival of Rails of Sheffield's exclusive model of the 1899 introduced '812' 0-6-0s for 'OO' gauge.

Scottish Region ready-to-run steam locomotives have been

comparatively rare but Hornby has long produced the Caley 'Pug' 0-4-0ST (often known as 'Smokey Joe') as well as the Caledonian Railway '123' 4-2-2 which started life with Tri-ang. However, modern day models have been thin on the ground.

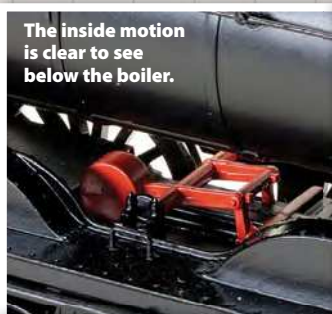
The Caledonian '812' – a distinctly Scottish machine – was commissioned by Rails of Sheffield

in February 2019 with Bachmann selected as the manufacturer to produce this exciting addition to its limited edition portfolio. It models the class of 79 locomotives in a choice of original Caledonian Railway lined blue as 828, LMS black as 17566, BR black with late crests as 57566, weathered BR black with early crests as 57565 and in preserved Caledonian

Railway lined blue as 828.

The all-new model has been produced with the support of the Caledonian Railway 828 Trust and the Strathspey Railway at Aviemore in Scotland which is currently home to the sole-surviving example of this Victorian era 0-6-0.

See Reality Check on pages 68-71 for the full class history.



The inside motion is clear to see below the boiler.



Detail abounds on the 'OO' gauge '812s'.



Buffer beam detail is excellent.



The chimney is neat produced.

TECHNICAL DETAILS

Manufacturer:	www.railsofsheffield.com
Cat No:	35-280Z (828 Caledonian blue), 35-281Z (17566 LMS black), 35-282Z (57565 BR black)
Description:	Caledonian Railway '812' 0-6-0
Builder:	St Rollox Works and outside contractors
Region:	Scottish
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length (over buffers):	207mm
Price:	£179.95 (DCC ready), £279.95 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	Next18 socket
Speaker:	15mm x 11mm cube (in tender)
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-6-0
Purpose:	Mixed traffic and goods
Haulage capacity (expected):	Six coaches
Haulage capacity (actual):	Eight Hornby Mk 1s (maximum tested)



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THE MODEL

For review we had the opportunity to inspect three different versions of the Rails '812' – 828 in original Caledonian Railway lined blue (Cat No. 35-280Z), 17566 in LMS black which you can also win in our latest competition as detailed on pages 10-11 (35-281Z) and 57565 in BR black with a weathered finish (35-282Z). All versions of

the '812' are available DCC ready with a Next18 decoder socket and factory fitted 15mm x 11mm cube speaker or DCC sound fitted from the factory with an ESU LokSound V5 chip installed. The prices are £179.95 DCC ready and £279.95 DCC sound fitted (£199.95 and £299.95 respectively for the Caledonian blue examples).

The external details of these

0-6-0s are superb and capture the charming looks of the prototypes well. The high pitched boiler reveals motion detail below while there are also correctly formed splashers over the driving wheels, separately fitted lamp irons, separately fitted handrails and correct chimney and dome arrangements. Importantly there is lots of fine detail on these

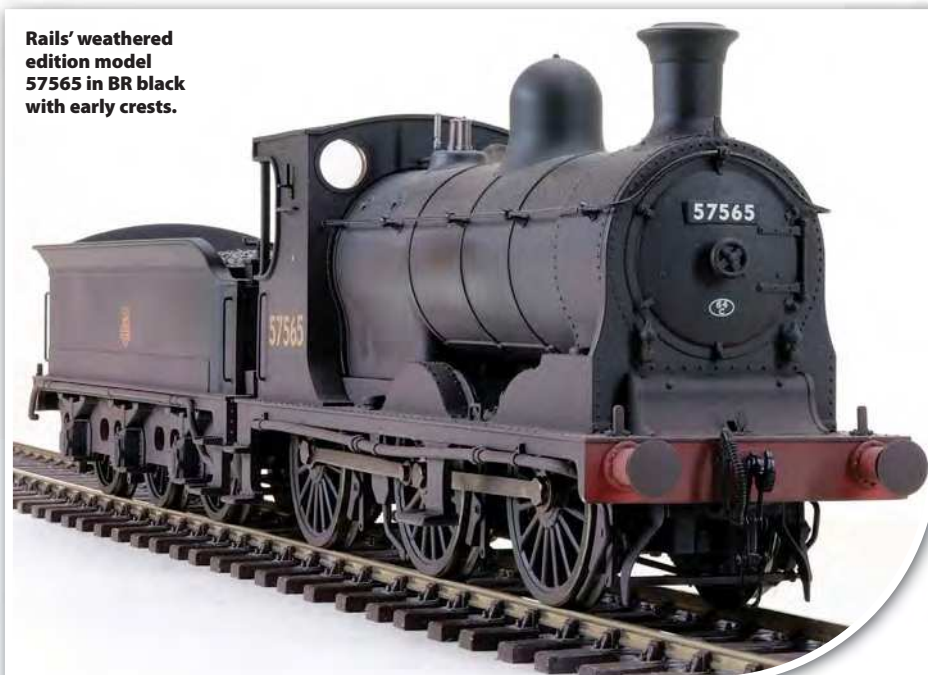
locomotives including door hinges, rivet patterns, boiler bands and more. It all adds up to a comprehensively detailed model.

While there are many standard components between the models there are also detailed differences including the safety valve type between the Caledonian and later LMS/BR period locomotives, smokebox door dart, buffer beam

Rails' weathered edition model 57565 in BR black with early crests.

"When it comes to decoration Rails has the benefit of Bachmann's expertise in this area."

MIKE WILD



Safety valves.

Next18 decoder socket.

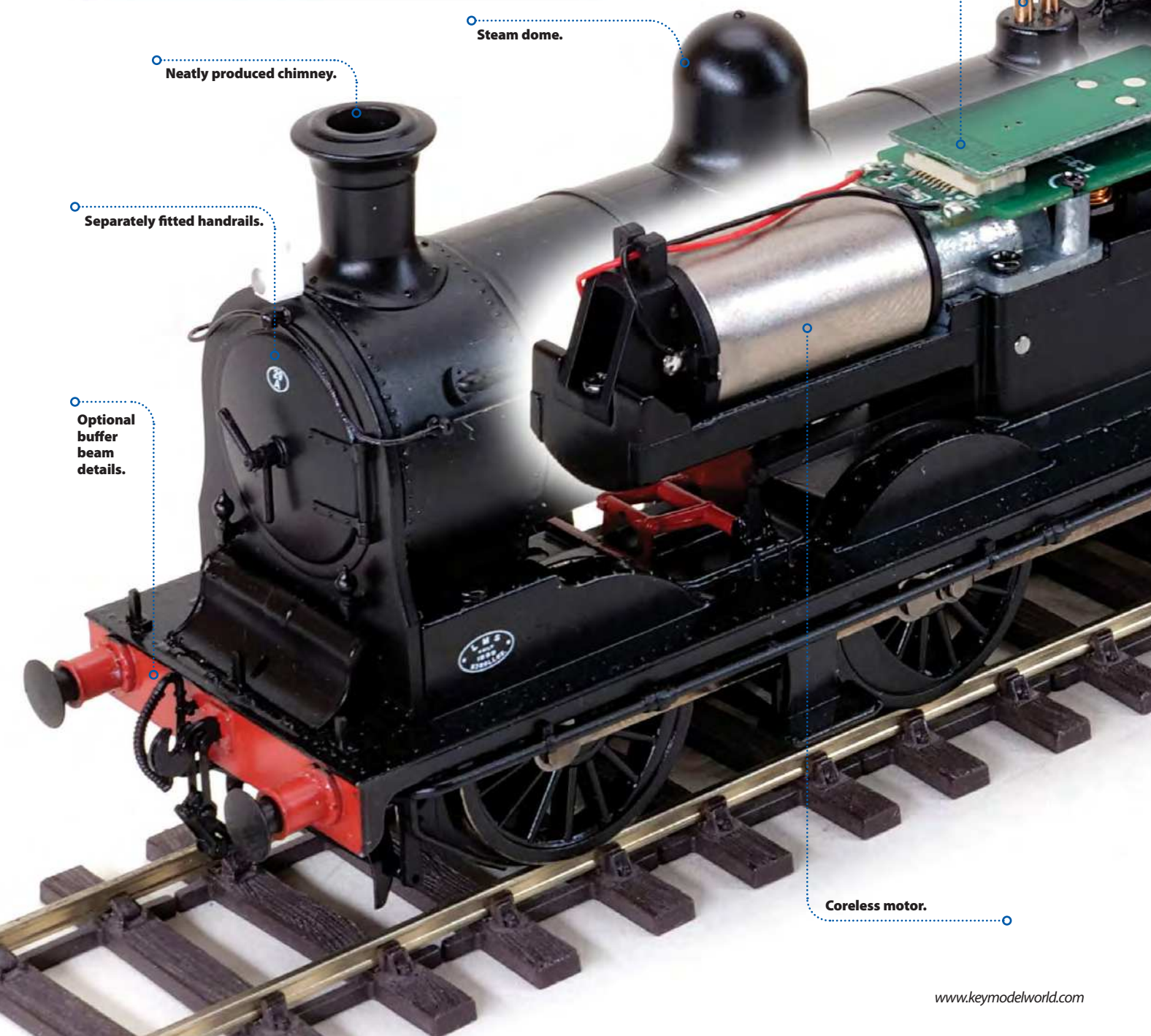
Steam dome.

Neatly produced chimney.

Separately fitted handrails.

Optional buffer beam details.

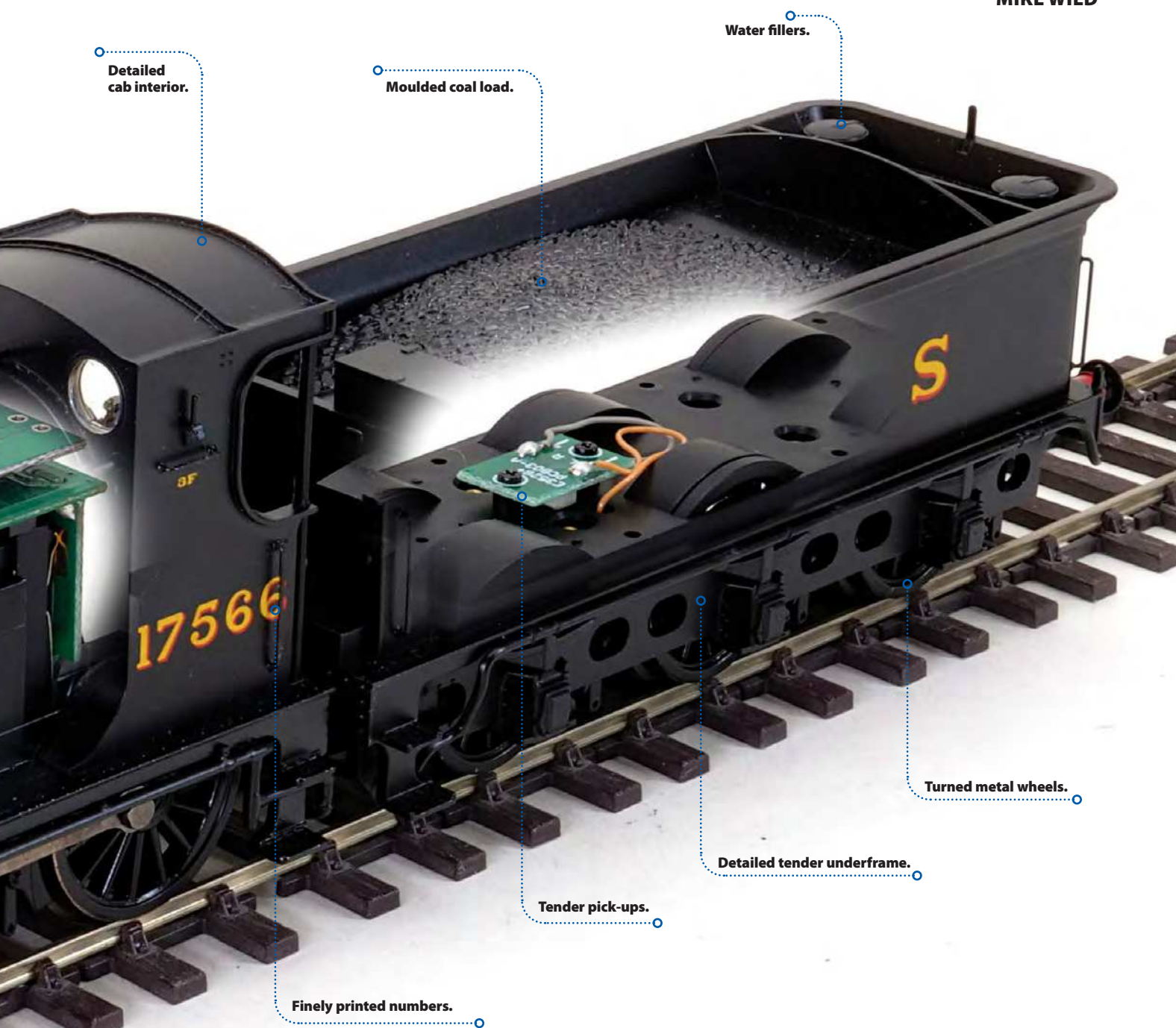
Coreless motor.



Below: A coreless motor powers the '812' while there is also a Next18 decoder socket, 15mm x 11mm cube speaker and firebox flicker installed from the factory.

"The Caledonian '812s' have a coreless motor for propulsion which drives the centre driving axle."

MIKE WILD



pipe options and also locomotives with and without air brake pumps. There are also two different tender bodies with 57565 being paired with a tender which has an additional panel along the lower third of the tank.

When it comes to decoration Rails has the benefit of Bachmann's expertise in this area. Each has been well researched and prepared, particularly the Caledonian blue version which is quite simply stunning. Highlights

of this include outstanding lining on the buffer beam, buffer shanks, boiler, frame, cabside, cab front and tender plus silvered buffers and the internal motion picked out in red which stands out against the blue and maroon base colours.

The other two sample locomotives may have more basic liveries, but they have still been done well. The LMS black version has consistent paint application and is enhanced with red buffer beams and valve gear while the

lettering and numbers are superb. The weathered version offers a typical all over grime finish which is pleasing to the eye, but lacks some of the detail you would get with a custom finish. However, it could easily be enhanced with a little work at home.

All three locomotives have a fully detailed and painted cab interior right down to the gauge faces making it ripe for addition of a crew on the open backed footplate.

PERFORMANCE

The Caledonian '812s' have a coreless motor for propulsion which drives the centre driving axle. We tested the models with both analogue and digital control which affirmed the value for slow speed control available with the latter with digital providing a more refined start and stop than analogue.

Throughout the speed range our samples ran smoothly and quietly and also handled an eight coach



Left: Locomotives with and without air pumps are modelled. The cabside number plate is neatly printed.

Below: The Caledonian lined blue is a stunning and intricate colour scheme.

rake of Hornby BR Mk 1 carriages comfortably on our level test track. Points and crossings were also negotiated faultlessly with the locomotives offering a consistent back-to-back measurement.

For digital users there is a Next18 decoder socket positioned inside the locomotive in the firebox area which is simple to access with the removal of two body fixing screws – one at the front, one at the rear. There is also a factory fitted 15mm x 11mm cube speaker in the firebox area in all models to provide simple plug and play sound upgrades. In addition there is a firebox glow which operates permanently with analogue and can be controlled through function buttons on DCC.

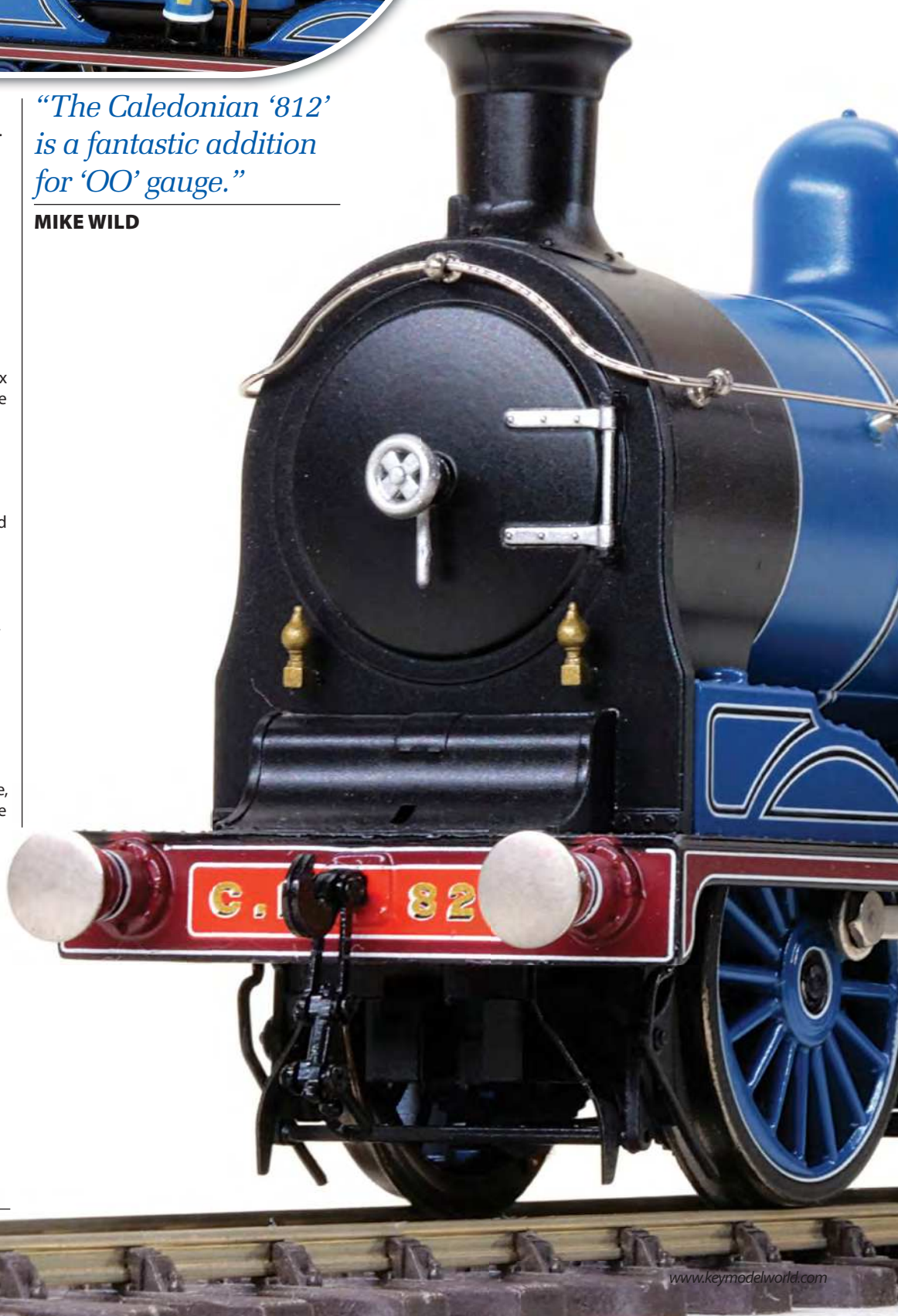
The sound fitted sample provided a good set of sounds, though they were a little quiet for our tastes due in part to the depth of the baffle to the speaker and the main exhaust sounded a little thin. Nevertheless, all the sounds were complementary to each other in volume with excellent whistles, coal shovelling sounds (which also operate the firebox glow), active brakes on F2, heavy and light load simulations with the exhaust sound, injector, handbrake, guard's whistle and driver response and more. It's a very enjoyable locomotive to operate, even at its lower volume.

“The Caledonian ‘812’ is a fantastic addition for ‘OO’ gauge.”

MIKE WILD

“The external details of these 0-6-0s are superb and capture the charming looks of the prototypes well.”

MIKE WILD



Right: In profile the '812' 0-6-0 models capture the look of the prototype well.



OVERALL

The Caledonian '812' is a fantastic addition for 'OO' gauge and a great boon for Scottish Region modellers of the steam era looking to replicate any era from 1899 to the mid-1960s when the last of these characterful 0-6-0s were withdrawn.

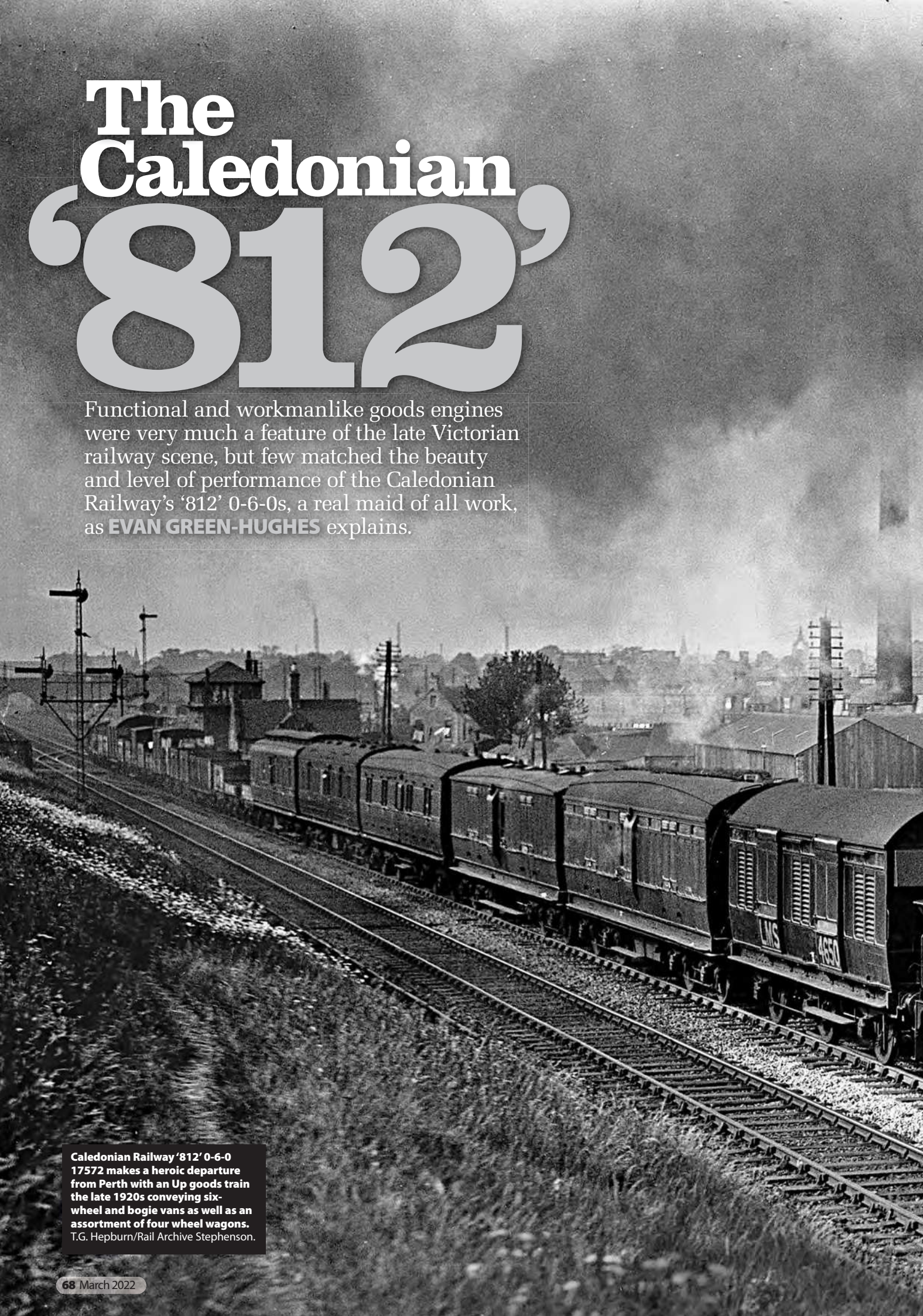
On behalf of Rails, Bachmann has done an excellent job in recreating the '812' in all respects and with more than 80% of the full production already sold by the time this issue went to press we aren't the only ones to delight in the new Scottish 0-6-0.

