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Issue 183 September 2022

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**Class 68
SOUND**



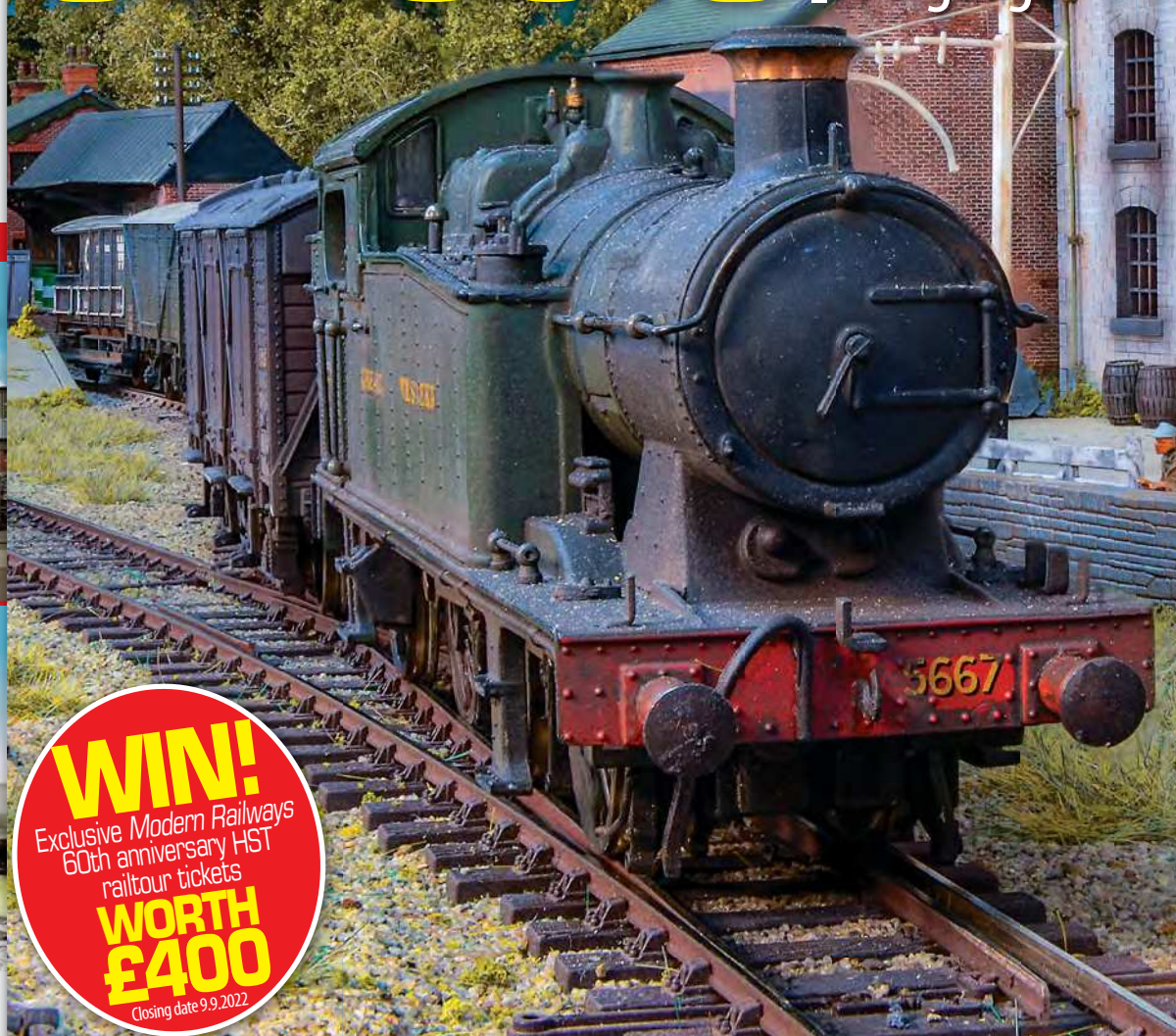
Installing a Digitrains ZIMO decoder, speaker and stay-alive into the Dapol 'Big Cat' diesel

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HORNBY WEBSITE EXCLUSIVES

In an attempt to revitalise the home-grown tourist industry in a post-lockdown Britain, Rail Charter Services introduced their new 'Staycation Express' service in the north west. Making three return trips between Skipton in West Yorkshire and Appleby in Cumbria, the 'Staycation Express' provided passengers with spectacular views of the Yorkshire Dales, travelling over the famous Settle and Carlisle Railway. The service ran every day, except Sundays, allowing holidaymakers plenty of flexibility for a trip. The train was made up of two iconic Class 47 locomotives and a set of Mk3 and Mk2 coaches.

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R40182/A/B/C RCS Mk3 First Open No. 11076 Coach A / No. 11091 Coach B / No. 11075 Coach C / No. 11077 Coach D - Era II



R40183 RCS Mk2d Crew Coach No. 17159 - Era II

HORNBY

September 2022 magazine

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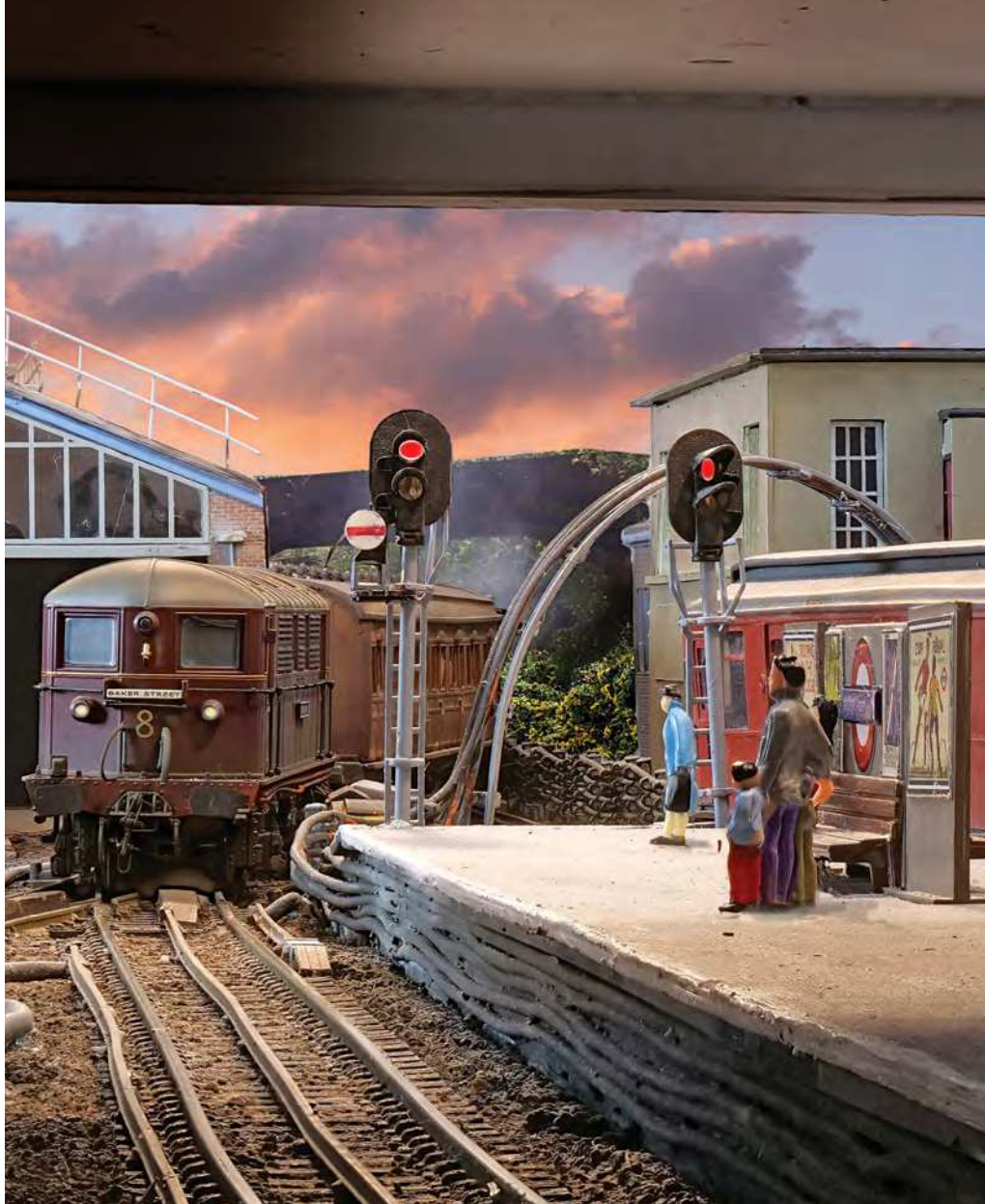
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In the first of a new series, Simon Paley highlights modern-day lineside equipment and outlines how you can replicate it in model form.

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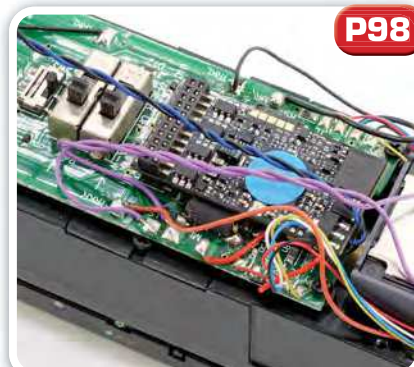
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Dan Evason builds a unique stone-built narrow gauge bridge from scratch, using card and modelling clay.

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Mike Wild upgrades Dapol's 'OO' gauge Class 68 diesel with ZIMO's next generation digital sound decoder and stay-alive capability.



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The latest news from Cavalex Models, Ellis Clark Trains, Hornby, Revolution Trains, Sonic Models, TMC and more, plus we reveal more exhibits set to attend the 2022 Great Electric Train Show.

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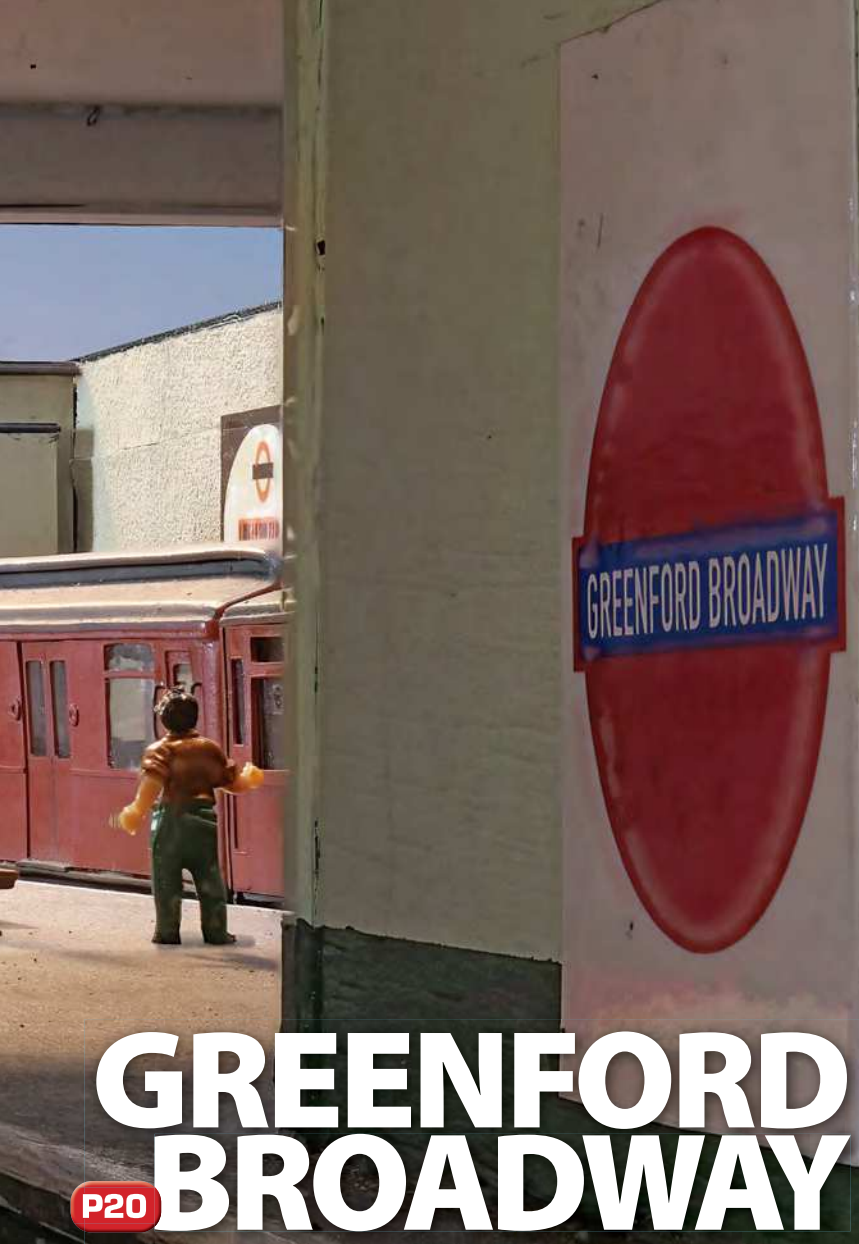
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The latest releases from Flangeway, Hornby, Modelu, Oxford Diecast, Peco, Transporters, TRS Trains, West Hill Wagon Works and more.

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WELCOME

THE EDITOR'S PAGE



HELLO, and welcome to the latest issue of *Hornby Magazine* – a summer special with two gifts included encompassing our second annual Model Railway Puzzle Book and a brand-new Scalescenes

kit for a low relief terrace shop.

The recent hot weather might have reduced modelling time, but we hope the combination of a puzzle book for your holidays and a building to complete back home will inspire your modelling. The terrace shop is the first of a new range of buildings from Scalescenes and, like previous kits offered through *Hornby Magazine* requires only card, glue and a craft knife to be completed.

However, we also have two huge competition prizes to be won this month. Topping the billing is a unique prize offering the chance to win First Class tickets on *Modern Railways* 60th anniversary HST railtour in September. Running from Leeds to Kidderminster on September 27 the tour train is set to include recently repainted power car 43184 (subject to availability) which now carries InterCity 'Executive' colours as well as being at a naming ceremony too. If that isn't enough, we also have the chance to win a Nikon camera in our latest Key Publishing prize draw.

We have lots of model railway features in store too. This issue contains three inspirational model railways modelling three very different types of railway operation: London Transport, a Great Western branch line terminus and modern traction in the North East. Allied to this, our team of modellers have been busy working on projects to help you make the most of your layout too.

New arrivals have been a little quieter this month, but we still have exciting new rolling stock products from Hornby, Bachmann, Peco and Flangeway plus a fascinating new diesel exhaust generator for digital created by TRS Trains. In the news are new product announcements from Sonic Models and Revolution Trains as well as new images of development models from TMC, Cavalex Models, Hornby, Ellis Clark Trains and more.

Thinking ahead to the autumn season, the line-up for the 2022 Great Electric Train Show

continues to grow and our discount advance tickets (which include early entry to the show) are still available to purchase online from shop.keypublishing.com or by phoning our Mail Order team on 01780 480404.

And finally, don't forget to join us online at www.keymodelworld.com as we have videos showcasing the latest products, our full length

film about Pete Waterman's new Making Tracks II layout – which is not to be missed – and a huge number of other exciting clips to watch.

Happy modelling!

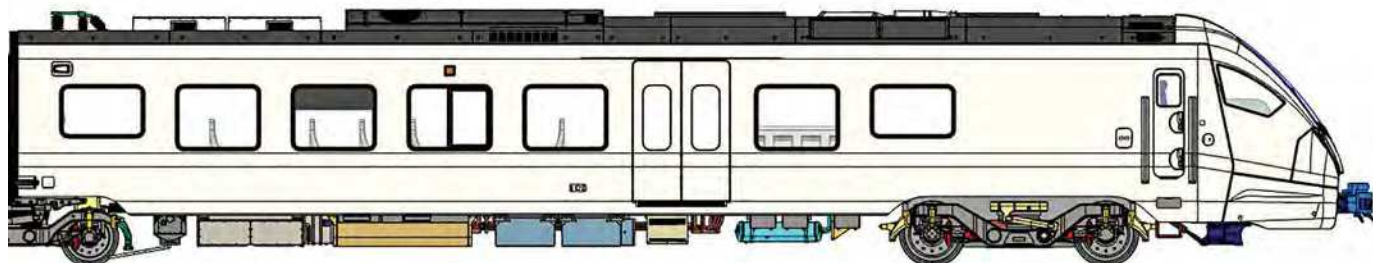
Mike Wild

Mike Wild
Publisher, Modelling

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'Flirts' HORNBY AT CAD STAGE

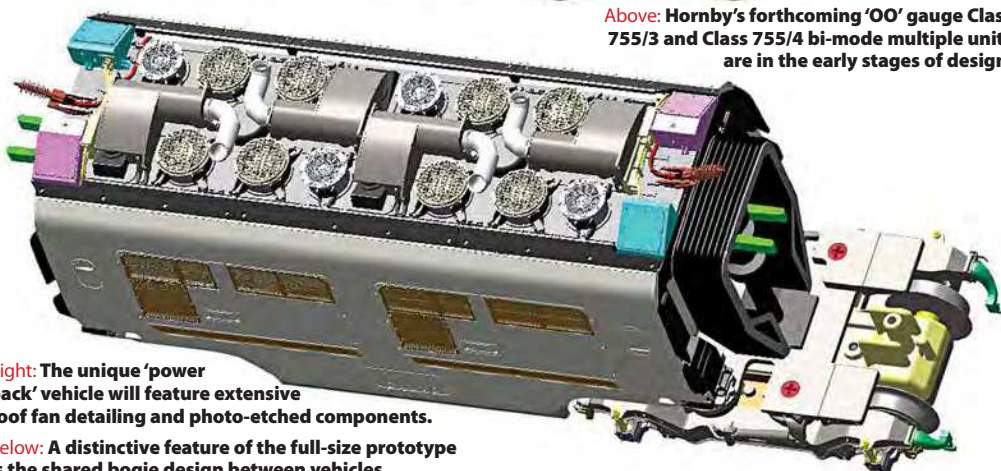


Above: Hornby's forthcoming 'OO' gauge Class 755/3 and Class 755/4 bi-mode multiple units are in the early stages of design.

HORNBY has released early CAD images of its forthcoming newly-tooled 'OO' gauge Class 755/3 three-car (R3963/A) and Class 755/4 four-car (R3964/A) 'Flirt' bi-mode multiple units.

These Stadler-built trains were introduced on Greater Anglia services from 2019 and feature a unique 'power pack' vehicle in the centre of each unit.

Currently at the design stage of the process, the early CAD images show the high level of detail that is being incorporated into the units, including a multitude of fans on the roof of the 'power pack'.



Right: The unique 'power pack' vehicle will feature extensive roof fan detailing and photo-etched components.

Below: A distinctive feature of the full-size prototype is the shared bogie design between vehicles.



The specification also includes decorated interiors, directional lighting, a close coupling mechanism and photo-etched roof fan and bodyside grilles.

Hornby's new models will also feature the distinctive shared bogies between vehicles, 21-pin Digital Command Control (DCC) decoder sockets and will be

powered by two flywheel-fitted five-pole skew-wound motors – one at each end of the three and four-car sets.

Two of each configuration are planned, with prices set at £362.99 for three-car units and £411.49 for four-car units. Release is currently slated for late 2023/early 2024.

● Visit www.hornby.com



Hornby is producing three and four-car Class 755 'Flirt' bi-mode sets, with two of each configuration forming the initial production run.

HORNBY: A MODEL WORLD – THE SEQUEL

Hornby has confirmed that another series of *Hornby: A Model World*, the popular Yesterday television documentary about the company and the modelling hobby, has been commissioned by UKTV.

The series debut went behind the scenes at Hornby's Margate headquarters as well as following its team of designers and researchers on visits around

the country. In addition, it also featured Pete Waterman, Eddie Izzard and *Hornby Magazine*.

The second series is filming now and is expected to air on Yesterday in 2023.

● Visit www.hornby.com for more information.

A second series of *Hornby: A Model World* has been commissioned for screening in 2023.



New Liverpool and Manchester Railway Centenary train pack

Hornby has announced plans for a new Liverpool and Manchester Railway (L&MR) 1930 Centenary Celebration train pack containing Hornby's newly-tooled 'OO' gauge model of L&MR No.57 *Lion*, plus additional rolling stock.

The new L&MR 1930 Centenary pack (Cat No. R30232) will feature *Lion* together with two First Class carriages – *Experience* and *Times* – and a Third Class coach, partially recreating the six vehicle train it hauled along a circular track at

Wavertree Recreation Ground, Liverpool at the time.

The additional First Class coach – *Despatch* – plus the two extra Third Class carriages will be available in a separate coach pack (R40371).

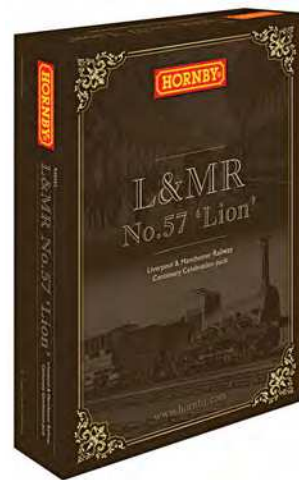
Prices are set at £239.99 for the train pack and £89.99 for the coach pack.

Release is anticipated in late 2022/early 2023.

● Visit www.hornby.com for more information.



A triple-carriage add-on pack is planned, enabling the full six vehicle train to be replicated with *Lion* in 'OO' gauge.



Hornby has added a new Liverpool and Manchester Railway 1930 Centenary Celebration train pack, featuring

HORNBY AXES TRAINS ON FILM

Hornby has cancelled plans for its forthcoming 'OO' gauge Trains on Film train packs.

In a statement released on July 5 2022, the company said: "For several months there has been some speculation concerning the introduction of two Hornby train packs under the sub brand

title of 'Trains on Film' which both featured, in one form or another the L&MR No.57 *Lion* and associated rolling stock. The films concerned were *The Lady with a Lamp* and *The Titfield Thunderbolt*.

"Hornby Hobbies has decided to remove the two 'Trains on Film' packs from the Hornby 2022

product range and acknowledges and accepts that Studiocanal owns the licensing rights to the *Thunderbolt* locomotive as depicted in the *Titfield Thunderbolt* film as well as Dan Taylor's grounded carriage body. Hornby also acknowledges and accepts that Studiocanal owns

the title rights to the films *The Titfield Thunderbolt* and *The Lady with a Lamp*."

"Along with this, the Bedford Coach within the 'Trains on Film' category has also been cancelled."

● Visit www.hornby.com for more information.

Hornby's 'Prideolino' moves nearer

Development of Hornby's 'OO' gauge Class 390 'Pendolino' 390119 *Progress* in its distinctive allover Pride colour scheme continues apace.

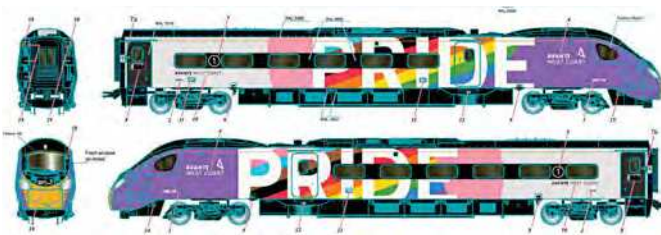
Avanti West Coast unveiled the striking colour scheme applied to 390119 in August 2020 during Pride week that year. All 11 vehicles feature the colourful graphics with different colours and applications on each. Later that year, the train was named *Progress* following a competition, with a vinyl nameplate applied on October 11.

Hornby announced its intention to produce a model of 390119 in 2021 and is developing a nine-car version of the Pride-liveried set, including a four-car train pack (Cat No.R30089) and five individually numbered intermediate vehicles (R40196-R40200) which will be available separately.

The train pack will feature Driving Motor Kitchen First (DMRF) 69119, Driving Motor Standard (DMS) 69219, Pantograph Trailer First (PTF) 69519 and Motor Standard (MS) 69619. The remaining five individually numbered carriages will include matching Pantograph



Hornby's 'OO' gauge Class 390 Pendolino is due to appear as 390119 *Progress* in Avanti West Coast's allover Pride colour scheme.



The complex Pride colour scheme will be replicated on each vehicle.

Trailer Standard Buffet (PTSRMB), Trailer Standard (TS), Motor First (MF) and two Motor Standard (MS) vehicles.

Hornby's forthcoming model will feature directional lighting and an 8-pin Digital Command Control (DCC) decoder socket as per its previous Class 390 models.

Prices are set at £318.99 for the four-car train pack and £54.49 each for the additional intermediate vehicles. Release is anticipated later this autumn.

● Visit www.hornby.com for more information.



Hornby's 'OO' gauge 'Prideolino' will be available as a four-car train pack with extra vehicles to make up a nine-car set.

TMC 'G5' DECO SAMPLES SURFACE

The Model Centre (TMC) has commissioned a series of exclusive 'OO' LNER 'G5' 0-4-4Ts, including 2093 in NER lined green with coal rail bunker.



DECORATED SAMPLES of The Model Centre's (TMC) specially-commissioned 'OO' gauge London and North Eastern Railway (LNER) 'G5' 0-4-4Ts have arrived for detailed inspection.

Developed exclusively for TMC by Bachmann, eight newly-tooled models are in the pipeline with detail variations incorporated to reflect the prototypes.

More than 100 of the William Worsdell designed 'O' Class 0-4-4Ts were built for the North Eastern Railway (NER) at Darlington Works in the late 1800s. They were later redesignated 'G5' by the LNER, with the last example remaining in service until the late 1950s.

TMC's newly-tooled 'OO' gauge model is set to appear as 2093 in NER lined green with Westinghouse pump and coal rail bunker (Cat No. 35-250Z), 1752 in LNER lined black with Westinghouse pump and cage bunker (35-252Z), push-pull fitted 2082 in LNER lined black with cage bunker (35-253Z), 67263 in BR lined black with early crests and cage bunker (35-254Z), 67342 in BR lined black with early crests, Westinghouse pump and hopper bunker (35-255Z), push-pull fitted 67282 in BR lined black with early crests and hopper bunker (35-256Z) and push-pull fitted 67261 in BR lined black with cage bunker (35-259Z). A model of the 'G5' Locomotive Company's 'new build' 1759 in NER lined green (35-251Z) is



Above: Eight different 'OO' gauge models are planned initially, including cage bunker fitted 67261 in BR lined black with late crests.

Right: Detail variations have been incorporated within the tooling suite as represented by push-pull fitted 2082 in LNER lined black with cage bunker.

also set to appear.

The specification includes a wealth of separately applied detailing such as fine handrails, smokebox door darts, guard irons, buffer beam fittings and sprung metal buffers, plus firebox LED, Next18 Digital Command Control (DCC) decoder socket and factory-fitted speaker.

Available DCC ready and DCC sound-fitted, prices have yet to be confirmed, but delivery is now slated for the second quarter of 2023.

● Visit www.themodelcentre.com for more information.



Above: Push-pull fitted 'G5' 67282 in BR lined black with early crests features a hopper bunker.

Guildford exclusive for KMRC

Kernow Model Rail Centre (KMRC) has revealed its latest exclusive 'O' gauge wagon commission from Dapol, a 1902 RCH seven-plank open wagon finished in Thomas Mitchell and Sons of Guildford livery (Cat No. K7072).

KMRC's exclusive new 'O' gauge wagon reflects vehicle 1902 with T. Mitchell and Sons of Guildford lettering and utilises Dapol's RCH 1887 spec 9ft wheelbase seven-plank open wagon. It features a compensation beam, spoked metal wheels, sprung metal buffers and separately fitted detailing.

Priced at £56.95, this exclusive new wagon is available now.

• For more information visit www.kernowmodelrailcentre.com

Dapol's 'O' gauge seven-plank open is set to appear in T. Mitchell and Sons of Guildford guise for its latest outing as a Kernow Model Rail Centre exclusive.



New Bachmann Collectors Club exclusives

Bachmann Europe has revealed a new version of its 'OO' gauge BR Mk 2f Driving Brake Standard Open (DBSO) together with Class 37/5 in 'N' gauge, exclusively for its Bachmann Collectors Club (BCC) members.

Bachmann unveiled the two new models to BCC members during the company's recent 'Practically Perfect' sale event hosted at the Great Central Railway's Quorn and Woodhouse station in Leicestershire.

The first is a Bachmann Graham Farish 'N' gauge refurbished Class 37/5 finished as 37501 *Teeside Steelmaster* in its unique light blue livery. The model will feature directional lighting (including high-intensity lighting), a 6-pin



Bachmann has unveiled two new exclusive models for its Collectors Club – Class 37/5 37501 *Teeside Steelmaster* for 'N' gauge and a refurbished Mk 2f DBSO in DRS colours for 'OO'.

DCC decoder socket, NEM couplings and an accessory pack. Limited to 504 certificated models, it is available now to BCC members priced at £154.95.

For 'OO' gauge modellers the refurbished BR Mk 2f DBSO 9705

in DRS (Compass) livery is set to prove popular. This model joins the recently released examples that were unveiled as part of the Bachmann Spring 2022 announcements (see our review of Bachmann's 'OO' refurbished BR

Mk 2f DBSO on pages 70-71, this issue).

Available now, just 1000 certificated models have been produced, priced at £149.95 each.

• Visit www.bachmann-collectorsclub.co.uk for more information.

Combe Junction Signalbox

Kernow Model Rail Centre (KMRC) has commissioned an exclusive 'OO' gauge model of the Great Western Railway's (GWR) Combe Junction signalbox (Cat No. 44-187Z) from Bachmann Scenecraft.

Originally built for the Liskeard and Looe Railway, the 26 lever Saxby and Farmer Type 12b signal box opened in 1901, located at the reversing point for services between Liskeard and Looe. It received a new GWR lever frame in the mid-1950s and the box continued in use with BR until the

early 1980s, when the track layout was rationalised and replaced with ground lever frames.

Bolstering the range of KMRC's exclusive West Country-themed buildings and accessories, this all-new 4mm cast resin model is finished in GWR colours and features a removable roof to enable a detailed interior to be added.

Priced at £74.95, this latest addition to the range is available now.

• For more information visit www.kernowmodelrailcentre.com.

Kernow Model Rail Centre has commissioned this exclusive 'OO' gauge model of Combe Junction signal box from Bachmann Scenecraft.



CAVALEX '56s' MOVE CLOSER



First factory-assembled Engineering Prototype (EP) samples of Cavalex Models' all-new 'OO' gauge Class 56 diesel have arrived for inspection.

CAVALEX Models has received the first factory-assembled Engineering Prototype (EP) samples of its newly-tooled 'OO' gauge Class 56 Co-Co diesel for evaluation.

The project was unveiled in June 2021 and the running samples are currently being reviewed by Cavalex and ESU, which is developing the factory-fitted sound project.

Cavalex Models' all-new 'OO' gauge model will feature all-wheel pick-ups, alloy chassis, five-pole motor, twin flywheels, photo-etched grilles, EM2 digital sound speaker, 21-pin Digital Command Control (DCC) interface and independently motored working roof fans. The four main Class 56 designs have been tooled, incorporating a raft of detail variations within the extensive tooling suite.

14 different models are planned

ranging from original BR blue to present-day DC Railfreight grey (see table for more information).

Prices for DCC ready Class 56s are set at £189.95, while those for DCC fitted and DCC sound-fitted models, have yet to be confirmed. Release is expected in 2023.

● Visit www.cavalexmodels.com for more information.

Below: Tooling for these all-new 'OO' gauge models will cover all four variants and myriad detail differences between them through the years.

CAVALEX MODELS 'OO' GAUGE CLASS 56

DESCRIPTION	CAT NO.
56008, BR blue	CM - 56008 - BRB
56018, EWS	CM - 56018 - EWS
56019, BR 'red-stripe' Railfreight	CM - 56019 - RSR
56023, BR Coal Sector	CM - 56023 - TGCS
56046, BR Construction Sector	CM - 56046 - TGC
56049 <i>Robin of Templecombe</i> , Colas Rail Freight	CM-56049-CR
56055, Loadhaul	CM - 56055 - LH
56070, BR Blue	CM - 56070 - BRB
56074 <i>Kellingley Colliery</i> , BR Coal Sector	CM - 56074 - TGCS
56077, BR Railfreight (original)	CM - 56077 - OR
56091 <i>Driver Wayne Gaskell</i> , DC Rail Freight grey	CM-56091-DCR
56093, BR large logo blue (Tinsley)	CM - 56093 - LL
56097, BR Metals Sector	CM - 56097 - TGM
56120, BR large logo blue	CM - 56120 - LL



SLW HIGHLAND 24s PROGRESS

Sutton's Locomotive Works (SLW) has received Engineering Prototype (EP) samples of its forthcoming 'OO' gauge Scottish Class 24/1 Bo-Bo diesels.

These latest versions model the locomotives delivered to Inverness depot for operations in the Scottish Highlands. This batch differed in that they featured cab front revisions and new roof-mounted boxes for displaying alphanumeric headcodes.

SLW's new tooling incorporates the illuminated headcode housing as well as numerous detail differences through the years including early front doors with draught-proofing strips, later replated front ends, posable tablet catcher, two styles of boiler air inlet cowl, slotted frost



Sutton's Locomotive Works' new 'Highland' Class 24/1s have reached the Engineering Prototype (EP) sample stage.

covers, miniature three-part snowploughs and working twin 'rock-fall' headlights.

Three Highland 24/1s are planned initially as D5132 in BR green with small yellow warning panels (Cat No. SLW 2451), D5131

in BR blue (SLW 2452) and 24117 in BR blue (SLW 2453). Additional models with new running numbers are expected to be announced soon.

Prices are set at £185 for Digital Command Control (DCC) ready

examples and £295 for DCC sound-fitted models, while 'EM', 'P4' and digital sound 'stay-alive' options are also available. Release is now expected in 2023.

● Visit www.railexclusive.com for more information.

All-new Alcan PCAs for 'OO'

Revolution Trains is to produce a newly-tooled 'OO' gauge model of the distinctive alumina PC020A PCA tank wagons.

Built in the late 1980s for British Aluminium Alcan by Powell Duffryn, 43 of the PC020A air-discharged powder tank wagons were introduced for carrying alumina in block trains between North Blyth on the East Coast to the aluminium smelter at Fort William in the West Highlands.

The traffic continues to this day utilising GB Railfreight motive power on its journey along the scenic West Highland Line – the line's last remaining regular freight traffic. The wagons also feature older style guard irons with leaf springs, which enables them to continue operating along the route.

Originally delivered in a pale grey colour scheme with black underframes and blue Alcan logos, they have also operated in unbranded form, as well as with Rio Tinto, Liberty/Lochaber and Alvanche branding.

The new model will reflect the prototypes through the years and will be supplied with or without



Revolution Trains is developing a new PC020A PCA alumina tank wagon for 'OO'. On May 3 2001, English Welsh & Scottish Railway Class 37 37886 heads alumina hoppers from North Blyth to Lynemouth across the magnificent Wansbeck viaduct. Gordon Edgar/Railphotoprints.uk

ladders. Development work is already at an advanced stage and first Engineering Prototype (EP) samples are expected soon, as the project is already in tooling.

Identities and colour schemes have yet to be decided, although it is likely the wagons will be supplied in multi-packs with individual running numbers to help build up

a realistic rake of wagons. Prices and a release date have yet to be confirmed.

● Visit www.revolutiontrains.com for more information.

FIRST LOOK Lionheart 'O' gauge '3MT' 2-6-2T

Lionheart Trains has received the first shots from the tooling of its all-new 'O' gauge BR Standard '3MT' 2-6-2T for review.

Designed and built at the former Great Western Railway Swindon Works, 45 locomotives were introduced to service on British Railways' Western, Southern, London Midland and North Eastern Regions.

Lionheart Models' all-new 'O' gauge model will feature a die-cast metal body and chassis, five-pole skew-wound motor, working cab doors, removable cab roof, working Walschaerts valve gear, flickering firebox glow and sprung metal buffers.

Eight fully-finished models are due for production, together with three fully decorated, but unnumbered examples (see table for full details).



