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HORNBY magazine

Issue 185 **November 2022** **£5.49**

FIRST REVIEWS



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ELECTRIC SOUND
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- Hornby Turbomotive first look
- Heljan reveals '0' gauge plans
- New diesels for Rapido
- Revolution unveils four new projects

SPIRIT OF SWINDON

Modelling the early hydraulic years on the Western Region at the legendary works town



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R40157 LNER Mk4 Standard/Kitchen Coach H - Era 11



R40151/A/B LNER Mk4 Standard Coach E / D / C - Era 11



R40155 LNER Mk4 Standard (Accessible Toilet) Coach F - Era 11



R40194/A Transport for Wales Mk4 Standard (End) No. 12219 / No. 12225 - Era 11

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R40189/A Transport for Wales Mk4 Standard/Kitchen No. 10328 / No. 10325 - Era 11



R40187/A Transport for Wales Mk4 Standard No. 12447 / No. 12454 - Era 11



R40191 BR Mk4 Standard Coach A - Era 8



R40156/A/B BR Mk4 Standard Coach B / C / D - Era 8



R40152 BR Mk4 Open First Coach G - Era 8



R40154 BR Mk4 Open First Coach H - Era 8



R40159 BR Mk4 Standard (Accessible Toilet) Coach E - Era 8



R40160 BR Mk4 Restaurant First Coach F - Era 8



R40163 GNER Mk4 Open First Coach K - Era 9



R40145 GNER Mk4 Standard (Accessible Toilet) Coach F - Era 9



R40164 GNER Mk4 Open First (Accessible Toilet) Coach L - Era 9



R40146 GNER Mk4 Restaurant Standard Coach H - Era 9



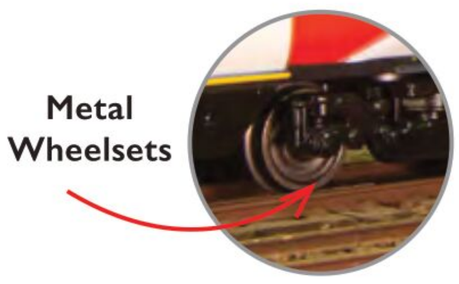
R40165 GNER Mk4 Open First Coach M - Era 9

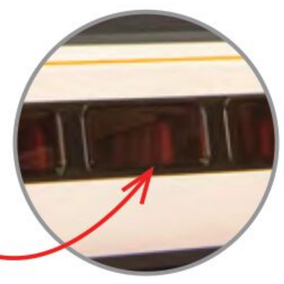


R40166/A/B GNER Mk4 Standard Coach E / D / C - Era 9



R40193 GNER Mk4 Standard Coach B - Era 9









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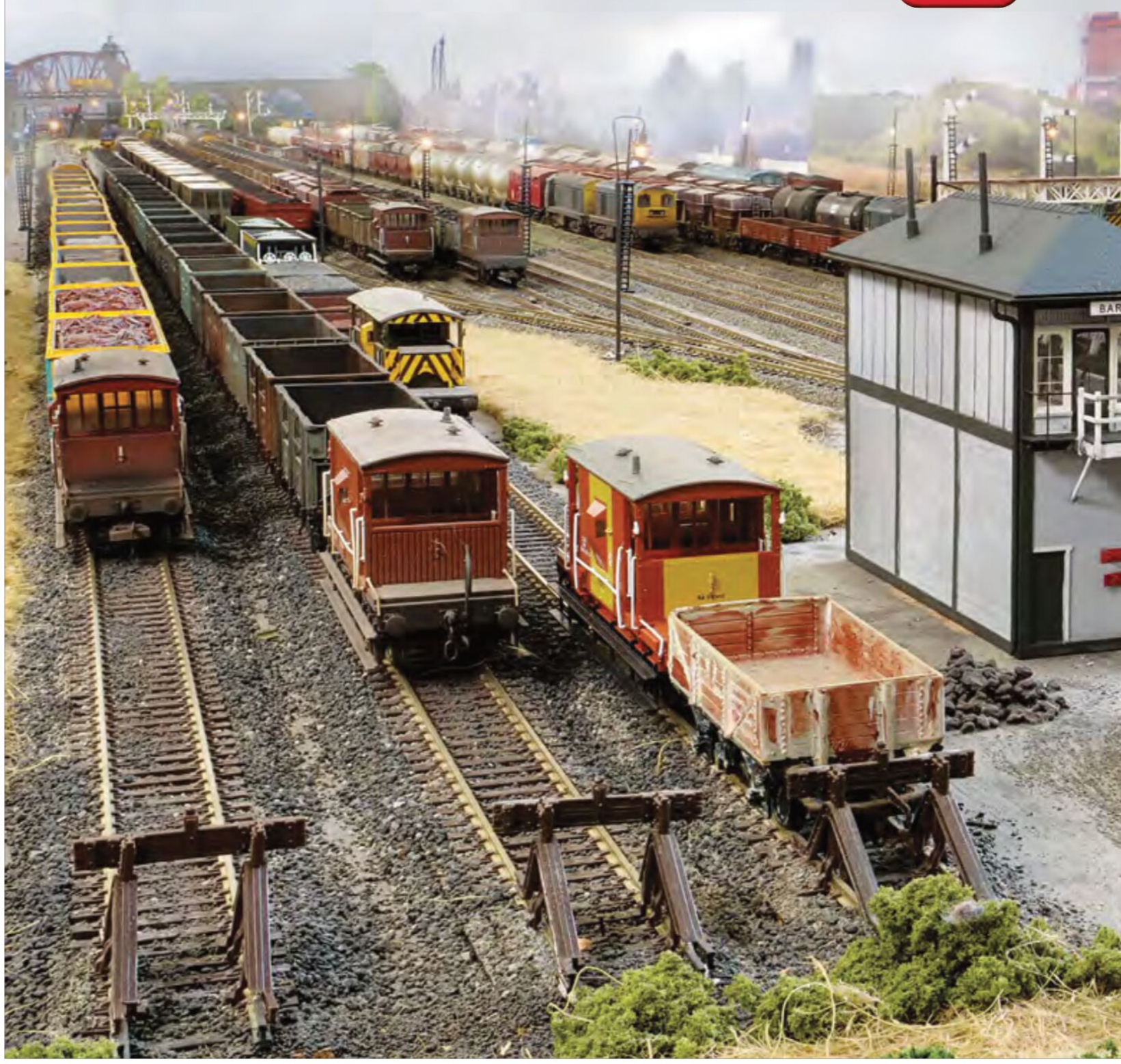
HORNBY magazine

LATEST OFFERS

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BARROW HILL JUNCTION

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WE SHOW YOU HOW!

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ALSO REVIEWED

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COMING SOON FROM SLW: THE DEFINITIVE

CLASS 25 BR SULZER TYPE 2

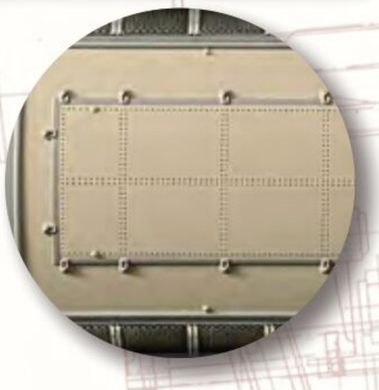


PRE-PRODUCTION SAMPLE SHOWN IN OPERATION ON MOSTYN LAYOUT AT CARDIFF

PRODUCTION MODELS EXPECTED END OF THIS YEAR





The ultimate in accuracy and detail, with superb digital sound and enhanced 'stay-alive' options

The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line at long last! The **Sutton's Locomotive Workshop Class 25**, due to arrive later this year, is set to raise the bar even higher with an impressive feature list. Look for the photo-etched steel grilles and independent lighting functions. The latest cutting-edge decoder technology provides true CD-quality sound through our proven dual-speaker system. And it all comes to you, ready-to-run, straight out of our famous biscuit tin!

'HIGHLAND' CLASS 24/1 PROGRESS

Held up by the worldwide disruption to trade, we can now show the first samples of the forthcoming 'Highland' Class 24/1 models. These are brand new from the solebar up and incorporate some fantastic detailing such as twin headlights, miniature three-piece snowploughs and tablet-catching equipment where appropriate. These new variants are expected to become available during next year after undergoing extensive checking, adjustment and testing.



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THE EDITOR'S PAGE

Welcome



HELLO, and welcome to the latest issue of *Hornby Magazine* – which is once again packed to the rafters with the latest model railway news, product reviews, inspirational modelling and more.

The undoubted highlight has to be the arrival of Hornby's all-new model of the BR '9F' 2-10-0. These stunning locomotives are taking Hornby's detail to a new level and I firmly believe this is the best ready-to-run model of the Riddles '9F' we have ever seen for the mass market. Its finish is incredible and there are so many tiny details which have been accommodated to allow Hornby to replicate the real locomotives to our exacting standards and expectations. Add to that its sewing machine like running qualities and extensive haulage capacity and it really is hard to resist one of these big 2-10-0s.

Joining the '9F' is another exciting new locomotive model – Heljan's Class 45 1Co-Co1 for 'OO' gauge. This is another model which takes detail beyond what we have seen before for its class with intricate variations between the original split centre headcode 'Peaks', those with sealed beam marker lights and – for the first time in 'OO' – modelling of the ETH fitted Class 45/1s. You can see more on both of these locomotives in our Key Model World videos as well.

Beyond these new locomotives we also have all the latest model railway news, three stunning layout features – two of which you can see at the 2022 Great Electric Train Show on October 8/9 in Milton Keynes – plus a collection of detailed step by step modelling guides covering subjects as diverse as Consett iron ore trains, modelling a 1960s street scene, lineside equipment and a sound installation for the Hornby Class 91.

This issue is also a special one for the *Hornby Magazine* team as I am handing over the baton to Mark Chivers as Acting Editor. It's been a pleasure to create and work on *Hornby Magazine* for the past 185 issues and the change of guard to Mark's stewardship will keep this magazine in steady hands for the future. I'm not going far and I will still be around working with Mark and Richard to deliver the best quality editorial possible across *Hornby Magazine* and our digital output on *www.keymodelworld.com*.

Right now the team is preparing for the 2022 Great Electric Train Show on October 8/9 which promises to be our biggest event ever with a massive 90 stands taking part across layouts, trade, society and demonstrations – and there are fantastic layouts in the line up too including Pete Waterman's Making Tracks II WCML scene.

From all of us we hope you enjoy the latest issue and look forward to seeing as many readers as possible at the 2022 Great Electric Train Show in Milton Keynes.

Happy modelling!

Mike Wild
Publisher, Modelling



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FIRST LOOK!

Hornby's LMS

'Turbomotive'



Left: **The specification calls for a five-pole skew-wound motor, 21-pin DCC decoder socket and will be available in DCC ready and DCC fitted formats.**

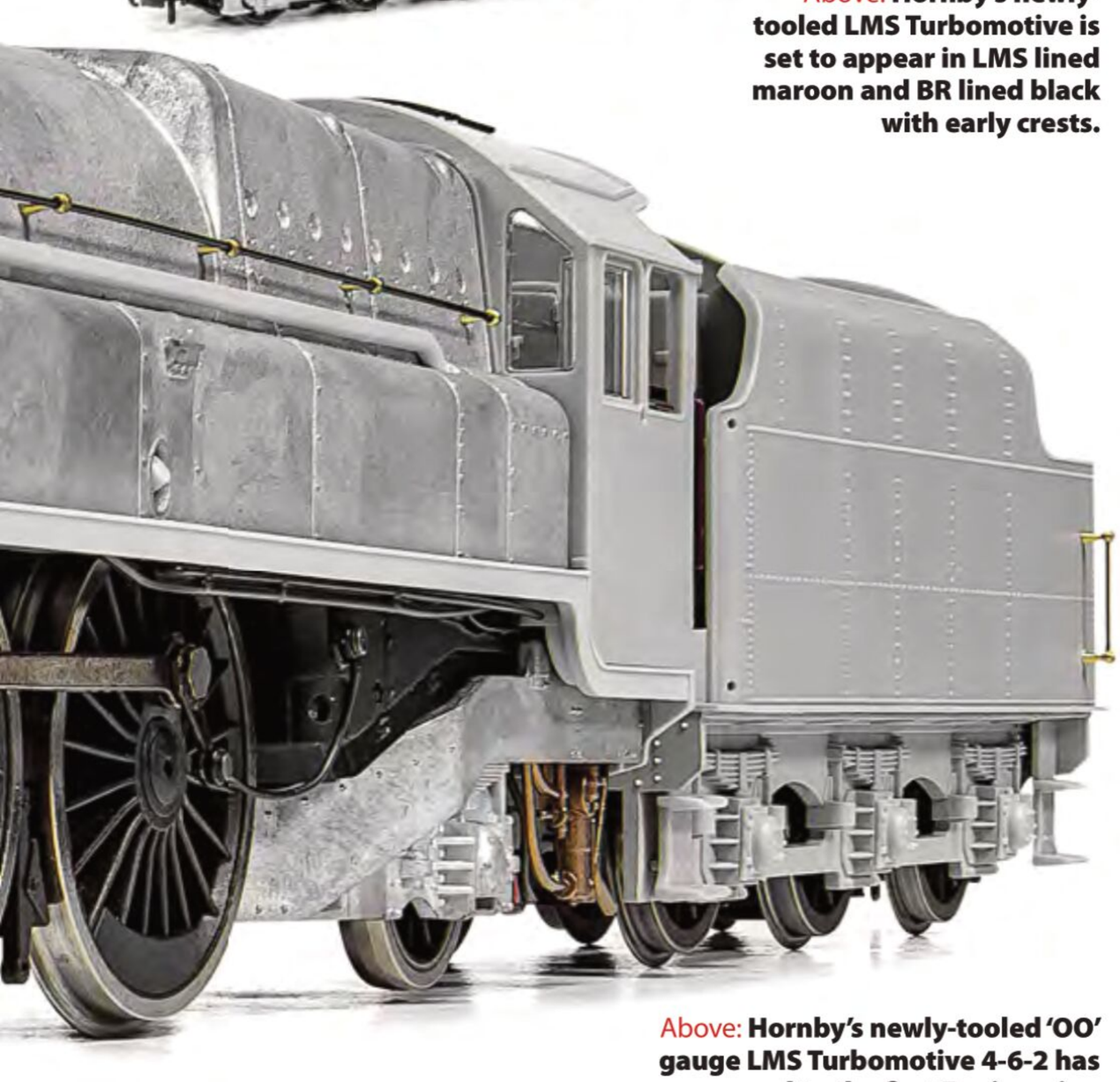
Right: **Hornby's 'OO' gauge model of the unique LMS locomotive will incorporate a diecast chassis and boiler.**



Above: **Detailing will include separately fitted metal handrails, smoke deflectors, lamp irons and etched metal air intake grilles that can be posed open or closed.**



Above: **Hornby's newly-tooled LMS Turbomotive is set to appear in LMS lined maroon and BR lined black with early crests.**



Above: **Hornby's newly-tooled 'OO' gauge LMS Turbomotive 4-6-2 has progressed to the first Engineering Prototype (EP) sample stage.**

HORNBY HAS TAKEN delivery of the first engineering prototype sample of its forthcoming newly-tooled 'OO' gauge LMS 'Turbomotive' 4-6-2 for assessment.

Built in 1935, this unique Stanier locomotive was based on the 'Princess Royal design but relied on steam turbines as opposed to traditional steam cylinders. It remained in use until the late 1940s when a turbine failure led to its withdrawal. It was subsequently rebuilt in 1952 in conventional form as 'Coronation' Class 4-6-2 46202 *Princess Anne*. However, this was short-lived as 46202 was damaged beyond repair in the Harrow & Wealdstone disaster that year.

Hornby's all-new 'OO' gauge model is set to be one of the heaviest locomotives in the current range thanks to a die-cast chassis and boiler. It will also feature a five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, working lamps and sprung metal buffers.

In addition, the model will also feature the distinctive air intake grilles at the front. These will be etched metal on the model and the top flap will be poseable in raised or lowered position.

Two variants are planned as 6202 in original LMS lined maroon (Cat No. R30134/X) and 46202 in BR lined black with early crests (R30134/X). Detail differences including boiler fittings and smoke deflectors for the BR-era model have also been incorporated within the tooling suite.

Priced at £266.49 DCC ready and £290.49 DCC fitted, release is expected in Summer 2023.

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

HORNBY®

Hornby to sponsor *Flying Scotsman* events in 2023

Hornby will be the lead sponsor for a national programme of events to celebrate 100 years of the National Railway Museum's Gresley 'A3' 4-6-2 4472 *Flying Scotsman* in 2023.

Built in 1923 at Doncaster Works, *Flying Scotsman* has witnessed a century of change in revenue service and preservation. Most recently, the National Collection locomotive has undergone a thorough mechanical overhaul ahead of its centenary year to ensure it is in full working order.

Flying Scotsman has enjoyed a long association with model railways, ever since a Hornby 'O' gauge tinplate model bearing its name appeared in the late 1920s. The locomotive remains one of Hornby's most popular 'OO' gauge models with almost 50 'OO' gauge versions of the locomotive produced since its introduction in the late 1960s, with new toolings developed to further improve its appearance and running characteristics through the years – including 'live steam' examples.

Hornby Hobbies' Marketing & Development Director Simon Kohler says: "I have been fascinated with this icon of steam since the late 1960s when, one evening, I stood on Wellingborough station and saw the true magnificence of the locomotive. Resplendent in its LNER apple green livery, I was simply captivated by the amazing spectacle, and that memory has stayed with me ever since."

"Hornby's association with *Flying Scotsman* goes back almost 100 years, so it seemed only fitting that we should provide our support in celebrating the centenary of such a national icon. I would like to thank the National Railway Museum for giving Hornby the opportunity to do so."

While a full programme of events to mark *Flying Scotsman*'s centenary year is due to be announced soon, including visits to the National Railway Museum at York and Locomotion in Shildon in 2023, the locomotive undertakes its first official duties since overhaul at the Swanage Railway in Dorset from October 22-26 2022.

● **Visit *www.hornby.com* and *www.railwaymuseum.org.uk* for more information.**

National Railway Museum's Amy Harbour with Hornby's Marketing and Development Director Simon Kohler and Head of Brand Montana Hoeren.



Revolution Trains reveals 4 NEW 'N' GAUGE PROJECTS

FOUR ALL-NEW 'N' gauge projects were revealed by Revolution Trains at the recent International 'N' Gauge Show in September.

The manufacturer's new announcements include two multiple units and two wagon projects with a Swindon cross-country Class 120 Diesel Multiple Unit (DMU) and Class 377/387 Electrostar family of Electric Multiple Units (EMU) spearheading its intentions, together with BR HJO/HJV iron ore hopper wagons and PTA bogie box wagons completing the picture.



Revolution Trains is to produce a newly-tooled 'N' gauge Swindon cross-country Class 120 DMU.



The Electrostar family of Electric Multiple Units is also set to appear in 2mm scale.

Revolution's new Class 120 DMU will be offered in two- and three-car form and will use the chassis from its imminent Class 128 Diesel Parcels Unit. Liveries and identities have yet to be confirmed.

Tooling for the new 'Electrostar' EMUs will enable examples with early ribbon glazing and later gasket-frame glazing to be produced and they are expected to appear in First Capital Connect, Great Northern, Great Western Railway, Southern and South Eastern liveries, with others such as Gatwick Express and Heathrow Express also possible, subject to demand. The specification will include a low-profile motor, Next18 DCC decoder socket, directional lighting and interior illumination.

The BR 24.5ton iron ore hoppers were built in the mid to late-1950s and lasted into the 1990s on iron ore traffic. These models will bear the hallmarks of previous wagon projects from the manufacturer with separately-fitted moulded and etched metal detailing, NEM couplers and researched colour schemes.

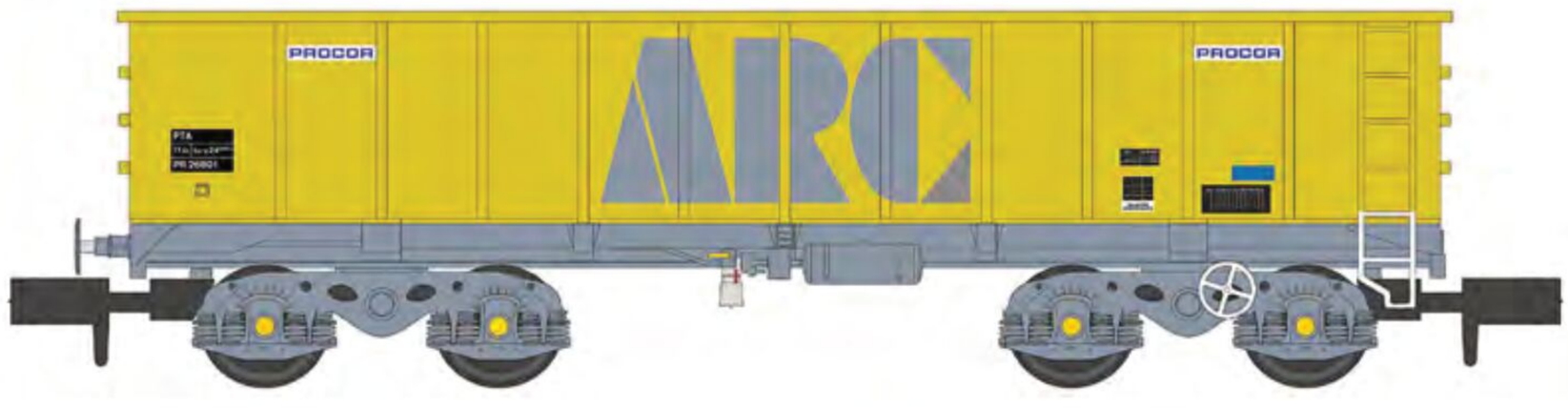
Finally, the PTA/JTA bogie tippler wagons will reflect the prototypes introduced for iron ore traffic to Scotland, the North East and South Wales in the 1970s and later reassigned to aggregates work for ARC and Foster Yeoman, making them suitable for use with the manufacturer's in-development Class 59 diesel for the scale. Some were later converted to JSA bogie covered steel coil carriers, and later open versions too.

Prices, running numbers and release details for these new 'N' gauge projects have yet to be confirmed.

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



Revolution Trains is also planning to introduce a 2mm scale model of the BR 24.5 ton iron ore hopper wagons.

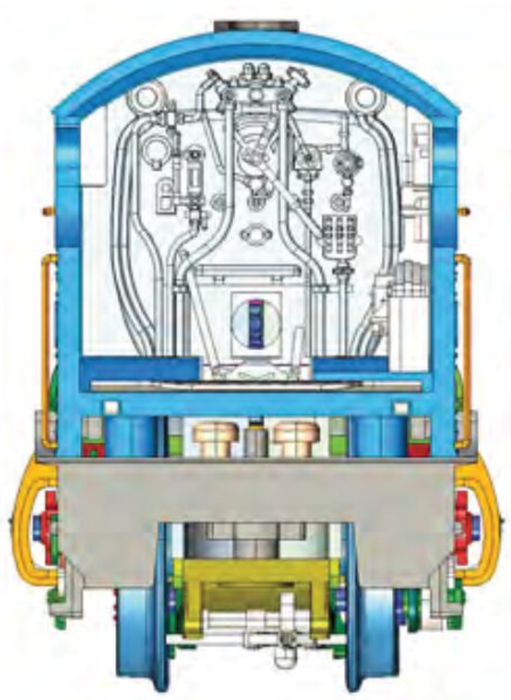


The PTA/JTA bogie box wagons are also set to join the Revolution Trains 'N' gauge range.

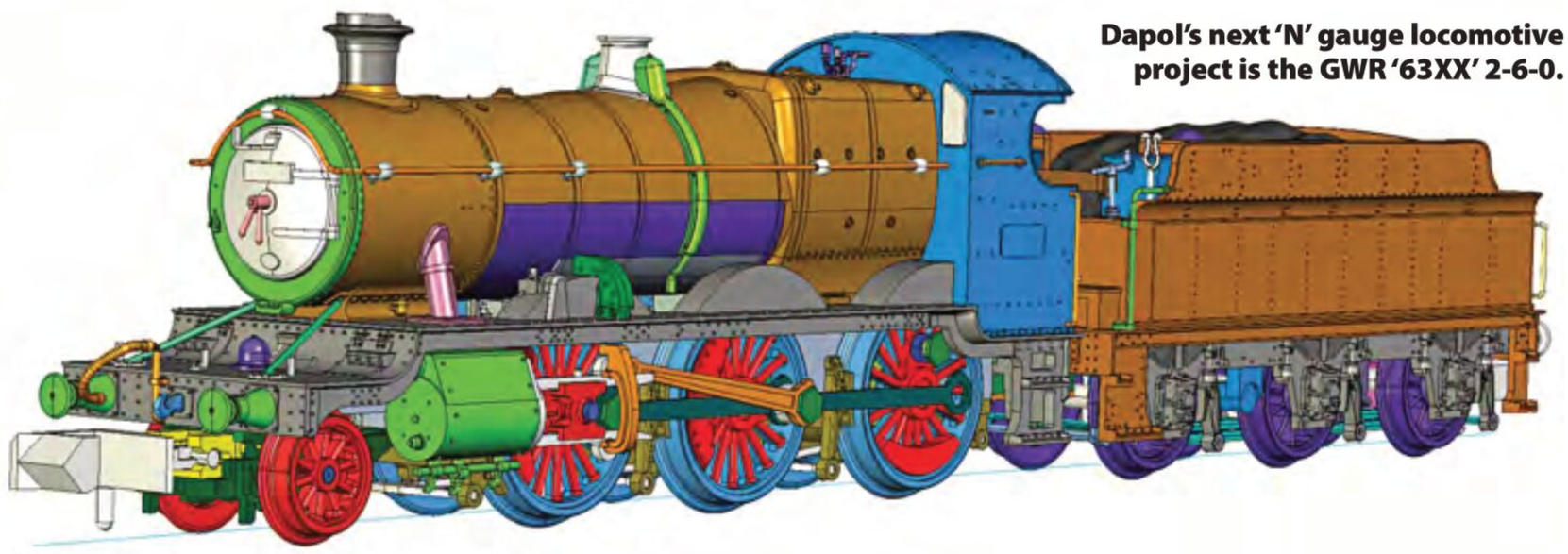
Dapol announces 'N' gauge '63XX' 2-6-0

DAPOL ANNOUNCED plans for a newly-tooled Great Western Railway (GWR) '63XX' 2-6-0 at the recent International N Gauge Show as its latest locomotive for 'N' gauge.

Six models are planned initially with three GWR variants, a BR



The new 'N' gauge GWR 'Mogul' will feature a detailed cab interior and diecast footplate.



Dapol's next 'N' gauge locomotive project is the GWR '63XX' 2-6-0.

black with early crests version and examples in BR green with early or late crests.

Dapol's new 'N' gauge models are based on the later Churchward build, from numbers 5390-7321. The prototypes were built at Swindon Works between 1920-1923 with the final eight (6362-6369) in 1925 under Collett.

The model features a die-cast split-frame chassis for live bearing pick-up as well as a die-cast footplate with detailed cab interior, blackened nickel-plated driving wheels with brass bearings, all-wheel pick-up and a coreless motor driving the rear wheels.

The locomotive comes DCC ready with provision for a Next18 decoder in the tender and space for a cube speaker.

Detail options include Churchward taper buffers, Collett straight-shank buffers, tall vacuum pipes for early versions and lower vacuum pipe for later period versions, smokebox mounted brackets for both GWR and BR periods and smokebox numberplates for BR versions.

Prices are set at £170 DCC ready, £205 DCC fitted and £280 DCC sound-fitted. Currently at the CAD drawing stage, a release date has yet to be confirmed.

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

New 2mm 'Peaks' from Rapido

RAPIDO TRAINS UK is to produce a series of all-new 'N' gauge Class 44, 45 and 46 1Co-Co1 diesel locomotives.

Collectively known as 'Peaks' amongst enthusiasts, these distinctive Sulzer engined locomotives were built between the late 1950s and early 1960s, resulting in ten Class 44s, 127 Class 45s and 56 Class 46s, all with differences in their appearance.

Rapido's models will reflect the detail differences between class members and also feature a Next18 Digital Command Control (DCC) decoder socket, directional lighting, etched radiator grilles, separately fitted handrails and windscreen wipers, NEM coupler sockets and headcode discs for customer fitment.

Currently at the design stage, the Class 44 will appear first, with nine models planned including



Rapido Trains UK is developing all-new 'N' gauge 'Peak' diesels, beginning with the Class 44 1Co-Co1.

D1 *Scafell Pike* in plain BR green (Cat No. 948001), D7 *Ingleborough* in plain BR green (948002), D2 *Helvellyn* in BR green with small yellow warning panels and white bodyside stripe (948003), D5 *Cross Fell* in BR green with small yellow warning panels (948004), 6/D6 *Whernside* in BR green with full yellow ends (948005), 3 *Skiddaw* in BR blue (948006), 44007 *Ingleborough* in BR blue (948007), 44008/D8 *Penyghent* in late 1970s preserved BR blue (948008) and D4 *Great Gable* in as-preserved BR blue (948009).

Prices have yet to be confirmed, but release is expected during 2023.

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



Nine different models are planned for the initial batch of 'N' gauge Class 44s.

Heljan reveals revised 7mm 'PEAK' AND ALL-NEW SR CCT/PMV



Heljan has added the ubiquitous Southern PMV/ CCT to its 'O' gauge release plans. Ben Jones/Heljan.

HELJAN REVEALED a series of new 'O' gauge models ahead of the recent Guildex 2022 'O' gauge model railway exhibition in Stafford.

Headlining the 'O' gauge plans are revised and updated Class 45 1Co-Co1 diesels, newly-tooled Southern Railway (SR) Parcels and Miscellaneous Vans (PMVs)/Covered Carriage Trucks (CCTs) and a re-run of the manufacturer's popular Class 52 'Western' diesel-hydraulics.

The fully revised 'O' gauge Class 45s will appear as steam heat Class 45/0s and Electric Train Heat (ETH) Class 45/1s, with a High-Intensity (HI) headlight option for the latter models.

These updated models will feature sealed beam noses, twin motors, flywheels, plug-and-play XL decoder Digital Command Control (DCC) interface and improved lighting.

Eight models are planned with a selection of fully finished and unnumbered examples in BR blue, together with a model of 45106 in its unique BR railtour green livery with HI headlights (see Table 1).

Priced at £629 for pristine models and £649 for weathered examples, release is scheduled for the third quarter of 2023.

Heljan has also revealed that it is developing a newly-tooled 'O' gauge model of the SR PMV and CCT.

The first examples of these long-lived vehicles were built in 1919 by the South Eastern and Chatham Railway, with construction continuing in batches into the early 1950s. Variations to the bodywork and doors included even-planked, uneven-planked and plywood panel examples. They proved to be versatile vehicles that enjoyed a wide sphere of operation across the rail network.

Heljan's all-new 'O' gauge models will be produced in PMV and CCT form, with six of each version produced finished in accurate colour schemes including Southern Railway Green, BR crimson, BR (SR) green and BR blue (see Table 2 for

TABLE 1 HELJAN REVISED 'O' GAUGE CLASS 45S

DESCRIPTION	CAT NO.
Class 45/0, unnumbered, BR blue	4520
Class 45/0 45004 *Royal Irish Fusilier*, BR blue	4521
Class 45/0 45033 *Sirius*, BR blue (weathered)	4522
Class 45/1, unnumbered, BR blue	4525
Class 45/1 45144 *Royal Signals*, BR blue	4526
Class 45/1, unnumbered, with HI headlight, BR blue	4527
Class 45/1 45110 *Medusa* with HI headlight, BR blue (weathered)	4528
Class 45/1 45106 with HI headlight, BR railtour green	4529

TABLE 2 HELJAN NEWLY-TOOLED 'O' GAUGE PMV/CCTS

DESCRIPTION	CAT NO.
PMV 1171, Southern Railway green (even planks)	9150
PMV unnumbered, BR crimson (uneven planks)	9151
PMV S1626S, BR (SR) green (plywood body)	9152
PMV S1574, BR blue (plywood body)	9153
PMV S1865, weathered BR blue (uneven planks)	9154
PMV ADS4, BR gulf red (even planks)	9155
CCT 2372, Southern Railway green (even planks)	9170
CCT S1765S, weathered BR crimson (even planks)	9171
CCT unnumbered, BR (SR) green (even planks)	9172
NOV (CCT) S2017, BR blue (plywood body)	9173
CCT ADB975276, BR departmental olive green (uneven planks)	9174
CCT S1733, BR blue (uneven planks)	9175



Heljan is updating its Class 45 with improved specification and sealed beam noses for the next batch.

details), plus a BR gulf red PMV and BR departmental olive green CCT.

Currently at the CAD stage of development, the first engineering samples are expected early next year.

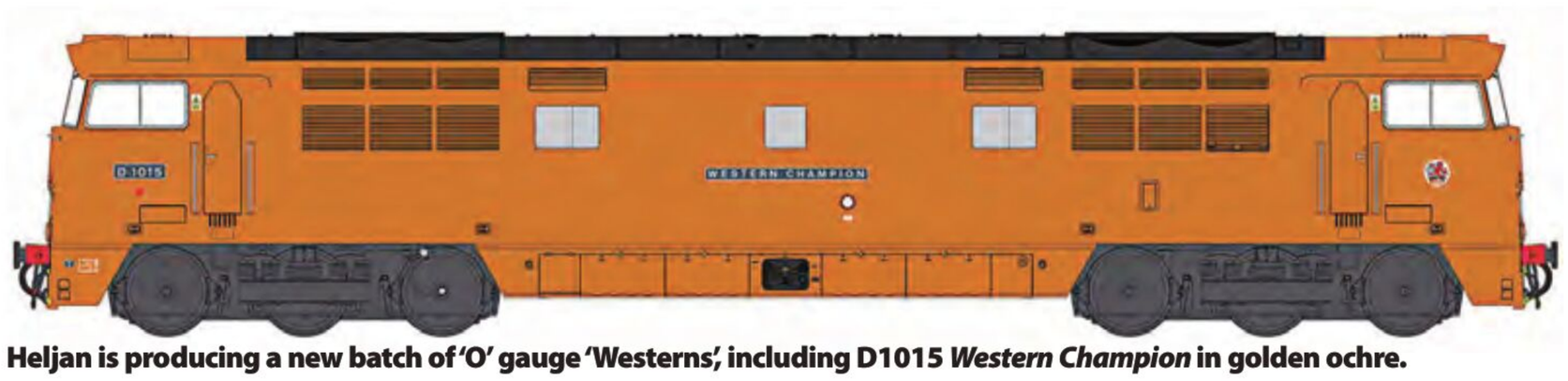
Priced at £249 for pristine models and £269 for weathered editions, release is currently anticipated for late 2023.

Finally, Heljan has confirmed that it is to produce another batch of its 'O' gauge Class 52 'Western' Co-Co diesel-hydraulics.

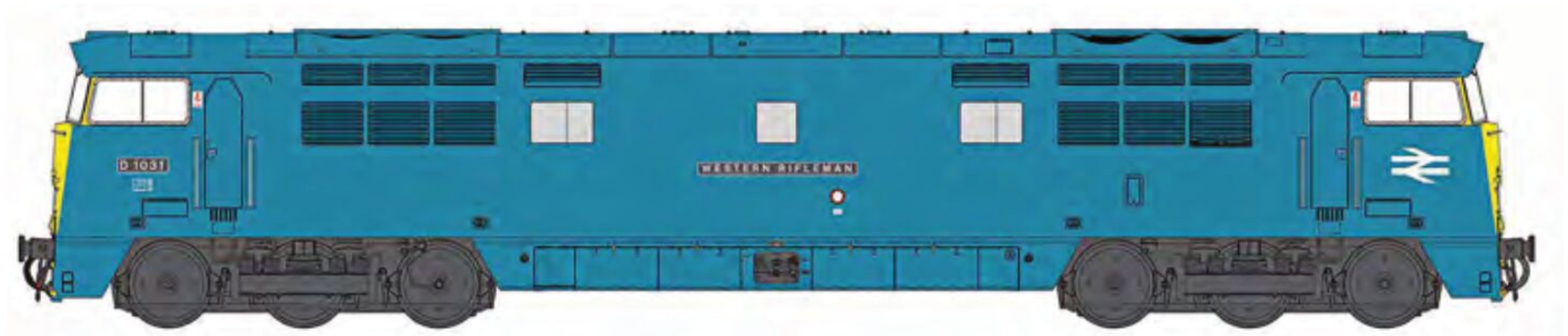
Six new models are planned including an unnumbered example in BR blue with full yellow ends (Cat No. 5291), together with D1001 *Western Pathfinder* in BR maroon with yellow bufferbeams (5292), D1038 *Western Sovereign* in BR green with small yellow warning panels (5293), D1031 *Western Rifleman* in weathered BR blue with full yellow ends (5294), D1015 *Western Champion* in BR golden ochre with small yellow warning panels (5295) and D1000 *Western Enterprise* in BR desert sand with small yellow warning panels (5296).



Heljan's revised 'O' gauge Class 45 diesels will be offered as steam heat Class 45/0 and ETH Class 45/1 sub classes.



Heljan is producing a new batch of 'O' gauge 'Westerns', including D1015 *Western Champion* in golden ochre.



Two BR blue 'O' gauge 'Westerns' are also planned – an unnumbered example and D1031 *Western Rifleman*.

Priced at £619 for pristine models and £639 for factory-weathered examples, release is anticipated in early 2023.

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

Heljan reveals Yorkshire '02' artwork

Heljan has revealed the livery artwork for its all-new 'OO' gauge model of the Yorkshire Engine Company Class 02 0-4-0 diesel shunters, while new pre-production samples are being prepared with improvements over the initial examples.

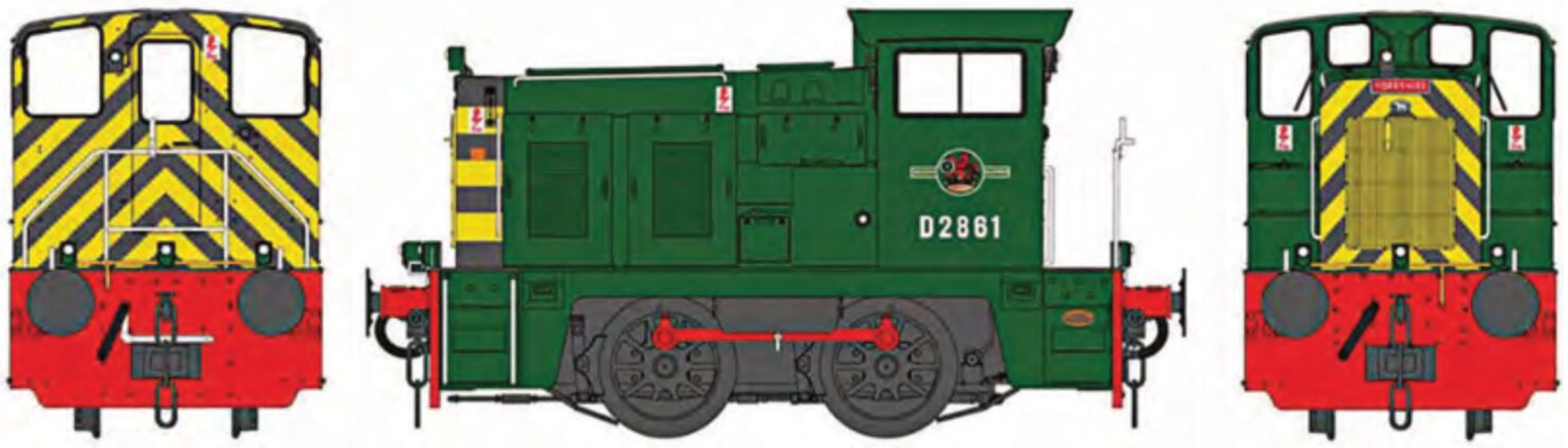
The decoration artwork for the first batch of models for 'OO' gauge has been approved with a total of six locomotives covered – five for Heljan and a sixth as an exclusive addition to the Gaugemaster Collection.

Liveries cover BR green with 'wasp stripes' and red buffer beams as D2861 (Cat No. 2840), BR green with 'wasp stripes' and yellow buffer beams as D2864 (2841), BR green without logos and weathered as 02004 (2844), industrial yellow as AY1061 (2847), industrial green as *SAM* with weathering (2850) and the Gaugemaster exclusive version as *Diane* in Redland khaki livery (GM4240401).

Features of the new Class 02 include switchable marker lights and cab lights, a Next18 DCC decoder socket, cab interior detail, NEM coupling pockets and provision for DCC sound.

Prices are set at £149 for pristine models and £159 for weathered editions. Release is expected in mid-2023.

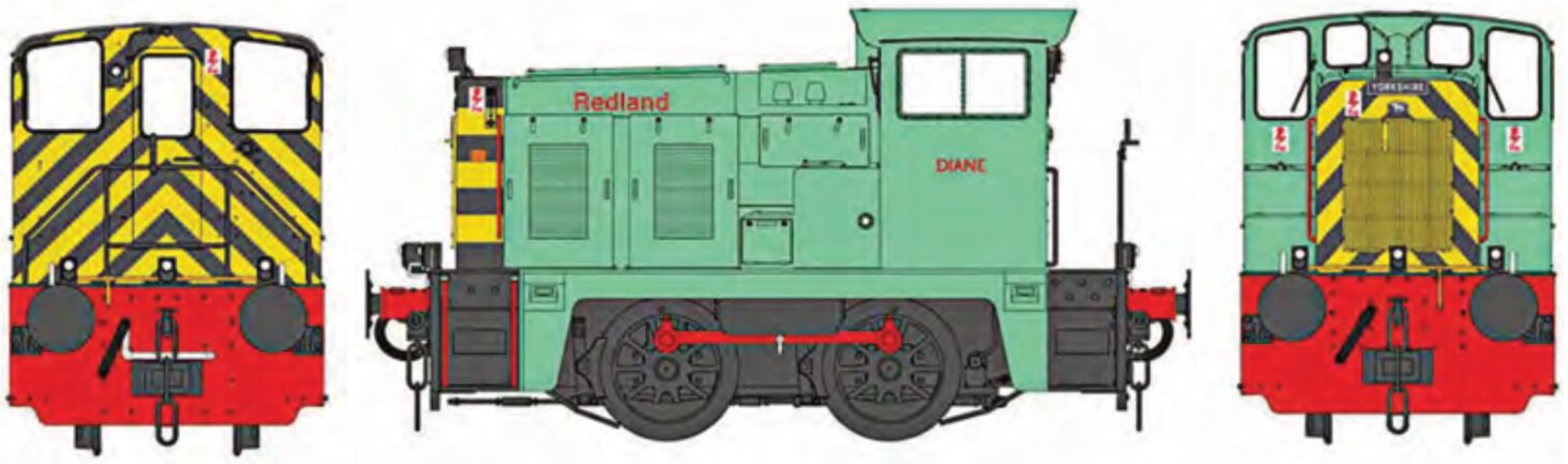
● **Visit *www.heljan.co.uk* for more information.**



Heljan's new 'OO' gauge Class 02 0-4-0 diesel shunter is set to appear in BR green with 'wasp stripes' with options for yellow or red buffer beams.



Industrial Class 02 0-4-0s are also planned including this yellow 'OO' gauge example finished as AY1061.



Gaugemaster has also commissioned an exclusive 'OO' model of the Yorkshire Engine Company Class 02 named *Diane* in Redland khaki livery.

Rapido selects Class 04 as its FIRST '00' DIESEL



Rapido Trains UK is to produce the Drewry Class 04 0-6-0 diesel shunter as its first British outline ready-to-run diesel locomotive. Richard Foster/ Rapido Trains UK

RAPIDO TRAINS UK's first British outline 'OO' gauge diesel locomotive will be the Drewry Class 04 0-6-0 shunter.

Introduced in 1952 and totalling 142 examples for BR and two for the Central Electricity Generating Board (CEGB) by 1962, they were seen across the BR Eastern Region as well as on the Southern Region.

The Rapido model is at an early stage of development, but the manufacturer has confirmed that it will be modelling original locomotives with 3ft 3½in wheels and original cabs as well as the main production batch with 3ft 6in wheels and a cab with larger windows. Skirted and non-skirted locomotives will also be available allowing the tramway operated Class 04s to be represented.

Development has started with surveys of D2298 at the Buckinghamshire Railway Centre and D2203 at the Embsay and Bolton Abbey Steam Railway and, while the full specification is yet to be revealed, Rapido says the Class 04 model will have a plug and play DCC interface and a factory-fitted speaker.

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

Orders open for Rapido Wisbech & Upwell coaches

Orders are now open for Rapido Trains' 'OO' gauge Wisbech & Upwell (W&U) tramway bogie coaches for delivery in 2023 - and the company has announced two new train packs including locomotive and coaches.

Two coaches were built for the Cambridgeshire tramway by the Great Eastern Railway in 1884, and Rapido's tooling suite allows differences between them to be modelled accurately. The models are the result of the company's production of coach No. 8 for its tie-in with the film *The Titfield Thunderbolt* (Cat No. 922003).



CAD render of the all-new 'OO' gauge carriages.

Both coaches were 37ft long and 10ft 2in high, but body panels and roof layouts were bespoke for each vehicle. After passenger services on the W&U ended in December 1927, both were transferred to the Kelvedon & Tollesbury Light Railway in Essex where they operated until 1951. Coach No. 7 survives in preservation.

The models, which are priced

Wisbech 'J70' for 'O' gauge!

Rapido Trains UK is planning its first 7mm scale ready-to-run model, following the announcement of its intention to produce the LNER 'J70' 0-6-0 tram engine for the scale in late August.

The model will represent the 1903-introduced fleet of 12 locomotives which were built to a Holden design at Stratford Works for the Great Eastern Railway (GER). They were originally classified 'C53' by the GER and used on the Wisbech & Upwell Tramway as well as at Great Yarmouth and Ipswich Docks. At the 1923 grouping they passed into LNER ownership and were reclassified as 'J70'. The last was withdrawn in 1955 with the majority passing into BR ownership.

Rapido's new 'O' gauge model is a development of its previously commissioned model of the 'J70' for 'OO' gauge. Features will include opening end doors and sliding windows, a detailed interior, 21-pin decoder socket and a factory fitted speaker with sound exiting through the chimney.

Sales & Marketing Manager Richard Foster said: "We know there are more and more ready-to-run 'O' gauge locomotives on the market, but entering a new market is always a risk for any manufacturer. Therefore, we are now able to take 'expressions of interest' for this proposed model."

Richard added, "Design work on the 'J70' is finished and we're really pleased with what we've been able to achieve. We have plenty of ideas for future 'O' gauge products but we need customers to tell us that there is a place in the market for 'O' gauge products from Rapido UK."

Expressions of interest are now open through *www.rapidotrains.co.uk*, which the manufacturer has said is not a commitment to buy, but the project will only go ahead if enough interest is received through its website (see Table for proposed releases).



The GER 'C53', later LNER 'J70' 0-6-0T has been proposed as Rapido Trains UK's first 'O' gauge ready-to-run locomotive.

PROPOSED RAPIDO TRAINS UK 'O' GAUGE LNER 'J70' 0-6-0 TRAM ENGINES

DESCRIPTION	CAT NO.
68222 with BR early crests, side skirts and cowcatchers	916001
68217 with British Railways lettering, side skirts and cowcatchers	916002
7137 in LNER unlined black with side skirts and cowcatchers	916003
138 in GER brown and blue with side skirts and cowcatchers	916004
68219 with BR early crests, but no skirts or cowcatchers	916005
68226 with British Railways lettering, but no skirts or cowcatchers	916006
7126 in LNER lined black without skirts and cowcatchers	916007
136 in GER brown and blue without skirts and cowcatchers	916008

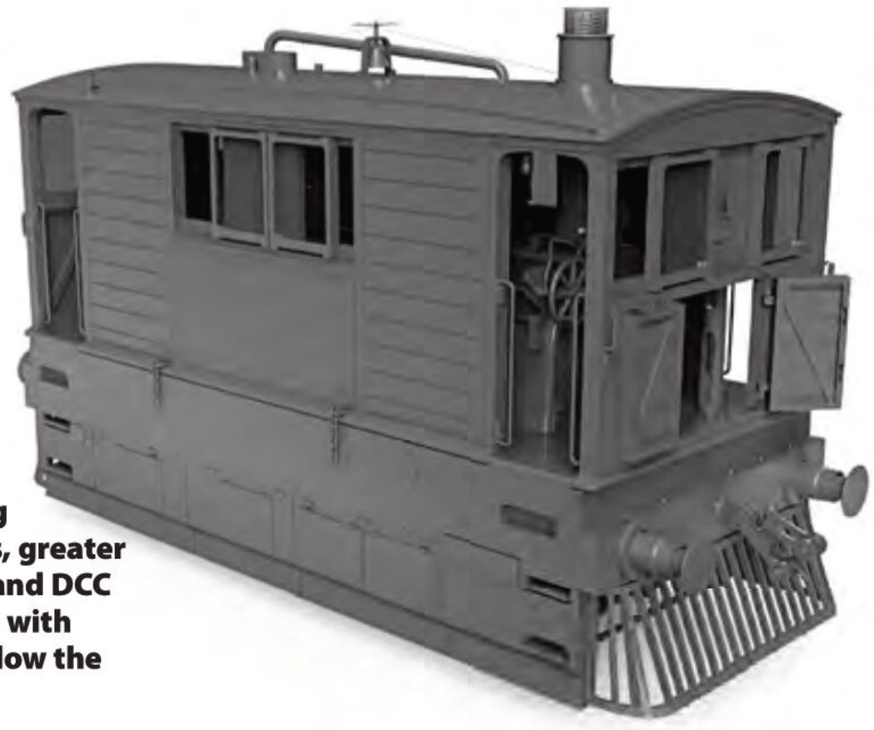
Prices are expected to start from £375.95 for DCC ready models and rise to £475.95 for DCC sound-fitted examples while a release date during 2023/2024 is currently anticipated.

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



Left: **Locomotives with and without side skirts and cowcatchers are planned in the tooling suite.**

Right: **The larger scale of 'O' gauge will enable opening cab front doors, greater interior detail and DCC sound versions with the speaker below the chimney.**





Rapido Trains UK has opened the order books for its forthcoming 'OO' gauge Wisbech and Upwell tramway bogie coaches.



The newly-tooled coaches will be available singly and in two special train packs, including a pack in post-1919 Great Eastern Railway condition.

at £74.95 each, feature detailed exteriors with different roofs, interiors and other detail fittings. The roofs are removable to reveal the interior detail.

Five versions will be available - Composite 60461 (Cat No. 919001) and Third 60462 (919002) in LNER colours, E60461 (919003) and E60462 (919004) in BR livery with LNER and Gill Sans numbers respectively, and No. 7 in Great Eastern Railway maroon (919005) in as-preserved condition. If there is enough demand, models of the coaches in a fictitious BR maroon with coaching stock roundels could be produced.

In addition to the single models, two train packs featuring a Great Eastern 'C53' 0-6-0T (LNER 'J70') and both coaches are being offered. Two livery options - pre-1919 with locomotive in coach brown with blue frames and the coaches in coach brown (953001/953501), and post-1919 with crimson locomotives with grey frames and the coaches in maroon (953002/953502) - are being offered.

Both packs will be available in analogue (£269.95) and DCC sound (£369.95) formats. Deliveries are expected in 2023.

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

‘O’ gauge ‘Seacow’, ‘Sealion’

THE POPULAR ‘SHARK’ ballast plough together with the long-lived ‘Seacow’ and ‘Sealion’ ballast hoppers have been selected as the next ready-to-run ‘O’ gauge wagons to be produced exclusively by Ellis Clark Trains.

The trio of new wagons are the follow-up to the retailer’s first home-grown goods wagon - the BR 22ton Presflo – and will be designed in the UK with manufacturing completed in China.

The ‘Shark’ ballast plough was introduced in 1951 as a BR standard vehicle using an LMS design as its basis. More than 200 were completed with 48 in preservation today following withdrawal of the last from main line service in the mid-2010s. These vans were used to plough freshly laid ballast dropped by ‘Seacow’, ‘Sealion’ and other ballast hoppers.

Ellis Clark’s new ‘O’ gauge model will be priced at £120 with the specification including a die-cast frame, injection moulded body, adjustable height ploughs, detailed cabin interior, sprung axle boxes, optional vacuum pipes, working screw link couplings, sprung metal buffers and metal handrails.



Ellis Clark Trains is to introduce a newly-tooled ready-to-run ‘Shark’ ballast plough for ‘O’ gauge.

Colour schemes will cover BR black, olive green and ‘Dutch’ grey and yellow with three versions in each livery – two numbered, one unnumbered, the latter supplied crimson (Cat No. 394-025) as well as Lincolnshire Coast Light Railway blue and cream (394-026) in the first production run.

Prices are set at £59.95 per coach with release dates to be confirmed.

The new collection of Royal Naval Armaments Depot (RNAD) wagons has now reached the decoration stage with samples of the open, flat, box and brake van all being shown by the manufacturer.

Bachmann shows narrow gauge stock progress

Bachmann has revealed the latest engineering and decoration samples for its in-development collection of ‘OO9’ narrow gauge rolling stock models.

The new samples are led by the first engineering sample of the Gloucester bogie coach which will have turned metal wheels, NEM coupling sockets, flush glazing and a detailed interior. It will be available in Ashover Light Railway



Two box vans are planned including this example in RNAD grey.



The open brake van is being released in Statfold Barn Railway brown.

Release is now expected in early 2023 with prices set at £29.95 per vehicle.

Models for release cover the RNAD enclosed brake van in grey (Cat No. 393-100), RNAD open brake van in Statford Barn Railway brown (393-101), RNAD van in grey (393-125), RNAD van in Statfold Barn Railway white as a MICA B (393-127), RNAD rebuilt open wagon in Statfold Barn Railway grey (393-150), an open wagon in Welsh Highland Railway red (393-151), RNAD flat wagon with planked ends and a sleeper load in RNAD Dean Hill colours (393-175) and a flat wagon in Statfold Barn Railway grey (393-176).

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

& 'Shark' next for Ellis Clark



Above: **'O' gauge ready-to-run 'Sealion' and 'Seacow' bogie ballast hoppers are also set to appear from Ellis Clark Trains.**



Right: **Currently at the design stage, the new 'O' gauge 'Shark' ballast plough will feature extensive detailing, a die-cast frame and adjustable height ploughs.**

with a transfer sheet.

Joining the 'Shark' are models of the air-braked 'Seacow' as well as the dual-braked 'Sealion' wagons. The first of these wagons were built in 1970 with their heritage extending back to a 1903 London & South Western Railway design.

The new models will follow the pattern of the 'Shark' and include correct brake equipment for the two wagon types. Highlights of the specification include a die-cast frame and injection moulded body, sprung Instanter couplings, etched brass walkway covers in two styles, sprung buffers and a fully detailed hopper body.

Prices for the bogie ballast hoppers are set at £150 for individual wagons or £140 per wagon when purchasing three or more. A bundle to purchase any five 'Seacows' or 'Sealions' with a 'Shark' ballast plough will also be available priced at £800.

Colour schemes planned for the 'Sealion' wagons cover BR black, olive green and 'Dutch' grey and yellow with a choice of numbered and unnumbered versions of each. The 'Seacow' will be available in BR black, 'Dutch' grey and yellow and EWS maroon and gold.



Above: **Detailing for the new ready-to-run 'O' gauge 'Sealion' and 'Seacow' ballast wagons will extend to the hopper interior.**

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

The first engineering sample of Bachmann's newly-tooled 'OO9' Gloucester bogie coach has arrived for assessment by the company's development team.



Above: **The open wagon is set to appear in Statfold Barn Railway grey, as well as Welsh Highland Railway red.**

Left: **Bachmann is also producing a series of flat wagons including this variant with planked ends.**

Lionheart Trains shows BR '3MT' SAMPLE



Lionheart Trains' all-new 'O' gauge BR '3MT' 2-6-2T has progressed to the first engineering sample stage.

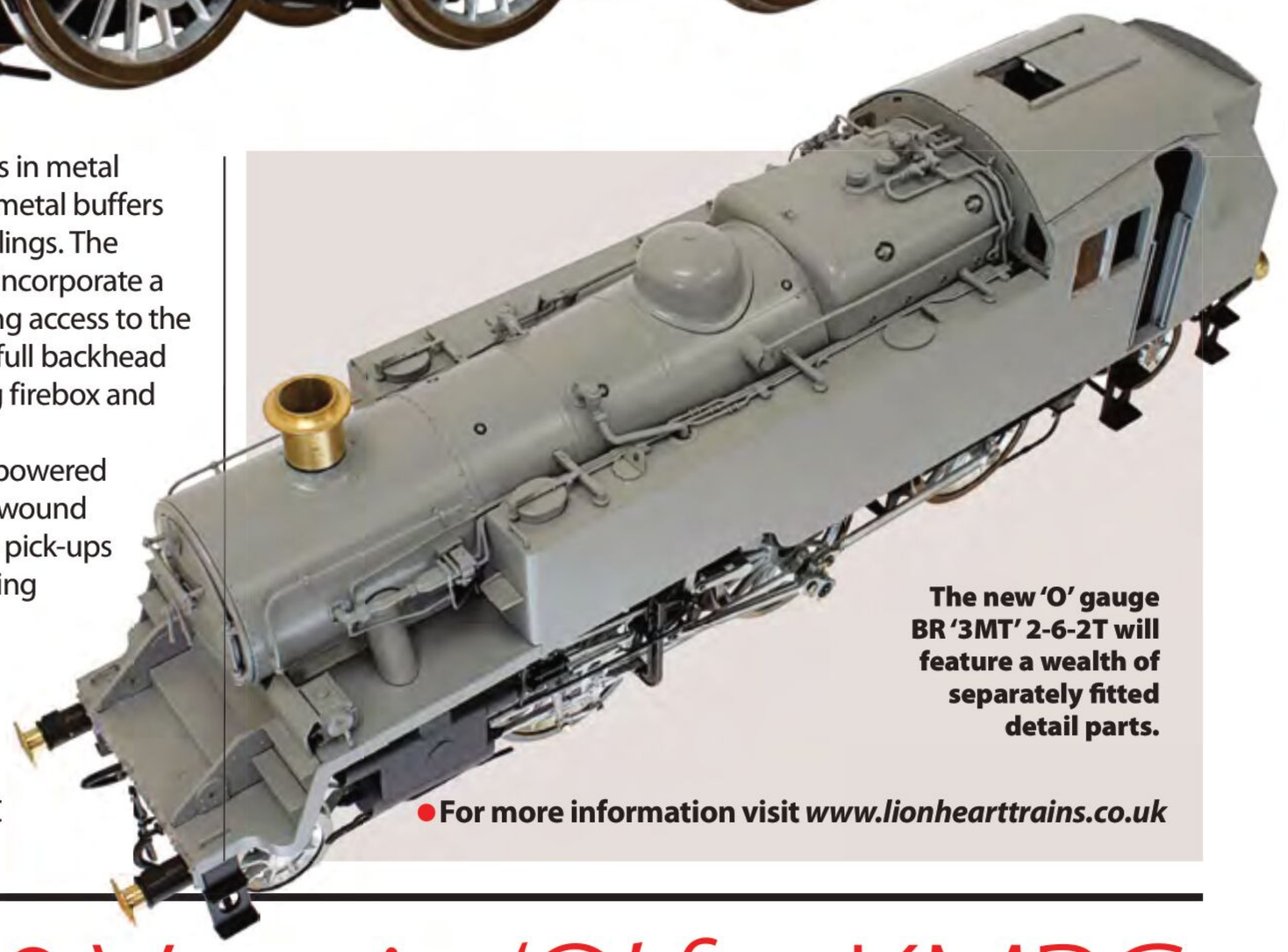
LIONHEART TRAINS has received new engineering samples for its 'O' gauge model of the BR Standard '3MT' 2-6-2T which is now expected to be released in the second quarter of 2023.

The locomotives will be available in late and early BR crest lined black, lined green and plain green (HM183). A wide variety of class numbers are on offer as well as limited quantities of un-numbered versions.

The model features a die-cast metal body and chassis, die-cast wheels with steel tyres and die-cast pivoted coupling and connecting rods. Details include working cab doors, wire handrails in metal stanchions, sprung metal buffers and screw link couplings. The model is also set to incorporate a removable cab giving access to the footplate including full backhead detail with flickering firebox and reversing wheel.

The locomotive is powered by a five-pole skew wound motor and will have pick-ups on all wheels including the pony trucks.

Lionheart's new BR '3MT' 2-6-2T is priced at £575 DCC ready, £605 DCC fitted and £685 DCC sound-fitted.



The new 'O' gauge BR '3MT' 2-6-2T will feature a wealth of separately fitted detail parts.

● **For more information visit *www.lionhearttrains.co.uk***

LSWR Dia. 1410 Vans in 'O' for KMRC

Kernow MODEL RAIL Centre (KMRC) has revealed details of its next exclusive 'O' gauge wagon, with the announcement of an all-new London & South Western Railway (LSWR) Diagram 1410 covered van.

Built between the mid-1880s and early 1920s, more than 1,000 of the distinctive vans were introduced. Many survived into the 'Big Four' era after 1923 and some even into BR days, mainly in departmental service.

The KMRC-owned tooling suite will enable vans with 8½in or 6½in end planking to be produced, with or without end vents, with eight open spoke or ten closed spoke wheels, and single sided, Morton, freighter or lifting link brake styles. Each will also feature sprung buffers, beam compensation and sprung coupling hooks with working metal three link couplings.

Twelve individually numbered models are planned initially with two of each livery covering LSWR brown, Somerset & Dorset Joint Railway grey, Southern Railway (SR) brown (pre-1936), SR brown (post-1936), BR brown and BR grey, with detail variations between vehicles.

Initially priced at £77.95, this is due to rise once the models arrive in the UK shortly.

● **For more information visit *www.kernowmodelrailcentre.com.***



Kernow Model Rail Centre is producing an exclusive all-new 'O' gauge LSWR Diagram 1410 covered van.

Dapol 'O' 'J94' 0-6-0ST sample surfaces

Dapol's newly-tooled 'O' gauge LNER 'J94' 0-6-0ST is progressing with the latest engineering prototype currently being assessed by the company's development team for adjustments.

Expected to be released in the second quarter of 2023, the locomotives will be available in a wide variety of liveries including London and North Eastern Railway black, War Department black, Wemyss Private Railway lined brown, National Coal Board lined green, United Steel lined red, Mech Navvies red, Longmoor Military Railway lined blue, British Railways black and BR black with early and late crests.



Dapol's newly-tooled 'O' gauge LNER 'J94' 0-6-0ST will be offered in a wide selection of colour schemes.



The superbly detailed cab interior can be accessed through a removable magnetic roof section.

Dapol's new 'O' gauge Hunslet Austerity (LNER 'J94') features die-cast chassis, footplate and coupling rods, die-cast driving wheels with turned metal plate tyres and a one piece die-cast saddle tank. It will also feature full cab detail with firebox glow and a removable cab roof giving access to the footplate, fully working inside motion, sprung buffers and three-link couplings and opening cab doors.

The specification includes a 21-pin Digital Command Control (DCC) decoder socket while the 0-6-0ST is powered by a five-pole skew wound motor with plunger pick-ups from all six driving wheels. The centre driving wheels are also sprung to improve electrical pick-up.

Prices are set at £250 for DCC ready models rising to £285 for DCC fitted versions and £380 DCC sound-fitted.

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

FIRST LOOK

Revolution receives 'OO' Alcan PCA EP

Revolution TRAINS has received the first engineering prototype (EP) sample of its forthcoming 'OO' gauge Alcan PCA alumina powder wagon for scrutiny by the development team.

43 PC020A air-discharged powder wagons were built for British Aluminium Alcan in the late 1980s. They are used on block trains of alumina between North Blyth and the aluminium smelter at Fort William in the West Highlands.





Above: **First engineering prototype samples of Revolution Trains' all-new 'OO' gauge PCA alumina powder wagon have arrived for inspection.**

Left: **The new models will feature separately applied moulded and etched metal detailing, with and without ladders.**

Revolution Trains' all-new models will be available in original grey with blue Alcan branding, unbranded grey, Rio Tinto Alcan, Liberty/Lochaber and Alvance liveries.

Following a few minor amendments, production has been approved and decorated samples are expected before the end of the year for review by the Revolution Trains team.

Wagons will be available in packs of four vehicles, featuring individually numbered PCAs across the five planned colour schemes. Four packs will be produced in original Alcan livery, three packs each in unbranded grey, Rio Tinto Alcan and Liberty/Lochaber schemes and a single Alvance pack.

Currently priced at £149.95 per four-wagon pack, production is slated during the first half of 2023.

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

Spalding

Model Railway Exhibition Preview

FOLLOWING an extended break due to the pandemic, final preparations are under way for the return of Spalding Model Railway Exhibition, sponsored by *Hornby Magazine*, on the weekend of November 5 and 6 at the Springfields Events Centre, Camel Gate, Spalding.

Hornby Magazine will be exhibiting West Coast Cement, which models a fictitious stretch of the West Coast Main Line in 'OO' gauge, although for this particular show the layout will feature a twist to its operating sphere – reflecting East Coast Main Line practice, with appropriate traction and rolling stock from the 2000s onwards.

Joining West Coast Cement is a superb line-up of layouts including some which have appeared in *Hornby Magazine* including Graham Heald and Chris Manners' 'OO' gauge Bewdley (HM137), Neil Mason's 'N' gauge Spirit of Swindon (see pages 54-61, this issue), Boston Model Railway Society's Tytton Hall Yard (HM141), Worthing Model Railway Club's 'OO' Loftus Road (HM143) and Andy Stephney's 'N' gauge Hatch End (HM132).

Further layout highlights include Graham Clarke's 'O' gauge Netherwood, Peter Goss' 'OO' gauge Copper Wort, Ben Adlington's 'OO' Holland Beck, Graham Morfoot's 'OO' gauge Billingborough branch, John Spence's 'N' gauge Eyemouth, Martin Reynolds' Western Region 'OO' gauge layout Witham and many more.

European and Continental interests are also catered for with Nick Dibben's 'N' gauge 7th Street Terminal set in the USA in the 1950s, David and Susan George's 'O' gauge Arcadia Pennsylvania Terminal, Dave Paylor's Czech-set 'HO' Kozel Cement and more.

The *Hornby Magazine* stand will also be in attendance with special show-only offers on subscriptions, together with a bumper selection of magazines, bookazines and books, while the *Hornby Magazine* editorial team will be on hand to answer any questions you may have.

More than 20 traders are booked to appear at this year's show including Digitrains, DC Kits/D&E Videos, Kytes Lights, P&D Marsh, Petite Properties, Rails of Sheffield, Trains4U, Squires Tools and more. Bachmann will also be attending this year's event with a display of their forthcoming new releases and a selection of the latest engineering prototype samples, while a series of demonstrations and a repair clinic will also be present.

Doors open at 10am each day (9.30am for advance ticket holders and disabled visitors) with on-the-day admission tickets priced at £10 for adults, while accompanied children will be admitted free.

● **For more information visit *www.spaldingmodelrailwayclub.org.uk*.**



***Hornby's Magazine's* 'OO' gauge West Coast Cement layout is due to receive a temporary change of identity for the Spalding model railway exhibition, operating in East Coast Main Line guise.** Richard Watson/Hornby Magazine.



Graham Heald and Chris Manners' 'OO' gauge model of Bewdley reflects the well-known Severn Valley line station in the 1960s.
Mike Wild/Hornby Magazine.



Worthing Model Railway Club's contemporary 'OO' gauge Loftus Road will also be appearing at this year's Spalding model railway exhibition.
Trevor Jones/Hornby Magazine.





Network SouthEast Class 86 86401 heads a rake of BR blue and grey stock on Andy Stephney's 'N' gauge Hatch End. Trevor Jones/Hornby Magazine.



Martin Reynolds' fictitious 'OO' gauge layout represents a secondary main line in Somerset and reflects operations in the late 1950s/early 1960s.
Mike Wild/Hornby Magazine.

THE DETAILS

Event:	Spalding Model Railway Exhibition
When:	November 5/6 2022
Where:	Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Website:	*www.spaldingmodelrailwayclub.org.uk*
Prices:	Adults £10, accompanied children free

SPALDING EXHIBITION LAYOUTS 2022

NAME	OWNER	GAUGE
7th Street Terminal	Nick Dibben	'N'
Arcadia Pennsylvania Terminal	David and Susan George	'O'
Ballyconnell Road	3mm Society Irish Group	3mm
Barnwood	Andrew Fardell	'N'
Bewdley	Graham Heald and Chris Manners	'OO'
Billingborough branch	Graham Morfoot	'OO'
Blackgang	Mark Pretious	Gauge 3
Burnroyd Works	Chris Burnage	'OO'
Copper Wort	Peter Goss	'OO'
Croft Spa	Les Richardson	'N'
Emneth	Richard Stowe	'N'
Eyemouth	John Spence	'N'
Harkness	Tony Bucknell	'EM'
Hatch End	Andy Stephney	'N'
Holland Beck	Ben Adlington	'OO'
Ishinaka	Raven Miniatures	'N'
Kirkmellington	Graham and Tony Bucknell	'EM'
Knot Littlefield	John Cox	'N'
Kozel Cement	Dave Paylor	'HO'
Loftus Road	Worthing MRC	'OO'
Netherwood	Graham Clark	'O'
Spirit of Swindon	Neil Mason/Little Layout Company	'N'
St Ruth	2mm Association Midland Area Group	2mm finescale
Tremawn	John Cotton	'OO'
Tytton Hall Yard	Boston Model Railway Society	'OO'
West Coast Cement	*Hornby Magazine*	'OO'
Witham	Martin Reynolds	'OO'

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From the Publisher



Here at *Hornby Magazine* we are all at the heart of the hobby and in every issue we bring you the latest model railway news, product reviews and features you won't find anywhere else.

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Loughborough MIDLAND

Originally started by the late Dave Tooley as a diorama, this impressive 'OO' gauge layout has recently been refurbished and is now back on the circuit, as **ADRIAN LAMBOURNE** of the Ivanhoe Model Railway Society explains.

PHOTOGRAPHY, RICHARD WATSON

AT THE TIME construction of Loughborough Midland was first considered, the Soar Valley Model Railway Club's Redland Sidings layout was coming to the end of its useful life on the exhibition circuit. Dave Tooley, the track steward responsible for this popular 'OO' gauge modern image layout, was seeking inspiration for a replacement layout to build.

Dave worked at Brush Transformers in Loughborough at the time, in an office overlooking the Midland Main Line. This supplied him with plenty of ideas and inspiration. His interest in railways and trams, both having been manufactured in large numbers by Brush at Loughborough, meant that he had long held a wish to build a model based on Loughborough's main station, known as Loughborough Midland.

At this time, the club was preoccupied building a large 'OO' gauge steam era layout and, as a consequence, had little enthusiasm for another large layout project.

ONE MAN PROJECT

As Dave wanted to continue modelling the modern scene, similar to that previously depicted on Redland Sidings, he decided the best way forward would be for him to take on the project himself.

As this was to be a one man project, space was always going to be an issue. Using what little space he had available in his »

1 A Nottingham-bound Midland Mainline High Speed Train accelerates through Loughborough Midland, passing a Freightliner Class 66 hauling a rake of empty bogie coal hoppers.

GAUGE	SCALE	SIZE (scenic)	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	18ft x 3ft	MIDLAND	1970s-2000s	ANALOGUE



Freight abounds as an EWS liveried Class 66 passes with a rake of loaded bogie box wagons, while a Mainline Freight Class 37 trundles into view heading an engineers' train.

garage at home, Dave set about planning his new project to build a diorama type model which would initially be based purely on the Midland Railway station building.

As a draughtsman, Dave enjoyed the research element of the work required at this stage. His spare time and lunch hours would be spent measuring the buildings and structures. He also photographed the trains passing through the station to ensure he had all the backing information when needed.

The proximity of the station to Dave's office meant he could carry out many research missions over a period of years, which would eventually enable him to plan a very detailed and comprehensive reproduction of the prototype.