A superb addition available to buy right now. (MW)



The Caledonian '812'

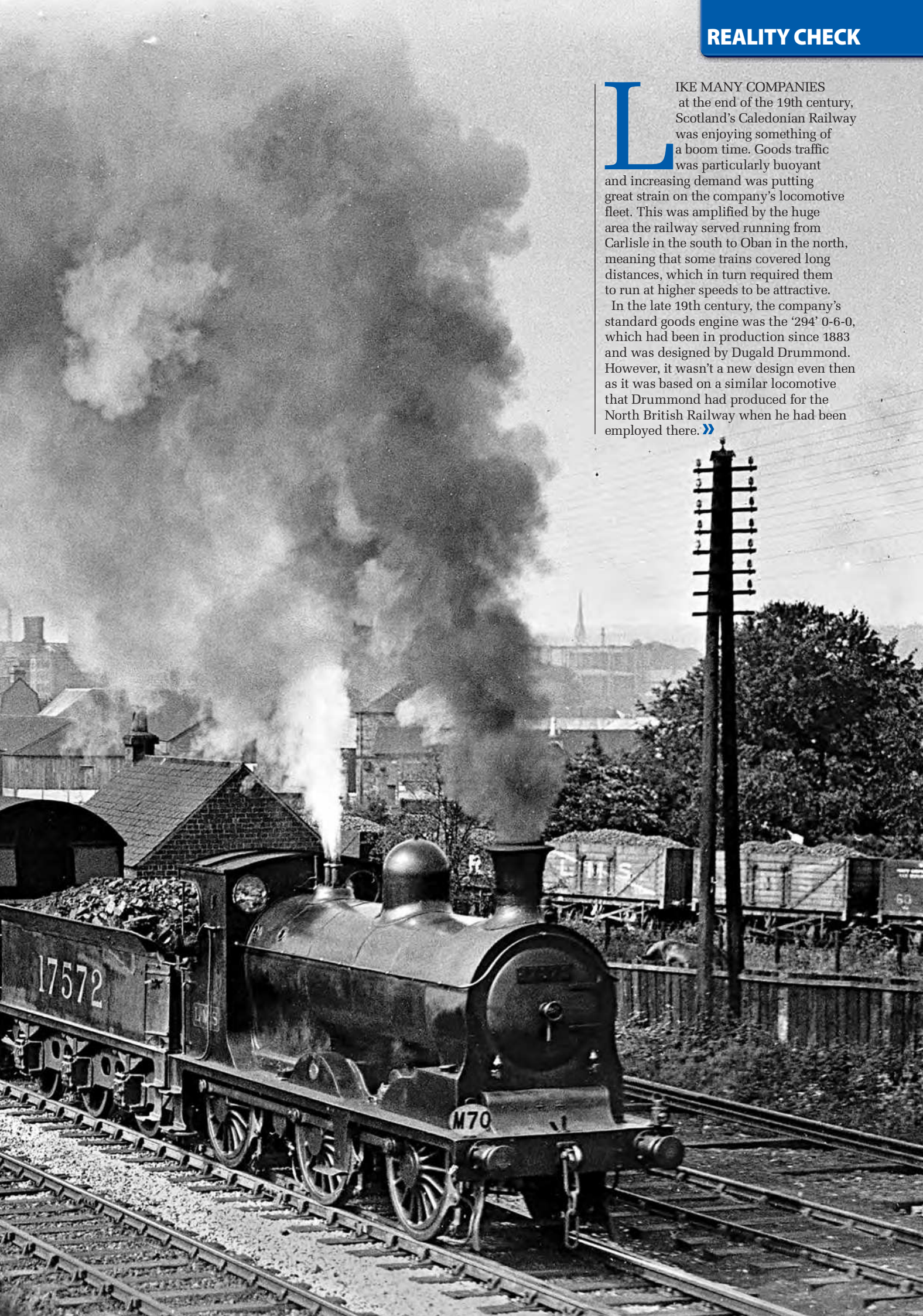
Functional and workmanlike goods engines were very much a feature of the late Victorian railway scene, but few matched the beauty and level of performance of the Caledonian Railway's '812' 0-6-0s, a real maid of all work, as **EVAN GREEN-HUGHES** explains.



Caledonian Railway '812' 0-6-0
17572 makes a heroic departure
from Perth with an Up goods train
the late 1920s conveying six-
wheel and bogie vans as well as an
assortment of four wheel wagons.
T.G. Hepburn/Rail Archive Stephenson.

LIKE MANY COMPANIES at the end of the 19th century, Scotland's Caledonian Railway was enjoying something of a boom time. Goods traffic was particularly buoyant and increasing demand was putting great strain on the company's locomotive fleet. This was amplified by the huge area the railway served running from Carlisle in the south to Oban in the north, meaning that some trains covered long distances, which in turn required them to run at higher speeds to be attractive.

In the late 19th century, the company's standard goods engine was the '294' 0-6-0, which had been in production since 1883 and was designed by Dugald Drummond. However, it wasn't a new design even then as it was based on a similar locomotive that Drummond had produced for the North British Railway when he had been employed there. »



'812' 0-6-0 844 poses for its official portrait in photographic grey when new in 1900. This was one of the locomotives built under construction by Neilson Reid to meet demand for new goods locomotives on the Caledonian Railway. [Rail Archive Stephenson](#).



Like many locomotives of its period it employed a medium-sized boiler working at a modest pressure, in this case 150psi, and relatively small cylinders and had a limited power output as a result. Notwithstanding that, it was generally well laid out for the time and was reliable and economical.

In 1895 John Farquharson McIntosh was appointed Locomotive Superintendent of the Caledonian Railway. He had risen through the ranks, starting work on the footplate in 1860 but changing careers seven years later after losing a hand in an accident. Before this promotion, he was Locomotive Inspector for the company

and had also served as a shedmaster and chief inspector. As might have been expected given his employment history, he did not immediately make any major changes to the company's locomotive fleet, but he knew many of the engines then employed would soon need replacing with something rather better.

The Caledonian '812' 0-6-0s were rugged and hard working locomotives. In 1930 17615 stands on shed at an unknown location raising steam.

[W.H. Whitworth/Rail Archive Stephenson](#).



INCREMENTAL CHANGES

His early work focussed on improving existing designs, and he turned out the smaller '709' 0-6-0 and the '19' and '439' class 0-4-4Ts as well as several other types, all of which contained minor improvements over the originals. However, in 1896 he produced the first of his famous 'Dunalastair' 4-4-0s, which although based on an earlier Drummond engine were fitted with a huge boiler working at 160psi which was also fitted with additional tubes allowing it to be a prodigious raiser of steam. These engines eliminated the need to double-head many express services and became greatly influential in steam engine design practice, with elements of the 'Dunalastair' being adopted by many other railways.

Three years later, he began to apply the same principles to the design of goods engines and work began to upgrade the '294' class by fitting it with a 'Dunalastair' style boiler and by increasing the size of the cylinders. The new goods engine, which became the '812' class, also used the improved cab from its passenger cousin, although this was six inches shorter than that previously used.

As the design was considered to be a development of an existing one and the requirement for locomotives was urgent, the company placed an order for production straight off the drawing board. Such was the need that some had to be built by outside contractors, with Neilson



In workstained condition and approaching the end of its career, '812' 0-6-0 57560 – originally built in 1899 at St Rollox Works – simmers on shed at Dalry Road on April 30 1958. J.F. Davies/Rail Archive Stephenson.

Reid supplying 20, Sharp Stewart 15 and Dubs and Co a further 15. The balance of 46 were built at St Rollox Works in two batches, and in total 79 engines were constructed in only two years. Neilson Reid was contracted to supply four engines a month, while Sharp Stewart was to build no less than eight, such was the hurry.

There were very few differences between the batches, however the first

17 were fitted with Westinghouse train air brake equipment and train heating pipes as the original intention had been that the locomotives would be designated as mixed traffic.

In service the class proved itself worthy of this designation and was easily capable of running at 55mph, meaning that throughout their lives they would turn up on excursion trains, while some were also used to work the Clyde Coast boat trains. Most of the class was used on the intended goods traffic, and they were seen all over the Caledonian system.

Later, in 1908-1909, another batch of 17 locomotives was built to the same basic specification, although there were minor differences to the cab, the frames were strengthened and laminated springs were substituted on the driving axle for the earlier coil springs. These were designated '652' class. Of interest is that the Belgian State Railways copied the '812' design, producing three classes of basically similar engines between 1899 and 1914. »

'812' 0-6-0 FACTS AND FIGURES

Designer:	John F McIntosh
Built:	1899-1900
Builder:	St Rollox Works (29)
	Neilson, Reid and Co (20)
	Sharp Stewart (15)
	Dubs and Co (15)
Purpose:	Express goods and mixed traffic
Power classification:	'3F'
Wheel arrangement:	0-6-0
Weight (locomotive):	45tons 14cwt
Length (including tender):	51ft 1in
Height:	12ft 11in
Width:	8ft 8in
Brakes (as built):	Steam (locomotive – all)
	Air train brakes (17)
Driving wheels:	5ft 0in
Boiler:	Parallel 4ft 9¼in diameter
Boiler pressure:	160psi
Cylinders:	Two, inside 18½in x 26in
Tractive effort:	20,169lbs
Number in class:	79
Coal capacity:	4tons
Water capacity:	3,000gallons



INTO SERVICE

Initial passenger duties included boat trains to Gourrock and Wemyss Bay from Glasgow Central, with this work lasting until about 1906, while some also worked passenger turns around Perth and Dundee. Most of the others were employed on medium to long distance goods trains with the class predominant on coal trains originating from the Lanarkshire coalfields. Some engines were also employed on fast fish trains and this led to examples being equipped with vacuum ejectors and through pipes to enable them to work fitted goods trains.

As built, the first 17 Westinghouse-fitted engines were turned out in Caledonian blue livery, while the rest of the class was lined black, but following the grouping of 1923 all engines were painted unlined black and remained so for the rest of their lives. The air brake equipment was removed in LMS days and instead some engines were fitted with vacuum brakes, while there were minor changes in appearance with the original safety valves being replaced, some receiving a flatter dome and others being fitted with an LMS-pattern boiler. As built all had 3,000 gallon six-wheel tenders but during the 1940s some were given 3,570 gallon versions from scrapped 4-4-0s, with the originals being cascaded to older '294' class engines.

There was very little change in the work performed by the '812s' under the Caledonian Railway but following the 1923 Grouping and later nationalisation, these engines began to operate in a wider area, with many being used on the Glasgow and South Western section as well as the Highland lines, but the class could be found in many locations in Scotland prior to their eventual withdrawal.

While first intended as mixed traffic locomotives the '812s' were most commonly seen on goods workings. On October 12 1955 57591 enters Ballindalloch with the morning Boat of Garten-Craigellachie goods.

[W.J. Verden Anderson/Rail Archive Stephenson.](#)



DECLINE AND SALVATION

The class remained intact until 1946 when 17598 and 17610 were taken out of service and they were joined by 17567 the following year, although this had been damaged in an accident at Leith and was not repaired.

The remaining 76 survived into British Railways ownership and were renumbered by replacing the 17XXX series numbers with 57XXX identities, with gaps where locomotives had been withdrawn.

There were three more withdrawals in 1947 and two more in 1949 with only a handful more until 1959 when five more were taken out of service. The biggest number withdrawn in any one year was 27 in 1962 and the class was rendered extinct in 1963 when the last 10 were laid aside. By this time every engine in the class had achieved more than one million

miles in service with the largest mileage recorded being of first-built 812, which had amassed 1,574,248 miles.

Fortunately the Caledonian Railway Trust identified the '812' as one of the classes that should be preserved and it was successful in obtaining 57566, the former 828 of the Caledonian Railway, when it was withdrawn from Ardrossan

With its cab door open '812' 57597 approaches Nethy Bridge with a Craigellachie to Aviemore goods on September 5 1959.

[D.M.C. Hepburne-Scott/Rail Archive Stephenson.](#)



In splendid sunshine, '812' 0-6-0 57597 basks in the yard at Inverness shed on July 9 1958.

[K.L. Cook/Rail Archive Stephenson.](#)



BUILDERS AND NUMBERING

DATE	BUILDER	CR NUMBER	LMS NUMBER	BR NUMBER
1899	St Rollox Works	812-828	17550-17566	57550-57566
		282-293	17617-17628	57617-57628
1899	Neilson Reid	829-838	17567-17576	57567-57576
1900	Neilson Reid	839-848	17577-17586	57557-57586
1900	Sharp Stewart	849-863	17587-17601	57587-57601
1900	Dubs and Co	864-878	17602-17616	57602-57616

“There was very little change in the work performed by the ‘812s’ under the Caledonian but following the grouping and later nationalisation these engines began to operate in a wider area.”

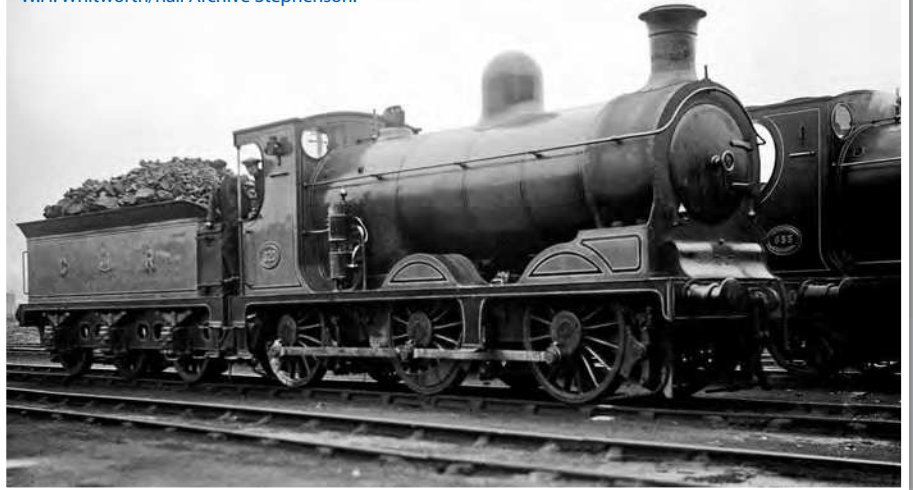
EVAN GREEN-HUGHES

shed in August 1963.

The locomotive was initially stored but in 1966 it was taken to Cowlairs works where it was brought up to display condition and then was moved to the former Glasgow Museum of Transport, where it was on show for 14 years. In 1980, it was extracted from the museum and moved to the Strathspey Railway in Aviemore where work started to return it to working order, with this being achieved in 1992. Since then and carrying Caledonian Railway blue livery, it has been a regular performer at the Strathspey and has also visited a

CR ‘812’ 0-6-0 820 is captured in original lined blue livery in the early 1920s, believed to be at the time of the 1923 grouping.

W.H. Whitworth/Rail Archive Stephenson.



number of other preserved railways for gala appearances.

In 2022 the locomotive is undergoing a ten-year overhaul, its boiler ticket having expired in 2021, but it is hoped that this will not be a prolonged affair and that this locomotive will be soon back hauling tourist trains once again in Scotland.

The ‘812’ class was a classic Victorian

goods engine, being powerful and free running, and its basic layout paved the way for many other designs that followed it. We are fortunate that there is one example of this famous class for us to see today, and that we have, at last, a model of this locomotive to enjoy almost 60 years since the last real one was in main line service. **HM**



Bachmann renews its CLASS 20

The Class 20 was one of the first main line production diesel locomotives when it entered service in 1957 and now Bachmann has gone back to the drawing board to offer a present day version of this long-standing workhorse for 'OO'. **MIKE WILD** takes a closer look.

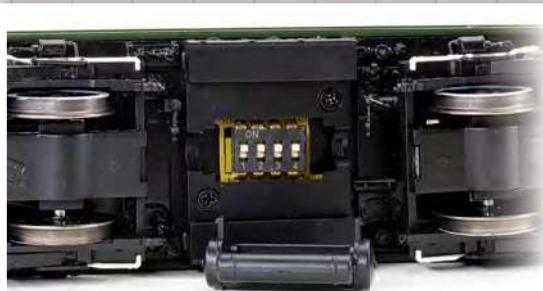
**FIRST
REVIEW**

THE CLASS 20 HAS AN important place in both real and model railway history. The English

Electric built Type 1 Bo-Bos were one of the first production main line diesel locomotives to enter service in 1957 while they also became Hornby Dublo's first ever ready-to-run diesel locomotive in 1959 which took the bold step for the time into plastic injection moulding.

The Hornby Dublo Class 20 stood the test of time, passing into the ownership of Wrenn, until arrival of a new version from Lima in the 1980s (since reintroduced by Hornby in 2008) and that then held sway until 2004 when Bachmann brought out its first 'OO' gauge model of the venerable single-cab diesel.





The underframe tanks are removable for access to the four manual lighting switches.

The cab end is fully detailed inside and out.



TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	35-351
Description:	Class 20 D8015, BR green
Builder:	English Electric and Robert Stephenson Hawthorn
Region:	Midland, Eastern and Scottish
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length (over buffers):	187mm
Price:	£179.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, PLUX22 socket
Speaker:	15mm x 11mm cube factory fitted
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic
Haulage capacity (expected):	Six-eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

However, it has now been 16 years since Bachmann paid full attention to its Class 20 which was in need of a refresh to meet modern standards and expectations. The 2004 version had received 8-pin

and then 21-pin decoder socket upgrades as well as provision for a speaker, but there was no lighting and the body tooling left scope for Bachmann to introduce the latest level of detail.

Bachmann's Spring 2021 British Model Railway Announcements

revealed the manufacturer's plans to release an all-new version of the original Class 20/0 in both disc headcode and centre headcode formats. It's been a little longer in coming than anticipated at its announcement, mainly due to global events, but all three versions are now here and ready for inspection – our sample being D8015 in original BR green livery



D8015 looks resplendent in original BR green with silver painted oval buffers.

(Cat No. 35-351). The green example is being joined by 20057 in BR blue (35-355) and 20227 in Railfreight red stripe grey (35-357). All three are available DCC ready and DCC sound fitted.

First though a little history. The first of the English Electric built locomotives were completed to a Pilot Scheme order in 1957 and in total 228 were completed by EE at Vulcan Foundry and by Robert Stephenson Hawthorn. D8000-D8128 were built with folding headcode discs while D8129-D8327 were built from new

with four-character headcode boxes giving two distinctive front end layouts to the Class 20/0.

In service the 1,000hp Type 1s were generally used for freight work, but their single cab and low power soon found them being used in pairs nose to nose in multiple which allowed them to haul heavier trains with better vision for crews. In the BR blue era they were synonymous with merry-go-round coal trains formed of HAA 45ton hoppers while in more recent times they have continued to serve on the main line as well

as in preservation on a variety of duties including nuclear trains, stock movements, stone trains and more.

THE MODEL

Bachmann's all-new Class 20/0 builds on the success of its late 2020 released DRS Class 20/3 (HM164) – an eagerly awaited model of a sub-class which had never been tackled in ready-to-run form before. However, the only common parts are the mechanism as electronics are different to work with the different lighting pattern of the Class 20/0 while the body tooling correctly reflects

the original locomotives and the differences from the overhauled Class 20/3s.

Presentation of our BR green liveried sample was nothing short of excellent. The green, grey and black base colours were all neatly applied with neat edges while highlights include classic red bufferbeams, silver painted bufferheads and shanks, neatly printed BR crests and cabside numbers plus pipework picked out in white on the bogies.

Inside the cab interior is superbly detailed, right down to the handles on the electrical cabinets above the control desk, while both driving

Right: Inside the Class 20 features a five-pole motor, factory fitted speaker and PLUX22 decoder socket.

Track pick-up connections.

PLUX22 decoder socket.

Detailed body.

Below: The all-new Class 20 from Bachmann features superb details and a full set of optional bufferbeam parts in the accessory pack.

Main Printed Circuit Board.

White walled wheels.

Battery boxes with lighting switches inside.



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positions have a full complement of gauges and handles with a painted finish over the moulded parts. Cab lighting is also fitted as standard and, correctly for a 1960s period locomotive, this has a soft yellow colour to it to represent incandescent bulbs.

Detailing of the locomotive continues to the same high standard with correct shaped window apertures for the original locomotives, raised cab roof vents and horn grilles moulded at the top. The plastic windscreen wipers are a little heavy for our liking when compared with the rest of the model, but the good work continues on the lower cab front where you will find separately fitted handrails, sockets to push in headcode discs from the accessory pack and a full set of six working lamps too – four headcode lamps

with a warm yellow glow and two red tail lights.

The bodyside 'cupboard' doors are all modelled correctly together with the engine roof grilles while the roof features finely moulded exhaust ports together with hatch detail and an etched metal grille over the roof fan. At the nose end one side has a ladder to the roof, as per the Pilot Scheme locomotives, while there are also separately fitted metal handrails, lamp irons on the nose end and grab handles above the steps at each side.

PERFORMANCE

Having enjoyed both testing and running examples of the new Bachmann Class 20/3 we were looking forward to and expecting high performance from the new Class 20/0 since it shares the same mechanism. Happily our sample did not disappoint – quite the opposite – as straight from the box

D8015 ran smoothly and quietly in both directions on both a rolling road and on Peco code 75 track.

The chassis proved capable of negotiating a range of pointwork including medium and large radius straight points as well as curved points, diamond crossings and a three-way. Haulage capacity was ample with our sample Class 20 hauling a 30 wagon four-wheel goods comfortably and being equally at home with a set of eight Mk 1 carriages in tow.

