FIRST REVIEW

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HORNBY magazine

Issue 186 **December 2022** **£5.49**

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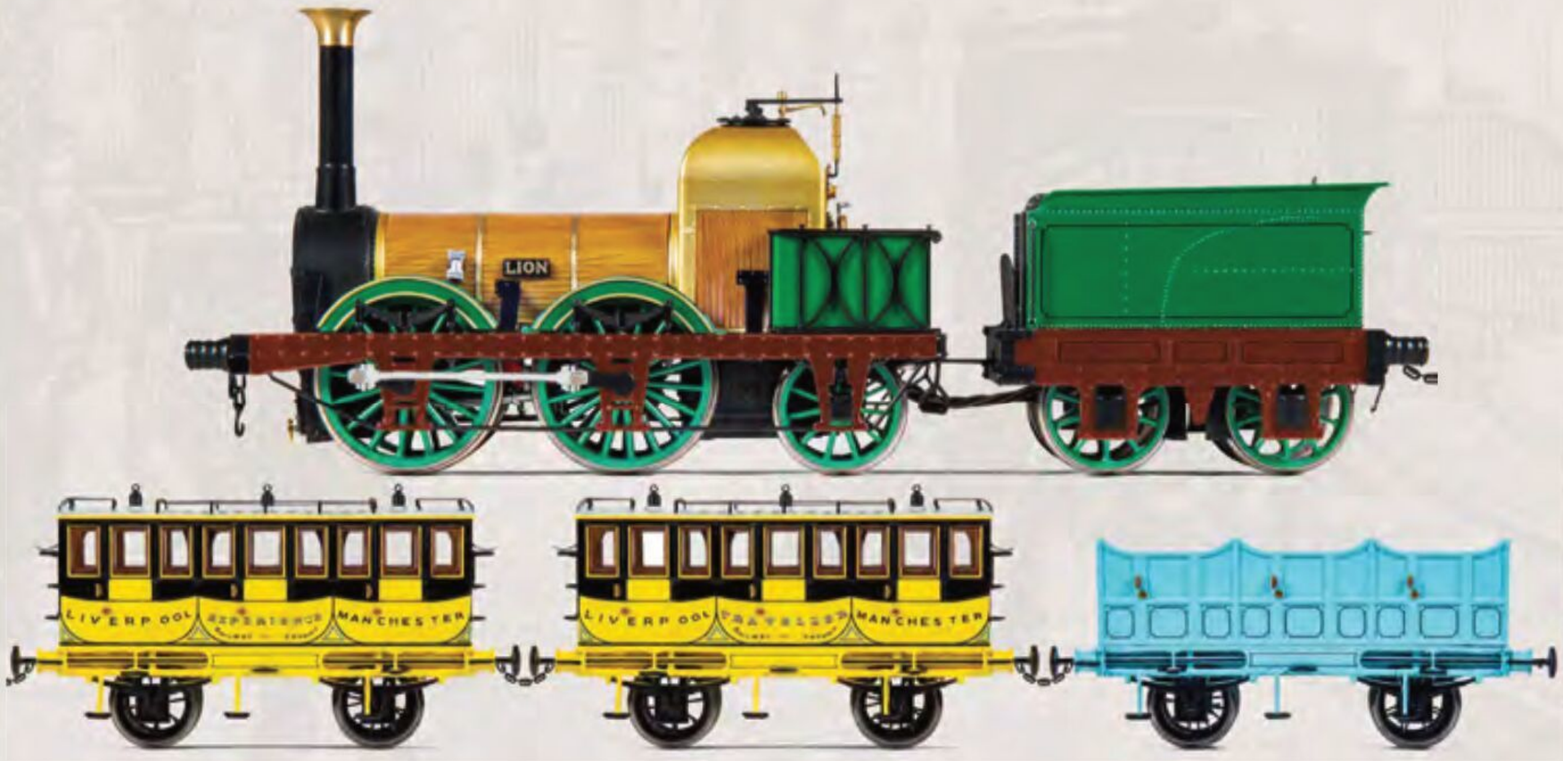
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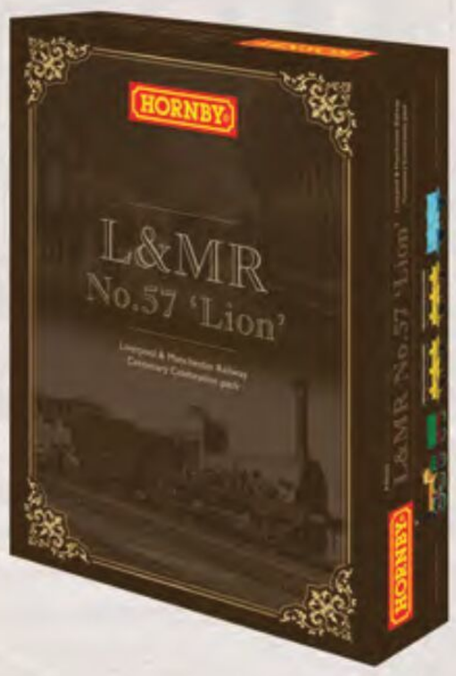
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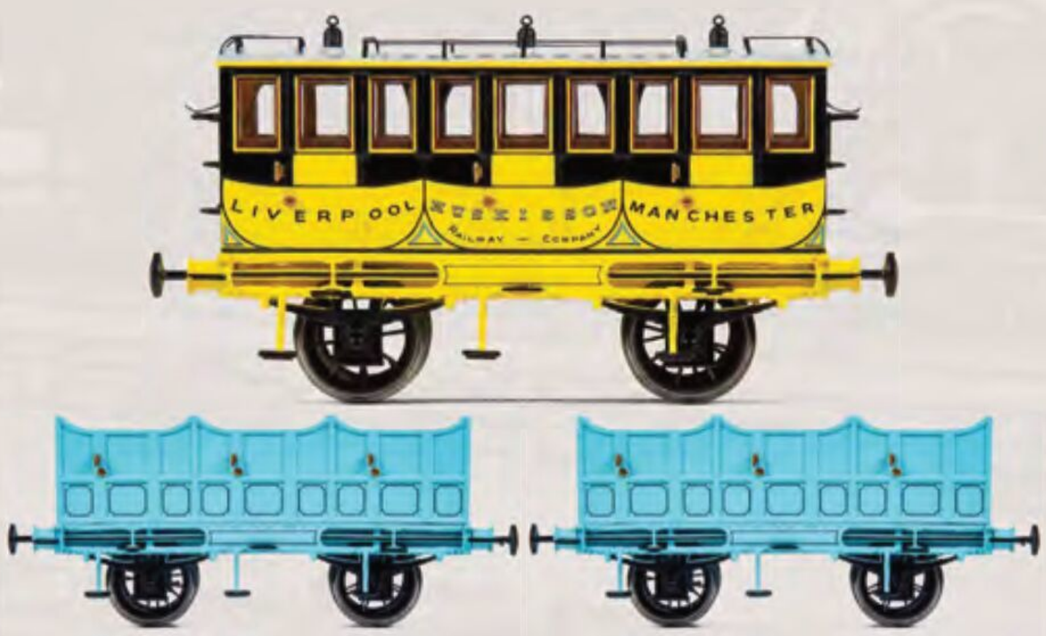
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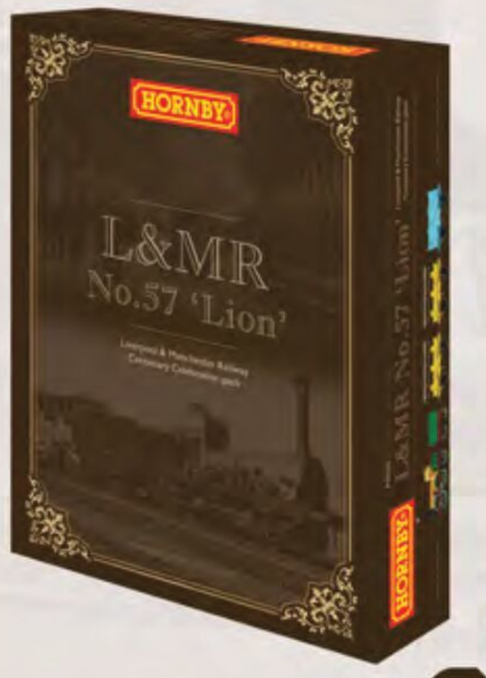


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HORNBY magazine

December 2022

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Old Oak COMMON

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THE EDITOR'S PAGE

Welcome

HELLO and welcome to the latest issue of *Hornby Magazine*. It was wonderful to see so many of you at the Great Electric Train Show on October 8/9. The show was our largest and most successful to date with more than 30 stunning layouts, 50 trade stands and a host of demonstrations.

Excitingly, several manufacturers launched all-new models at the event, while others revealed progress on their latest in-development projects. And better still, the announcements have continued after the show – with none bigger than Hornby's announcement of a brand new scale: 'TT:120'.

This new diversion for the manufacturer is going to offer modellers new and old a fresh choice of scale and Hornby isn't being shy about its reveal: new locomotives, carriages, wagons, sets, track, buildings and accessories are on the way with the first products due to be available before Christmas.

You can read our full coverage of the Hornby 'TT:120' announcements on pages 8-9 of this issue together with a round-up of the new plans revealed by KR Models, Accurascale, Revolution Trains and Locomotion Models this month. Don't forget too that you can keep up to date with the latest model railway news as it happens at *www.keymodelworld.com* where you can also find an exclusive interview with Hornby's Simon Kohler about 'TT:120'.

As well as new developments in the hobby, new releases continue to appear in the *Hornby Magazine* office with Hornby's all-new 'OO' gauge Liverpool & Manchester Railway 0-4-2 *Lion*, Planet Industrial's debut ready-to-run 'OO' gauge 'Victory' 0-6-0T, Revolution Trains' newly-tooled 'N' gauge JNA-T bogie box wagons and Heljan's BR Mk 1 Covered Carriage Truck (CCT) for 'O' gauge amongst the latest to arrive. You can see all the latest reviews starting on page 66.

With the end of the year approaching, I hope you will enjoy your exclusive 2023 *Hornby Magazine* calendar included free with this issue, featuring a selection of layout images from the past 12 months. Many of these have not previously been published, and they are sure to brighten up the wall space in your railway room, loft, shed or garage - or dare we say it, even the living room?

The December issue of *Hornby Magazine* also includes three stunning layouts, including Malcolm Bentley's superb 'OO' gauge model of Old Oak Common diesel depot, Chris Gough's delightful 'P4' Cadhay Sidings and Redruth Model Railway Club's modern-day aggregates terminal Hooper's Aggregates.

Finally, with the exhibition season upon us, we look forward to seeing you at Spalding Model Railway Exhibition on November 5/6 and the Warley National Model Railway Exhibition at the NEC Birmingham on November 26/27 – both events returning following an absence of a couple of years. See you there!





Mark Chivers
Acting Editor

DISCOVER EXCLUSIVE ONLINE CONTENT

Make www.keymodelworld.com your new scale modelling destination!

Hornby launches 'TT:120' RANGE!

A brand-new collection of locomotives, rolling stock, track, buildings and accessories has been revealed by Hornby to drive the introduction of 'TT:120' scale modelling.

ON OCTOBER 10, Hornby revealed its brand-new range of 'TT:120' scale model railway products covering locomotives, carriages, wagons, track, buildings and accessories introducing the first all-new product range from Hornby for 50 years.

The new 'TT:120' scale is scaled to 1:120 and known as Table Top railway (TT) and is smaller than 'OO' gauge meaning that it is more suited to modern homes where space is at a premium.

The first signs of 'TT:120' for the UK market came in June when Peco revealed its new range of track components and buildings. Hornby has been developing its range of 'TT:120' scale products for several years and has a long-term vision for its development of products to support the new scale.

Hornby's product launch covers a spectrum of items from starter train sets to individual locomotives, carriages and wagons as well as its own track system, buildings and, through Oxford Diecast, road vehicles. The first locomotives to arrive will be the Gresley 'A3' and 'A4' 4-6-2s offered individually and in train sets containing Pullman and BR Mk 1 carriages respectively.



Hornby's 'TT:120' collection will include buildings, track and accessories too.

"We have been developing Hornby TT:120 for several years", explains Simon Kohler, Marketing & Product Development Director, "and it represents a substantial investment. Hornby TT:120 provides many solutions for those who really want to create a model railway but have little or no space for the larger 'OO' size."

The first components of the new Hornby 'TT:120' collection to arrive are track and buildings. The first train sets containing the Gresley 'A3' and 'A4' are due to arrive before Christmas with further products set to follow regularly.

Hornby is also changing its distribution for 'TT:120'. The Margate based company will be selling its new range exclusively through its dedicated website and has set up a Hornby TT:120 Club with membership benefits including 15% discount on all purchases from the new range.

THE PRODUCTS

The first sets to be produced by Hornby for 'TT:120' will be the 'Easterner' (Cat No. TT1002M) containing Gresley 'A4' 4-6-2 *William Whitelaw* in BR lined green, a trio of BR Mk 1 carriages, an oval of track and a controller. This will be joined by the 'Scotsman' set (TT1001M) which contains Gresley 'A3' 4-6-2 2550 *Blink Bonny* in LNER lined apple green, three Pullman cars with lights and the same circuit of track and controller. Prices are set at £194.49 and £215.99 respectively.

The sets will be joined in the new year by the arrival of three further 'A4s' modelling 4468 *Mallard* in LNER garter blue (TT3007M), 60016 *Silver King* in BR lined green (TT3008M) and 60025 *Falcon* in BR lined blue (TT3009M) plus 'A3s'



Hornby has revealed a new range of 'TT:120' products for the British market, introducing a new scale to its range for the first time in 50 years.

4472 *Flying Scotsman* in LNER lined apple green (TT3004M), 60078 *Night Hawk* in BR lined green (TT3005M) and 60084 *Trigo* in BR lined green with smoke deflectors (TT3006M). Prices for these locomotives are set at £145.99 each.

The Stanier 'Duchess' 4-6-2 will follow soon afterwards to continue the steam collection as well as classes 08, 43 HST power cars, 50 and 66 for diesel modellers. In the longer term, Hornby will also create models of the BR '9F' 2-10-0, GWR 'Castle' 4-6-0, BR 'Britannia' 4-6-2, Stanier 'Black Five' 4-6-0 and GWR '57XX' 0-6-0PT plus classes 31, 37, 47, 67, 73 and 800 on the diesel and electric front.

All locomotives will be DCC ready with a Next18 DCC decoder socket and space for a DCC sound speaker while they will also have NEM coupling pockets to the same specification as 'N' gauge models with 'TT:120' couplings to match European products.

ROLLING STOCK

Hornby's 'TT:120' range extends to rolling stock with the first phase set to deliver individual Pullman Kitchen First and Brake



'TT:120' is set for rapid expansion with Hornby. The first train sets are due to arrive this Christmas with progressive development of new models in the months ahead.

Third coaches together with BR Mk 1 Corridor Composite (CK) and Brake Second Corridor (BSK) vehicles. There will also be a collection of Stanier Period III 57ft corridor coaches, BR Mk 2E locomotive-hauled vehicles and HST Mk 3 trailer coaches. Future development includes plans for Gresley and Collett corridor carriages for LNER and GWR modellers together with BR Mk 1 parcels stock.

Freight vehicles start with seven-plank open wagons, 12ton vent vans and 14ton tank wagons for the steam era and ex-LNER diagram 034 'Toad' brake vans. Modern era modellers will benefit from the HAA Merry-Go-Round hopper as well as the TTA tanker while future releases will cover VEA and VGA vans, KFA container flats and Seacow ballast hoppers.

TRACK AND ACCESSORIES

The 'TT:120' track range from Hornby will be based around code 80 rail and will focus on sectional track pieces and insulated frog points. The range will cover first-fourth radius curves together with left and right-hand points, crossings and power tracks.

All track components will be available individually and customers will also be able to chose from a selection of track extension packs to expand an initial 'TT:120' train set.

Completing the launch of 'TT:120' is a collection of Skaledale buildings with the first set replicating Dent station and its associated structures in the scale. There will also be straight platform sections and ramps. Further buildings are planned for the future including a set of GWR inspired railway structures.

Oxford Diecast is entering the 'TT:120' scale market with a collection of road vehicles to complement Hornby's new railway range. These will model the Bedford OB coach, Dennis F12 fire engine, Land Rover Series 2, Morris 1000, Austin taxi and Scammell Mechanical Horse.

● **Visit *www.hornby.com/hornbyTT120* for more information.**



The Class 08 diesel shunter is set to be the first diesel locomotive to be released for British 'TT:120' scale.



Steam and diesel era goods wagons are in development including open, tanker, box and brake vans.

LOCOMOTION REVEALS ES1 IS NEXT FOR 'OO'

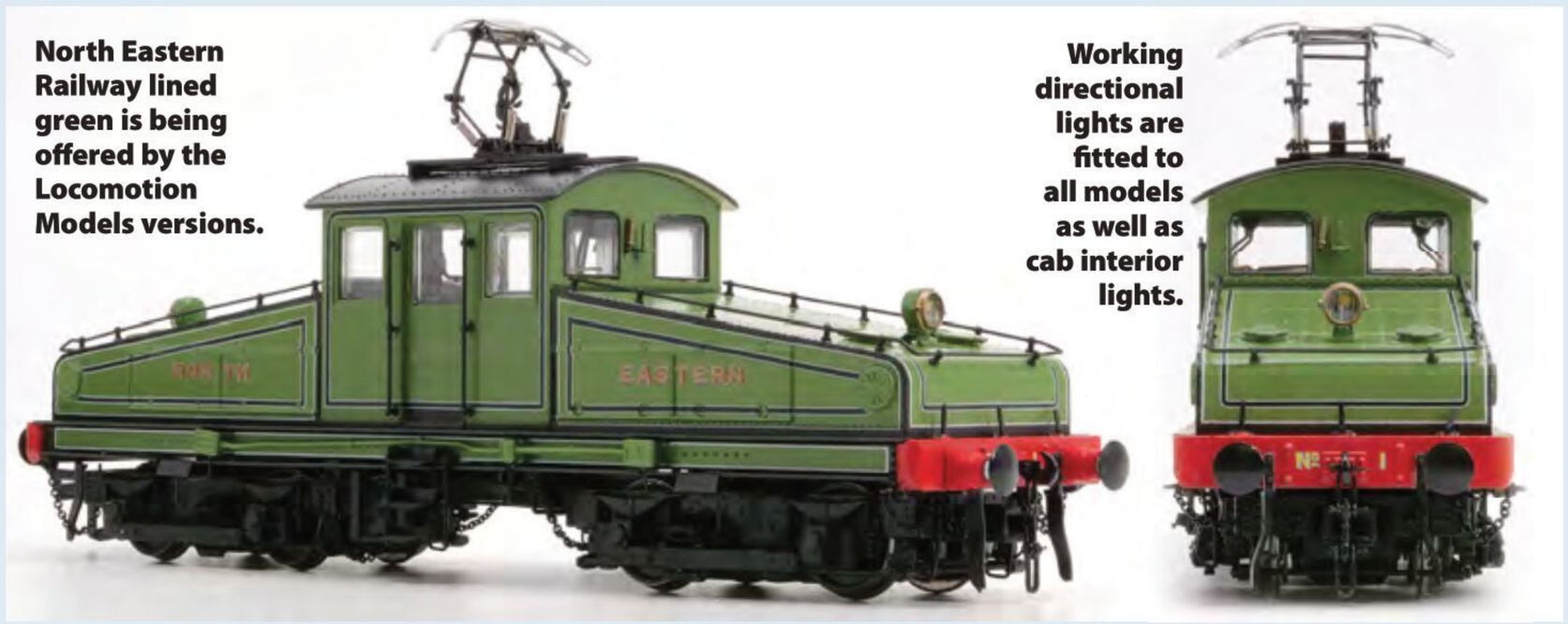
FIRST LOOK

Locomotion Models and Rails of Sheffield have partnered with Heljan to create a first-ever ready-to-run model of the North Eastern Railway Bo-Bo electric ES1.

THE North Eastern Railway (NER) British Thomson Houston Bo-Bo electric locomotives are the subject of a brand-new 'OO' gauge collaboration between Locomotion Models, Rails of Sheffield and manufacturer Heljan.

The all-new model has been developed as the next release in the National Collection in Miniature series with release planned in late 2022. Five versions are being produced: two exclusive to Locomotion Models and three for Rails of Sheffield.

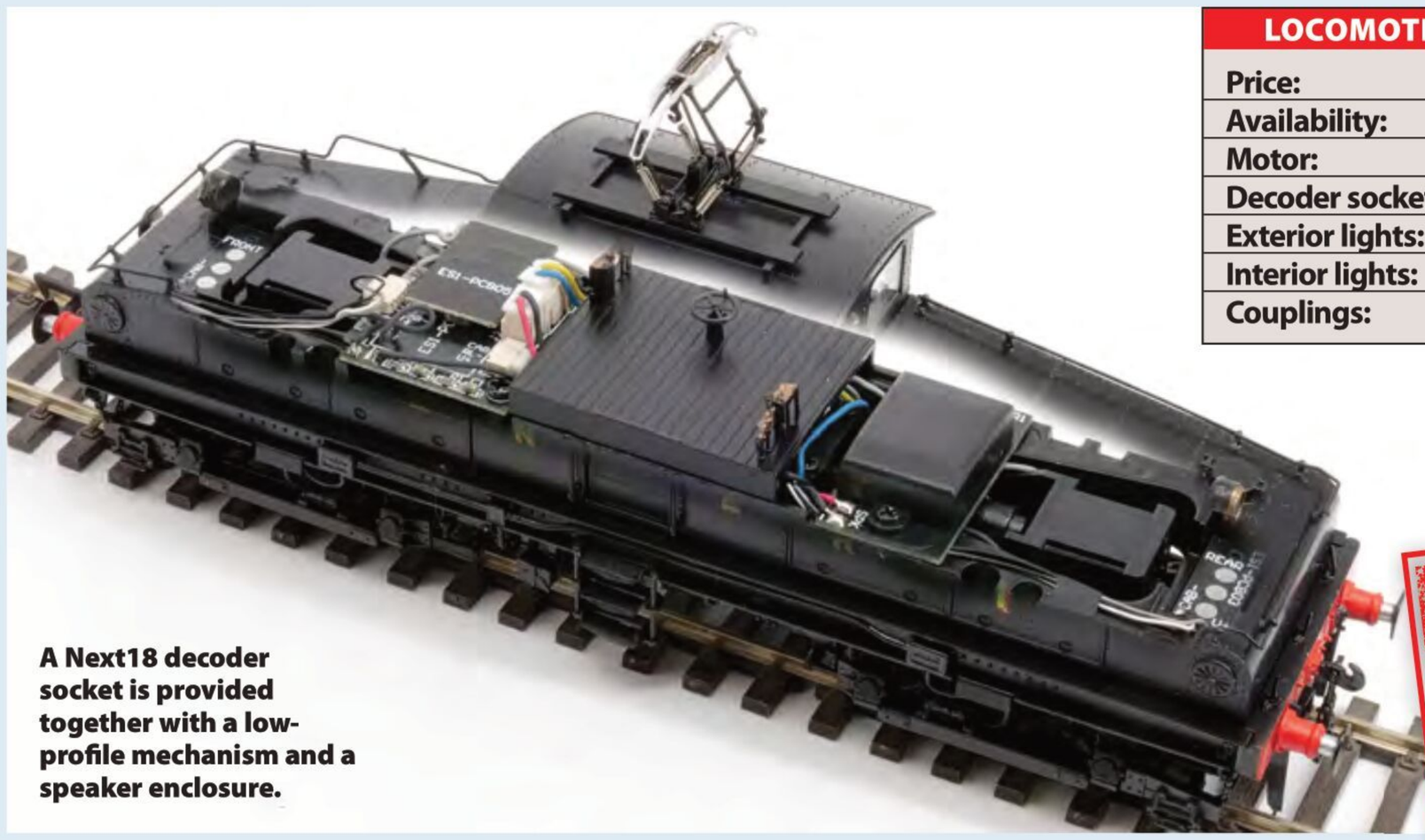
The real locomotives were ordered in 1902 as part of the NER's plans to electrify a ¾-mile long goods route which joined Trafalgar Yard in Manors to Newcastle Quayside Yard. The steeply graded line had tight tunnels which meant electric traction was seen as ideal. Two locomotives were ordered based on a General Electric and Thomson-Houston designed locomotive for the Milan-Varese railway in Italy, with the British locomotives being built in 1903-1904 for operation



North Eastern Railway lined green is being offered by the Locomotion Models versions.

Working directional lights are fitted to all models as well as cab interior lights.

LOCOMOTION AND RAILS ES1 AT A GLANCE	
Price:	£220.00
Availability:	Late 2022
Motor:	Five-pole
Decoder socket:	Next18
Exterior lights:	Directional headlamps
Interior lights:	Cab lights
Couplings:	Small tension locks in NEM pockets



A Next18 decoder socket is provided together with a low-profile mechanism and a speaker enclosure.

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with overhead wires and third-rail power systems. They were known as ES1 – Electric Shunting 1.

The two locomotives remained in service until 1964 when diesel traction took over by which time they had carried North Eastern Railway, London North Eastern Railway and British Railways liveries. Only one of the two survives today – NER No. 1 which is on display at Locomotion in Shildon as part of the National Collection.

The model specification calls for a Next18 DCC decoder socket, working directional lights, cab interior lights, NEM coupling pockets and space for a speaker while a five-pole motor is also provided in each locomotive with drive to all wheels. The motor is low-profile and positioned centrally under the driving cab while above the cab is a sprung diamond pattern pantograph.

LOCOMOTION AND RAILS ES1 MODELS			
IDENTITY	**LIVERY**	**PERIOD**	**CAT NO.**
No. 1	NER lined green, museum condition	Present day	1200
No. 1	NER lined green	1903-1923 (era 2)	1201
No. 1	LNER unlined black	1924-1944 (era 3)	1202
26500	BR black, early crests	1948-1956 (era 4)	1203
26500	BR lined green, late crests	1956-1964 (era 5)	1204

Liveries chosen for the model cover No. 1 in NER lined green in museum condition (Cat No. 1200) plus No. 1 in NER lined green as it was between 1908 and 1923 (1201), both of which are exclusive to Locomotion Models. In addition Rails of Sheffield will be offering versions finished as No. 1 in LNER unlined black (1202), 26500 in BR black with early crests (1203) and 26500 in BR lined apple green with late crests (1204).

Prices are set at £220 for all versions with pre-ordering available now.

- **Visit *www.locomotionmodels.com* or *www.railsofsheffield.com* for more information.**



Accurascale adds ALL-NEW 'OO' BANANA VANS



ACCURASCALE is working on all-new models of the Southern Railway banana vans covering the Diagram 1478 and 1479 vans and modelling the vehicles in pre- and post-nationalisation forms.

The new wagons were announced at the 2022 Great Electric Train Show in Milton Keynes with the chance to preview the first samples on the Accurascale stand.

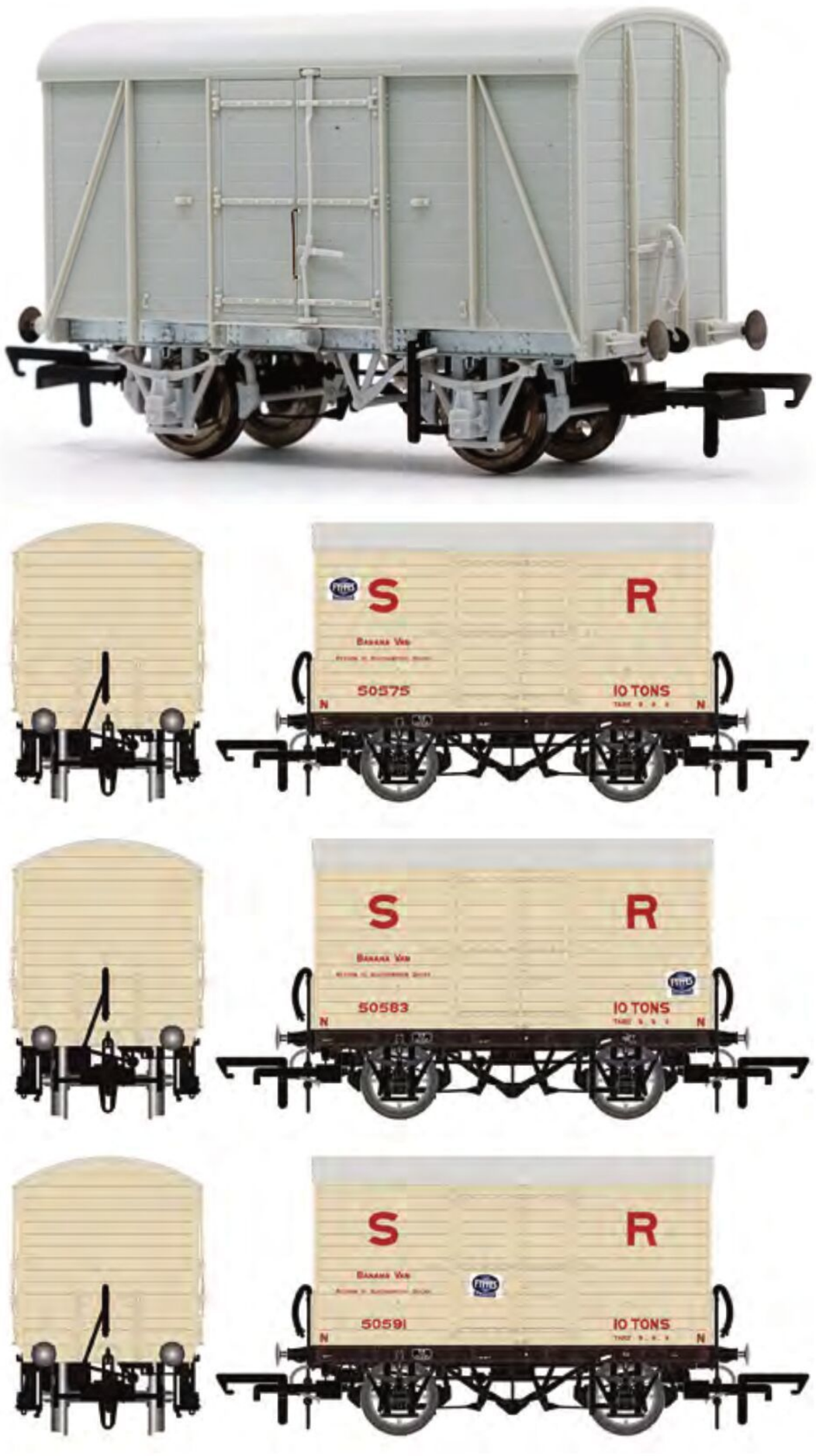
Southern Railway banana vans were introduced in the 1930s to accommodate growth in the import of fruit to the UK which required a new approach to transporting perishable fruit.

The Diagram 1478 vans totalled 200 vehicles by 1935 and used Railway Clearing House 10ft wheelbase underframes. Further vehicles were added by amending an order for Diagram 1458 covered vans which totalled 125 vehicles in the Diagram 1479 series.

Both variants started life in SR Stone livery with Venetian red lettering, but during the Second World War in the 1940s vehicles were repurposed for meat transport and gained a new Red Oxide livery with Lemon lettering.

Post-war, the vans transferred to British Railways stock and gained standard BR bauxite livery with branded labels for Fyffes and Geest.

Accurascale's new models cover both Diagram 1478 and 1479 wagons with early and late versions in each case to allow for changes to the bodies in the BR era which saw steel plating added to the upper ends of the vans.



Above: **Accurascale is developing a series of all-new 'OO' gauge Southern Railway banana vans modelling Diagram 1478 and 1479 vehicles.**

Left: **The newly-tooled models are set to feature a die-cast chassis, separately applied detail parts, scale 40mm wheelbase and three-hole disc metal wheels.**

Chassis and running gear are common across both vehicle diagrams, with changes to the roof profile and body between the two types. Highlights include a die-cast metal chassis, scale 40mm wheelbase, operation on first radius curves, blackened three-hole disc metal wheels and NEM couplings pockets with small tension lock couplings. 14.4mm back-to-back wheelsets will be fitted on 26mm pinpoint axles.

Authentic liveries will cover the SR and BR ownership with 12 different triple packs being offered and priced at £84.95 each. Delivery is expected in the fourth quarter of 2023 with decorated samples expected in spring 2023.

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

Left: **12 different triple wagon packs are planned covering SR and BR liveries.**

Accurascale unmasks 'OO' nuclear flasks



A newly-tooled 'OO' gauge FNA-D nuclear flask wagon is under development from Accurascale.

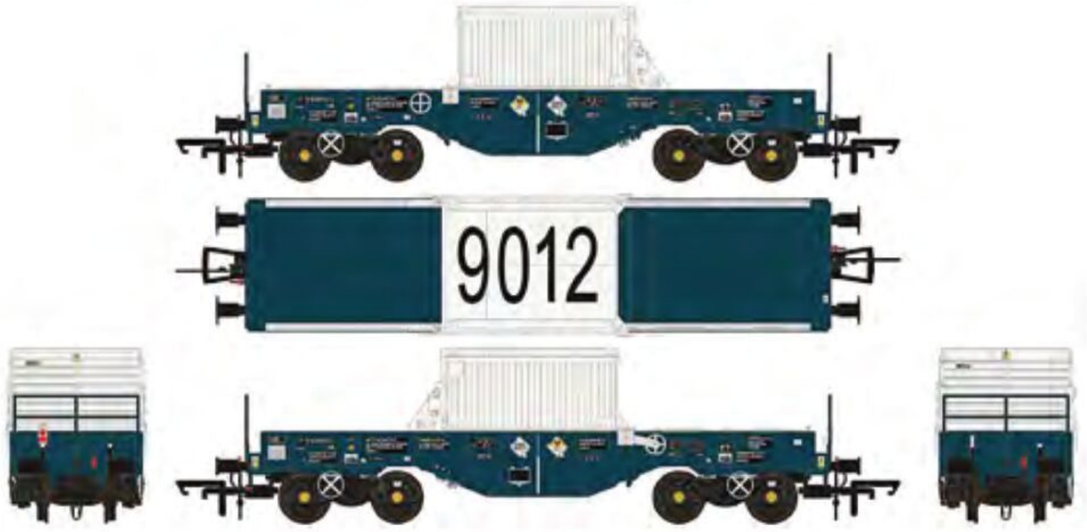


These all-new 'OO' gauge wagons will feature separately fitted plastic, wire and etched metal parts and will also feature hood opening equipment.

Accurascale is to produce a modern FNA-D nuclear flask wagon for 'OO'.

This latest addition to the range follows the recent release of a series of low-level nuclear waste vehicles to bolster its growing collection of nuclear wagons, which includes the goliath KUA bogie flask carriers.

The new generation of FNA nuclear flasks were built between 2014 and 2019 by WH Davis and appeared in three batches, with a total of 40 wagons now in service. They are used for transporting spent fuel from nuclear power stations and sites undergoing decommissioning. They have subsequently replaced the older similar FNA vehicles.



Ten individually numbered FNA-Ds are planned initially and will be supplied in twin wagon packs.

Accurascale has been working closely with the manufacturer of the prototype whilst developing its all-new 'OO' gauge wagons which are set to include separately fitted plastic, wire and etched metal parts, sprung buffers, rotating axleboxes, separate brake shoes in line with wheels and brake adjusters, kinetic NEM coupler mounts and a working tail light on one vehicle in each pack.

Models will be supplied in twin wagon packs, with ten individually numbered wagons planned initially.

Tooling is complete, and the first Engineering Prototype samples were unveiled at the Great Electric Train Show in Milton Keynes.

Prices are set at £74.95 per twin wagon pack, with release planned during the third quarter of 2023.

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

'OO' Rover 'Cubes' from Revolution

Revolution Trains has revealed plans to produce newly-tooled models of the KSA Rover 'cube' wagons for 'OO' gauge.

Introduced in the mid-1990s for the Rover Group, the Finnish-built wagons were used for transporting components between plants. They featured four sliding roof covers and a hydraulic centre section that could be raised or lowered, making the most of the available space.

In 2001, some KSA's were acquired by Malcolm Group for use on Anglo-Scottish van traffic - two were even painted in Malcolm's red and blue colour scheme.

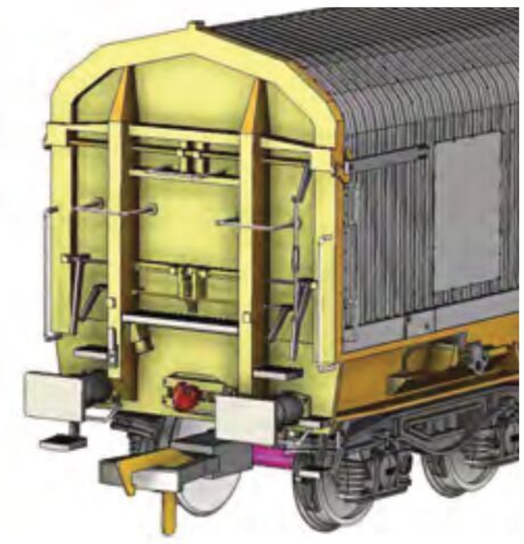


Revolution Trains has revealed plans to produce 'OO' KSA Rover 'cube' wagons.

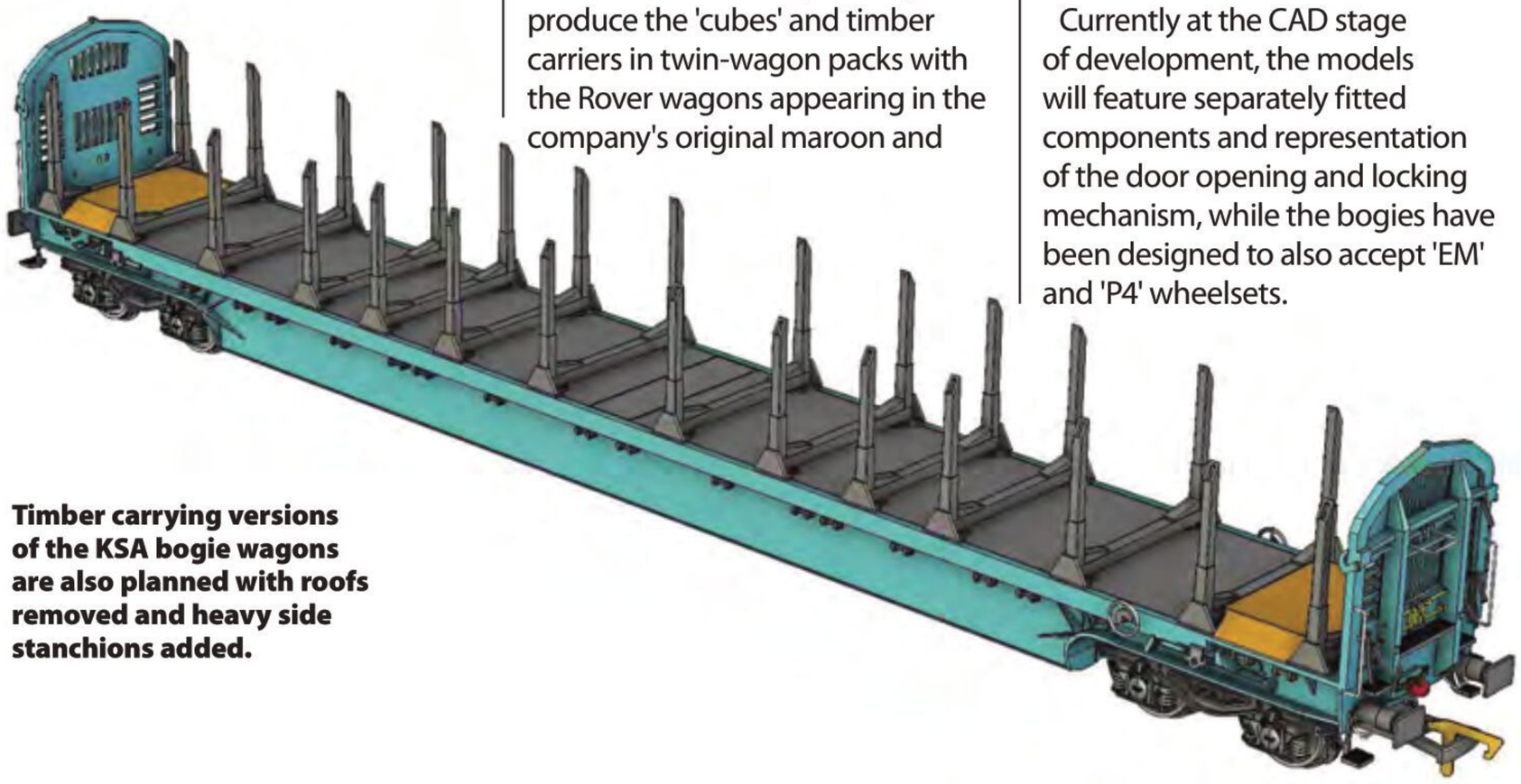
More recently, examples were converted for timber traffic, with the distinctive roofs removed and heavy stanchions added along the sides of the now open wagons.

Revolution Trains is planning to produce the 'cubes' and timber carriers in twin-wagon packs with the Rover wagons appearing in the company's original maroon and grey livery, while the timber carriers will appear in NACCO red with black ends and white stanchions. The two Malcolm liveried models will also be available from some Revolution Trains retailers.

Currently at the CAD stage of development, the models will feature separately fitted components and representation of the door opening and locking mechanism, while the bogies have been designed to also accept 'EM' and 'P4' wheelsets.



Detailing will include separately fitted parts and representation of of the door opening and locking mechanism.



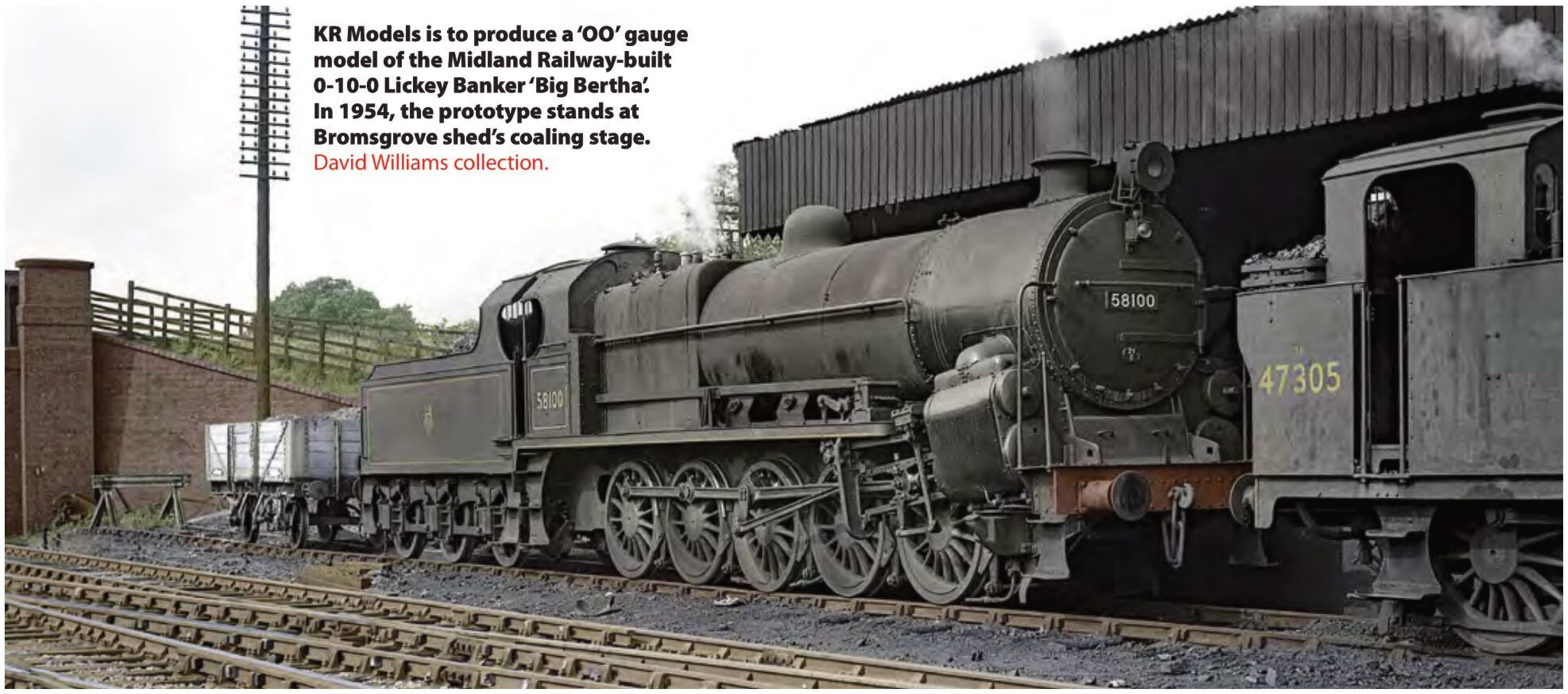
Timber carrying versions of the KSA bogie wagons are also planned with roofs removed and heavy side stanchions added.

While identities have yet to be confirmed, several twin wagon packs are planned, containing individually numbered vehicles.

Priced at £99.95 for early orders, a delivery date has yet to be set.

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

KR Models to make unique Lickey Banker 'BIG BERTHA'



KR Models is to produce a 'OO' gauge model of the Midland Railway-built 0-10-0 Lickey Banker 'Big Bertha'. In 1954, the prototype stands at Bromsgrove shed's coaling stage. David Williams collection.

KR MODELS has selected the Midland Railway built 0-10-0 'Big Bertha' as its next 'OO' gauge ready-to-run locomotive model, expanding its collection of one-off prototypes.

The 0-10-0 was built in 1919 at Derby Works to a design by James Anderson solely for the purpose of banking heavy trains up the 1-in-37 Lickey Incline – the steepest gradient on the British main line network. It stood out for its wheel arrangement, imposing large headlamp and steeply inclined cylinders.

On introduction the 0-10-0 carried the number 2290 which was changed to 22290 in 1947 by the LMS and then to 58100 by British Railways. It was withdrawn in 1956 and then scrapped a year later at Derby Works.

Known as 'Big Bertha', it spent its entire career based at Bromsgrove shed for its banking duties which saw the locomotive cover more than 800,000 miles in service on the incline.

KR Models 'OO' gauge model will be the first ready-to-run version of the 0-10-0 to be made. Its specification calls for a cast chassis, firebox flicker, factory-fitted stay-alive and the option to choose a sound-fitted model equipped with an ESU LokSound V5 sound decoder plugged into the 21-pin socket. It will also have a working front light and feature sprung buffers and NEM coupling pockets.

Three liveries have been selected to model the locomotive in LMS crimson, LMS black and BR lined black with early crests on the tender sides with its final BR number 58100.

The model is currently at the CAD development phase with prices set at £220 DCC ready and £320 for DCC sound fitted models.

Pre-orders are now being taken by KR Models online for this unique locomotive.

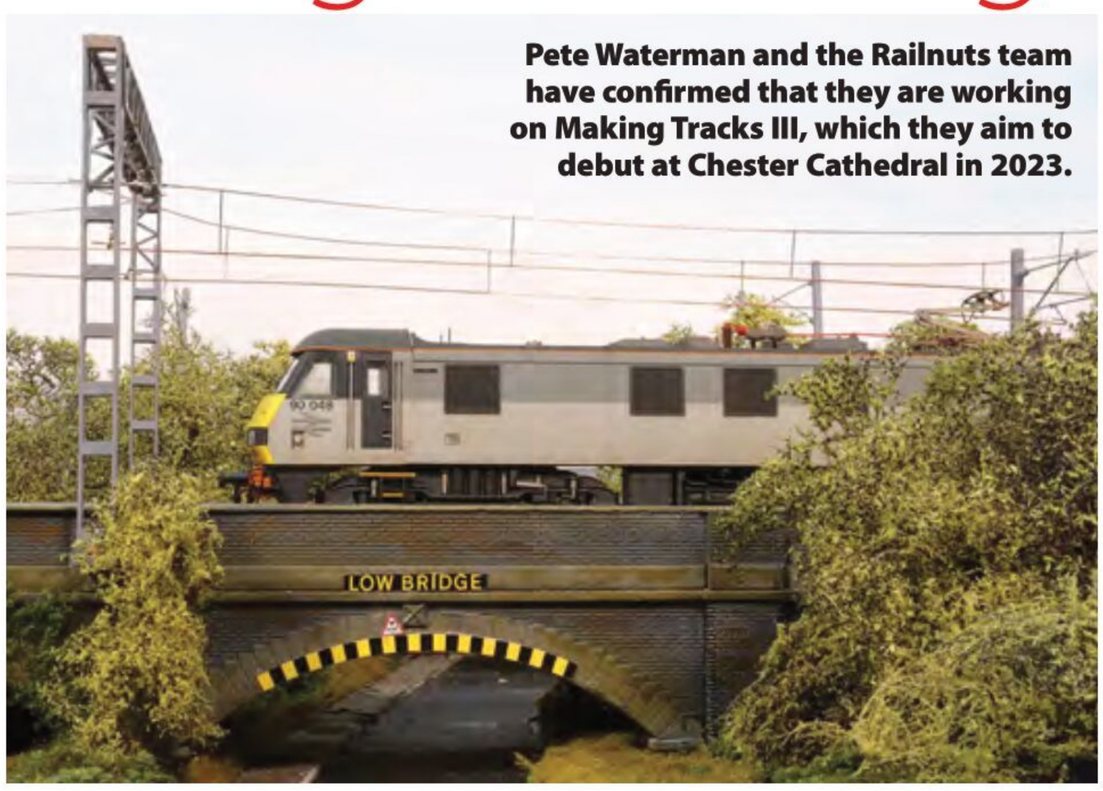
● **Visit *www.krmodels.net* for more information.**

It's official: Making Tracks III is going ahead

A brand-new 64ft long 'OO' gauge model railway is being built for the third Making Tracks event in Chester Cathedral for summer 2023 - and it will be attending the 2023 Great Electric Train Show in Milton Keynes.

The brand-new layout builds on the successes of the 2021 and 2022 events and will model Milton Keynes Central station. The layout will be built around the same storage yard as the first two, but will feature an entirely new scenic section to capture the West Coast Main Line station in the present day.

Pete Waterman commented: "The response to Making Tracks II this summer has been phenomenal and this new layout presents new challenges for the team to model Milton Keynes Central station in 'OO' gauge. We have already been to the station to measure up during the 2022 Great Electric Train Show weekend."



Pete Waterman and the Railnuts team have confirmed that they are working on Making Tracks III, which they aim to debut at Chester Cathedral in 2023.

Making Tracks III will be on display in Chester Cathedral in summer 2023 sponsored by Chester Model Centre and Hanson Plywood – exact dates are to be confirmed – with the layout also confirmed as attending the 2023 Great Electric Train Show.

Key Publishing's Publisher for Modelling, Mike Wild said: "We are thrilled to be working with Pete and the Railnuts team again in 2023 and that we can display a model of Milton Keynes Central station in Milton Keynes at the Great Electric Train Show."

Dates for the 2023 Great Electric Train Show are October 14/15 2023.

● **Visit *www.keymodelworld.com/making-tracks* for more information.**

EVENT REPORT

The Great Electric Train Show returned to the Marshall Arena in Milton Keynes on October 8/9. **MARK CHIVERS** looks back at some of the weekend's highlights.



The 2022 Great Electric Train Show took place at the Marshall Arena in Milton Keynes on the weekend of October 8/9 - and with more than 30 model railway layouts, 50 trade stands, a host of demonstrations and thousands of keen visitors, it was our biggest show ever.

Highlights of this year's event included Pete Waterman's stunning 64ft 'OO' gauge Making Tracks II layout (HM182) representing the stretch of West Coast Main Line between Kilsby Tunnel and Hillmorton Junction near Rugby, Neil Mason's delightful 'N' gauge Spirit of Swindon (HM185) and Redditch Model Railway Club's 'OO' gauge Oakenshaw (HM88). They were joined by the likes of Tony Dean's diminutive 'OO' gauge Greenford Broadway (HM183), Simon Paley's modern-day 'OO' gauge Collingwood (HM185) and Stafford Railway Circle's impressive 'OO' gauge Whiteacres (HM130), which scooped the award for best layout at the show, as voted by visitors to the event. See *www.keymodelworld.com/greatelectrictrainshow* for full details of all the layouts that attended.



ITV News interviews Pete Waterman alongside his Making Tracks II layout at the Great Electric Train Show.



Vision of the future? An Avanti West Coast liveried 'OO' Class 800 Series InterCity Express Train made its debut on Pete Waterman's Making Tracks II layout at the show.

Manufacturers included Accurascale, Cavalex, Dapol, Ellis Clark Trains, Hornby, KR Models, Realtrack and Revolution Trains with examples of Engineering Prototype (EP) samples and pre-production decorated models on display for inspection by visitors to their stands.

A series of new product announcements were also revealed at the event including a new 'OO' gauge traverser from ADM Turntables, together with all-new 'OO' gauge Southern Railway banana vans and FNA nuclear flask wagons (Accurascale), 'OO' KSA Rover 'cube' and timber carriers (Revolution Trains) and a model of the Midland Railway Lickey banker 'Big Bertha' for 'OO' (KR Models) – see accompanying news stories, this issue for more details and online at *www.keymodelworld.com*.

Hornby Magazine's 'OO' gauge Quorn Magna and Swithland Sidings and 'OO9' Fairlie Syniad Da were also on prominent display over the weekend, with visitors flocking to see both layouts in action on the *Hornby Magazine* stand.

Dates for next year's Great Electric Train Show have already been confirmed for the weekend of October 14/15 2023 at the Marshall Arena, Stadium MK, Milton Keynes MK1 1ST. The layout line-up is already developing and is set to include Pete Waterman's next 'OO' gauge project - 'Making Tracks III' – we look forward to seeing you there!

● **Keep up-to-date with all the latest announcements for next year's Great Electric Train Show in *Hornby Magazine* and at *www.keymodelworld.com/greatelectrictrainshow*.**

Warley National Model

FINAL PREPARATIONS are under way for the Warley National Model Railway Exhibition which is set to return to the National Exhibition Centre (NEC) in Birmingham later this month. It resumes following Covid-enforced cancellations over the last couple of years.

This year's event on November 26/27 will be held in Hall 5 at the NEC and will feature more than 80 model railway layouts, including *Hornby Magazine's* 'OO' gauge Great Central Railway-inspired Quorn Magna and Swithland Sidings and our most recent 'OO9' layout – Fairlie Syniad Da. The *Hornby Magazine* editorial team will be at the show all weekend to answer any questions you may have, while there will be special offers on subscriptions and books on the *Hornby Magazine* stand (A24), together with a range of model railway accessories and limited edition models.

Amongst the layout highlights booked to attend this year's show are some well-known examples which have appeared in *Hornby Magazine* including Ray Taylor and Anna Bass' 'N' gauge Ambleton Vale (HM156), Barry Platt's 'OO' Ashdan Junction (HM121) Soar Valley Model Railway Club's 'O' gauge Charnwood Forest (HM99/100), Brian Woolrich's 'OO' Durston (HM106), Martin Wright's 'OO' Kirkby Stephen West (HM5), Max Fowler's 'OO' Maxwell Colliery loading point (HM105), Mark Pollard's 'O' gauge Old Elm Park (HM141), Steve Pike's 'OO' gauge layouts Seven Ash and Oake (HM125/HM134), Redditch Model Railway Club's 'OO' Smallwood (HM151) and many more.

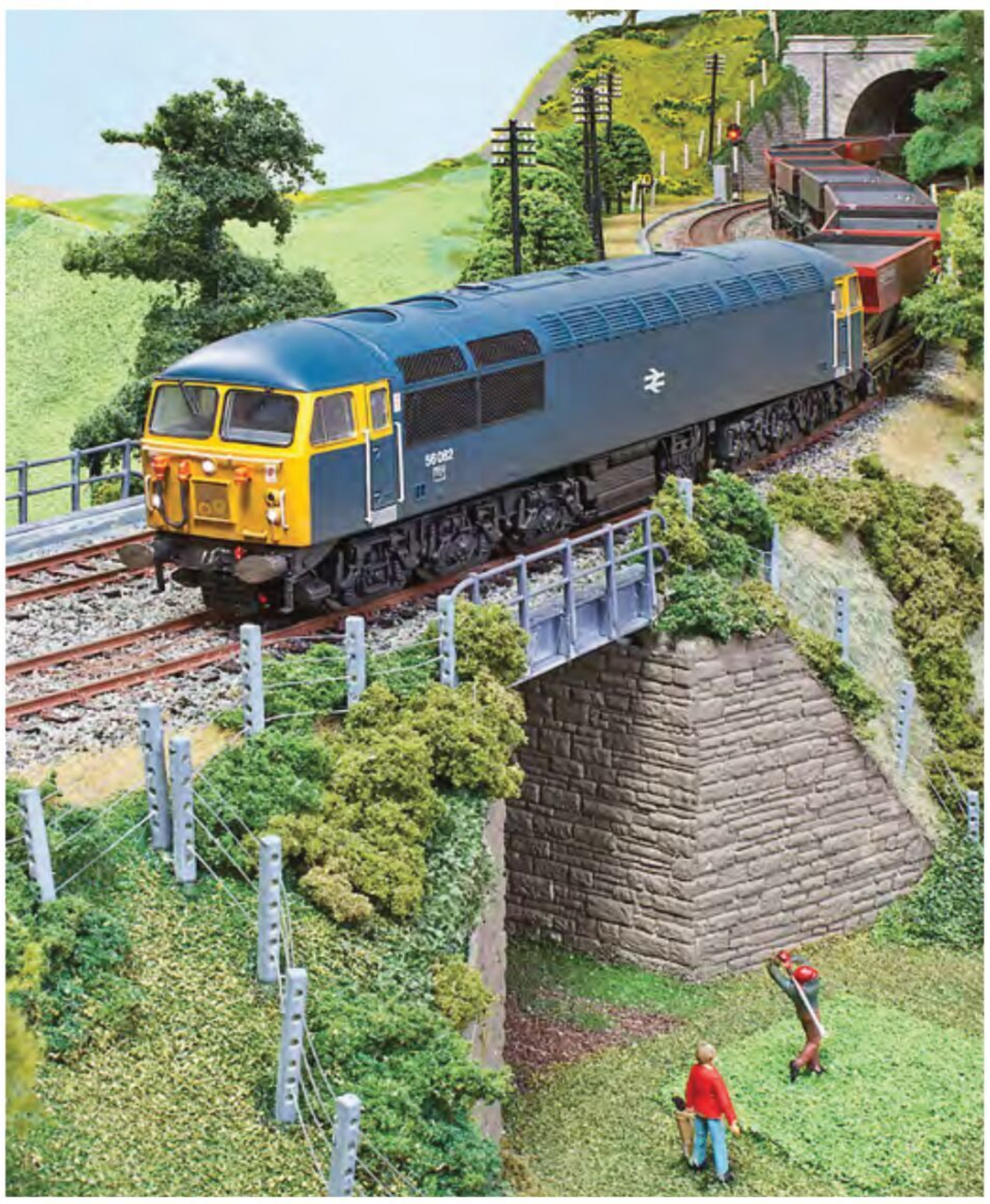


***Hornby Magazine's* 'OO9' Fairlie Syniad Da and 'OO' Great Central Railway inspired Quorn Magna and Swithland Sidings layouts will be the centrepiece displays on the *Hornby Magazine* stand at the Warley show this year.** Mike Wild.

Further highlights include Martin Olley's 3mm scale Uppingham, John Aldrick's 2mm scale Ivybridge, East Kilbride Model Railway Club's Stanley Junction, Steve Flay's 4mm narrow gauge Tan-y-Llyn and Pete Howells' 'HO' Burford.

As well as UK outline layouts, the event will also play host to a collection of European and Continental layouts including Ron Bailes' Chica ('O' USA), Rod Mackay's Diano Marina ('HO' Italy), Dave Paylor's Kozel Cement (Czech 'HO'), Paul Taylor's Pottendorf ('HO' German), Nigel Harrold's Tipton Sub Division PA ('N' USA) and more.