Early test shots of Lionheart Trains' new 'O' gauge BR Standard '3MT' 2-6-2T have arrived with the company's development team.

Prices are set at £575 Digital Command Control (DCC) ready, £605 DCC fitted and £685 DCC sound-fitted. Release is expected during the second quarter of 2023.

● Visit www.lionhearttrains.com for more information.

LIONHEART TRAINS 'O' GAUGE BR STANDARD '3MT' 2-6-2T

DESCRIPTION	CAT NO.
BR '3MT' 2-6-2T 82010, BR lined black with late crests	LHT-S-8201
BR '3MT' 2-6-2T 82027, BR lined black with early crests	LHT-S-8202
BR '3MT' 2-6-2T 82029, BR lined black with late crests	LHT-S-8203
BR '3MT' 2-6-2T 82019, BR lined black with early crests	LHT-S-8204
BR '3MT' 2-6-2T 82007 in BR green with early crests	LHT-S-8205
BR '3MT' 2-6-2T 82003 in BR lined green with late crests	LHT-S-8206
BR '3MT' 2-6-2T 82020 in BR green with late crests	LHT-S-8207
BR '3MT' 2-6-2T 82030 in BR lined green with early crests	LHT-S-8208
BR '3MT' 2-6-2T, BR lined black with late crests (unnumbered)	LHT-S-8201U
BR '3MT' 2-6-2T, BR lined black with early crests (unnumbered)	LHT-S-8202U
BR '3MT' 2-6-2T, BR lined green with late crests (unnumbered)	LHT-S-8208U

Left: Eight fully finished and three unnumbered 'O' gauge BR '3MT' 2-6-2Ts are planned for the first batch of releases.



Sonic Models reveals **ALL-NEW** **'Large Prairie'**

Newly announced by Sonic Models is the GWR 'Large Prairie' 2-6-2T for 'N' gauge. This is the first engineering sample.



UP AND COMING MODEL MANUFACTURER SONIC MODELS HAS EXPANDED ITS COLLECTION OF 'N' GAUGE LOCOMOTIVES WITH ANNOUNCEMENT OF AN ALL-NEW MODEL OF THE GREAT WESTERN RAILWAY 'LARGE PRAIRIE' 2-6-2T.

The new model will cover both the Collett '5101' and '61XX' series locomotives which shared the same external appearance but had different boiler pressures.

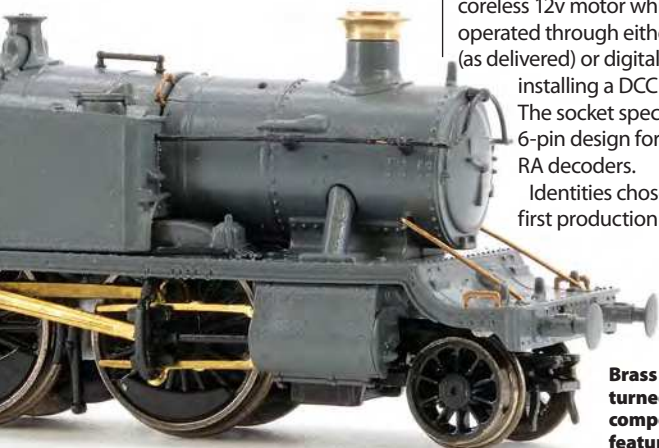
The first of the '5101' 2-6-2Ts were introduced in 1929 with 140 built over the next 20 years for use on passenger and goods trains. They were joined by 70 '61XX' 2-6-2Ts between 1931 and 1935 with this modified design having a higher

working pressure for the boiler to increase their tractive effort for use on suburban trains from London Paddington. Ten of the '5101s' have been preserved while just one '61XX' survives today.

Sonic Models' new 'Large Prairie' builds on the successful release of its first locomotive – the GWR '56XX' 0-6-2T (HM173) – as well as its development of the LNER 'J50' 0-6-0T for the scale. The 'Large Prairie' will have a choice of GWR and BR liveries, an injection moulded body, die-cast chassis, turned metal components and brass rod handrails, phosphor bronze driving wheels, all-wheel pick-up, see through spoked wheels and optional buffer beam detailing parts.

The mechanism is built around a coreless 12v motor which can be operated through either analogue (as delivered) or digital control by installing a DCC decoder. The socket specification is a 6-pin design for 90 degree RA decoders.

Identities chosen for the first production run will



Brass rod and turned metal components feature across the locomotive.



Below: Sonic's new 'Large Prairie' features a detailed injection moulded body and a die-cast chassis.

model 5164 in Great Western green livery (Cat No. S2103-01), 6106 in GWR green (S2103-02), 4144 in British Railways lettered green (S2103-03), 5199 in BR black with early crests (S2103-04), 4167 in BR lined green with early crests (S2103-05), 4141 in BR lined green with late crests (S2103-06), 5101 in BR lined green with late crests (S2103-07)

and 4156 in BR black with late crests (S2103-08). Decorated samples are expected this summer with production beginning soon after.

The price per model is set at £129.95 with all orders for the new 'Large Prairie' handled exclusively by Rails of Sheffield. Pre-orders can be placed with a £30 deposit.

● Visit www.railsofshffield.com



A 6-pin decoder socket with a 90 degree connection is positioned within the cab of the 'Prairie'.

More layouts for the 2022 Great Electric Train Show



THE LAYOUT LINE-UP FOR the 2022 Great Electric Train Show on October 8/9 at the Marshall Arena

in Milton Keynes continues to expand with the latest additions headlined by Simon Paley's brand-new modern day Southern Region layout, Collingwood.

This 'OO' gauge main line station layout takes inspiration from Fareham and will be featuring in a future issue of *Hornby Magazine*. It features extensively detailed lineside equipment and also has fully interlocked points and signals for the ultimate in model railway operation.

The privatisation era layout is joined by the equally exciting and very compact Greenford Broadway by Double O Gauge Association (DOGA) member Tony Dean which features on pages 20-27 of this issue. It models London Underground workings in the 1950s and is also joined by DOGA member layouts including Brian Tamplin's Gravesdown South (HM159) and Mike Denwood's Fawcett Street.

Completing the announcements for this issue – ahead of the full layout line-up being revealed in HM184 – is Richard Smith's South Yorkshire set Howbrooke (HM177) and St Neots Model Railway Club's



Simon Paley's latest 'OO' gauge layout is joining the 2022 Great Electric Train Show. Collingwood models the privatisation era on the Southern Region in great detail.

2022 GREAT ELECTRIC TRAIN SHOW

When:	October 8/9 2022
Where:	Marshall Arena, Stadium Way, Milton Keynes, MK1 1ST
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
Website:	www.keymodelworld.com/greatelectrictainshow
Contact:	01780 480404
Tickets:	Adult advance £14, Adult subscriber advance £12, child advance £8. Adult on the day £16, child on the day £9. Up to two children under 16 admitted free with each paying adult on Sunday only.

compact and attractive East Quay Great Western Railway era layout,

both in 'OO' gauge. These new additions join the

growing roster of layouts which cover 'OO', 'OO9', 'N' and 'O' gauge exhibits modelling periods from the 1930s to the present day and across the regions too. Plus, a major highlight is the final appearance of Pete Waterman's Making Tracks II layout in its current 64ft x 12ft form (see HM182).

● Visit www.keymodelworld.com/greatelectrictainshow to see the full layout list and to save money by ordering advance tickets for the event.

Richard Smith's Howbrooke will be representing modern operations from South Yorkshire in 'OO' gauge.



Colour for 'O' gauge WICKHAM

ELLIS CLARK TRAINS (ECT) has received decorated samples of its forthcoming 'O' gauge Wickham trolleys and trailers.

These diminutive vehicles were built at Wickham's base in Hertfordshire and used by permanent way teams for line inspections and as personnel carriers.

ECT is producing seven different colour schemes for its all-new 'O' gauge Wickham trolleys and trailers with a selection of fully finished and/or unnumbered examples



Ellis Clark Trains has received decorated samples of its forthcoming 'O' gauge Wickham Trolleys.

in BR maroon (Cat No. E1016), BR Southern Region green (E1017), BR yellow (E1018), engineers' yellow (E1019), chocolate and cream (E1020Z), BR maroon with white roof (E1021Z) and black with wasp stripes (E1022Z).

Available Digital Command Control (DCC) ready and DCC sound-fitted, the specification includes a detailed body and

interior, die-cast chassis and trailer, finescale wheels, directional lighting and stay-alive capability for DCC ready and sound-fitted models.

Each trolley will be supplied with a similarly decorated trailer, while extra planked trailers are also being produced separately in BR maroon (E3021), BR (SR) green (E3022), BR yellow (E3023), engineers' yellow

(E3024) and plain black (E3025). A plain black flat-bed trailer (E3031) is also being produced.

Development continues on these small and complex models with further work currently being focused on the electronics and circuitry. Final alterations to the onboard PCBs have been submitted to the factory with delivery now anticipated in the first

quarter of 2023.

The company has also been able to reduce the price of the new trolleys and trailers with DCC ready examples now priced at £150 while DCC sound-fitted models are priced £280. Prices for the planked trailers are now set at £30, while the flat-bed version is priced £28.

● Visit www.ellisclarktrains.com for more details.



Seven different colour schemes are planned and each trolley will be accompanied with a matching trailer.

Liveries range from BR maroon to BR engineers' yellow and include this BR Southern Region green example.



'Heavyweight' 37 materialises

The first Engineering Prototype (EP) sample of the Heavy Tractor Group's exclusive limited edition Accurascale Class 37/7 has arrived for inspection.



Accurascale has received the first Engineering Prototype (EP) sample of its newly-tooled 'OO' gauge Class 37/7 diesel for evaluation.

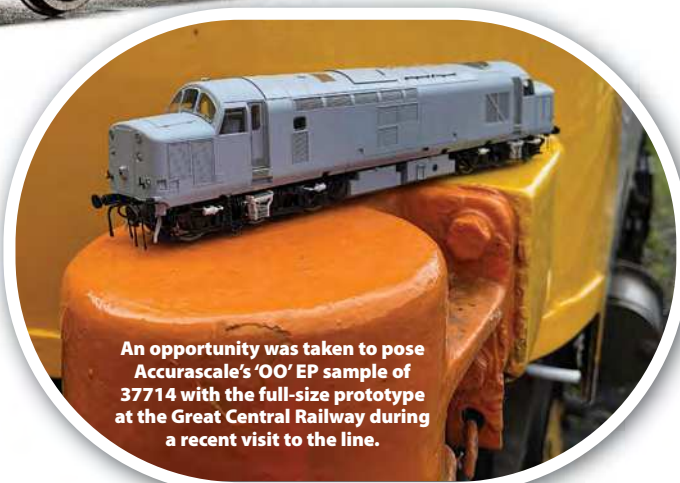
This variant of the all-new Class 37 tooling is due to appear as a special limited edition 'OO' gauge model of 37714 in Railfreight Metals sector livery for the Heavy Tractor Group, in recognition of the help and access to the full-size prototype provided during development of the model. It will also be supplied with etched metal *Cardiff Canton* nameplates for those who wish to model the locomotive reflecting its present day condition at the Great Central Railway in Leicestershire.

The Class 37/7 tooling suite will incorporate single-piece nose grilles, double rivetted roof, plated bodyside windows and steps,

windcreens with toughened middle window only, welded replacement long range fuel tanks and correct style of cab interiors, together with a mechanical specification which includes a heavy die-cast chassis, five-pole motor, twin flywheels, helical gears, all-wheel drive and pick-up, directional lighting and switchable tail lights.

Models will be available in Digital Command Control (DCC) ready and DCC sound-fitted formats, the latter featuring a bespoke audio recording of the full-size prototype.

In addition, the body tooling will form the basis of the next batch of all-new Class 37 variants, together with some never-before-modelled examples, which are expected to be announced later this year.



An opportunity was taken to pose Accurascale's 'OO' EP sample of 37714 with the full-size prototype at the Great Central Railway during a recent visit to the line.

Following inspection by the company's development team the 'heavyweight' Class 37/7 will undergo some minor revisions before progressing to the next stage.

Just 504 models will be produced, priced at £169.99 DCC ready and £259.99 DCC sound-fitted. Release is anticipated during summer 2023.

● Visit www.heavytractorgroup.org for more information.

Accurascale adds Enparts exclusive

Accurascale has added an exclusive model of its forthcoming newly-tooled 'OO' gauge Siphon G van to the first production run finished in departmental olive green for Enparts traffic.

Enparts vehicles were used to transport components for locomotives and rolling stock between Swindon Works and various Western Region depots.

Accurascale's new announcement models Enparts van (QRV) ADB975784 (Cat No. ACC2420) which was one of 24 vehicles converted in the late-1970s and which remained in use on this traffic until the mid-1980s.

As with the prototype, Accurascale's exclusive model will feature detail differences from the main batch, including sealed off



Above: Accurascale has added an exclusive edition of its forthcoming 'OO' gauge Siphon G vans, finished in Enparts branded departmental olive green.

Right: Available exclusively through the Accurascale website, the new 'OO' Enparts Siphon G van will appear as QRV ADB975784.

gangways and vents.

A decorated sample of the newly-announced model is already with the development team for inspection, with further amendments to the appearance and finish expected before

production starts.

Priced at £54.95, it is available to order now exclusively through the Accurascale website. Release is anticipated in late 2022/early 2023.

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



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GREENFORD BROADWAY

TONY DEAN's longstanding love of London suburban services set the stage for his fascinating compact micro layout in 'OO' gauge.

PHOTOGRAPHY, TREVOR JONES



A view of the whole layout in its display box. A carrying strap enables it to be transported easily from the back seat of the car into exhibition halls.



GAUGE
'OO', 16.5mmSCALE
4mm:1ftSIZE
3ft 7in x 10inREGION
LONDON TRANSPORTPERIOD
1948-1962CONTROL
ANALOGUE

HAVING lived the first part of my childhood in Cranford, Middlesex, halfway between the then Piccadilly Line terminus of Hounslow West and Hayes &

Harlington on the Western Region between 1956-1964 and then near Camden Town, Northern Line, from 1964 to 1977, my interest in London Underground and BR's London suburban services was assured.

Oddly, since discarding my childhood 'OO' gauge Tri-ang oval layout, given to me for Christmas 1962, I had not ventured into 4mm:1ft scale modelling for almost 60 years, until inspiration struck when the Acting Chairman of Maidenhead, Marlow and District Model Railway Club (MMDMRC), Alan Monk, showed me the first of his micro layouts built on an

IKEA shelf. I had always had difficulty in getting baseboards for my erstwhile exhibition 'O' and 'HO' gauge layouts truly square and flat as well as finding space to accommodate layouts. This was a Eureka moment.

Could I recreate a little piece of London Transport in the era of my youth? Fortunately, London Underground stations are usually on notoriously cramped sites, so a tight narrow baseboard would be fine.

Years earlier I had bought two South Eastern Finecast kits, one of the Metropolitan Railway (MR) 'E' 0-4-4T and the other of the 'F' 0-6-2T. Terrified of both white metal and my competence in building sweetly running chassis for them, my club friend Harry Pollard took them from me and to my astonishment

only a month later he produced two maroon painted working locomotives, which he built using modern ready-to-run chassis. This made the decision for me: my layout would be in 'OO' gauge.

I quickly added Heljan MR Bo-Bo electric 8 *Sherlock Holmes*, followed in quick succession by Bachmann London Transport (LT) '57XX' 0-6-0PT 92 and some goods stock. Since LT stock was limited in range at that time, I decided to add BR suburban services to whatever station I ended up modelling and so bought a second-hand Lima Great Western Railway (GWR) railcar in BR crimson and cream and a Bachmann Ivatt '2MT' 2-6-2T for Midland Region.

At MMDMRC evenings, a team of four of us, John Baggailey, Alan Monk, Harry Pollard and I got going. Alan, »

 **The cramped nature of Greenford Broadway Underground station can be observed as a Standard stock unit departs the bay platform, passing under the distinctive scratchbuilt cable arch, while an Ivatt-hauled Midland Region push-pull set waits in the adjacent platform.**



who in his working life is a senior London Underground (LU) manager, not only sourced plans of typical LU track layouts and buildings, but scratchbuilt a near copy of Farringdon MR concrete signalbox and scratchbuilt the cable arch over the entrance to the bay platform. His help and advice throughout has been second to none.

By this time, Harry and I were crewing regularly for Terry Tew, famous for his stunning London themed layouts of Earl's Court and Rossiter Rise. Very generously, Terry offered to lend his stock for any LT micro layout I built and offered his layout to host anything suitable that Harry or I built.

I chose the name Greenford Broadway for several reasons. The real location is the only large Broadway of shops in West Middlesex not served by an Underground or BR rail link, and it could well have been, being so close to so many lines! It

is a location I know well from working in the early 1980s for the local Electricity Board. And last, but not least, it is where my wife Jen spent the early years of her childhood in the 1950s.

Greenford Broadway station is imagined as being situated on the east side of Ravenor Park, alongside Oldfield Lane South which runs behind the concrete wall along the back of the layout. The Charles Holden style ticket hall is on the south side of The Broadway on the B445 Ruislip Road.

The layout is an imaginary exercise in West Middlesex suburban Underground and BR modelling to feed into a micro layout built on an IKEA shelf measuring just 3ft 7in x 10in.

TAKING STOCK

We then all worked on a set of three old Graham Farish 'OO' gauge suburbans. They are just right for altering to

1932 steel-clad cars that ran as more modern T stock sets on the MR lines to Uxbridge and Watford. For the centre cars, the conversion is easy - file off the rectangular door vents and glue plasticard half moon ones in their place. Rub down the roofs and add a central row of torpedo vents. Spray in LT Umber or Leaf Brown and you have a credible LT bogie car.

The driving ends to this steel-clad T stock were more difficult to convert, but here Terry Tew came to the rescue with styrene overlays for the ends and driving end sides. This takes a bit of carving of the Graham Farish Suburban Brakes, but I found it possible with care as a novice at such things with Alan's practical help. Harry spayed them in LT Umber and Terry motorised the unit with an Underground Ernie chassis.

After a few shows together, Terry and I jointly invested in some second hand EFE tube stock and Harrow Model Shop



'Dreadnought' coaching stock kits. In the interim Terry has built two car units in LT overall red of both District Q 1923/27 stock and 1923 Standard Tube stock from Phil Radley's kits, with embellishments. He also built the earlier wooden panelled style of T stock unit from the old Harrow Model Shop 'Dreadnoughts'. These run on Rossiter Rise and Greenford Broadway and provide an obvious contrast of the two types of T stock in operation in the late 1950s and early 1960s.

On the workbench at Terry's are the EFE cars being motorised with two Tenshodo SPUD bogies under each driving car to produce a three-car 1938 'Red Stock' unit and eventually a two-car 1959 Silver Aluminium stock unit.

SCENIC PROGRESS

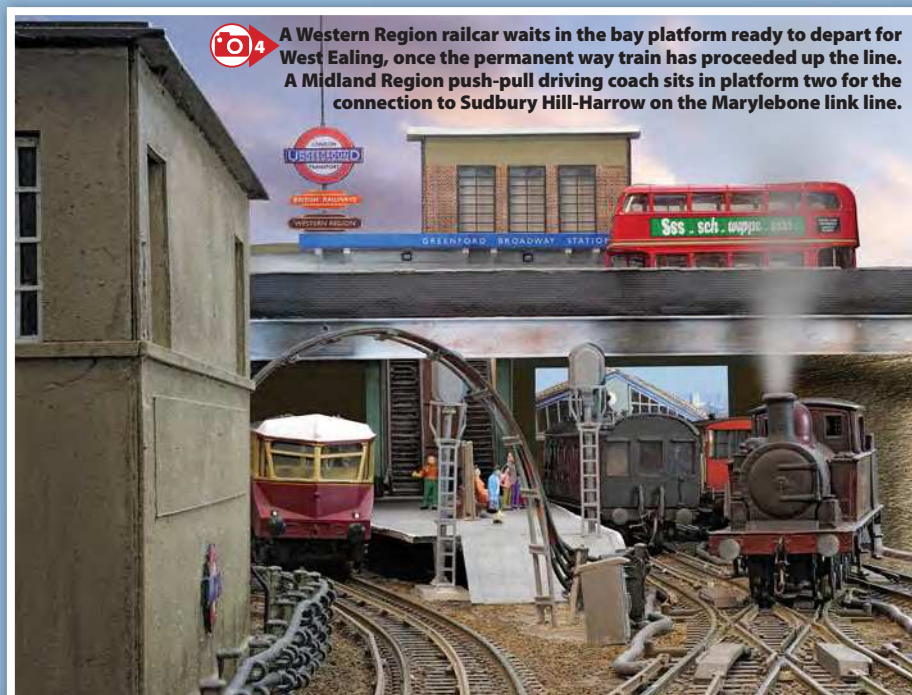
In the meantime work progressed relatively quickly on my 'OO' layout. Sandpaper strips glued to the backscene »



2 Above: The rather brutalist 1930s concrete walls and advert stands of a typical 1930s London Transport (LT) station were important to try and capture. Here we see period LT adverts adorning them and the side panels up the then all-wooden escalators. The Q stock sits in the foreground. All the printing work for station signs and adverts was expertly done by another Maidenhead club friend, Julian Saxton.

3 Left: A Metropolitan Railway Bo-Bo approaches Greenford Broadway station on a service from Baker Street, as Q Stock awaits a clear path from the bay platform. The solid bulls-eye enamel station sign visible in the foreground dates back to around 1908-1913 (similar originals can still be seen at Ealing Broadway District Line platforms).





A Western Region railcar waits in the bay platform ready to depart for West Ealing, once the permanent way train has proceeded up the line. A Midland Region push-pull driving coach sits in platform two for the connection to Sudbury Hill-Harrow on the Marylebone link line.

gave me the basis for the austere concrete retaining walls beloved by 1930s LT engineers, and a range of Bachmann buildings cut down, using a very sharp craft saw, to fit the very tight site. Some accurate LT platform signal kits from Shapeways added interest to the platform ends by giving both the pre-1939 and post-1945 versions of 'Pigs Ears' signals, a style unique to London Underground whereby drivers can look up from low Tube stock at a downward facing set of additional synchronized lights.

Alan Monk one day added a feature we had not hitherto seen modelled, the grey oblong boxes at rail height near platform ends – train stops which automatically apply the brakes and require a driver override command. When the driver fails to do this properly, a loud click is heard and the train will come to a juddering stop. How many times have we Londoners experienced that but not realised what has happened? Fortunately drivers can recover from this mistake by applying the override quickly, but passengers still hear



A Radley Models 1923 red Standard Tube two-car unit departs Greenford Broadway on its way to connect with Piccadilly Line services at Sudbury Hill. Meanwhile Met Bo-Bo 8 Sherlock Holmes sits on the two-road shed's electrified line.



and feel the sensation of the automatic braking.

Harry and I then laid the track – Peco or Hornby ‘OO’ code 100 for robustness and good running are in my view unbeatable.

However, then came the thorny question of replicating LU third and fourth rails. The Peco plastic electric pots for the Southern Region third-rail are not really suitable for a LU layout as the outside pick-up bars on Tube stock in particular are too low slung on the bogie sides that they foul the outside rail. Also, the height of the centre rail is critical to good running and with set plastic pots there is no way to alter the height after fixing. We had to think again.

Harry and I found that using tiny metal tacks to which we then soldered ‘N’ gauge rail upside down looked right. It also had the massive bonus that we could give the two additional rails a gentle tap with a small hammer to lower the height wherever they impeded the free running of stock.

On the cosmetic side, LU ramps on their



Above: An ex-Baker Street via Harrow-on-the-Hill (reversing at Rayners Lane) service of two ‘Dreadnought’ coaches hauled by a Met Bo-Bo electric approaches journey’s end while the ‘F’ 0-6-2T continues shunting its mineral wagons into the yard.

conductor rails are nothing like the SR variety. LU cut out the middle of the rail web and then compress or grind out the upper surface to a splayed end. I found by soldering ‘N’ gauge metal fishplates upside down to the rail ends and then pinching the ends with flat-nosed pliers, a near imitation of LU practice is achieved.

Imagined as originally built by the District Railway in 1879, the surface ticket hall was demolished and replaced in the early 1930s to the Art Deco style seen here, matching the shops of the Broadway development of the same era.

However, at platform level the early solid bulls-eye signs can still be seen, as at Ealing Broadway, which also opened in 1879 – both lines originally being District Railway branches from Ealing Common station.

In reality, in 1932 the Piccadilly Line took over the District lines north of Ealing Common, the District retaining only workings to Ealing Broadway. However, I have surmised that if there had been a Greenford Broadway, District Line services would have continued to run there, as at Ealing Broadway.

SPURS APLENTY

Greenford Broadway is awkwardly served by a single line which, on its way north from Greenford Broadway, fans into a series of single line spurs, all controlled »

“The layout is an imaginary exercise in West Middlesex suburban Underground and BR modelling to feed into a micro layout built on an IKEA shelf measuring just 3ft 7in x 10in.”

TONY DEAN

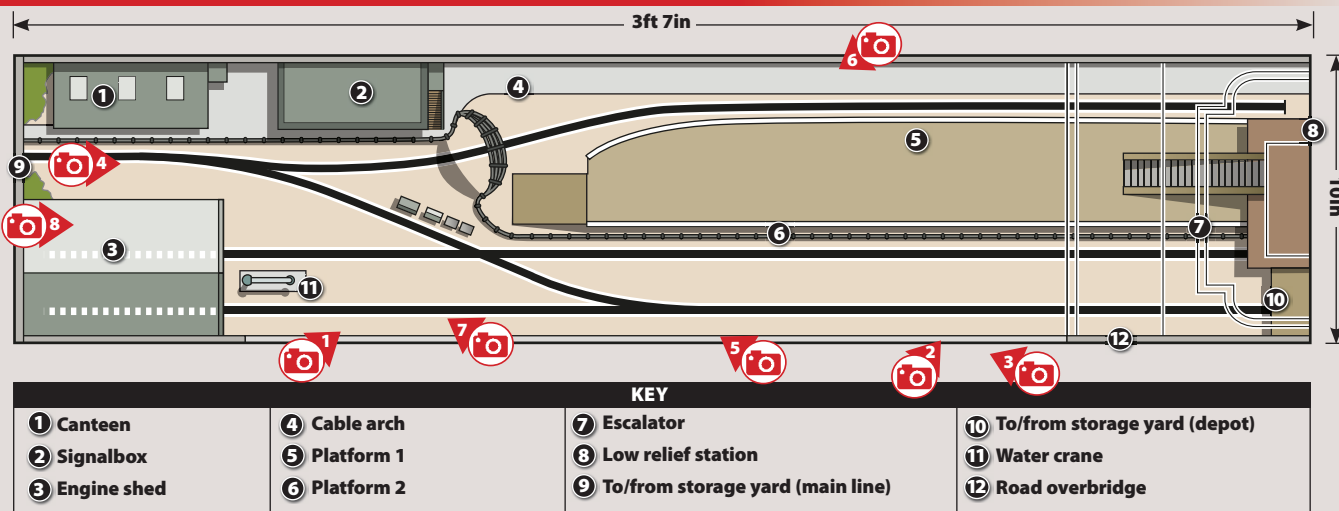




The steel-clad 1932 T Stock unit converted from old 'OO' Graham Farish suburban coaches enters Greenford Broadway while a Clark 'E' 0-4-4T simmers on shed between duties. With the exception of the scratchbuilt concrete signalbox, all structures are cut-down Bachmann buildings.



GREENFORD BROADWAY TRACK DIAGRAM (NOT TO SCALE)

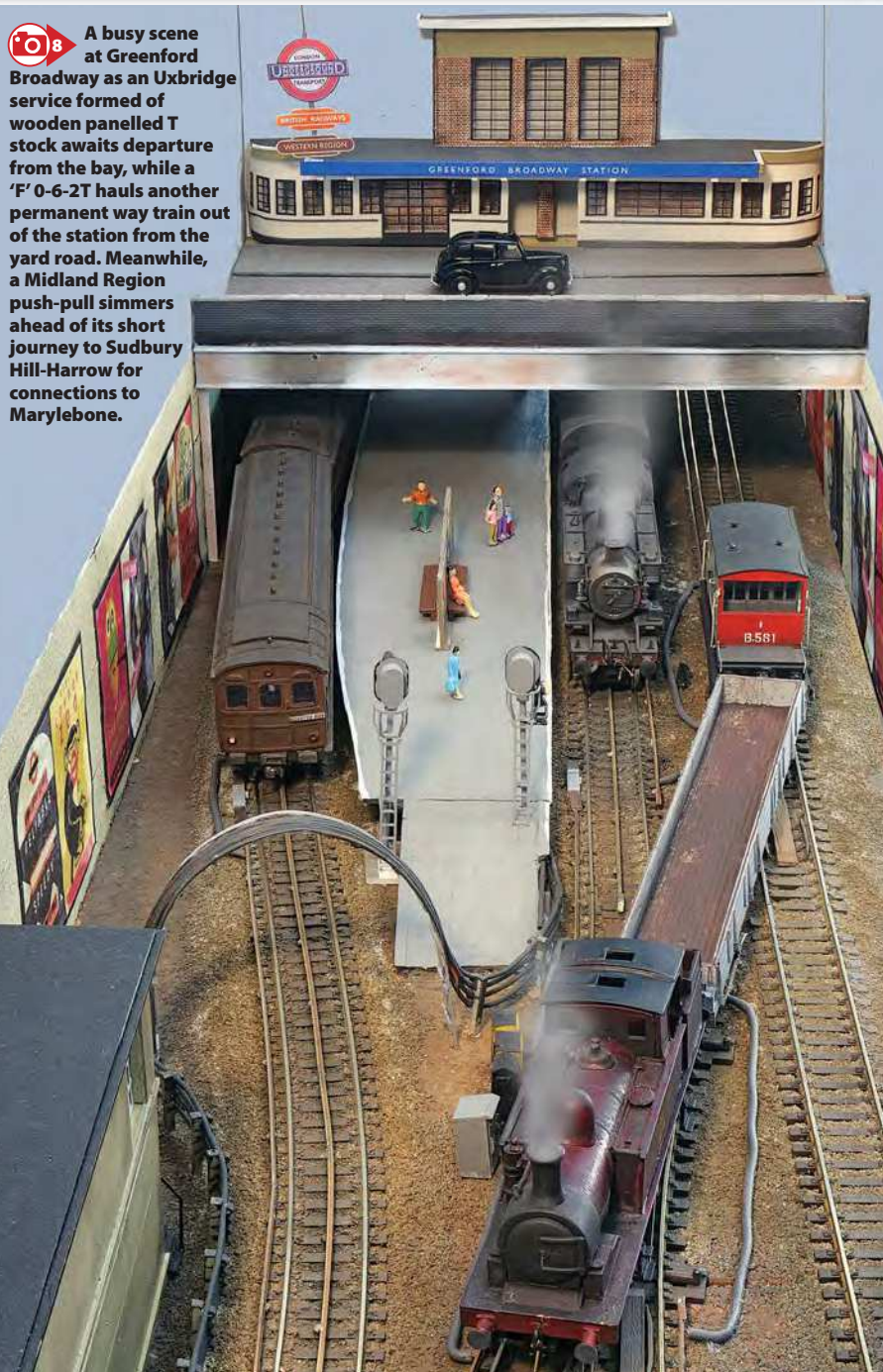


by Greenford Broadway signal cabin (of 'Farrington' style). From East to West the spurs connect to:

1. Greenford (Junction) station on the Central Line. A bay platform to the south of the station serves the two-car Central Line shuttle from Greenford Broadway.
2. Greenford (Junction) BR (Western Region) to give through running to Paddington via the Old Oak Common route. Rush-hour expresses being provided at Greenford Broadway for this service.
3. Greenford (Junction) for branch line services to West Ealing on the Great Western Main Line. These branch trains terminate at Greenford Broadway.
4. On the next spur to the west, the line runs into a bay platform at Sudbury Hill for the Piccadilly Line. This is served by a two-car Piccadilly Line shuttle.
5. A further spur from this enables a Midland Region push-pull from Greenford Broadway to run into a bay platform at Sudbury Hill – Harrow on the Marylebone line, just a few yards north of the Piccadilly Line station of similar name.
6. The westernmost spur off the branch onto the Piccadilly Line connects direct to Rayners Lane. Trains from Greenford Broadway can thus serve all stations to Uxbridge and, by reversing at Rayners Lane, Harrow on the Hill and through to Baker Street and the City.

SPACE SAVER

Anyone has space for a model railway if you opt for a micro layout. In addition to the space saving benefits, it gives you the time to concentrate on creating a convincing scene rather than trying to complete yards and yards of scenery. It is, in effect, a stage onto which run your actors – your moving trains. I have found that the throat of the station is the busiest and one of the most interesting aspects of observing railway operations. This can be convincingly replicated in a very small space for any period, time, region or location. If you're still uncertain, give it a go! **HM**



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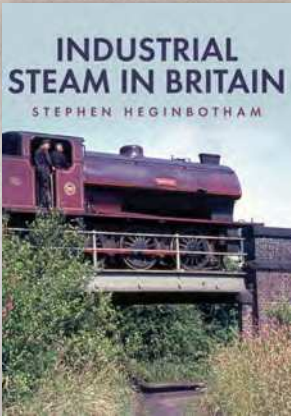
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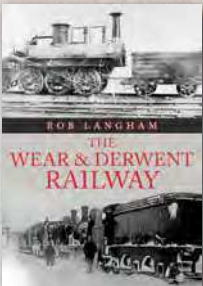
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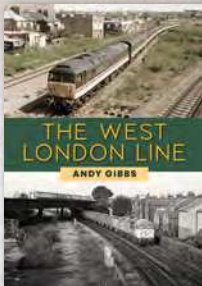
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92 036 EWS, Bertolt Brecht

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You've got MAIL

Rail-borne postal traffic with its infinite variety of vehicles is mostly a thing of the past.

TIM SHACKLETON gets up close and personal with a lost generation of rolling stock.





RES liveried Class 90 90019 *Penny Black* heads an Up van service south through Lichfield Trent Valley, April 24 2002. [Brian Robbins/Railphotoprints.uk](#)



RES Class 47/7 47733 *Eastern Star* passes Narrowways Hill Junction as it leaves Bristol with the 12.44 Plymouth - Shieldmuir vans on July 27 1999. [John Chalcraft/Railphotoprints.uk](#)

WE'VE LOOKED AT parcels and mail traffic before – in HM134 (August 2018)

and HM155 (May 2020) respectively – but this feature is specifically about modifying and upgrading a selection of privatisation-era stock. There's more to it than that, however.

Like most of my articles it aims to offer ideas and guidance that can be used in a wider context, helping you to develop modelling techniques that have near-universal application. So even if terms such as NIA, NOX and Super GUV currently mean nothing to you, my hope is that there'll still be plenty of ideas and information for you to absorb over the next few pages.

In its final years of independent existence British Rail made a concerted effort to revitalise its flagging parcels and mail business. The outcome was a fleet of modernised, upgraded bogie vans operating from 1991 under the banner (and in many cases the livery) of Rail Express Systems (RES), a dedicated mail and parcels business that in 1996 morphed into Railnet and was duly absorbed by English, Welsh & Scottish Railway (EWS).

All were reiterations of the familiar GUV and BG designs that had been around for decades. Stock ran in dual-braked format until ongoing technical development enabled the vacuum-brake equipment to be discarded.

In the late 1990s many of the fleet were further rebuilt as part of a £150m system upgrade, their outward-opening double doors removed and roller-shutter doors installed instead – surprisingly,

perhaps, there was no new livery but the RES brandings were stripped from many vehicles, leaving them in drab red and grey.

I could be wrong but, as far as I can glean from the study of photographs, air-braked roller-shutter vans didn't seem to operate in formation with dual-braked, slam-door stock (and vice versa). All had buckeye couplings.

Although the specialised RES/Railnet vehicles had only a limited operational life – the locomotive-hauled mail services for which they were intended effectively finished in 2004 – the key types are or have been available ready to run in 4mm scale, making extensive use of existing tooling.