The electrical specification makes the Class 20 a simple project to convert to sound as there is a factory fitted 15mm x 11mm cube speaker and a PLUX22 decoder socket meaning that all you need is a sound decoder of your choice to make the upgrade. The speaker isn't quite as powerful as we would like, but there are choices on the market to upgrade it for better sound output should you wish.

The lighting installed operated consistently on analogue control on receiving power and looks

superb passing through the headcode discs once they are installed. In addition, for analogue modellers there is the option to configure the lights manually using the bank of hidden switches in the removable air tank moulding at the centre of the underframe.

OVERALL

The Class 20 is one of the all-time classics of the diesel era. Its single cab design makes it stand out from the crowd and while it might not have the glamour of a 'Deltic' or 'Western', it is an essential locomotive which can be used in many main line and branch line situations.

Bachmann's decision to go back to the drawing board with these English Electric Type 1s is excellent news and serves up a highly detailed well thought out locomotive which builds on the new Sulzer Type 2 (Class 24) from HM170 and the Brush Type 4 (Class 47) from HM174.

A quality product which runs beautifully. (MW)

• Visit www.keymodelworld.com/class-20 to see our full range of Class 20 reviews, features and videos.

15mm x 11mm cube speaker.

Track pick-up connections.

Detailed cab interior.

Bogie pipework.

Hornby LNER 'Azuma' CLASS 800/2 ARRIVES

New liveries have been hotly anticipated on the Hornby Class 800 unit.

RICHARD WATSON

inspects the first LNER liveried set to arrive.

HORNBY'S Hitachi Class 800/2 has finally landed in LNER 'Azuma' livery. First announced in the Hornby 2019 range with an expected release date of July 2019, despite the delays, it looks set to be a welcome arrival for many modern image modellers.

The train pack from Hornby (Cat No. R3762) contains a power car, trailer car and an additional three coaches forming a prototypical five-car set modelling 800201 and comprising PDTRBF 815201, MS 812201, MS 813201, MC 814201 and PDTS 811201.

The real thing was built in 2018 by Hitachi at its factories in Kasado, Japan, and Newton Aycliffe. It entered revenue-earning service that year after time on the UK rail network on test in an unbranded livery. The five car 800/2 units boast an impressive 2,250 horsepower and a maximum speed of 125mph under diesel power via their three 750HP MTU 12V 1600 R80L engines. They, along with the nine-car Class 800/1 trains were part of the Intercity Express Programme (IEP) fleet and built to replace the ageing Class 43s and 91s services on the East Coast Main Line.

Once out of the box, the full train pack looks superb. The LNER white and red livery really suits the class

and the model doesn't disappoint. Other details include separately fitted windscreen wipers, directional LED lighting, disc brakes fitted to the wheels plus fine moulded detail on the roofs, bogies and bodyside mouldings.

One of the power cars is fitted with a centre mounted motor with drive shafts to both bogies. Power and trailer cars are DCC ready and will require an 8-pin DCC decoder each while the trailer car will need CV changes as detailed in the instructions with the model.

The pantographs are poseable, if a little delicate. Once in position they hold up well when running. There's no loss of detail between the driving ends and the coaches:

Hornby has paid particular attention to passenger lighting with each window having its own LED to offer an equal soft yellow light being emitted from each window.

Admittedly there are some small areas of compromise. The roof fans are moulded (not that you'd tell without looking at the right angle) and the thin plastic around the gaps on the cab doors do suffer from light bleed which could be fixed with a little black paint added to the inside.

Livery application is excellent with crisp lined detail. One area which really stands out is the inclusion

of an imitation Dellner coupling behind the nose cone in a NEM pocket with the option to swap it for standard tension locks, Kadee or magnetic coupling, allowing you to join multiple Class 800 sets together. This socket is fixed, however, so careful selection of couplings will be required for tighter radius track.

The coaches sit closely together which has fast become the coach version of sprung buffers on locomotives. The power and driving cars are simple to add



The Class 800 train pack contains all five coaches of the LNER Class 800/2.

HARDER & STEENBECK

- Price: £477.99
- Cat No: R3762
- Site: www.hornby.com
- Era: 11
- DCC: DCC ready, 8-pin socket (two)



a DCC decoder or DCC sound with space being provided in the underframes behind three accessible screws.

Since first being announced in 2019, the Class 800/2 has had a price increase and now costs £477.99. So, is the model worth it? It is a detailed, well thought through model of a train which on the East Coast Main Line has

proved popular with passengers. With Hornby's forthcoming Class 91, it offers the chance to model the ECML's most recent transition era alongside that and High Speed Trains as well as the present-day scene. It has been worth the wait and deserves to be popular. (RW)

• Visit www.keymodelworld.com/class-800 to read more features and reviews on the Hitachi trains.

Above: New in from Hornby for 'OO' is 800201 in LNER red and white livery as a five-car train.

Below: Plastic poseable pantographs are fitted to the two driving cars.



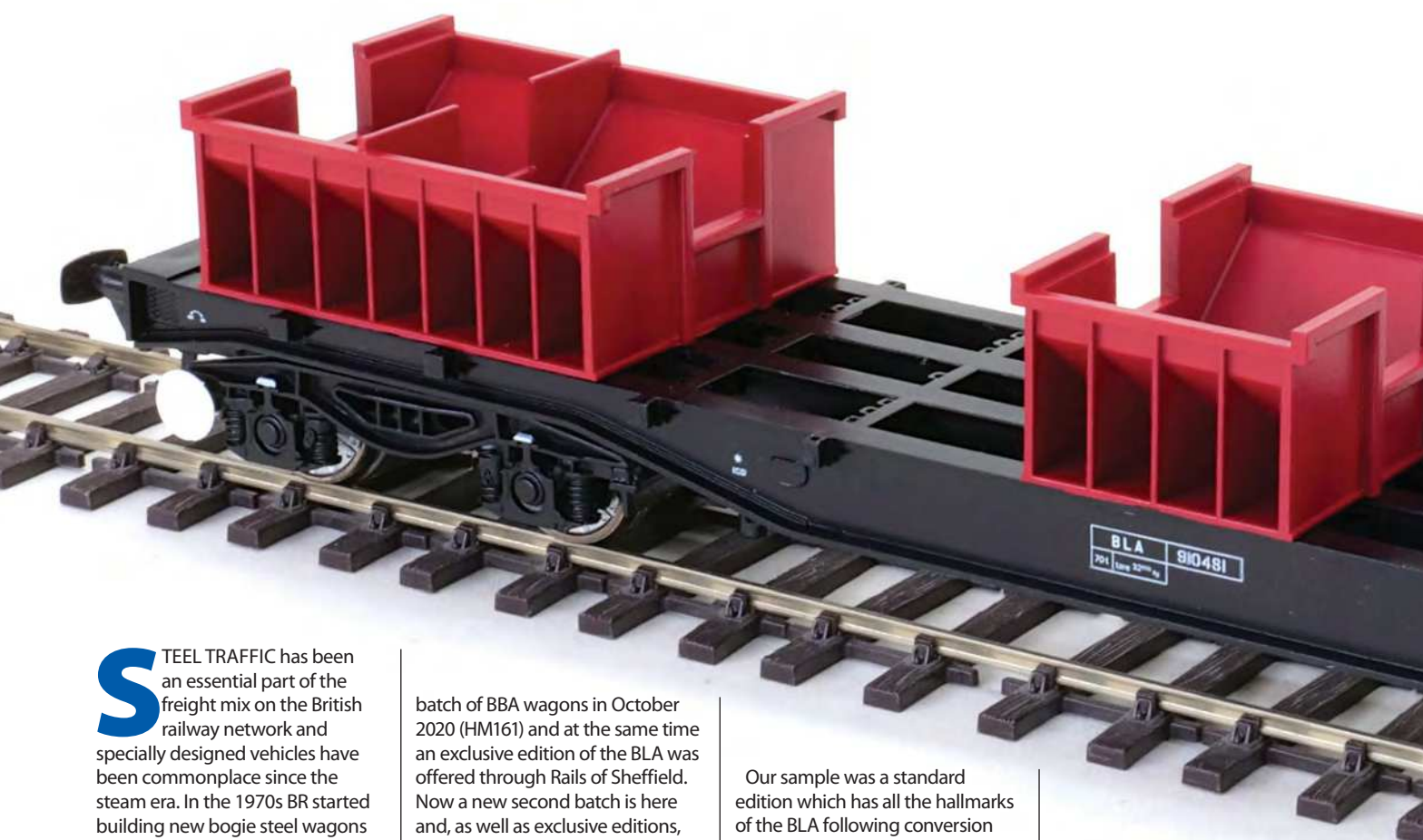
Cavalex

BLA GOES MAINSTREAM

- Gauge: 'OO'
- Price: £45.99
- Site: www.cavalexmodels.com
- Era: 8-11

The BLA steel coil carriers first appeared as an exclusive limited edition with Rails of Sheffield, but now they are available widely from Cavalex retailers.

MIKE WILD takes a look at this exceptionally detailed follow up to the BBA.



STEEL TRAFFIC has been an essential part of the freight mix on the British railway network and specially designed vehicles have been commonplace since the steam era. In the 1970s BR started building new bogie steel wagons for the movement of strip and coil loads including a fleet of more than 500 BBA flat wagons. Ashford Works built these wagons between 1973 and 1981, but demand for dedicated steel coil transport saw 250 of the fleet modified in 1994-1995 to feature coil boxes which saw them recoded as BLA. The BLA fleet is still active today transporting steel coils from South Wales and over the years they have been seen in the hands of Class 37, 56, 60 and 66 diesels. Cavalex Models released its first

batch of BBA wagons in October 2020 (HM161) and at the same time an exclusive edition of the BLA was offered through Rails of Sheffield. Now a new second batch is here and, as well as exclusive editions, there is a full production run of the BLA available for the first time and available from Cavalex Models stockists.

The BLA is being offered in original black with red cradles and BR brown in the main production run while an exclusive edition for KMS Railtech sees the wagon offered in EWS maroon and gold. Rails of Sheffield also has another pair of exclusive BLA models, this time in original black and red with Railfreight logos and a unique numbered plain brown wagon.

Our sample was a standard edition which has all the hallmarks of the BLA following conversion from BBA flats. The ends are gone together with the deck floor which is replaced by the trio of coil boxes positioned along the length of the wagon. These accurately represent the real vehicles and impressively the Cavalex chassis detail can now be seen in full, as the BLA reveals all the pipework and framing underneath.

The detail on these wagons really is exquisite with full brake pipe runs in the chassis, correct frame shaping and wonderfully detailed bogies which go so far that they

model the disc brakes on both sides of each wheel as well as the calipers around them. Exceptional. The turned metal wheels run freely on their pinpoint axles while the die-cast construction of the chassis gives them a nicely balanced weight.

Sprung buffers are fitted at all four corners – one was a little loose on our sample, but an easy fix – while the accessory pack includes a full set of buffer beam details which can be used where suitable. Small

As well as the standard Railfreight black and red version the BLA is being offered in BR brown and EWS maroon and gold as retailer exclusives.



The coil carriers are correctly modelled along the length of the wagon.



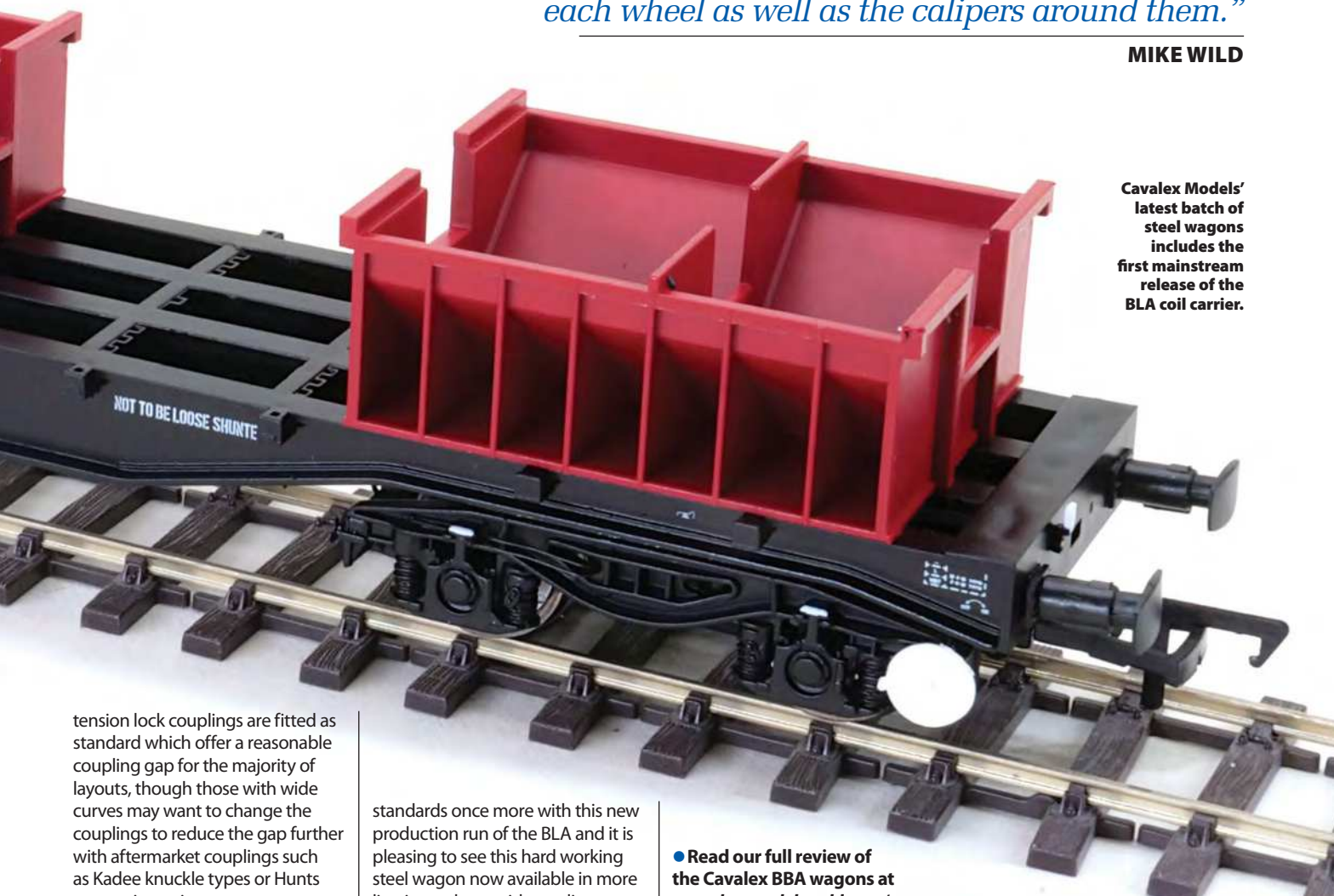
The central single coil carrier sits above the vehicle markings which are neatly printed.

Bogie detail is outstanding on the BLA wagons from Cavalex with disc brake detail on both sides of each wheel as well as full calipers.



“The detail on these wagons really is exquisite with full brake pipe runs in the chassis, correct frame shaping and wonderfully detailed bogies which go so far that they model the disc brakes on both sides of each wheel as well as the calipers around them.”

MIKE WILD



Cavalex Models' latest batch of steel wagons includes the first mainstream release of the BLA coil carrier.

tension lock couplings are fitted as standard which offer a reasonable coupling gap for the majority of layouts, though those with wide curves may want to change the couplings to reduce the gap further with aftermarket couplings such as Kadee knuckle types or Hunts magnetic versions. Cavalex has proved its quality

standards once more with this new production run of the BLA and it is pleasing to see this hard working steel wagon now available in more liveries and to a wider audience. Excellent and available now. (MW)

● Read our full review of the Cavalex BBA wagons at www.keymodelworld.com/cavalex-models

Accurascale's SUPER DETAILED HOPPERS

FIRST REVIEW

Coal, biomass and aggregates hoppers from the HYA and IIA wagons fleets are arriving from Accurascale in February offering a new choice of modern freight wagon.

MIKE WILD explores their value.

WE love a block train of matching wagons and the modern railway has bulk trains by the bucket load. Not only do long rakes of wagons look good on the real railway, when they are turned into models they can also look spectacular snaking through a miniature landscape. In these new models of the HYA and IIA bogie hoppers, Accurascale has really brought the potential of the block train to the fore.

Since the arrival of its first HUO hopper wagons in 2019 it has continued to raise the bar in detail and printing while also offering collections of wagons to recreate real trains like the PTA tippler family, JSA steel wagons, PFA container flats and, more recently, the 21ton mineral wagons (HM175).

Brand new and on our review desk this month is an impressive collection of HYA and IIA high capacity bogie hoppers modelling the original full length HYA/IIA coal wagons, cut down HYA aggregates wagons and IIA biomass hoppers.

The first of these substantial unpainted steel bodied wagons were completed in 2007 with 368 built over the next four years by IRS in Romania and WH Davis in the UK. They were originally designed for coal traffic with GB Railfreight and then Fastline Freight – the latter's wagons having since passed

to GBRf, Colas and Freightliner. They were equipped with TP25 low track force bogies and had airbrakes to work with modern diesels including classes 60 and 66. On introduction they were coded HYA, but this was later changed to IIA.

From 2010, the change from coal to biomass for power station fuel brought a new version of the IIA to the railway with the British built wagons being converted to feature pneumatically operated roof doors to keep the payload dry during shipment.

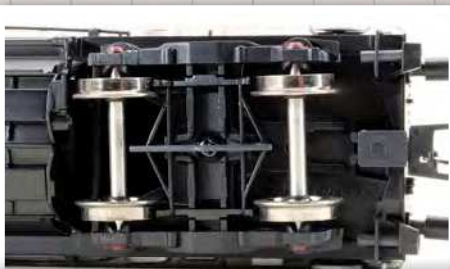
The first of the IIA conversions was carried out in 2009 by WH Davis

with around 200 being rebuilt for use on GBRf biomass traffic.

The reduction in coal traffic on the railway, due to the doubling of the UK's carbon tax, brought more changes to the fleet. Large numbers of high capacity coal wagons were stored while others were redeployed on aggregates traffic. The dense properties of »



The IIA biomass wagons stand out from the crowd with their loading bay covers and different end rib pattern. Four packs are available with GBRf branding.



The bogies are detailed underneath with brake shoes and adjusters.



Hopper bay doors are moulded into the underframe and have separately fitted parts for the mechanism.

TECHNICAL DETAILS

Manufacturer:	www.accurascale.co.uk
Cat No:	Various
Description:	HYA/IIA coal, biomass and cutdown aggregates hoppers
Builders:	IRS, Romania and WH Davis, UK
Region:	Midland/Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length (over buffers):	241 mm (HYA/IIA coal and biomass) 196mm (cutdown HYA)
Price:	£74.95 per twin pack
Couplings:	Small tension locks in NEM pockets
DCC:	DCC compatible tail lamp in selected packs
Exterior lights:	Working battery powered tail lamp in selected packs
Purpose:	Coal (HYA/IIA), biomass (IIA) and aggregates (cutdown HYA)

Accurascale's latest 'OO' gauge wagon arrivals are the HYA/IIA family of coal, biomass and aggregates hoppers.



**EXCLUSIVE
VIDEO ONLINE!**
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The cut-down HYA aggregates hoppers are superbly presented in accurate liveries. This is one of the three pairs of VTG/Tarmac liveried examples.



stone meant that the full-length HYA/IIA wagons could only be part-loaded, which led to leasing company VTG ordering rebuilds by removing the centre bay of the hoppers. The first was completed in February 2016 and almost half of the fleet, using the Romanian built wagons, has now been rebuilt into shortened form for service with wagon leasing companies VTG, Touax and Nacco.

The shortened HYAs are now hauled by Class 66/7s from GBRf on aggregate traffic from Bardon Hill, Coton Hill and Grain for Aggregate Industries, for Cemex from Peak Forest and for Tarmac from Arcow and Rylstone.

THE MODELS

Even though the oldest HYA wagons are only 15 years old, they have led an eventful life through modifications, rebranding and rebuilding, and Accurascale is modelling all three of the main build types for these wagons.

Each vehicle type is being offered in a twin pack of individually numbered vehicles. There are seven HYA/IIA coal wagon packs, four IIA biomass wagon packs and seven cut-down HYA aggregate

hopper packs. All are priced at £74.95 per pack.

On our review desk is a huge collection of wagons showcasing all the livery options available on the vehicles. The HYA/IIA coal wagon is being released with GBRf, Fastline and Touax branding and the liveries have an astonishing level of detail to replicate one of the most distinctive features of these wagons – their weld lines. In total there are more than 150 separate tampo prints on each side of each of the full length HYA/IIA wagons to replicate the colour scheme. This goes from the weld lines to the logos, TOPS codes, data panels, warning labels and hopper labelling. Incredibly, there are 25 separate prints on each bogie, such is the attention to detail.

Detail extends well beyond printed matter though as Accurascale has replicated the external, internal and underframe parts of these wagons superbly including full depth hopper bays, separately fitted conduits, handles, brake wheels, lamp irons and hopper mechanism parts.

The bodysell replicates the real vehicles superbly while the low track force TF25 bogies are neatly and accurately moulded too.

The biomass IIAs build on the detail of the coal wagons and four packs are offered in matching GBRf livery with individual numbers. They are the same full length as the coal wagons, measuring 241mm over buffers, but there are differences, the most obvious of which is the cover panel. More subtle is the change of the end rib pattern as these vehicles have fewer ribs in the end panels as per the prototypes.

Like the coal wagons, the IIAs are superbly finished with printed detail and model the unpainted steel finish of the real wagons superbly with extensive tampo printing of the weld lines, markings, logos and more.

Moving on to the cut-down HYAs, Accurascale's attention to detail

continues. This time they have the correct base colour for the leasing company with the VTG and Touax versions having black lower bodies and grey painted uppers while the Nacco examples show an altogether more rudimentary conversion – which we rather like – with the original weld lines still showing together with part of the GBRf lettering remaining from the original full length wagons. Livery choices cover VTG/Tarmac, Touax/Cemex and Nacco.

Like the full length open coal wagons, the cut-down HYAs have full depth hopper bays, though only two this time, plus a fully detailed underframe and bogies to match the standard of the coal versions. In addition, the joining lines from the cutting process are



The HYA/IIA wagons are richly detailed throughout.

“The details of the bodies and the exceptional level of printed finish makes these amongst the best we have seen for review.”

MIKE WILD

An end of train lamp is fitted to selected packs in each livery. It is battery powered and can be turned on and off with a magnetic wand included with the wagons.



neatly moulded and are a nice feature of the wagons as you can see how the main hopper body was cut at a different place to the chassis and upper edges.

While each wagon type has significant differences, there are standard components too. All ride on turned metal wheelsets while there are NEM coupling pockets on body mounted kinematic mounts at each end fitted with small tension lock couplings as standard. Sprung buffers are also fitted at all four corners while every pack

comes with a full set of buffer beam parts in the accessory pack.

To add a finishing touch a working end of train lamp is factory fitted on Pack One of each vehicle type and colour scheme so you can add a proper finish to a block train of these wagons. It is powered from a pair of LR41 batteries (not included) and can be turned on and off with a magnetic switch.