Manufacturers will also be represented including Accurascale, Bachmann Europe, Cavalex Models, Dapol, Heljan, Hornby, Kato, KR Models, Oxford Diecast,



Maxwell Colliery Loading Point (HM105) models Merry-Go-Round coal train operation in Scotland during the 1980s and 1990s. Nigel Burkin.



Railway Exhibition 2022

PREVIEW



Steve Pike's 'OO' gauge Oake (HM134), represents Western Region operations in Somerset during the 1960s. Trevor Jones.



Mark Pollard's highly-detailed 'O' gauge Old Elm Park (HM141) reflects a BR Western Region steam roundhouse during the 1960s. Trevor Jones.

Peco, Rapido Trains UK, Realtrack Models and Revolution Trains, displaying examples of their latest projects and recently-released models.

The Warley show also gathers together an impressive line-up of trade support and this year's event includes Absolute Aspects, ADM Turntables, Artist James Green, C&L Finescale, Cheltenham Model Centre, Dart Castings, DCC Concepts, DCC Train Automation, DC Kits/Legomanbiffo, Deluxe Materials, Digitrains, DMG Technical, Durham Trains of Stanley, Ellis Clark Trains, Footplate Models, Frizinghall Models and Railways, Gaugemaster, Grimy Times, H&A Models, Hattons Model Railways, Hereford Model Centre, Kernow Model Rail Centre, KMS Railtec, Kytes Lights, LCut Creative, TMC, Modelu, P&D Marsh, Petite Properties, Primo Trees, Rails of Sheffield, Railtec Transfers, Scale Model Scenery, South West Digital, Ten Commandments, Tony's Trains, Trains4U, West Hill Wagon Works and Youchoos amongst the exhibitors.

Inspiration and advice will also be on tap from a team of experts in their respective fields through a series of demonstrations and displays.

This year's show will also feature the Severn Valley Railway's full-size unique new-build British Railways Standard 3MT 82045 as its centrepiece, together with a 'Palbrick' wagon from the National Wagon Preservation Group.

Doors open at 9.45am on both days – 9.15am for advance ticket holders – with ticket prices set at £20 for adults (£18 in advance) and £1 for accompanied children. Two-day tickets are also available.

● **Visit *www.thewarleyshow.co.uk***

THE DETAILS	
Event:	Warley National Model Railway Exhibition
When:	November 26/27 2022
Where:	Hall 5, National Exhibition Centre (NEC), Pendigo Way, Marston Green, Birmingham B40 1NT
Times:	Sat 9.45am-6pm, Sun 9.45am-5pm
Website:	*www.thewarleyshow.co.uk*
Prices:	Adults £20 (£18 advance), accompanied children £1

Brian Woolrich's 'OO' gauge Durston (HM106) is amongst the impressive line-up for this year's show. Trevor Jones.

The Results

Votes have been cast – and verified – and we can now reveal the winners of The *Hornby Magazine* Model Railway Awards 2022. Here we present 2022's winners and runners-up, as voted by *Hornby Magazine* readers.

BEST 'N' GAUGE LOCOMOTIVE

Winner:	Graham Farish Class 319 Electric Multiple Unit/ Class 769 Bi-Mode Multiple Unit
Second place:	Sonic Models GWR '56XX' 0-6-2T
Third place:	Revolution Trains Class 320/321 Electric Multiple Units



Right: **Bachmann's Graham Farish Class 319/769 four-car Electric/ Bi-Mode Multiple Units were voted Best 'N' Gauge Locomotive of the Year.**



BEST 'OO9' GAUGE LOCOMOTIVE

Winner:	Bachmann Double Fairlie 0-4-4-0T
Second place:	Peco/Kato 'Small England' 0-4-0STT

Bachmann's delightful Double Fairlie 0-4-4-0T received the best 'OO9' locomotive mantle in the annual *Hornby Magazine* Model Railway Awards.

BEST 'OO' GAUGE CARRIAGE OR WAGON

Winner of the Best 'OO' gauge Rolling Stock or Wagon category was Hornby's Southern Railway Maunsell Dining Saloon.



Winner:	Hornby Southern Railway Maunsell Dining Saloon
Second place:	Accurascale HAA merry-go-round hoppers
Third place:	Hornby BR Mk 4 carriages

BEST 'OO' GAUGE LOCOMOTIVE

Winner:	Accurascale Class 55 'Deltic' diesel
Second place:	Dapol GWR 'Manor' 4-6-0
Third place:	Rails of Sheffield Caledonian '812' 0-6-0



Accurascale's all-new Class 55 'Deltic' diesel was voted best 'OO' gauge locomotive of the year 2022.

BEST 'O' GAUGE LOCOMOTIVE



Heljan received the award for best 'O' gauge locomotive with its recently-released Class 56 diesel.

Winner:	Heljan Class 56 diesel
Second place:	Heljan Class 47 diesel
Third place:	Dapol Class 122 diesel railcar

BEST 'O' GAUGE CARRIAGE OR WAGON



Ellis Clark Trains' Presflo cement wagon was voted best 'O' gauge carriage or wagon for 2022.

Winner:	Ellis Clark Trains Presflo cement wagon
Second place:	Ellis Clark Trains Thompson corridor carriages
Third place:	Dapol Vanwide/VEA box van

INNOVATION OF THE YEAR

Winner:	Accurascale Class 55 'Deltic' digital sound set-up
Second place:	DCC Concepts plug-and-play ground signals
Third place:	TRS Trains diesel exhaust generator

MANUFACTURER OF THE YEAR

Winner:	Accurascale
Second place:	Hornby Hobbies
Third place:	Bachmann Europe

RETAILER OF THE YEAR

Winner:	Hattons Model Railways
Second place:	Rails of Sheffield
Third place:	The Model Centre (TMC)

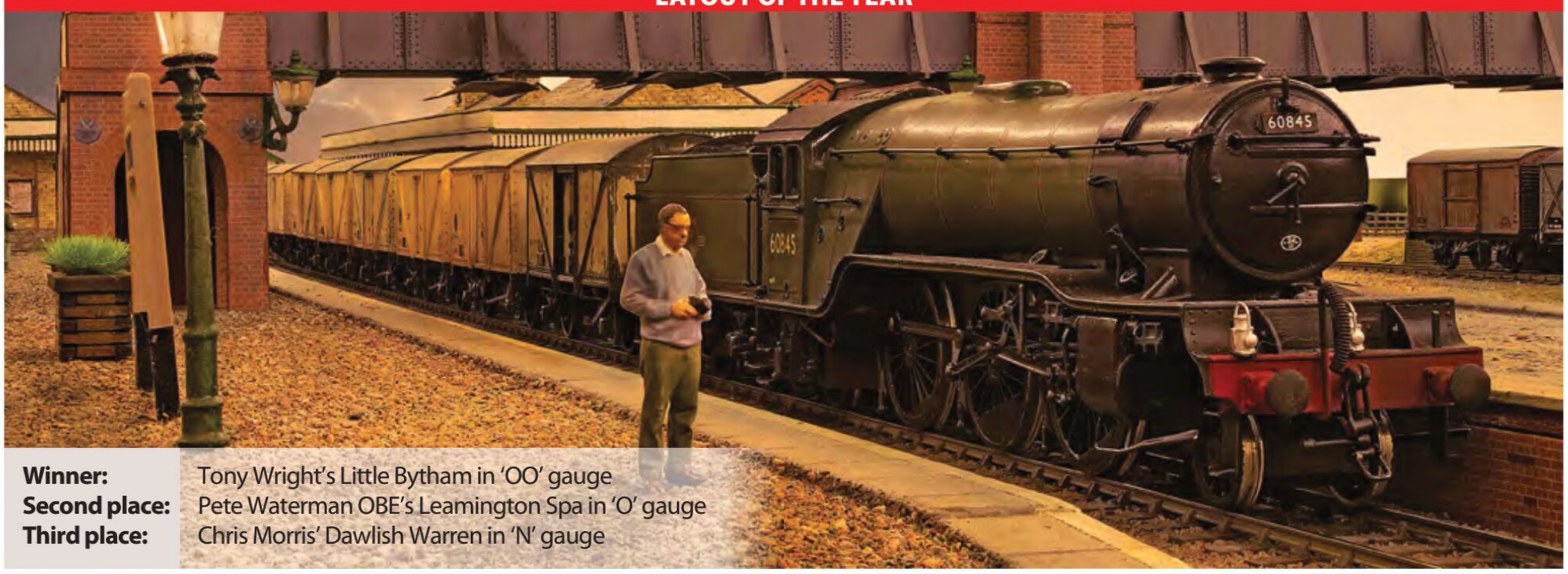
SPECIALIST RETAILER OF THE YEAR

Winner:	DCC Concepts
Second place:	Scale Model Scenery
Third place:	West Hill Wagon Works

YOUTUBER OF THE YEAR

Winner:	Chadwick
Second place:	Sam's Trains
Third place:	Everard Junction

LAYOUT OF THE YEAR



Winner:	Tony Wright's Little Bytham in 'OO' gauge
Second place:	Pete Waterman OBE's Leamington Spa in 'O' gauge
Third place:	Chris Morris' Dawlish Warren in 'N' gauge

Tony Wright's 'OO' gauge Little Bytham was voted Layout of the Year in the *Hornby Magazine* Model Railway Awards 2022. It featured in full in HM180.



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Old Oak COMMON

The early diesel era of this famous Western Region maintenance depot has been recreated in 'OO' gauge by **MALCOLM BENTLEY**, oozing atmosphere galore.

1 Malcolm Bentley's 'OO' gauge model of Old Oak Common recalls the heyday of the depot and its diesel traction in this classic turntable scene.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	21ft x 5ft 6in	WESTERN	1970s	DCC, NCE Power Cab

OLD OAK COMMON engine shed was the Great Western Railway's maintenance citadel in London. Opened fully in 1906, it survived the steam era and would ultimately be considerably modernised, maintaining diesel locomotives, High Speed Trains and Heathrow Express electric multiple units until 2018.

Today it is no more, its place taken by a vast new High Speed 2 station being built to provide connections with the Great Western Main Line and Elizabeth Line. The only maintenance presence in the immediate area is a new depot built around a quarter of a mile away to maintain the Elizabeth Line Class 345s.

To model such a famous place as Old Oak Common Motive Power Depot (MPD) and to do it justice proved a daunting task. The sheer, sprawling area occupied by the prototype meant that only certain principle focal points of the depot could be effectively modelled, albeit in a generous baseboard area.

I focussed on several principal focal points - the turntable area, running shed, office/amenity block, Pullman shed and the canal wall footbridge near Mitre Bridge at Old Oak Common East.

I particularly wanted to incorporate the canal wall footbridge to rekindle many enjoyable hours spent trainspotting there in my teenage years having 'bunked' the depot on numerous occasions in the early 1970s to admire the Western Region's diesel-hydraulic locomotives close-up. The resulting layout is to me the next best thing to a time machine and depicts the late 1960s to 1976 era.

METICULOUS PLANNING

Before I retired, I collected as much information as possible including photographs, plans and locomotive workings at Old Oak Common, together with my own photographs. The dimensions of depot buildings and infrastructure were obtained from official drawings deposited in public records. »

Having retired, I set about consolidating all the information amassed to assist with the layout build, and it soon became apparent that some compression was necessary in order to effectively incorporate the main principal focal points highlighted. While I was very pleased with the wealth of information amassed to assist with the proposed model, it was very apparent that building it would be beyond my own abilities.

It was at that stage I discussed and eventually commissioned the assistance of Neil Mason of the Little Layout Company, ably assisted by James Styles and Colin Wilson. Furthermore Paul Wright, proprietor of Traction and Rolling Stock Works (TRSW), has superbly weathered and detailed locomotives to recreate their appearance shown in photographs I sent him.

All participants diligently applied their individual skills thereby contributing enormously to the layout build in a more timely fashion and to a much higher standard than I could ever have achieved, both in its appearance and operation.

DEPOT LAYOUT

The layout is an end-to-end type, measuring 21ft x 5ft 6in wide, 19ft of which is scenic comprising the embankment overlooking the turntable area, running shed, adjacent stores building and office/amenity block, all of which amounts to 11ft in length effectively 'boxed in' by the northern and southern outgoing roads running off the turntable, and down each side of the layout to the storage yard.



2 Awaiting inclement weather, one of Old Oak Common's BR blue liveried snowploughs is stabled outside the staff amenities block.

The remaining 8ft consists of the three reception roads representing the area where, in reality, locomotives would be held before being moved forward to the running shed for inspection/servicing/refuelling, before finally being berthed around the turntable to await further duty.

Locomotives enter the scenic area from a 2ft long storage yard masked from the scenic section by a model of Mitre Bridge and adjacent depiction of the connection from the Western Region (WR) to the West London line created by an overbridge. It portrays the scene you'd see if you were standing on the small footbridge, accessed from the canal towpath and looking east towards London. »

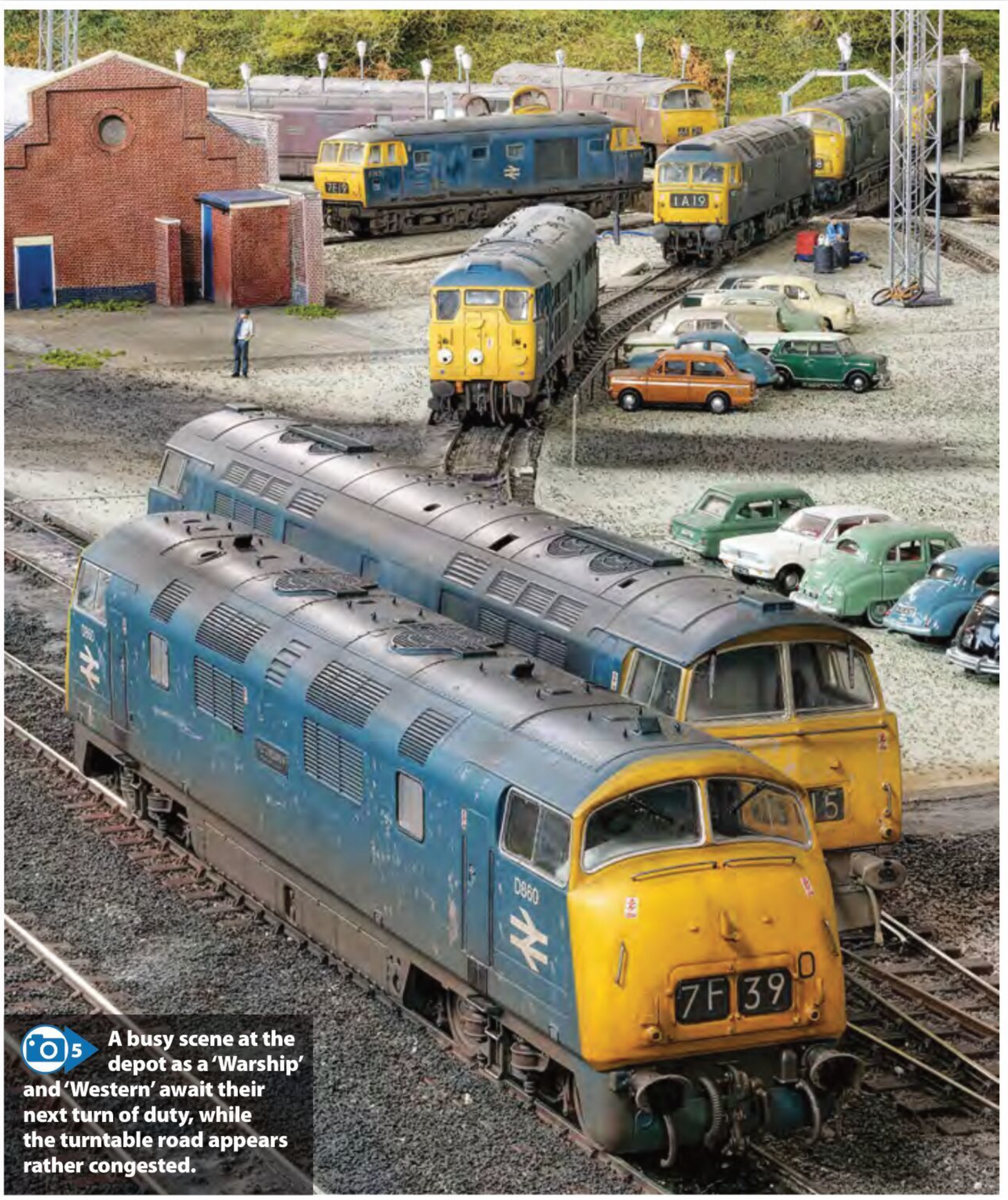
Below: **3 The depot foreman wanders past a pair of 'Warships' on his way to check progress in the running shed.**





4 A recent arrival to the Western Region, an English Electric Type 4 undergoes refuelling in the running shed.





5 A busy scene at the depot as a 'Warship' and 'Western' await their next turn of duty, while the turntable road appears rather congested.

Cassettes, formed of aluminium angle and electrically powered by using detachable bulldog clips attached as necessary to permanent aluminium run-off strips positioned under the depiction of Mitre Bridge, enable movement of locomotives laterally across the full width of the storage area.

Although considerable thought and planning was applied, it was still necessary to adopt a degree of adaptation to ensure all the preferred elements of the canal wall towpath and footbridge accessed off it in the vicinity of Mitre Bridge were incorporated. My thoughts and planning were extremely well interpreted by Neil who scratchbuilt a representation of Mitre Bridge from Plastruct based on my drawing of it.

The scene Neil created is, I think, a very credible depiction of the area and preserves the spaciousness which once existed before Crossrail and now HS2 changed it forever.



6 The driver of D832 *Onslaught* in BR maroon with full yellow ends has parked his steed out of sight at the rear of the stores building.

CONSTRUCTION

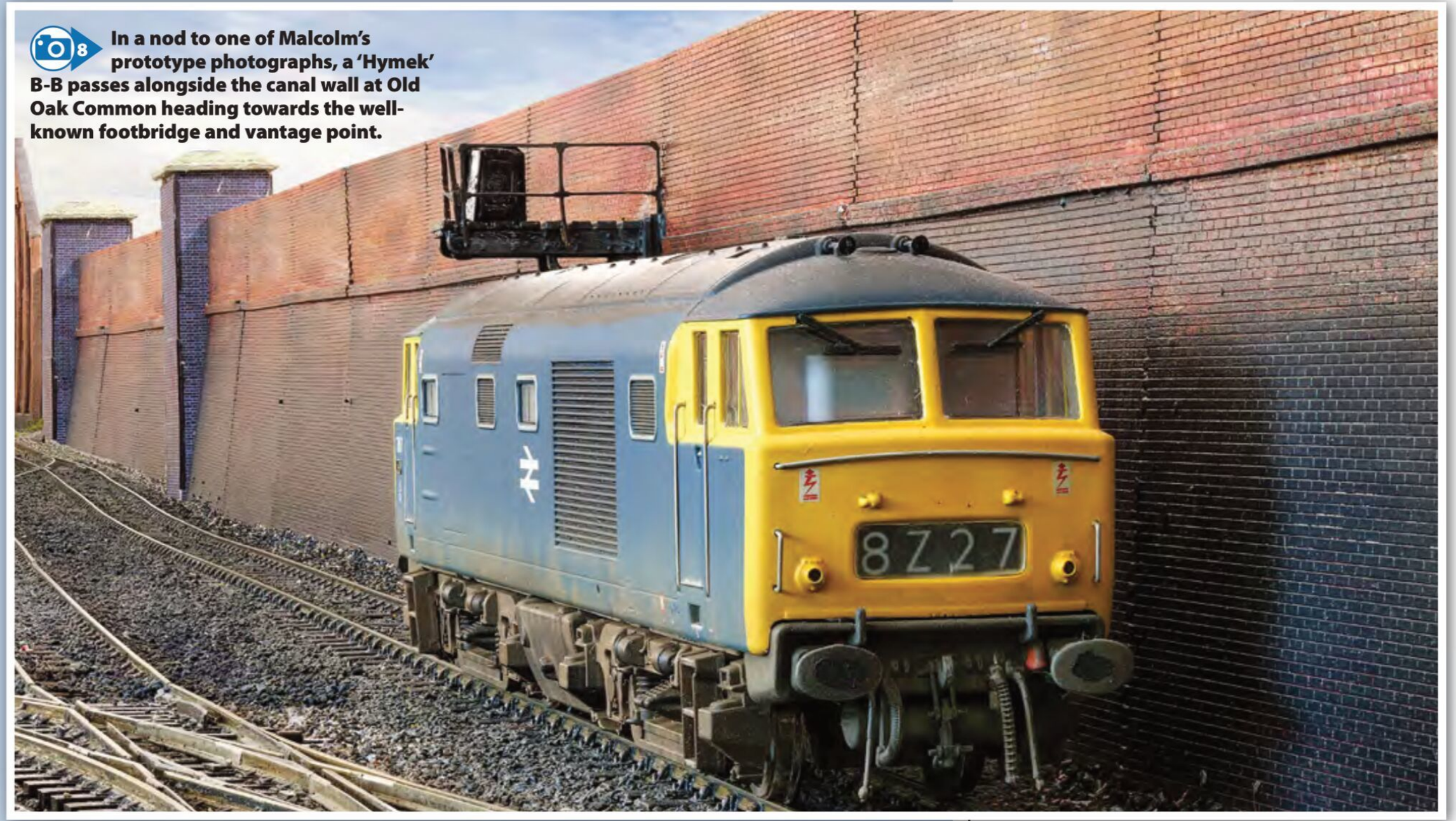
Baseboards incorporate 9mm plywood tops secured to 2in x 1in wood framework, supported by trestles. Peco bullhead track and pointwork were used throughout.

The whole layout is fully Digital Command Control (DCC), with points powered by Cobalt Digital IP point motors controlled by a NCE Power Cab handset. I have found DCC operation reliable and it certainly adds realistic slow speed operation.

An ADM turntable is used and has proven realistic and reliable in its

7 Reminiscent of a weekend scene, diesel-hydraulics and diesel-electrics vie for space on the turntable roads.





8 **In a nod to one of Malcolm's prototype photographs, a 'Hymek' B-B passes alongside the canal wall at Old Oak Common heading towards the well-known footbridge and vantage point.**



operation. It is supported by its own sub-assembly, comprising a wooden frame formed by 2in x 1in battening secured to a separate trestle to ensure stability.

Scatter and weathering powders have been used to enhance groundworks and buildings to create the 'in service' appearance. Modelu and Preiser figures have been used to populate the layout.

BUILDINGS

All buildings have had, by necessity, to be built from scratch, and most were skilfully built by James Styles based on my scale drawings. The buildings are card or board construction, faced with brick paper. The Pullman shed doubles as a programming track and has a removable side panel to enable access.

Furthermore, the programming track is masked from view by an internally removable backscene depicting an actual photograph of the real shed interior. The programming track is independently controlled by a separate Prodigy handset.

The remaining buildings, the former sand furnace and the adjoining sole remaining wall of the former roundhouse, amenity block, water tower and adjacent softening plant, were built by myself using plasticard shells faced with embossed plasticard. The arch over the turntable deck, together with the equally fragile 'A' frame supports on opposing sides of the turntable well, were all formed by Evergreen angle.

The recreation of the power supply cable to the turntable was achieved by Neil using cotton thread draped around the central spindle surmounting the turntable arch and attached to the opposing 'A' frames – a feature which has proven to be very durable and realistic. The canal wall and adjacent footbridge are made from »

sectional parts supplied by Jacob at L Cut Creative using drawings and dimensions I supplied him.

TRACTION

Motive power is heavily biased towards the Western Region's diesel-hydraulics including 'Hymek' B-Bs, 'Warship' B-Bs and 'Western' C-Cs prevalent on-depot in the 1970s, together with the occasional North British Type 2 B-B (Class 21). These form the mainstay of the locomotive fleet, although there are also examples of diesel-electric locomotives too – such as the Brush Type 4 (Class 47) and Brush Type 3 A1A-A1As (Class 31s) that could be seen at Old Oak by the early-mid 1970s. The first of the English Electric Type 4 Co-Cos (Class 50s) to arrive on the Western also feature, which can result in a fascinating collection of traction gathered around the turntable on busy days. »



D1026 *Western Centurion* sits alongside the running shed in company with a Class 47.



10 Above: **'Warship' D817 *Foxhound* rests between duties alongside the office block, while a Class 08 shunter trundles by in the foreground. A stores van can just be glimpsed in the distance.**

11 Above left: **A queue forms for stabling around the turntable, as a Class 47 and 'Warship' await clearance to proceed.**



OLD OAK COMMON INSPIRATION

● Malcolm Bentley's 'OO' gauge recreation of Old Oak Common was inspired from regular visits to the location in the 1970s, where he took many photographs of prototype traction on-shed. Here, Malcolm shares a few of his treasured images, a couple of which have been re-enacted for this feature.



'Hymek' 7093 rumbles alongside the canal wall at Old Oak Common on August 18 1973. Malcolm Bentley.



A working steam boiler is evident on D1033 as its driver eases the locomotive onto the turntable at Old Oak Common depot on February 21 1976. Malcolm Bentley.



A classic Old Oak Common turntable view with 'Westerns' D1043 and D1041 together with Class 47 47504 gathered around on October 19 1975. Malcolm Bentley.



D1051 undergoes inspection and re-fuelling inside the running shed at Old Oak Common, whilst D1046 waits its turn outside on February 8 1975. Malcolm Bentley.



D1063 stabled adjacent to the running shed at Old Oak Common on October 19 1975. Malcolm Bentley.



12 Left: **The vast Old Oak Common site in 4mm scale is seen to dramatic effect in this view of the depot and its diesel traction.**

13 Below: **Diesel-hydraulics dominate the scene at Old Oak Common, with a lone Austin A40 for company in the car park.**

Most of the movements on the layout are locomotives returning to the depot for servicing and/or refuelling between passenger duties at nearby London Paddington, or those returning from parcels, freight or departmental duties. As they arrive (from the storage yard), locomotives move onto the servicing shed, before disposal around the nearby turntable. Some are stabled elsewhere within the depot while others are shunted to and from the nearby factory (off-scene) for heavy maintenance. The Pullman shed and adjacent sidings also play host to examples stabled between duties. Departures follow similar scenarios, as they head from the depot to take up their next duties.

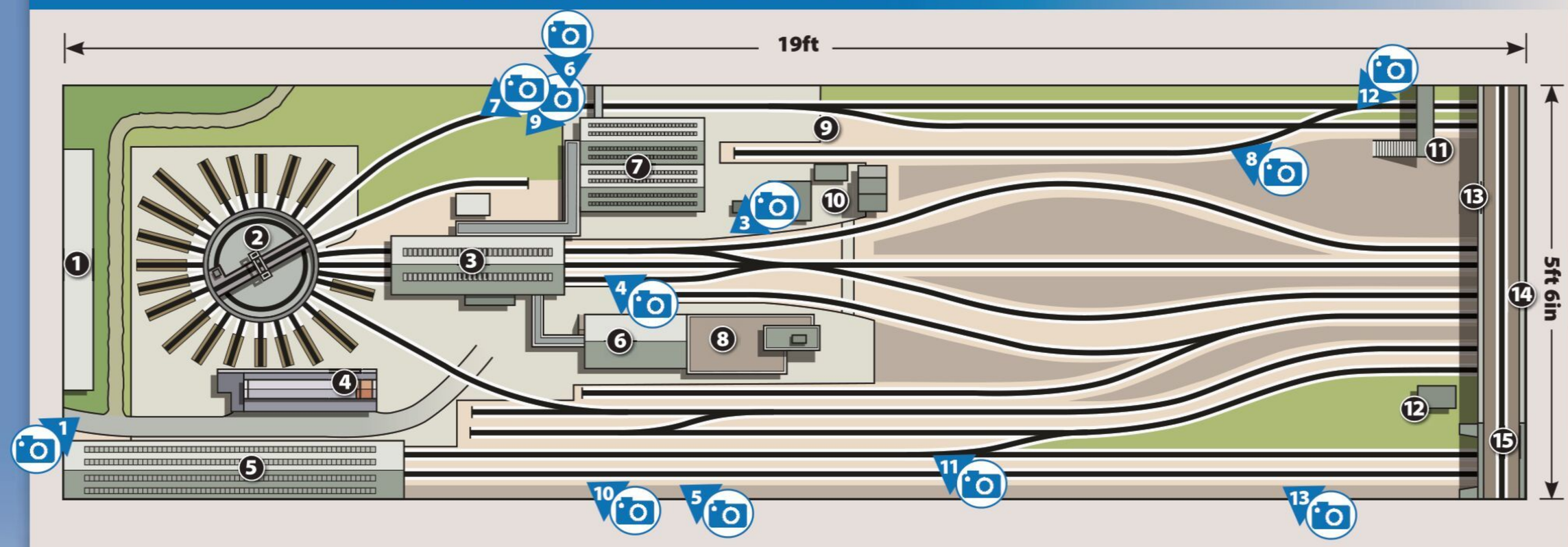
In addition to main line traction, the depot also plays host to a series of Class 08 diesel shunters which are allocated for use in the nearby carriage sidings as well as local freight yards including Acton. They were also utilised to move stores vans, wagons and even snowploughs around the depot, as well as locomotives too. When not in use examples could be found on the turntable roads – some of which were quite short.

As already touched on, much of the motive power has been reworked to represent specific examples spotted at the depot on trainspotting visits during the hydraulic era, together with realistic weathering replicated from photographs, which means I can recreate actual cameos in miniature – see if you can spot them.

NOSTALGIC

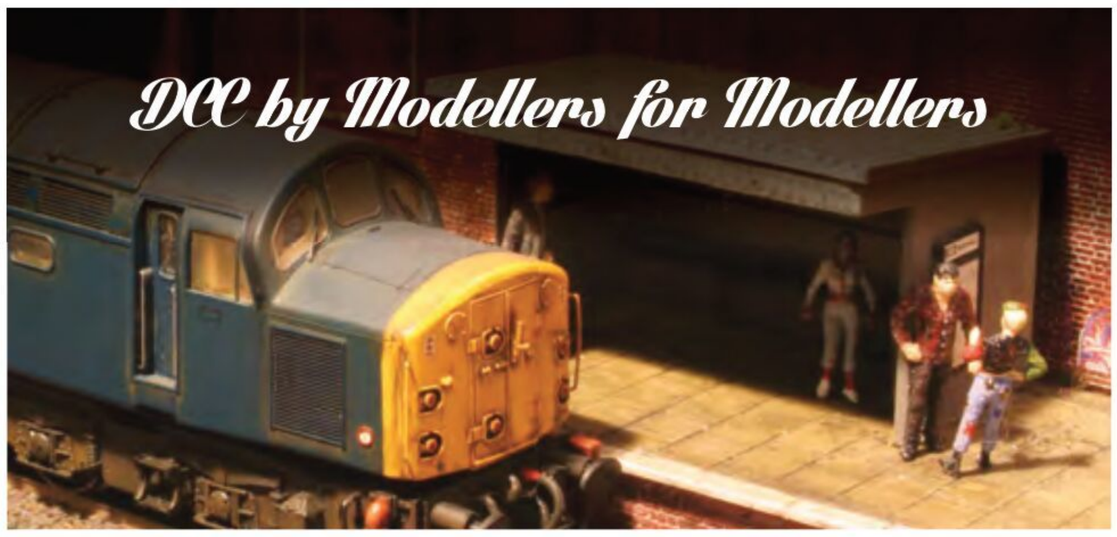
My appreciative and grateful thanks are extended to Neil, Paul, James and Colin for their collective input and practical assistance. Old Oak Common gives me enormous pleasure and enables me to wallow in nostalgia - rekindling memories of happier carefree days visiting Old Oak on numerous occasions. **HM**

OLD OAK COMMON DEPOT TRACK PLAN (NOT TO SCALE)



KEY				
1 Staff lodging	4 Former sand furnace	7 Stores	10 Water softening plant	13 Mitre Bridge
2 Turntable	5 Pullman shed	8 Offices	11 Footbridge	14 To/from storage yard
3 Running shed	6 Staff amenities block	9 Water tower	12 Cabin	15 West London Line





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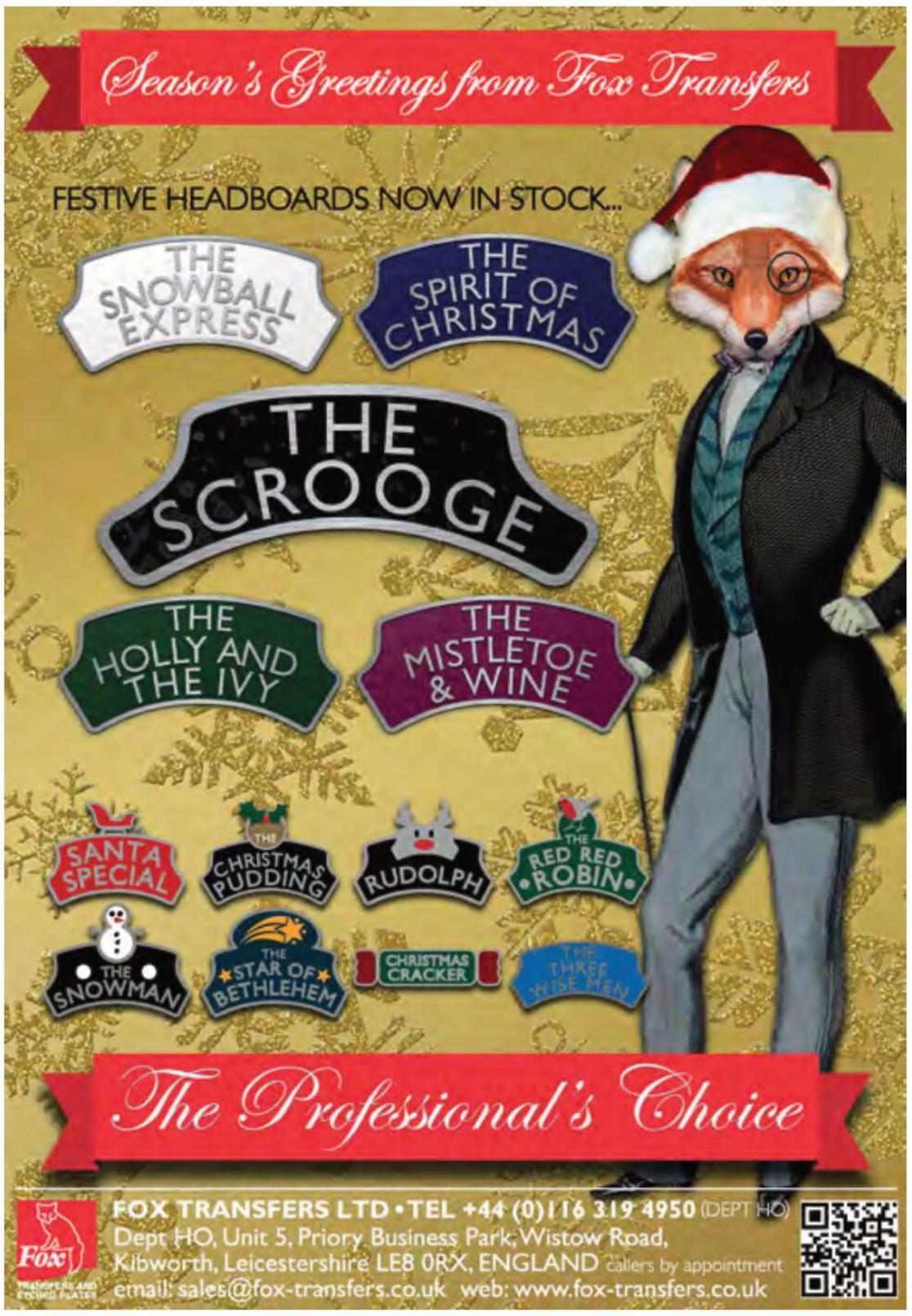
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Return to Tyne Dock

TIM SHACKLETON goes for a high-fidelity weathering treatment that squares with the level of detail on a matched pair of Sulzer Type 2s.



At South Pelaw Junction (where the '9F' bankers used to come on) 5107 and 5105 drift downhill with iron-ore empties from Consett. The date is 28 June 1971 and the locos still carry their 'D' prefixes. Bill Jamieson

Waiting to return to their depot, the woebegone look of this pair of Sulzer Type 2s was typical of the condition in which BR kept its first generation diesels. Rather than having two near-identical machines, I deliberately made one a bit shabbier than the other. The distinctions are small but significant, as we'll see.

PREVIOUSLY, WE HAVE featured Tyne Dock depot and the collection of motive power that accumulated there in the final years of steam (HM148). In this feature, I'd like to move the clock forward a few years, to the post-steam, pre-TOPS BR blue era that's such a fascinating subject to model.

This time, we'll focus on the underpowered Sulzer Type 2 locomotives that replaced the BR '9Fs' on the legendary Tyne Dock-Consett iron ore trains until they were supplanted in 1974 by the altogether more capable English Electric Type 3s, better known today as Class 37.

On workings such as these, outward appearance counted for little and the 1,250hp machines, working in pairs, showed every sign of being flogged unmercifully on steep gradients with heavy trains. I'm using blue-liveried Bachmann Class 24s as the basis of the project, although Sutton's Locomotive Works has produced a batch of these locomotives with the appropriate modifications for operating the unloading doors on the 56ton iron ore hoppers used on these demanding workings.



Sulzer Type 2s D5106 and D5102 approach Tyne Yard from the Gateshead direction hauling a rake of iron-ore hoppers on June 18 1970. Bill Jamieson.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Black Smoke pigment	Ammo	P023
Flat black Aqueous acrylic	Mr Hobby	12
Mixing White Georgian oil paint	Daler Rowney	007
North Africa Dust pigment	AK-Interactive	AK-041
Old Grease	Wilder	GP11
Pan Pastel pigments	PanPastel	Various
Red Brown	Tamiya	84
Satin varnish acrylic	Winsor and Newton	3022803

This, I feel, is about as far from generic weathering as we can go – today's high-calibre ready-to-run models demand an equally well-detailed finish. Achieving this level of realism calls for a highly specific, prototype-based approach that relies not on what make of airbrush or type of paint you use but on a detailed study of the real thing.

You'll notice, as a case in point, that one of these locomotives is slightly less heavily weathered than the other, the result (and this was all part of the plan) of having been repainted a few months later, and consequently having had less time to become accustomed to life in the industrial North East.

Notice too the burned paintwork on one exhaust silencer assembly, the clean front end of the more recently outshopped locomotive, the scrapes where the crew's boots have kicked the cab doors open and the emulsified coolant thrown out by the radiator fans.

It's the modest, understated little details such as these that make all the difference whenever you're weathering a model and through these highly individualised examples I hope I can encourage you to try something similar. **HM**

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



Like the '9Fs' before them, the Sulzers were stabled in the straight shed at Tyne Dock in conditions that to modern eyes seem awful – this, however, was the reality of the transition era. Maintenance was carried out at the parent depot, Gateshead.
Tim Shackleton.

STEP BY STEP

WEATHERING A PAIR OF TYNE DOCK CLASS 24S

Intermediate
Beginner SKILL LEVEL Advanced

1



Straight from the box, Bachmann's Class 24 features a high-quality pristine BR blue paint finish. My aim with this project is to demonstrate how you can apply a realistic work-weary appearance, for that typical Tyne Dock look.

2



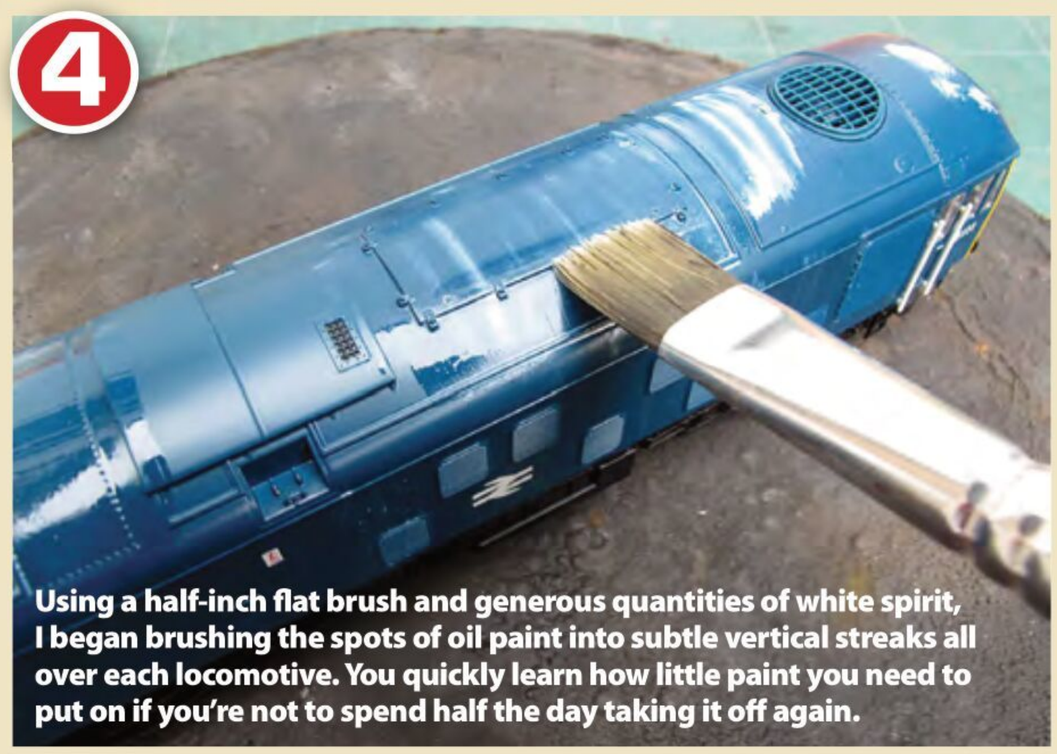
Both locomotives have been augmented by front-end pipework intended for the Sutton's Locomotive Works version of the 24, but otherwise the two project models are unmodified.

3



For the most part, the weathering was completed using a combination of artists' oil colours and weathering powders, with a minimum of airbrushing. The first step was to dab on little spots of Mixing White squeezed straight from the tube.

4



Using a half-inch flat brush and generous quantities of white spirit, I began brushing the spots of oil paint into subtle vertical streaks all over each locomotive. You quickly learn how little paint you need to put on if you're not to spend half the day taking it off again.

5



You can do the same to the full yellow ends. On the real thing, the paint used for this job wasn't always of the best quality and the colour quickly began to fade. A wash of white oil paint does the trick – being so slow-drying, it's very flexible in this respect. Acrylics are of only limited use in this kind of context.

6



You can see how subtle the discoloration is – a general lightening of tone quickly knocks back the pristine Rail Blue. I've also done some preliminary airbrush weathering of the bogies with Mr Hobby Flat Black (12) and Tamiya Red Brown (84).

7

Now I've added more brown to the bogies and allowed overspray to spill over on to the bodysides. The next stage is to brush tiny quantities of Adam Wilder Old Grease powder on to the grilles, gently blending it in with the airbrushed acrylics. This product has become quite difficult to obtain in the UK, which is a real shame.





Distressing the weathered surface using a rubber-tipped tool primarily intended for use with PanPastels. A few vertical passes takes off paint and powder, leaving a weatherbeaten effect.



I continued with the airbrush – an Iwata Eclipse CS in this instance – to waft a light and very patchy coat of weathering over the faded blue roof. This again was an 80:20 mix of Mr Hobby Flat Black (12) and Tamiya Red Brown (84) acrylics, let down to spraying consistency with Ultimate universal thinners.

An abiding characteristic of the Sulzer Type 2s is a heavy white-ish deposit thrown out by the cooling fan. There are many ways of reproducing this effect but here I've opted for the speed and simplicity of weathering powder.





Above: **The weathering of the roof is further developed using pigments in tiny quantities. To kick things off, we have a relatively simple application of Old Grease and MIG Black Smoke.**



Left: **To create the burned look on one of the exhaust silencers, I used three shades of PanPastels, gently blended together. I feel models of such obvious quality deserve this kind of attention to detail in the way they're weathered.**

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Tamiya	*www.tamiya.com*
Wilder	*www.airbrushes.com*
Winsor and Newton	*www.winsornewton.com*



One locomotive is clearly in a shabbier state than the other and this is very evident in the roof weathering. I'm assuming (I really should check the Works records) that one was shopped and repainted a few months before the second example.

Intermediate
Beginner SKILL LEVEL Advanced

"Achieving this level of realism calls for a highly specific, prototype-based approach that relies not on what make of airbrush or type of paint you use but on a detailed study of the real thing."

TIM SHACKLETON



Left: **Fuel tank spillage was universal on the Sulzer Type 2s. Again, you're open to all kinds of possibilities so this is merely an acrylic satin varnish from Winsor & Newton's Galeria range.**

Below: **At this stage – I'd been working on the Sulzers for a couple of hours or so – I like to down tools and let things settle, preferably overnight. When you come back to your work it's pretty easy to see what still needs doing and what seems to have worked well at the first time of asking.**





The following morning, I added some kick marks to the cab door, a bit more nose end grot, a hint of brake block dust to the bogie sideframes and that was about it.

DIGGING YOUR scene

Like railways, roads always need maintaining. **DAN EVASON** shows how to recreate a typical 1930s roadworks scene.



Dan Evason's latest 'OO' gauge diorama depicts a 1930s roadworks scene, as repairs are made to a damaged section of clay water pipe under the road.

ONE THING I LOVE ABOUT this hobby is the research involved when working on a project and learning about topics that I might not otherwise happen upon and which can also throw up an occasional surprise too.

In the past I've found myself searching for information as diverse as calculating the minimum spacing between UK telegraph poles or discovering when black and white cows were introduced to this country.

After attending a local steam rally and seeing a roadworks living history display, complete with steam roller and all manner of tools, barriers and signage, I thought it would be great to create a roadworks scene, using one of Oxford Diecast's 1:76 scale steam rollers and some Modelu 4mm scale 3D-printed figures.

I opted for the 1930s period and set to work researching the subject online, discovering a really useful page in the process that outlined UK roadworks through the decades, with information on exactly what I would need to model the scene accurately. For example, I knew barriers would be needed to effectively fence off the area in question, but the research showed it wasn't quite as I had imagined and would require modelling metal poles linked with lengths of rope.

For this latest step-by-step guide, the aim is to develop a realistic 'OO' gauge diorama reflecting 1930s work men repairing a section of pipework beneath the road surface, in what turned out to be a simple, low-cost but very effective scene.

HM

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

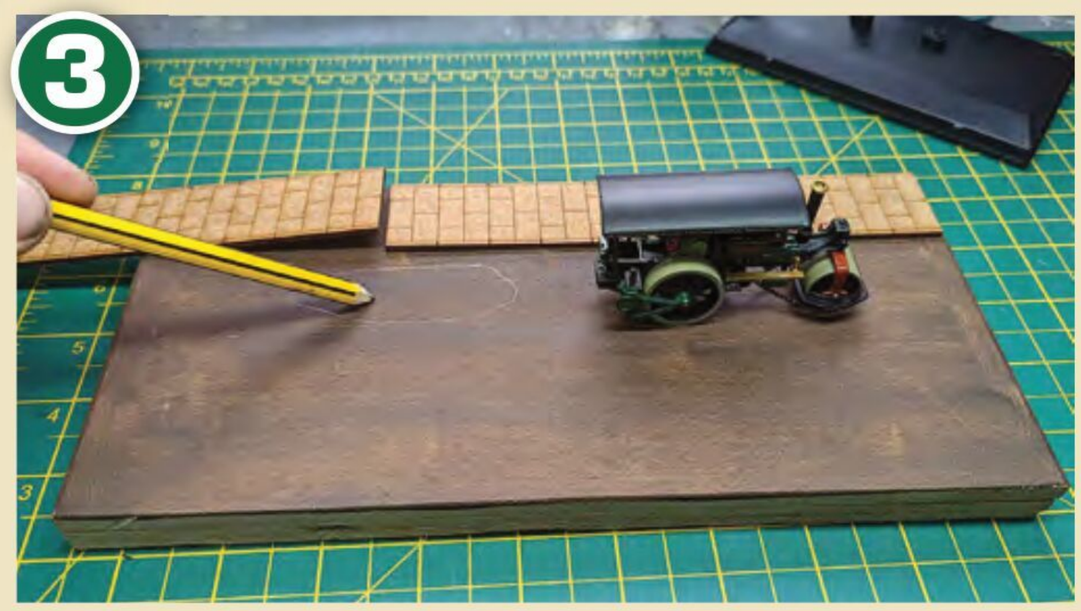
As workmen look to repair the damaged water main, a steam roller has been called upon in readiness to make good the road repair in due course. The steam roller is from Oxford Diecast's 1:76 scale range of road vehicles.



A small sheet of 6mm MDF was sourced as the base for this project, as I find this material great for creating road surfaces due to its texture. Once cut to shape, an abrasive sanding pad was used to lightly sand the surface.



Daler Rowney Raw Umber was then used as an undercoat and applied to the surface in a side-to-side motion. At this stage, don't worry about creating an even coverage.



Once dry, it's on to the planning stage to mock up how things are going to fit into the scene. I marked out where to place the hole for the burst water main which forms the justification for the works.



Using a minidrill and grinding tip, a void was formed in the surface of the diorama with a 45 degree angle at the bottom of the hole. This was then levelled out to allow a short length of pipe to be added.



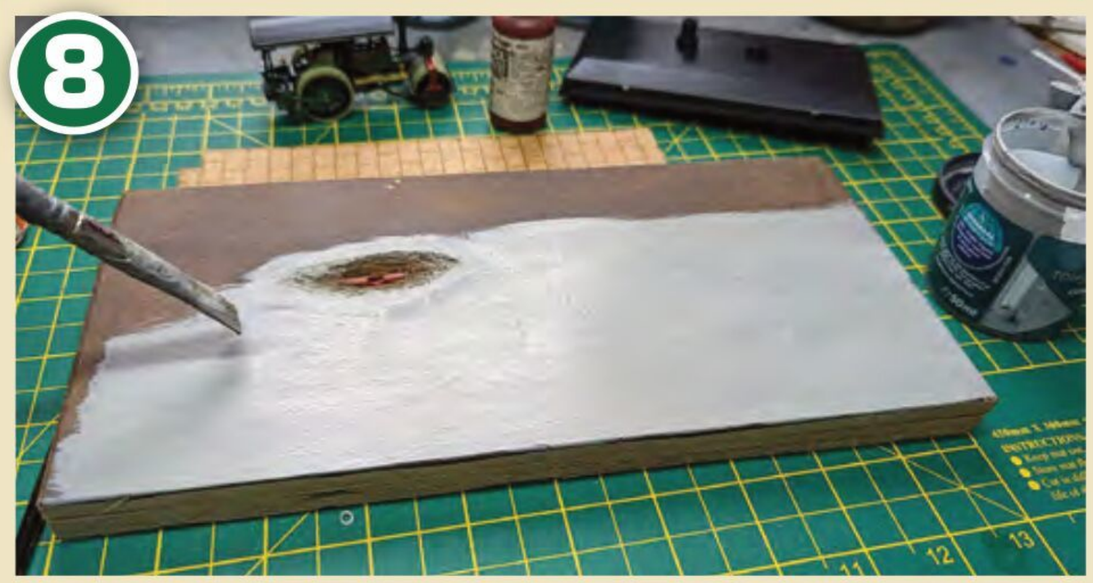
A small piece of plastic tube was sourced and trimmed to length to fit the gap in the hole, while a sharp scalpel was then used to make the water main pipe look like it had fractured.



With the pipe now glued and wedged into place, a spot of colour was added. As this diorama was to be set in the 1930s, the water pipe would have been made from clay, so Vallejo Burnt Red acrylic was applied with a small paintbrush.



Next, the area around the pipe area was touched in with the Raw Umber paint. Don't worry if the resulting scene at this stage is not that neat as we'll be applying further layers of paint to disguise it.



There are various methods for creating a realistic road surface. For me, using a selection of grey acrylic tester pots from the local DIY store was a good starting point. The first coat of paint (Hamptons) was then applied to the surface, ensuring this was done in the direction of traffic flow.

Intermediate
Beginner SKILL LEVEL Advanced

"For this diorama, I opted for the 1930s period and set to work researching the subject online."

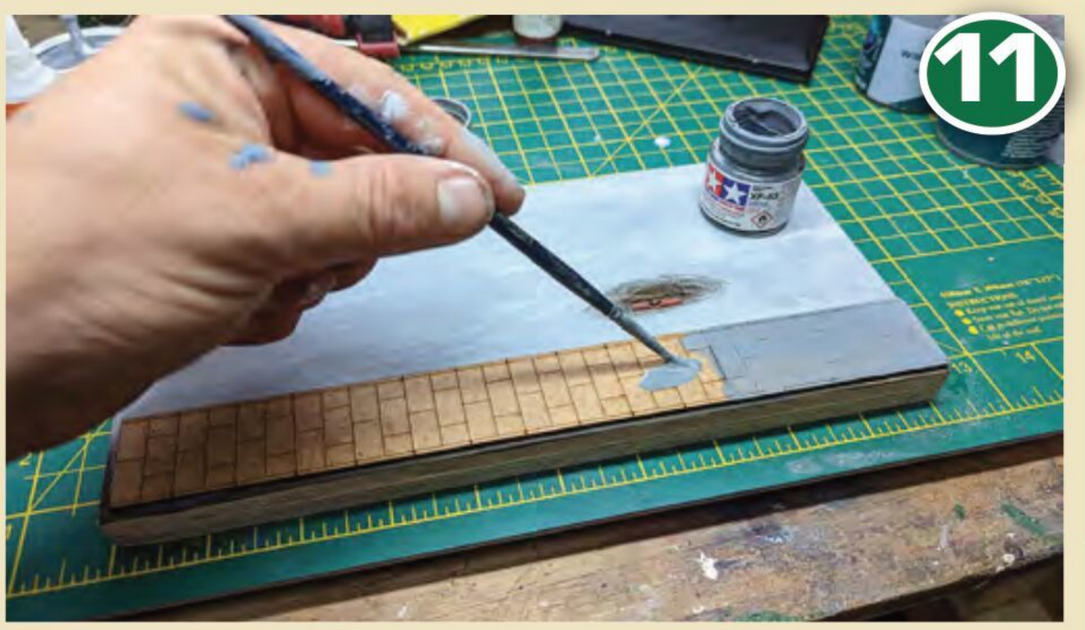
DAN EVASON



Once the first coat of grey paint has dried, the second coat can be applied. The Hamilton shade was added first, followed by Delaware using a patchy/ dry brush effect, rather than trying to cover the road entirely.



Having left the road surface to dry completely, take the abrasive sanding pad or fine sand paper and gently rub the surface in the direction of the traffic flow.



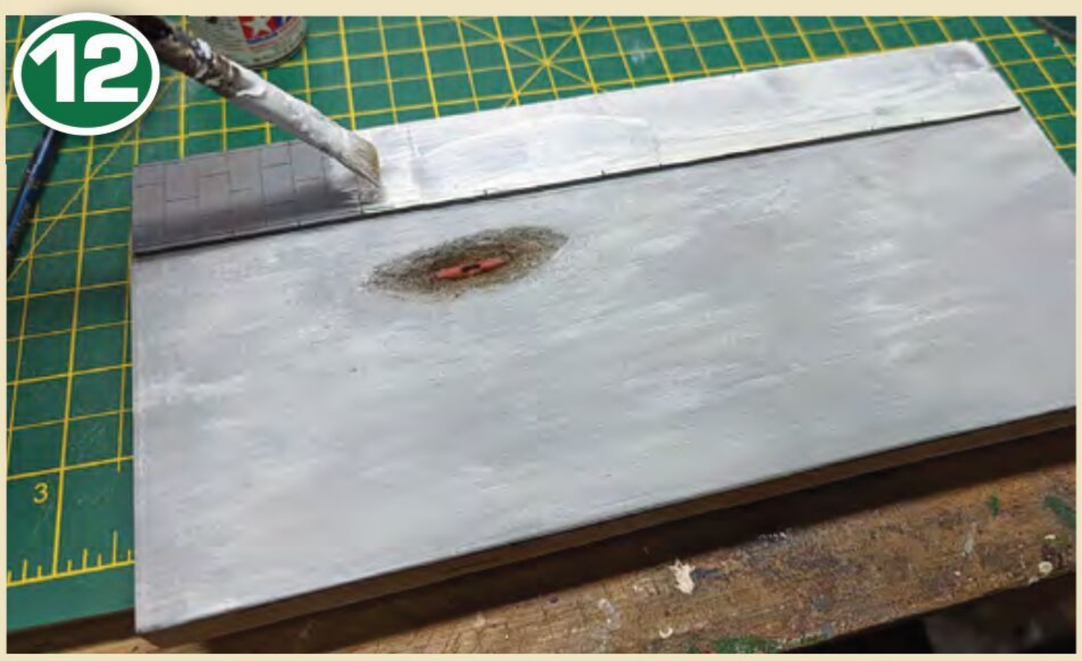
Laser-cut paving was then trimmed and set in place, followed by a coat of Tamiya Neutral Grey. I found one coat worked well and resulted in a realistic patchy effect.



With the paving surface paint still wet you can remove the excess paint. This is a messy job as you need to use your fingers to wipe the paint away. (Don't use a tissue to wipe the paving area as this will remove the paint from the joints in the slabs). Once happy with the effect, leave to dry.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Black wash	*www.florymodels.org*	FMW001
Burnt Grass coarse scatter	*www.wwscenics.com*	WSFL-001
Burnt Grass fine scatter	*www.wwscenics.com*	WSLF003
Burnt Red acrylic	*www.acrylicosvallejo.com*	70.814
Concrete weathering powder	*www.wwscenics.com*	WSWP-002
Dark Iron acrylic	*www.tamiya.com*	XF84
Delaware paint tester pot	*www.diy.com*	N/A
Hamilton paint tester pot	*www.diy.com*	N/A
Hamptons tester pot	*www.diy.com*	N/A
Neutral Grey acrylic	*www.tamiya.com*	XF53
Paving	*www.fairpricemodels.co.uk*	PAV100
PVA glue	*www.diy.com*	101035010
Raw Umber acrylic	*www.daler-rowney.com*	247
Scotch-Brite sanding pad	*www.3m.co.uk*	7447
Steam roller	*www.oxforddiecast.co.uk*	76APR001
Superglue	*www.wwscenics.com*	N/A
Town and Country Scenics 'Rust It'	*www.squirestools.com*	N/A
Workmen bundle	*www.modelu3d.co.uk*	9002-076



A wide, wet brush was briefly dipped in the Hamptons tester pot and then applied over the pavement, making sure it was also worked in to the gaps between each slab too.



To create the mound of rubble from where the water pipe has been unearthed, a small off-cut of 6mm MDF was used which was then trimmed using the minidrill. This was finished off with a scalpel to look like a pile of rubble.



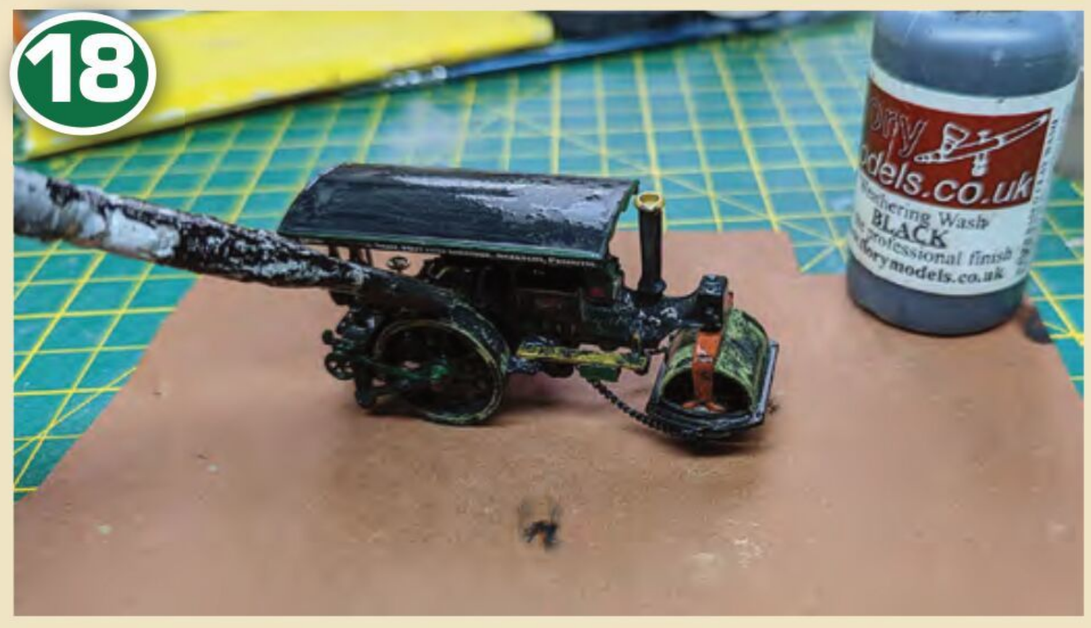
Next, the rubble was painted with Raw Umber acrylic. I also applied a black wash, together with a dry brush of light grey just to give it a stone and mud effect.