Lima's long-standing GUV appeared in RES guise with painted-over windows as a dual-braked NJX and subsequently Bachmann produced its own version, this time coded NOX, which featured separate wire handrails and a higher price tag. A roller-shutter Super GUV or NKA (wholly new bodysell, elderly GUV chassis) was one of Lima's last models in 2004 and it was duly reintroduced by Hornby as R6355 between 2007 and 2010.

Finally, Bachmann produced both a dual-braked, RES-liveried version of its standard BG and an all-new rebod of the airbrake-only Super BG, variously coded NFA and NBA. All of these are high-quality models and in this piece I want to show how you can make further improvements that, without a great deal of investment in cash, skills and time, will lift them to an entirely new level and enable you to run accurate mail train formations in their final years of operation. **HM**



1 Like most Lima models, the long-discontinued Super GUV is of modular construction and comes apart very easily. The roof is a push fit and the bogies simply clip into position. You can remove the underframe if you need to.



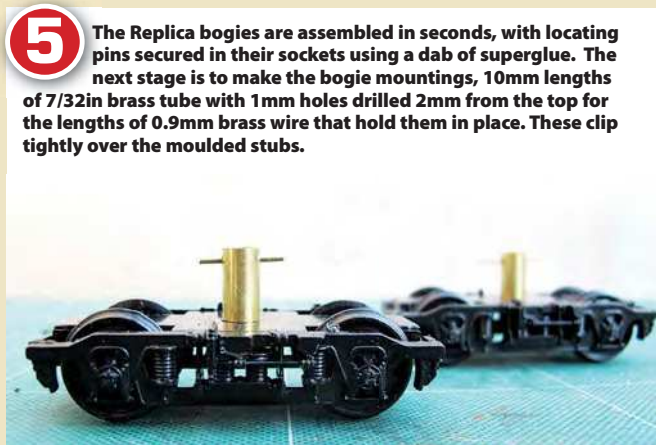
2 The NKA conversions were air brake-only so the vacuum cylinders have to be removed from the moulded undersides. There are various ways you can go about this but the simplest, neatest and least laborious approach is to chain drill around the edge of the cylinder and then, after cutting through the webs with a sharp blade, prise it free.



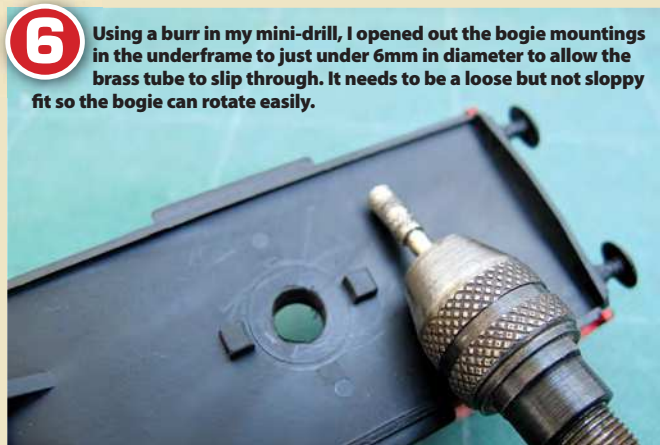
3 This method has the added advantage of not damaging the brake cylinder itself, which can be retained for future projects. There's no real need to separate the chassis from the bodywork to do this.



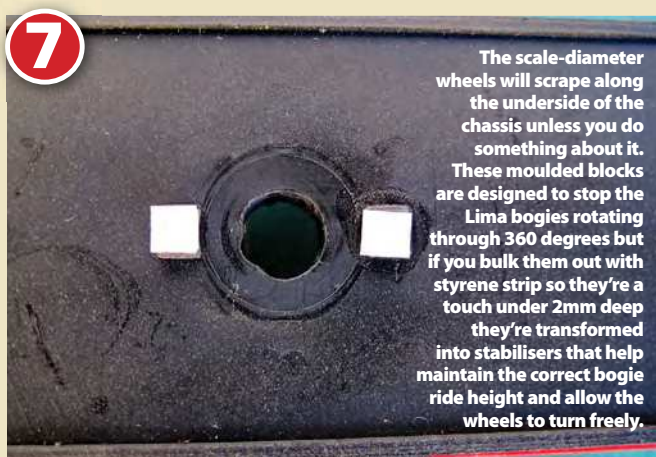
4 Lima's Commonwealth bogie mouldings look a little undernourished – I've seen them referred to as 'HO scale' but that's untrue, and the wheelbase is correctly 8ft as per prototype. I decided to replace them with kit-built bogies by Replica Railways. Alan Gibson's 14mm (3ft 6in) diameter coach wheels are 100% accurate whereas, at 11.3mm, the ones supplied by Lima are woefully underscale. Perhaps this is where the 'HO' myth comes from.



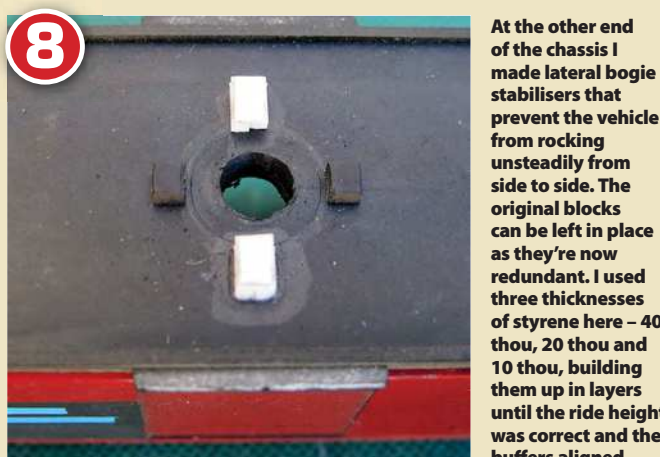
5 The Replica bogies are assembled in seconds, with locating pins secured in their sockets using a dab of superglue. The next stage is to make the bogie mountings, 10mm lengths of 7/32in brass tube with 1mm holes drilled 2mm from the top for the lengths of 0.9mm brass wire that hold them in place. These clip tightly over the moulded stubs.



6 Using a burr in my mini-drill, I opened out the bogie mountings in the underframe to just under 6mm in diameter to allow the brass tube to slip through. It needs to be a loose but not sloppy fit so the bogie can rotate easily.



7 The scale-diameter wheels will scrape along the underside of the chassis unless you do something about it. These moulded blocks are designed to stop the Lima bogies rotating through 360 degrees but if you bulk them out with styrene strip so they're a touch under 2mm deep they're transformed into stabilisers that help maintain the correct bogie ride height and allow the wheels to turn freely.



8 At the other end of the chassis I made lateral bogie stabilisers that prevent the vehicle from rocking unsteadily from side to side. The original blocks can be left in place as they're now redundant. I used three thicknesses of styrene here – 40 thou, 20 thou and 10 thou, building them up in layers until the ride height was correct and the buffers aligned.



Mailbags are stacked ready on the platform as Class 86/4 86417 calls at Peterborough on July 4 1996 with the Down Capitals Mail, the 16:33 King's Cross-Edinburgh. Tim Rogers



The tube is a push fit over the existing bogie mountings (which won't fit the Lima chassis without drastic surgery to the latter) and the length of wire is then clipped into position and secured with superglue.



I followed a different procedure with the Lima NJX vans I was using for a rake of earlier Railnet-era vehicles. As supplied, these models – based around the long-established Mk 1 GUV – all had BR1 bogies that, on the prototype, had long been replaced by the Commonwealth design (a handful had B4s). It was a simple matter to replace these with the correct-pattern bogies seen in the foreground, which were left over from the NKA project.



You might want to shave a millimetre or so off the mounting bosses to reduce the ride height, otherwise the buffers won't align with adjoining vehicles. This may not matter so much with tension-lock couplings but the roofs will be out of alignment.



By using Lima Commonwealth bogies I could use the existing mountings on the moulded underframes. They may not be quite as refined as the Replica product but, fitted with scale Alan Gibson wheels, who can tell the difference on a train flashing past at 60mph? On the vans themselves, I'm aware of the unprototypical ridges around the windows but removing them with a sharp chisel would call either for a full repaint or some fearsome touching-in.

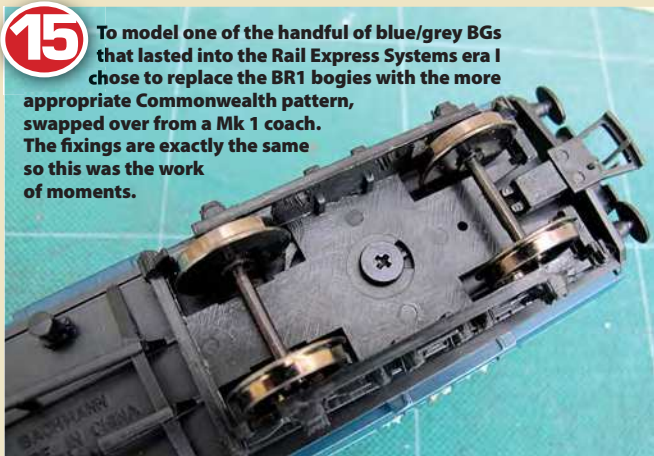
13 A handful of BGs and GUVs in mail service survived into the mid-90s still in their original colours. Bachmann's venerable Mk1 BG has been through many iterations but at heart is very much the steam-era, vacuum-braked item. Few if any blue-liveried coaches of any description had end steps (removed as a safety precaution with the spread of overhead electrification) but they remain in situ on Bachmann Mk 1 models of all eras.



14 Paradoxically Bachmann's Super BG is substantially accurate in terms of detail – a wholly original and unique model, it has B4 bogies and lacks both vacuum cylinders and end steps. There's no sign of the air brake cylinders (which are semi-invisible anyway) although there is an air brake distributor. The tail lights were provided but I added electrical connections and a dummy buckeye.



15 To model one of the handful of blue/grey BGs that lasted into the Rail Express Systems era I chose to replace the BR1 bogies with the more appropriate Commonwealth pattern, swapped over from a Mk 1 coach. The fixings are exactly the same so this was the work of moments.



16 Water-filler pipe pulled free with pliers, end steps snapped off with Xuron cutters, and the large step over the gangway removed with a circular saw in a mini-drill. It looks a fright but it will all be smoothed over and made good.



17 All Railnet vehicles had buckeye couplings. Normally I use scale three-link or screw couplings, but for these fixed rakes I made simple hooks out of 0.9mm hard brass wire. One end is glued solidly into a hole behind the buffer beam – reinforced with styrene strip – while the other loops round and engages with the buffer beam of the adjacent vehicle, allowing 2-3mm between buffer faces when taut.



18 The end vehicles in each set have hooks so they can couple to my locomotives, which all have scale screw shackles. For the sake of appearance I've added dummy buckeye couplings salvaged from Hattons Class 66s, as well as sockets for the various electrical connections. I didn't bother with air pipes, which inhibit coupling operations and are easily knocked off.



19 A fair few Mk 1 BGs survived into the Railnet era, some still carrying much older liveries. The Commonwealth-bogied NFX on the left is a dual-braked vehicle while the air-brake only NEA has B4s. This diversity is easily achieved through component swapping.





20

The roller-shutter Super BGs and GUVs often ran in symmetrical formations – BG/GUV/GUV/GUV/BG was typical. The new-build Class 67s were commissioned by EWS with mail train operation very much in mind, but this was an unexpectedly short-lived initiative.

TIP

Mail trains are a fascinating subject with a number of different vehicle types. A little research pays off here to find out which vans ran together.



21

The availability of suitable ready-to-run rolling stock enables us to be very precise in terms of period modelled – the dual-brake stock in the foreground (four slam-door modernised GUVs and two upgraded BGs) suits RES in the early 1990s while the other set (two air-braked roller-shutter BGs bookending three similarly modified GUVs) fits in with the Railnet era from 1996 to its untimely demise in 2004.



MAIL BY RAIL

Published at the end of 2021, Key Publishing's study of BR's parcels and mail networks over the years is a splendid introduction to the subject. Edited by Simon Bendall, it told me a lot I didn't know about the modern era and has much to interest the modeller. Modelling British Railways Parcels and Mail Trains can be ordered direct from shop.keypublishing.com, priced £8.99.



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO:
14mm diameter coach wheels	Alan Gibson Workshop	4014
0.9mm brass wire	Hobby Holidays	19
7/32in brass tube	Albion Hobbies	BT6
Commonwealth bogie kit	Replica Railways	RA01
Styrene sheet 10thou, 20thou, 40thou	Albion Hobbies	601-01/02/04

USEFUL LINKS

Alan Gibson	www.alangibsonworkshop.com
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Replica Railways	www.replicarailways.co.uk

MODERN TRACKSIDE EQUIPMENT

PART

1

Have you ever wondered what the various items of lineside equipment are on today's modern railway? In the first of a series of articles, **SIMON PALEY** outlines the role they play and how you can replicate them in model form.

The modern railway scene boasts a great deal of lineside equipment, as seen here as First Great Western HST power car 43091 approaches Didcot on a Cheltenham to London Paddington train on June 27 2018. *Mike Wild.*

OPERATING TODAY'S modern railway is very different to that of the past, with increasingly sophisticated computerised equipment employed to help run the system effectively, efficiently and safely.

To cater for this, the amount of lineside equipment required has increased dramatically over the last couple of decades with the expanded use of computerised distributed systems that control and

monitor various aspects of the railway.

The vast majority of equipment you see lineside is signalling related, but there is also telecoms, power, rolling stock monitoring and operational kit.

In this first instalment, we shall look at each of these essential elements to provide a broad overview of their purpose and how you can model them. **HM**

• Visit www.keymodelworld.com/network-rail for more on Network Rail infrastructure and rolling stock. »



Location cabinets and cases

The vast majority of lineside equipment are location cabinets and cases that contain signalling equipment, colloquially referred to as relay boxes, although few actually contain relays.

Traditionally, each region had its own style of location case, but most have been replaced by a standard BR style, although there are some variations. There are full and half-size versions, as well as some with a canopy for reducing the heat from direct sunlight, and some have chrome 'beehive' casings for ventilation. Power-only facilities are nowadays identified by a yellow band.

The provision of these structures is determined specifically for each area by a design office and can be found singularly or in banks of multiples depending on the amount and complexity of the equipment they control. Typically they are found lineside and positioned as pictured, but can be found so positioned through 90 degrees. Where flooding is a problem or where there is a steep embankment or cutting, they can be mounted on elevated platforms or structures.

There are various model suppliers of BR standard location cases and cabinets, including Wills and Bachmann and also through independent online 3D printing suppliers.

Track Circuit Tuning Units

These units are only found where Audio Frequency Track Circuits are in use for train detection and form the connection between the transmitting and receiver units of the Track Circuit and the rails.

A Tuning Unit is found at each end of each Audio Frequency Track Circuit. Where there is an insulated rail joint between the sections, the tuning units are found within a



Signalling location cases appear in a variety of guises, such as these at Guildford railway station.



3D-printed location cases on the author's new 'OO' gauge exhibition layout, Collingwood.

couple of metres of each other and where there is jointless Track Circuit provided, the tuning units are positioned 20m apart.

Tuning units aren't available in ready to plant or kit form, but could be scratchbuilt.

Relocatable Equipment Building

Relocatable Equipment Buildings (REBs) are container-like buildings, often 20ft or 40ft in length that contain signalling equipment for an area. They are the modern equivalent to brick-built relay

rooms, but can be constructed, fitted out and tested prior to transporting to site. Generally, they are used in busy or complex areas where combining all the equipment into a single base is easier and cheaper than using location cases and cabinets. The equipment contained within an REB can vary from relays to whole interlocking modules, and from technicians' terminals to disconnection points. REBs are also found at most level crossings and contain all the equipment to control the crossing

sequence. Models are available in 2mm and 4mm scale from Bachmann, whilst Wills offers a kit in 4mm scale.

Point motors

There are many different types of point motors in use on the railway today.

Currently, the preferred point motor type is the clamp lock hydraulic motor, which can be identified by the yellow detector boxes on the outside of the rails and the hydraulic power pack nearby. The most common type after the clamp lock is the 'HW' series cam type electric point motors. Other types that can be found are the 'Style 63' lead screw electric point motors and the 'HPSS' point motors, which are mostly found on high-speed critical points.

Clamp lock motors can be found as 'OO' white metal components formerly from Colin Craig, as can HW and Style 63 Point Motors. Peco manufactures plastic versions of the HW series motors in 'OO' and 'N', DCC Concepts produces 'OO' gauge examples of the Westinghouse motors and you can also find 3D-printed versions from some of the independent 3D printing suppliers.

Disconnection points

The thousands of small plastic boxes on sticks that are found all over the rail network are disconnection points, colloquially known as 'Dis Boxes'.

Dis Boxes are used where 'tail cables', those cables connecting equipment to their controlling location, have to cross under rails or tracks (such as AWS magnets or TPWS loops). This is to allow equipment to be disconnected or replaced easily without having to disturb the track or pull up lots of cable. They are positioned in the cress next to the tracks to allow for



A TI-21 audio frequency track circuit tuning unit alongside platform eight at Guildford railway station.



Relocatable Equipment Buildings (REB) house vital signalling equipment for an area, such as this example at West Croydon.

MODERN LINESIDE EQUIPMENT

- ① Location cabinets
- ② Point heating transformers
- ③ Mileposts
- ④ Track Circuit tuning units
- ⑤ Track power isolation switches
- ⑥ Disconnection points
- ⑦ Point motors
- ⑧ Catch pit
- ⑨ Cable Routes
- ⑩ Relocatable Equipment Building (REB)
- ⑪ Point clip enclosures
- ⑫ Axle counters
- ⑬ Lineside telephones



Above: Increased use of technology requires a vast array of lineside kit, as seen here at the London end of Guildford railway station.



Left: It may appear cluttered, but this lineside equipment at the country end of Reading station is essential to keep the railway running.



Clamp lock hydraulic motors are the preferred point motor on the modern railway. This is a clamp lock power pack within Reading Train Care Depot.

safe access.

There are many styles, their size and position dependent on what they are connected to. They can be modelled simply using plastic strip and profile or West Hill Wagon Works has 3D-printed versions in its range.

Axle counters

Axle counters are now the preferred method of train detection and will eventually replace the vast majority of track circuits. They work by detecting the disturbance by a rail wheel of a magnetic field generated around the head on the rail and then count in and out the wheels to evaluate whether a section is occupied or clear.

An installation consists of a

head mounted on one rail and an electrical junction box (known as a 'Yellow Mushroom') that generates the magnetic field and converts the signal from the head to a useable piece of data for the evaluator that is provided back at the interlocking room. There is generally a single head and junction box per section boundary, although two can occasionally be seen at evaluator boundaries.

The heads themselves are simply too small to model, but the junction boxes are easily modelled. There are three different styles of junction box in the UK, the most common and longest lived is the Thales EAK30H, whilst the Thales EAK30K and Frauscher GAK have become more widespread over the past few years.



A variety of Disconnection Boxes at Tilehurst. On the left is the Dis Box for an AWS magnet, whilst on the right are boxes for a point motor (left) and supplementary detector (right). The supplementary detector can be seen between the two types of box.



Axle counters are gradually replacing traditional track circuits as the preferred form of train detection. This is a Thales EAK30H electrical junction box for an axle counter head at Milton Keynes.

OPERATIONS

Mileposts are placed every quarter of a mile along the railway. This is a modern standard Network Rail milepost - in this case the 33¼ MP at Farnborough Main in Hampshire.



Point clips are used to secure failed points in position when required and are housed in enclosures such as this almost hidden example at the country end of Maidenhead railway station.



To reduce wear and tear of wheel flanges, mechanical flange lubricators are deployed at known hot spots, such as here at Portsmouth and Southsea.

Mileposts

Mileposts were originally installed in the early days of the railways to help drivers know their location. They are still required as a position reference for train crews and operations personnel.

Mileposts should be found every quarter of a mile, however, like banana plants, they can wander several metres either side of their

theoretical position, so they are very rarely found in the exact intended position! There are several styles of milepost that can be found, right from their original pre-Grouping designs to the more modern yellow square or blue diamond plates.

Model mileposts of most variations can be found in metal, plastic, laser-cut or 3D printed forms from lots of different sources.



Keeping the permanent way well maintained and drained is essential. Catchpits, such as this example at Tilehurst, provide access to the drainage system.

Catch pits

Catch pits are access points to the drainage system in the track formation to allow maintenance technicians to inspect and clear the system, as well as allowing surface water to flow into the drainage system.

They are found at least every 30m along a drainage route or where the route changes direction or joins another. Drainage routes can often be found on either side of the track formation or between tracks in station areas.

Pits can be modelled using laser-cut kits from Scale Model Scenery or resin models from Bachmann Scenecraft.

Point clip enclosures

Point clips and scotches are used to allow a failed point to be manually

locked in position. So they are easily accessible, these clips and scotches are housed within an enclosure at the lineside.

These enclosures can be specially made plastic boxes, smaller square metal enclosures, as shown in the image, or repurposed half-size location cases with 'point clips' written on them, depending on what was available at the time.

If you wish to model a point clip enclosure, you can use the already mentioned models of location cases or scratch-build them from plasticard.

Flange lubricators

These pieces of equipment apply grease to the rail as the train passes. This gets spread over the rail and wheel flange to prevent wear and flange squeal.

POWER

Point heating transformers

As their name suggests, they take the domestic electrical supply and transform it down to a suitable voltage to power heating strips placed on the switch blades of points.

They are provided at selected junctions and points which would be operationally problematic if they froze solid in winter weather. They are positioned lineside close to their respective point ends, although where there are multiple point ends, the transformers are grouped together for easy maintenance.

Models are available from Knightwing, 3D printing supplies or can be modelled from plastic section.



To help prevent points freezing up in the winter, point heating transformers are located at some remote locations.

Sadly, these units are not available in any model form, although they could be scratchbuilt. I've gone to the trouble of getting them 3D-printed to my own designs.

FTN node

These distinctive buildings with their radio masts are found every few miles and not only form the core of the GSM-R (Global System for Mobile communication - Railways) system used for communications between signallers, control rooms and train drivers as well as European Train Control System signalling, but also contain terminals and switches used by Network Rail's Fixed Telecommunications Network (FTN). The FTN can carry both railway and domestic telecommunication signals.



Traction power isolation units are located across the former Southern Region third-rail network. These 3D-printed 4mm scale examples can be seen on the author's layout.



Simon Paley's new 'OO' gauge exhibition layout, Collingwood, features this impressive 3D-printed shaft-style FTN node. Lattice-style GSM-R nodes are available from Scale Model Scenery.

Lineside telephones

Safety critical communication is key to a safe railway and, to help with this, telephones are positioned around the lineside.

Most people will have heard of signal post telephones (SPT), which are now generally found on approach to signals that display a red aspect. This is to allow trains to stand back from signals in line with modern defensive driving techniques, and give the driver easy access to an SPT that links directly to the signaller.

You might also be familiar with the telephones provided at level crossings, usually painted yellow, but there are also point zone telephones provided at certain junctions to enable technicians to phone the signalling team if they need a certain set of points moving or isolating.

Model lineside telephones can be modelled using plastic strip and profile, but they can also be found as white metal items from Knightwing or as 3D printed models from various sources.

Cable routes

Any part of the network that requires power or data to be distributed along it has a cable, or troughing, route alongside. Often, for operational diversity, there is a duplicated cable route either side of the formation, so that if one cable route is disturbed, the other will continue to operate. Cable routes can contain all manner of different cables, not just signalling. Cable routes are laid out to make the most efficient use of the cable, and they avoid sharp corners, being laid at least 2m from the running line, and are raised in areas prone to flooding.

Where cables are directed underneath tracks, traditionally orange tube was used, but this is now the last resort and the preferred



Lineside telephone points enable staff to contact the signalling team. This platform-mounted signal post telephone (SPT) is located at Reading station.

methods are clipping it to the side of a sleeper, hollow bearers or an under-track crossing.

When cable routes were installed as part of the BR modernisation plan, they consisted of cast concrete channel, but plastic versions



A variety of models can be seen on the author's new 'OO' gauge layout, including 3D-printed point motors, point heating transformers, point clip enclosures, laser-cut catchpits and cable routes.

(including ones combined with a walkway) have become increasingly popular due to their strength and light weight. Equally, in some areas, reinforced armoured cables are laid directly onto the ballast.

Modelling of the cable route can

be done using plastic section or using the variety of kits from Wills/ Ratio and Scale Model Scenery. Ready to plant alternatives are found in the Bachmann range with 3D-printed versions available from various sources.

ROLLING STOCK MONITORING

Monitoring equipment

There are a number of different types of monitoring equipment installed next to the railway and these are independently powered by solar panels next to them. The equipment can be used to monitor hot axle boxes, wheel load impact or even movement in the underlying track formation.

A solar powered monitoring station at High Wycombe.



"The vast majority of equipment you see lineside is signalling related, but there is also telecoms, power, rolling stock monitoring and operational kit."

SIMON PALEY

USEFUL LINKS

3D Printing Corner	www.3dprintingcorner.co.uk
Bachmann	www.bachmann.co.uk
Knightwing	www.knightwing.co.uk
Peco	www.peco-uk.com
Scale Model Scenery	www.scalemodelscenery.co.uk
West Hill Wagons Works	www.westhillwagonworks.co.uk

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Bridge

BUILDING

A bridge offers a useful scenic focal point on a model railway. **DAN EVASON** shows how he built a unique structure for a 'OO9' gauge layout.

SOMETHING I have really wanted to work with for a while is 'OO9' gauge - 4mm:1ft models running on 9mm gauge track to replicate narrow gauge railways. I love the potential for really different scenic settings as railways wind through valleys, woodland and open country - with tighter curves than main line railways and possibilities of real quirkiness.

When I attended the new model railway show at the Statfold Barn Railway in Staffordshire earlier this year I marvelled at all the great layouts, which reinforced my growing interest. So, when I was asked to scratchbuild a stone bridge for a 'OO9' layout build, I



jumped at the chance.

These often curvaceous routes benefit from smaller structures than their main line equivalents, often made from local materials too, meaning modellers can really use bridges and other infrastructure to create a defined sense of place - even if the trains are running as fictitious companies.

Building a model from scratch is incredibly satisfying and it doesn't have to be difficult. This particular project is relatively straightforward

and makes good use of normal mounting card. However, one issue I did have to overcome was the fact the bridge had to be made to a specific shape to fit into its location.

To provide me with a guide, a template was made using A4 paper which was laid over the track, with the track dead centre to the middle of the sheet of paper. I then draw across the sheet where the bridge would run to create a 'map' of the area that the bridge would fit into. Measurements were then taken from the top and

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Black weathering powder	www.dccconcepts.com	DCW-TRK
Burnt Sienna acrylic	www.daler-rowney.com	201
Burnt Umber acrylic	www.daler-rowney.com	247
DAS Clay	www.therange.co.uk	513141
Deluxe Materials Rokit card glue	www.deluxematerials.co.uk	AD57
Dark Sea Grey acrylic	www.acrylicosvallejo.com	70.991
Gray (concrete) weathering wash	www.florymodels.co.uk	FMW007
Light (white) weathering wash	www.florymodels.co.uk	FMW003
Mounting card	www.therange.co.uk	Various
Sand weathering wash	www.florymodels.co.uk	FMW005
Warm Grey acrylic	www.daler-rowney.com	078

bottom of the sheet for me to replicate the position and angle of the bridge to work from to ensure that the finished structure would fit correctly.

The following step-by-step guide showcases the build of this super little bridge from start to finish

using a selection of materials including DAS modelling clay, resulting in a sturdy structure which will take pride of place on its intended layout soon. **HM**

● Read more step-by-step modelling guides at www.keymodelworld.com/step-by-step

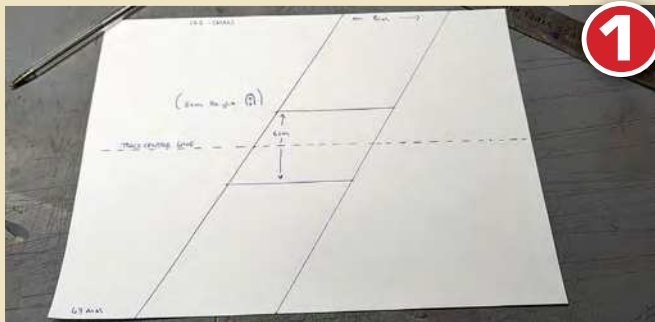
**PLEASE TURN FOR
STEP BY STEP GUIDE**



The completed scratchbuilt structure, ready for installing within its new location.

STEP BY STEP SCRATCHBUILDING A STONE BRIDGE

Beginner **SKILL LEVEL** Intermediate Advanced



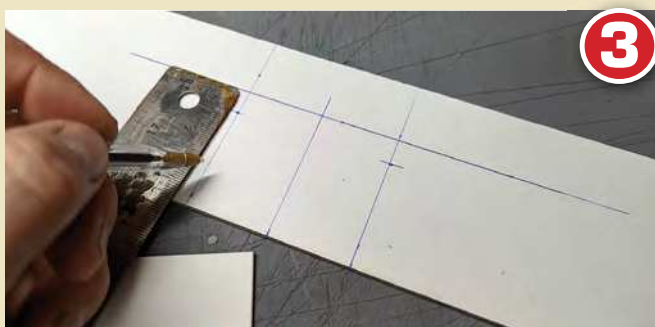
1

The first problem I faced was building a bridge with a bespoke shape that I could not simply place on a layout to ensure it was correct as it was being built for another layout. A sketch of the intended location and relative measurements were the basis for the project. These relative positions are vital.



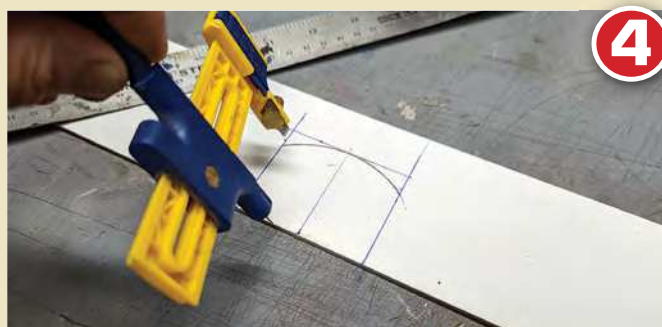
2

Next it was time to start cutting the basic shape of the bridge walls using thick mount card cut with a sharp craft knife and steel ruler. I set about working out overall heights, aided by a photograph as a guide. The overall height of the bridge was set to 75mm with the top of the arch at 50mm.



3

With the bridge sides cut and the tops of the arches in place, it was time to mark out the arch opening. Having identified the centre point of the card, I then placed the ruler across to give me 60mm in width. This was done in two places along the centreline so I knew the bridge walls were true.



4

One of the handiest tools I have in my collection is this cutting compass, which was set to a radius so the cutting blade just touched the top of the arch. With this tool you may have to go back and forth a few times scoring the card deeper and deeper as you go – it won't cut through card in one pass – but it really does do the job well.



5

The sides of the arch are important and worth taking your time to get right as they will definitely show up if you get them wrong. Using a craft knife and a square, carefully run the knife down the square with each pass pressing a little harder until you have broken through the card.



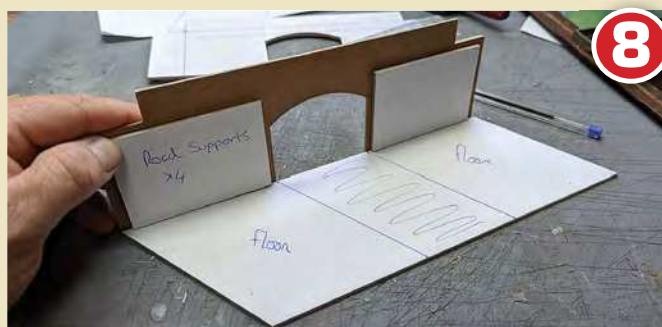
6

With the arches now cut, it is time to deal with the sides of the bridge walls. To keep the proportions of the bridge looking right, I trimmed down the upper walls, leaving enough of the lower part clear to bed the structure in to the scenery. This bridge will be sunk into a deep cutting once placed on the layout.



7

With the road supports now dry, I cut out the road surface: one layer for the road itself and the other for the lower floor, which also strengthens the bridge. It is always worth having a prototype photograph or two for reference when undertaking modelling projects such as this.

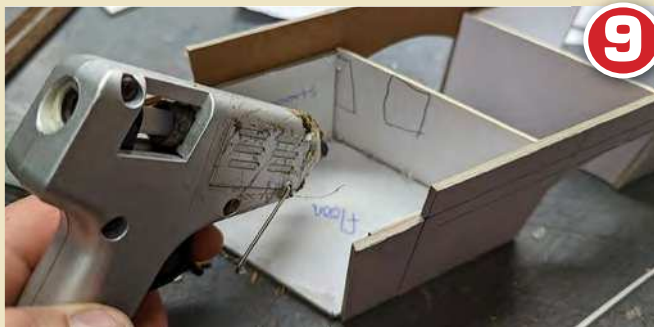


8

I worked out what height the road surface should be using a Modelu figure for scale. I then placed and cut four road supports from the mount board and glued them into place using Roket card glue. These were then left to dry. I also marked out and cut the lower floor section to allow the track to be laid.



Dan Evason relished the challenge to develop a '009' narrow-gauge bridge from scratch.



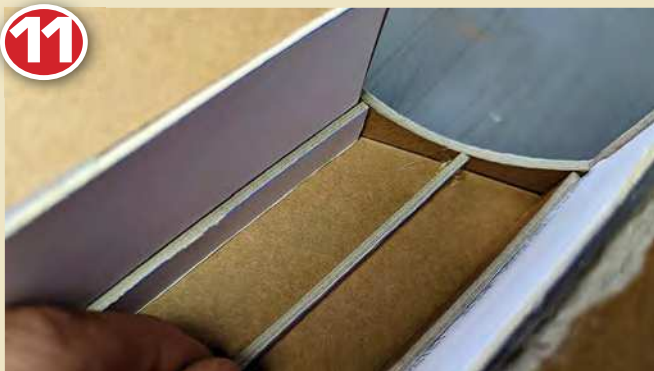
9

With the main components of the bridge cut out, it was time to join them together. My first thoughts were to use card glue, but taking this approach would take time and I would have to wait for each section to dry before attaching the next part. Instead, I opted for a hot glue gun which offered quick and strong results.



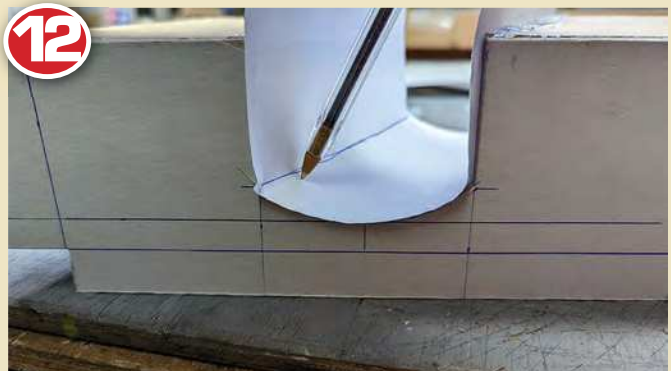
10

Once the main part of the bridge structure was complete, it was time to add the road section with a bead of Roket card glue down either side. It then slotted into place.



11

For the arch roof, I cut three strips of card and laid two either side of the arch and one slimmer length down the centre of the arch. This provided a fixing point to attach the roof of the arch.



12

As the bridge arch is an unusual shape and because of the curve, it posed a problem to measure for the lining. I ended up folding some paper and with a pen drew the outline of the arch.



13

I laid this template over a sheet of Slater's brick bond plastic card, marked it out with pen, and then cut it to shape with a knife. Take extra care when cutting plastic sheet with a sharp blade.