OVERALL

Accurascale's new HYA/IIA wagons are a fantastic addition to its range and one which modern era modellers will find hard to resist. The details of the bodies and the exceptional level of printed finish makes these amongst the best we have seen for review – plus there is the opportunity to purchase a full rake of wagons, even down

to a working tail lamp – all with individual numbers which is excellent news.

The £74.95 price tag on each twin pack offers good value for what you get and we can see these being deservedly popular additions. Now all we need to do is build up our GBRf Class 60 and 66 fleet to haul them. (MW)



On the left is an IIA biomass wagon and on the right is a HYA coal wagon showing the detail differences between vehicles. Optional air pipes and dummy screw link couplings are included in each pack.



Printed elements of the HYA/IIA wagons are phenomenal. There are over 150 separate tampon prints on each side of the full length wagons.

Vanwides and VEA

**FIRST
REVIEW**

- **Gauge:** 'O'
- **Price:** £58.59
- **Cat No:** 7F-049-002/7F-049-202
- **Site:** www.dapol.co.uk
- **Era:** 5-8

DAPOL'S long-awaited 'O' gauge BR 12ton Vanwide ventilated box van is finally here, adding a new wagon to the manufacturer's portfolio.

Almost 2,000 Vanwides were built at British Railways' Works in Derby and Wolverton in the early 1960s. They were constructed from plywood and corrugated metal and featured flush sliding doors, offering an impressive 9ft wide loading space.

In the late 1970s, 550 were refurbished with air brakes, improved suspension and roller bearing axle boxes for use on BR's Speedlink and Ministry of Defence (MOD) services, their short wheelbase proving particularly useful at some military establishments where sharp curvatures and limited clearances precluded the use of longer, more modern vehicles.

Most were withdrawn from revenue service by the mid-1990s,



although some gained further employment as internal user wagons at MoD bases while a few were saved for preservation.

Dapol first revealed its intention to produce 'O' gauge models of these ubiquitous wagons in 2012 and after a lengthy period of development, the wait is finally over.

For review, we received examples

Left: BR freight brown is one of three colour schemes applied to Dapol's newly-tooled VEA box vans.

of the new box vans in Vanwide form as VMV B784641 in BR freight brown and VEA 230034 in BR freight brown with Railfreight lettering. Four Vanwide and five VEA vans form the initial batch of releases, with further examples in BR freight brown, Railfreight red and grey and Railfreight Distribution grey with yellow ends. In addition, Dapol has also produced some limited edition sets for Tower Models of Blackpool containing six individually numbered Vanwides in BR freight



Left: The underframes are equally well-appointed. This is the exquisitely detailed air-braked example.

Below: New from Dapol are these 'O' gauge BR 12ton Vanwide and VEA ventilated box vans.



brown or VEAs in Railfreight red and grey.

Straight from the box, each of our samples tipped the scales at 138g and appear outwardly similar, with a neatly moulded bodyside and removable grey roof allied to a 10ft wheelbase chassis. They also feature separately fitted bodyside metal grab handles, lamp irons and sprung metal buffers. Much of the remaining detail is moulded such as door chains, locking bars (with padlocks!), bodyside bracing, door runners and impressive corrugated

ends with vents.

However, it is underneath where many of the detail differences appear with the Vanwide featuring vacuum brake equipment, vacuum pipes and original spring suspension and axle boxes, while the VEA features more extensive air brake equipment underneath with neatly moulded cylinders and pipework, together with revised suspension, roller bearing axle boxes and buffer beam air pipes.

Decoration to our review samples was excellent with an evenly-

applied BR freight brown paint finish, grey roof and crisp, legible labelling and numbering, including realistic-looking stencilled VMV TOPS code to the Vanwide and neatly applied Railfreight lettering to the VEA bodyside capturing the realistic appearance either side of the moulded locking bar.

The well-appointed compensated chassis is fitted with metal three-hole disc wheels and brass bearings, together with brake shoes in line with the wheels and separate handbrake levers. Close

inspection of the buffer beam reveals Instantan style couplings on the Vanwide, while the VEA van features screw couplings. When coupled together the Instantan couplings provided commendably close coupling, while the screw type on our sample offered just a touch more slack between vehicles.

They may have been almost a decade in the making, but the wait has certainly been worth it and these latest additions to the Dapol 'O' gauge roster are sure to prove popular. (MC)

Revolution **IWA** ARRIVE

**FIRST
REVIEW**

The IWA holdall bogie vans are the latest 'OO' gauge ready-to-run freight wagons to dock with Revolution Trains.

MIKE WILD reviews these new arrivals.



Printed detail on the data panels is excellent. Revolution has clearly done its research.



The new Revolution Trains IWA holdall vans are being offered in twin packs. This is one of the two Cargowaggon liveried sets for 'OO'.

MODERN ERA FREIGHT modellers are being treated to some exciting new releases at the moment and Revolution Trains has a series of new vehicles in progress including the Ecofret two and three wagon container flats, IPA car carriers and – arriving at the very end of December – the IWA Sfins2 holdall vans.

These impressive bogie ferry vans were introduced in 1987 with 160 being built by the Waggon Union for operation by Cargowaggon GmbH and Norsk Hydro on the

British railway network. They are classified IWA under the BR TOPS coding system and Sfins2 in the UIC international code system. Their use included fertiliser traffic from Immingham to the Midlands, Scotland and South Wales for Norsk Hydro while the Cargowaggon vehicles were used for block trains of steel, bottled water and newsprint. They could also be found in mixed formations.

Today the Sfins2 holdall vans are still in service in two formats. Those still in original condition are used for aluminium trains from

Ditton Foundry near Warrington to Nievenheim in Germany while 30 have been converted into timber carriers by removing the hoods. Interestingly the hoods on the real vehicles can be raised and slid over each other by using the end hand wheels.

For review we had the opportunity to inspect a pair of Cargowaggon liveried IWA vans. In total there are five twin packs available – two in Cargowaggon branded silver, two in Norsk Hydro branded silver and a final unbranded set. In addition there

are four twin packs of timber wagons available, all priced at £95.50 per pair.

Revolution Trains has delivered these wagons in a smartly presented flip top box with line drawings of the IWA on the outside together with information and pictures of the wagons in service on the inside. A plastic blister pack holds the two wagons firmly in place inside a foam frame while underneath is an instruction sheet with prototype notes plus a pack of optional brake pipes.

Standard features cover turned



Above: The van ends feature the distinctive handwheels which operate the doors on these vans as well as the rectangular buffer heads.



Left: The underframe is fully detailed with brake pipes, linkages and air tanks.



- **Price:** £95.50 per twin pack
- **Cat No:** OO-IWA-Cargo1 (reviewed)
- **Site:** www.revolutiontrains.com
- **Era:** 8-11
- **Gauge:** 'OO'

metal free running wheels, kinematic close coupling mechanisms at each end supporting NEM coupling pockets at the correct height and standard small tension couplings.

Each wagon features unique

running numbers while the standard of decoration across these vans is excellent. Like all internationally registered freight wagons the data panels are complex and Revolution has done an excellent job of

“As a manufacturer which started out in ‘N’ gauge it is pleasing to see Revolution Trains show its capabilities in ‘OO’ gauge too.”

MIKE WILD

gathering the information and creating the artwork for them. The Cargowaggon branding is also superbly reproduced while the base colours match that of the prototypes superbly.

The moulding of the wagons is also very well done with attention to the details of the shape of the van body and underframe plus separately fitted brake pipes as individual components under the floor. Even the handbrake wheels have a full width bar between them which links to the braking mechanism. These are big wagons

too, measuring 271mm over buffers.

As a manufacturer which started out in ‘N’ gauge it is pleasing to see Revolution Trains show its capabilities in ‘OO’ gauge too. Having seen the IWA wagons we are eagerly looking forward to its next freight stock releases in the coming months.

The IWA is a great choice and will be equally at home in block formations as it will in mixed trains making these excellent additions which will suit a wide variety of layouts. (MW)

'OO' GAUGE

3D SLUDGE GULPER AND CHERRY PICKERS



●Price: £5.95-£6.95 ●Cat No: N/A
 ●Site: www.westhillwagonworks.co.uk ●Era: 8-11

WEST HILL WAGON Works' range of 3D-printed scenic accessories includes an impressive range of depot and engineers' equipment including these detailed access platforms and a drainage vacuum tank – or sludge gulper!

As we have come to expect from

modern printing techniques, these items are neatly formed with a good amount of detail. The 'cherry pickers' feature fine handrails, representation of the extending sections, a ladder and wheels – even the control handle is modelled. However, the handrails on our review samples did display slight warping once the supports

had been removed.

The sludge gulper was utilised to clear any residue from drains that had built up at depots following the cleaning of diesel locomotives. It could also be used at other sites where drains needed clearing and could be transported by open wagon. Detailing to our sample was very good with nicely captured

pipework, boom, tank and small parts.

Supplied as a twin-pack, the 'cherry pickers' measure 28mm x 30mm x 12.5mm, while the drainage vacuum tank is offered singly and measures 53mm x 32mm x 17mm.

Well detailed items which are sure to add extra character to traction maintenance depot scenes. (MC)

'OO' GAUGE

SMS weathered slates and tiles

●Price: £8.49 ●Cat No: LX410/418-00
 ●Site: www.scalemodelscenery.co.uk ●Era: Any

Scale Model Scenery's extensive range of laser-cut kits and accessories includes these useful packs of weathered roof slates and terracotta tiles.

Both packs contains one A4 pre-coloured and weathered laser-cut sheet of tiles, ready to cut out and secure in place on buildings. Each sheet features 25 280mm strips of tiles or slates, plus three 280mm strips of ridge examples. Look closer and you'll notice that the main tiles and slates are pre-cut while the ridge versions are pre-scored. Extra-

wide items are also included at the ends of the main strips.

Detailing is very good with a realistic appearance, capturing the general build-up of algae, moss and the like. To remove from the fine card fret, simply cut through the tiny securing tabs which hold each strip in place, then cut to the length required.

Given most model buildings are viewed from above, these sheets should add an extra layer of realism for that finishing touch to the most visible part of a structure. (MC)



'OO'/'N' GAUGE

Gaugemaster telecoms



Gaugemaster's range of 'OO' and 'N' gauge 3D-printed scenic accessories is bolstered with the addition of these packs containing classic K6 telephone kiosks (Cat No. GM461/GMKD77), lineside

relay boxes (GM491/GMKD81) and roadside telecommunications cabinets (GM496/GMKD86). Each item is neatly painted in appropriate colours. The telecoms cabinets are finished in green, while

●Price: £4-£5.75 ●Cat No: Various (see text)
●Site: www.gaugemaster.com ●Era: 3-11

the railway signal relay boxes are painted grey. The telephone kiosks are decorated red and the 'OO' gauge version features 'Telephone' transfers on each side.

The lineside and roadside cabinet

packs each contain four and three items, respectively in 'OO' or 'N', while the K6 is supplied singly for 'OO' and as a pair in 'N'.

Small details which can make a big difference to a scene. (MC)

'OO'/'N'/'O' GAUGE

Creamery workers

Modelu's extensive collection of 3D-printed finescale figures now includes a selection of creamery workers in a variety of realistic poses.

Amongst the 1:76 scale figures now available are a creamery lab tester (Cat No. 1490-076), creamery foreman (1491-076), creamery worker moving a milk churn (1492-076), creamery worker with arms folded (1493-076), creamery worker lifting a churn (1494-076) and a



●Price: £4.50 each ●Cat No: Various ●Site: www.modelu3d.co.uk ●Era: 4/5

creamery worker sat on a churn smoking (1495-076). Allied to these are a couple of farm figures including a farmer with hands behind back (1663-076) and a farm hand (1664-076).

As we have come to expect, the detailing on these figures is superb

with facial features and clothing captured to a tee. Creases and subtle folds to the creamery workers jackets/overcoats and trousers are neatly reproduced as are their signature wellington boots. The same applies to the farm workers.

Each figure is supplied on a small

plinth, attached via the printing feed supports which can be carefully cut away to release the figure for painting. As well as being available singly, they can also be purchased in bulk figure sets, too, in a multitude of scales.

Excellent and available now. (MC)

'OO'/'HO' GAUGE

Spruced up

●Price: £17.10 ●Cat No: SM050
●Site: www.albionhobbies.com ●Era: Any



Model Scene's range of scenic materials includes a wide range of flocks, turfs, bushes, leaves and trees, including these 'HO' scale spruces. Our review sample included nine neatly formed trees, measuring approximately 50mm – 60mm in height (65mm – 75mm with

base). While each of our samples resembled the same triangular shape, there was a little variation to the size and composition of each, formed from dark green foam material.

Ideal for creating a small plantation scene. (MC)

'OO' GAUGE

Tri-Spike Palisade Security Fence

●Price: £12.99
●Cat No: LX429-OO
●Site: www.scalemodelscenery.co.uk
●Era: 10/11

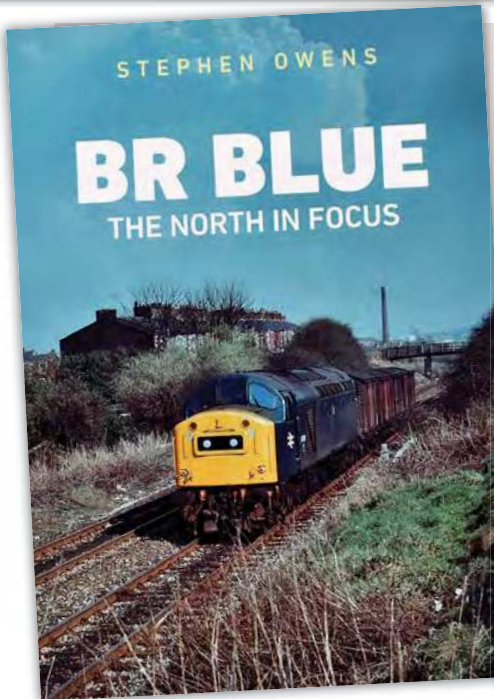
Security conscious modellers of modern day scenes will find this pack of tri-spike palisade security fencing from Scale Model Scenery useful.

Laser-cut from 0.4mm board, each pack contains four 292mm x 26mm strips of this distinctive style of fencing so commonly seen at the lineside, stations, industrial sites and many more locations. In addition to the fencing strips, the pack also includes a fret of fence posts and two 29mm x 26mm gates.



Detailing is superb with finely etched engraving and the characteristic sharp 'flourishes' along the top edge. As supplied, the fence strips are quite flexible and so additional posts are supplied to laminate to the posts to strengthen and support the finely made fencing. That said, the fencing is still flexible enough that it can also be curved, if necessary.

Standing a scale two metres high, the fencing certainly looks the part – just add paint to complete. (MC)



BR Blue: The North in Focus

- **Author:** Stephen Owens
- **Publisher:** www.amberley-books.com
- **Title:** BR Blue: The North in Focus
- **ISBN:** 978-1-3981-0714-4
- **Price:** £15.99
- **Spec:** 96 pages, softback

BRITISH RAIL'S OPERATIONS IN northern Britain through the late 1970s and early 1980s are the focus of this recent book from Amberley Publishing, with plenty of BR blue diesel and electric traction on view.

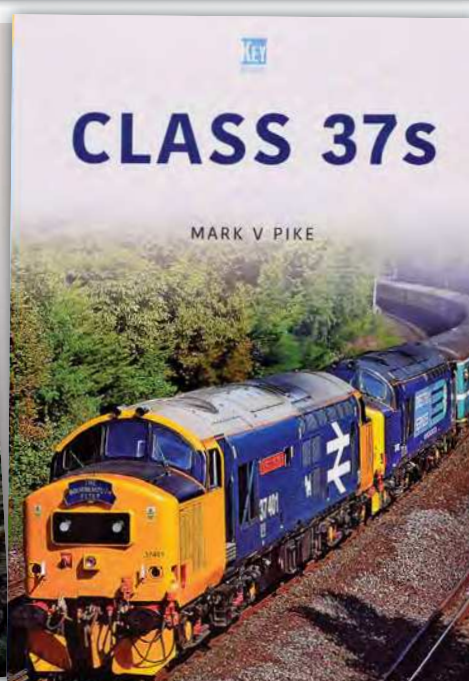
The volume opens with an introduction from the author comparing today's infrastructure with that of the past. Images take us on a journey from Liverpool Lime Street and along the Trans-Pennine route to York via Manchester, Sheffield and Leeds. Further locations covered include Keighley, Skipton, Blackburn, Preston, Carlisle and onwards to Scotland, via the West Coast Main Line.

Once north of the border, there are views of typically Scottish BR blue traction including classes 20, 26, 27 and 37, with routes covered extending to Mallaig, Kyle of Lochalsh, Wick and Thurso.

Throughout, there is a good mix of passenger and freight featured, together with light engine and on-shed shots too. A veritable feast of BR blue traction is featured including classes 08, 20, 25, 26, 27, 31, 37, 40, 45, 46, 47, 55 and 56 – while electric locomotives include classes 81, 83, 85, 86 and 87. A handful of DMUs are also featured.

Whilst liveries are primarily plain blue, there are a few anomalies including a Class 37 with wraparound yellow ends – a taster of what was to develop into a later widespread colour scheme.

Reproduction is generally very good with predominantly colour images throughout – there are a few black and white photographs for added variety. An enjoyable reminder of BR's once prevalent corporate image. (MC)



Class 37s

- **Author:** Mark V Pike
- **Publisher:** www.keypublishing.com
- **Title:** Class 37s
- **ISBN:** 978-1-80282-042-3
- **Price:** £15.99
- **Spec:** 96 pages, softback

THIS RECENT PICTURE VOLUME from Key Books focuses on British Rail's popular English Electric Type 3s in later years. Amazingly, some 60 years since they were first introduced, examples of these everyday workhorses still ply Network Rail metals today, in a raft of colourful liveries.

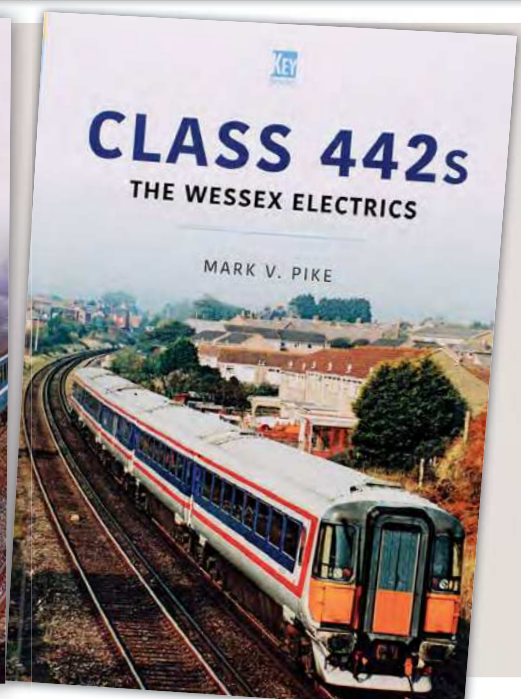
The author has split the book into chapters covering their use on typical passenger and freight duties, railtours, test trains, heritage lines and even a small section on inspection saloon duties.

As you might expect, there is plenty of variety throughout the book, including a few 1980s shots of BR large logo blue, Railfreight 'red stripe' and Railfreight Sector examples, 1990s images of 'Dutch', Regional Railways and InterCity Mainline schemes, as well as the emerging Loadhaul, Mainline and Transrail branded freight colour schemes.

However, it is the later era liveries that dominate – from EWS maroon and gold to the ornate Rail Operations Group (ROG) livery providing plenty of research material for modellers wishing to replicate some of the various colour schemes carried over the years (as well as the formations), from ex-Works condition through to positively 'distressed'.

Image reproduction is excellent throughout with crisp, clear detail, while captions are well-written and informative with dates, train working details and more.

From typical day-to-day duties in the West Highlands to head-turning runs along the Weymouth Quay tramway, Network Rail test train operation and even hauling a pair of Bulleid 'Pacifics', plus 'M7' 0-4-4T, 'Queen Mary' brake van and a BR Mk 1 support carriage through the New Forest, there is much to enjoy in this volume. (MC)



Class 442s: The Wessex Electrics

- **Author:** Mark V Pike
- **Publisher:** www.keypublishing.com
- **Title:** Class 442s: The Wessex Electrics
- **ISBN:** 978-1-80282-184-0
- **Price:** £15.99
- **Spec:** 96 pages, softback

NEW FROM KEY BOOKS IS THIS TITLE dedicated to British Rail's Class 442 Electric Multiple Units (EMUs).

Built for use on BR's Southern Region third-rail network in the late 1980s, these powerful Mk 3 derived multiple units were introduced for use on the London to Weymouth route, which had recently seen completion of electrification works between Branksome and Weymouth.

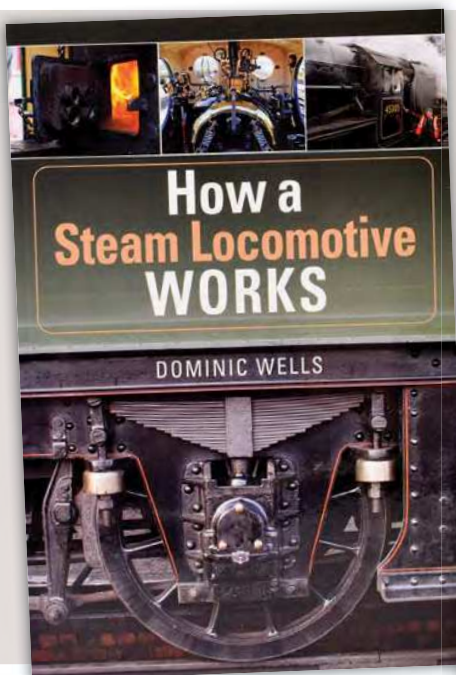
Subsequently dubbed 'Wessex Electrics', the author has compiled a super collection of images of the 24 class members in operation through the years.

The volume opens with an introduction and photograph of the official switch-on ceremony staging at Wareham for the completion of electrification of the route to Weymouth. It then features class members in numerical order, many of which also carried names. Images of the various nameplates are included, as are shots of the EMUs in action on third-rail territory reflecting the various colour schemes carried including original Network SouthEast (NSE), South West Trains, Gatwick Express and, most recently, South Western Railway colours.

There are some on-depot shots too, including an early view of NSE unit 442402 displaying a short-lived Second Class open seating area in what became a full First Class vehicle, and – while on the subject of seating – there are a few views of the interiors including the popular snug area, next to the buffet counter.

The final section of the book features a selection of locomotive-hauled movements on crew training, overhaul and storage moves.

A fitting tribute to the much-loved sleek 'Wessex Electrics'. (MC)



How a Steam Locomotive Works

- **Author:** Dominic Wells
- **Publisher:** www.crecy.co.uk
- **Title:** How a Steam Locomotive Works
- **ISBN:** 978-1-91080-974-7
- **Price:** £19.95
- **Spec:** 176 pages, softback

IF YOU HAVE EVER WONDERED HOW a steam locomotive works, then this book should provide the necessary insight.