Although the layout was initially constructed as a static diorama of the station building area only, the positive response Dave received from the local enthusiasts who attended an exhibition hosted by the Soar Valley MRC, meant that Dave was soon looking to expand the project further.

After considering the minimum requirements, Dave decided his track plan would need to represent the four-track main line from the Nottingham Road bridge at the southern end of the station to the Meadow Lane bridge at the northern end. These structures conveniently made for natural scenic breaks.

The track plan of the marshalling yard, previously used by ARC but now completely redeveloped, would also need to be portrayed, albeit in a reduced format, to add operational interest and shunting activity.

THE LAYOUT EXPANDS

Once he was happy with his plans, construction of the full (and larger) layout began. Using the previously built station





A northbound High Speed Train calls at the station while a double-headed charter train hauled by Direct Rail Services Class 37s slows for its scheduled stop.

area diorama as a basis, standard boards measuring 4ft x 2ft 6in were manufactured to support the scenic area at the front of the layout and extensive fiddle yard at the rear.

Initially, the construction of all baseboards and major structural components took place in Dave's garage or on his lawn. Although there were some advantages to be had by working from home, it soon became apparent that building a layout the size of Loughborough Midland in such a restricted area would not be ideal as the space required was significantly greater than initially anticipated.

The density and unevenness of the family lawn, together with the constant exposure to adverse weather conditions also became an issue, as the baseboards always had to »





Above: **Once a regular sight in Midland Mainline colours, Class 170 'Turbostars' call at Loughborough Midland station.**

Below: **Class 08 08921 shuffles loaded ballast wagons around the yard while a Midland Mainline Class 170 and High Speed Train (HST) formation pass on the adjacent main lines.**



be erected and taken down within a day.

Fortunately, Dave had recently been invited to become a member of the Ivanhoe Model Railway Society and could take advantage of the additional modelling space made available and offered to him.

It soon became obvious that moving the construction process from Dave's garage to the Ivanhoe clubrooms would be advantageous to all parties. Not only did it enable the layout to be erected fully and kept under cover for an extended period, it also meant other members of the Ivanhoe MRS were able to offer assistance and guidance when required. In particular, the Ivanhoe MRS members were able to help with the scenic work and supply and weathering of the rolling stock. It also enabled Dave to fully test the electrical continuity of the layout which was practically impossible at home. This also proved to be most helpful, as this was the first time Dave had used live frog points.

SPLIT OPERATIONS

As the area being modelled included two Fast lines, two Slow lines, a goods yard and a connection to Brush, Dave decided to split the operations into four separate control panels. Two storage yard controllers, each operating a Slow and Fast line, a control panel to operate the shunting of the yard at the front of the layout, and finally a further controller used to move locomotives occasionally into and out of the Brush Works, were installed. These controllers were located in each inner corner of the layout so all four operators were comfortable when operating the layout at shows.

Dave had always been a stickler for excellent presentation when building layouts in the past. As a consequence, it came as no surprise that the members of the Ivanhoe Model Railway Society were soon approached to help him build and erect the other peripheral items, such as curtains, lighting rigs and backscenes, all of which are essential to portray the layout at its best.

As we use large curtains to improve the professional image of the layouts produced by the Ivanhoe Model Railway Society, these were again installed and used to hide the storage yard and other operators from public view. This gives the impression that the one person on view, at the front of the layout, is operating all six trains.

Unfortunately, when the curtains were initially fitted, we soon found that we could not see where to start and stop the trains accurately from the back of the layout. Fortunately, this was easily remedied by fitting mirrors in strategic places so the smooth operation of trains could be maintained.

In order to enhance the operation of the storage yard, electric points were installed where the points are not located within an arm's length from the operators' positions at the rear of the layout. We have also recently fitted magnets to the rolling stock that runs into and out of the goods yard

Above: **The local Signal and Telecommunications team discuss a technical issue on the main line.**

Below: **EWS liveried Class 66 66135 restarts its train following a signal check as sister 66200 approaches with a civil engineers' autoballaster set.**



on the front of the layout. This enables the operator in charge of the goods yard to shunt without having to resort to 'digital' (finger) control.

Signals, including repeaters, have been fitted to the layout where required. This makes operating the layout more interesting and taxing for the storage yard operators. In most cases, the signals are not normally in sight of the operators who are responsible for making sure they are showing the correct aspect when the train passes.

Signals passed at danger have to be avoided at all times and we have to be very careful when signalling and operating a train that, in theory, is heading north out of the station and crossing from the Fast line to the Slow line. As these crossovers are actually located north of the Meadow Lane bridge, the operator of the trains heading north has to ensure the southbound operations are brought to a »



8 A Midland Mainline High Speed Train leans into the curve on approach to the station on its journey south to St Pancras, while a lone Class 08 awaits its next duty in the yard.

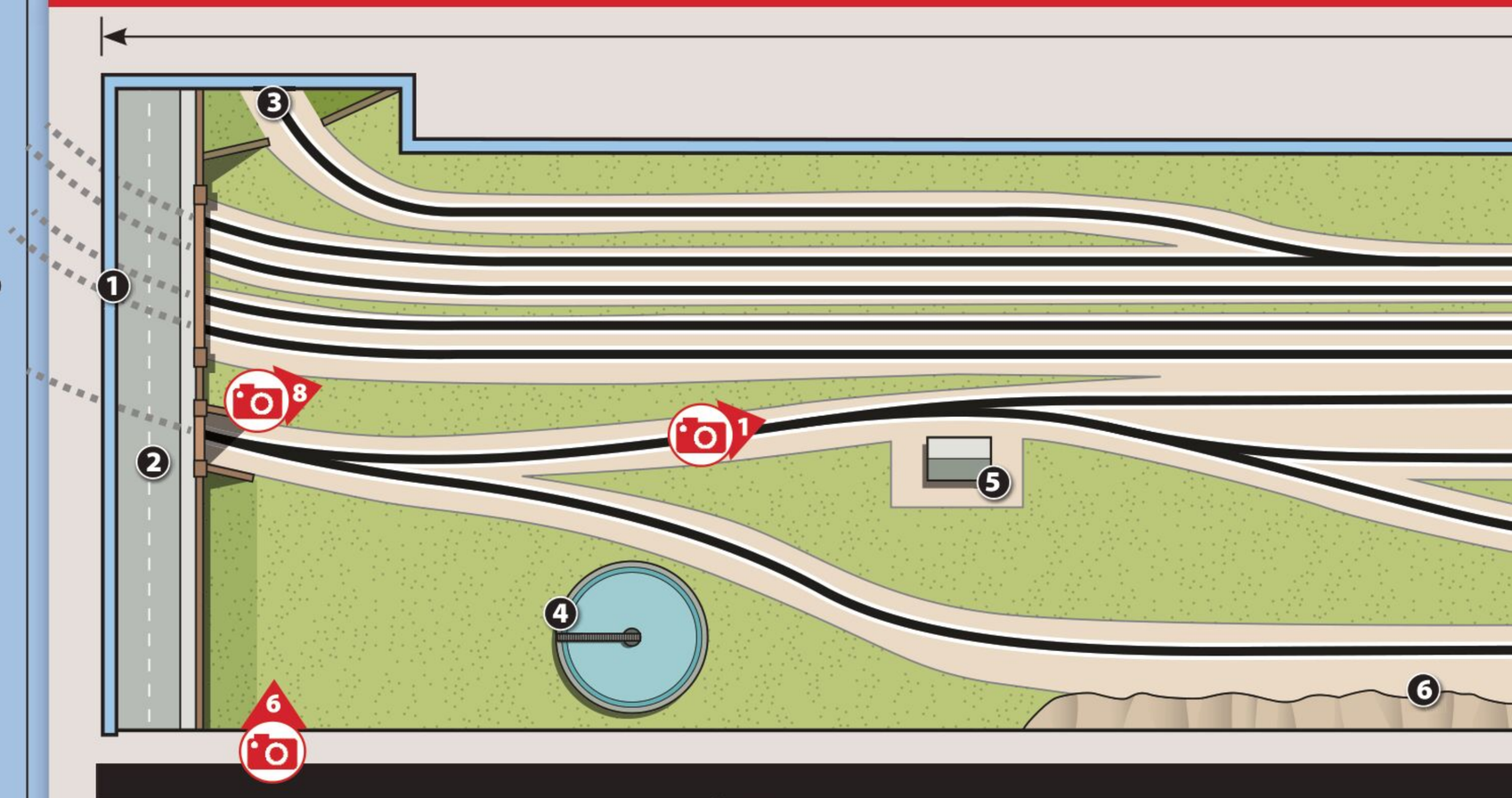
temporary halt in order to avoid a head on collision.

The track on the layout is all Peco code 100 and that which is on view to the public has been suitably weathered. When out of sight, the track is laid in a dense formation to maximise the number of trains and variety of operations we are able to operate. Some of the sidings are deliberately cut into two or four sections so shorter trains, light engines and multiple units do not take up excessive space.

ACCURATE TRAINS

In order to add variety to the operation of the layout, it was designed in such a way that it could portray the locomotives and rolling stock of the 1970s or, alternatively, by removing the signalbox and updating the road vehicles present, we were able to update the trains and scenics to reflect the post sectorisation era. Although Dave used his extensive knowledge of the trains passing through Loughborough Midland to ensure only appropriate trains would be portrayed, several members of the Ivanhoe Model Railway Society contributed to the rolling stock used as necessary.

LOUGHBOROUGH MIDLAND TRACK DIAGRAM (NOT TO SCALE)



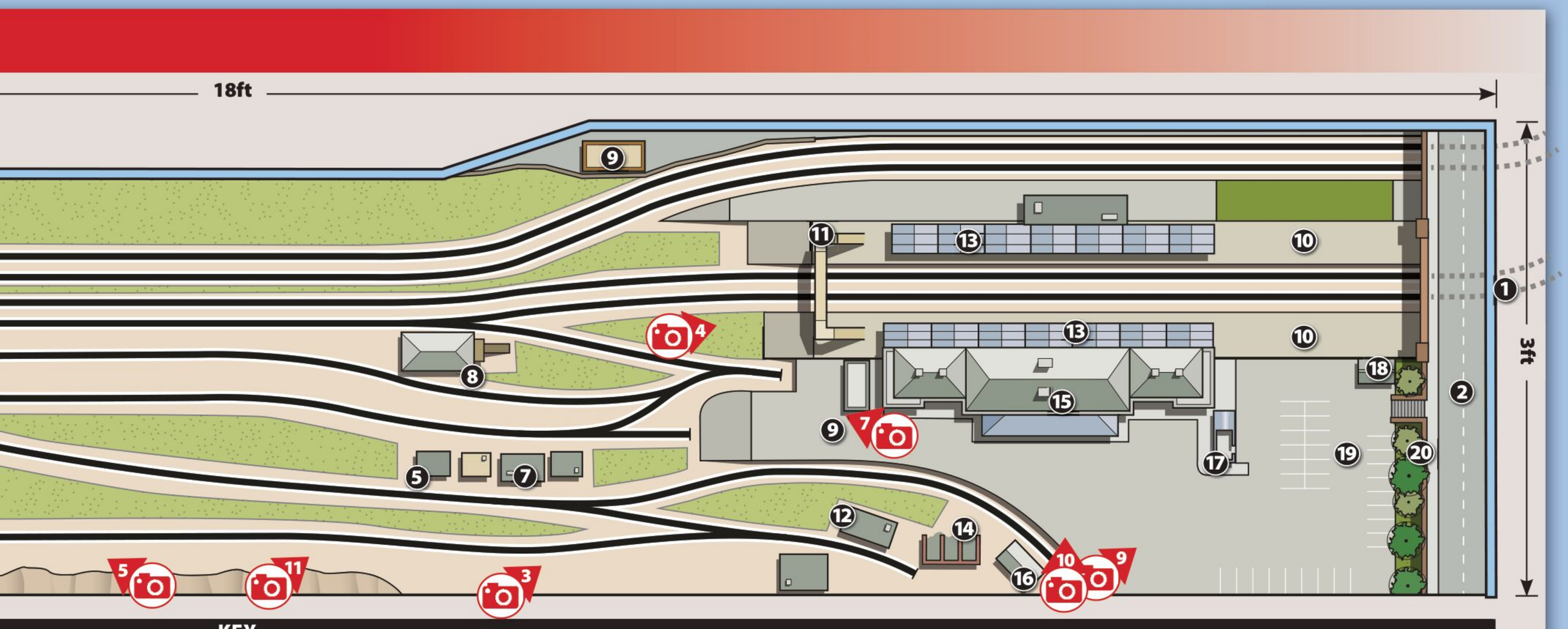
1. To/from storage yard
2. Road overbridge
3. Brush Works entrance/exit
4. Water treatment equipment
5. Hut
6. Ballast stockpile
7. Equipment huts
8. Signalbox



9 Above: **A Central Trains Class 158 arrives at Loughborough Midland from the south, as a Midland Mainline Class 170 prepares to depart for Leicester. A Class 66 also rumbles south on an engineers' train.**

10 Below: **Taxis and a local bus await trade outside the impressive station building.**

As the current members of the Ivanhoe Model Railway Society (together with their friends) have a substantial collection of locomotives and rolling stock, all of which has been recorded as passing through Loughborough, we have always been able to offer exhibition organisers the choice of which era they would prefer us to operate at their show. This option has always proved popular as it helps to add variety to any exhibitions we are invited to. Since 2007, Loughborough Midland has appeared at exhibitions throughout England and Scotland. During this period, Dave Tooley and his fellow members of the Ivanhoe Model Railway Society have had many adventures and enjoyed having the opportunity to promote and operate Loughborough



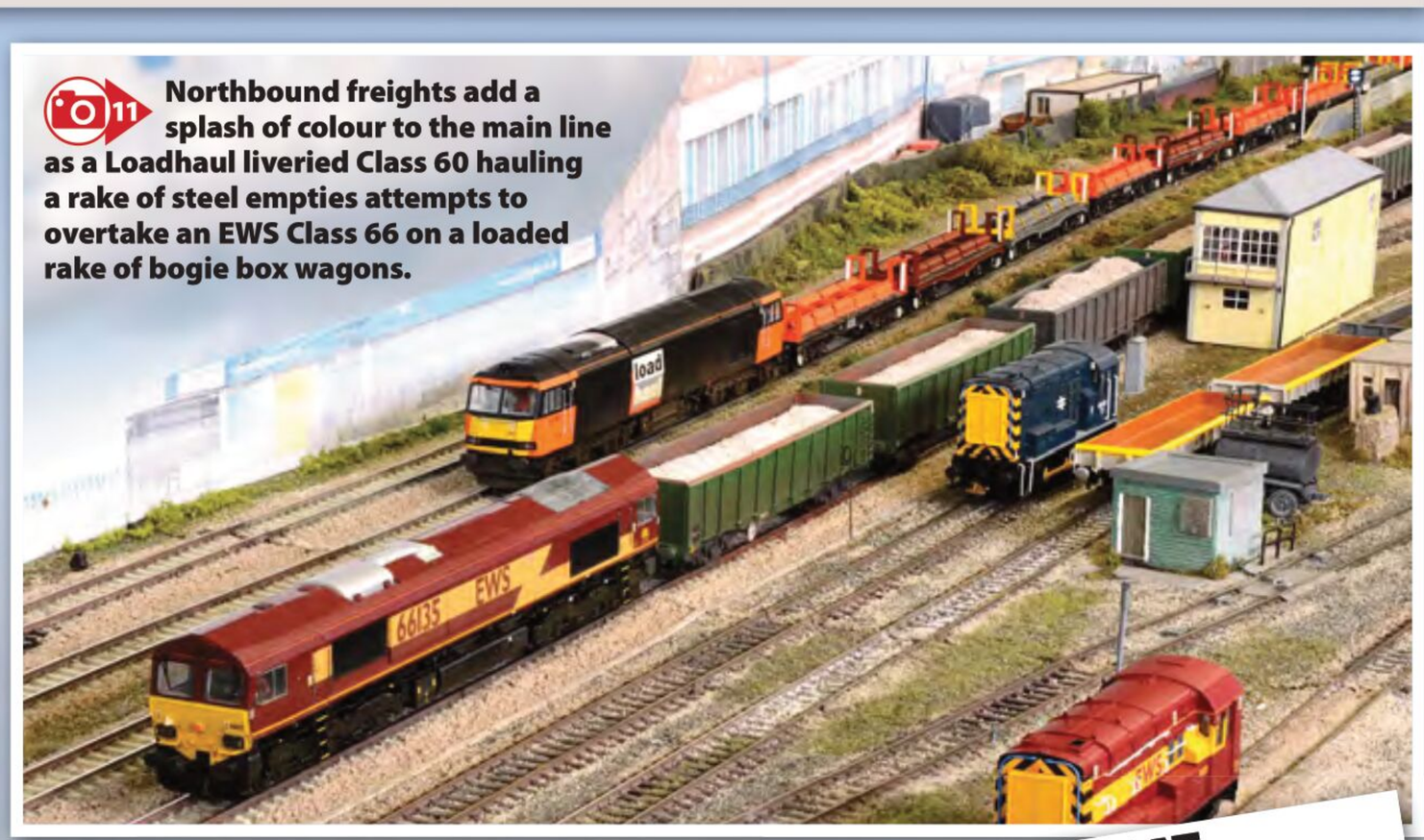
KEY

9 Portable cabin	13 Platform awning	17 Bus shelter
10 Platform	14 Aggregate staithes	18 Bike shelter
11 Footbridge	15 Station building	19 Car park
12 Office building	16 Disused office building	20 Staircase

Midland at many venues.

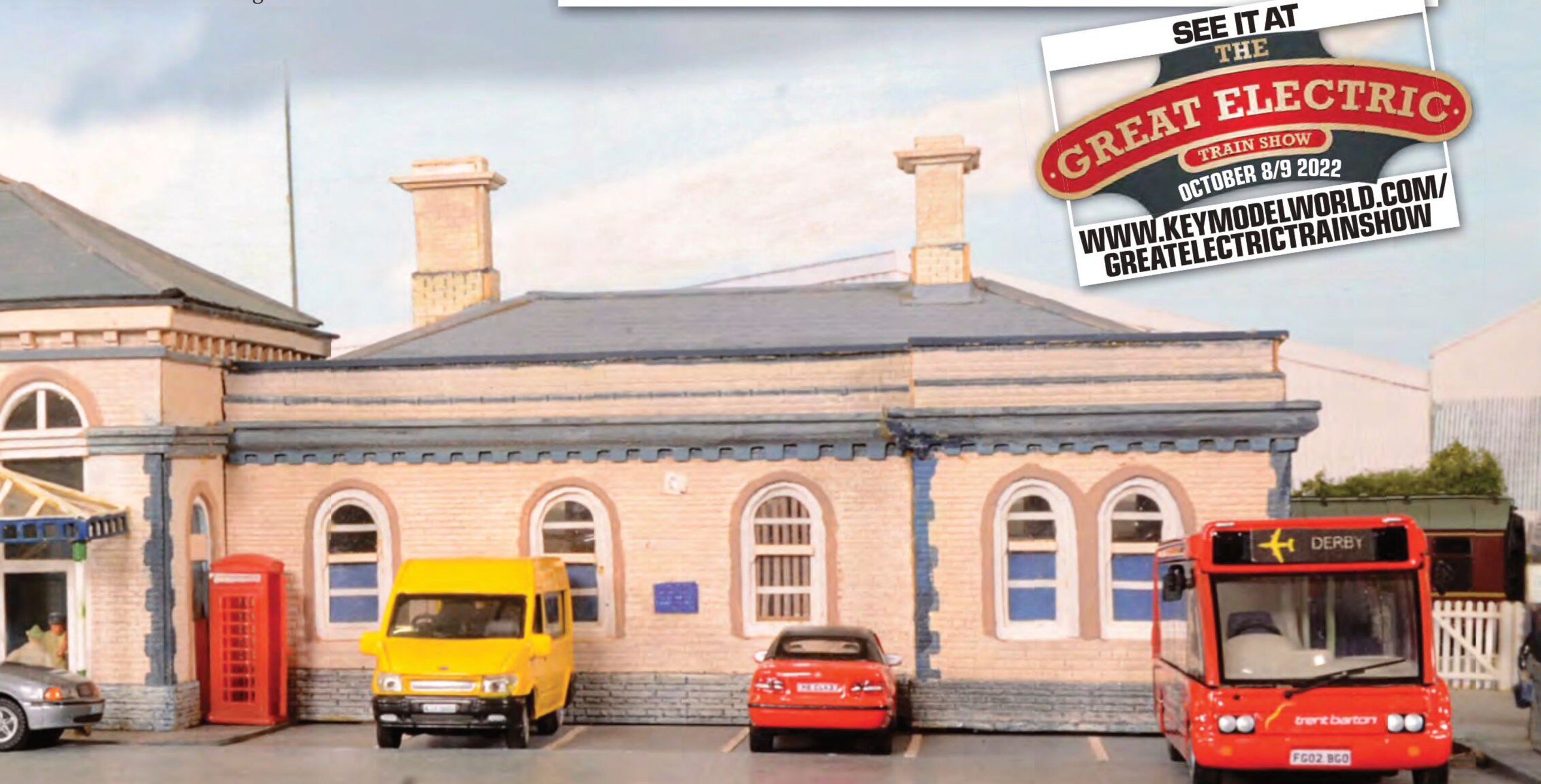
However, by now, the more observant readers will have noticed that when referring to Dave Tooley, the narrative is written in the past tense. This is because, unfortunately, after a period of ill health, Dave passed away in October 2020. Since then, and with the kind support of the Tooley family, the Ivanhoe Model Railway Society have been able to take over the running of Loughborough Midland, continuing Dave's legacy.

We at the Ivanhoe MRS are pleased to say that, following a recent major refurbishment of the layout, we are delighted to now be able to exhibit this entertaining layout once again and look forward to visiting new locations around the United Kingdom in the future. **HM**



11 Northbound freights add a splash of colour to the main line as a Loadhaul liveried Class 60 hauling a rake of steel empties attempts to overtake an EWS Class 66 on a loaded rake of bogie box wagons.

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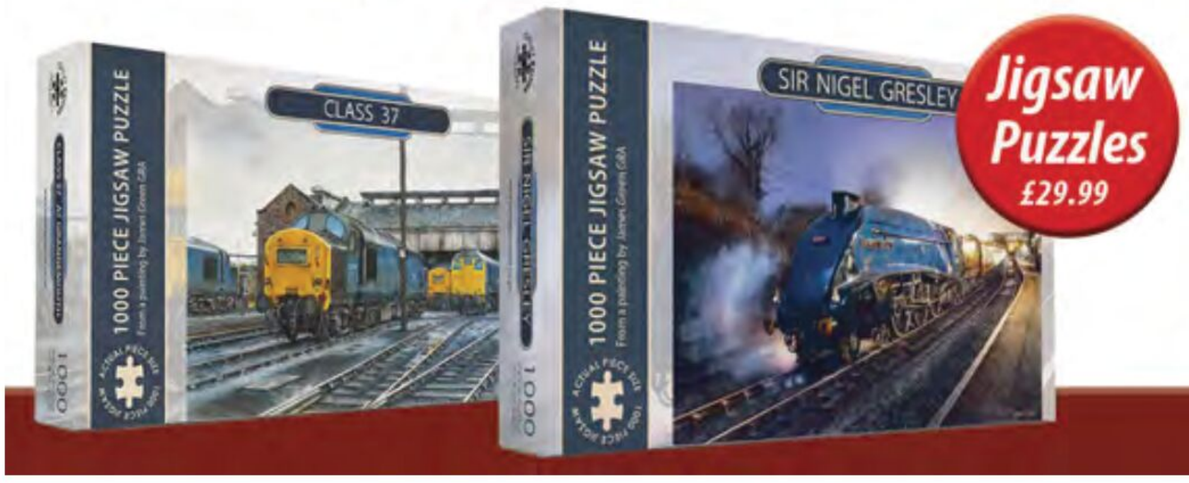


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HEAVY METAL TO CONSETT

The famous iron ore trains which ran from Tyne Dock to Consett until the 1970s are recreated by **TREVOR JONES** in 'OO' scale using the recently released KR Models wagons as the basis.

DURING THE 1950s and 1960s, I lived in London and due to our location, we knew very little about the vast freight traffic connected with steel manufacture.

It was in the middle 1950s that through *Trains Illustrated* (the precursor of sister title *Modern Railways*) we read about the first air operated bogie hopper wagons being introduced by BR for the Consett iron ore traffic and the fitting of London and North Eastern Railway 'O1' 2-8-0s and then BR '9F' 2-10-0s to haul them.

None of these were produced in model form back then, and we have had to wait until 2022 before the wagons became available from KR Models (HM180) - although a brass kit was produced by Dave Bradwell. For the motive power, Hornby produces an 'O1' while Bachmann and, soon, Hornby the '9F', although neither have manufactured an air compressor-fitted model.

However, I ordered a set of nine of the unique Consett iron ore wagons from KR Models and decided to read up on the steelworks and its related outgoing traffic to be able to run the appropriate trains on my garden layout.

INTRODUCTION

Here we are focused on the period from the introduction of the hoppers until the end of the traffic when Tyne Dock closed in 1974. It starts in 1953 when a new deep water dock opened at Tyne Dock to allow larger ships to berth, with a new semi-automated unloading and loading facility included in the development. For this scheme, 30 special air operated discharge wagons were constructed by BR at Shildon Works for the Consett Iron ore company.

The origin of the Consett design can be traced back to a German design from the 1920s. This became the basis for a series of 40ton bogie coal wagons used to move coal from the Midlands to Stonebridge Park power station between 1929 and 1967. A model of these has never been produced.

The Consett wagons were built with a tare weight of just under 29tons and capable of carrying 56tons of ore in two compartments. Fitted with vacuum brakes, they were initially allowed to travel at up to 60mph but owing to excessive wear and tear this was reduced to 45mph - and by the time the diesels took over in 1967 it had been reduced to 25mph.

The journey to Consett involved climbing to 1,000ft in just under 28 miles. Banking was required on the 1-in-40 climb from Tyne Dock to Tyne Dock Shed and on the much longer 1-in-56 climb from South Pelaw to South Medomsley, nine miles of gradient with the steepest section 1-in-35. At normal times, three trains were in operation, taking 1hr 51min for westbound and 1hr 11min for eastbound trips. The timetable was designed to allow on average a departure every 105 minutes and on a busy day up to 14 trips were made.

The running of the ore trains



Ex-LNER 'O1' 2-8-0s and 'Q7' 0-8-0s slumber on Tyne Dock Shed in the 1950s. A.Ives/Book Law Publications.



The '9F' 2-10-0 crosses Wakering Creek at the top of the climb with a full hopper train banked by a kit built 'Q7' 0-8-0 seen passing a modified Hornby 'O1' 2-8-0 on a load of empties. Trevor Jones.

depended on the delivery of ore to Tyne Dock by ship - at busy times the '9Fs' would only work the Tyne Dock-Consett route, but at times of reduced demand they could find themselves working trains over less familiar routes, particularly the East Coast Main Line between York and Edinburgh. They occasionally found themselves on passenger workings - on August 2 1958, 92063 worked the 8.15am Newcastle–Heads of Ayr as far as Carlisle, returning with a parcels train.

MOTIVE POWER

When the service started in mid-1953 the motive power consisted of five air pump fitted 'Q7' 0-8-0s and five 'O1' 2-8-0s. They all departed in 1962, replaced for good by ten '9Fs'.

'O1s' and 'Q7s' were only allowed eight hopper wagons but the '9Fs' hauled up to nine. Non-air fitted locomotives could be used for banking at Pelaw including 'Q6' 0-8-0s and 'WD' 2-8-0s. From Tyne Dock, any locomotive from the depot could be used and these included 'Q6' 0-8-0s, 'J25' 0-6-0s, 'WD' 2-8-0s, 'T1' 4-8-0Ts, 'J94' 0-6-0Ts and later Class 08 diesel shunters.

For just over ten years, the '9Fs' handled the iron ore trains. Their days ended on November 19 1966 when '9F' 92063 received a special cleaning, some fresh paint and the 'Tyne Docker' headboard in commemoration of the last day of steam operation of the iron ore service.

Of the ten, only 92065 survived immediate withdrawal, being transferred to Wakefield to work out a few more days on Yorkshire coalfield traffic. With the growing number of diesels becoming available, trials were carried out, firstly with a pair of Clayton Type 1s, which were totally inadequate, but before they departed they banked with a Sulzer Type 2 at the front.

Sulzer Type 2s and English Electric Type 4s appeared as banking locomotives with '9Fs' at the front but they could not head the train as they were not converted to open the hoppers at Consett. However, in 1962 D171 was converted to keep the hoppers closed in transit with a '9F' being used to shunt and open the hoppers at Consett. No bankers were used on the trip.

The trial was considered a very good one - the 800 ton train ran on a 78 minute schedule instead of the normal 104 minutes. In 1966, the final replacement for the '9Fs' arrived in the form of ten Gateshead allocated BR/Sulzer Type 2s numbered D5102-D5111. These had been allocated to Gateshead since new and between 1961 and 1966 carried out a variety of duties in the North East.

Before taking up their duties, Works attention was required to remove their train heating boilers and water tanks and receive the necessary compressors and pipework to operate the wagon doors - these changes are reported as taking place at Crewe Works.

The diesel locomotives operated in pairs with eight or nine wagons, although occasionally a single locomotive was noted with just four wagons. This operation continued until 1974 when Tyne Dock was closed but iron ore traffic continued from Redcar with Class 37s until the closure of Consett in 1980.

For further information on the iron ore traffic I recommend »

reading *Tyne Dock – Consett* by Book Law Publications, *British Railways Illustrated Summer special No 8* by Irwell Press and *Trains Annual 1964* by Ian Allan. The North Eastern Railway Association printed a comprehensive history of the iron ore traffic in its publication *The NE Express* which I found very useful.

MODELLING THE TRAINS

My first modelling job of 2022 was to convert a Hornby 'O1' for the Tyne Dock to Consett operation. Searching around in my bits and pieces I found a couple of spare air pumps left over from when I converted a batch of 50 Bachmann GWR '45XX' 2-6-2Ts as a limited run to commemorate the operation of 4521 from the Flour Mill by the Wolsztyn Experience on its two-year visit to Poland and Hungary.

I used the pumps and bits of wire and tube to mimic the pipes and associated gear. The locomotive was then sprayed with Halfords grey primer, fettled and then sprayed black, weathered and numbered 63760.

Originally I ordered six wagons from KR Models with loads, but

"'O1s' and 'Q7s' were only allowed eight hopper wagons but the '9Fs' hauled up to nine."

TREVOR JONES

I later decided to order the full nine, so I picked up a further three from Rails of Sheffield. However, I forgot to order these with loads. To rectify this, I purchased a jar of iron ore granules from Geoscenics and with a card bottom inserted to support the ore, I filled these three and sprinkled some ore around the loads on the other six, fixing it with watered down PVA to offer a matching appearance to the loads.

The wagons are beautiful scale models, but I found a couple of faults. The screws holding the bogies kept coming out so I applied a little paint to the thread and refastened the bogies making sure they weren't too tight allowing enough up and down movement as well as swing.

I was lucky in managing to find all the screws that came out as they were spread around my 2.79 scale miles of track - luckily none came out in the tunnels!

The spring swinging mechanism for the couplings also gave me some problems as with the slack in the system they tended to come uncoupled when running over changing gradients.

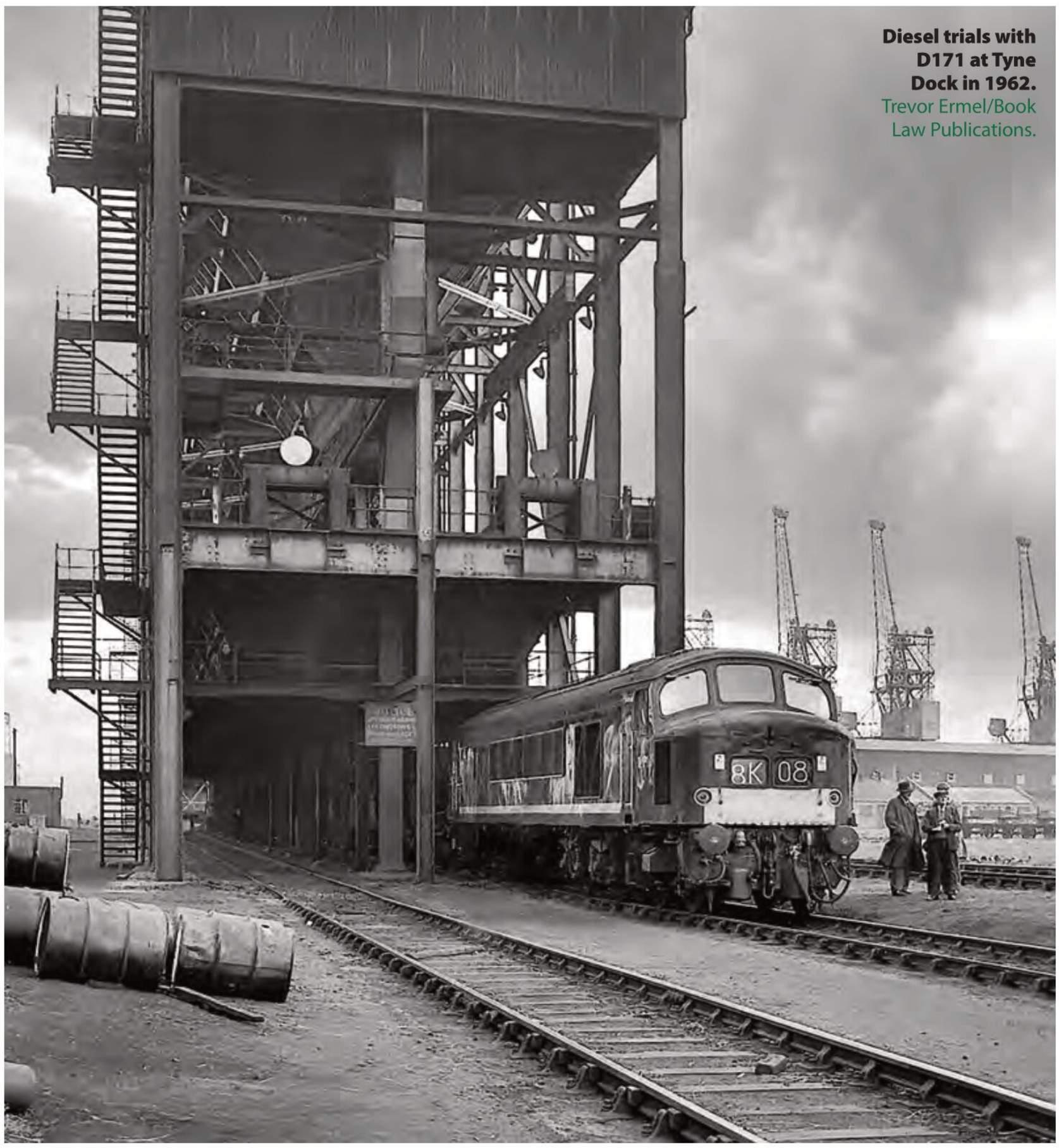
I also like to close couple my stock so I shortened the NEM pocket so the coupling would plug in further. To deal with the slack, I decided to glue the mechanism: fixing it rigid gave an even closer coupling. The train then ran perfectly, but my steepest curve is a 2ft 6ins radius Peco curved point. I could also back the train over all my junctions and push with a banker without any derailments, which I had found impossible before altering the coupling mechanism.

The next stage was to weather the wagons firstly with an airbrush using Frame Dirt, Black and Weathered Teak. I then added to it with black and rust weathering powders, including brushing black on the load after viewing colour pictures of the original trains.

A friend of mine, Ian Forsyth, was working on modelling a '9F' to complement his set of nine wagons. He started with a second-hand Bachmann '9F' and working only from photographs, just as I had with the 'O1', he purchased compressors from Lanarkshire Model Supplies which are beautifully cast in white metal and better quality than the ones I had used.

On the 'O1' the compressors sat on the footplate and I only had to drill through it for piping and attach the reservoir underneath. Ian had to cut into the footplate of the '9F'. A small modelling saw would not touch it so he resorted to a cutting disc, working carefully not to damage the rest of the model.

He studied several side-on views »



Diesel trials with D171 at Tyne Dock in 1962. Trevor Ermel/Book Law Publications.





The modified '9F' and 'O1' slumber on Flackwell Heath shed. Trevor Jones.

BR '9F' 92060 is banked out of Tyne Dock by a Class 08 shunter. The dock and loading hoppers can be seen in the background. P J Robinson.



Stage one of modifying the Hornby 'O1' with attached air pumps and ancillary pipes. Trevor Jones.



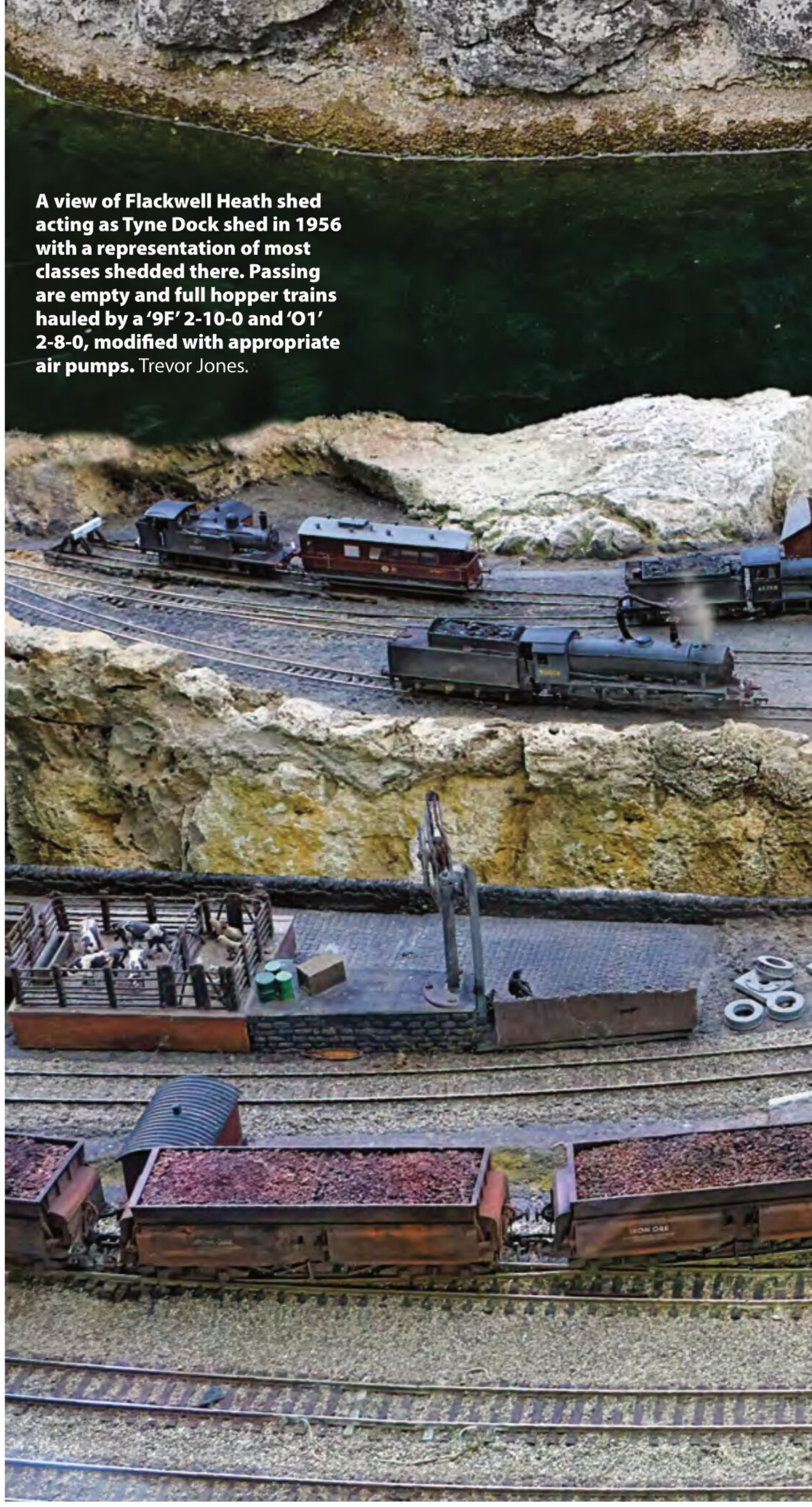
The 'O1' model primed with Halfords grey primer. Trevor Jones.



Ian Forsyth's '9F' with pumps and piping attached. Ian Forsyth.



The '9F' painted and finished. Ian Forsyth.



A view of Flackwell Heath shed acting as Tyne Dock shed in 1956 with a representation of most classes shedded there. Passing are empty and full hopper trains hauled by a '9F' 2-10-0 and 'O1' 2-8-0, modified with appropriate air pumps. Trevor Jones.

of the Tyne Dock '9Fs' before carrying out this procedure. The pumps are glued into position, but he did not drill out the air ports on the pumps for the pipes before gluing them into position.

The pipework is all copper strands from old electric cables. The air reservoir on the opposite side to the pumps is a short length of plastic tube while the running numbers were also changed – the shedplate is from 247 Developments. He found this project a most enjoyable and satisfying conversion to carry out as I did. From the photographs you can see how good the locomotives look hauling the iron ore hoppers.

HM

● **Read our full review of the KR Models Consett iron ore hoppers in HM180 or online at *www.keymodelworld.com/kr-models*.**





Left: **The KR Models Consett iron ore hopper as delivered.** Trevor Jones.

Right: **The weathered version which started with an airbrushed application of Frame Dirt followed by Black and Weathered Teak. Further weathering was added with Black and Rust powders including black highlights on the load.** Trevor Jones.

Left: **A close-up showing the ore as supplied by KR Models.** Trevor Jones.

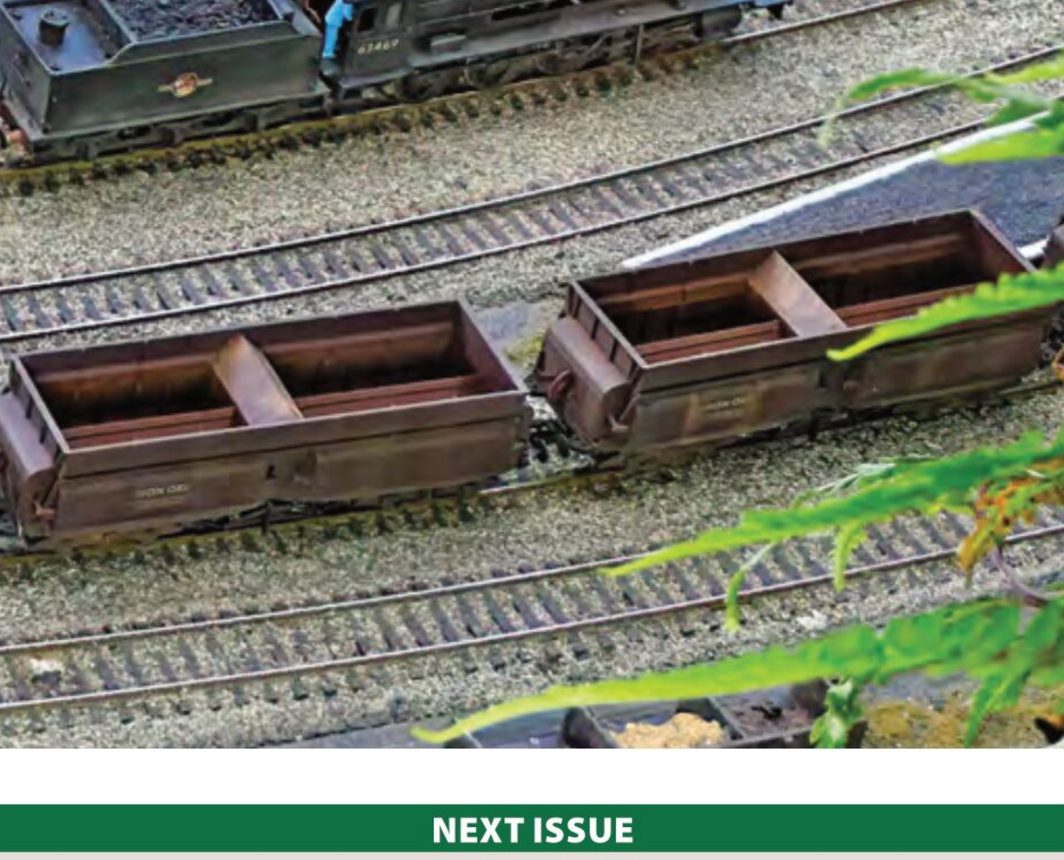
Right: **Real iron ore added and weathered to complete the look of the KR Models Tyne Dock-Consett wagons.** Trevor Jones.





NEXT ISSUE

In the next edition of *Hornby Magazine* Tim Shackleton winds the clock forward to show how he recreated a pair of Tyne Dock Class 24 Bo-Bo diesels using a pair of Bachmann models as the basis.



Sixties STREET SCENE

A street scene is a great addition to a layout. **DAN EVASON** shows you how he created this superb 1960s shopping parade from scratch.

A Southdown coach negotiates the high street, as it passes the 1960s-era shopping parade and market scene.

THE 1960s – a decade which changed the world, where peace and love was the name of the game for some and high streets were alive with independent shops including butchers, bakers and bicycle menders. It is often said that if you can remember the 1960s, you weren't there.

But for the rest of us it marks a time where Britain appeared to suddenly shift from sooty monochrome into vibrant colour. An era of the white heat of technology, the World Cup... and on the debit side for rail enthusiasts, Beeching and the end of main line steam. For better or worse, Britain and the world would never be the same again.

Looking back at photographs and film footage, much looks familiar to modern eyes. The roads were noticeably quieter and the high streets busier with shops and shoppers. The signage was different and horses with carts were still far from uncommon sights on the streets. The smell of coal smoke would permeate the air in winter - and if you were near a railway, all year round. It's not surprising, then, that when I had the chance to build four dioramas, one of which was a 1960s street scene, I rose to the challenge.

In this step-by-step guide, I will show you how this stunning scene was created using a mix of scratchbuilding techniques and off-the-shelf items from the likes of Scale Model Scenery, Layouts4u and more. It really was a challenge to build the scene in four days, but I hope I've recaptured a soupcon of the swinging sixties. **HM**

● **Visit *www.keymodelworld.com/step-by-step* for more step-by-step modelling guides.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
1960s/1970s bus shelter	*www.scalemodelscenery.co.uk*	LX157-OO
3D printed man sitting down	*www.modelu3d.co.uk*	0177
3D printed seated man 6	*www.modelu3d.co.uk*	0179
3D printed shopkeeper	*www.modelu3d.co.uk*	0130
Buff Titanium acrylic	*www.daler-rowney.com*	024
Burnt Sienna acrylic	*www.daler-rowney.com*	201
Burnt Umber acrylic	*www.daler-rowney.com*	257
Chimney stack	*www.modelrailwayscenes.com*	OO-BUI-ACC-CS1-3
Deluxe Materials Roket card glue	*www.deluxematerials.co.uk*	AD57
Fine burnt grass turf	*www.bachmann.co.uk*	T44
Flat Blue acrylic	*www.tamiya.com*	XF-8
Flat White acrylic	*www.tamiya.com*	XF-2
Foamboard	*www.hobbycraft.co.uk*	Various
Grey tester paint pots	*www.diy.com*	Various
Hedge	*www.gaugemaster.com*	GM160
Iron railings	*www.fairpricemodels.co.uk*	FPM0003
Modern billboard	*www.scalemodelscenery.com*	KX019-OO
Nano LED lamps	*www.layouts4u.co.uk*	0402
Telephone box	*www.modelrailwayscenes.com*	OO-STR-UTI-TK2-2
Sea foam	*www.gaugemaster.com*	GM194
Stretcher bond brick sheets (SE Finecast)	*www.squirestools.com*	SBS401
Street lamps	*www.layouts4u.co.uk*	BT-1
UHU glue	*www.diy.com*	35ml
War memorial (NE Miniatures)	*www.ebay.co.uk*	N/A
Warm Grey acrylic	*www.daler-rowney.com*	078
Weathered road markings	*www.scalemodelscenery.co.uk*	RX01-OO
Weathering powders (Black/Moss Mould)	*www.dccconcepts.co.uk*	DCW-SVP

»



The diorama baseboard was formed from 12mm plywood, cut to 1,000mm x 300mm. I then used some 2ft x1ft plain timber to create a frame to support the plywood and to give the diorama some height. This was glued and screwed for added strength.



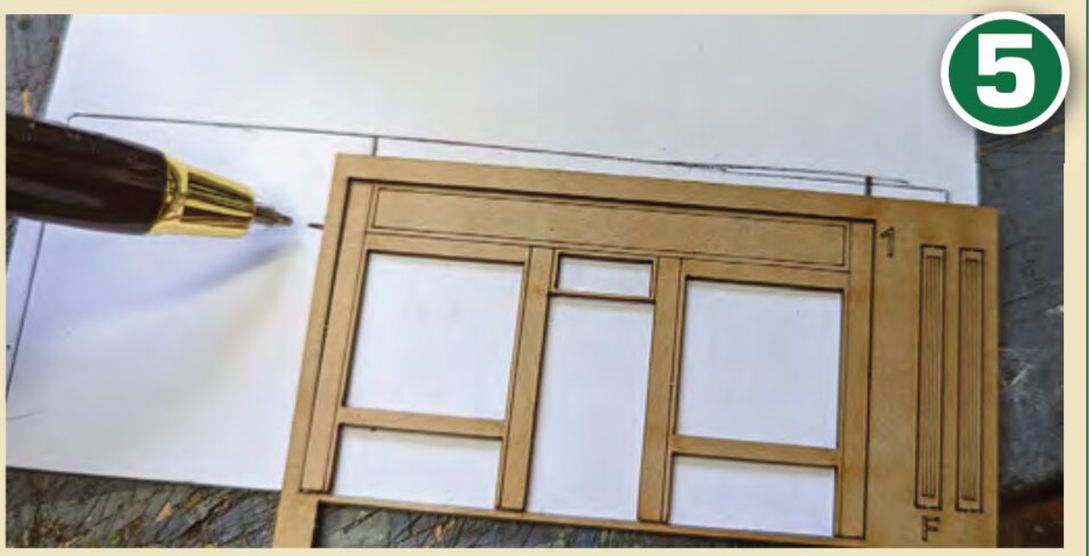
With the basic baseboard constructed, a sheet of 6mm MDF was cut to size and overlaid as my building surface, which is also perfect for creating natural undulation for roads. To create the curve in the road, I drew out where I would like both the road and shopping area to split and up to what point they would level out together, before cutting with an electric power saw.



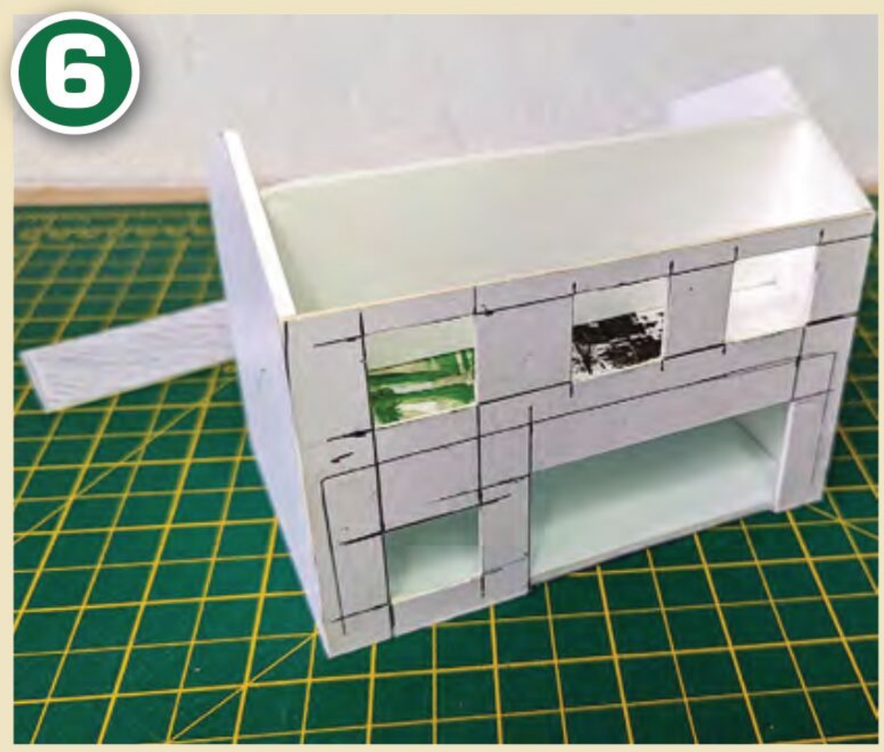
Once happy with the shop surface area and the curved incline of the road, I glued and clamped some wooden supports in place beneath the MDF sheet. The plan was to have two full depth shops at either end with the middle four shops all being low relief to follow the shape of the road below.



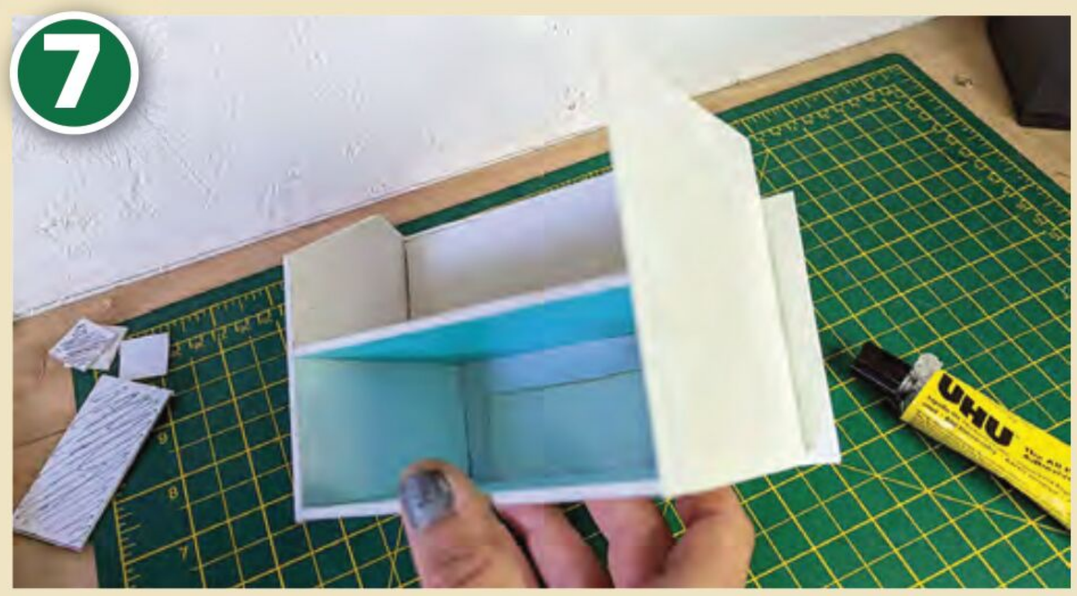
For the shops, some left over 3mm foamboard was used to create the main structure of the buildings, using a Modelu figure and a ruler for reference. The floors and gable walls were then cut out, while four paint pots were utilised to provide support for the first floor and keep things level. All parts were then fixed using superglue.



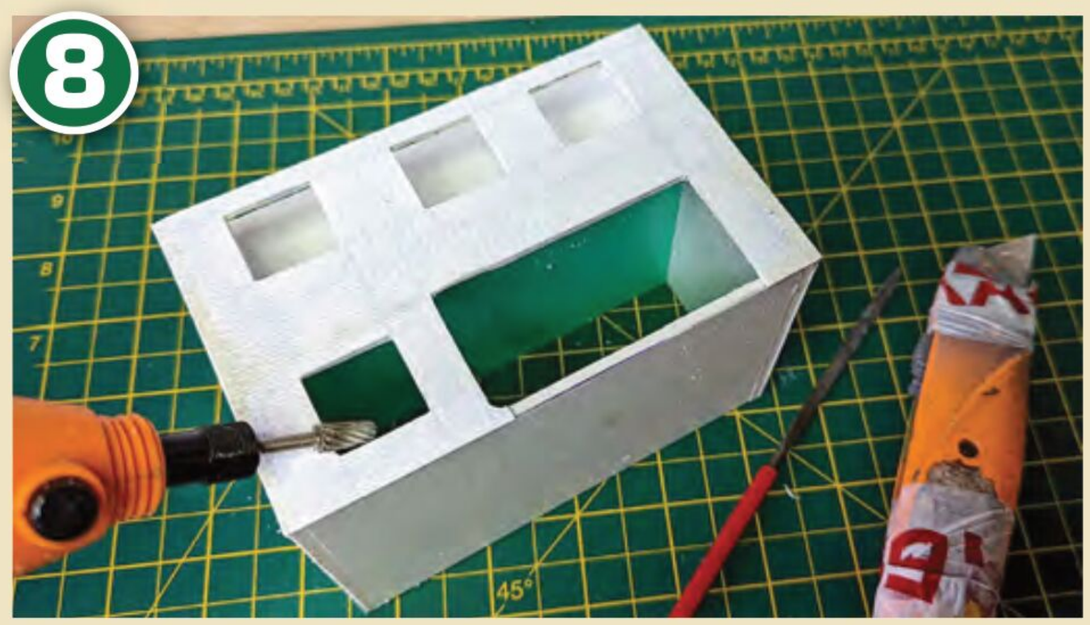
Once the basic structure was built it was time to start creating the shop front, using in this case a spare Fair Price Models shop front. For ease the front shop wall is made from mounting card. I laid the laser-cut shop front on top of the card and marked out the areas to be cut away with a pen. I also found some left over windows from another laser-cut project and used them.



With the shop front cut out, the card was attached to the plastic shell. Deluxe Materials Roket card glue is ideal for this step as it grabs and holds well. Make sure you take your time to ensure all the joints are square.



Next, the South Eastern Finecast plasticard brick bond was added to the shell of the building, starting with the front and then the side sections to disguise the joints. UHU glue was used here as it also provides time for adjustments to be made.



With the glue dry, the brickwork was trimmed using a multi-tool at low speed. A craft knife and file were also kept close to hand to help tidy up any remaining uneven areas and complete the job.

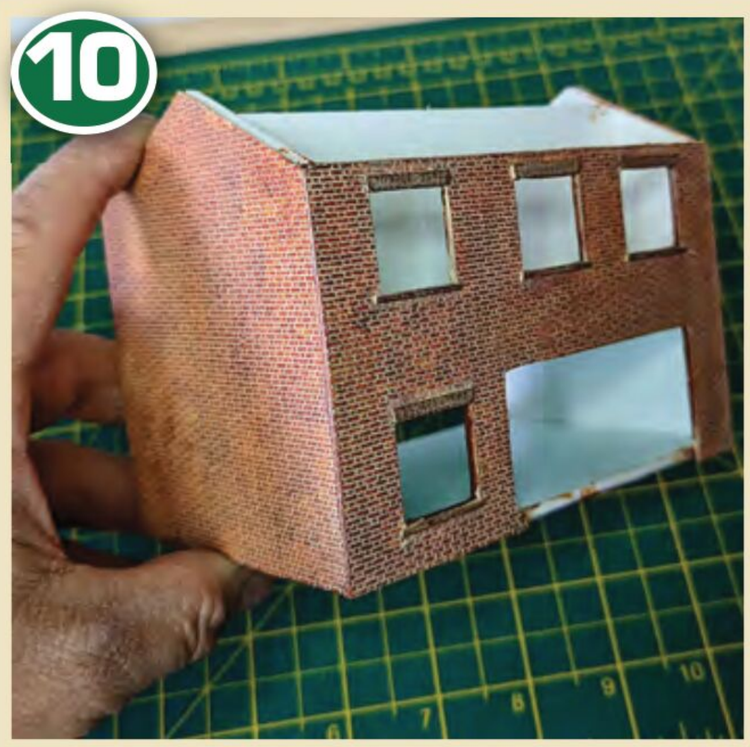
Intermediate
Beginner SKILL LEVEL Advanced

You can almost smell the heady aroma of Mr Chippy's deep fat fryer as the last customers of the day collect their late night supper.





To replicate an authentic exterior finish I used a selection of Daler Rowney acrylic paints - Burnt Sienna, Yellow Ochre and Burnt Umber applied with a large brush and just stippled to give a brick-like texture.



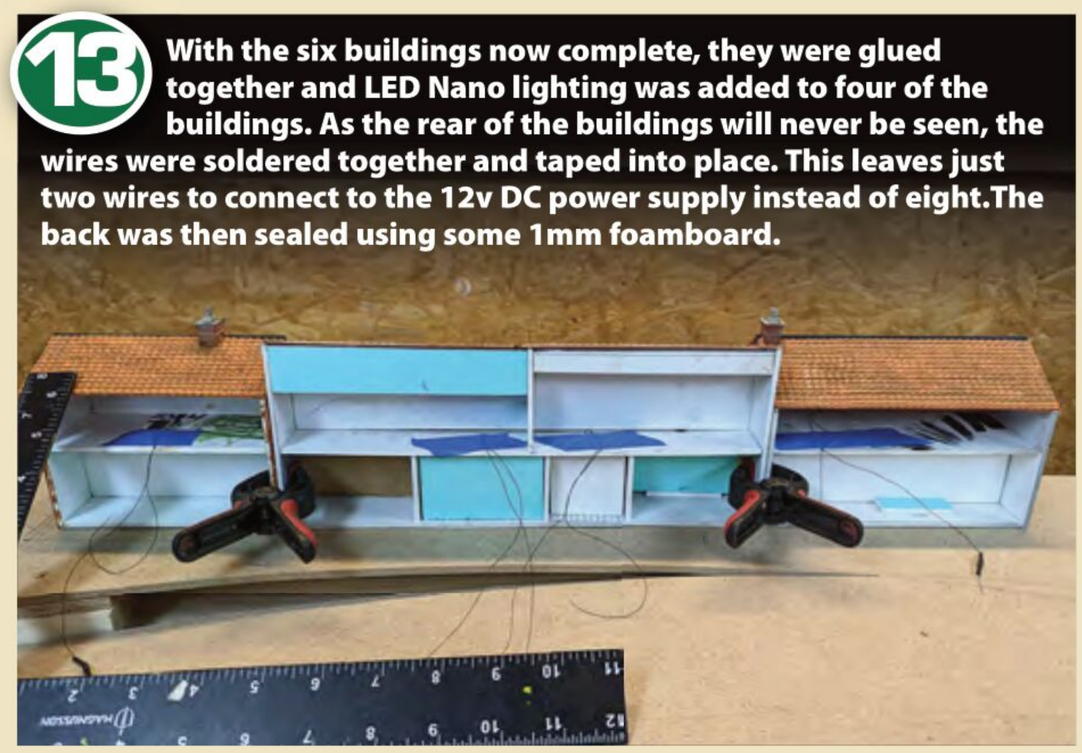
Window furniture was added next using strips of wood, followed by a light application of Halfords matt lacquer to seal the brickwork. A diluted mix of Buff Titanium was then applied to the brickwork and wiped off in a downwards motion until I was happy with the mortar effect. On reflection the window frames could have been attached at the end of the build and painted a different colour.



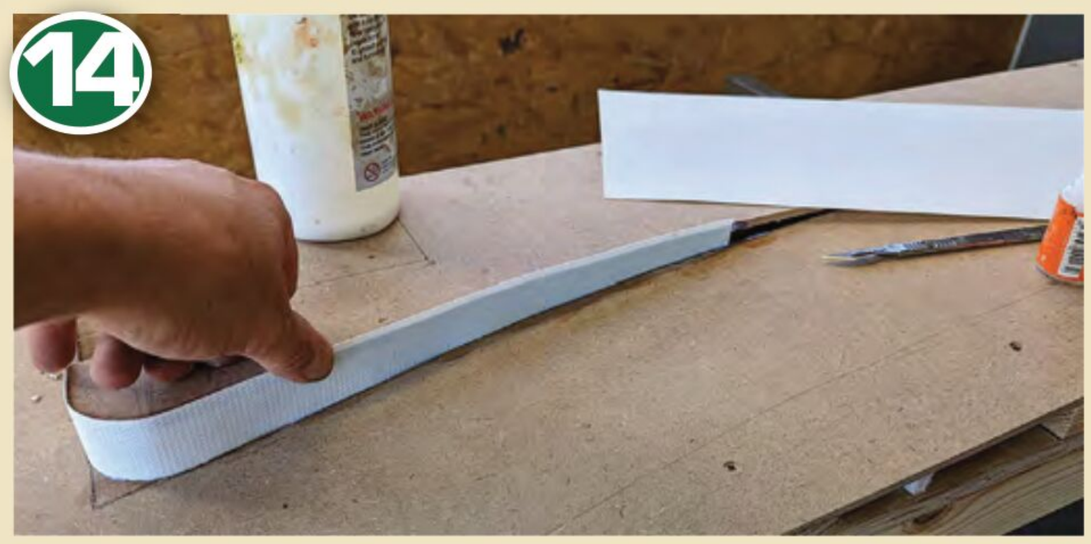
Attention then turned to the shop front and windows, with the shop facade painted with Tamiya Flat White, while Tamiya Flat Blue was used for the signage – a carefully hand-painted shop name completing the appearance. A thin coat of Roket card glue was then applied to the rear of the shop front and window frames, attached to the acetate and left to dry. Once dry I used a scalpel and cut around the frames ready to be fitted.



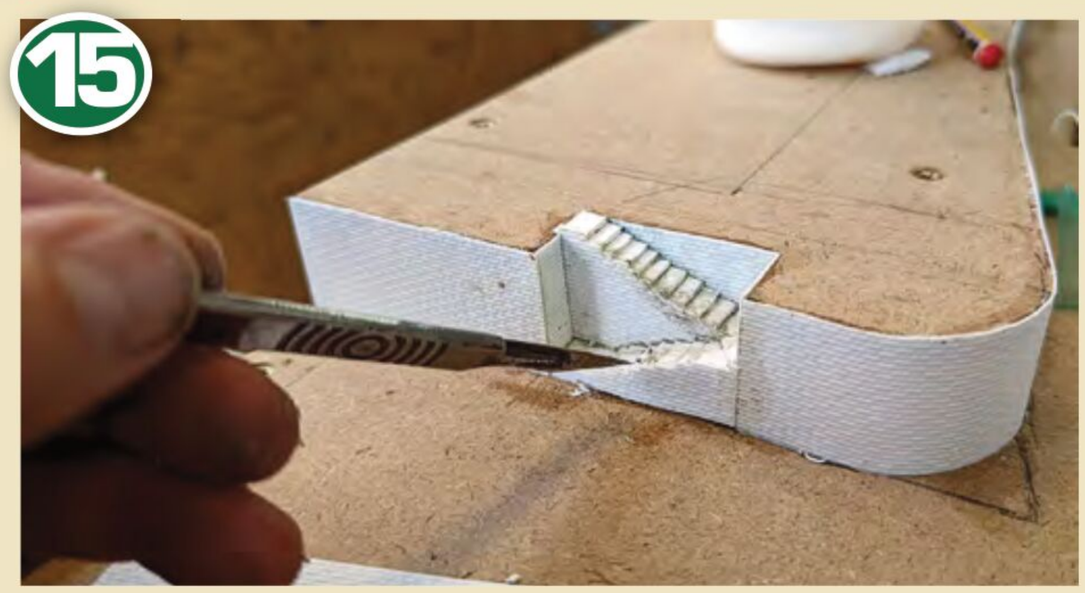
Now the chip shop is really coming together. Wills pantiles were used for the roof, while a gutter was formed with some half-round plastic strip together with a round length to create the downpipe. A basic interior was added using left over 3mm foamboard for the counter, along with a selection of Modelu figures to populate it. After that I applied a light weathering using DCC Concepts' Black powder to finish.



13 With the six buildings now complete, they were glued together and LED Nano lighting was added to four of the buildings. As the rear of the buildings will never be seen, the wires were soldered together and taped into place. This leaves just two wires to connect to the 12v DC power supply instead of eight.The back was then sealed using some 1mm foamboard.



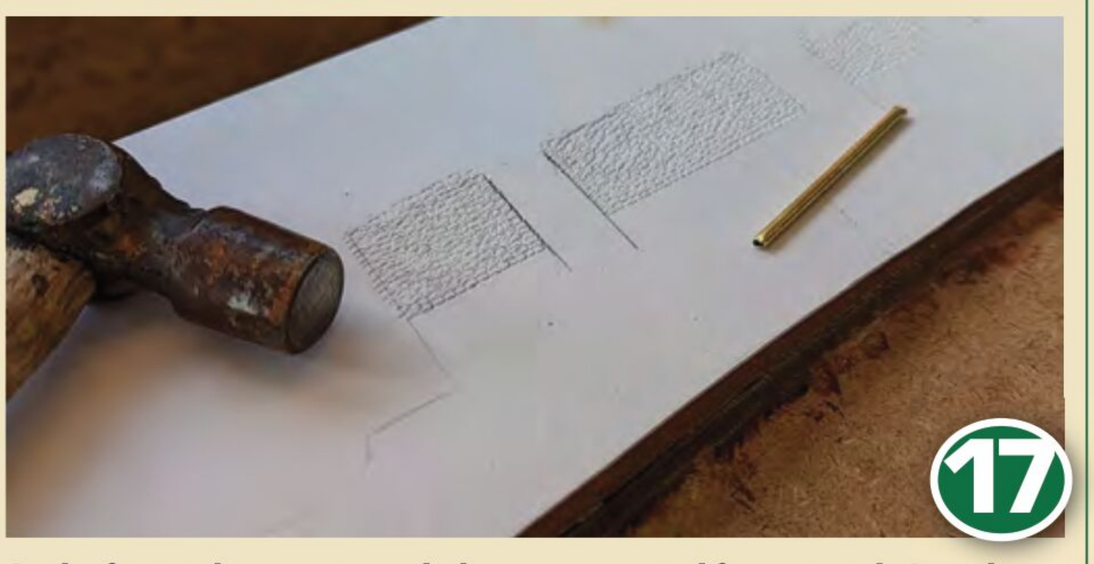
14 With the shops complete, the brick retaining wall between the shopping area and road was added. Luckily, the embossed brick sheet fitted neatly into the 'cut' between the upper and lower levels of MDF at this point. Superglue was applied and the plastic card eased into place. The brick sheet wall was deliberately left oversized at this point and subsequently trimmed once dry.



15 Creating the staircase proved quite fiddly, as the 1mm foamboard was cut into small pieces and then stacked by hand to create the steps, trimming them to complete it. Embossed brick sheet was then attached to the sides for the finishing touch.



16 The retaining wall brickwork was painted in similar form to the main buildings, albeit with a slightly different paint mix. Again, a diluted solution of Buff Titanium was then added and wiped away for the mortar course.



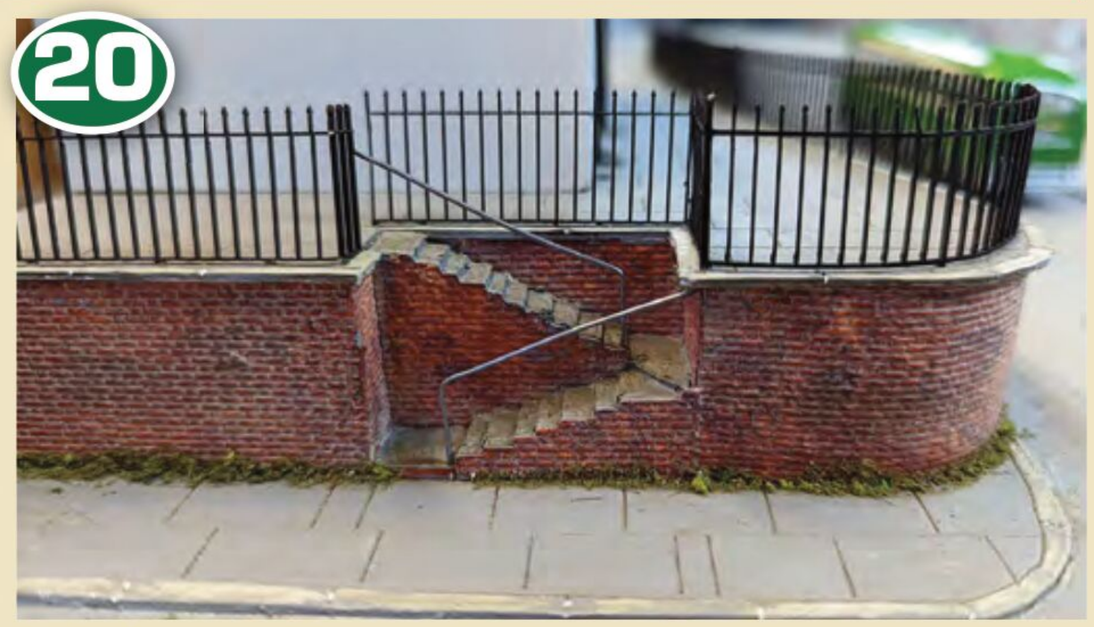
17 As the footpaths were curved, they were created from scratch. I used 1mm foamboard which was trimmed and glued into place. A hammer and coarse sandpaper helped to distress it, while the cobbles in front of the shops were created using a small brass tube compressed into a cobble shape and stamped in place one by one.