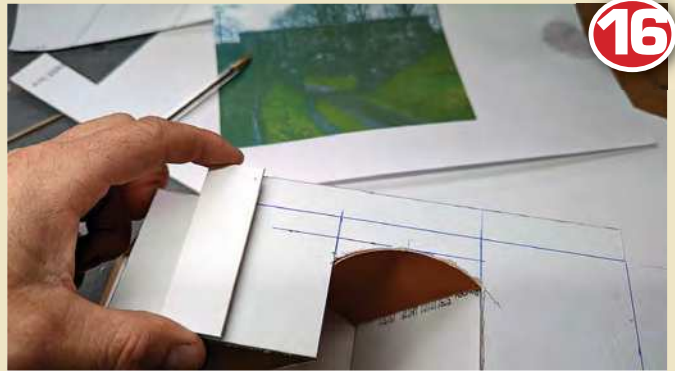
14

Laying the brick bond plastic to the arch, I used Roket card glue applied to the card of the bridge with a thick layer of superglue to the plastic card. The superglue creates a 'grab' effect when it interacts with the PVA and dries almost instantly.



15

Once the brick arch had been successfully lined, I carefully trimmed the edge of the excess plastic sheet with a scalpel to clean it up. Several gentle passes are better than trying to do it in one go.



16

The last main detail elements to add to the bridge were a pair of bridge supports made from thin mounting card. Once cut to shape, these were applied to the structure using Roket card glue.



17

Now the messy part! Using DAS modelling clay, I rolled it to a depth of between 1mm and 2mm. Once rolled, it was placed over the card and smoothed into place, making sure the clay adhered to the card. If you find the clay is not sticking, lightly mist it with water to give it a tackier surface. Blend in the joints between the different sections with your fingers.



18

With the basic clay pieces in place, they need to be tidied up. I used a sharp scalpel and trimmed back the clay to make the edges neat ready for the next stage of the process.



19

Whilst it might be tempting to continue, at this point it is vital to wait for the clay to dry. Leave the structure in a warm room until it is ready for the next stage.



20

Once the clay is dry, you can carefully start smoothing it using sandpaper. This removes any cosmetic defects and provides a good surface for paint to adhere to.



21

Before you start scribing the clay, it is worth using a pencil and ruler to keep the stonework in some sort of order and have straight lines between courses. It will also allow you to work out how your arch keystones will sit.



22

Using a metalwork scribe, I engraved the stonework. Start at the bottom and work your way up, ensuring it matches at the corners. I tried to keep the stonework as random as possible but also kept an eye on my pencil lines as a guide for keeping everything level whilst working across the bridge row by row.



23

To make the capping, I used 1mm Foamex. To make it look more stone-like, I used some sandpaper and roughed it up a little. Using a scribe, each of the capping stones was then etched in. Once complete, it was glued into place with a spot of superglue.



24

DAS clay comes in different colours. If, like me, your clay is different to the base of the intended structure, it can be painted appropriately. I used an acrylic white primer to help aid the next step in painting the bridge.



25

Now the best part – bringing the bridge to life. I used Vallejo Sea Grey initially and picked out the keystones and capping stones. Once dry, grey, sand and white from the Flory wash range were applied, dabbing these on randomly all over in one go while they were all still wet. A hairdryer was used to speed the drying process.



26

Next, I flipped the bridge over and using Burnt Sienna from the Daler-Rowney range to the brick portion of the bridge. A few coats were necessary to achieve the desired effect and ensure full coverage.



27

Using DCC Concepts' Ultra Black weathering powders, I set to work adding some grime effects to the stonework and archways. Always start with small amounts of weathering powder - you can always add more if needed.



28

The road section was painted for effect for this article, as once it is in place the road will be repainted and blended in to suit the rest of the layout. I like to use Daler Rowney Warm Grey and a spot of Burnt Umber randomly mixed in places with the brush strokes applied along the length of the road and not side to side, for the best results.



29

With the Burnt Sienna paint now dry, I added grime/smoke stain effects to the roof of the arch, concentrating the main efforts to the centre of the arch working outwards with the brush. Again, this was achieved using Ultra Black from DCC Concepts.



30

The last thing to do is to add a little bit of moss to the bridge. Using a spot of card glue and an old fine paintbrush, I applied glue to some of the mortar joints. I then sprinkled some Woodland Scenics Burnt Grass over it. Finally, the excess was shaken off to complete the bridge.

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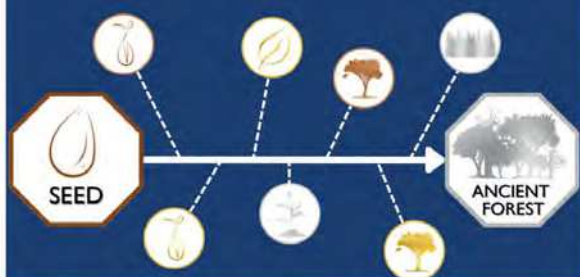


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Due to the success of our GT3 in BR Blue, we have had a lot of interest in the more 'never ran in' liveries. Therefore, we would like to announce 3 new liveries for our GT3. LMS Black, BR Black early crest and BR Green late crest.

These new liveries will only be available in a very limited run, and these will be available in DCC Ready and DCC sound. We will also be making the original prototype Brown, these will be a limited run and will sell fast.

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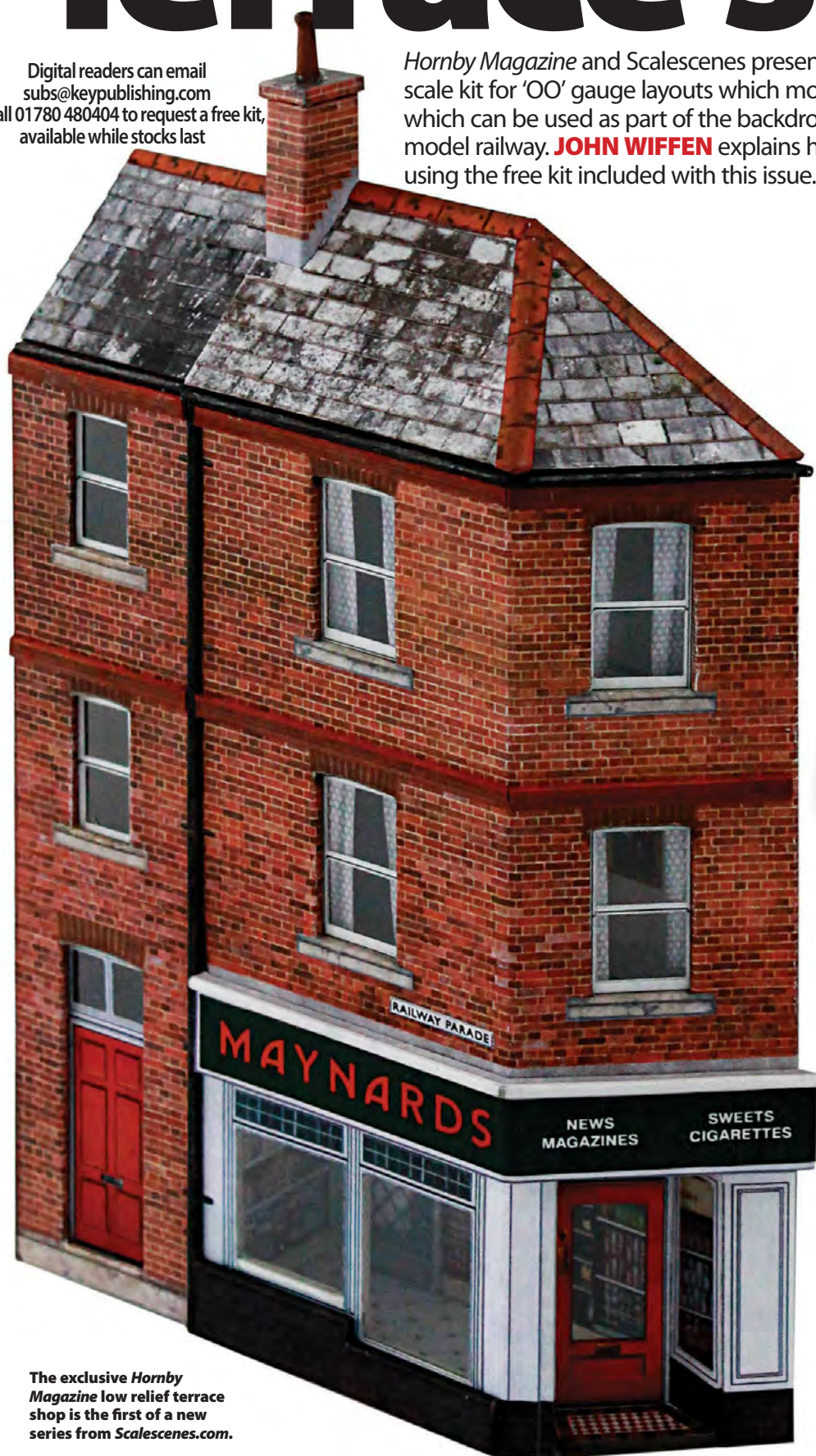


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Hornby Magazine and Scalescenes present a brand new 4mm scale kit for 'OO' gauge layouts which models a low relief terrace shop which can be used as part of the backdrop on almost any town-based model railway. **JOHN WIFFEN** explains how to build this brick structure using the free kit included with this issue.



The exclusive Hornby Magazine low relief terrace shop is the first of a new series from Scalescenes.com.

TOOLS

- » Steel ruler
- » Modelling knife
- » Tweezers
- » Glue stick
- » 'All-purpose' clear or PVA adhesive
- » CA or 'super glue'
- » Matt spray varnish
- » Felt tip pens
- » Cutting mat or sheet of thick card
- » Damp cloth
- » Fine sandpaper
- » Small right-angled square or block

LOW RELIEF BUILDINGS are a fantastically useful way of creating a backdrop to a model railway scene while also saving space. By modelling them in part depth, they can sit against a backscene and suggest a deeper scene.

Scalescene's kit designer John Wiffen has been developing a new collection of terrace shop kits to cater for buildings on a roadside hill. The base of each building allows it to follow the slope of a roadway in a scenario which can be very challenging to model.

Like all Scalescenes kits the model is based around printed cover layers, which are supplied with this issue of the magazine, applied over 1mm and 2mm thick card as detailed on the sheets and in the instructions. This allows different material depths to be replicated in the finished model.

If you have enjoyed this Scalescenes kit, the full range is available to view at www.scalescenes.com and don't forget to share your builds with us by posting a photograph on the Hornby Magazine Facebook page or emailing us at hornbymagazine@keypublishing.com. Enjoy your build! **HM**

STEP BY STEP BUILDING THE SCALESCENES TERRACE SHOP KIT – T004



1

Glue the sheets to Heavy (2mm) or Medium (1mm) weight card as labelled. With a sharp blade, carefully cut out the openings on the Windows, Shop and Side door overlays. Apply a thin even coat of glue to the back of the overlays and very carefully position them over a sheet of clear film. Allow glue to set and then cut out. Next tightly wrap and glue the Downpipe edge around the Downpipe base layer.

2

With the Downpipe facing forwards, squarely glue the left and right Side wall 1 sections to either side.

3

Glue the longer Floors and Ceilings back to back (printed side out). Check that they are aligned. Apply weight or clamp to ensure good adhesion.

4

Aligning the bottom edges, glue the Side wall 1/Downpipe section squarely into position over the Back wall. Use a small square or block to check that the wall is perpendicular.

5

Test fit and glue the completed Floor/Ceiling sections squarely into position. Use a small square or block to check that the floors are perpendicular.

6

Cut out and glue the remaining Floors and Ceilings back to back (printed side out). Check that they are aligned. Apply weight or clamp to ensure good adhesion.

7

Test fit and glue the completed Floor/Ceiling sections squarely into position. Use a small square or block to check that the floor is perpendicular.

8

Test fit and glue the Upper ceiling into position. Glue the two Side wall 2 sections back to back (printed side out). With the plain side facing outwards, test fit and glue the Side wall 2 squarely into position. Use a small square or block to check that the wall is perpendicular.

9

Squarely position the narrower Front wall cover layer over the Front wall base layer. Apply a thin bead of glue along the window and door flaps. Gently fold the flaps tightly around the card.



10
Glue the Sills 1 and Side door sill into position along the bottom edge of the corresponding openings.



11
Flip the wall over (print down) and apply a thin bead of glue along the sill flaps and gently fold the flaps tightly around the card.



12
Apply a thin bead of glue around each opening and squarely position the corresponding windows and door. Turn the wall over and check the windows and door are sitting squarely within the openings.



13
Test fit and glue the completed Front wall section into position.



14
Lightly score the red dashed line on the remaining Front wall base layer and test fit in position. Do not glue the wall into position yet. Taking care to maintain the approximate wall angle glue the corresponding cover layer squarely over the top.



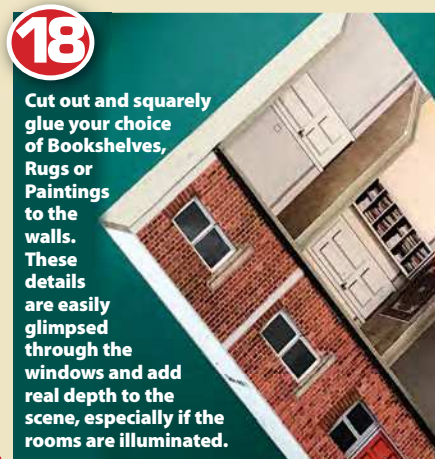
15
Carefully remove the wall. Retaining the correct angle, glue the corresponding cover layer over the top. Apply a thin bead of glue along the window and side wall flap. Gently fold the flaps tightly around the card. Then glue the Sills 2 into position along the bottom edge of the window openings.



16
Flip the wall over (print down) and apply a thin bead of glue along the sill flaps and gently fold the flaps tightly around the card.



17
Apply a thin bead of glue around each opening and squarely position the corresponding windows. Turn the wall over and check the windows and door are sitting squarely within the openings.



18
Cut out and squarely glue your choice of Bookshelves, Rugs or Paintings to the walls. These details are easily glimpsed through the windows and add real depth to the scene, especially if the rooms are illuminated.

19



Test fit and glue the Shop floor squarely into position then cut out and squarely glue your choice of Shop back walls and Shop internal doors into position.

20



Test fit and glue the completed Front wall section into position. Apply weight or clamp to ensure good adhesion.

21



Aligning the bottom edges, test fit and glue Shop overlay 1 squarely into position.

22



Very carefully score Shopfront overlay 2, cut out and introduce slight angles. Then test fit Shopfront overlay 2 and adjust the angles to match the Shop floor profile. Glue into position.



23 Test fit and glue the Shop step into position.

24



Lightly score the red dashed line on the Fascia base layer. Test fit and glue into position.

25



Squarely glue the Fascia ledge cover layer over the Fascia ledge base layer. Carefully wrap and glue around the base layers. Allow glue to set. Once dry use a sharp blade to carefully cut away the grey hatched area.

26



Test fit and glue the Fascia ledge into position. Next squarely glue the Fascia cover layer around the Fascia base layer.

27



Squarely glue your choice of Shop sign options into position.

28



Test fit and glue the Shop overlay edge into position.

29



Cut out and place the Plinth cover layer printed side down. Apply a thin, even coat of glue to the base layer then carefully position squarely over the back of the cover layer. Apply a thin bead of glue along the flaps and gently fold tightly around the card. Test fit and glue the Plinth into position.

30



Test fit and glue the Front wall ledges squarely into position.

31



Using the light blue guidelines wrap and glue the Gutter cover layers A, B and C over the front edge of the Gutter base layer. Test fit and glue the Gutter squarely into position.

32



Squarely glue the Chimney base layers into a block of three. Test and glue the Chimney cover layer tightly around the chimney base layer block.

33



Squarely glue the Roof supports 1 and 2 into blocks of two. Using the light blue guidelines and labels squarely glue the Chimney into position with Roof support 1 and 2 either side.



Squarely glue the remaining Roof support 1 and Roof support 2 into position. Next glue the shorter Roof support 4 section into position.



Squarely glue the remaining Roof support 2 and Roof support 4 into position.

36



Cut the Roof tiles 1 and 2 into strips. Ensuring the numbering corresponds, align the TOP edges of the tile strips with the light blue guidelines. Carefully glue the strips to the roof, working from the 'gutter' up to the 'ridge'. Wait until the glue has set and then neatly trim off the overhanging tile strips.

37



Glue the remaining Roof tiles 2 into position. Wait until the glue has set and then neatly trim off the overhanging tile strips.

38



Test fit and glue the two completed roof sections into position. Small blobs of Blu Tac can be used to hold the roof in position as the glue sets.

39



Test fit and glue the Roof 1 and 2 ridge capping into position.

40



Glue the Chimney capping base layer squarely into the centre of the corresponding cover layer. Apply thin beads of glue to the overhanging flaps and gently fold tightly around the edge of the base layer.

41

Squarely glue the Chimney capping on top of the chimney. Chimney pots can easily be created by painting any tubing of a suitable diameter (eg. brass, styrene tube etc.) a red brown colour. Alternatively, commercially available pots can be used.



42

Squarely glue the Side wall overlay into position to complete construction of your low relief terrace shop kit. You can now choose to install the model as built or add weathering to the model.



OPTIONAL WEATHERING

- Using a sharp knife scrape a small amount of black and brown artist pastels on to a scrap of card. With a soft brush work minimal amounts of the pastel dust into the corners and surface of the structure as required. Build up thin layers slowly; don't overdo it!

TIP

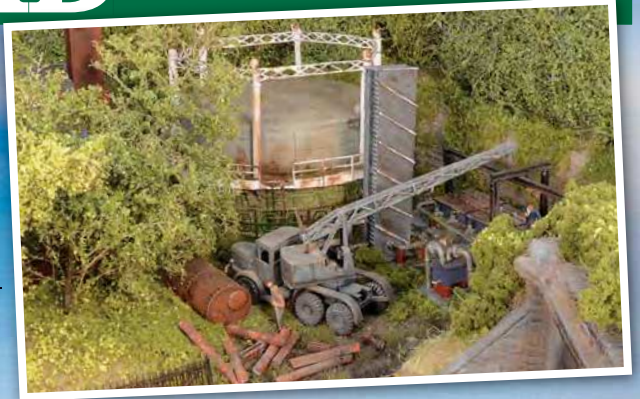
For tips on construction go to scalesscenescenes.com/construction-tips-page

Orleton

ROAD

Recreating a famous layout by Peter Denny in 'OO' gauge looked like an easy project for **DAN EVASON**. However, fitting it into a garage presented some intriguing challenges, as Dan explains.

PHOTOGRAPHY, RICHARD WATSON



ORLETON ROAD was inspired by Peter Denny's Leighton Buzzard layout. It was something my client John Phillips always wanted to create, and after seeing it in operation many years ago at an exhibition, it was a layout that always stuck with him.

John approached me last November with the idea of commissioning me to recreate Leighton Buzzard in 'OO' gauge. With this commission, as John wanted a straightforward copy of Leighton Buzzard (with some adaptations), it appeared fairly easy to plan as there were plenty of reference photographs on the internet to work from. I thought it would be fairly easy to build. I was wrong.

As with any of my builds, I love to get stuck in and just go for it. This layout took about five months to build as I had a bit of down time over the Christmas period. Sourcing parts also posed a problem.

Some changes were needed as John wanted his take on Peter Denny's layout for his own use as a standalone scene rather than as part of a larger layout. It also had to be adapted to fit in John's garage, meaning size was a restriction.

This is the second layout John has commissioned from me, the first being Parkend North (HM177/178). The baseboards were custom made using 9mm high grade birch plywood along with machine turned metal locating dowels for perfect alignment. 8mm stainless steel bolts, nuts and washers were also fitted to hold the baseboards together. It was decided to use Tim Horn laser cut baseboards for the turntable storage yard section, as it was cheaper and quicker given the need for it to rotate effectively.

There are two 5ft x 2ft baseboards, plus a 1ft x 1ft fillet to help with the second radius curve coming off the main layout to the storage yard.

The latter is 4ft x 1ft.

With John insisting on Peco bullhead track, and trying to keep to the original track plan of Peter Denny's there were some points not in the range such as curved and three-way points. This meant I had to opt for code 75 finescale flat bottomed equivalents. Although being different in design, the rail heads match perfectly for smooth running between each other and worked perfectly.

Designing this layout to fit the space was a challenge as we could never work out the dimensions of the original baseboards. As Orleton Road was going to be located in John's garage I found myself with a design that was almost too big for the space we had. Another design problem I had was»

 A train of locally-mined stone heads away from Orleton Road station, as the local brewery's industrial Peckett 'B2' 0-6-0T prepares to take on water.





GWR '14XX' 0-6-2T 4819 passes beneath the road bridge at Orleton Road on its journey along the branch line.

that John wanted the track plan to be as close to the original as possible, albeit tailing off-scene via the front and not the rear of the layout.

The original very busy track plan fitted due to Peter using home built small points and track. With John wanting to use large bullhead rail points - there were 13 of them - space just got eaten up in no time at all. I also had to allow for having the joint in the main baseboard along with allowing enough space to be able to head off-scene on a second radius curve into the adjoining storage yard. It proved a right 'head scratcher' but I got there in the end.

RUNNING LINES

When I'm building a layout, I believe it is important to get the track down and running as soon as possible. I always test it on analogue with a Gaugemaster controller and Bachmann Ivatt '2MT' 2-6-2T. I find keeping it simple makes it easier to find any electrical faults.

I think at the time of wiring I may have become somewhat overconfident in my wiring configurations and proceeded with cable management before the layout was fully tested. I then spent half an hour snipping and chasing wires until I found the right wire in the wrong hole: faults like this need to be identified and addressed as early as possible.

Orleton Road's track plan incorporates a main station platform and a small bay, together with a central siding in the station area and a further line that serves the local brewery. In addition, there is a small engine shed on the station approaches and a further siding which serves the station goods shed and warehouses along the backscene.

With the track now laid and fully operational it was time to turn my

GWR 'Large Prairie' 2-6-2T 4134 waits in Orleton Road station with a two-car passenger service, while GWR '56XX' 0-6-2T 5677 prepares to depart with a van train.



attention to the scenic side. Again with Peter Denny's layout, there appeared to be everything and anything placed on the layout from gas works, multiple bridges, a water mill, a complete town scene and factories galore. I aimed to keep the feel John wanted to capture.

Making it feel more like a model railway and not a train set was a fine balance. John had bought a small Lipton Tea diorama for me to incorporate which was lovely, but just didn't fit the space where it needed to go. We decided to break it up and adapt it to fit where we could. John also wanted a brewery frontage incorporated in the town scene with the line extending to go through its archway with the possibility of an extension at a later date.

It became clear towards the end of construction that I was running out of space to fit the gas works in. I suggested >>



A quiet interlude at Orleton Road as Peckett 'B2' 1456 rests between duties in the central siding, while passengers begin to gather for the next arrival at the platform.





Left:
A van train bound for the goods shed arrives at Orleton Road, as a local passenger service departs, headed by a GWR 'Large Prairie' 2-6-2T.

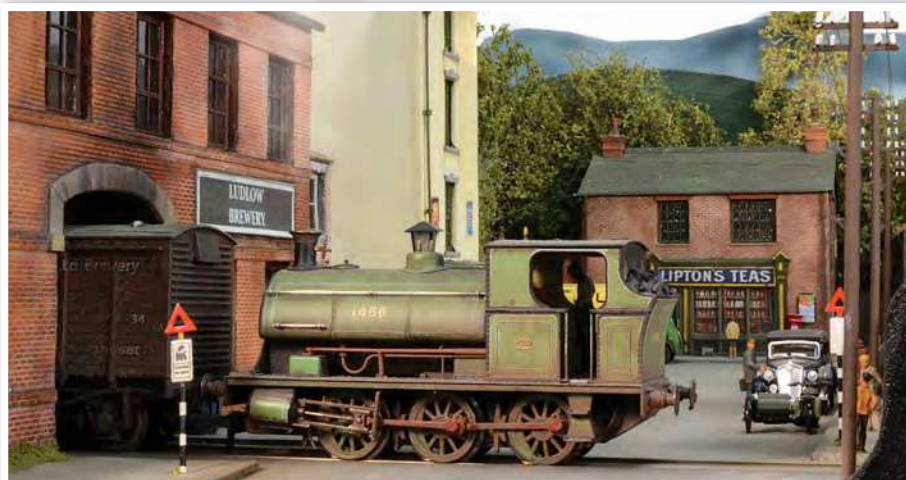
Right:
Peckett 'B2' 0-6-2T 1456 eases out of the Ludlow Brewery and across the road with another loaded van train.

Overview of Orleton Road showing the 10ft x 2ft layout to great effect with station in the foreground, warehouses to the rear of the layout and road bridge in the distance.

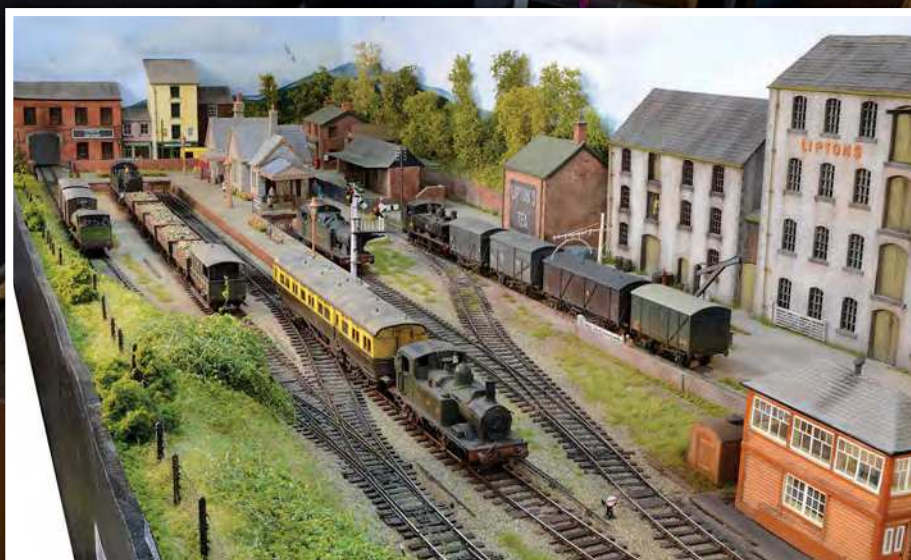


leaving it out but John wanted it in, so it was agreed to be more of a nod to a gasworks as there was no road access to the yard along with a very short siding connected to it. John said he wanted to make it look like it was being decommissioned with work on dismantling this section getting under way, so I added an Airfix lorry with crane.

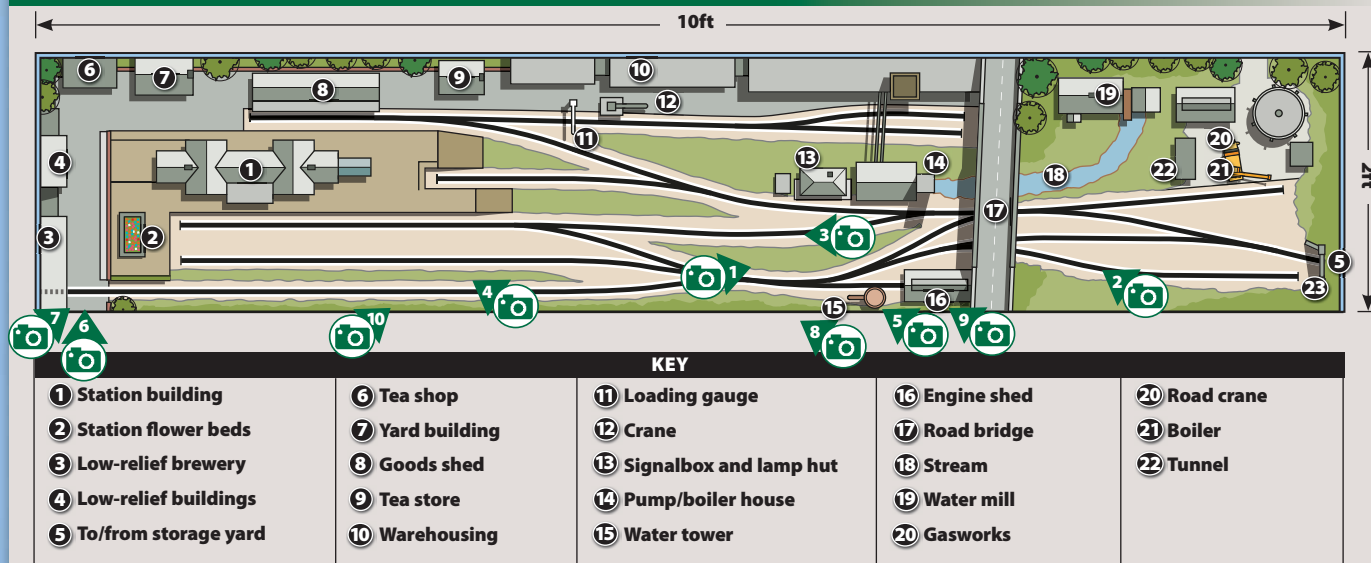
I really like the yard area along with the scratchbuilt road bridge and factory fronts from JS Models. I also like the busy town scene with its little details such as the Peco bins, Scale Model Scenery posters and the like which really brought that part of the layout to life. The station area again was a section I enjoyed building with its Petite Properties station building



Right: A busy scene at Orleton Road as a GWR Autotrain departs the station. A local stone train is stabled in the centre siding, while the brewery shunter extracts a couple of loaded wagons for onward shipment.



ORLETON ROAD TRACK DIAGRAM (NOT TO SCALE)



and World War Scenics flower packs and scratchbuilt name boards. I think these areas really work well on Orleton Road.

A STROKE OF LUCK

When I started this commission it was clear I would need a pump house but finding one to fit was hard. I contacted JS Models to see if they could help, as they had supplied all the rear low relief factory fronts. By luck, they had one that had been on the drawing board for production but had never been released. They agreed to put it into production and we were the first to get our hands on it in the country. I added an external water pipe to make it look like it was extracting water from the little stream. I was also quite fond of the water mill. This started out as a Fair Price Models scratch aid canal lock pub. This was heavily modified with Foamex and plasticard. I used a Wills kit for the water wheel and scratch built a water wheel house.

There are two Dapol signals fitted to the layout, along with a pair of static ground signals. Due to the number of points and the non-prototypical track layout, it was a case of placing them somewhere that could be feasible. The Dapol signals are operated via push button on the Mimic panels.



OPERATION

Once you have figured out the route from one end to the other, it is nice to watch the locomotive leave the fiddle yard, enter the layout via the tunnel mouth and wind its way along the track.

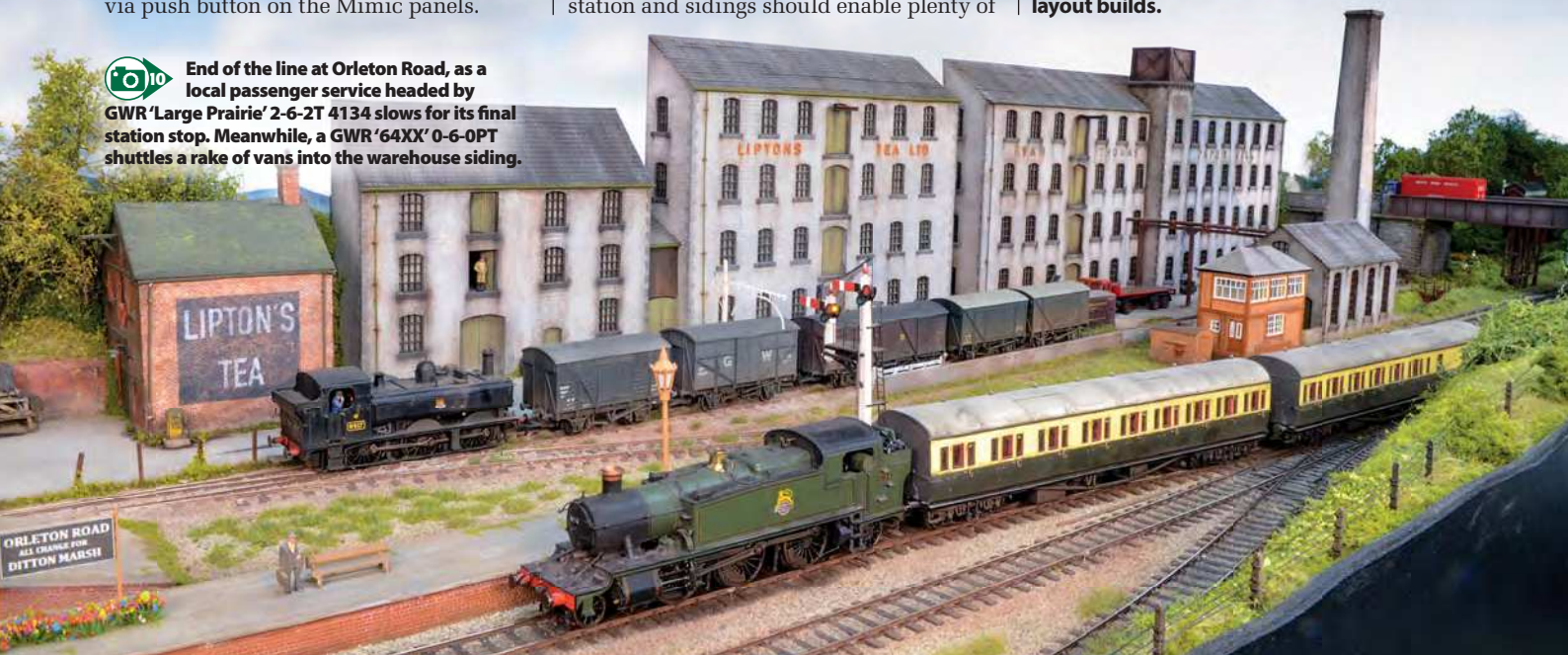
I think building this layout just reinforces the aphorism that less is more. Given that the original Leighton Buzzard was connected to the rest of Peter Denny's main layout, this standalone layout will have a different feel, not least to its operation. The station and sidings should enable plenty of

moves to keep the operator busy.

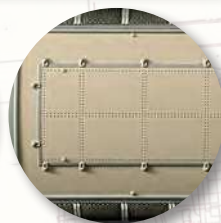
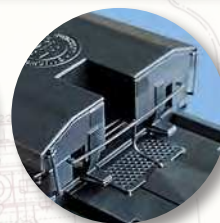
The best part of any layout build for me is delivering and setting it up for the customer and having them review my work over a cup of tea - and that final hand shake to sign it all off. Building Orleton Road has been incredibly fulfilling - and I hope its new owner enjoys running it as much as I did developing it. **HM**

● Visit www.keymodelworld.com/making-a-scene for more of Dan Evason's model and layout builds.

10 End of the line at Orleton Road, as a local passenger service headed by GWR 'Large Prairie' 2-6-2T 4134 slows for its final station stop. Meanwhile, a GWR '64XX' 0-6-0PT shuttles a rake of vans into the warehouse siding.



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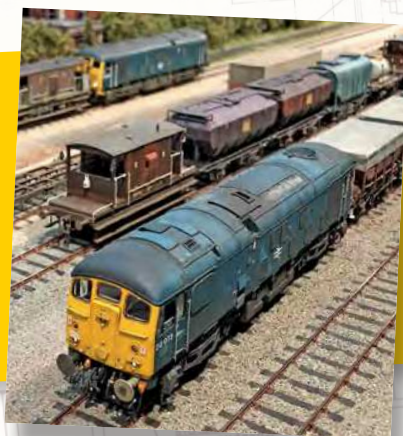
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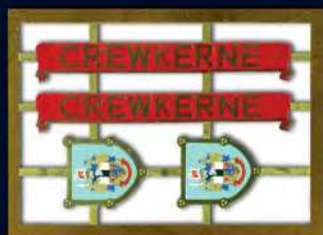


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Modern era

DBSOs

The Driving Brake Second Open (DBSO) coaches are a sought-after part of the Bachmann Mk 2F collection.

MIKE WILD checks out one of the latest versions which models these push-pull coaches in their final form.

Cab front detail is excellent, particularly once the accessory pack parts are fitted to the buffer beam.





The non-driving end features TDM cables for connection through the train to the locomotive for push-pull working.



Printing of the Network Rail logos is flawless.

New in from Bachmann for 'OO' gauge are its revised BR Mk 2F Driving Brake Second Open coaches. This is 9702 finished in Network Rail colours.