In this updated edition, Dominic Wells guides the reader through the basics of a steam locomotive before opening out into specifics covering the principles of water management, boiler fittings and combustion, as well as outlining the various types of steam locomotives, wheel configurations, cylinders, valve gear and much more.

Further topics cover coal and oil firing, gauge glasses, control valves, the lubrication of moving parts, inspections, preparation and lighting up – even the different shapes of firebox are explained. As you might imagine, the controls, driving techniques and braking are explained, with air brake and vacuum brake systems outlined in detail.

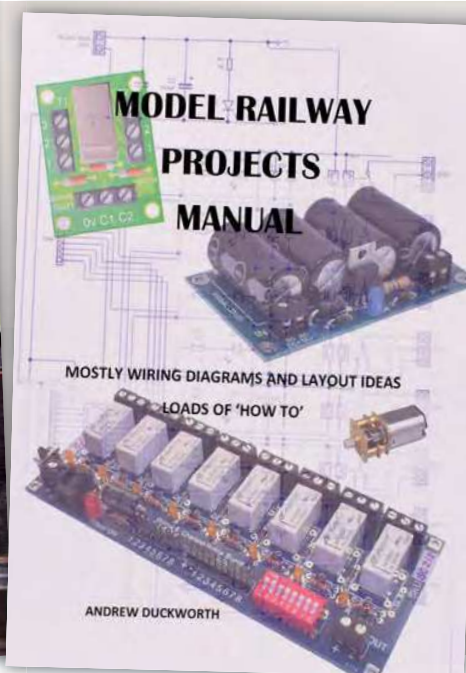
Rounding off the book, disposal duties are covered while a useful fault finding guide is also included, explaining some of the more common issues and how to remedy them.

If after reading through you are inspired to get involved with full size locomotives, there is also a chapter explaining how to do just that and the options available to you.

Whether you are interested in driving the real thing or just looking to understand the main principles, this beautifully illustrated book will provide all the elements necessary leading to a greater understanding of steam locomotives and their operation, through diagrams, crisply reproduced photographs and easy-to-follow text.

One thing's for sure, you are bound to adopt new driving techniques for your model locomotives having read this book.

A fascinating read. (MC)



Model Railway Projects Manual

- **Author:** Andrew Duckworth
- **Publisher:** www.bclstore.co.uk
- **Title:** Model Railway Projects Manual
- **ISBN:** 978-1-80068-161-3
- **Price:** £16
- **Spec:** 134 pages, softback

FOR MODELLERS LOOKING TO ADD electronic enhancements to a layout or diorama, this recent publication from Brimal Components should fit the bill.

It is packed with more than 50 projects ranging from wiring Light Emitting Diodes (LEDs) and switches to more complex setups covering automatic reverse loops, occupancy detectors and control panels. Each project is accompanied with easy-to-follow text, wiring diagrams and a list of the required parts.

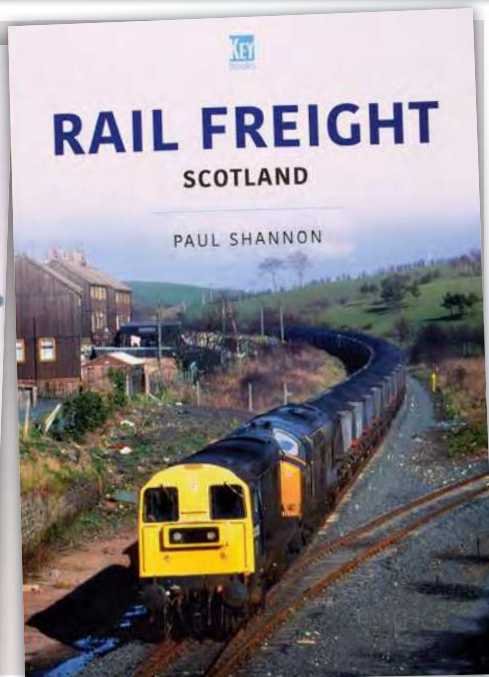
Topics are arranged alphabetically within the index and display the relevant project number alongside. Typical tasks such as wiring point motors, double-slip crossings, live frog turnouts, reverse polarity switches, isolated sections, colour light signals and capacitor discharge units are amongst those included.

Eye-catching projects such as creating pedestrian crossings or working level crossing lights are also covered, as are electrical 'arc' flashes, welding simulators and working ground signals.

Slightly more complex tasks include installing a bus bar for digital layouts, creating anti-collision crossovers, train position indicators, points position indicators, control panel wiring, automatic signals and automatic shuttle timers.

An essential aspect of these projects is wiring, and its constituent parts are explained as are the various types of wire available, current ratings, what they are suited to and the various connectors and power distribution boards available to modellers.

Whilst some of the diagrams within the guide may initially seem quite complex, the majority of projects are fairly straightforward to follow and should provide plenty of inspiration for modellers of all abilities to have a go. (MC)



Rail Freight: Scotland

- **Author:** Paul Shannon
- **Publisher:** www.keypublishing.com
- **Title:** Rail Freight: Scotland
- **ISBN:** 978-1-80282-165-9
- **Price:** £15.99
- **Spec:** 96 pages, softback

WHILE THERE HAS BEEN MUCH change to the rail freight scene in Scotland, there is still plenty to be positive about and this latest picture album from Key Books helps reflect this.

More than 160 photographs have been included to illustrate 40 years of change to freight operations in Scotland, with many previously unpublished images.

The book is split into six chapters covering specific areas including the main lines from Carlisle, Ayrshire, Glasgow and the Central Belt, West Highland Lines, Fife and Clackmannanshire, Stirling to Aberdeen and Inverness and beyond.

Each chapter is filled with a selection of black and white and colour photographs depicting examples of freight train operation through the years from traditional pick-up goods in the North Highlands in the early 1980s to block cement trains which still run to this day.

Freight covered includes aluminium, bottled water, cement, china clay slurry, carbon dioxide, coal, containers, grain, lime, molasses, munitions, oil, paper reels, pipes, potatoes, steel and more.

Reproduction is excellent with clear images on quality paper, while captions are well-written with details of the location, train and date.

For modellers, there is plenty to gain from its pages such as the train formations, some of which were quite short and ideal for those with limited space layouts. Track layouts may also provide inspiration for modellers wishing to recreate a prototypical location.

Another superb collection of images covering rail freight operations throughout Scotland from the 1980s to the present day. (MC)



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Electric SOUNDS

With the prospect of a new and upgraded 4-VEP from Hornby in 2022, **MIKE WILD** looked back at the first versions to introduce digital sound while also improving the front gangways.

With its enhanced front end, new airhorns and sound installation, this first production run Hornby 4-VEP looks the part running through Twelve Trees Junction.

MY INTEREST in all things Southern electric, and particularly its multiple units, made Hornby's 2010 announcement of the Class 423 4-VEP four-car unit an appealing prospect. The first entered service in 1967 when Southern Region steam hauled services were coming to an end while the last wasn't withdrawn until 2005. In total 194 four-car units were built to the design which offered a combination of open and



compartment seating, multiple doors for quick unloading and boarding at stations and a maximum design speed of 90mph to allow them to make quick progress between stations. They were designed for semi-fast work and the first were employed on the London Waterloo-Bournemouth corridor.

In model form the idea of a 4-VEP ready-to-run seemed unthinkable until the arrival of Hornby's 2010 catalogue which held the promise of these instantly recognisable

units. However, the first issue of the 4-VEP had its faults including the position of the cab front vestibule door which was inset too far into the gangway as well as missing the windows from the internal compartment side in the driving cars. However, the 4-VEP had the potential to play an important part in the late 1960s period Electric Multiple Unit (EMU) roster for our Southern Region exhibition layout Twelve Trees Junction so we fancied the opportunity to upgrade it



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ESU LokSound 8-pin decoder with 4-VEP sound	DC Kits	LB-Class 423 VEP
Supersound 2watt 58mm x 22mm speaker	DC Kits	Supersound 2Watt
Roof Dirt acrylic paint	Lifecolor	UA722
BR Blue acrylic paint	Lifecolor	UA813
Humbrol clear gloss varnish	Humbrol	AC7431
SR EMU air horns	Dart Castings	1112
SR EMU front gangways*	Dart Castings	1100

* Optional part – our project guide uses spare doors from a KMRC 4-TC unit in the original Hornby gangway.

to feature digital sound while improving the front end layout.

The sound decoder chosen for this model is an ESU LokSound chip loaded with Legomanbiffo's sound profile for the Class 423 4-VEP – the same sound profile is available for the most recent LokSound V5 chip. It came paired with a standard 40mm x 20mm speaker – with our project decoder being an earlier V4 chip – which we upgraded to a more capable bass enhanced design.

The actual sound installation is straightforward once you have removed the body. There is space in the guard's compartment for the speaker and decoder which plugs into an 8-pin socket in the roof. Hornby's new batch of 2022 4-VEPs (HM176) will have a 21-pin decoder socket instead as well as new tooling for the cab fronts, so this installation guide relates to the first and second production runs of the 4-VEP which have seen the unit released in BR blue with full yellow ends as 7756 (Cat No. R2946), as 3588 in Network SouthEast colours (R2947) – both 2011 releases – and as 7830 in BR blue and grey livery (R3143) which arrived in 2015.

Externally there are a number of areas which could be improved on the 4-VEP including the cab window apertures, but we decided to focus on the 'big one' – the gangway door position. The Hornby gangway is a clip in plastic moulding which makes it a two-second job to remove. We considered using MJT whitmetal castings in place of the original plastic part which are available from Dart Castings, but then found that the spare door panels included in the Kernow Model Rail Centre 4-TC units are a perfect fit. Granted, you need a KMRC 4-TC to be able to make the change in this way, but chances are if you have a 4-VEP you will have been tempted by the 4-TC as well.

Having found the route forward

“With the sound decoder installed and external improvements to the cab front our Class 423 is an enjoyable model to operate.”

MIKE WILD

to improve the gangway I also decided to backdate the model to represent the first of the class which had small yellow warning panels with the BR blue colour scheme. This involved removing the glazing unit, adding a Roof Dirt base colour to the yellow front end and then airbrushing it with Lifecolor Rail Blue for the finished look. A coat of Humbrol Clear brought the colour to a near perfect match to the original Hornby finish.

As a finishing touch whitmetal air horns were added on top of each cab while unit numbers were applied from a spare sheet of coach numbers – the advantage of a spares box – to bring our early 4-VEP project to completion.

With the sound decoder installed and external improvements to the cab front our Class 423 is an enjoyable model to operate – the classic SR EMU air compressor sound is wonderfully nostalgic – which has run reliably at exhibitions on Twelve Trees Junction several times and we are looking forward to the day when we can take our Southern Region layout out on show again.

The following step by step guide explains our process and you can read more about the Class 423 4-VEP EMUs at www.keymodelworld.com/class-423 including a full class history and our original review from 2011. **HM**

USEFUL LINKS

DC Kits	www.dckits-devideos.co.uk
Lifecolor	www.airbrushes.com
Dart Castings	www.dartcastings.co.uk
Kernow Model Rail Centre	www.kernowmodelrailcentre.com

STEP BY STEP INSTALLING SOUND IN A HORNBY 8-PIN 4-VEP UNIT

1



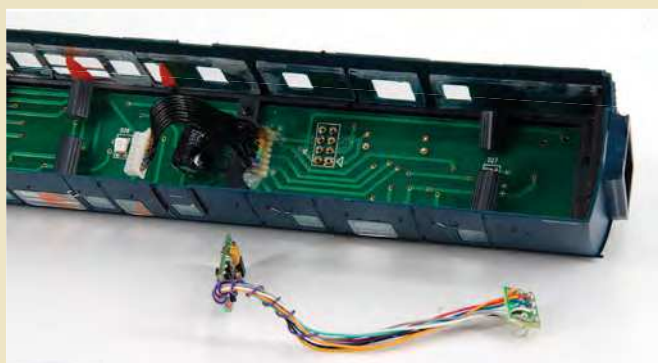
The first step is to remove the body from the motor coach of the 4-VEP which houses the decoder. The body is clip fitted to the chassis – ease out each side and it will lift away.

2



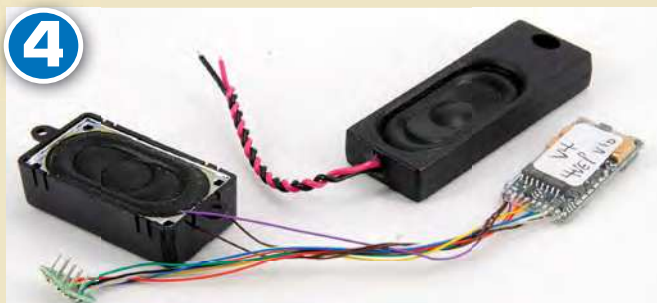
On removing the body take care as a multi-pin harness connects the unit lighting and roof mounted decoder socket to the chassis.

3



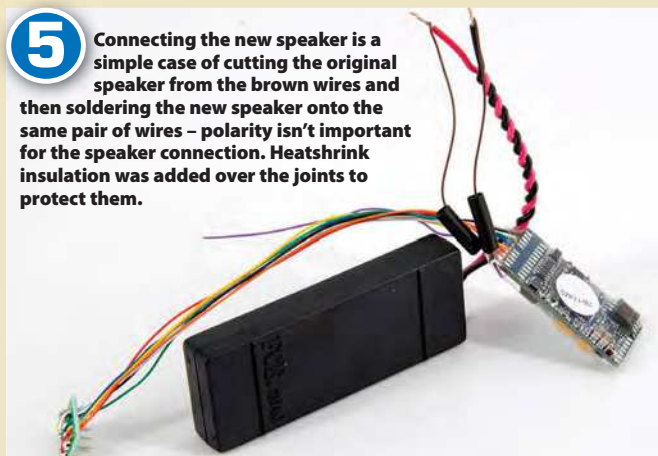
We had already fitted a standard 8-pin motor control decoder to this unit. This needs to be removed prior to installation of the sound decoder.

4



The sound decoder for this project is an ESU LokSound chip from Legomanbiffo supplied by DC Kits. The sound profile for the Class 423 is now available on the latest generation V5 decoders. We upgraded the speaker with our decoder to a 2watt 58mm x 22mm type (upper right).

5



Connecting the new speaker is a simple case of cutting the original speaker from the brown wires and then soldering the new speaker onto the same pair of wires – polarity isn't important for the speaker connection. Heatshrink insulation was added over the joints to protect them.

6



There is space for the speaker in the luggage compartment with the decoder positioned underneath the speaker. The 8-pin plug connects to the socket in the roof. This completes the sound installation, although we did discover that the luggage rack above the speaker needed to be removed to allow the body to fit back onto the chassis.

7



The gangway on the 4-VEP is a simply a clip fitted part which makes it easy to remove to reveal the flat front end. The gangway door should stand proud of the cab front which is what we will look to improve.



The 4-VEP units entered service at the very end of Southern Region steam in mid-1967. In July 1967 the first of the class, 7701, enters Surbiton at the head of a 12-coach formation.

Colour Rail.



8

The first port of call to replace the gangway on the 4-VEP was to trial an MJT whitmetal casting from Dart Castings. This comes as part of a kit of parts for a 4-CIG/4-BIG/4-VEP front end. However, while this would create the right look, it did increase the amount of painting required and mean that the window would need moving forward.



9

By chance we found that the spare gangway doors from the Kernow Model Rail Centre 4-TC units fitted perfectly inside the 4-VEP gangway frame and brought the door forward to the correct position.



10

A trial fitting of the 4-TC door with the gangway back on the front of the 4-VEP shows how much difference this change makes. Granted, if you haven't got a 4-TC already, it could be an expensive upgrade, but if you have there are spares of these with each unit.



11

Next we removed the glazing unit to allow repainting of the front end to back date this unit to its original condition in BR blue with a small yellow warning panel. The body is a simple clip fit to the chassis while the glazing was only lightly held in place with glue.



The inside of the windows, the body and the cab windows from the glazing moulding were masked up next. As we were using an airbrush to apply paint to the model we didn't mask up the full coach.

12



Having experimented with colour matching for the Hornby BR blue a light coat of Lifecolor Roof Dirt was applied to the yellow front end, gangway and glazing panel over the jumper cables to darken the final shade of blue.

13



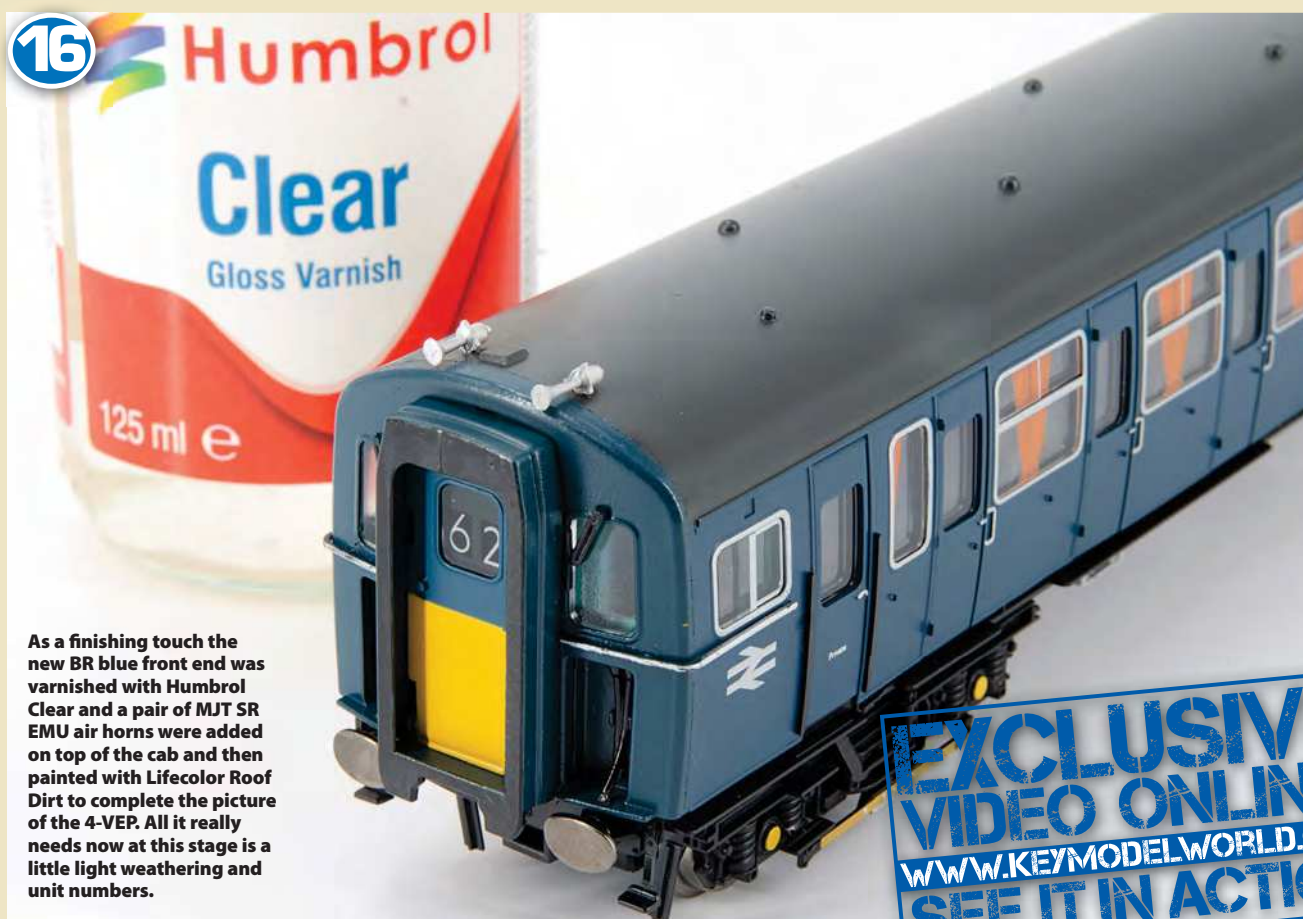
Next Lifecolor Rail Blue (UA813) was sprayed over the top of the grey areas using an airbrush. Three light coats were used to build up the colour prior to removal of the masking tape.

14



Having let the paint harden overnight the gangway and new door were fitted and the rubbing plate painted black. The cab front handrails were touched in with silver paint while the jumper cables were picked out in black.

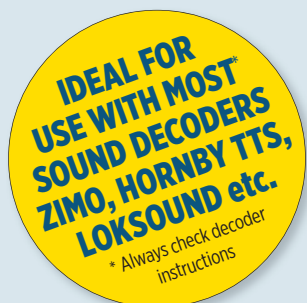
15



As a finishing touch the new BR blue front end was varnished with Humbrol Clear and a pair of MJT SR EMU air horns were added on top of the cab and then painted with Lifecolor Roof Dirt to complete the picture of the 4-VEP. All it really needs now at this stage is a little light weathering and unit numbers.

16

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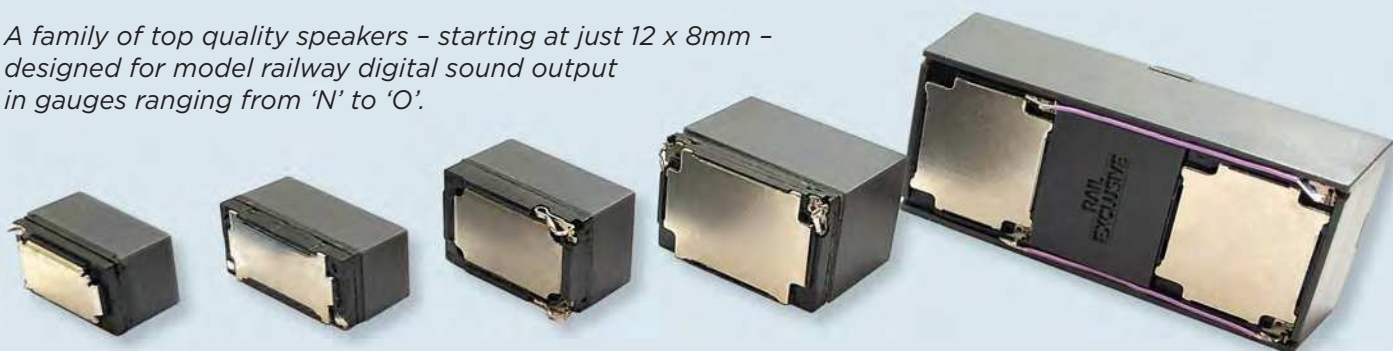
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Maxi 'Sugar Cube'	15x11x12	Single	8 Ω	1.0 W
'Boomer'	18x13x13	Single	8 Ω	1.0 W
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'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'	55x20x10	Twin	4 Ω	2.0 W
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Humphrey Road SIDINGS

What if nationalisation had never happened? That's what **NORMAN AND MEG RAVEN** set out to explore in their 1950s Southern Railway goods scene in 'OO' gauge with a distinctly chilly feel.