18 Using a ruler and pencil, the slabbed pavement area was marked out and a scribe and ruler utilised to engrave the slab pattern. These and the cobbles were then finished using a selection of grey tester paint pots for the desired effect. Road surfaces were also painted at the same time.

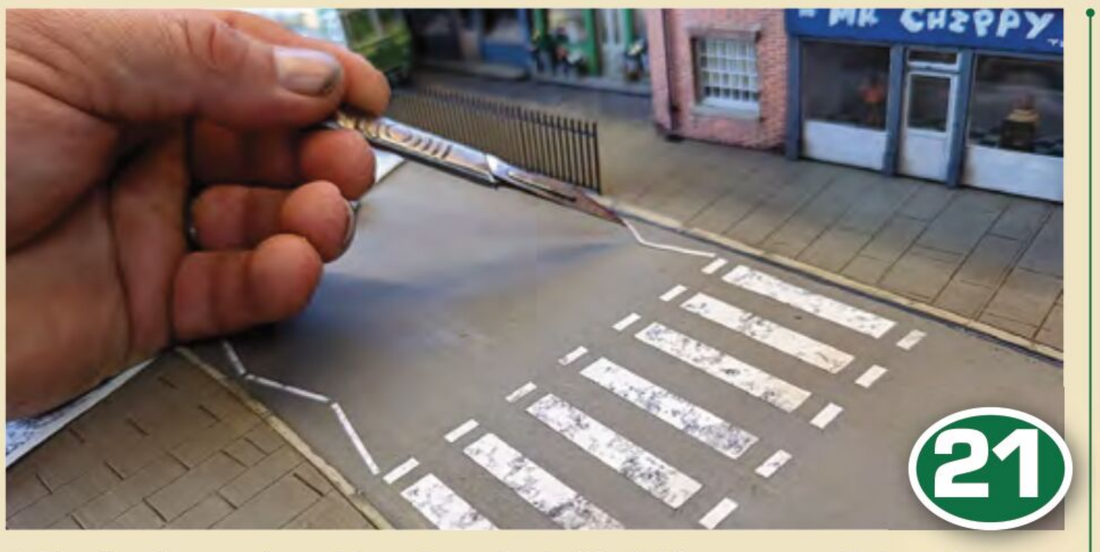


19 With the basics now applied to the scene, the details come to the fore. These included Fair Price Models' laser-cut iron railings sprayed matt black and glued into place. Neatly, these will flex to suit the contours of the wall.



20 For fencing around the steps, I used some solder as it was easy to shape and work with. I also added a light dusting of Woodland Scenics Burnt Grass to the foundation of the wall. This really helps to age the setting.

Beginner SKILL LEVEL Advanced



Self-adhesive road markings from Scale Model Scenery really help bring the road to life. These were so easy to fit: simply peel off and apply and with the added bonus of them being pre weathered, it really was a simple job. The hardest thing was knowing where to stop and reminding myself this was meant to be a quiet little rural town and not the centre of London.



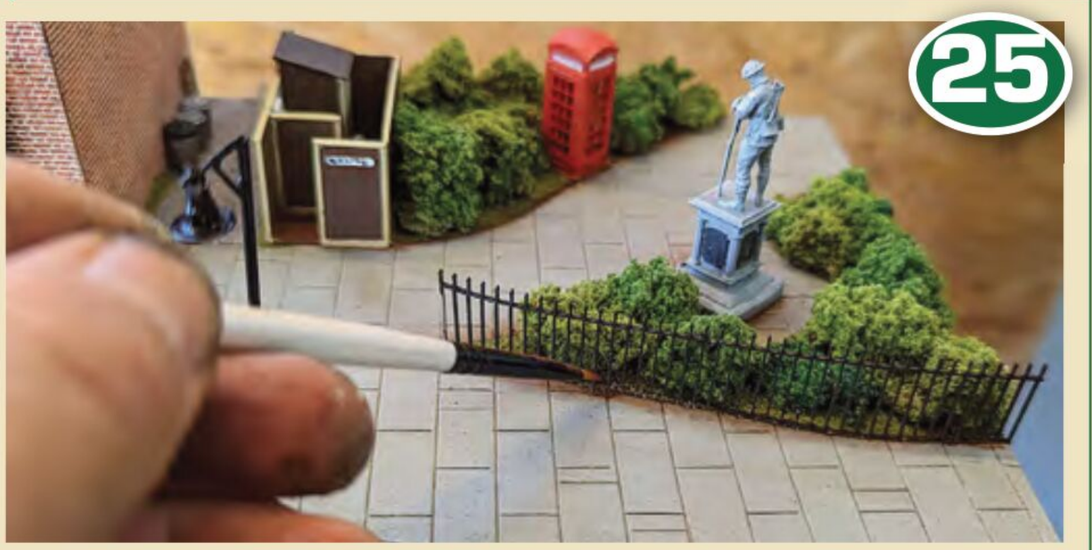
No town would look right without street lamps. A 3mm drill bit was used to carefully drill through the scene, before securing each of the 12v DC street lights in place. These were connected along with the shop lights to a main connection point on the underside of the board, which was then connected to a power supply.



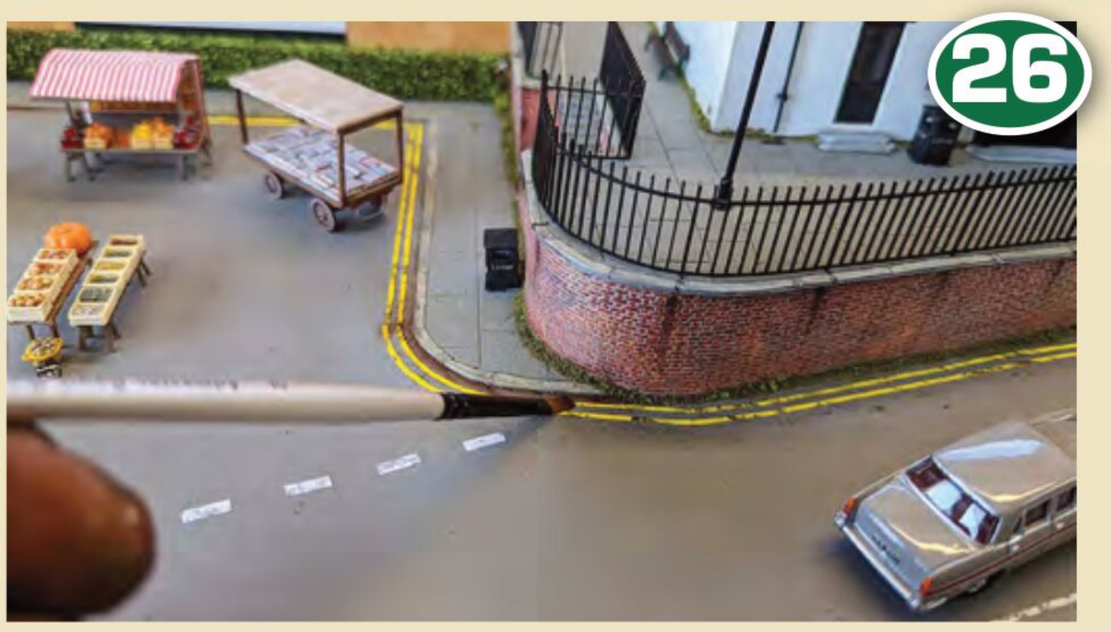
On the opposite side to the shops, I fitted a Scale Model Scenery concrete bus shelter which was a great kit to put together. I had to build a plinth for this to sit level on the pavement, formed from 5mm foamboard and sanded down to a wedge shape to suit. This was painted with Daler Rowney Warm Grey and to bed it in I added a sprinkle of Burnt Grass around the base.



Next to the chip shop, a small nod to a park entrance was also incorporated. The grass here would be well maintained, so to keep it looking good I masked the whole area with tape. The section due to be grassed was then cut out and PVA was applied followed by Woodland Scenics Burnt Grass. Once in place, I peeled away the rest of the masking tape to reveal a crisp line of lawn.



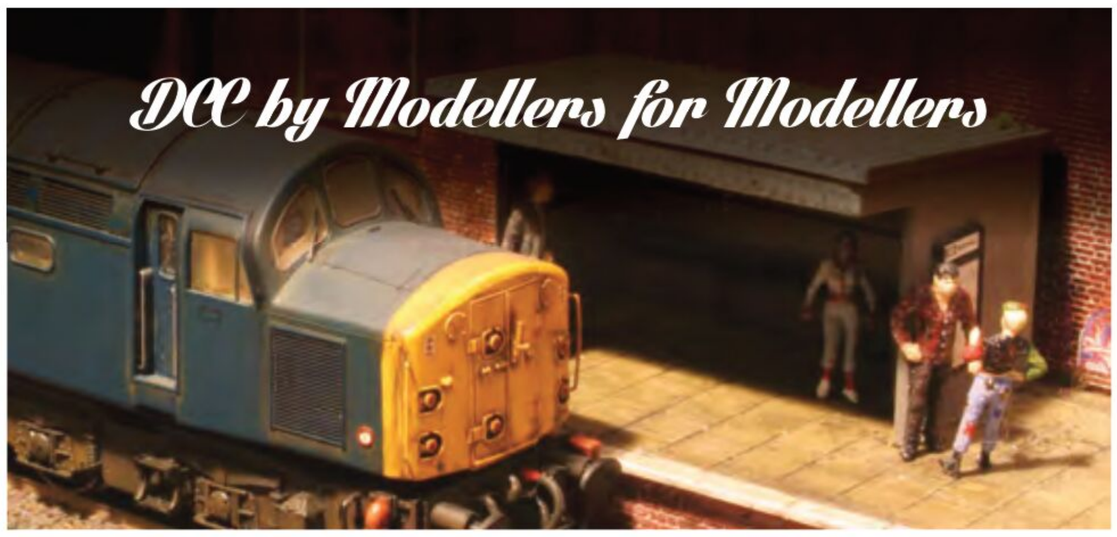
To make this area stand out further, a Wills outdoor public convenience kit was added, followed by a war memorial and 3D-printed telephone box. The iron railings were cut to size, while small clumps of foliage were added to give it the feel of a park. Once secured, weathering powder was added to complete this area.



While at the weathering powder stage, a black and earth mix was gently brushed into the edges of the road giving it a more realistic look and feel. Subtle application can make a big difference to the scene.



For the final flourishes, market stalls were placed in the lower car park while the rear hedging and sea foam trees were glued in place with PVA. A blank billboard was added at the rear of the car park, ready for a suitable advert to be posted in due course, completing the scene.



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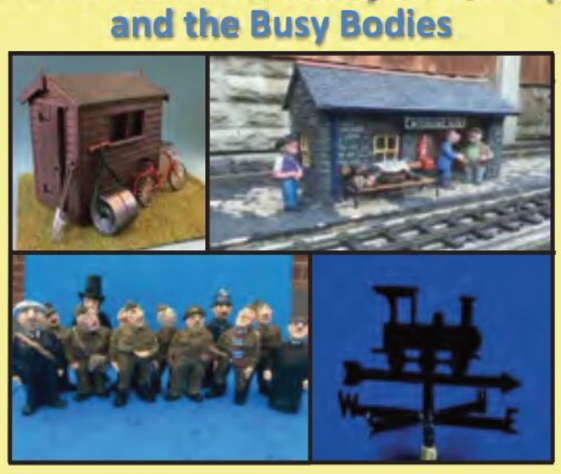
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MODERN TRACKSIDE EQUIPMENT

PART 3

In the final part of his series looking at lineside equipment, **SIMON PALEY** turns his attention to the all-important signs which provide vital information.

LINESIDE signage conveys important information to train crew, ranging from lineside speed indicators to where to stop a train at a platform and for this installment we focus on the most common examples seen by a train driver.

Before we start, there are a couple of general rules that can be applied to all lineside signs regarding positioning. Firstly, that no signs should be placed between an Automatic Warning System (AWS) magnet and its associated equipment and secondly, no signs should be positioned less than 50m beyond a signal.

Amongst the signage covered are those relating to speed limits, electrification, level crossings and signalling.

Incidentally, specialist manufacturers including Sankey Scenics and Scale Model Scenery produce a good selection for modellers wishing to include these contemporary lineside signs on their layouts. **HM**

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

Below: **Amidst an array of lineside signs and semaphore signals, 66173 approaches Barnetby with the 0755 Scunthorpe-Immingham on July 23 2008.** John Chalcraft/Railphotoprints.uk.



ELECTRIFICATION

There are very few standard signs that are still actively installed in relation to electrification. The most common of these signs are associated with neutral sections on Overhead Line Equipment (OLE). Neutral sections are insulated areas of OLE that separate two electrical sections, allowing sections to be switched off without isolating the whole railway.

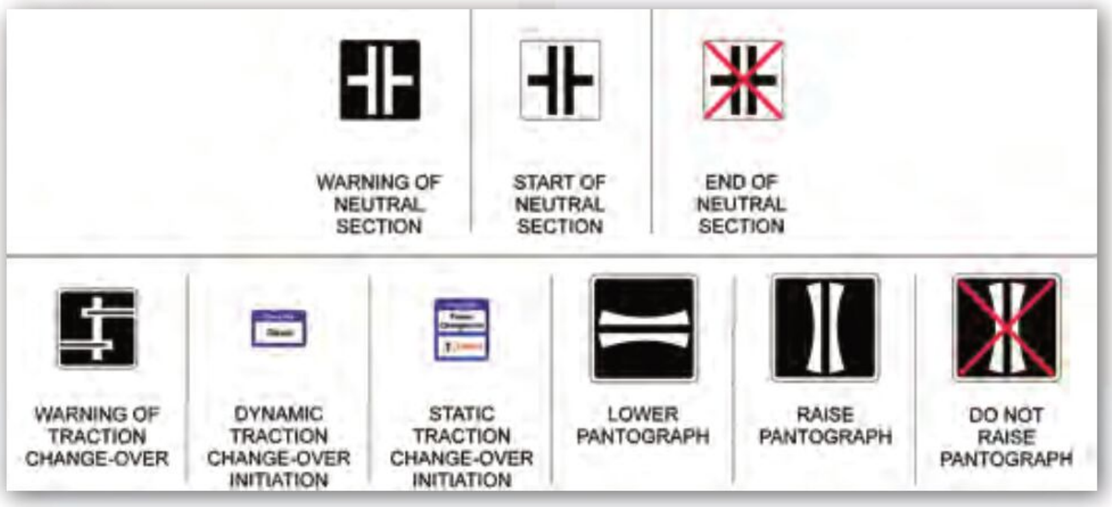
A Neutral Section Warning sign is positioned on approach to the neutral section, whilst the Start of Neutral Section and End of Neutral Section marks the limits of the section. Signs used on the longer Carrier Wire neutral sections associated with newer OLE installed on the Great Western and Midland main lines are supplemented by signs with 'Long' written underneath. You will also find 'Rear Clear' markers at these sections.

With the introduction of bi-mode trains which can operate using different power sources, signage advises drivers of where to conduct the changeover between power modes.

Most power changeovers are conducted between diesel and overhead electric modes. A manual electric to diesel changeover is positioned on approach to the end of the OLE. A Lower Pantograph sign is positioned braking distance from the end of OLE, with a dynamic initiation sign positioned 30 seconds on the approach to that, and a Warning of Traction Change-Over sign seven seconds before that. These signs might be supplemented with arrow signs or a route legend if they only apply to divergent routes.

Dynamic manual diesel to electric changeover can only take place in defined safe pantograph raising areas free of complex OLE. These are marked with a Raise Pantograph sign train length into the area and a Do Not Raise Pantograph sign positioned before the end of the pantograph raising time from the end of the area. A Warning of Traction Change-Over sign is positioned seven seconds on approach to the Raise Pantograph sign.

Where power changeovers are conducted statically at stations, a static initiation sign is placed on the car stop markers to remind drivers of the need to conduct the changeover.



Above: **Examples of Electrification Signage.**



Left: **A Power Changeover sign at Didcot Parkway station.**

Below: **A GWR InterCity Express Train approaches Swindon station. Note the Lower Pantograph sign at the platform end applicable to services via the Golden Valley line.**



SPEED LIMITS

Most lineside signage is about speed. During the 19th and early to mid 20th centuries, the principle of speed signage was that there was a ruling linespeed and only major speed reductions were marked. Speed restriction signage became widespread in the late 20th century, with the start and end of all speed restrictions marked.

Speed signage can be split into three categories - permanent permissible speed indicators (PSI), permanent permissible speed warning indicators (PSWI) and temporary speed restrictions (TSR).

PSIs can further be split into the five shown in the image categories. Most of the permissible speed indicators show only a single speed applicable for all trains.

In areas where the signalling arrangements mean only certain trains can travel at a higher speed, differential speed indicators are installed. Where the split is only between freight and passenger trains, a standard differential indicator is installed. The top value (the slower speed) is for freight trains and the bottom value (the higher speed) passenger trains.

Where the split is only for a specific type of train, then this is marked on the board. The normal train classes differentials are Multiple Units (MU), Diesel Multiple Units (DMU), Electric Multiple Units (EMU), Sprinters (SP), locomotive-hauled trains (CS) and High-Speed Trains (HST). Note that HST applies to more than just the Intercity 125 and includes fleets such as Class 80Xs, Class 390s and Class 220s.

On the West Coast Main Line (WCML), when the tilt-equipped Class 390s and Class 221s were introduced, a new type of differential speed indicator was introduced, the Enhanced Permissible Speed (EPS). This EPS applies only to trains which have tilt equipment fitted and working.



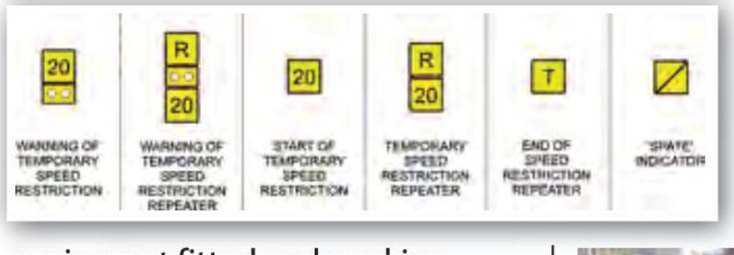
A standard size PSI at Guildford station.



Left: **Permissible Speed Indicators.**



Left: **Permissible Speed Warning Indicators.**



Left: **Examples of Temporary Speed Restriction Boards.**

The last category of speed indicator is the European Train Control System (ETCS) permissible speed indicator, which shows the speed in kilometres per hour rather than miles per hour. Future ETCS installations will use miles per hour and use the 'normal' PSIs.

PSWIs are placed at braking distance from the PSI it warns of and cover the same categories as PSIs. A PSWI is required when the reduction in speed is at least a third of the approaching linespeed and where the approaching linespeed is above 60mph.

PSWIs can, however, be found for other reductions in speed. PSWIs required by standards are provided with a permanent AWS magnet 180 metres before them.

PSIs and PSWIs come in standard (900mm wide) and miniature (450mm wide) sizes. Standard sizes are used normally, with miniature sizes used for 'reminder' boards or where clearance means a standard one can't be used.

TSR boards are placed at the lineside using temporary mountings when a TSR is enforced, such as after engineering work, during extreme weather or rail breaks. The start of TSR board is placed at the beginning of the restriction, with a warning board placed at the braking distance before the start. Where there is a station either between the warning and start or between the start and end of the restriction, then a 'repeater' board is added to the warning and start boards respectively. An end of TSR board is placed at the end of the TSR.

For an Emergency Speed Restriction (ESR), the same TSR boards are positioned as normal, but an ESR Warning with flashing white lights is placed 180 metres ahead of the TSR warning board.



Temporary Speed Restriction (TSR) signage at Basingstoke station.

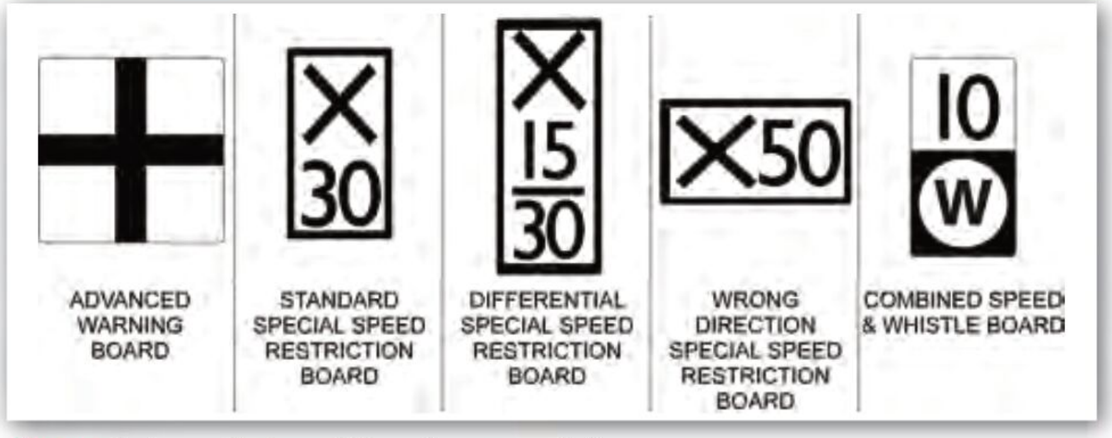
LEVEL CROSSINGS

Only Automatic Level Crossings have lineside signage associated with them. Due to their operation, Automatic Open Locally Monitored & Automatic Barrier Locally Monitored Level Crossings (AOCL and ABCL respectively), have a crossing speed associated with them.

This crossing speed is shown on a Special Speed Restriction Board (SSRB) positioned at the crossing sighting point. Where the crossing speed applies in the unsignalled or 'wrong' direction, then the Wrong Direction SSRB is used (this is also used for Automatic Half Barrier Crossings).

In the case of simple open level crossings (which don't have flashing road lights or carriers), the crossing speed (a maximum of 10mph) is displayed on a Combined Speed and Whistle Board at the sighting point.

In all cases, an Advanced Warning Board is positioned at least 100 metres on the approach to the speed boards to tell drivers to brake to the crossing speed. This sign is provided with a permanent AWS magnet. For completeness, some User Worked Crossings have Whistle Boards provided on approach.



Above: **Automatic Level Crossing speed signage.**



A typical Whistle Board indicating a requirement for a driver to sound the warning horn.

SIGNALLING

Many different signal post plates are used. The main plates are the signal identification plates - black squares with white lettering. The plates give the prefix at the top and the two-to-four digit individual signal number beneath. Where the plate is associated with an indicator, a suffix can be provided at the bottom, such as Co-Acting (CA), Banner Repeater (BR) or Preliminary Route Indicator (PRI).

The identification plates can also show the type of signal, such as using a white rectangular sign with horizontal black line to indicate an Auto Signal (although these plates are being removed), a white triangle to represent a Distant Signal (which were formerly identified by a 'R' or 'RR' suffix), or a white circle with vertical black line for a three-state Banner Repeater.

Where a signal is provided with a phone, a Signal Post Telephone (SPT) plate is provided on the phone, either on the phone or on the signal post and provided with an arrow pointing to where the phone is. Where an SPT isn't provided, a White Diamond is fitted. If a phone is provided, but it is not in a position of safety, a White Diamond with a central black 'X' is provided.

As discussed in a previous article, the Automatic Warning System can come in a number of different configurations, and some of these require lineside signage.



Above: **An ETCS Block Marker at London Bridge station indicating the end of a Movement Authority, beyond which a conflict exists.**

The most common of these signs are the AWS cancellation boards. These are provided 180 metres beyond AWS magnets that are not suppressed for moves over them in the direction to which they don't apply. It signifies that the warning that the driver is given doesn't apply to them and they can safely cancel and ignore it.

Where AWS it not provided due to the complexity of an area or difficulty in positioning AWS magnets in acceptable positions, the start and end of the 'gap' in AWS provision is marked with the signs shown. The start and end of Special AWS working, where AWS is not provided for bidirectional moves (mainly to save costs), is also marked by special diamond shaped signs.

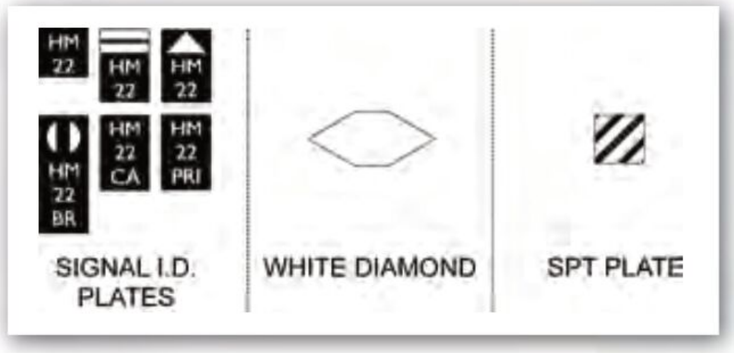
With the introduction of ETCS, there is a new suite of signs being introduced to the network.

Start and End of Cab Signalling Boards are positioned at the transition between ETCS and conventional signalling. The standard is that the Start of Cab Signalling Board is at the last colour light signal and the End of Cab Signalling Board is at the sighting point of the first colour light signal.

The most well-known ETCS sign is the blue and yellow Block Marker, but this has been joined by the black and white Location Marker. Both of these mark the end of a Movement Authority (MA), with the Block Marker used to mark the end of an MA beyond which is a conflict, whereas a Location Marker marks the end of an MA where there is no conflict beyond.

In both cases, the arrow on the board points towards the line to which the sign applies. Location Markers aren't in use on the UK railway network (a Block Marker has been used instead so far), but will be installed in future conversions.

The ETCS shunt marker is used to indicate the start of a Shunt Mode MA in ETCS, again pointing towards the line to which it applies. These are only used on the Cambrian Line under the original UK ETCS installation and will not be used again in the UK.





Above: **Signage associated with Advanced Warning Signal (AWS) equipment.**

Left: **Examples of Signal Post plates.**



Above: **European Train Control System (ETCS) signs.**

OTHER SIGNAGE

Originally Rear Clear Markers (RCM) were installed for use with neutral sections, but they are now used to mark the optimum stopping position for turnback moves at signals. The board, which consists of a white circular board with a upwards pointing black triangle, can be positioned for multiple train lengths and has legends for each train length.

The most complex suite of signs in use on the network are platform car stop markers (known as PSMs or CSMs). They are used to indicate to the driver where they are to stop on the platform for their train length.

The standard sign is a black square sign with white lettering, with a single or range of numerical values or 'S' (that applies to all trains) above Car Stop. However, there are an increasing number of different styles of non-standard PSMs which vary in colour and shape.



Above: **A Rear Clear Marker at Tilehurst station.**

Where Selective Door Operation is required or where the marker applies to trains reversing or turning back, additional legends or boards are provided.



Above: **Various Car Stop Markers at Tilehurst station.**

In known areas of low adhesion, additional signage is provided to remind the drivers of any expected conditions. Low Adhesion signs consist of a PSWI sign, but with a black image of a leaf, with an identical sign with a diagonal red line across it where the area of low adhesion ends.



Above: **Low Adhesion sign at East Croydon station.**

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The Spirit of SWINDON

The very end of Western Region steam and the transition to diesel-hydraulics is the setting for this expansive 'N' gauge exhibition layout which shows how Swindon was more than 50 years ago, as **NEIL MASON** explains.

PHOTOGRAPHY, MIKE WILD

GAUGE 'N', 9mm | SCALE 2mm:1ft | SIZE 21ft x 6ft | REGION WESTERN | PERIOD 1960s | CONTROL DCC, LENZ

BACK in the mid-1960s, Swindon was very much a railway town, building and maintaining trains - and of course an important station on the Great Western Main Line from London to Bristol.

This is what Will Heath set to recreate in 'N' gauge - a stunning representation of this famous station. At 21ft x 6ft, scale length trains running at speed are easily possible, and its current custodians have based some at least on actual formations that ran in the 1965-1970 period the layout is now set in.

Will built the layout with help from his electrical guru Chris Moller over 12 years, and our involvement came in around 2018 when Will approached us at The Little Layout Company having got the baseboards, track and wiring completed,



Above: **Trainspotters make note of D823 *Hermes* as it prepares to restart its westbound passenger train, while Drewry Class 04 0-6-0 D2228 awaits its next turn of duty in the background.**

Below: **Diesel-hydraulics are very much in evidence as a 'Western' passes through Swindon at speed and a 'Warship' slows for its scheduled stop at the station.**



As a Bristol Lodekka emerges from beneath the overbridge, diesel-hydraulics pass either side of the distinctive signalbox above.

He wanted our help to add ballast and track weathering along with some realistic roads. Greenery and embankments were also formed and grassed.

We also provided Will with front fascia panels and rear framework for his vision of a one-piece backscene. Will's vision was to not only have a superbly modelled replica of Swindon, but to also make it a theatrical scene with lighting and sound. This he achieved, receiving 'best in show' awards at each of its three exhibition appearances, including best 'N' gauge layout at Warley.

Just after the worst of the pandemic, Will emailed me outlining his desire to move the layout on and asked whether we would be interested in becoming custodians. I jumped at the offer. Swindon is a fantastic layout and although perhaps not quite living up to our Little Layouts brand's

standards it *was* a great layout and one a few friends and I really admired.

It was a great opportunity for me to have a layout to exhibit with a group of friends who could all contribute to its running. Plans to collect the layout and then get it set up to see what we needed to do to get it to an exhibition were rapidly made.

SWINDON SCENE

All of the buildings on the layout are scratchbuilt from Metcalfe builders kits with heavy adaptation. Will painstakingly built every building you can see on the layout to scale drawings of the real things in 'N' gauge. These are stunning with much detail and intricate work in them. In a sense, they are a three-dimensional record of how Swindon used to look, and are thus of considerable importance.



5 Green liveried D1035 *Western Yeoman* heads west, as a GWR 0-6-0PT shunts coal wagons in the nearby locomotive depot and a lengthy coal train slows for a crew change at the station.

4 During a busy period at Swindon, D1065 *Western Consort* trundles through the station at the head of a rake of empty six-wheel milk tanks returning to the West Country.



6 **Swindon's steam locomotive depot plays host to a selection of classic GWR and BR traction, while a GWR 0-6-0PT helps replenish the coaling stage.**

The other main feature is how the layout runs. A signalbox style panel at each end (East and West) controls an automated Digital Command Control (DCC) system. There are no traditional controllers in hands: this is purely operated by routing trains.

The operator selects one of eight trains in the storage yard and routes it into the scenic section. As the train leaves its storage yard road, a Radio Frequency Identification (RFID) pellet fitted to the leading coach or wagon is read by an RFID reader. As the train follows its route it will automatically stop at signals until released

by the operator who routes it into the station area.

The opposite signalbox operator then takes over and routes the train back around to the storage yard. Then the magic really happens. The pellet on the wagon or coach is read again and the train is then automatically routed back into the designated road it came from.

All the locomotives have Lenz ABC chips so they accelerate and brake at a steady rate and they all have their speeds preset to realistic levels. Point motors are DCC Concepts Cobalts which are all integrated into the automation. When routes are set, the relevant point motors all change to reflect the route - just like the real thing. The signalbox panels will show the exact route and any errors that have been made to avoid conflicts or derailments. The work Chris Moller did around this system is at times baffling, but is impressive in how it works.



Above: **Buildings have been meticulously scratchbuilt, including the superbly crafted main station building.**



Below: **A pair of Beyer Peacock 'Hymeks' on a Paddington-bound passenger train approach Swindon from the West.**

ROLLING STOCK

While Spirit of Swindon was originally set largely in the steam era, we have moved the period on to reflect our own interests. The Western Region was the first to rid itself of steam, and so in the earliest part of our operational era, it is very much in the minority, often relegated to the shed roads and with no 'Kings' in sight. By then, the diesel-hydraulics had been in charge of the fastest and heaviest expresses for a good while.

The new order is very much in evidence on the layout with examples of North British (NBL) Type 2s (Class 22), Beyer Peacock 'Hymeks', BR/NBL 'Warships', BR 'Westerns' and more on passenger and freight workings, including regular movements of milk traffic between the West Country and London, as well as traditional mixed freight and coal trains. Prestigious Pullman workings also pass through on workings to and from London Paddington.

All of the rolling stock has been carefully weathered and detailed to the time period with the correct train formations that ran through the area at the time of being modelled. These are mostly Dapol and Graham Farish products. All of the locomotives are chipped with Lenz Gold decoders. There are lots of non-operational vehicles dotted around the layout to help dress the scene. Many of these are non runners which are perfect for filling sidings and sheds.

FURTHER DEVELOPMENT

I originally wanted the layout to be something that a group of us could take to exhibitions and enjoy playing trains (or rather, setting routes for the trains to run on!). We now have a core group of six operators and a fully rehearsed setting up team.

The main thing we needed to sort out was the lighting of the layout. This was originally done by Will's son who ran a comprehensive sound and lighting rig which did not come with the layout. This

also meant we had to adapt the backscene. Although it looked stunning, it posed a few issues when setting it up, so as a group we decided to still use the original backscene but on more manageable panels for us to set up. This allowed us to create a frame to support the front fascia and a lighting rig. The lighting system is now controlled by a Digikeijs day/night lighting system which also controls all the platform and building lights. We have also used Gaugemaster sound units under the layout for the atmospheric sounds.

Above all, we want to keep everything as close to Will's vision as possible and to carry on showing the layout and keep the Spirit of Swindon firmly alive. We've been keenly looking forward to doing so at the Great Electric Train Show in Milton Keynes on October 8/9 - just after this issue hits the newsstands - and we have further bookings too, so we can share this fabulous tribute to a now long-gone era.

HM

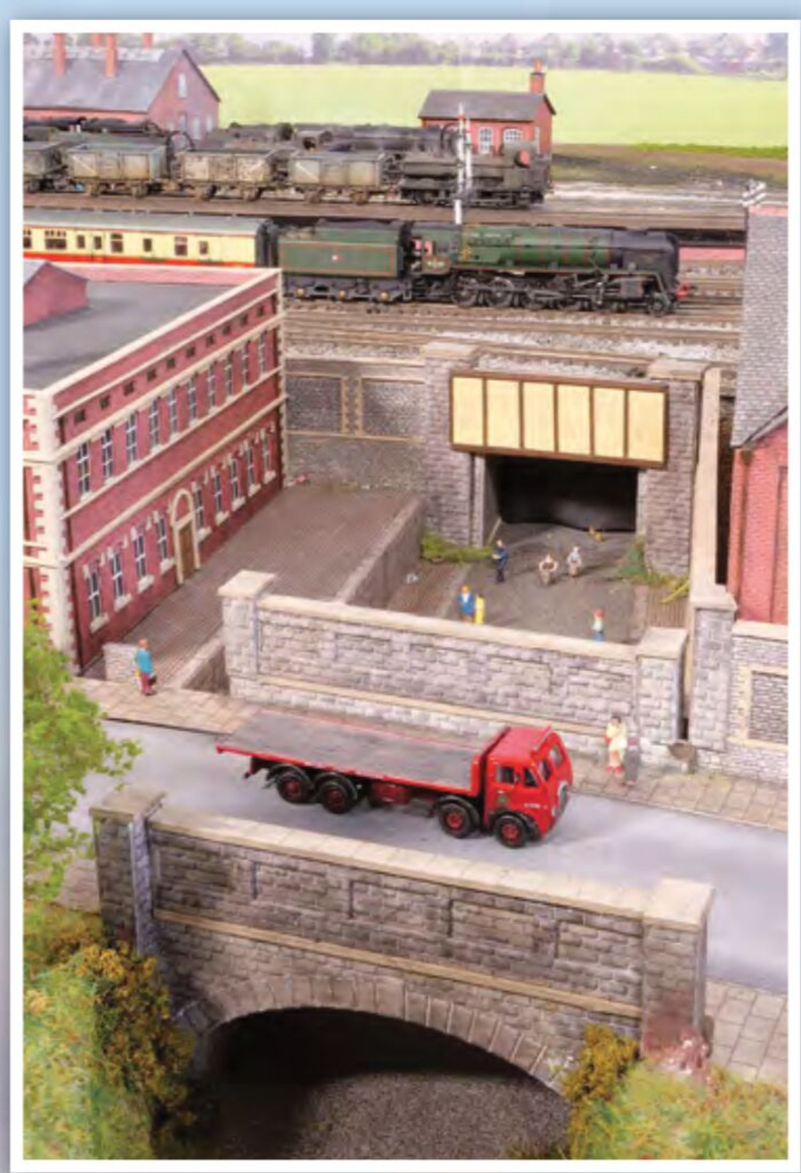
● Read more layout features at *www.keymodelworld.com/trains/layout-features*



9 Left: **The railway's influence on the architecture in the town is evident, as staff mill around outside the entrance to Swindon Works.**

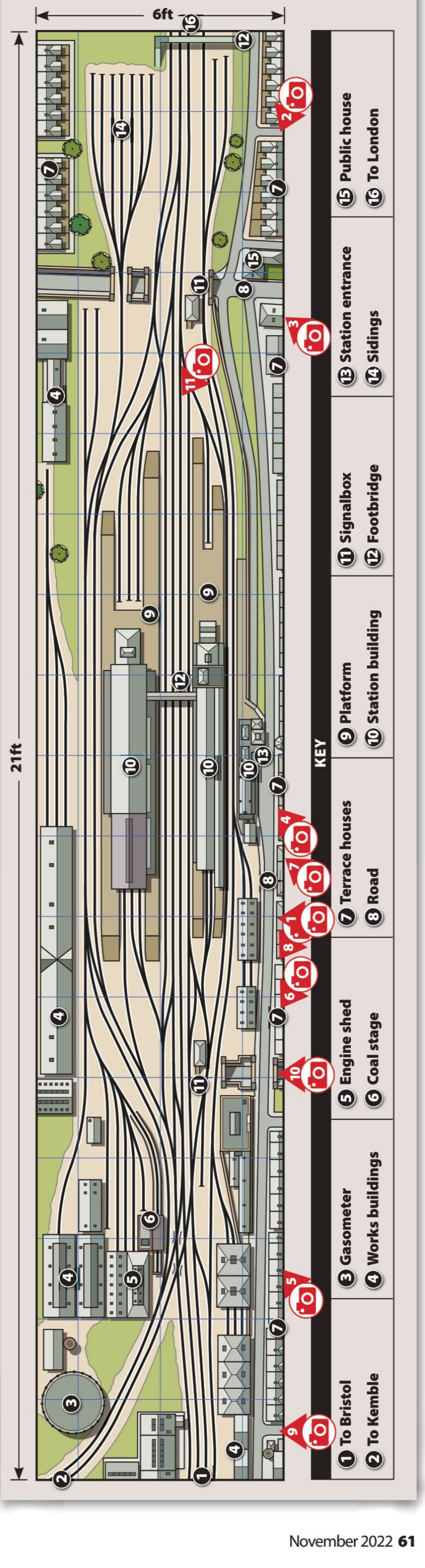
10 Right: **Blink and you might miss it. Swindon Works' last-built steam locomotive, BR '9F' 92220 *Evening Star,* passes on a passenger train.**

11 Below: **A 'Western' hauled express thunders through the centre roads at Swindon bound for Paddington, as a Pullman formation hurries in the opposite direction.**





SPIRIT OF SWINDON
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00 PO522 / N PN823

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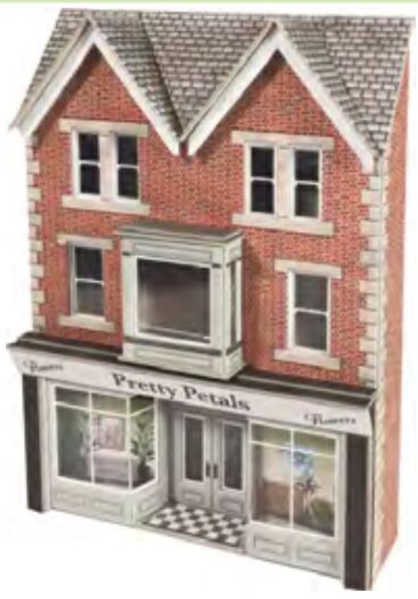
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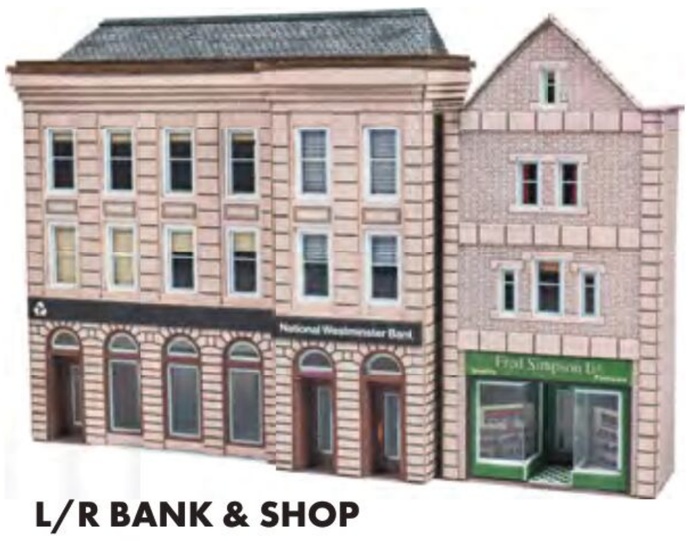
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* 00 scale comes as 1 house,
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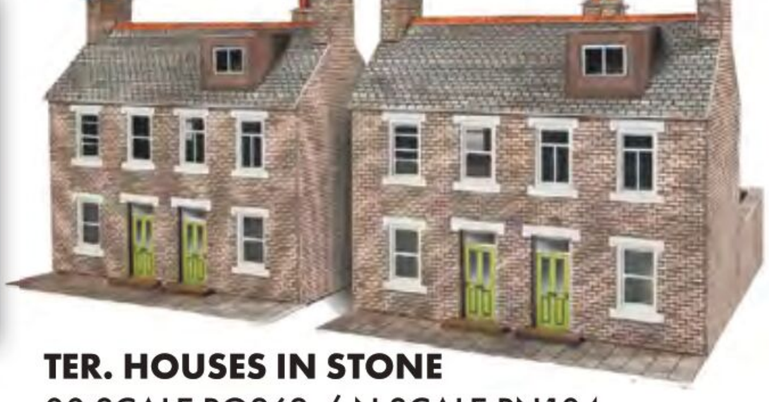
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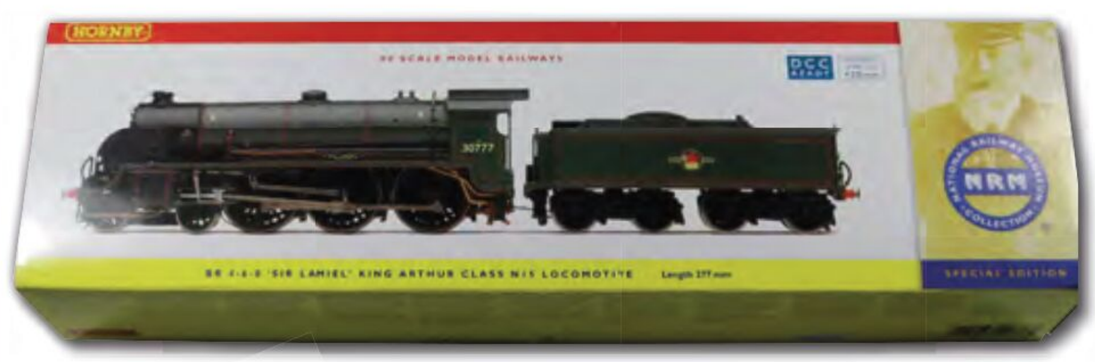
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HELJAN ALL-NEW CLASS 45 DEBUTS

FIRST REVIEW

The latest 'OO' gauge arrival from Heljan is its Class 45 1Co-Co1 diesel-electric. **MIKE WILD** finds out what is in store with this new release.



THE BR SULZER TYPE 4S have long been a popular subject for modellers and enthusiasts and the first of Heljan's eagerly anticipated new 'OO' gauge models touched down in the *Hornby Magazine* office ahead of their arrival in the shops during October.

This new 'OO' gauge model has great pedigree, as Heljan previously produced a fine model of the original Class 45/0s with split centre headcodes for 'O' gauge – a sealed beam has been announced too for 7mm scale, see pages 12-13.

The performance of that model, along with missing links in the Class 45 story for 'OO', prompted the manufacturer to look at an all-new version for 4mm scale which will focus on the locomotives in original split centre headcode form as well as Class 45/0s with later sealed beam nose ends and the Class 45/1 Electric Train Heat (ETH) fitted locomotives. The Heljan Class 45/1 will be the first authentic ready-to-run model of this sub-class.



The sealed beam marker light nose end captures the BR blue era look of the Class 45s.

The real locomotives were introduced in 1960 as a development of the 1959 introduced Pilot Scheme Sulzer 'Peak' locomotives – the Class 44s. The new production locomotives, which became Class 45 under the 1971 TOPS numbering scheme, shared the same 1Co-Co1 chassis, but featured an uprated Sulzer engine capable of delivering 2,500hp.

In total 127 locomotives to the design were completed over the next two years across three nose end arrangements – split headcode, split centre headcode and single panel centre headcode. A final batch of 56 locomotives to the same layout were built, but they featured Crompton Parkinson electrical equipment instead of Brush and were BR Class 46.

The Class 45s were mixed traffic locomotives and were seen across the Western, Midland and Eastern regions. During their careers there were a number of design updates including fitting of dual braking between 1968 and 1976 and rebuilding of the nose ends to replace the headcode panels with sealed beam marker lights. Further modifications followed between 1973-1975 when 50 had ETH equipment installed in place of the original steam heating boiler to allow them to continue in passenger service.

"Heljan's all-new Class 45 for 'OO' gauge is a fantastic addition to its reinvigorated 'OO' gauge collection."

MIKE WILD





The scratched off warning flash adds character to this model of Tinsley's 45033.



Printed nameplates replicate the hand painted depot names applied to this locomotive at Tinsley shed.

TECHNICAL DETAILS

Manufacturer:	*www.heljan.co.uk*
Cat No:	F45304
Description:	Class 45 1Co-Co1 45033 *Sirius*, BR blue, weathered
Builder:	Derby Works
Region:	Western, Midland and Eastern region
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	271.5mm
Price:	£199.00 weathered (£189.00 pristine)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	55mm x 25mm max
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	1Co-Co1
Purpose:	Mixed traffic
Haulage capacity (expected):	Ten plus coaches
Haulage capacity (actual):	10 coaches – maximum tested

New from Heljan is this fine model of the BR Sulzer Class 45/0.

Withdrawals started during the 1980s with the last of the class being stood down in 1987, though fortunately 12 have survived into preservation including 45112 which has seen use on main line excursions. Reality Check on pages 70-73 has the full story on the Class 45s in preservation while *www.keymodelworld.com/class-45* has our full class history on these locomotives.

THE MODEL

Heljan's new collection of Class 45s covers 14 locomotives across the three different groups. These follow the class's liveries from introduction in plain green with a bodyside strip through to BR blue as well as Tinsley celebrity locomotive 45106 in BR green with sealed beam marker lights.

Our sample is 45033 *Sirius*, another Tinsley allocated machine, which has a weathered finish as well as replication of the depot painted nameplates applied to the locomotive at its home depot. It has to be said that the paint finish is excellent, particularly for a factory weathered model and even includes remnants of a scratched off electrification warning flash as well as a suitably applied two-tone weathered finish to suit the underframe and roof areas.

Locomotive numbers, data panels, double arrow logos and nameplates are all superbly printed while the cab interior is finely detailed with particular attention paid to painting of the engine room bulkhead including pipework, fire alarm, cabinets and door furniture. Plus the driver's console is modelled in full together with handbrake wheels on the secondman's side.

Externally this model really looks the part of the Class 45 and scales out correctly at 271.5mm (67ft 11in) while it is 36mm wide and runs on 12mm pony and 15mm driving wheels. Better still, both bufferbeams are fully appointed from the factory with exception of the coupling hook which modellers can choose to add or select a tension lock coupling instead.

The body shell has all the right details in the right places and includes, on 45033, plating of the bodyside steps and boiler water tank filler points on the roof as this model represents one of the locomotives which had its steam heating boiler removed. There are other details to look out for too including the open driver's side cab windows (perfect for viewing a miniature crew through if you decide to add one) plus the steam heat balancing pipe is modelled on each bogie too.

The accessory pack with the model includes optional sandboxes which can be fitted where

Fully detailed buffer beam with sprung buffers.

Cab LED light.

Main Printed Circuit Board for lighting and motor control.

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Plated steps and boiler filling hatches on the roof complete the look of this no heat Class 45/0.

appropriate with reference to prototype photographs.

PERFORMANCE

The internal set up of the Class 45 follows a tried and tested route with a centrally mounted five-pole motor at the heart of the model providing drive to the bogies through cardan shafts. On test the motor, which has a 2.5V starting voltage, was both responsive and powerful offering more than enough haulage capacity in combination with the die-cast chassis block to handle a 10 coach train of Mk 1s.

The eight axle chassis also ran smoothly through all points and crossings on our code 75 track layout while also negotiating second radius curves comfortably.

The body is held in place with four crosshead screws which are located, with easy access, above each of the bogies. Once released the body slides straight up from the chassis easily to offer access to its internal workings.

The main Printed Circuit Board (PCB) houses a 21-pin MTC decoder socket together with a plug in connection for a speaker which is factory fitted with a pair of wires to aid sound installation. There is also a 30mm x 25mm platform for a speaker to be positioned on, though we would suggest adding extra support underneath this to prevent the speaker from vibrating the plate.

Lighting is comprehensive on the Class 45 too with a six function decoder required to operate the full suite. Headcode/marker/high intensity lights are all controlled from Function 0 while Function 1 turns the tail lights off at the No. 1 end, Function 2 turns the tail lights off at the No. 2 end and Functions 3 and 4 operate the cab lights in the same order. In addition the model comes with a magnetic switch to turn the cab lights on and off which works on both analogue and digital equipped locomotives.

OVERALL

Heljan's all-new Class 45 for 'OO' gauge is a fantastic addition to its reinvigorated 'OO' gauge collection and is set to offer an attractive range of locomotives to suit the class's entire three-decade lifetime. The model's performance, functions and appearance are all excellent and we can see this being a very popular addition for the scale. (MW)

● **Visit *www.keymodelworld.com/class-45* to see our full collection of related news, reviews and features.**

Roof fan detail is excellent and includes an etched metal mesh.

21-pin MTC decoder socket.

Etched metal roof fan grille.

Decorated cab interior.

Detailed driver's console.

Detailed bodyside grilles.

The internal layout of the Class 45 includes a five-pole motor, twin flywheels, a 21-pin decoder socket and space for a speaker.

'Peaks'

IN PRESERVATION

The Class 45 'Peak' diesel has always been one of the most popular of the early modernisation-era designs, and so it was natural that when withdrawal from main line service came in the early 1980s that several examples should be saved. **EVAN GREEN-HUGHES** takes a look at how the surviving 'Peaks' have fared in preservation.



Class 45 45112 *The Royal Army Ordnance Corps* waits at Weston Super Mare with Pathfinder Tours' Dunster by Candlelight 'short tour' – the 12.16 Cardiff-Minehead, on June 12 2003. This is the only Class 45 to be main line registered in preservation, but it has been out of service since 2007. John Chalcraft/Railphotoprints.uk.

Below: **The Class 45s have been popular locomotives throughout their long 40 year career in preservation. Sealed beam 45041 passes Woodthorpe during the Great Central Railway's diesel gala on March 29 2014.** Alan Padley.

TO MANY PEOPLE the bulbous shape of the 'Peak' epitomised the image of the early diesel years. With their American-inspired nose ends and unwieldy eight-wheel bogies these machines dominated services on the Midland Region for more than 20 years. When they were first introduced they revolutionised timings on some of the services for which they were intended, impressively so on the Settle-Carlisle where they proved capable of climbing hills at double the speed of the steam traction that they replaced.

The design went through three distinct incarnations, the original engines, later known as the Class 44 were soon superseded by the slightly lighter and more powerful Class 45, which proved to be the most numerous, while the final Class 46 was fitted with different electrical equipment. However, it was to be the 127 members of the workaday Class 45 that were to capture the attention of enthusiasts, many of whom were determined that the class should live on when its main line days came to an end.



Just one split headcode Class 45 survives today – 45060 *Sherwood Forester*. On August 30 1998 the 1Co-Co1 formed part of the line up at the Toton Open Day. Mike Wild.



'Peak' withdrawal had commenced in 1980 and had started with locomotives that had never been upgraded to have electric train heat equipment, with the catalyst for this being the introduction of High-Speed Trains on their former stronghold –the Midland Main Line.

The remaining engines had found work on Trans-Pennine services and remained on cross country services between the south west and the north east, but over the next eight years the availability of more modern traction, particularly Class 47s and early 'Sprinters', led to a steady decline of the class with many of those remaining then being sent to Tinsley depot in Sheffield where many received unofficial names during their final years. Such was the fondness for the type that two final railtours were run in early 1989 with the locomotive used, 45128, formerly D113, having been specially reinstated for the duties.

PRESERVATION BECKONS

Fortunately, by the time that the Class 45's time was coming to an end on the national network, the heritage railway movement had grown away from the steam-only bias that it had exhibited in its early years and this enabled homes to be found in the end for 12 of the fleet, quite a large percentage of the total locomotives built. Some of these have now been in private hands for almost 40 years, which is twice as long as British Railways had them and it is a great credit to their owners that a large proportion of them are still in working order.

The fortunes of the surviving Class 45s that have been preserved have varied widely, with one locomotive unfortunately at present being in the process of being dismantled while another at the other end of the spectrum, is being prepared for a return to the main line. Others are in constant use at heritage railways with the

class often being seen out on loan and at varied locations.

Eagerly awaited is the appearance of 45118 (D67) from overhaul to main line standards for use on charter work. This engine was purchased by Locomotive Services in 2018 and when it is finished it will be the first 'Peak' to work on the national network since 45112 in 2007. This engine was originally withdrawn in 1987 following a bogie fire but was otherwise in good order.

After three years in storage at March depot it passed to the care of a group based at the Northampton and Lamport Railway. Ten years later the engine was rededicated and received its original name of *The Royal Artilleryman*, becoming a regular performer then on passenger duties. Unfortunately, in 2008, the locomotive was damaged by thieves, who stole vital components for their scrap value, leading to it being taken to the Railway Vehicle Engineering Limited (RVEL) works at Derby for repairs, following which it was sold on, finding a restoration home at Barrow Hill.

The only other 'Peak' to have been active on the main line was 45112 which enjoyed a brief return during the early 2000s but which is now stored at the premises of Nemesis Rail at Burton-on-Trent.

ON PRIVATE LINES

Many of the other 'Peaks' that have been preserved have been, and remain active, although not on the main line. A prominent performer has been 45125 (D123) which is based at the Great Central Railway and which currently operates extensively on diesel running days. This engine was taken out of service in 1987 as it required an exam and was then stored, being bought by the Hull Locomotive Preservation Group four years later, with its restoration started at Dairycoates depot.

In 1998, 45125 was moved to the Great Central where it was named *Leicestershire and Derbyshire Yeomanry*, taking the name formerly carried by fellow 'Peak' 46026. A unique feature of this engine in preservation is that it is passed to travel at more than the usual 25mph as it is used for test trains, for which purpose it is allowed to achieve 75mph. It has also been used for a number of filming assignments.

Prominent amongst the groups that have preserved Class 45s is the Pioneer Locomotive Group, which is based at Barrow Hill, at Staveley in Derbyshire. They own three 'Peaks': 45060 (D100) *Sherwood Forester*, 45105 (D86) and 45135 (D99) *3rd Carabinier*. The group was



Class 45 45135 *3rd Carabinier* – an East Lancashire Railway regular – arrives at Goathland from Pickering on a visit to the North Yorkshire Moors Railway, while Class 47/4 47402 *Gateshead* waits to depart in the opposite direction with a train from Grosmont, on May 5 2006. Mike Wild.

D123 *Derbyshire and Leicestershire Yeomanry* arrives at Quorn and Woodhouse, Great Central Railway, on September 17 2005. This long-term GCR resident is a stalwart of running days and diesel events. Mike Wild.



D123 rounds the curve at Kinchley Lane with a freight working during the Railways at Work gala on the Great Central Railway on March 20 2022. Paul Biggs.

PRESERVED CLASS 45s (locations change frequently depending on hire contracts)

TOPS NUMBER	EARLY NUMBER	LOCATION
45015	D14	Battlefield Line (now being scrapped)
45041	D53	Nene Valley (on loan from Midland Railway Butterley)
45060	D100	Barrow Hill
45105	D86	Barrow Hill
45108	D120	East Lancs (on loan from Midland Railway Butterley)
45112	D61	Nemesis Rail (stored)
45118	D67	Barrow Hill
45125	D123	Great Central Railway
45132	D22	Epping and Ongar Railway
45133	D40	Midland Railway Butterley
45135	D99	East Lancashire Railway
45149	D135	Gloucestershire Warwickshire Railway



formed in 1986 and has since assembled a considerable collection of locomotives, which not only includes the 'Peaks' but also examples of three other main line classes.

While the locomotives are based at Barrow Hill they are usually loaned out to other lines once their current cycle of restoration has been completed. 45105 is nearing the end of a comprehensive rebuild at the moment that has seen the generator out and a full body and internal overhaul completed to the highest standard. 45060 has had an engine overhaul in the recent past while 45135 is at the East Lancashire Railway where it is undergoing heavy maintenance.

Another line which has hosted multiple preserved 'Peaks' is the Midland Railway Butterley which is home to the Midland Diesel Group, which has amongst its members the Class 45/1 Preservation Society, the owners and operators of 45133 (D40). This engine was built in 1961 and lasted until 1987 when it was withdrawn after refusing to start due to flat batteries.

Along with other similar engines 45133 ended up in store at March depot from where it was purchased in 1990. It was then moved to Butterley and operated its first passenger trains only two days later. Since then the locomotive has been kept in good condition and has been seen on many other lines including the Severn Valley, the North Yorkshire Moors, the East Lancs, Nene Valley, Swanage, Mid Norfolk and Weardale railways. It also works regularly at its home line, but is currently having a spell of maintenance.

Also based at the Midland Railway is 45108 (D120), which is owned by the 'Peak' Locomotive Company, along with examples of Class 44 and 46. This engine was withdrawn in 1987 and initially bought by Waterman Railways, being restored to green livery, before being passed to the 'Peak' Locomotive Company in 2008. Work was then carried out to reinstate the electric heat equipment and overhaul the air system before the engine was painted blue. It is currently out on loan to the East Lancashire Railway. The Group also has another ex-Waterman Railways 'Peak', 45041 *Royal Tank Regiment*, which is out on hire to the Nene Valley Railway.

The Epping and Ongar Railway is currently home to 45132 (D22). This engine was withdrawn as surplus in 1987 and purchased for preservation in 1991, finding a home on the Mid-Hants Railway. It was used extensively until 2000 when a main generator failure curtailed its activities. Following repairs it moved to the Epping and Ongar Railway in 2014 and moved again under its own power in 2019, although it has since had further issues with its generator.

The Cotswold Mainline Diesel Group, based on the Gloucestershire and Warwickshire Railway, has 45149 (D135) which was originally preserved by Pete Waterman with the intention of returning it to the main line. Although engine repairs were carried out this was not to be and the locomotive changed hands in 1996. Restoration was a formidable task due to the number of parts that had gone missing while it was in storage and also involved a full body lift. Return to service was accomplished in 2013 and the engine has seen constant use since then.

'PEAK' FUTURE

While the future for all the above locomotives continues to look very good the same cannot be said for 45015 (D14), which for various reasons managed to survive in main line ownership until 2002. It was then bought by a private individual who took it to the Battlefield Line where virtually no work was ever done on it, meaning that it soon deteriorated and languished at the end of a siding at Shackerstone for many years. Following a dispute between the owner and the railway the decision was taken to dismantle the locomotive for parts and to scrap the remainder, with this work currently well advanced.

'Peaks' continue to be much admired by enthusiasts and preservationists alike but the effort that the current owners have had to put into their locomotives over the years that they have owned them cannot be underestimated. Fortunately, a whole new generation of diesel enthusiasts seem to have taken up the challenge and so the future looks good, which should mean that we will be able to see 'Peaks' continue to work on both the main line and on our heritage lines for many years to come. **HM**

Oxford Invacar



- **Gauge:** 'OO' gauge
- **Price:** £7.45
- **Cat No:** 76INV001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 6/7

OXFORD DIECAST has added a characterful new model of the AC Invacar to its ever-expanding collection of 1:76 scale road vehicles which are suitable for 'OO' gauge model railways.

The 1970s Invacar was a follow-up to a series of designs which had their roots in 1948. They were designed as a single seat vehicle with sliding doors to allow wheelchair access.

The first release models the Invacar in the classic pale blue colour seen on so many of these vehicles. Highlights include age related 1971 K suffix registration plates, correct headlight arrangements, see-through glazing and rolling rubber wheels as you would expect from an Oxford product.

This new release is perfect for adding character to a British road scene from the 1970s and early 1980s. (RH)

Eye-catching Frogeye Sprite

- **Gauge:** 'OO' gauge
- **Price:** £7.45
- **Cat No:** 76AHF001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 5/6

Oxford Diecast's new release of the classic Austin Healey Frogeye Sprite provides a welcome 1:76 scale model of the 1960s sports car design.





With the Mark 1 Sprite first constructed in 1958, the car proved popular and prompted Austin to update it in 1961, becoming a desirable classic to the present day.

The earlier Type 1 variant is offered here by Oxford in a bright cherry red with white roof. The manufacturer has accurately replicated the distinctive round headlights, befitting of the Sprite's Frogeye nickname, and commendably finely printed chrome front grille.

Decorated with chrome trim and a neatly moulded soft-top roof, Oxford's Sprite is suitable for 'OO' gauge layouts of the 1960s and also as a classic car through to the modern era. (RH)

Orange AEC 690 dumper truck



- **Gauge:** 'OO' gauge
- **Price:** £22.95
- **Cat No:** 76ACD001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 6/7

New to Oxford Diecast's growing range of 1:76 scale construction vehicles is this AEC dumper truck.

First introduced in 1965, the six-wheel dumper truck platform was shared between AEC, Scammel and Aveling Barford, with the design used by numerous construction companies.

In order to cater for multiple liveries and types, Oxford has chosen to produce a common tooling for all three types of AEC-based dumper trucks, with this release featuring the bright orange livery of Wimpey.

Oxford's AEC 690 is a heavy die-cast model and has real presence in 'OO' gauge. While the tipping bed of the truck is moulded fixed to the chassis, all bracing, panel line detail, grilles, doors and large tyres are all accurately reproduced.

The AEC 690 is a substantial model and ideal for any construction or road scene. (RH)

New generation Stobart Scania



- **Gauge:** 'OO' gauge
- **Price:** £28.95
- **Cat No:** 76SRH001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 11

A household name for logistics, Eddie Stobart's distinctive branding appears on the latest 1:76 scale lorry release from Oxford Diecast, depicting a Scania R Cab and trailer.

First produced in 2004, Scania's current generation of R Cab lorry designs features three axles and forms part of the latest long-haul Scania designs.

The lorry is paired with a solid-sided trailer and wears the distinctive Eddie Stobart livery. All moulded details are accurately captured and clearly defined, while correctly carrying the name *Chloe* with a 2018 registration plate.

Paired with the Scania R is a three-axle box trailer in the white Stobart scheme, while the complex fade and chevron design of the Stobart livery is neatly applied throughout.

A substantial and well-produced model of a large articulated lorry, this new variant by Oxford is equally suited for a modern image 'OO' gauge layout or to complement an Eddie Stobart collection. (RH)

Glacier white TT coupe



- **Gauge:** 'OO' gauge
- **Price:** £7.95
- **Cat No:** 76TT001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 10/11

Newly tooled from Oxford Diecast is the striking glacier white variant of the Audi TT Coupe in 1:76 scale.

This all-new Audi TT variant replicates the third generation of the popular vehicle dating from 2014 and portrays a TFSI Coupe Audi TT, with slimline headlights, black interior moulding and intricate, free-rolling wheels.

With the prototype now into a fourth generation, this new release from Oxford Diecast with its 2016 registration plate is similarly compact and sure to prove popular for modern-era layouts. (RH)

Bachmann BULLEIDS

FIRST REVIEW

A new range of Southern Railway Bulleid coaches is now available in 'OO' gauge. **GRAHAM MUSPRATT** runs the rule over these latest arrivals.



THE LONG AWAITED all-new Bachmann 'OO' gauge Bulleid coaches announced in 2018 have now arrived. Southern Railway/Region modellers can look forward to a range of accurate and highly detailed Bullied coaches to modern standards which can be utilised to create correct coaching sets.

These 63ft 5in coaches were first introduced by the Southern Railway (SR) in 1946, constructed as steel side panels on a wooden frame with a traditional canvas on wood roof. Construction continued with detail variations until 1951.

The Bulleid design marked a change from the previous versions of SR coaches in that they only had doors at the ends and in the middle rather than for each compartment, it also saw the introduction of the Diagram 2123 Semi Open Brake Third layout which comprised compartments and an open saloon along with the guards and luggage areas. The later All Thirds to Diagram 2017 were also built as open saloons.

One noted omission from the first Bachmann releases is the Diagram 2406 Brake Composite (BCK), used as loose vehicles, especially on the West of England route where they would be used as through coaches for the many branch lines to South Western seaside resorts. They differed from the Diagram 2405 BCKs being produced by Bachmann for the two-coach 'R' sets in that the lavatory was more conveniently placed for both classes of travellers in the middle of the coach.

There were two distinct types of underframe due to the difference in vacuum brake equipment with some utilising a single central 30in Prestall vacuum cylinder and larger vacuum tanks, whilst other builds had a more standard arrangement



Five BR carmine and cream vehicles will be available to complete SR 'H' set 847, including Diagram 2019 Corridor Third (TK) S75.



SR malachite green carriages feature the shallow 10in window vents.

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	34-725A/34-776 (as reviewed)
Description:	SR Bulleid carriages, SR malachite green/ BR carmine and cream
Builder:	Southern Railway
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£74.95 each
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Passenger

Bachmann has developed a collection of all-new 'OO' gauge Bulleid carriages.

with two 22in brake cylinders and simplified brake pull rods.

Their size and passenger layouts went on to become very similar to the standard, albeit with all steel construction for the later BR Mk 1 coaches.

Whilst most Bulleid coaches were withdrawn from BR(s) service in 1967/8, those transferred to the Western Region were withdrawn in 1968 whilst some that were transferred to Scotland lasted until 1970. Some survive in preservation.

THE MODEL

Bachmann's initial releases include a Semi Open Brake Third (BTK) to Diagram 2123, Corridor Composite (CK) to Diagram 2318, Brake Composite (BCK) to Diagram 2405 and Corridor Third (TK) to Diagram 2019. Our review samples included BTK 3994 with 10in window vents in Southern Railway malachite green (Cat No. 34-725A) and TK S75 with 15in window vents in BR carmine and cream (34-776).

These delightful models feature near flush glazing, including the characteristic small lozenge shaped windows above the door droplights, exceptional detail and many individually applied parts such as roof vents, end handrails/ water tank filler pipes and tank vents along with steps and underframe equipment to allow a wide range of detail differences between coach types to be represented.

Door handles and grab handles are moulded on the bodyside and neatly picked out in brass paint. Some may feel the rivet details around the tops of the window frames might be a little too pronounced, but the models accurately capture the shape and profile of the prototypes. »

"The fine livery application is as we would expect from Bachmann, even down to the small seat number lettering above the windows on the SR livery versions and the small restriction, tare and dimension plates on the coach ends."

GRAHAM MUSPRATT

The free-running bogies are accurate renditions of the Southern Railway standard 8ft bogies and also include the now standard Bachmann electrical pick-up arrangement for those wishing to fit interior lighting. Underframes are well detailed with truss rods, V hangers, brake types and brake pull rods, correct for each individual coach type.

Bachmann's extensive tooling suite allows for a multitude of correct variations to suit the coaches not only as first introduced, but also reflecting modifications throughout their lives.

Detail variations incorporated include window ventilators with original 10in vents or later 15in vents (plus the corresponding toilet window ventilators – original horizontal-opening vents or later vertical-opening), bodysides in as-built condition or with the later reinforcing strips added, original single 30in Prestall vacuum cylinder or twin 22in cylinder system, multiple battery box positioning, with Bulleid or BR Mk 1 type, Bulleid or Mk 1 dynamo, footboards and bogie footsteps in multiple lengths and positions and various permutations of Guard's handrail.

In addition, the models will also display different water tank types, as appropriate, including long and short variants and central tanks as well as the correct style of end handrails and water tank filler pipes.

The fine livery application is as we would expect from Bachmann, even down to the small seat number lettering above the windows on the SR livery versions and the small restriction, tare and dimension plates on the coach ends. The luggage compartment doors feature the window protection bars on the inside of the glazing, while the corridor side glazing also features handrails.

For those wishing to add passengers, the bodies are held on to the chassis with four clips along each side, enabling the body to be simply and carefully eased away.

To finish, each coach is supplied with an instruction leaflet and an accessory pack which includes corridor connector end boards, cosmetic dropped buckeye couplings, steam heat and vacuum pipes, spare tension lock coupling and pipe coupling bars.

The new carriages include separately fitted filler pipes and end footsteps with BR carmine and cream examples featuring deeper 15in window vents.

Above: **Four vehicle types are amongst the new releases including the Diagram 2123 Semi-open Brake Third (BTK).**

FORMATIONS

The Southern Railway and British Railways Southern Region operated and managed its coaches marshalled into defined and fixed sets, usually with brake coaches at each end and various combinations of coaches in between to create a range of set capacities for particular services, often with longer rakes being marshalled from multiple sets to provide operational flexibility.

Bachmann's initial releases have been produced to enable a number of correct Southern set combinations and liveries to be created.

As a result, three correctly formed sets will be possible including three-coach 'L' formation (BTK-CK-BTK) 790 in Southern Railway malachite green with 10in window vents (34-725/34-750/34-725A), five-coach 'H' set 847 (BTK-TK-CK-TK-BTK) in BR carmine and cream with 15in window vents (34-727/34-776/34-751/34-776A/34-727A) and a two-coach 'R' set 69 (BTK-BCK) with 10in window vents and side strengthening ribs in BR green (34-726/34-800). A single 'loose' carriage has also been produced in malachite green with 10in vents, but with BR 'S' prefixes (34-775) which would have been used to strengthen other sets.

However, whilst reviewing the model of the semi-open Brake Third 3994 in SR malachite green (34-725A), an error was identified with the running number. Bachmann has confirmed to *Hornby Magazine* that the running numbers for 34-725A and similarly 34-725 in SR malachite green will feature the correct numbers for set 790 when the models are released.



SR set numbers are printed on the outer ends of brake vehicles. Bufferbeam detailing and corridor ends boards are also supplied.



Fine printed detail also extends to the corridor ends of each vehicle.

OVERALL

These are excellent models which will be a very welcome addition to any Southern or BR(S) modeller's fleet. We can look forward to other livery/set combinations being added to the range in the future. (GM)

Pioneering Chaldron COAL WAGONS

FIRST REVIEW

The rise in demand for coal in the 18th century saw introduction of one of the first standardised wagon designs: the Chaldron. Accurascale has added these characterful and long-lasting wagons to its 'OO' gauge range – **MIKE WILD** takes a closer look.