With the hole starting to come to life, the next stage was to take a brush and apply a Flory Black wash around the broken pipe area – this will create the effect of damp soil.



Weathering is applied next. WWScenics' Concrete weathering powder was used along the kerbside area and also for the rubble area, helping to tone the scene down slightly.



Out of the box Oxford Diecast's excellent 1:76 scale steam roller looks too clean for our needs, so also needs toning down. For this, a light coat of Flory Black wash was applied and left to dry.



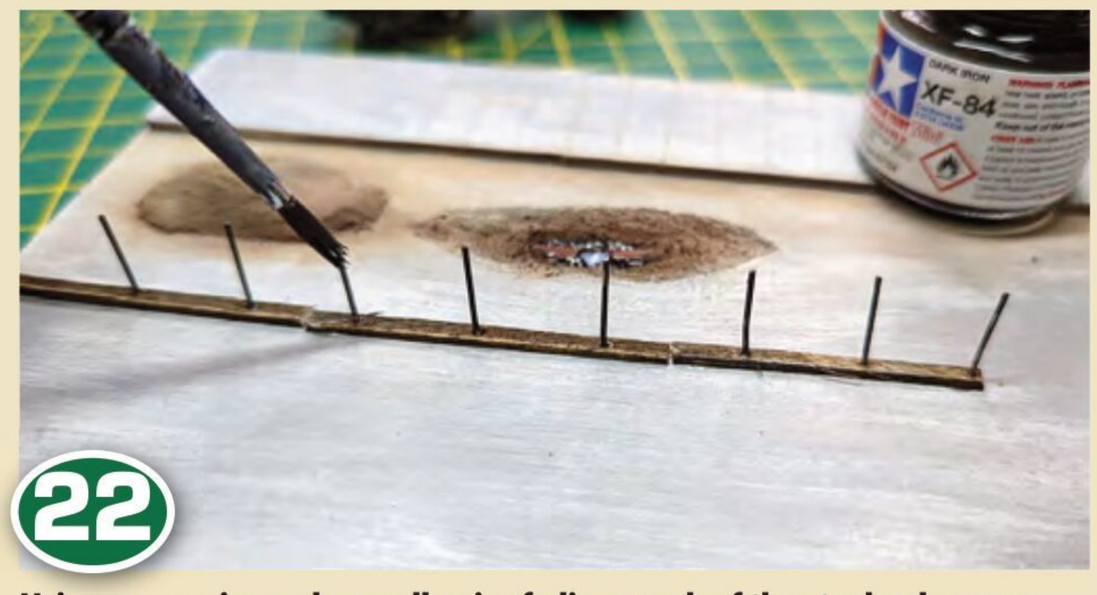
A damp cotton bud was then used to remove the dried-on Flory wash in certain areas. I find this product great for giving vehicles a dusty look, and if you don't like the resulting effect, you can remove it with a damp cloth and try again.



Returning to the hole in the road and the water leak, a spot of PVA glue was added which will take on the appearance of water once dry. This was teased into and around the pipe area with a cocktail stick.

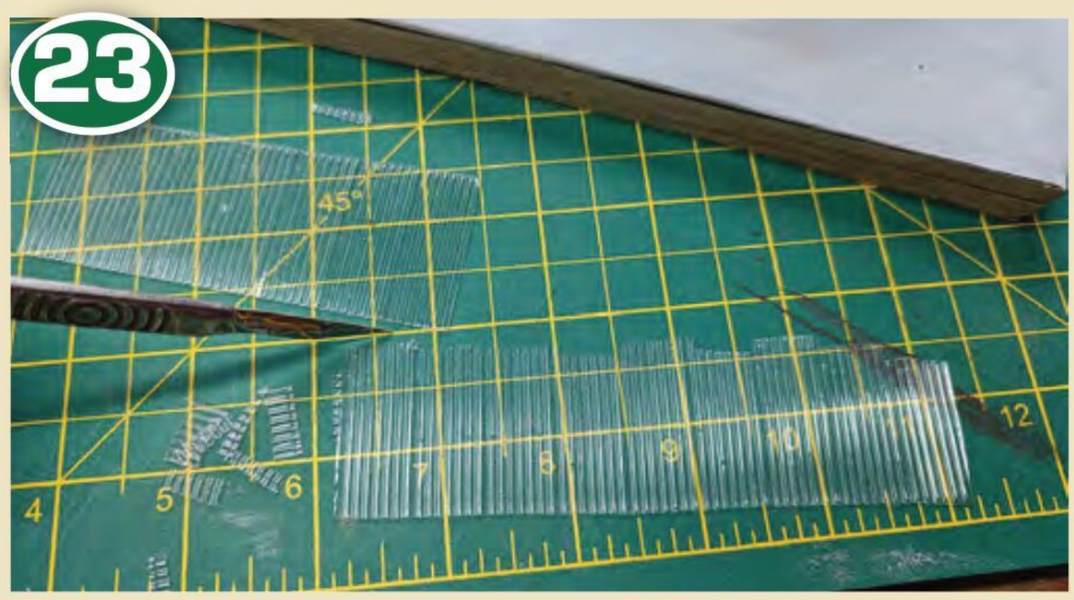


According to my research, in the 1930s barriers were formed from timbers with metal poles driven into them and a length of rope tied between each pole. I used a trimmed-down coffee stirrer and a simple wash of Raw Umber and Flory Black wash to help bring out the grain of the wood and give it an aged appearance.



Using some wire and a small pair of pliers, each of the steel poles were cut to size. The ends were dipped in superglue and pushed into place, ensuring they were equally spaced. Having left them to dry, they were then treated to a coat of Tamiya Dark Iron.

Intermediate
Beginner SKILL LEVEL Advanced



I wanted to add extra height to this diorama along the rear, so Wills clear corrugated plastic card sheeting was used. This was cut into equal strips and then hacked away at the top using a sharp craft knife, to make them look like individual sheets.



Initially, the corrugated sheets were painted Tamiya Dark Iron as a base coat. Once dry, this was followed by Town and Country Scenics Dark and Light Rust (Rust-It) applied in a downward motion from the top of the fence, painting random sections at a time to avoid repeat paint patterns.



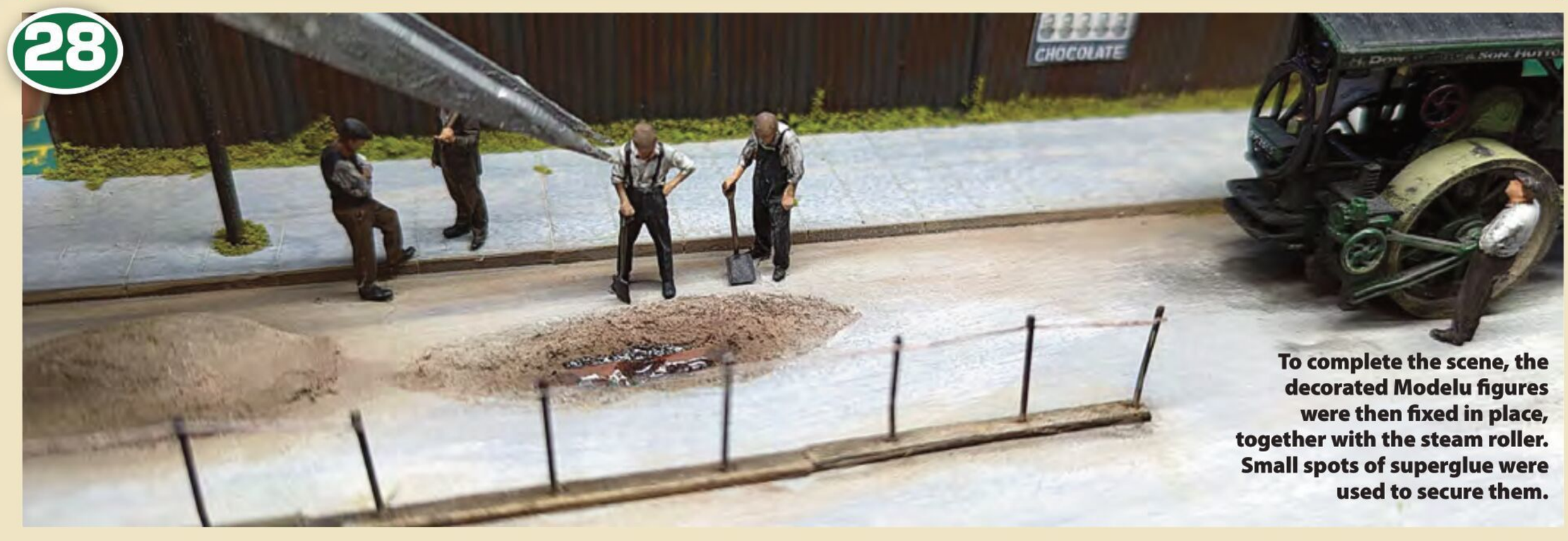
The corrugated fence was then applied to the rear of the diorama using superglue. A small bead of glue was added to fill the slight gap between the fence and the rear paving.



A Ratio telegraph pole was then added together with a paper sign from the spares box, to really bring this scene to life. I applied fine and coarse WWScenics scatter to the base of the fence and telegraph pole to blend them in.



Modelu's workmen bundle was perfect to complete the overall scene and each figure was painted using Vallejo acrylic paints to help bring them to life. I always start with the faces then work outwards towards feet and hands.



To complete the scene, the decorated Modelu figures were then fixed in place, together with the steam roller. Small spots of superglue were used to secure them.

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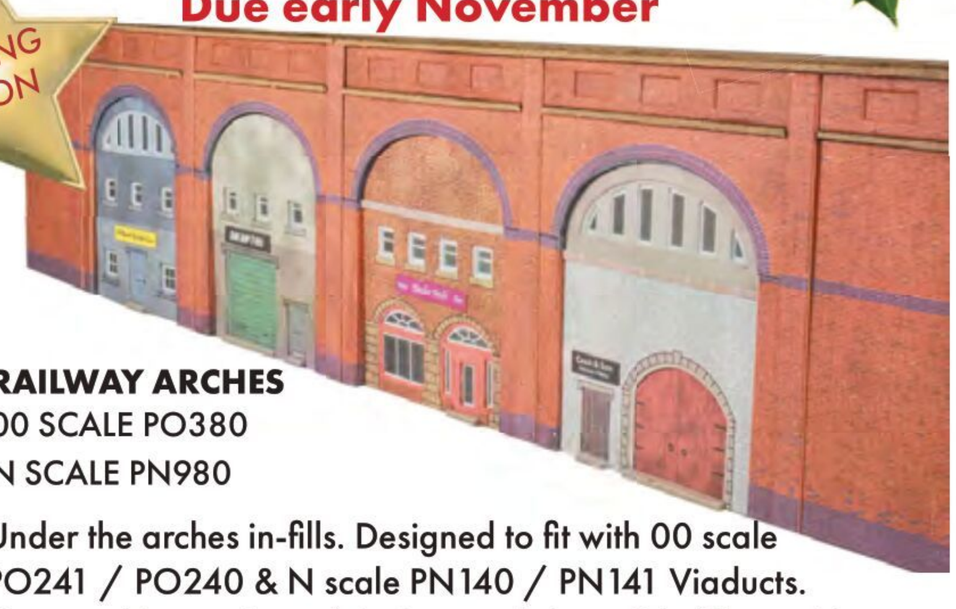
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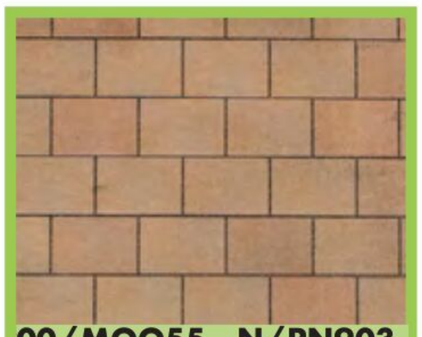




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CASTLE GATEHOUSE
00 SCALE PO291 / N SCALE PN191

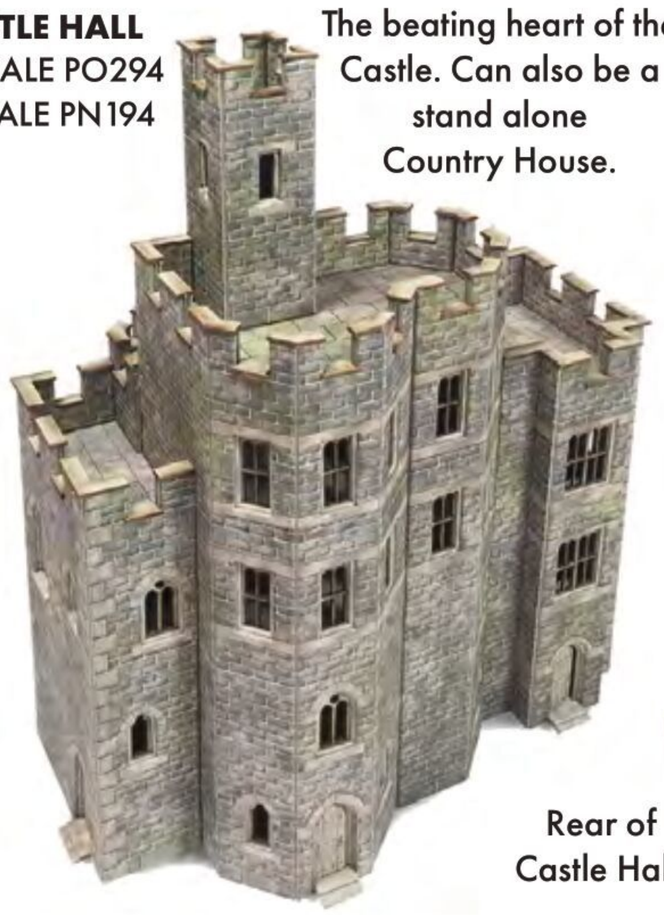
A large entrance gate to the Castle, or maybe a city or town wall gate.



Castle Hall could be made into a small fortified house like this. Made using Castle Hall, 2 x 45° Curtain Wall Corners, and 2 x Watch Towers.

CASTLE HALL
00 SCALE PO294
N SCALE PN194

The beating heart of the Castle. Can also be a stand alone Country House.



WATCH TOWER
00 SCALE PO292
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A useful tower to fit within curtain walls, or a stand alone Folly. (2 x Towers with N scale)



Rear of Castle Hall.

CURTAIN WALLS
00 SCALE PO293
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Various lengths of straight walls plus 2 x 45° corners and 1 x 90°corner. 2 packs needed for a complete curtain.

CASTLE BUILDING SHEETS
00 SCALE PO295 / N SCALE PN195



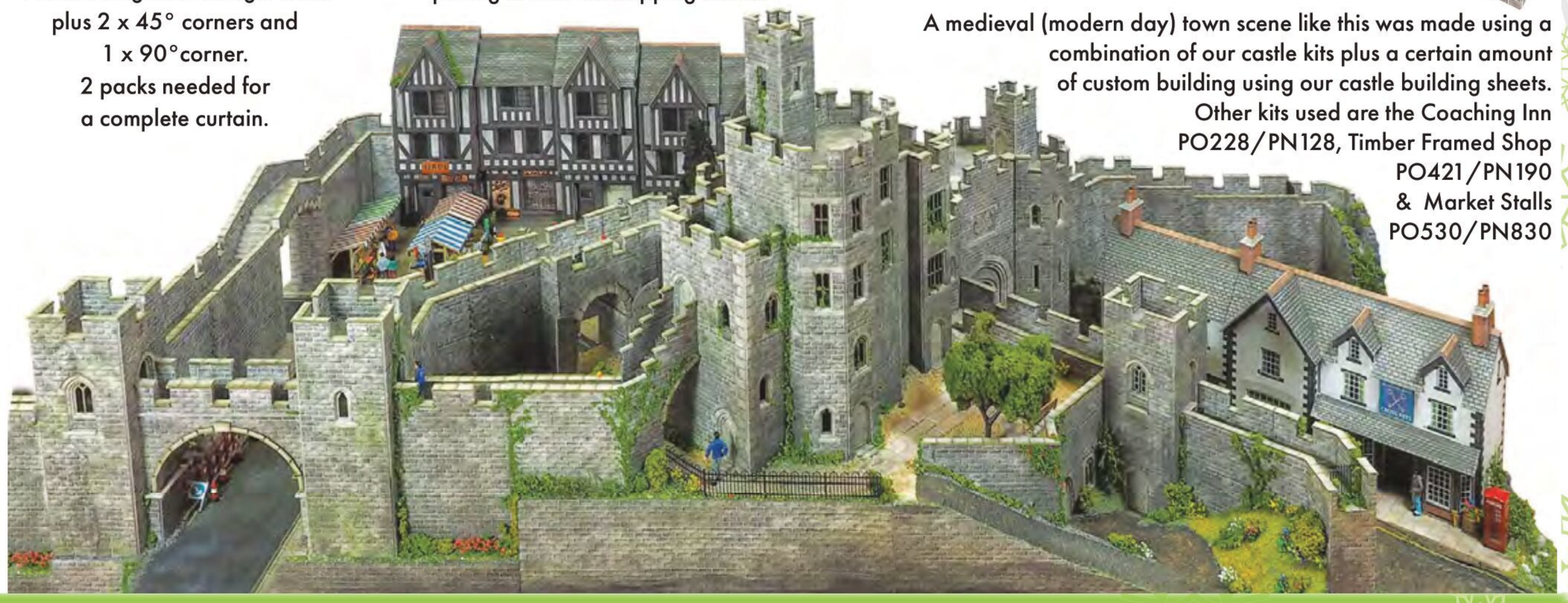
A Pack of matching stone sheets, ideal of scratch building. Contains stone walls, paving & laser cut capping stones.

CASTLE WALL BRIDGE
00 SCALE PO296
N SCALE PN196

A section of castle / city wall with a bridge opening for raod or rail use. Similar to those in the walls of York or Conwy



A medieval (modern day) town scene like this was made using a combination of our castle kits plus a certain amount of custom building using our castle building sheets. Other kits used are the Coaching Inn PO228/PN128, Timber Framed Shop PO421/PN190 & Market Stalls PO530/PN830



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This 3D-printed three coach set on Trevor Jones' 'OO' garden railway includes a former LBSCR Brake Third, SECR Lavatory Composite rebuilt as a semi-saloon and SECR Brake Third. They formed Southern Region set 485 on the Isle of Wight in BR days. Trevor Jones.

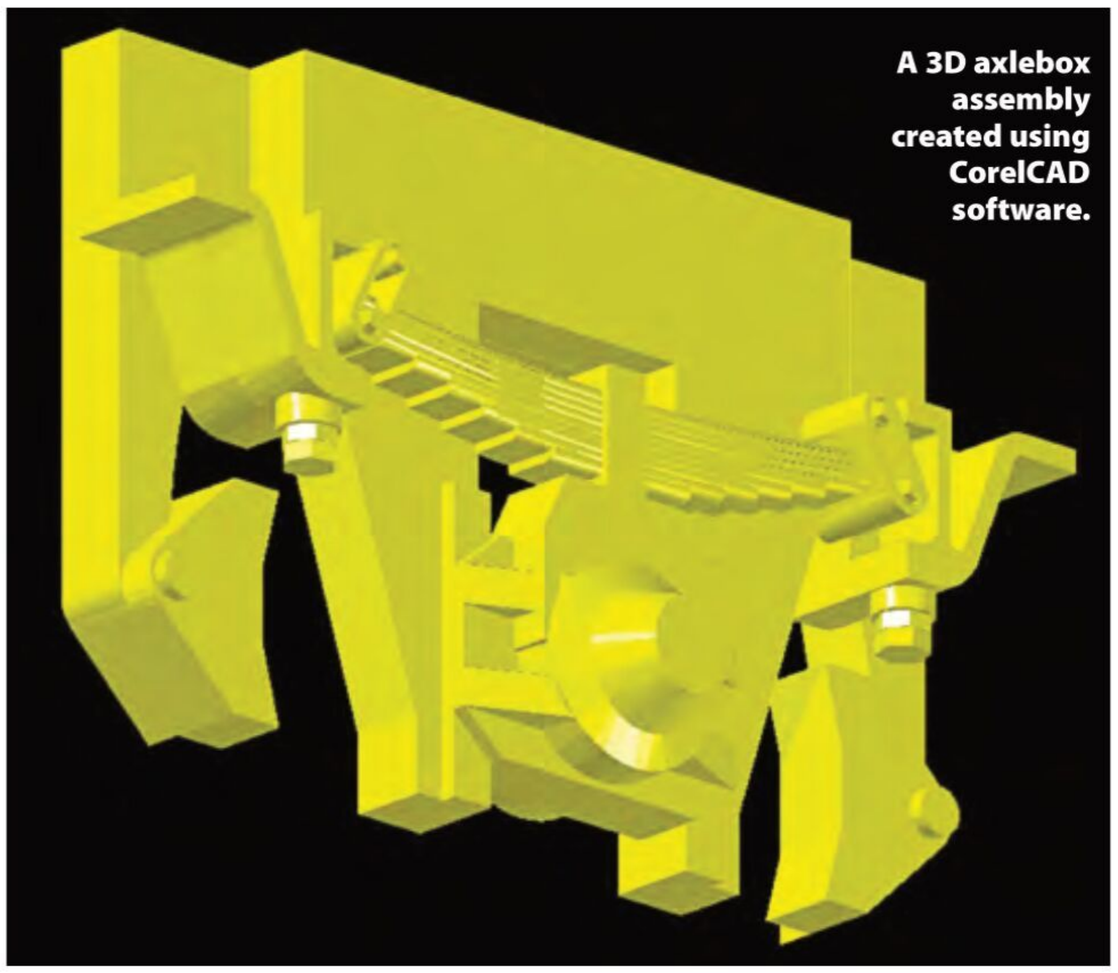
DIGITAL REVOLUTION

As computers, software and peripherals become ever more advanced, increasing numbers of modellers are embracing the technology as a new form of digital scratchbuilding, as **STEPHEN GRANT** outlines.

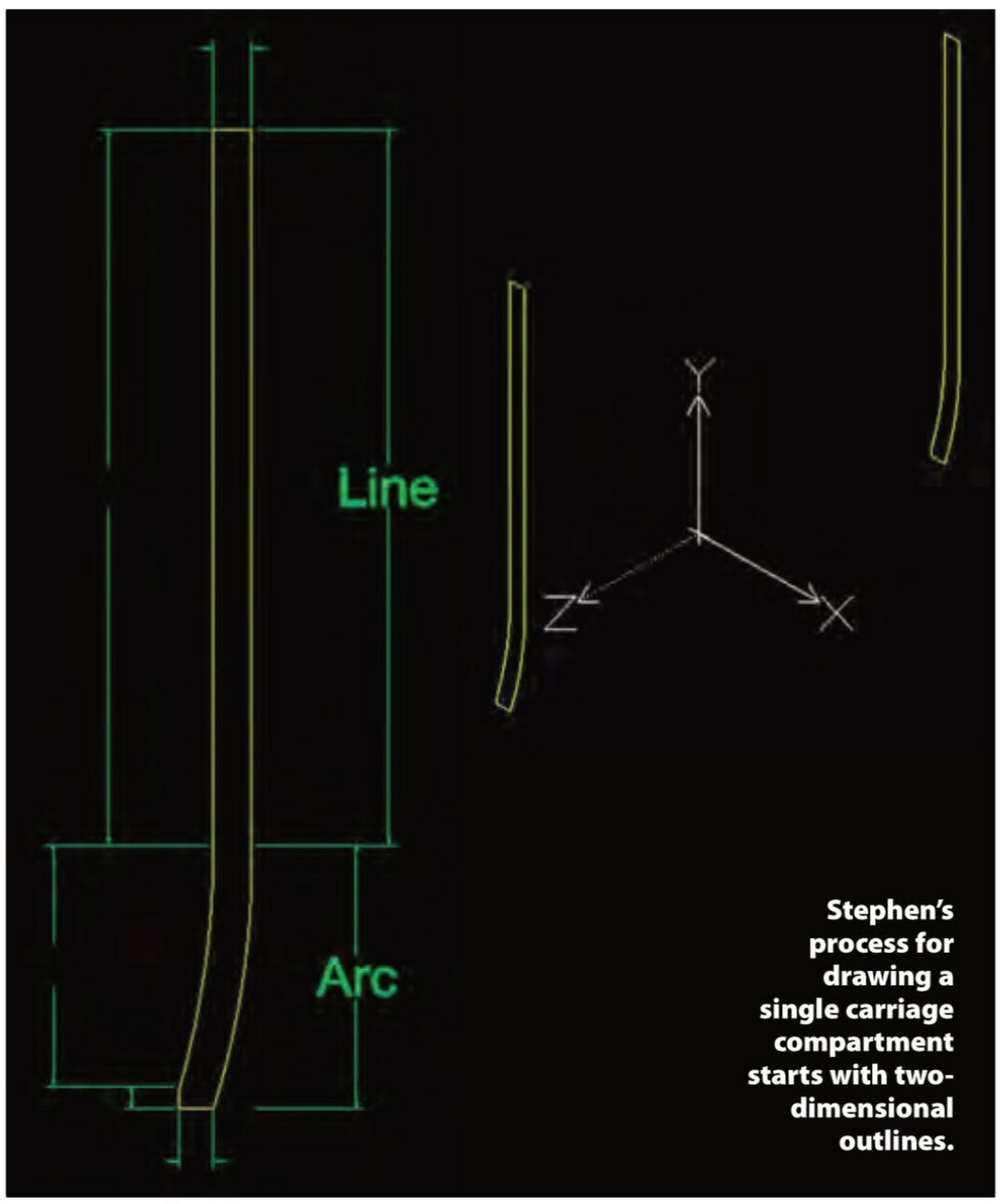


3D printing, photo-etching and laser-cutting techniques were employed to create this outstanding Midland Railway station building.





A 3D axlebox assembly created using CorelCAD software.



Stephen's process for drawing a single carriage compartment starts with two-dimensional outlines.

HALF A CENTURY AGO, the major manufacturers offered only a limited choice of ready-to-run rolling stock, aimed primarily at the train set market. Anybody wanting anything more specialised or better detailed would have to attempt a kit and these often required considerable model engineering skills to assemble a presentable and smooth running model.

Today, the big players offer ranges of steam, diesel and electric types that would astonish a railway modeller of 40 or 50 years ago, with choices of number and with class detail differences all faithfully reproduced.

This revolution in the variety and quality available in our hobby is largely the result of another, far larger revolution in information technology. Instead of model engineers hand-building the masters that would be used to create moulds for mass production, new models can now be created as computer files that program and control the machines that manufacture the physical product.

ACCESSIBILITY

These same tools are increasingly available to the scratchbuilder, enabling individuals like me with limited model engineering skills and only the most basic workshop equipment to create models that are unusual or even unique and to have those designs translated into reality by photo-etching, laser cutting or 3D printing machines.

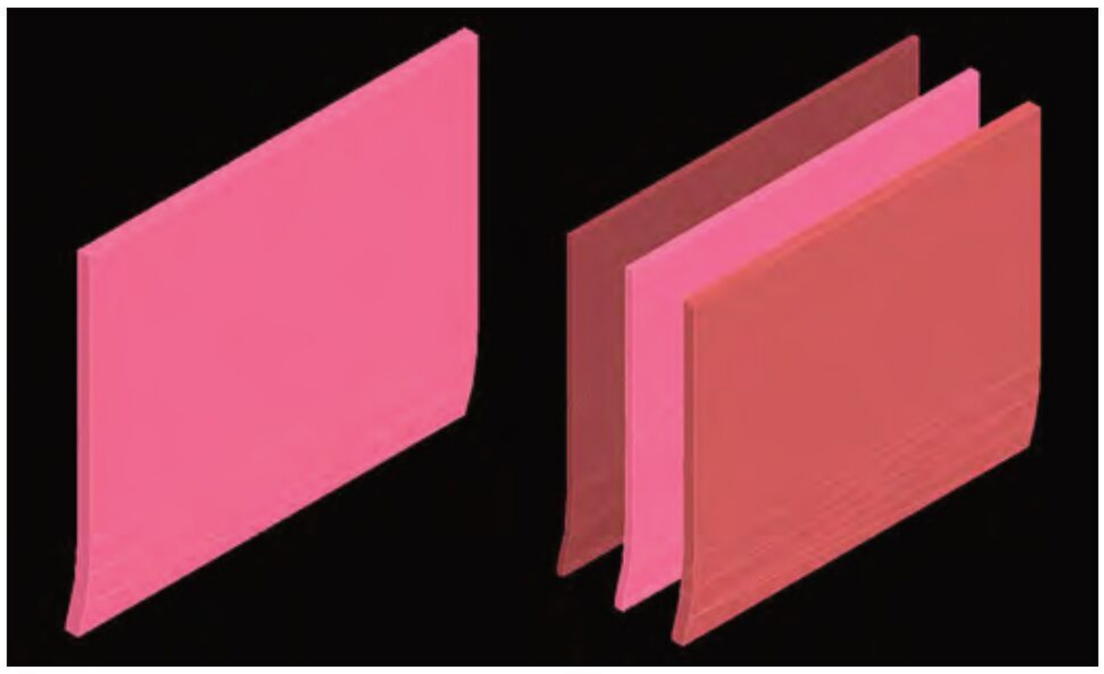
These techniques are not limited to rolling stock. A scratchbuilt station I built for my club's layout used all three. The building was designed as a 3D computer file with walls, windows and architectural mouldings as separate entities. The walls were laser-cut by York Modelmaking, the windows etched by PPD Ltd and the architectural mouldings 3D-printed by CW Railways.

The focus of this article is 3D printing, more accurately described as stereolithography or additive manufacturing, a technology that enables a printer to build up a three-dimensional object working from a computer design file.

SHAPING UP

To start, a vector graphics package (I use CorelCAD) can be used to create simple 3D shapes such as boxes, cylinders, cones and spheres and these can be subtracted one from another, joined together, sliced and otherwise manipulated into more complex shapes. An axlebox assembly I designed for a Swedish narrow gauge box van illustrates the basic principle.

Alternatively, one can draw a two-dimensional shape and then 'loft' it into a three-dimensional solid or 'sweep' the shape along a pre-defined path, for example to create



For this example, the basic carriage compartment side is built up in three basic layers of texture – for panelling, inset door droplights and window openings.

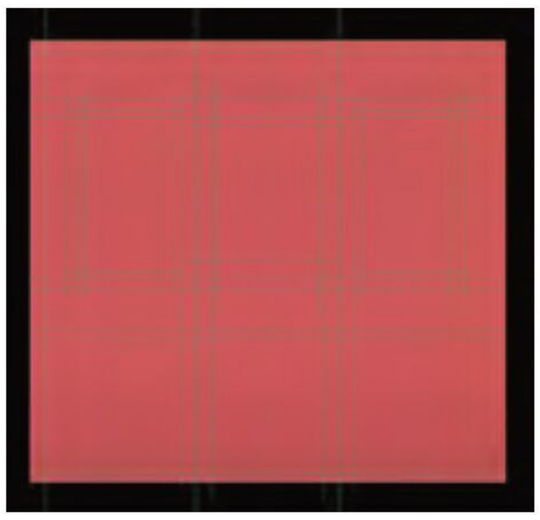
complex pipework.

Designs like these can be scaled relatively easily, although you have to bear in mind that what might be the 'right' level of detail for 4mm scale might be excessively delicate at 2mm scale or look rather crude at 7mm scale.

Designs have to take account of production constraints such as the size of a 3D printer bed or the maximum dimensions for etch artwork. The design also needs to take account of the practicalities of construction including the workings of the famous law which states that if something can be done wrong, sooner or later someone will do it wrong. I would add the corollary that the someone will most likely be me. Designing components so they can only be fitted in the correct way is easily done at the design stage and can save a good deal of grief later.

DESIGN

These processes are perhaps best explained with a practical example - creating a panelled side for one of Eastleigh Model Rail's range of Isle of Wight passenger rolling stock. Originally First/Second Class lavatory composites in South Eastern & Chatham Railway (SECR) Trio A-sets, these coaches were

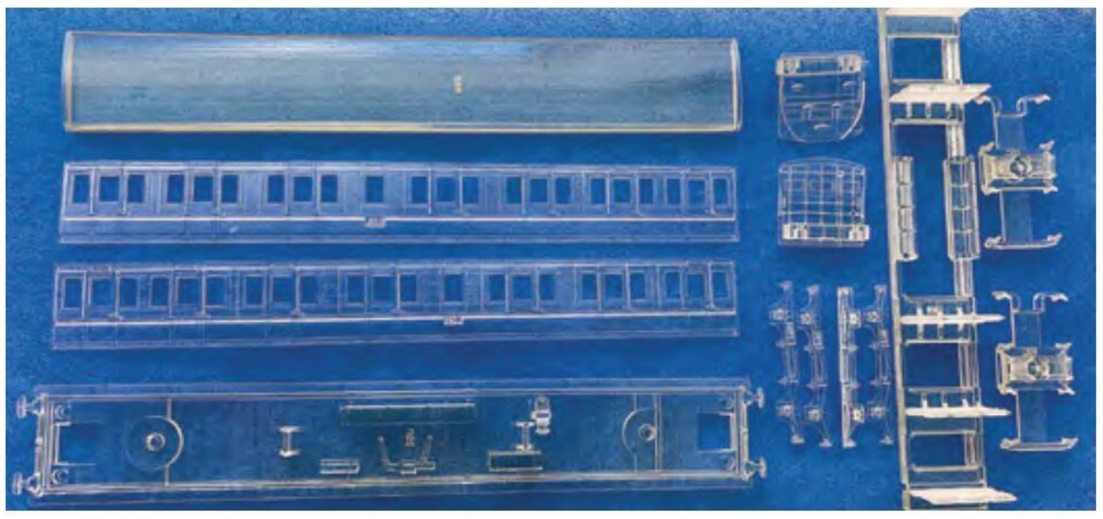


Dimensions are then overlaid on the layers.

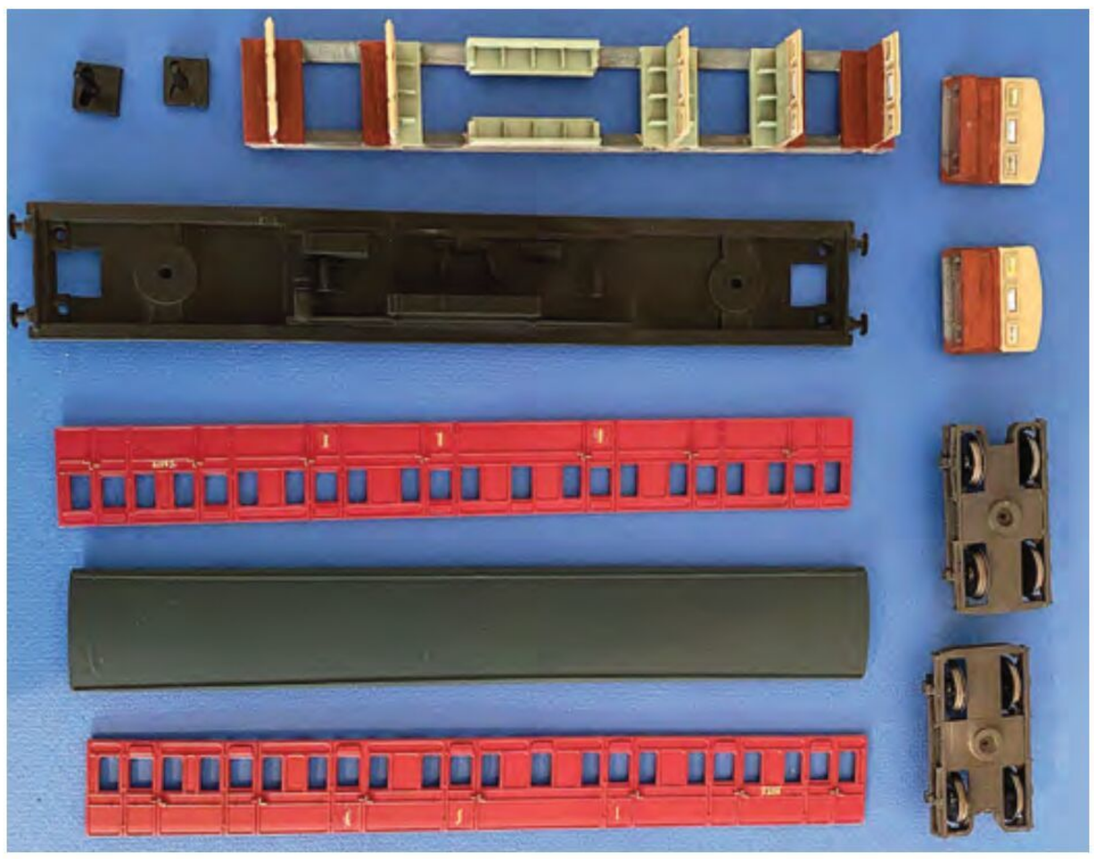
rebuilt in 1948 at the Southern's Lancing works as semi-saloons, either First/Third composites or all-Thirds and transferred to the Isle of Wight where most of them survived until the end of steam in 1966. One is now preserved on the Isle of Wight Steam Railway.

Normally you would create the graphics for a complete side but to explain the processes more easily we'll focus here on the design steps for a single compartment.

The side profile of the coach is essentially flat with a slight tumblehome to the lower quarter. It can be represented by a two-dimensional outline consisting of lines and arcs. The outline can then be copied at a distance in the 'z' axis within the vector graphics



Using a high quality printer, these completed 3D-printed parts have been formed from translucent material.



Paint and transfers are then added prior to assembly.

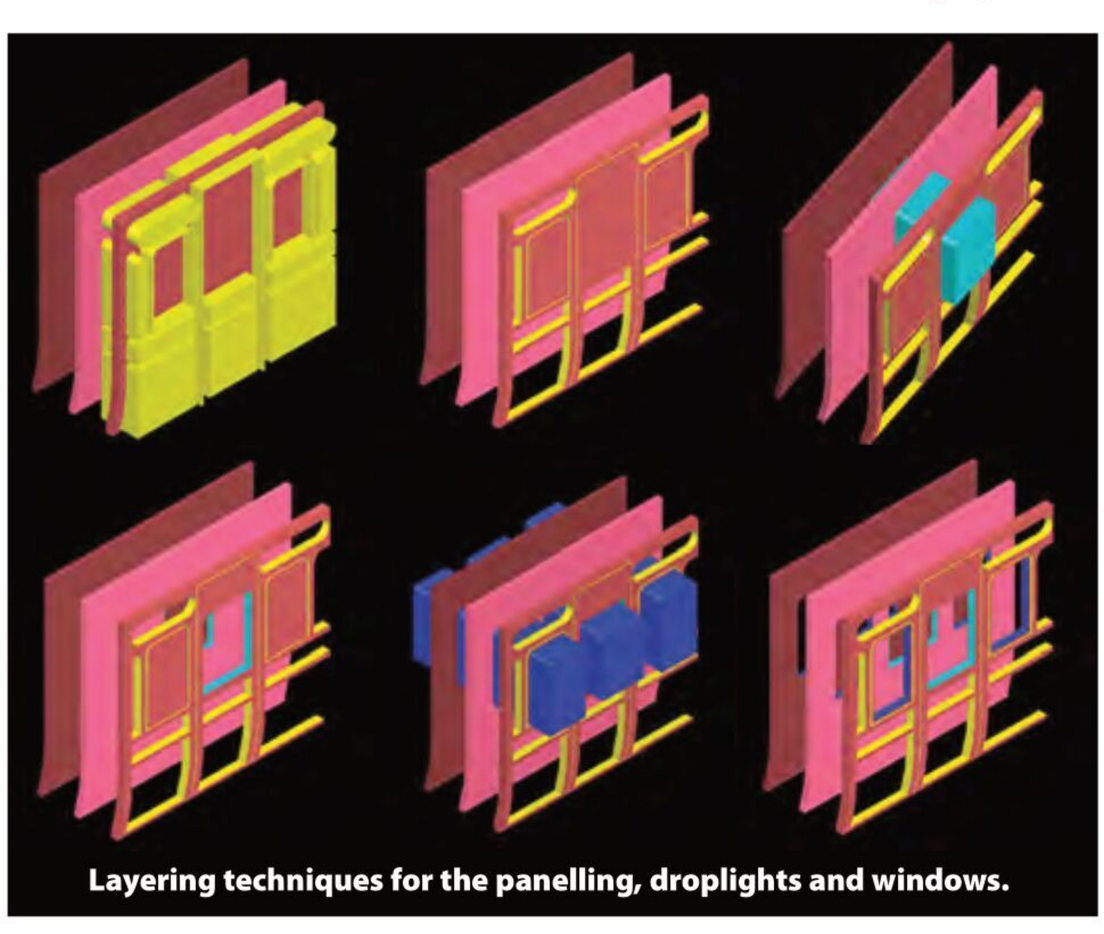
program, that is to say at 90 degrees to the two-dimensional outline.

The program is then instructed to 'loft' between these two profiles to create a virtual 3D solid that represents the side of the coach. Incidentally, 'lofting' is not limited to creating solids between similar outlines. The possibilities are endless. For example, a series of circles of various sizes could form a goblet or a square column could be twisted into a spiral.

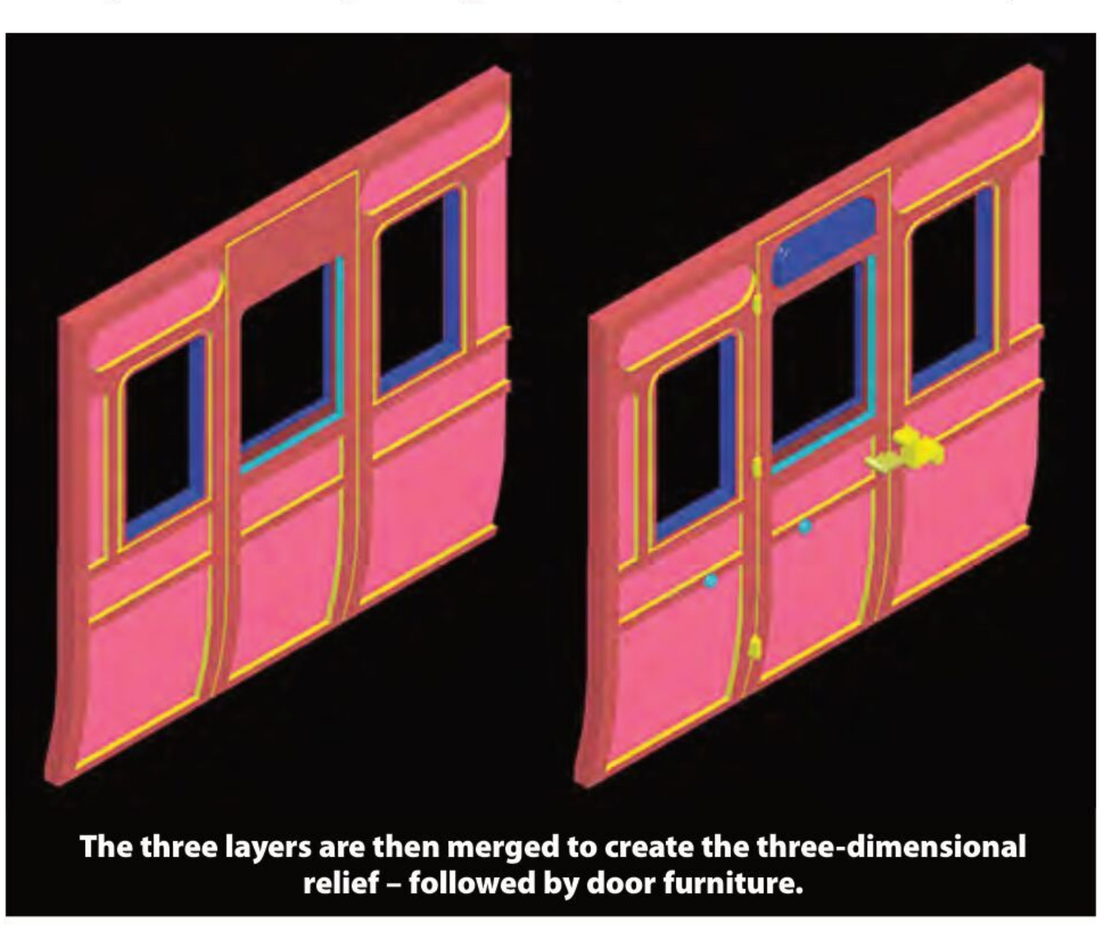
STACKING

Our prototype coach side has three basic layers of texture - panelling, inset door droplights and window openings that penetrate right through the body. There are various ways this could be handled in a 3D graphics package. My approach is to make three copies of the bodyside solid to represent these layers, one 1mm thick, one 0.7mm and one 0.5mm.

I then overlay the dimensions of the bodyside features on to my stack of layers. My first layer of detail - the recessed panelling and the outline of the doorway - is drawn as a collection of solid boxes with the corners radiused as required. I then position the boxes to penetrate the outermost layer



Layering techniques for the panelling, droplights and windows.



The three layers are then merged to create the three-dimensional relief – followed by door furniture.

in my stack - a somewhat surreal aspect of 3D design is that solids can overlap each other, sharing the same position in three-dimensional space.

The window frames are a little more tricky, requiring a box-within-a-box. Subtracting the smaller box from the larger leaves a hollow frame that surrounds the window opening. Now I subtract these boxes from the outermost layer and then onto the door droplight opening. This will penetrate both the first and the second layers. Finally come the windows, with the cut-outs subtracted from all three areas.

At this point I merge the three layers into a single entity so their different thicknesses give the required three-dimensional relief. The window glazing is not as recessed as the door droplights, so I subtract material from the window surrounds on the inner side which brings the window glazing forward.

I prefer to make door handles, grab rails, hinges, bump stops and the like part of the bodyside rather than separate, detailed parts to be added on later. This simplifies construction and helps to make the finished model robust enough to withstand normal handling. These fine details are built up from basic shapes such as cylinders and boxes, rounded and shaped as needed.

PRINTING

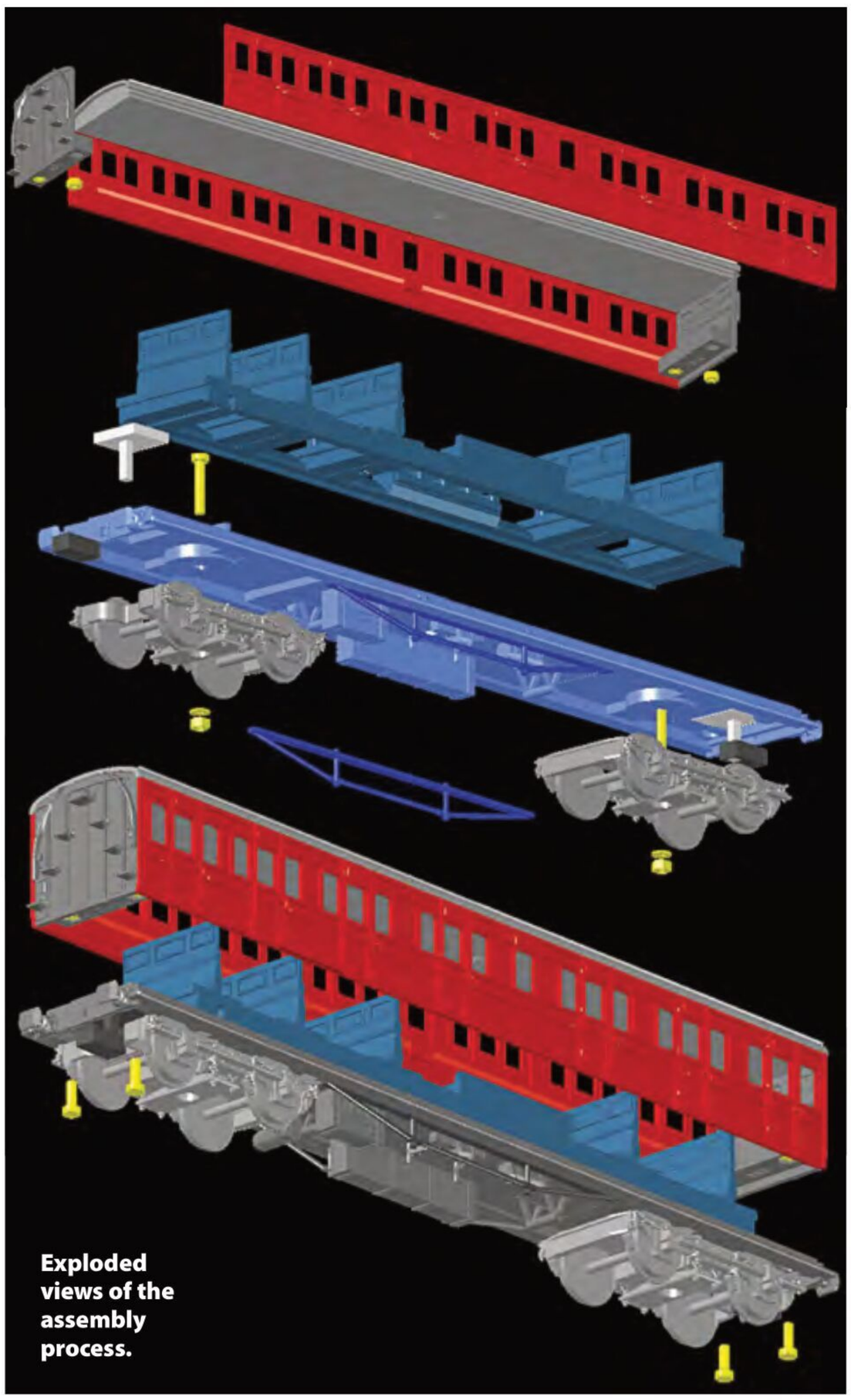
The press of a few buttons is all that is needed to convert the design into a stereolithography file - a set of instructions for a 3D printing machine.

3D printers come in all shapes and sizes and, as is often the case, you get what you pay for. Some are little more than toys, producing rough, grainy finishes, though even these have their uses in the model railway world. For example, they are excellent at producing sleeper bases for bespoke trackwork.

We need something better than that for rolling stock, however, so these Eastleigh Model Rail parts were printed on CW Railways' top-of-the-range machine using a translucent material that gives a smooth, glossy finish.

Assembly is straightforward and similar to the process for any rolling stock kit. 8BA nuts are glued into shaped recesses on the body ends. The ends and sides are glued to the roof and the body assembly checked for squareness. Personally, I prefer to paint the parts and add decals and glazing before final assembly.

Eastleigh kits are designed to use the Symoba close coupling system. These are fixed in position, underframe trusses are located in holes in the floor, bogies are mounted on pivots and the interior is glued into position using locating ridges on the floor. The body and underframe are then bolted together and the coach is ready to run.



Exploded views of the assembly process.

CONCLUSION

3D printing has opened up new possibilities for railway modelling, both for complete items or, as in the station building, as components of a larger whole. 3D printed parts can be one-off items or, as in the axlebox example, as masters for other processes such as casting.

Computer-based designs also lend themselves to variations - for representing different versions of the same basic design or modifications carried out during the prototype's working life. A revised interior, reinstating the rooftop ventilators that were removed to comply with the Isle of Wight's restrictive loading gauge, modifying the underfloor layout to remove the dynamo and batteries and add a gas tank and our coach is back in its original state as an SECR lavatory composite are all eminently possible.

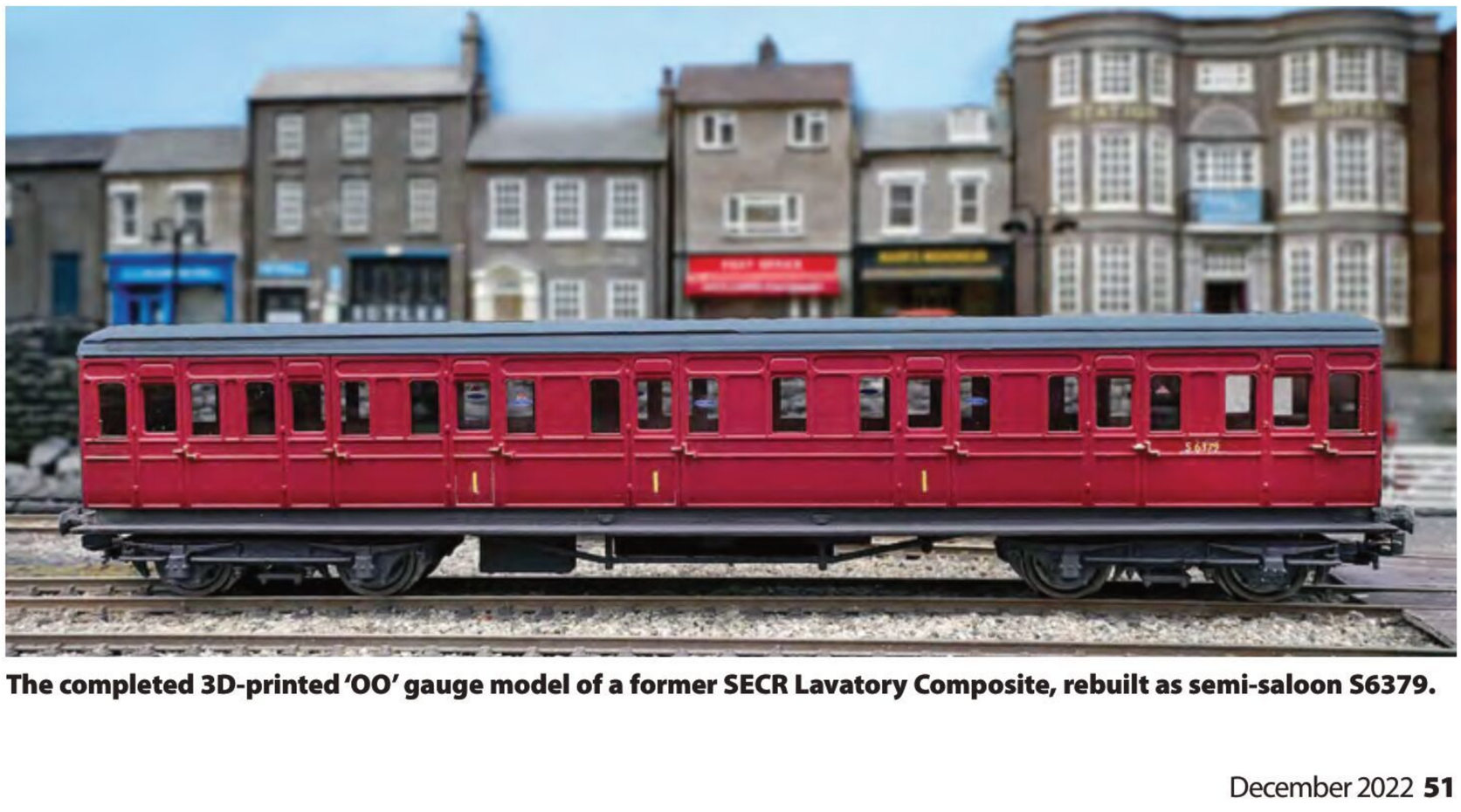
3D printing is not, of course, a panacea - as the station building example shows, many tasks are better suited to laser cutting or photo-etching and although 3D printing is ideal for producing highly detailed shapes, it is not so well suited to producing mechanical components such as a locomotive chassis. Nor do we necessarily want to do everything on a computer - there is definitely still a place for the traditional skills of the model engineer and for a well-equipped workshop.

But if the idea of 3D printing appeals, I would strongly recommend dipping a toe in the water with a cheap or free-to-use package such as 3D-Builder and trying to design a simple structure such as a concrete bin or a lineside hut by adding, subtracting, splitting and joining basic 3D shapes. There are many small businesses offering 3D printing services so it is easy to have your own unique design manufactured and ready to add to your layout.

Computer-based design in general, and 3D printing in particular, adds yet another dimension to our endlessly fascinating hobby. **HM**

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

USEFUL LINKS	
3D-Builder	*www.microsoft.com*
CW Railways	*www.cwrailways.com*
Eastleigh Model Rail	*www.eastleighmodelrail.co.uk*



The completed 3D-printed 'OO' gauge model of a former SECR Lavatory Composite, rebuilt as semi-saloon S6379.

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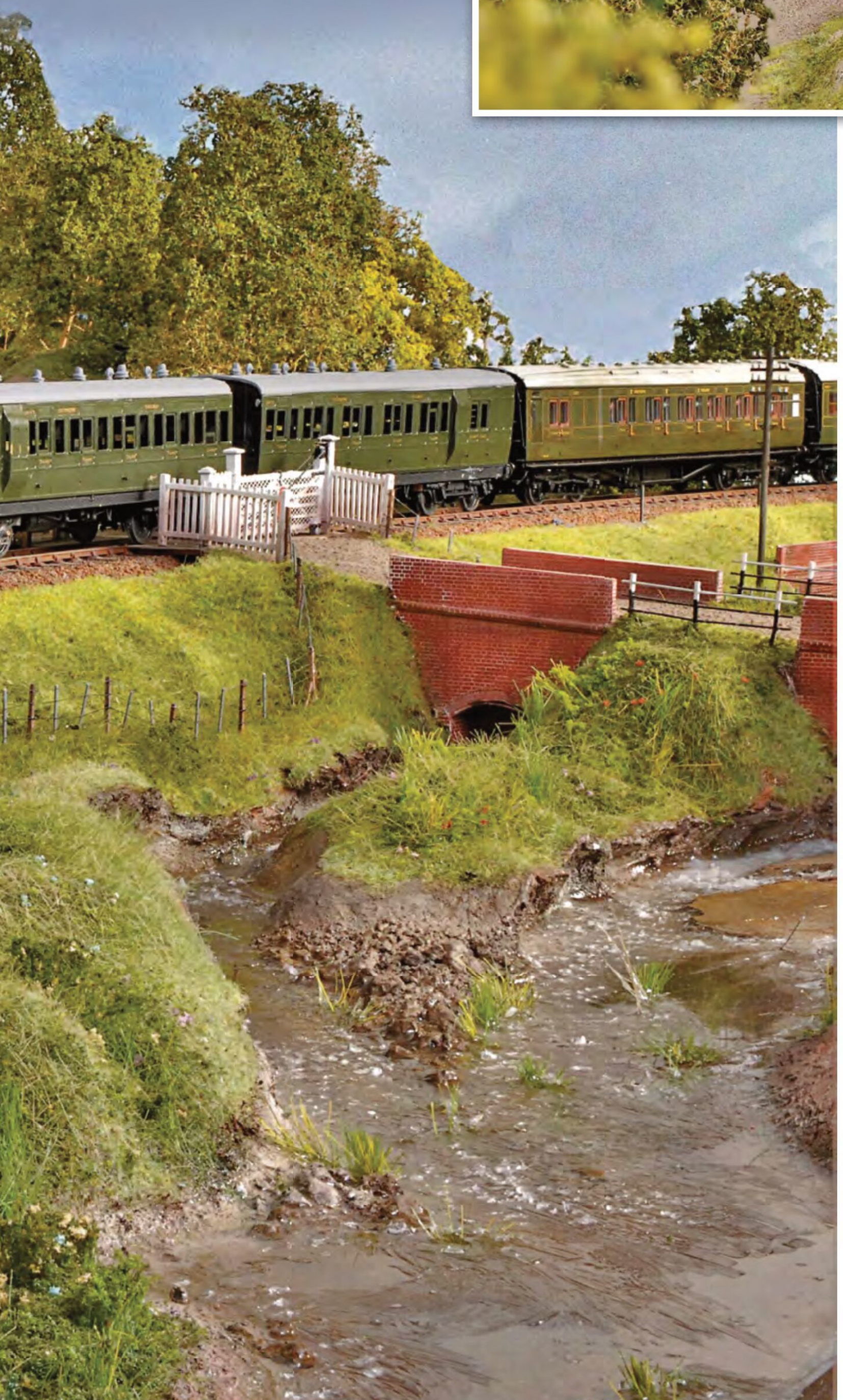
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SIDINGS

The sleepy Southern Railway branch lines of South Devon are the subject of **CHRIS GOUGH's** 'P4' scale layout, with high-fidelity track and prototypical operation.