THE BR Mk 2F CARRIAGES were the final production of the air-conditioned Mk 2 stock. They were introduced in 1973 with the last of the design for passenger service being completed in 1975. However, four years later there was a need for push-pull driving trailers to operate on the impending Edinburgh-Glasgow trains which would see Class 47/7s operate with Mk 3 carriages and a Driving Brake Second Open (DBSO) coach at one end.

The first ten DBSOs were converted from BR Mk 2F Brake Second Open coaches in 1979 and a further four were completed in 1985-1986. In original form they worked in Scotland with the Class 47/7s, but later found use on Great Eastern Main Line express services being pushed and pulled by Class 86s from the end of the 1990s. They were updated to work with the Class 86s, while the driving cab gangway was also removed when they moved south.

Their withdrawal from passenger service in 2006 has since seen these versatile coaches taken into Network Rail stock as well as with Direct Rail Services and other operators - and two have entered preservation.

Bachmann previously released the Mk 2F DBSO in original condition covering BR blue and grey and ScotRail colour schemes, but for this outing it has made updates to the tooling to model the popular coaches in their more recent colour

TECHNICAL DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	39-737DC (reviewed)
Description:	BR Mk 2F DBSO, Network Rail yellow
Builder:	British Rail
Region:	All (Network Rail yellow)
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Price:	£149.95
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Push-pull test trains (Network Rail)

schemes covering InterCity, Anglia Railways, Network Rail and, as a Collector Club exclusive model, Direct Rail Services liveries. The big visual difference to the first batch is the removal of the central gangway from the driving cab.

For review we had the opportunity to inspect the model of Network Rail liveried DBSO 9702. Finished in the bright yellow colour scheme of the railway infrastructure owner, it is one of five used by the company on test trains across the network. Highlights include a separately fitted etched mesh grille on the cab front, flush glazing, interior detail, superbly finished bogies, underframe equipment and interior detail comprising seating, guard's compartment partitions and a driving cab interior.

Livery application is superb, just as we would expect from a Bachmann model, but the icing on the cake is that the model is equipped with individually controlled lighting for DCC layout operators. The

factory fitted decoder allows the head and tail lights to be switched independently of the cab, guard's compartment and saloon lighting while there are also separate functions for the Door Interlock lights on each side. Impressive additions.

Each model comes with an accessory pack which includes a miniature snowplough, buffer beam pipes and dummy couplings which can be fitted to the driving end of the coach in place of the factory fitted coupling.

For those looking to replicate the post-Scotland career of the DBSOs this new addition from Bachmann is sure to be a popular choice. The Network Rail example has proved very popular since its release - and we can see why, as it will make a stunning addition to the collection of test train coaches already available. (MW)

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The bogies and underframe are superbly detailed.

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BR Mk 2 DBSOs

Railway operators are always seeking ways to improve efficiency, and one of the most interesting results of this process was the conversion of a number of brake coaches to include a cab, enabling a train to be driven from either end. **EVAN GREEN-HUGHES** looks more closely at British Rail's Mk2 Driving Brake Second Opens.



THE CONCEPT of providing a driving cab in one end of a standard carriage is not a new one. The Great Western Railway was one of many that used 'push-pull' trains in which a locomotive pulled a train in one direction and then pushed it in the other with such formations mainly being used on branch lines where such an arrangement eliminated the need for the engine to run round at the end of each journey.

In the late 1960s, there was a further development when the Southern Region introduced trains between London and Bournemouth in which a set of unpowered Electric Multiple Unit (EMU) trailers were propelled or hauled by a Class 33 locomotive for part of their journey and by a conventional EMU for the rest.

This idea was then taken a step further by the Scottish Region in the mid-1970s when it was looking at improving its Edinburgh-Glasgow service. At the time it was being operated by Class 27 diesel locomotives operating in top-and-tail fashion, a concept that was costly and unreliable. This service had always been problematic due



to the lack of space available for shunting at Glasgow Queen Street, with this dictating that trains must be capable of being driven from either end. As a result, a proposal was worked up for trains to be worked by Class 47s, which would remain at one end of the train, while a driving cab would be provided at the other, enabling the train to shuttle back and forth between the two cities without any shunting being

Transfers of the DBSOs from Scotland to Anglia saw them overhauled with an updated control system and a full width cab through removal of the driving end gangway. DBSO 9704 leads an Anglia Class 86/2 propelled train from London into Norwich on August 18 2004. Railphotoprints.uk.

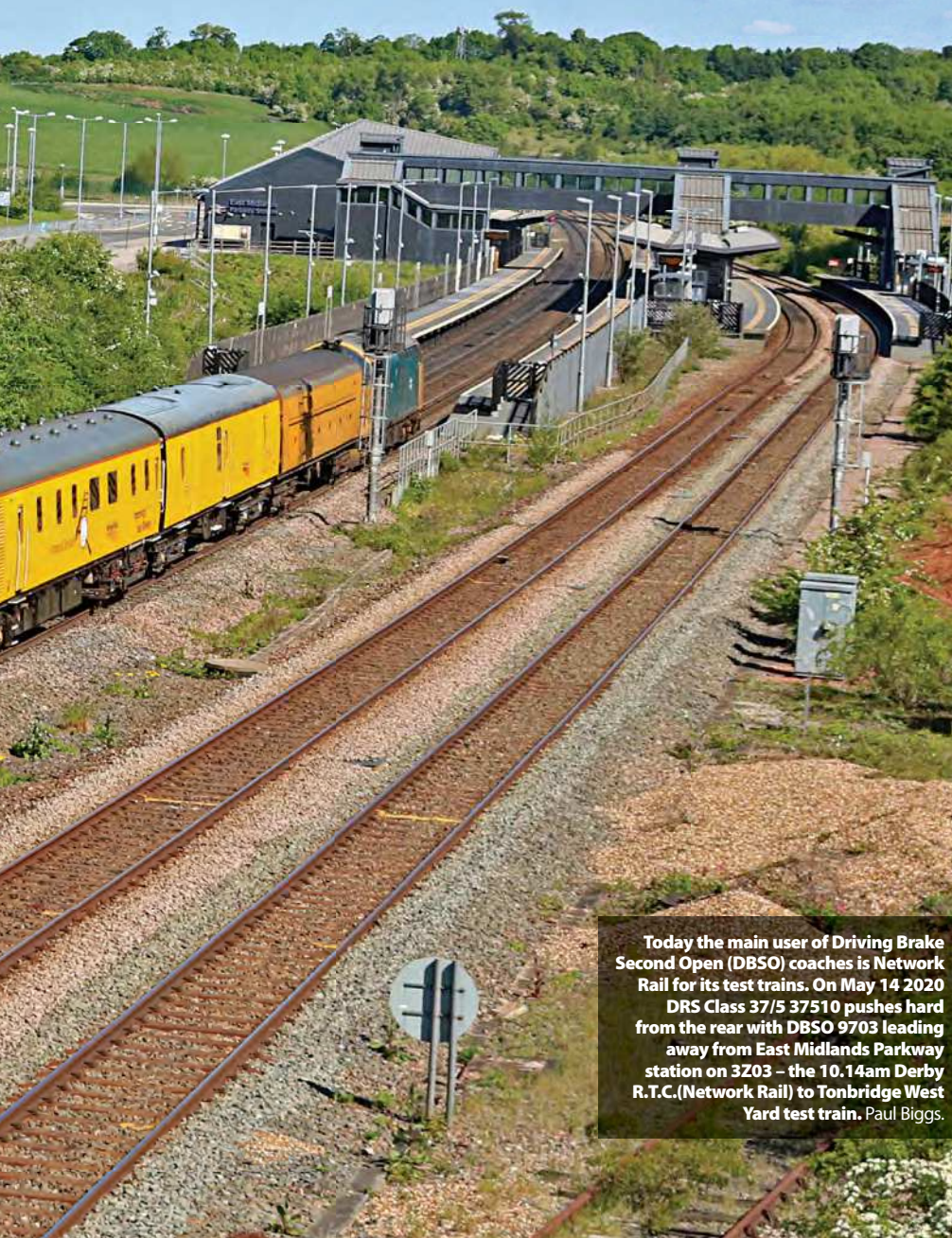
required and with a single locomotive.

To provide control at the remote end of the train, ten Mk 2F Brake Second Opens were taken into Glasgow Works where they were fitted with half-cabs, receiving additional side windows in the process and becoming Driving Brake Second Opens (DBSO). A novel control system was also fitted in which a set of impulse signals could be transmitted down the existing lighting on and off wires which were then picked up by a receiver on the locomotive and translated into control inputs. This system, known as Time Division Multiplex, meant that no modifications were required to any intermediate coaches. The coaches also had their braking system upgraded, receiving disc brakes and a hydraulic parking brake, mainly so that they would be compatible with the Mk 3 coaches to which they would be coupled. End corridor connections were retained in case it was required to use them in the conventional way, coupled to other vehicles.

INTO SERVICE

The first converted DBSO undertook trials from the Derby Research Centre in 1979, but completion of the whole batch was protracted, and this in turn delayed the introduction of the replacement stock on the Edinburgh-Glasgow service. Once completed, five were marshalled into rakes of six coaches each but there were issues with the control system that took a while to solve, after which the coaches settled down to give reliable service.

A sixth set was assembled in 1982 and used on Glasgow to Aberdeen services and was so successful that an order was placed for a further three, later four, rebuilds so that the rest of these services could be converted to the new way of working. These final four vehicles were completed in 1986 and differed from the first ten in that they retained their clasp brakes and manual handbrakes, rather than being upgraded as per the first batch, due to them being used with similarly-equipped Mk 2 coaches, rather than Mk 3s. »



Today the main user of Driving Brake Second Open (DBSO) coaches is Network Rail for its test trains. On May 14 2020 DRS Class 37/5 37510 pushes hard from the rear with DBSO 9703 leading away from East Midlands Parkway station on 3Z03 – the 10.14am Derby R.T.C.(Network Rail) to Tonbridge West Yard test train. Paul Biggs.

Regrettably on July 30 1984 one of the earlier conversions, 9706, was leading an Edinburgh-Glasgow service when it was in collision with a cow that had strayed onto the track at Polmont. The impact caused the DBSO to derail, followed by other coaches and resulted in the deaths of 13 people, with 17 more seriously injured. This derailment brought into focus the safety of a relatively lightweight driving trailer being propelled by a heavy locomotive, with the enquiry recommending that obstacle deflectors should be fitted to the driving ends of these Mk 2s and any similar vehicles in the future. 9706 was so badly damaged that it had to be cut up on site.

By the late 1980s it had been decided that Edinburgh-Glasgow-Aberdeen services were to be turned over to new Class 158 Diesel Multiple Units. As a result of this, the DBSOs shifted to the Great Eastern Main Line between London Liverpool Street and Norwich. There it was planned to use them with Class 86/2 electric locomotives hauling rakes of Mk 2 stock, with introduction to service planned for May 1990. Unfortunately, the late arrival of the Class 158s caused this timetable to slip and it was to be June that year before the first of the vehicles was available for driver training.

For this transfer, the coaches were prepared at Derby Litchurch Lane where they received a full interior overhaul, being equipped with a more modern electronic remote control, as well as an in-cab telephone. Externally, the corridor connection was removed, allowing the cab to be made larger. The coaches began to enter service on their new route from that autumn.

Under privatisation the DBSOs passed to Anglia Railways and then on to the 'One' franchise but in time more modern former West Coast Main Line Mk 3 Driving Van Trailers became available and some of these were transferred to the area to replace the DBSOs, the last of which was withdrawn from the route by the end of 2006.

EXTENDED SERVICE

However, the potential usefulness of the DBSOs did not escape the notice of other operators and this led to a number passing to new homes. Network Rail took five, enabling it to run its test trains in



The second batch of Mk 2F DBSOs were built to work with Mk 2 coaching stock for push-pull trains to Aberdeen. On August 29 1984 Class 47/7 47701 propels a service for Edinburgh out of Perth led by DBSO SC9709. John Chalcraft/Railphotoprints.uk.

push-pull mode, and fitted three of them with on-board generators to increase their value further. British American Railway Services, which at the time operated the Dartmoor Railway, took three with the intention of using them on an Okehampton-Exeter service which would have seen them powered by Class 31s. This, however, came to nothing and these coaches were later sold to Direct Rail Services which used them on its Cumbrian Coast operation. DRS later added another two to its fleet.

Two DBSOs passed into preservation, with one being acquired by the Crewe Locomotive Group, which owned one of the original push-pull equipped Class 47s, with their intention being to restore it to working order to be part of a set of coaches that can visit heritage railways for galas and other events. The coach was sent to the Weardale Railway for storage, where it received some vandal damage before being returned to Crewe some years later. A second vehicle was preserved for use on the Mid Norfolk Railway but this was later released to Direct Rail Services for parts recovery and was subsequently scrapped at CF Booth of Rotherham.

The vehicle with the most interesting second life has been 9712 which was acquired for use in Northern Ireland, with the intention that it would run with

a Class 111 diesel locomotive and a rake of former Gatwick Express carriages. Conversion took place in England and consisted of interior and exterior cosmetic work, as well as rebuilding the cab so that it contained General Motors-style controls to match those in the Class 111. As part of the process of course the bogies were altered to accommodate wheelsets to the 5ft 3in gauge.

In the end the conversion process took so long, being not completed until June 2009, that by the time the coach arrived, its replacements, in the form of CAF-built DMUs, were already rolling off the production line. Consequently, the conversion, in full Northern Ireland Railways livery and numbered 8918, was placed into store without ever having been used. In September 2014 it was preserved by the Downpatrick and County Down Railway in Ireland where it is used as a translator between the line's Class



Following the derailment at Polmont in 1984 the DBSO fleet were fitted with obstacle deflectors beneath the leading buffer beam. This is withdrawn Anglia Railways DBSO 9709 at Eastleigh on May 23 2009. Colour Rail.

MK 2 DRIVING BRAKE STANDARD OPEN STATUS			
NUMBER	PREVIOUSLY	CONVERTED	CURRENT OWNER
9701	9528	1979-80	Network Rail
9702	9510	1979-80	Network Rail
9703	9517	1979-80	Network Rail
9704	9512	1979-80	Locomotive Services
9705	9519	1979-80	Europhoenix
9706	9514	1979-80	Scrapped
9707	9511	1979-80	Locomotive Services
9708	9530	1979-80	Network Rail
9709	9515	1979-80	Eastern Rail Services
9710	9518	1979-80	Eastern Rail Services
9711	9532	1984-86	Crewe Heritage Centre
9712	9534	1984-86	Exported (Ireland)
9713	9535	1984-86	Scrapped
9714	9536	1984-86	Network Rail

450 Diesel Electric Multiple Unit and conventional stock on running days.

Recently, the five Direct Rail services DBSOs have been disposed of with two of them passing to independent rolling stock company Eastern Rail Services, which is based in Great Yarmouth, while two more have gone to Crewe-based Locomotive Services Ltd. The final one has been obtained by Europhoenix. It is therefore likely that some of these will return to main line service once again, potentially as part of charter sets.

Since the advent of these DBSOs, the concept of the driving trailer has been widely adopted, particularly on the East and West Coast main lines, but it has in turn now largely been superseded by the use of fixed-formation multiple unit trains. However, it seems as though because of their use on test and charter trains we will be able to continue to see these interesting vehicles in action on the main line for many more years to come. **HM**



On May 2 1981 DBSO SC 9708 in original condition leads an Edinburgh-Glasgow push-pull working into Glasgow Queen Street station. At this time the coach, and its Mk 3 trailers, carried BR blue and grey livery. [Colour Rail](#).

Carrying ScotRail colours, DBSO 9708 approaches Inverkeithing at the head of an Edinburgh-Aberdeen push-pull working with a Class 47/7 at the rear on April 24 1989 – the last year of these push-pull trains in Scotland. [Railphotoprints.uk](#).



Welsh Class 67

Hornby has delivered a new variant of its popular 'OO' gauge Class 67 diesel. **MARK CHIVERS** takes a closer look at this latest release.

- Gauge: 'OO'
- Price: £193.99
- Cat No: R30089
- Site: www.hornby.com
- DCC: DCC ready, 8-pin socket
- Era: 11



This latest version features a five-pole skew-wound motor, all-wheel drive, 8-pin DCC decoder socket and directional lighting with night or day settings.

Below: Hornby's 'OO' gauge Class 67 is now available in the latest Transport for Wales colour scheme.



Below: Hornby's high-fidelity Class 67 also features see-through bodyside grilles.



NEW from Hornby is this 'OO' Class 67 Bo-Bo diesel in Transport for Wales (TfW) colours, finished as 67014.

Whilst a great deal of new rolling stock has been introduced across the rail network, one operator that has benefited from the inevitable cascade of older vehicles is Transport for Wales (TfW), which has now acquired sufficient former LNER Mk 4 carriages and Driving Van Trailers (DVTs) to form seven sets (plus a spare).

To power these sets, TfW hires Class 67 Bo-Bo diesels from DB Cargo to operate in push-pull mode with the Mk 4 coaches and DVT on its Cardiff to Holyhead route. To date, five Class 67s have been repainted in TfW's white, red and grey colour scheme. The locomotives that operate in push-pull mode with the Mk 4s have also been modified for the role, noticeable by the addition of an extra socket to the right of the existing example on the cab fronts.

Hornby's latest release bears

the hallmarks of previous models and as such does not feature this recent modification within the tooling suite, but the model is still impressive as Hornby has excelled with its distinctive colour scheme, matching well against the full-size prototype.

As with previous releases, it features a die-cast chassis, five-pole skew-wound motor, all-wheel drive, 8-pin Digital Command Control (DCC) decoder socket and directional lighting. Detailing includes see-through etched bodyside grilles (with visible interior engine compartment details), metal roof grille, neat bodyside ribs, cab interiors, flush glazing, windscreen

wipers and separately applied cab door handrails.

Decoration is excellent with a high-quality evenly-applied paint finish with light grey bodysides, dark grey roof and lower bodyside stripe, red upper body stripe which curves to cover the upper half of the cab ends and black cab window surrounds. A very neatly applied orange cantrail safety stripe rounds it off. Cab front cable mounts and sockets have been picked out in orange, while the fine jumper cables are painted black – even the lamp iron and buffer beam pipework have been finished in white to reflect an ex-Works locomotive. Crisply printed

numbers, data panels, overhead electrification warning stickers and small labels complete the picture.

Underneath, the model features die-cast fuel tanks, cylinders, equipment boxes and neatly moulded bogies. The fuel tank also doubles as a location for a speaker for those who may wish to add digital sound, while a switch underneath enables a choice of day or night time directional lighting.

On test, our review sample proved smooth and quiet, reflecting the impressive running characteristics we have come to expect from Hornby's high-fidelity model of the Class 67. It is sure to prove popular in this new colour scheme. (MC)

New Trainporter

- **Price:** £28 each
- **Cat No:** TSO010/TSO011
- **Site:** www.trainporters.com



Trainporter has added two new colour-coded ten-litre storage cases to its range – the uppermost case seen here is the teal labelled example.

storage solutions



TRAINSORTER has added two new heavy-duty plastic stackable carry cases to its growing range of storage solutions.

Intended for 'OO' gauge use, the new ten-litre carry cases are based on Really Useful Products items and feature bespoke foam inserts for protecting locomotives and rolling stock.

Outwardly, both storage cases appear the same - and even inside the available storage area is the same. However, it is the interior protective foam that provides the difference.

To differentiate between the two, the options are colour coded. The pink labelled box (Cat No. TSOO10) contains three foam sections with a 53mm thick layer, top and tailed with 10mm foam sheets, while the teal labelled example (TSOO11) features four foam sections - two thinner 26mm thick layers, again top and tailed with two 10mm thick sheets. The dual centre layers in this particular box have been designed for models with delicate or fragile detailing in mind.

Each box measures 515mm (over handles) x 337mm x 85mm and features eight slots - six 335mm x 38mm options and two shorter 280mm x 38mm examples. The longer slots are oriented lengthways, while the shorter slots



The heavy-duty ten-litre cases each feature foam inserts with up to eight storage slots, together with protective polythene sleeves.

are set widthways - one at each end.

On test we trialled a selection of 'OO' gauge items including BR Mk 1 and Mk 2 carriages, a Bulleid rebuilt 'West Country' 4-6-2 and a Class 40 1Co-Co-1 diesel, each of which fitted within the shorter slots with ease, while the longer slots will easily house a BR Mk 3 carriage or similar length vehicle or locomotive.

Once removed from their slots, the resulting oblong foam sections can be cut to size and used as packing material.

Each box is also supplied with eight individual clear polythene sleeves to provide additional protection and aid loading and

unloading the boxes with stock. A large label is also included within a pocket beneath the box lid so you can identify the contents at a glance, which is really handy when sifting through loaded crates ahead of an exhibition.

The foam inserts are also available separately for those who wish to upgrade their existing Really Useful ten litre storage boxes, priced at £20 per set.

Bearing in mind the value of today's highly detailed models, these stackable carry cases will provide that extra level of protection for your collection, whether between uses or whilst in transit to or from an exhibition or club night running session. (MC)

Peco expands bullhead range

- **Price:** £30/£70
- **Site:** www.peco-uk.com

- **Cat No:** SL-U1194/SL-U1180
- **Era:** Any

PECO has expanded its Streamline code 75 'OO' gauge bullhead track range with the release of a selection of new Unifrog track components, including a single slip and a long crossing.

These new releases from Peco will enable modellers using existing track in the bullhead range to introduce greater variations to track formations. As with previous releases, our review samples of the new single slip and long crossing feature fine code 75 bullhead pattern rail and wider spaced sleepers, offering a more realistic appearance.

Each measures 249mm in length

and can also be used in live or insulated form straight from the pack, thanks to the new Unifrog design.

Having recently used Peco's 'OO' code 75 bullhead track range on *Hornby Magazine's* Great Central Railway project, the refined appearance certainly looks the part, although we have noticed that the finer rails can be more susceptible to temperature change, so it may be worth considering leaving expansion gaps when laying this track.

With an increased range we are expecting to see greater take-up of this finer scale 'OO' track. (RW)



Peco has introduced further 'OO' gauge code 75 bullhead track components to its range including this Unifrog long crossing.

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TRS Trains adds **WORKING DIESEL**

- **Gauge:** 'OO'/'O'
- **Price:** Installation service from £200
- **Email:** trstrains@yahoo.com



The exhaust effect exits through the exhausts while filling is through one of the lifting hook locations in the roof.



TRS Trains has introduced diesel exhaust generators to its range of services. This Dapol Class 52 'Western' has been fitted with twin exhausts. Watch our demonstration video online at www.keymodelworld.com/video.

TRS TRAINS has applied its smoke generator technology to diesel locomotives, with the first project to arrive in the *Hornby Magazine* office being a Dapol Class 52 'Western' equipped with twin atomisers for 'OO' gauge. Previously we reviewed a Hornby Stanier 'Princess Coronation' 4-6-2 fitted with the same type of equipment (HM166).

The model is a standard issue

Dapol 'Western' which TRS Trains has made modifications to in order to equip it with an atomiser unit and custom circuit board to create the effect of diesel exhaust fumes through Digital Control. The resulting plume is cool and has no heat effect, residue or odour.

The atomisers can be controlled manually, with the 'Western' even having the option to control each of its two exhaust ports independently using Functions 4

Snailbeach hoppers for 'OO9'

New for 'OO9' narrow gauge from Peco are the Snailbeach District Railways four-wheel hoppers.



- **Gauge:** 'OO9'
- **Price:** £24.00
- **Cat No:** GR-340A, GR-340UB, GR-340UG
- **Website:** www.peco-uk.com
- **Era:** 2-5

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and 5 on our sample model.

Our sample had a ZIMO decoder installed together with a powerful speaker which gives a full suite of digital sounds including Active Brakes, lighting controls and use of the atomisers.

The fluid to run the atomisers is de-ionised water which is fed into the units via two pin holes in the roof. TRS Trains has used the locations of two of the lifting hooks (opposite each exhaust) as

the filling points, to make it easy to replenish the atomisers when required. The run time varies depending on how much the locomotive is used – sustained running with the atomisers gave around 15 minutes running time during our tests.

We found the atomisers in the 'Western' to be very satisfying from a driving perspective – throttle inputs increase the load of the smoke generated representing

a locomotive working hard with 'clag' at its exhausts. Equally, if your locomotive is in fine fettle, you can leave the atomisers switched off, or just use them as part of the start up routine. It's a very flexible setup from an operator's point of view.

The price for installation starts from £200, depending on the locomotive, which includes the atomisers and a custom PCB, but not the decoder and speaker. Additional services for crew

installation and weathering are also available. Each of TRS Trains' installations is a custom project.

This new diesel exhaust effect from TRS Trains opens up new possibilities for 'OO' gauge modellers with features which were once reserved for large scale models. The result is a terrifically fun locomotive to drive with another layer of play value on top of what has now become traditional top end digital sound. (MW)

NEW TO THE PECO collection of ready-to-run 'OO9' narrow gauge wagons are these models of the Snailbeach District Railways four-wheel hoppers. The railway was opened in the 1870s in Shropshire for the transport of minerals and during its lifetime it transported lead ore, coal and, latterly, stone.

The railway was built to 2ft 4in gauge and employed steam traction including Baldwin locomotives from the War Department. However, the failure of the last steam locomotive in 1947 saw the final workings handed over to gravity for the run down to Pontesbury with a Fordson tractor



Left: Three liveries are available including this version in plain grey.

Right: The plastic body moulding is finely made and rolls on turned metal spoked wheels.



straddling the rails used to haul the empties back for loading. It was closed to all traffic in 1959.

The wagons are neatly moulded in plastic and have turned metal wheels which are clip fitted into the simple chassis. Standard narrow gauge couplings are fitted

into NEM pockets making it a straightforward job to exchange them for alternate designs.

The moulding for the body is impressively fine with the hopper body barely 1mm thick which also includes plank detailing to the outside and representation of the

hopper doors at the bottom.

While these wagons were built for the Snailbeach District Railways, their classic design will make them usable on a large variety of narrow gauge layouts. Another handy addition to the collection of narrow gauge 'OO9' stock. (MW)

**FIRST
REVIEW**

Hornby's ALL-NEW BR MK 4s

The arrival of the Class 91 AC electrics from Hornby has been joined by brand-new models of the matching Mk 4 carriages for 'OO' gauge.

MIKE WILD inspects the first releases.

Hornby's all-new Mk 4 carriages are arriving in the shops this summer. First in are the GNER blue versions.



Left: Carriage end detail is excellent. We particularly like the gangways.

THE MODERN FACE of the East Coast Main Line (ECML) has been the Class 91 electrics with Mk 4 carriages since the late 1980s and, like the locomotives, the 75ft long coaches are still in service today.

The first of the design were built in 1989 with a total of 314 vehicles completed over the next three years to provide 30 nine car sets for the newly introduced Class 91s. The formations were fixed with each rake containing Standard, Buffet

and First Class accommodation with a Driving Van Trailer (DVT) at the rear. Their profile was designed so that they could be fitted with tilting equipment, but this plan was later dropped.

The Mk 4s have carried four

main liveries, with variations, on the ECML starting out in InterCity blue in the early 2000s, East Coast silver and finally Virgin/LNER red and white which the majority retain today. Excitingly though, the ECML

sets are now being repainted in a near original LNER branded InterCity style colour scheme with the first set, hauled by 91127, being completed in June and entering service in mid-July.

However, for the modeller while



First Class coaches with correct lettering are available.



Optional close coupling bars are included with each coach and they make a big difference to the appearance of these coaches on the track.

TECHNICAL DETAILS

Manufacturer:	www.hornby.com
Cat No:	R40146, R40163, R40165, R40166/A/B, R40193 (reviewed)
Description:	BR Mk 4 carriages, GNER blue
Builder:	Metro-Cammell
Region:	Eastern
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Price:	£44.99 per coach
Couplings:	Small tension locks in NEM pockets factory fitted
Minimum curve radius:	Second
Purpose:	Express passenger



The coupling bar clips into the NEM pocket on each coach and still allows the vehicle to negotiate second radius curves.



Below: The Swiss SIG BT41A bogies replicate the real vehicles well and are fitted with turned metal wheels.

the Mk 4s have generally been in long sets on the ECML, there are now new options as shorter five-car sets are in service with Transport for Wales to work between Holyhead and Cardiff while a small number of short sets were also painted in Grand Central colours for a planned but never operated open-access service on the West Coast Main Line.

THE MODELS

First in from Hornby are the GNER blue coaches. This colour scheme was introduced in 2003 with the Project Mallard refurbishment of the fleet which saw new interiors installed together with power sockets at all seats and the

introduction of onboard WiFi for passengers.

The smart blue based colour scheme wrapped over the bodies and roofs while the underframes stayed in traditional black and Hornby has done an excellent job of recreating this stylish colour scheme on its new Mk 4 coaches. Finishing of the coaches goes right down to superbly reproduced crests below the 'Route of the Flying Scotsman' legends, while the GNER logos in the red stripes are also superbly done.

Reflecting current expectations, a set of eight individually numbered vehicles are being made available by Hornby in each livery with the GNER blue formation, so far, >>



The TSOE hasn't been modelled before in 'OO' gauge and is different to standard TSOs as it has no gangway at one end where it couples to a Class 91.

Vestibule end detailing – this TSOE is modelled without the gangway, as per prototype.

Detailed passenger access plug doors.

Crisply moulded roof ribs.

Roof ventilator.

Turned metal wheels.

modelling TSOE 12223 (Cat No. R40193), TSO 12444 (R40166B), TSO 12427 (R40166A), TSO 12432 (R40166), RFM 10324 (R40146), FO 11288 (R40163) and FO 11417 (R40165). These will be joined by a TSOD (R40145) during the summer to complete the rake as well as Mk 4 DVT (also newly tooled) 82225 (R40147).

The collection received for review covers four different vehicle types – a Tourist Standard Open with buffers (TSOE), Tourist Standard Open (TSO), a Restaurant First Modular (RFM) and First Open (FO) coaches. The TSOE has never been modelled before for 'OO' gauge, so this is the first opportunity to create an authentic rake of Mk 4 coaches.

Each coach comes in standard Hornby packaging with an accessory pack which has two alternative coupling types (a close coupling bar and European style hook and loop couplings) plus optional dummy buckeyes to

install in the 'buffer beams' below the gangways. The coupling bars bring the coaches impressively close together, and they can still negotiate second radius curves.

From the factory, the coaches are fitted with small tension lock couplings in NEM pockets which makes it a quick change to the alternative types. Also standard are turned metal wheels on pinpoint axles which ran smoothly on our

code 75 test track. Pick-ups are not fitted to these coaches as there is no interior lighting fitted.

The bodysell shape matches the prototypes well and incorporates the correct shaping around the doors, as well as the upper and lower tumblehomes. Compared with the previous generation everything is much more refined right down to the gangways, steps and neatly moulded handrails by each door.

Internally the coaches are fitted

with seating units to match the vehicle type in single colour plastic. The Standard Class coaches have 2+2 seating while the First Class vehicles have correct 2+1 seating including the 1+1 pair at the centre of the coach.

OVERALL

The Mk 4 has long been overdue a fresh model and it is great to see these coaches receive new attention for 'OO' gauge to go with the Class 91s. More liveries covering



The RFM looks smart in GNER blue from the early 2000s.



Tinted flush glazing.

Swiss SIG BT41A bogies.

Neatly printed GNER crests.

Crisply applied GNER
bodyside lining.

“The Mk 4 has long been overdue a fresh model and it is great to see these coaches receive new attention for ‘OO’ gauge to go with the Class 91s.”

MIKE WILD



Interiors are single
colour plastic
mouldings with the
correct seat layout for
each vehicle type.

InterCity and LNER colour schemes are on the way too and as *Hornby Magazine* closed for press the new Driving Van Trailer models for the ECML were expected to arrive imminently – look out for our full

review of the Mk 4 DVT in a coming issue. Excellent additions which will look superb behind a Class 91. (MW)

● Visit www.keymodelworld.com/class-91 to read our full collection of related reviews and features.

REVISITED

FLANGEWAY 'Salmon'

After a protracted development which resulted in a dimensionally inaccurate model appearing, Flangeway's revised 'OO' gauge 50ton 'Salmon' bogie rail wagon is here. **MARK CHIVERS** inspects this latest catch.

**FIRST
REVIEW**

MODEL PRODUCTION is a complicated process and mistakes can and sometimes do happen – albeit rarely. This certainly appeared to be the case with the initial batch of Flangeway's newly-tooled 'OO' gauge 'Salmon' engineers' bogie rail wagons in 2021 (HM165). Following the model's release, it was discovered that it measured around 20mm too short in overall length. As a result, customers were offered the option of a refund or replacement models in due course.

Fast forward to the present day and Footplate Models has now received fully revised 'OO' gauge models, again developed in conjunction with its production partner Dapol.

Introduced from the late 1940s to an earlier LMS design, almost 900 'Salmon' bogie rail wagons were built at BR workshops and private contractors up to the early 1960s. These incorporated various design differences and were intended for carrying 60ft lengths of rail or track panels to engineering sites and could run with or without bolsters. Many were later fitted with air brakes during overhaul in the 1980s, while in later years examples gained cranes, covers and ratchet strap tensioners amidst other modifications.

Through the years, the 'Salmon' wagons have carried BR engineers' black, BR engineers' olive green and BR engineers' yellow colour schemes and despite large inroads into the fleet, many remain in use today.

Nine all-new individually



Flangeway has retooled its 'OO' gauge BR 50ton 'Salmon' bogie rail wagon.

numbered 'OO' gauge Flangeway models have been produced - three in each livery. Our review samples included one in each colour scheme finished as unfitted DB996305 in 1950s BR black (Cat No. SA007), unfitted YMO DB996126 in 1970s BR olive green (SA002) and air-braked

YMA DB996256 in 1980s BR yellow (SA004).

Straight from the box, our review samples certainly felt substantial weighing in at 117grams (unfitted)/119grams (fitted), thanks to the die-cast flat wagon deck which now measures in at 248.5mm over headstocks, 262mm over buffers and 180mm between bogie centres, which scales out well against the prototypes. Underneath, the trusses on our sample measured 145mm.

Detailing is very good with a chequerplate finish to the wagon's die-cast decking, oval buffers, six underfloor trusses and a wooden storage compartment with planked 'door' to the lower half. As with the prototypes, the unfitted wagons have no braking equipment underneath, while the air-braked version includes this detailing with neatly moulded cylinder and associated pipework installed. While these releases feature BR Plateback bogies, new ASF bogies

"Footplate Models has now received fully revised 'OO' gauge models"

MARK CHIVERS



Detailing includes underfloor trusses, storage compartment and fine pipework on the air-braked example of the 'Salmon'.



Flangeway's new 'Salmon' wagon has been designed for use with or without the supplied moulded bolsters.

TECHNICAL DETAILS

Manufacturer:	www.flangeway.com
Cat No:	SA002/SA004/SA007
Description:	BR 50ton 'Salmon' bogie flat wagon
Builder:	BR and outside contractors
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£49.95
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Civil engineering

The new model is available in BR engineers' black, olive green and yellow, reflecting its colourful career through the years.



have also been developed which will enable the company to release more modern examples of the 'Salmon' in future batches.

Moulded bolsters are supplied separately for customer fitment. These can be pushed into position in the pre-formed locations in the wagon decking, each of which tallies with full size measurements. They are a simple fit and can be left off the model if required. The solebar is well detailed with rivet detail and six-spoke handbrake

wheels at all four corners, while strap tensioner detailing is also included in the diecast moulding which is accurate for the air-braked version, but not so for the earlier examples.

Decoration to our review samples was excellent with good depth to the main black, olive green and yellow paint schemes and brown decking. Bearing in mind the tight tolerances, printed detail is crisp throughout with legible 'Salmon' brandings, data panels and

instructions. Buffer shanks are also picked out on the olive green (red) and yellow (grey) examples.

On test, our review samples ran smoothly through a series of Peco code 75 turnouts and second radius curves, without issue. A self-centring sprung NEM coupler pocket mechanism completes the package, while a pair of small tension lock couplings are also included separately with the cosmetic coupling hooks, metal three-link couplings, five

bolsters, buffer beam brake pipes (for airbraked models) and spare handbrake wheels supplied within the packaging.