THE IDEA OF A STANDARD wagon design stretches back nearly 200 years to the Great Northern coalfields. The need for a standard measurement for coal traffic saw collieries and merchants create the Chaldron wagon – a wagon type which could hold a set amount of coal for transport.

Early genesis of the type stretches back beyond the adoption of railway locomotives, but from 1820 the 'modern' Chaldron wagon, as modelled by Accurascale, came into being.

This new addition to the Accurascale range joins its now extensive 'Powering Britain' collection which follows the coal by rail story from the 1820s to the present day from the Chaldron wagons to the high capacity HYA bogie coal hoppers and the subsequently repurposed wagons for biomass traffic (IIA).

The Chaldron wagon had a long life span with many originally seeing work on the main lines of the North Eastern Railway. As loads increased some were modified with the addition of 'greedy boards' to increase their capacity but they were later relegated to internal user work for collieries, though the last weren't stood down, remarkably, until 1978 at Seaham Harbour.

Accurascale's new 'OO' gauge model of the Chaldron is a fascinating little project. Each wagon is just 42mm long and 29mm high. Turned metal wheels of two designs – split spoke and curved spoke – have been made for the wagons which sit on metal axles which are clip fitted to the underframe.

Adding to the novelty value are the couplings which are rather neat. Three link couplings





Detailing is crisp throughout the body and chassis. This particular wagon is fitted with curved spoke wheels.

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



These wagons are just 42mm long. Each is fitted with magnetic chain couplings.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.co.uk*
Cat No:	ACC2806G (reviewed)
Description:	Stella Coal Company Chaldron wagon triple pack
Builder:	Shildon Works
Region:	North East
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£44.99
Couplings:	Magnetic three links
Minimum curve radius:	First
Purpose:	Coal traffic



Each set of Chaldrons is supplied as a three-pack by Accurascale. This set models 1950s vehicles operated by the Stella Coal Company – 50, 84 and 33.



Accurascale's latest wagons in the 'Powering Britain' series are the Chaldron coal wagons.

with magnetic ends have been developed for the wagons which work well and avoid the need for clunky tension locks on such a little vehicle. Our only point of note here is that the coupling chains had a tendency to attract the magnets at times and bunch up. On the good side a pair of NEM clip fitted matching couplings are included in the packaging (together with spare magnets) to allow a locomotive to be equipped with a matching coupling to run with the wagons.

The wagons themselves are delightful and full of character. The bodies are neatly formed with fine plastic mouldings while there is plenty of detail to appreciate from the plank engraving to the handbrake, brake blocks and chassis rails.

Our sample pack is a trio of Shildon built wagons operated by the Stella Coal Company in the 1950s (era 4) making these ideal as internal user colliery wagons to site alongside a main line railway system.

For those looking to expand an early railway collection or to introduce internal user coal wagons to put behind a Hornby Peckett 'W1' 0-4-0ST or 'B2' 0-6-0ST these will be an ideal choice. Superbly made and packed full of character. (MW)

● **Visit *www.keymodelworld.com/wagons* to see our full collection of wagon reviews.**

Hattons' GENESIS COACHES

FIRST REVIEW

The wait is over, as the first of Hattons' newly-tooled 'OO' gauge Genesis four and six-wheel carriages are here. **MARK CHIVERS** takes a closer look at these all-new vehicles.

FIRST ANNOUNCED IN 2019, Hattons' all-new 'OO' gauge four and six-wheel Genesis carriages have arrived with the retailer and whilst they have been in development for quite some time, the wait has certainly been been worth it.

As the Genesis project name suggests, these delightful newly-tooled models are of freelance design and are based on early pre-grouping vehicles favoured by railway companies of the period. In developing the coaches, Hattons has tooled seven different body styles, together with options for gas lights, oil lights and electric lighting as well as incorporating underframe variations, different wheel types and roof configurations.

For review we received examples of the new carriages in Great Western Railway chocolate and cream, Southern Railway lined olive green, LNER pre-war brown and BR olive green.

Each Genesis coach is well-presented in Hattons' Originals branded packaging with our GWR liveried vehicles with working lighting (Cat No. H4-46Pack-101L) additionally presented in a special outer pack containing four vehicles – a six-wheel Brake Third 142, four-wheel Brake Third 205, six-wheel Composite 73 and four-wheel Third 358.

The remaining vehicles were SR liveried four-wheel Composite 5750 with working lighting (H4-4C13-701L), six-wheel Composite (with lavatory) 486 in LNER pre-war brown (H4-6CL-601L) and a six-wheel full brake tool van in BR departmental olive green finished as TDS832 with Ashford Crane lettering (H4-6FB-901C).

Straight from the box, the models have that quality feel about them and appear well constructed with six-wheel models weighing in at 78g (without lights), 88g with lights, while our four-wheel samples with lights tipped the scales at 74g.

Detailing is superb, both inside and out with neatly moulded body shells and underframe detailing, door and grab handles appear to be separately applied fine plastic parts, glazing is clear and near-flush, while the interiors feature seating and finely moulded luggage racks above, which really looks the part when they are illuminated.

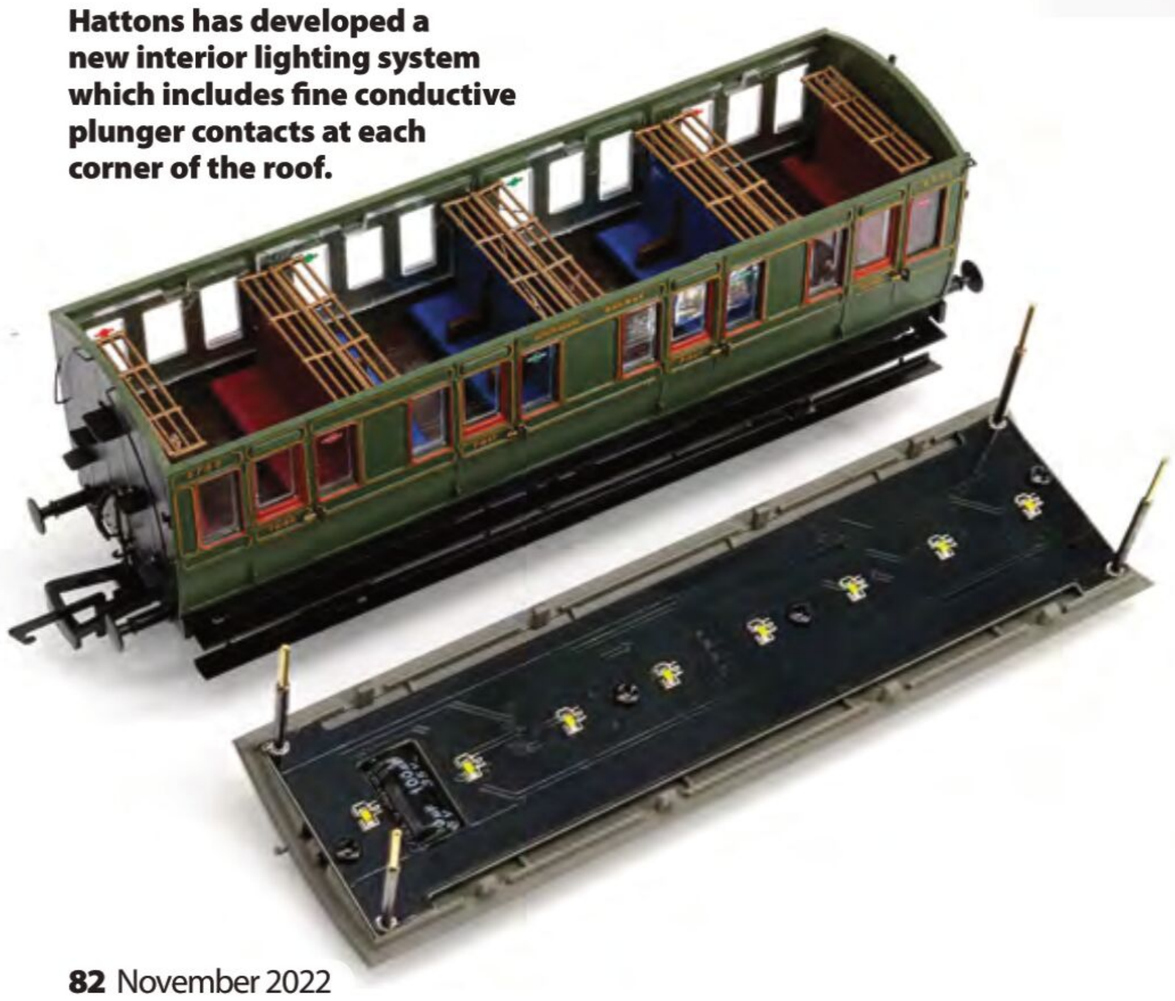
The roofs also feature exquisite vents and representation of the various lighting options, while gas lit models also include separately fitted pipework along the roofs which then runs down one end of the carriage. Whilst it may appear to be one piece, the moulding has been designed to slot into a small collar as it curves from the roof, so you can remove the roof without damaging the pipework.

Separately fitted footboards feature along each vehicle, while the underframes include neatly moulded rivet and bolt head detail, axleboxes, springs and well appointed brake equipment underneath.

Decoration to each of our review samples was excellent with an evenly applied paint finish with crisp lining, where appropriate, together with neat numbers and lettering throughout. Interiors are also decorated with coloured seating, while window labels are



Hattons has received the first batch of its eagerly-awaited four and six-wheel 'OO' gauge Genesis coaches.



Hattons has developed a new interior lighting system which includes fine conductive plunger contacts at each corner of the roof.



Seven different body styles have been tooled including this Composite vehicle with lavatory, finished in LNER pre-war brown.

TECHNICAL DETAILS	
Manufacturer:	*www.hattons.co.uk*
Cat No:	Various (see text)
Description:	Genesis four and six wheel carriages
Builder:	Freelance
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£33/£40 (with lights)
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Passenger/ Departmental

legible and neatly applied too.

Illuminated vehicles are fitted with a series of LEDs to the underside of a circuit board which acts as a ceiling beneath the roof. This also features a small capacitor at one end and can be removed should you wish to add a Next18 DCC decoder to the other side of the board. That said, the lights will illuminate without a decoder on analogue or digital layouts, although you won't have the same level of control.

To access the interiors, the roof is a clip-fit to the body. This can be removed, but you do need to take care as the illuminated versions feature fine metal plunger pick-ups at each corner.

Each vehicle is fitted with either four or six turned metal wheels (some with subtly different finishes) while the six-wheel versions also feature a sliding centre wheel set mechanism, to aid running. Small tension locks are fitted in NEM pockets, while factory fitted pipes and metal buffers complete the package.

Hattons' all-new 'OO' gauge Genesis coaches are superb additions to the range and whilst they may not be based on specific prototype vehicles, they will certainly look the part with their exquisitely applied liveries and running qualities and are sure to prove popular. (MC)

"Hattons has tooled seven different body styles, together with options for gas lights, oil lights and electric lighting as well as incorporating underframe variations, different wheel types and roof configurations."

MARK CHIVERS

- **Gauge:** 'TT:120'
- **Price:** £5.75-£18.75
- **Cat No:** LK-12100 – LK-12108 (see text)
- **Site:** *www.peco-uk.com*
- **Era:** 3-11

NEW PECO STRUCTURE KITS FOR 'TT'

ANNOUNCED in June 2022, the new range of Peco 'TT:120' building kits comprise a GWR pattern station building, signalbox and goods shed, alongside plastic platform edging and surfaces. Intended to be used in conjunction with Peco's newly-tooled track range in the scale (HM 184), these kits offer accurate and detailed structures for the revival of 'TT' gauge.

BUILDINGS

Presented in newly designed card packaging, the three building kits contain between four and six laser-cut sheets of thin ply, one sheet of clear plastic for glazing and two different sets of plastic chimney pots. The kits all replicate prototype buildings and are rendered with fine details, in common with Peco's newer laser-cut structures in 'OO' scale.

The 'TT' GWR signalbox (LK-12100) is modelled from the structure in use at Highley on the Severn Valley Railway. While the smallest of the kits, it features a high level of laser-engraved detail with commendably fine window frames, intricate stairs and end boards. The brick base is similarly well defined, with closely interlocking brick courses on each corner, minimising visible joins and resulting in a strong building when assembled.

The station building (LK-12101) is also a GWR design and accurately replicates the building at West Bay in Dorset. The epitome of a wayside Great Western station, the level of laser-cut stone and canopy detail is impressive and features a fixed roof to minimise visible joins.

As with the other kits in the range, base painting is best applied before assembly and the components require limited sanding to remove joining tabs. Fast setting card or PVA glue is recommended to ensure the laminated layers of ply are fully bonded, especially along the layers forming the coigns. The building can be easily detailed further, from new gutters and downpipes to interior detail and lighting, easily accessible through the open floor.

A stone goods shed (LK-12102) forms the final building of the current range, and while based on the structure at Bovey in Devon, it is appropriate for use on the Western and Midland regions. The largest of the three structures, the stonework and corrugated roofing finish is commendably finely laser-engraved. Compensating for the comparatively plain exterior, interior detail features complete the stonework, poseable doors and goods office partitions.

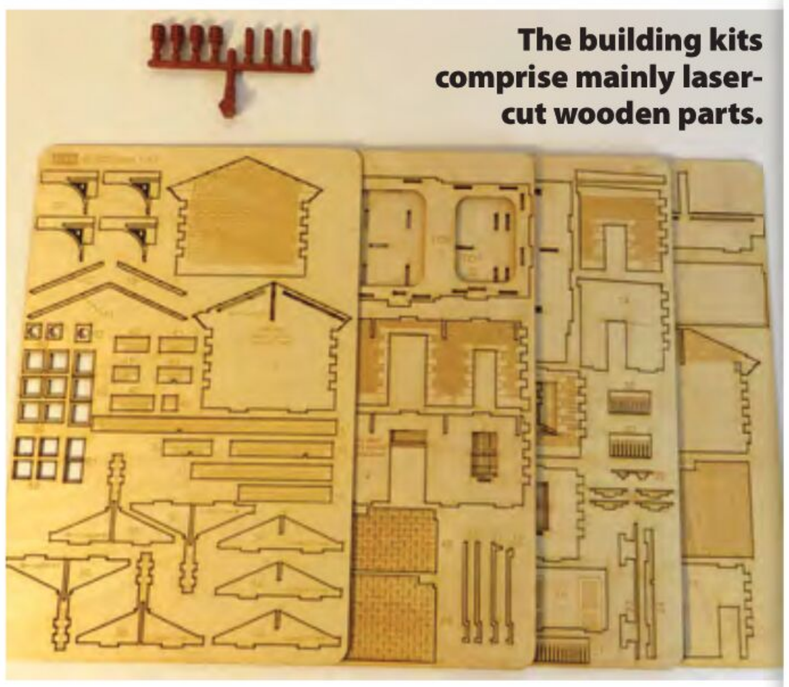
PLATFORM COMPONENTS

The new Peco 'TT' platform system is designed in the same way as the kits offered in 'N and 'OO', consisting of injection moulded plastic platform sides, ramps and surface sheets.

Available in embossed stone and brick finishes (LK-12103/4), the platform edging packs can be used in conjunction with Peco's 'TT' platform surface packs or with a bespoke surface.



Peco's new 'TT:120' range of buildings and platform components includes this laser-cut country station building.



The building kits comprise mainly laser-cut wooden parts.



Three 'TT:120' scale building kits form the initial batch of releases.



Platform components include edging and surface sheets in a choice of finishes.



Above: **The completed 'TT:120' laser-cut country station building from Peco, based on West Bay in Dorset.**

Each pack of edging contains six 132mm long sections, with notched lower and platform surface supports allowing curved platforms to be easily constructed. The moulded finish to the grey stone and red brick moulded sections is well defined but does require sanding and filling to join sections flush.

Each pack can form either one continuous platform side of 798mm, or a double-sided platform of 399mm, with the 11.6mm height of the platform being suitable for 'TT' rolling stock. Platform ramps are also available in matching brick and stone embossed finishes (LK-12105/6) and can form straight or curved end ramps.

The platform surface sheets are offered in a brick paviour and fine concrete effect (LK-12107/8), with both packs appropriate for goods yards, loading docks and hardstanding. Each pack contains five sheets and matches the length of the platform edging at 132mm, which combines to form an 80mm wide double-sided platform.

While only 1.1mm thick, the platform surface sheets prove stable when glued between platform edging sections, but bracing is required between edging mouldings for wider platforms, or those made of more flexible materials.

The new additions of 'TT' scale buildings and platforms from Peco offer finely detailed structures suitable to a wide range of locations and demonstrate the strengths of laser-cut wood for accuracy and finish. This is a well-appointed initial range of accessible kits: all that's needed is the rolling stock to go with them. (RH)

Accurascale introduces new

PFA NUCLEAR FLEET

The 1986 introduced PFA four-wheel container flats took on a new lease of life for nuclear traffic in the 2000s. **MIKE WILD** gets to grips with the latest container options for these superbly detailed flats.



NUCLEAR WASTE TRAFFIC offers fascinating formations and vehicles and, as well as using some of the largest vehicles on the network in the KUA 16-axle wagons (HM170), this type of freight traffic also offers some of the shortest trains to be seen and modelled.

Accurascale has clearly seen the appeal of nuclear freight traffic. Its first batch of PFA container flats, released in 2020 (HM153), sold through quickly with the Low Level Nuclear Waste (LLNW) half-height container versions being the most popular.

In March 2021 Accurascale announced a new batch of PFAs which offered repeat runs of the popular Cawoods and British Fuels coal containers, as well as a new collection of specialist nuclear waste containers.

The new batch arrived in September offering a 'Dragon' container, Nupak twin containers, Novapack twin containers (replacements for the Nupaks introduced in 2017), 20ft x 8ft 6in 2896 series containers and 20ft x 8ft 6in containers used in transport of LLNW for export.

This series of new containers is being released across six different packs – an Accurascale Exclusives set featuring a 'Dragon' container and two 2896 series containers (Cat No. ACC2093DRG) plus five standard edition packs. The standard packs cover three different sets of LLNW full height 20ft containers (ACC2096-2098), a pack containing two Nupak containers and a 20ft 2896 series container (ACC2095NUP) and a final pack featuring two Novapack containers and a 2896 20ft version (ACC2094NVA).

For review we had the opportunity to inspect versions of each container type. Each has clearly been researched extensively with the unusual 'Dragon' containers even coming with a representation of the tarpaulin which covers these stainless steel built bodies during transit. The Nupack containers were introduced in the early 2000s and featured green and blue boxes mounted on a 20ft container base. The models are superbly made and feature individual numbers on each container and can make a perfect short train of just two wagons with a Class 37 at the head.

The Novapak wagons are similar to the Nupaks, but were introduced in 2017 to offer improved protection to their

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.co.uk*
Cat No:	ACC2094-2098
Description:	PFA nuclear wagon packs
Builder:	Standard Railway Wagon Company (PFA flats)
Region:	North West-South West
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£74.95 per triple pack
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Nuclear traffic



New to the Accurascale PFA collection are a series of nuclear waste triple packs. Pack ACC2095NUP includes a pair of Nupak containers and a 2896 20ft container. Each wagon and container is uniquely finished with printed details.

Novapak containers were introduced in 2017 as replacements for the Nupaks. Accurascale's pack (ACC2094NVA) contains two Novapaks and a single 2896 20ft container.

"The PFA container flats are attractive vehicles which lend themselves to both short and long block train formations."

MIKE WILD

cargo. Finished in grey these twin box containers are again finished with unique running numbers to create authentic trains.

Completing the picture are the 20ft LLNW red oxide painted containers. These are seen in formations of up to 15 vehicles, with the rear two flats in each train left unloaded. Accurascale has produced three triple packs to allow trains of uniquely numbered vehicles to be modelled. Printing and finishing is again excellent.

The PFA container flats are attractive vehicles which lend themselves to both short and long block train formations. Their long life-span and use on coal, gypsum and nuclear traffic has clearly made them an attractive choice for Accurascale and this new batch looks set to be equally popular with 'OO' gauge modellers too.

Excellent additions which will make attractive and unique trains for your layout. (MW)

● **Visit *www.keymodelworld.com/accurascale* for our full collection of related news, reviews and features.**



An Accurascale Exclusives pack contains the 'Dragon' container (including tarpaulin cover not shown here) as well as a pair of 2896 containers (ACC2093DRG).

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'OO' GAUGE

GWR 'MANOR' CREW



- **Price:** £10 (painted), £2.50 (unpainted), plus p&p (£2.50).
- **Cat No:** FF-145
- **Contact:** 01428 727341
- **Era:** 3-5

WITH THE RECENT arrival of Dapol's newly-tooled 'OO' gauge GWR 'Manor' 4-6-0 (HM184), Master Piece figures has issued a pack of cast metal footplate crew suitable for the new model.

The pack contains two painted figures – a driver and fireman – ready to secure in place on the locomotive footplate. As with previous figures from the manufacturer, they feature specific poses, for example the driver's left arm is raised to the regulator, while the fireman is oriented to lean, looking out the cab with his left hand holding the post – enabling the backhead detail and firebox glow to remain relatively unobscured.

Decoration is neatly applied with blue overalls and jackets, white shirts, black caps, boots and suitable weathering to the overall finish to represent a workaday appearance.

Just the job for populating Dapol's new GWR 'Manor'. (MC)

'OO' GAUGE

Legacy WIRED JOINERS



- **Price:** £8.95
- **Cat No:** LTK-C75.6/LTK-C75.6
- **Site:** *www.dccconcepts.com*

New from DCC Concepts' Legacy Models range are these pre-wired rail joiners, suitable for use with the manufacturer's range of 'OO' gauge flat-bottom track.

Two packs are available – one for code 75 and one for code 100 track - both containing six pairs of black and red wires. Each 300mm length of 5amp rated wire features a code 75 or code 100 plated phosphor bronze rail joiner at one end (with soldered joint beneath) and tinned wire at the other.

On test, the rail joiners on our samples slotted easily on the respective lengths of Legacy Models flat-bottomed rail and should also prove suitable for use with other brands. The attached wires are also long enough for routing to hidden electrical connections beneath the baseboard.

Ideal for wiring analogue or digital layouts. (MC)

'OO' GAUGE

SMS diesel GENERATOR

- **Price:** £4.99
- **Cat No:** AX180-OO
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** 9-11



Scale Model Scenery has added a 4mm scale 200kva mobile diesel generator kit to its collection of laser-cut detailing accessories.

Perfect for the modern image modeller, this pack is well suited to any industrial scene, factory or depot and contains a pair of generator kits measuring approximately 52mm x 32mm x 14mm. The laser-cut MDF core with detailed laserboard overlays provides a simple build, complemented by a detailed printed paper wrap.

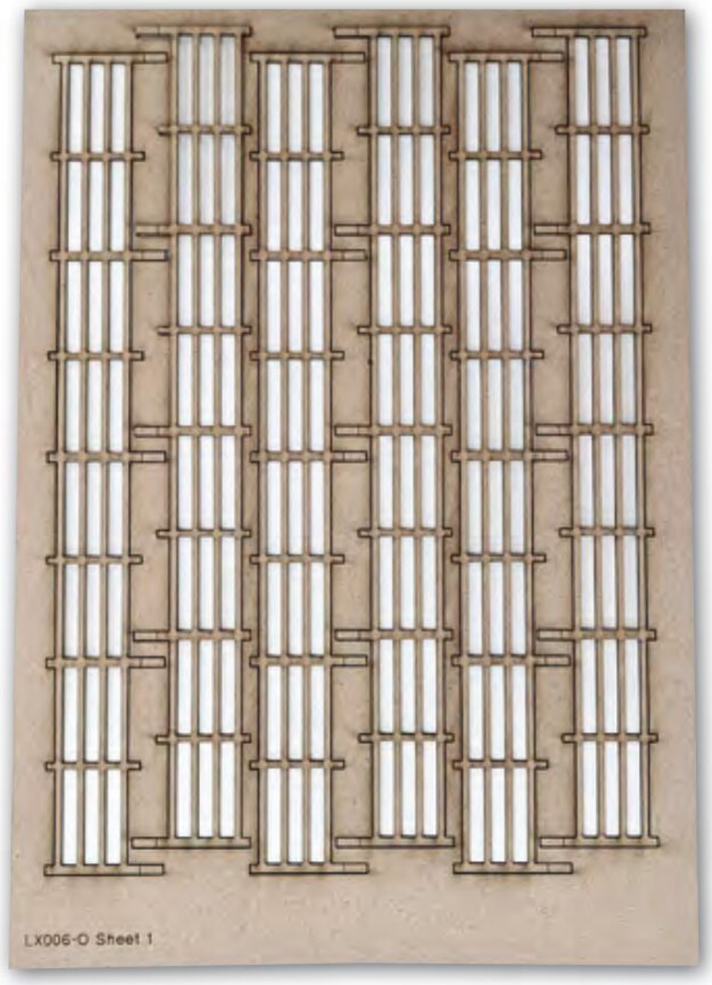
Laser-cut skids and underframes are also included, helping this kit to look the part once painted with acrylic paints.

A simple build which will suit a wide range of applications on a layout. (RW)

'O'GAUGE

SMS lineside FENCING

- **Price:** £12.99
- **Cat No:** LX006-O
- **Site:** *www.scalemodelscenery.co.uk*



New from Scale Model Scenery is this 7mm scale pack of 4ft post and rail lineside fencing.

Each pack contains approximately 1.5m of laser-cut lineside fencing, with each individual length measuring 254mm x 28.4mm (installed height) x 3mm.

The flexible nature of the card allows the fencing to curve and follow contours with ease, while the natural grey colour of the card doesn't require painting although if you decide to, acrylic paints are recommended. (RW)

'OO' GAUGE

3D-printed MILKMAN

- **Price:** £4.50
- **Site:** *www.modelu3d.co.uk*
- **Era:** 3-8



Modelu has added a new 3D-printed milkman to its range of finescale model railway figures.

For review we received a 1:76 scale sample, suitable for use on 'OO' gauge layouts, but other options are available. The pack contains a neatly-crafted milkman figure with overcoat, cap, trousers and boots, together with leather cash bag and crate containing 12 bottles of milk.

Detailing is up to the standard we've come to expect from the manufacturer with realistic creasing and ripples to material, fine facial features and more.

Simply paint and add to a scene. (MC)








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All-new BR '9F' from Hornby



FIRST REVIEW

The BR '9F' 2-10-0 has been a long standing part of the Hornby catalogue, with its first version being released in 1971. In the 50th anniversary of Hornby Railways, an all-new version of these powerful freight locomotives has been created. **MIKE WILD** finds out what is in store.



The latest steam locomotive to arrive from Hornby is its stunning model of the BR '9F' 2-10-0 for 'OO' gauge.

THE HORNBY '9F' was one of those 'most wanted' models on my list from an early age – there was something so incredible about the BR 2-10-0s. That desire to own a '9F' model never passed and the arrival of the Bachmann model in the early 2000s prompted me to add a couple to my collection. However, there is now a new choice as Hornby has developed an all-new model of these giants of the British Railways steam era to current standards which arrives 51 years since Hornby Railways' first product in 1971.

The '9Fs' were part of the last hurrah for steam on Britain's main line network. They were part of the 999 BR Standard steam locomotives developed by Riddles in the early 1950s of which 251 were the mighty '9Fs'. Their 2-10-0 wheel arrangement, huge boiler and wide firebox made them amongst the most powerful steam locomotives to operate on our railway system.

Construction was carried out at Crewe and Swindon works with the very last BR built steam locomotive being '9F' 92220 *Evening Star* which rolled off the production line in March 1960 to great fanfare. The BR 2-10-0 fleet continued in service in steam's final decade, though withdrawals started as early as 1964 with the final locomotive being laid off in 1968.

During their short careers the '9Fs' had shown their performance on freight traffic, but remarkably they were also found to be quite capable on passenger turns including the 'Pines Express' over the challenging Somerset and Dorset route.

Following withdrawal nine have been preserved, including *Evening Star,* in the National Collection. For more on the BR '9Fs' visit *www.keymodelworld.com/9f.*

THE MODEL

Three locomotives make up the first batch of all-new '9Fs' from Hornby: 92167 in BR black with late crests and a BR1K tender (Cat No. R3986), 92194 in BR black with late crests and a BR1F tender (R3987) and 92220 *Evening Star* in BR lined green with late crests which is paired with a correct BR1G tender (R3988). Impressively Hornby's tooling suite doesn't stop at this trio of tenders, as there are also toolings for the BR1B and BR1C types to cater for future versions of the '9F'.

On receiving these '9F' samples we were struck by two things: first there is a new packaging style which makes receiving one of these impressive models more of an event while secondly there is the model itself – as soon as you open the box, you know this is going to be something special.

First out and onto our test track was 92167 and it took only a few seconds to notice that Hornby has correctly modelled this locomotive with a mechanical stoker between the locomotive and BR1K tender. Only three of the class had this piece of equipment – 92165-92167.

The real 92167 was completed in 1958 at Crewe Works and started its career at Saltley depot. It was later relocated to the North East at Tyne Dock while its final allocations included Birkenhead and Carnforth. Hornby's model represents the



92194 represents a Swindon built Eastern Region allocated locomotive and is paired with a BR1F tender.





Above: **Smoke deflector, chimney, smokebox and underframe detail is superb.**

Left: **Cab detail is superb both inside and outside and is further enhanced by fitting the crew figures supplied with each model.**

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Description	BR '9F' 2-10-0 92167, BR black with late crests (R3986) BR '9F' 2-10-0 92194, BR black with late crests (R3987) BR '9F' 2-10-0 92220 *Evening Star*, BR lined green with late crests (R3988)
Builder:	Crewe and Swindon works
Region:	Western, Southern, Midland and Eastern region
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	270mm
Price:	£252.99
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	15mm x 11mm cube in tender
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	Second (438mm)
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	2-10-0
Purpose:	Heavy freight
Haulage capacity (expected):	40+ wagons
Haulage capacity (actual):	50 wagons – maximum tested



locomotive in its early career with application of a 21A Saltley shedplate on the smokebox door.

92194 meanwhile was a Swindon built locomotive which was completed in the same year as 92167, but for service on the Eastern Region. It started out at Doncaster, but later moved to Immingham where it remained until withdrawal in 1965. Hornby's model represents 92194 when allocated to Immingham with a 40B shedplate which it carried from 1959 until 1965.

Completing the trio is 92220 *Evening Star*. This locomotive – the last of the class to be built, even though it wasn't the highest numbered – was delivered in March 1960 and was a Western Region locomotive throughout its BR career. It started out at Cardiff Canton (88A), for which the Hornby model carries the correct shedcode, and was withdrawn from Cardiff East Dock just five years later in March 1965.

All three of Hornby's new '9Fs' are superbly detailed and set new standards for the BR 2-10-0 in 'OO' gauge. For starters there are the detail differences between the tenders, but the quality of these models goes far beyond that. Take a peek below the frames and you will see space between the frame tops – impressive indeed – while there is also finely produced pipework around the cab, excellent separately fitted handrails throughout, sprung buffers, turned metal wheels, fine metal valve gear and more. There are also detail differences around the front footplate with 92194 having smaller side steps while 92167 and 92220 have the single large step at the centre. Plus there are also correct Western Region pattern lamp brackets on *Evening Star*.

All these features are accurate while the shape of the smokebox, boiler, firebox and cab all capture the '9F' to a tee. Hornby has also gone to great lengths to ensure that this model of the BR 2-10-0 has the correct wheel spacing.

The accessory pack included with the model really enhances what you get out of the box as it includes



92220 *Evening Star* models the unique lined green '9F' with the correct BR1G tender.

front steps, dummy coupling hook, vacuum brake pipe, cylinder drain cocks, a painted crew and optional brake rigging for the tender. One minor point we found though was that the fireman's side front step was more difficult to fit on each of our samples as the opening wasn't quite wide enough which required a little adjustment of the step.

Moving back to the good points and a look inside the cab will reveal a fully detailed firebox backhead while the mechanical stoker of 92167 helps it to stand out from the crowd as well. With the accessory pack pre-painted crew added, this area really comes to life.

Decoration of all three of our samples was nothing short of excellent. The plain BR black livery of 92167 and 92194 is relieved by red buffer beams together with copper and grey lagged pipework together with crisply printed numbers, BR crests and smokebox number and shed plates.

PERFORMANCE

As you would expect from a modern steam locomotive model the new '9F' has a locomotive

WIN! AN ALL-NEW



HORNBY MAGAZINE is offering the chance to win one of Hornby's latest 'OO' gauge BR '9F' 2-10-0s, worth £252.99. The prize is BR black 92167 which is paired with a mechanical stoker tender and features a 21-pin DCC decoder socket.

To be in with a chance of winning this latest Hornby locomotive, all you have to do is answer the question above by November 25 2022.

Even if you don't win, Hornby's new 'OO' gauge BR '9Fs' are available from Hornby stockists and at www.hornby.com now. Good luck!

Below: **Inside the new '9F' is equipped with a powerful five-pole motor together with firebox glow and a 21-pin decoder socket. A speaker enclosure is built into the tender too.**



based drive mechanism. This consists of a large twin flywheel five-pole motor which provides drive to the fourth driven axle of the locomotive through a short cardan shaft and gearbox.

Straight from the box our samples ran smoothly and quietly throughout the speed range and that only improved with running in. After subjecting them to light engine testing, each was loaded with a modest 18 wagon coal train which we later increased to 30 and then 50 wagons. Even the longest train was no match for these powerful locomotives with their adhesion being helped by the use of die-casting for the boiler and chassis. The model also ran faultlessly through points and crossings throughout our testing.

All versions are factory fitted with a firebox glow LED, but like the LMS 'Princess Royal' (HM155) and recently revisited Gresley 'A3' (HM179) the LED is independent of the decoder socket which means that it illuminates at all times on both analogue (when there is track power) and digital control systems. We will be looking at making this a switchable function for DCC in a future installation guide.

The tender allows for a 21-pin decoder socket together with space for a 15mm x 11mm cube speaker to be added at the rear too, though interestingly there is plenty of space in the smokebox to add a second speaker to this model with additional wiring.

OVERALL

Hornby's new BR '9F' 2-10-0 is a fantastic addition to its steam locomotive collection and a locomotive type which really is befitting of an all-new tooling, particularly considering the importance that this class has held in Hornby's history.

Detailing, performance, accessories and functionality are all superb with this new addition and we are certain that this '9F' will be a very well received locomotive for the 'OO' gauge world. Excellent and available now. (MW)

HORNBY '9F'



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QUESTION

How many BR '9Fs' were built for British Railways?

A. 250
B. 251
C. 252

HOW TO ENTER

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

Online entries open at 9am on October 6 2022 and the closing date for entries is November 25 2022 at 5pm GMT.

The winner will be notified no later than December 1 2022.

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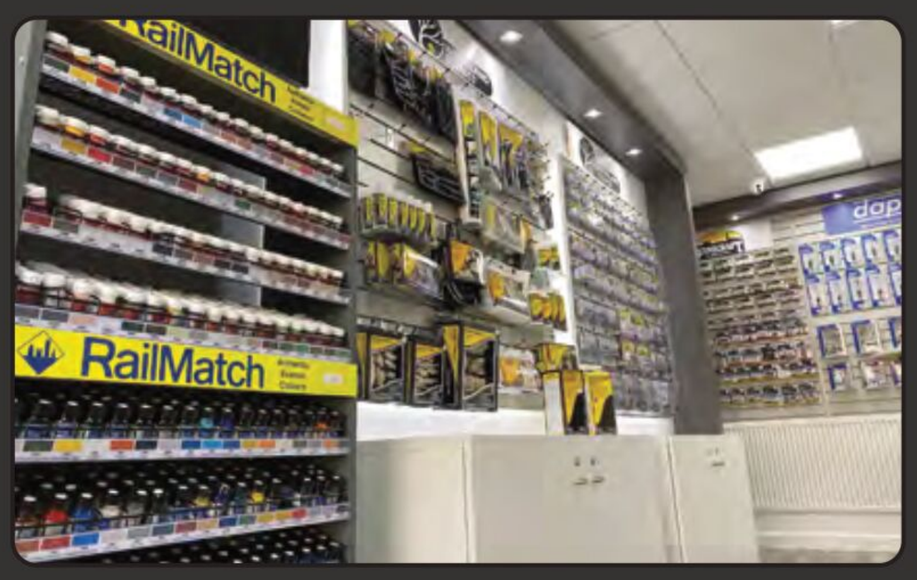


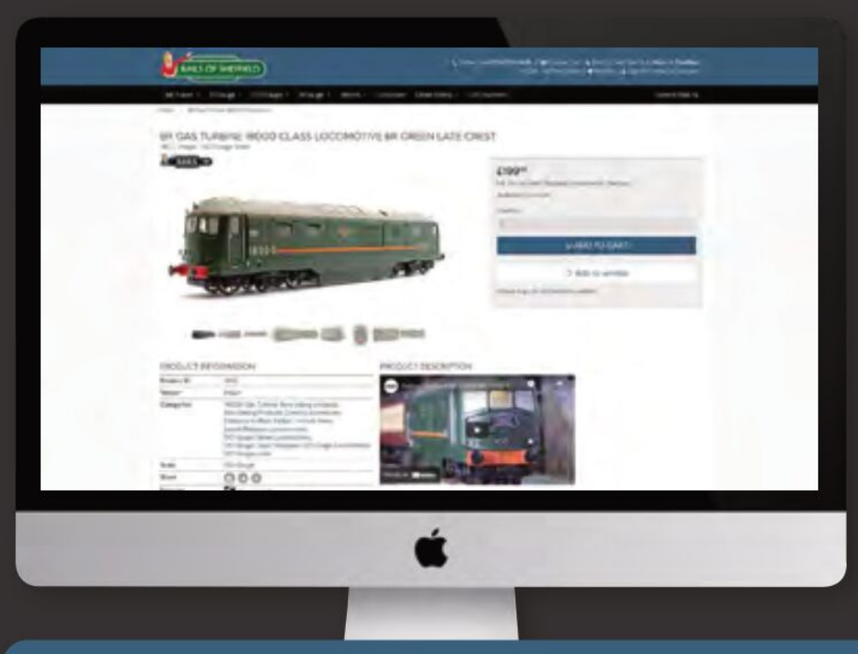


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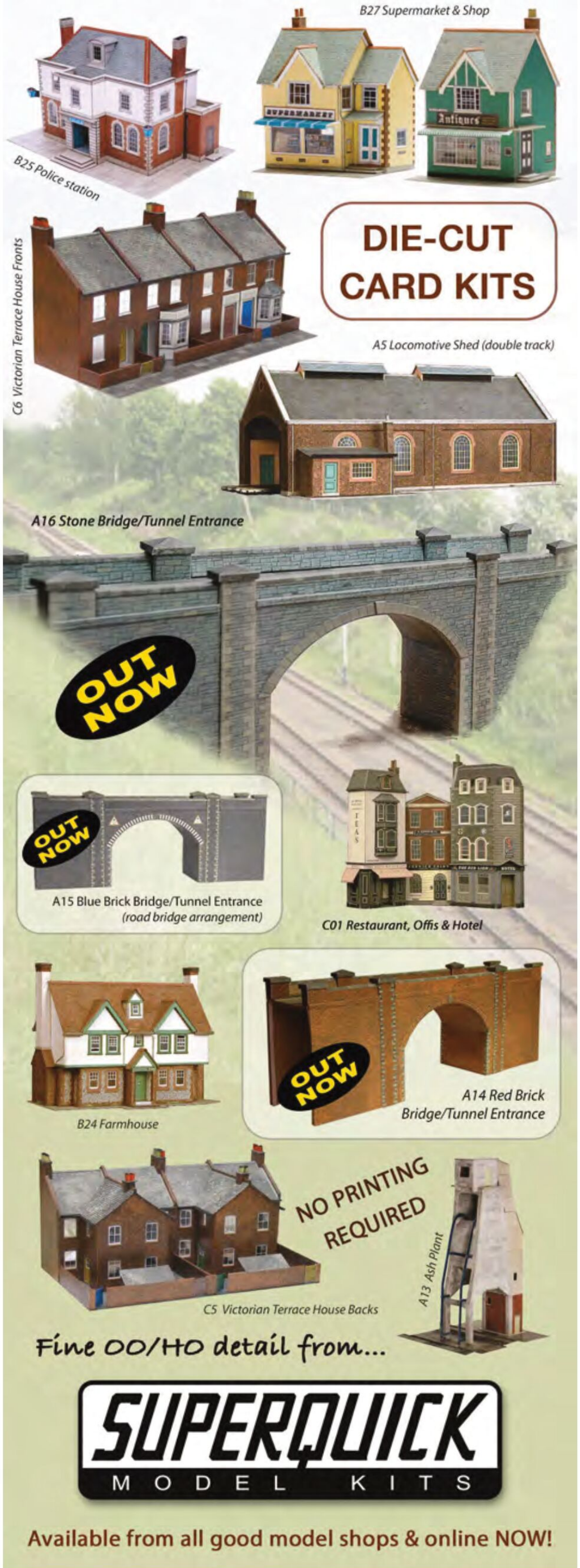
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LEGOMAN

'Electra'

The new Hornby Class 91 has all the looks of the real locomotives and a powerful chassis too, but how do you add sound? **MIKE WILD** takes one apart to show how simple it is and completes a matching Mk 4 DVT at the same time.

1989 MARKED the start of a new era of rail travel on the East Coast Main Line when the first of 30 Class 91 Bo-Bo overhead AC electrics was completed and delivered to British Rail. New coaches joined the locomotives – the Mk 4s – to operate in push-pull mode at 125mph between London King's Cross and Leeds, York, Newcastle and Edinburgh.

Hornby was quick off the mark to make a 'OO' gauge model of these new trains in the same year as their

launch, but in 2022 – a year which has seen the class given a reprieve in service and announcement of a full fleet repaint – Hornby delivered a brand new model together with matching Mk 4 coaches.

Naturally, Digital Command Control (DCC) sound producers were quick off the mark with our project based around the creation of dedicated sound decoders for the new breed of Hornby models developed for the ESU LokSound platform by Legomanbiffo and supplied by DC Kits. The paired sound decoders offer a full suite of sounds which interact with each other on a directional basis and include full control of the Class 91 lighting functions.

The lighting functions on the Class 91 can be managed through a DCC handset allowing users to switch all the locomotive lights on with Function Zero, as you would with any other model, but then take it into train mode with functions 19 and 20. The train mode functions set the lighting up to work with the DVT with the Class 91 running with either blunt end lights switched on and angled end off (F19) or with the blunt end lights off and the angled end lights on (F20). Using these function switches allows a realistic lighting configuration to be shown by the model so that when the Class 91 is coupled to its train only the outer lights are operational.

Improving the lighting further is the option to switch the cab lights on and off through the DCC handset in both the Class 91 and the Driving Van Trailer (DVT). In use, the lighting functions are useful functionality on top of the comprehensive suite of sounds which even include on train announcements.

"The lighting functions on the Class 91 can be managed through a DCC handset using this ESU sound decoder."

MIKE WILD

Our project locomotive is 91127 *Cancer Research* in the smart GNER blue livery of the early privatisation era together with DVT 82225. Both have 21-pin decoder sockets and while the DVT has ample space for a large speaker the Class 91 is more limited, though there is room for a carefully chosen pair of 26mm x 13mm x 7mm devices above each bogie.

The complete installation for both the Class 91 and DVT is straightforward, but requires care around extension of the speaker cables to reach the solder tabs on the main locomotive circuit board. In total it took around an hour to fit both models with decoders and speakers to bring the train to life.

The new Hornby Class 91 is a good looking model (HM180), but with sound installed this important piece of East Coast Main Line history comes to life, as you can hear in our full sound demonstration video at *www.keymodelworld.com/class-91*.

The following step by step guide explains the installation process from start to finish.

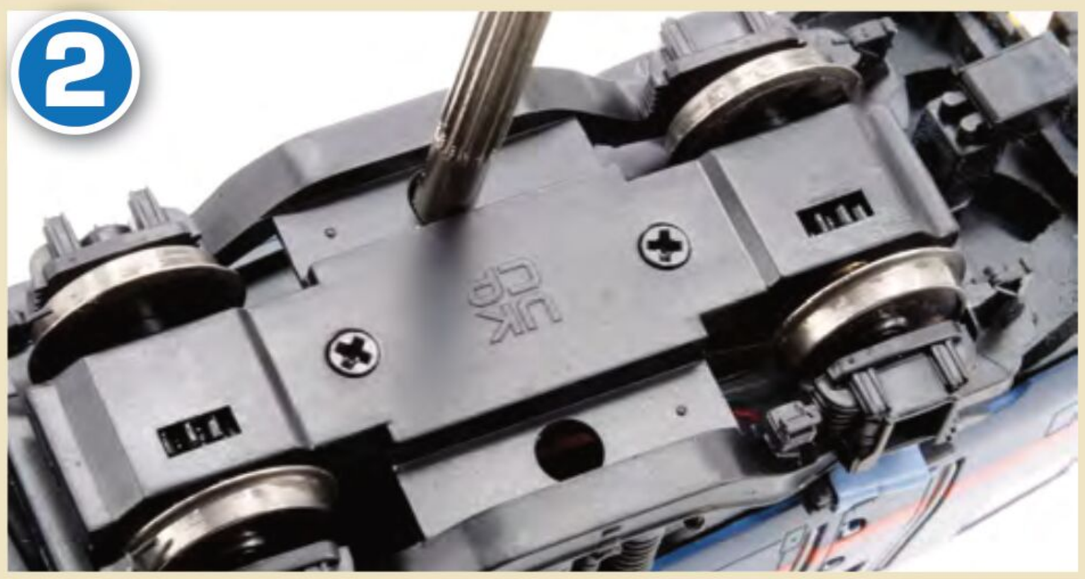
● **Visit *www.keymodelworld.com/digital-sound* for our full collection of sound installation guides.** »

The GNER era brought the first new liveries to the Class 91 and Mk 4 fleet following entry to service between 1989 and 1991. On September 23 2006, a GNER liveried Class 91 speeds north on the ECML at Woodcroft Crossing on September 23 2006. Hornby's new model with the addition of Legomanbiffo digital sound helps us to recreate scenes like this in 'OO'. Mike Wild.

INSTALLING SOUND IN A HORNBY CLASS 91 AND DVT



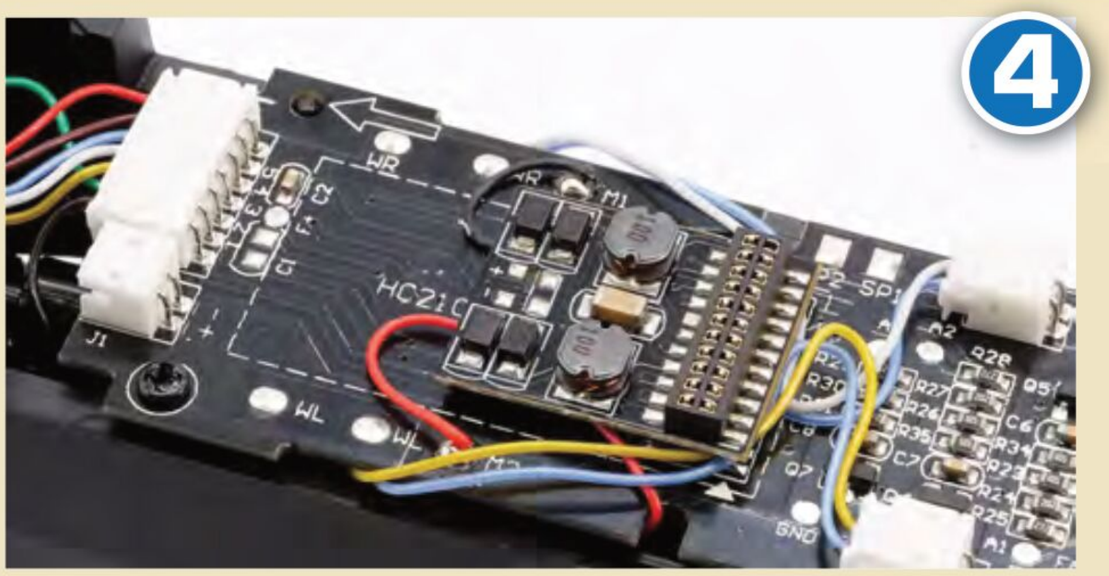
The new Hornby Class 91 and Mk 4 DVT are equipped with 21-pin decoder sockets. The Class 91 has multi-function lighting and there are spaces for speakers inside. Our installation is centred around installation of a Legomanbiffo ESU paired sound decoder set for the Class 91 and DVT.



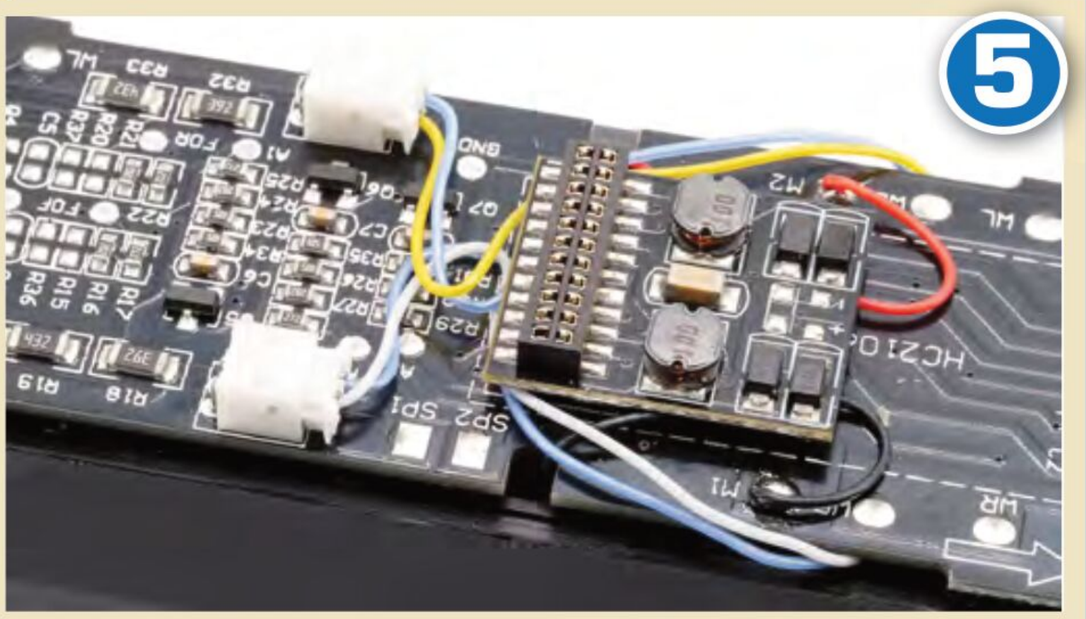
The starting point is the Class 91 and removal of its body. This requires removal of four small crosshead screws which are located through holes in each side of the bogie. A suitable modeller's screwdriver is needed to reach through the bogie frames.



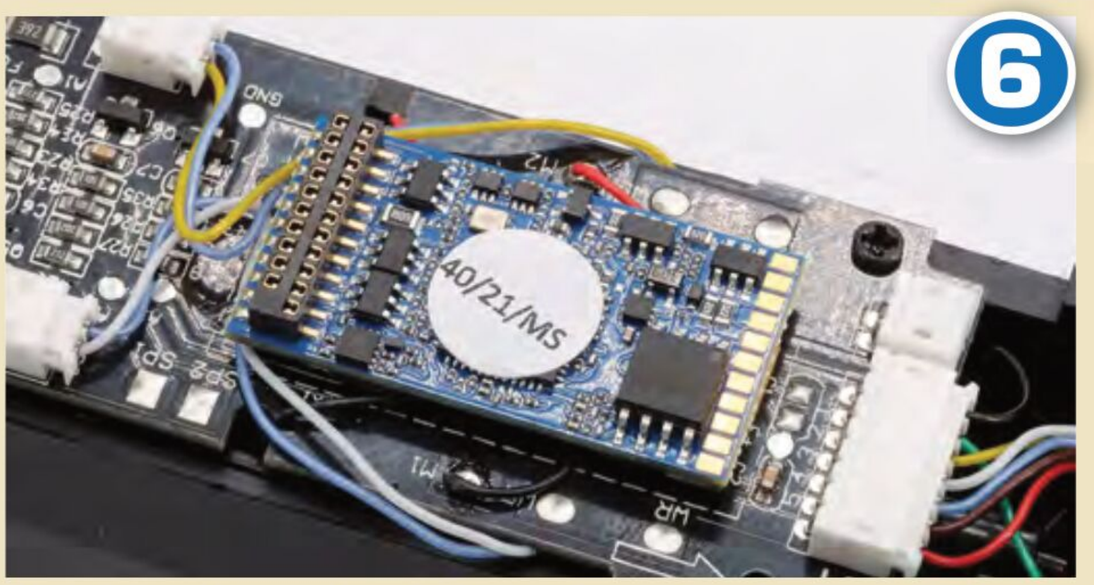
Once the body securing screws have been removed, the body slides up from the chassis. It is a tight fit and is also connected to the chassis by four separate wire harnesses – take care with the removal.



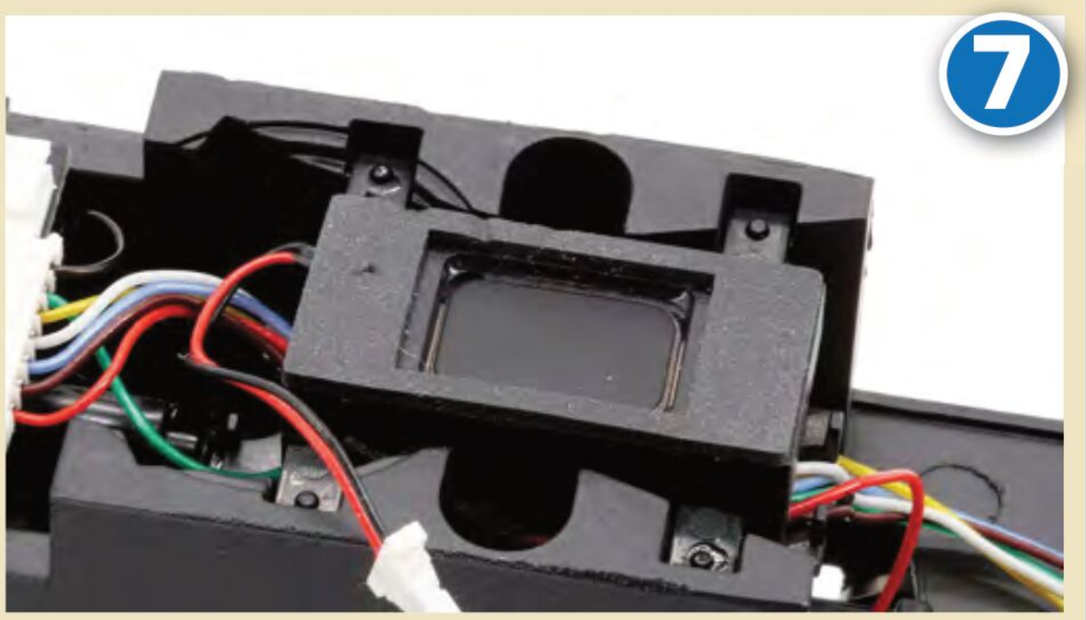
Once the body is off, the 21-pin decoder socket is found at the centre of the chassis. The circuits allow for independent control of the lights at each end of the locomotive as well as the cab lights. The Legomanbiffo sound chip is configured to operate these correctly.



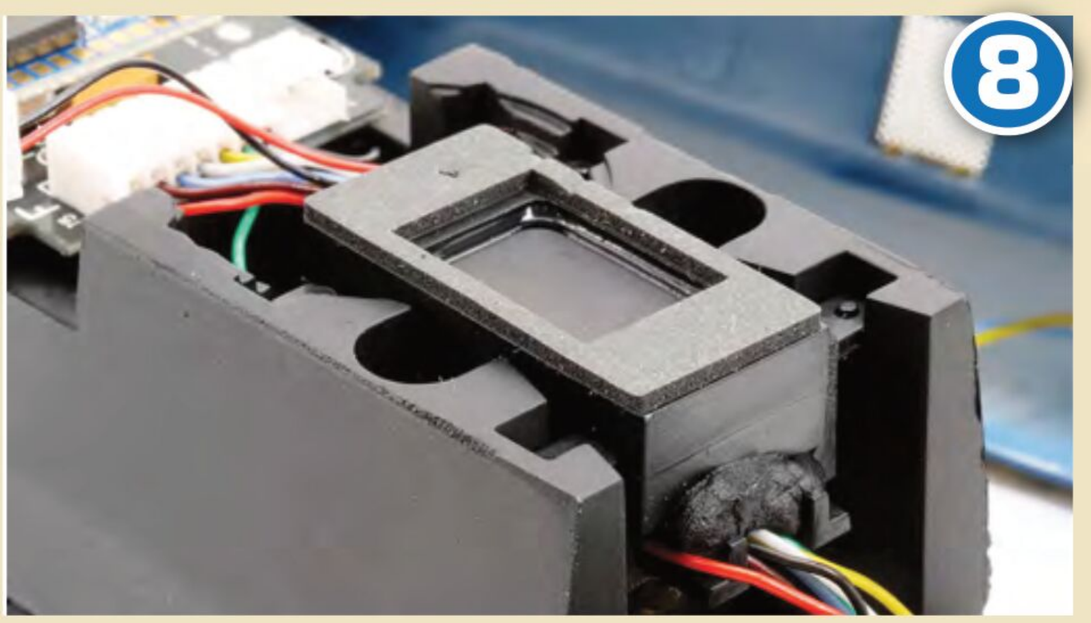
Two speaker connection solder pads are provided on the main locomotive circuit board for sound installations. These connect back to the 21-pin decoder socket.



The LokSound 21-pin decoder fits neatly onto the circuit board of the Class 91 with plenty of room around it. If you were installing a non-sound decoder, you could reconnect the harnesses from the body and refit it to return the model to service.

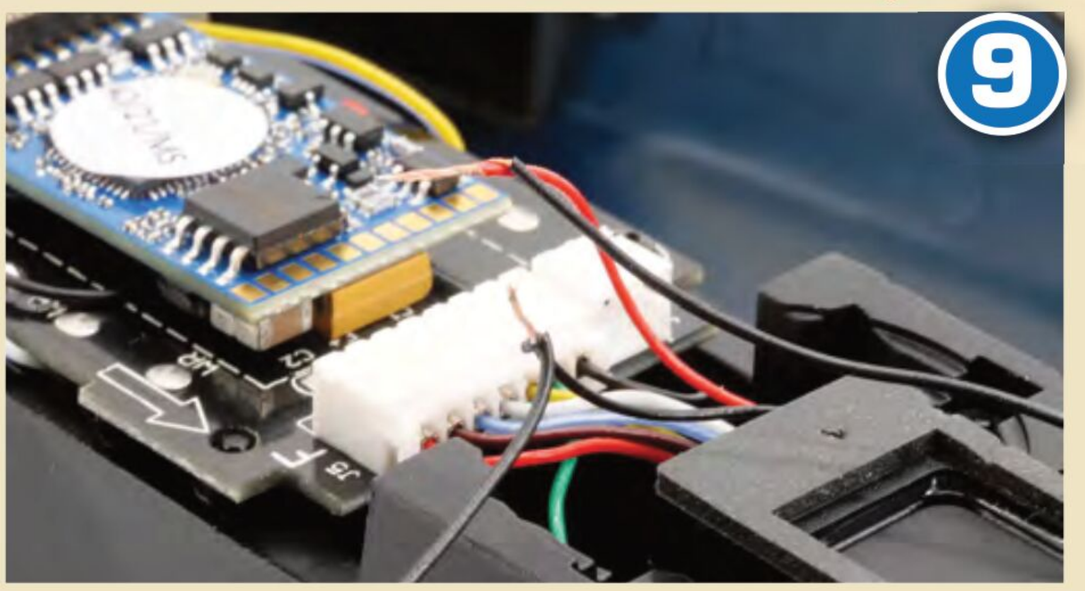


Speaker space is at a premium inside the Class 91, but there is enough room above each bogie for a 26mm x 13mm x 7mm speaker to be installed – our pair was supplied by Legomanbiffo's retailer DC Kits.

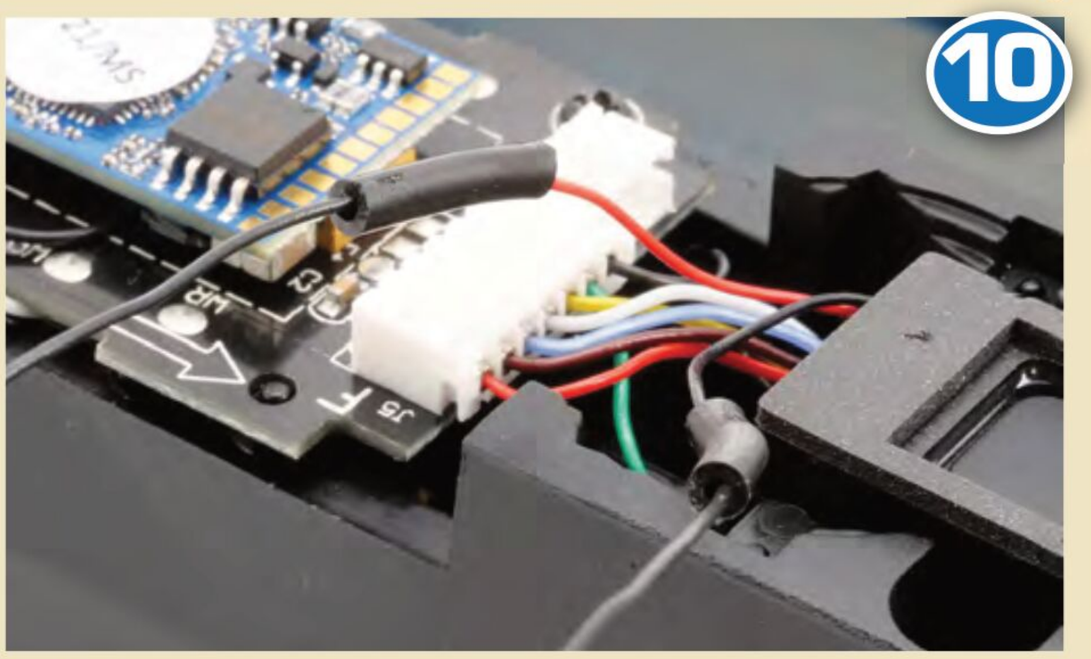


To secure the speakers in place, Black Tack was used underneath and around the edges for a firm fit. This simple method ensures the speaker doesn't move in use.

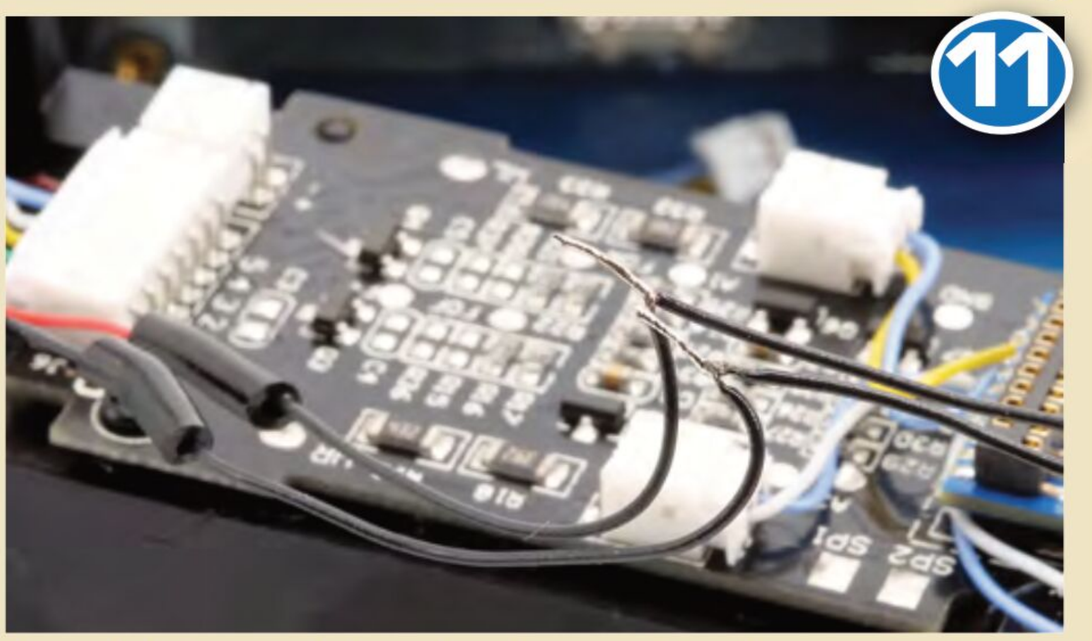
Beginner — Intermediate — Advanced — SKILL LEVEL



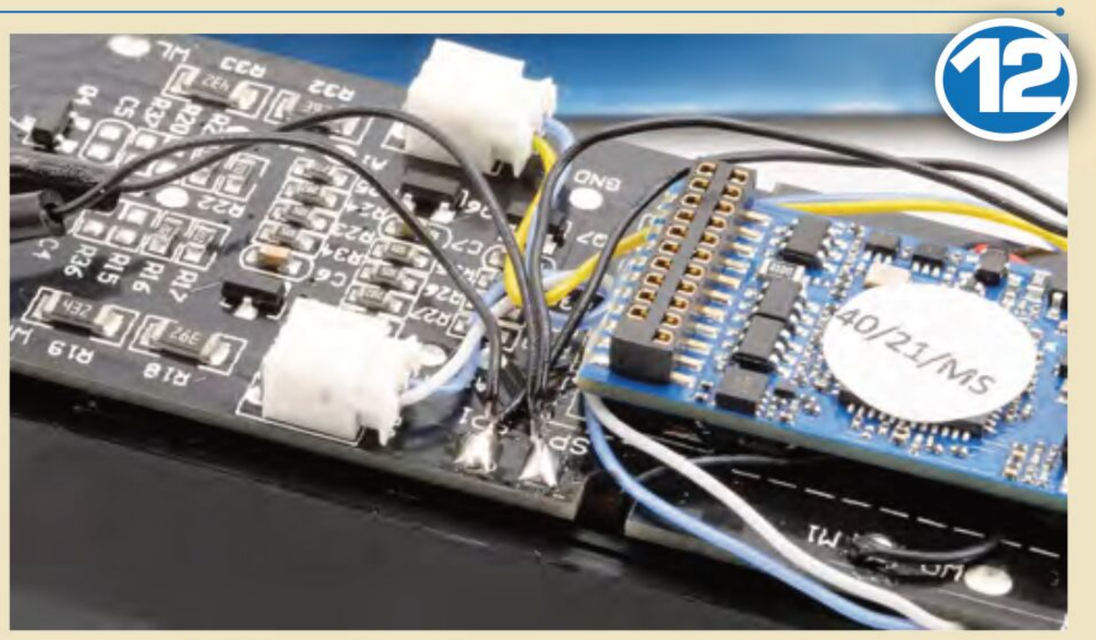
Next, the wires from each speaker needed to be extended to reach the solder pads on the circuit board. First the connector was cut from the speaker cables and then decoder wire was cut to length, had its ends stripped of insulation and twisted onto the speaker wires.



Each joint was soldered with a 25W soldering iron before being covered with heatshrink insulation to prevent any short circuits occurring.



The end of the extended speaker wires were joined in parallel and soldered together ready to be connected to the speaker tabs on the main locomotive circuit board.



The bare soldered ends of the speaker wires were trimmed to around 3mm long and then soldered to the SP1 and SP2 pads on the Class 91 circuit board.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ESU Loksound V5 21-pin decoder	*www.dckits-devideos.co.uk*	58419
Two 26mm x 13mm x 7mm speakers	*www.dckits-devideos.co.uk*	26x13x7

LEGOMANBIFFO CLASS 91 AND DVT SOUND FUNCTIONS

	CLASS 91
F0	Directional lights
F1	Drive On/Off
F2	Playable high horn
F3	Playable low horn
F4	Mk 4 coach doors (original, refurbished or refurbished with opening beepers)
F5	Playable active brake (moving), brake dump (stationary)
F6	Driver's door slam
F7	Compressor
F8	DVT side door
F9	Flange squeal
F10	Despatch whistle (traditional or modern)
F11	Guard to driver buzzer with optional reply
F12	Driver's air conditioning
F13	Sanders
F14	Not in Use
F15	Spirax valves
F16	Disposal air dump
F17	Directional cab lights
F18	Speed detonators
F19	Headlights: Train mode, blunt end leading
F20	Headlights: Train mode, sharp end leading
F21	Windscreen wipers
F22	Mk 4 welcome announcements
F23	Mk 4 catering announcements
F24	Mk 4 general announcements
F25	Mk 4 retention toilet
	Mk 4 DVT
F0	Directional light
F1	Auxiliary sounds on/off
F2	Playable high horn
F3	Playable low horn
F4	Mk 4 coach doors (original, refurbished and refurbished with beepers)
F5	Playable active brake (moving), brake dump (stationary)
F6	Driver's door slam
F7	Not in use
F8	Sliding side door
F9	Flange squeal
F10	Despatch whistle (traditional or modern)
F11	Guard to driver buzzer with optional reply
F12	Driver's air conditioning
F13	Not in use
F14	Not in use
F15	Not in use
F16	Disposal air dump
F17	Cab light
F18	Speed-depended detonators
F19	Headlights: Train mode, blunt end leading
F20	Headlights: Train mode, sharp end leading
F21	Windscreen wipers
F22	Mk 4 welcome announcements
F23	Mk 4 catering announcements
F24	Mk 4 general announcements

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STEP BY STEP

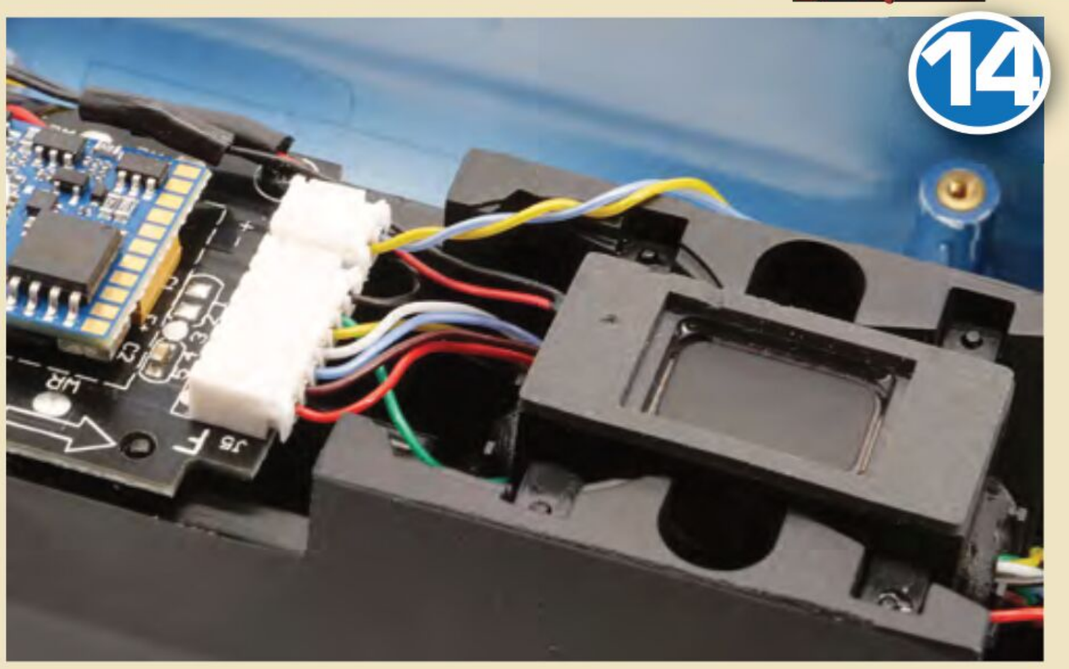
INSTALLING SOUND IN A HORNBY CLASS 91 AND DVT

Beginner — Intermediate — Advanced — SKILL LEVEL



13

The sound installation for the Class 91 is now complete and in this overall view you can see the two speakers – one above each bogie – with the decoder at the centre. The rear wires were reconnected before fitting the speaker for the neatest possible routing of the wires.