PHOTOGRAPHY, MIKE BISSET

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'P4', 18.83mm	4mm: 1ft	29ft x 3ft	SOUTHERN	1930s	DCC, Digikeijs DR5000



1 Drummond 'M7' 0-4-4T 357 is on passenger duty as it rolls across the level crossing at Cadhay Sidings.

2 A pair of Drummond 'M7' 0-4-4Ts head for the coast via Cadhay St Mary with a passenger working formed of a local non-corridor set and through Maunsell corridor stock.



I AM WHAT YOU MIGHT CALL A 'third-generation' modeller. My first memories of modelling are of my maternal grandfather's railway room in Leicester. He was a Midland man. My dad, born and brought up in the Black Country, was interested in the former London Midland & Scottish Railway (LMS) trains that ran into Wolverhampton High Level and the Great Western Railway (GWR) locomotives that passed his home on what had been the Oxford, Worcester and Wolverhampton Railway on their way into Wolverhampton Low Level. He modelled too, so my entire life has been informed by this magnificent hobby of ours.

But why would a Black Country boy who now lives in Scotland model the Southern Railway? Well, the answer lies in pictures of those powerful looking parallel boilers on a 'Schools' or 'King Arthur' that caught my eye as a kid and fired an interest in all things Southern. It has always informed my modelling and a year spent living in Plymouth allowed exploration of the remains of the Devon branch lines.

Scrolling forward to the 21st century and a desire to model high-fidelity track led me to join the Scalefour Society. So what do you build first in 'P4' if you're new to it? If you have no stock you can't test your new track and if you have no track you can't test your new rolling stock! The answer, of course, is to join your local group and ask, so a start was made on Cadhay Sidings and some stock was produced from an East of Scotland 4mm Group member's loft, plus some help to run it.

LOCATION

Cadhay Sidings models the Sidmouth branch of the Southern Railway (SR) in East Devon around 1930. The branch left the West of England Main Line at Sidmouth Junction (now Feniton, having reopened) and tracked south to Tipton St John where it split, with one line going to Sidmouth and the other via Budleigh Salterton to Exmouth.

Just north of Ottery St Mary is the Cadhay level crossing where Fairmile Lane crosses the rivers Otter and Tale on successive bridges and then crosses the railway on the level. Despite the line closing almost »

Southern Railway liveried 'M7' 357 departs Cadhay Sidings with a mixed goods train, passing over the level crossing on its journey towards Sidmouth Junction.

60 years ago, the crossing gates are still in the hedge!

This is where I chose to model but to make things a little more operationally interesting, I imagined that two businesses had grown up on the banks of the Otter and these had become rail-served, creating a fan of three private sidings off the single running line with the crossing status uprated to a signalbox.

CONSTRUCTION

Baseboards were made using laser-cut ply box construction to my own design with contour cross formers and plaster bandage forming the landscaping. There's very little flat space on Cadhay with the trackbed consisting of 9mm ply and closed cell foam, supported 60mm above the main baseboard box and the land undulating around it.

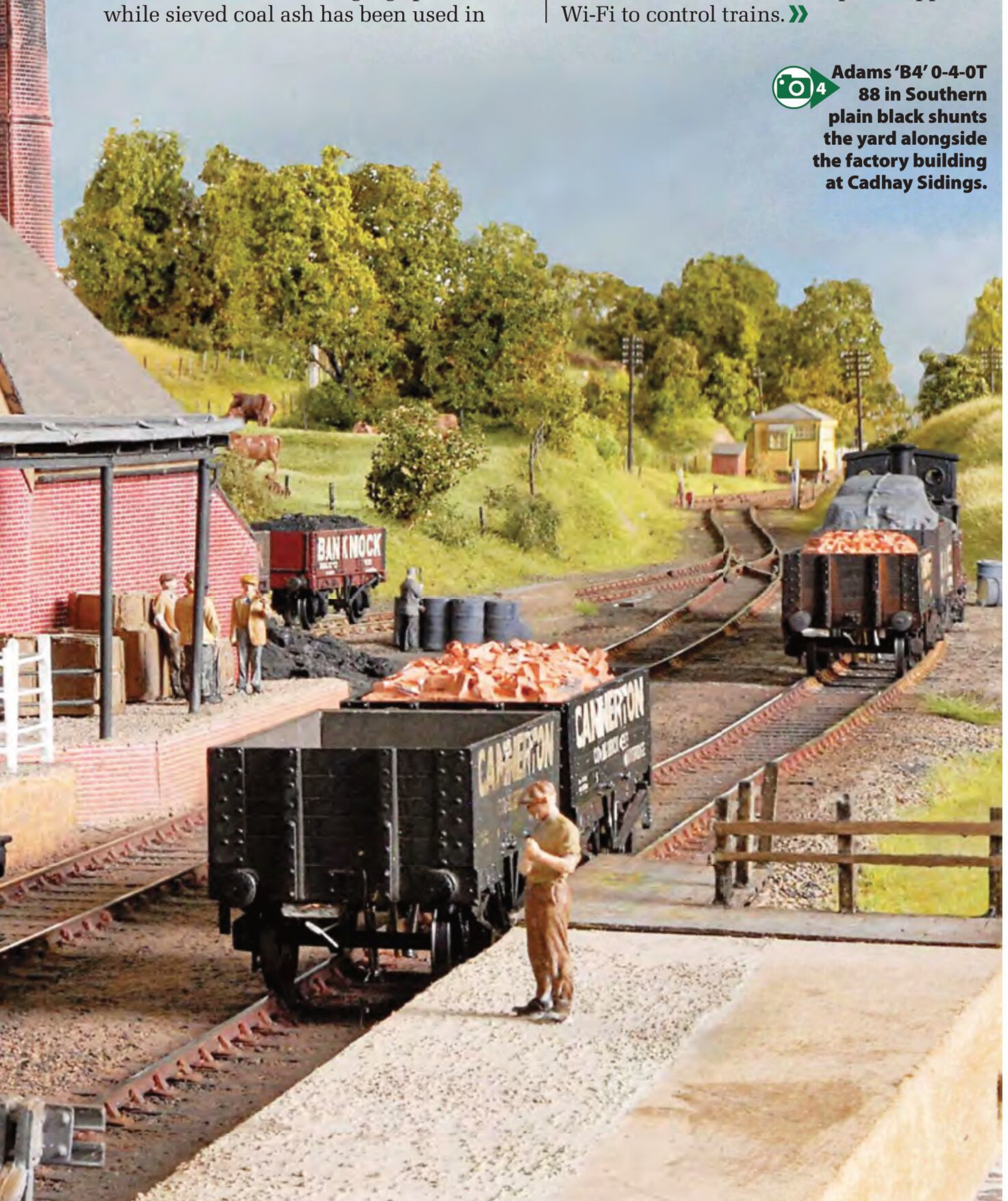
The track itself is all hand-built to a Templot trackplan using code 75 bullhead rail, Exactoscale London & South Western Railway (LSWR) plastic chairs and plywood sleepers. Turnout crossing vees and point blades are filed from plain rail using the jigs available from the Scalefour Society. There's a curved turnout on the main line, a trap point out of the sidings and a tandem turnout in the sidings.

Ballast on the main line is a custom mix of Woodland Scenics 'N' gauge product, while sieved coal ash has been used in the yard sidings. Both are fixed using a 50:50 mix of water and PVA with a drop of washing up liquid. Powdered filler/coloured grout, static grass and various scatters form the first layer of scenery with bushes and trees added using sea foam, polyfibre and various flocks and leaf products. For me, variation in green tone is important. Stone walls are 2mm cork put through a blender and laid using PVA to fix them. Fencing uses 1mm square styrene section cut to length and planted with PVA and EZ-line for wires.

All the buildings and structures are scratchbuilt with stonework scribed into Polyfilla and brickwork is either Slater's plastic sheets or latterly laser etched into greyboard. Windows are also laser cut in 300micron card. The Devon thatch is achieved using broom head bristles cut into tiny sheafs and attached using PVA. The rivers were cast using epoxy resin and stippled just before it hardened.

OPERATION

The layout is set up for Digital Command Control (DCC) running and uses a Digikeijs DR5000 controller and Model Electronics Railway Group (MERG) district cut-outs. The Digikeijs system has lots of connectivity options so we can use Loconet and Lenz handsets, computer control via USB and mobile phone apps via Wi-Fi to control trains. »



4 Adams 'B4' 0-4-0T 88 in Southern plain black shunts the yard alongside the factory building at Cadhay Sidings.

BEHIND THE SCENES

● Away from the public gaze, Cadhay Sidings is equipped with working block token equipment linking the storage yards with the central signalbox position behind the layout. Bell codes are used to communicate between them and a fully functional lever frame works the semaphore signalling.



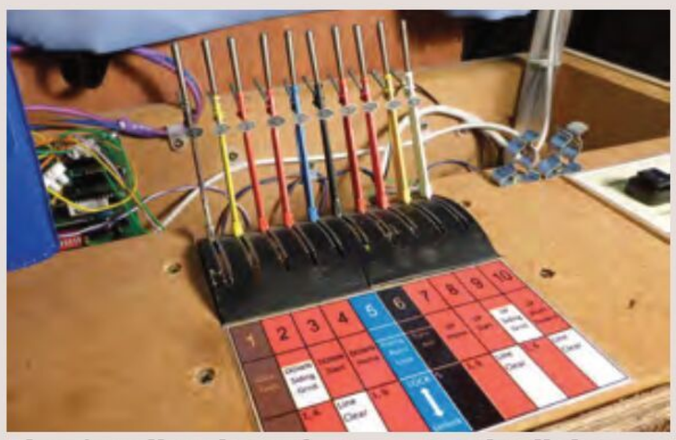
Cadhay Sidings operates to a working timetable and features a digital clock that works at up to 12 times actual speed, which keeps visitors informed and layout operators focused.



Block instruments and bell codes add to the realistic operation.



The Cadhay Sidings signalbox position replicates that of the modelled location, with a lever frame and two sets of block token instruments. The small LCD screen keeps the operator informed of the time and details of the next train.



The signalbox lever frame controls all the signalling on the layout and features working interlocking and track relays.



Each end of the layout features a traverser storage yard for locomotives and rolling stock. This is the Sidmouth Junction traverser.

The points and signals are all operated via servos using MERG Servo4 boards and these are controlled by MERG CBus which has cut down on wiring. Control is from a Scalefour Society lever frame via the CBus. Each move possibility is prototypically signalled which means there are Down Home and Start signals, Up Home and Start signals, sidings entry and exit ground flap signals and an Up Shunt Ahead signal.

The main line turnout has moving point rodding and a working facing point lock, and the crossing gates open and close so the signalperson on duty at the frame has their hands full. Interlocking including track relays mean that the signals and block instruments have to be correctly set and the single line token issued and accepted for a train to pass through.

At each end of the layout are storage yards with electronic traversers which are also equipped with block token instruments to replicate Sidmouth Junction at the Up end and Cadhay St Mary at the Down end. The latter is a fictitious amalgamation of Ottery St Mary and Tipton St John. The block instruments communicate via bells with a central signalbox that replicates the modelled one and houses the lever frame and two sets of block token instruments. There are two driving positions. The main line driver has a token receiving panel and the sidings driver has a panel for the sidings turnouts and the electromagnets for uncoupling.

The layout is operated to a working timetable of 34 moves for the day with passenger and freight workings, including stopping trains for the sidings. With constant shunting of the sidings, working to a manifest of what must be ready for the next stopping train, there is almost always some movement on the layout. This is all worked to the 1930 SR Rule Book and kept to time by a layout clock that runs at 12 times actual speed unless the token is out when it slows down to three times realtime speed.

All the panels have a small LCD screen that shows operators what the current time is and which train is next. There's also a 150mm high digital display clock so that viewers can see how well we're doing to time, with a scrolling matrix that shows the next train timing. When we're all on song it takes around three hours to get through the day's timetable.

With bell codes and block instruments plus full signalling there's always a lot going on and operation takes a team of five with full concentration. It takes on average three sessions to get a new operator up to passed out standard for two of the five positions and at that point they get presented with a Cadhay layout tie. Some say we take it far too seriously but it's great fun and quite satisfying to operate.

TAKING STOCK

Being 'P4' nothing is available ready to run. The locomotives are either ready-to-run with chassis replacements or kit built. I started by re-wheeling Hornby 'M7s' with 'P4' wheels but have found over the years that better running is had with a new chassis, motor and gearbox to allow some form of suspension to be incorporated.

The fleet currently consists of 'M7s', 'T1s', 'G6s', a 'B4' and two 700 'Black Motors' that almost certainly would not have been down the line often in reality. Three of the locomotives are on semi-permanent loan from friends Chris and Ian. Most are in Southern livery but we have a couple still in LSWR, even though by 1930 this had all gone, as it gives a nice variation.



5 Passing over the river, LSWR liveried 'M7' 0-4-4T 19 meanders along the branch towards Sidmouth Junction with a set of through coaches bound for Waterloo.



6 Left: **The driver of the LSWR liveried 'M7' 0-4-4T slows for Cadhay Sidings level crossing. The signalman stood outside the box with the single line token is a Modelu 3D-scanned figure of Chris' late father.**

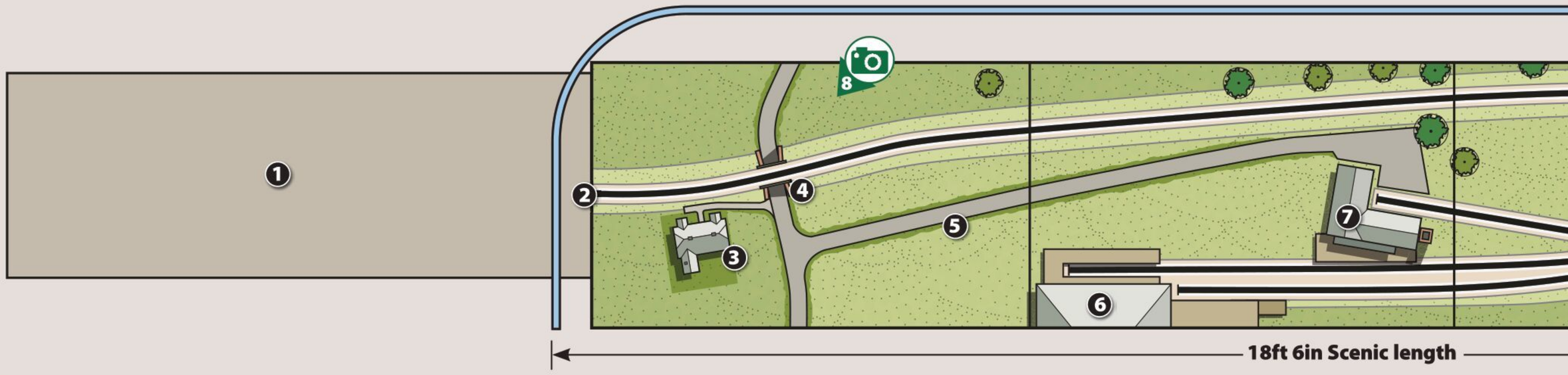
7 Right: **Amidst stunning scenery, Adams 'G6' 0-6-0T 237 passes Cadhay Sidings signal box with a mixed goods train for Sidmouth, including some that appear a long way from home and now used on traffic from the local brickworks.**

All the locomotives carry either headcodes or lights in the Sidmouth or Exmouth positions of the era. They're also DCC sound equipped using Zimo decoders with correct sound files, inertia, acceleration and active braking, so they really have to be driven like a real steam locomotive.

As mentioned earlier, when I first built the layout I had no 'P4' stock so the East »

8 **The fireman looks to the road below as his London and South Western Railway (LSWR) liveried 'M7' 0-4-4T trundles over the bridge bound for Cadhay St Mary at the head of a local passenger train.**

CADHAY SIDINGS TRACK PLAN (NOT TO SCALE)



KEY

1 Cadhay St Mary traverser/yard	3 Cottage	5 Road
2 To/from storage yard	4 Bridge	6 Cannerton brickworks

of Scotland 4mm Group came up with a big box of wagons that had been left over from their Bonnybridge layout. These were models of the Banknock Colliery coal wagons and the Cannerton Brickworks nearby. I gave them a service, replaced the couplings and put them to work.

Over time the rest of the stock has been built to represent Devon in the 1930s but I was quite attached to the Scottish wagons and thought it a shame that they would go back in someone's loft, so one of the industries in the sidings became Cannerton Brickworks (which does sound a little Devonian) and my story is that Mr Banknock was a local coalfield owner, so we still use them all. Since I'm based in Scotland we go to quite a lot of Scottish shows where we often get asked why a Scottish wagon fleet is in Devon!

The remainder of the freight stock are kit built wagons and vans or re-wheeled ready-to-run models, representing actual Sidmouth branch traffic (Miller and Lilley, Vallance Brewery) or south of England areas where I have family (Dursley Coal, Hood of Fordingbridge). There's also a Leicester Coalfields wagon that came from my grandfather's layout that started this story and has run on every layout I've had.

Most of the stock has some form of suspension, mainly MJT rocking 'W' irons on one axle, which is an easy conversion on most ready-to-run vehicles. Brake vans are either kits from Smallbrook Studios or re-wheeled Hornby and Kernow Model Rail Centre items. I'm in the process of fitting working lights and guard figures to all of them.

Coaching stock consists of just two rakes at present. The local set is from the Roxey Mouldings range and the through carriages are re-wheeled Hornby Maunsells.

All rolling stock has Alex Jackson couplings fitted which enables magnetic delayed action uncoupling using either permanent or electromagnetic actuation. The couplings are bent to a specified hook shape from Gauge 11 guitar string and fixed with a steel dropper to allow the magnets to pull them down to uncouple. When tuned they work like magic but it does take some initial effort and maintenance to keep them working well.

FUTURE DEVELOPMENTS

The layout has developed regularly since it was first started and a fourth scenic board came on stream in 2022. In the pipeline is a 90-degree bend at the Cadhay St Mary end which will allow a long-term project of another 20ft of layout to model the fictitious Cadhay St Mary station. This will use the 1930 Tipton St John track plan but with the station buildings from Ottery St Mary and will allow another signalbox and more work for the operators!

THANKS

It takes three signallers, two of whom also operate storage yards, and two drivers to operate the layout and I'm indebted to my friends in the East of Scotland 4mm Group and a few others who regularly get Cadhay moving.

I've been inspired by lots of other excellent modellers over the years, some of whom I've had the pleasure of meeting and been helped immensely by membership of some great organisations within our hobby.

My grandfather and dad (who passed away in 2021) started this journey for me and they will always be remembered on the layout, through a cherished wagon from my grandfather's collection and the 3D-scanned figure of my father stood outside the signalbox. **HM**

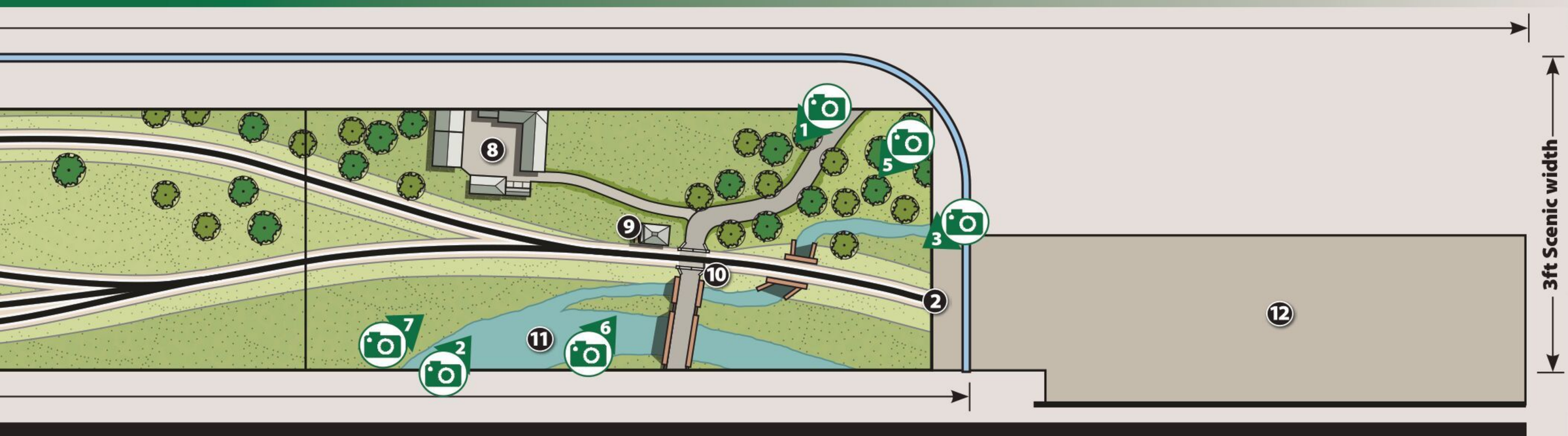
● **Read more layout features at** ***www.keymodelworld.com/trains/layout-features***

"With bell codes and block instruments plus full signalling there's always a lot going on and operation takes a team of five with full concentration."

CHRIS GOUGH



9 Two gentlemen deep in conversation appear oblivious to the 'M7' 0-4-4T passing behind them.



	⑦ Factory ⑧ Farm	⑨ Signalbox ⑩ Level crossing	⑪ River ⑫ Sidmouth Junction traverser/yard



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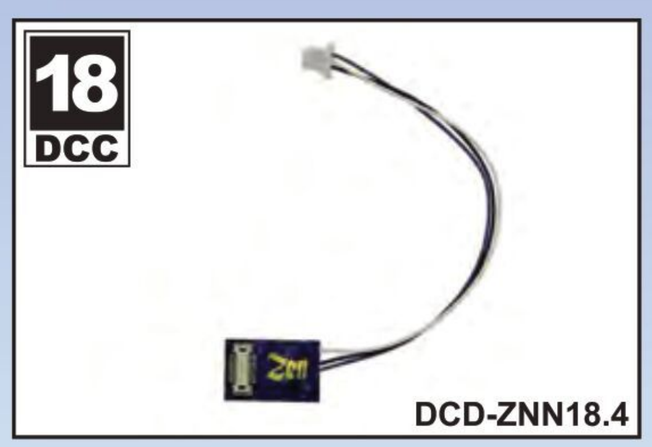
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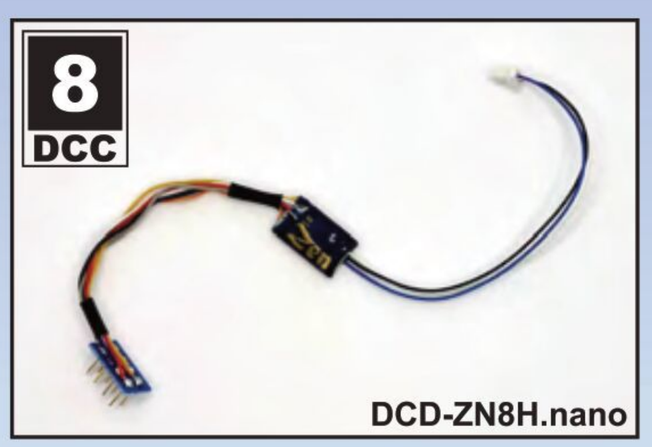
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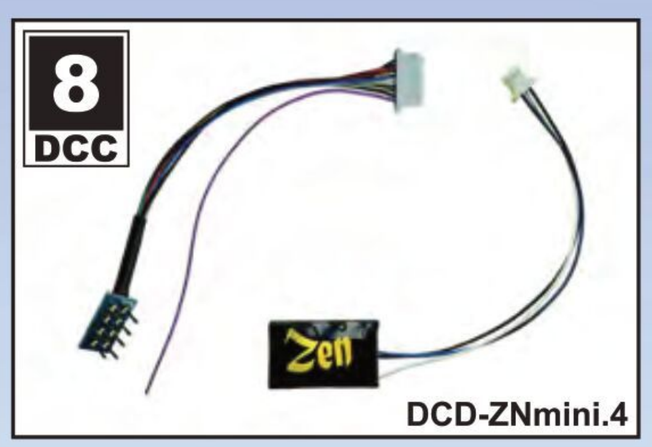
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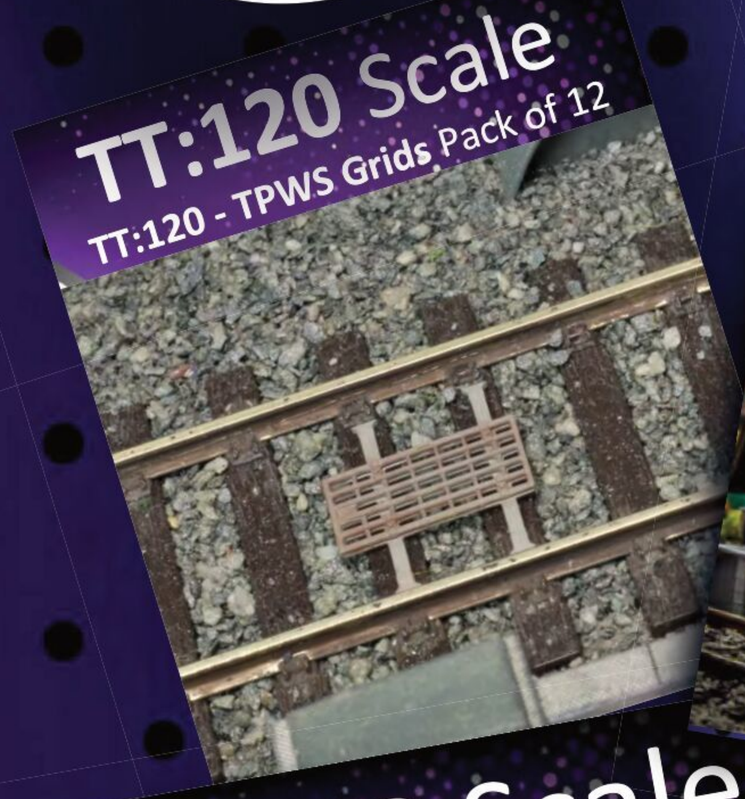
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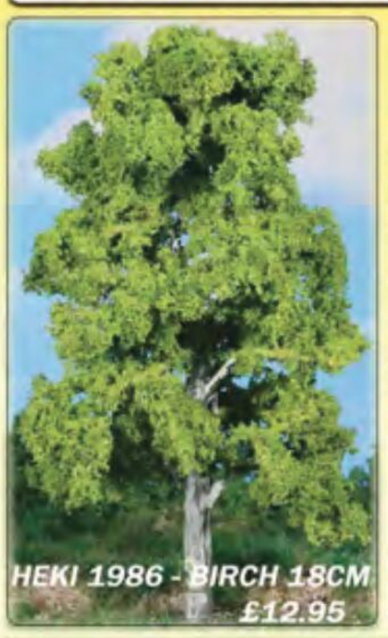
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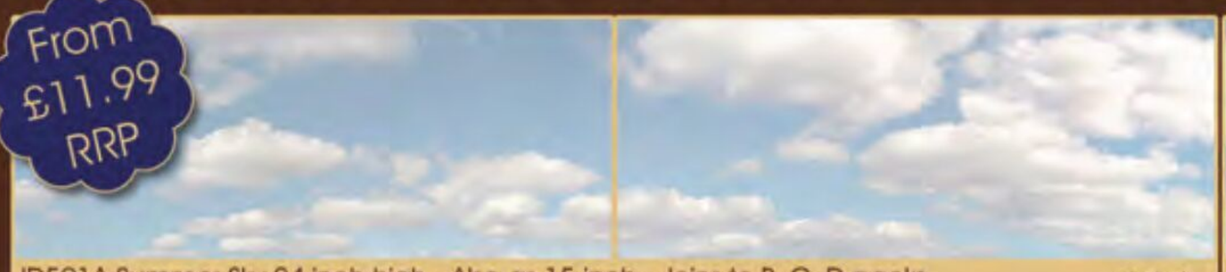
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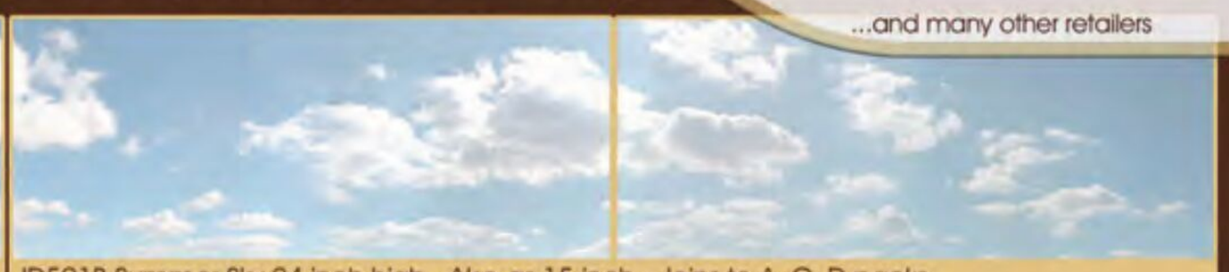
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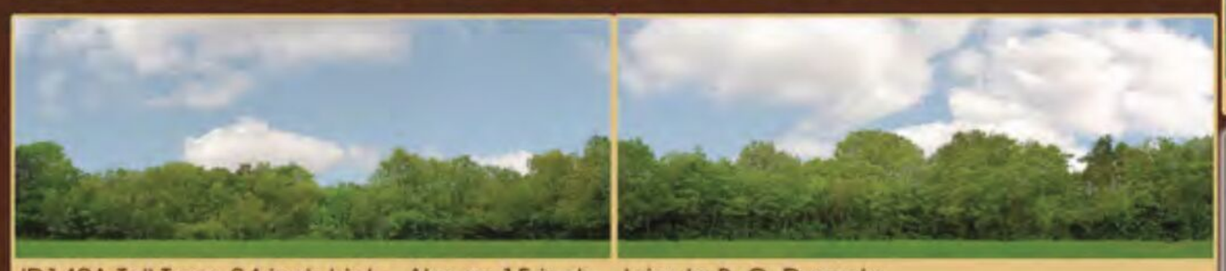

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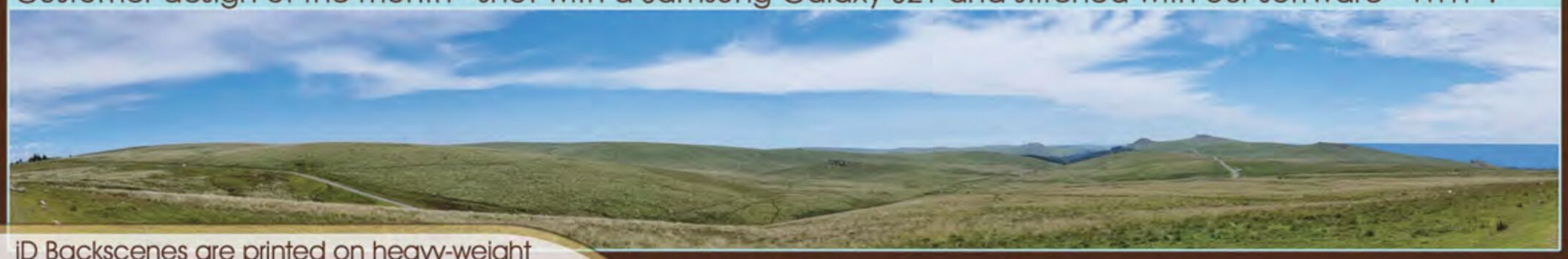

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Hornby's LION UNLEASHED

FIRST REVIEW

The Liverpool & Manchester Railway's 1838-built 0-4-2 *Lion* is the subject of Hornby's latest locomotive release. With an intriguing and complex history, **MIKE WILD** takes a detailed look at this intricate new addition.



Dumb buffers are fitted to the locomotive together with a replica chain coupling. The wood grain effect in the buffer beam is neatly done too.

EARLY railway development in the first half of the 19th century is a fascinating period. Great strides were being made in the design of locomotive boilers and the power they could deliver with the famous 1829-built Stephenson's *Rocket* setting the foundations for the future of railway steam locomotives.

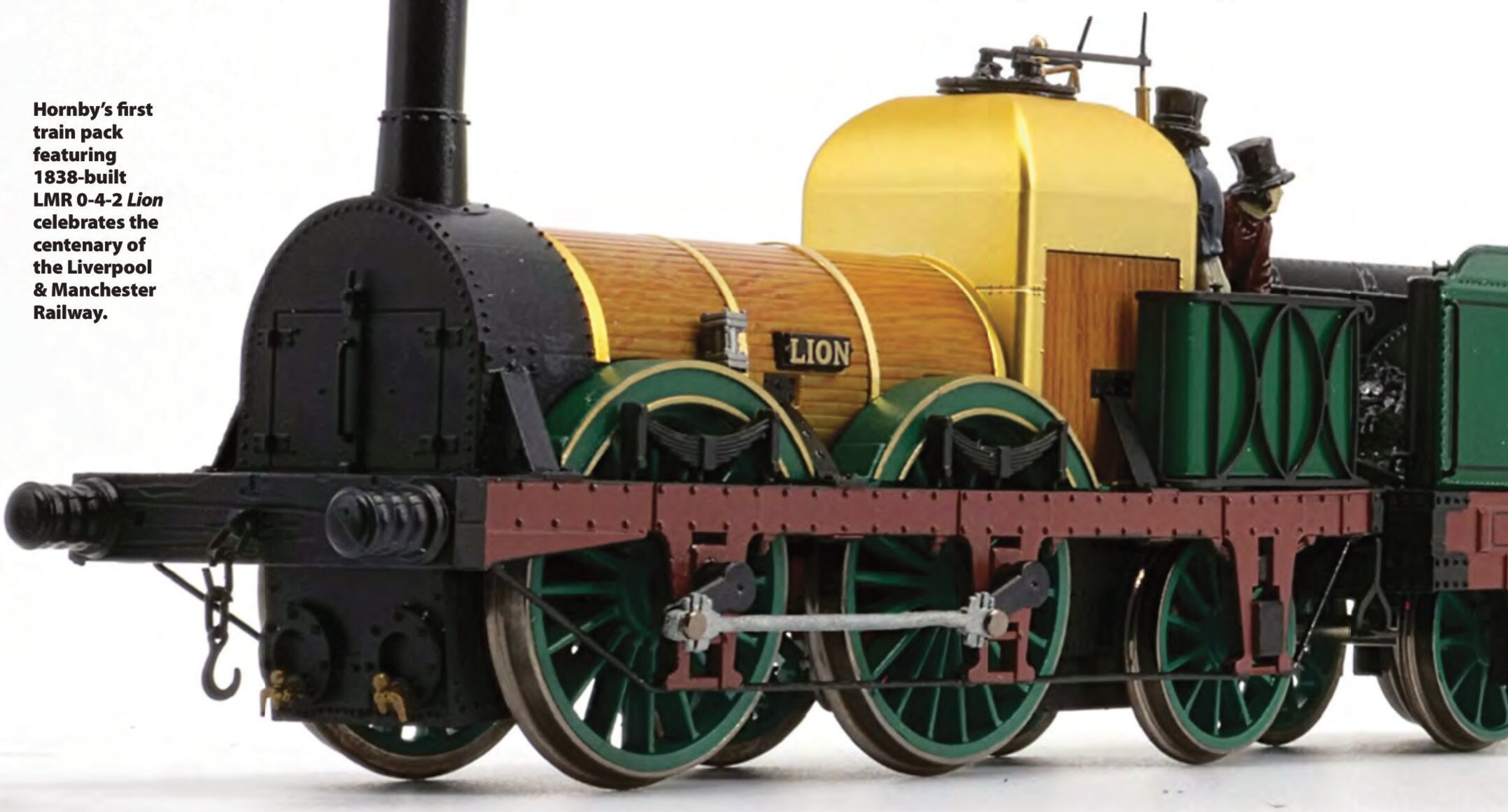
However, *Rocket* was still a small locomotive and the growth of railway traffic soon outstripped the power of this and other early locomotives and it was less than a decade later that the Liverpool and Manchester Railway saw fit to place an order with Todd, Kitson and Laird of Leeds for a new breed of railway locomotive. Two were built – *Lion* and *Tiger* – for haulage of freight on the growing railway network, but this time an 0-4-2 chassis was used to provide space for a larger boiler and firebox.

This legendary locomotive was used in service until the mid-1850s by the London & North Western Railway before circumstances saw it used as a stationary boiler before being returned to the railway with a full rebuild for the Liverpool & Manchester Railway centenary celebrations in the 1930s. Its most famous exploits though are as a star of film, which you can read more about in Reality Check, while today it is on static display in the Museum of Liverpool.

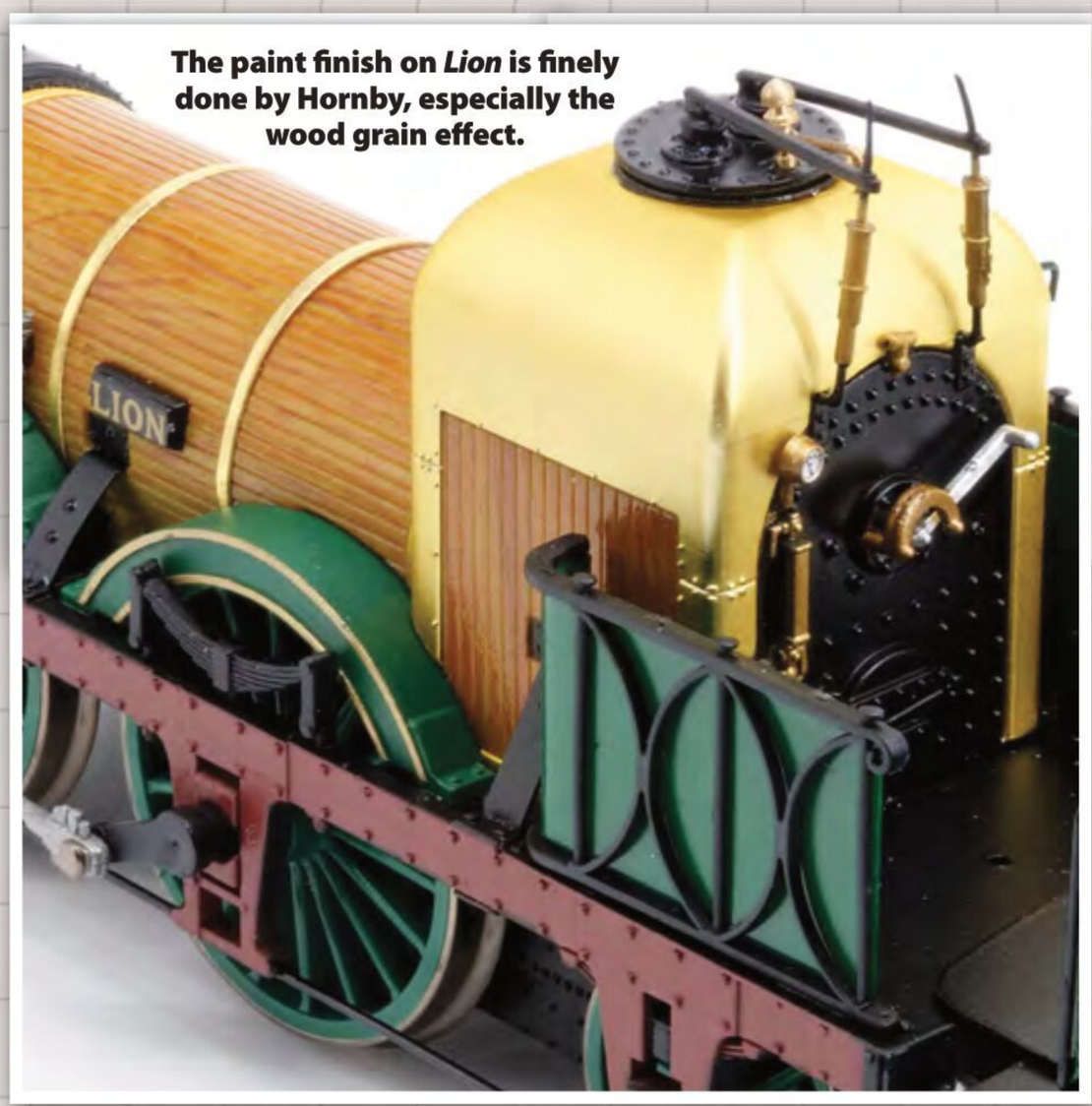
THE MODEL

Hornby's journey to create its 'OO' gauge model of *Lion* started in March 2021 when the company revealed it was working on the locomotive as its next pioneering era project as a follow up to *Rocket*. However, original plans were revised and the first releases now focus on *Lion's* place in the Liverpool & Manchester Railway centenary celebrations with a train pack containing the locomotive, two enclosed coaches and an open Third Class coach being the star attraction with the option to purchase additional coaches to expand the train in a separate coach pack.

The packaging for the centenary edition is neatly done and comes in a 'book set' style with all four elements neatly packed into a



Hornby's first train pack featuring 1838-built LMR 0-4-2 *Lion* celebrates the centenary of the Liverpool & Manchester Railway.

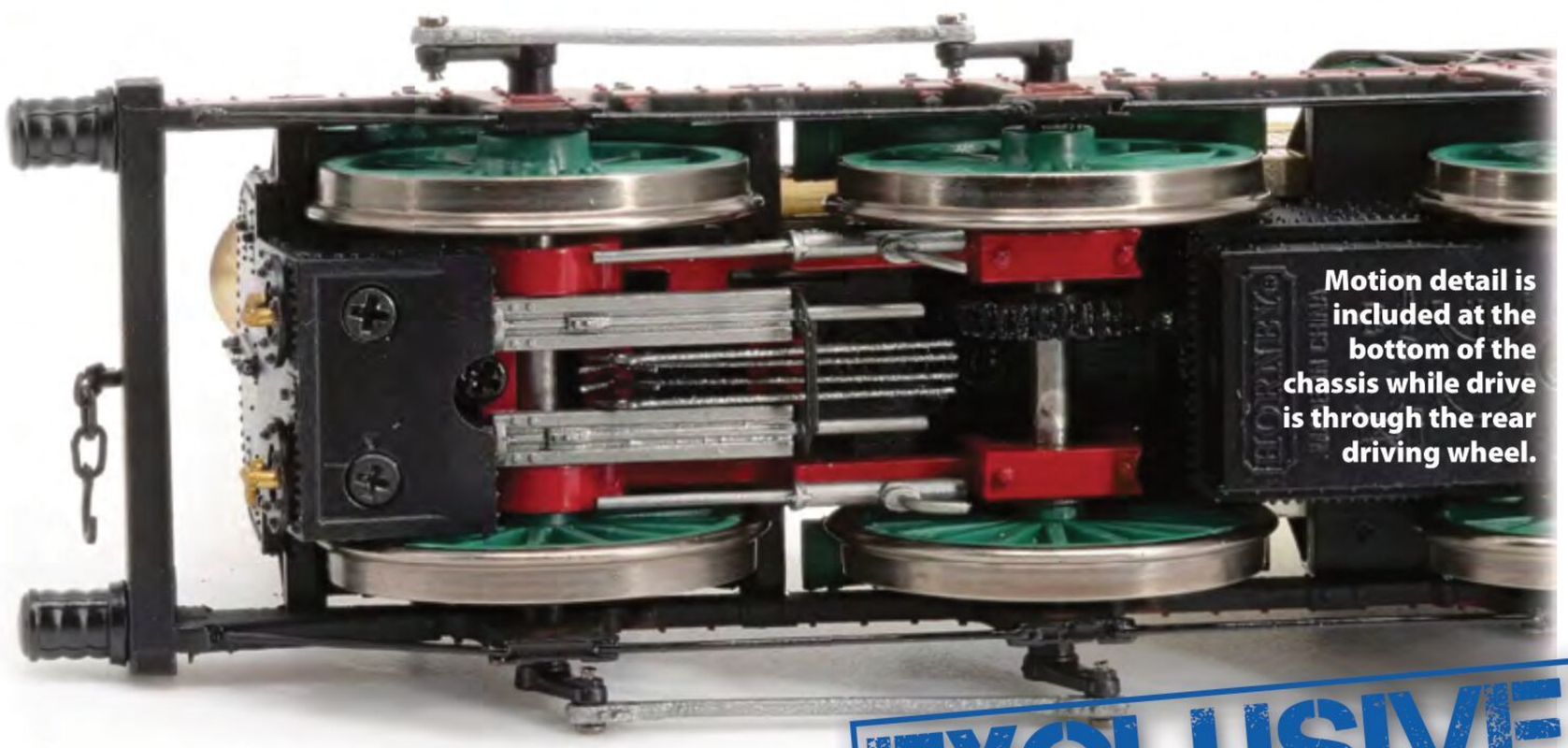


The paint finish on *Lion* is finely done by Hornby, especially the wood grain effect.

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	R30232
Description:	LMR 0-4-2 *Lion*, LNWR green and Indian red (1930s)
Builder:	Todd, Kitson and Laird
Region:	Liverpool and Manchester Railway
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	310mm (complete train pack)
Price:	£239.99
Couplings:	Plastic chain couplings
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm factory fitted
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	First
Motor type:	Three-pole
Flywheel:	None
Wheel arrangement:	0-4-2
Purpose:	Freight
Haulage capacity (expected):	Six four-wheel carriages
Haulage capacity (actual):	Six four-wheel carriages – maximum tested

sturdy foam insert. The locomotive is delightful, just like the real thing, and is superbly finished by Hornby following the styling of the late 1920s era rebuild carried out by Crewe Works including modelling of the wood coloured boiler sheeting as well as the large brass coloured firebox shroud.

Painting of the locomotive is excellent throughout from the main colours of green and Indian red being applied to a high standard and topped off by a stunning timber paint effect on the boiler barrel with brass bands. The chimney top is turned metal



Motion detail is included at the bottom of the chassis while drive is through the rear driving wheel.

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"The appearance of Lion *is wonderful. Just like* Rocket, *this pioneering railway locomotive is packed full of charming features."*

MIKE WILD



A Next18 decoder socket is located inside the firebox. Removal of the bottom of the firebox allows access to the decoder socket.

while the imposing firebox has safety valves from the firebox backhead which is appointed with a regulator, gauge glass and pressure gauge. However, sources suggest that the pressure gauge shouldn't be fitted to the 1930s era locomotive.

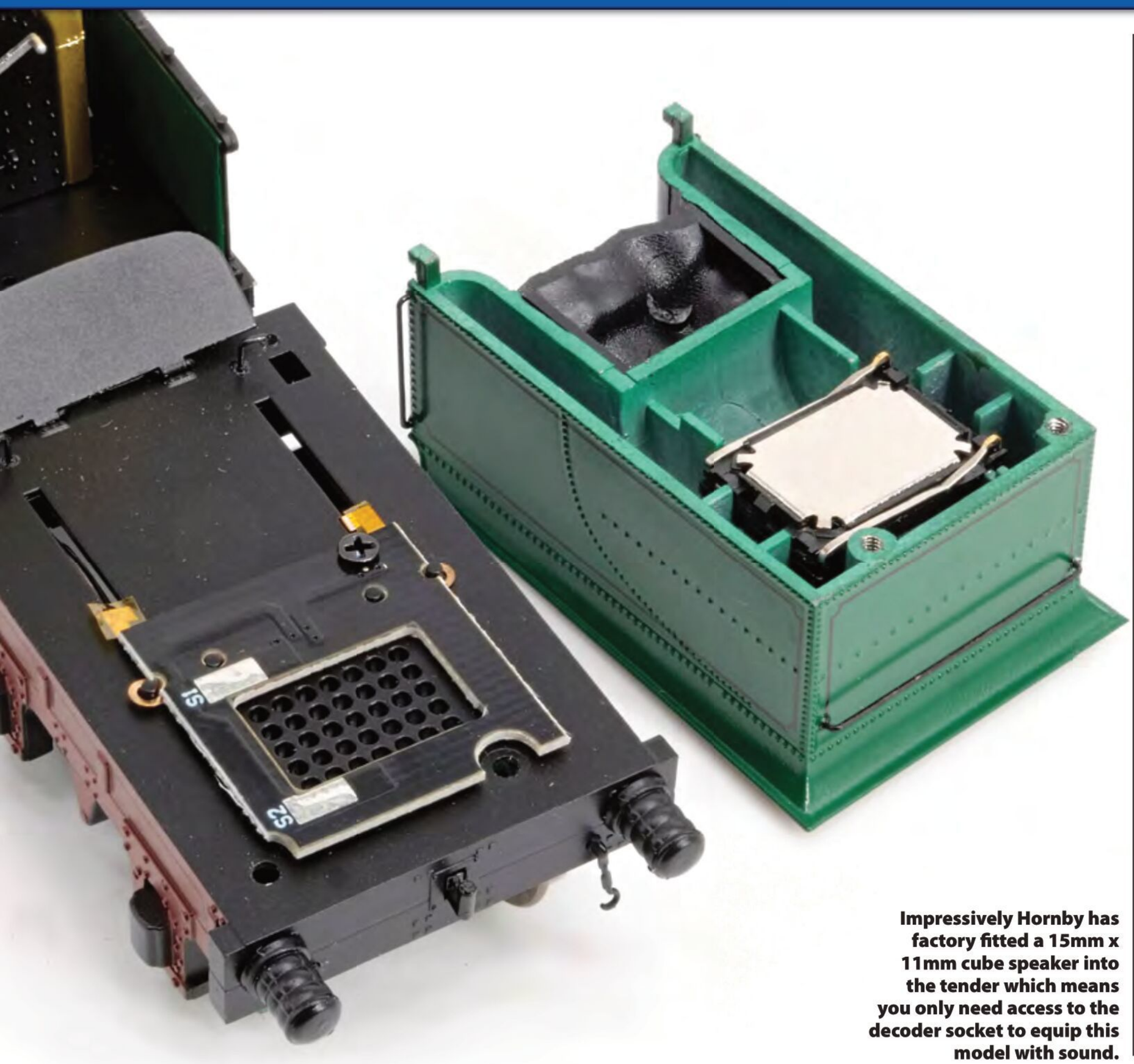
Nevertheless, the appearance of *Lion* is wonderful. Just like *Rocket,* this pioneering railway locomotive is packed full of charming features which Hornby has modelled closely. These include open splashers with spring detail, finely produced coupling rods and even representation of the motion below the frames. A closer look at the front buffer beam reveals that Hornby has even gone to the lengths of creating a wood grain effect, all of which paints a super picture of this locomotive.

Completing the engine is the compact four-wheel tender paired with the 0-4-2 which has correct covered springs for the 1930s, a detailed coal space and water tank filling point while, like the locomotive, there are dumb buffers at each corner. For that extra touch, a pre-painted crew is included with the model which plug into holes in the cab and tender floor.

The carriages included in the centenary edition train pack are identical to those created for the *Rocket* packs with this set containing *Experience* and *Traveller* as enclosed vehicles and a Third Class open coach. All are neatly made and finished, with the only point of note being a missing letter C from the word Company on one side of *Experience* on our sample.



The locomotive is superbly made with intricate detail throughout. The boiler barrel paint finish is outstanding.



Impressively Hornby has factory fitted a 15mm x 11mm cube speaker into the tender which means you only need access to the decoder socket to equip this model with sound.

PERFORMANCE

On the track our sample of *Lion* ran smoothly and quietly on analogue and digital control while also negotiating second radius curves and code 75 track.

Its locomotive-based mechanism is built around a three-pole motor which drives the rear axle and provided more than enough power to move the enclosed three coach train from the centenary pack. There are also pick-ups on the driving and tender wheels to aid operation.

For those looking to add DCC control or sound to *Lion*, a Next18 decoder socket is provided in the locomotive positioned inside the firebox with access through a removable panel in the chassis while the tender has a factory fitted 15mm x 11mm cube speaker installed as well which is pleasing to see as it makes this a simple model to upgrade to digital sound.

OVERALL

Lion's arrival with Hornby provides another pioneering locomotive, and one which had a longer service life than *Rocket* as well as rebirths in 1930 and 1980. The presentation of the Liverpool & Manchester Railway train pack is attractive and for collectors this will be a must-have addition to the Hornby range. A great addition which is already selling fast. (MW)

WIN! A HORNBY *LION* CENTENARY TRAIN PACK WORTH £240

HORNBY MAGAZINE is offering the chance to win one of Hornby's latest 'OO' gauge models – the Liverpool and Manchester Railway centenary train pack containing Todd, Kitson and Laird-built 0-4-2 *Lion* and three carriages.

The prize is worth £240 and the locomotive inside is DCC ready with a Next18 decoder socket and a factory fitted speaker in the tender making it straightforward to upgrade for digital operation.

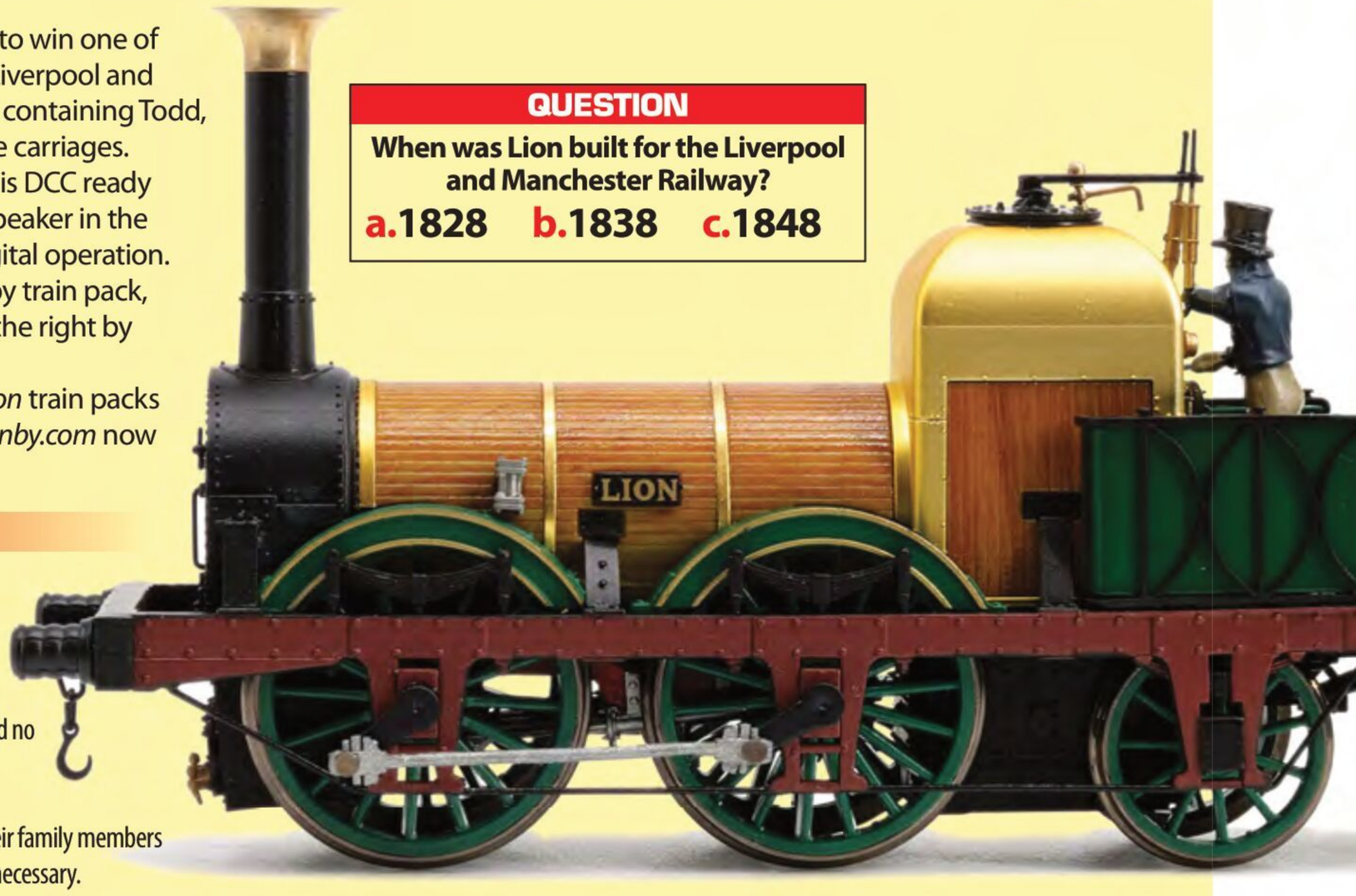
To be in with a chance of winning this latest Hornby train pack, all you have to do is answer the simple question to the right by December 15 2022.

Even if you don't win, Hornby's new 'OO' gauge *Lion* train packs are available from Hornby stockists and at *www.hornby.com* now together with additional carriages. Good luck!

QUESTION

When was Lion built for the Liverpool and Manchester Railway?

a. 1828 **b.** 1838 **c.** 1848



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 November 3 2022 and the closing date for entries is December 15 2022 at 5pm GMT. The winner will be notified no later than January 1 2023.

There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company. No purchase necessary.

LION'S RAW APPEAL

Very few genuine locomotives have survived from the earliest days of the railways but one notable exception is the Liverpool & Manchester Railway's *Lion*, which was rescued from obscurity almost 100 years ago, before going on to become a film star, as **EVAN GREEN-HUGHES** explains.

THE LIVERPOOL & Manchester Railway (LMR) was one of the earliest railways in Britain, and it was the first built to provide a true service between two cities, rather than serving local coal or mineral needs.

As has been well documented, its earliest motive power requirements were met by locomotives similar to the famous *Rocket*, the engine which had won the Rainhill trials in 1829, but within a very few years, larger and more powerful engines were required, with one supplier of these being the firm of Todd, Kitson and Laird of Hunslet in Leeds.

Todd, Kitson was formed in 1837 when Charles Todd, who had trained at the nearby Round Foundry, went into partnership with James Kitson and David Laird. The three partners took on an old mill and began to build railway engines with one of their first customers being the LMR which ordered two goods locomotives, later to be called *Lion* and *Tiger*. Although these, and other locomotives, were successful, the partnership was not, as Kitson and Laird left it only two years later to form the Airedale Foundry.

The two new engines were built to the 0-4-2 wheel arrangement with inside cylinders and had many features copied from a Robert Stephenson design of about 1833. In this type of engine, the cylinders were placed low down and the piston rods passed below the leading axle, while the valve gear used was a four-eccentric type that had been introduced in 1835.

The engines had outside-type sandwich frames which were made of wood encased in iron plates and the springs were mounted above these, while the boiler and cylinders were supported by brackets, also from these frames. Some doubt remains about the design of the original firebox but it was likely of the haystack type, as that was favoured by Todd, Kitson at that time. Design input came from John Melling, who was the locomotive superintendent of the LMR, as well as from David Joy who was responsible for much of the design work at the foundry.

Lion is believed to have been delivered in July 1838 and was reported as being at work by October that year. It was said to be a very

powerful locomotive capable of hauling 75tons up the 1-in-96 Whitson incline in Liverpool and was originally employed at that site as well as on the Sutton incline. However, its time on those duties was short-lived as it was moved on to general goods duties as soon as more powerful locomotives arrived.

The locomotive underwent a substantial rebuild when it was only three years old with this work being carried out by the railway itself at Edge Hill. During this it was fitted with a replacement boiler which was longer than the original, at 8ft 6in, and so this could be fitted, longer frames were provided with these being equipped with bigger cylinders. The valve gear was also changed at this point and replaced by a revised set.

In 1845 the LMR became part of the Grand Junction Railway and then the London & North Western Railway and this led to *Lion* losing its original number of 57 and becoming 116 in the combined fleet, a number it retained until withdrawal.

It was taken out of regular traffic in 1857 and placed on permanent way duties as a ballast engine, with final removal from service coming two years later.