Given the unfortunate circumstances that have led to this particular model's arrival, Footplate and Dapol have worked hard to resolve the situation as swiftly as possible, resulting in this super new addition which is sure to bolster 'OO' gauge departmental rolling stock fleets and now certainly looks the part. (MC)

NEW

'OO' GAUGE

OXFORD MOTORS

- **Price:** £6.45 each
- **Cat No:** 76RE001/76RN001
- **Site:** www.oxforddiecast.co.uk
- **Era:** 6-7

OXFORD DIECAST has released two newly-tooled 1:76 scale cars with the arrival of a Riley Elf and a Renault 4.

Both models capture the essence of the full size counterparts well, with the Riley Elf Mk III reflecting a 1966-built example in Arianca beige with white roof and registration KYD 29D. The Renault 4 is of 1967 vintage and finished in a lighter beige colour, carrying JVV 410E registration plates.

With a few childhood trips in a similar period Elf, the red seats

bring memories flooding back, while the distinctive chromed radiator and trim really capture the appearance well. Meanwhile, silver and chromed trim abounds on the Renault 4 too, together with the characteristic Renault badge located off-centre on the radiator grille.

In each case decoration is superb with neatly applied lining and



crisply printed lettering – the dark mushroom colour to the Riley is

particularly eye-catching. Available now. (MC)

'OO' GAUGE

LSWR 3D station details

- **Price:** £2.50-£5 each
- **Cat No:** N/A
- **Site:** www.mudmagnetmodels.weebly.com
- **Era:** 2-8

A new range of 4mm and 7mm scale London & South Western Railway (LSWR) 3D-printed hand barrows and station seats are now available from Mudmagnet Models.

This growing range of 3D-printed items, which already features some wonderful workshop related equipment, now also includes a selection of LSWR and Southern Railway (SR) related items including parcels barrow, luggage barrow,

goods hand barrow, long bow barrows and station seats.

The level of detail on our 4mm scale samples was exquisite, especially when you consider their small size - even the wheels on the barrows rotate!

All items are supplied unpainted, with acrylics recommended to complete the appearance.

Sure to bring any Southern station or goods yard scene to life. (GM)



'OO' GAUGE

Peckett crew pack

- **Price:** £13.20
- **Site:** www.modelu3d.co.uk

- **Cat No:** 11203-076
- **Era:** 2-5

Modelu has added a new 1:76 scale 3D-printed crew pack suitable for use in Hornby's 'OO' gauge Peckett 'W4' 0-4-0ST and 'B2' 0-6-0T locomotives.

The pack contains a 3D-printed driver and fireman, with the latter stood holding a shovel, while the driver is captured leaning forward and casting a glance to the left.

Each figure is neatly detailed with cap, jacket, trousers and boots – the fireman is also wearing a neckerchief.

The pack also contains a few footplate essentials including a lamp, bucket, fire iron and small shovel.

Care at the painting stage will reap dividends once fitted to the locomotive footplate. (MC)



'OO' GAUGE

Edwardian station staff

- **Price:** £18
- **Cat No:** 9019-076
- **Site:** www.modelu3d.co.uk
- **Era:** 2

Modelu's range of 3D-printed finescale figures now includes this Edwardian station staff bundle comprising five staff in differing poses.

The figures include a station master, a porter carrying bags, a shunter and two station staff, one of whom appears to be leaning. Detailing to the uniforms is outstanding, as are the moustaches from the period too!



The figures are supplied on a single sprue with the protective support structure intact. A few minutes with a pair of precision snips and the figures will be ready for painting and planting on a station platform or in a yard.

At just £3.60 a figure, they really are remarkable value. (MC)

'OO' GAUGE

3D fork lift truck

- **Price:** £5.95
- **Cat No:** N/A
- **Site:** www.westhillwagonworks.co.uk
- **Era:** 6-11

West Hill Wagon Works' extensive range of 3D-printed model railway accessories includes this super 4mm scale gas-powered fork lift truck.

This delightful model includes gas bottle detail to the rear, a driver's seat, protective cage, wheels, steering wheel and the fork lift mechanism. The pack also includes a driver and a pallet.

Once the protective 3D-printed support structure has been cut away, a quick blast with an acrylic undercoat spray will provide the



basis to complete the fork lift in your desired colour scheme.

Ideal for a depot or warehouse scene. (MC)

'OO' GAUGE

SMS factory gates

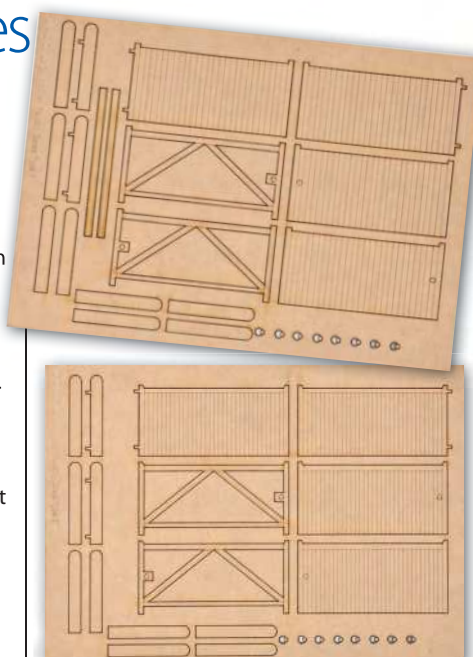
- **Price:** £5.69
- **Cat No:** LX-442/443-OO
- **Site:** www.scalemodelscenery.co.uk
- **Era:** Any

If you are looking to add a finishing touch to a warehouse, factory or brewery scene, Scale Model Scenery has released two packs of 4mm scale large wooden gates.

Each pack contains four 50mm x 24mm wooden panelled gates, resulting in two pairs of gates with a total span of 100mm each -110mm with posts. The posts are slightly taller at 27mm.

Closer inspection reveals a few subtle differences between the two packs. The Type 1 pack contains a fairly plain finish with straight cut posts, while the Type 2 pack contains a little more flair with angled edges to the posts and a horizontal panel along the top edge of each gate.

The laserboard parts also include engraved detailing and separate ring handles. (MC)



HSTs

AROUND BRITAIN, FROM 1990
TO THE PRESENT DAY

MARK V. PIKE



HSTs around Britain

Author:	Mark V. Pike
Publisher:	www.keypublishing.com
Title:	HSTs around Britain from 1990 to the present day
ISBN:	978-1-80282-249-6
Price:	£15.99
Spec:	96 pages, softback

WITH MORE THAN 45 YEARS' service to their name, British Rail's InterCity 125 High Speed Trains have clocked up millions of miles across the rail network.

While the number of HST operated services today has reduced by comparison to their heyday, there are still pockets of activity with CrossCountry, GWR and ScotRail, together with charter operations and Network Rail test trains that can still be witnessed at the lineside.

This latest picture volume from Key Publishing reflects some of this present-day activity as well as looking back over the past three or so decades, showcasing the author's extensive picture collection from the 1990s onwards.

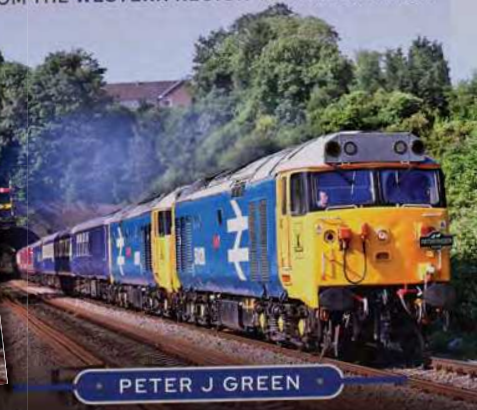
It is only when you thumb through a book such as this that you are reminded quite how many liveries – and variations on a theme – they have carried through the years and many of these are included from InterCity Executive to Rail Adventure's eye-catching two-tone grey.

The book has been grouped into chapters covering the East Coast Main Line, Midland Main Line, Cross Country, Arriva CrossCountry, Great Western Railway (present-day only, as earlier Western Region colour schemes were covered in a previous volume), Network Rail and other operators with some super views of HSTs captured by the author, Mark V. Pike – including a rather dramatic shot at Dawlish on a stormy day!

Reproduction is excellent throughout and provides a useful reference for modellers wishing to replicate accurate formations, colour schemes or weathering nuances. (MC)

ENGLISH ELECTRIC CLASS 50 DIESELS

FROM THE WESTERN REGION TO PRESERVATION



PETER J. GREEN

Fabulous 50s

Author:	Peter J. Green
Publisher:	www.pen-and-sword.co.uk
Title:	English Electric Class 50 diesels
ISBN:	978-1-39901-782-4
Price:	£25
Spec:	170 pages, hardback

THIS RECENT PUBLICATION from Pen and Sword recalls BR's popular Class 50 Co-Co diesels, and focuses on their time with the Western Region, Network SouthEast and subsequent preservation.

The author's love of the class began in the mid 1970s on seeing a Class 50 heading a London Paddington service along the South Devon sea wall at Dawlish. Luckily, he captured the moment on film and it is included at the opening of this picture album.

From here, the book showcases the Class 50s in numerical order with views of the locomotives in BR blue, BR large logo blue and BR Network SouthEast liveries, as well as one or two of the special liveries applied to the Class during their service careers. This is followed by a section highlighting some of the preserved examples and their respective colour schemes.

Most of the photographs in the volume are black and white and the reproduction is first rate throughout, while a small colour section is included towards the rear of the book which reflects the Class in more recent times, as well as views of nameplates and also a single shot of the Portuguese 1800 Class Co-Co diesels built by the Vulcan Foundry in the late 1960s.

From a modeller's perspective there is much to take in, especially if aiming to replicate a few of the train formations in model form. All views are clear and well composed, which makes identifying the rolling stock a much simpler task. If looking to model a particular example of the Class, it is also interesting to note some of the variations to liveries – especially while in NSE use. Excellent and available now. (MC)

CLASS 66/0

MARK V. PIKE



GM Class 66/0s

Author:	Mark V. Pike
Publisher:	www.keypublishing.com
Title:	Class 66/0
ISBN:	978-1-80282-254-0
Price:	£15.99
Spec:	96 pages, softback

IT IS A SOBERING thought that more than 20 years have passed since freight operator English, Welsh & Scottish Railway (now DB Cargo) introduced its General Motors Class 66/0 diesel locomotives, replacing much of the life-expired motive power inherited by the company upon privatisation in the process.

This new picture book focuses firmly on the original Class 66/0 variant with an impressive selection of the author's photographs capturing the locomotives at work on a variety of services from general freight to engineers' trains, railtour charters and specials, plus there's a section on some interesting multiple operations from simple pairings to five examples topping an engineers train – and even eight '66/0s' coupled together for a light engine move!

While many in the Class 66 fleet still carry the original maroon and gold colour scheme, changes have occurred through the years including transition from original EW&S branding to the latest DB branded red colour scheme, with examples of each stage illustrated – there's even a Euro Cargo Rail example and a couple of Maritime blue repaints, too.

Freight features heavily including aggregates, automotive, china clay, coal, containers, LPG, oil, steel, traction gas and more, while engineers' trains also star, with a good selection included.

Amongst the charter and special trains illustrated are the British Pullman dining train, new and empty rolling stock moves and even a single Mk. 3 coach from the Royal train bound for attention at Eastleigh Works.

Another super volume – sure to find favour with modellers of the modern rail scene. (MC)



Modelling the 1990s

Author:	Simon Bendall
Publisher:	www.keypublishing.com
Title:	Modelling British Railways locomotives of the 1990s
ISBN:	978-1-80282-227-4
Price:	£8.99
Spec:	116 pages, bookazine

NEW FROM KEY PUBLISHING is volume six in the Modelling British Railways series of publications, covering BR locomotives of the 1990s.

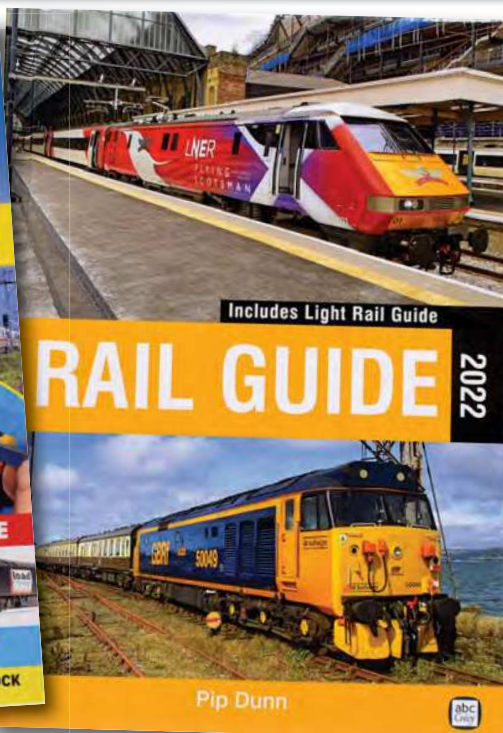
Differing from previous issues in the series which focused primarily on rolling stock, this edition looks at the varied British Rail (BR) diesel and electric locomotive fleet at the time.

The 1990s were certainly a time of change for BR: this is reflected across four main sections of the publication - opening with a look at the railway at the start of the decade with some of the now obsolete 1980s colour schemes, followed by further development of the sectors into the early 1990s, then the shadow-privatisation period in the mid-1990s, rounding off with privatisation of the freight and passenger companies later in the decade.

Amongst the locomotives touched on within these sections are BR classes 09, 20, 31, 33/2, 37/47/8, 56, 57, 58, 60, 73, 85, 87, 89, 90 and 92. Topics range from simple detailing upgrades to complete repaints and weathering finishes.

The 1990s saw an explosion of colour as BR's corporate identity was all but a memory with new vibrant (and not so) colour schemes appearing including EWS, Freightliner, InterCity 'Swallow', Loadhaul, Mainline, Rail Express Systems, Regional Railways, Transrail, BR engineers grey and the slightly more colourful grey and yellow 'Dutch' scheme. And who could forget the occasional 'ghostly' white undercoated locomotives - there's even a section on which 'white' is right!

Another 'must-have' volume to add to the modelling library. (MC)



Rail Guide 2022

Author:	Pip Dunn
Publisher:	www.crecy.co.uk
Title:	Rail Guide 2022
ISBN:	978-1-80035-139-4
Price:	£25
Spec:	416 pages, hardback

CRECY HAS JUST RELEASED its latest volume of the Rail Guide for 2022.

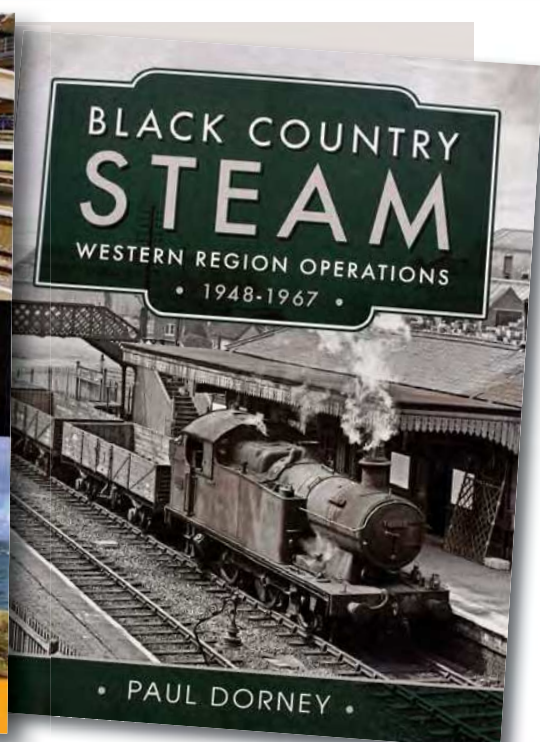
As with previous issues, it is packed with facts and figures covering the British Isles rail network - including Northern Ireland and the Republic of Ireland.

At 416 pages, this is a weighty tome and is divided into sections covering franchised passenger operators, open access operators, Channel Tunnel operations, private train operating companies, Northern Ireland Railways, Southern Ireland Railways, trams, metros and light rail, rolling stock providers, railfreight operators, maintenance and spot hire providers, rolling stock engineering projects, off-lease rolling stock, Network Rail and more.

Within each operator's section, the volume outlines key personnel, contact details, a map and overview of operations as well as a listing of each locomotive, multiple unit and item of rolling stock in the fleet, with running number, allocation details, ownership and livery. In addition, locomotives, multiple units and fixed-formation sets are listed with vehicle type and running number, together with any names carried. Full formations are also shown in the correct sequence - ideal for modellers.

This volume also includes contact details for charter train operators and scrapyards, as well as also featuring a listing of all allocation, livery, pool, owner and spot-hire codes. A full UK fleet list at the rear completes the volume.

To top things off, colour photographs feature throughout the guide to illustrate this incredibly detailed listing of data covering the UK rail scene. (MC)



Midlands WR steam

Author:	Paul Dorney
Publisher:	www.pen-and-sword.co.uk
Title:	Black Country steam Western Region operations
ISBN:	978-1-39909-032-2
Price:	£25
Spec:	140 pages, hardback

BR WESTERN REGION operations in the Black Country is the subject of this recent release from Pen and Sword.

It focuses on steam operations in the area through the British Railways era until 1967.

With this volume, the author has gathered together an extensive collection of previously unseen photographs, many of which are from contributors local to the area covered.

The book opens with a brief introduction to the area and an overview of the railway landscape, with an emphasis on it being a photographic record rather than another historical tome, followed by a map of the lines covered and a brief explanation of the West Midland line through the Black Country.

From here, black and white photographs abound of Western Region motive power - and others - plying the metals in the area. Chapters cover Stourbridge, Stourbridge to Wolverhampton, Dudley, Wolverhampton, The Wombourn branch, Priestfield to Birmingham, Smethwick to Stourbridge, the Halesowen branch and the Windmill End branch.

Neatly written captions accompany the carefully selected photographs which really are the star attraction, with a super selection of trains featured - many of which could easily be modelled, from branch line services to main line expresses and much more - many set against the industrial backdrop of the area, although there are rural views too. There are also some outstanding depot shots, offering plenty of inspiration for modellers who may be looking to recreate similar scenes in miniature.

A nostalgic reminder of steam in the area. (MC)



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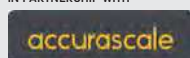
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BIG SOUND

The Vossloh Class 68s are one of the most modern and powerful diesel-electrics running today. **MIKE WILD** installs the latest generation MS series ZIMO decoder into the feature rich Dapol 'OO' gauge model.

WITH THEIR powerful Caterpillar V16 engines delivering 3,800hp through the Bo-Bo chassis the Class 68 diesels have become popular locomotives. They are a triumph in modern railway engineering as not only are these locomotives impressively powerful, but they are light too, coming in at just 85tons – that's almost 40 tons lighter than a Class 66. All that is brilliant from a railway operation perspective, but from an enthusiast view there is one thing which really stands out about these locomotives: the sound. The Caterpillar C175-16 V16 engine in the Class 68s sounds superb and makes them a particularly appealing project for a digital sound installation. Fortunately Dapol has produced ready-to-run models of the Class 68 for both 'OO' and 'N' gauge. In this sound installation we are focused on the 'OO' gauge model, but if you do model in 'N' gauge the same sound can be used on a



Next18 decoder such as the ZIMO MS590N18 in combination with a small cube speaker.

The 'OO' gauge Class 68 is a feature-rich model which has a full set of lighting for the real locomotives. In DCC ready format these lights can be configured with manual switches on the chassis block to allow the cab lights to be turned on and off as well as the tail lights. The halo lights above the cabs can also be switched manually.

Things get better with digital control. By using a six-function 21-pin decoder all the lights can be controlled direct from a DCC handset and, better still, when you choose the right sound file you can have a full suite of sounds as well.

Digitrains released its first version of the Class 68 sound in early 2021 (HM166) which was designed for the then current MX series decoder family. However, times have changed and so has the ZIMO decoder as a new range of MS series chips are

now available which have more memory and enhanced sound performance too.

The Class 68 sound file has been remastered for the new MS series ZIMO decoders so we wanted to show you how to install the full suite of sounds into the Dapol Class 68 using a high performance speaker from Rail Exclusive and a large stay-alive capacitor pack from the DCC Concepts range. In combination this creates a realistic sound output from the Dapol model together with stall-free running through the use of a stay-alive.

The sound file is comprehensive and includes driving functions such as active brakes on Function 2, heavy and light driving response styles on Function 5, the option to mute all sounds

with Function 19, live volume control on Functions 27 and 28 plus the option to switch the Electric Train Heating system on with Function 8 which speeds up the engine sound when the locomotive is idling. Further to this, lighting options include switching of the tail lights and halo lights while there is also the option to turn both sets of red tail lights on when stabling the locomotive on shed.

The following step-by-step guide goes through the full installation process and don't forget to log-in to www.keymodelworld.com/video to watch our full sound demonstration for this model too.

● **Read our full collection of Class 68 features at**
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SOUND PROJECT

F0	Headlights
F1	Sound on/off
F2	Brake key
F3	Horn Low (playable)
F4	Horn high (playable)
F5	Light load
F6	Compressor
F7	Speed lock
F8	ETH mode (electric train heating)
F9	Flange noise (driving only)
F10	Tail lights
F11	TPWS and AWS startup (F1 off)/ low-high horn (F1 on)
F12	Wipers
F13	Buffer up
F14	Coupling
F15	Halo lights (cab lights on 'N' gauge models)
F16	Sanders
F17	Air release
F18	Guard whistle (stationary only)
F19	Mute all sounds
F20	Parking red lights
F27	Volume down
F28	Volume up

PLEASE TURN FOR STEP BY STEP GUIDE

The Dapol Class 68 is a highly detailed model and with digital sound it comes to life. The Digitrains sound file also includes light controls at your fingertips.



1



Dapol's Class 68 made a return to the shelves in July with the arrival of a new batch for 'OO' gauge. Our project model is 68019 *Brutus* in TransPennine Express colours which helps it stand out from the crowd.

2



The components for the sound installation are all readily available and consist of a Rail Exclusive 55mm x 20mm 'Chunky Boom Box' twin speaker (left), a ZIMO MS440D sound decoder (centre) and a DCC Concepts Zen Black two-wire stay alive capacitor pack.

3

Removal of the Class 68 body is straightforward. There are four small clips on the body which hook into slots on the metal chassis. Light pressure from a finger nail around the clip position is enough to release each corner of the body.



FACTS AND FIGURES

Introduced:	2014
Total built:	34
Builder:	Vossloh and Stadler
Operators:	Direct Rail Services, Chiltern Railways, TransPennine Express (plus ScotRail 2015-2020)
Engine:	Caterpillar C175-16 V16
Horsepower:	3,800hp
Weight:	85tons
Purpose:	DRS nuclear, container and charter work TransPennine Express express passenger Chiltern Railways express passenger

4

Once the clips are released the body will slide up over the metal chassis. Take note of the body's orientation at this point – the large radiator grilles at the exhaust end of the Class 68 align with the internal moulding for them on the chassis block.



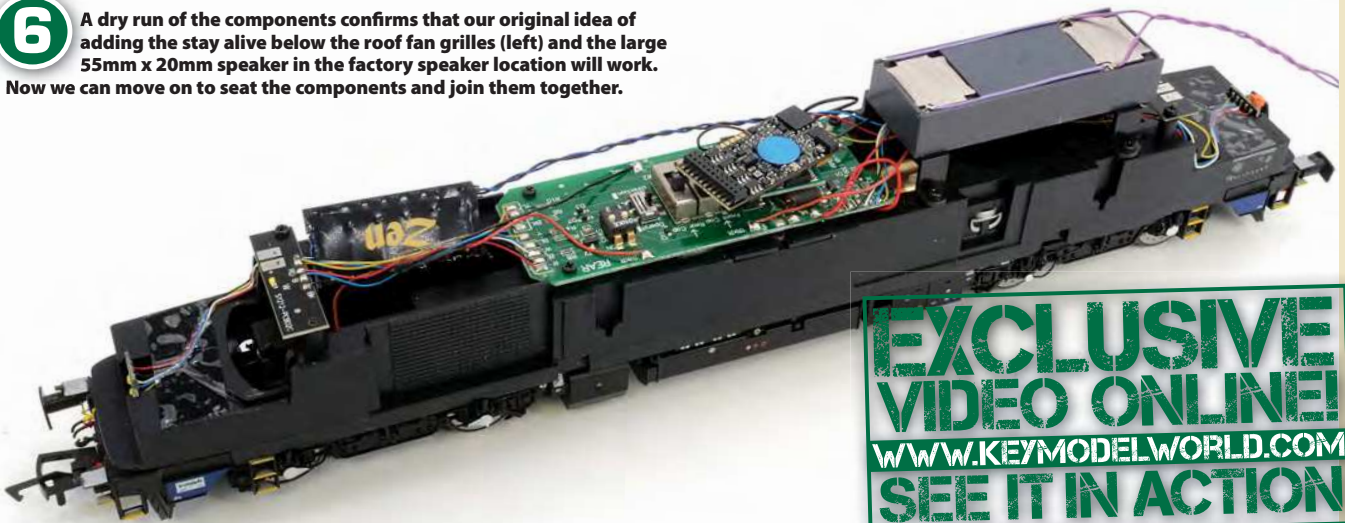
5



The design of the Class 68 makes the body removal process simple. There are no wires between the body and chassis. Once the body is off you can see the space allocated for a speaker (right) while the 21-pin decoder socket is at the centre.

6

A dry run of the components confirms that our original idea of adding the stay alive below the roof fan grilles (left) and the large 55mm x 20mm speaker in the factory speaker location will work. Now we can move on to seat the components and join them together.



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7



The speaker well has been designed to accommodate a specific type of speaker, but with careful positioning other types will fit. However, we will need to remove the two plastic brackets and rearrange the wiring group.

8

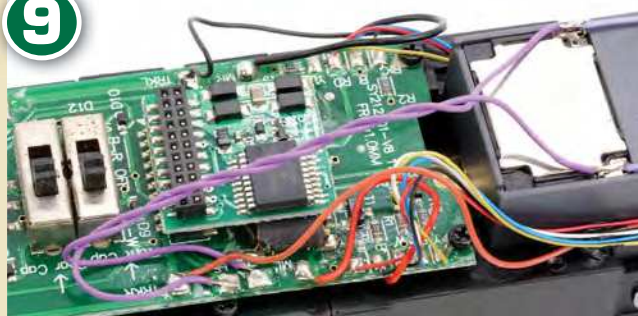


By removing the brackets and repositioning the wires the Rail Exclusive speaker fits comfortably into the space available. The original tape holding the wires together was cut and they have then been split either side of the speaker. Deluxe Materials Rokat Rapid holds the speaker in place.

STEP BY STEP INSTALLING ZIMO SOUND IN THE DAPOL CLASS 68 FOR 'OO' GAUGE

Beginner **SKILL LEVEL** Intermediate Advanced

9



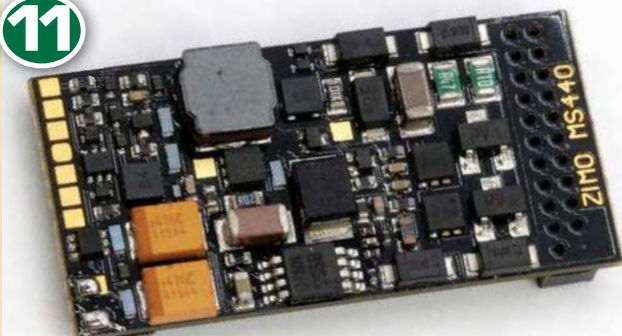
Next, the purple wires from the speaker need to be connected to the tabs on the main Printed Circuit Board (PCB) on the locomotive. The wires were trimmed in length and the ends had 3mm of insulation removed. The solder pads and bare wire ends were then tinned with solder and joined together.

10



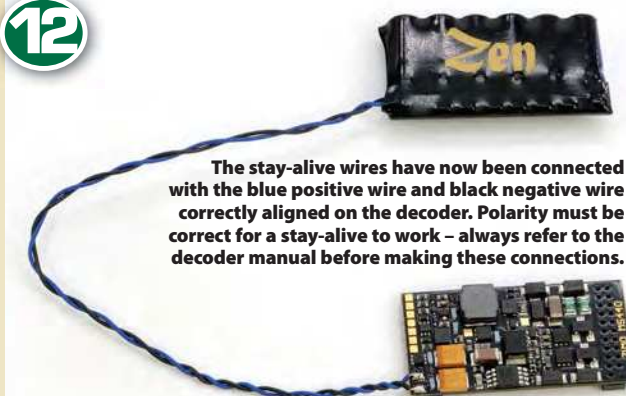
The ZIMO MS440D has provision for connecting a stay-alive capacitor pack direct to the decoder, but you will need to be on top of your soldering skills to do this. The scissor blades point to the two connections on the decoder.

11



Having identified the solder pads, our next step was to add a tiny amount of solder to each pad using a soldering iron – this reduces the number of hands needed to join the wires and makes the process easier by taking it in small stages.

12



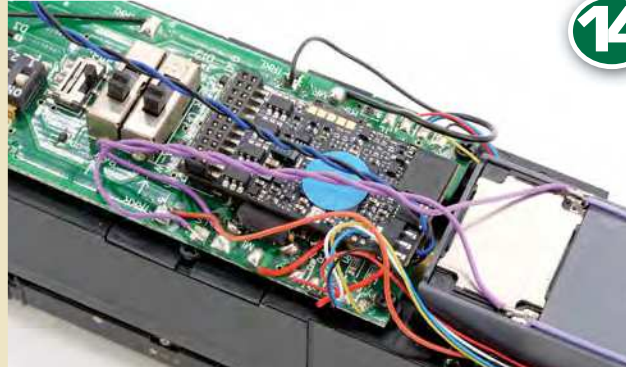
The stay-alive wires have now been connected with the blue positive wire and black negative wire correctly aligned on the decoder. Polarity must be correct for a stay-alive to work – always refer to the decoder manual before making these connections.

13



At the fan end of the chassis, the capacitor pack can be positioned to one side with the sloped edge hooking underneath the locomotive wires to keep it as neat as possible.

14



To complete the installation, the MS440D decoder can be pushed onto the 21-pin socket at the centre of the model. The power feed to the speaker is carried via the PCB while the stay-alive is fed from the decoder.

15



During reassembly it is important to keep an eye on the wires when refitting the body so that they don't get caught. Once complete the sound installation is completely invisible from the outside, but this Class 68 now really sounds superb.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MS440D 21-pin sound decoder	www.digitrains.co.uk	MS440D
Class 68 ActivedriveSL sound profile	www.digitrains.co.uk	MS68ASL
Rail Exclusive 55mm x 20mm twin speaker	www.digitrains.co.uk	SP55x20x10
DCC Concepts Zen Black two-wire stay alive	www.dccconcepts.com	DCD-SAS-SS1

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Roxby Town

This action packed multi-level 'N' gauge layout is one of 30 booked to take part in the 2022 Great Electric Train Show this October.

GEOFF BUTTLER explains its story and how it operates.

PHOTOGRAPHY, MIKE WILD

THE MODERN RAILWAY is the setting for this busy multi-track, multi-level 'N' gauge layout. Roxby Town started life as Stapleforth Mainline in the first decade of the 2000s, but has since changed hands. I've owned and exhibited the layout as Roxby Town since 2010 and it has now attended more than 48 shows in its current form, and is set to appear at two further events in 2022 including the Great Electric Train Show on October 8/9 2022 which will bring it to 50 events in total.

The location of the layout is fictitious, but there is a Roxby in real life. It is not a town but a small hamlet, around 100 houses, just north of Scunthorpe, and there is a

railway nearby used for the transportation of waste from the Greater Manchester area to Roxby Gullet, a former ironstone quarry adjacent to the northern extension of the Lincoln Edge.

The freelance design of the trackplan has made the most of its 12ft x 3ft footprint helped in part by its split level design which sees a main line circuit run around the top with a large diesel depot on the lower level linked by a single track gradient.

Space for scenery is a little restricted as the trackplan takes full advantage of the baseboards to include loops, sidings, platforms, headshunts, the depot and more. However, the greenery around the layout has been modelled with autumn

colours for a different feel to the usual spring and summer setting of my other layouts.

Entering the scenic area from the left hand side the main line splits from two to four tracks with the outer tracks becoming loops through the station for freight trains to be passed. There is also a junction between the upper level and the gradient to the lower level which allows locomotives, multiple units and fuel deliveries to enter or leave the depot.

The main line now swings all the way through the scenic area on a curve. At the rear are low relief warehouses and a disused power station based around the Graham Farish Scenecraft buildings. The chimney has been reduced in height to »



GAUGE
'N', 9mm

SCALE
2mm:1ft

SIZE
12ft x 3ft

REGION
EASTERN

PERIOD
2010-2020

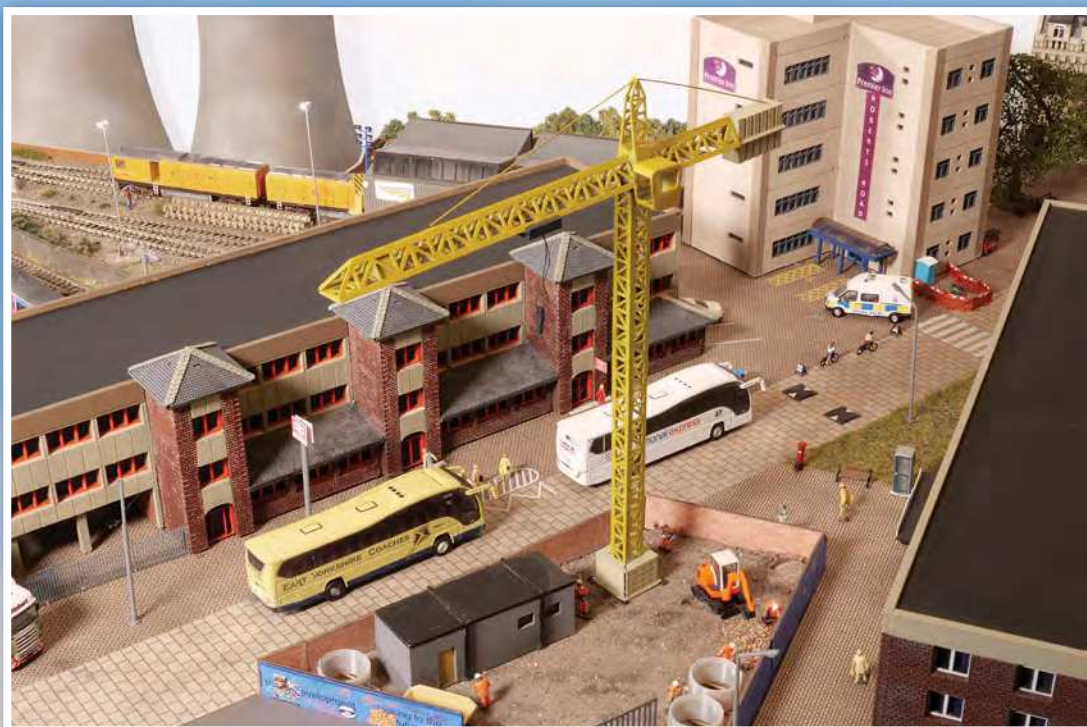
CONTROL
ANALOGUE



Right: The town scene about the railway takes inspiration from buildings in Scunthorpe. A crane dominates the skyline.



Below: A DB Cargo Class 66 rumbles along the main line with a rake of BRA steel coil carriers heading for Roxby Town station.





Left: A pair of DRS Class 57/0s top and tail a Railhead Treatment Train and pass the engineering sidings on the approach to the station.

make it fit the transport requirements for exhibitions. As the final phase of the main line section the tracks fan out to enter Roxby Town station which is part relief as its platforms dive below the town scene above.

The town scene has been completely revamped, with a copy of the old tax office and employment centre in Scunthorpe which are still there, but now used for different purposes.

The lower level maintenance depot – Green Lane Traction Maintenance Depot (TMD) – is the central focus of the lower level and is based around six of the classic Peco diesel depot buildings. These easy to assemble plastic kits can be joined together to create a larger structure with this particular depot featuring four tracks – two with four depot buildings joined together and two with a pair of buildings joined together. The longest covered road can house a full four-car Voyager DEMU under cover – or a pair of two-car DMUs.