14

The final step in the installation is refitting of the two wire cables from the locomotive to the connections on the circuit board.



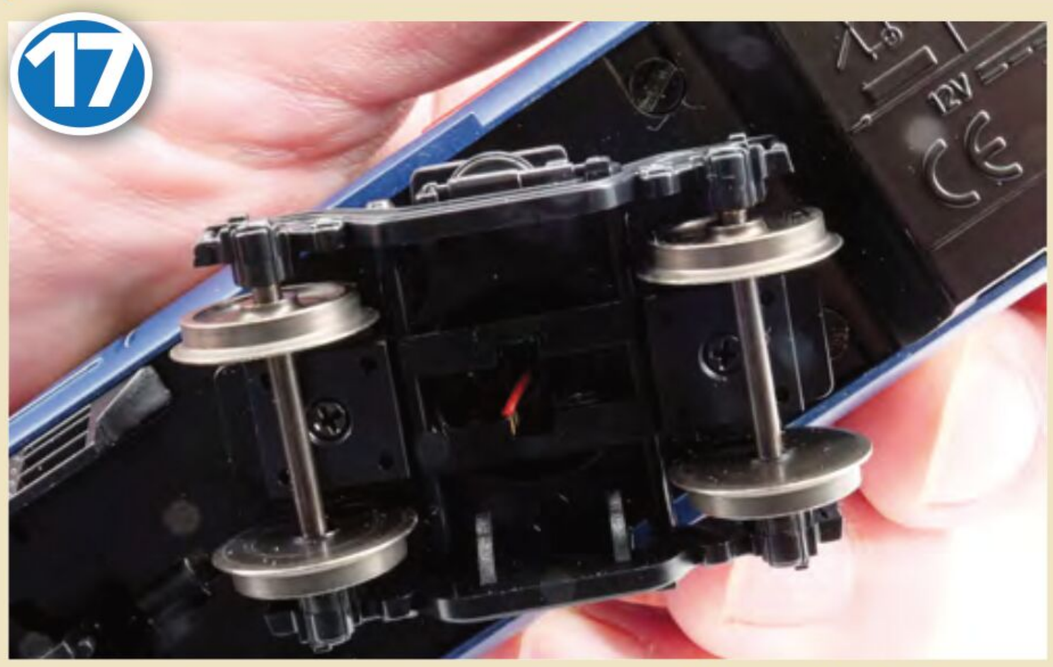
15

The body was then refitted, ensuring all wires were correctly positioned and not trapped by the body. Finally the four securing screws were refitted to complete the installation.



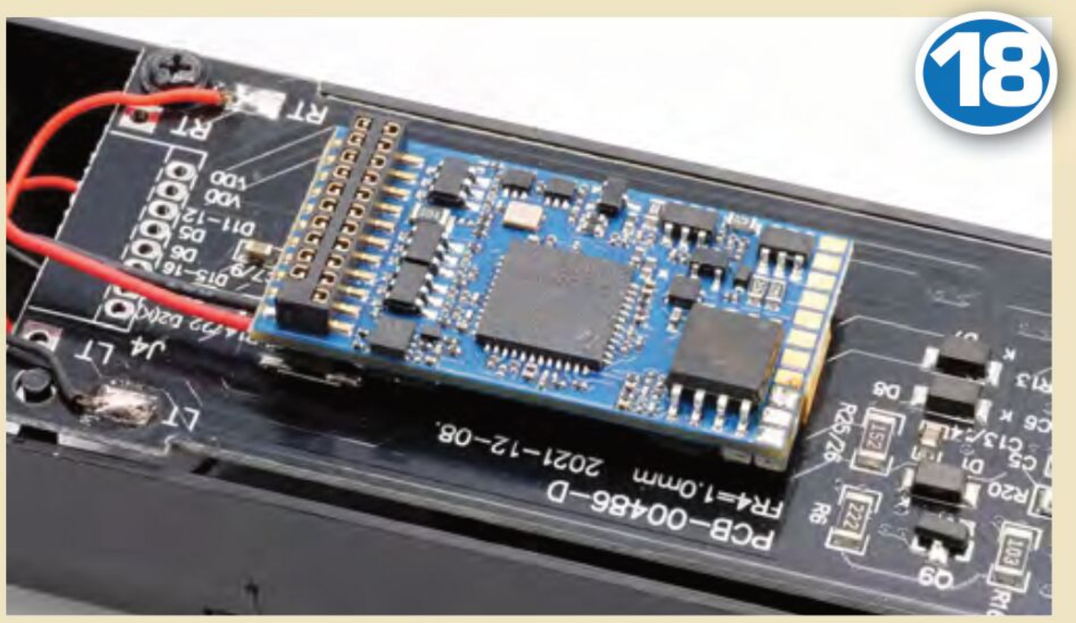
16

Moving onto the Mk 4 DVT, the bodyshell is held in place with four slotted screws. Turn the front bogie side to side to reach the front pair.



17

At the rear, the screws are at the leading end of the rear bogie. The same method is used for access.



18

A matching ESU LokSound 21-pin decoder was fitted to the 21-pin socket with a full suite of sounds loaded for the Mk 4 DVT including horns and auxiliary functions.



19

The speaker has been positioned at the rear and is a 28mm square type mounted on top of a section of foamboard. The speaker wires are soldered onto the ESU decoder.



20

The completed installation provides full control over sounds and lights including independent operation of the cab interior light. The only manual control (on both the Class 91 and DVT) is switching between day and night lighting using the chassis switch.

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BARROW HILL JUNCTION

The varied and intensive freight traffic around this Midlands junction inspired **MICHAEL RHODES** to recreate it in 'OO' gauge for his stunning home-based layout.

PHOTOGRAPHY, MIKE WILD



1 The signalman at Barrow Hill Up Sidings 'box looks on as 03371 trundles past with a shunters truck, no doubt bemused at how far the truck is from its 'home' yard.



GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	34ft x 14ft	MIDLAND	1970s-1980s	DCC

BARROW HILL JUNCTION is the culmination of a lifetime of plotting, planning and building model railways. At the outset, I should say that any large project like this involves more than just the owner and I am indebted to John White who built the original 2012 Barrow Hill Junction and helped me move that layout to our new home where it has been expanded to double the size. Many others have helped with custom built items and weathering, and I must also thank my wife Irene who encouraged me to embark on the Barrow Hill project back in 2009 and allowed me to renovate a derelict outbuilding to house the layout.

Like many railway enthusiasts, my first model railway was a Christmas present at the age of five from my grandmother. A Tri-ang oval of track with a small industrial shunter. I was hooked! During my school days, I plotted relentlessly how I might incorporate an 8ft x 4ft piece of chipboard into my small bedroom, even suggesting that I might fix it above my bed, informing my father that it would be fine as I only needed a small space above the bed as I lay down at night. Motivated by visits to a local GP's loft model railway and a school friend who had a whole room given over to his superb model railway, I eventually prevailed.

As an undergraduate in Cambridge, I met my good friend Paul Shannon and a visit to his home in St Albans revealed that he had the most amazing model railway, filling 30ft x 20ft in the loft of the family home. It had a complex reed switch system »



2 Space is at a premium on the fuelling point as locomotives are readied for their next turn of duty.

3 BR blue Class 56 56074 *Kellingley Colliery* prepares to depart with a rake of loaded coal hoppers as an InterCity 125 High Speed Train passes in the opposite direction.



4 With a shunter riding on the cab footsteps, 08762 rumbles along the track towards the nearby container terminal.

with magnets under each locomotive which switched the current off after they passed a track section, allowing several trains to run round the main line without crashes – truly amazing in the pre Digital Command Control (DCC) era.

As a post-graduate in Oxford, I persuaded the college bursar to allow me an 8ft x 4ft layout in my college room, as long as I paid for any damages to the decoration upon graduation from clinical school. I built a small freight yard to operate the wagons I had collected over the previous three years, many individually numbered by the skilled penmanship of Paul.

Similarly, the purchase of railway locomotives and wagons has been a lifelong affliction. Since the age of five, I have received "an engine" every birthday and Christmas from my grandparents and parents, until at the age of 50 when my mother complained that locomotives

seemed to be getting rather expensive and perhaps we should end the tradition! Fortunately my wife took over the task which continues to this day.

BACK TO THE 1980S

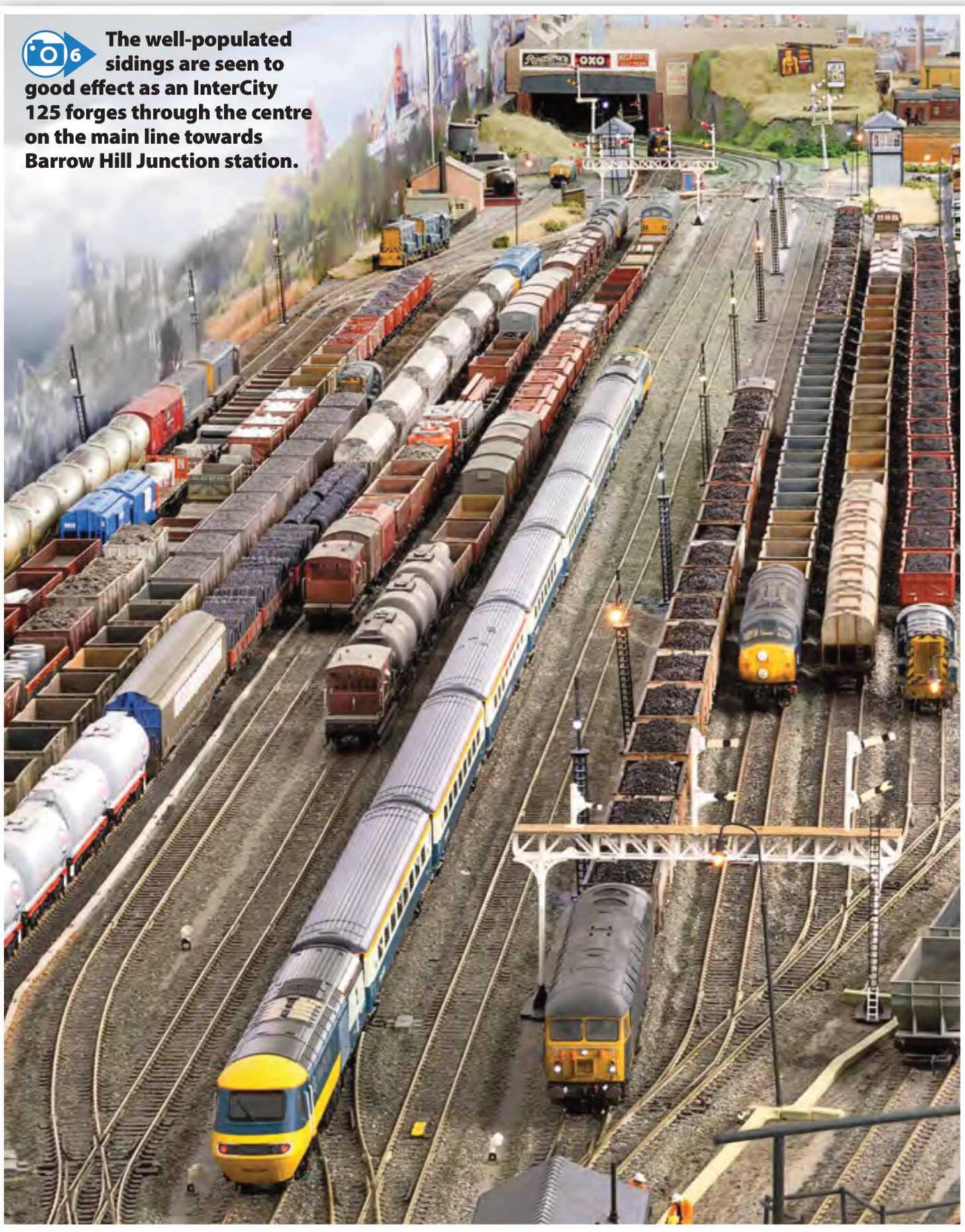
When it comes to rolling stock, Barrow Hill Junction is predominantly based on the freight only route through Barrow Hill and as such has very little passenger rolling stock. The freight stock on the layout includes wagons dating back to original Wrenn items and kits that I built in the 1970s, right up to modern day proprietary offerings. The choice of commercially available ready to run wagons has expanded beyond belief with the arrival of new producers like Cavalex, Accurascale, KR Models and numerous bespoke models for retailers.

The layout is inspired by the yards at Barrow Hill which I first photographed in 1980 with fellow railway author Paul Shannon. We visited from Cambridge where we were both students, travelling by train to Chesterfield and cycling from there, returning on our bicycles to Worksop and then via Retford on the train back to Cambridge. The vista from the high road overbridge to the east of the yards was the signature viewpoint, with a veritable forest of semaphore signals stretching west for over a mile.

Traffic past the yards was frequent with local coal trains from the Markham and Bolsover branch and long distance freights, including regular wagonload trains between Toton and Tinsley. It is fascinating that many model railways are based on a time that their owners remember as relatively care free, an idyllic reminder of the past. Such is the case with Barrow Hill Junction, based on the late 1970s and early 1980s when as a student many enjoyable days were spent taking photographs of the freight branch lines and byways around the country.



5 A pair of Class 20s speed through the busy yard with a mixed formation of cement wagons, coal hoppers, Covhop wagons, a 16ton steel mineral open and a ferry van.



6 The well-populated sidings are seen to good effect as an InterCity 125 forges through the centre on the main line towards Barrow Hill Junction station.

THE LAYOUT

The layout itself fits into a stone building in the garden which has an internal size of 40ft x 14ft. The original Barrow Hill Junction measured 16ft x 17ft, so some serious rebuilding was needed to fit the boards from that layout into the space available. The main layout measures 34ft x 14ft, which allowed the yards at Barrow Hill to be stretched by the insertion of an extra 8ft of track. This means the sidings can accommodate trains with up to 40 short wheelbase wagons.

The impressive brick bridge to the east of the yards has been faithfully reproduced from photographs taken in the 1980s and the branch to Seymour Junction has been modelled leaving to the south, although in fact it continues round the room as a third main line.

Progressing west along the yard at Barrow Hill, there are three bespoke signalboxes built by Tony Gee which represent Barrow Hill Junction, Barrow Hill South Sorting Sidings and Barrow Hill Up Sorting Sidings. Many of the semaphores in the yard area are represented, but sadly the signals are fixed and not working which definitely irritates signalling friends when they visit. One future project might be to try and more accurately reproduce the signalling in the yards with working semaphores, although I'm not sure there is a robust enough system available for 'OO' gauge yet.

At the west end of the yards, the main »

line disappears into a tunnel which is used to disguise a 2ft radius curve needed to fit the railway into the 14ft wide room. The double track emerges to the main passenger station on the layout. This was actually an afterthought, but creates a separate focal point, with four platforms. The through platforms on the main line can accommodate an eight-coach train, whilst the bay platforms have room for five or six coaches. The inspiration for the station was Newport High Street, with its curved platforms, through freight lines and the tunnel at the west end.

Adjacent to the station are two locomotive depots. One is mainly for DMUs and used up several old shed buildings from previous layouts, whilst the main depot is a sort of fusion of Ebbw Junction and Immingham! The tracks leave the station area under a substantial road overbridge, beyond which a new area has been

Above: **45022 *Lytham St Annes* emerges from the tunnel with a Speedlink working while the busy diesel depot plays host to examples of Class 03, 20, 25, 37 and 45 motive power.**

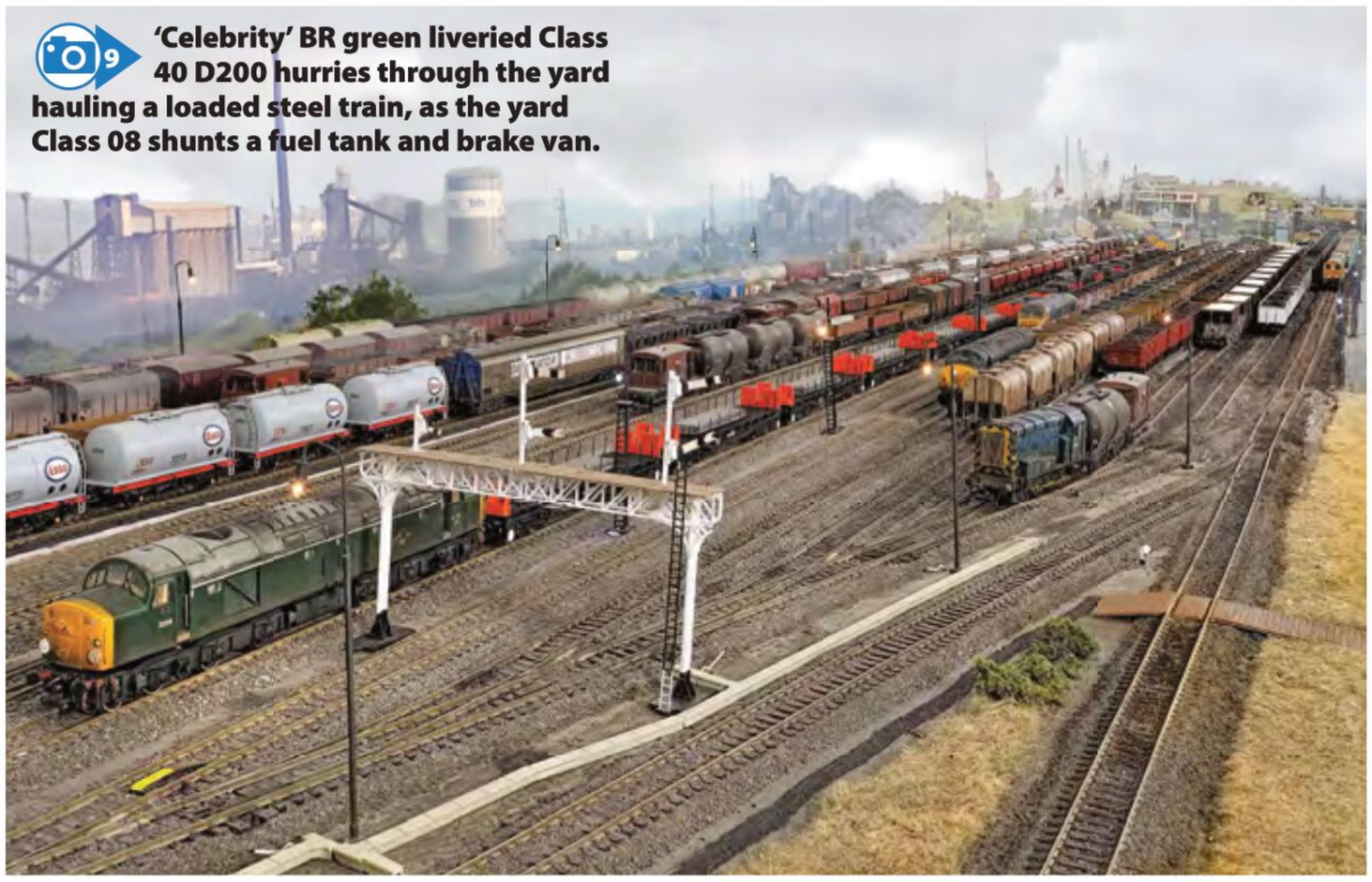
Below: **45060 *Sherwood Forester* sets off from the yard heading a heavy freight which includes loaded steel plate wagons.**

constructed with a goods depot, an oil terminal and a sizeable container depot. Originally the tracks then curved via a gentle 'S' bend back under the bridge at the east end of Barrow Hill yards.

MAJOR CHANGES

During the last couple of years however, several major changes have been made to allow a bit more room. Just to the east of the Barrow Hill brick bridge is a new colliery area with three tracks under the washery and a small engine shed which holds either a Class 14 (in deference to the Ashington colliery system) or a Peckett steam locomotive in remembrance of Brynlliw colliery in South Wales.

The largest change however was the introduction of two junctions on the outer main line forming a 'Y' with tracks heading past a farmstead into a tunnel. When space for rolling stock became limited, I drilled a 6in diameter hole through the dividing wall in the building to create a 16-track fiddle yard measuring 14ft long and just over 2ft wide. The hole is lined with 6in plumbing pipe and takes two tracks with ease.



9 'Celebrity' BR green liveried Class 40 D200 hurries through the yard hauling a loaded steel train, as the yard Class 08 shunts a fuel tank and brake van.

One of the junctions has a signalbox which is another excellent creation by Tony Gee representing Foxlow Junction, which some readers may remember also sat on what constituted a broad 'Y' with lines from Foxlow and Barrow Hill heading down to Seymour Junction.

The layout is surrounded by 15in high foamboard backscenes created by digitally stitching photographs together and having them printed directly onto the 5mm foam board. Scenes vary from townscapes in Whitby and Newcastle to steelworks at Redcar and Margam and the colliery at Stainforth and Hatfield. There is even a bit of Northern Nevada, Belfast and Southern Scotland thrown in!

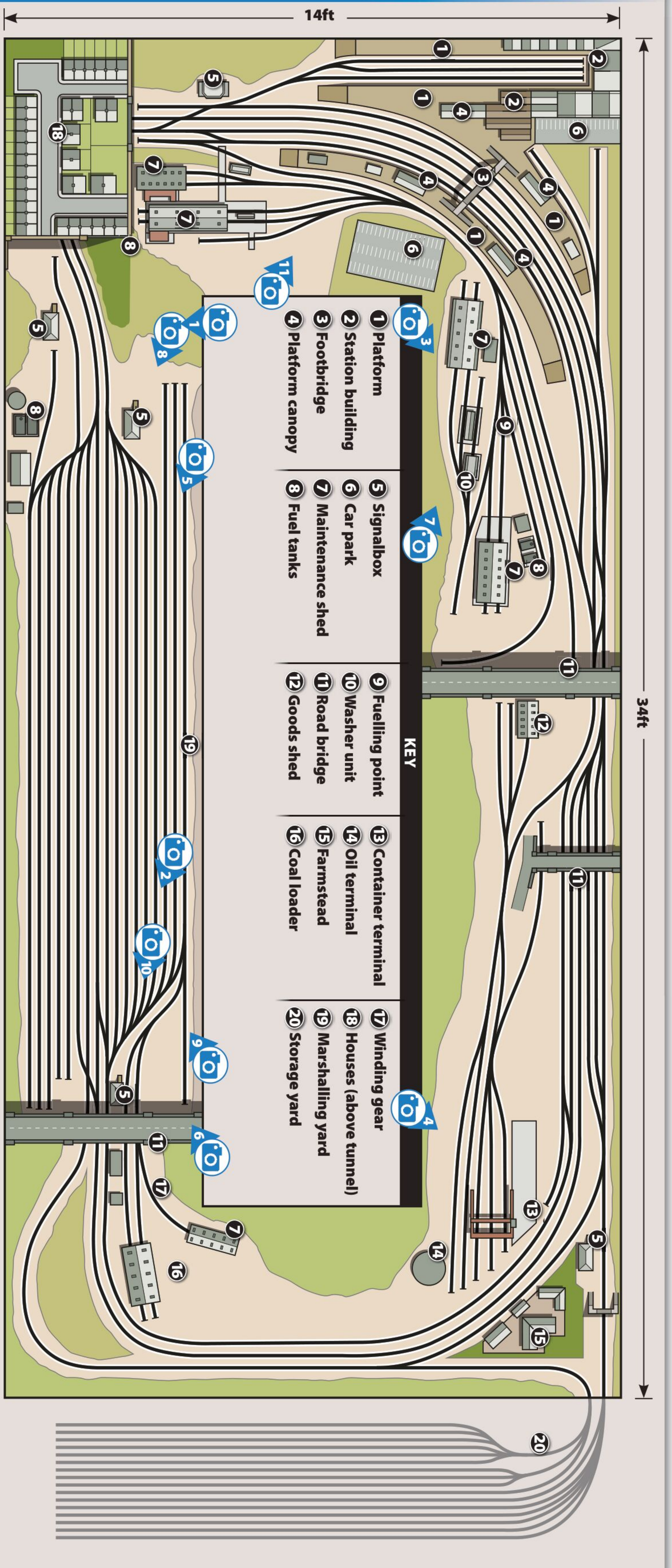
ROLLING STOCK

The trains that operate on the layout are very much designed to replicate freight services that I have photographed over the years. For this article the rolling stock and motive power is set predominantly in the 1980-1985 era. Trains seen include a Class 31 on a Scunthorpe to Tidal Sidings steel working and Class 20, 40, 44 and 45 on Toton to Tinsley mixed freights. Interlopers from elsewhere in the country include a pair of Class 37s on a Redcar to Consett iron ore service, a Class 37 on steel coils from Margam to Ebbw Vale and even triple-headed Class 03s on a Cwmmawr to Burry Port coal train.

I almost forgot to mention that there are passenger trains too. These are few and far between and mainly consist of multiple units, although there is a Class 33 on five BR Mk 1 coaches replicating passenger services between Cardiff and Crewe and the excellent Hornby original 1980s HST set.

Having taken more than 300,000 railway photographs since 1972, there is plenty of prototype material to model. This leads to the problem of changing time zones »

BARROW HILL JUNCTION TRACK DIAGRAM (NOT TO SCALE)



and because I continue to photograph railways quite a lot, there is rolling stock in the fiddle yard to run trains from 2010-2020 and also the 'Railfreight' period with the striking orange livery as well as sectorisation between the late 1980s and 1995. There is even the option to go back in time to the mid-1960s with a bit of steam and green diesels. All this of course, assumes that Barrow Hill was not resignalled in 1981!

Looking ahead there is much to do to improve the railway. Many of the wagons need weathering, as do some of the locomotives. Not only that but not all the locomotives are chipped and quite a number have no sound. There is then the question of the many excellent new items which are announced to tempt us over the next couple of years. Better quality locomotives may mean selling old examples and investing in more realistic

10 As 25055 enters the yard with a mixed freight, a Class 31 passes through on a Scunthorpe to Tidal Sidings steel working.



and better performing engines.

Similarly as high quality freight rolling stock arrives, many of my older wagons may have to be sent to the scrapyard. The layout is designed predominantly to be operated, rather than as a diorama and because of that it gets heavy usage and locomotives fail, point motors jam and track and rolling stock wheels need constant cleaning.

WOODHEAD REVIVAL?

One final long term project is the addition of a Woodhead style branch line to allow operation of the Class 76 electric locomotives in my collection. Having photographed the Woodhead route extensively from 1974 to 1981, it would be great to build a Rotherwood style 1,500V DC overhead electric exchange yard – but that's another story! **HM**



Above: **An InterCity 125 calls at Barrow Hill Junction station, as 47012 rumbles through on a rake of HEA hopper wagons. BR blue is to the fore with a pair of 'Peaks' on depot, plus diesel units and a Class 33 in the station.**

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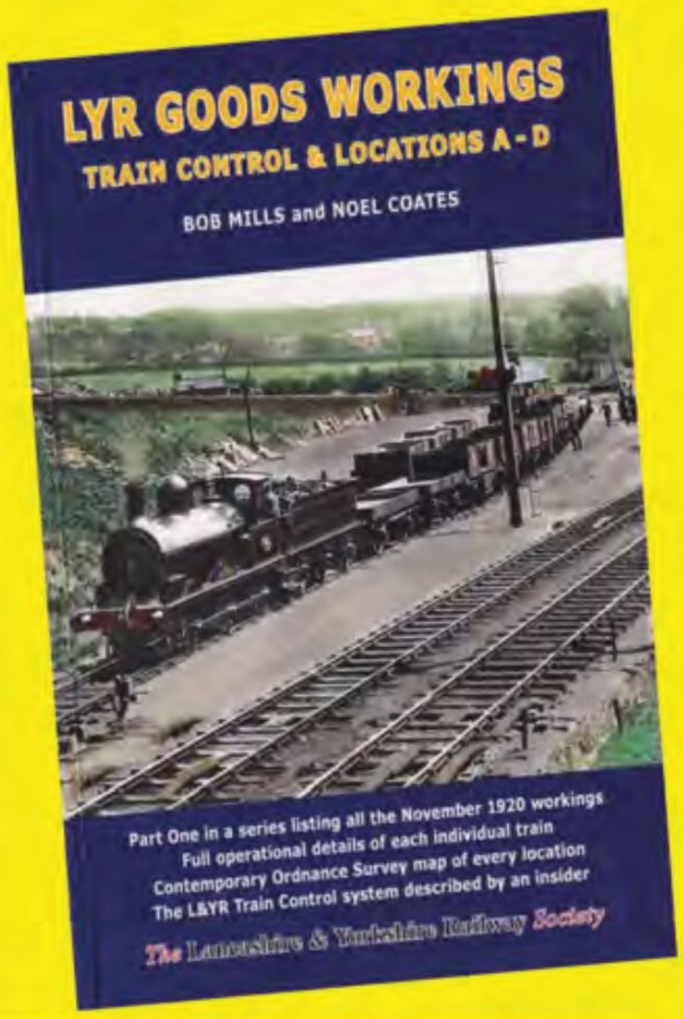
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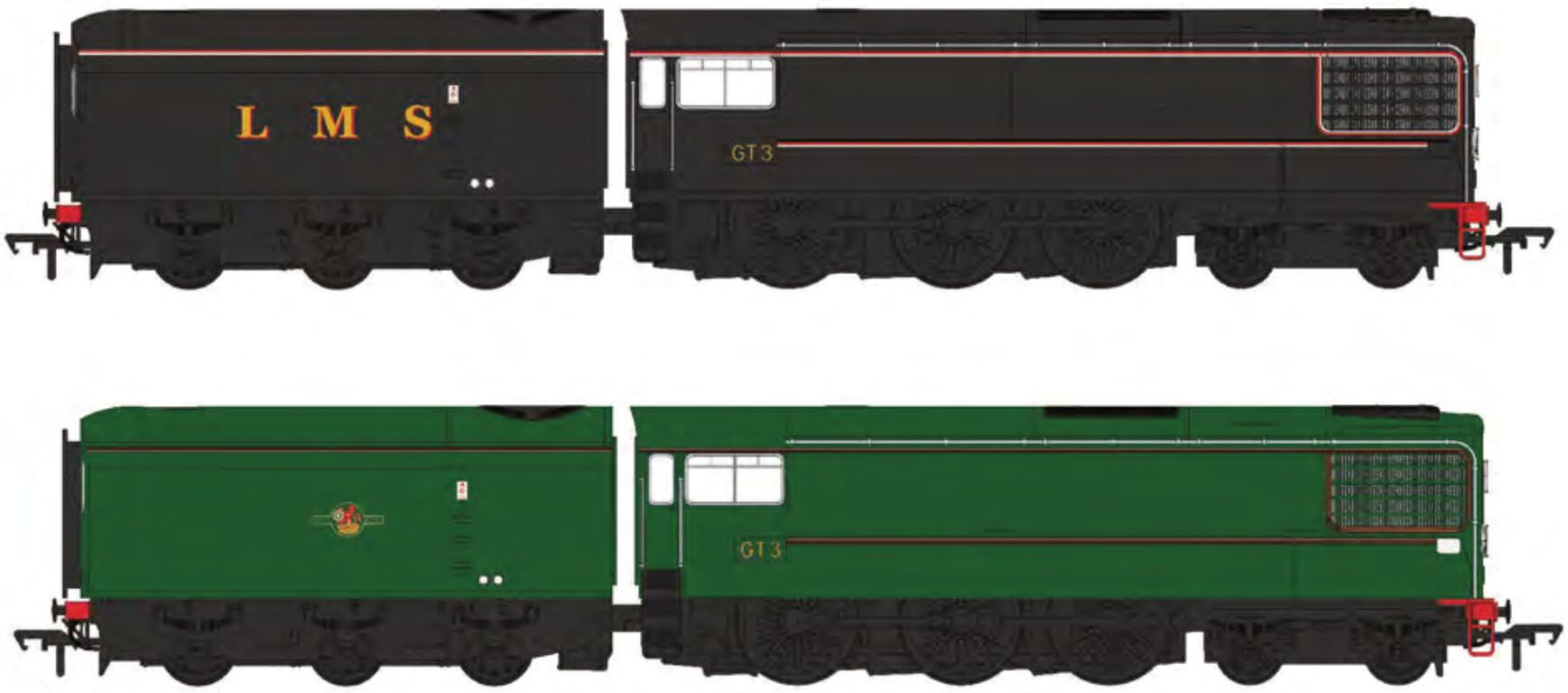
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BARROW HILL ROUNDHOUSE

The circular engine shed, or roundhouse, was once one of the most common structures on the railway but over the years hundreds have been demolished, leaving the one at Barrow Hill in Derbyshire as the only example still working and in anything like original condition, as **EVAN GREEN-HUGHES** describes.

ALTHOUGH STEAM locomotives built for the early mineral railways were capable of pulling trains at low speed in either direction, the advent of higher speeds and longer lines meant that locomotives from then were best worked with the coaches or wagons behind the tender, a process that required them to be turned to face in the opposite direction at the end of each journey.

When the Liverpool & Manchester Railway was constructed George Stephenson included small turntables in the designs of his termini on which engines could be turned so that they were facing the right way for their return journey. His son Robert took this innovation much further when he was involved in the construction of the London & Birmingham Railway, which was completed in 1838.

This line, within a few years, included one of the country's first purpose-built engine sheds at Camden in London, which had provision both for the stabling and maintenance of locomotives. The building could hold 23 engines but was unusually for the time circular in shape, with the stabling roads being organised round a turntable 36 feet in diameter.

While the shape of the new shed was to some extent dictated by the cramped nature of the site the use of a circular structure for a building of this size also made a lot of sense as the engineering was already well understood, due to the shape being used many times before for buildings such as markets and corn exchanges. Indeed, some of the earliest buildings in the country had been roundhouses, which had been in widespread use since the Stone Age. At Birmingham, the 1837 roundhouse at Curzon Street - the original »

LNER 'J15' 0-6-0 65466 makes use of the extractors at Barrow Hill roundhouse in October 2005, in company with BR '7MT' 4-6-2 70000 *Britannia*, Stanier 'Black Five' 4-6-0 45231 *The Sherwood Forester* and Johnson '1F' 0-6-0T 41708. Mike Wild.

terminus and now the end of High Speed 2 Phase 1 has been rediscovered. This opened on 12 November 1837 and is reckoned to be the oldest roundhouse in the world.

The advantages of the roundhouse soon became widely appreciated as locomotives could be stabled so it was not necessary to move others to access a particular one, and engines could easily be turned so they left the shed facing the right direction for their next duty. Their construction became widespread with their size varying between those that held only 20 locomotives or so to others with multiple turntables able to handle dozens of locomotives.

BARROW HILL IS BORN

Shortly after the completion of the London & Birmingham Railway, the North Midland Railway reached Staveley in Derbyshire and there it built a small shed that could hold four engines. However, in 1866, the Midland Railway signed an agreement to work the formerly private railway at the Staveley Coal and Iron Works, with this arrangement to continue for 100 years. As a result it was necessary to construct a new locomotive depot which was eventually completed in 1870 and which was to become known first as Staveley and later as Barrow Hill depot.

This new structure was to a roundhouse design and contained 24 roads which ranged in length between 60ft and 80ft all fed by a central turntable. By this time roundhouses, although continuing to use the name, had ceased to actually be round and were accommodated within a square building, with the Midland Railway having a more-or-less standard design which was reproduced on many sites in the north.

Although the depot was only designed originally to house 24 engines, its strategic location saw this number rise until at its peak 90 locomotives were based there. Most of this allocation were 0-6-0 tender engines used for goods work, although there were also a small number of 0-4-4Ts used for passenger trains on local branch lines. In this respect the shed mirrored many in that area, never hosting express or prestigious engines and remaining very much workaday, without the glamour of places such as York or Derby, and thus relatively unnoticed by enthusiasts and historians.

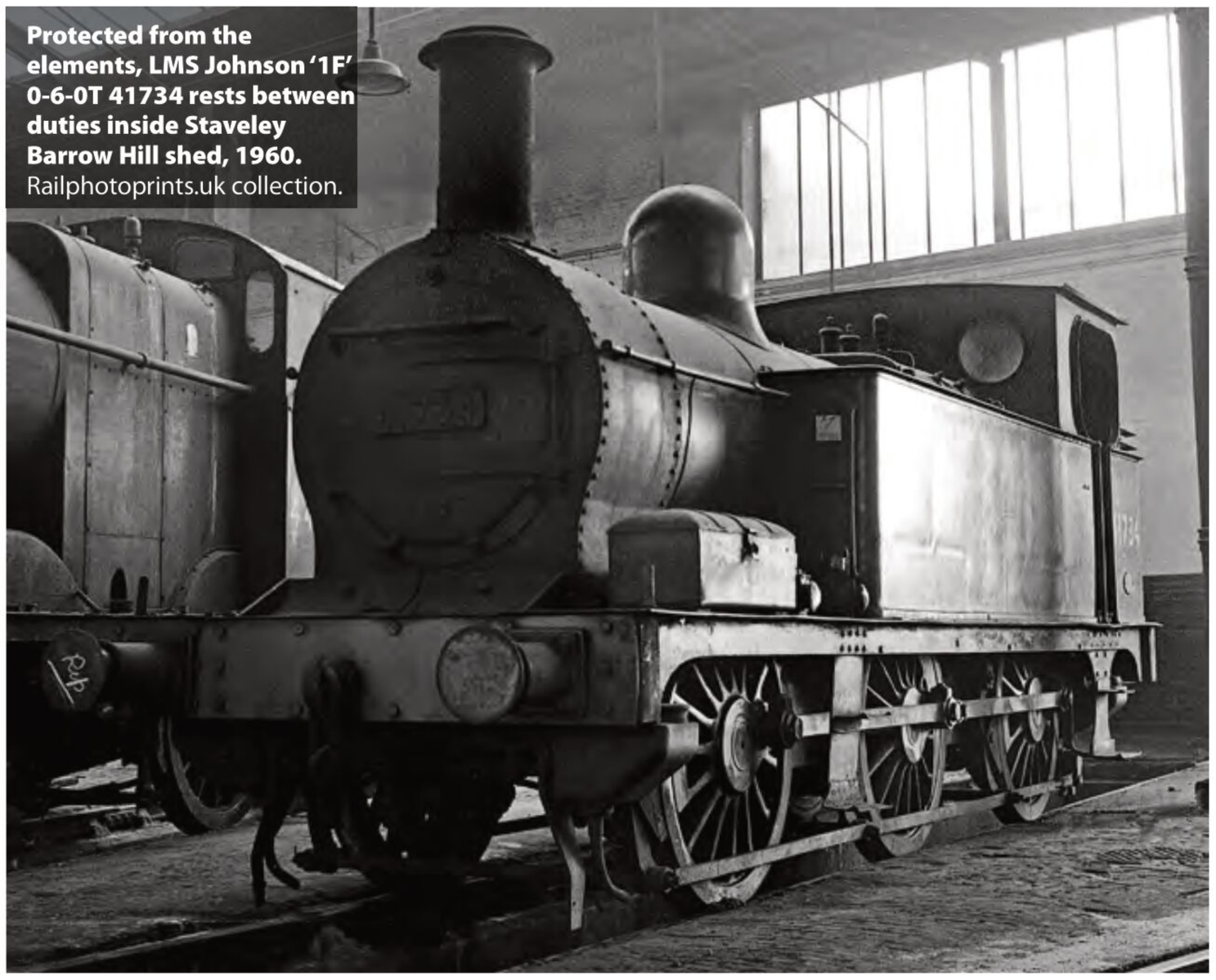
Barrow Hill continued to supply goods engines for local industry for almost 100 years, as did many sheds like it, with the total allocation only declining as local branch lines and collieries closed, but the advent of dieselisation meant much of its allocation was displaced, leaving only 30 to be based there on the last day for steam, October 4 1965. From then on Barrow Hill became mainly a stabling point, hosting traction such as Class 20s that were used on the numerous coal trains that then still ran in that area, and also the home to a handful of diesel shunters.



BR's Class 58s were amongst the last diesel locomotives to utilise Barrow Hill shed before it closed in the early 1990s. 58042 *Ironbridge Power Station* in original Railfreight colours and 58025 in Trainload Coal livery were stabled inside on February 17 1990. Rail-Online.



20119 stands outside the imposing Barrow Hill shed during the Class 20 anniversary event at the site on July 14 2007. Mike Wild.



Protected from the elements, LMS Johnson '1F' 0-6-0T 41734 rests between duties inside Staveley Barrow Hill shed, 1960. Railphotoprints.uk collection.

CLOSURE AND REBIRTH

Closure finally came in February 1991 with the last two locomotives departing being Class 20s, although two Class 58s had briefly appeared earlier in the day. The site became disused and all staff were moved away and it seemed inevitable the roundhouse would follow many others in the same area by being demolished with its site used for redevelopment. As might have been expected the vandals moved in, and soon anything that could be smashed had been, while the roof soon began to leak, allowing rain into the structure.

Against all odds, though, the building survived and behind the scenes a small group, led by Mervyn Allcock, was working hard to ensure that it had a future. The Barrow Hill Engine Shed Action Group became the Barrow Hill Shed Society and they lobbied hard to have the shed's historic significance recognised, a process that was eventually rewarded when the buildings became Grade 2 listed. Three more years then went by as the local council negotiated to buy the site from British Rail, with the sale being completed in 1996.

By this time the building was in a parlous state and volunteers set to work to rescue it, with welcome assistance coming from a number of grant-awarding bodies. Features that had been vandalised or stolen were replaced, missing pieces of track were restored and the building was made watertight once again. A major advance came when there was enough money to replace the leaking roof completely, although part of the original has been retained. Much later a major lottery grant enabled the addition of modern catering facilities, which have been tacked onto the front of the building.

UNIQUE FEEL

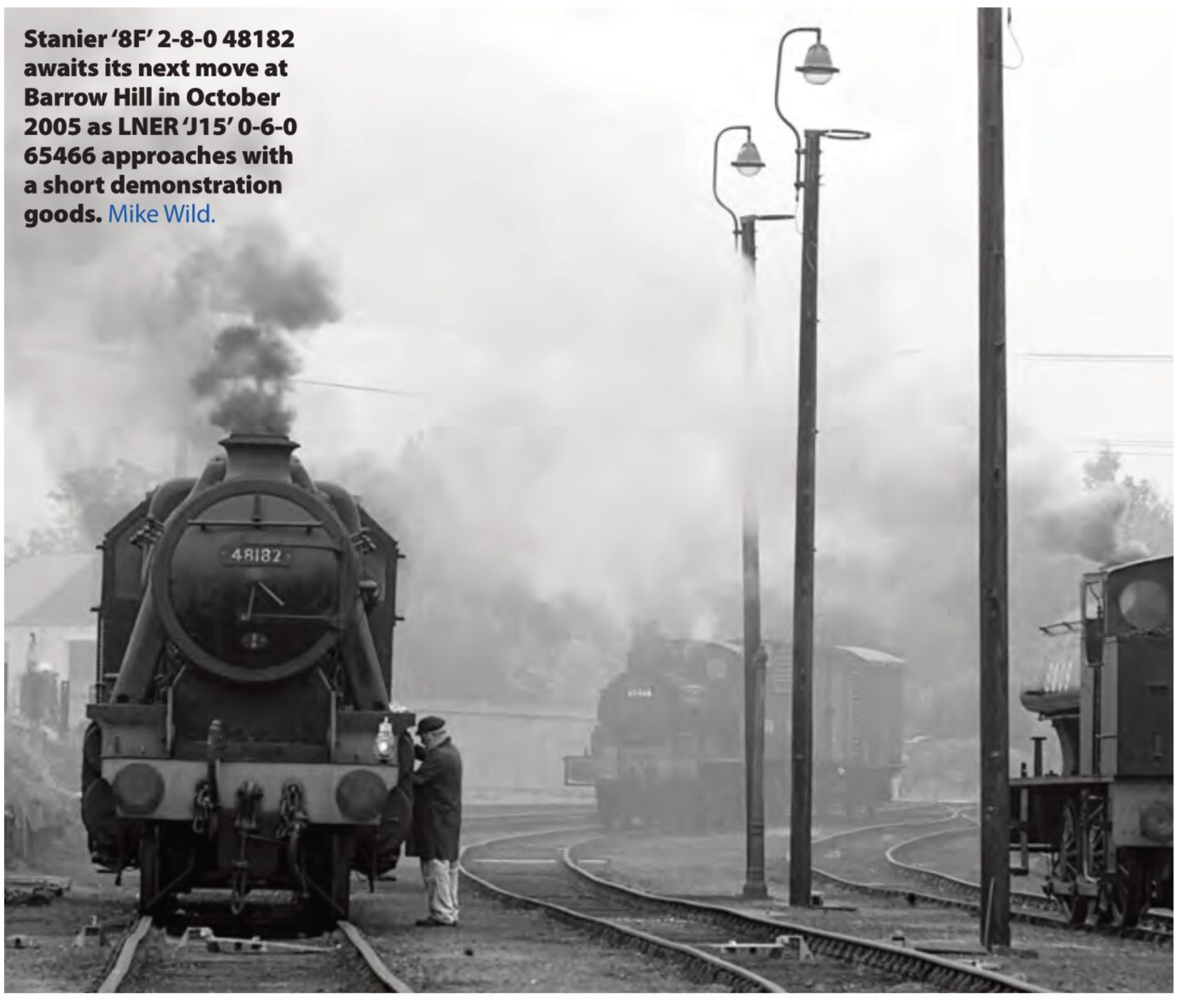
Inside the roundhouse, the restoration team has been careful to retain the ambience of a working shed, and this is what makes it special. While there is a working turntable surrounded by locomotives at the National Railway Museum in York, it is in a sterile museum setting where it is hard to imagine what the atmosphere of a working shed was actually like. This is not the case at Barrow Hill as the look, feel and smell of a working shed has been recreated, while outside the main building the sidings that once housed lines of working engines once again house lines of stored locomotives.

However, Barrow Hill is much more than a museum for it also offers facilities in ancillary buildings for commercial companies engaged in locomotive hire and carriage restoration, as well as providing a base for the Deltic Preservation Society. The site also offers space to main line operators where required and recently played host to a number of East Midlands Trains Diesel Multiple Units which were based there while improvements were under way at Derby station. For this a number of new sidings were laid to the latest standards and these have since been retained, enabling the site's permanent facilities to be upgraded.

For the general public, the site has had added to it a small station at one side of the roundhouse and this is used as a starting point for short train rides that venture out along the depot access tracks on certain days. This has also been used to detrain passengers who have come to the site on excursions from the main line. There is also a museum area containing information about the depot as well as a number of artefacts showing the depot's history.

Since it reopened to the public in July 1998, the site has undergone continuous improvement and now plays host to a large number of locomotives with perhaps the highlight being the unique collection of steam, diesel and electric engines around the original turntable. These now include a number of genuine Midland Railway examples, two of which are on loan from the National Collection.

Barrow Hill is a unique survivor of a type of shed that was once commonplace all over the country. That it has survived at all is remarkable but that it remains a working shed is even more praiseworthy. Those seeking to model an accurate steam-era motive power depot or even one from the early diesel era should make a special point of visiting as the site is full of inspiration and contains many details and fittings from a long-lost age that cannot be seen anywhere else. **HM**



Stanier '8F' 2-8-0 48182 awaits its next move at Barrow Hill in October 2005 as LNER 'J15' 0-6-0 65466 approaches with a short demonstration goods. Mike Wild.

STAFF PROJECTS

New Junction's
ECML INSPIRATION

With the layout's top deck installed and ready for the main line track to be laid, Hadley Wood and Potters Bar become the unsuspecting focus for **RICHARD WATSON's** 'OO' gauge layout New Junction.

GETTING trains running is a milestone in the build progress of any layout, so with the plywood top deck finally installed permanently, it was really getting close to being a reality for my layout.

A four-track main line is a simple concept (or so I thought), trying to use the 16ft x 8ft space effectively with the goal of realistic sweeping curves and fast main lines for long trains was proving a challenge.

Starting at one corner, I laid my Peco code 75 concrete sleeper track down and roughed out a track plan. With the size of the baseboards, it became apparent that I'd need to use second radius curvature on the inside line, which wasn't ideal in terms of realism or the general appearance.

The solution was to start the scene further into the layout after the main line radius began to straighten. It would mean losing a corner of visible trackbed but there would be advantages in the form of straighter more realistic running lines and the bonus of not having to make overhead catenary go around tight corners later in the build.

A BORING SOLUTION

While New Junction is only an East Coast Main Line (ECML)-themed layout rather than based on any single location, I needed a four-track tunnel on which to base the



Two double-track tunnel portals will help disguise the sharper than scale curves necessary at this corner of the four-track main line.



Richard has opted to install a four-track tunnel to the main line of his New Junction 2 'OO' gauge layout project.



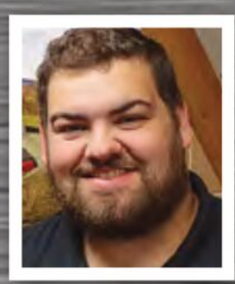
MIKE WILD

Mike's new workbench has been pressed into service for weathering of a Hornby 'OO' gauge GB Railfreight Class 60 and new IIA Biomass wagons from the Accurascale range.



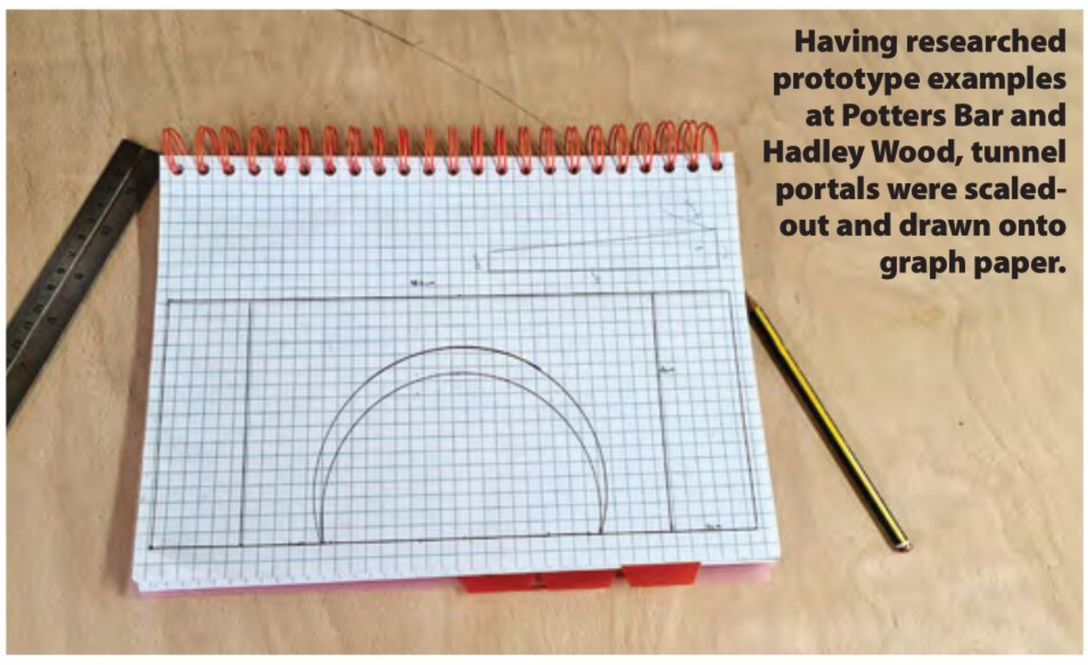
MARK CHIVERS

Mark has been preparing and cleaning his locomotive and rolling stock fleet so it is in tip-top condition for use at the Great Electric Train Show and Spalding model railway exhibition.

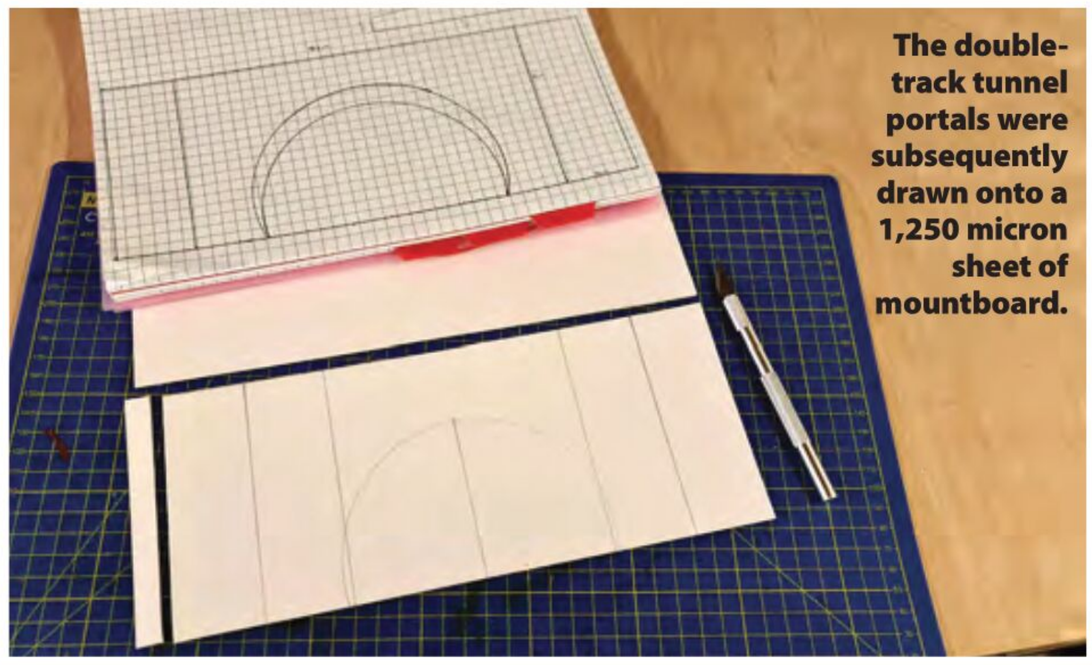


RICHARD WATSON

Richard has been busy revising the track plan for the latest incarnation of New Junction, his 16ft x 8ft layout inspired by the present-day East Coast Main Line.



Having researched prototype examples at Potters Bar and Hadley Wood, tunnel portals were scaled-out and drawn onto graph paper.



The double-track tunnel portals were subsequently drawn onto a 1,250 micron sheet of mountboard.

newly required scenic break. Not knowing the entire 393-mile-long route, I posed the question to followers of the layout's Facebook page and the suggestions soon came in.

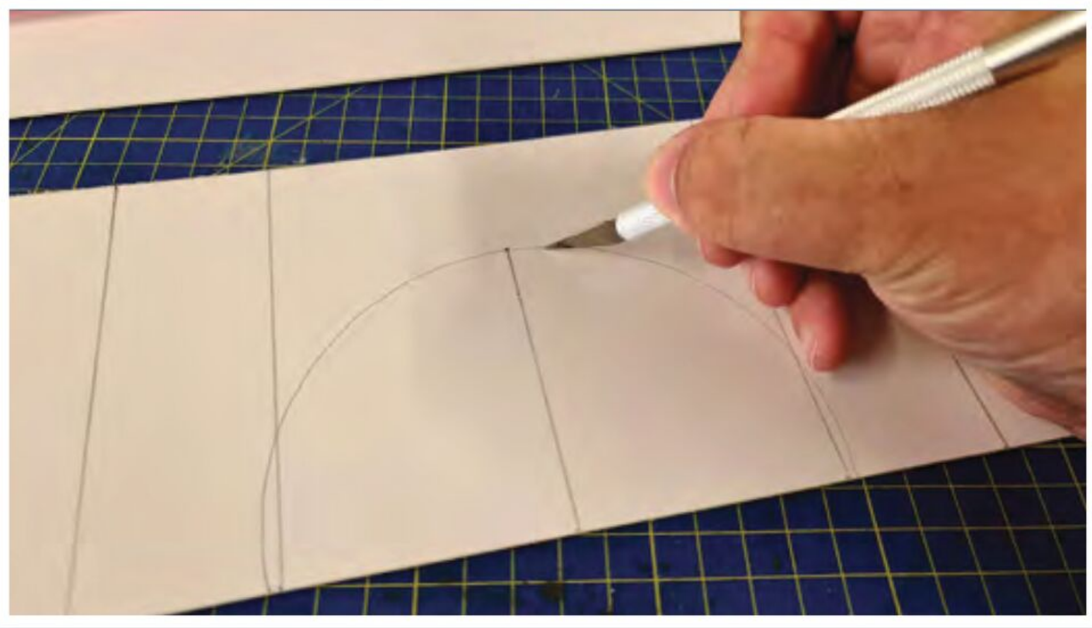
It became clear the tunnels around Potters Bar and Hadley Wood were good spots. After researching the area online, I realised this area was exactly what I was after and would definitely work for the layout.

The tunnel at Potters Bar which is the longest of nine tunnels on the ECML between London and Peterborough was perfect - a sweeping four-track main line bursting into flowing countryside. The portal design was similar enough that I could recreate the Potters Bar tunnel entrance using references from the Hadley Wood station tunnels.

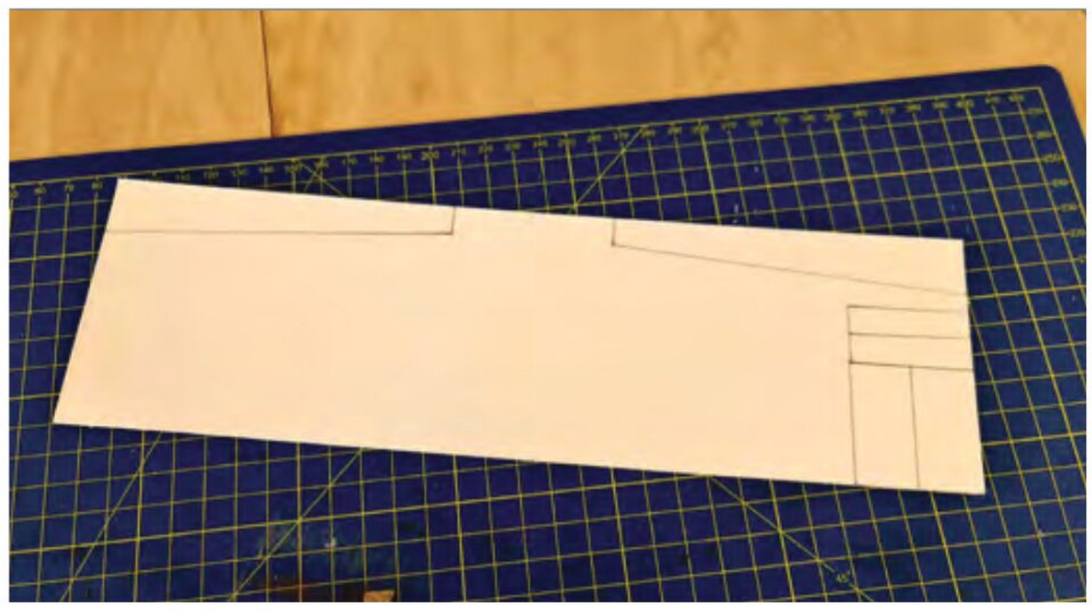
SCRATCHING FOR IDEAS

With the prototype selected, it was time to start creating the first scratchbuilt structure on the layout. The tunnel mouths are very simple in design but have enough character to make a unique addition to the layout, lending themselves to being scratchbuilt.

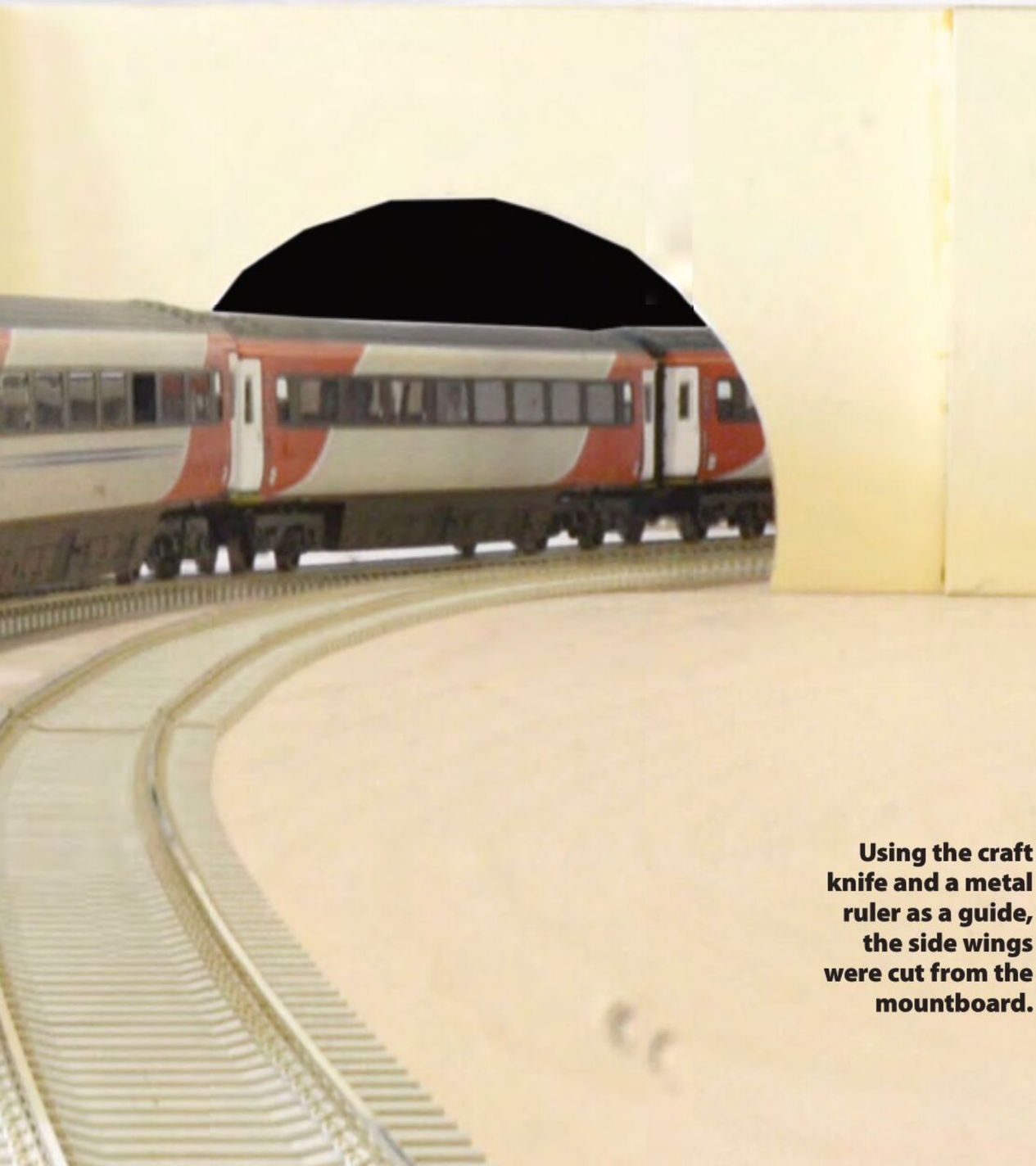
I've been following Paul Chapman's scratchbuilding projects and his methods have become



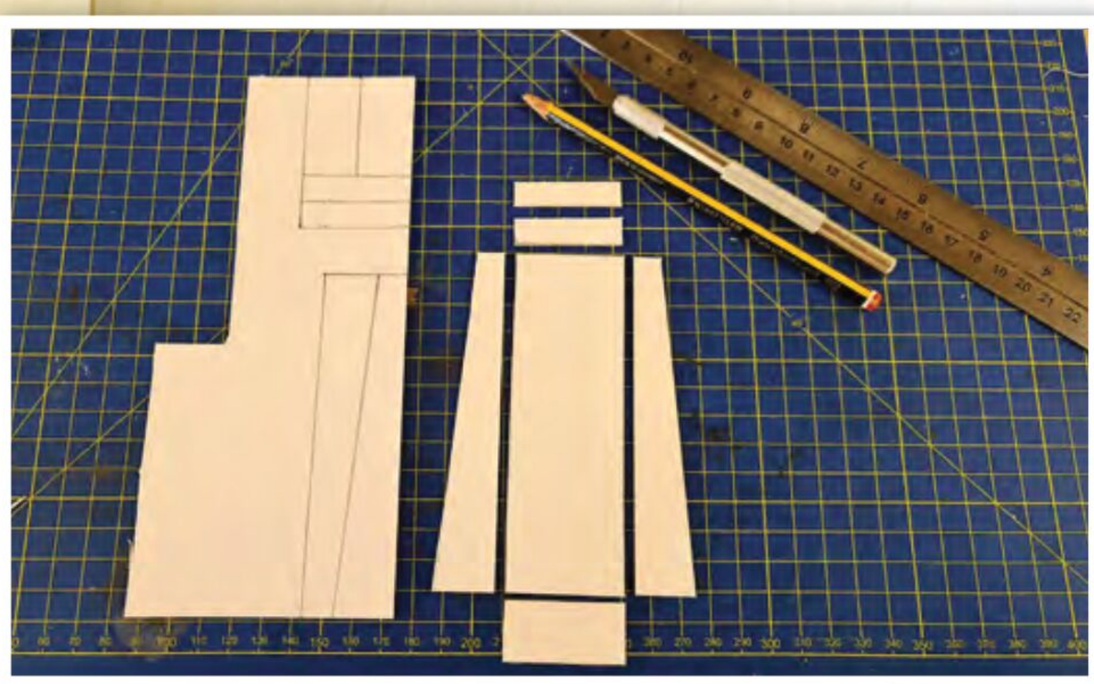
Each tunnel mouth was carefully cut from the mountboard using a sharp craft knife, whilst supported on a cutting mat.



Retaining wall side wings were similarly drawn on a section of the 1,250 micron mountboard.

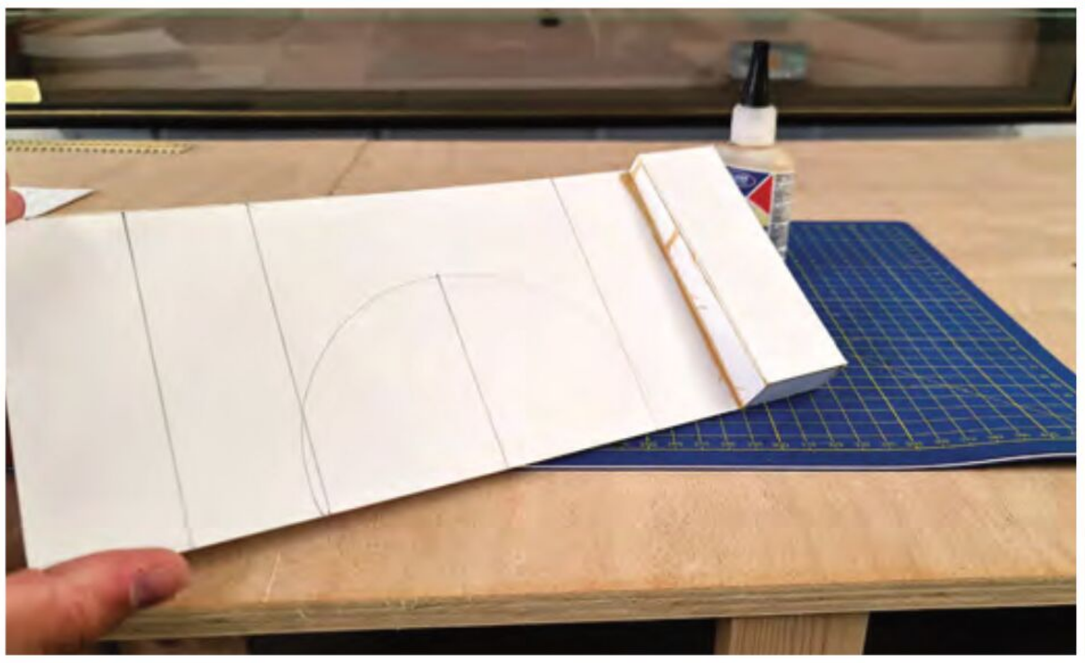


Using the craft knife and a metal ruler as a guide, the side wings were cut from the mountboard.





Deluxe Materials Roket glue was applied to the side wing sections and glued in place to the tunnel portal to form a solid framework.



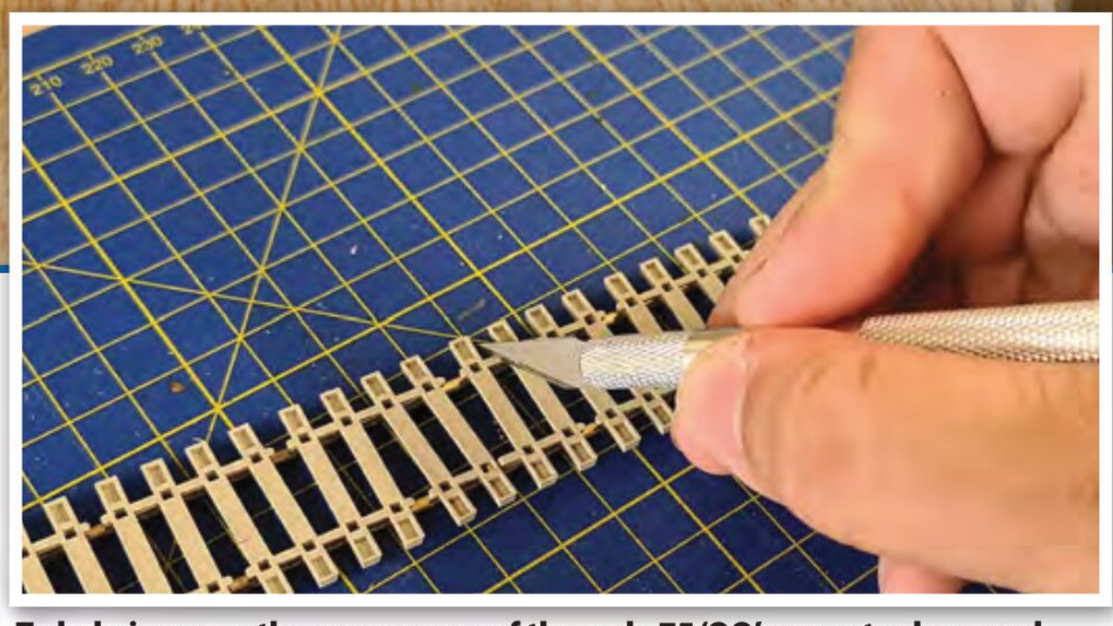
Once dry, the completed sections are sturdy and ready for adding embossed plasticard in due course.

The new 'OO' gauge layout features a four-track circuit inspired by the East Coast Main Line on the upper level and a heritage line below.



"The tunnel at Potters Bar which is the longest of nine tunnels on the ECML between London and Peterborough was perfect - a sweeping four-track main line bursting into flowing countryside."

RICHARD WATSON



To help improve the appearance of the code 75 'OO' concrete sleepered track, the distance between sleepers was enhanced. This requires cutting through the moulded sleeper webbing.



With the double-track tunnel sections temporarily posed on the layout, an idea of how they will eventually look is beginning to form. It handily helps disguise the baseboard join too.



A sense of the sweeping four-track main line on this section of New Junction can be appreciated as the track is loosely laid out on the baseboards for evaluation.

my go-to. You may remember Paul's work from our Great Central Railway-themed layout Quorn Magna (*Hornby Magazine* Yearbook No. 13/14) where he built the two signalboxes on the layout.

The process is very simple: using reference images and a 'OO' gauge piece of rolling stock to gauge sizing, I drew a plan of the portals onto graph paper. Once both were drawn, I copied the plans onto a 1,250 micron sheet of mountboard. This will form the bulk of the structure and provide a strong frame to attach the plasticard later.

Using a scalpel knife on a cutting mat, I carefully cut out the various shapes, and then using Deluxe Materials Roket card glue, I started to assemble the pieces as you would with a card kit, except there were no instructions to guide me.

I created the two tunnel portals and the retaining wall side wings separately before fixing them together. The result turned out to be a very distinctive structure which lends itself well to the original goal - and it handily disguises one of the baseboard joints.