INDUSTRIAL CAREER

On May 26 1859 the engine was sold to the Mersey Docks and Harbour Board for £400 where it was first put to work driving a pump at the Langton Dock in Liverpool and then later installed at the new Princes Graving Dock, which opened in 1874, where again it saw static use as a pumping engine. There it drove an antiquated form of chain pump which was used when it was desired to empty the graving dock of water. For this use it was mounted on trestles so the cylinders could drive the wheels, which then acted as flywheels. A cast iron drive shaft transmitted motion to the pumps. Some parts of the engine, such as the coupling rods, the rear wheelset and parts of the rear frame were removed, and the tender was scrapped.

The old locomotive continued its work at the docks hidden away and unnoticed until a gentleman called Charles Reed »

***Lion* leads a set of replica Liverpool and Manchester Railway vehicles in 1930.** Hulton Archive/Getty Images.

came upon it during a visit to the docks in 1928. He recognised it as an early design and set about trying to identify it after discovering its original works plates; his researches led to the conclusion that it was *Lion*. By this time the original boiler was no longer in use and steam was being supplied from an adjacent facility.

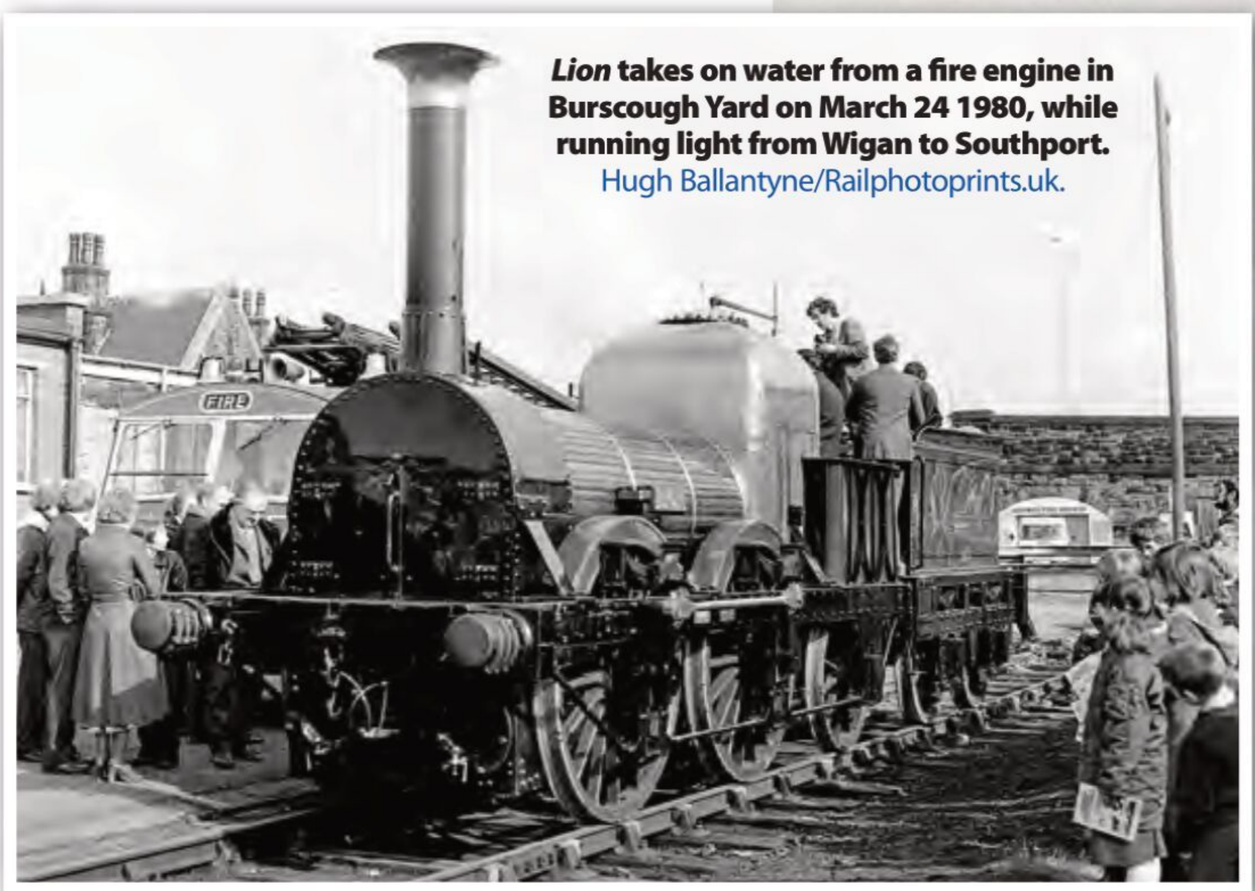
The discovery of so ancient a piece of machinery proved to be something of an embarrassment to the dock authorities and they immediately ordered that the engine should be taken out of service and replaced by new electric pumps, and that what was left should be scrapped.

EARLY PRESERVATION

Fortunately, the Liverpool Engineering Society was able to negotiate to purchase the remains which were subsequently removed and taken to Crewe Works where a full restoration to working condition was carried out, with the full cooperation of Sir Henry Fowler, who was then Chief Mechanical Engineer of the London Midland & Scottish Railway. This work included the building of a replacement tender, which utilised parts from a Furness Railway vehicle of similar vintage, and the manufacture of many other items, such as a new chimney, smokebox door and boiler fittings.

A large copper cover was also fitted over the firebox which simulated the appearance of the original type which would have been fitted when *Lion* was built. The works also built a number of replica coaches which were based on those originally supplied to the LMR and which can still be seen today at the National Railway Museum.

In 1930 *Lion* took part in the centenary celebrations of the Liverpool and Manchester Railway and hauled its replica coaches on a circular track installed at Wavertree Playground. Following that, it was placed on a plinth at Liverpool Lime Street station, where it remained until it was reactivated for film work, appearing in *Victoria the Great* in 1937. It also appeared in LMS publicity films and also at Euston station as part of the London & Birmingham Railway Centenary celebrations.



***Lion* takes on water from a fire engine in Burscough Yard on March 24 1980, while running light from Wigan to Southport.**
Hugh Ballantyne/Railphotoprints.uk.

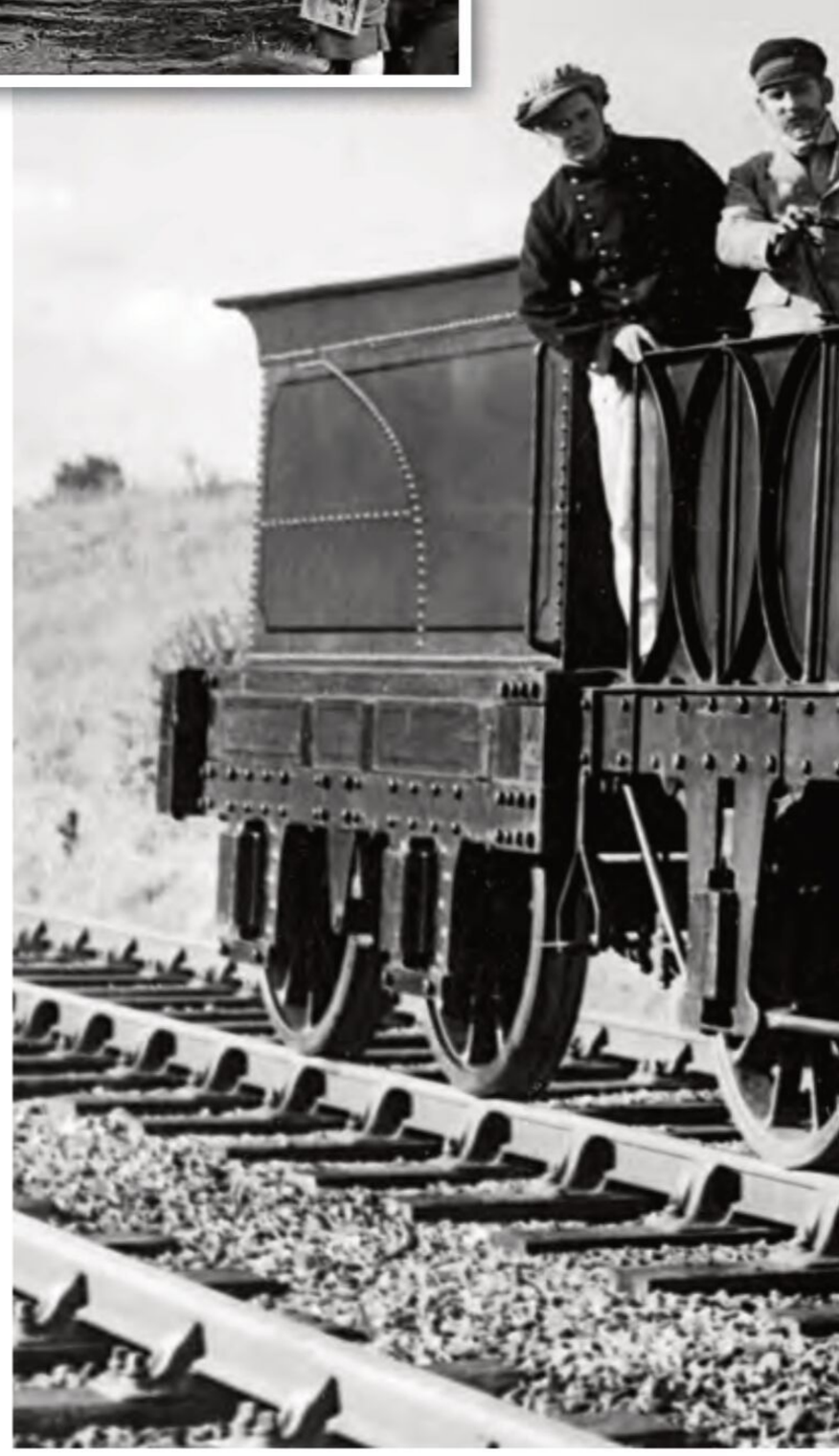
"In 1930 Lion *took part in the centenary celebrations of the Liverpool and Manchester Railway and hauled its replica coaches on a circular track that had been specially installed at Wavertree Playground."*

EVAN GREEN-HUGHES

STARDOM

During the Second World War it was moved back to Crewe Works for safe storage and it did not re-emerge until 1951 when it took part in a film called *The Lady with a Lamp*. Shortly after this it was taken to the Limpley Stoke-Camerton branch line where it was used for its most famous filming assignment in *The Titfield Thunderbolt*, which became an international smash hit and brought more widespread recognition for *Lion*. After a further period of storage at Crewe, the locomotive was loaned to Liverpool Museum in 1967 and three years later this arrangement was made permanent.

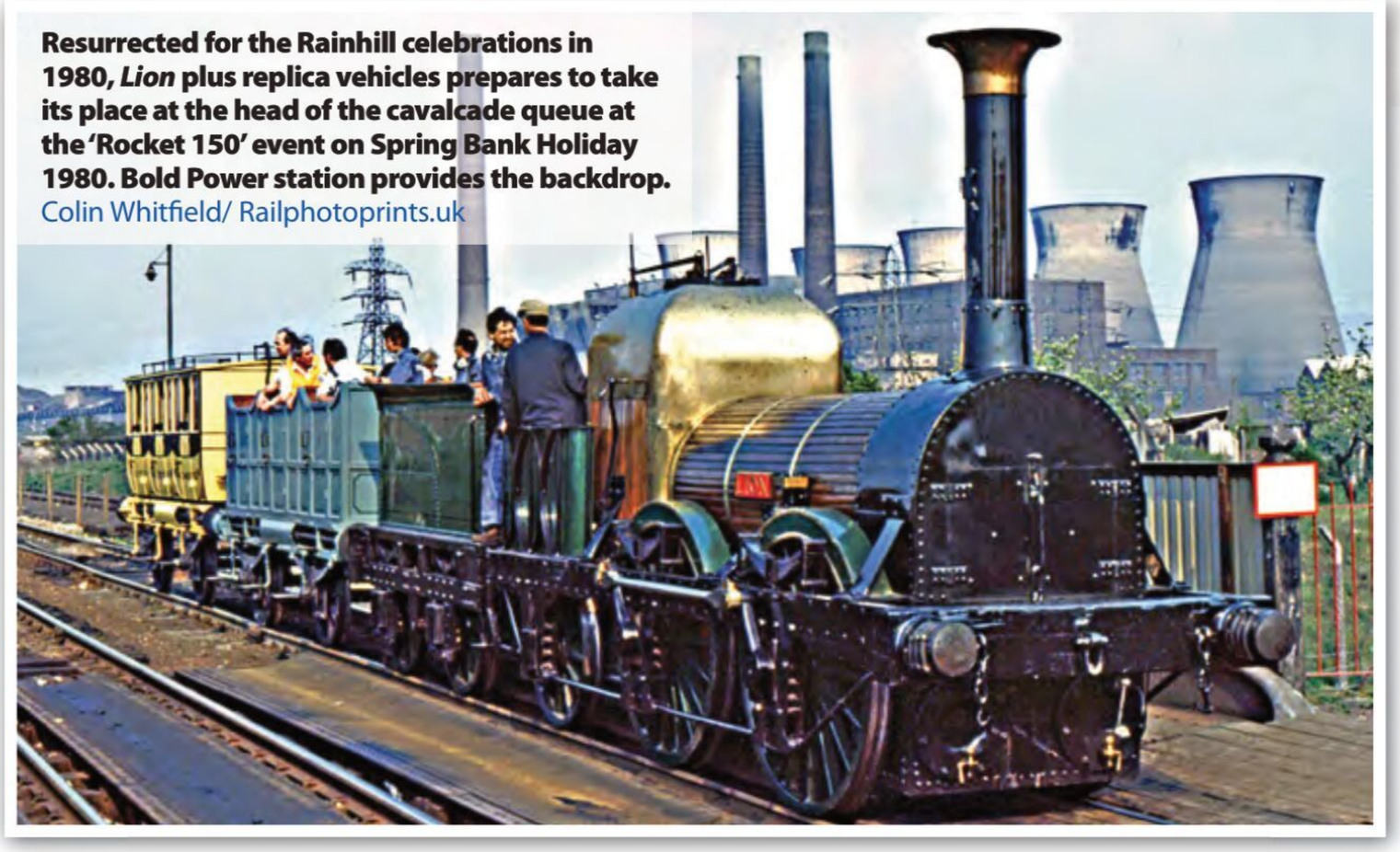
There was to be a further return to steam for *Lion* in 1979 with the intention



that it would take part in the 'Rocket 150' celebrations. This time the overhaul was undertaken by Ruston Diesels at the historic Vulcan Works site at Newton-le-Willows with the project being used to provide practical work experience for apprentices and graduate trainees.

Some modifications were required where there had been excessive wasting of the original components. The front buffer beam was strengthened, an emergency air braking system fitted to the tender and water level test cocks fitted to the boiler. Following the intended appearance at the Rainhill celebrations, the locomotive was loaned to a number of heritage railways, taking part in galas and commemorative events until 1989 when it was withdrawn from active service.

A survey of the locomotive then revealed that a further restoration to working order



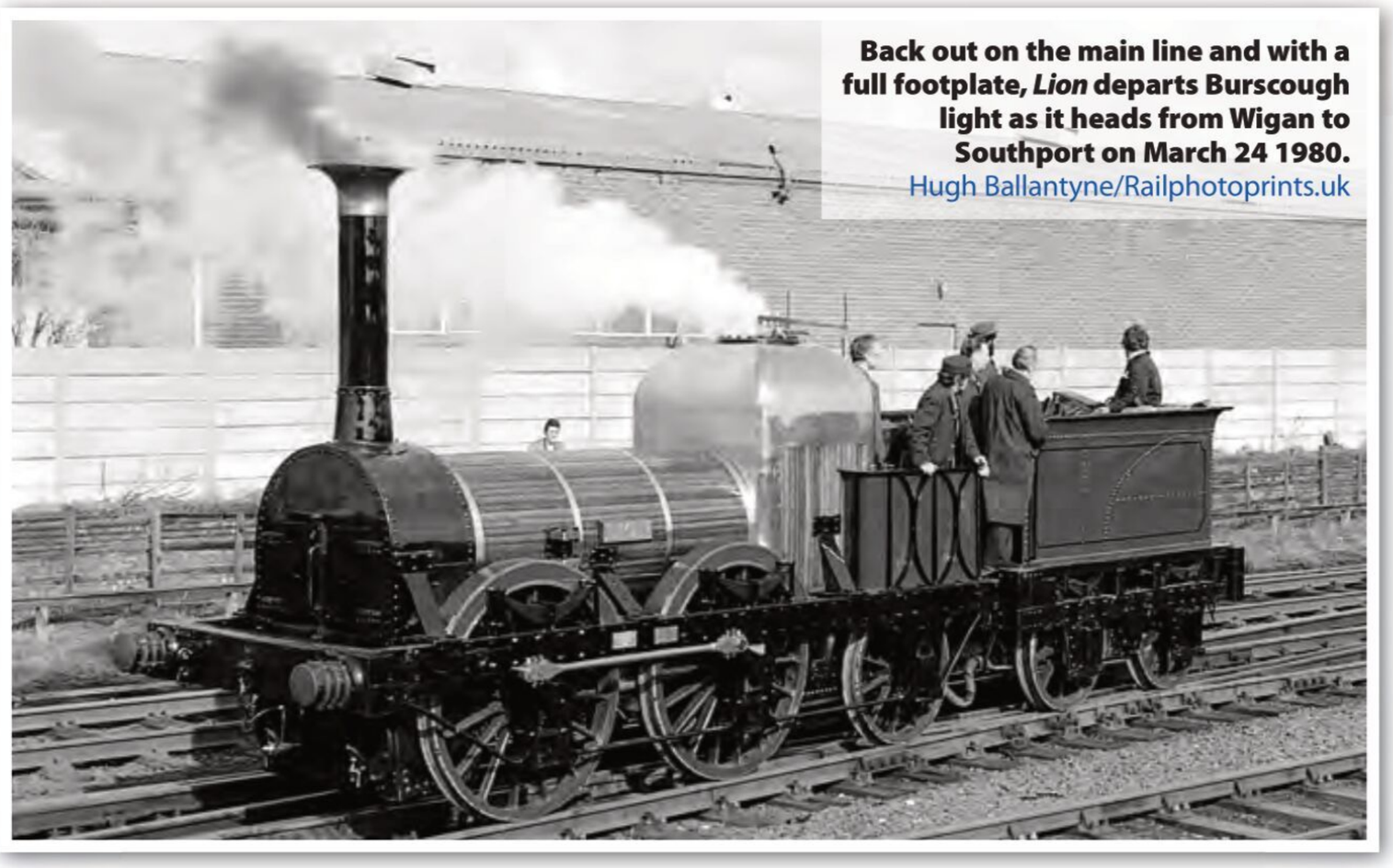
Resurrected for the Rainhill celebrations in 1980, *Lion* plus replica vehicles prepares to take its place at the head of the cavalcade queue at the 'Rocket 150' event on Spring Bank Holiday 1980. Bold Power station provides the backdrop.
Colin Whitfield/ Railphotoprints.uk

FACTS AND FIGURES	
Designer:	John Melling/David Joy
Built:	1838
Builder:	Todd, Kitson and Laird
Purpose:	Goods
Power Classification:	Not classified
Wheel Arrangement:	0-4-2
Weight (locomotive and tender):	26ton 11cwt
Driving wheel diameter:	5ft 0in
Trailing wheel diameter:	3ft 6in
Length (incl tender):	32ft 8in
Boiler:	Haystack type (original)
Boiler pressure:	50psi
Cylinders:	Two inside, 14in x 18in

At the grand age of 123 years old, Liverpool and Manchester Railway 57 *Lion* comes out of retirement from the museum at Crewe for use on the Rugby-Leamington line at Dunchurch, with driver and fireman both wearing period costume on October 18 1961. Birmingham Post and Mail Archive/Mirrorpix/Getty Images.

would require the replacement of rather more of the original structure and fittings than desirable and in consequence in 1999 it was loaned to the Manchester Museum of Science and Industry as a static exhibit, remaining there until 2007. After completion of the new waterside museum at Liverpool, it was moved there and, following a further cosmetic restoration, was placed on permanent display.

Because of its historical significance it is extremely unlikely that *Lion* will ever steam again but over the years there have been plans to build a replica, although little has been heard of these projects of late. We are fortunate, though, that due to its film appearances we can still witness this ancient locomotive in steam, and perhaps working just as the makers intended when they built it almost 200 years ago. **HM**



Back out on the main line and with a full footplate, *Lion* departs Burscough light as it heads from Wigan to Southport on March 24 1980. Hugh Ballantyne/Railphotoprints.uk

Pride OF THE FLEET

Hornby's eagerly-awaited 'OO' gauge model of Avanti West Coast's vivid Pride-liveried 'Pendolino' has arrived with retailers.

MARK CHIVERS casts his eyes over this colourful new release.

- **Gauge:** 'OO'
- **Price:** £318.99
- **Cat No:** R30081
- **Site:** *www.hornby.com*
- **DCC:** 8-pin decoder sockets (x2)
- **Era:** 11

Right: **Hornby's latest iteration of the 'OO' Class 390 Pendolino is now available, resplendent in the eye-catching Pride colour scheme.**



NEW FROM HORNBY is this latest version of the popular 'OO' gauge Class 390 'Pendolino' Electric Multiple Unit as 390119 *Progress* in its distinctive and unique Avanti West Coast sponsored Pride colour scheme.

390119 was originally unveiled in its brightly-coloured livery in August 2020, with different iterations of the rainbow-inspired artwork on each of the vehicles in the 11-car formation. The West Coast Main Line train operator subsequently ran a competition to name the unit and later that October, vinyl *Progress* nameplates were added.

Hornby announced plans for 390119 in 2021 and this new release follows the standard Avanti West Coast liveried set (R3952) that appeared just over a year ago (HM171), finished as unit 390156.

This latest version of the 'Pendolino' is available as a four-car train pack and together with five further vehicles (due soon) modellers can complete a nine-car unit – although the full-size prototype is an 11-car set. The train pack contains Driving Motor Restaurant First (DMRF) 69119, Driving Motor Standard (DMS) 69219, Pantograph Trailer First (PTF) 69519 and Motor First (MF) 69619.

The remaining coaches will be available separately and are due to include a Pantograph Trailer Standard Buffet (PTSRMB), Trailer Standard (TS), Motor First (MF) and two Motor Standards (MS) in their respective vibrant colour schemes (R40196-R40200 respectively).



Hornby's latest release also features a poseable plastic pantograph.

The four-car set features a motorised driving car (DMRF) at one end and a non-motorised driving car at the opposite end (DMS). Each features working directional head and tail lights, which operate according to the direction of travel and they are also fitted with 8-pin Digital Command Control (DCC) decoder sockets – so you will need two decoders if using it on a digital layout.

Heavily tinted glazing adds to the sleek appearance, while detailing includes a moulded pantograph which can be raised and lowered by hand, together with representation of the electrical equipment and neat grilles on the roof and bodyside central door locking lights (non-working). Bogies and underframe detailing are equally well done.

However, it is the delightful decoration which really elevates this latest release from Hornby with an exquisite allover finish which amply reflects the full-size vehicles. The complicated scheme certainly looks the part, although the purple front ends do seem a touch light - however those on the real thing do appear to change hue depending on light conditions – and there is



390119 is offered as a four-car train pack, with additional vehicles to boost the formation to a nine-car set available separately.

"Hats off to the development team in creating the art-work for this release – it is no simple matter."

MARK CHIVERS

plenty to catch the eye from the rainbow-inspired finishes to the subtle fades in the Pride lettering on one driving car and the bold lettering at the other end. Tiny small door labels, coach letters and crispy applied nameplates add to the finesse.

As with the real thing, the vehicles feature different artwork on each side and helpfully the vehicles are oriented in that they have a plastic plug and socket arrangement to ensure they couple correctly and display the correct livery on each side. Hats off to the development team in creating the artwork for this release – it is no simple matter.

On test, our review sample ran smoothly straight from the box, which only improved with further running on the *Hornby Magazine* office test track. We are certainly looking forward to assembling a nine-car set.

Given that the 'Pendolinos' have now been in front-line service for two decades, they do enjoy quite a following – especially this train. As a result, this model of 390119 *Progress* in its eye-catching colour scheme is sure to prove popular. (MC)



As with the prototype, vehicles carry different artwork on each side.

Heljan's Mk 1 CCT

FIRST REVIEW

The BR Mk 1 Covered Carriage Truck is a versatile vehicle which can suit everything from depot to main line scenes. **MIKE WILD** inspects this attractive new arrival for 'O' gauge from Heljan.

LIGHT GOODS and parcels traffic was once an important business for the railway with a range of rolling stock provided for this purpose including the 1959-introduced BR Mk 1 Covered Carriage Truck (CCT). Before nationalisation there were different designs of CCT from each of the 'Big Four' railway companies, with the BR version being a standard design which amounted to 827 vehicles.

Initially the BR CCTs were used for car carrying trains, but they were soon found unsuitable for this traffic and were moved to general parcels and mail traffic and could be found as single vehicles in passenger trains as well as in block mail and parcels trains. Withdrawals started in the 1970s with the last taken out of revenue earning service in 1988, though some gained further use in departmental stock.

In model form, the BR Mk 1 CCT has been a longstanding part of the scene with Lima being the first to make a model in 'OO' gauge. More recently, Bachmann and Graham Farish have created contemporary models for 'OO' and 'N' gauges, but 'O' gauge has been bereft of this useful vehicle. Happily, Heljan's latest rolling stock release redresses that balance.

On our desk for review is a sample of the weathered BR lined maroon version, but there are also unlined maroon, lined maroon, BR blue, Red Star parcels blue, breakdown train yellow, departmental olive green, Express Parcels blue plus Tartan Arrow red and white liveried CCTs on the way plus a Gaugemaster Collection model in BR Railway Technical Centre blue and red.



Below: **The new Heljan 'O' gauge CCT captures the shape and detail of the real vehicles superbly.**



As well as sprung buffers and working screw link couplings the CCTs have sprung axleboxes.



TECHNICAL DETAILS	
Manufacturer:	*www.heljan.co.uk*
Cat No:	9406
Description:	BR Mk 1 CCT M94799, BR lined maroon, weathered
Builder:	Doncaster (prototype) and Earlestown works
Region:	All
Gauge:	'O', 32mm
Scale:	7mm:1ft
Price:	£219 (weathered), £199 (pristine)
Couplings:	Working screw links
Minimum curve radius:	Second
Purpose:	Parcels and mail traffic

The data panels even include chalk style destinations on each side of the van. Printing is excellent throughout.

"The overall look of the CCT captures the real vehicle superbly with its slab sides topped off with a correctly shaped roof and neatly moulded underframe."

MIKE WILD

New for 'O' gauge from Heljan is the BR Mk 1 CCT. Our review sample is a fully finished weathered version.

Our sample model is fully finished with running numbers and models a Midland Region allocated van. Detailing is crisp throughout with many separately fitted parts including brake rigging, battery boxes, vacuum reservoirs, handbrakes and steps. There are also sprung metal buffers at all four corners together with sprung working screw link couplings, sprung axleboxes and turned metal wheels on pinpoint axles running in brass bearings.

The overall look of the CCT captures the real vehicle superbly with its slab sides topped off with a correctly shaped roof and a neatly moulded underframe. The ends have all the features you would expect on the real vehicles too including hinges and handles.

Decoration of our weathered sample was excellent. Application of the base livery was superb with fine printing of the vehicle numbers, statistics and even chalk style 'York' and 'Carlisle' destinations on each end. The weathered finish was neatly applied to the underframe and lower bodyside, but the same brown colour has been used for the roof where a darker roof dirt colour would have been more appropriate.

This new model of the BR Mk 1 CCT is certain to prove popular with 'O' gauge modellers as it can be used to bolster existing parcels and passenger trains as well as adding to a goods yard or depot scene – particularly in BR blue livery. Moreover it is encouraging to see new rolling stock coming through from Heljan for 'O' gauge. An excellent choice delivered to a high standard. (MW)

Dapol's anchor-mounted

FIRST ANNOUNCED IN November 2020, Dapol's all-new 'O' gauge 14-ton anchor-mounted tank wagon is now available.

Forming one of the later design iterations of the four-wheeled tanker, anchor-mounted wagon diagrams have the barrel secured to the chassis with two prominent central supports. In common with other specialist wagons, fuel tankers were constructed and owned privately, resulting in a wide range of colourful liveries being operated by BR throughout the 1950s.

Dapol's new 'O' gauge tooling portrays both the larger tank diameter A and smaller diameter B class of tankers. Both designs are from the first batch of anchor-mounted tank wagons, constructed before the more numerous extended tank B class.

For review, we received the colourful silver National Benzole silver class A anchor-mounted tank as 855. First impressions of the model are very positive and meet expectations for a new 'O' gauge wagon from Dapol.

While the tank barrel and outer chassis is a plastic moulding, the die-cast metal inner chassis framework and ballast inside the tanker contributes towards a substantial weight of 295g. Metal wheels and fully compensated axle boxes ensure the A tanker rolls freely, with the sprung buffers and draw hooks also being nicely weighted.

The injection moulded plastic barrel is rendered cleanly, with the chassis solebar and anchors featuring accurately detailed braces and rivets. While the plastic top walkway could have been a finer



Five Class A anchor-mounted tanks form the initial batch inluding this National Benzole liveried example.

- **Gauge:** 'O' gauge
- **Price:** £55
- **Cat No:** 7F-062-004
- **Site:** *www.dapol.co.uk*
- **Era:** 4/5

Kernow delivers 'O' gauge LSWR van

- **Gauge:** 'O' gauge
- **Price:** £66.95 (pre-order)
- **Cat No:** K7010L
- **Site:** *www.kernowmodelrailcentre.com*
- **Era:** 4/5



The detailed underframe incorporates brake gear, brake shoes in line with the wheels and beam compensation.

KERNOW Model Rail Centre (KMRC) first revealed plans for its debut newly-tooled 'O' gauge wagon during 20th anniversary celebrations in September, when it announced an exclusive model of the Diagram 1410 London & South Western Railway (LSWR) goods van. Production is now complete and the wagons are now on their way to the UK.

The LSWR constructed numerous diagrams of its standard box van from 1885 to 1922, with the Diagram 1410 variation the most common type and widely used across the company's territory, lasting into the BR period. With a batch built for the Somerset & Dorset Joint Railway (SDJR), variations across the Dia. 1410 type included different braking systems, plank width and wheel type, all of which Kernow has commendably reproduced and have accommodated for within this new tooling.

Packaged in a stout allover card box in the house colours of KMRC, the first batch of Diagram 1410 vans includes two numbers for each livery - LSWR brown, SDJR grey, Southern Railway (SR) pre and post-1936 brown, BR brown and BR grey, the latter of which, S44071 in BR grey was received for review.

Comprising of a one-piece plastic bodyshell on a die-cast metal chassis, accurate tooling variations for the BR period features end ventilators and 6½in end planking, complimenting the well-defined moulded details on the van. A removable roof reveals a full-relief inner van space, so while the van weighs 157g, more weight can be easily added if required.

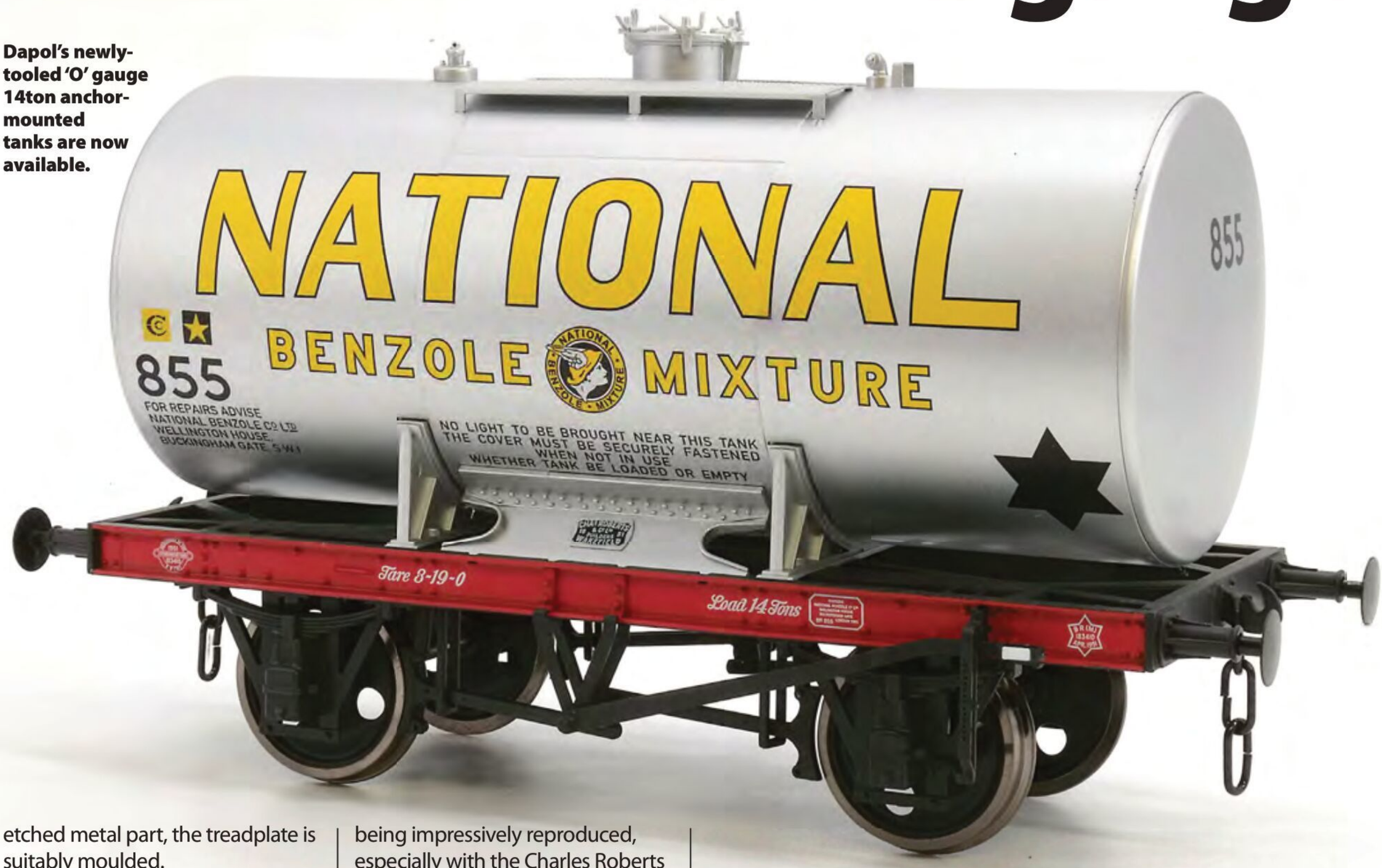
As is standard for 'O' gauge, the model is equipped with freely-sprung buffers and drawhooks in Kadee-style draught boxes. The van also features beam compensation along one side of the chassis, and the brake shoes have fine tolerances between their faces and the wheels of the wagon.

While correctly featuring limited printing, the decoration of the Dia. 1410 van is impressively applied, with accurate BR grey and sharp tampo printing of the vehicle numbers, which elevates the quality of the model.

Kernow Models should be commended for taking the brave move to tool its first 'O' gauge ready-to-run model, while recreating a type not previously offered ready-to-run. Due for release later this year, the LSWR van certainly raises expectations of further accompanying rolling stock from Kernow in this scale. (RH)

tanker arrives for 'O' gauge

Dapol's newly-tooled 'O' gauge 14ton anchor-mounted tanks are now available.



etched metal part, the treadplate is suitably moulded.

It is the decoration of the A tanker that really stands out, with the plethora of lettering and crests being impressively reproduced, especially with the Charles Roberts builder's plate and fine white script on the red chassis.

Forming another welcome 'O' gauge release by Dapol, the number and variety of colourful liveries on offer within the first batch offer a good range of tank wagons at a reasonable price. Recommended and available now. (RH)



Kernow Model Centre has developed an 'O' gauge LSWR Diagram 1410 goods van.

Planet Industrials' Kerr, Stuart 'VICTORY'

Planet Industrials is a new name in the world of ready-to-run model railways and its debut model is the Kerr, Stuart 'Victory' 0-6-0T for 'OO' gauge. **MIKE WILD** finds out what is in store.

MAKING A SPLASH in the 'OO' gauge scene is Planet Industrials. This new name in ready-to-run launched in 2019 with the aim of creating models with an industrial theme.

The Kerr Stuart 'Victory' 0-6-0T is its debut model. The real locomotives were ordered by the Inland Waterways and Docks Department in 1917. The class of 10 locomotives saw service at docks in southern England in support of the First World War initially, but the end of hostilities saw the locomotives sold into industrial service with their careers continuing to serve collieries as well as the Alexandra Docks and Brecon and Methyr railways. Later history saw the locomotives migrate to National Coal Board service with the last in existence being works numbers 3066 and 3071 which were scrapped in 1969.

Features of these powerful 0-6-0Ts included 17in x 24in cylinders, Stephenson link inside motion, 4ft 0in diameter wheels, a 12ft wheelbase and a large diameter boiler with a Belpaire firebox. This added up to a substantial tractive effort of 20,567lbs. Sadly none of these locomotives have been preserved.

THE MODEL

The 'OO' gauge 'Victory' has been three years in the making. The specification is impressive and includes more than 200 separate parts, injection moulded detail, a die-cast boiler for weight, a fully detailed cab interior plus a high-torque motor coupled to a slow speed 40:1 gearbox for realistic operation.

Five versions are being produced all of which are available from Rails of Sheffield with four available from the Light Railway Store. They are a plain black unnumbered version (Cat No. PI-001-A), Inland Waterways and Docks lined grey No. 12 (PI-001-B), unnumbered lined green (PI-001-C), unnumbered lined maroon (PI-001-D) and Rails of Sheffield exclusive locomotive ROD608 in plain black (PI-001-E).

Our review sample was the unnumbered industrial lined green locomotive which was smartly finished with neatly applied lining over the base colour which is topped off with red buffer beams. The cab interior is neatly detailed with the red regulator standing out in this area together with brass pipework and impressively fine brass handles. The backhead is fully appointed too and the large cab is a prime place to add a realistic crew.



FIRST REVIEW



Smokebox detail is excellent and includes etched metal lamp brackets and wire handrails.



The cab interior is fully detailed, but the coal space is left empty for filling with a coal load after purchase.

TECHNICAL DETAILS	
Manufacturer:	*www.planetindustrials.co.uk*
Cat No:	PI-001-C
Description:	Kerr, Stuart 'Victory' 0-6-0T, lined green
Builder:	Kerr, Stuart
Region:	Industrial
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	126mm
Price:	£130 (DCC ready), £245 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm factory fitted
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	First
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	0-6-0T
Purpose:	Shunting
Haulage capacity (expected):	20 plus wagons
Haulage capacity (actual):	20 wagons – maximum tested

"This new name in ready-to-run launched in 2019 with the aim of creating models with an industrial theme."

MIKE WILD

Planet Industrials' debut locomotive is the imposing Kerr, Stuart 'Victory' 0-6-0T for 'OO' gauge.

The physical model carries off the bulk of these chunky 0-6-0Ts well with the large diameter boiler sitting neatly between the injection moulded side tanks. There are also sprung buffers at all four corners as well as factory fitted metal coupling hooks at the centre of each buffer beam. The accessory pack includes optional front steps, sandboxes and toolboxes which can be added to the locomotive.

The top of the locomotive has a neatly proportioned chimney, dome and safety valve arrangement while the underframe has brake shoes and rigging, sandpipes and neatly cast wheels.

PERFORMANCE

The 'OO' gauge 'Victory' is fitted with a powerful high-torque motor and brass flywheel which drives the rear axle through a 40:1 gearbox which gives this locomotive smooth running qualities and outstanding slow speed running too with a near scale maximum speed.

On test our sample ran smoothly and quietly throughout the speed range on both analogue and digital control systems and also proved to have plenty of haulage capacity. Our maximum load test was 20 wagons – plenty for most industrial layouts and settings.

Also inside the locomotive is a Next18 decoder socket positioned to one side while there is also a 15mm x 11mm cube speaker set into an injection moulded enclosure behind the motor to make digital sound installations straightforward – just choose your sound chip and plug it in. There is also ample space inside to add a stay alive and we put that to the test by fitting a DCC Concepts Zen Blue+ Next18 chip connected to a Zen stay alive control board and twin capacitor pack.

Inside the cab is fully detailed on the firebox backhead with driver and fireman controls.

Safety valves sit on top of the firebox. Below is a 15mm x 11mm speaker.

The bunker is left empty for customers to add their own coal load.

The cab floor has a planked finish and is ready to accept a miniature crew.

Cast wheels with turned metal tyres provide solid contact with the rails.

A Next18 DCC decoder interface is fitted to the model for quick conversion.

Metal coupling rods are fitted to the 'Victory' 0-6-0T with correct shaping.

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

OVERALL

Planet Industrials' debut locomotive is a strong choice for 'OO' gauge and adds another option for larger industrial locomotives to the increasingly popular industrial scene. Its detail and build quality are excellent while its performance is superb too, especially slow speed running. A great addition and a super start in ready-to-run for this new name. (MW)



The proportions of the 'Victory' are neatly modelled by Planet Industrials' new model.

"The physical model carries off the bulk of these chunky 0-6-0Ts well with the large diameter boiler sitting neatly between the injection moulded side tanks."

MIKE WILD

Beneath the dome is the powerful five-pole motor which drives the locomotive.

The motor has a 40:1 gearbox for slow speed running plus a flywheel at the front.

The chimney is neatly produced with a turned brass top.

Metal handrails are fitted to the model throughout.

Turned metal sprung buffers are fitted at all four corner.

Inside is a powerful five-pole motor, flywheel, a Next18 decoder socket, a factory fitted 15mm x 11mm cube speaker plus spaces which can be used for stay-alive.

Hornby updates its 'GRID'



Front end details capture the look of the Class 56, particularly with addition of the accessory pack.

The Class 56 has had a small refresh for its latest outing in the Hornby range. **MIKE WILD** checks out the new arrival in the shape of BR blue 56047.

Etched roof fan, cantrail and bodyside grilles are a neat touch to this model.

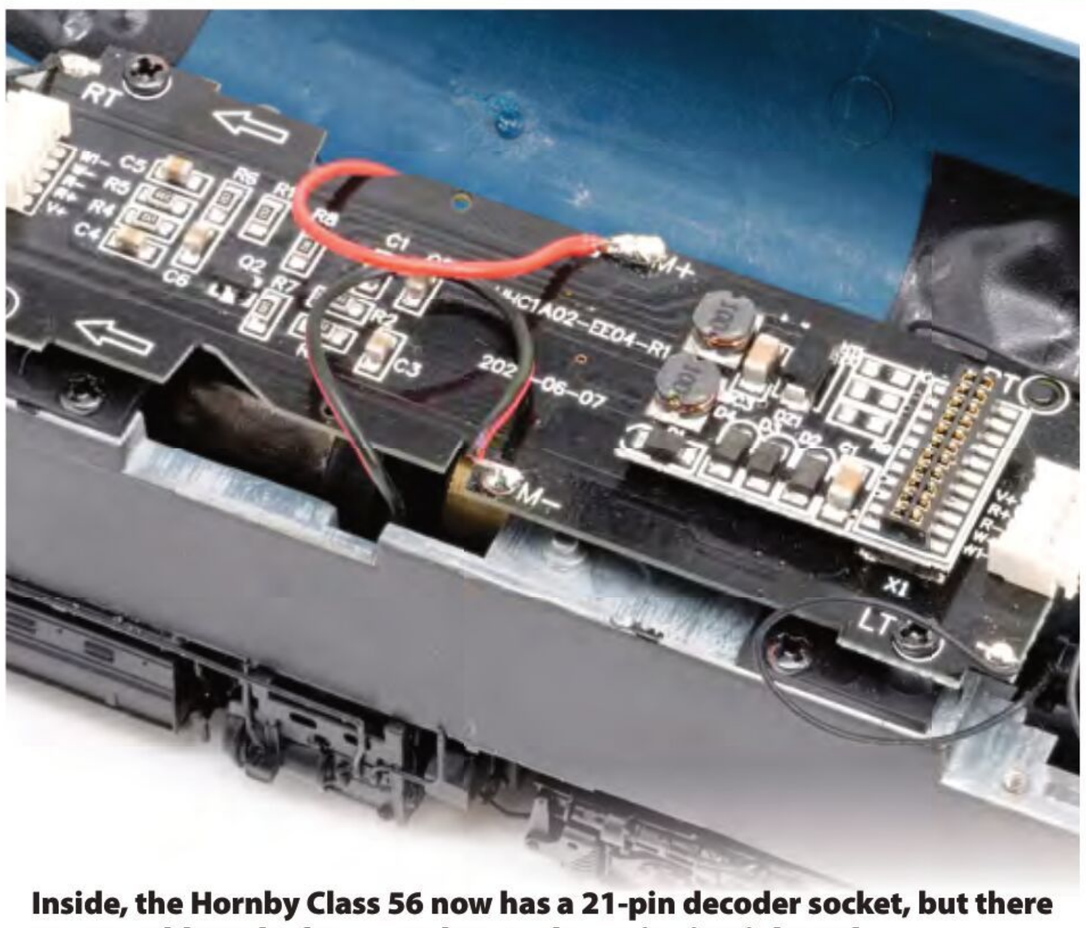


EXCLUSIVE VIDEO ONLINE! WWW.KEYMODELWORLD.COM SEE IT IN ACTION

THE CLASS 56 burst onto the scene with Hornby at the end of 2007, way back in the eighth issue of *Hornby Magazine*. Back then it was a revelation over its Mainline/Dapol parentage predecessor and it has been a common part of the Hornby range ever since.

This year the Hornby Class 56 has received a small refresh to incorporate a 21-pin DCC decoder socket in all future versions in place of the previous 8-pin socket. This upgrade is backed up by changing of the connection for the cab front lights which no longer rely on the previous sprung contact arrangement – instead the lights are permanently wired through five-pin plugs which make for a more robust arrangement.

However, the lights remain on one circuit for head and tail lamps while there are no connections on the circuit board for the addition of a speaker which is unfortunate as most 21-pin sound chips don't have flying leads attached to the decoder to power a speaker. This means that sound installers will need to exercise their soldering skills to make this



Inside, the Hornby Class 56 now has a 21-pin decoder socket, but there are no solder tabs for a speaker on the main circuit board.

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R30073 (56047)
Description:	Class 56 56047, BR blue
Builder:	Doncaster Works
Region:	Midland/Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	254mm
Price:	£217.99
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	No space provided
Exterior lights:	Directional head and tail lights
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	30 plus wagons
Haulage capacity (actual):	40 wagons – maximum tested

The latest version of the Hornby Class 56 to arrive models Doncaster-built 56047 in BR blue.

connection either to the decoder or the pins on the 21-pin socket.

Nevertheless, the overall look of these powerful freight locomotives is well captured by the Hornby model with correct light clusters and lower cab frame for 56047 as well as having etched metal roof, cantrail and bodyside grilles at the No. 1 end plus etched step tops and sprung opening cab doors. There are also sprung buffers while an optional set of accessories can be used to fully furnish each buffer beam in place of couplings should you wish.

Decoration of our model of 56047 meets our expectations from Hornby with crisp and accurate rendition of the main BR blue and yellow body colours topped off with neatly applied locomotive numbers, data panels plus BR double arrow logos at the centre of each bodyside.

The revival of the Hornby Class 56 is good news for heavy freight modellers and this version along with 56086 in BR large logo blue (Cat No. R30082) will make ideal motive power to haul block trains of HAAs, PTAs, TEAs and BBA/BLA steel wagons. (MW)

18+

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CORGI TRACKSIDE DEVON GENERAL MORRIS LD

Corgi Trackside's 1:76 scale Morris LD has gained Devon General colours for its latest release.

- **Gauge:** 'OO' gauge
- **Price:** £13.99
- **Cat No:** DG201017
- **Site:** *www.uk.corgi.co.uk*
- **Era:** 4/5

CORGI'S 'OO' MORRIS LD van forms one of the new offerings from the Trackside vehicles range.

Designed by Austin Morris as an adaptable van to suit different commercial uses, the LD range was widely used after introduction in the mid-1950s.

Presented by Corgi in the bright red and cream of Devon General buses, the model features crisp decoration and fine tampo printing. The front grille and number plates are accurate features, including a representation of the interior in black coloured plastic and silver-centred wheels.

While the one-piece die cast metal body moulding doesn't feature flush glazing, the overall appearance of the striking LD would suit any South Western region 'OO' gauge model railway. (RH)

Post Office Scammell

Newly released from Corgi Trackside is a Royal Mail Stores red Scammell Rigid Six van in 4mm:1ft scale.

Produced from 1937, the Scammell design included six and eight-wheel variants that could be adapted for specific customers, becoming commonplace into the 1950s.

With the body and chassis moulded in die-cast metal, the model feels substantial and solid. The dark red Royal Mail livery is reproduced accurately and features finely printed royal crests, number and Scammell badge. While the cab windows are unglazed, a representation of the interior is present, with fine tread on the free-rolling wheels too.

An interesting addition from Corgi appropriate for many 'OO' gauge layout scenes in the 1940s and early 1950s. (RH)

- **Gauge:** 'OO' gauge
- **Price:** £18.99
- **Cat No:** DG044047
- **Site:** *www.uk.corgi.co.uk*
- **Era:** 3/4

Ideal for 1940s/early 1950s era layouts is this Corgi Scammell Rigid Six van in Royal Mail Stores livery.

Rail Freight Coles crane

- **Gauge:** 'OO' gauge
- **Price:** £22.99
- **Cat No:** DG226003
- **Site:** *www.uk.corgi.co.uk*
- **Era:** 6/7

Returning to the Corgi Trackside range is the Coles four-wheeled crane in 'OO' gauge.

First built in the 1950s, the Argus Mk3 crane featured a 6-ton lifting capacity and became widespread across smaller industrial and construction uses.

Corgi's newest iteration of the Coles crane depicts a BR Rail Freight yellow example, with clearly defined black chevron stripes elevating the finish of the model.

Consisting of a die-cast metal body, the model can be rotated by pivoting around the chassis.



Corgi's 1:76 scale Coles Argus Mk 3 crane is finished in BR Rail Freight yellow.

A commendably fine moulded jib arm can also be raised and lowered, alongside fixed fine thread representing the lifting cables.

A highly adaptable and posable model, this BR crane proves a useful addition to a yard scene in 4mm:1ft scale. (RH)

Ruston-Bucyrus Face Shovel returns

First produced by Corgi in 2011, the 19-RB Face Shovel makes a welcome return in 'OO' gauge wearing British Army camouflage.

A design pre-dating the Second World War, the Ruston and Hornsby-Bucyrus 19-RB formed an adaptable front-end loading crane that saw widespread export during the Second World War.

Corgi's model of the Ruston-Bucyrus Face Shovel offers a solid die-cast model of the type, now offered in the grey and green camouflage suitable for the 1940s.

Featuring a rotating body and lifting shovel arm, the fine thread cables increase the fidelity and flexibility of the model. While the tracks are static and moulded in darkened die-cast metal, the Face Shovel is ripe for weathering and will serve as an interesting addition to a model railway set during and after the Second World War. (RH)

- **Gauge:** 'OO' gauge
- **Price:** £17.99
- **Cat No:** DG225008
- **Site:** *www.uk.corgi.co.uk*
- **Era:** 3



Camouflage colours adorn Corgi's latest version of the Ruston-Bucyrus Face Shovel.

19-RB Wimpey Crane

- **Gauge:** 'OO' gauge
- **Price:** £17.99
- **Cat No:** DG225009
- **Site:** *www.uk.corgi.co.uk*
- **Era:** 4/5



This latest Corgi 1:76 scale release of the Ruston-Bucyrus 19-RB is finished in Wimpey livery.

A further addition to the Corgi Trackside collection of construction vehicles in 'OO' gauge is the crane variant of the Ruston-Bucyrus 19-RB.

Proving the versatility of the 1930s crane design, the 19-RB saw widespread use within construction and industry from the same crane body design.

In common with the prototype, the 19-RB from Corgi includes the same free-spinning pivoting body featured on other Ruston-Bucyrus cranes in the range, decorated here in the dark turquoise livery of Wimpey.

The long lattice crane arm is finely reproduced and can be lifted, with fine thread replicating the lifting cables suspending the arm.

A useful addition to the renewed Trackside range, the Wimpey 19-RB offers an interesting vehicle for a 'OO' gauge building site, yard or construction scene. (RH)

Revolution's JNA-Ts

Reflecting the present-day rail scene, Revolution Trains has delivered a kaleidoscope of colour with its latest 'N' gauge project, the MMA-A/JNA-T bogie box wagons. **MARK CHIVERS** inspects these newly-tooled 'N' gauge arrivals.



Revolution Trains has released its all-new 'N' gauge MMA-A/JNA-T bogie box wagons.

REVOLUTION TRAINS has delivered its latest 'N' gauge wagon project, with the arrival of these impressive MMA-A/JNA-T bogie box wagons used on aggregate trains.

Aggregates traffic has become increasingly important to today's railway, particularly following the rapid reduction in coal transportation in recent years. As a result, significant numbers of new wagons have been appearing for use on these important traffic flows.

In 2016, DB placed an order for more than 160 all-new Ealnos (UIC) wagons from Astra Rail/Greenbrier Europe, with the first examples of these Romanian built vehicles coded MMA-A (TOPS). Further examples have since appeared in batches (coded JNA-T) with the combined fleet running to around 1,000 wagons in use with various operators. As you might expect, there are detail differences between them – the most obvious being the number of bodyside ribs – nine or 11. But there are also differences to brake equipment arrangements and also inclusion (or not) of bodyside doors for cleaning purposes.

Revolution Trains first announced the Ealnos wagons in 2020, following development and delivery of its popular 'OO' gauge versions of the bogie box wagons. Myriad colour schemes have been applied to the initial batch of models with DB red, GBRf blue, Cappagh light blue, Touax oxide red, VTG silver, VTG mid blue, VTG dark blue, Ermewa unbranded grey, Ermewa/Tarmac grey, Mendip Rail silver and Wascosa (Network Rail) yellow variants, with several individually numbered examples of each now available.

Our review samples included JNA-Ts 81 70 5500 804-6 in Touax red (Cat No: N-EAL-108A), GBRf blue 81 70 5500 505-9 (N-EAL-106C) and 81 70 5932 172-6 in Wascosa yellow with Network Rail branding (N-EAL-109C).

Straight from the box, these delightful new models have a certain presence about them, weighing in at around 20g each, thanks to a metal weight located beneath the removable floor and moulded ballast load. This removable floor shields a tiny aperture in the underside, presumably for locating the switch for tail light fitted examples, which are also available in each colour scheme.

Revolution Trains has tooled detail variations between builds with



Decoration and legible printed detailing is neatly applied.



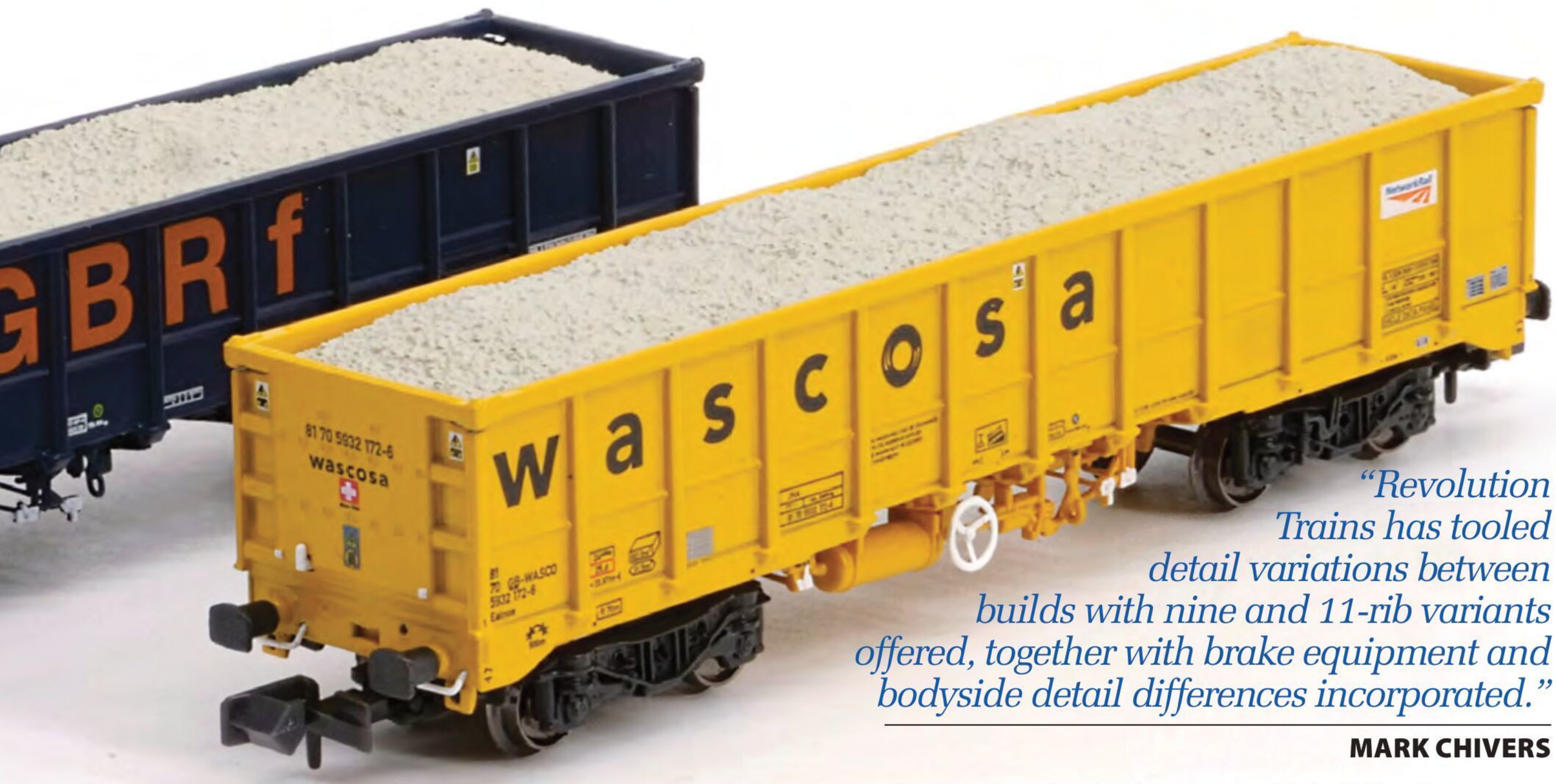
Eleven different colour schemes are available, including Touax oxide red.



Wascosa lettered yellow with Network Rail branding was a late addition to the range of new 'N' gauge JNA-T bogie box wagons.

TECHNICAL DETAILS

Manufacturer:	*www.revolutiontrains.com*
Cat No:	N-EAL-106C/108A/109C (reviewed)
Description:	JNA-T Ealnos box wagons (GBRf/ Touax/Wascosa)
Builder:	Astra Rail/Greenbrier Europe
Region:	Any
Gauge:	'N', 9mm
Scale:	2mm:1ft
Price:	£44.95/£47.95 (taillight)
Couplings:	Rapido couplings in NEM pockets
Minimum radius:	282mm
Purpose:	Aggregates



"Revolution Trains has tooled detail variations between builds with nine and 11-rib variants offered, together with brake equipment and bodyside detail differences incorporated."

MARK CHIVERS

nine and 11-rib variants offered, together with brake equipment and bodyside detail differences incorporated. Each of our samples represented 11 bodyside rib examples, although on closer inspection our GBRf example featured bodyside doors while the Touax and Wascosa wagons didn't – brake equipment and handbrake wheel placement also differed – such is the attention to detail on these models.

Detailing is superb with well-defined bodywork, underframe and a wealth of separately applied parts including handbrake wheels, lamp irons, buffer rungs, buffers and exquisite fine underframe brake pipework and equipment, while a separate pack of buffer beam detailing with air pipes and cosmetic couplings is also included.