In addition to the main buildings there is a fuelling point and wash plant, both from Bachmann's Graham Farish Scenecraft range while further buildings include a mess room, portable offices and a disused signalbox. There are also two stabling sidings behind the incline which are normally used for fuel tankers which are brought in and out of the depot to provide supplies to the locomotive fleet.

OPERATION

Control of Roxby Town is entirely analogue with a large control panel spanning the seven parallel tracks in the storage yard at the rear of the layout. This provides the operators with cab control section switches to plan their routes through the scenic section as well as manage the signals.

The controllers used are Pentrollers while the track itself is standard Peco code 80 streamline with live frog points. »

Below: GB Railfreight's Class 66/7 66793 carrying Railfreight Construction sector livery passes through Roxby Town station with a rake of car carriers. The buildings above are modelled on structures in Scunthorpe.





 Above: Class 60 60028 takes on fresh fuel at Green Lane TMD.





Classes 60, 66, 37 and 221 rub shoulders at Green Lane TMD. The depot buildings are built from Peco plastic kits.

Point motors are from SEEP and all are positioned below the baseboard and controlled by stud and probes on the control panel. In total there are three independent circuits and each circuit has its own capacitor discharge unit to power the solenoid Seep point motors.

The signals around the layout are the long standing and hardy Eckon type two-aspect heads. In total there are ten colour light signals around the station area with some positioned to allow bi-directional working.

To keep all of these elements on the go,

Roxby Town requires four operators for efficient exhibition running. It is set over three scenic boards, each 4ft x 3ft which are protected by end boards and a Perspex front. There is a custom made shelving unit for transportation and it takes approximately one hour to assemble and dismantle at exhibitions.

At shows, the flexibility of the storage yards and the straight forward nature of the analogue control system allow operators to run an intensive timetable; no waiting for train movements on this

layout. Our main aim is to entertain the public and keep things moving which has become our trademark thanks to the robust trackwork and the improved performance and reliability of current locomotives and rolling stock.

ROLLING STOCK

Like many layout owners the collection of rolling stock available to Roxby Town continues to grow. The timeframe is centred around the 2010-present day period reflecting real railway operations that are happening – or have happened – in recent times. This ten-year period offers a very colourful array of liveries too and I'm particularly keen to expand the fleet by modelling the latest one-off colour schemes.

Another advantage to Roxby Town today is the improving standard of ready-to-run 'N' gauge models – these days they are outstanding thanks to the hard work of Bachmann, Dapol and Revolution Trains. The quality of Kato is well known, so with their venture into British outline with the Class 800 Azuma model, we will wait and see if they produce any more models.

The stock list for Roxby Town is extensive and includes examples of classes 37, 47, 56, 57, 58, 60, 66, 67, 68 and 70 on the locomotive front together with class 142, 153, 156, 158 and 170 DMUs. The DMUs are also fitted with Tomix working Dellner couplings at the cab ends which allows different classes to work together in multiple as they do on the real railway.

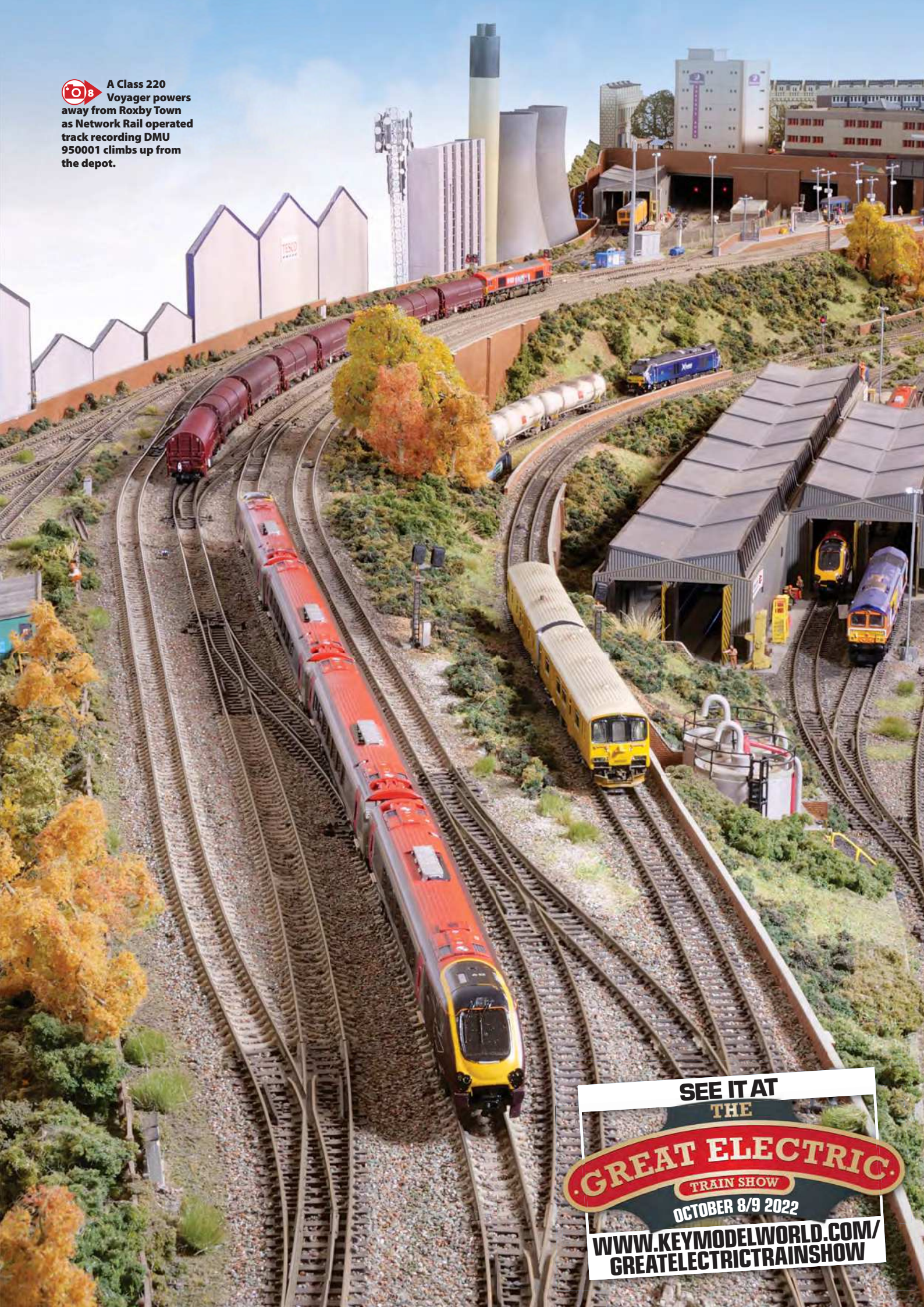
Rounding things off are Voyagers set in Virgin and Cross Country colours along »



DC Rail's Class 60 60028 passes through the wash plant in the company of Class 220 and 170 multiple units. On the main line above a GBRF Class 66/7 leads a rake of JNA 'Falcon' wagons as a Class 142 heads away from the station.



A Class 220
Voyager powers
away from Roxby Town
as Network Rail operated
track recording DMU
950001 climbs up from
the depot.



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OCTOBER 8/9 2022

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with a number of HST formations and a Class 800 bi-mode unit in the latest LNER colour scheme.

When it comes to locomotives, there are multiple versions of each class carrying many different liveries. On the Class 66 fleet, examples include GBRf one-off colour schemes such as 66779 *Evening Star* in lined BR green, 66789 *British Rail 1948-1997* in BR large logo blue and 66793 in Railfreight Construction colours. There are also Class 37s in heritage and contemporary liveries as operated by Direct Rail Services and Colas Rail Freight together with DB Cargo Class 60s and 66s, the Royal Train liveried Class 67s and many more besides.

On the freight side, there are more than 350 wagons with the vast majority of the stock weathered to some degree. As well as extensive rakes of ready-to-run stock there are a number of 3D printed wagons such as the Biomass bogie hoppers, specialist engineering stock and Railhead Treatment Train vehicles.

All of the rolling stock is unboxed but is kept very safe in plastic carrying cases with inner foam trays, which speeds up putting the stock on and off at exhibitions. These boxes don't come cheap, but if you consider the value of the stock inside, I feel it is well worth the expense to protect it.



CrossCountry's Class 220 220017 receives attention from the fitters at Green Lane TMD.

ON SHOW

Roxby Town continues to attract exhibition invitations and as well as the 2022 Great Electric Train Show on October 8/9 this year it will be attending the Falkirk Annual Model Railway Exhibition on November 19/20 2022. As a group of friends we all enjoy the weekends away

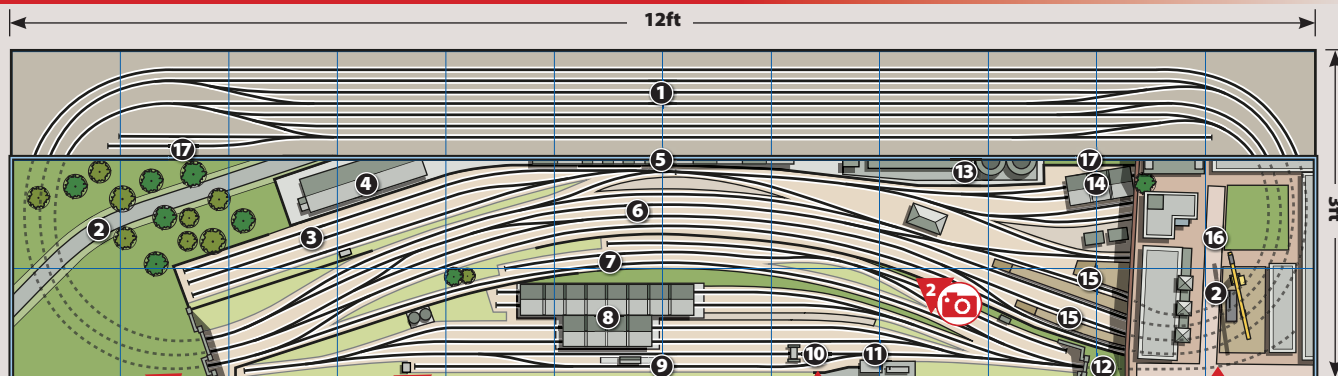
with Roxby Town – it's a pleasure to operate the layout, spend time together and talk to exhibition visitors about the layout. We'll be doing it for many years to come. **HM**

● Read more layout features at www.keymodelworld.com/trains/layout-features



An LNER Class 800 operating on diesel power sweeps through the station and passes one of the last Class 142 'Pacer' DMUs in service. Below, the depot is busy with the arrival of a Voyager for servicing.

ROXBYP TOWN TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Storage yard	5 Low relief warehouses	9 Fuelling point	13 Power station	17 Backscene
2 Road	6 Upper level main lines	10 Wash plant	14 Maintenance shed	18 Viewing side
3 Engineers' sidings	7 Gradient to depot	11 Mess rooms	15 Platform	
4 Warehouse	8 Motive Power Depot	12 Headshunt	16 Town	



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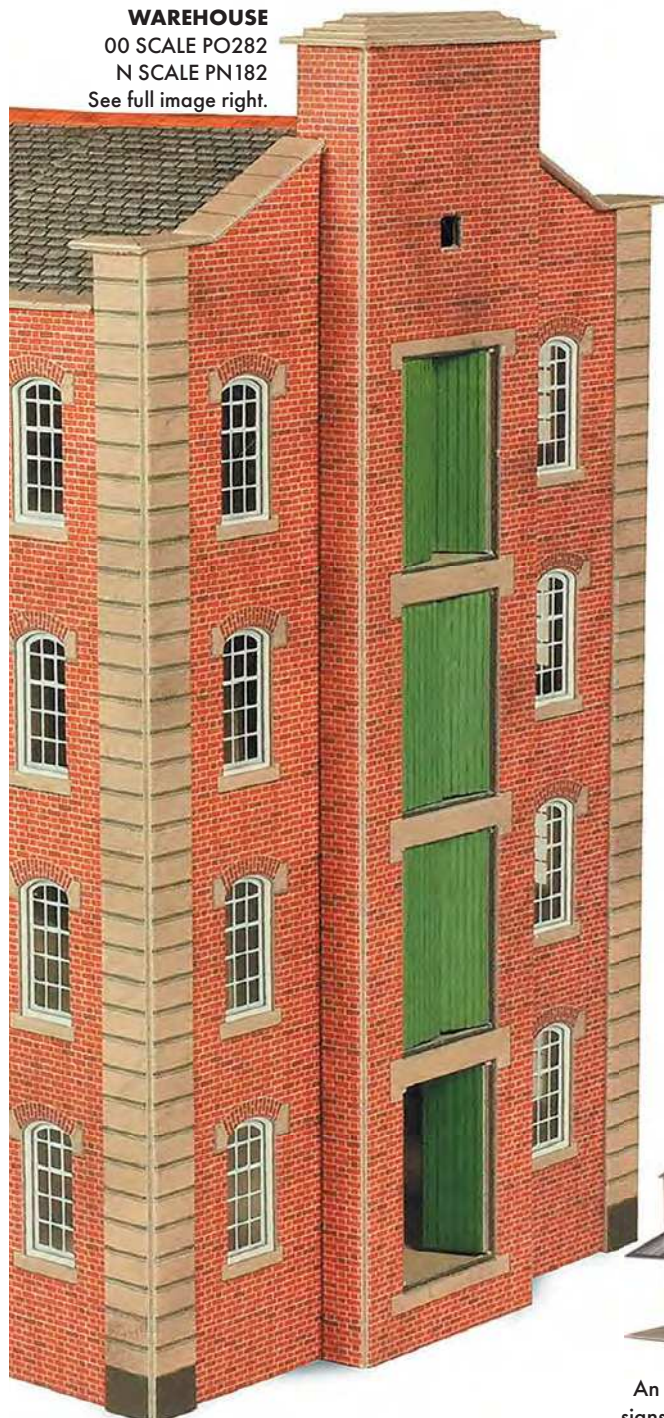
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3 detailed mill kits**

WAREHOUSE

00 SCALE PO282

N SCALE PN182

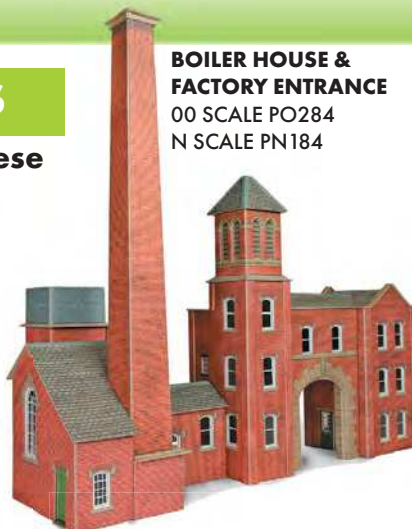
See full image right.



BOILER HOUSE & FACTORY ENTRANCE

00 SCALE PO284

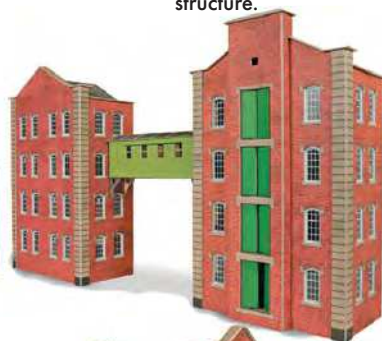
N SCALE PN184



WAREHOUSE

00 SCALE PO282 / N SCALE PN182

Can be built as low/half relief,
or build back to back to make a stand alone
structure.



SMALL FACTORY

00 SCALE PO283

N SCALE PN183



INDUSTRIAL & RETAIL BUILDINGS

FIRE STATION

00 SCALE PO289

N SCALE PN189



MODERN

RETAIL UNIT

00 SCALE PO361

N SCALE PN961



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INDUSTRIAL UNIT

00 SCALE PO285

N SCALE PN185



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VILLAGE SCHOOL
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 N SCALE PN153

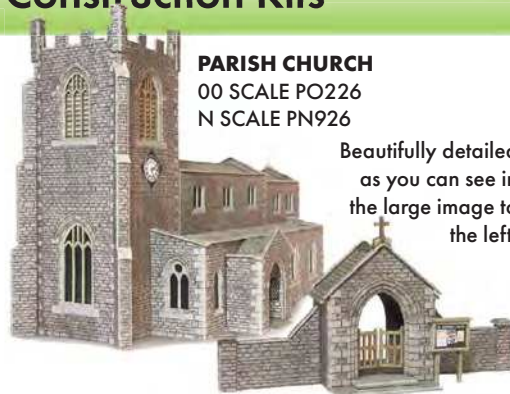


TOWN END COTTAGE
 00 SCALE PO267
 N SCALE PN167

Based on a lovely old house
 at the end of Lacock High
 Street in Wiltshire

There's nothing quite like the
 beauty of a Country Village, where
 every building has a story to
 tell.....

VILLAGE SHOP & CAFE
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 N SCALE PN154



PARISH CHURCH
 00 SCALE PO226
 N SCALE PN926

Beautifully detailed
 as you can see in
 the large image to
 the left.



COACHING INN
 00 SCALE PO228
 N SCALE PN128



GRANGE HOUSE
 00 SCALE PO257
 N SCALE PN157

PLATFORMS

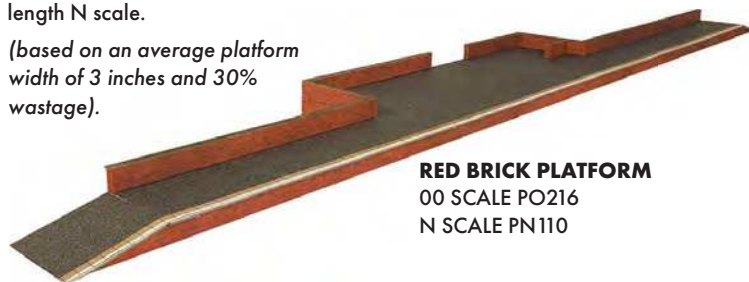
Now at last you can build your platforms to fit the track and not be
 restricted by standard set curves. All in one platforms or sectional
 separate units, the choice is yours. The box type structure with
 pre-cut components is both easy and pleasing to construct.



STONE PLATFORM
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Pre-cut components build up in
 a box type structure to give rigid
 realistic platforms. Kit contains
 enough components to build up
 to 7ft in length 00 scale & 12ft in
 length N scale.

(based on an average platform
 width of 3 inches and 30%
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 N SCALE PN110

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GARDENER'S COTTAGE
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 N SCALE PN158



CROFTER'S COTTAGE
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Mail by Rail

At one time an important and profitable source of income for the railways, mail traffic has largely disappeared from the system.

EVAN GREEN-HUGHES traces the history and decline of mail by rail.

THE NEED FOR EFFECTIVE communication has led to many of the major technological advances in our history. Roads, steamships, the telegraph, radio and finally the internet have all been spurred on by our desire to pass messages from one person to another in the most efficient manner possible. Prior to the electronic age, the only practical method of long-distance communication was by the written word and by the physical transfer of the piece of paper it was written on.

How to move these pieces of paper, whether scrolls, parchments or letters, as fast as possible has been a problem that

has occupied the authorities ever since our country was invaded by the Romans more than 2,000 years ago.

In those days a messenger or runner would take your mail but during the 18th and early 19th centuries, the best way of doing this was to send your letter via a mail coach, which could take many days to travel between population centres, and which would likely use one of the new turnpike roads that had been specially-built for the purpose. A good example of this is Thomas Telford's London-Holyhead Road, today the A5, which was built to facilitate better communication between London and Ireland.

When steam power became available

at sea, mail ships were introduced that would provide a regular service to all corners of the Empire, with many of these mail routes, such as that of the Union Castle Line that provided a weekly mail service to South Africa, lasting until the 1970s.

The speed at which the new-fangled steam-powered railway trains travelled, compared to the mail coaches, became immediately apparent to the country's General Post Office almost as soon as the first engines hit the tracks, and it was not long before arrangements were being made for the Royal Mail to be consigned by rail.

The first mail bags travelled by train on the Liverpool and Manchester Railway in »



A converted Class 114/1 DMU formed of vehicles 54900 and 55930 in Royal Mail Letters livery leads Class 128 parcels railcar 55995 through Ponthir while forming 3M16, the 1812 Cardiff-Crewe postal on July 13 1990.
[John Chalcraft/Railphotoprints.uk](http://John.Chalcraft/Railphotoprints.uk)



Below: Rail Express Systems 47768 *Resonant* heads the 2225 St. Pancras-Newcastle TPO shortly before termination of the Travelling Post Office service on May 26 1995.
[Gordon Edgar Collection/Railphotoprints.uk](http://Gordon.Edgar Collection/Railphotoprints.uk)



November 1830 and such was the success of this operation that the Government of the day passed legislation requiring all railway companies to offer a mail-carrying service.

Eight years later, and at the suggestion of a senior postal worker, the concept of sorting mail for different destinations while it was actually in the train and on its journey was conceived. For this purpose the Grand Junction Railway, which was one of the country's first trunk lines, running from Birmingham to Liverpool, provided a converted horse box.

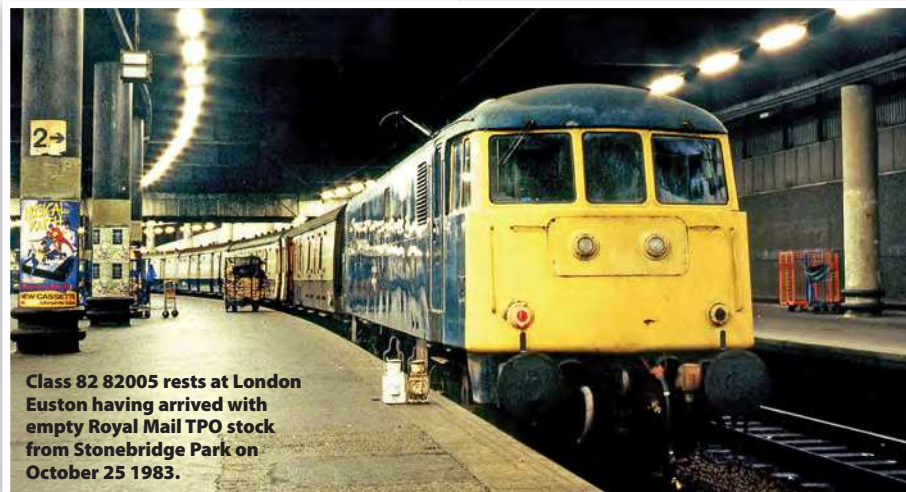
This experiment was a huge success and the idea was soon taken up on other routes, so that by 1845 mail was being carried from London to as far afield as Scotland, with sacks being taken on and off the train at intermediate stations, with the mail ready sorted. Ten years later the Great Western Railway introduced the country's first dedicated mail train, running from London to Bristol each day.

NATIONWIDE SERVICE

The idea of being able to pick up and set down mail bags while the train was on the move meant long-distance services could proceed as quickly as possible, yet still be able to serve destinations en-route, and equipment to enable this to happen first appeared in 1866.

Coupled with the ability to sort mail while the train was moving, this gave the General Post Office a very efficient service that soon became countrywide and extensively used. As a result, the number of mail trains increased year on year, with many being worked across long distances by virtue of co-operation agreements between adjacent railway companies.

By the time of the outbreak of the First World War there were 126 mail sorting vehicles in service in the country with daily services from and to many of the most important towns in England, Scotland and Wales, but this number had



Class 82 82005 rests at London Euston having arrived with empty Royal Mail TPO stock from Stonebridge Park on October 25 1983.

declined to 77 by the end of the 1930s. However, these were supplemented by an equally-important service that saw mail bags carried in the guard's compartments of ordinary service trains from where they would be dropped off at the appropriate station for collection by Royal Mail staff.

This mail operation continued at much the same level right through the early years of nationalisation and, indeed, by the time of the Beeching report it was still considered to be a valuable source of income that would continue into the future.

However, as with many other forms of rail traffic, the effects of road competition were by then beginning to bite and considerable amounts of short-distance traffic were being lost to road. To compound the issue, the economics of the mail operation were very closely tied up with that of express parcels which used the ordinary service trains, although not the dedicated mail services, and which were in freefall at that time.

By the 1960s the pattern of mail workings had changed with the dedicated trains being confined to core routes and with other lines being served by postal vehicles

attached to the rear of service trains, this resulted in a reduction in the number of sorting vehicles to around 50.

DECLINE AND FALL...

The rail postal service was by then attracting considerable criticism for its unreliability, which British Rail seemed unwilling or unable to improve, and matters were made worse in 1971 by a decision being taken to get rid of the automatic lineside mail bag exchange apparatus and from then on to only swap bags when the train made a stop at a station. This meant that many rural communities lost their direct link with the service, with the resultant decline in the speed at which they received their mail.

As might have been expected, the amount of mail carried by rail plummeted, falling by a quarter between 1971 and 1981 with both long-distance road transport and air freight offering more reliable and flexible services.

In an effort to counteract this decline and under the then current policy of sectorisation the mail service was placed into a new organisation called Rail Express Systems (RES), which planned to offer

One of Inverness depot's Class 24's, D5117, leaves Moncrieffe Tunnel and takes the Stirling line at Hilton Junction, Perth with a southbound TPO train in 1965.

Dave Swale/Railphotoprints.uk



Gresley 'A3' 4-6-2 60042 Singapore arrives at Forfar with the Up 'West Coast Postal', the 1530 Aberdeen-Carstairs mail on April 13 1963.

Ian Turnbull/Railphotoprints.uk



a revitalised service by providing mail terminals at Wembley, Tyneside, Doncaster, Warrington, Stafford, Tonbridge, Bristol and Shieldmuir in Scotland.

These would be served with fast direct mail trains, and would replace numerous other terminals that would from then on be served by road from these major hubs. Royal Mail even financed the construction of a fleet of Class 325 electric mail units, while a lot of money was spent on converting former Class 307 Driving Trailers into Propelling Control Vehicles to avoid the need to run locomotives round when setting back into the new terminals.

With this new initiative barely off the ground, RES passed into the private sector with the new owner Wiscorsin Central finding that only 88% of trains were running on time, against the 96% that the Royal Mail's contract specified. Part of the problem was the ageing locomotive fleet and this led to an order being placed for 125mph Class 67 Bo-Bos, which it was hoped would transform reliability.

However, before the Class 67s were even in service, Royal Mail took the decision to cease sorting mail on the move. There were many reasons for this, including safety concerns about the Mk 1-derived vehicles in use, the increased reliability and speed of automatic sorting systems and also the poor performance of the rail network.

There was worse to come when, in the following year, Royal Mail announced that it would not be renewing its contract with the railway for the carriage of any mail at all, and that the business would switch to road and air. The last Travelling Post Office ran in January 2004. Some of the new mail terminals continued to be served by road but several were mothballed.

...AND REBIRTH?

Since then there have been limited movements of mail by rail. Both DB Schenker and GB Railfreight have run



Class 325 325007 leads an Up Christmas postal extra at Carlisle on November 30 2010.
Gordon Edgar/Railphotoprints.uk

services for the Post Office between London, Warrington and Glasgow using the surplus Class 325 electric units, which are sometimes run under their own power singly or in multiple or even locomotive-hauled. A service was later added to Low Fell.

Recently there has been a resurgence in interest in the movement of both parcels and mail by rail with this partly being down to the cost of fuel, partly to congestion, partly to environmental issues and also to a realisation by some of the smaller operators that there is a market there providing that costs can be kept down to a realistic level and reliability assured. This movement is being aided by the availability of second-hand former passenger-carrying Electric Multiple Units, some of which are being reconfigured as freight only units and fitted out as bi-modes so they can operate both on or off the wires.

It is almost 20 years since the last of the brightly-coloured Royal Mail Travelling Post Offices was last seen on our tracks, and it is half a century since the last mail bag was picked up or set down using automatic lineside apparatus, meaning that

few people can remember this happening as part of the everyday railway operation.

Had the Post Office not become completely frustrated with the railway's inability to deliver a reliable service, such trains might have lasted for a while longer but it has to be remembered that the prices quoted were far more than its competitors would do the job for and so it is inevitable that the traffic would be lost, unless of course someone came up with a business plan that would have suited both sides.

The carriage of mail by rail came about because the railways were the fastest way of moving letters from one place to another. Although the pendulum swung for many years against rail, it seems the 'iron road' is coming into its own again. With internet shopping and light parcels deliveries showing no sign of slowing down, it seems almost inevitable that mail trains will in some form expand their operations once more on long-haul routes at least. For those of us who want to replicate the glory days, we can of course run mail trains on our layouts, providing a touch of colour and important operational variety too. **HM**



STAFF PROJECTS

Electrical endeavours for NEW JUNCTION

With the build racing ahead, it was time to pause for reflection giving time to complete the more mundane tasks on this new 'OO' layout.

RICHARD WATSON plods on with the essential but repetitive tasks.

THE PREVIOUS issue of Staff Projects (HM182) saw the completed track plan design and the heritage railway was up and running, a real highlight in the build of New Junction.

In many ways, as the weather gets brighter and our modelling spaces get warmer, it seems to take more and more motivation to do any modelling let alone the tasks at the bottom of the list.

I try to use this for motivation

and get the jobs list ticked off that I don't want to do, before allowing myself onto the exciting tasks.

Some people love electrics but I've never been so keen. If the layout allowed, I'd be happy with a traditional single electrical

connection to the track more suited to a DC layout. This time, because the layout is Digital Command Control (DCC) and modular, it requires a little bit of effort. However, the results are worth it: nothing beats a layout »

Below: Richard Watson's latest layout build – New Junction 2 – is developing well, with thoughts turning to incorporating a fourth track in a section of the ECML.





MIKE WILD

A second-hand Bachmann Europhoenix Class 37/8 is the latest locomotive to cross Mike's workbench for attention to its bufferbeam details and cab glazing.



MARK CHIVERS

Mark has been building up his train formations with a new rake of 'OO' BR Mk 2F carriages to weather, plus steel, ballast and aggregates wagons too.



RICHARD WATSON

Richard has been tackling the wiring as well as attempting to insert a fourth track into the plan for his all-new 'OO' gauge layout, New Junction 2.

New Junction 2 will portray the modern East Coast Main Line on the upper level, while a heritage railway passes beneath the high speed lines above.



Right: The task of wiring baseboard sections is under way, utilising DCC Concepts' pre-etched sleepers.



Preparation of the track involved cutting the sleeper webbing either side of the baseboard joint.



that runs well!

Being a modular layout means it can be taken apart, so the ten sections of baseboard each need electrical connections and firmly fixed trackbeds. Luckily for us there are simple ways to achieve this.

MAKING CONTACT

I normally turn to the experts at DCC Concepts in Settle for components and advice on electrics - and this time was no exception. The first job was to create an electrical contact point on each line per modular board. Using red and black dropper wire to help me distinguish positive and negative first, I cut the ends of the wires and tinned them with a little solder.

Then marrying up the wire to the rail, I again heated the solder to form a bond between them, pulling the wire down through a pre-drilled 3mm hole next to the rail. A top tip is to always solder on the outside of a rail so as not to create an obstacle for the wheel flanges of running trains. This repetitive process takes a while but the rewards are worth the effort. The dropper wires will end up joining to a bus wire under the layout going straight to the controller.

SLEEPER SUPPORT

Next on the list were the ends of each modular board. The rails need to be firmly fixed to protect the alignment during transport. Again DCC Concepts had a solution in the guise of pre-etched sleepers. Using



Preparation of the layout bus wire requires removal of a small section of the protective insulation. We used a DCC Concepts power bus stripper.

the 1.6mm version (Cat No. ESP-TRACK1.6), they needed separating with cutters then I drilled two small holes for track pins, using a minidrill for ease.

To install, locate the plastic sleepers which are sat over a baseboard joint, then using a sharp scalpel, cut the plastic webbing and remove the sleepers, replacing them with the pre-etched variety. I use a piece of scrap timber to align the sleepers with the rest before pinning them down onto the baseboard.

POWER UP

Next, it was time to fire up the soldering iron again. Placing the tip on the copper pad, slowly apply solder to form a new chair to hold the rail in place. Once cooled, double-check the solder holds the rail before the final task, cutting through the railheads creating the gap required to become a modular baseboard. You can file the track ends to create a chamfer for the flanges to catch but I don't bother with this stage.

The results are that all the droppers are in and the baseboard track fully sectioned ready to move onto the upper level. As I said at the beginning, I like to reward mundane tasks with an exciting one and in this case it is to explore whether I could squeeze in a four-track section onto the East Coast Main Line (ECML) level of the layout.

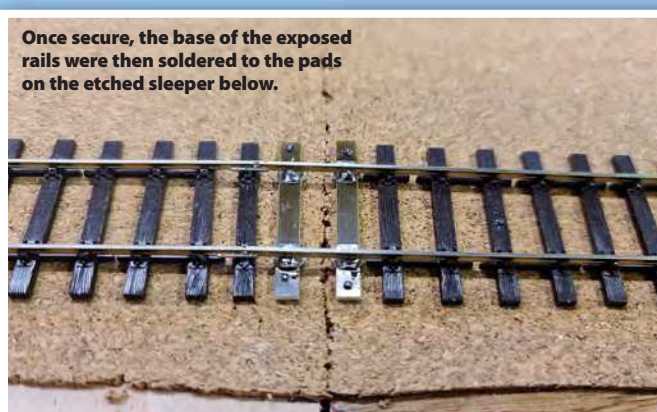
BIG FOUR

ECML fans might remember the remarkable event back in 2017 where Virgin Trains and Network Rail gathered 60103 *Flying Scotsman*, 43238 in National Railway Museum livery, 'The Flying Scotsman' branded Driving Van Trailer 82205 and finally Hitachi 800101 (the first 'Azuma' in service) to run side-by-side along a stretch of the line. It would be fantastic to be able to recreate the image from that historic event on the layout.

HM



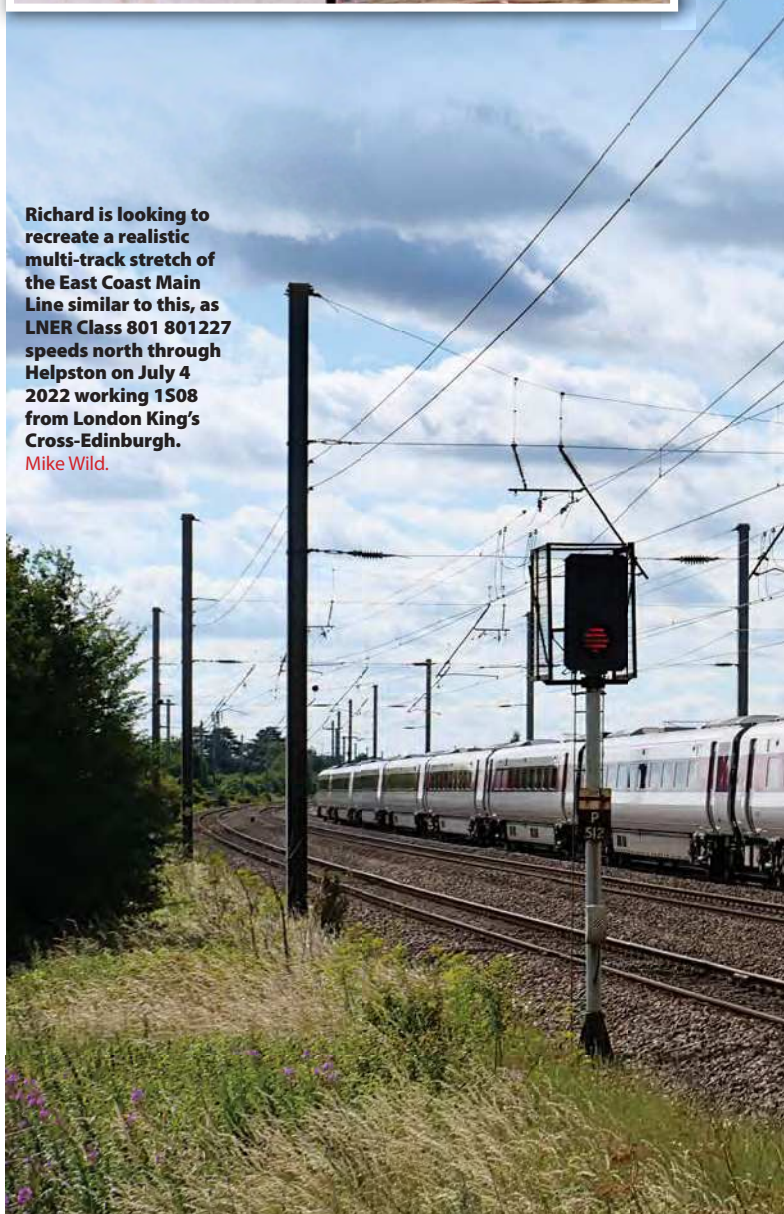
DCC Concepts' pre-etched sleepers feature solder pads and are also supplied pre-cut, ready for removing from the fret.