TRACK TO BASICS

The track can now be temporarily placed, allowing me to explore options on the exact trace of the track. When I'm happy, I'll mark the line of route with a pencil. However, rather than getting on and laying the track there was another element of realism I wanted to try.

Always up for a challenge and keen to try new methods on this layout, I wanted to improve the sleeper spacing of the Peco code 75 concrete track. The results would match the bullhead rail track used on the lower heritage line.

Using a craft knife, I cut the webbing which retains the sleepers at set distances apart. Then, utilising a sleeper spacing tool from Railway Laser Lines, I respaced the sleepers one by one. This ultimately results in quite a few spare sleepers, which I'll put to one side and use around the layout. It is a time-consuming task, but rewarding as it's for an exhibition layout which will be observed at close quarters.

With the track planning going in the right direction and the scene looking very exciting, I'll continue with the sleeper spacing while awaiting a few further additions to really set the scene off. The first is plasticard to clad the tunnel portals, and the second - which I think will really complement the scene - is the track superelevation kit from West Hill Wagon Works. Several of these will help improve the spectacle of the express trains as they burst out of the tunnels and round the curves. **HM**



A Railway Laser Lines 'OO' gauge double length sleeper spacing tool was used to help widen the gap between sleepers one-by-one.



The difference in sleeper spacing is apparent in this view of the completed track at the top which matches well with the heritage line's bullhead track at the bottom, with a length of the as-supplied code 75 track in the centre.

HORNBY magazine

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.

October 2022

8 CRADLEY HEATH MODEL RAILWAY EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: St. Michael's Church of England High School, Curral Road, Rowley Regis, West Midlands B65 9AN
Times: 10am-4.30pm
Prices: Adults £6.50, children £3.50, family (2+2) £15
Website: *www.cradleyheathmrc.co.uk*
Features: 32 layouts, trade support, societies, ride-on miniature railway, refreshments, parking and disabled access

8 SOUTH WEST HERTS MRS MINI MODEL RAILWAY EXHIBITION

Hosts: South West Herts Model Railway Society
Location: All Saints Church Hall, Horseshoe Lane, Leavesden, Watford WD25 0LU
Times: 10am-4pm
Prices: Adults £4, children £1
Website: *www.southwesthertsmrs.org.uk*
Features: Seven layouts, trade support, refreshments, parking and disabled access.

8/9 ELIZABETHAN RAILWAY SOCIETY EXHIBITION

Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby-in-Ashfield, NG17 7LL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.elizabethanrailwaysociety.com*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

8/9 FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Farnham and District Model Railway Club
Location: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, children £2, family £18
Website: *www.farnhammrc.org.uk*

DON'T MISS

8/9 GREAT ELECTRIC TRAIN SHOW

Hosts: Key Publishing/*Hornby Magazine*
Location: Marshall Arena, Stadium Way, Milton Keynes, MK1 1ST
Times: Sat 10am-5pm, Sun 10am-4pm (advance ticket holders enter from 9.30am)
Prices: Advance ticket prices: Adults £14 (£12), child £8, VIP £40 – subscriber prices in brackets. On-the-day: Adults £16, child £9
Website: *www.keymodelworld.com/greatelectrictrainshow*
Contact: 01780 480404
Features: 30+ layouts, 50 trade stands, demonstrations, refreshments, parking and disabled access. Up to 2 children under 16 admitted free with each paying adult on Sunday only.

Features: 20 layouts, trade support, refreshments, parking and disabled access.

8/9 SHILDON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, Dale Road, Shildon, County Durham DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free entry
Website: *www.shildonmrc.com*
Features: 20 layouts, trade support, demonstrations, displays, diesel locomotive rides (small charge), refreshments, parking and disabled access.

8/9 WAKEFIELD MODEL RAILWAY EXHIBITION

Hosts: Wakefield Railway Modellers' Society
Location: Queen Elizabeth Grammar School, Sports Hall, Northgate, Wakefield WF1 3QX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, children 12-16 £2, accompanied children under 12 free (max. 2 per paying adult)
Website: *www.wakefieldrms.org*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

9 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: 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.

13-16 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, A425, Southam Road, Leamington Spa CV31 1FE
Times: Thu 10am-4.30pm, Fri 10am-4.30pm, Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £11, concessions £10, children £5
Website: *www.midlandsmodelengineering.co.uk*
Features: Layouts, model engineering displays, demonstrations, specialist trade support, refreshments, parking and disabled access.

15 ST NEOTS MODEL RAILWAY CLUB EXHIBITION

Hosts: St Neots Model Railway Club
Location: Priory Centre, St Neots, Cambs PE19 2BH
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: *www.stneotsmrc.com*
Features: Ten layouts, trade support, refreshments, demos, parking and disabled access.

15/16 CORBY AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: Ex-Servicemen's Club, Lloyds Road, Corby, Northamptonshire NN17 1AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: *www.cdmrs.co.uk*
Features: Layouts, trade support, refreshments and parking.

15/16 HARTLEPOOL MODEL RAILWAY SHOW

Hosts: Hartlepool MRG
Location: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, concessions £5.50, children £4.50, family (2+3) £20
Website: *www.facebook.com/HartlepoolMRG/*
Features: 30 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

15/16 UCKFIELD MODEL RAILWAY EXHIBITION

Hosts: Uckfield Model Railway Club
Location: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £9, accompanied children free
Website: *www.uckfieldmrc.co.uk*
Features: 17 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

16 OXRAIL 2022 MODEL RAILWAY EXHIBITION

Hosts: Oxford and District Model Railway Club
Location: Edward Feild School, Bicester Road, Kidlington, Oxfordshire OX5 2LG
Times: 10.30am-4pm
Prices: Adults £6, accompanied children free
Website: *www.oxfordmrc.org.uk*
Features: 17 layouts, trade support, miniature live steam train rides, refreshments, parking and disabled access.

16 WHITWELL AND REEPHAM MODEL RAILWAY SHOW

Hosts: Whitwell and Reepham MRC
Location: The Sidings Function Room, Whitwell and Reepham Station, Whitwell Road, Reepham, Norwich NR10 4GA
Times: 10.30am-4.30pm
Prices: Adults £2.50, children £1
Website: *www.whitwellstation.com*
Features: Layouts, refreshments, parking and disabled access.

22 TRIMLEY ST MARTIN MODEL RAILWAY EXHIBITION

Location: Trimley Memorial Hall, High Road, Trimley St. Martin, Felixstowe, IP11 0RJ
Times: 10am-4pm
Prices: Adults £4, children £2
Contact: 01394 284398
Features: Layouts, trade support, refreshments, parking and disabled access.

22/23 CAISTORAIL MODEL RAILWAY CLUB EXHIBITION

Hosts: Caistorail Model Railway Club
Location: Caistor Town Hall, Caistor, Lincs LN7 6TJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £4
Contact: 07503 321510
Features: 12 layouts and trade support.

22/23 GREENOCK MODEL RAILWAY EXHIBITION

Hosts: Greenock and District MRC
Location: Lyle Kirk, Union Street, Greenock PA16 0TG
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £5, concessions £4, children £4, family (2+2) £15
Website: *www.greenockmrc.co.uk*
Features: Layouts, trade support and refreshments.

22/23 LANCASHIRE AND YORKSHIRE DCC MRG EXHIBITION

Hosts: Lancashire and Yorkshire DCC Model Railway Group
Location: Burnley Masonic Hall, Nelson House, Nelson Square, Burnley BB11 1LA
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £7, accompanied children £1
Website: *www.lydcc.org.uk*
Features: Layouts, trade support, demonstrations, refreshments and parking.

22/23 LEEDS MODEL RAILWAY EXHIBITION

Hosts: Leeds Model Railway Society
Location: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 9NA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children free
Website: *www.leedsmrs.org*
Features: 15 layouts, trade support, refreshments and parking.

22/23 RAIL-EX TAUNTON 2022

Hosts: The Somerset Railway Modellers Club
Location: Taunton School, Staplegrove School, Taunton, TA2 6AD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £12, concessions £10, accompanied children free
Website: *www.railextaunton.uk*
Features: 30 layouts, trade support, demos, societies, refreshments, parking and disabled access.

23 BRESSINGHAM STEAM MUSEUM MODEL RAILWAY DAY

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Low Road, Diss IP22 2AA
Times: 10.30am-5pm
Prices: Adults £7 (£16.99), children £6 (£10.99) – entry only, prices in brackets include access to rides.
Website: *www.bressingham.co.uk*
Features: Layouts, trade support, societies, demos, refreshments, parking and disabled access.

23 CENTRAL SOUTHERN GAUGE O GROUP EXHIBITION

Hosts: Central Southern Gauge O Group
Location: Allendale Centre, Hanham Road, Wimborne, Dorset BH21 1AS
Times: 10am-4pm
Prices: Adults £5, children free
Website: *www.csg0g.org*
Features: 7mm scale layouts, trade support, societies, refreshments and parking.

October in brief

26 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Location: Platform 1, Bishop's Lydeard Station, West Somerset Railway, Taunton TA4 3BX
Website: *www.tauntonmodelrailwaygroup.co.uk*

29 BIRMINGHAM MRC EXHIBITION

Location: Arden Hall, Water Orton Road, Castle Bromwich, Birmingham B36 9HB
Contact: 07766 923361

29 EXETER GARDEN RAILWAY SHOW

Location: Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter EX2 8FD
Website: *www.exetergardenrailwayshow.com*

29 HIGHBRIDGE VINTAGE HORNBY MODEL TRAIN SHOW

Location: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE
Website: *www.somersethrca.org.uk*

29 NEWBURY MODEL RAILWAY EXHIBITION

Location: St. Bartholomew's School, Buckingham Road, Newbury Berkshire RG14 6JP
Website: *www.newburymrc.co.uk*

29 SEAFORD MODEL RAILWAY SHOW

Location: Seaford Baptist Church Hall, Belgrave Road, Seaford, East Sussex BN25 2EE
Website: *www.newhavendmrc.co.uk*

29/30 CHELTENHAM MODEL RAILWAY EXHIBITION

Location: St. Margaret's Hall, Coniston Road, Hatherley, Cheltenham, Gloucs GL51 3NU
Website: *www.cheltmodrail.org.uk*

29/30 WEYMOUTH MODEL RAILWAY EXHIBITION

Location: Budmouth Academy, Chickerell Road, Weymouth, Dorset DT4 9SY
Website: *www.weymouthmra.org.uk*

30 BRACKNELL MODEL RAILWAY EXHIBITION

Location: Pinewood Hall, Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berkshire RG40 3AQ
Website: *www.bracknellrailwaysociety.co.uk*

30 HAZEL GROVE AND DISTRICT MODEL RAILWAY SOCIETY OPEN DAY

Location: Hazel Grove Methodist Church, Wesley Street, Hazel Grove, Stockport SK7 4JQ
Website: *www.hgdmrs.org.uk*

November in brief

5 SHOREHAM N GAUGE MODEL RAILWAY SHOW

Location: Shoreham Baptist Church, Western Road, Shoreham-by-Sea, West Sussex BN43 5WD
Website: *www.wsng.co.uk*

5 WESTBURY MODEL RAILWAY SHOW

Location: Paragon Hall, Haynes Road, Westbury, Wiltshire BA13 3HA
Website: *www.wwg0g.co.uk*

5/6 ELGIN MODELFAIR

Location: Elgin Town Hall, Elgin, Moray IV30 1UL
Website: *www.elginmodelrailwayclub.co.uk*

FULL LISTING ONLINE!

● For more shows and the very latest event details visit *www.keymodelworld.com* for our online Show Guide.

DON'T MISS

5/6 SPALDING MODEL RAILWAY EXHIBITION

Hosts: Spalding Model Railway Club
Location: Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Times: Sat 10am-5pm, Sun 10am-4.30pm (advance ticket holders enter from 9.30am)
Prices: Adults £10, accompanied children free
Website: *www.spaldingmodelrailwayclub.org.uk*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access. Sponsored by *Hornby Magazine* and featuring the magazine's 'OO' gauge layout, West Coast Cement.

5/6 GRAVESEND MODEL RAILWAY SHOW

Location: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ
Website: *www.gres.org.uk*

5/6 WIGHT MODEL RAILWAY GROUP EXHIBITION

Location: Medina Leisure Centre, Fairlee Road, Newport, Isle of Wight PO30 2DX
Website: *www.wightmodelrailwaygroup.co.uk*

12 SOLIHULL MODEL RAILWAY EXHIBITION

Location: St. Mary's Church Hall, Hob's Meadow, Solihull, West Midlands B92 8PN
Website: *www.solihullmrc.org*

12/13 CREWE MODEL RAILWAY EXHIBITION

Location: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe, Cheshire CW2 8WD
Website: *www.alsagerrailwayassociation.co.uk*

12/13 TYNESIDE MODEL RAILWAY EXHIBITION

Location: Jesmond Park Academy, Newton Road, Newcastle upon Tyne NE7 7DP
Website: *www.newcastlemodelrailway.org.uk*

19/20 FALKIRK MODEL RAILWAY EXHIBITION

Location: Grangemouth Athletic Stadium, Kersiebank Avenue, Grangemouth FK3 0EE
Website: *www.falkirkmrc.com*

19/20 WORKINGTON MODEL RAILWAY EXHIBITION

Location: Energus, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW
Website: *www.sites.google.com/view/solrail/home*

26 RAINHILL MRC CHRISTMAS SHOW

Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Website: *www.rainhillmrc.org.uk*

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.

by DCCconcepts

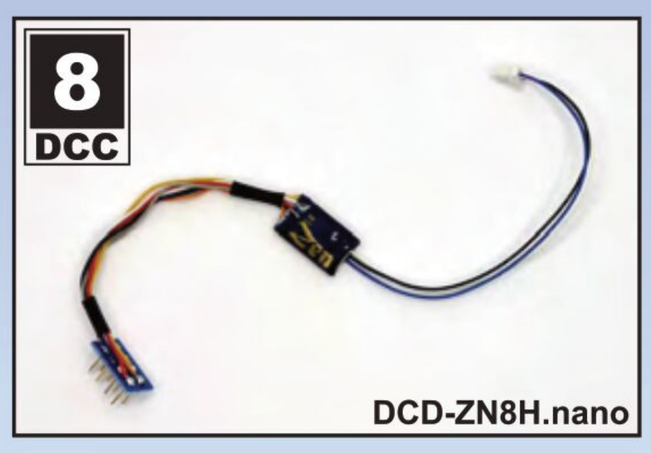
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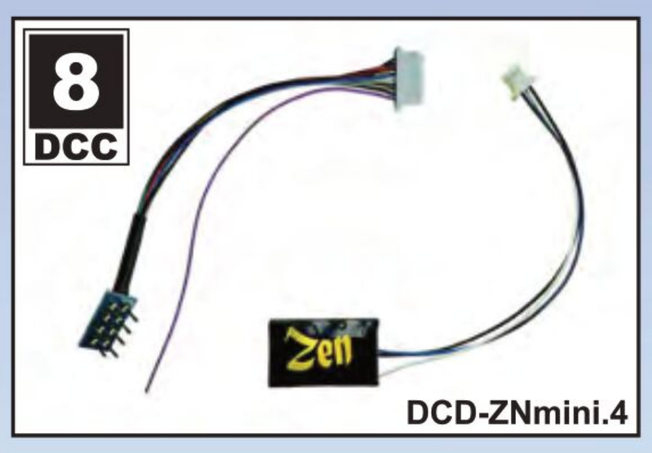
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OO Gauge Steam Locos



L&MR 'Lion' 0-4-2
Stage: Engineering Sample **Due:** 2023
Price: from £152.96 **Digital:** NEXT-18



Hawthorn Leslie 0-4-0ST
Stage: CADs **Due:** Q3 2023
Price: from £99.45 **Digital:** NEXT-18



Hunslet 16" 0-6-0ST
Stage: Engineering Sample **Due:** 2023
Price: from £110.46 **Digital:** NEXT-18



LBSCR Class E1 0-6-0T
Stage: Render **Due:** 2023
Price: from £110.46 **Digital:** NEXT-18



Class 78xx Manor 4-6-0
Stage: In production **Due:** Q4 2022
Price: from £169.99 **Digital:** 21-pin



HR Class I 'Jones Goods' 4-6-0
Stage: CADs **Due:** TBC 2023
Price: from £186.96 **Digital:** 21-pin

OO Diesels & Electrics



Class 02 Shunter
Stage: Livery Artwork **Due:** Mid 2023
Price: from £126.65 **Digital:** 18-pin



Class 26/1
Stage: Engineering Sample **Due:** Q2 2023
Price: from £161.46 **Digital:** 21-pin



Class 31
Stage: Engineering Samples **Due:** Q2 2023
Price: from £169.99 **Digital:** 21-pin



Class 37/0, 37/4 & 37/6
Stage: Decorated Samples **Due:** Q4 2022
Price: from £169.99 **Digital:** 21-pin



Class 45 Peak
Stage: Deco Samples **Due:** Oct 2022
Price: from £143.65 **Digital:** 21-pin



Class 59
Stage: Painted Samples **Due:** Late 2022
Price: from £136.31 **Digital:** 21-pin



BR NBL Prototype 10800
Stage: Engineering Sample **Due:** 2023
Price: from £199.71 **Digital:** 21-pin

OO Gauge Multiple Units



Class 104 DMU
Stage: Engineering Samples **Due:** 2023
Price: from £296.65 **Digital:** 21-pin

OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples **Due:** 2022/ 23
Price: from £33 **Digital:** 18-pin



BR Mk2B Coaches
Stage: Deco Samples **Due:** Q4 2022
Price: £59.95 each **Digital:** Yes



GWR 'Toplight City' Coaches
Stage: Deco Bodyshells **Due:** 2023
Price: £51 each **Digital:** 6-pin



Wisbech & Upwell Tramcars
Stage: CADs **Due:** 2023
Price: £63.71 **Digital:** N/A



Siphon G Vans
Stage: Deco Samples **Due:** Q4 22/ Q2 23
Price: £54.95 **Digital:** N/A



SECR 6-wheel Brake Van
Stage: Early sample **Due:** Q1 2023
Price: £33.96 each **Digital:** N/A



14t Air Ministry Tank Wagons
Stage: CADs **Due:** Q3 2023
Price: £29.75 each **Digital:** N/A



SR 8-Plank Wagons
Stage: Engineering Samples **Due:** 2023
Price: £28.01 each **Digital:** N/A



VIX Ferry Vans
Stage: Engineering Samples **Due:** Q4 2022
Price: £39.06 each **Digital:** N/A



GWR 10t Iron Mink Vans
Stage: Engineering Samples **Due:** Q4 2022
Price: £28.01 each **Digital:** N/A



45t OAA Wagons
Stage: CADs **Due:** Q4 2022
Price: £33.96 each **Digital:** N/A

N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype **Due:** Q4 2022
Price: £83.21 **Digital:** Yes - PCB swap



SR 'Light Pacific' 4-6-2
Stage: CADs **Due:** Q1/2 2023
Price: from £175.91 **Digital:** 18-pin

N Gauge Diesel Locos



Class 28 Co-Bo
Stage: Early sample **Due:** TBC 2022
Price: from £101.96 **Digital:** 18-pin



Class 44 'Peak'
Stage: CADs **Due:** 2023
Price: TBC **Digital:** 18-pin



Class 59
Stage: Engineering Samples **Due:** Q4 2022
Price: from £136 **Digital:** 18-pin

N Gauge Wagons



JHA 102t Hopper Wagons
Stage: Engineering Samples **Due:** Q3/ Q4 2022
Price: £33.96 **Digital:** N/A



SECR Wagon Packs
Stage: CADs **Due:** 2023
Price: from £59.46 **Digital:** N/A

O Gauge Steam Locos



Class J94 Austerity 0-6-0ST
Stage: CADs **Due:** 2023
Price: from £212.50 **Digital:** 21-pin



Class B4 0-4-0T
Stage: Deco Samples **Due:** Q4 2022
Price: from £195.50 **Digital:** 21-pin



Class 3MT 2-6-2T
Stage: CADs **Due:** Q3 2023
Price: from £488.75 **Digital:** 21-pin

O Gauge Diesels/ Electrics



Class 26
Stage: Deco Samples **Due:** Q4 2022
Price: from £509.15 **Digital:** ESU XL



Class 37/0 Re-Tool
Stage: Early sample **Due:** 2023
Price: £534.65 **Digital:** ESU XL



Class 45 'Peak' Re-Tool
Stage: Early sample **Due:** Q3 2023
Price: £534.65 **Digital:** ESU XL



Class 55 'Deltic'
Stage: Early sample **Due:** 2023
Price: from £594.15 **Digital:** ESU XL



Class 66
Stage: Engineering Sample **Due:** Q4 2022
Price: from £285.92 **Digital:** 21-pin



Class 73 'Electro-Diesel'
Stage: Engineering Sample **Due:** 2023
Price: from £636.65 **Digital:** ESU XL

O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples **Due:** Q4 2022
Price: from £297.50 **Digital:** 21-pin



Class 117 2/ 3-car DMU
Stage: Early samples **Due:** 2023
Price: from £551.65 **Digital:** 21-pin

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Deco Samples **Due:** Q4 2022
Price: from £96.77 **Digital:** Yes TBC



Mk2 & Mk2A Coaches
Stage: Prototypes **Due:** Late 2022
Price: from £237.15 **Digital:** N/A



Mk1 Covered Carriage Trucks
Stage: Early sample **Due:** 2022
Price: from £152.15 **Digital:** N/A



LMS 50ft Inspection Saloon
Stage: CADs **Due:** TBC 2023
Price: TBC **Digital:** TBC



TTA Tank Wagons
Stage: Early samples **Due:** TBC 2023
Price: £72.25 each **Digital:** N/A

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Steam locos



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 "Little Barford" in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99). . . . . .BARGAIN. £84



4S-001-001 Class 78xx 'Manor' 4-6-0 7800 "Torquay Manor" in GWR green shirtbutton emblem (Dap) . £140.72
4S-001-001D Class 78xx 'Manor' 4-6-0 7800 "Torquay Manor" in GWR green shirtbutton emblem - Digital fitted (Dap). **£167.11**



4S-001-006 Class 78xx 'Manor' 4-6-0 7810 "Draycott Manor" in BR lined green early emblem (Dap) . . . £140.72



4S-001-005 Class 78xx 'Manor' 4-6-0 7819 "Hinton Manor" in BR black early emblem (Dap) £140.72
4S-001-005D Class 78xx 'Manor' 4-6-0 7819 "Hinton Manor" in BR black early emblem - Digital fitted (Dap) **£167.11**



4S-001-004 Class 78xx 'Manor' 4-6-0 7823 "Hook Norton Manor" in BR lined black early emblem (Dap). . . . £140.72
4S-001-004D Class 78xx 'Manor' 4-6-0 7823 "Hook Norton Manor" in BR lined black early emblem - Digital fitted (Dap) **£167.11**
4S-001-007D Class 78xx 'Manor' 4-6-0 7827 "Lydham Manor" in BR lined green late crest - Digital fitted (Dap). **£167.11**

Diesel locos



R30045 Class 47/7 47749 "City of Truro" in Colas Rail Freight - Railroad plus range (Hor). £87.50



R30089 Class 67 67014 in Transport for Wales white and red (Hor) £175



4D-022-019D Class 68 68016 "Fearless" in DRS compass blue - Digital fitted (Dap) £161.49



4D-022-021 Class 68 68027 "Splendid" in TransPennine Express (Dap) £135.99
4D-022-022 Class 68 68031 "Felix" in TransPennine Express (Dap). . . **£135.99**
4D-022-022D Class 68 68031 "Felix" TransPennine Express - Digital fitted (Dap). **£161.49**

Electric locos



R3568 Class 71 E5018 in BR green no yellow ends (Hor) (RRP £206.99) . . . . . .BARGAIN. £99

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor). £157

Coaches



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



R40147 Mk4 DVT driving van trailer in GNER - 82225 (Hor) . . .£76.50



R40161 Mk4 DVT driving van trailer in Intercity Swallow - 82206 (Hor) NEW. £76.50
R40190A Mk4 DVT Driving Van Trailer Transport for Wales - 82226 (Hor) **NEW £76.50**

R40190 Mk4 DVT Driving Van Trailer in Transport for Wales - 82229 (Hor) NEW. £76.50

Wagons



BOC17 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0019 (Hel) (RRP £75)BARGAIN . £45



4F-026-025 HIA aggregate limestone hopper in Freightliner green - 369050 (Dap) £25.08
4F-026-026 HIA aggregate limestone hopper Freightliner green - 369056 (Dap) **£25.08**
4F-026-027 HIA aggregate limestone hopper Freightliner green - 369060 (Dap) **£25.08**
4F-026-028 HIA aggregate limestone hopper Freightliner green - 369071 (Dap) **£25.08**
4F-026-029 HIA aggregate limestone hopper Freightliner green - 369083 (Dap) **£25.08**



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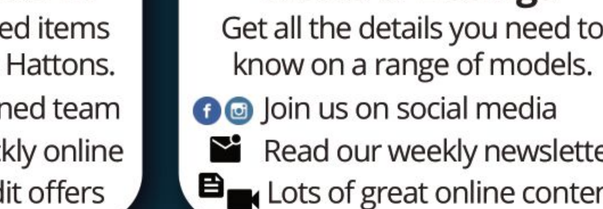
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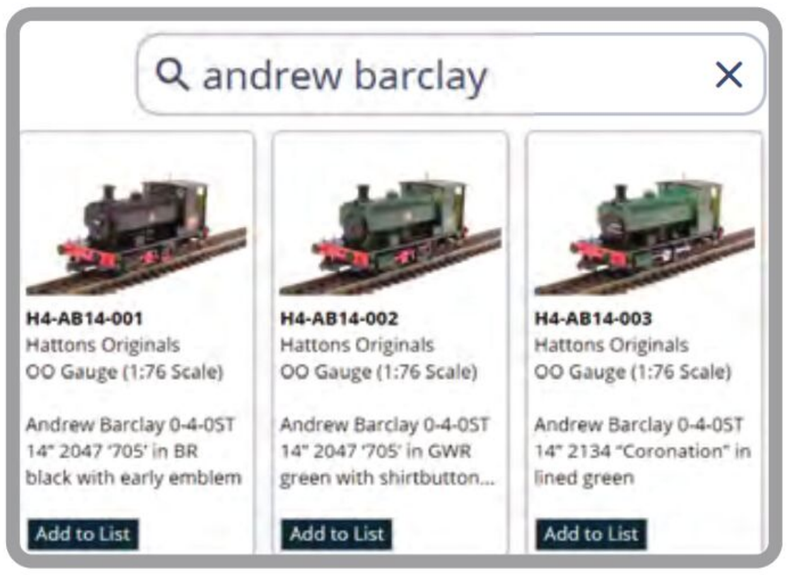
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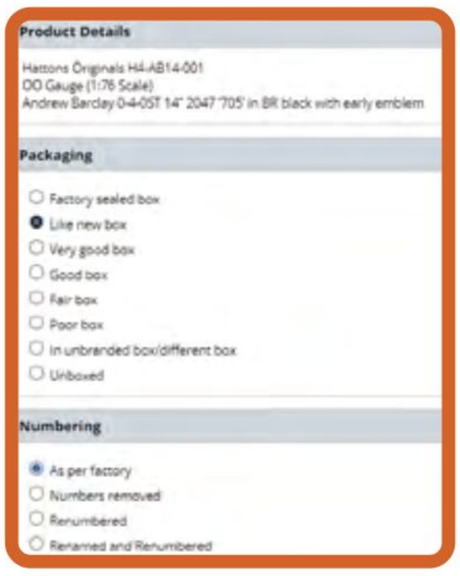
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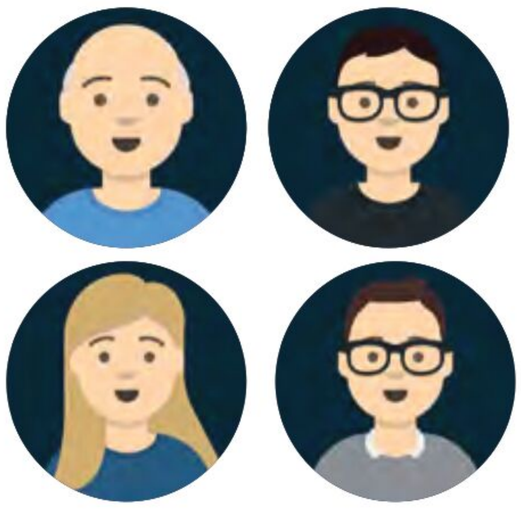




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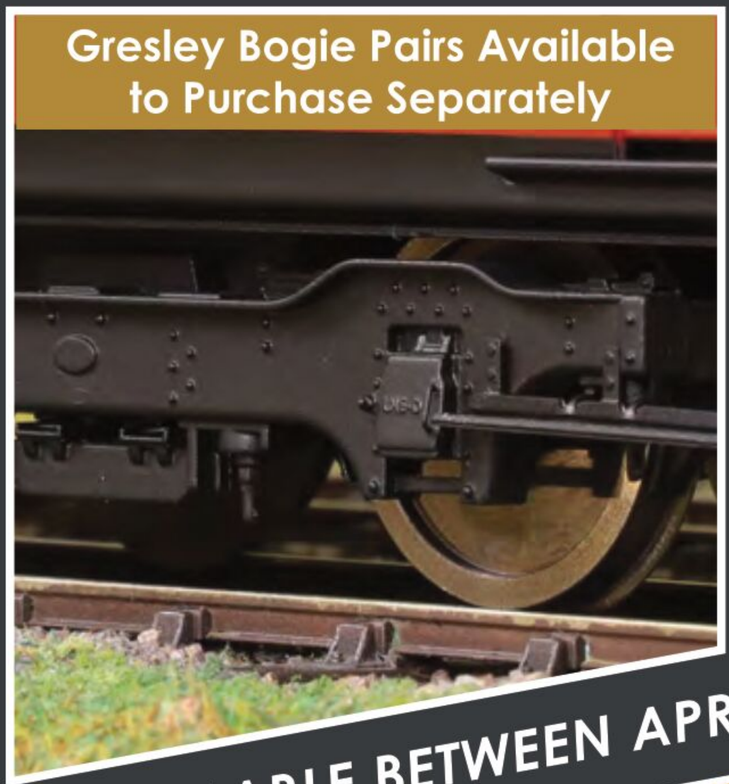


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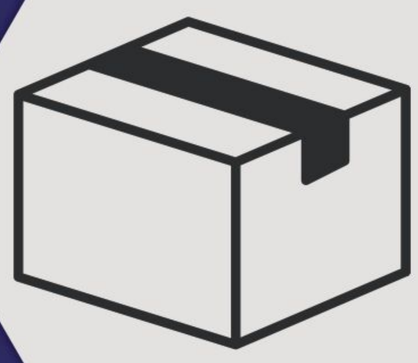
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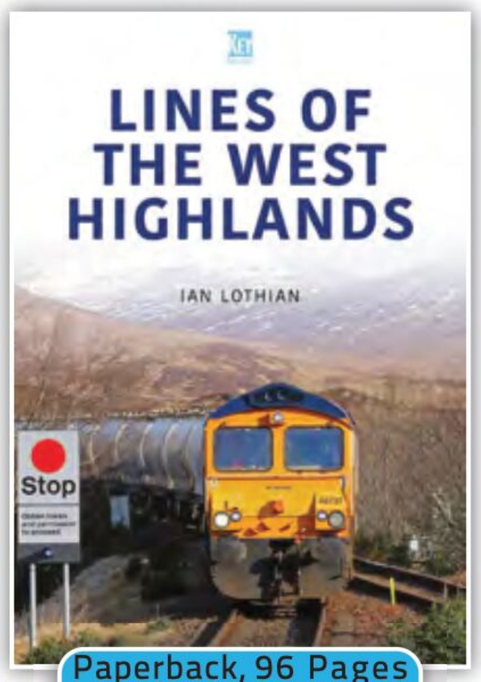
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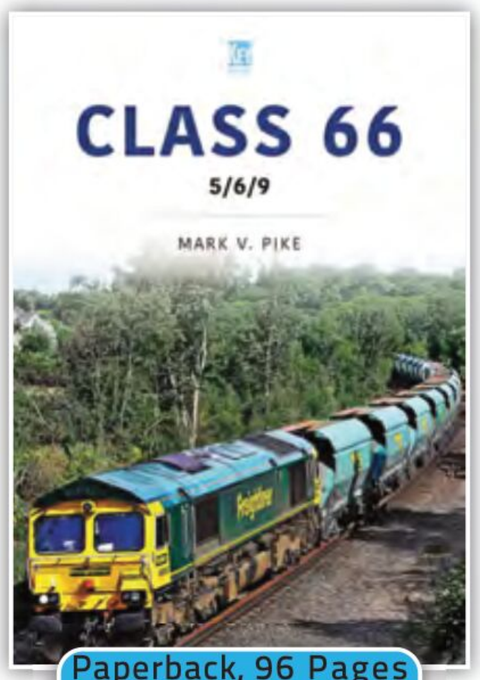
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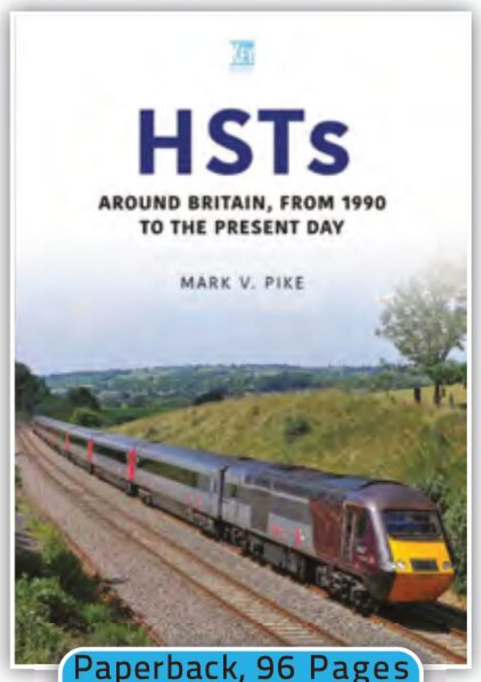
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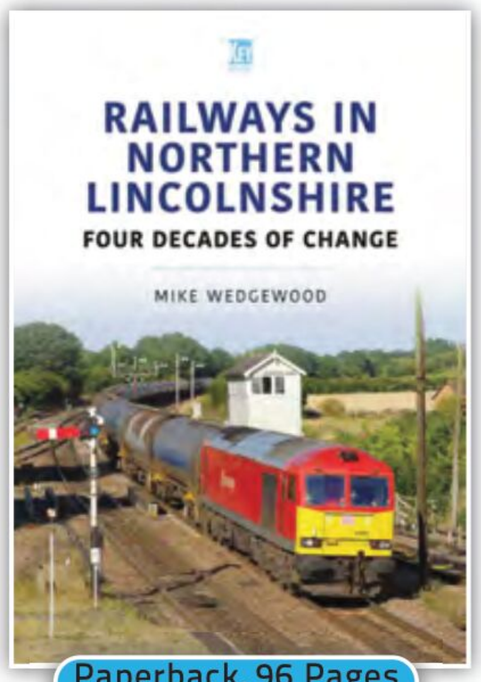
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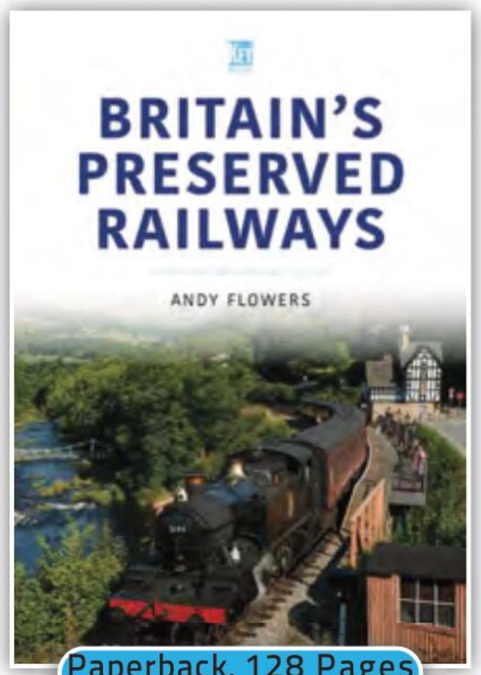
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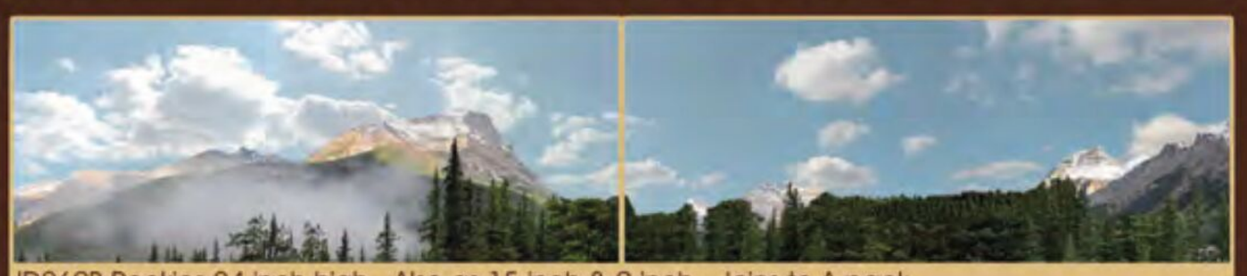

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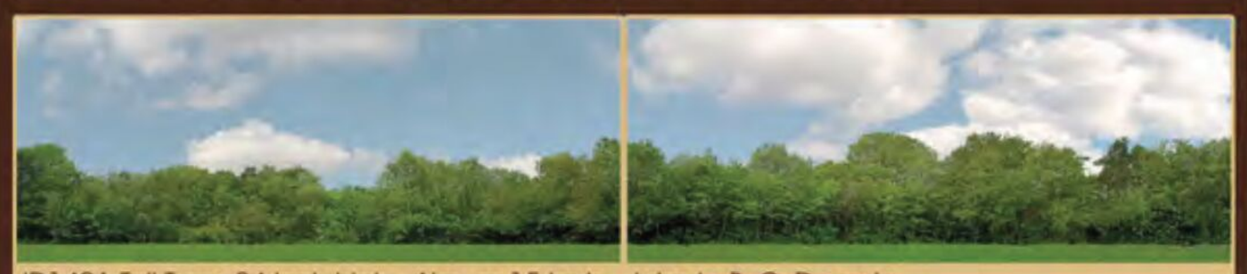

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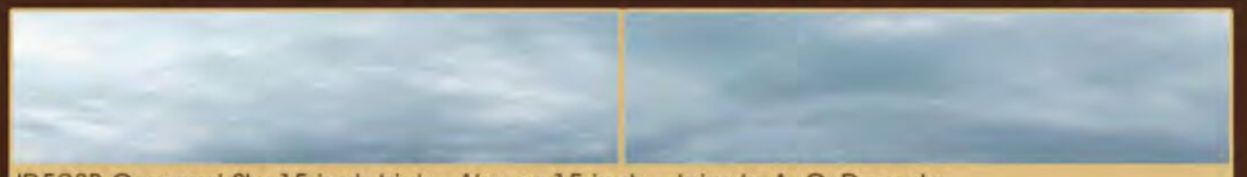
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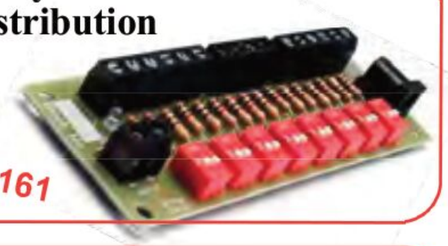
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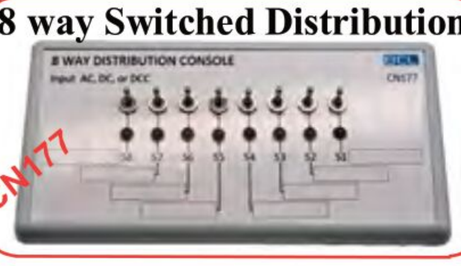
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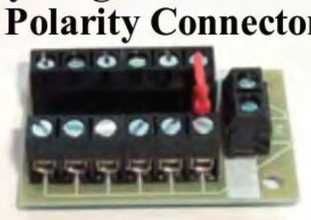
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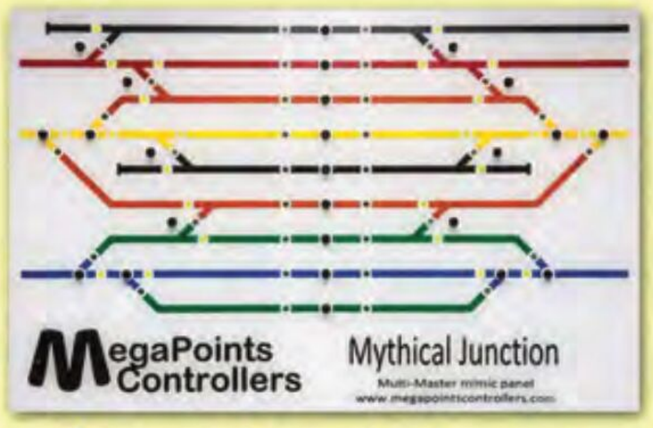
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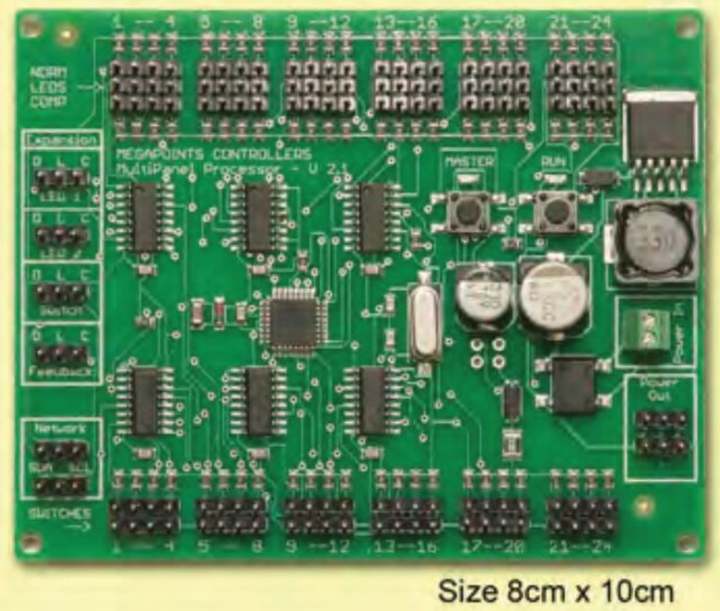
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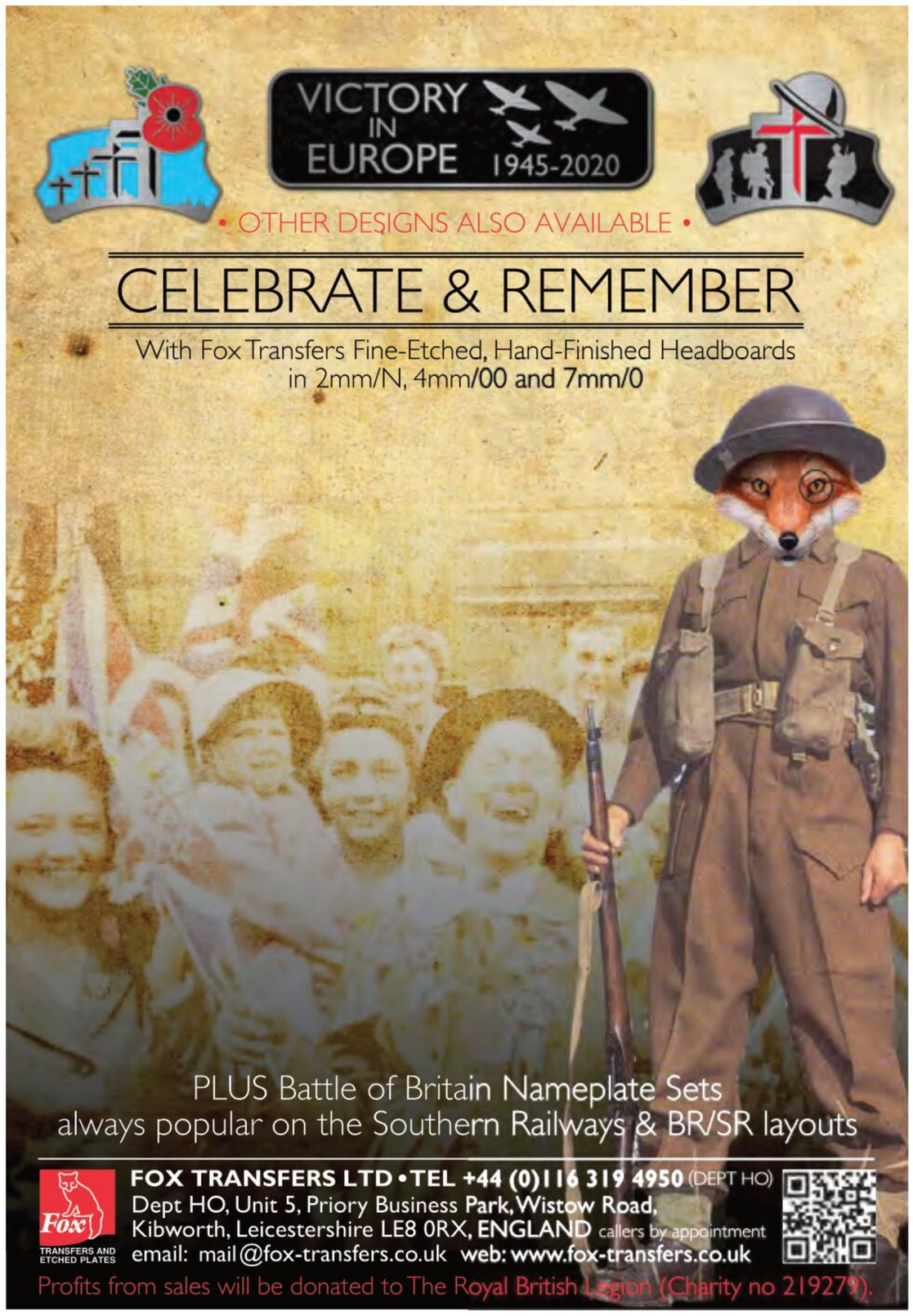


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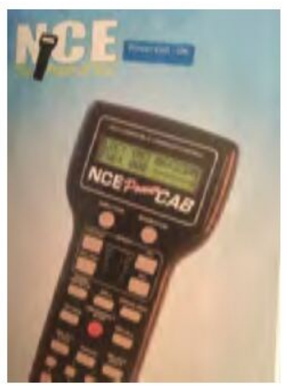
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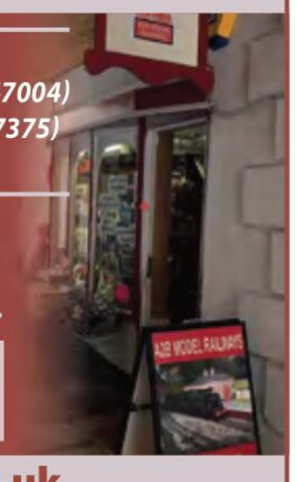


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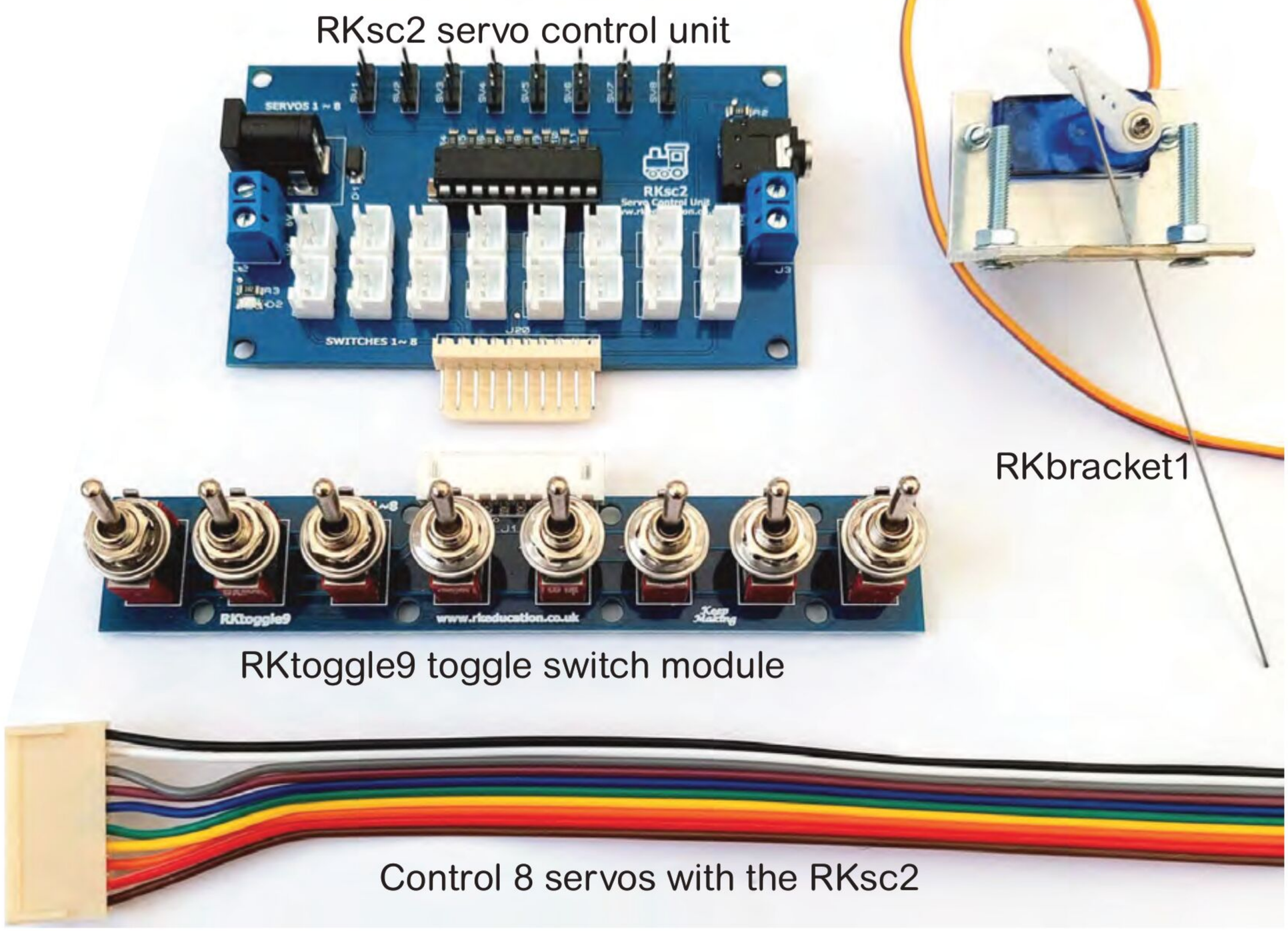
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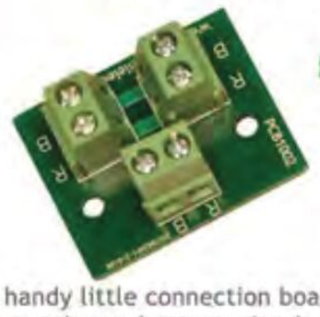
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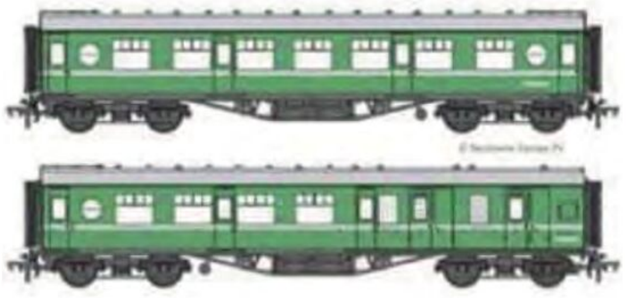
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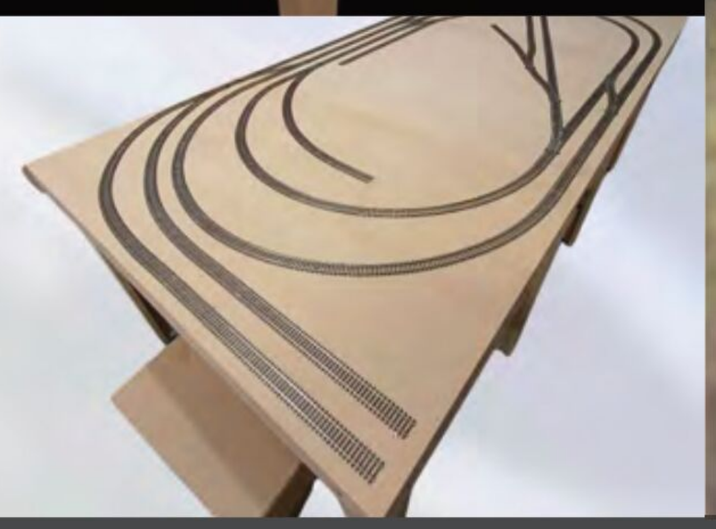
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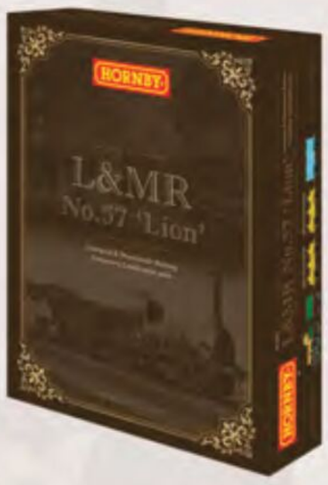
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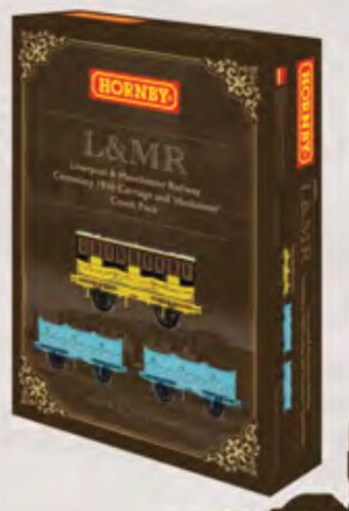


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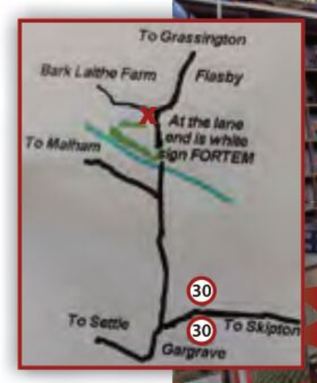
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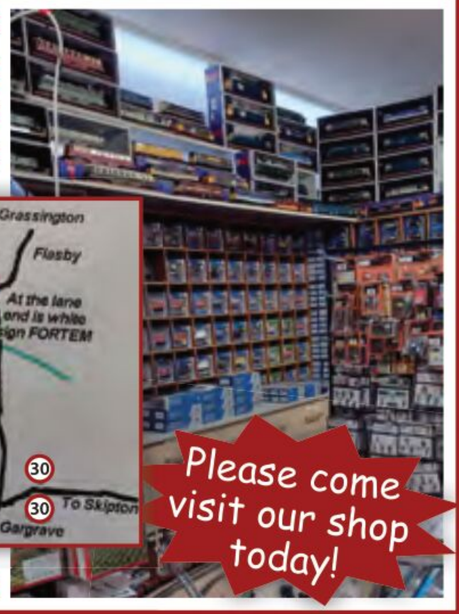
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Hornby Magazine's Mike Wild met with Heljan's Ben Jones to catch up on the latest product development for the manufacturer's '00' and '0' gauge locomotive and rolling stock projects. Join us online at KeyModelWorld for our exclusive video interview.



'9FS', 'PEAKS' AND MORE

The latest review models are put through their paces on our test track as the Hornby Magazine team discuss this issues new arrivals including the Hornby '9F' 2-10-0, Heljan 'Peak' diesel and Accurascale's latest wagons. Log in today to find out what we think and how they run.



DIGITAL CONTROL PRODUCT GUIDE

Join us on Key Model World for a collection of exclusive Digital Control videos to expand on our Product Guide supplement with this issue. Highlights include a full demonstration of the Roco digital crane, an interview with James Hudson from DCC Train Automation, a sound demonstration for the YouChoos Class 47 sound file and more.



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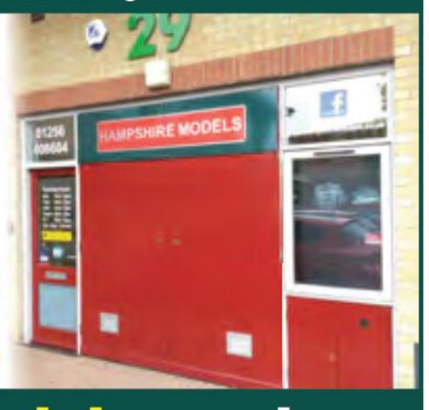
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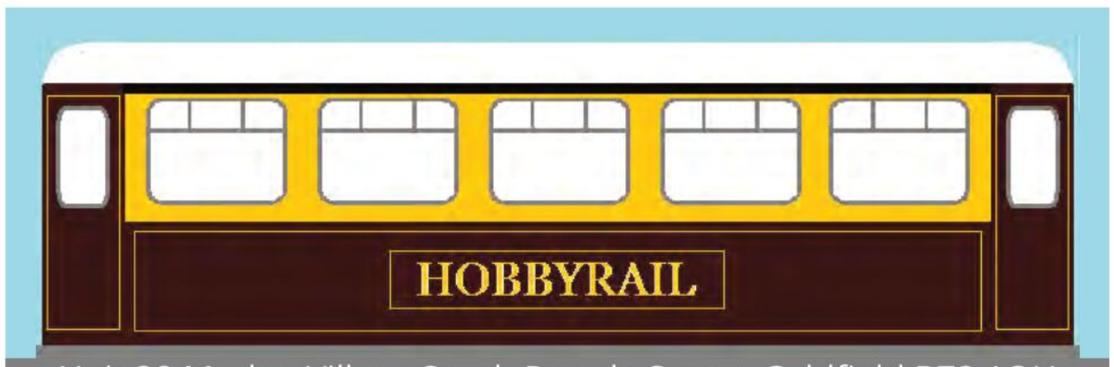
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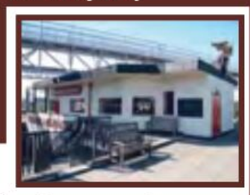
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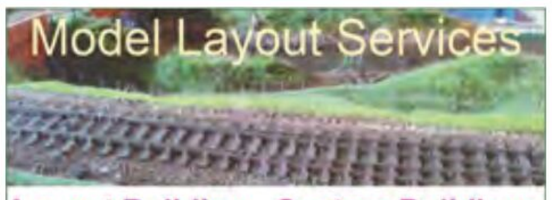
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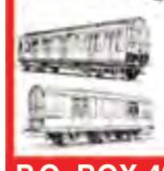


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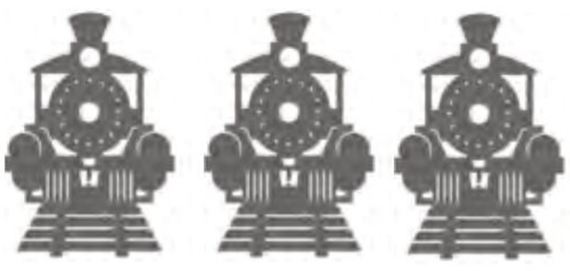
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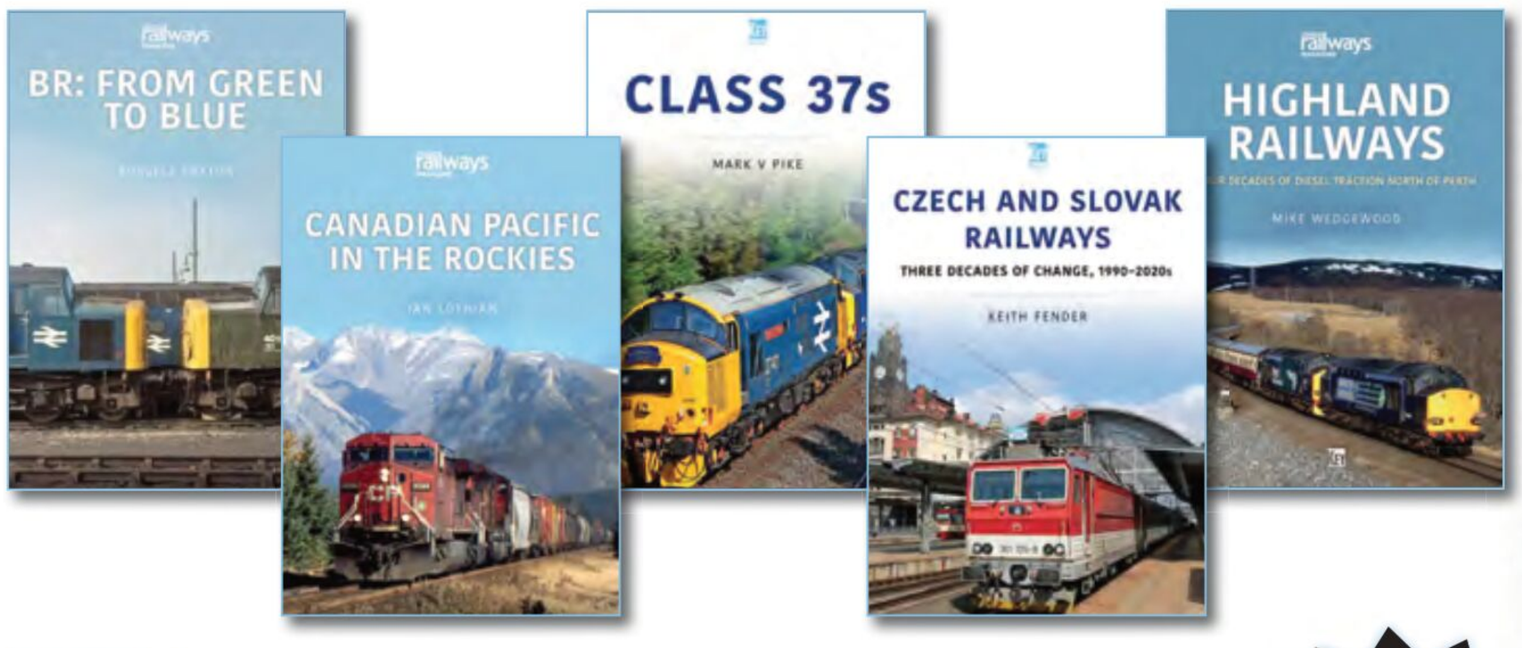
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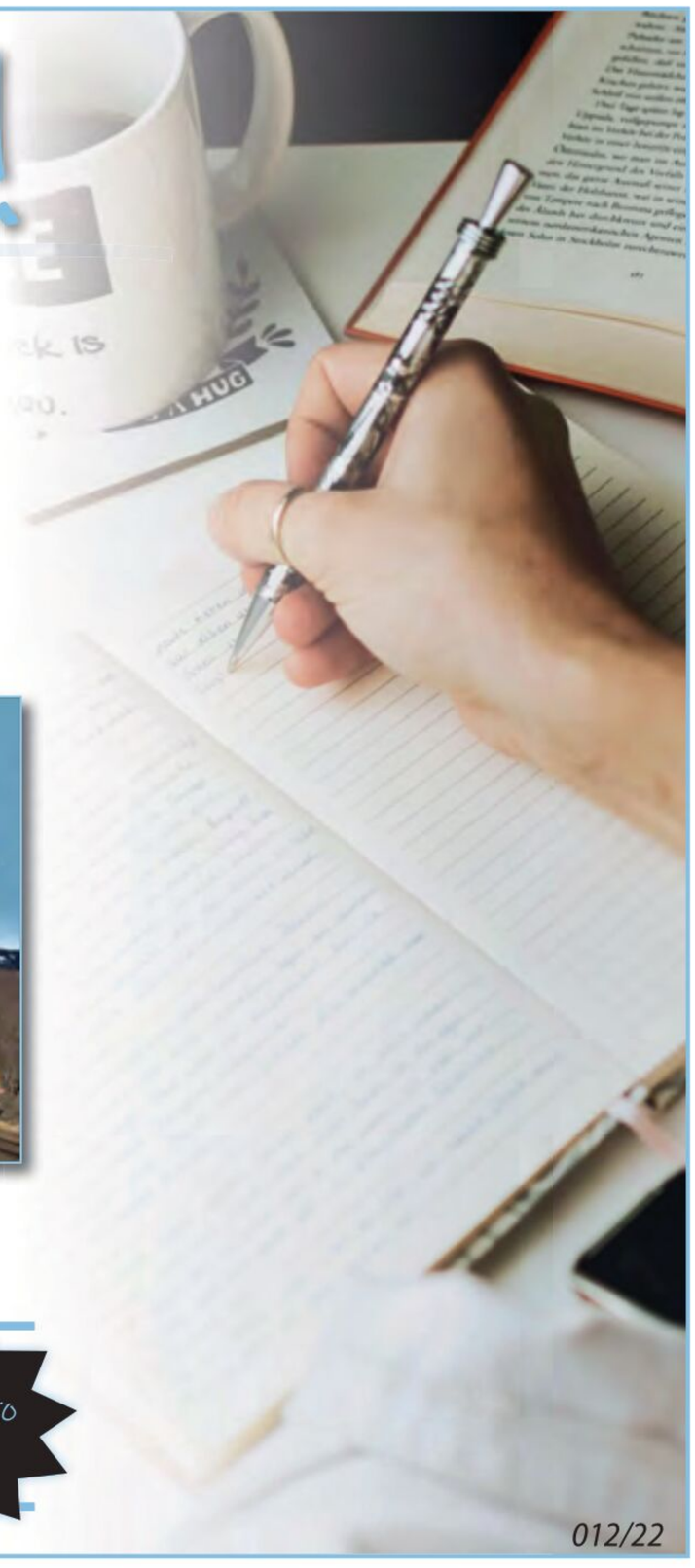
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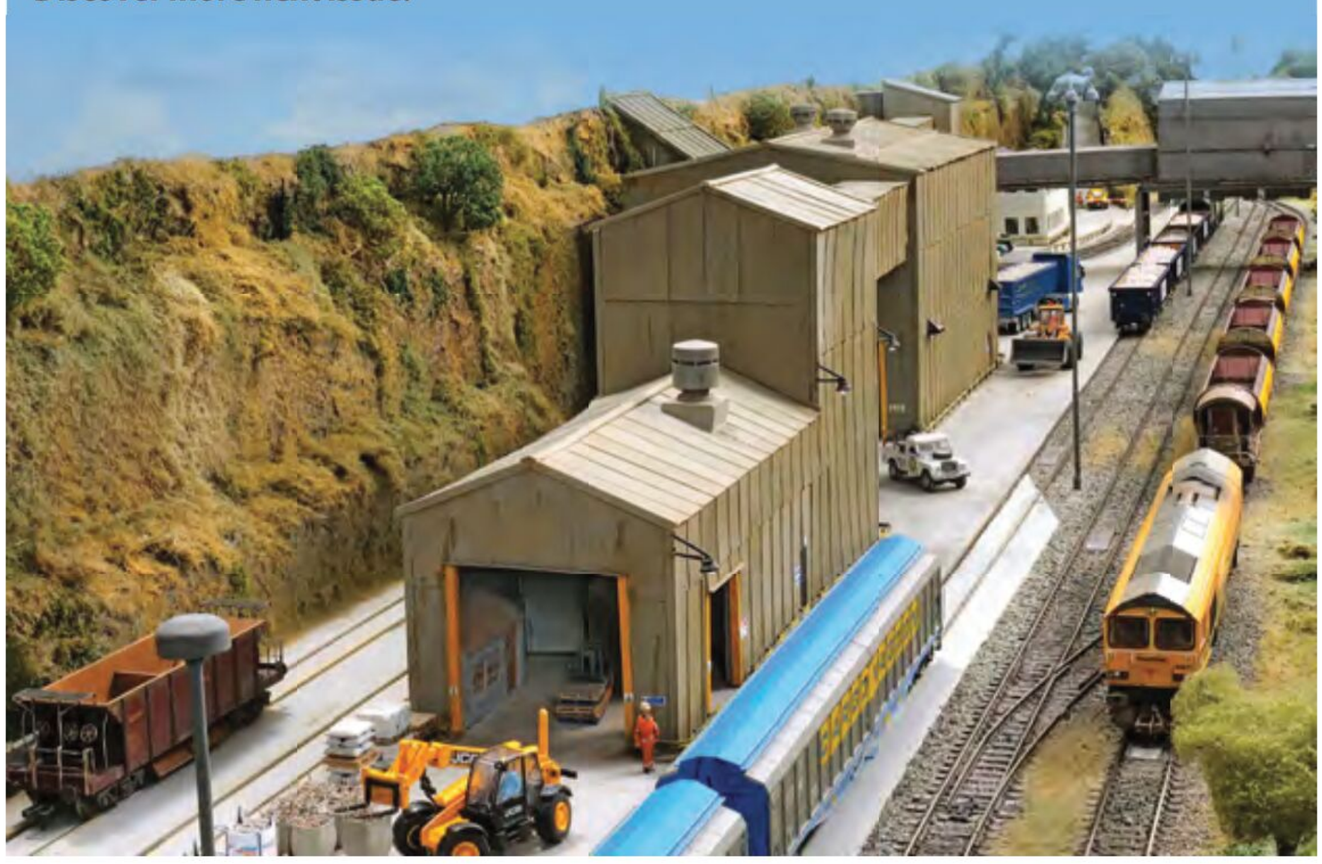
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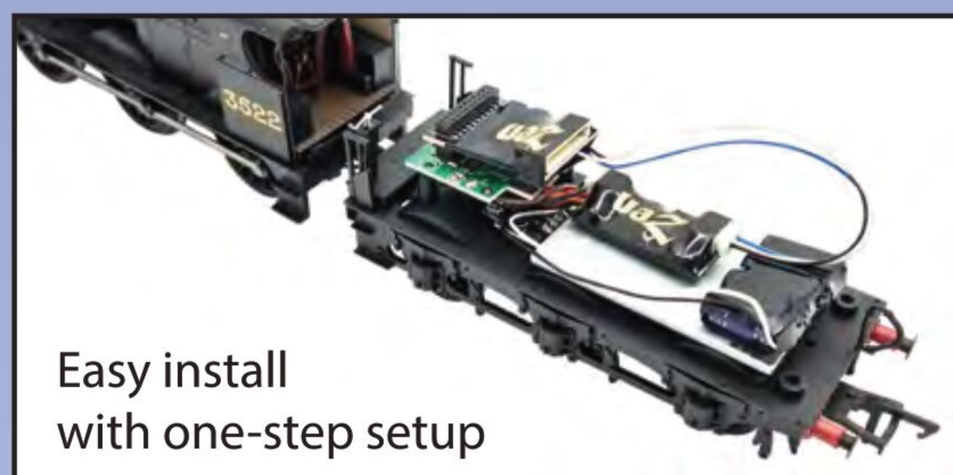
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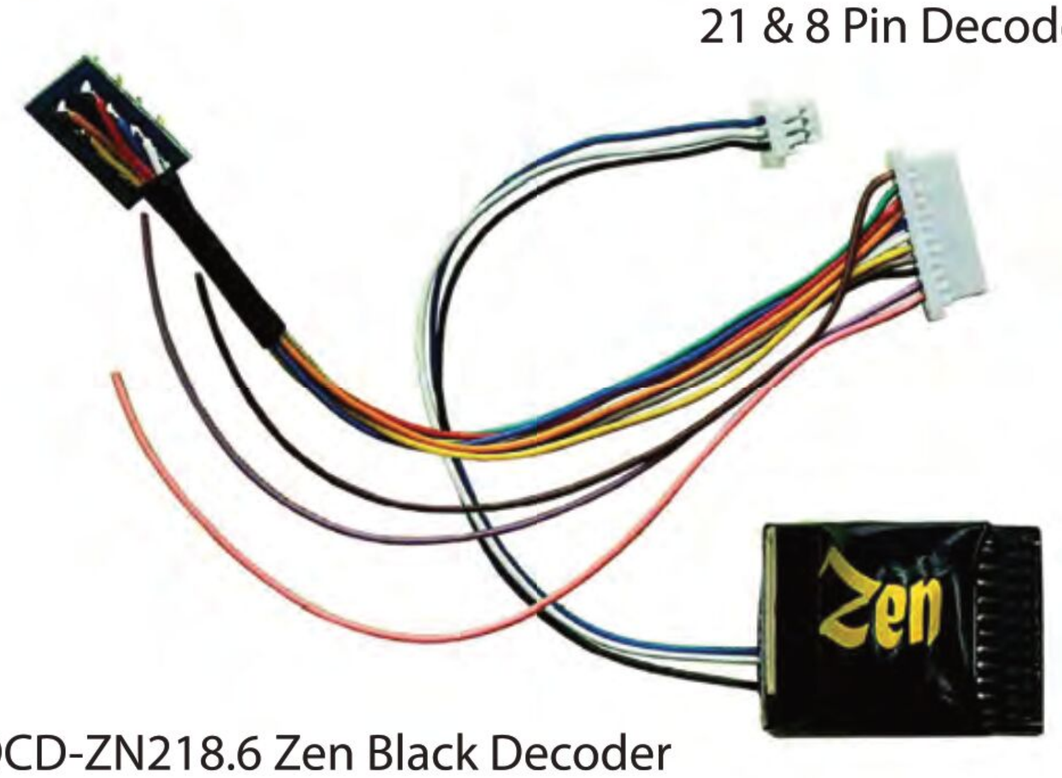
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ROCO'S DIGITAL CONTROL KIROW CRANE

Advancement of Digital Command Control technology has led to a great deal of innovation in the hobby. **MARK CHIVERS** looks at one such model that embraces this ethos and showcases just what is possible – a fully working 'HO' scale rail mounted crane.