Decoration is equally outstanding with evenly-applied colour schemes to each vehicle, together with crisply printed branding, data panels and small details. Indeed, this is all superbly legible, adding to the overall quality finish – although we did spot (albeit with a magnifying glass) a slight typographical error to the spelling of handbrake on our review samples. Completing the appearance, each wagon is fitted with a stone-coloured moulded loaded, which is simply slotted into the box and easily removed.

Underneath, the intricate brake equipment is sublime, while bogies are neatly detailed with brake shoes in line with the free-rolling darkened metal wheels. On test, our samples ran superbly on our test track and they have been designed for use on curves down to 282mm, while Rapido style couplings have been fitted to the NEM coupler pockets.

As briefly mentioned, end of train versions of these delightful new models are also available, which feature factory-fitted flashing tail lights. These include a button battery device hidden beneath the stone load on the respective vehicles (L suffix to catalogue number) – and you'll need two CR927 3V button batteries to activate the flashing tail light (not LR44 as printed on the supplied instruction sheet). The on/off switch is accessible from beneath the models.

As with the 'OO' equivalents, Revolution Trains' latest 'N' gauge Ealnos bogie box wagons are sure to prove popular in these eye-catching colour schemes. While some of the prototypes appear to remain mainly in fixed livery formations, others do seem to increasingly get mixed up according to operator/traffic flow, adding variety to their overall appearance.

A super new addition to the range of a vehicle type which has rapidly become widespread across today's rail network on aggregates traffic. Excellent and available now. (MC)



Detail variations are reflected, such as the bodyside access doors and the handbrake wheels located on the bogies of this GBRf example.

'OO' GAUGE

SMS INDUSTRIAL STAIRCASE

- **Gauge:** 'OO' gauge
- **Price:** £4.09
- **Cat No:** LX453-OO
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** 7-11



A FURTHER RECENT addition to the Scale Model Scenery range of laser cut kits is this industrial staircase for 'OO' gauge.

Designed to construct a 70mm high staircase, the kit is finely rendered from thin MDF and features fine chequerplate stair tread accurately representing a metal fabricated staircase. Use of a card or PVA-based glue is recommended and forms a durable structure when constructed.

A useful kit to add detail in an industrial scene on any layout set since the 1970s. (RH)

ALL SCALES

West Hill cable clips

- **Gauge:** Any
- **Price:** £2.00
- **Cat No:** Multi cable management clip
- **Site:** *www.westhillwagonworks.co.uk*
- **Era:** N/A



West Hill Wagon Works' range of 3D-printed accessories includes a selection of cable management clips.

Maintaining organised layout wiring can often be challenging, especially under baseboards and in harder to reach areas.

Formed of 3D prints, they are available in orange or black and feature screw holes to attach the ties to the underside or frame of a baseboard.

With the singular multi-clip retaining up to four groups, these effective clips make organising and colour coding wiring easier. (RH)

'OO' GAUGE

Laser-cut roof trusses



- **Gauge:** 'OO' gauge
- **Price:** £6.79
- **Cat No:** LX468-OO
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** 8-11

Scale Model Scenery has recently added a roof truss kit for buildings and lineside detail in 4mm scale.

Laser-cut from wood, the pack contains 12 tri-bearing trusses and is outwardly most suited to a building site, platform canopy or a scratchbuilt structure roof.

The advent of 'flat pack' roof trusses in housing also means that the kit also lends itself to houses under construction with exposed roof beams.

The truss kit is very adaptable, lending itself to uses from a lorry load to a storage pile in a builder's merchants. (RH)

'OO' GAUGE

Picket line cameo

- **Gauge:** 'OO' gauge
- **Price:** £18.00
- **Cat No:** 9020-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** 8-11



A topical new addition to Modelu's expanding collection of 'OO' gauge figures is a combination pack representing striking workers.

3D-printed to a high quality in grey resin, the pack of five figures are each finely detailed, the level of which is easily revealed after the removal of the supporting framework and bases.

The pack includes each figure posed at different positions for a model of a picket line and makes for a unique cameo for any modern image layout, only requiring painting and a choice of suitable union to complete. (RH)

'OO' GAUGE

Royal Mail figures

- **Gauge:** OO' gauge
- **Price:** £18.00
- **Cat No:** 9025-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** 10-11



A further pack of 1:76 scale figures added to Modelu's railway and lineside range is this selection of Royal Mail workers.

Each is 3D-printed on a single base, with five figures replicating modern day Royal Mail staff, wearing current uniform and high-visibility overcoats.

Three figures are printed holding highly detailed mail sacks, these being suited to cameos reflecting a mail sorting office, unloading a mail van or even loading a mail train. First class. (RH)

ALL SCALES

DC power distributor

- **Gauge:** Any
- **Price:** £16.95
- **Cat No:** 4296-8634
- **Site:** *www.hobbytrax.co.uk*
- **Era:** N/A



Recently added to the Hobbytrax range of electrical model railway accessories is this switchable power distribution board for 12V DC operation.

For many in the hobby, track wiring and accessory power control on a layout can still present a daunting task. The Hobbytrax switchable power board aims to simplify DC wiring without needing a soldering iron.

The power distribution board allows for switches to be separately connected between a power source and up to ten track insulating sections or powered accessories with only screw terminals. The PCB board accommodates 10 sets of clearly labelled input connector terminal blocks and is particularly suited for controlling isolating sections or 12V accessories and lighting from one board.

It comes with a controllable fuse and is supplied with clear instructions making the next stages in layout wiring more achievable. (RH)

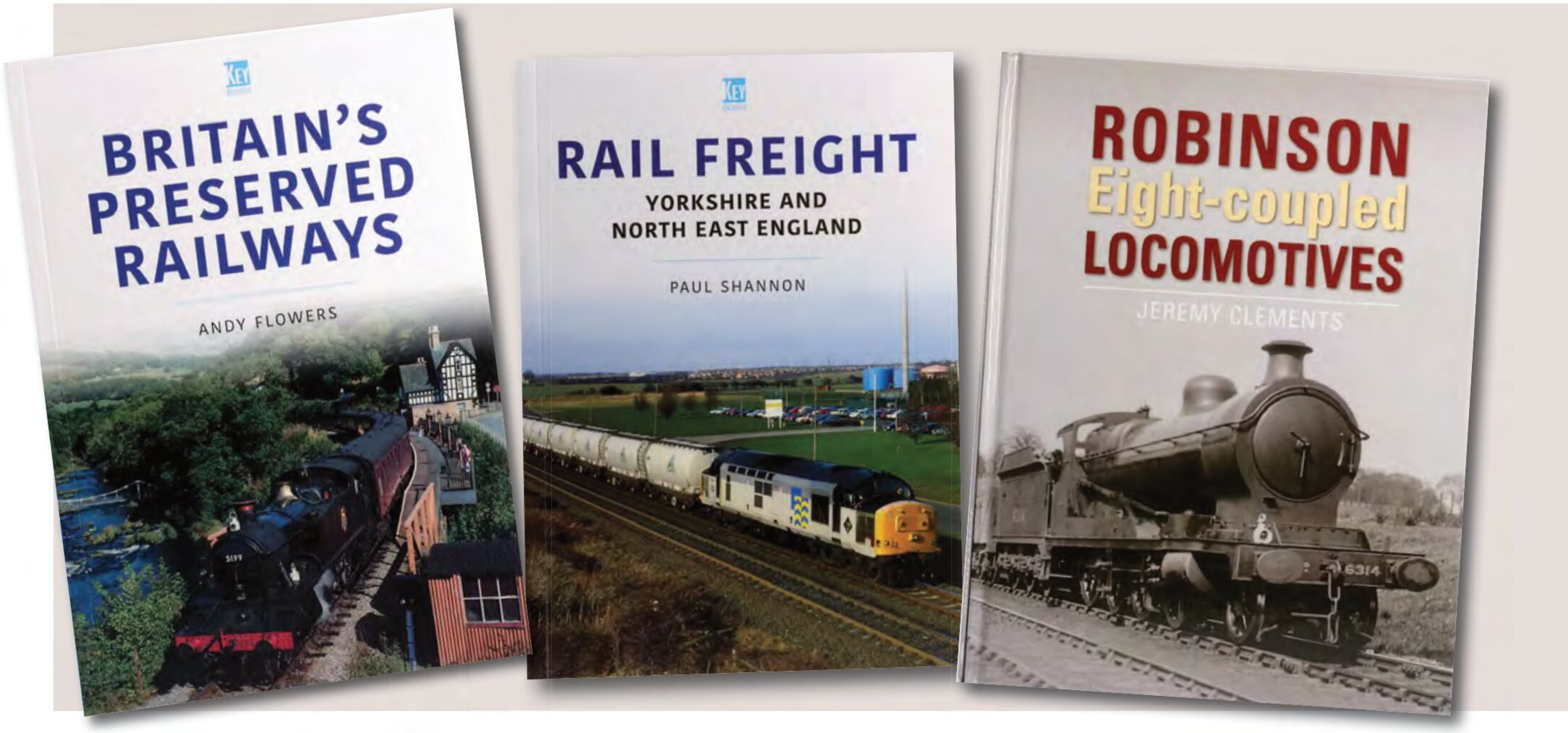






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Preserved railways

Author:	Andy Flowers
Publisher:	*www.keypublishing.com*
Title:	Britain's Preserved Railways
ISBN:	978-1-80282-210-6
Price:	£16.99
Spec:	128 pages, softback

THE importance and popularity of the many preserved railways in Britain creates much interest for both enthusiasts and as an increasingly dynamic railway modelling subject.

Andy Flowers' new publication from Key Books focuses primarily on the numerous standard gauge railways of the UK, detailing each line and heritage site in turn.

The book is grouped into ten UK regions for ease of finding a specific line or researching the preserved railways in a certain area. Featuring route descriptions, a brief historical background, gradient profiles, route maps and locomotive rosters for each heritage railway, the book offers a useful introduction for any railway or preserved operation. While being rendered in varying resolutions, the photographs are all reproduced well and in colour, recording each railway pictorially over the past 30 years.

Established operations and newer additions to standard gauge heritage railways are detailed. This provides a useful insight into particular locomotives for replication on a model railway, to even offering track plan ideas for a fictional heritage line. While a recent publication, the location, status or livery of a number of locomotives recorded in the rolling stock tables have since changed, but the locomotive records still remain a useful guide.

Containing an up-to-date summary of Britain's preserved railways in one book provides an invaluable record of the details for each line, both as a fantastic source for railway modelling and also for general interest in this fascinating aspect of Britain's railway heritage. (RH)

North East freight

Author:	Paul Shannon
Publisher:	*www.keypublishing.com*
Title:	Railfreight – Yorkshire and North East England
ISBN:	978-1-80282-307-3
Price:	£15.99
Spec:	96 pages, softback

NEW from Key Publishing is the seventh addition to the Rail Freight series of regional publications, focusing on Yorkshire and the North East over the last four decades.

Detailing the changes in UK freight haulage and freight types, Paul Shannon explores the varied industries the railways in the North East served from sectorisation in the 1980s to the present day. With 11 chapters grouped by region, the publication works north from Sheffield, including the last year of freight on the Woodhead Route, through to the heavy industry and biomass operations in the Tyne Valley.

The publication is mainly a pictorial record, with more than 160 predominantly colour photographs. The variety of industries and freight flows included in the book is impressive and forms a good basis for a general overview for each region, rather than an expansive record of a specific era.

The detailed captions should also be commended, with information on specific train codes, routes, changes to rolling stock and locations throughout the publication. Alongside the written information, the images serve a very useful role for railway modelling, in particular for rolling stock weathering, train formations and era specific scenic details which can be transferred to any modelling subject after 1980.

A compact and informative book full-stop, post-sectorisation modellers of this important part of the railway will find it especially useful. (RH)

Robinson engines

Author:	Jeremy Clements
Publisher:	**ww***w.crecy.co.uk*
Title:	Robinson Eight-Coupled Locomotives
ISBN:	978-1-91080-968-6
Price:	£25
Spec:	220 pages, hardback

THIS recent publication from Crecy details both the prominent and lesser-known eight-coupled designs of J.G. Robinson.

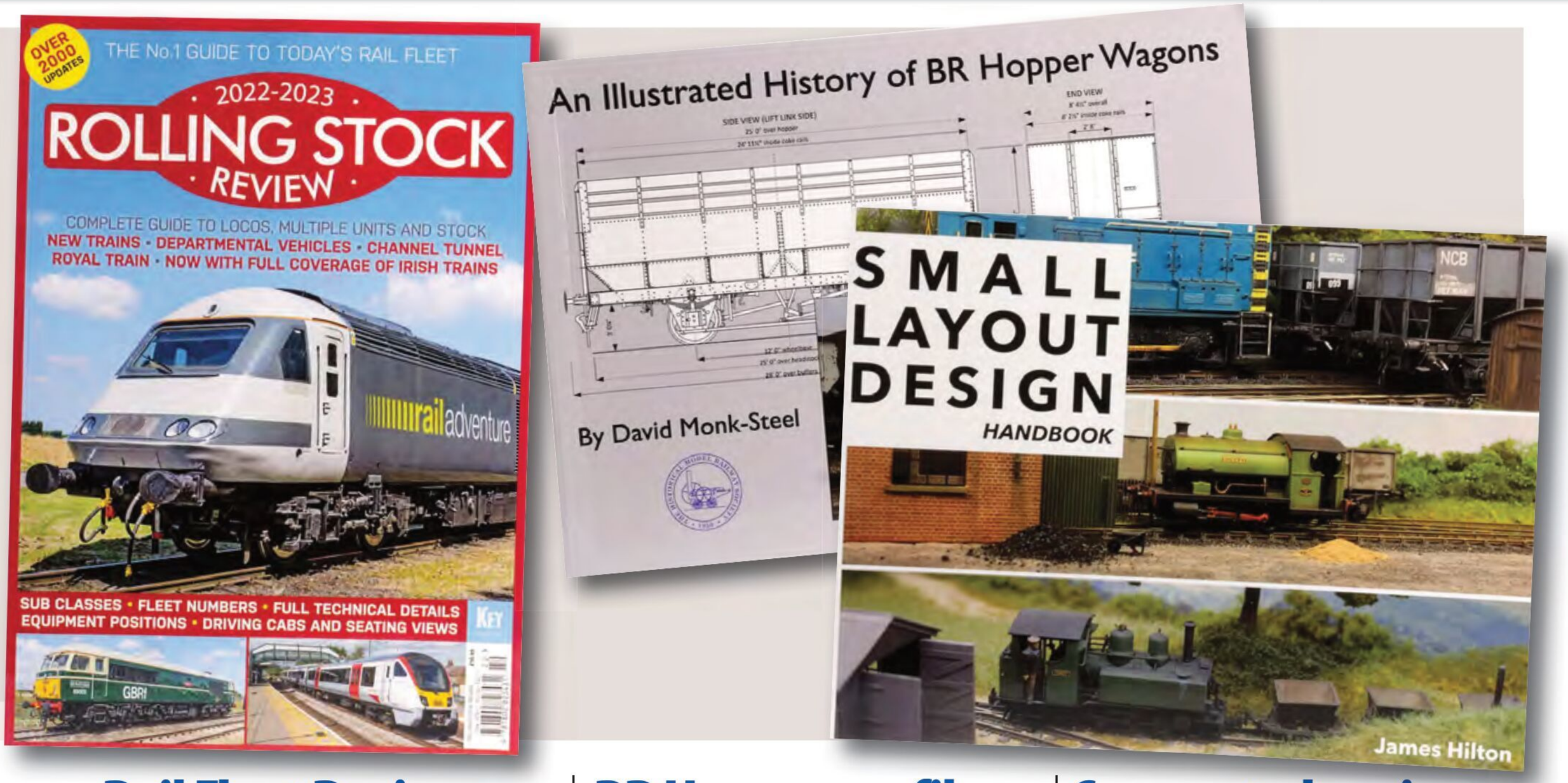
The Great Central Railway (GCR) had a varied and interesting history, with the GCR's predominant Chief Mechanical Engineer Robinson influencing the designs synonymous with the last conventional main line railway built in Britain.

Beginning with Robinson's initial 0-8-0 freight designs, Jeremy Clements outlines in impressive detail the progression of Robinson's eight-coupled heavy freight designs through to the rarer and experimental tank locomotive classes.

With the GCR '8K' 2-8-0 forming the most widespread and recognised example of Robinson's designs, alongside the multitude of later LNER and BR rebuilds of the 'O4', this class proportionally features in the publication. The later 1917 Railway Operating Division (ROD) use of the '8K' is similarly featured in the book. Inclusion of other classes such as the LNER 'S1' 0-8-4T, emphasises the breadth of Robinson's eight-coupled designs, beyond the 'O4'.

This publication provides a comprehensive record of Robinson's larger freight designs in clearly reproduced black and white photographs, while highly detailed appendices list specific locomotives, numbers, rebuilds, modifications and withdrawals.

The book offers a vital source of data and pictorial references for modelling specific locomotives, well-known and less appreciated. An excellently researched volume. (RH)



Rail Fleet Review

Author:	Colin J. Marsden
Publisher:	*www.keypublishing.com*
Title:	2022-2023 Rolling Stock Review
ISBN:	978-1-80282-343-1
Price:	£10.99
Spec:	212 pages, bookazine

THE latest edition of the Rolling Stock Review is now available in a newly expanded format and updated for 2022 and 2023.

Compiled by Colin J. Marsden, the annual publication now includes a section for Irish Railways to accompany the same exhaustively detailed locomotive, multiple unit and rolling stock fleet summaries for UK railways.

With the fast-changing nature of the modern railway, an updated and comprehensive summary including all new changes is very useful.

Each locomotive profile includes a full breakdown of technical data by sub-class, up-to-date fleet allocations, liveries and hundreds of consistently high-quality photographs, with equally detailed captions. The updated nature of the bookazine features the liveries worn by Class 69s and LNER Class 91s, the new CAF Class 196 DMUs for West Midlands Railway and Class 768/769 'Flex' Tri-mode units for GWR, Transport for Wales and Northern. For rolling stock that has featured modifications, both recent and previously, an accompanying photograph and background information detailing the changes is supplied, such as the Class 484 South Western Railway Electric Multiple Units for Island Line.

This fully revised publication is valuable for anyone interested in seeing the current rolling stock and fleets used on Britain's main lines, but also informs railway modelling from reference photographs for weathering, interior details of multiple units, class examples for renumbering and current fleet allocations. (RH)

BR Hopper profiles

Author:	David Monk-Steel
Publisher:	*www.hmrs.org.uk*
Title:	An Illustrated History of BR Hopper Wagons
ISBN:	978-0-902835-42-9
Price:	£40
Spec:	246 pages, softback

A RECENT publication from the Historical Model Railway Society (HMRS) is this extensive study of all major types of British Railways-built hopper wagons constructed until privatisation.

With BR inheriting substantial numbers of wooden-bodied private owner open wagons in 1948, standardisation of specific mineral hoppers was deemed critical. The LNER's high-capacity 20-ton coal hoppers formed the basis for BRs initial designs, many of which were used into the air braked era of the 1970s.

David Monk-Steel's comprehensive publication includes all BR hopper diagrams from the BR 21-ton welded ore hoppers to the numerous diagrams of the HAA. The first chapters of the substantial book also outline hopper variants preceding BR, including the earlier ore hopper designs and those widely inherited by it.

The wider basis of hopper wagons designed by BR also includes more unique and intriguing diagrams, including Anhydrite hoppers and the distinctive vacuum operated Consett Iron Ore bogie wagons.

With more than 150 photographs the book offers a comprehensive illustrated history for each hopper diagram, aiding the modeller in replicating a specific wagon. The inclusion of many 7mm scale drawings for each hopper diagram further indicates the use of the publication as an invaluable modelling source.

Alongside in-depth historical background, regional use and modifications, this book offers a fantastic source of detailed information and diagrams for railway modellers. (RH)

Compact planning

Author:	James Hilton
Publisher:	*www.wildswanbooks.co.uk*
Title:	Small Layout Design Handbook
ISBN:	978-1-912-038-59-6
Price:	£16.50
Spec:	80 pages, softback

A BOOK specifically aimed at the railway modeller with a preference for compact layouts is this new handbook by James Hilton.

With space in many homes now at a premium, smaller layouts are becoming increasingly popular. Hilton looks closely at how to maximise the satisfaction of building and running a smaller layout, while using prototype examples to influence a layout project.

The first section of the book focuses on the ideas, viewing angles and presentation of a compact layout, all being crucial factors for maximising the use of space, selective compression and retaining realism.

The book focuses on 24 case study examples for small model railways, each being influenced on real, predominantly industrial locations. As a larger softback book, the publication features hand drawn track plans and perspective drawing sketches throughout, giving an insight into layout design where computer planning can sometimes not be as effective for many modellers.

While mainly centred around UK-outline 'OO' gauge and North American 'HO' scale, the ideas, examples and concepts can be transferred and applied to any scale: for example, your reviewer was particularly taken by the Cromford and High Peak design, but as a compact 'O' gauge layout, rather than in 4mm:1ft scale.

A useful and informative publication, with photographs throughout of the author's own highly impressive railway modelling acting as inspiration. (RH)

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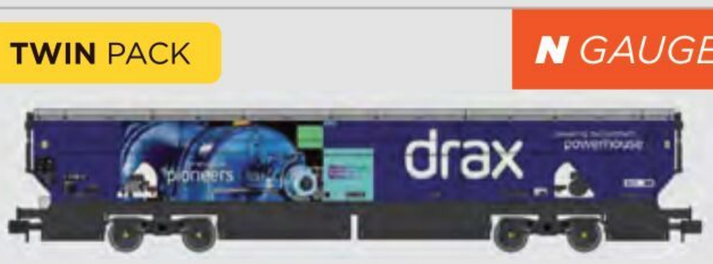
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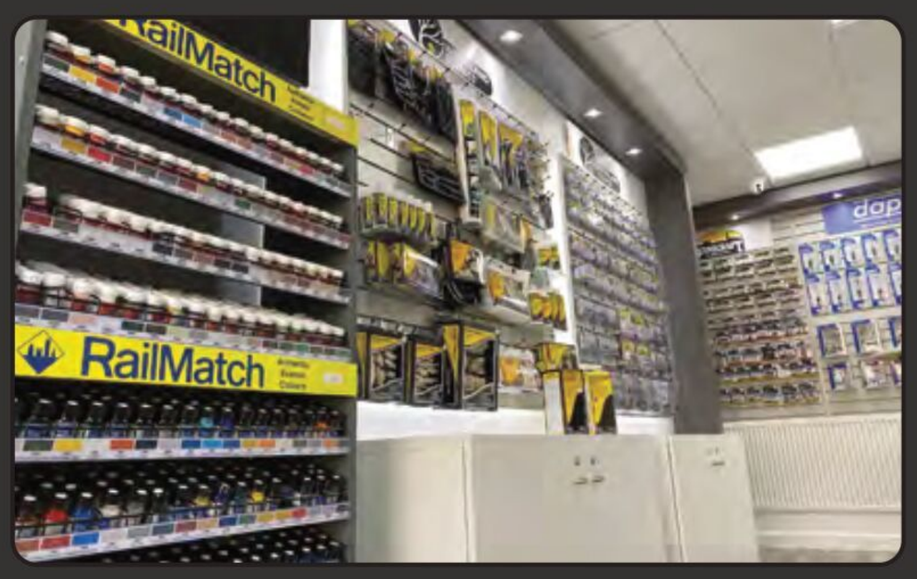


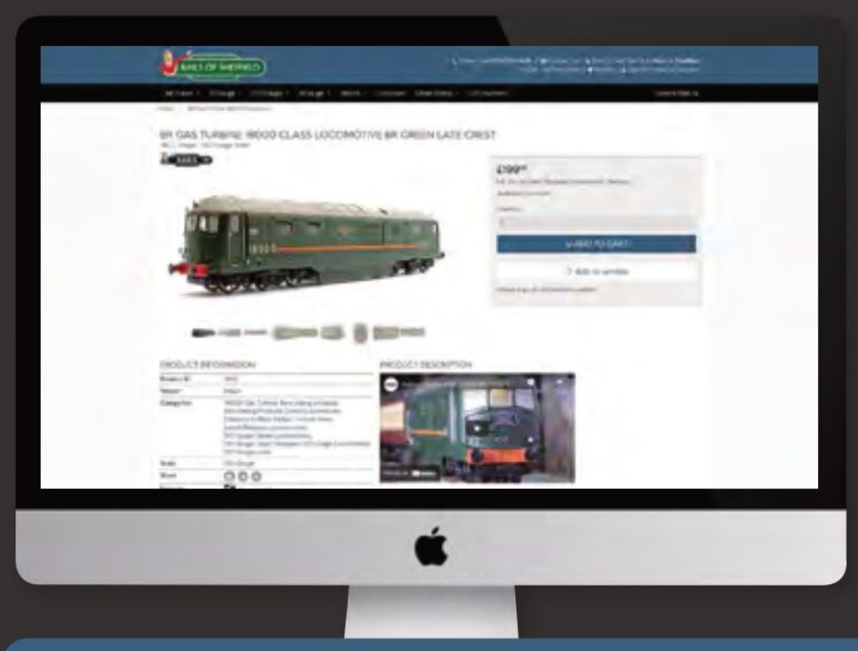


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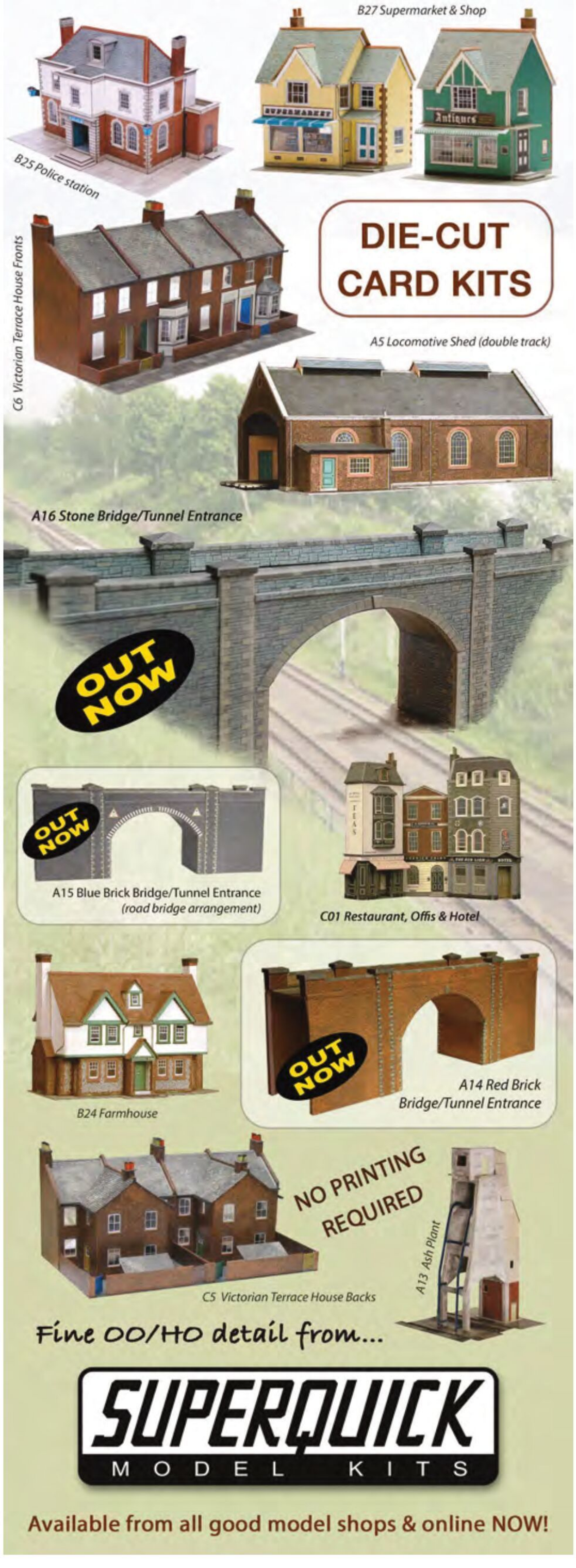
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Big sound

for a 'Small England'

How do you fit Digital Command Control, stay-alive and sound into a tiny '0O9' gauge locomotive? **JOHN GAY** reveals how.

PECO'S RECENTLY-released 'OO9' gauge Ffestiniog Railway 'Small England' 0-4-0TT locomotives *Prince* and *Princess* might best be described as small, but mighty.

These delightfully diminutive models are a joint venture between Peco and Kato and feature pick-ups to the front locomotive axle and both tender axles, together with a pair of traction tyres fitted to the rear driving axle. This results in a responsive locomotive that also exhibits impressive haulage characteristics for its size.

That said, this all-new 'OO9' locomotive is supplied without provision for Digital Command Control (DCC). So, whether you are planning on fitting just DCC or digital sound, it will need to be hardwired – indeed some have suggested that fitting digital sound may not even be possible. However, I'm pleased to say that it is and I will demonstrate how you can give *Princess* a digital sound makeover, and add stay-alive capability too.

Before attempting this conversion, it is important to check that you have a model that runs well, as DCC is not a panacea to solve poor running. Make sure the model has been run-in gently according to the manufacturer's instructions and operates smoothly through the speed range, as per our donor locomotive.

In addition, it is important to remember that given the level of work necessary to install digital sound and stay-alive within this model, the conversion work is likely to affect the manufacturer's warranty.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MS500N six-pin sound decoder	*www.digitrains.co.uk*	MS500N
Rail Exclusive 12mm x 8mm x 8mm speaker	*www.digitrains.co.uk*	SP12x8x8
Digitrains stay-alive kit	*www.digitrains.co.uk*	872007
Digitrains 'Small England' sound project	*www.digitrains.co.uk*	ZS045P2

For this project we used a Zimo MS series sound decoder – one of the new range of sound decoders that has recently been introduced by the Austrian manufacturer. This new range includes a very small 14mm x 10mm x 2.6mm example (Cat No. MS500N), which will be ideal for our needs due to the limited space available in this model. A small 12mm x 8mm x 8mm Rail Exclusive speaker (SP12x8x8) will also be fitted, together with a stay-alive capacitor. Completing the package, we will be installing Digitrains' ZS045P2 sound file as the finishing touch.

This method of installation was first completed by John D at Digitrains, so our step-by-step guide will replicate the process to show just how it was done, resulting in a 'Small England' that sounds as good as it looks, complete with digital sound decoder, speaker and stay alive.

HM

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

Peco's recently-released 'OO9' gauge Ffestiniog Railway 'Small England' 0-4-0TT on *Hornby Magazine's* Fairlie Syniad Da exhibition layout. This tiny locomotive has been fitted with a digital sound decoder, speaker and stay-alive.

STEP BY STEP

INSTALLING ZIMO SOUND IN PECO'S 'SMALL ENGLAND' FOR 'OO9'

1



Peco's 'OO9' gauge 'Small England' 0-4-0TT is supplied coupled to the tender with a conductive drawbar. The first stage of the process is to disconnect the tender from the locomotive.

2

One sharp pull backwards away from the locomotive and the tender unclips. If the drawbar stays on the locomotive, give this a pull too, so it is disconnected as shown.



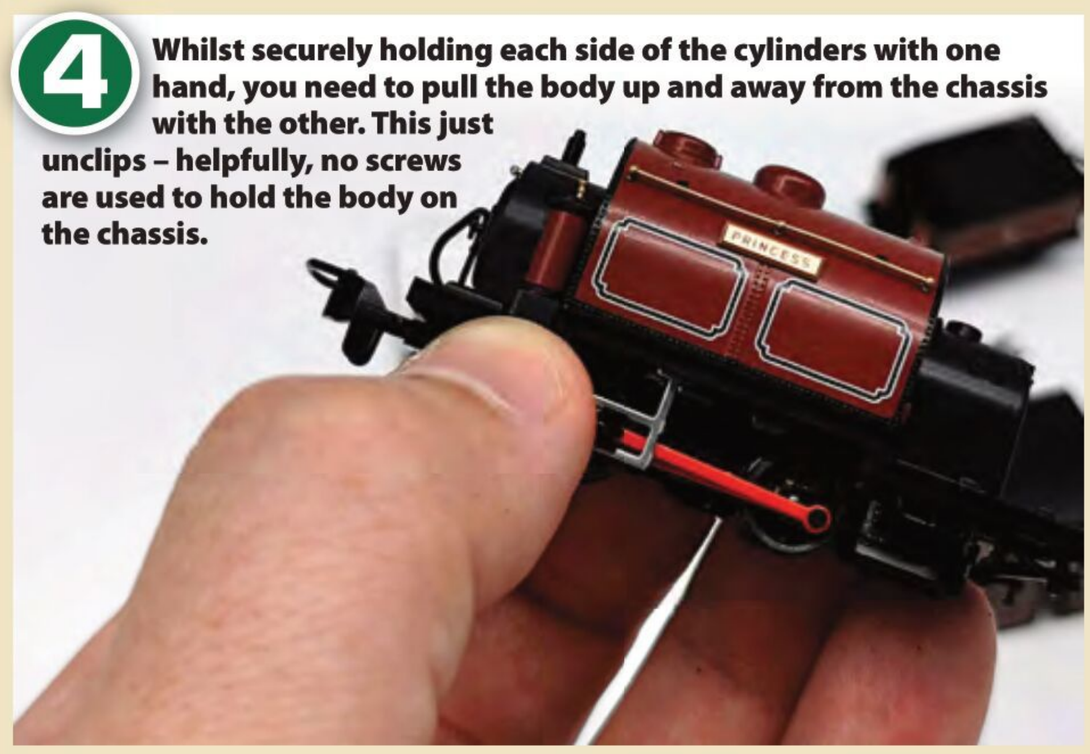
3

Next we need to carefully dismantle the model. Unclip the cab and remove whistles, the chimney and pipe – this way you avoid damaging some of the delicate parts.



4

Whilst securely holding each side of the cylinders with one hand, you need to pull the body up and away from the chassis with the other. This just unclips – helpfully, no screws are used to hold the body on the chassis.



5

Once you have slid the body up from the chassis, remove it and place it with the other detail parts for safekeeping. We will return to the body later.



6



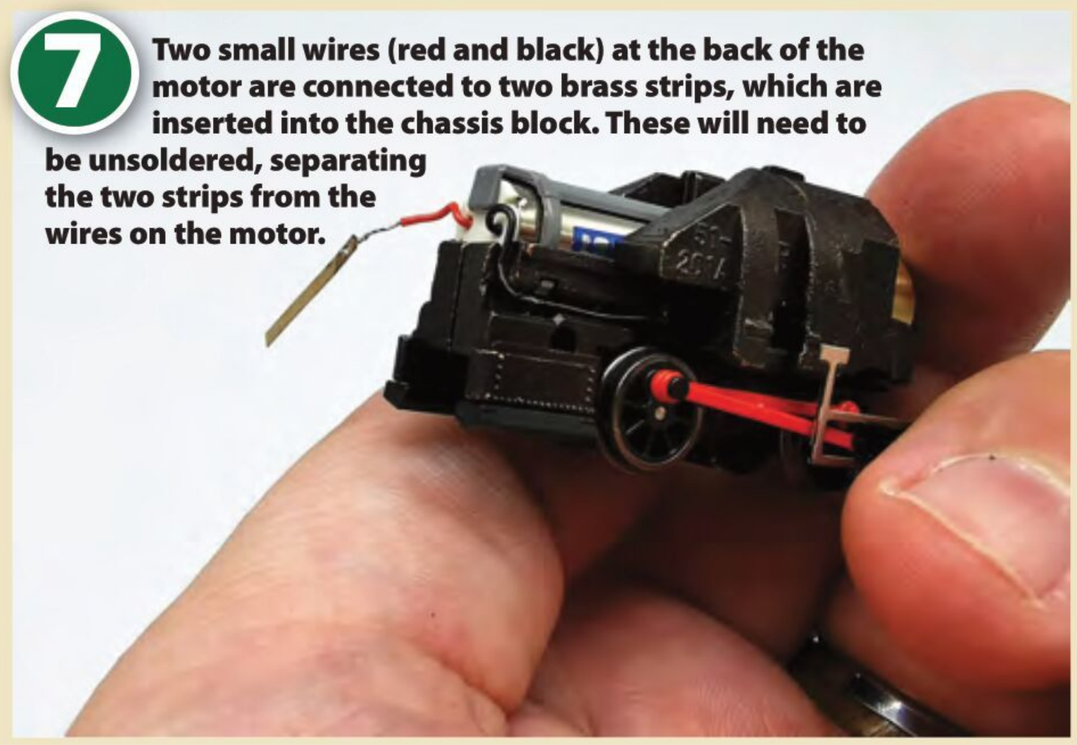
At this point you will appreciate just how little room there is for this digital sound installation. The die-cast metal chassis is compact, with the motor and flywheel filling much of the space.

SOUND FUNCTIONS

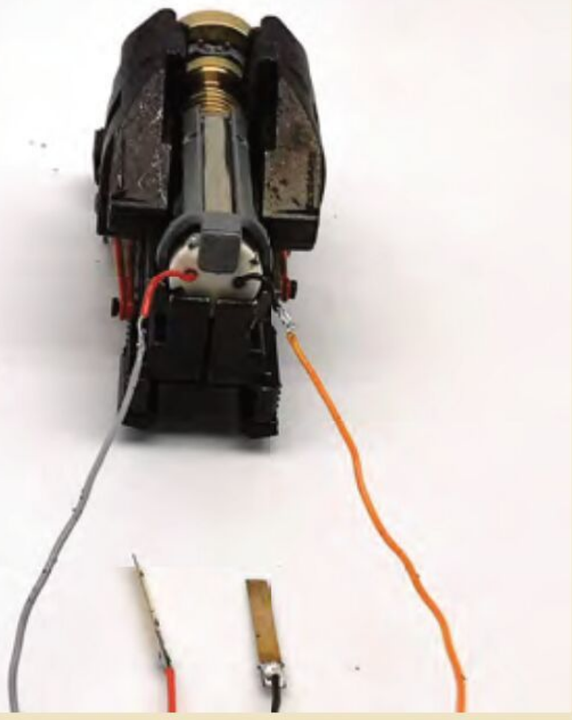
F0	Lighting control (if fitted)
F1	Sound on/off
F2	Brake key
F3	Speed related single whistle
F4	Speed related played whistle
F5	Reverser control
F6	Coal shovelling
F7	Injector
F8	Blower
F9	Functioning handbrake
F10	Speed lock
F11	Functioning handbrake
F12	Water filling
F13	Enable automatic wagon snatching
F14	Light engine mode
F15	Cylinder drains opened
F16	Coupling
F17	Guard's whistle
F18	Select whistle type
F19	Fade all sounds
F20	Shunt mode
F21	Not in use
F22	Not in use
F23	Not in use
F24	Not in use
F25	Not in use
F26	Not in use
F27	Overall volume down
F28	Overall volume up

Intermediate
Beginner SKILL LEVEL Advanced

7 Two small wires (red and black) at the back of the motor are connected to two brass strips, which are inserted into the chassis block. These will need to be unsoldered, separating the two strips from the wires on the motor.



8 Next, the wires from the motor need to be extended. Orange and grey wires have been used as these will match the motor pad wires on the sound decoder. Incidentally, the two brass strips have now had some red and black wires fitted to match the pick-up wires from the decoder. Remember to use heatshrink to cover the solder joints.

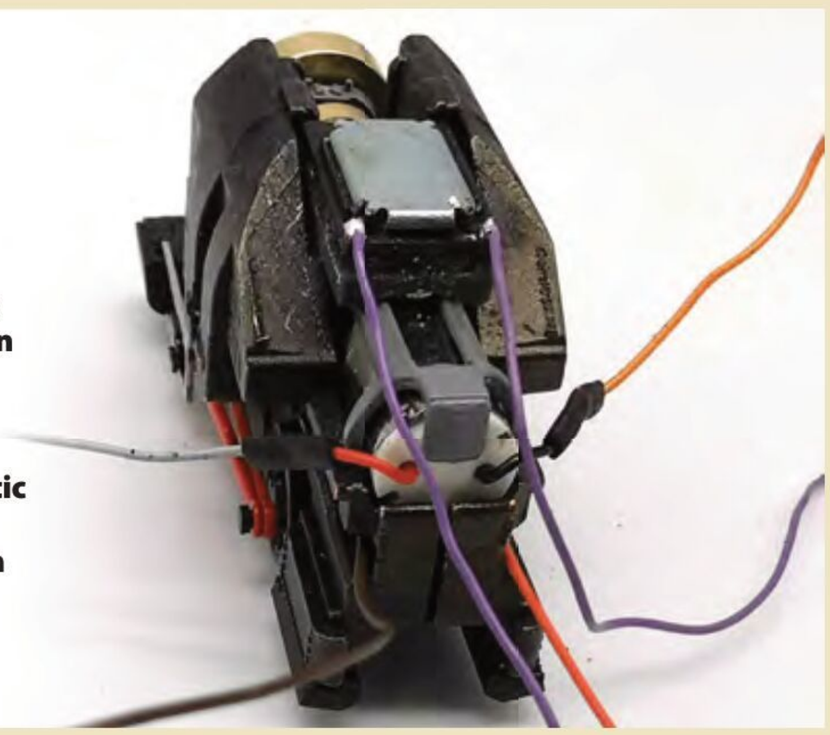


9

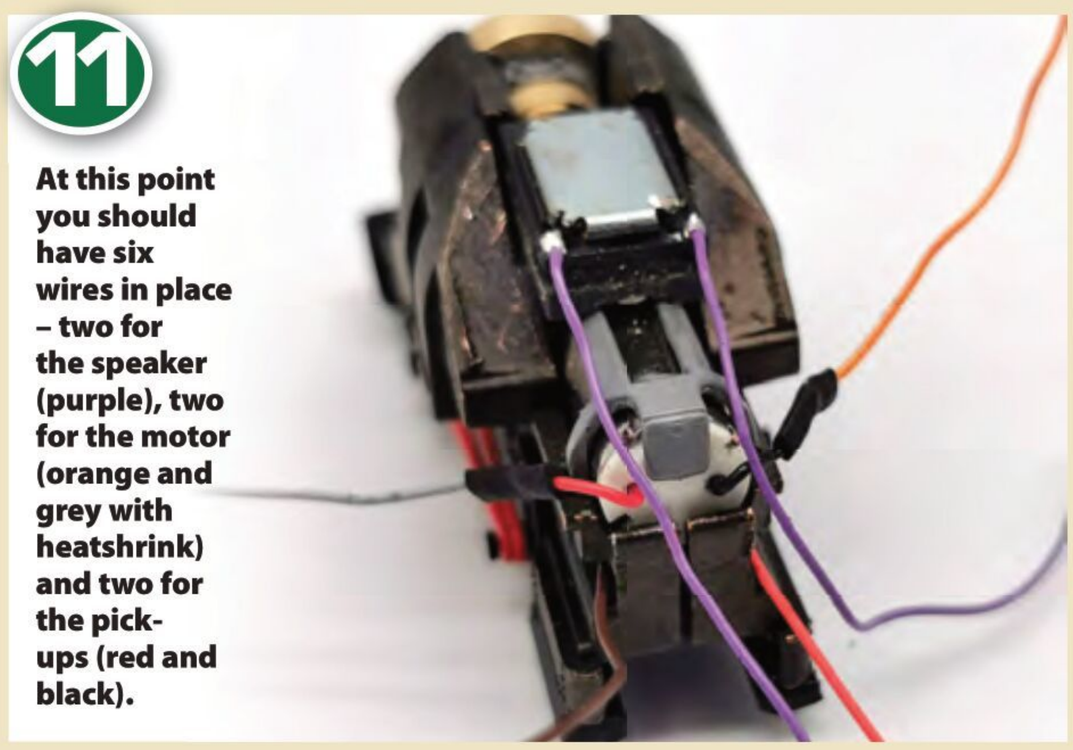


It is necessary to reduce the size of the small 12mm x 8mm x 8mm speaker further to fit inside this model, so the height of the speaker enclosure needs to be reduced accordingly. It needs reducing until it sits level with both sides of the chassis block.

10 To help the speaker locate properly within the space, you can round the bottom of the speaker's plastic box. Once you are happy with the fit, solder wires to the speaker tabs.



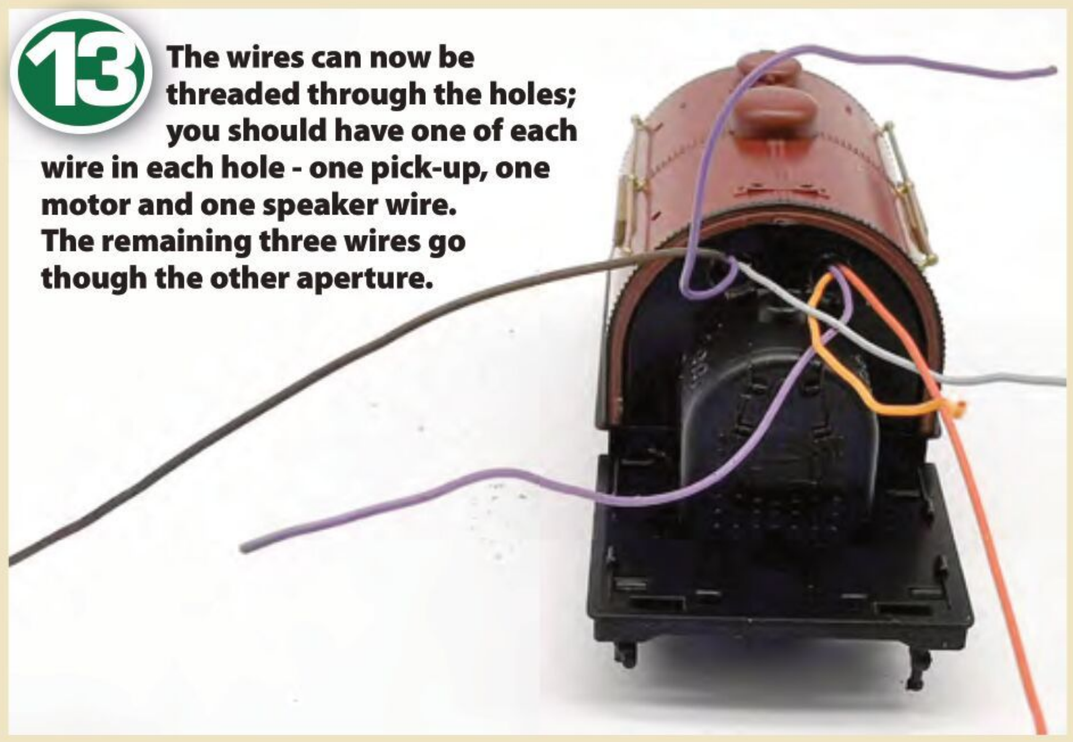
11 At this point you should have six wires in place – two for the speaker (purple), two for the motor (orange and grey with heatshrink) and two for the pick-ups (red and black).



12 Next, carefully make two small holes to the backhead detail moulding, leading into the cab. These just need to be sufficient to accommodate three wires through each hole.



13 The wires can now be threaded through the holes; you should have one of each wire in each hole - one pick-up, one motor and one speaker wire. The remaining three wires go though the other aperture.



14 The separate cab moulding requires two small slots cutting into the front edge; make sure you stay below the black curved line, as these will not be noticeable once the locomotive has been reassembled.



STEP BY STEP

INSTALLING ZIMO SOUND IN PECO'S 'SMALL ENGLAND' FOR '009'

Beginner — Intermediate — Advanced — SKILL LEVEL

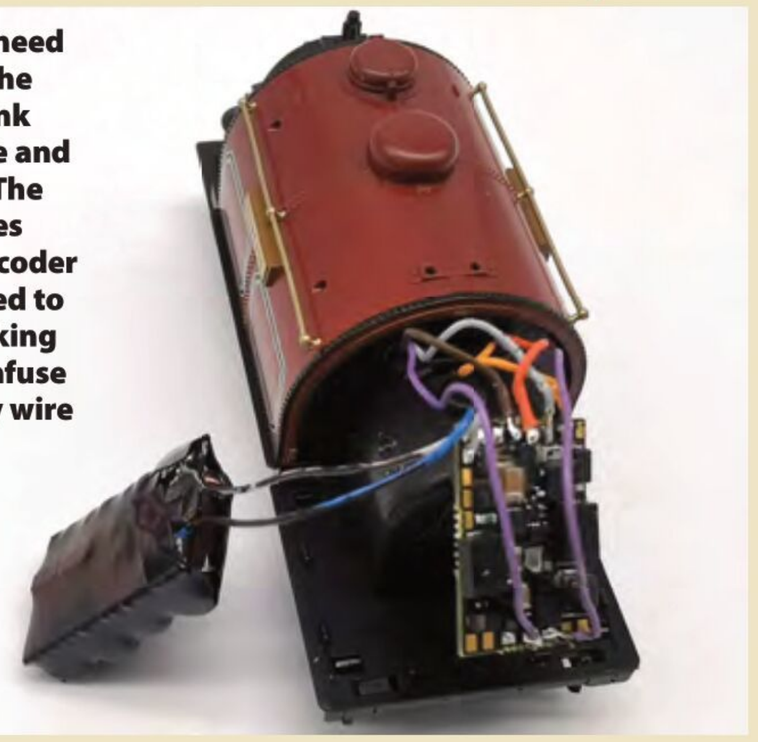
15



Each of the six wires is then soldered to the pads of the MS500N decoder. This particular decoder features six pins, so you will need to remove these and solder the locomotive's wires directly onto the respective pads – check the instructions with the decoder carefully to ensure you make the correct connections.

16

You will need to strip the heatshrink from the stay alive and remove its wires. The blue and grey wires that are on the decoder need to be soldered to the stay alive, making sure you don't confuse the stay alive grey wire with the motor grey wire. Solder the blue wire onto the 'DC' pad of the stay alive and the grey wire to 'GND'.



17

Now try and refit the cab. This will be a tight fit, but the aim is for the stay-alive to run along the back of the cab with the sound decoder placed in the roof. This can be very fiddly, so take care not to break any of your wires in the process.



18



As you can see, the components are quite a snug fit within the cab, but remain mostly out of sight from usual viewing angles.

19



Now reattach the locomotive and tender using the conductive drawbar to test the model. It is also worth testing the stay-alive at this point too. Simply leave the sound on and then remove the 'Small England' from the track. If the sound remains on for a few seconds, the stay-alive is working.

20



Finally, refit all the loose parts – chimney, whistles and pipe. Pop your model back on the track and all being well you can now enjoy your work to the full.

IDEAL FOR USE WITH MOST* SOUND DECODERS ZIMO, HORNBY TTS, LOKSOUND etc.

* Always check decoder instructions

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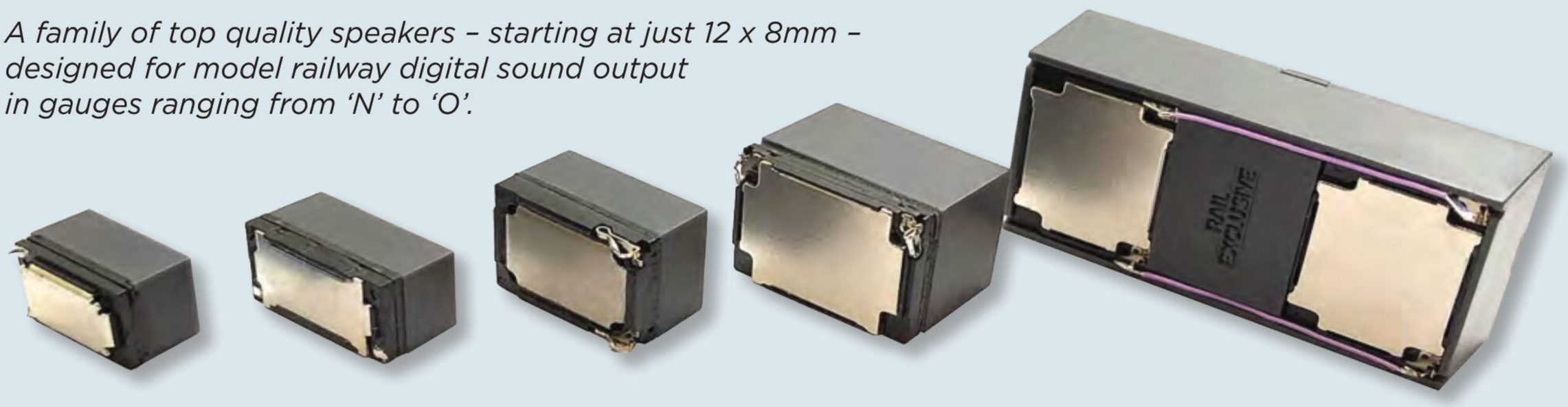
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Maxi 'Sugar Cube'	15x11x12	Single	8 Ω	1.0 W
'Boomer'	18x13x13	Single	8 Ω	1.0 W
Baby 'Boomer'	26x20x8	Single	8 Ω	1.0 W
Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'	55x20x10	Twin	4 Ω	2.0 W
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HOOPER'S AGGREGATES

Redruth Model Railway Club's latest 'OO' gauge layout is a present-day quarry scene set on the Devon/Cornwall border, offering a nod to the famous operations at Meldon Quarry, as **ANDREW KEAST** reveals.

PHOTOGRAPHY, TREVOR JONES

1 It's another busy night shift for the traction maintenance depot team, with EWS' 60001 on the fuel road, while 66209 and 66050 are on-shed receiving their A exams. 66135 appears in a sorry state with its roof removed while awaiting movement inside the depot for attention.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	40ft 6in x 3ft	WESTERN	2000-2022	ANALOGUE

HOOPER'S AGGREGATES is a 'OO' gauge layout set on the Devon/Cornwall border from the 2000s to the present day, based on a stone quarry and nearby traction maintenance depot.

It has been suggested there's an element of Meldon Quarry on the former London & South Western Railway route from Exeter to Plymouth via Okehampton and Tavistock, and that would certainly fit the location. Perhaps it's that the quarry – like Meldon – extends to the edge of a valley with a viaduct on the main line crossing it. With the stretch from Crediton to Okehampton proving very popular since it reopened a year ago, could Meldon once again see freight trains again in the future? View it through squinted eyes and you might imagine the South Western Railway Class 159s wending their way on a Plymouth-Exeter-Waterloo train, with



Above: **The original loader (disused) spans the three reception/departure sidings, with a rake of empty Autoballasters underneath as Freightliner 66522 heads a rake of JNA 'Falcon' wagons, which are in the process of being loaded. The Land Rover in front of the company's offices is used to pump ammonium nitrate/fuel oil (ANFO) explosive into blast holes at the quarry.**

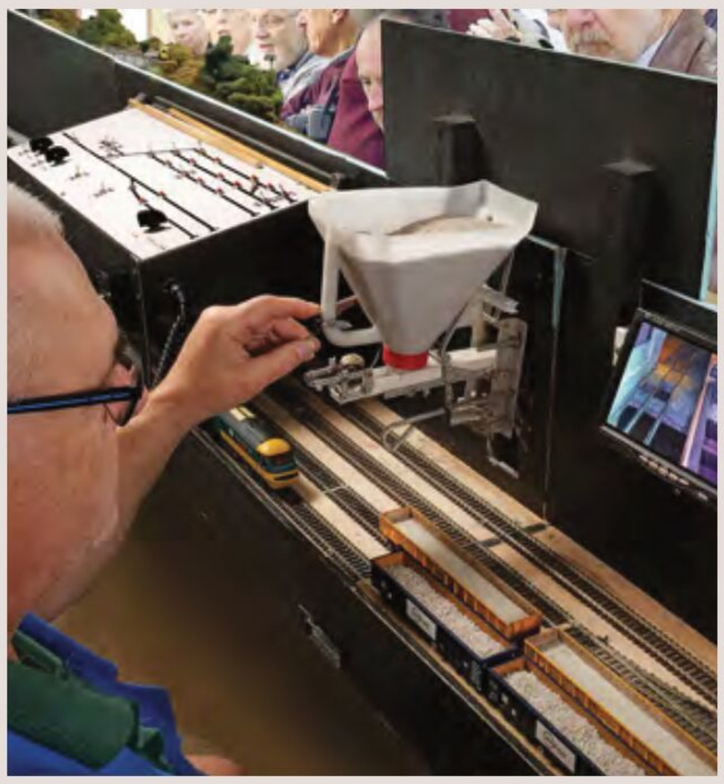
Above: **The busy depot area plays host to a Colas Rail Freight Class 56 which is about to depart with a log train, following arrival of preserved D1015 *Western Champion* on a route learning trip. The shunter pilot shuffles several wagons around the depot, including a pair of fully laden TTA wagons bound for the storage tanks.**

BALLAST LOADING

● Hooper's Aggregates features a fully-functioning ballast loading mechanism which enables empty wagons to be filled from 'behind-the-scenes' within the loading terminal and then be despatched fully loaded with aggregates.

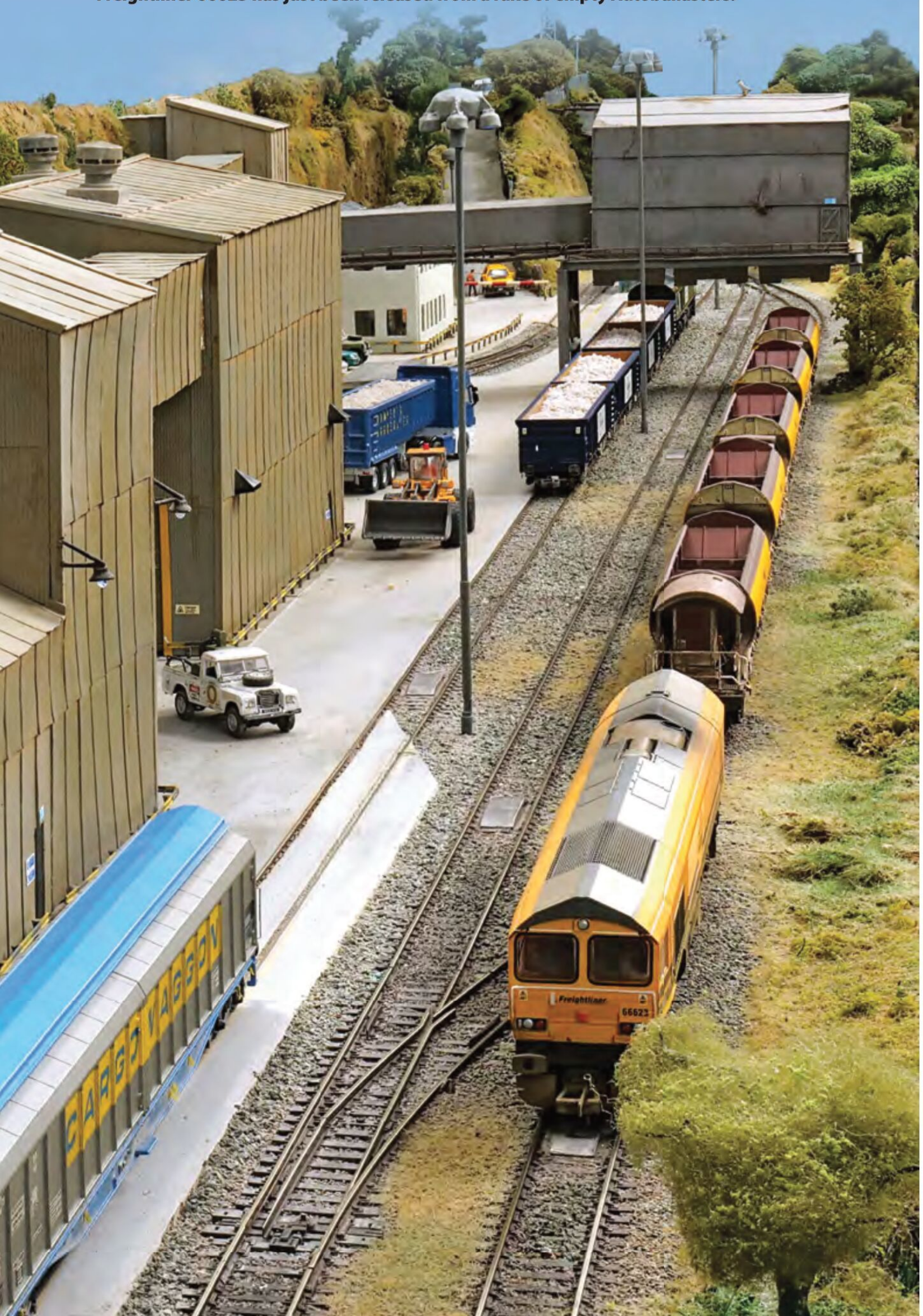
The system utilises an innovative hand-operated device formed from a repurposed plastic carton filled with ballast material. This is then funnelled to the loading point through a shaker table mechanism where it is then loaded to each wagon. The loading chute features fine metal chain which ensures the ballast is directed into the wagons as intended.