Once secure, the base of the exposed rails were then soldered to the pads on the etched sleeper below.

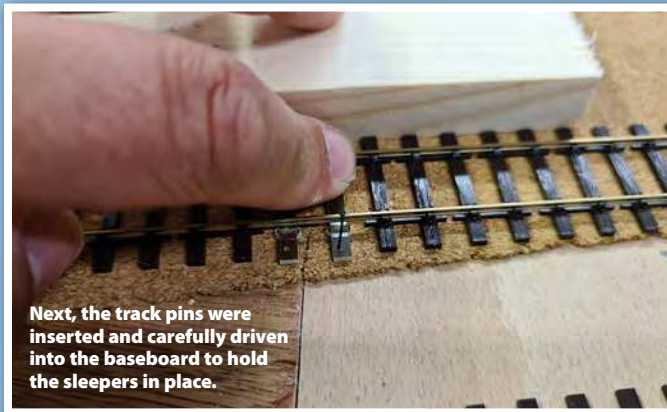
Richard is looking to recreate a realistic multi-track stretch of the East Coast Main Line similar to this, as LNER Class 801 801227 speeds north through Helpston on July 4 2022 working 1508 from London King's Cross-Edinburgh.

Mike Wild.





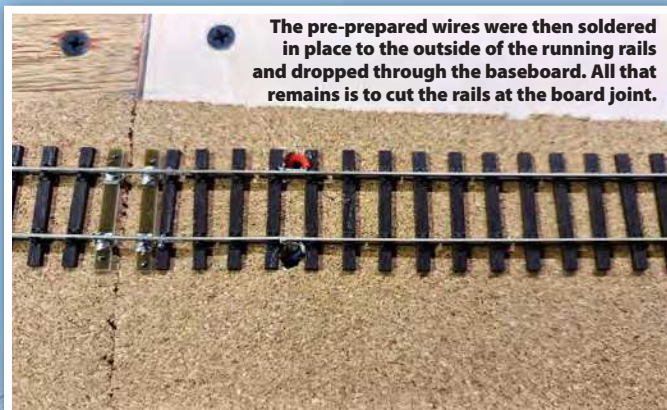
Before securing the new sleepers in place, small holes were drilled at each end for the track pins – a scrap of wood helps with this task.



Next, the track pins were inserted and carefully driven into the baseboard to hold the sleepers in place.



The red and black wires were then tinned ready for attaching to their respective locations on the layout.



The pre-prepared wires were then soldered in place to the outside of the running rails and dropped through the baseboard. All that remains is to cut the rails at the board joint.



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.

August 2022

6 CANCELLED: PLYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Plymouth and South East Cornwall MRC

6/7 LEYLAND MODEL RAILWAY EXHIBITION

Hosts: Leyland Model Railway Club
Location: Leyland Civic Centre, West Paddock, Leyland, Lancashire PR25 1DH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £3.50, family £13.50
Website: www.leylandmrc.org
Features: Layouts, trade support, refreshments, parking and disabled access.

6/7 REDCAR MODEL RAIL 2022

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3.50, family (2+2) £15
Website: www.clevelandmrc.club
Features: 12 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

10 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge (children must be accompanied)
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Award-winning 'OO' gauge Bath Green Park and new 'OO' layout on display.

13 BEXHILL MODEL RAILWAY EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St. Richard's Catholic College, Ashdown Road, Bexhill-on-Sea, TN40 1SE
Times: 10am-5pm
Prices: TBA
Website: www.bexhillmrc.co.uk
Features: 15 layouts, trade support and refreshments.

13 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Roade Village Hall, Bailey Brooks Lane, Roade, Northampton NN7 2LS
Times: 10am-4pm
Prices: Adults £5, children £3, family (2+2) £10
Website: www.ndmrc.org
Features: Layouts, trade support, refreshments, parking and disabled access.

13/14 RAILWELLS 2022/SCALEFOUR SOUTHWEST

Hosts: Wells Railway Fraternity
Location: The Town Hall, Market Place, Wells, Somerset BA5 2RB

Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children under 14 free

Website: www.railwells.com

Features: Layouts, trade support, demonstrations, displays, societies, refreshments, parking and disabled access.

13/14 ST. ANDREWS MODEL RAILWAY EXHIBITION 2022

Hosts: East Neuk Model Railway Club
Location: Students Union, St. Mary's Place, St. Andrews, Fife KY16 9UZ
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £5, children £2.50, family (2+2) £12
Website: www.eastneukmrc.co.uk
Features: Layouts, trade support and refreshments.

17 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge (children must be accompanied)
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Award-winning 'OO' gauge Bath Green Park and new 'OO' layout on display.

20 CRAVEN ARMS AND DISTRICT MRC EXHIBITION

Hosts: Craven Arms & District Model Railway Circle
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Contact: 07867 752301
Features: 18 layouts, trade support, refreshments, parking and disabled access.

20 SILVER FOX DCC MODEL RAILWAY CLUB EXHIBITION

Hosts: Silver Fox DCC Model Railway Club
Location: Oakgrove School, Venturer Gate, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £6, children £3
Website: www.silverfoxdcc.co.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access.

20/21 CARDIFF MODEL RAILWAY EXHIBITION

Hosts: Cardiff 4mm/North Gwent RM/Cardiff MES
Location: Ice Arena Wales, Olympian Drive, Cardiff CF11 0JS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £8, accompanied under 12s free
Website: www.cardiffmodelrailwayshow.co.uk
Features: Layouts, trade support, societies, demonstrations, refreshments and parking.

20/21 PICKERING MODEL RAILWAY EXHIBITION

Hosts: Scarborough and District Railway Modellers
Location: Memorial Hall, Potter Lane, Pickering YO18 8AA

Times: Sat 10am-5pm, Sun 10am-3.30pm
Prices: Adults £6, accompanied children free
Website: www.sdrmw.co.uk
Features: Ten layouts, trade support, demos, refreshments and disabled access.

20/21 ROSS-ON-WYE MODEL RAILWAY EXHIBITION

Hosts: Ross Rotary Club
Location: John Kyrle High School, Ledbury Road, Ross-on-Wye, Herefordshire HR9 7ET
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family £10
Website: www.rossrotary.com
Features: 20 layouts, trade support, refreshments and parking.

20/21 SOAR VALLEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Soar Valley Model Railway Club
Location: Loughborough Grammar School, Leicester Road, Loughborough LE11 2AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £4, family (2+3) £20
Website: www.svmrc.co.uk
Features: Layouts, trade support, societies, refreshments and disabled access.

24 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge (children must be accompanied)
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Award-winning 'OO' gauge Bath Green Park and new 'OO' layout on display.

25 WELLING CHARITY MODEL FAIR

Hosts: Association of Bexley Charities '78
Location: Falconwood Community Centre, The Green, Welling, Kent DA16 2PG
Times: 5.30pm-9.30pm
Prices: Adults £1.50, accompanied children free
Website: www.bexleych.wix.com/bexley-charities-78
Features: Trade tables, refreshments and parking.

27 BOURNVILLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Austin Sports and Social Club, Tessall Lane, Longbridge, Birmingham B31 2SF
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free, family £9
Website: www.bournvillermc.co.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

27 BUDE MODEL RAILWAY EXHIBITION

Hosts: North Cornwall and Devon Model Railway Club
Location: Parkhouse Centre, Bude, EX23 8LD
Times: 10am-4pm

Prices: Adults £4, accompanied children free
Contact: rogerwinterbourne@btinternet.com
Features: Layouts, trade support and refreshments.

27/28 CORRIS RAILWAY SOCIETY MODEL RAILWAY EXHIBITION

Hosts: Corris Railway Society
Location: Y Plas, Machynlleth, SY20 8ER
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.corris.co.uk
Features: 11 layouts, trade support, displays, refreshments and parking.

27/28 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-5.30pm, Sun 1.30pm-5.30pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Features: One of the largest 'O' gauge model railways in the country, recalling the heyday of the London North Eastern Railway with more than 180 locomotives and over 400 items of rolling stock.

27/28 HAYLE RAILWAY MODELLERS AUGUST EXHIBITION

Hosts: Hayle Railway Modellers
Location: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children under 14 free
Website: www.haylerail.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

27/28 HIGHBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Burnham and District Model Railway Club
Location: King Alfred School, Burnham Way, Highbridge, Somerset TA9 3EE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, children free
Website: www.bdmrc.co.uk
Features: 15 layouts, trade support, refreshments and parking.

28 HODDESDON MODEL AND RAILWAY CLUB MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £3, children £1
Website: www.hoddesdonmrc.org.uk
Features: Layouts, trade support, children's rides, model boating pool, refreshments and parking.

29 HARROGATE MODEL RAILWAY GROUP EXHIBITION

Hosts: Harrogate Model Railway Group
Location: Constance Green Hall, St. Aidan's School, Oatlands Drive, Harrogate HG2 8JR
Times: 10am-4pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: harrogatemrg@gmail.com
Features: Layouts, trade support, refreshments and parking.

31 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group

Location: Platform One, Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge (children must be accompanied)
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Award-winning 'OO' gauge Bath Green Park and new 'OO' layout on display.

September

3 BRIDLINGTON MODEL RAILWAY EXHIBITION

Hosts: Trainshed – Bridlington Model Railway Group
Location: Emmanuel Church, Cardigan Road, Bridlington, East Yorkshire YO15 3JT
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.bridmodelrail.org.uk
Features: Ten layouts, trade support, refreshments and parking.

3 TADWORTH AUTUMN MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £6, concessions £5, children (under 16) £3
Website: www.ndmrc.info
Features: Layouts, trade support, refreshments and parking.

3/4 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RF
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family £12
Website: www.lmrs.org.uk
Features: Layouts, trade support, refreshments and parking.

10 CAMBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Cambridge 31A Model Railway Club
Location: Comberton Village College, West Street, Comberton, Cambridge CB23 7DU
Times: 10am-4pm
Prices: Adults £5, children £2
Website: www.cambridge31a-mrc.org.uk
Features: Layouts, trade support, refreshments and parking.

10/11 FAVERSHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Faversham Model Railway Club
Location: The Abbey School, London Road, Faversham, Kent ME13 8RZ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children £3
Website: www.favershammrc.org.uk
Features: 16 layouts, trade support, societies, refreshments and parking.

10/11 LEIGH FESTIVAL OF MODEL RAILWAYS AND TRANSPORT MODELLING

Hosts: Leigh Model Railway Society
Location: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Leigh, Greater Manchester WN7 4JY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied under 15s free

Website: www.facebook.com/LeighMRS
Features: 25 layouts, trade support, demonstrations, refreshments, parking and disabled access.

10/11 SWINDON RAILWAY FESTIVAL

Hosts: STEAM- Museum of the Great Western Railway
Location: STEAM – Museum of the Great Western Railway, Firefly Avenue, Swindon, SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £14.50, concessions £11, children £9.70
Website: www.steam-museum.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Ticket price includes entry to STEAM museum displays.

10/11 THE INTERNATIONAL N GAUGE SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, The Fosse, Fosse Way, Radford Semele, Leamington Spa, CV31 1FE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £11, concessions £10.50, children £5.50
Website: www.ngaugheshow.co.uk
Features: 25 layouts, specialist trade support, demonstrations, displays, societies, refreshments, parking and disabled access. Tickets should be purchased in advance.

17 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £5, children £1.50
Website: www.cvmrc.co.uk
Features: 14 layouts, trade support, refreshments, parking and disabled access.

17 ERNE MODEL RAILWAY EXHIBITION

Hosts: Erne Model Railway Club
Location: Saint Macartin's Cathedral Hall, Halls Lane, Enniskillen BT74 7EJ
Times: 10am-5pm
Prices: Adults £5, concessions £3, children £3
Website: www.facebook.com/Erne-Model_Railway_club
Features: Layouts, trade support, demonstrations, refreshments and parking.

17 LICHFIELD MODEL RAILWAY SHOW

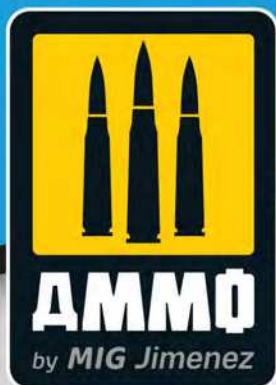
Hosts: Trent Valley Model Railway Society
Location: Lichfield Life Church, Netherstowe, Lichfield, Staffordshire WS13 6TS
Times: 10am-4.30pm
Prices: Adults £5, accompanied children £3, family (2+2) £13
Website: www.tvrms.org.uk
Features: Layouts, trade support, model engineering display and refreshments.

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.

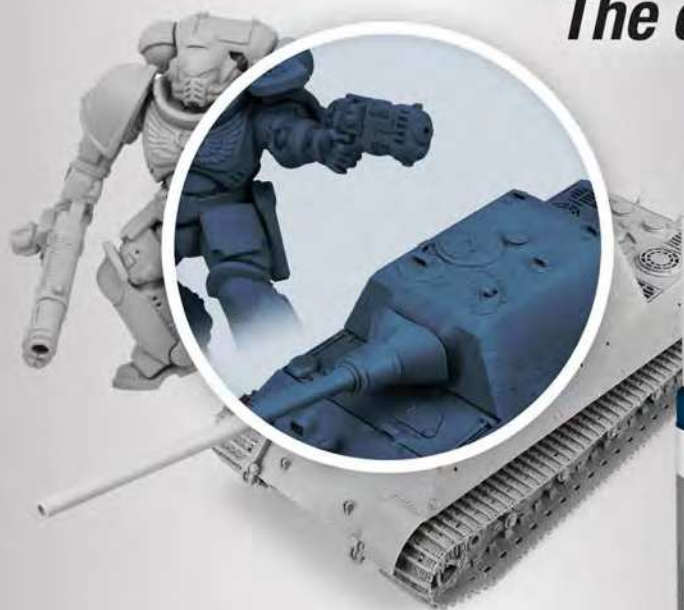
GET MORE ONLINE!

● For more shows and the very latest listings visit www.keymodelworld.com for our online Show Guide.



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ALL tickets MUST be purchased in advance at
present via our website to guarantee entry to the
show in 2022.

We hope to sell tickets on the day but this decision
will not be made until 15th August 2022 pending
any changes to the Covid-19 restrictions.

TICKET PRICES

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OO Gauge Steam Locos


L&MR 'Lion' 0-4-2
Stage: Engineering Sample Due: 2023
Price: from £152.96 Digital: NEXT-18
hattons.co.uk/rapidolion


Hawthorn Leslie 0-4-0ST
Stage: CADs Due: Q3 2023
Price: from £99.45 Digital: NEXT-18
hattons.co.uk/dapolhl040


Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet


Class 78xx 'Manor' 4-6-0
Stage: In Production Due: Q3 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor


Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q3 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor


HR Class I 'Jones Goods' 4-6-0
Stage: CADs Due: TBC 2023
Price: from £186.96 Digital: 21-pin
hattons.co.uk/rapidojonesgoods

OO Diesels & Electrics


Class 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale31


Class 37/0, 37/4 & 37/6
Stage: Decorated Samples Due: Q3/4 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37


Class 47
Stage: EP & Livery Artwork Due: Q4 2022
Price: from £186.95 Digital: 21-pin
hattons.co.uk/heljanoo47


Class 59
Stage: Painted Samples Due: Late 2022
Price: from £136.31 Digital: 21-pin
hattons.co.uk/dapol59


BR NBL Prototype 10800
Stage: CADs Due: 2023
Price: £199.71 Digital: 21-pin
hattons.co.uk/heljan10800

OO Gauge Multiple Units


Class 104 DMU
Stage: CADs Due: Q1 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons


Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples Due: 2022/23
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis


BR Mk2B Coaches
Stage: Deco Samples Due: Q4 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b


GWR 'Toplight City' Coaches
Stage: Deco Bodyshells Due: 2023
Price: £51 each Digital: 6-pin
hattons.co.uk/dapoltoplightcity


Siphon G Vans
Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A
hattons.co.uk/accsiphong


SECR 10t Goods Van
Stage: Deco Samples Due: 2023
Price: £28.01 Digital: N/A
hattons.co.uk/rapidosecrvan


VIX Ferry Vans
Stage: Engineering Samples Due: 2022
Price: £39.06 each Digital: N/A
hattons.co.uk/rapidovix


Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q3 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron


GWR 10t Iron Mink Vans
Stage: Engineering Samples Due: Q4 2022
Price: £28.01 each Digital: N/A
hattons.co.uk/rapidoironmink


45t OAA Wagons
Stage: CADs Due: Q1 2023
Price: £33.96 each Digital: N/A
hattons.co.uk/rapidooaa

N Gauge Steam Locos


LSWR Class M7 0-4-4T
Stage: Prototype Due: Q4 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locos


Class 28 Co-Bo
Stage: Early sample Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo

N Gauge Wagons


JHA 102t Hopper Wagons
Stage: Engineering Samples Due: Q3/ Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Steam Locos


Class J94 Austerity 0-6-0ST
Stage: CADs Due: 2023
Price: from £212.50 Digital: 21-pin
hattons.co.uk/dapolj94


Class B4 0-4-0T
Stage: Deco Samples Due: Q3 2022
Price: from £195.50 Digital: 21-pin
hattons.co.uk/dapololswrb4

O Gauge Diesels/ Electrics


Class 26
Stage: Deco Samples Due: Q3 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/heljano37


Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljandeltic


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: 2023
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units


GWR Streamlined Railcar
Stage: Painted Samples Due: Q3 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar


Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

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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



R3371 Class A4 4-6-2 4466 "Mallard" in LNER garter blue - Railroad range (Hor). **BARGAIN**...£121



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £194.99). **BARGAIN**...£114



R3702 Class W4 Peckett 0-4-0ST "Daphne" in Tytherington Stone Co. purple (Hor). **BARGAIN**...£115



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) (RRP £99). **BARGAIN**...£84

Diesel locos



R30085 0-6-0 'Sentinel' diesel shunter 57 "Stanton" in NCB green (Hor). **BARGAIN**...£98.50



R30070 Class 59 59101 "Village of Whatley" in Hanson Aggregates - Railroad Plus range (Hor). **BARGAIN**...£82



R30089 Class 67 67014 in Transport for Wales white and red (Hor) **NEW**...£175



4D-022-019 Class 68 68016 "Fearless" in DRS compass blue (Dap) **NEW**...£135.99
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Electric locos



R3569 Class 71 E5005 in BR blue (Hor) (RRP £206.99) **BARGAIN**...£99



R3568 Class 71 E5018 in BR green no yellow ends (Hor) (RRP £206.99). **BARGAIN**...£99



R3893 Class 91 91117 "Cancer Research UK" in GNER (Hor). **BARGAIN**...£196.50



R3762 Class 800 IEP five car pack 800201 in LNER "Azuma" (Hor). **BARGAIN**...£430.50

Coaches



R4493B 63' Hawksworth first corridor W8119W in BR crimson and cream (Hor) (RRP £60.49) **BARGAIN**...£33



R4683A Collett corridor composite (Right-Hand) 6527 in GWR chocolate and cream (Hor) (RRP £58.49) **BARGAIN**...£33



R4188D ex-LMS Period II 12-wheel dining car M236M in BR crimson and cream (Hor) (RRP £60.49) **BARGAIN**...£23



LMSCoachPackA LMS Period III Non-Corridor 4-pack in BR crimson (Includes R4799, R4800, R4801 & R4801A) (Hor) (RRP £237.96). **BARGAIN**...£108



R4816A Maunsell restaurant kitchen and dining car 7865 in SR olive green (Hor) (RRP £58.49). **BARGAIN**...£29



R40028 Mk1 FO brake force runner DB977352 in BR departmental green and yellow (Hor) **NEW**...£38.50



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Wagons



H4-RHTT-002 Rail Head Treatment Train "Water Jet" 2 wagons and water jetting modules (Hat) (RRP £118) **BARGAIN**...£99

N Gauge

Steam locos



2S-013-006 Class 9F 2-10-0 92079 in BR black early emblem (Dap). **BARGAIN**...£114.75

Diesel locos



2D-007-015D Class 66/4 66405 in DRS / Malcolm Logistics blue - Digital fitted (Dap). **BARGAIN**...£123.17



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O Gauge (1:43 Scale)

Steam locos



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hat) (RRP £750). **BARGAIN**...£579



H7-A4-004 Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (Hat) (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" (Hat) (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 (Hat) (RRP £750). **BARGAIN**...£579

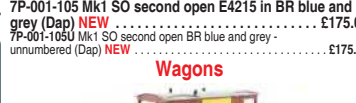
Coaches



7P-001-305 Mk1 CK composite corridor M15928 in BR blue and grey (Dap) **NEW**...£175.07



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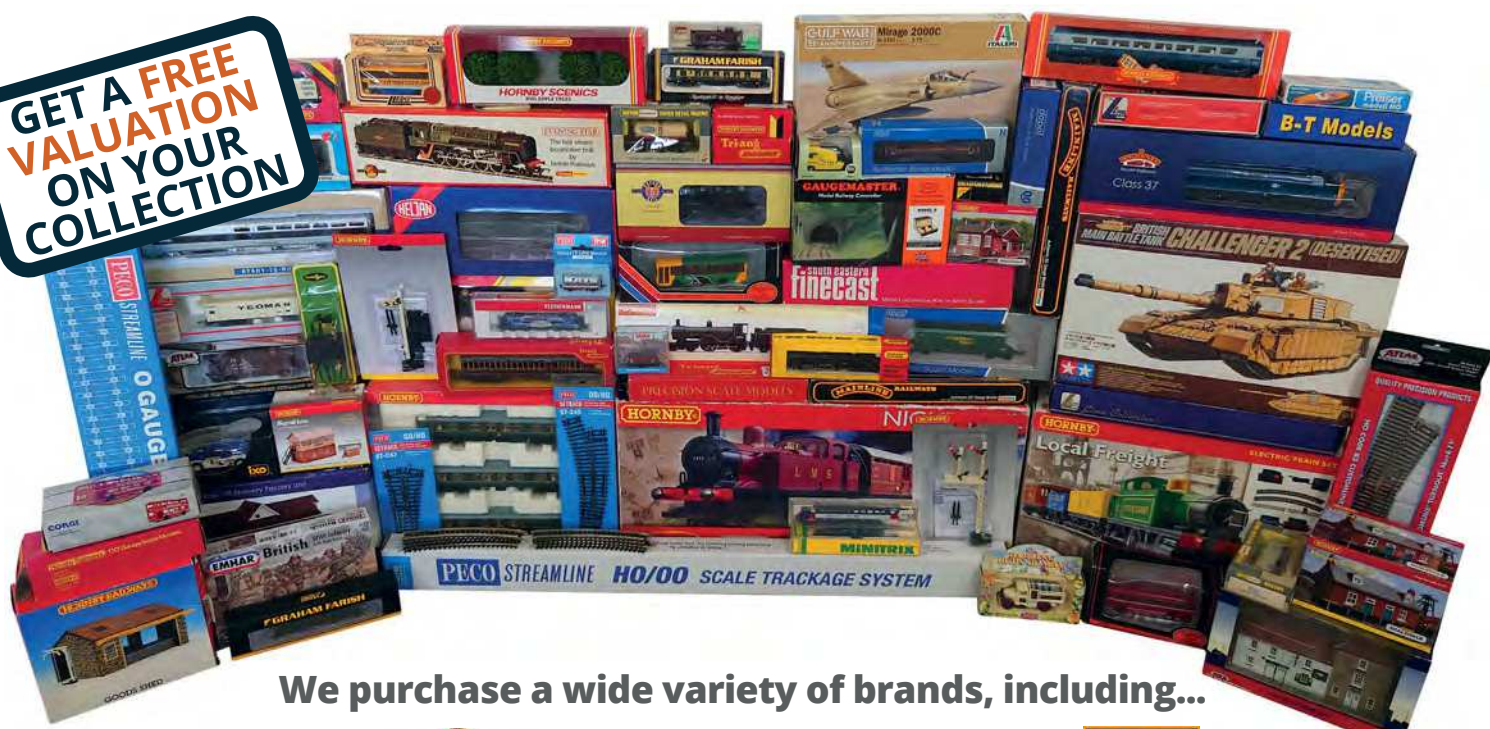
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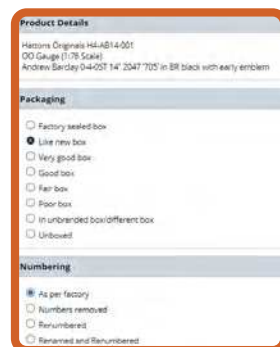
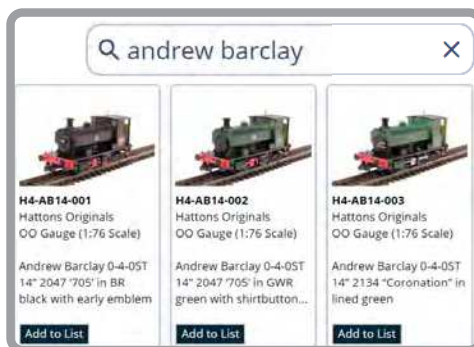


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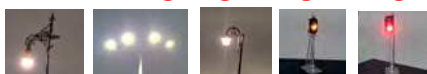


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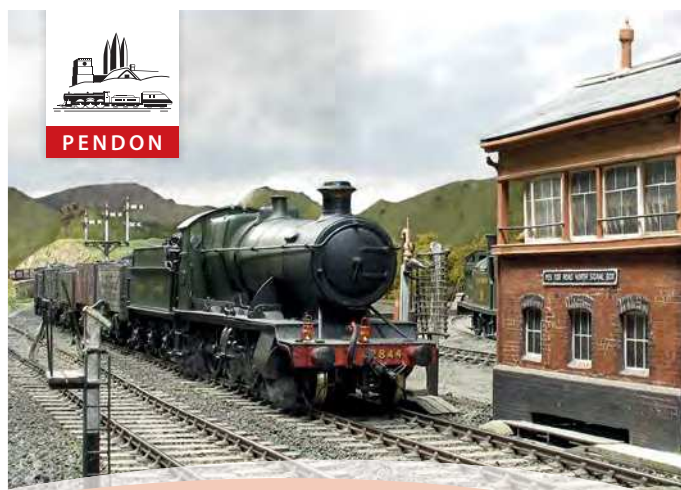


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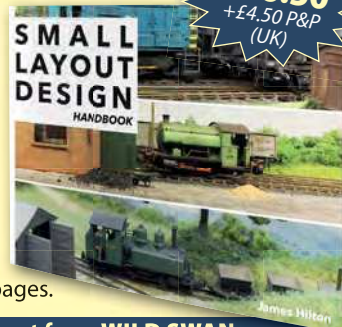


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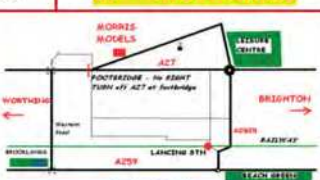
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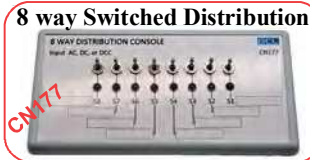
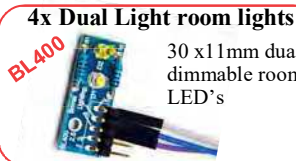
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MAKING TRACKS II THE VIDEO

Pete Waterman's amazing new 64ft long Making Tracks II layout featured in HM182 and its now in situ at Chester Cathedral for the summer long exhibition. Available to watch now is our full feature video which takes you back to the beginning and follows the build. Don't miss it!



REVIEW MODELS ON FILM

Check in on KeyModelWorld to see our model demonstration videos alongside the full reviews with extra images. This month you can see the Bachmann Mk 2F DBSO, Hornby's GNER liveried Mk 4 carriages, Flangeway's Salmon wagons and more in action.



DIGITRAINS CLASS 68 SOUND DEMONSTRATION

Our latest sound installation guide takes a detailed look at the Digttrains DCC sound profile for the Class 68 installed in a Dapol model in '00' gauge. Join us at KeyModelWorld for a full sound demonstration.



SONIC'S 'PRAIRIE'

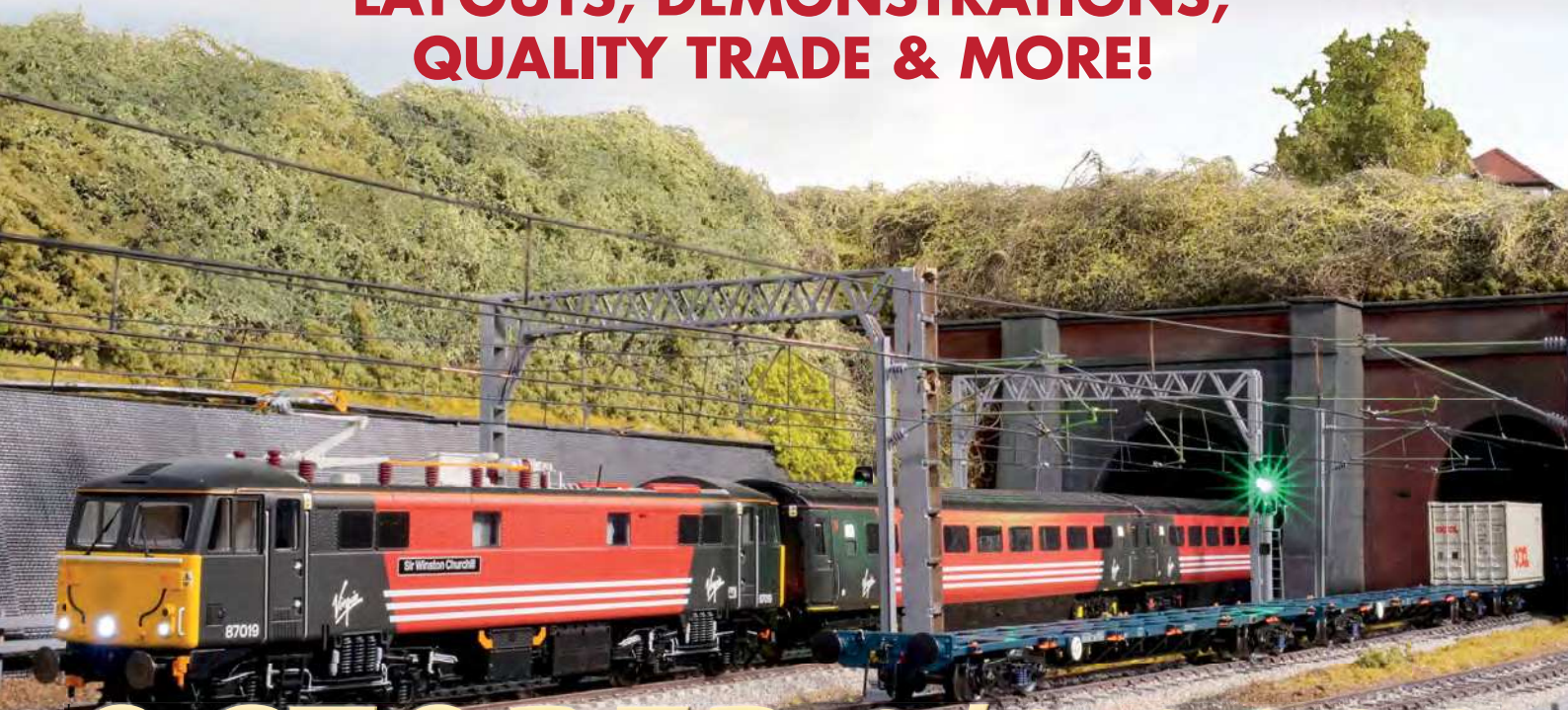
Newly announced this month is Sonic Models' latest 'N' gauge locomotive – the GWR 'Large Prairie' 2-6-2T. You've read the news story here in *Hornby Magazine*, watch our exclusive model launch video online now at KeyModelWorld.



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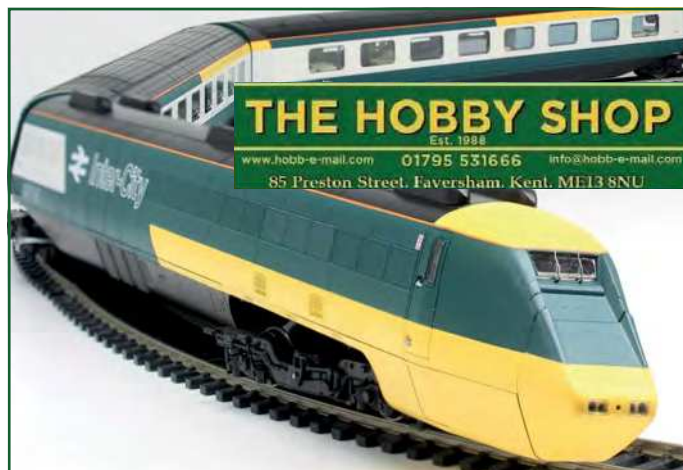
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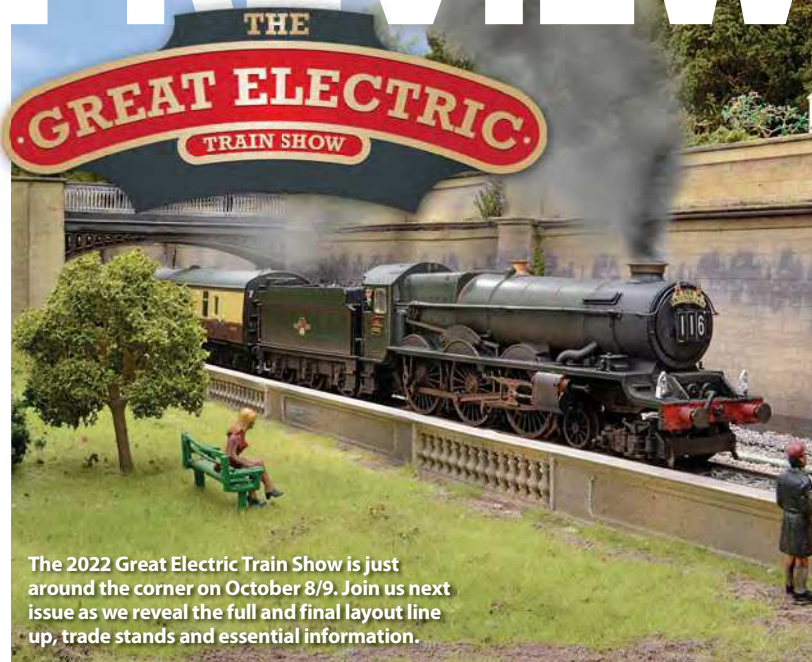
THE NEXT ISSUE OF

HORNBY
magazine

On sale September 8 2022

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PREVIEW



The 2022 Great Electric Train Show is just around the corner on October 8/9. Join us next issue as we reveal the full and final layout line up, trade stands and essential information.

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- 7S-026-011 - Jinty 3F 0-6-0 47482 BR L/C & number on the tank sides
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- 7F-072-006/W - 7 Plank 9FT W/B - Pates & Co 22/Weathered
- 7F-072-007/W - 7 Plank 9FT W/B - S Healing 5/Weathered

- 4F-040-029/30 - 4 Plank - GWR 46670/Weathered
- 4F-013-035/36 - GPV - BR M701059/Weathered

- 2F-013-073/74 - GPV - LMS 701029/Weathered
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Product Scale Key

0 Gauge

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