- **Gauge:** 'HO'
- **Price:** £815
- **Cat No:** 73035
- **Site:** *www.gaugemaster.com*
- **DCC:** DCC sound-fitted
- **Era:** 11

THERE IS NO DENYING that Digital Command Control (DCC) has had a massive impact on the hobby, whether it is the ability to operate multiple trains on the same section of track, improved mechanisms, increasingly sophisticated lighting options, digital sound set-ups – even independently controlled working roof fans on diesel locomotives – and soon factory-fitted smoke/steam generators.

Recently, we were lucky to receive an example of German manufacturer Roco's 'HO' scale fully-working six-axle rail-mounted crane. To say we were impressed would be an understatement! This impressive piece of kit weighs in at more than 430g and really does deliver on its promise as a fully working railway crane.

Of course, being to European outline and based on a German prototype built by Maschinenbau Kirow of Leipzig the model is to 'HO' scale (1:87), yet with careful placement with 'OO' wagons and motive power it won't look out of place – and its on-track abilities will more than make up for this.

It should also be noted that whilst the model is based on a Kirow EDK750 crane, it has similarities to cranes used on rail infrastructure projects (and the odd mishap) in the UK, as some of these have also been built by the same manufacturer.



The crane can turn through 360° with all movements and functions controlled through a DCC handset.

THE MODEL

Our review sample was decorated in plain yellow, which blends nicely with the yellow colour schemes applied to BR and Network Rail engineers' wagons and was very neatly packaged with its supporting match wagon and accessories in a stout cardboard box with pre-formed cut-outs within the expanded polystyrene tray and plastic supports for ensuring the model remains secure whilst packed away.

Once removed from the box, you have the option to decide whether you wish the model to be self-propelling or, at the flick of a switch underneath, disengage the motor so it can be included within a train formation and be hauled to its next work site.

However, there is much more innovation with this crane. Once you have hauled the model to its engineering possession or derailment recovery site, you can re-engage the motor so the model can then move under its own power 'on-site'.

Not only is the model sufficiently weighty, it also comes with a counterweight for fitment to ensure it remains steady in use and also includes outrigger supports and blocks so it can be steadied on the ground, if required. There's even a special tool to help you adjust these supports via the integral screws. Accessories include a sling and crossbeam which can be added to the hook ready for lifting a suitably heavy load.

Everything about the model is refined from the neatly moulded panel lines on the bodywork, to the intricate mechanics and pulleys (both visible and hidden) and the »



Roco has introduced this fully-functioning 'HO' scale digital crane to its range of working accessories.

finely threaded 'ropes' for the hook which provided smooth operation throughout our trials.

PERFORMANCE

So, to the digital aspects of this new model. As supplied, the model features on board digital sound and in addition to the motor for self-propelling, you can also control the orientation of the crane through 360° as well as extend, raise and lower the telescopic boom and lower or raise the rope winch and hook – all controllable from a DCC handset. It's a thoroughly engaging and immersive operating experience.

Function F0 switches the LED lights on front and rear, while F1 enables the onboard digital sound files. F11 will switch off the rear lights, while F10 activates the work lights beneath the boom. By selecting left or right on the DCC handset and then pressing the F2 button, the crane starts to rotate – with a gentle soft-start motion. With F2 off and drive selected, you can move the crane along the track. You soon begin to get the hang of the crane's operation.

To lower the rope winch press F6, to raise it press F3, while F5 extends the telescopic boom and F6 retracts it. If you wish to raise the boom press F8 (F7 lowers it) – and, of course, you will need to make sure as you extend and/or raise the boom that you have sufficient slack to the rope winch.

Amongst the onboard sound files are three horn blasts – short (F12), continuous (F13) and a very short blast (F15). F14 mutes all sounds, while compressors can be activated with F16. Meanwhile, F17 activates switch ratchets as the model is being driven along the tracks, while F18 and F19 enable travel in working and transport positions respectively.

For the piece-de-resistance however, F20 offers the incredible spectacle of the crane effectively packing itself away! Not only does the crane revert to its transport position automatically, the boom retracts as does the rope winch which, as a finishing flourish, then lowers the hook so it locates exactly within the allocated slot within the match wagon, so it is secured for transport – phenomenal.

To prevent any major mishaps, the crane is programmed so that when extending/retracting and lowering/raising the boom it stops automatically at the end stop. When raising the hook it too will stop automatically at its limit, although lowering the hook requires you to stop as necessary. If you get into a muddle, press the emergency stop button on your control system and everything will come to a halt.

Whilst on test on *Hornby Magazine's* office test track, the model proved incredibly intuitive to operate and we were soon trialling it by lifting a selection of items about the track and permanent way, including raising and lowering a West Hill Wagon Works 3D-printed Class 47 bogie from the rails onto a bolster wagon, which the model handled with ease.

In self-propelling mode the crane utilises one powered axle at the outer end bogie, when the motor engaging switch underneath is pushed across, which features a traction tyre to both wheels. Pick-up is through the remaining wheelsets, which appeared sufficient during our tests, the model operating smoothly and quietly throughout.

As already mentioned, the model comes with a crossbeam, counterweight, support blocks and a fabric sling together with lifting eyes, buffer beam detailing and a 288mm length of track (with the manufacturer's rubberised ballast) for display purposes.



OVERALL

Roco's 'HO' scale DCC operated rail-mounted crane is a remarkable model and demonstrates what is possible when technology and innovation are applied to a model. That said, this level of model does come at a price – currently £815 – so is very much a considered purchase, but bear in mind what you are getting for this price – a fully-functioning crane which can be hauled or self-propelled and features onboard digital sound, directional and blinking LED lighting, fully controllable 360° rotation, extending boom, rope winch and hook.

This superb model is one of those signature items in a collection which amply demonstrates DCC's capabilities. Is it the ultimate DCC accessory? Certainly in terms of its abilities and play value it ticks a big box and we were mesmerised by its charm and operation, showcasing just how digital control and innovation can make a big difference to a layout.

Is Roco's fully-functioning digital crane the best DCC product ever? From the *Hornby Magazine* team's perspective it is definitely up there - if only it were in 'OO'... **HM**

The crane even has a shutdown mode where it secures the boom and hook away for transport automatically.





Right: **Digital sound and working lights add to the overall appearance, as does an operator in the cab.**

Below: **Roco's working crane is capable of self-propelling as well as being hauled to and from a worksite, with full manoeuvrability.**



FUNCTION LIST	
F KEY	**FUNCTION**
F0	Light, front and rear
F1	Sound on/off
F2	On = turn, Off = drive (speed and direction adjustable)
F3	Lift rope winch (if F6 off)
F4	Retract boom (if F5 off)
F5	Extend boom (if F4 off)
F6	Lower rope winch (if F3 off)
F7	Lower boom (if F8 off)
F8	Lift boom (if F7 off)
F9	Half speed (F3-F8)
F10	Work lighting
F11	Switch off rear light
F12	Horn short
F13	Continuous horn
F14	Mute key
F15	Quick horn blast
F16	Compressor
F17	Switch ratchets (only with F1 and whilst driving)
F18	Travel in working position
F19	Travel in transport position
F20	End position shutdown

SPROG PROGRAMMER

Configuring digital decoders for optimum performance can prove challenging, especially for beginners. **MARK CHIVERS** considers one such solution in the intriguingly named SPROG DCC decoder programmer.

CONSIDERED BY SOME to be something of a dark art, programming Digital Command Control (DCC) decoders need not be complicated, especially if you have the right tools for the job.

For many, adjusting the odd Configuration Variable (CV) can be carried out using a DCC controller or handset in programming mode. But if you want to delve a little deeper into the settings to enhance the performance of a particular locomotive, this can result in operating outside your comfort zone.

There are various solutions to this, one of them being the SPROG DCC decoder programmer, a handy



become a very useful tool for modellers who like to optimise the performance of their digitally-fitted motive power fleet, especially those with digital sound.

Today, there are various options in the SPROG range including the latest version of the original USB device – a 1.5amp output

65mm x 41mm x 20mm device that can be connected to a computer or laptop which unlocks some of the challenges of programming multiple CVs on decoders.

OPTIONS

The SPROG (or standalone programmer) first appeared as a kit through the Model Electronic Railway Group (MERG) more than 15 years ago and has since

version (Cat no. SPROG II v4) for programming and the capability of operating a small layout, a 2.5amp output version (SPROG 3) capable of programming and operating a larger layout, a 2.5amp output booster (S BOOST II), a USB interface (SPROG Nano) and also a Raspberry Pi SPROG 3, for those who utilise that platform.

The standard original SPROG device is supplied with a USB cable, while a suitable DC power supply is also available. Driver requirements can vary between operating systems and these can be downloaded from the SPROG website. The Raspberry Pi SPROG is similarly available with suitable power supply and an SD card with all the required software to boot and start up your device.

PROGRAMMING

The SPROG device acts as an interface between a programming track or layout and the Java Model Railroad Interface (JMRI) software which has developed through the years for use when programming DCC decoders. Within JMRI is a programme called DecoderPro which enables decoders to be programmed directly using a conventional computer or laptop.

The JMRI software is free open source software and can be used with Windows, Linux and MAC computers, even small form factor

"The SPROG and Decoder Pro combination is useful when setting up complex CVs such as CV29, a notoriously complicated CV which is formed from various 'bits' of data…"

MARK CHIVERS

computers such as the Raspberry Pi modular system.

Most decoders, though there are exceptions, enable their onboard CVs to be interrogated and reprogrammed so that they can be fine tuned to a specific locomotive's running characteristics. The SPROG is capable of working with pretty much all decoder types and no further hardware is required to boost power when programming sound decoders, although you can't actually change their sound files with the SPROG.

DECODERPRO

JMRI DecoderPro contains a database of most decoder brands and a listing of the various types, from early variants to the present day and given the open source nature of the software this is updated regularly by volunteers and, increasingly, manufacturers of new decoder types as they are introduced. As a result, regular updating of the software on your system will ensure the latest decoders are recognised during the programming process.

Initially, when the main 'roster' screen opens in DecoderPro, you have the option to add a 'new »

The SPROG DCC Decoder Programmer is a clever piece of equipment which provides a link between a computer and a model railway locomotive for adjustment of the chip settings. It works with JMRI's open source DecoderPro software.

loco'. This then interrogates the decoder and identifies it against its database. Once this is complete, you can open the programmer and fill in details to the roster entry, then click the 'read all sheets' button which will start to copy the CV settings into the programme. This can be just a few minutes for some decoders and maybe more than an hour for complicated sound decoders.

Once all the data has been copied across, the system will prompt you with an OK message. Save the entry and you now have a base entry from which to work.

From here you can work through the various tabulated screens with tick boxes or value entries (which the software automatically attributes to the relevant CVs) or you can access the CV data direct and rewrite the raw values from there. When you are happy with the changes, save the roster entry again and these will be retained for the future or if you need to restore the settings. This can be useful if you wish to use the same settings for other locomotives in your fleet using the same decoders. Bear in mind that this will not copy sound files or the like on sound decoders, just the values for the CVs.

The SPROG and DecoderPro combination is particularly useful when setting up complex CVs such as CV29, a notoriously complicated CV which is formed from various 'bits' of data, to create a final value and also for function mapping – where functions can be re-routed on a decoder so they can be played from a different function button on a DCC handset.



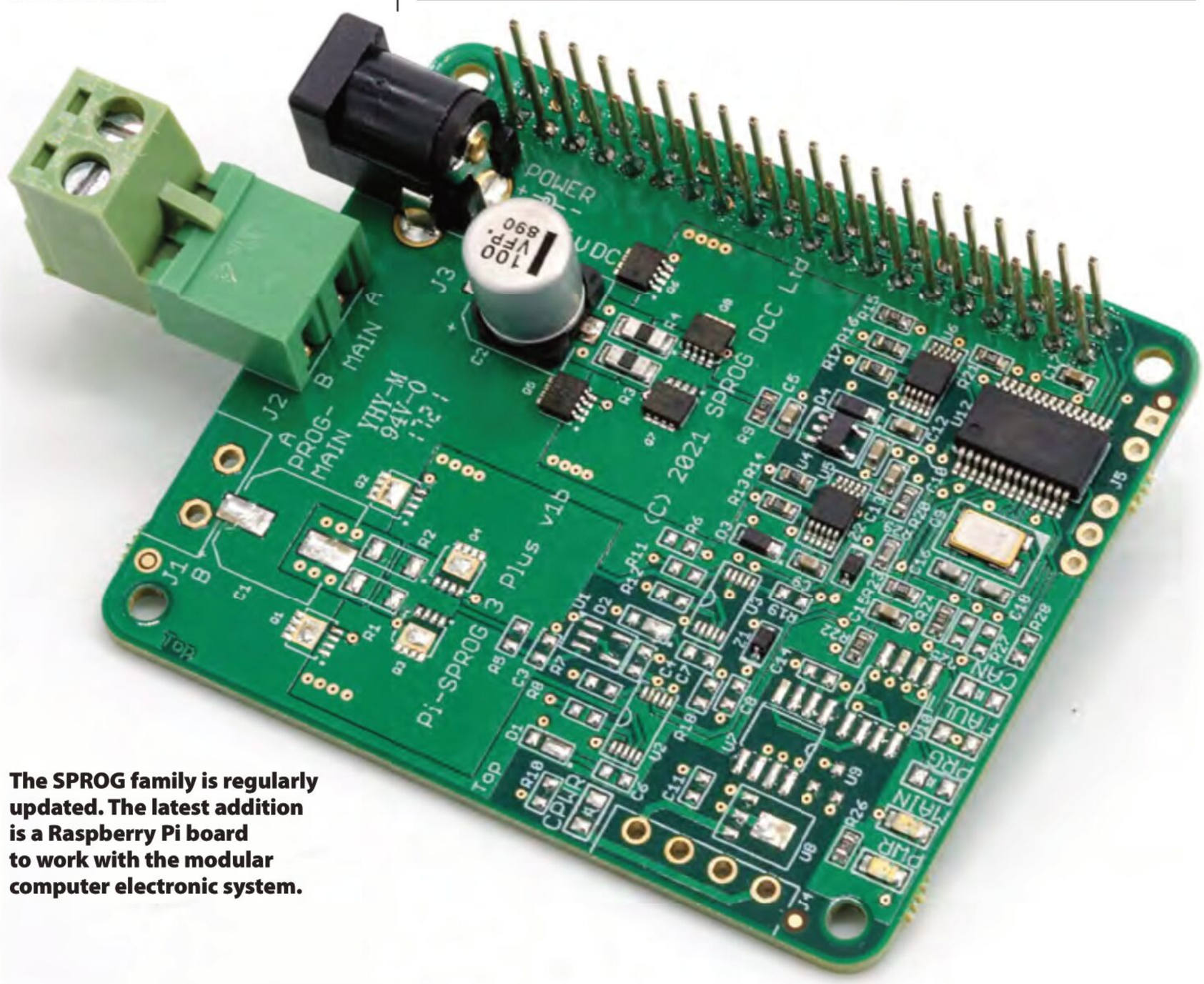
It might not look much, but this compact device is highly capable in programming DCC locomotives. The USB cable connects it to a computer while the green four-pin plug provides a mains power connection as well as a track feed.

COMPUTER CONTROL

As well as a programmer, the SPROG can also act as a computer-controlled throttle device too – a mini DCC controller if you like – and DecoderPro has a throttle button on the main roster screen so you can select this and check that the value changes that you've just made to the decoder have worked as you intended, by testing the locomotive on the same programming track you used to change the values – a useful and powerful tool, especially when checking if a lighting effect or function map change has actually taken effect, for example.

There are several versions of the SPROG, each with slightly different power outputs which can be also used as computer-controlled throttles, while boosters are also available. More recently, a Raspberry Pi version has been developed which can be configured to act as an "access point" for remote handsets to be connected by WiFi – or can also be connected to your existing house router for WiFi access. Then simply connect a tablet via WiFi to JMRI's built in web server to create a panel, or connect remotely from another computer to the desktop display.

USEFUL LINKS	
SPROG DCC	*www.sprog-dcc.co.uk*
Java Model Railroad Interface (JMRI)	*www.jmri.org*
Model Electronic Railway Group (MERG)	*www.merg.org.uk*



The SPROG family is regularly updated. The latest addition is a Raspberry Pi board to work with the modular computer electronic system.

USEFUL TOOL

Whilst only scratching the surface of what is possible, from a personal perspective, the SPROG device has become an essential tool when programming my motive power fleet and the DecoderPro software acts as a very useful database to which I can refer if something goes wrong with a locomotive (which does happen) from time to time. A quick click of a button and the saved settings can be reprogrammed into the relevant decoder so it is ready for next time.

HM

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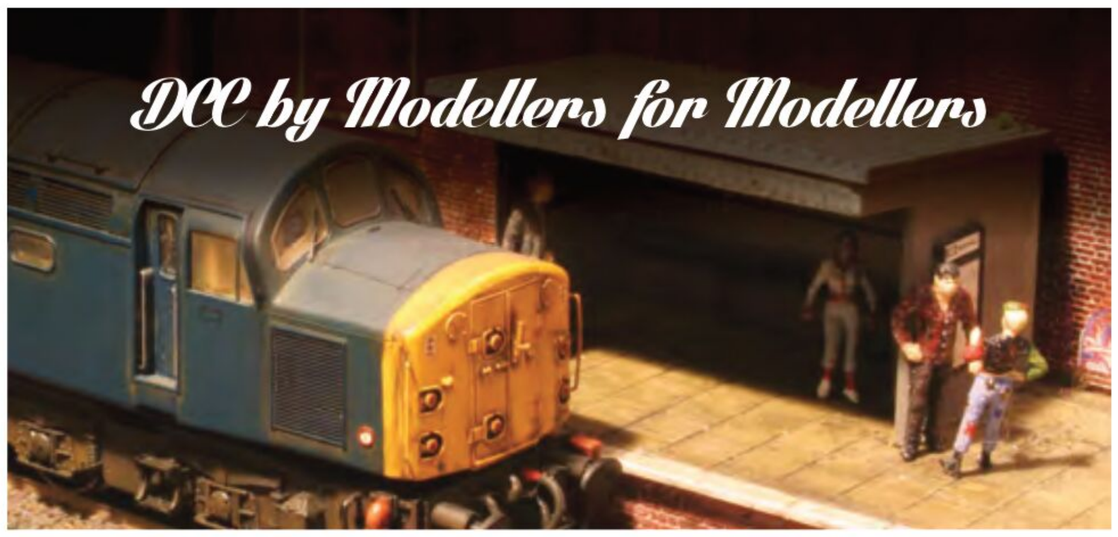
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Upgrading the previous generation Bachmann Class 47 to feature digital sound is a straightforward process which requires only a handful of tools including a soldering iron, small crosshead screwdriver, tweezers, wire strippers and a pair of fine scissors, as the step by step guide explains.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MS440D sound decoder	*www.youchoos.co.uk*	MS440C
YouChoos 24mm x 15mm x 7mm 2w dual speaker	*www.youchoos.co.uk*	24x15x07
YouChoos 17,000uF 15V super capacitor	*www.youchoos.co.uk*	KIT-YCSUPERCAP17000

SOUND UPGRADES

Digital sound specialist YouChoos has created a brand-new sound file for the ever-popular Class 47 utilising the latest ZIMO MS decoders. **MIKE WILD** shows how it can be used to upgrade the outgoing 21-pin Bachmann model.



DIGITAL SOUND is one of the most interactive parts of the world of digital control, and there are new advances in technology which chip manufacturers and sound producers are embracing to create the most realistic sound profiles we have seen yet.

In this installation guide we are using one of the new generation ZIMO MS series decoders which has a brand-new Class 47 sound file from YouChoos loaded onto it to make full use of this new decoder platform's abilities. The recordings were captured from 47579 at the Mid Hants Railway to capture exactly how these long-standing and popular Brush built Type 4s with their Sulzer 12LDA28-C engines sound.

We chose the outgoing 21-pin socket equipped Bachmann Class 47, rather than the very latest Plux22 model for this project as the chances are you will already have one of the previous type in your collection. With one eye on costs we thought it would be advantageous to show how the outgoing model – which is widely available secondhand – can be enhanced with the addition of sound and a stay alive. Equally, if you are wanting to upgrade the latest Bachmann Class 47s then this sound profile is available on the new ZIMO MS450P22 sound chip with the same functionality – the advantage here is that the new Bachmann Class 47 is factory fitted with a twin speaker set up (HM174).

YouChoos provides a one-stop shop for all you need for a sound upgrade. Our project surrounds the new MS series Class 47 sound file loaded onto a ZIMO MS440C 21-pin sound decoder while YouChoos also made our speaker choice to suit the Bachmann 21-pin Class 47 as well as supplying a high performance ZIMO Super Capacitor to offer reliable running in all circumstances from the finished model.

The previous generation Bachmann Class 47 is simple to work on. Six screws hold the body in place after which you can quickly gain access to its chassis which plays host to a 21-pin decoder socket and a speaker well which is 40mm long and 20mm wide. However, it is quite shallow which suits the 24mm x 15mm x 7mm dual 2watt speaker supplied by YouChoos for this project.

The installation takes around 30 minutes from start to finish and while we have rated this as a beginner project, it does require the use of a soldering iron to make four connections as well as access to a small selection of hand tools.

The end result is an upgraded Bachmann Class 47 which sounds like the real thing and drives superbly too. The Immersive Drive functions of the YouChoos ZIMO sound file – including Active Brakes, Shunting Mode and Live Volume Control together with touch of the button engine sound changes – make this a fantastic locomotive to operate and it's all the more reliable too through the addition of a high power stay alive capacitor pack.

The following step by step guide explains the installation process and don't forget to visit *www.keymodelworld.com* to see our sound demonstration video where Richard and I discuss this decoder's functionality further while showcasing the finished Class 47.

●Visit *www.keymodelworld.com/digital-sound* for our full collection of sound installation guides and demonstration videos.

TOOLS

- Soldering iron and solder
- Tweezers
- Wire strippers
- Fine scissors
- Small crosshead screwdriver
- Black Tack
- Insulation tape

SOUND FUNCTIONS	
F0	Lights on/off
F1	Sound on/off
F2	Active brakes
F3	Horn
F4	Horn
F5	Brake release
F6	Function Output 1
F7	Notch up
F8	Full power
F9	Guard's whistle
F10	Deadman warning
F11	Spirax valves
F12	Function output 2
F13	Announcement
F14	Flange squeal
F15	Bell
F16	Coupling up
F17	Compressor
F18	Horn
F19	Mute
F20	Shunting mode
F21	Cab door
F22	Primer pump
F23	AWS bell
F24	Clag series
F25	Horn
F26	Speedlock
F27	Volume down
F28	Volume up

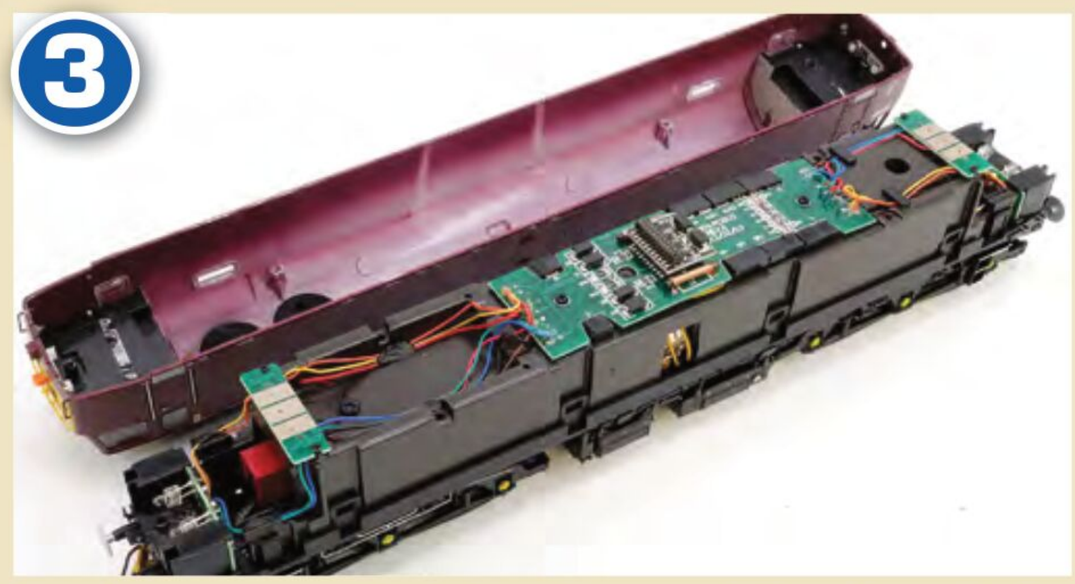
STEP BY STEP INSTALLING YOUCHOOS DIGITAL SOUND IN A BACHMANN CLASS 47



The previous generation Bachmann Class 47 for 'OO' gauge with a 21-pin decoder socket is a simple locomotive to upgrade with digital sound. To start removing the body, release the four crosshead screws located above the bogies - two at each end.



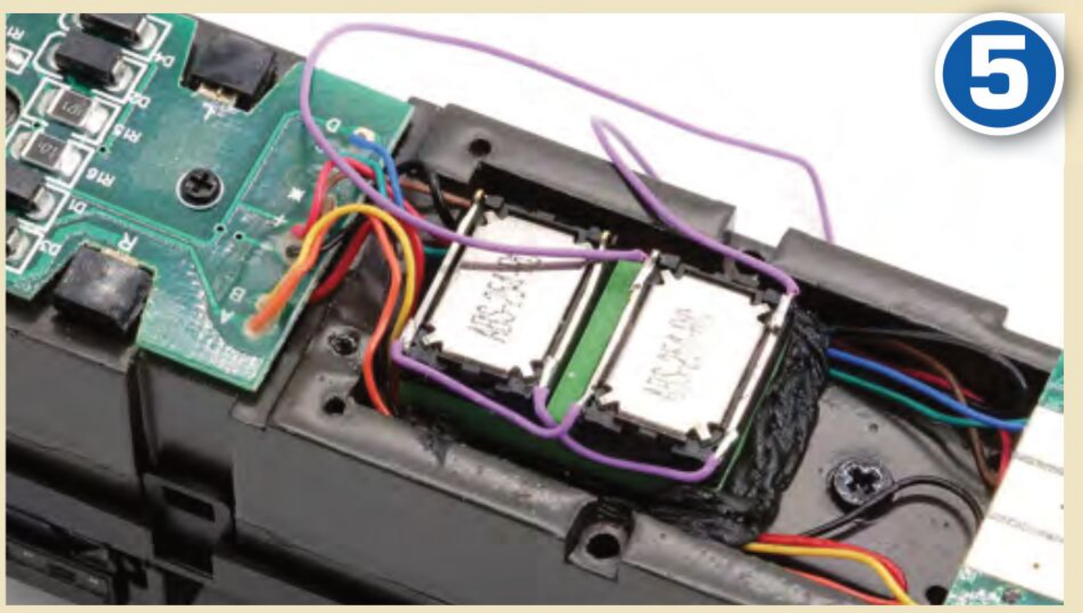
A further pair of silver coloured crosshead screws are located above the front coupling mounts. Move each bogie slightly to the side for access. We leave these screws in the chassis for safe keeping.



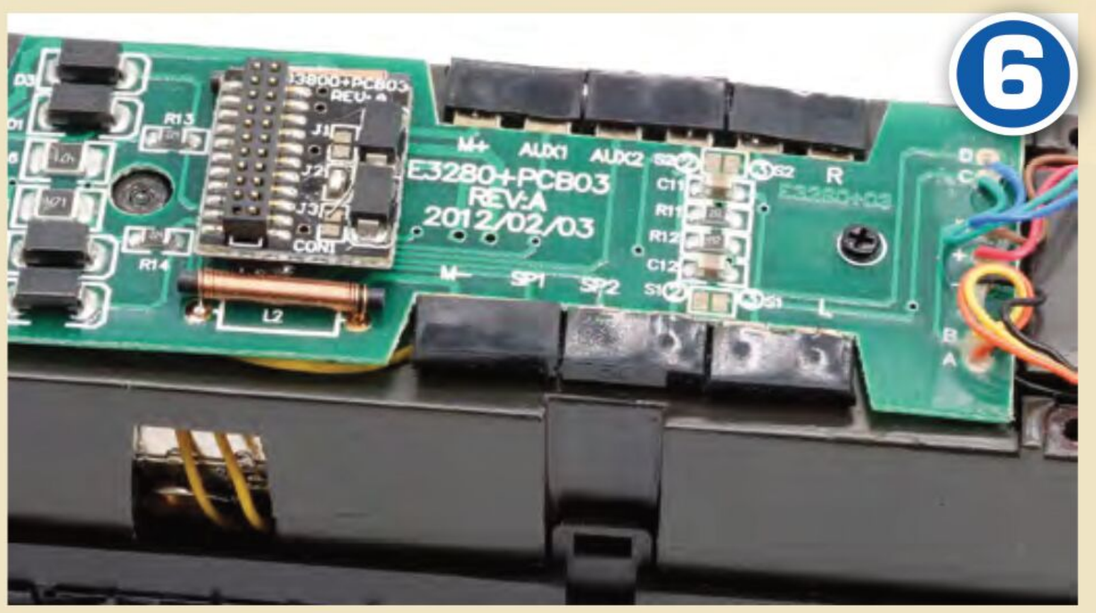
Once the screws are out, the body can be removed. These Class 47 bodies are normally a tight fit and require the base of the body to be spread a little to move it over the lower chassis. Once inside you will find a 21-pin decoder socket and space for a speaker.



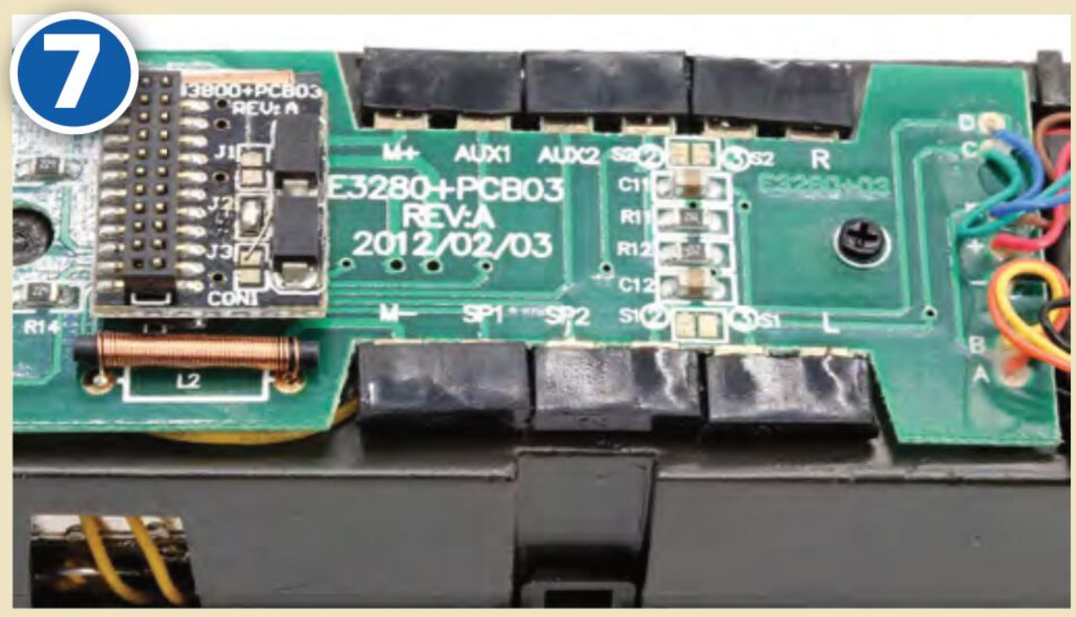
Our YouChoos supplied ZIMO MS440C sound decoder came from the supplier with a 24mm x 15mm 2w dual speaker and a powerful stay alive super capacitor. Full instructions are supplied with detailed information.



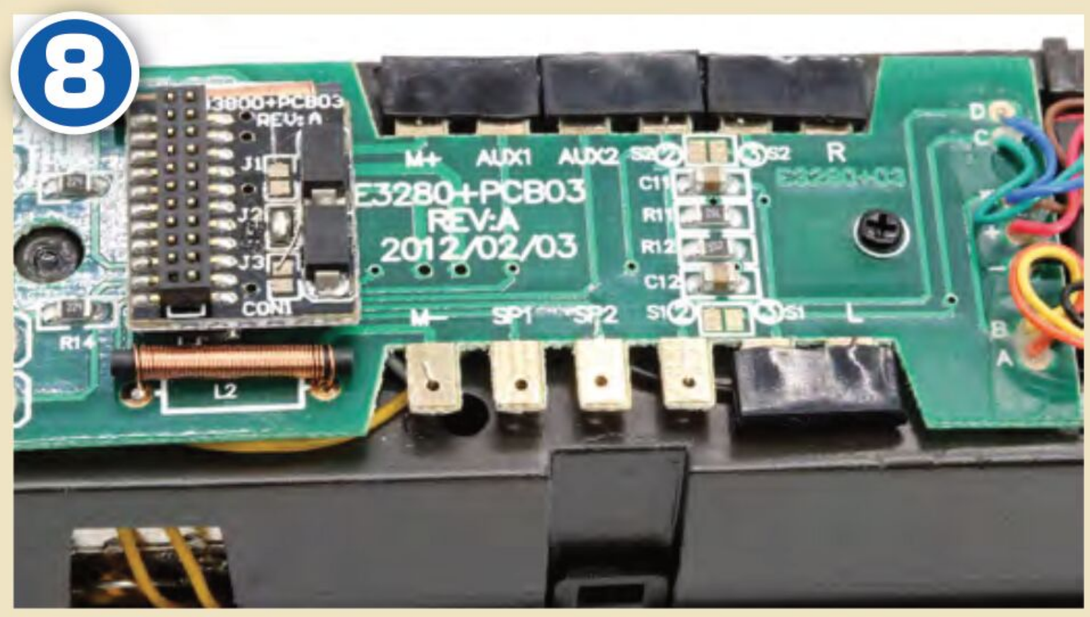
Speaker installation is our first step. These 21-pin Class 47s have a restricted height available above the speaker well, making this 24mm x 15mm x 7mm speaker ideal. It has been secured in place with Black Tack for a firm hold.



The 21-pin decoder socket is at the centre of the model mounted on top of the main Printed Circuit Board (PCB). There are solder tabs to connect the speaker wires (SP1 and SP2) which are covered by black plastic clips.

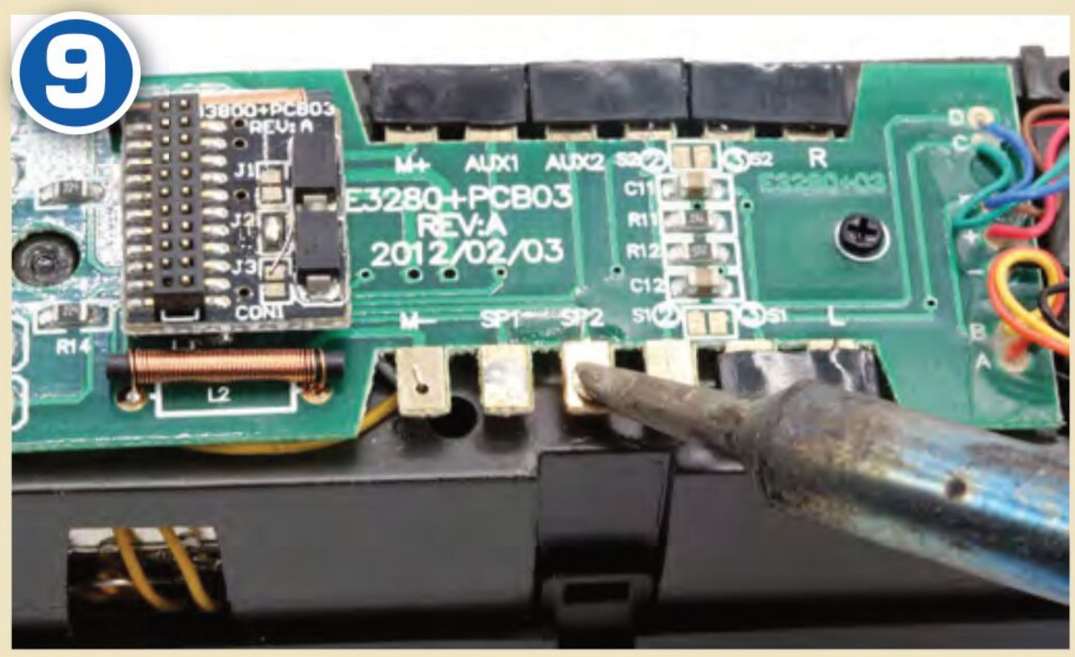


In addition to the speaker connections there are also optional connection points for AUX1 and AUX2 (Function Output 1 and 2). These can be used for advanced wiring such as separating the head and tail lights.

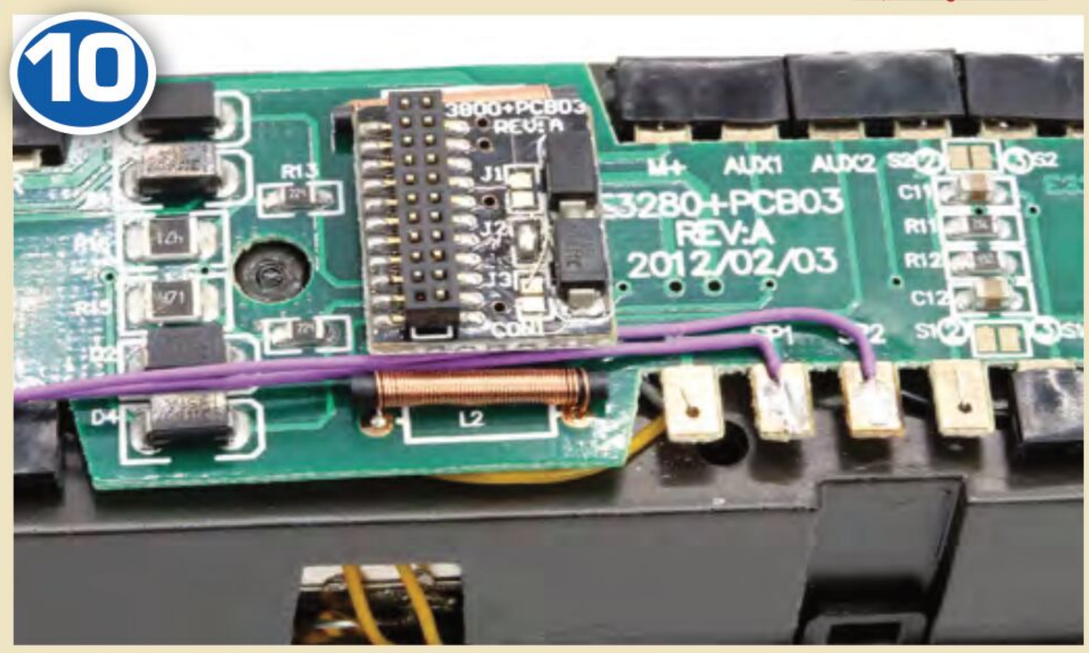


The black plastic covers can be popped off to reveal the bare solder pads for the speaker connections. These are connected back to the decoder socket via traces on the PCB and link to the correct outputs on the decoder.

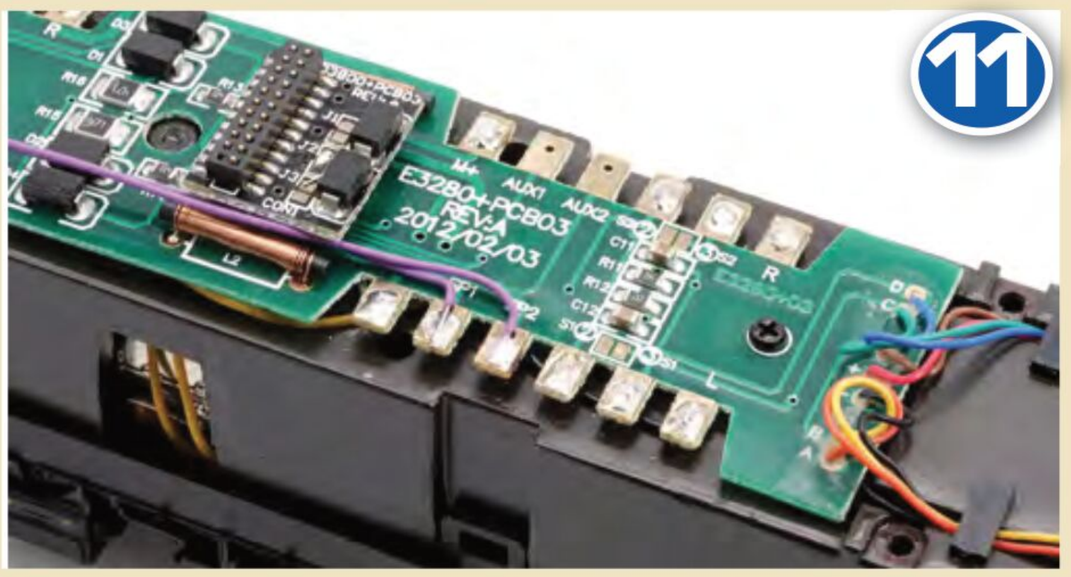
Intermediate
Beginner SKILL LEVEL Advanced



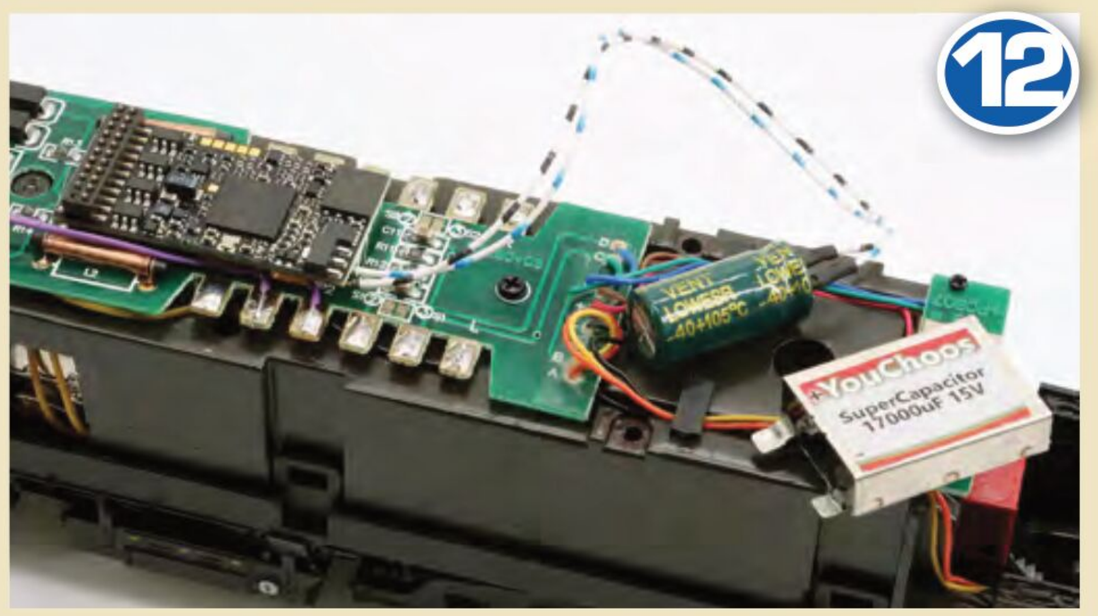
To join the speaker wires to the PCB start by adding a small amount of solder to the connection point – a process called tinning.



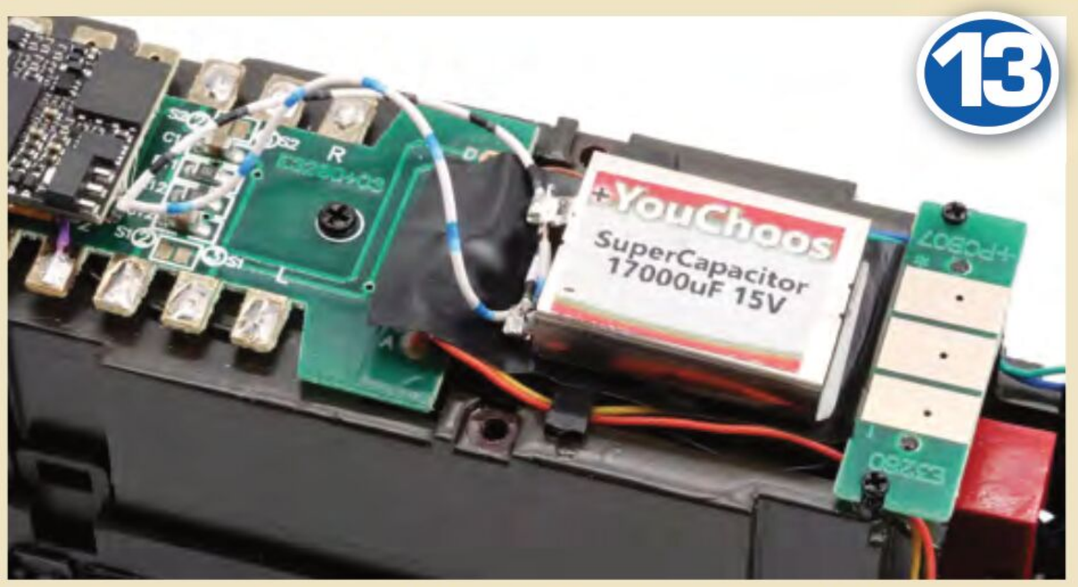
Next we cut the purple speaker wires to length, removed 3mm of insulation from their ends and reheated the solder to fix them in place.



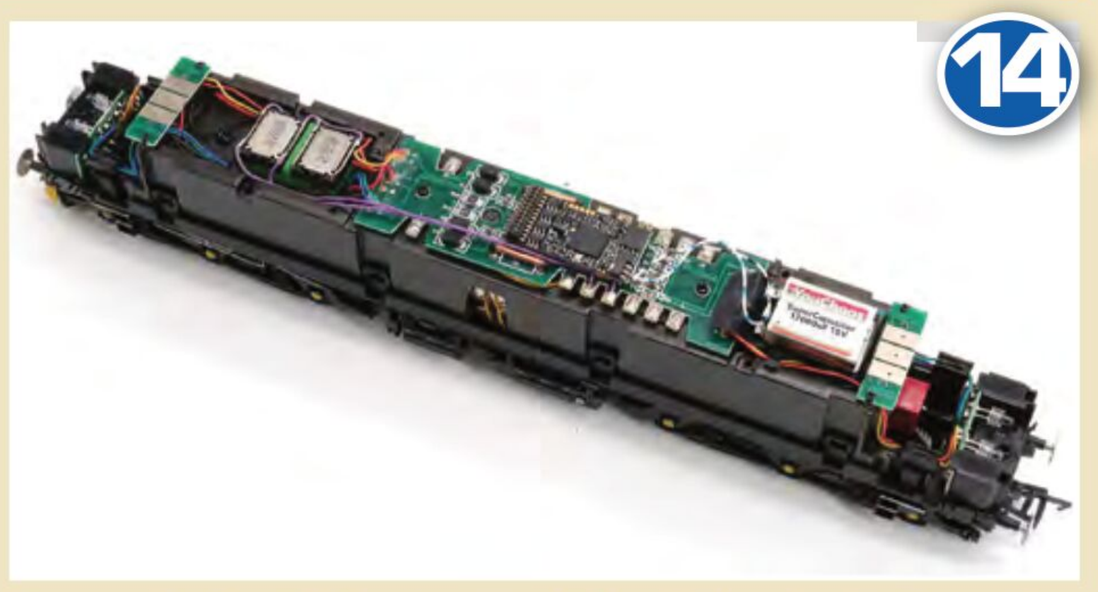
At the same time we went around all of the connection points previously covered with the black plastic clips and soldered the wires. In the past we have had loose connection problems with this generation of Bachmann Class 47 and this optional step prevents it occurring in the future.



The ZIMO MS440C decoder is then pushed onto the 21-pin socket. YouChoos pre-wires its decoders with a basic stay alive capacitor, but we will upgrade this model to feature a much more powerful Super Capacitor.



Capacitors are polarity sensitive. The blue wire is the positive and the black wire is the negative connection which are simply cut from the original capacitor, stripped of 3mm of insulation and resoldered to the new Super Capacitor which is now held in place with Black Tack.



The completed installation is neat and tidy with the wires for the speaker carefully routed to the solder tabs. Note that we have added a strip of insulation tape below the Super Capacitor to prevent any chance of a short circuit occurring.



Refitting of the body is the exact reverse of dismantling and by keeping the installation process neat the chassis fits back inside the body without any adjustments. 47245 is now ready for testing, addressing and service with its new suite of sounds.

Choosing SPEAKERS

Understanding two values will ensure you always pick the right speaker set up for your sound decoder. **MIKE WILD** covers the basics in this beginner's guide.

A SPEAKER IS ABOUT more than connecting a pair of wires to a decoder and hoping for the best. There are three key choices to make when it comes to making an informed choice and it all starts with the decoder you are using to play the sounds.

Not all sound decoders are made equal, even within a manufacturers range. Each decoder type will have a specific set of requirements for speaker impedance and power – a figure in Ohms for impedance and a figure in Watts for power. For example, while the larger 8-pin and 21-pin ZIMO collection will operate with 4ohm or 8ohm speakers and support up to 3watts of audio power, the smaller 6-pin and Next18 chips have a more limited amplifier of 1watt and can only operate with 8ohm speakers.

In other brands, such as Hornby's TTS and the Soundtraxx family, the parameters are clearer: 8ohm speakers with a 1watt rating are the only suitable choice. In all cases reference to the decoder manual is essential to ensure that you are choosing the right type of speaker for your set up.

Having established those details, the second step is size. There is a speaker out there to suit pretty much every size you can think of from tiny 8mm cube speakers through to impressive bass enhanced twin speakers measuring 100mm in length suitable for 'O' gauge locomotives.

Primary choices of the *Hornby Magazine* team when it comes to speakers are the Rail Exclusive collection which has speakers from 8mm to 55mm in length suitable for a range of applications, while we also find the diverse range available through Roads and Rails to be particularly useful. However, these are just two collections which are available and we have included a list of recommended suppliers based on our experience.

Third and finally we need to think about multi-speaker set ups – a more advanced step. In some locomotives this is the only way to get the best performance, but fortunately there are ready-made dual speakers available in a single enclosure to suit larger locomotive installations.



A wide variety of speakers are available for digital sound installations ranging from tiny 8mm cubes to giant 100mm base speakers for 'O' gauge.

SOUND DECODER SPEAKER QUICK REFERENCE GUIDE	
HORNBY TTS	**8OHM, 1WATT**
ZIMO MS series (new)	4ohm or 8ohm, wattage based on decoder performance
ZIMO MX series (out of production)	4ohm or 8ohm, wattage based on decoder performance
ESU V5 (current)	4ohm or 8ohm, wattage based on decoder performance
ESU V4 (out of production)	4ohm or 8ohm, wattage based on decoder performance
ESU V3.5 (out of production)	100ohm, wattage based on decoder performance
D&H	4ohm or 8ohm, wattage based on decoder performance
Soundtraxx	8ohm, 1watt
NOTE: This table is a guide and individual decoder characteristics must be checked before committing to a specific sound speaker. Failure to do so could result in damage to the decoder or speaker.	

However, when it comes to adding your own twin speaker set up you will need to be able to choose between series and parallel wiring. Speakers will be louder when wired in parallel which is where each speaker has its own positive and negative circuit. When two speakers are joined in this way it reduces their impedance, so two 8ohm speakers in parallel will have a joint impedance of 4ohm.

In turn series wiring provides one circuit through the two speakers which means the impedance increases, so two 8ohm speakers in series would have a joint resistance of 16ohm. Also to be considered in these scenarios is the total wattage of the two speakers – can your decoder handle the larger power requirement?

In all cases with digital control there is always advice at the end of the phone. A quick call to your sound supplier will be worthwhile to double check you are making the right choices and calculations if you aren't sure, but once you have practiced you will soon feel at home making these choices for yourself. **HM**

SPEAKER SUPPLIERS	
Coastal DCC	*www.coastaldcc.co.uk*
DC Kits	*www.dckits-devideos.co.uk*
DCC Supplies	*www.dccsupplies.com*
DCC Train Automation	*www.dcctrainautomation.co.uk*
Digitrains	*www.digitrains.co.uk*
Rail Exclusive	*www.railexclusive.co.uk*
Roads and Rails	*www.roads-and-rails.co.uk*
YouChoos	*www.youchoos.co.uk*

IDEAL FOR USE WITH MOST* SOUND DECODERS ZIMO, HORNBY TTS, LOKSOUND etc.

* Always check decoder instructions

RAIL EXCLUSIVE

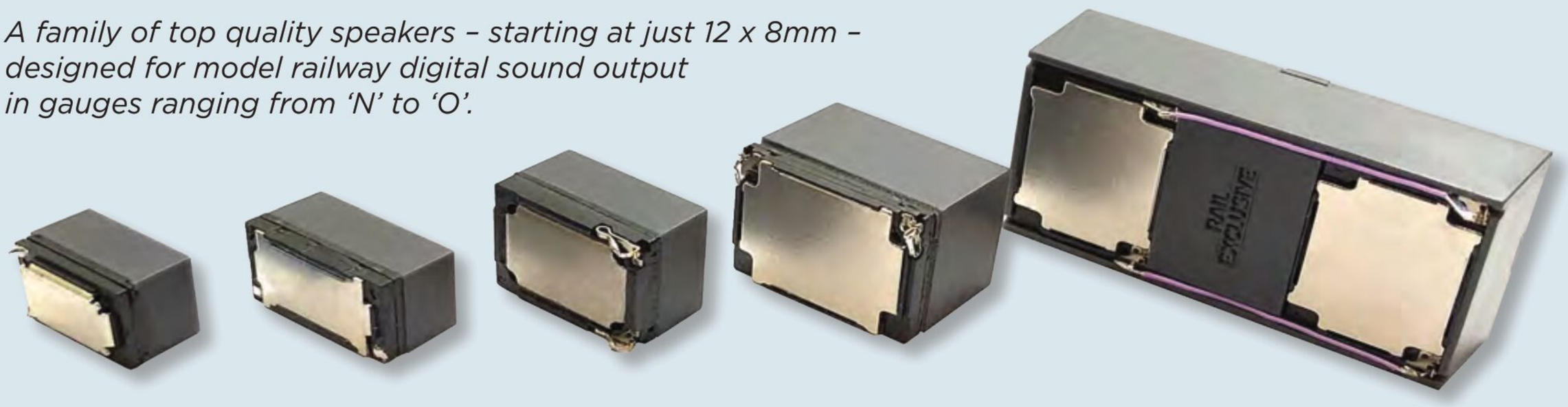
BREAKING THE DCC SOUND BARRIER

Over 35,000 units now sold!
HM Digital Sound Guide says:
"Great choice for models of all sizes"

You've just purchased a top quality digital sound decoder...

Why penny-pinch on the speaker?

A family of top quality speakers – starting at just 12 x 8mm – designed for model railway digital sound output in gauges ranging from 'N' to 'O'.



"Loudspeaker quality and performance taken to the next level"

Hornby Magazine Product Review

RAIL EXCLUSIVE's popular range of dynamic loudspeakers have been specially selected for the discerning DCC sound enthusiast.

It is often overlooked that digital sounds are only as good as the weakest link in the audio chain. In many cases, that comes down to the last component before the sound waves actually arrive in your ears - the loudspeaker.

Most readily-offered or pre-installed model railway speakers are of very low quality or severely limited in frequency range for simple reasons of cost. But don't get disillusioned, help is now at hand...

Speaker design has improved in recent years with the introduction of miniaturised devices for smart-phones, tablets and laptops.

Mini 'Box'	12x8x8(mm)	Single	8 Ω	0.5 W
Mini 'Tablet'	15x8x8	Single	6 Ω	0.8 W
Maxi 'Tablet'	15x8x12	Single	6 Ω	0.8 W
Mini 'Sugar Cube'	15x11x9	Single	8 Ω	1.0 W
Maxi 'Sugar Cube'	15x11x12	Single	8 Ω	1.0 W
'Boomer'	18x13x13	Single	8 Ω	1.0 W
Baby 'Boomer'	26x20x8	Single	8 Ω	1.0 W
Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'	55x20x10	Twin	4 Ω	2.0 W
Large 'Boom Box'	50x15x15	Twin	16 Ω	2.0 W

Our components have been sourced from high-end specialists who only produce to order for well-known premium technology companies.

Such products are simply not available on the open retail market and should not to be confused with cheap auction site offerings that may look similar but will give sub-standard results.

Each of our speakers is matched with a precision injection-moulded plastic resonance chamber, that has been acoustically-tuned using premium ZIMO sound decoders to offer the best possible result within physical size constraints.

A decent speaker can make all the difference! Available in 12 sizes.

BUY DIRECT FROM RAIL EXCLUSIVE

Web: www.railexclusive.com Tel: 01780 470086

...or purchase with confidence from these officially-approved ZIMO retailers:

Digitrains
www.digitrains.co.uk
01522 527731

Coastal DCC
www.coastaldcc.co.uk
01473 710946

YouChoos
www.youchoos.co.uk
01380 530530

Peter's Spares
www.petersspares.com
01642 909794

Alton Model Centre
www.altonmodelcentre.co.uk
01420 542244

AGR Model Railway Store
www.agrmodelrailwaystore.co.uk
01525 854788

Frizinghall Model Railways
www.modelrailshop.co.uk
01274 747447

Mr Soundguy
www.mrsoundguy.co.uk
01983 531443

iTRAIN

Digital Command Control systems are available in many forms, including the ability for full automation of a layout. One such system is iTrain Layout Control, as **MARK CHIVERS** explains.

●**Price:** £110-£325 ●**Cat No:** iTrain 5 Lite – iTrain 5 Professional ●**Site:** *www.dcctrainautomation.co.uk*

WHEN deciding upon a digital control system for a layout, it is worth considering the future as well as the present day needs, as there are many options and price points available.

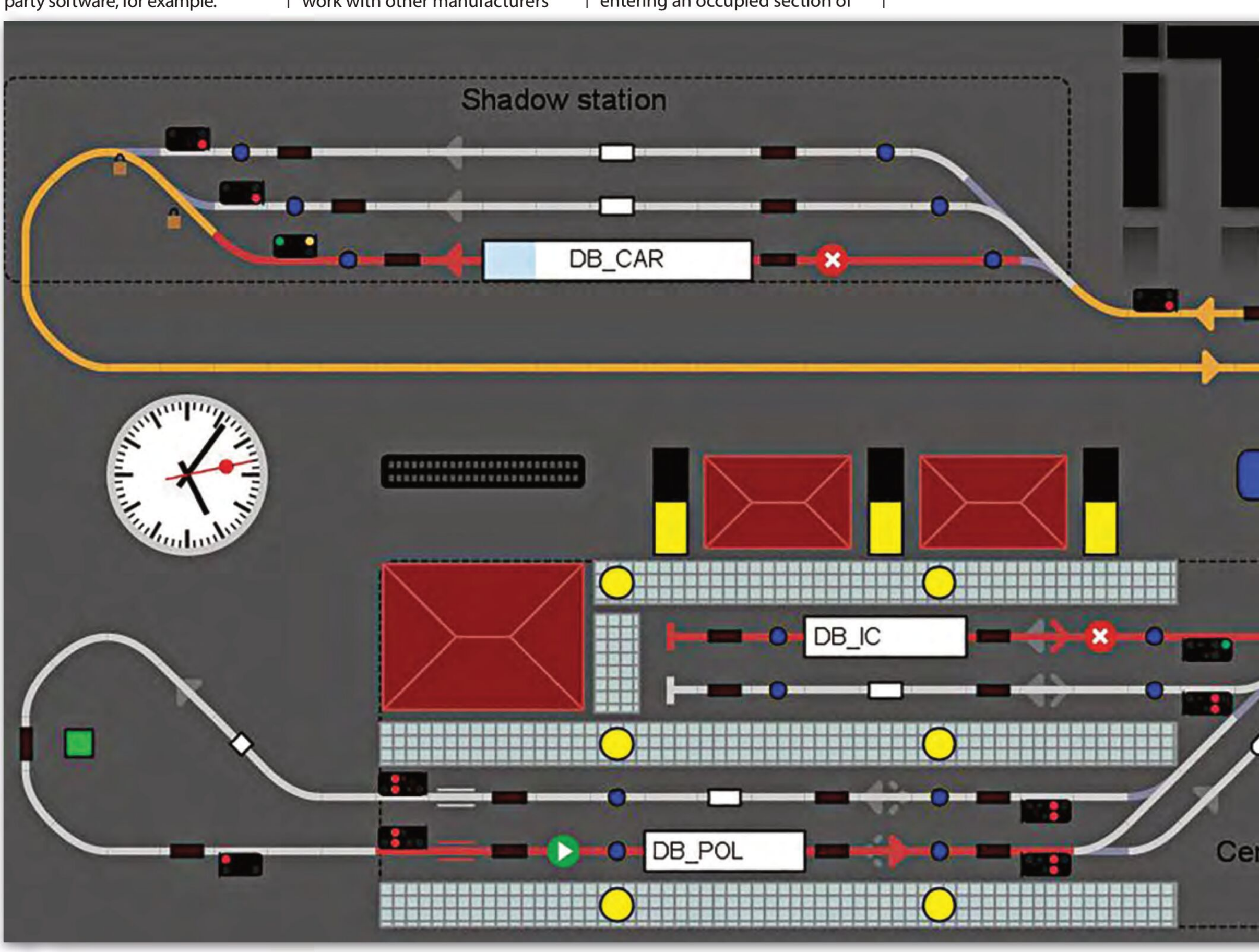
One area of consideration is compatibility. Is the system you are opting for expandable or compatible with other products? Do you want to manually operate your layout or look to include elements of automation? This is especially useful for larger layout set-ups. While some systems may appear standalone, they may also have the ability to work with third-party software, for example.

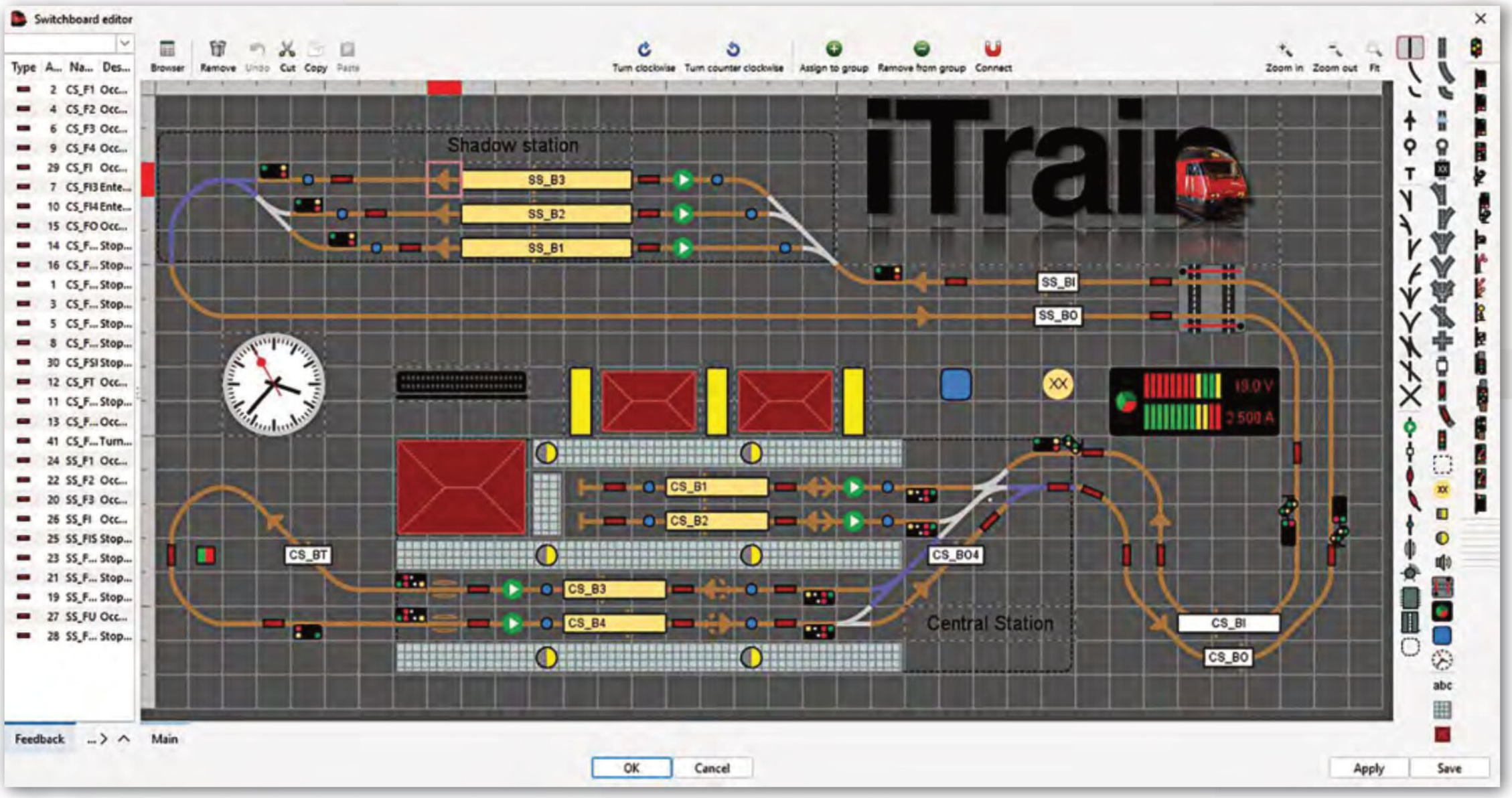
ITRAIN

iTrain layout control software is one such package that has been designed to work with a wide range of DCC systems that have USB, LAN or Wi-fi interfaces (ESU Ecos/Digikeijs DR5000/LoDi/Loconet/Roco Z21 and more). It is designed to seamlessly interact with an existing command station, accessory decoders and ancillaries. As well as providing a computer interface (including laptops/tablets and mobile phones) for manual control, it also provides options for semi-automatic and fully automatic layout control. iTrain can also work with other manufacturers' feedback systems (such as Railcom) and accessories.

In manual mode, the layout can be operated in the usual fashion, while in semi-automatic mode you can arrange a layout so that some parts assume automatic operation, while perhaps a yard or depot are worked manually. Alternatively, you could operate a train on a main line manually, while the remainder are working in automatic mode. They will observe the train that is being operated manually and will also ensure that the manually operated train doesn't overstep the boundaries in terms of entering an occupied section of track (and an automated train behind won't enter the manually operated section, either). In fully automatic mode, you can simply enjoy watching trains running around the layout.

Of course, for the automated segments to work correctly, your command station must have feedback abilities so iTrain knows where trains are at all times and block detection equipment will also need to be installed. This in turn enables the layout to work in much the same way as the full size railway, receiving updates as to where trains are and the state of signalling and the like.





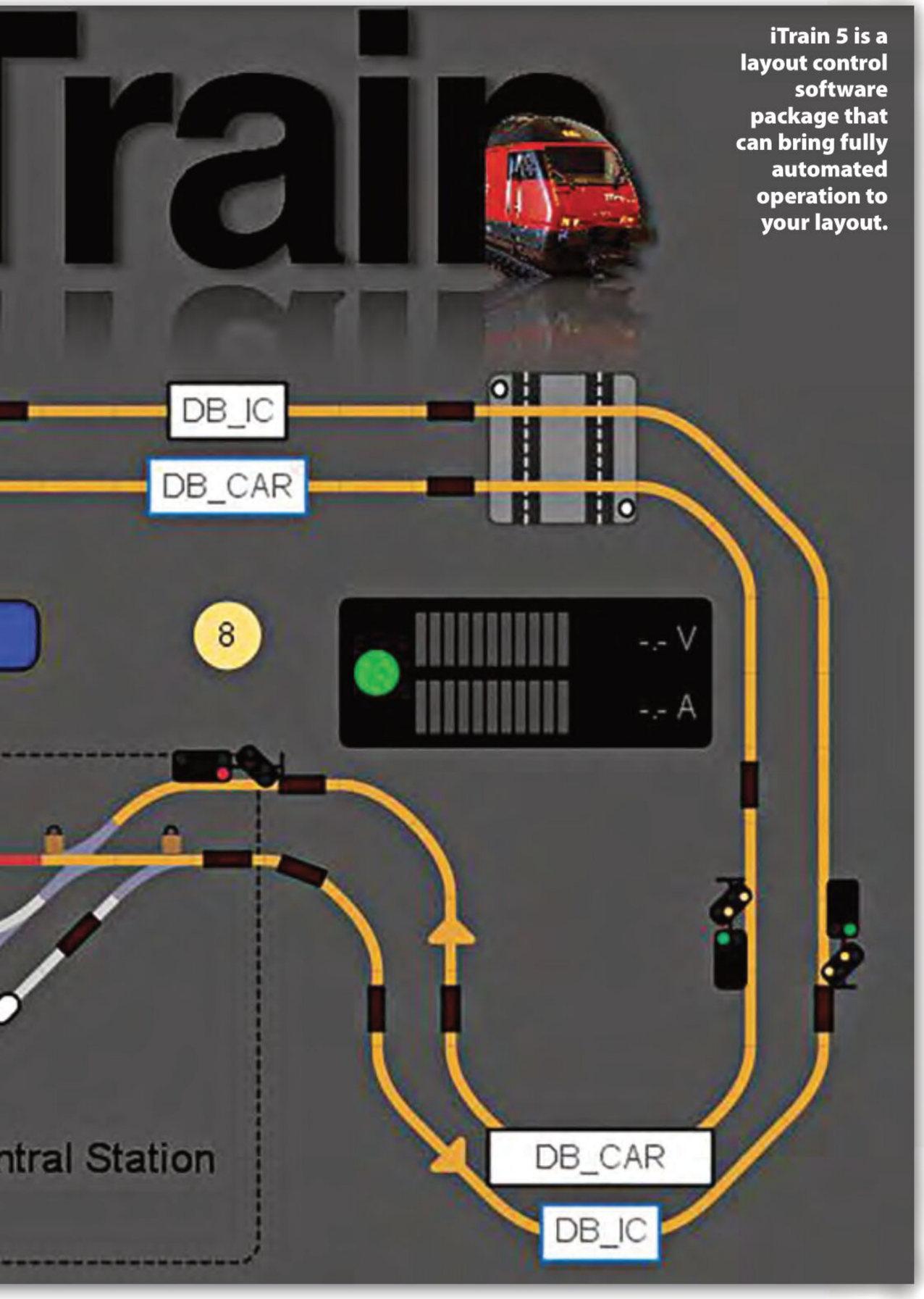
View of iTrain's switchboard editor displaying the layout's track and accessory components.