A live-feed camera relays real time images of the wagons being loaded to a small tv screen, enabling operators to oversee the process of loading each wagon with ballast.





Below: **A lone 'Seacow' wagon sits near the end of one of the sidings within the Hooper's Aggregates complex, having failed an examiner's inspection with a hot axle box. Cargowaggons are also being loaded with bagged aggregates, while Freightliner 66623 has just been released from a rake of empty Autoballasters.**



Great Western Railway diversions!

Like many modellers, we created a detailed backstory to justify our creation. Space precludes including it in full, but in essence a quarry was established in the area in the 1910s, which subsequently expanded and developed. A rail connection was later installed following the Second World War. In the 21st century, the quarry thrives, with large movements of ballast, complementing Foster Yeoman and Hanson's Mendips operations.

More recently in this fictional timeline, Network Rail expanded an engineering siding laid into a full depot. Although there may be a hat-tip to the long-closed 'Northern Route' around Dartmoor, Hooper's Aggregates is set on a former branch to a non-specified seaside town in the region.

We wanted to show trains being loaded at the quarry and provide a realistic scene for locomotives to be shunted and serviced at the depot. So far it has taken around a decade to build, but its evolution continues.

CONSTRUCTION

There are nine baseboards – two 6ft long, six at 4ft 1in and one at 4ft. All are 3ft wide and in total, the layout is 40ft 6in long including fiddle yards. The boards are made of 9mm plywood frame and deck, suitably supported.

Track laying is entirely conventional – ballast being fixed with a dilute PVA/water/detergent mix, but the extensive hardstandings are a little different. The track is set in car body filler. This was laid either side of the track to rail level with the filler. Then we stuck lollipop sticks against the inside edge of each rail, cut them flush with the top of the rail and filled the gap in the middle. The lollipop sticks were then removed.

The rock faces, hills and valleys are made from shaped polystyrene with two layers of car body filler applied on top. The hardstanding, engine house and disused cottage also use this material.

It all worked reliably as we extensively tested every section of track before moving on to the scenery – advice we

5 As a Sea King helicopter hovers overhead, Colas Rail Freight 66847 with Fugro data acquisition kit on the front passes below. The helicopter is attending an incident on the road bridge.

would recommend to every modeller, whether building a home layout or one for exhibition.

EXCITING DETAIL

Perhaps the standout detail on the layout is the working ballast loader that sees empty wagons filled before their train weaves out of the quarry. This started life as a conveyor belt made by cutting a section of rubber from the outer circumference of a 14in bicycle inner tube. This proved to be a struggle as the belt kept overriding on the rollers. Even after making rollers that tapered to the middle, this still did not work. After three prototypes had failed, we settled on a shaker table method that works perfectly.

The ability to work empty wagons into the aggregates terminal and then despatch them fully filled definitely makes a difference and adds to the realistic operation of the layout. It certainly prompts enquiries from visitors watching the layout at exhibitions.

Other details that draw attention at exhibitions include the disco lights on the first floor of the pub, the two guys staggering home after one too many, flashing lights on the roadworks and the Sea King rescue helicopter from RNAS Culdrose hovering near a road accident ready to airlift someone to hospital.

OPERATION

As you might expect from a quarry and depot scene, most trains are freight, with the ubiquitous Class 66s common. But there are also other types in action including classes 37, 43, 60, 70, 153, 159 and the odd preserved locomotive on main line charters.

Wagons form the mainstay of the rolling stock fleet, ranging from older 'Seacow' ballast hoppers to the current generation of vehicles such as JJA autoballasters, MRA ballast tippers, JNA 'Falcon' bogie wagons, MJA open box wagons and more. We are lucky that there has been an influx in recent years of suitable 'OO' gauge wagons for aggregate transportation from the ready-to-run manufacturers. Many of the wagons that appear on the layout have also been suitably weathered, reworked or repainted. There are also examples of Network Rail vehicles and on track plant.

Control is analogue, using one fixed and five handheld controllers, running an ad hoc pattern depending on what operators want. Signals are colour lights, operated via switches and linked to the points so they show the correct aspect for a given route. At exhibitions, we often invite visitors to have a go at operating it. It is split into electrical sections and they always go home with a big smile on their face!

FURTHER DEVELOPMENT

Hooper's Aggregates is a modular layout and we are starting to build a clay dry and slurry loader at one end. In our fictional world, it is estimated that the quarry has a further 20 years' lifespan at the current rate of aggregate extraction, with negotiations under way to purchase adjacent land to extend this for a couple more decades.

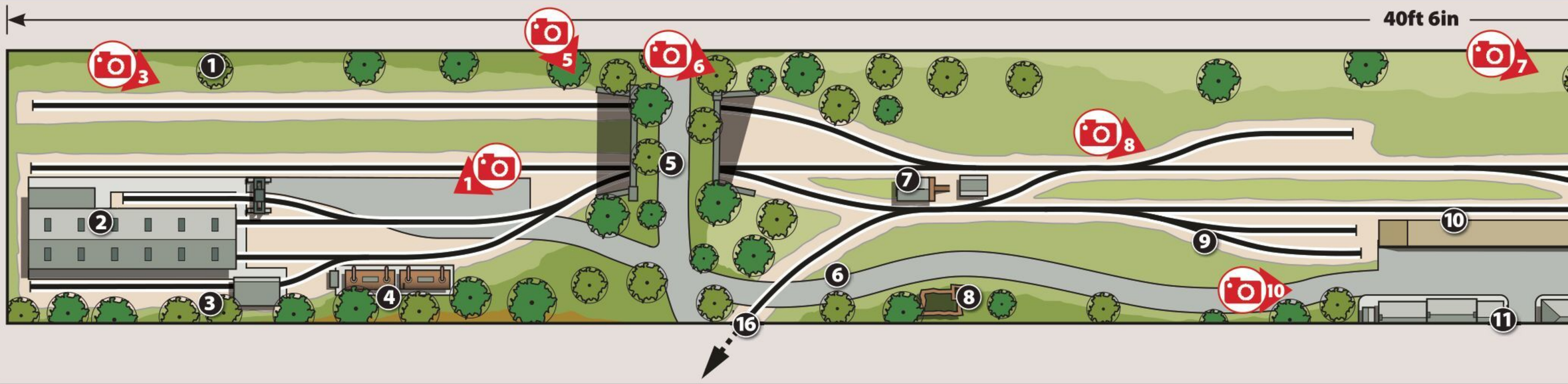
Further plans revolve around how we might be able to incorporate a ballast

Above: **One of Network Rail's test trains pauses alongside the signal box with BR green Class 37 D6757 leading the charge as staff contact control for further instructions. Meanwhile, Colas Rail Freight 37521 awaits its next turn of duty behind the 'box.**

Below: **As Network Rail engineers paint the bridge, 60087 eases its empty MRA wagon rake towards the Limit of Shunt board. Meanwhile, Freightliner's ONE liveried 66587 is stabled in the headshunt, as InterCity HST power car 43185 *Great Western* gingerly approaches the river crossing.**

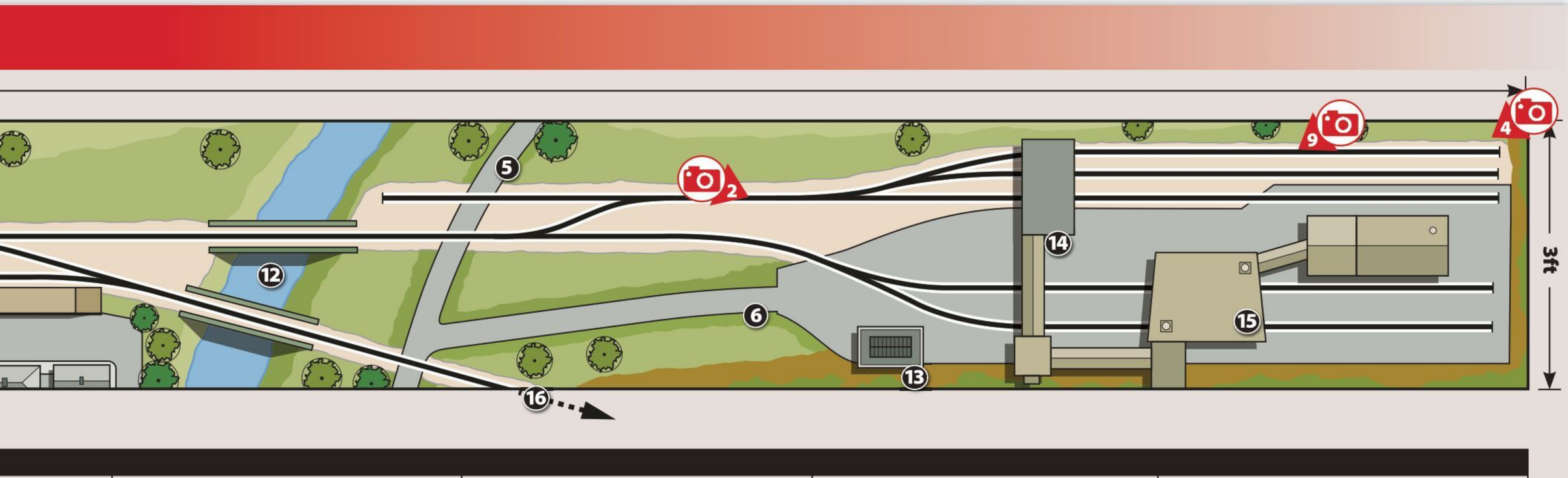


HOOPER'S AGGREGATES TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 Sidings	3 Fuel point	5 Road bridge	7 Signalbox
2 Traction Maintenance Depot	4 Fuel storage tanks	6 Road	8 Derelict building

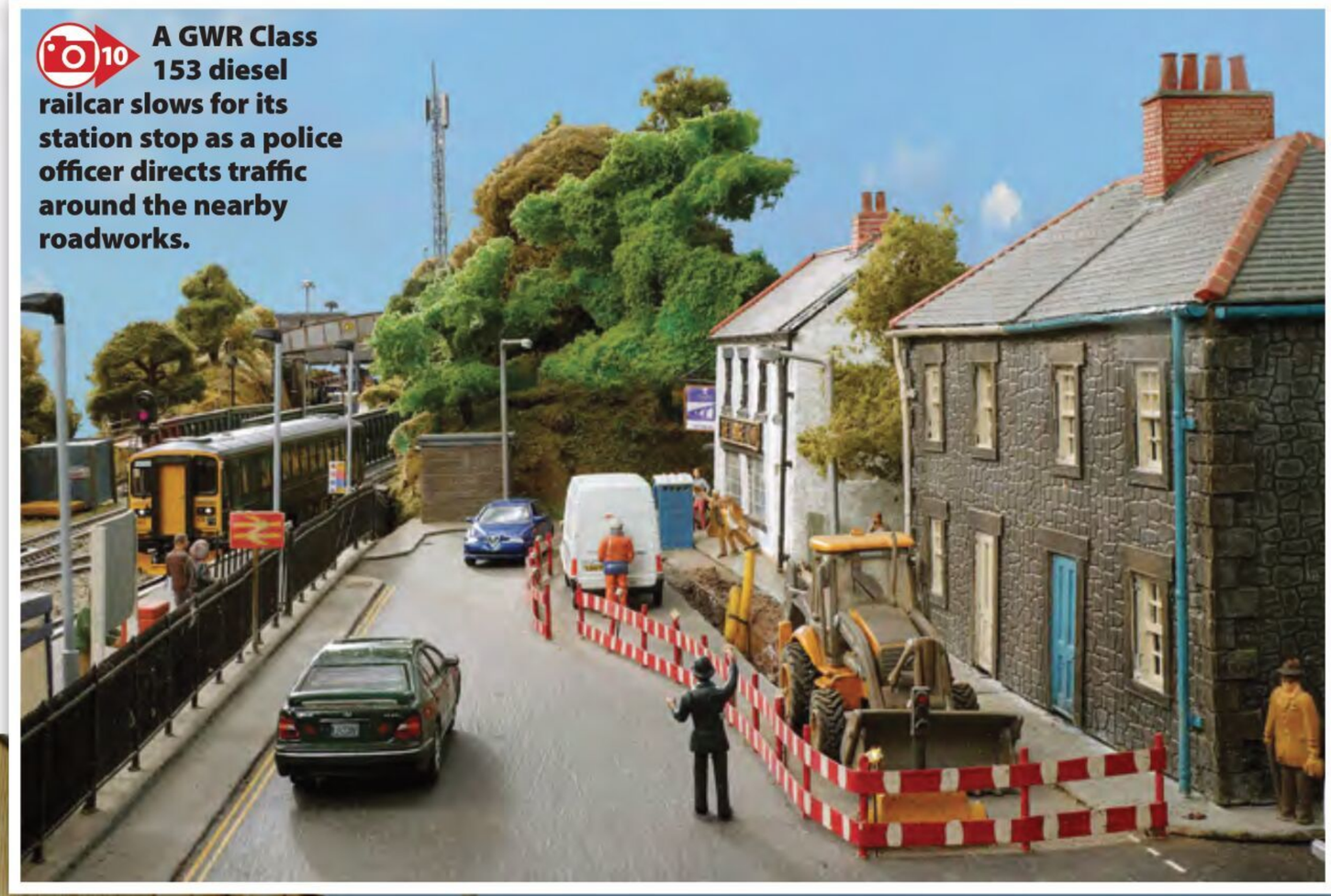
8 South Western Railway's three-car 159016 prepares for departure with a London-bound through service.



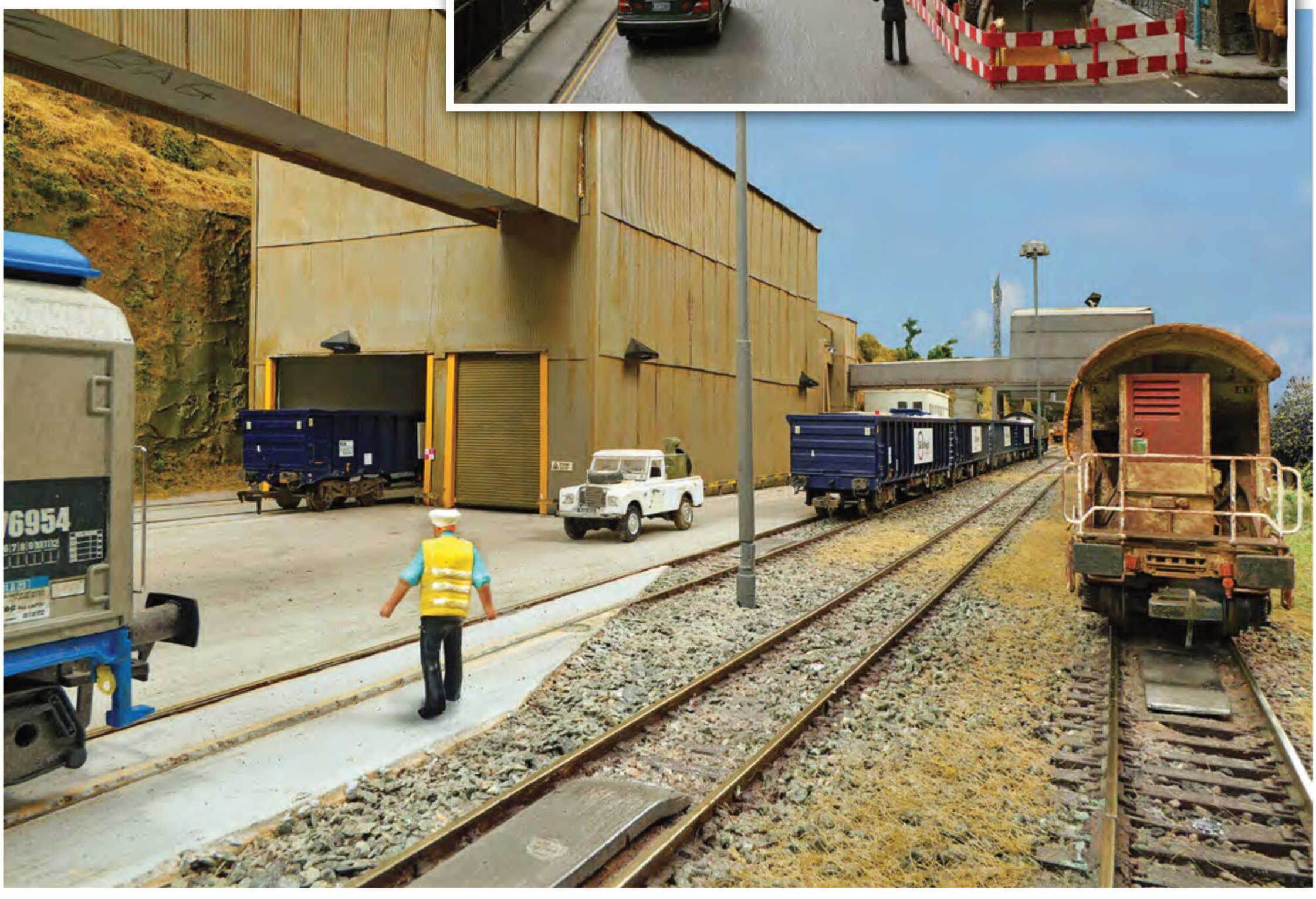
	9 Freight yard 10 Station	11 Houses 12 River bridges	13 Offices 14 Aggregate terminal	15 Loading point 16 To/from storage yard

unloader, although this is a longer term aspiration. So far, the layout has toured extensively – locally and further afield – with visits to Brighton, Bristol, London, Milton Keynes, Taunton – even GWR's Long Rock depot in Penzance – and always garnered a good reaction. We look forward to visiting more shows with Hooper's Aggregates in due course. **HM**

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



10 A GWR Class 153 diesel railcar slows for its station stop as a police officer directs traffic around the nearby roadworks.



9 Below: As a member of the security staff heads back to the office, an MJA wagon is about to be replenished with ballast beneath the loader. This and the remaining wagons will be added to the loaded examples alongside.

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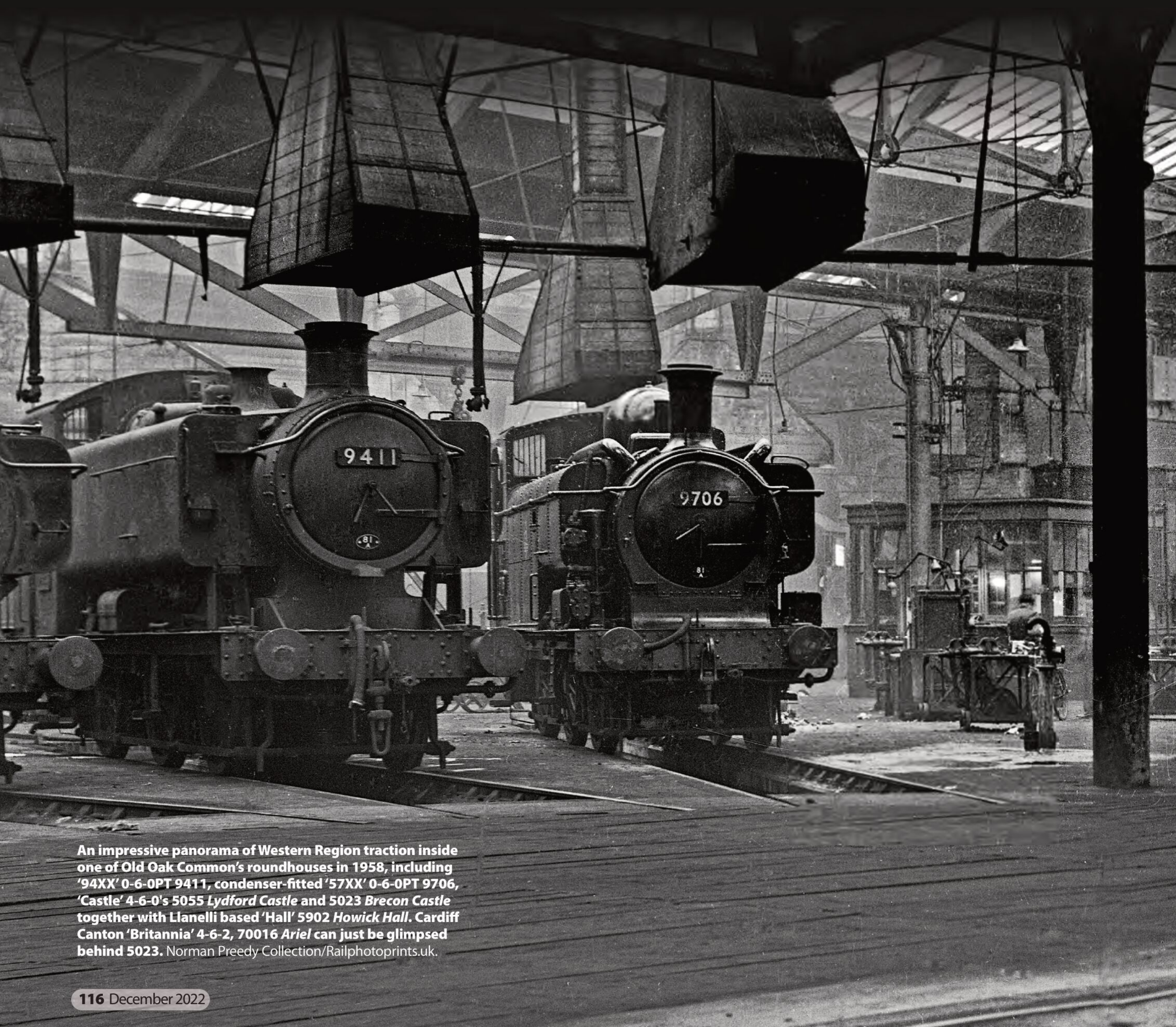
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Old Oak Common DEPOT

Once amongst the largest locomotive depots in the country, Old Oak Common on the Great Western Main Line out of London is now but a memory. **EVAN GREEN-HUGHES** charts the rise and fall of this important railway landmark.



An impressive panorama of Western Region traction inside one of Old Oak Common's roundhouses in 1958, including '94XX' 0-6-0PT 9411, condenser-fitted '57XX' 0-6-0PT 9706, 'Castle' 4-6-0's 5055 *Lydford Castle* and 5023 *Brecon Castle* together with Llanelli based 'Hall' 5902 *Howick Hall*. Cardiff Canton 'Britannia' 4-6-2, 70016 *Ariel* can just be glimpsed behind 5023. Norman Preedy Collection/Railphotoprints.uk.

IF you ask virtually any enthusiast the name of a depot that they would have liked to have had a look around, Old Oak Common inevitably comes near the top of most people's lists.

In steam days the 'Castles' and 'Kings' that worked principal expresses out of Paddington were based there, as well as a plethora of other types used on everything from suburban passenger to humble goods work. Early diesel days saw the 'Warships' and the 'Westerns' on shed while later there was what seemed like an endless selection of other types, such as the Class 47 and Class 50, followed by freight locomotives such as Class 66s as the site's importance diminished.

The depot was a spotter's dream, yet today it is all gone as the site was needed for High Speed 2's new station in the area.

When the Great Western Railway first reached London in 1839, it made its terminus at Bishops' Bridge and ran 14 trains a day from its station. Demand was such that a larger site was soon required and this led to the development of Paddington, parts of which first opened in January 1854. Although six platforms were provided, only 20 trains departed each day, but despite this low number better locomotive facilities were required, with these being provided at Westbourne Park, where a 600ft long, four-road shed was built and a turntable provided.

By 1903 the number of daily departures was up to 103 and Paddington was catering for 9.2 million passengers a year, pressuring its locomotive maintenance »



Old Oak Common retained its 70ft turntable into the 21st century. In June 1974, Class 47 47077 *North Star* and Class 52 1071 *Western Renown* are in company with a Class 31 and a 'Hymek', while the fuelling shed is just visible to the right and the famous 'factory' is identified by the cream coloured wall. Railphotoprints.



facilities. In a bold move, the Great Western Railway decided to construct a completely new facility, with the site selected at Old Oak in South Acton, a location that was at the time right on the edge of the city, despite it being only three-and-a-half miles from Marble Arch, and immediately adjacent to the main line to the west.

What was to become Old Oak Common depot was to be the largest yet constructed for the Great Western Railway, and so successful was it that its design was later copied and used at other locations. Engines arriving would first visit the coaling stage, which was of typical GWR design, having a ramp up which wagons could be propelled so that coal could be loaded into locomotives by gravity, then water would be provided which would come from one of four water tanks which each held 75,000 gallons of water.

Engines would then move into the shed for stabling and this was a huge structure which contained four 65-foot-long turntables, each of which served 28 tracks, and which was housed inside a brick structure with a slate roof supported on hundreds of cast iron columns.

Adjacent to this running shed was a huge repair shop, which soon gained the nickname of 'the factory' although nothing was actually made there. A total of 12 roads were provided leading into the building which was almost 200ft long and which had separate rooms for the use of fitters, blacksmiths and joiners. This facility could deal with any form of running repair and was able to take some pressure off the main Works, which could then concentrate on new rolling stock construction as well as complete overhauls.



Great Western Railway 'Hall' 4-6-0 5936 *Oakley Hall* stands on the coal road at Old Oak Common in 1933. Railphotoprints.uk Collection.



Class 50 50036 *Victorious* inside the fuelling shed at Old Oak Common on March 3 1990. Brian Robbins/Railphotoprints.uk.

TOP LINK

Old Oak Common became the lead shed for the London Division of the GWR and was thus home for many of the company's top link locomotives, as well as servicing the huge number of engines that were engaged on more mundane tasks. The site also had facilities for carriage storage, and these were expanded in 1936 when a project was undertaken to modernise the Old Oak Common sidings due to the introduction of new coaching stock and longer trains. This work included the building of a new carriage repair shed that was 400ft long and 70ft wide and which contained modern aids such as electric hoists, a wheel lathe and an overhead crane.

When British Railways was formed in 1948, the locomotive side of Old Oak Common remained in much the form it had been originally constructed. The shed had a large number of 'Castle' and 'King' express 4-6-0s for long distance traffic as well as 'Halls' and 'Granges' for secondary duties but there were even larger numbers of '57XX' and '94XX' 0-6-0PTs for trip and goods work. The shed also had a large complement of '61XX' 2-6-2Ts for suburban work and for empty coaching stock and it also had a handful of big goods engines, such as the '47XX' 2-8-0s and some smaller '2251' Class 0-6-0s for the less arduous duties.

In 2017, GWR hosted a celebration of 111 years of Old Oak Common depot with a stellar line-up of traction – old and new – at the final open day before the site was redeveloped on September 2 2017. Mark Chivers.

Interestingly, the shed also had a small complement of diesels, in the form of some of the GWR railcars, for which a special fuel tank had been installed. These were very soon joined by a handful of 0-6-0 shunters that were soon to grow markedly in number. Ten years later the allocation was substantially the same, although the shed was by then seeing a number of the Western Region's 'Britannias' as they were brought into service. Old Oak also dealt with many locomotives from depots such as Swindon, Newton Abbott, Cardiff and Newport where these had worked in on incoming expresses.

DAWN OF THE DIESELS

In 1960-62 the old carriage sidings were altered yet again, when the building was reduced in size from 30 to 15 roads and the carriage repair depot was repurposed to become a servicing shed for the new diesels then being brought into traffic. By this time the depot was host to a number of Class 08 shunters but the first main line diesel to be allocated there was D1040 *Western Queen* in September 1962, with this being followed by a further 45 examples over the next year or so.

In May 1963, the first three 'Hymeks' arrived along with a couple of Brush Class 47s and in the autumn, Class 22 D6326 became the first of its type to be transferred there. Many more '22s' came from the west as the Beeching cuts began to bite and the lines on which they operated were closed. These were used to replace the pannier tanks on local work.

Steam was finally eradicated from the depot in 1964 when the remaining engines were transferred to Southall and this allowed a further reconstruction to accommodate the growing fleet of diesels. Most of the 1903 building was taken down and a new one was built in its place. There were also alterations to the repair building which had its pits deepened and lifting facilities installed. One turntable was retained at the west end of the site and this subsequently became the location of many famous photographs, as it was one of the few places where diesels could be seen outside and arranged round a turntable.

'Warships' began to arrive in July 1967, with several transferred from Bristol Bath Road, although the type had been regularly seen on the depot during layovers. By 1971, the move to diesel-electrics was under way and that saw the replacement of the Class 22s by Class 31s while the 'Warships' and 'Westerns' were usurped mainly by Class 50s.



Collett 'Castle' 4-6-0 7020 *Gloucester Castle* faces an unidentified 'Western' inside the new shed at Old Oak Common in August 1962. Railphotoprints.uk Collection.

While this was going on, outside the main depot site there had been other developments when in 1960, British Railways built a dedicated shed for use by the new 'Blue Pullmans' just to the south. While this did not last a great number of years for its original purpose it later was used for carriages.

THE FINAL EVOLUTION

This was followed almost 20 years later by a further facility which was used to maintain and to house the new fleet of High-Speed Trains which were then entering service. It was the introduction of the HST that was to see Old Oak gradually lose its importance as a locomotive depot. Another two decades on and another add-on depot arrived in the form of a new facility for the Heathrow Express units, while in 2002 there was another provided for the Class 180 DMUs.

The introduction of fixed-formation trains had a devastating effect on Old Oak Common as first it lost its express locomotive allocation and then its suburban passenger work, leaving only freight services to be covered. What remained passed to privatised freight operator EWS, but by this time Old Oak was a shadow of its former self.

The end of the freight depot came when, in 2009, the site was compulsorily purchased for use as a new depot for the Crossrail project, with all the buildings being knocked down by 2011. Seven years later the HST depot went too, with that site being required for development as part of the High Speed 2. Even the 1997-built Heathrow Express facility has now been demolished, as the fleet of Class 332 electric units have been withdrawn. While the new Crossrail depot is already in action, the proposed station on HS2 will not be available until at least 2026.

Old Oak Common saw an incredible array of different motive power during its 70-year spell as the Great Western main line's principal depot for the London area, with perhaps its greatest days being in the two decades after nationalisation when there would always be vast numbers of top link locomotives on shed, and when the change from steam to diesel was in full swing. There is something appropriate though that passengers will soon board the fastest trains ever to run in Britain at a site of huge railway significance. **HM**



ViTrains Class 47 OVERHAUL

Looking back at photographs from the early 2000s, **MIKE WILD** was inspired to find and revive a ViTrains Freightliner triple grey Class 47 to provide an alternative container train locomotive.

Heading a loaded container train, Freightliner-liveried 47370 *Andrew A Hodgkinson* rounds the curve on *Hornby Magazine's* office test track.

A SINGLE PHOTOGRAPH or sighting can be a bad influence on me at times! I'm easily swayed to want to model each and every train I've seen and while I was looking back through my photographs from the early privatisation years, I came across a couple of images of work-weary hard working Freightliner Class 47s.

The locomotives in my images retained BR Sectorisation era triple grey, but had gained the red triangle Freightliner branding on the bodysides. My mind was ticking instantly and I then remembered that I had a couple of ViTrains Class 47s awaiting attention, one of which was a post battered pre-owned model in need of some care to bring it back to life.

On opening the box I was reminded of the loose bogie, missing steps, poorly fitted



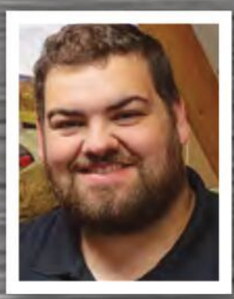
MIKE WILD

Mike and his camera have been kept occupied this month while researching a forthcoming 'OO' gauge model project, which might just feature a hint of yellow and happen to run on the modern railway.



MARK CHIVERS

Mark's weathering booth has been busy preparing rolling stock in readiness for exhibition appearances with 'OO' gauge BR Mk 2Fs, Mk 3s, KFA Warflats and PFA nuclear container wagons amongst those receiving attention.



RICHARD WATSON

Richard has started laying track for the main line section of his new 'OO' gauge layout, which has included installing West Hill Wagon Works' super elevation kits to create sweeping curves for high-speed running.

handrails and missing details from the cab front while the buffers looked like they had missed a few meals. These models came with optional 'display only' full size buffers, but I've never found a problem in using full size buffers on these ViTrains locomotives.

The detail pack was missing from this model, but fortunately I had a spare set of parts available from other ViTrains Class 47s. The first step was to remove all the parts from the buffer beams (including the clip-fitted static buffers) and redrill all the holes with a 0.5mm drill bit in a pin vice. A quick search in my modelling drawers turned up a set of really rather fine Sutton's Locomotive Works Oleo sprung buffers plus a set of its equally well made dummy screw link couplings which would provide the perfect centrepieces to the revived buffer beam. These products are out of stock at the time of writing.

To fit the new buffers, the original holes needed opening out while the same had to be done with the coupling opening at the centre. In all it took just a few minutes to add these parts which make a radical difference to the locomotive. Completing the front end was a full set of pipes from the original ViTrains sprues together with windscreen wipers and a new radio aerial on top of the cab – that was a tricky job to fit correctly.

With all these new details fitted, the holes for the handrails were all redrilled with a 0.5mm drill bit in a pin vice and the original side handrails which came on the model were refitted, followed by replacement upper handrails and a lamp bracket at the centre of the cab windows.

Now in much better shape than when it arrived, the ViTrains Class 47 has had handrails and buffer beam detailing added.





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The project locomotive was now looking the part and ran well following a little running in on analogue control. The next change was the addition of digital sound which was completed following another rummage in my stash of parts which turned up a Hornby 8-pin Twin Track Sound (TTS) chip for the Brush Class 47. Popping the body off reveals an 8-pin decoder socket while the speaker was secured against the roof inside the locomotive.

On testing the model, I found low speed running to be quite rough on DCC, but handily the TTS chip has two motor algorithms which can be programmed through CV150. Changing the value in this CV to 1 switches the motor parameters and then made the Class 47 run smoothly throughout the speed range.

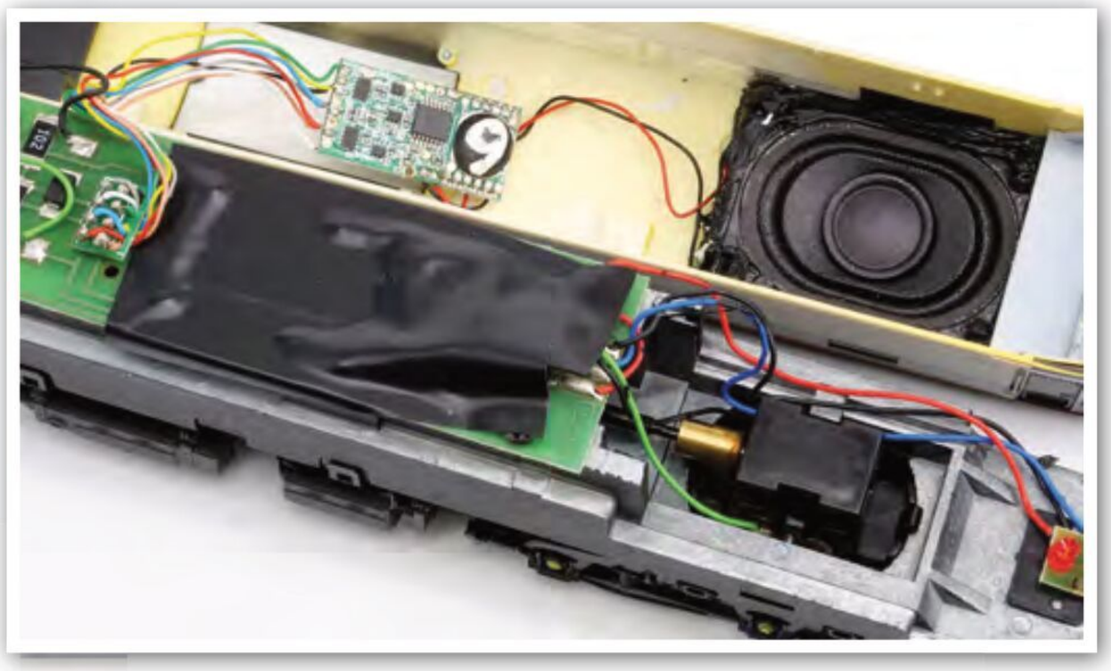


Below: **A set of Oleo sprung metal buffers and screw link couplings from the Sutton's Locomotive Works range add to 47370's overall appearance.**

With all these upgrades done, 47370 was now active again and ready for service, apart from needing a little attention from the weathering airbrush before entering traffic.

For a couple of evenings' work, this ViTrains Class 47 now really looks the part and will be a great addition to the fleet alongside my long-serving InterCity liveried Class 47/8. **HM**

- **Read our full collection of Staff Projects features online at *www.keymodelworld.com/staff-projects***



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Oleo sprung buffers	*www.railexclusive.com*	SLW-oleo-black
Screw link couplings	*www.railexclusive.com*	SLW-screw-link
Lifecolor Frame Dirt acrylic	*www.airbrushes.com*	UA719
Lifecolor Burned Black acrylic	*www.airbrushes.com*	UA736
Tamiya Flat Black acrylic	*www.tamiya.com*	XF-1

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.

November 2022

5 SHOREHAM N GAUGE MODEL RAILWAY SHOW

Hosts: West Sussex N Gauge Model Railway Club
Location: Shoreham Baptist Church, Western Road, Shoreham-by-Sea, West Sussex BN43 5WD
Times: 10am-5pm
Prices: Adults £4, children £1
Website: *www.wsng.co.uk*
Features: N' gauge layouts, trade support and refreshments.

5 WESTBURY MODEL RAILWAY SHOW

Hosts: West Wiltshire Gauge O Group
Location: Paragon Hall, Haynes Road, Westbury, Wiltshire BA13 3HA
Times: 10am-4pm
Prices: Adults £6, GOG members/concessions £5, children £2, family £12
Website: *www.wwg0g.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 ELGIN MODELFAIR

Hosts: Elgin Model Railway Club
Location: Elgin Town Hall, Elgin, Moray IV30 1UL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £4, family (2+2) £18
Website: *www.elginmodelrailwayclub.co.uk*
Features: 12 layouts, trade support, modelling displays, societies, refreshments and disabled access.

5/6 GRAVESEND MODEL RAILWAY SHOW

Hosts: Gravesend Railway Enthusiasts Society
Location: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.gres.org.uk*
Features: 15 layouts, trade support, societies, refreshments, parking and disabled access.

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 WIGHT MODEL RAILWAY GROUP EXHIBITION

Hosts: Wight Model Railway Group
Location: Medina Leisure Centre, Fairlee Road, Newport, Isle of Wight PO30 2DX
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £5, family £10, accompanied children free
Website: *www.wightmodelrailwaygroup.co.uk*
Features: Ten layouts, trade support, displays, refreshments, parking and disabled access.

12 SOLIHULL MODEL RAILWAY EXHIBITION

Hosts: Solihull Model Railway Circle
Location: St. Mary's Church Hall, Hob's Meadow, Solihull, West Midlands B92 8PN
Times: 10am-4.30pm
Prices: Adults £4, children £3, family (2+2) £10
Website: *www.solihullmrc.org*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

12 ULSTER TRANSPORT MUSEUM MODEL RAILWAY DAY

Hosts: Friends of Cultra
Location: Ulster Transport Museum, Cultra, Belfast BT18 0EU
Times: 10am-4pm
Prices: Adults £9.90, concessions £7.70, children £6.05, family (2+3) £27.50
Website: *www.nmni.com*
Features: 30 layouts and displays set amongst the museum's Irish Railway collection.

12/13 BARNSLEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Barnsley Model Railway Club
Location: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9EH
Times: TBA
Prices: Adults £5, acccompanied children free
Contact: 01226 754694
Features: Layouts, trade support, refreshments, parking and disabled access.

12/13 CREWE MODEL RAILWAY EXHIBITION

Hosts: Alsager Railway Association
Location: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe, Cheshire CW2 8WD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £2.50, family (2+2) £16
Website: *www.alsagerrailwayassociation.co.uk*
Features: 21 layouts, trade support, refreshments, parking and disabled access.

12/13 TOLWORTH SHOWTRAIN 2022

Hosts: Hampton Court Model Railway Society
Location: Tolworth Recreation Centre, Fuller's Way North, Tolworth, Surrey KT6 7LQ
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £9, children £3, family (2+2) £19
Website: *www.tolworthshowtrain.co.uk*
Features: 17 layouts, trade support, refreshments, parking and disabled access. Free bus link between venue and Surbiton station.

12/13 TYNESIDE MODEL RAILWAY EXHIBITION

Hosts: Newcastle and District Model Railway Society
Location: Jesmond Park Academy, Newton Road, Newcastle upon Tyne NE7 7DP
Times: Sat 10am-6pm, Sun 10am-4pm
Prices: Adults £8, children £2, acccompanied children free
Website: *www.newcastlemodelrailway.org.uk*
Features: 14 layouts, trade support, refreshments and parking.

12/13 WINCANTON MODEL RAILWAY EXHIBITION

Hosts: Wincanton Rail Show
Location: King Arthur's School, West Hill, Wincanton, Somerset BA9 9BX
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, accompanied children free
Website: 07970 113270
Features: 20 layouts, trade support, displays, refreshments and parking.

19 BARRY AND PENARTH MODEL RAILWAY CLUB EXHIBITION

Hosts: Barry and Penarth Model Railway Club
Location: Highlight Park Community Centre, Stirling Road, Highlight Park, Barry, Vale of Glamorgan CF62 8NX
Times: 10.30am-4.30pm
Prices: Adults £3.50, children £2
Website: *www.bpmrc.club*
Features: Layouts, trade support, refreshments, parking and disabled access.

19 PORTSMOUTH MODEL RAILWAY EXHIBITION

Hosts: South Hants Model Railway Club
Location: The Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
Times: 10.30am-4.30pm
Prices: Adults £6, accompanied children free
Website: *www.shmrc.org.uk*
Features: 12 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

19/20 ASHFORD 180 CELEBRATIONS

Hosts: AIMREC/Ashford Model Railway Club
Location: Various – Ashford College, The Elwick Club and Swan Centre, Ashford, Kent
Times: Various – see website
Prices: Adults £10, children under 14 free
Website: *www.aimrec.co.uk*

FULL LISTING ONLINE!

● For more shows and the very latest event details visit *www.keymodelworld.com* for our online Show Guide.

Features: Layouts, trade support, societies, photographic displays, rare archive films, guided walks, refreshments and disabled access at venues throughout the town.

19/20 FALKIRK MODEL RAILWAY EXHIBITION

Hosts: Falkirk Model Railway Club
Location: Grangemouth Athletic Stadium, Kersiebank Avenue, Grangemouth FK3 0EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, children £4, family (2+2) £18
Website: *www.falkirkmrc.com*
Features: 25 layouts, trade support, societies, refreshments and parking.

19/20 WORKINGTON MODEL RAILWAY EXHIBITION

Hosts: Solrail
Location: Energus, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.sites.google.com/view/solrail/home*
Features: 12 layouts, trade support, demonstrations, societies, refreshments and disabled access.

20 CHARITY AND MODELMAKERS SHOW

Hosts: Sleaford and District Model Railway Club
Location: Ruskington Village Hall, Parkfield Road, Ruskington NG34 9HT
Times: 10am-4pm
Prices: TBA
Website: *www.sleafordmrc.co.uk*
Features: Model railways, kit building, radio control, Lego and more, demonstrations, trade support, refreshments and disabled access.

26 ORPINGTON AND DISTRICT MODEL RAILWAY SOCIETY FAIR

Hosts: Orpington and District Model Railway Society
Location: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ
Times: 10am-2pm
Prices: Admission £2
Website: *www.odmrs.uk*
Features: Sale of used model railway items.

26 RAINHILL CHRISTMAS MODEL RAILWAY SHOW

Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: 10am-5pm
Prices: Adults £4, children £5 (includes visit to Santa and gift)
Website: *www.rainhillmrc.org.uk*
Features: Layouts, trade support, refreshments and disabled access.

27 NEW FOREST MODEL RAILWAY SOCIETY OPEN DAY

Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY
Times: 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: *www.nfmrs.org*
Features: Club and members' layouts, trade support, meet club members, refreshments, parking and disabled access.

DON'T MISS

26/27 WARLEY NATIONAL MODEL RAILWAY EXHIBITION

Hosts: Warley Model Railway Club
Location: Hall 5, National Exhibition Centre (NEC), Pendigo Way, Marston Green, Birmingham B40 1NT
Times: Sat 9.45am-6pm, Sun 9.45am-5pm
Prices: Adults £20 (£18), accompanied children £1 (advance ticket price in brackets)
Website: *www.thewarleyshow.co.uk*
Features: 80 layouts, trade support, demos, societies, refreshments, parking and disabled access. Visit the *Hornby Magazine* stand for exclusive offers and view our 'OO9' and 'OO' display layouts.

December

3 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: Admission £5
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Meet fellow modellers, refreshments and test your models on the club's 'O', 'OO' and 'N' gauge test tracks (DC and DCC available).

3/4 OSWALDTWISTLE MODEL RAILWAY EXHIBITION

Hosts: Blackburn and East Lancs Model Railway Society
Location: Moscow Suite, Oswaldtwistle Mills Business Centre, Pickup Street, Oswaldtwistle BB5 0EY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children free, family (2+2) £6
Website: *www.facebook.com/Blackburn-East-Lancashire-Model-Railway-Society*
Features: Layouts, trade support, refreshments, parking and disabled access.

4 NAILSEA AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Nailsea and District Model Railway Club
Location: Tickenham Village Hall, Clevedon Road, Tickenham, North Somerset BS21 6RX
Times: 10am-3.30pm
Prices: Adults £3, children £1
Website: *www.nailsea-district-mrc.co.uk*
Features: Layouts, displays, demonstrations and meet fellow modellers.

4 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.

10 CUPAR"S CHRISTMAS MODEL RAIL SHOW

Hosts: Cupar and District Model Railway Club
Location: The Corn Exchange, Cupar KY15 4BT
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: *www.cuparmrc.co.uk*
Features: Layouts, trade support, refreshments and disabled access.

10/11 MANCHESTER CHRISTMAS MODEL RAILWAY SHOW

Hosts: Manchester Model Railway Society
Location: The Sugden Centre, Sidney Street, Manchester M1 7HB
Times: Sat 10.30am-5.30pm, Sun 10.30am-4.30pm
Prices: Adults £10 (£8.50), children free (advance ticket price in brackets)
Website: *www.mmrs.co.uk*
Features: 25 layouts, trade support, demonstrations, refreshments and disabled access.

27/28 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Tues 1.30pm-5.30pm, Weds 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.

30 WEST CAMEL MRS CHRISTMAS EXHIBITION

Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Nr Yeovil, BA22 7QX
Times: 10am-3.30pm
Prices: Adults £5, children 12+ £1, under 12s free
Website *www.davishall.co.uk*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

January 2023

7 MAIDENHEAD MODEL RAILWAY EXHIBITION

Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX
Times: 9.30am-4pm
Prices: TBA
Website: *www.mmdmrc.org.uk*
Features: Layouts, trade support, demonstrations and refreshments.

14/15 BOGNOR REGIS MODEL RAILWAY EXHIBITION

Hosts: Bognor Regis Model Railway Club
Location: Felpham Community College, Felpham Way, Bognor Regis, West Sussex PO22 8EL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3
Website: *www.bognorregismrc.co.uk*
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

15 GUILDFORD MODEL RAILWAY EXHIBITION

Hosts: Astolat Model Railway Circle
Location: Surrey Sports Park, Richard Meyjes Road, Guildford, Surrey GU2 7AD
Times: 10am-5pm
Prices: Adults £7, children £3.50, family (2+2) £14
Website: *www.astolatmrc.co.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

PLANNING AN EXHIBITION? LET US KNOW!

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L&MR 'Lion' 0-4-2
Stage: Engineering Sample **Due:** 2023
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Hawthorn Leslie 0-4-0ST
Stage: Engineering Sample **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 £140.21 **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 £152.15 **Digital:** 18-pin



Class 26/1
Stage: Engineering Sample **Due:** Q2 2023
Price: from £177.65 **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 47
Stage: Engineering Sample **Due:** Q1 2023
Price: from £212.46 **Digital:** 21-pin



Class 59
Stage: Painted Samples **Due:** Late 2022
Price: from £136.31 **Digital:** 21-pin



BR NBL Prototype 10800
Stage: Decorated Samples **Due:** 2023
Price: from £216.71 **Digital:** 21-pin

OO Gauge Multiple Units



Class 104 DMU
Stage: Engineering Samples **Due:** 2023
Price: from £330.65 **Digital:** 21-pin

OO Coaches & Wagons



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



FNA-D Nuclear Flask Wagons
Stage: Engineering Samples **Due:** Q3 2023
Price: £74.95 (2-pack) **Digital:** N/A



SR 10t Banana Vans
Stage: Engineering Samples **Due:** Q4 2023
Price: £84.95 (3-pack) **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: Deco Samples **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



Class 63xx Mogul 2-6-0
Stage: CADs **Due:** Q1 2024
Price: from £144.50 **Digital:** 18-pin

N Gauge Diesel Locos



Class 28 Co-Bo
Stage: Deco 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: Deco Samples **Due:** 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: Early Sample **Due:** Q2 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: Early Sample **Due:** Q2 2023
Price: from £488.75 **Digital:** 21-pin

O Gauge Diesels/ Electrics



Class 26
Stage: Deco Samples **Due:** Q4 2022
Price: from £551.65 **Digital:** ESU XL



Class 37/0 Re-Tool
Stage: Early sample **Due:** 2023
Price: £568.65 **Digital:** ESU XL



Class 45 'Peak' Re-Tool
Stage: Early sample **Due:** Q3 2023
Price: from £568.65 **Digital:** ESU XL



Class 55 'Deltic'
Stage: Early sample **Due:** 2023
Price: from £619.65 **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 £662.15 **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 £594.15 **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 £254.15 **Digital:** N/A



Mk1 Covered Carriage Trucks
Stage: Early sample **Due:** 2022
Price: from £169.15 **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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OO Gauge (1:76 Scale)

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-001-003 Class 78xx 'Manor' 4-6-0 7807 "Compton Manor" in GWR green post-war G W lettering (Dap).....£140.72



4S-001-006 Class 78xx 'Manor' 4-6-0 7810 "Draycott Manor" in BR lined green early emblem (Dap) . . . £140.72



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) (RRP £99).....BARGAIN.....£84
H4-P-014 SECR P Class 0-6-0T 5753 ROD green (Hat) (RRP £99)BARGAIN£84



R3995 Standard Class 6MT 'Clan' 4-6-2 72004 "Clan MacDonald" in BR green early emblem (Hor) £196

Diesel locos



45101 Class 45/0 'Peak' D57 in BR green small yellow panels and split centre headcode. Heljan general release. (Hel) NEW... £160.65



R30089 Class 67 67014 in Transport for Wales white and red (Hor) £175



4D-022-022 Class 68 68031 "Felix" in TransPennine Express (Dap) £135.99



R3852 Ruston 48DS 4wDM shunter 417892 'Jim' in DVLR industrial green (Hor).....£100.50

Electric locos



R3569 Class 71 E5005 in BR blue (Hor) (RRP £206.99)BARGAIN£99



R3568 Class 71 E5018 in BR green no yellow ends (Hor) (RRP £206.99).....BARGAIN.....£99



R3893 Class 91 91117 "Cancer Research UK" in GNER (Hor) £196.50

Bi-Modal Multiple Units



R3762 Class 800 IEP five car pack 800201 in LNER 'Azuma' (Hor) £430.50

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor).....£157

Coaches



H4-6FB-901C 6 wheel full brake tool van in BR Olive green (Hat) NEW.....£33
H4-6FB-901CL 6 wheel full brake tool van in BR Olive green - working lighting (Hat) NEW.....£40



LMSCoachPackA LMS Period III Non-Corridor 4-pack in BR crimson (Includes R4799, R4800, R4801 & R4801A) (Hor) (RRP £237.96).....BARGAIN....£108



R40158 Mk4 DVT driving van trailer in LNER - 82212 (Hor)£76.50

Wagons



BOC17 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0019 (Hel) (RRP £75)BARGAIN . £45



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) (RRP £126)BARGAIN...£119



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118) BARGAIN.....£99

N Gauge

Diesel locos



2D-058-003 Class 58 58002 "Dowmill Colliery" in Railfreight Coal Sector triple grey (Dap) NEW.... £116.45



2D-058-002 Class 58 58020 in Railfreight grey red stripe and cab front logo (Dap) NEW..... £116.45



2D-007-013 Class 66/4 66413 "Lest We Forget" in Freightliner / G&W orange (Dap)..... £96.77

Bi-Modal Multiple Units



K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER (Kat).....£178

O Gauge (1:43 Scale)

Steam locos



7S-026-008 Class 3F 'Jinty' 0-6-0T 19 in UTA (Ulster Transport Authority) lined black (Dap) NEW..... £197.95



7S-026-010 Class 3F 'Jinty' 0-6-0T 47406 in BR black early emblem - as preserved (Dap) NEW..... £197.95



7S-026-011 Class 3F 'Jinty' 0-6-0T 47482 in BR black late crest (Dap) NEW..... £158.36

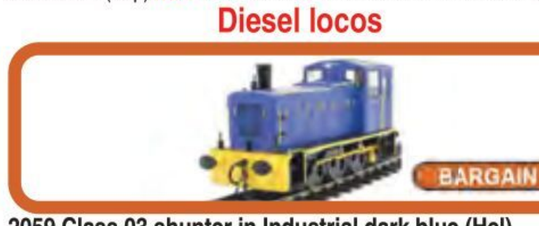


7S-026-009 Class 3F 'Jinty' 0-6-0T 47569 in BR black BR lettering and early emblem (Dap) NEW £197.95



7S-026-012 Class 3F 'Jinty' 0-6-0T 47680 in BR black late crest (Dap) NEW..... £197.95
7S-026-012S Class 3F 'Jinty' 0-6-0T 47680 in BR black late crest - Digital sound fitted (Dap) NEW..... £355.30

Diesel locos



2059 Class 03 shunter in Industrial dark blue (Hel) (RRP £419).....BARGAIN....£249



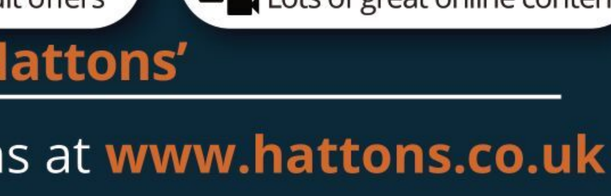
2058 Class 03 shunter in Industrial yellow wasp stripes - unnumbered (Hel) (RRP £419)BARGAIN. £356.15



4034 Class 50 50008 "Thunderer" in Hanson & Hall grey (Hel) (RRP £729).....BARGAIN. £619.65



5600 Class 56 in BR blue - unnumbered (Hel) (RRP £729).....BARGAIN....£495



5601 Class 56 in BR large logo blue - unnumbered (Hel) (RRP £729).....BARGAIN....£495

Coaches



LNERTeakPackB Gresley Teak 3-pack in LNER teak (Includes 3 x H7-TC-186-001) (Hat) (RRP £747) ..... BARGAIN.....£509



7P-001-105U Mk1 SO second open in BR blue and grey - unnumbered (Dap) (RRP £205.97).....BARGAIN. £159.95

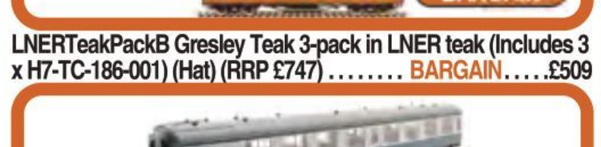


7P-001-104 Mk1 SO second open M3947 in BR maroon (Dap) (RRP £205.97).....BARGAIN. £149.50

Wagons



7F-047-003 HBA coal hopper 360114 in Railfreight brown (Dap) NEW..... £46.75
7F-047-002 HEA coal hopper 360000 Railfreight red and grey (Dap) NEW £46.75