PHOTOGRAPHY, MIKE WILD



1 Right: Drummond 'M7' 0-4-4T 42 arrives with a set of wagons while yard staff prepare milk churns for loading at the dock.

2 Below: Bulleid 'Q1' 0-6-0 C8 arrives at Humphrey Road Sidings with the latest goods for unloading. Snow covers the ground, but the local angler is still keen to catch his fish.



LAYOUTS come about for a variety of reasons and acquire names based on different inspirations. This one stemmed from mulling over my collection of 'OO' gauge Southern Railway models.

Along with the railway stock was a small collection of Petite Properties' 1:76 (4mm:1ft) scale buildings. My wife, Meg is an avid dolls house collector and maker and we have a fair collection of Petite Properties buildings and accessories. This is mainly in 1:48 scale, but while Meg was spending the kids' inheritance, I bought the odd railway building.

Putting these models and the building collections together inspired the notion of a small Southern Railway goods yard, but with a slight twist. It is named after Meg's car, Humphrey, which unfortunately failed its MoT just as I started the layout build. We find that naming mechanical things generates a kind of mechanical empathy which makes them work better.

A British layout is a bit of a departure for us as we normally build overseas layouts ranging from Japanese 'N' and 'Z' through German and Bavarian 'N', Bavarian and Prussian 'HO', American 'HO', American 'On30' and German 'O' gauges. I confess to being a serial layout builder! I admire the dedication of those who can concentrate on one company or era, but my butterfly mind mitigates against this, resulting in a plethora of locations and scales.

The layout depicts a small goods yard set 'somewhere in SR territory', possibly West Sussex - but readers may have their own views on where it could be.

I had potted away during the various lockdowns getting towards completion of the layout. I didn't have much spare time as I was quite busy as an HGV driver and in turn a key worker. In all, the layout took around five weeks to build. However, fate then dealt me a clip round the earhole in the form of an invitation to the Great Electric Train Show in October. I had possibly thought of an invite for 2022 maybe but there it was - 2021! This meant >>



“We always try to offer something a bit different for exhibition managers. The most obvious difference here is that it’s a snow scene. The second element is that while the layout is obviously SR it’s set in the 1950s as though nationalisation had not taken place.”

NORMAN RAVEN

a spurt of work to weather the stock and fit sound to the locomotives. I claim no credit for this latter task as my son Simon did all of it.

The Great Electric Train Show was the layout’s first outing and it seemed to be generally well received. It was great to get back to something approaching a normal exhibition and to see both new people and those whom we hadn’t encountered for a couple of years.

DARE TO BE DIFFERENT

I mentioned earlier a slight twist to the plot. We always try to offer something a bit different for exhibition managers. The most obvious difference here is that it’s a snow scene. The second element is that while the layout is obviously SR it’s set in the 1950s as though nationalisation had not taken place and the ‘Big Four’ carried on. No political statement is being made: this was simply an opportunity to have something a little out of the ordinary and to give a slightly different aspect to the ‘what if..’ concept. In my world I also postulate that private owner wagons are still around quite simply because I like them.

I have always tried, not always successfully, to build smaller layouts which Meg and I can set up and take down easily. To that end, this one measures around 10ft x 1ft 6in and comprises two scenic boards and a turntable storage yard. The scenic boards are laser cut canopy style boards from Grainge and Hodder made from 5.5mm plywood and this style is now my accepted standard. The canopy boards give a theatrical style setting to the layout where you look into rather than down on the scene. The boards form a composite unit where the backscene and ‘roof’ are integral. This makes storage, transport and setting up much easier and means that I’m spared the embarrassment of forgetting things like the bolts for the lighting gantry!

Alignment of the boards is by brass pattern makers dowels glued into holes already cut in the end frames. The boards are secured by M6 bolts and nuts. A leg »



3 Left: The permanent way gang have set a fire to keep warm as a Hunslet 'Austerity' 0-6-0ST passes along the loop.

4 Right: A 'Q1' crosses the road on the approach to Humphrey Road Sidings.

5 Below: Hunslet 'Austerity' 0-6-0ST 98 steams away from the yard with a freshly reassembled goods.



RAVEN MINIATURES

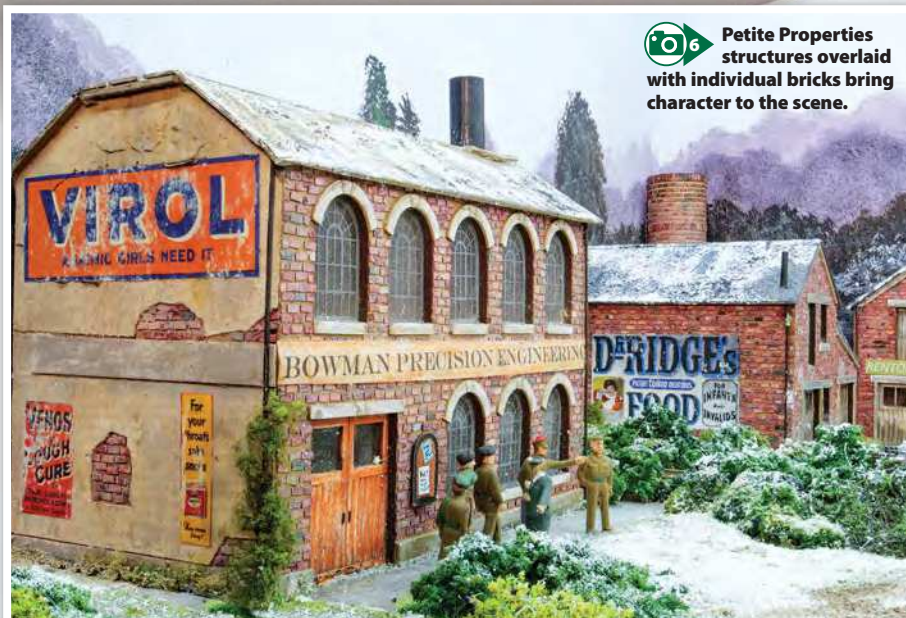


system is available but I make my own which are inserted into pockets in the boards. The board height is set at 4ft 4in. Lighting is by six strips of 12V LEDs stuck to the board roof. I get these and the power units from Layouts4U. I use cool white to get the correct ambience for the snow scene.

TRACK

Trackwork is Peco code 75. Once the track is painted and ballasted it looks acceptable despite the gauge and sleeper spacing discrepancies as the track is made for 'HO' scale. Points are medium radius powered by the new Peco twist lock motors which are nice and easy to install. Frog polarity is changed by frog juicers, in this case a mix of Tam Valley and Gagemaster. Track is coloured by spraying a mix of sleeper grime from Precision Paints and Halfords grey and red oxide primers.

Ballasting uses chinchilla dust obtained



Petite Properties
structures overlaid
with individual bricks bring
character to the scene.

The two main scenic boards are fully encased with built in backscene, fascia and top cover. LED lighting illuminates the scene.



Right: First Aid classes are running in the Nissen hut alongside the railway today.



from the pet shop. This is a very fine, sandy material which domesticated chinchillas use to clean their fur. The bag cost me £5 and so far has ballasted three layouts and I reckon there's enough for about another ten, so good value for money. The ballast is prevented from dropping off the boards by judicious application of Woodland Scenics scenic cement. This is more expensive than the usual PVA mix, but I find it effective and easy to use.

POWER AND CONTROL

Digital Command Control (DCC) is used for Humphrey Road Sidings, like almost all of our other exhibition layouts, and is in the capable hands of our ESU ECoS unit. This system is relatively easy to configure and represents good value for us as it is used across all of our models. The unit is linked to an Edimax router which enables us to run trains, switch points and accessories using smartphones

and tablets through an app called Touchcab. We've been using this for over ten years and while other similar and increasingly sophisticated systems are available, Touchcab still does an effective job for us.

Because of the closed back nature of the canopy boards, we operate from the front. We find this makes it easier to interact with the public since the layout is not sensed as a barrier and selected individuals can be handed the phone or tablet to have a go at operating. At a basic level, youngsters can push the button to blow the whistle or horn.

SCENERY

As mentioned, the main buildings are from the Petite Properties range of laser cut kits. For the older industrial buildings I embarked on a process of laying individual bricks. This has caused the family and friends to conclude that I have finally gone over the edge!

The bricks are the old fashioned computer chads from when machines were operated on a punch card system. I obtain bags of these from Bob Dawson - an excellent architectural model maker whom we encounter at various shows. Close inspection of the levels and joints»

would give any self-respecting brick layer a fit, but they look good from normal viewing distances. Most of the buildings are assembled in accordance with the instructions but some alteration goes on to give a different aspect.

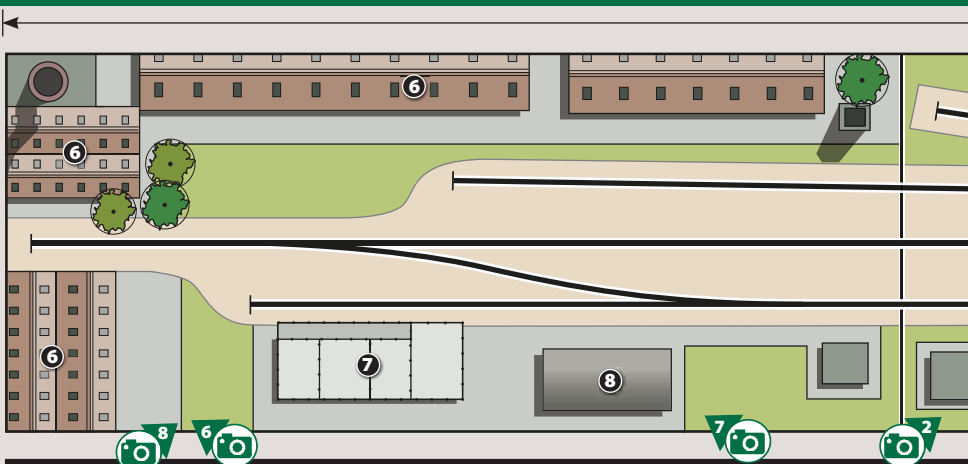
The Nissen hut and platelayers' hut are Bachmann Scenecraft resin buildings and the various grounded coach and van bodies are Ratio kits. All of these were plundered from a now scrapped 'EM' gauge layout, Brucklay. Recycling is a feature of most of our layouts.

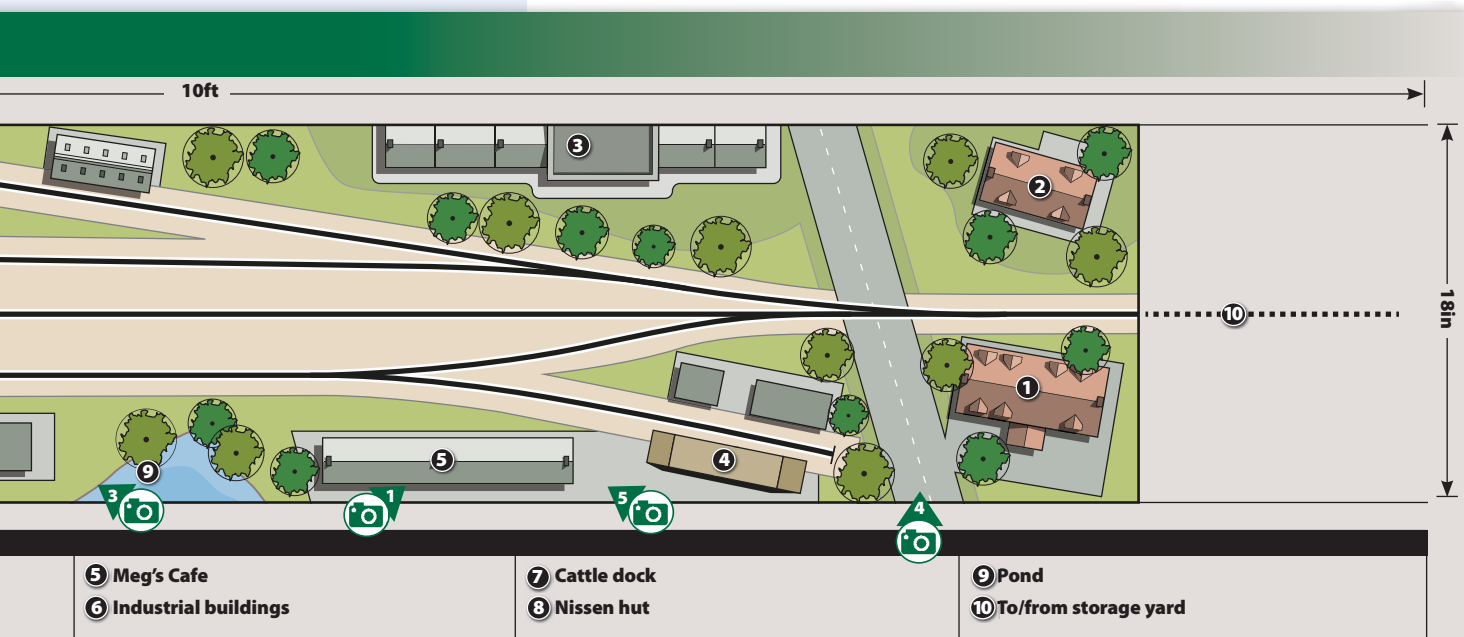
The natural scenery makes extensive use of Woodland Scenics items, mainly clump foliage and foliage clusters. This is all held down with hot glue. Trees are mainly from sea moss with a light sprinkling of green ground foam to indicate a late winter setting.

THE WHITE STUFF

We are always asked how we do the snow. I should admit straight away that while I love modelling snow scenes, I hate the

HUMPHREY ROAD SIDINGS TRACK DIAGRAM (NOT TO SCALE)





 **Wainwright 'C' 0-6-0 1256 shuffles across the point work to shunt its wagons.**



real stuff. The layout's scenery is done as normal and white acrylic paint is applied where I feel snow would naturally fall and accumulate.

The effect I go for is a relatively light snowfall so elements of the scenery continue to show rather than a complete blizzard obscuring everything. At this stage the snow effect is a little flat so I apply onto the wet paint a snow mix which catches the light. This is Woodland Scenics snow, bulked out with talcum powder and enhanced with very fine glitter dust. The latter can be obtained from craft shops or more recently the make-up counter.

Cheap hairspray keeps the snow mix attached to trees and bushes. Obtaining this results in some funny looks when this old, bald guy hoves into view asking for cans of hairspray and glitter make-up! It's a tried and tested method which I've used on previous snow layouts before the current off-the-shelf snow materials became available.

BACKSCENE

The backscene is made to convey the impression that the yard nestles in a tree lined valley. It is hand painted by myself using common old household paint and cheap acrylics applied by 1in and 2in brushes. The secret is not to over detail the scene although that's sometimes difficult to resist.

Working quickly can help and once the basic sky was set out (about 10 minutes) the distant hills and closer trees took about 45 minutes. Leave it for a day or two to see if you still like it and then resist the urge to dabble! The few buildings on the backscene are copied from old card kits and the newspaper property pages then cut out and stuck on. The important thing is to get the perspective right and ensure that the colours do not dominate.

STOCK

Stock is a mix from the usual stables and includes a Bachmann 'C' 0-6-0 and 'E4'

0-6-2T together with an EFE Rail Hunslet 'Austerity' 0-6-0ST alongside a Hornby 'M7' 0-4-4T and 'Q1' 0-6-0. Mainly I buy what takes mine and Meg's fancy and sometimes what Simon spots and brings to my attention so that my wallet can be further depleted. Strict adherents to prototype should look away now.

All locomotives are sound fitted and the layout has ambient sound such as birdsong.

One advantage of the 'what if..' approach is that the limits on vehicle types are set much further out so long as some passing relevance to company and era is maintained. All stock is weathered to different degrees using acrylic paint applied by brush and appropriately coloured eye make-up.

OPERATION

The track plan incorporates a run-round loop and sidings so basic operation is trains arriving, shunting and departing. I fancy making up a schedule of train moves although Meg will need some persuading as she favours, shall we say, a more relaxed interpretation.

All stock is fitted with Kadee magnetic couplers giving (on a good day!) hands free operation.

Once uncoupled, the free wagons can be left or propelled to the desired location. The couplers then centre again, ready for coupling up.

AT THE END

That then is a quick skim over the layout. If you see us at any exhibition please come and chat. If any exhibition managers are interested we'll travel anywhere people cry out for entertaining layouts.

So far, with our various layouts, we've been to the north of Scotland, the far south west of England, the Netherlands and Germany and many points in between. I can be contacted via the Hornby Magazine office – hornbymagazine@keypublishing.com. **HM**

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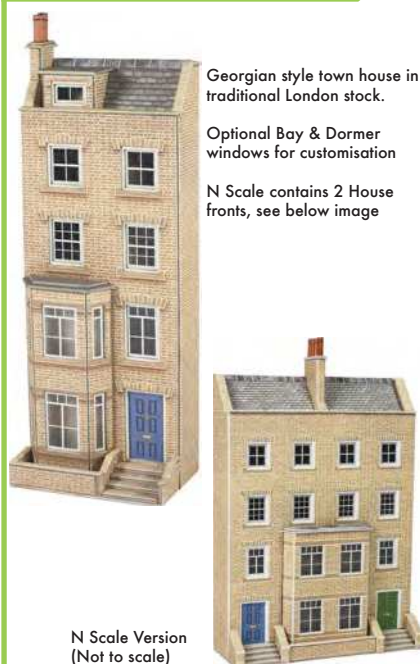
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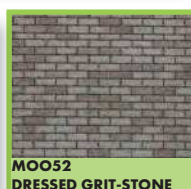
WORKERS COTTAGES
00 CODE PO255/N CODE PN155



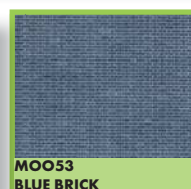
PARISH CHURCH
00 CODE PO226/N CODE PN926



00/MOO51 N/PN903
COBBLESTONES



MOO52
DRESSED GRIT-STONE



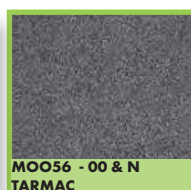
MOO53
BLUE BRICK



00/MOO54 N/PN900
RED BRICK



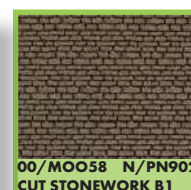
00/MOO55 N/PN903
PAVING SHEETS



MOO56 - 00 & N
TARMAC



00/MOO57 N/PN901
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'Deltic'

FINALE

London, a Saturday night 40 years ago. Hordes of fans mob the platforms at King's Cross station cheering the star of the day while thousands of cameras record the remarkable scene. The occasion is not, however, the appearance of a Hollywood film star, but the final run of one of the most popular diesels – the 'Deltics'.

EVAN GREEN-HUGHES looks back to January 1982.

JANUARY 2 is a date which has a great deal of significance to 'Deltic' fans, because it was on that day in 1982 that the very last British Railways passenger run was made by one of their favourite locomotives. These 3,300hp monsters had revolutionised travel on the East Coast Main Line (ECML) during their 20-year service life, by their noisy high-revving two-stroke Napier engines, the unique noise from which had given these locomotives a cult following.

There has probably never before been a diesel locomotive type that has attracted so much adulation and this was borne out by the final run, The 'Deltic Scotsman Farewell', which ran from Edinburgh to London King's Cross and which was hauled by 55022 *Royal Scot's Grey*, which had once been D9000 - the first-numbered of the class. The train left Edinburgh loaded to the gunwales with enthusiasts and with the £20 tickets reputedly changing hands for more than

double their face value, so scarce had they become. As the train pulled out of Edinburgh Waverley, there was not a window or droplight that did not have at least a large part of an enthusiast hanging out of it, while along the route there were thousands of people who had turned out to give these venerable locomotives a fitting send-off.

In London, at the buffer stops, bemused police officers, much more used to dealing with disobedient football fans, attempted to shoo the crowd away from the locomotive, while those who had travelled took that last picture, obtained a rubbing from the nameplate and in some cases actually kissed and caressed the engine itself.

The farewell tour had come at the end of a period of decline which had started when the first of BR's new High Speed Trains arrived in 1977, a move that would render the 'Deltics' redundant. In May 1979 locomotives based at Haymarket and Gateshead were transferred to York from which point much of the fleet was >>



Railtours in the final year's of the 'Deltics' saw the class travel far off their home East Coast Main Line territory. On March 5 1978 55003 *Meld* passes the unmistakable location of Dawlish with RPPR's 'Deltic Ranger' re-run from London Paddington-Paignton. Railphotoprints.uk.



Right: For its final years of service 55002 *The King's Own Yorkshire Light Infantry* was turned out in BR two-tone green with full yellow ends with its duties including operation on Trans-Pennine services to Liverpool. In 1981 the Type 5 coasts into Liverpool Lime Street station. Railphotoprints.uk.

Below: The final months of service saw the 'Deltics' relegated to secondary duties. On arrival from Edinburgh on the night of November 26 1981, Class 55 'Deltic' 55019 *Royal Highland Fusilier* removes a parcels vehicle from the head of its train and shunts it into one of the up bay platforms, before moving back onto its service train - the 1.05am departure from York to London King's Cross. At this time 55019 had just four weeks left in service before withdrawal. [Gordon Edgar/Railphotoprints.uk](http://GordonEdgar/Railphotoprints.uk).



redeployed onto semi-fast passenger duties between London and York but soon these were also to move over to HSTs. Attempts were made to find other work for the class, and this included use on the Newcastle-Liverpool 'Trans-Pennine' services where they sometimes were used instead of the staple 'Peaks' but they were not as suitable for the tortuous and winding route as they had been for the long straight sections of the ECML and their use on that duty was soon discontinued.

Some work was found in Scotland where 'Deltics' could sometimes turn up on Edinburgh suburban workings substituting for DMUs and the class was also regularly seen as far north as Aberdeen with the final engine to be seen there being 55008 *The Green Howards* on December 28 1981.

ON TOUR

Perhaps the most remarkable use of a 'Deltic', and one which caught many

"January 2 is a date which has a great deal of significance to 'Deltic' fans, for it was on that day in 1982 that the very last British Railways passenger run was made by one of their favourite locomotives."

EVAN GREEN-HUGHES

enthusiasts napping, was the use of 55021 *Argyll and Sutherland Highlander* on an advertised day excursion from Edinburgh to Oban on Sunday August 2 1981. This saw the locomotive hauling a Glasgow-Edinburgh Mk3 push-pull set complete with Mk 1 miniature buffet car, with tickets priced at a giveaway £5 each! This tour was repeated on August 23 with the same locomotive in charge, which again proved very popular.