CALIBRATION

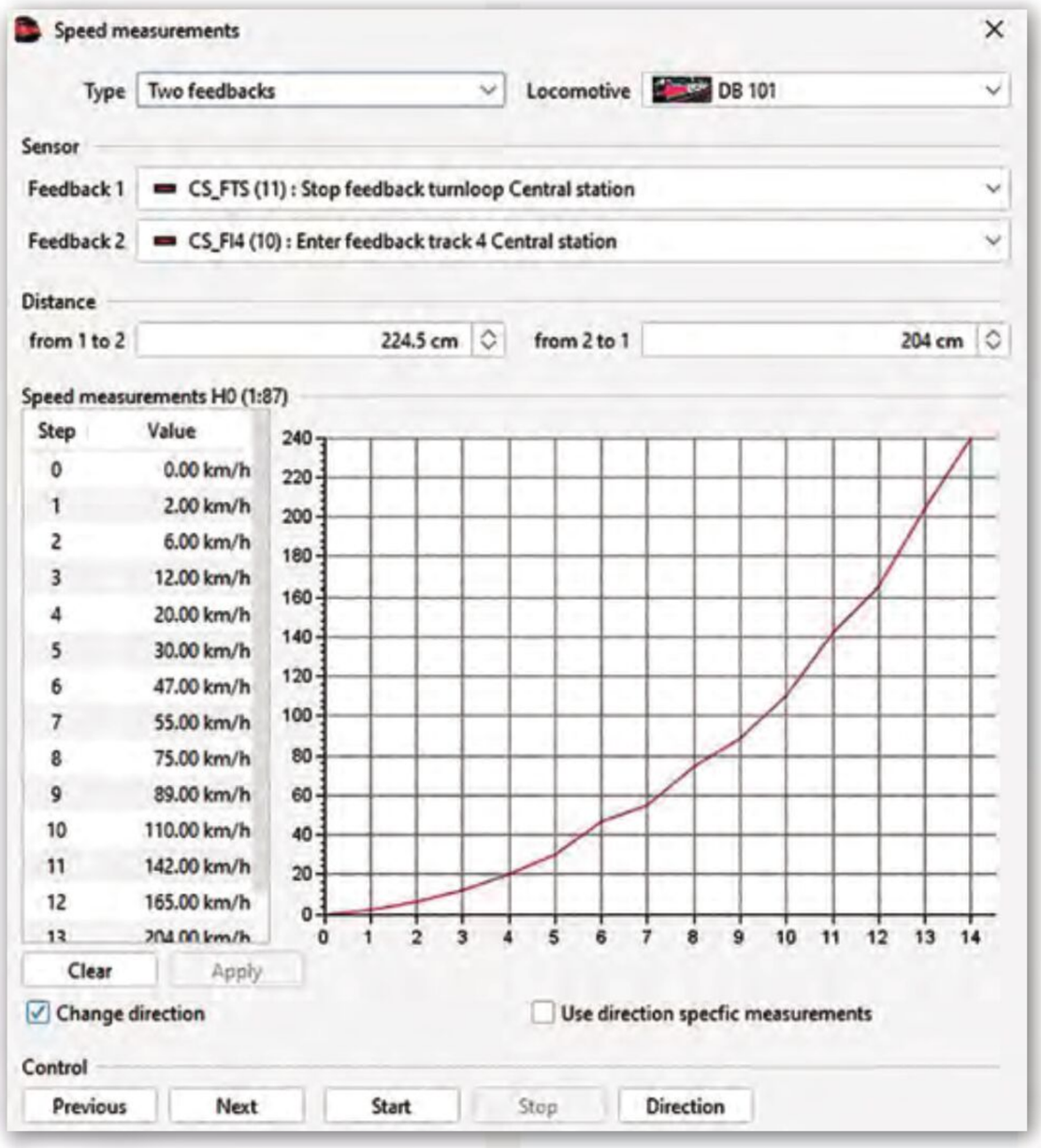
In addition, for a fully functioning and reliable automated layout all locomotives need to be speed calibrated so that they operate in accordance with the system's parameters – the more precise these are, the more precise the operation will be in terms of locomotives starting and stopping correctly. Having adjusted the locomotive's top speed (CV5) so they are similar, each must be tailored in the same way and there are three different types of calibration process. The most basic requires a length of track and three detectors, where a locomotive is operated back and forth through various speed steps for the calibration process to be completed accurately.

The process is slightly different for digital sound-fitted locomotives and can differ between models as sound projects vary between creators, so there are additional factors to bear in mind here, but the principle is the same. Some sound producers are considering this area now that block detection and braking systems are becoming more popular.

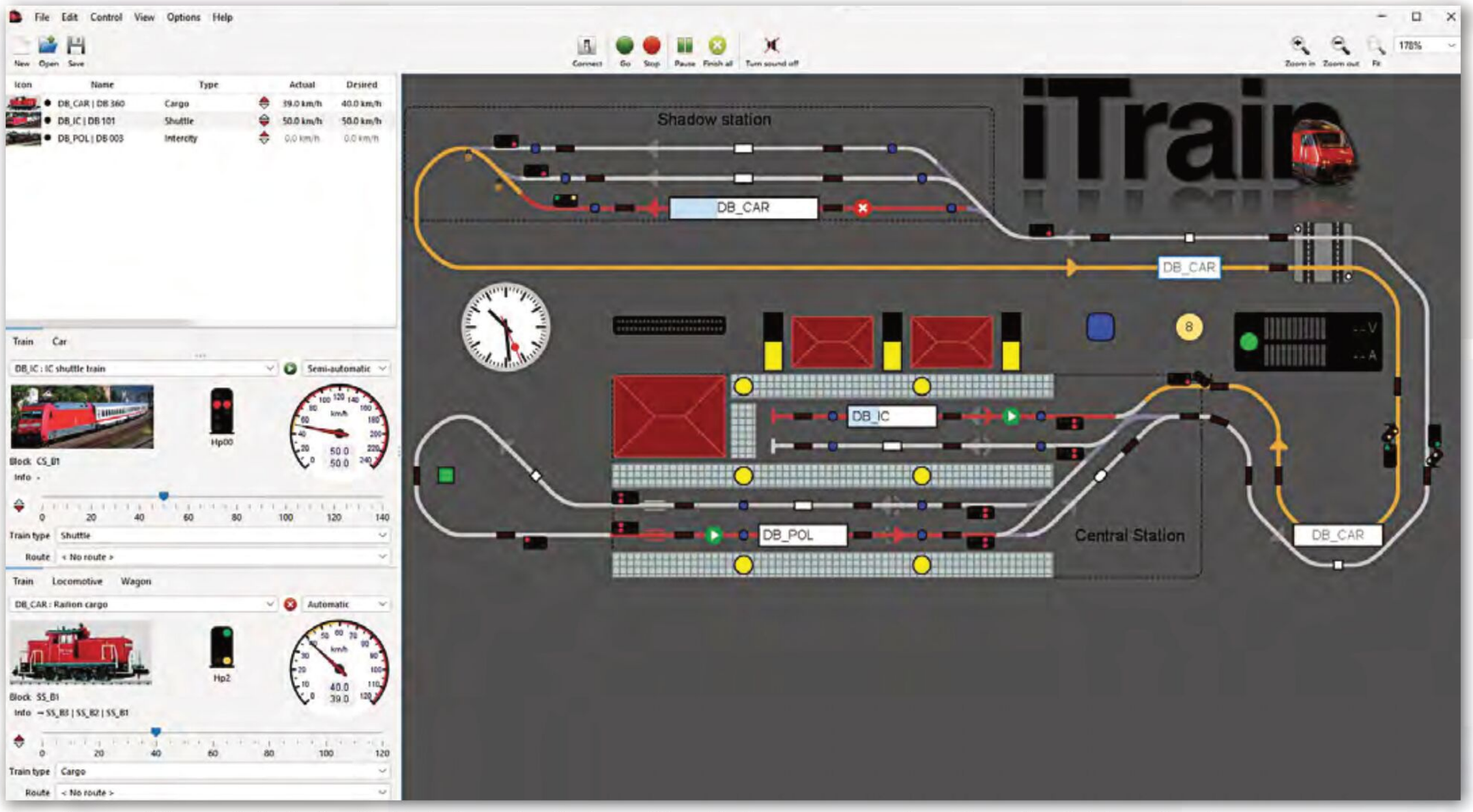
The system is fully configurable and can be set in kilometres or miles per hour, while track diagrams can be created in mimic form, with signals added which will also show their state or colour, while other accessories such as lighting can also be incorporated. Once the diagram is complete, you



iTrain 5 is a layout control software package that can bring fully automated operation to your layout.



iTrain can also calibrate speed measurements to ensure locomotives start and stop precisely.



As well as providing a mimic display, the iTrain 5 can also display realtime block occupancy, route settings, signal state and much more.

can set up the block sections to suit the layout and configure them to your requirements, together with the signalling. The programme will also enable route setting – automatically and in manual mode – display scale train speeds, while the feedback ability clears block sections behind a train to enable another to move to the next section and so on.

TAKE YOUR PICK

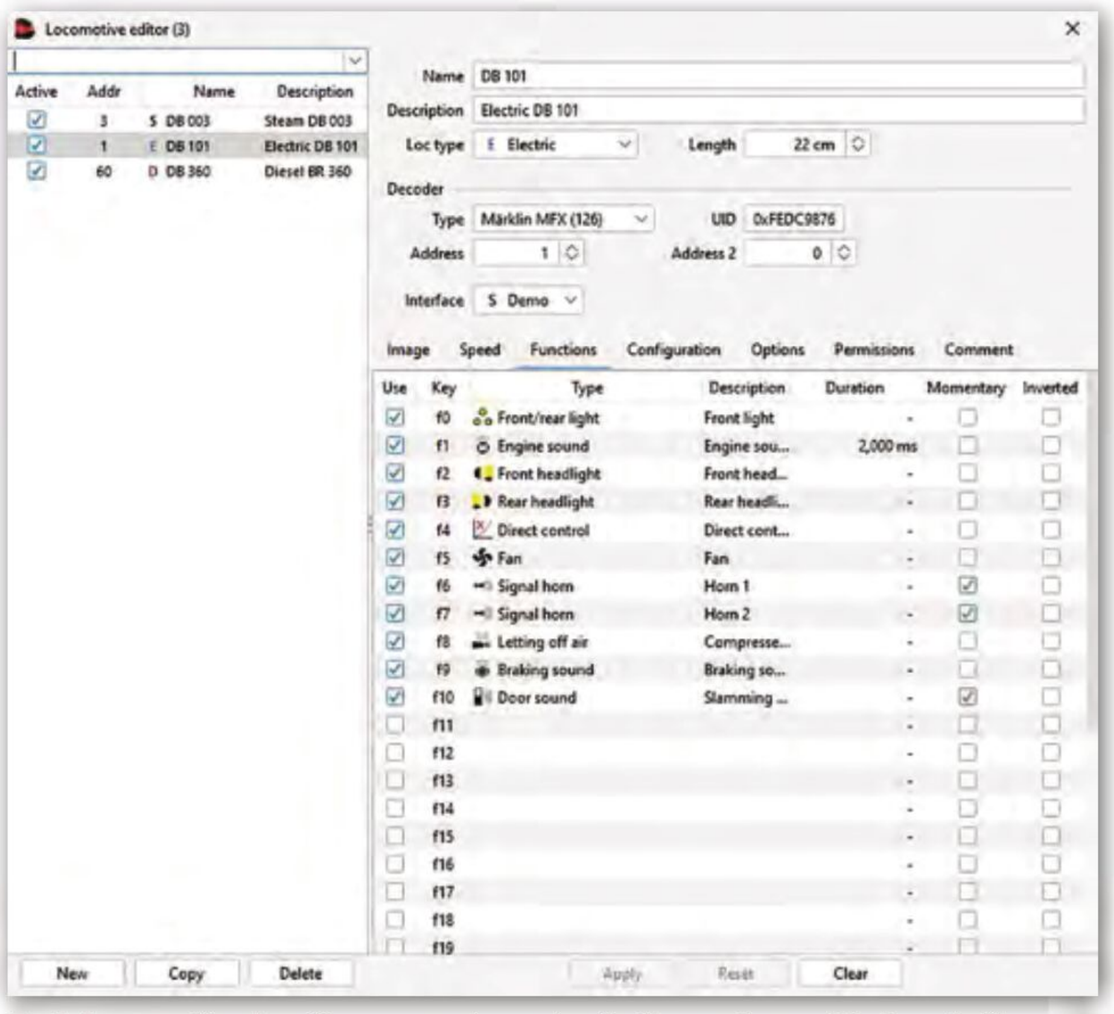
iTrain provides you with the tools necessary to get the layout working with computer control. As a starting point there is iTrain 5 Lite which is primarily aimed at those wishing to manually control their layout, but utilising feedback and block detection for operation.

Moving up the complexity scale, iTrain 5 Standard enables fully automated operation with or without route setting and an extra interface while iTrain 5 Plus adds decoder programming to the equation as well as an extra train grid, ability for a second monitor and up to four interfaces. iTrain 5 Professional is the next level which includes everything in iTrain 5 Plus together with networking, two extra switch boards and no restrictions to the number of locomotives, accessories, feedback or blocks on a layout. The current limits with the previous three versions – Lite, Standard and Plus - are 256 locomotives, 256 accessories, 256 feedbacks and 128 blocks.

iTrain is a licenced product which can be purchased outright, but can then also be upgraded for more functionality when required. Once downloaded the encrypted key is applied to the product for activation. However, there is a try before you buy option with a two month free trial download available offering access to the full software for a limited time.

Once you have mastered iTrain, you might also wish to upgrade to include iCar, which as the name suggests is for driving motorised road vehicles. But that is for another installment. HM

●Visit *www.dcctrainautomation.co.uk* to find out more about iTrain's capabilities.



Each locomotive has its own roster entry in the system with description, address, decoder type and even sound functions, where applicable.

USEFUL LINKS	
iTrain	*www.berros.eu*
DCC Train Automation	*www.dcctrainautomation.co.uk*

ITRAIN 5 AT A GLANCE

Description	iTrain Lite	iTrain Standard	iTrain Plus	iTrain Professional
Manual control:	✔	✔	✔	✔
Block control:	✔	✔	✔	✔
Flexible switchboard:	✔	✔	✔	✔
Track routes (memory):	✔	✔	✔	✔
Fully automatic driving:	✘	✔	✔	✔
Decoder programming:	✘	✘	✔	✔
Extra train overview/monitor:	✘	✘	✔	✔
Use of multiple devices in a network:	✘	✘	✘	✔
No. of locomotives:	256	256	256	unlimited
No. of accessories:	256	256	256	unlimited
No. of feedbacks:	256	256	256	unlimited
No. of blocks:	128	128	128	unlimited
No. of actions:	128	128	128	unlimited
No. of boosters:	4	4	4	unlimited
No. of interfaces:	1	2	4	unlimited
No. of switchboards visible simultaneously:	1	1	1	3



DCC TRAIN AUTOMATION



THE FIRST STOP ON YOUR JOURNEY TO MODEL RAILWAY DIGITAL CONTROL SOLUTIONS

digikeijs®



DIGIKEIJS DR5000-ADJ DCC MULTI-BUS CENTRAL

Digital DCC System

• 3.5Amp • Program Track
• LocoNet-T • LocoNet-B
• IR-Bus • S88N • WiFi • LAN

iTrain offers an easy to use solution to control your model railroad with your computer(s) especially if you want to automate just specific parts of your layout keeping manual control of the rest. For example, automatic block control avoids collisions and you control which train is driving manually or fully automatically according to a selected route.



8 PACK MP1 POINT MOTORS WITH DIGIKEIJS DR4018 ACCESSORY DECODER

MP1 Point Switch Model railway motor switch Model railway motor switch MP1



MP1 POINT MOTOR

Slow Action Point Motor with built in switch



MP5 POINT MOTOR

Enhanced Slow Action Point Motor with Two built in switches



MP6 POINT MOTOR

Pulse Operated Slow Action Point Motor with Two built in switches



mtb

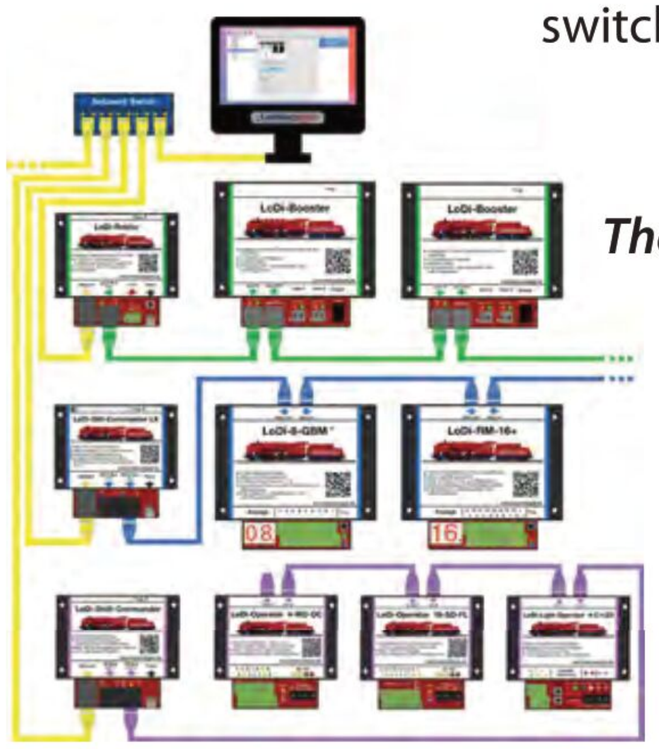
UK DISTRIBUTORS

Lokstore digital
Innovative Technik für Modellbahner

LoDi is designed for larger computer control layouts. It has full RailCom Detection with power monitoring and short circuit detection to the individual feedback section.

Each part of the layout Driving, track detection and accessory switching is done over individual interfaces. This enable any point or signal to be switched even if the track power in a section is off.

These functions are fully integrated in to iTrain as well.





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www.dcctrainautomation.co.uk

DIGITAL PROGRESSION

Technology is always on the move and specialist model railway decoder manufacturer ZIMO is no exception. **MIKE WILD** discovers what this Austrian brand's latest MS series sound decoders have to offer.

REGULAR READERS OF *Hornby Magazine* will know just how much we rate the sound decoder projects of Austrian manufacturer ZIMO. The company launched in 1980 to produce new model railway control equipment in the Digital Command Control field.

Its range covers motor control, function control and sound decoders which can be used with a variety of different sockets and connections to deliver fine control and quality sound output for our miniature locomotives in scales from 'N' to 'O' and beyond.

The MX series decoders have been an established choice in the UK model railway market for a decade now and are distributed in the UK by Rail Exclusive. However, while the MX series was capable and comprehensive in its connectivity, ZIMO is always searching for new ways to develop its products to benefit the model railway hobby.

NEW BREED

The new breed of decoders from ZIMO are known as the MS series. The first versions were made available in 2019 in Europe, but it is only recently that the MS series has started to take hold in the UK through ZIMO stockists.

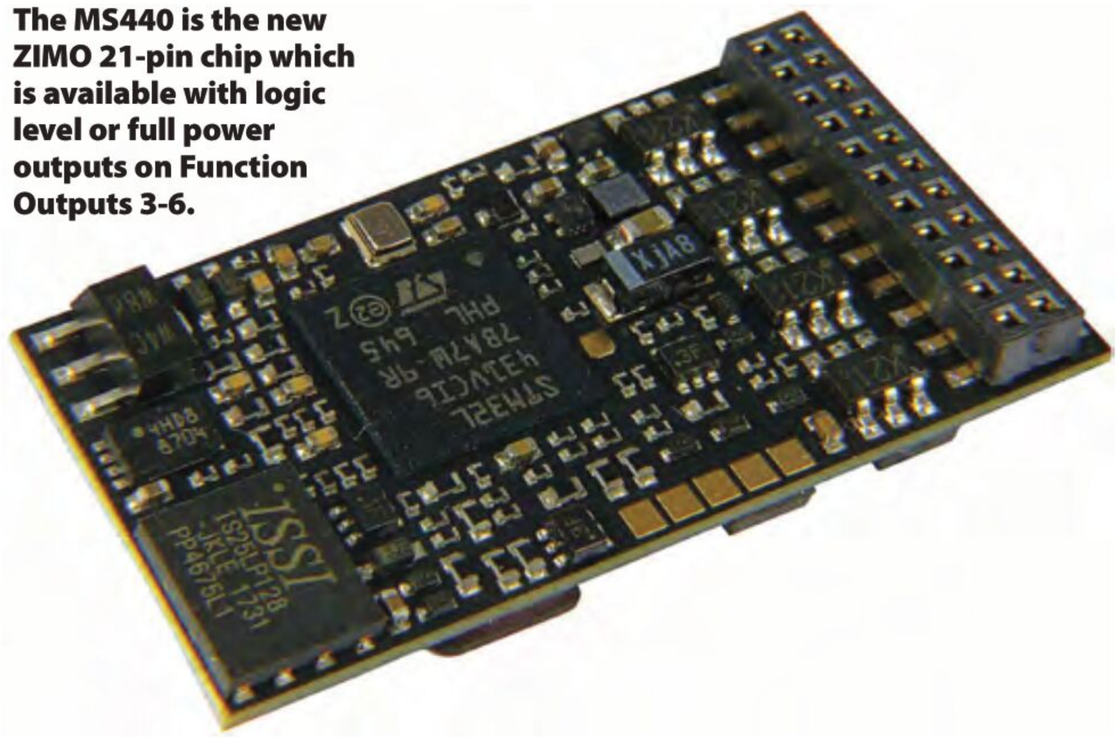
The MS series decoders are a brand-new development, designed from scratch by ZIMO, to expand the capabilities and realism of digital sound for model railways. The range encompasses both new hardware (decoders) and software to support development of new sound files for the MS chips.

The overall aim was to create better quality and more realistic sounds while keeping the high value driving characteristics that we have come to expect from ZIMO. The decoders include doubling of the sound resolution from 8-bit to 16-bit to provide 'CD quality' audio outputs, with the increased bit depth providing more accurate sound reproduction.

Building on this, the memory onboard each chip has been quadrupled to 128Mbit which



The new ZIMO MS series chips are bringing a new generation of sound decoders to the model railway market. Our first installation with the new MS type chips was a Dapol Class 68 (HM183).



The MS440 is the new ZIMO 21-pin chip which is available with logic level or full power outputs on Function Outputs 3-6.

ZIMO MS SERIES DECODERS AT A GLANCE				
CAT NO.	SIZE	MOTOR POWER	AMPLIFIER	SPEAKER
MS450	30mm x 15mm x 4mm	1.2amps	3watt	8ohm or 4ohm
MS440	30mm x 15mm x 4mm	1.2amps	3watt	8ohm or 4ohm
MS480	19mm x 11mm x 3.1mm	0.8amps	1watt	8ohm
MS490	19mm x 8.6mm x 2.9mm	0.7amps	1watt	8ohm
MS500	14mm x 10mm x 2.6mm	0.7amps	1watt	8ohm
MS560	27mm x 14mm x 2.6mm	0.7amps	1watt	8ohm
MS580N18	25mm x 10.5mm x 4mm	0.8amps	1watt	8ohm
MS590N18	15mm x 9.5mm x 3.3mm	0.7amps	1watt	8ohm
MS950	50mm x 23mm x 13mm	4amps	3watt	8ohm or 4ohm
MS990	50mm x 40mm x 13mm	6amps	10watt	8ohm or 4ohm

means that the chips can hold longer sound files and more of them at a higher resolution for improved playback. Adding to this the MS series decoders can play an incredible 16 sounds at once and each one can be mixed individually by the sound project author to create the most in-depth recordings.

Going further into the technology of the chips, the sound sampling rates have been widened for better definition with the higher sampling rates allowing more detail to be recorded. In addition the core, or 'brain' if you prefer, of the decoder is built around a new 32-bit ARM processor core with an 80MHz clock speed and a 256k internal memory for operating software with space to accommodate future updates as they become available.

All of this goes together to make the MS series chips exceptionally capable, but sound projects will now need to be updated to take full advantage of the new decoder architecture. This is already in progress with recent features in *Hornby Magazine* including our Class 68 sound installation in »

HM183 – also available at *www.keymodelworld.com/class-68* – as well as the Class 47 sound installation on pages 12-15 of this product guide making use of the new chips with sounds created by Digitrains and YouChoos respectively.

DECODER CHOICES

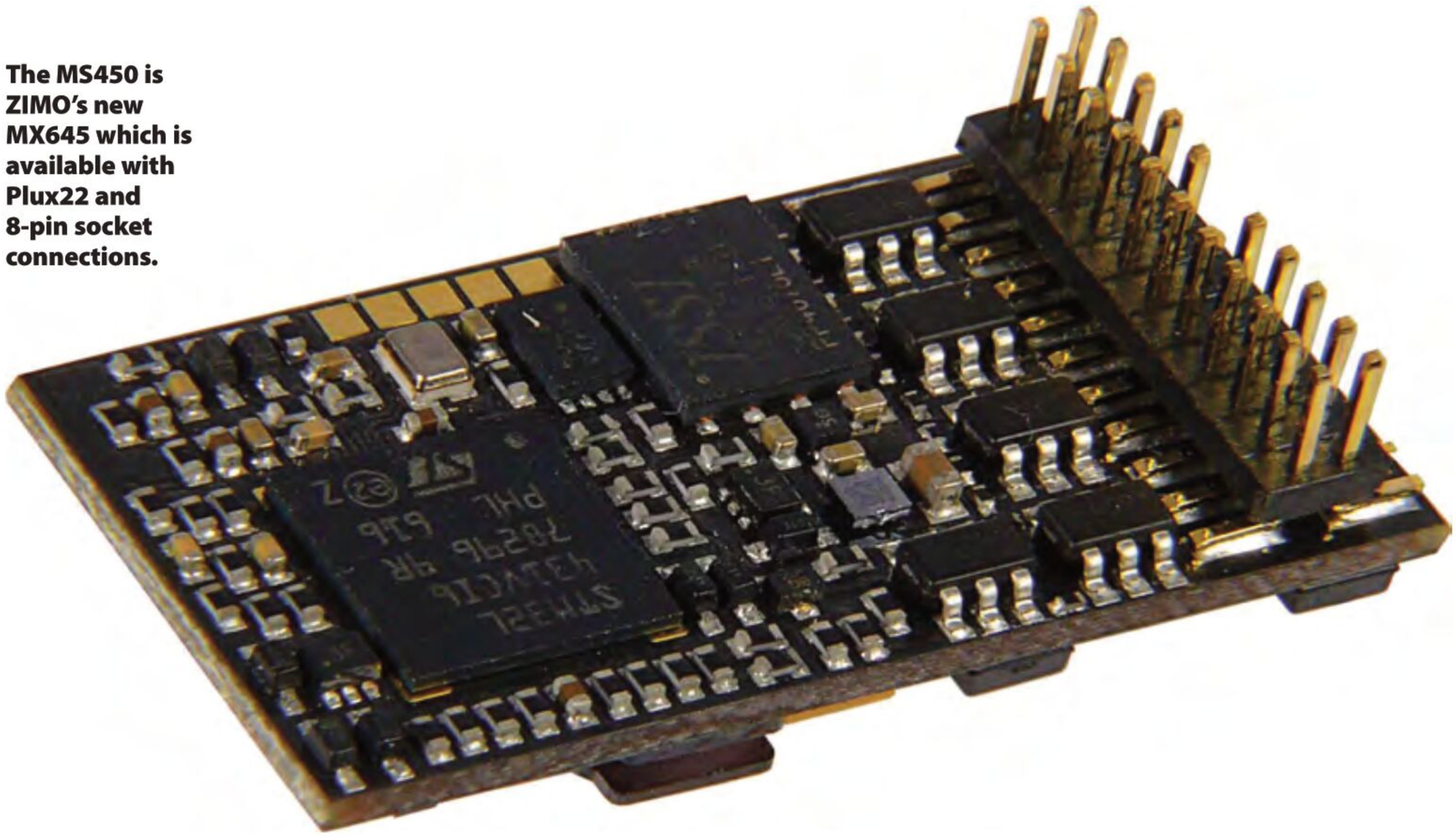
There are ten different decoder types available in the MS series which cover products suitable for 'N' gauge upwards. Chief amongst them is the MS450 – the new MX645 in old parlance. This chip is available with Plux22, 8-pin format as well as with free wires without a socket connected. It can power a 3watt speaker and works with 8ohm or 4ohm impedance speakers.

Next, and important for 'OO' gauge modellers, are the MS440C and MS440D 21-pin chips which replace the MX644 series. The 21-pin format is available to suit logic outputs on Function Outputs (FOs) 3-6 (MS440C) while the MS440D has full power outputs to FOs 3-6. Speaker compatibility is identical to the MS450.

The MS450 and MS440 series decoders are being offered to UK customers with pre-wired stay alive wires connected to the chips to make adding this useful piece of electronic equipment to models simpler.

Moving down the decoder size scale, the MS480 is the equivalent of the MX648 while MS490 replaces the MX649, both of which have a 1watt amplifier and allow for stay alive connection. New to the ZIMO MS collection is the MS500 which measures just 14mm x 10mm – 5mm shorter than the closely related MS490. The MS560 is developed to suit Kato model installations and measures 27mm x 14mm which is joined by two Next18 connection chips – the MS580N18 and MS590N18 which replace the MX658 and MX659 products.

For larger scale modellers there are new chips being introduced to work with the ESU L pattern connection – the MS950 and MS955 – which will be joined by the MS990 with screw terminal connections to take the place of the MX699KS chip.



The MS450 is ZIMO's new MX645 which is available with Plux22 and 8-pin socket connections.

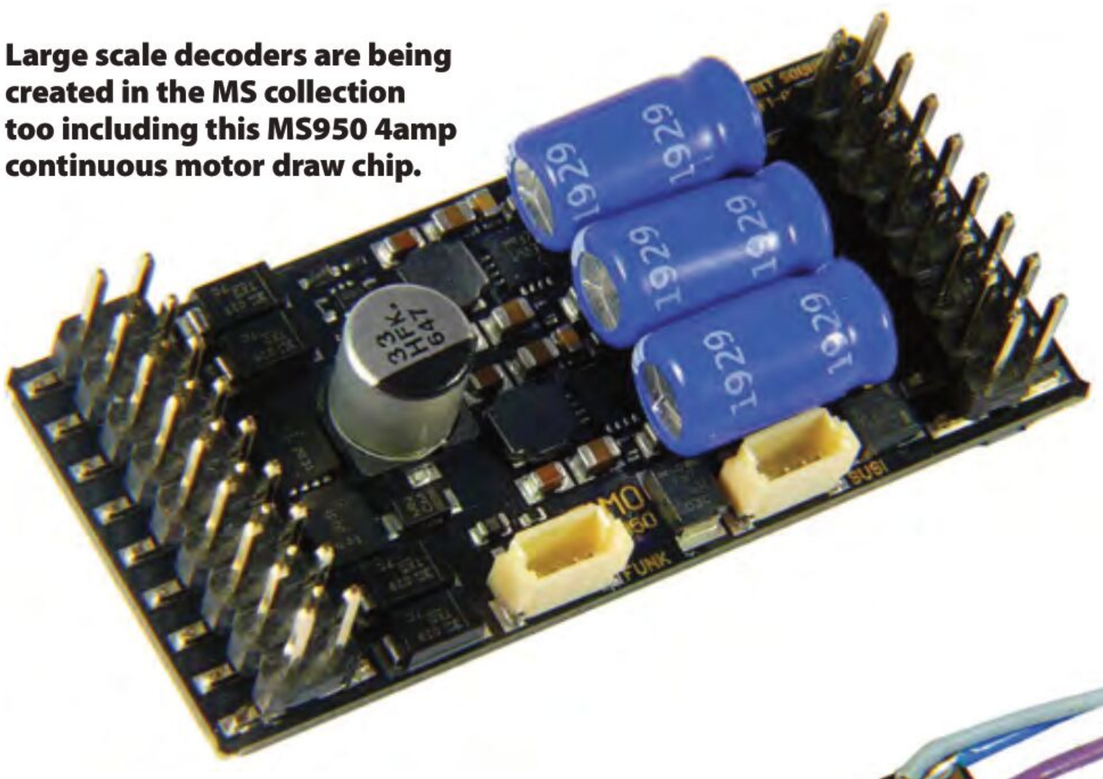
STAY ALIVE

The MS series decoders have a 16V stay-alive connection with the MS440 and MS450 having an unlimited capacity. The smaller decoders are limited to 1,000uF limit for direct connection, but this can be increased with addition of an intermediate circuit to manage the onboard charge of the stay alive.

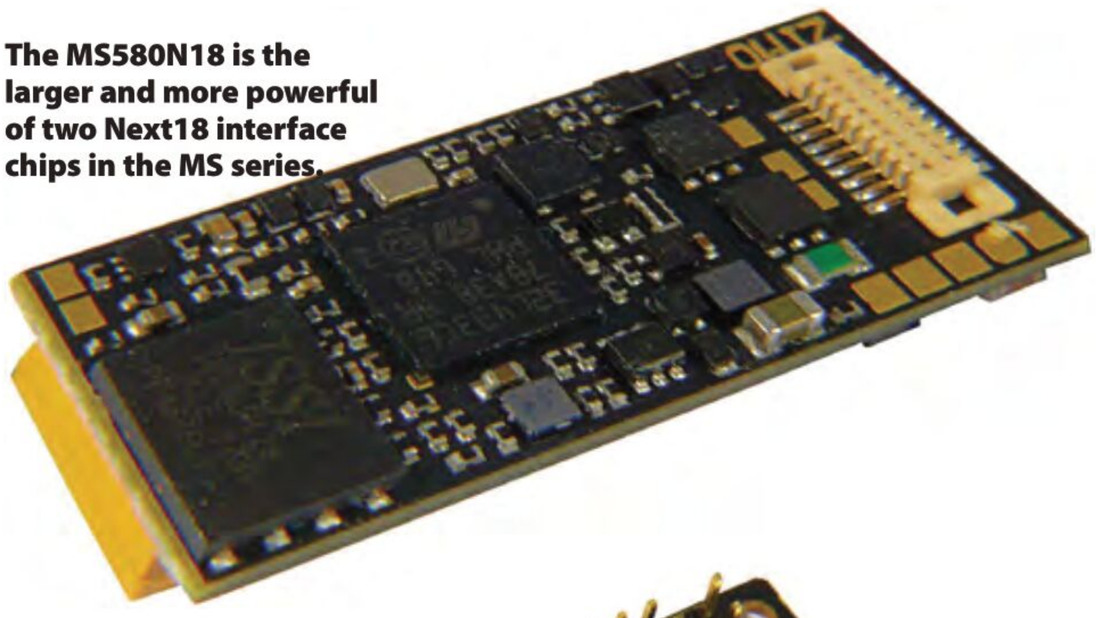
The pre-wired stay alive wires on the UK supplied chips will take away the need to solder direct to decoders while a standard 1,000uF capacitor will also be included with UK supplied MS series products.

The MS has already been a popular arrival with sound project authors and modellers, but the MX series chips aren't disappearing – both types will be available side by side so that those who prefer to stay with the tried and tested MX chips can do so.

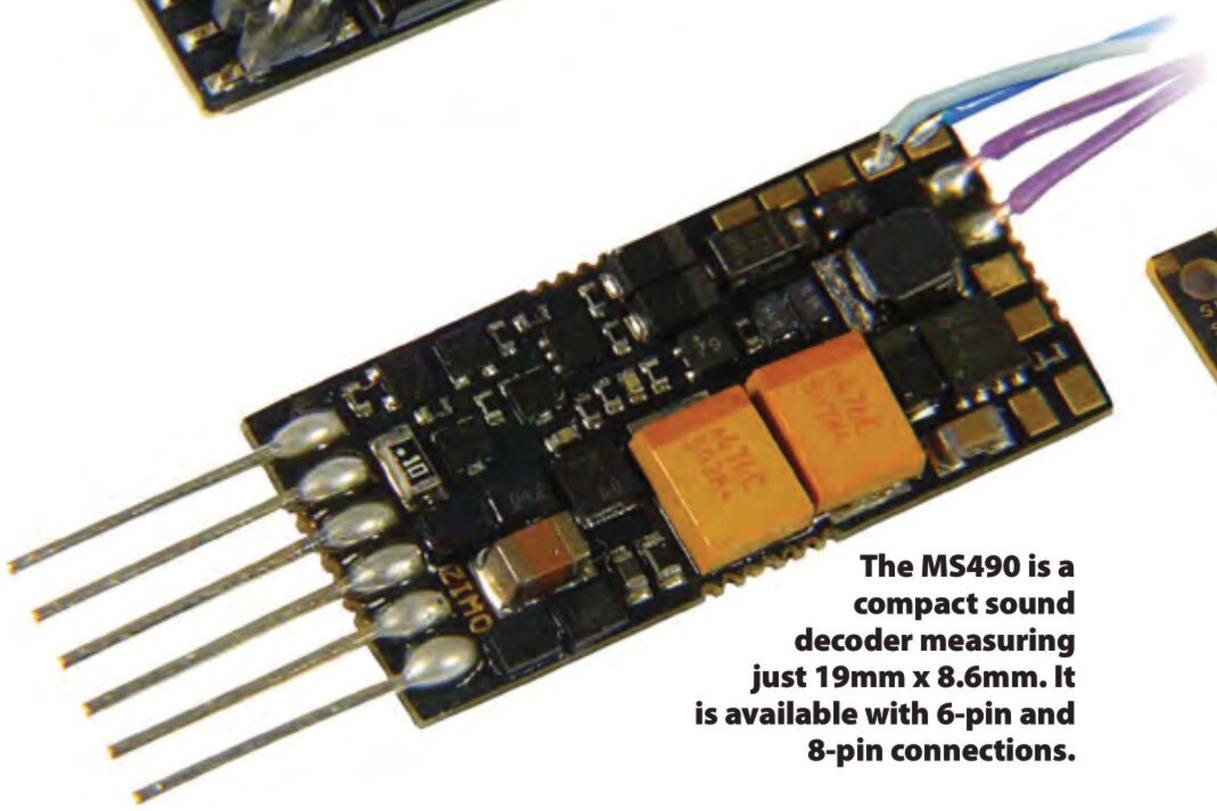
Decoder suppliers are already raising their game in sound recording and development to suit the new and more capable MS series chips which from our experience so far are set to deliver a high value experience which will feel right at home with these new products. **HM**



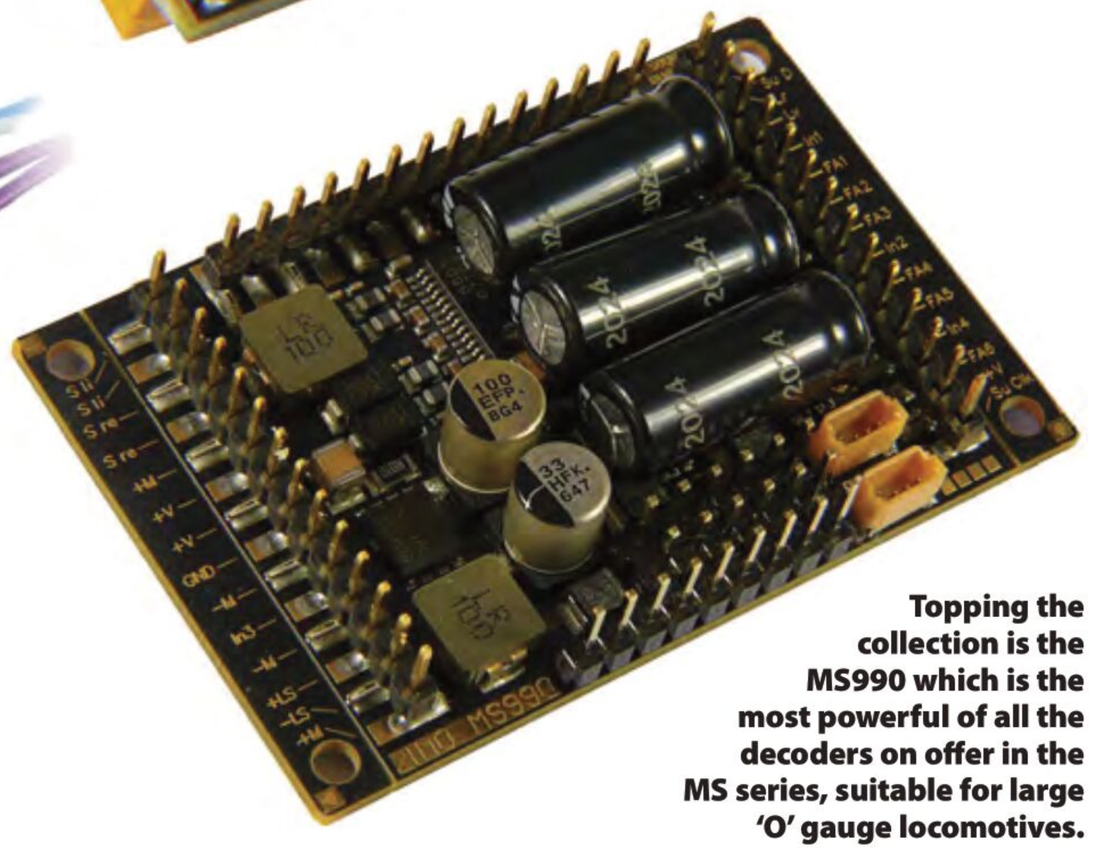
Large scale decoders are being created in the MS collection too including this MS950 4amp continuous motor draw chip.



The MS580N18 is the larger and more powerful of two Next18 interface chips in the MS series.



The MS490 is a compact sound decoder measuring just 19mm x 8.6mm. It is available with 6-pin and 8-pin connections.



Topping the collection is the MS990 which is the most powerful of all the decoders on offer in the MS series, suitable for large 'O' gauge locomotives.

LIMITED QUANTITIES OF 'MX' SOUND DECODERS NOW IN STOCK AGAIN



WELCOME TO THE NEW ZIMO MS-SERIES DECODERS 'DIGITAL SOUND REDEFINED'

- **REAL 16 BIT AUDIO 'RESOLUTION'**
- **44 kHz, 22 kHz & 11 kHz SAMPLES**
- **16 INDIVIDUAL SOUND CHANNELS**
- **LARGE 128 MBIT SOUND MEMORY**
- **INCREASED 'STAY-ALIVE' CAPACITY**
- **ENHANCED CURRENT PROTECTION**

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

*Do not worry! The established and highly-regarded original **MX-series** of sound decoders will continue to be offered alongside the 'new generation' **MS-series** for the foreseeable future. MS decoder stock indication shown left is at time of writing and subject to change.*

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* **Specialists in sound with a wider range of projects available on ZIMO decoders.**

For more details of the MS decoder family and stockists contact ZIMO UK
Telephone: **01780 470086** E-mail: **sales@zimo-digital.co.uk**

THE NEW MS-SOUND LINE-UP

MS440 'Maxi'
30 x 15 x 4mm
FRESH STOCK
21-pin MTC socket

MS450 'Maxi'
30 x 15 x 4mm
FRESH STOCK
8-pin & PluX-22

MS480 'Mini'
19 x 11 x 3.1 mm
RE-STOCKING!
6-pin & 8-pin

MS490 'Mini'
19 x 8.6 x 2.9 mm
IN STOCK
6-pin & 8-pin

MS580 'Mini'
25 x 10.5 x 4 mm
RE-STOCKING!
Next-18 only

MS500 'Micro'
14 x 10 x 2.6 mm
RE-STOCKING!
6-pin & 8-pin

MS590 'Micro'
15 x 9.5 x 3.3 mm
RE-STOCKING!
Next-18 only

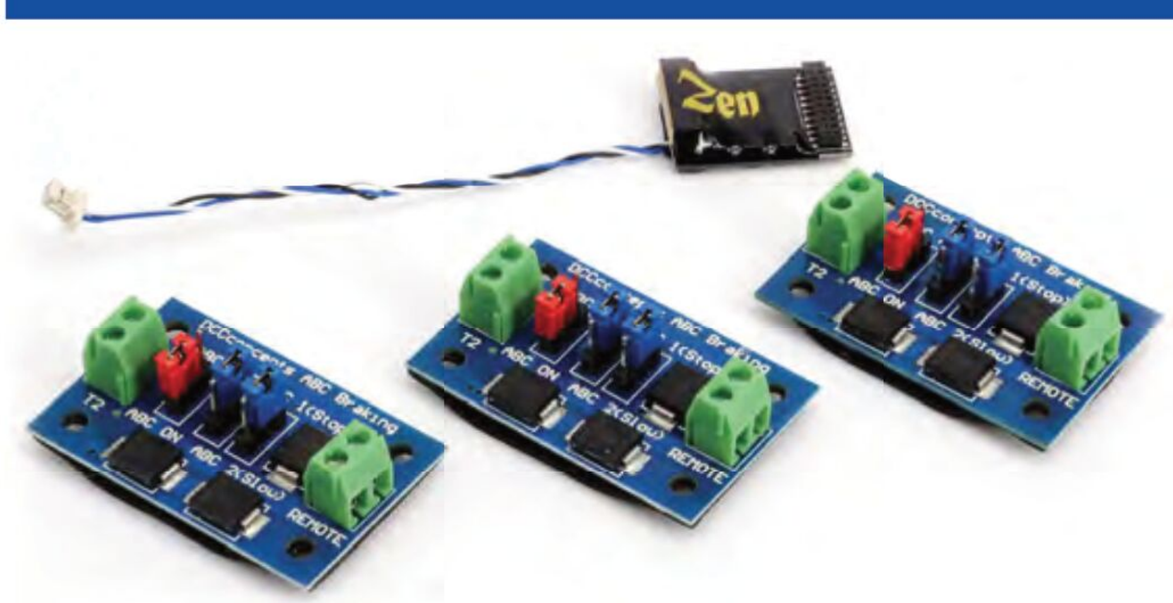
MS950 'O' Gauge
50 x 23 x 13 mm
COMING SOON
34-pin L-interface

MS955 'O' Plus
50 x 26 x 13 mm
IN DEVELOPMENT
38-pin L-interface

MS990 'Flagship'
50 x 40 x 13 mm
COMING SOON
38 screw terminals

ZEN MODEL POWER

DCC Concepts' Zen decoder collection offers a comprehensive and flexible system with the option to add plug-and-play stay alives. **MIKE WILD** reviews the range.



DCC Concepts' Zen Black range also features this digital shuttle pack containing Zen218 (21/8-pin) six-function decoder and three ABC braking boards.

DCC CONCEPTS' ZEN decoder range delivers a selection of chips suitable for locomotives across 'N' to 'O' gauge with a choice of Zen Black and Zen Blue+ brands together with options to add stay-alive onboard energy packs and ABC braking modules.

The Zen Black decoders are the centrepiece of DCC Concepts' decoder range which offers up to 1.1amps peak power, 750mA continuous power, up to six functions and a choice of 21-pin, 8-pin, 6-pin and Next18 connections.

Amongst the most universal of the decoder range is the 21-pin MTC chip which comes with an optional 8-pin harness to allow the same chip to be converted to plug into an 8-pin locomotive while delivering the same functionality. Also useful in restricted spaces is the 8-pin direct decoder, plus all the Zen Black range allows for connection of DCC Concepts' own plug-and-play stay-alives.

Features of the chips include one-step locomotive setup through pre-programmed driving characteristics including shunting, express, freight, light engine, DMU and EMU type trains using CV25. The addition of ABC (Automatic Braking Control) boards means that the decoders can also be set up to operate in shuttle mode or, through CV27, the decoder will slow down or stop when it enters an ABC controlled track section.

The Zen Blue+ decoders focus on smaller chips with 6-pin and Next18 connections which have a similar set of capabilities to the Zen Black chips. Their primary difference is size, but they can still be enhanced with the addition of stay-alives from the DCC Concepts collection.

All of the Zen decoders also have brown-out protection to cover the decoders against a drop in voltage in the electrical supply which helps them to keep trains moving at low voltages.

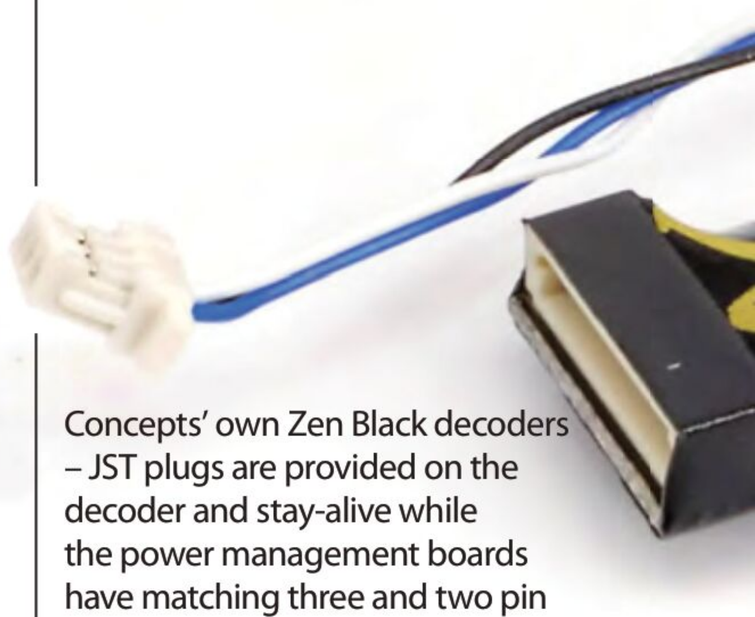
PLUG-AND-PLAY STAY ALIVES

Stay-alive power packs can make a huge difference to the operation of a model locomotive. Their purpose is to hold energy onboard which the decoder can use when there is a momentary break in electrical connection from the track. This could be caused by a spot of dirt or insulated frog which might otherwise cause a locomotive to stall with just a decoder installed.

DCC Concepts offers a range of stay-alives using smaller components and a flexible system which allows for easier positioning of parts within a locomotive. They use a three-wire connection and are suitable for use with DCC Concepts Zen Black V12 decoders as well as ESU V5 sound decoders – separate connection harnesses are available from DCC Concepts for use with ESU decoders while full instructions for how to connect them are available at DCC Concepts website too.

The neatest part of this new family is that there is no soldering required to connect them to DCC Concepts' own Zen Black decoders – JST plugs are provided on the decoder and stay-alive while the power management boards have matching three and two pin sockets to allow instant connection of the components.

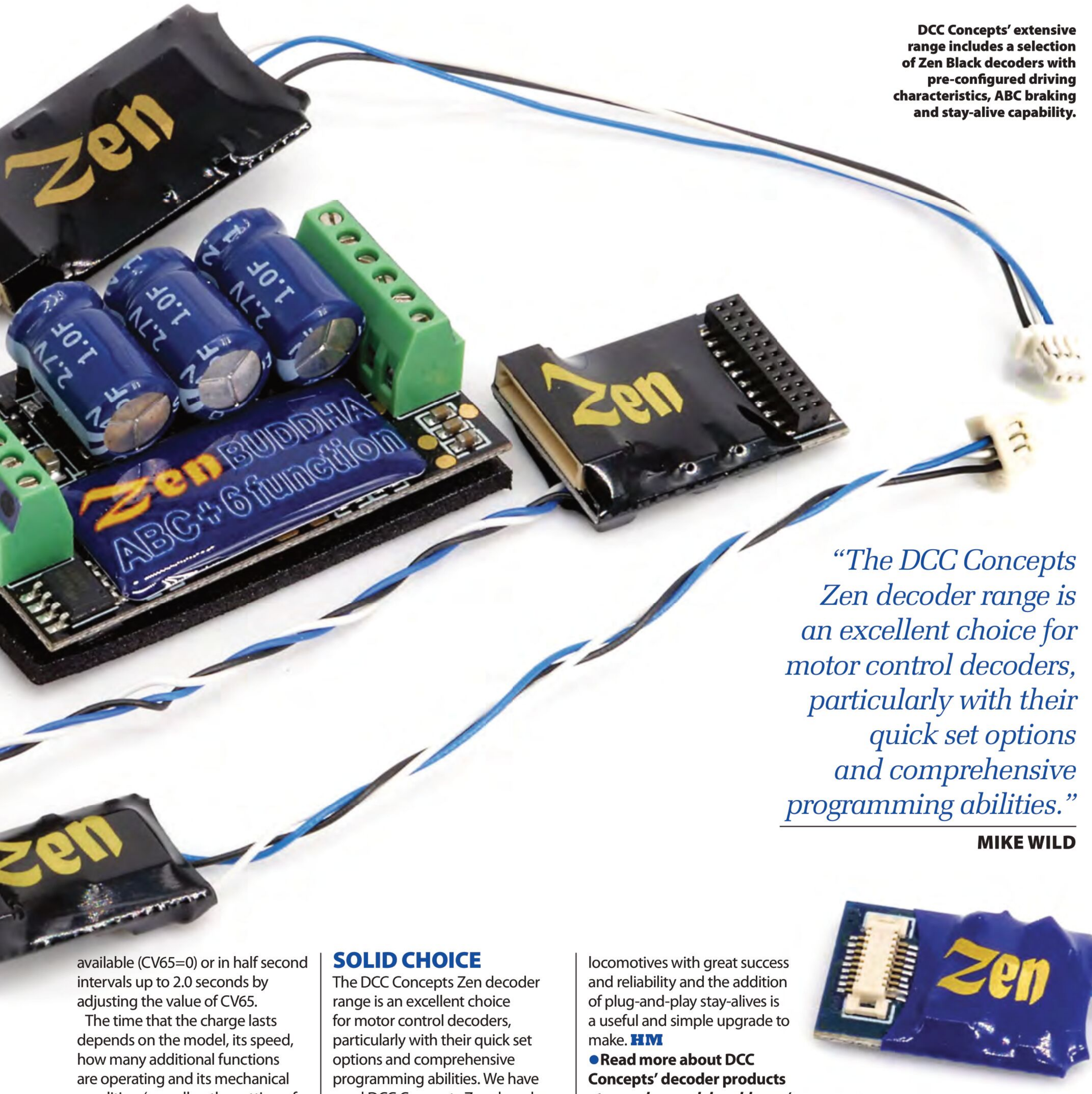
These sophisticated stay alives can also be managed through CV settings on the Zen Black decoders (CV65) which can allocate how long the capacitor pack can act for. It can either be set to use the full power



DCC CONCEPTS ZEN DECODERS AT A GLANCE

CAT NO.	SIZE	PEAK POWER	CONTINUOUS POWER	FUNCTIONS	CONNECTOR	ABC
ZN218.6 Black	23mm x 16.5mm	1.1amps	750mA	6*	21 and 8-pin	✔
ZN218.4.2 Black	23mm x 16.5mm	1.1amps	750mA	4+2**	21 and 8-pin	✔
ZN8H Black	16mm x 9mm	1.1amps	750mA	2*	8-pin wired	✔
ZEN Mini Black	19mm x 11mm	1.1amps	750mA	4*	8-pin wired	✔
Zen Midi Black	22mm x 13mm	2.0amps	1.2amps	6*	8-pin wired	✔
ZN360.6 Black	16mm x 14mm	1.1amps	750mA	6***	8-pin direct	✔
ZBHP Black	42mm x 27mm	5.0amps	3.5amps	6****	12 terminals	✔
Zen N18 Blue+	15mm x 10mm	1.1amps	750mA	4*	Next18	✘
Zen 8D Blue+	16mm x 8.5mm	1.1amps	750mA	4*	8-pin direct	✘
Zen 6D Blue+	14mm x 9mm	1.1amps	750mA	2*	6-pin direct	✘
Zen 68 Blue+	14mm x 9mm	1.1amps	750mA	2*	6 and 8-pin	✘

Notes: * 100mA functions ** 4 x 100mA and 2 low power functions *** 6 x 100mA full power functions **** 6 250mA full power functions



DCC Concepts' extensive range includes a selection of Zen Black decoders with pre-configured driving characteristics, ABC braking and stay-alive capability.

"The DCC Concepts Zen decoder range is an excellent choice for motor control decoders, particularly with their quick set options and comprehensive programming abilities."

MIKE WILD

available (CV65=0) or in half second intervals up to 2.0 seconds by adjusting the value of CV65.

The time that the charge lasts depends on the model, its speed, how many additional functions are operating and its mechanical condition (as well as the setting of CV65).

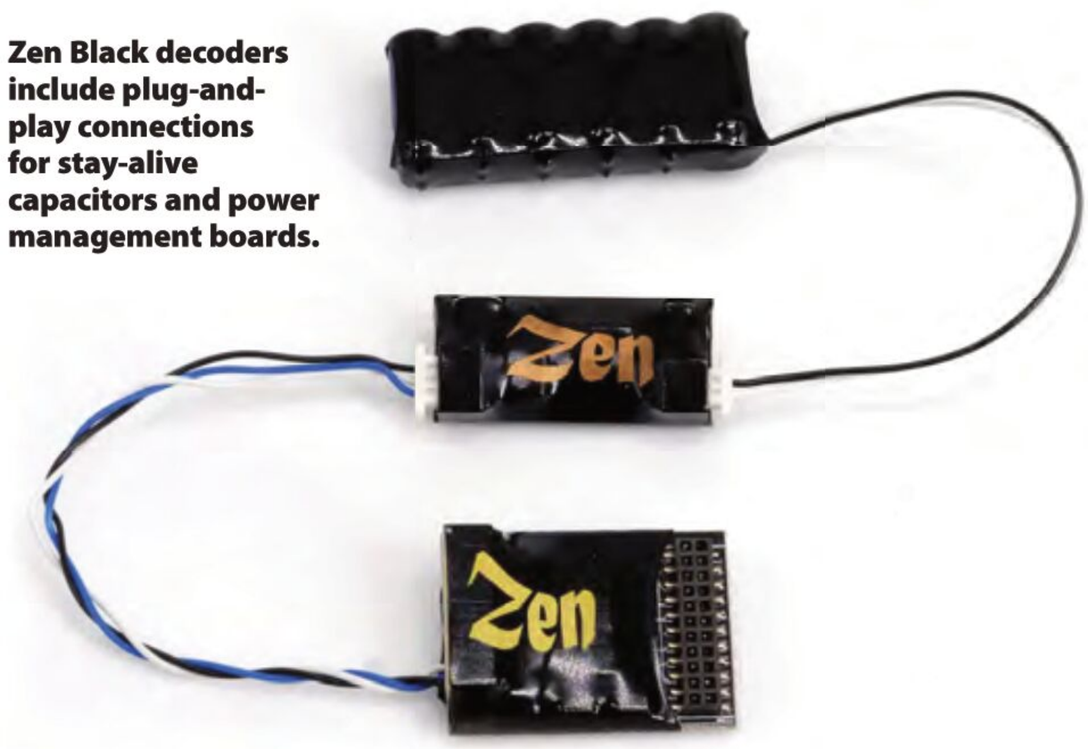
SOLID CHOICE

The DCC Concepts Zen decoder range is an excellent choice for motor control decoders, particularly with their quick set options and comprehensive programming abilities. We have used DCC Concepts Zen decoders regularly in 'OO' and 'N' gauge locomotives with great success and reliability and the addition of plug-and-play stay-alives is a useful and simple upgrade to make. **HM**

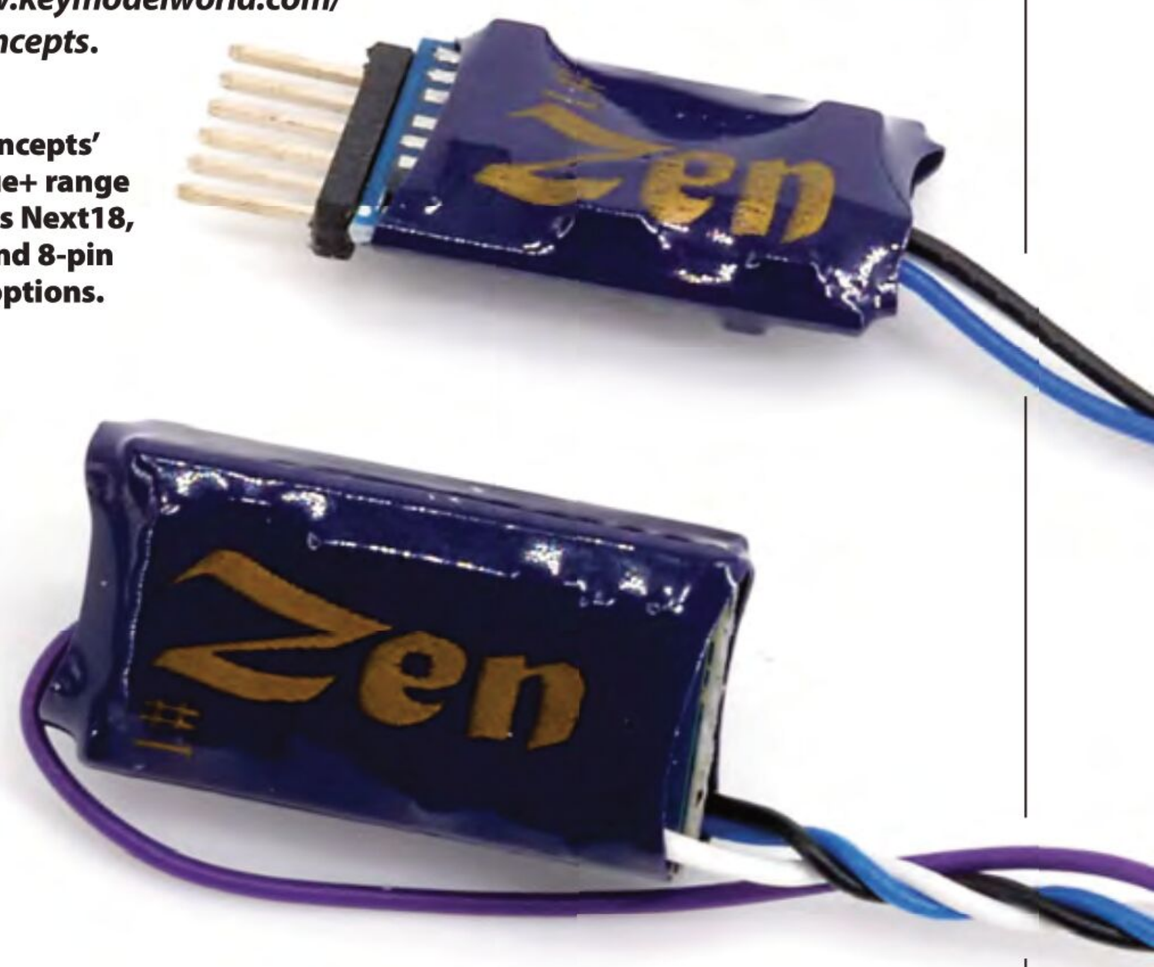
- **Read more about DCC Concepts' decoder products at *www.keymodelworld.com/dcc-concepts*.**



Zen Black decoders include plug-and-play connections for stay-alive capacitors and power management boards.



DCC Concepts' Zen Blue+ range includes Next18, 6-pin and 8-pin direct options.



YAMORC ACCESSORY DECODERS

A new name to the Digital Command Control market is YaMoRC. **MARK CHIVERS** looks at this fledgling brand's newly-released accessory decoders.

A SERIES of new digital accessory decoders have recently been introduced to the UK from Europe-based YaMoRC, including a 16 output switching decoder (Cat No. YD8116), eight output CDU solenoid decoder (YD8008) and four + four output CDU solenoid and frog decoder (YD8044).

YaMoRC is a relatively new name to Digital Command Control (DCC) technology, with the distinctive brand name actually standing for 'Yet another Model Railroad Company'. Its products are designed to suit most DCC systems and are manufactured in Germany and then assembled at the company's facility in the Netherlands.

The company launched in 2020 and its range currently includes a selection of feedback modules as well as these new accessory decoders.

SWITCH DECODER

YaMoRC's new range of accessory decoders incorporate track detection and require no CV setting changes to get them up and running. It's new 16 output switch decoder has been designed for use with any digital accessory, apart from solenoid point motors (these have their own products). It can be used with slow-action turnout motors (including Tortoise/DCC Concepts' Cobalt), colour light signals, semaphore signals, lighting, accessories such as level crossing barriers and more.

The impressive specification includes 16 independent 2.5amp outputs and can be set-up quickly using the supplied programming button in conjunction with an accessory address command. Outputs can also be independently addressed, while all 16 outputs can be used as on/off outputs for the likes of street lights, station lamps and the like, eight LED colour light signals or eight point motors (or a mix of each).

This particular decoder also comes with prototypical UK signal definitions pre-configured so that all you need do is select the type of colour light signal – with or without junction 'feathers' – via a drop down menu of tick boxes on a computer. This unique ability will drive any aspects of UK signals and the company has also produced a useful converter board which can switch the usually common



YaMoRC has introduced a selection of digital accessory decoders, including the YD8116 which will operate slow-start point motors, semaphore and colour light signals, station lamps and more.

- **Gauge:** Any
- **Prices:** £55.95-£58.95
- **Cat No:** YD8116/YD8008/YD8044
- **Site:** *www.dcctrainautomation.com*

negative return signals to common positive return for use with the decoders.

In addition, the LED aspects can be set to fade like conventional bulbs and the outputs can also be configured to offer constant, pulsed, blinking and no power, if required.

SOLENOID DECODER

YaMoRC has also developed two new DCC switching devices specifically for solenoid motors, and the associated current draw, which also contain a power management switching system. Both devices will work with all solenoid motors including SEEP products.

Options include the YD8044 with four 9.5amp solenoid outputs and four relays for frog switching, 9400uF Capacitor Discharge Unit (CDU) and simple-to-set-up programming button for turnout addressing. The unit has also been designed so that the CDU startup can be adjusted so it doesn't trip the short circuit protection in DCC boosters.

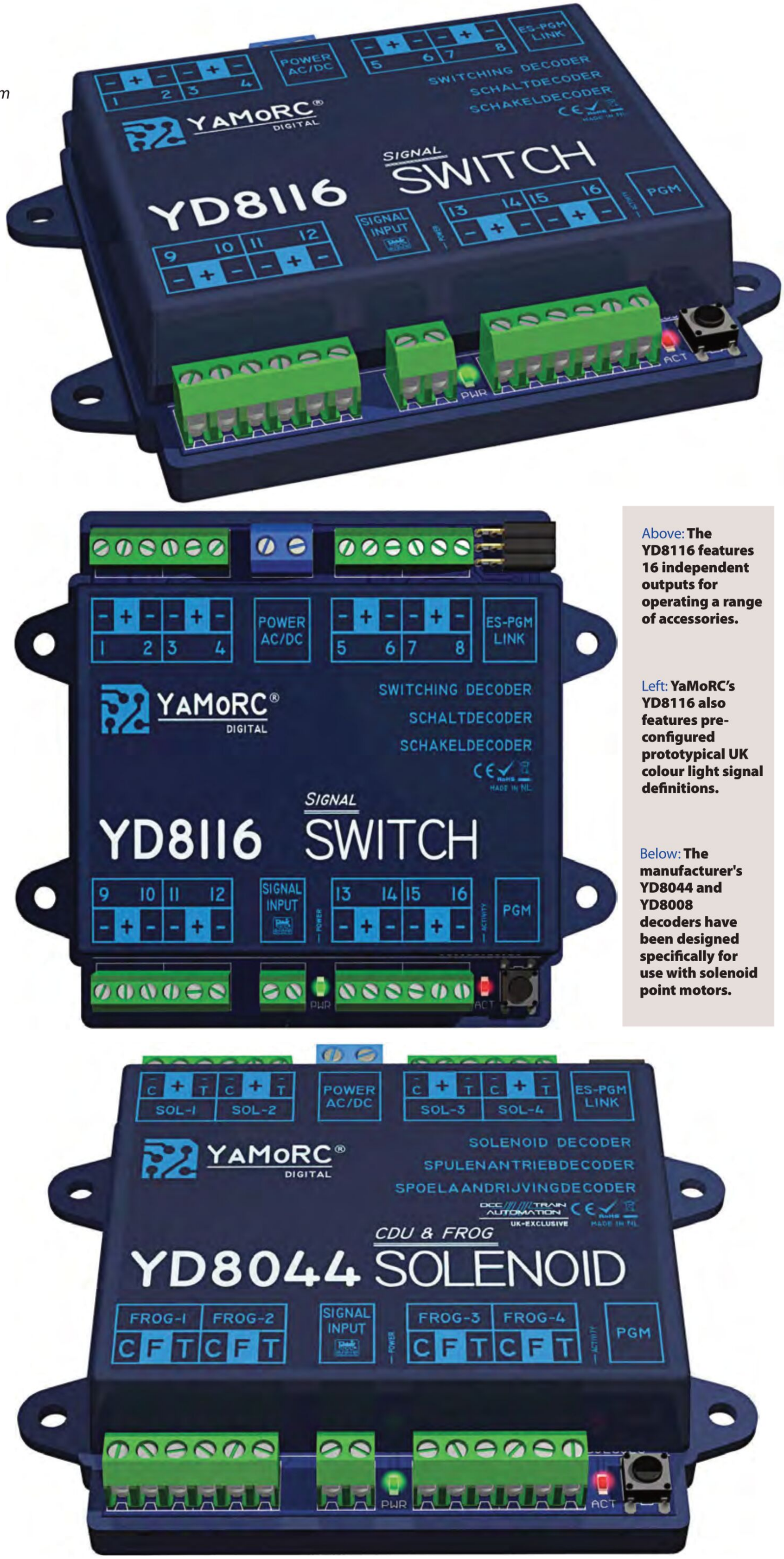
An eight output CDU solenoid decoder (YD8008) is also offered which features a similar specification and eight 9.5amp independent solenoid outputs. As with the YD8044, the CDU is adjustable to prevent in-rush current creating short circuits. Again, they can be programmed quickly by pressing the programming button then switching an accessory address on the command station.

BRIGHT FUTURE

Looking to the future, YaMoRC is intending that its products remain current and these new accessory decoders also feature updateable firmware which is an added bonus.

In addition, the company is currently working on a series of new DCC command stations including what it believes will be the smallest digital command station available (YD7100), which is expected to feature a 3amp integrated booster. Further control modules are also in development, including a turntable controller (YD7652). These are currently scheduled for a second quarter release in 2023.

For more information on YaMoRC's growing range of Digital Command Control accessory decoders, current sensors and more, visit *www.dcctrainautomation.co.uk*. **HM**



Above: **The YD8116 features 16 independent outputs for operating a range of accessories.**

Left: **YaMoRC's YD8116 also features pre-configured prototypical UK colour light signal definitions.**

Below: **The manufacturer's YD8044 and YD8008 decoders have been designed specifically for use with solenoid point motors.**

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DIGITRAINS

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Contemporary Accessory Decoders & Track Detection Modules

We want to encourage the fun in model railroading by offering you simplicity and accessibility.

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Yet Another Model Railroad Company

Designed by Karst Drenth, for controlling DCC operated layouts.

But what makes us different?

German Engineering, Dutch Assembly, Pioneering Technology, Meticulous Quality Control

The FIRST to provide built-in UK signal configuration with no CV-programming.

An exceptional line of new products that will work seamlessly with your kit; whether you are new to model railroading or an experienced enthusiast looking to get ahead of the wave.



ACCESSORY DECODER RANGE

YD8116 Switch Decoder

- Signal control (UK Signals)
- Point motors control, (MTB MP1/5, Tortious, Cobalt IP Analogue)
- Building lights/on/off devices.



YD8044/8008 Solenoid Decoder

- Switching of Seep/PECO Solenoid and any solenoid.
- Power management of switching. (Switch Memory)
- Frog switching. (YD8044 only)
- External DC power supply



Information About All Products

- Firmware updatable over USB
- German build quality
- Dutch design and assembly

TRACK DETECTION RANGE

YD6016LN/YD6016ES

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- 16 output detection, every output addressable
- 2 Amp continuous current per detector
- Every input individually configurable for various actions like feedback, turnout toggle, turnout throw, turnout close.



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