Argyll and Sutherland Highlander found itself on a couple of other unusual

workings. On one occasion it was used to haul a Class 03 shunter from Berwick for servicing and on another it was called in to rescue a Class 37-hauled coal train that had failed on the Blyth and Tyne branch. Another unusual duty for a 'Deltic', in this case 55018 *Ballymoss*, was to haul a Railway Pictorial Publications Railtour (RPPR) from London Paddington to Paignton, which took place on February 19 1978, but which got no further than Bristol Temple Meads due to heavy snow in the West Country. This tour was unusual for



that period in that Mk 1 stock was used. A second attempt on March 5 1978 saw 55003 complete its journey to Paignton at the head of the RPPR 'Deltic Ranger' tour, again hauling Mk 1 coaches.

July the same year was to see 55003 *Meld* working over the Settle-Carlisle railway with a 'Merrymaker' excursion from Sheffield while 55002 *The King's Own Yorkshire Light Infantry* was active on the West Coast Main Line in October 1979 when it was used for a T&N Railtours Manchester Victoria-Carlisle-Newcastle-York-Manchester excursion. 55015 *Tulyar* also covered new ground when it reached Lowestoft in September 1978 with a special from King's Cross.

Perhaps the most unusual event that a 'Deltic' took part in during those final years was on May 24 1980 when specially bulled-up 55015 *Tulyar* took part in the Rocket 150 celebrations at Rainhill near Liverpool, passing admiring crowds while hauling electric locomotives 86214 and 26020. The same locomotive also reached Bournemouth on October 17 1981 hauling the 'Wessex Deltic' railtour.

END IN SIGHT

Inevitably the reduced requirement for 'Deltics' meant that not all of them had a long-term future. Within a short time following the arrival of the first HST three of the class were laid up at Doncaster, these being 55001 *St Paddy*, 55004 *Queen's Own Highlander* and 55020 *Nimbus* and all of them had been raided for spares to keep the rest of the 22-strong fleet running.

55004 managed to survive to run again but the other two were condemned in January 1980. 55006 *Fife and Forfar Yeomanry* went for scrap that summer but again it provided spares to keep the others going, in particular power units which were still being rebuilt at Doncaster while 55012 *Crepello* went the same way soon after but was able to donate a bogie to 55011 *Royal Northumberland Fusiliers*,



August 2 1981 caught out some enthusiasts when 55021 *Argyll and Sutherland Highlander* was selected to work the 'West Highlander' from Edinburgh at short notice. The 'Deltic' stands at Oban with its rake of Mk 3 push-pull stock which included a Mk 1 buffet before making the return journey. Railphotoprints.uk.

which had up to that time been thought to be a scrapper.

There were still 11, half of the original fleet, in service with the end of 1981 only a few days away, despite the fact that the whole class was to have been withdrawn by that October. Most popular amongst these was 55002 *The King's Own Yorkshire Light Infantry* which had been turned out in an approximation of its original two-tone green livery as a prelude to its anticipated transfer to the National Railway Museum at York. It made a number of appearances at depot open days in this guise during the year.

55013 *The Black Watch* was the first of the survivors to go, and was soon followed by 55010 *The King's Own Scottish Borderer*, both with multiple mechanical faults that precluded further service. 55016 *Gordon Highlander* was next and was abandoned at York after developing a mechanical issue. Next to go was 55007 *Pinza*, which failed on a York-King's Cross working while celebrity 55002 started throwing oil about while working a Liverpool-Newcastle train and was taken off at York and round the corner to the National Railway Museum.

The final day of normal service working was December 31 1981, after which

instructions had been issued that the 'Deltics' should not be used on timetabled trains again. The final day, and the specials that were planned to follow it, were already without their proposed star, which had already retired hurt to the museum in York, and some of the others were not in much better fettle. 55021 *Argyll and Sutherland Highlander* limped into York on one engine and had to be taken off there and taken to the depot for attention while 55008 *The Green Howards* didn't even get off Finsbury Park depot as it had flat batteries.

FINAL DAY

And so the final day arrived with the honour of hauling the last service train from King's Cross falling to 55017 *The Durham Light Infantry*, on the 4.03pm London-York, a journey that saw commuters outnumbered by about five to one by enthusiasts and a television crew complete with floodlights turning up to record the occasion. That left only the farewell special return journeys from London to Edinburgh and back to complete in the New Year for which only 55015 *Tulyar* and 55022 *Royal Scots Grey* were available, due to the considerable number of faults that the other survivors had.

After the celebrations were over all the remaining locomotives were towed to Doncaster works where all 15 were placed together on the scrap roads, immediately becoming something of a shrine to 'Deltic' lovers, many of whom visited to pay their last respects, and to take a final photograph.

Fortunately, this was not quite the end as six 'Deltics' were to make it into preservation in various forms including D9000 and 55015 from the final day in 1982. At least four have been active on the main line since on excursions – D9000, D9009, D9016 and D9019 - but we never again saw the mass adulation that the class attracted in its final days.

Now, 40 years on since that remarkable January night and with memories of the 'Deltics' in service distant, we now have the mouth-watering prospect of a new highly-detailed model from Accurascale, which may enable us to capture the flavour of those heady times once again, this time on our model railways, and perhaps someone will one day model some of those most unusual final workings? **HM**



Above: The 'Wessex Deltic' railtour on October 17 1981 took 55015 *Tulyar* firmly onto Southern Region metals. It powers up on departure from Bournemouth heading back to the capital. [John Chalcraft/Railphotoprints.uk](http://JohnChalcraft/Railphotoprints.uk).

Left: January 2 1982 marked the end of BR operated 'Deltics' with the 'Deltic Scotsman Farewell' tour. 55015 *Tulyar* worked the train from London King's Cross to Edinburgh and 55022 *Royal Scots Grey* headed the return. On January 2 1982 55015 powers north through Huntingdon at speed with the northbound leg of the tour. [John Chalcraft/Railphotoprints.uk](http://JohnChalcraft/Railphotoprints.uk).

STAFF PROJECTS

Restoration STATION

The discovery of a partially stripped chassis and a tatty Class 37 body prompted **MIKE WILD** to assess returning this Bachmann model of 37411 to frontline service. Here's how he did it.



Recreating a scene from the North Wales coast in 1999, 37411 leads a four-coach set of Regional Railways stock having been rebuilt from a damaged chassis and poorly weathered body.



MIKE WILD

The Class 37 project is one of several going through the works with a privatisation theme. Also in progress are 56103 in EWS livery as well as 37421 in Colas colours.



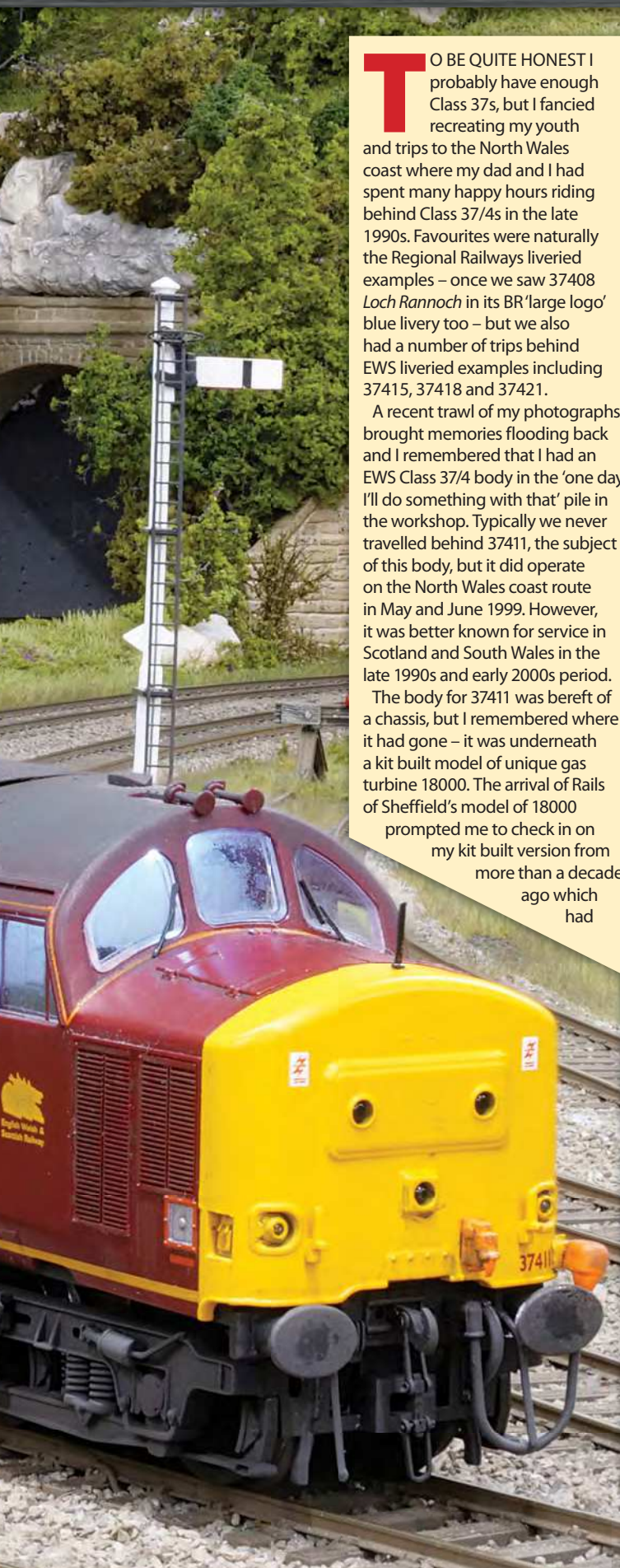
MARK CHIVERS

Restorations have been high on Mark's modelling list of late as well as adding digital sound to one of his latest acquisitions – a Heljan 'OO' gauge Class 25 as 97250 ETHEL1 with an ESU chip.



RICHARD WATSON

Planning is becoming a reality for Richard's new layout project – the scenic section baseboards are built and it will soon be time to start the exciting assembly phase for his 'OO' ECML project.



TO BE QUITE HONEST I probably have enough Class 37s, but I fancied recreating my youth and trips to the North Wales coast where my dad and I had spent many happy hours riding behind Class 37/4s in the late 1990s. Favourites were naturally the Regional Railways liveried examples – once we saw 37408 *Loch Rannoch* in its BR 'large logo' blue livery too – but we also had a number of trips behind EWS liveried examples including 37415, 37418 and 37421.

A recent trawl of my photographs brought memories flooding back and I remembered that I had an EWS Class 37/4 body in the 'one day I'll do something with that' pile in the workshop. Typically we never travelled behind 37411, the subject of this body, but it did operate on the North Wales coast route in May and June 1999. However, it was better known for service in Scotland and South Wales in the late 1990s and early 2000s period.

The body for 37411 was bereft of a chassis, but I remembered where it had gone – it was underneath a kit built model of unique gas turbine 18000. The arrival of Rails of Sheffield's model of 18000 prompted me to check in on my kit built version from more than a decade ago which had

used the chassis from the Class 37/4 body and provided a potential answer to reviving the ETH Type 3.

On separating the body and chassis, I discovered that I hadn't been kind in my modifications to the original Bachmann chassis. The plastic frame had been cut, the buffer beams were missing and the bogie side frames had been cut away to make way for the resin mouldings to go with 18000. To make matters worse, the bodyside for 37411 had been used for airbrushing practice – I'm kicking myself for that now, but we all make mistakes.

COST EFFECTIVE

All that aside, I could see a simple and relatively cost effective project to restore the locomotive to full running order as a Class 37 once more. The chassis still ran well, but was of the older 8-pin socket generation and needed replacement parts while the body was complete and would make a simple de-weathering and re-weathering project.

Armed with an idea, I scurried about the internet looking for the parts I needed for the Class 37 – a pair of bogies, two cab interiors and a new underframe moulding plus a set of bufferbeam pipes. As luck would have it, Bachmann has recently launched a new spare parts website and I found everything I needed there to reassemble the chassis. £35 and a couple of days later, all the parts I had ordered were on my workbench ready for use.

The first step was to strip the remaining part of the underframe moulding from the chassis and the spines of the bogies. This allowed the new underframe to be hooked over the bogies and clipped into place followed by refitting of four small crosshead screws from my spares box to hold it in place. The bogie side frames are a straightforward clip fit and were followed by refitting of the cab interior mouldings which were secured in place with a couple of spots of Deluxe Materials Roket Rapid superglue. So far the project had taken about 10 minutes.

CLEAN AND DIRTY

Next it was the turn of the body. Isopropyl alcohol (IPA) and cotton

buds were broken out to start the clean up process for the body, but this naturally took considerably longer than the chassis work. 30 minutes of care and attention took the original mess of airbrushed blacks on the body back to offer a pleasing dirty roof and stained bodysides, leaving the fresh black underframe components standing out like a sore thumb by comparison.

A word of caution with IPA. It is a chemical and needs to be handled carefully plus one of its properties is an ability to remove paint! It needs to be used sparingly otherwise you can rub straight through to the body paint underneath and begin to take that away too. It's a patient process which needs to be done with the minimum quantity of IPA on a cotton bud.

Buffer beam pipes were fitted next and then the body was removed from the chassis once more so that I could work on weathering the underframe. The weathering process started with a light coat of Lifecolor Frame Dirt (UA719) applied through my trusty Iwata Eclipse airbrush to tone down the underframe parts. A further application of Dirty Black (UA731) followed by spots of Dirty Grease Effect (UA262) added on the buffer heads completed the underframe weathering.

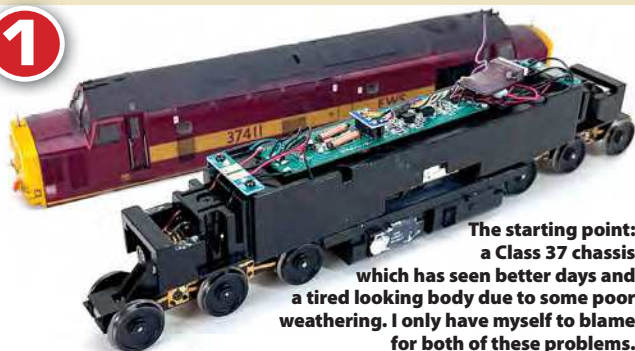
37411 was now in a much better state. It had been rebuilt, re-weathered for a realistic finish but was now missing two important ingredients – sound and lighting. As some of the wires had been cut to the nose end lights and the underframe tanks were empty, I now had an opportunity to take this model a little further so its next steps will see it fitted with a new sound decoder and a speaker (or speakers) in the fuel tanks while I also plan on taking full advantage of the cut wiring to make the head, tail and cab lights all operate independently on separate functions.

For now though that is another story, but I'm pleased with the progress so far on 37411. Watch this space for more on this model in Staff Projects. **HM**

● Visit www.keymodelworld.com/class-37 to see all of our features on these locomotives.

STEP BY STEP RESTORING A BACHMANN CLASS 37/4 IN 'OO'

1



The starting point: a Class 37 chassis which has seen better days and a tired looking body due to some poor weathering. I only have myself to blame for both of these problems.

2



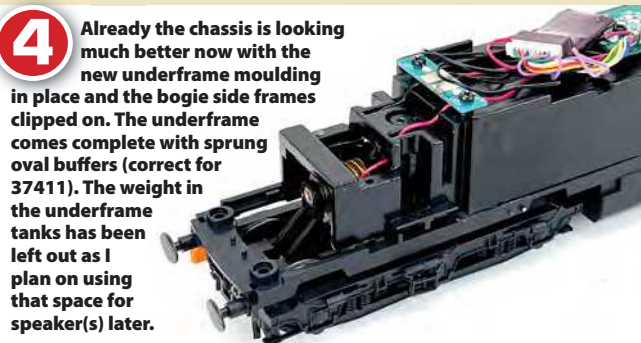
A set of spare parts were ordered from the Bachmann Spares website to rebuild the chassis consisting of a new underframe moulding, a pair of bogie side frames and new cab interior. Buffer beam pipes also came with the cabs.

3



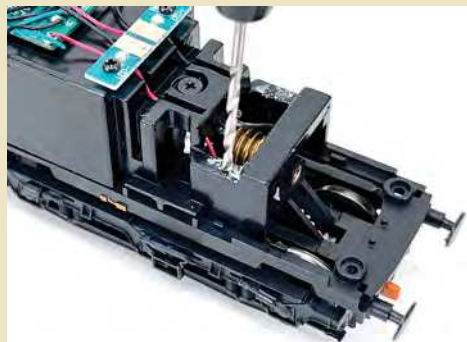
To fit the new underframe moulding, three axles needed to be removed from the bogies. This allowed the underframe to be hooked over the left-hand bogie and then over the right. The wheels are a clip fit into the bogies.

4



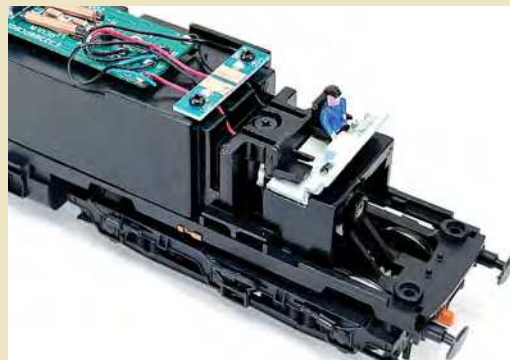
Already the chassis is looking much better now with the new underframe moulding in place and the bogie side frames clipped on. The underframe comes complete with sprung oval buffers (correct for 37411). The weight in the underframe tanks has been left out as I plan on using that space for speaker(s) later.

5



I really had been unkind to this chassis! The original cab interiors had left their mark with spigots still in the holes in the chassis casting. A 2mm drill bit in a pin vice soon removed them.

6



The new cab interiors were fitted seconds later with a couple of spots of Deluxe Materials Roket Rapid superglue holding them in place.

7



Buffer beam pipework was added next including additional air pipes and a dummy screw link coupling from my spares box.

8



This images shows the state of the Class 37 body with heavy paint application on the bonnet sides, splatter on the nose ends and awful weathering on the body. It needs fixing!

9



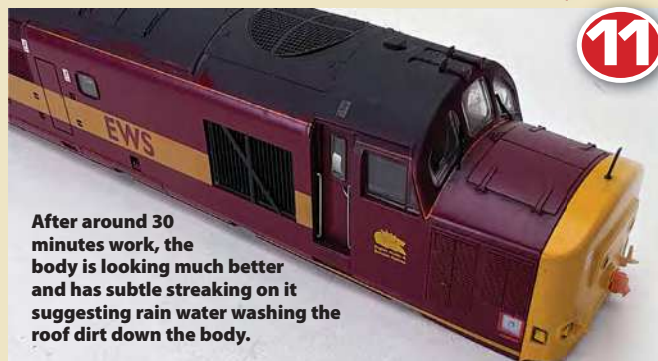
Working carefully and with minimum quantities of IPA on a cotton bud, I started pulling back to the black weathering colours on the body. You can see the difference already, but there is still some way to go here.

10



The effect of the IPA is near instant on the weathering paint, but be careful with this chemical as too much of it or too much abrasion will rub through the original maroon and gold colours too.

11



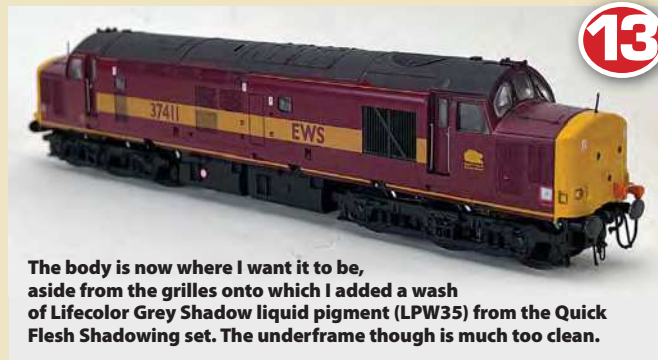
After around 30 minutes work, the body is looking much better and has subtle streaking on it suggesting rain water washing the roof dirt down the body.

12



Now that I have de-weathered the model, it will take some fresh colours. I started with MIG Black pigment (A.MIG-3001) around the exhaust ports to represent exhaust staining on the roof. This same powder was added sparingly along the centre line of the roof then wiped left and right with my finger to soften the effect.

13



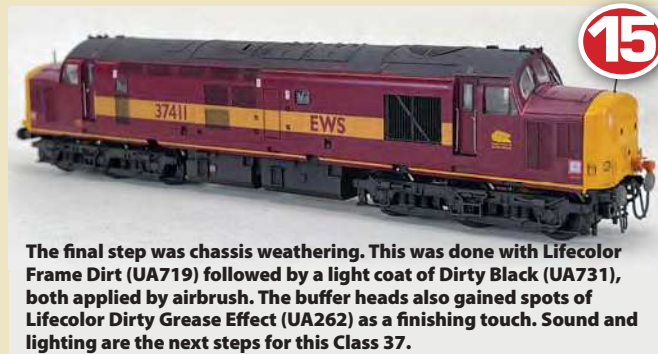
The body is now where I want it to be, aside from the grilles onto which I added a wash of Lifecolor Grey Shadow liquid pigment (LPW35) from the Quick Flesh Shadowing set. The underframe though is much too clean.

14



One final restoration point was replacement of the missing engine room side window. This was added using Deluxe Materials Glue 'n' Glaze adhesive which dries clear. It was applied using a length of brass rod to put a ring of the adhesive around the edge of the window opening and then drawing it across to join up.

15



The final step was chassis weathering. This was done with Lifecolor Frame Dirt (UA719) followed by a light coat of Dirty Black (UA731), both applied by airbrush. The buffer heads also gained spots of Lifecolor Dirty Grease Effect (UA262) as a finishing touch. Sound and lighting are the next steps for this Class 37.

A POSTCARD FROM NORTH WALES



Class 37/4s 37408 *Loch Rannoch* and 37426 idle in the cold winter air at Holyhead on December 19 1999. Sunday night's timetable on the North Wales coast included what we referred to as the 'University Train' which saw two four-coach Regional Railways Mk 1 and Mk 2 sets joined together and double-headed by Class 37/4s to make capacity for those returning to Bangor University. The noise through Bangor tunnel was fantastic! *Mike Wild.*



Displaying the later EWS maroon and gold livery (as opposed to EW&S) Class 37/4 37421 pauses at Chester on a Holyhead working in February 1998. *Mike Wild.*



The overall roof of Chester station hosts 37418 *East Lancashire Railway* as it waits time at Chester in February 1998. I would join this train for a trip to Llandudno Junction. *Mike Wild.*



Lineside opportunities were rare on our trips as we were usually there to enjoy Class 37 haulage. On December 20 1999 37426 thunders away from Colwyn Bay with the 8.17am Crewe-Holyhead alongside the A55 expressway. *Mike Wild.*

USEFUL LINKS

Bachmann spares	www.bachmann-spares.co.uk
Lifecolor	www.airbrushes.com
Deluxe Materials	www.deluxematerials.co.uk

SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. With the gradual resumption of events, we recommend checking the society website or using the contact details provided to check a show or event is on before travelling, as changes may occur at short notice. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

February 2022

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).

CANCELLED

5/6 STAFFORD MODEL RAILWAY EXHIBITION

Hosts: Stafford Railway Circle

CANCELLED

12/13 BOURNEMOUTH MODEL RAILWAY EXHIBITION

Hosts: East Dorset Area N Gauge Group

12/13 CALE RAIL AND GARTELL LIGHT RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Cale Rail Society and Gartell Light Railway
Location: Gartell Light Railway, Common Lane, Yenston, Templecombe, Somerset BA8 0NB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, concessions £4
Contact: 07970 113270
Features: Layouts, trade support, refreshments and parking. GLR operating both days (additional fee payable).

19 RISEX 2022 – RISBOROUGH AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Risborough and District Model Railway Club
Location: Risborough Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX
Times: 10am-5pm
Prices: Adults £4, children £2
Website: www.rdmrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

CANCELLED

19 TONBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Tonbridge Model Railway Club

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.

CANCELLED

19/20 SYSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Syston Model Railway Society

25-27 MODEL RAIL SCOTLAND 2022

Hosts: Association of Model Railway Societies in Scotland (AMRSS)
Location: Scottish Event Campus (SEC), Glasgow, Scotland G3 8YW
Times: Fri 10.30am-6pm, Sat 10am-6pm, Sun 10.30am-5pm
Prices: Adults £15 (£14), children £6 (£5), family (2+2) £32 (£31) - (advance prices in brackets)
Website: www.modelrail-scotland.co.uk
Features: 40+ layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

CANCELLED

26 KENAVON MODEL RAILWAY EXHIBITION

Hosts: Kenavon Railway Society

CANCELLED

26/27 NEW MILLS AND DISTRICT RAILWAY MODELLERS EXHIBITION

Hosts: New Mills and District Railway Modellers

27 BOURNVILLE MODEL RAILWAY CLUB MODEL TRAIN FAYRE

Hosts: Bournville Model Railway Club
Location: The Austin Sports and Social Club, Tessall Lane, Longbridge, Birmingham B31 2SF
Times: 10am-2pm
Prices: Admission £2
Contact: bournvillermc2010@gmail.com
Features: Trade support, refreshments and parking.

27 ILKESTONE (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION

Hosts: Ilkestone (Woodside) Model Railway Club
Location: Heanor Miners Welfare, Ilkestone Road, Heanor, Derbyshire DE75 7DT
Times: 10am-4.30pm
Prices: Adults £4, accompanied children free
Website: www.ilkestonewoodsidemrc.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

March 2022

CANCELLED

5 SPRING TOY AND MODEL TRAIN SHOW

Hosts: Sussex Vintage Model Railway Collectors

5 MODRAIL 2022

Hosts: Swindon Model Railway Club
Location: STEAM Museum of the Great Western, Fire Fly Avenue, Swindon SN2 2EY
Times: 10am-4.30pm
Prices: Adults £5, accompanied children under 16 free
Website: www.swindonmodelrailwayclub.com
Features: Layouts, trade support, demonstrations, refreshments, nearby parking and disabled access. Admission price does not include entry to STEAM museum and is not required for entry to exhibition. Combined offer will be available.

5/6 PRESTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College, Fullwood Campus, Fullwood, Preston PR2 8UR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children free
Website: www.prestonanddistrictmrs.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 RAINHILL MODEL RAILWAY CLUB MODEL RAIL 2022

Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.rainhillmrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

12 BURY ST. EDMUNDS MODEL RAILWAY CLUB OPEN DAY

Hosts: Bury St. Edmunds Model Railway Club
Location: Fornham St. Martin Village Hall, The Street, Fornham St. Martin, Bury St. Edmunds, Suffolk IP31 1SW
Times: 10am-4pm
Prices: TBA
Website: www.burystedmundsmrc.com
Features: Layouts and displays.

12 NARROW GAUGE NORTH 2022

Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA
Times: 10.30am-4.30pm
Prices: Adults £8, accompanied children £1
Website: www.narrowgaugenorth.org.uk
Features: 18 layouts, trade support, societies, refreshments, parking and disabled access (except stage).

GET MORE ONLINE!

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Bridge/Tunnel Entrance

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C5 Victorian Terrace House Backs



A13 Ash Plant

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OO Gauge Steam Locomotives

Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Q1/ Q2 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: Q2 2022
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

L&MR 'Lion' 0-4-2
Stage: CADs Due: 2023
Price: from £152.96 Digital: NEXT-18
hattons.co.uk/rapidolion

OO Diesels & Electrics
Class 33/2 Re-Tool
Stage: Announced Due: 2022
Price: from £152.96 Digital: 21-pin
hattons.co.uk/heljanoo33

Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37

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 59
Stage: Painted Samples Due: Q1 2022
Price: from £136.32 Digital: 21-pin
hattons.co.uk/dapol59

OO Gauge Multiple Units
GWR AEC Railcar (Parcels Variant)
Stage: Announced Due: 2022
Price: TBC - Wishlist Digital: 21-pin
hattons.co.uk/heljanoorailcar

Class 104 DMU
Stage: CADs Due: 2023
Price: from £296.65 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

Siphon G Vans
Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A
hattons.co.uk/accsiphong

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: Q1 2022
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: Q1 2022
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: Q2 2022
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: 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/heljanoo26

Class 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljanoo37

Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljandeltic

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: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolrailcar

Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

Class 121 'Bubble Car'
Stage: Painted Samples Due: Q1 2022
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q1 2022
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

Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
Price: from £152.15 Digital: N/A
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Steam locos



H4-AB14-006 Andrew Barclay 0-4-0ST 14 2069 "Little Barford" in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99).....**BARGAIN**...£84



4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem (Dap).....£119.60



4S-041-001 Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering (Dap).....£119.60



4S-041-004 Class 5101 'Large Prairie' 2-6-2T 5150 in GWR green GWR lettering (Dap).....£119.60



4S-041-005 Class 5101 'Large Prairie' 2-6-2T 5190 in BR black BRITISH RAILWAYS lettering (Dap).....£119.60

4S-041-007 Class 5101 'Large Prairie' 2-6-2T 6167 in BR lined green late crest (Dap).....£119.60



H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (Hat) (RRP £99).....**BARGAIN**...£84

Diesel locos



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight (Bac).....£154.50



4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels (Dap).....£133.68



H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150).....**BARGAIN**...£119



H4-66-033 Class 66 66743 in GBRT/Royal Scotsman (Hat) (RRP £150).....**BARGAIN**...£119

HSTs



R3770 Pair of Class 43 HST Power Cars 43002 'Sir Kenneth Grange' and 43198 'Driver Brian Cooper' in InterCity blue/grey and GWR green (Hor).....£269

DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**...£89

Train sets - analogue



R1167 Flying Scotsman starter train set 4472 'Flying Scotsman' loco in LNER green and three Gresley teak coaches (Hor).....£157



R1233 Coca Cola Christmas starter Train Set (Hor).....£89

Coaches

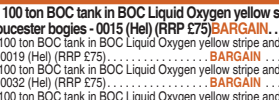


GWRCochPackE Collett 57 Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96).....**BARGAIN**...£119

Wagons



BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 (Hel) (RRP £75).....**BARGAIN**...£45



BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 (Hel) (RRP £75).....**BARGAIN**...£45



BOC12 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0032 (Hel) (RRP £75).....**BARGAIN**...£45



BOC15 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0034 (Hel) (RRP £75).....**BARGAIN**...£45



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) (RRP £126).....**BARGAIN**...£119



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118).....**BARGAIN**...£99

OO9 Narrow Gauge

Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) (RRP £219.95).....**BARGAIN**...£154



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) (RRP £219.95).....**BARGAIN**...£154



2D-142-003 Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream (Dap).....£123.12



2D-142-001D Class 142 'Pacer' 2 car DMU 142096 in debranded Northern Rail purple - Digital fitted (Dap).....£158.31



K10-1674 Class 800/0 5-car BEMU IET 'Azuma' 800209 in LNER (Kat).....£178



K10-1671 Class 800/0 5-car BEMU IET 800021 in GWR green (Kat).....£178



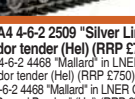
H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) (RRP £750).....**BARGAIN**...£579



H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (Hel) (RRP £750).....**BARGAIN**...£579



H7-A4-003 Class A4 4-6-2 4468 "Mallard" in LNER Garter blue streamlined non-corridor tender (Hel) (RRP £750).....£579



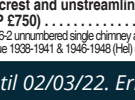
H7-A4-002 Class A4 4-6-2 4468 "Mallard" in LNER Garter blue streamlined non-corridor tender - "Record Breaker" (Hel) (RRP £750).....**BARGAIN**...£579



H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hel) (RRP £750).....**BARGAIN**...£579



H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hel) (RRP £750).....**BARGAIN**...£579



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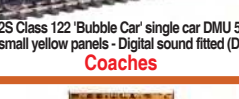
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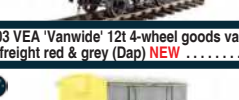
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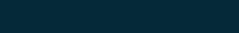
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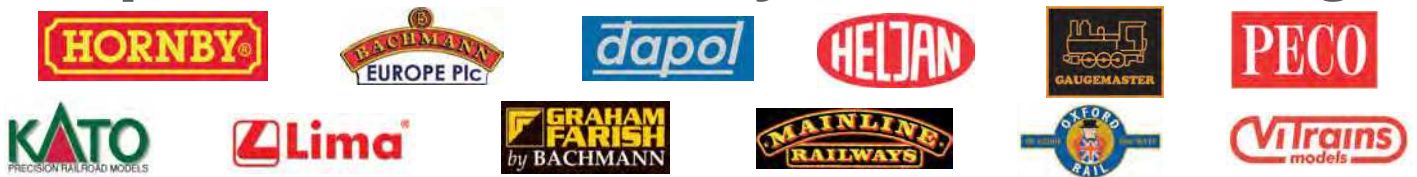
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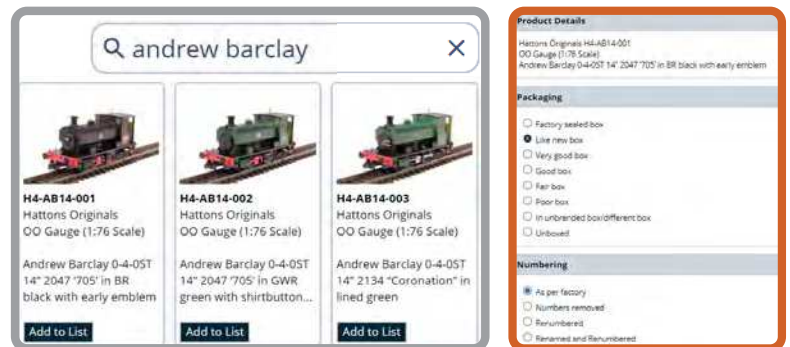


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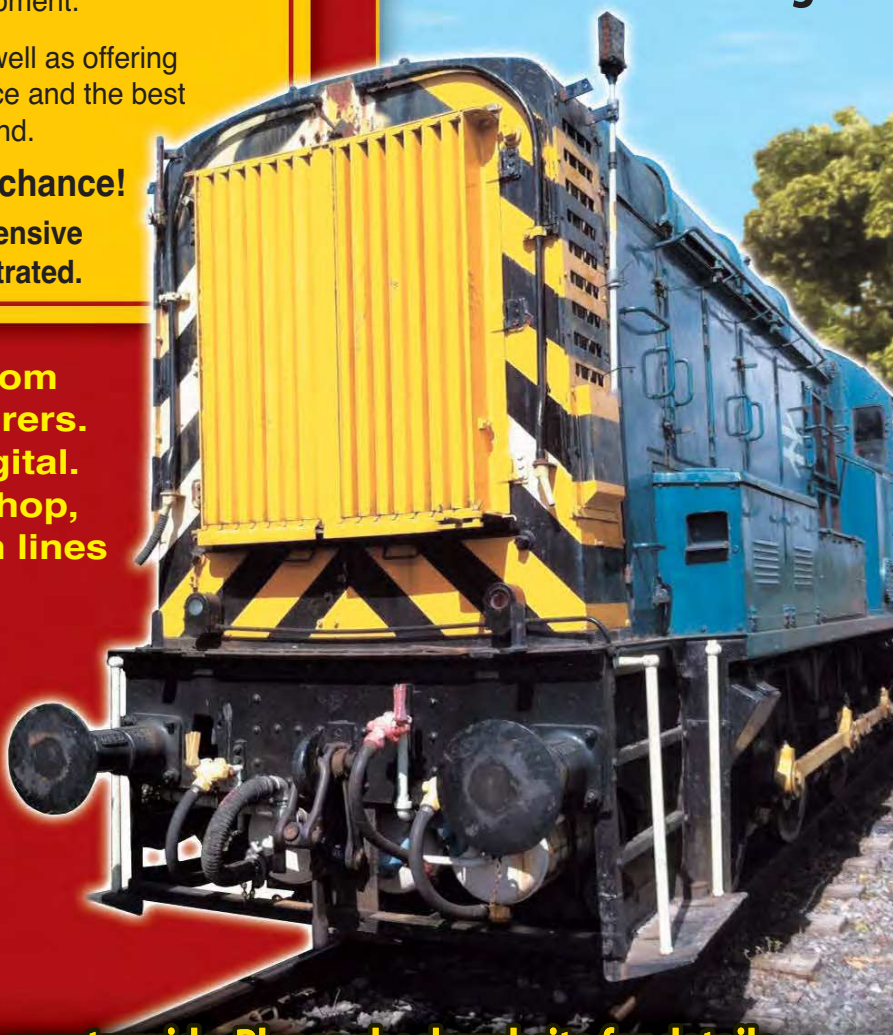
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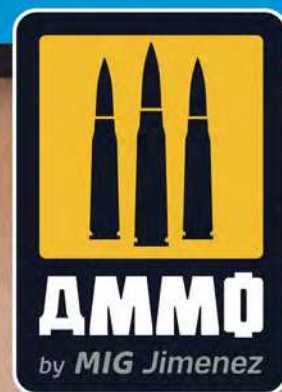
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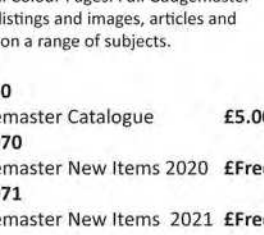
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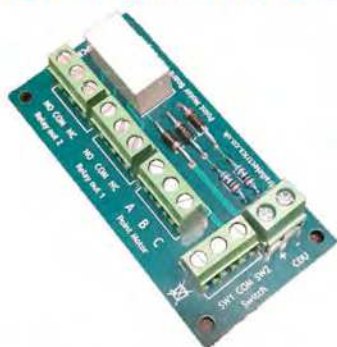
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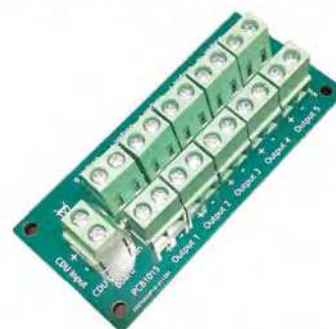


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R3917 BR, Class 31, A1A-A1A, D5627 - Era 6

DCC READY 8 PIN CONNECTION

D5627 entered traffic on 23 June 1960 allocated to Ipswich Shed and the locomotive spent much of its early career operating in the East of England, with additional allocations to Stratford, March and Finsbury Park. Numbered 31203 under the TOPS scheme, from the late 1970s 31203 operated from Bescot and Immingham on freight duties, before moving to Civil Engineer duties

in the 1990s. Placed into storage in July 2000, 31203 was purchased for preservation by Les Emery and was restored at the Chasewater Railway, before being moved to the Pontypool & Blaenavon Railway where the locomotive was named Steve Organ G.M on 26 July 2009.



R3880 BR, Class 31, A1A-A1A, 31147 'Floreast Salopia' - Era 8

DCC READY 8 PIN CONNECTION

31147 'Floreast Salopia' entered traffic on 19 November 1959 as D5565, allocated to March Shed and the locomotive remained in East Anglia until 9 October 1965, when it moved north to Tinsley. Renumbered to 31147 under the TOPS scheme, the locomotive was one of three Class 31s fitted with Radio Electronic Token Blocks for use over the Cambrian route, 31147

also carrying BR Regional Railways branding over its 'Dutch' livery, until it was named 'Floreast Salopia' by John Thompson, a Shropshire Star competition winner, at Shrewsbury Cotton Hill Depot's Open Day on 30 May 1993.



R3745 Network Rail, Class 31, A1A-A1A, 31602 'Driver Dave Green' - Era 9

DCC READY 8 PIN CONNECTION

Entering traffic on 12 May, 1960 as D5614, in April 1998 it was withdrawn for modification to Class 31/6, and renumbered 31602. The locomotive re-entered traffic with Fragonset, as Chimera,

then Network Rail, and was named as Driver Dave Green at Derby RTC in November 2007, marking 52 years of railway service by the driver.

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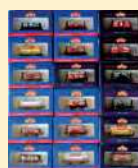
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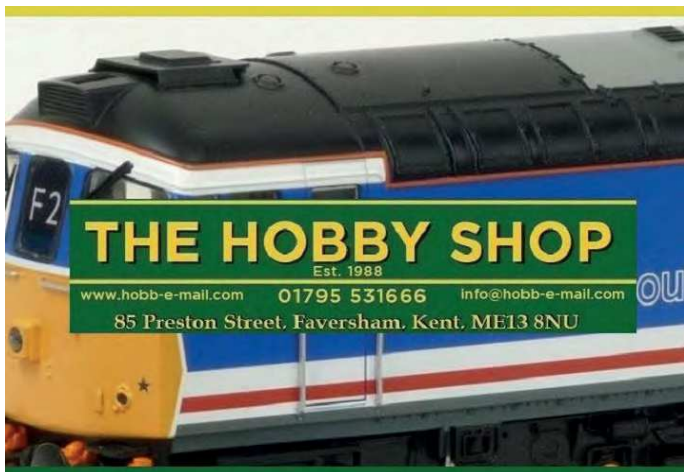
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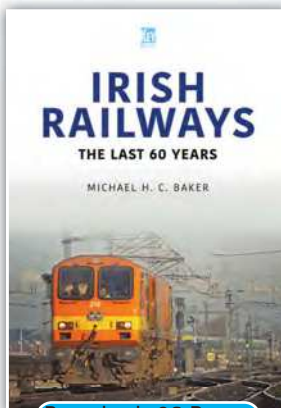
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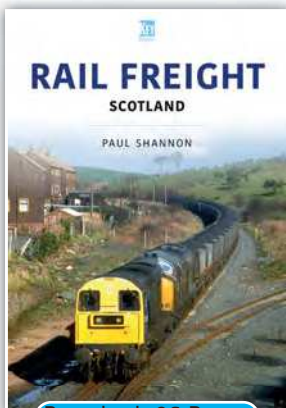
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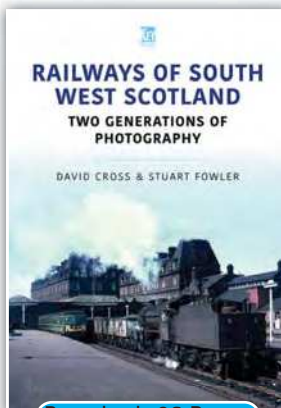
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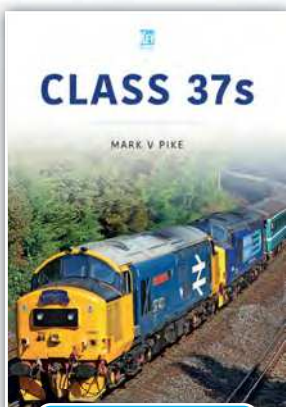
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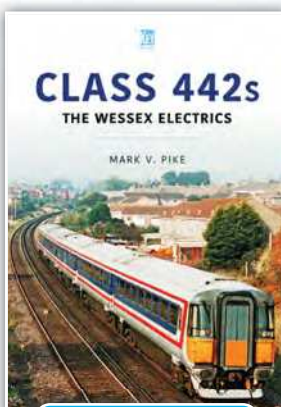
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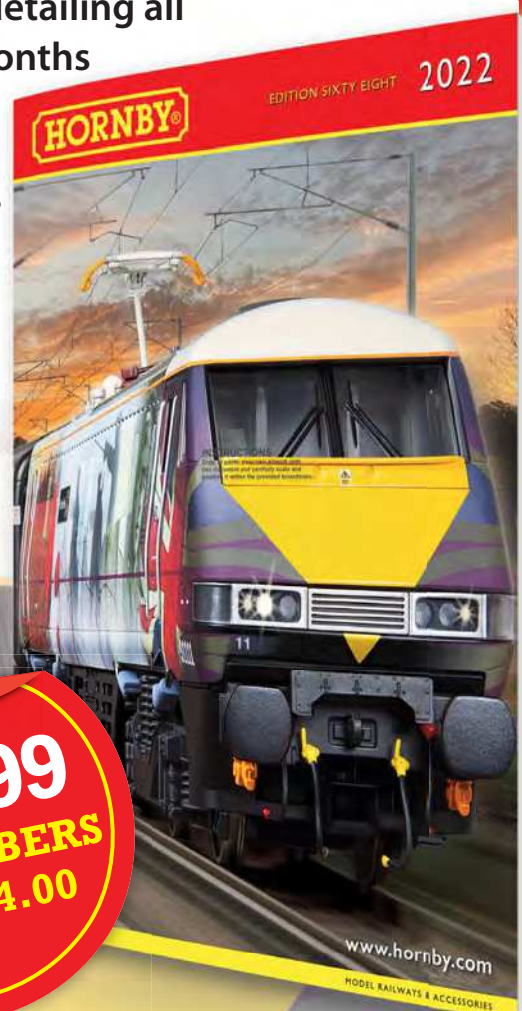
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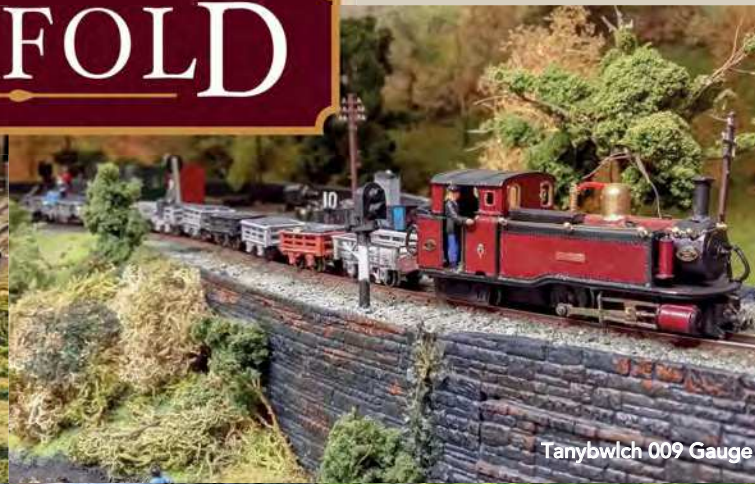
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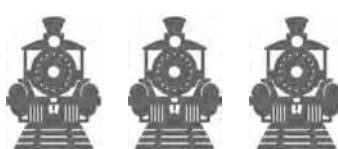
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NEXT ISSUE

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