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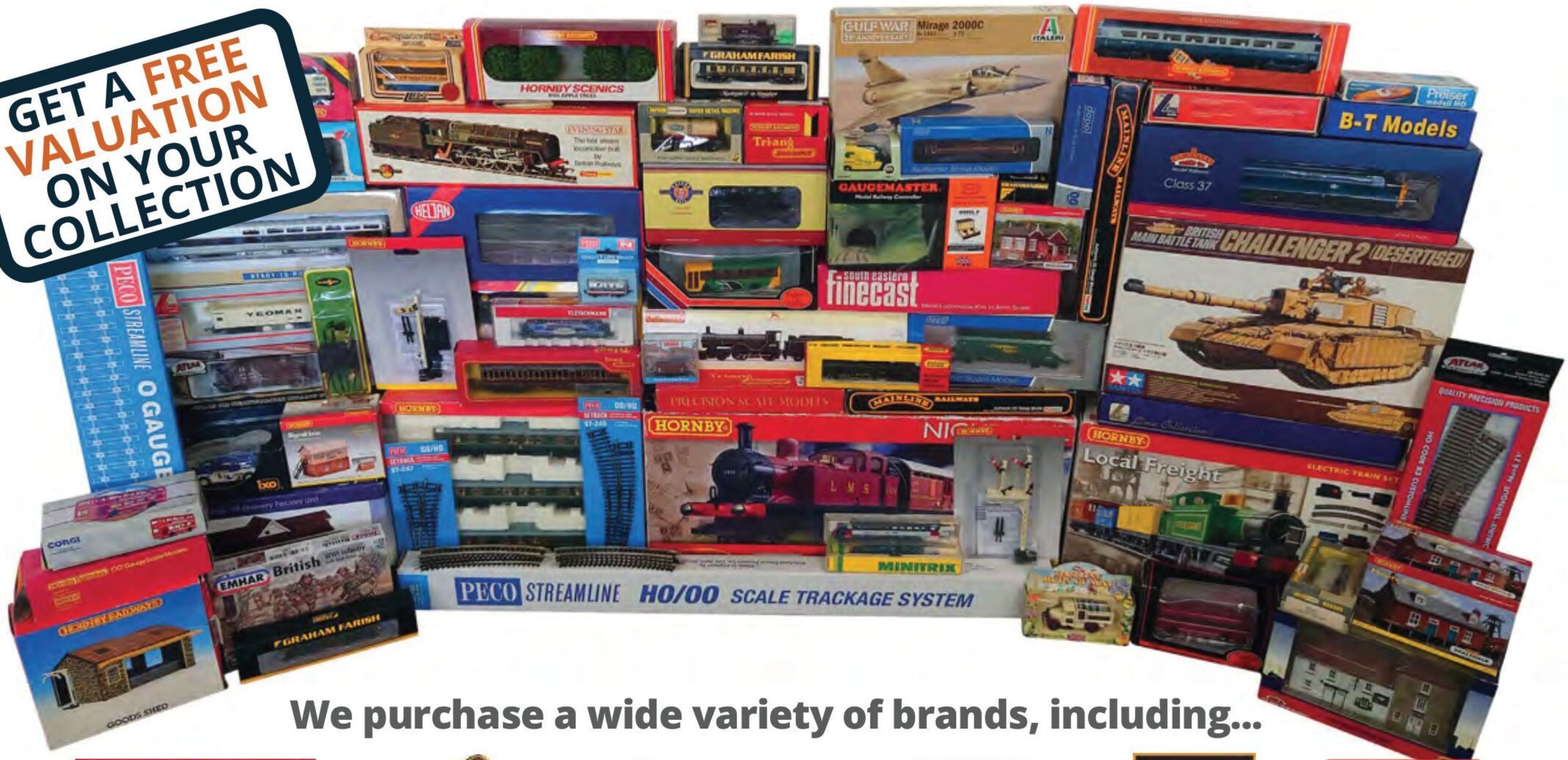
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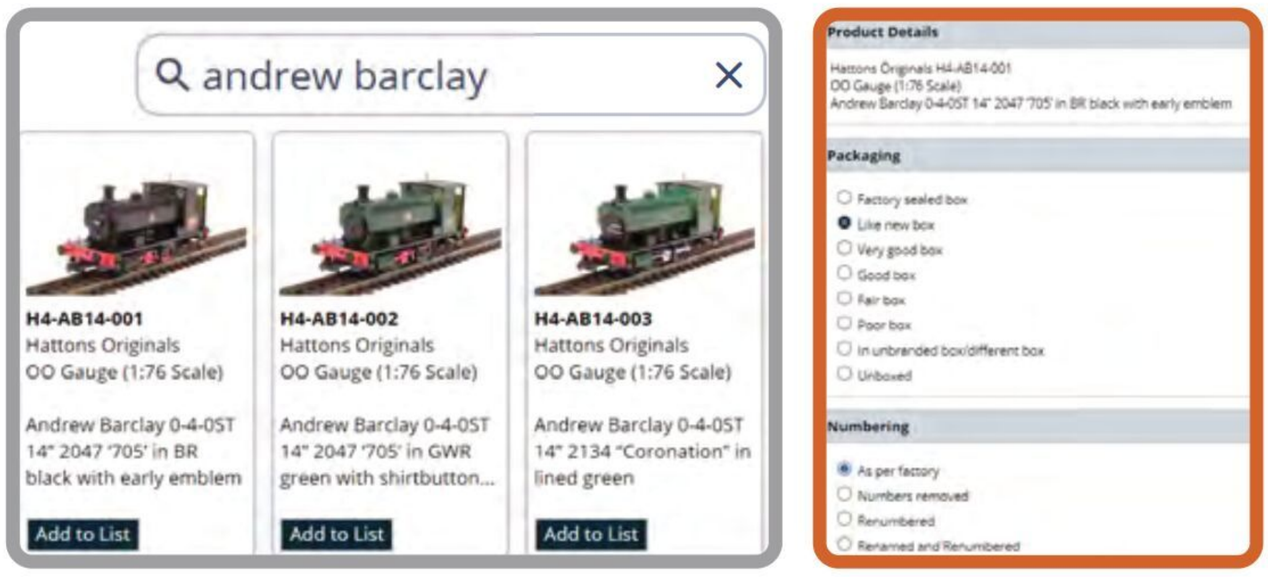
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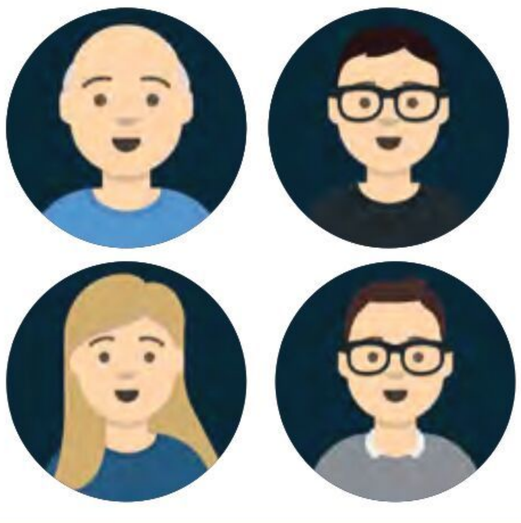
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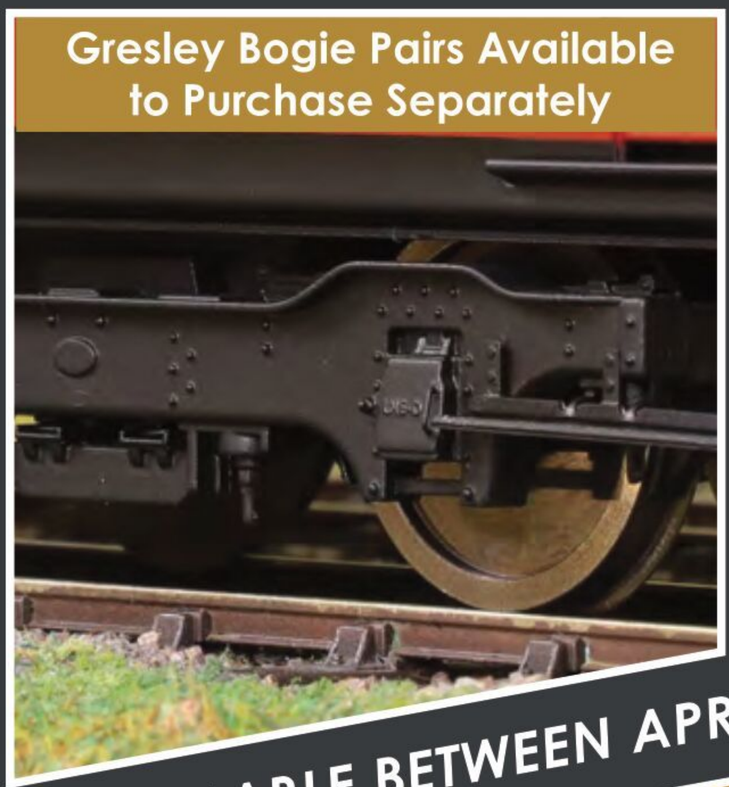


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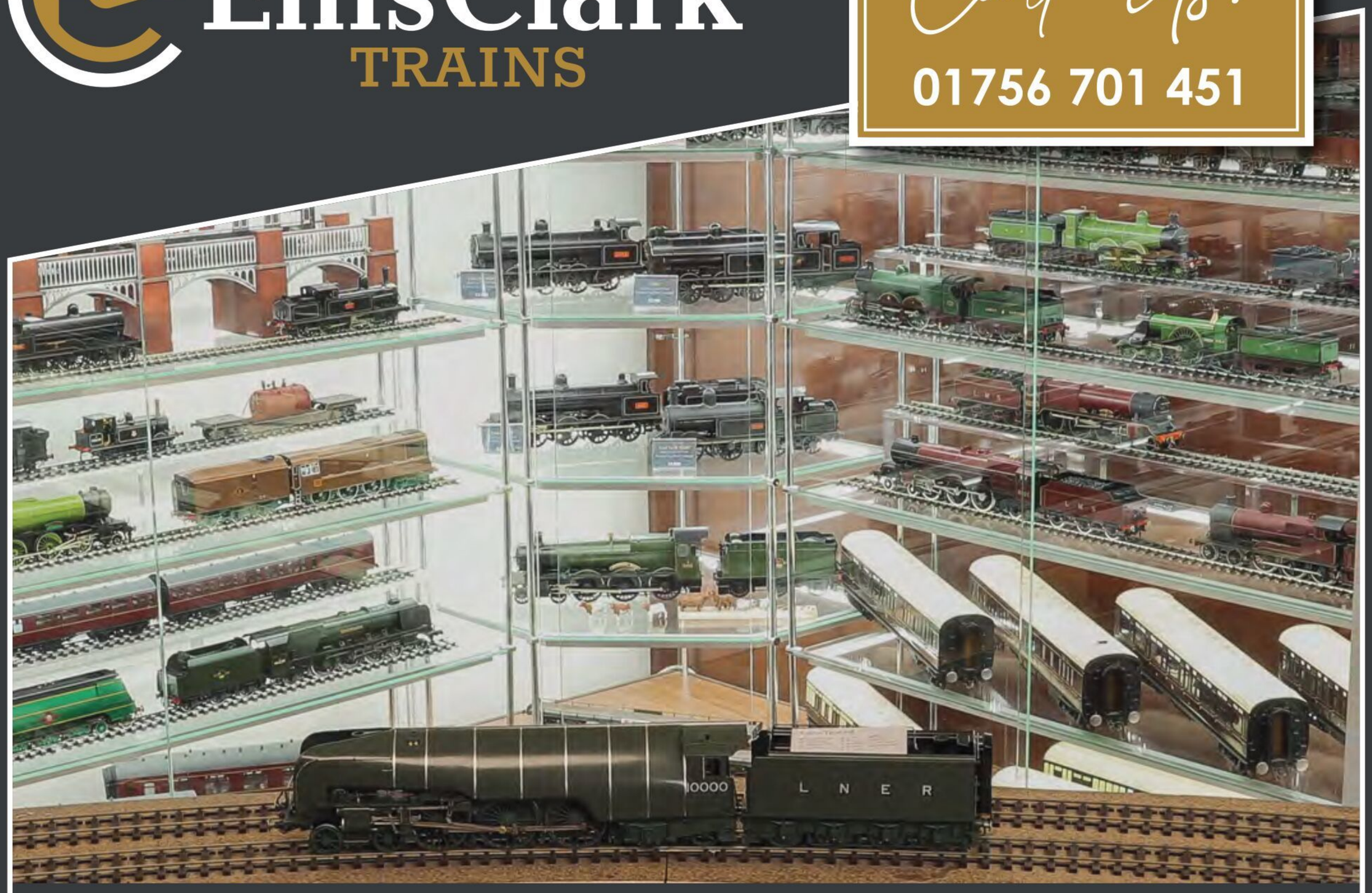
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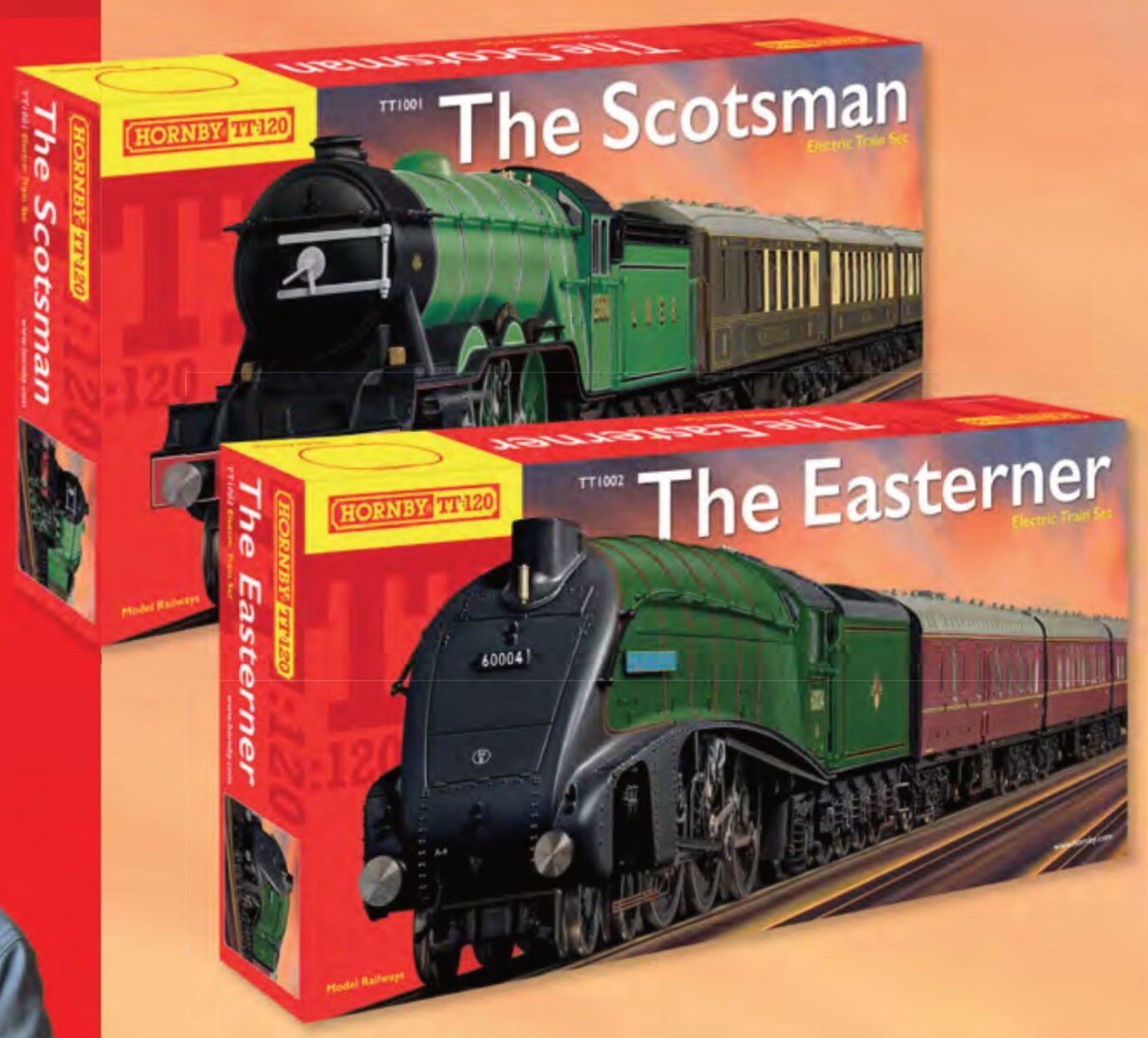


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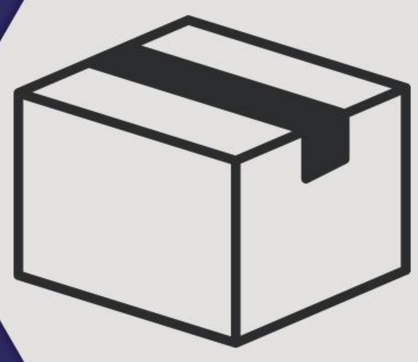
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2 We'll work with you to accurately value your collection

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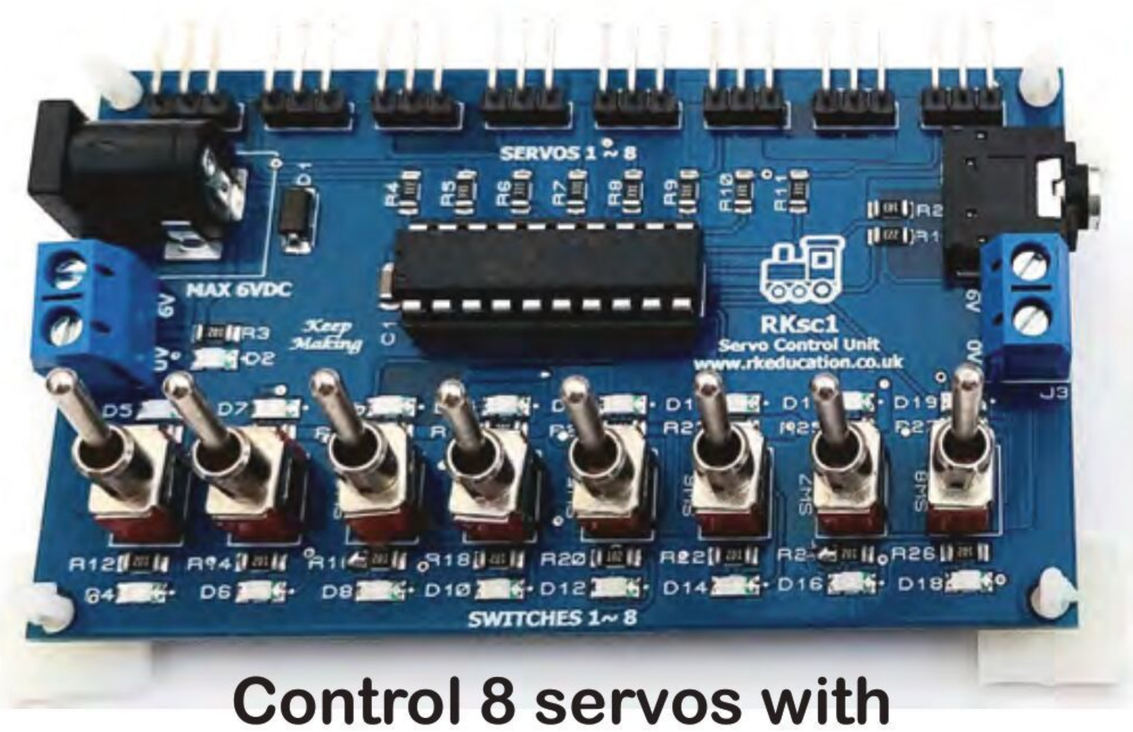
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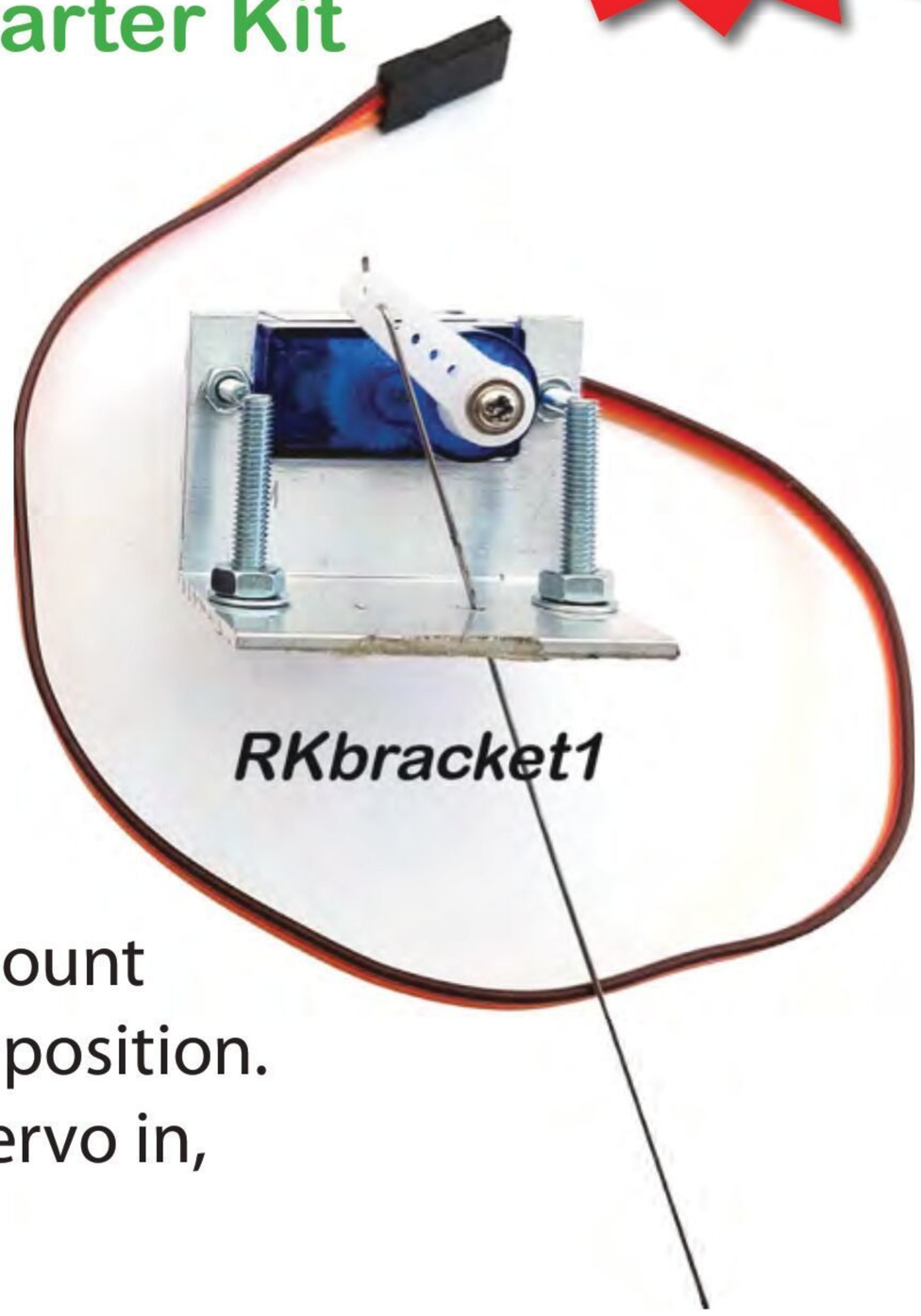
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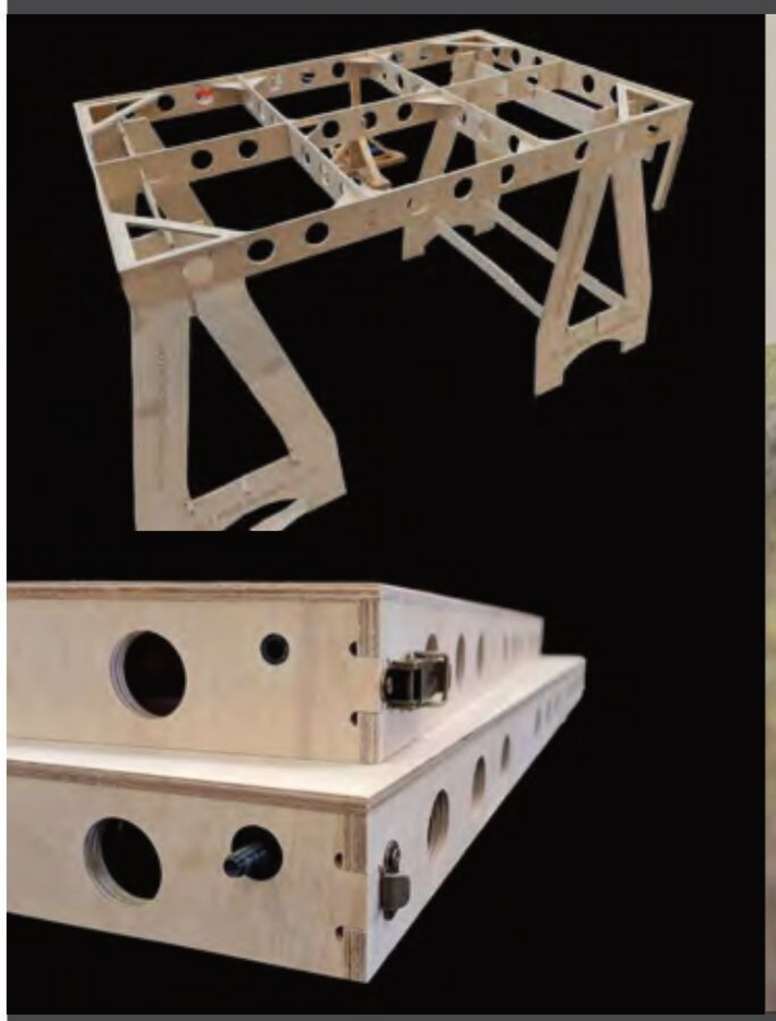
Starter kit includes: RKsc1 with mounting feet, 5V 3 amp power supply, 8 servos, 8 servo brackets, 8 piano wires, 8 sets of fasteners to attach the servos to the brackets and the brackets to your base board.

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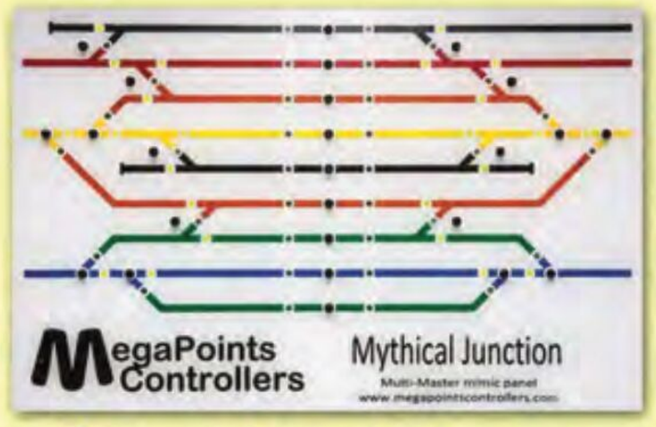
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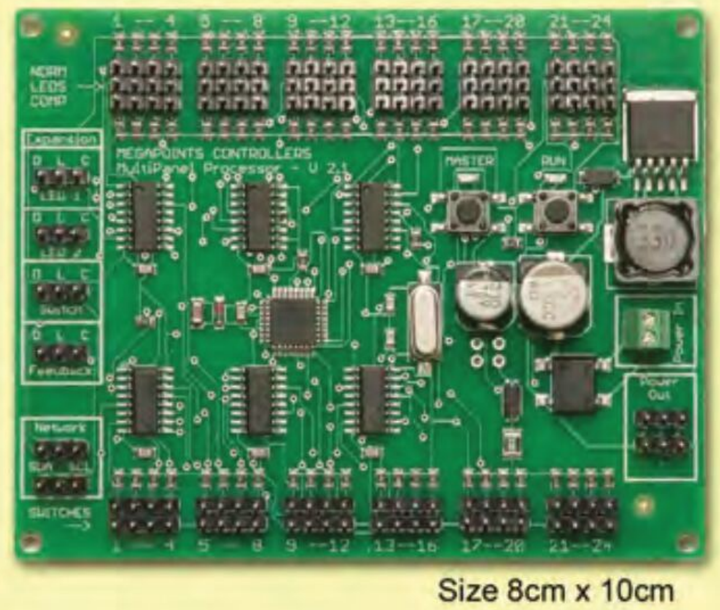
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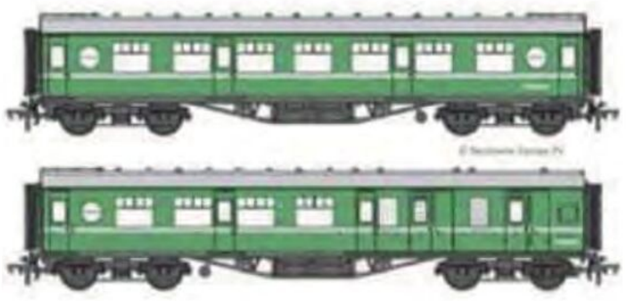
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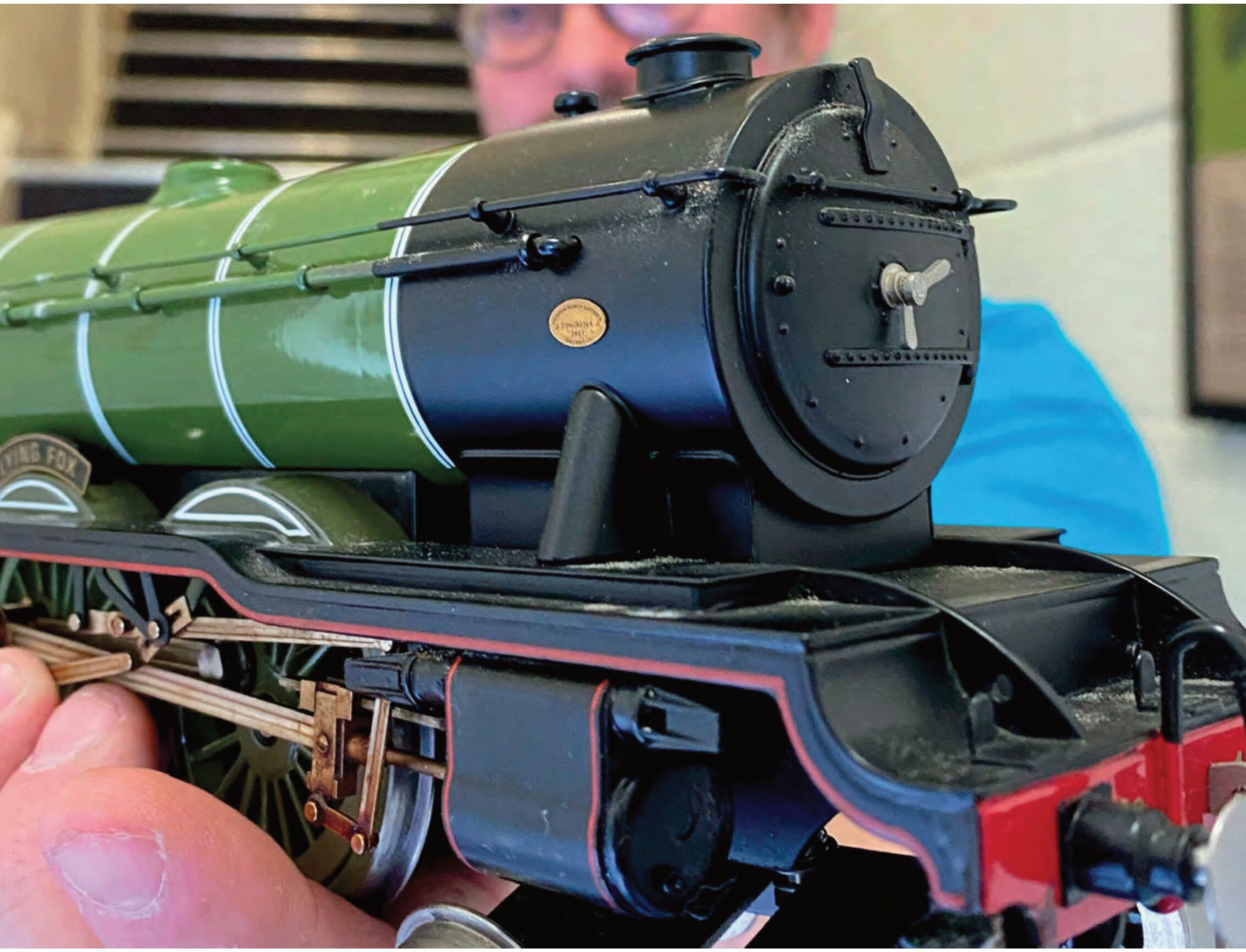
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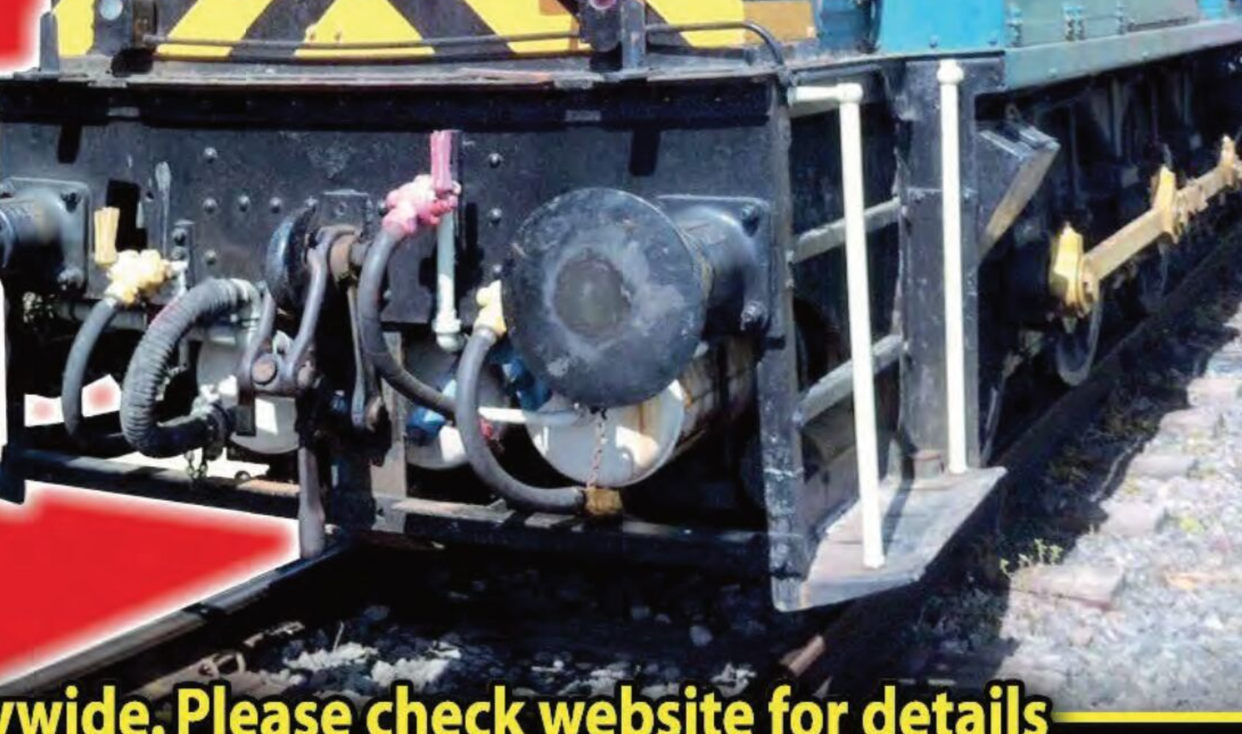
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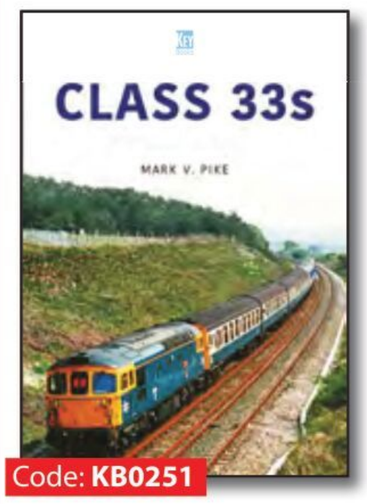
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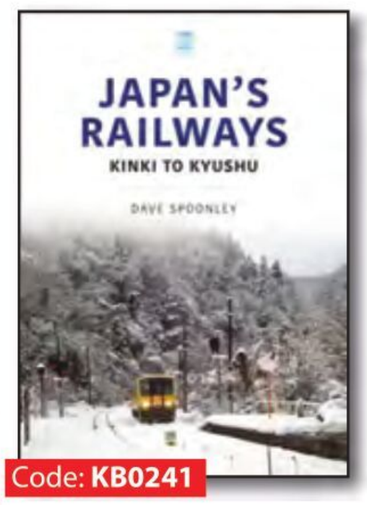
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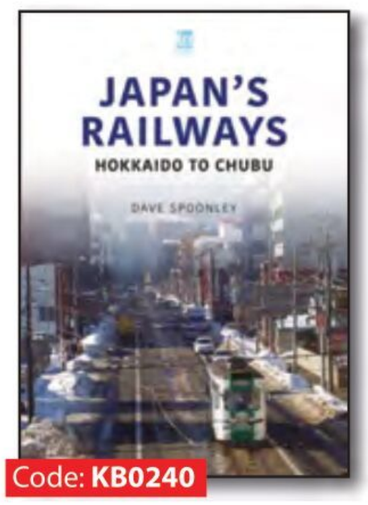
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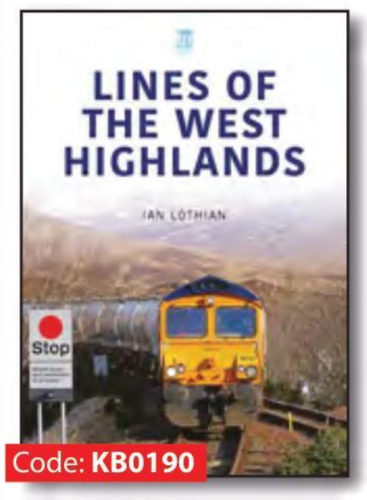
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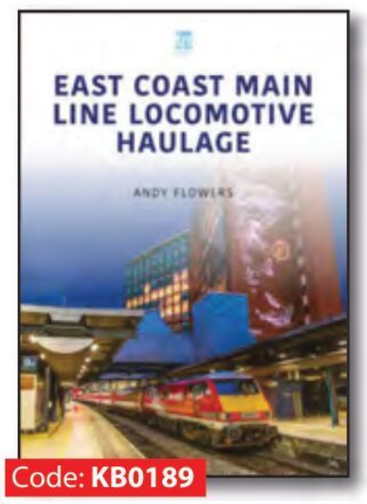
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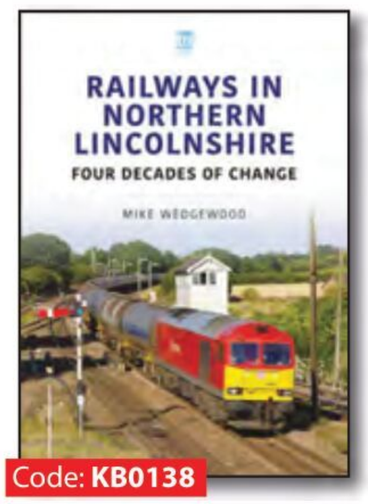
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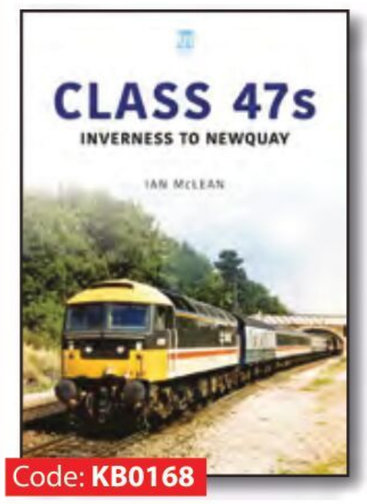
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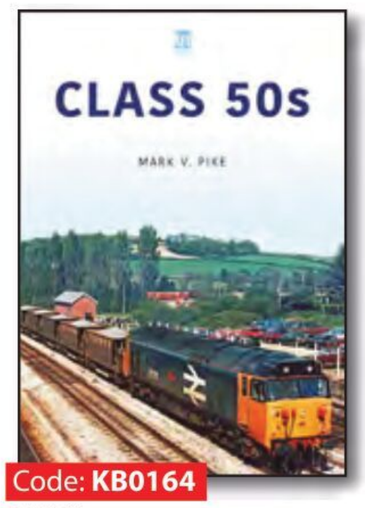
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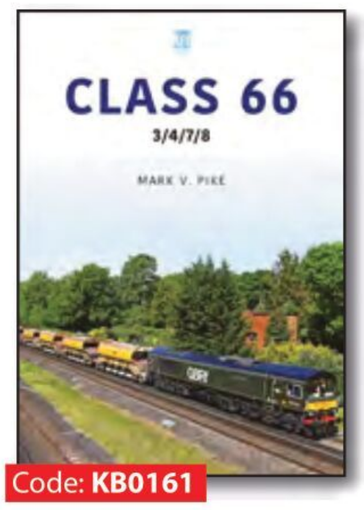
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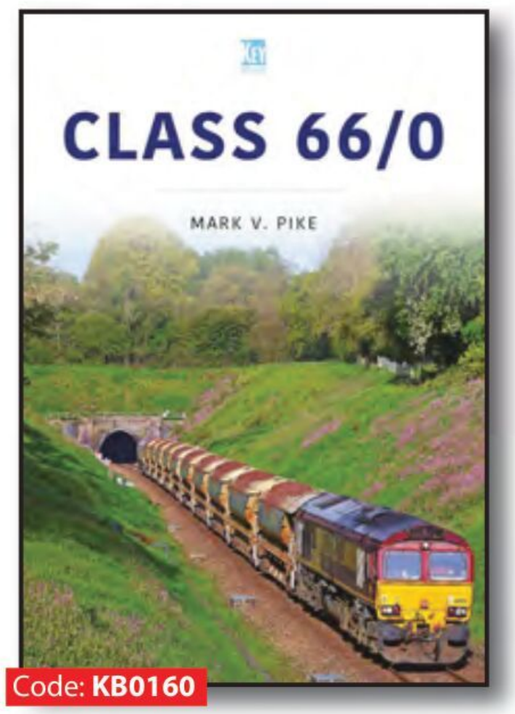
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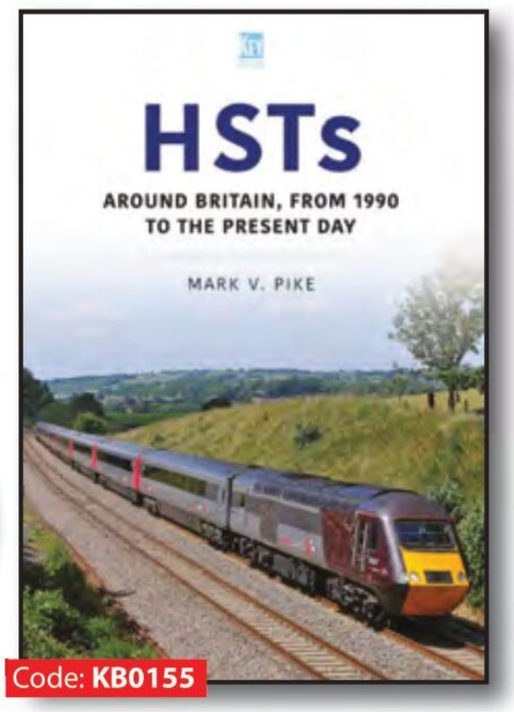
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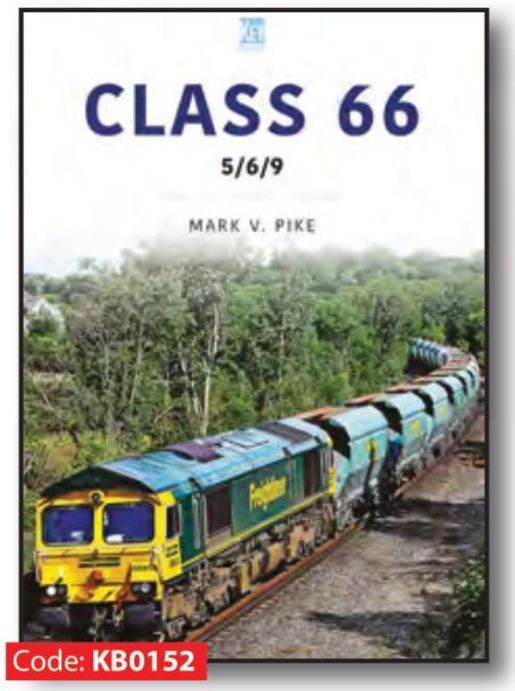
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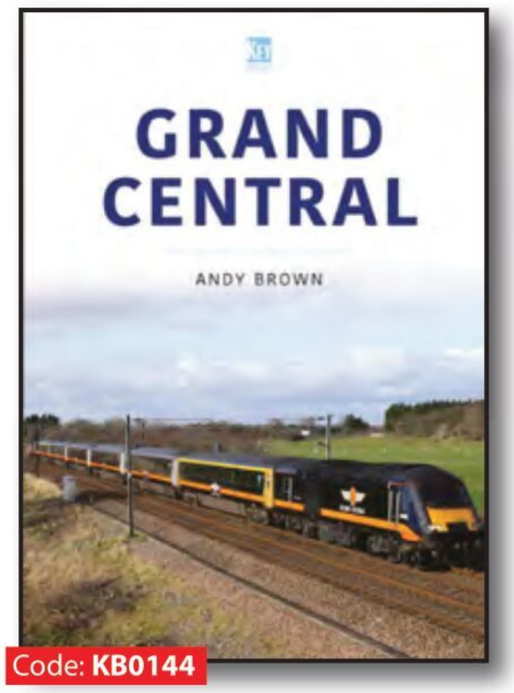
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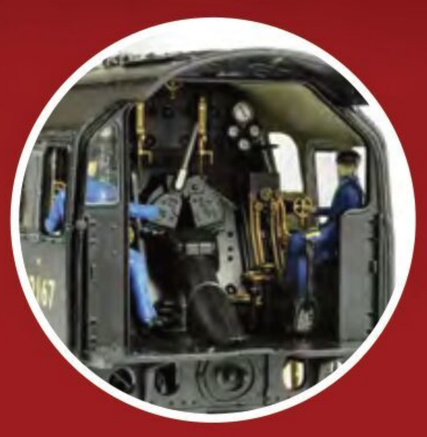
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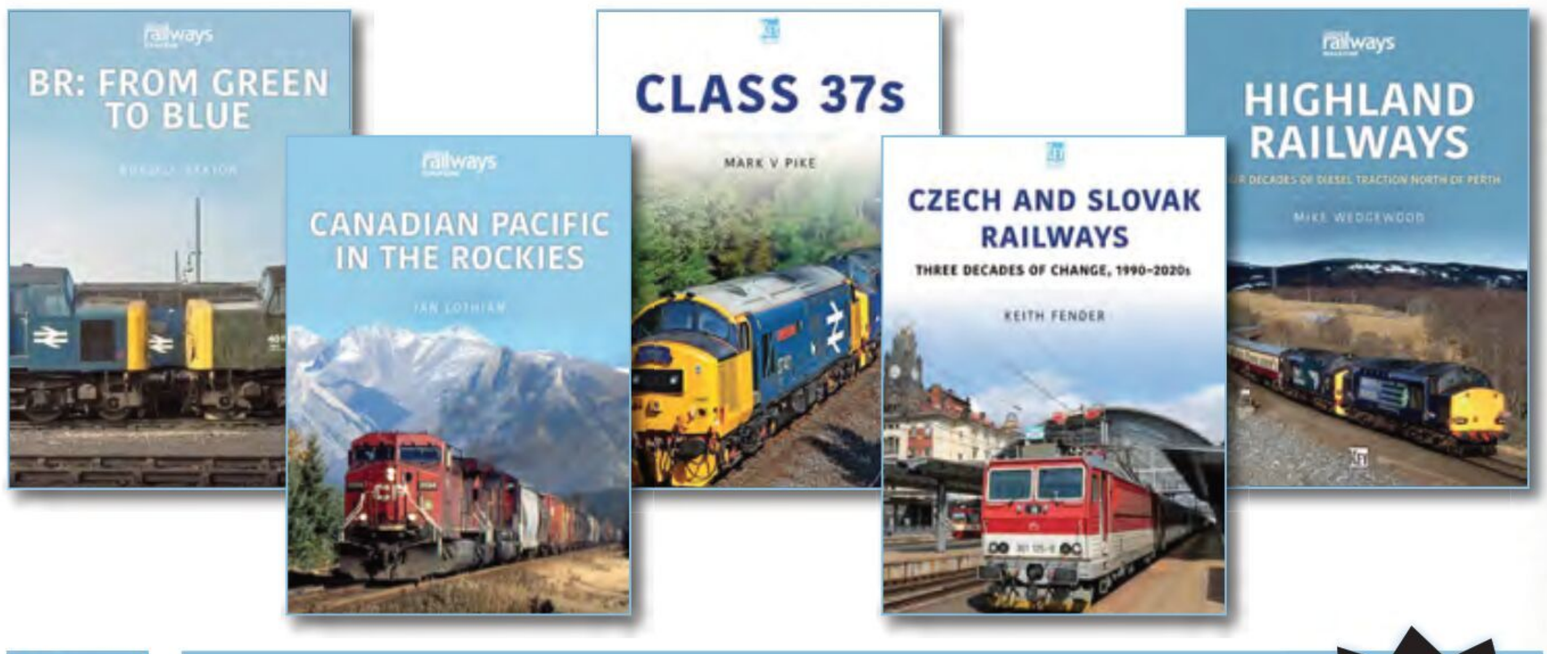

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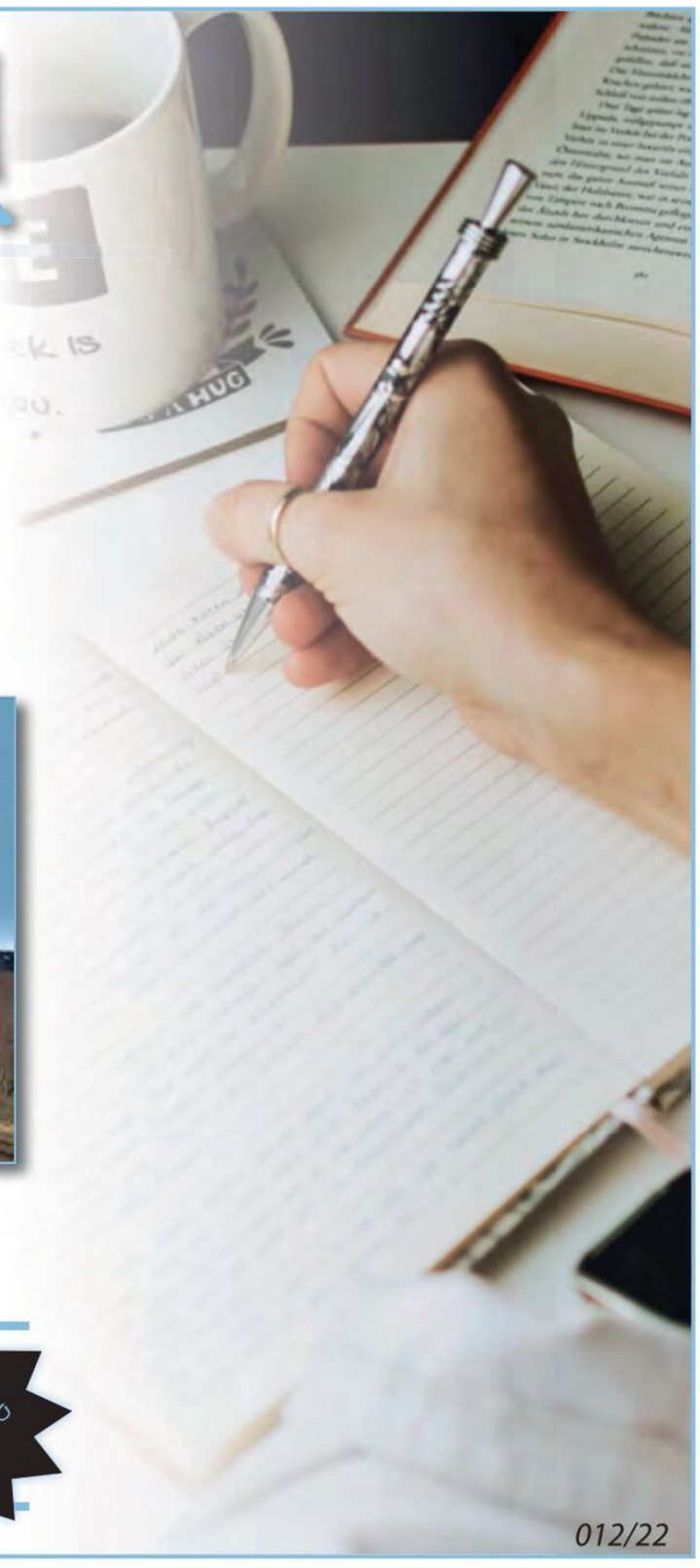
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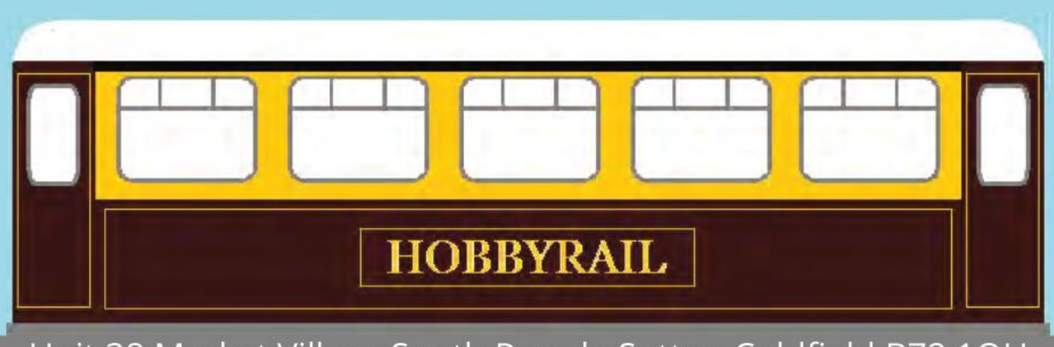
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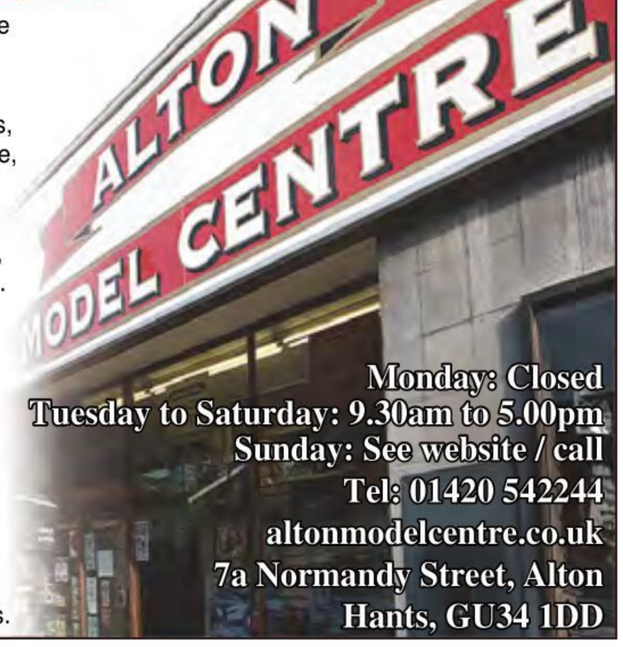
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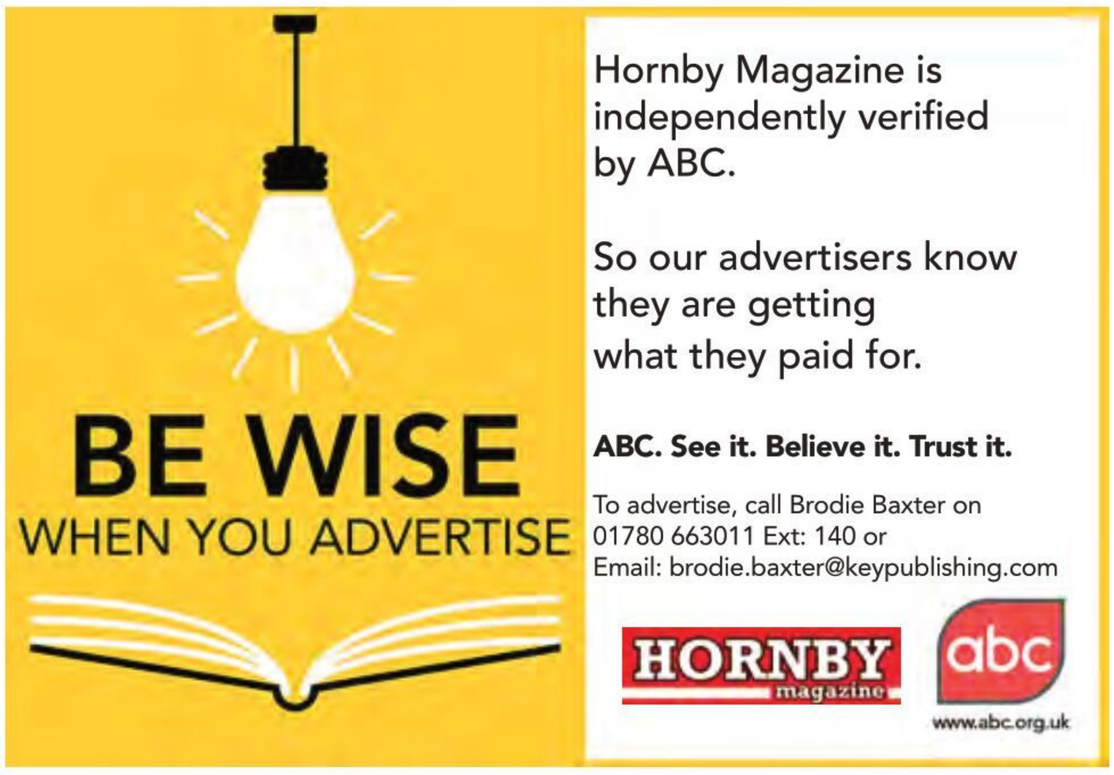
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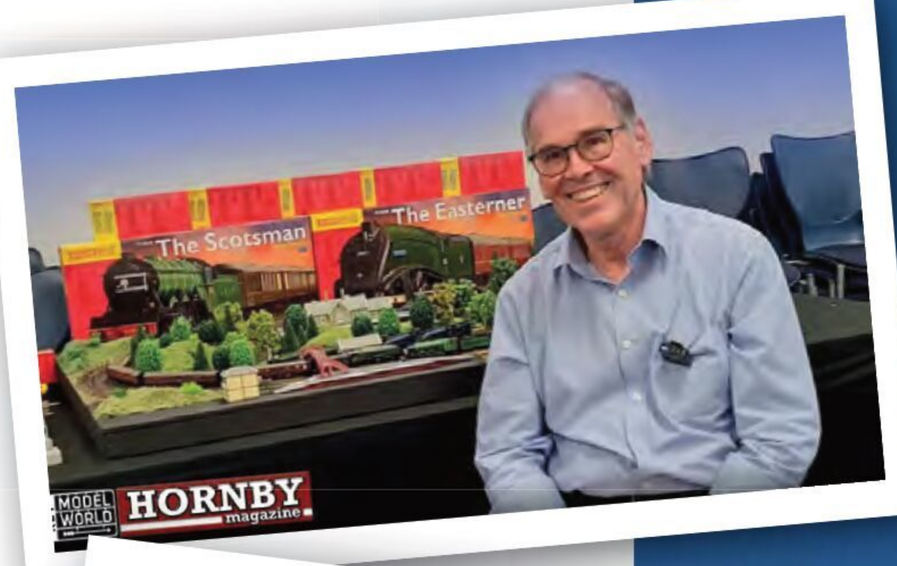
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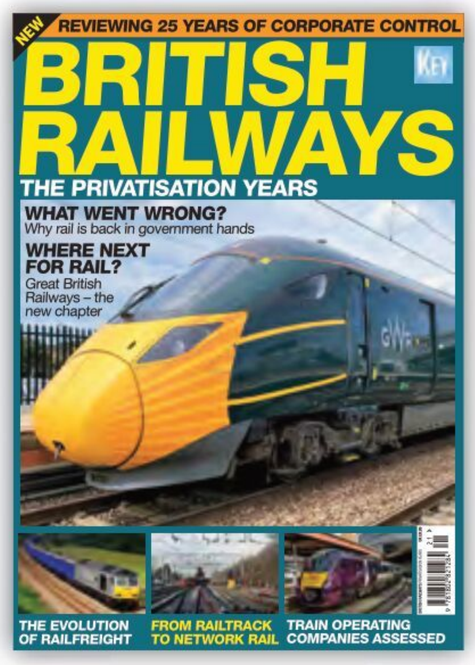
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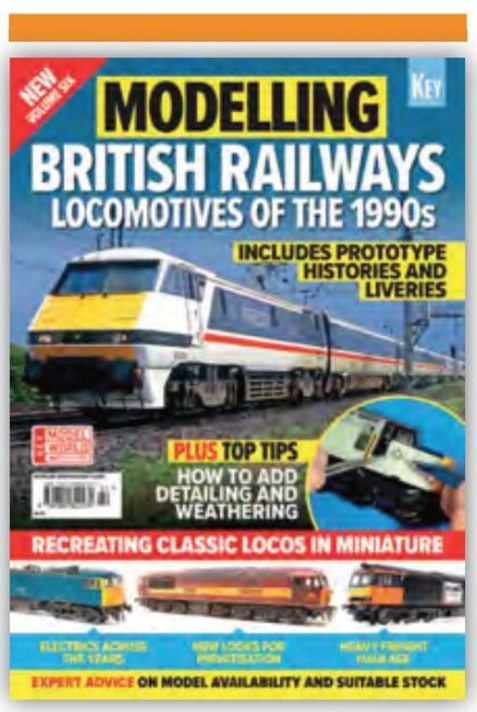
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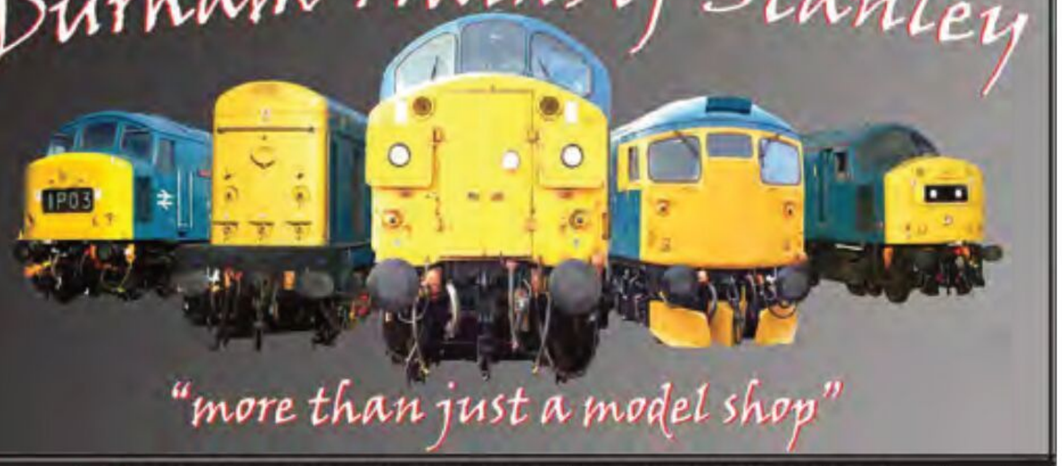
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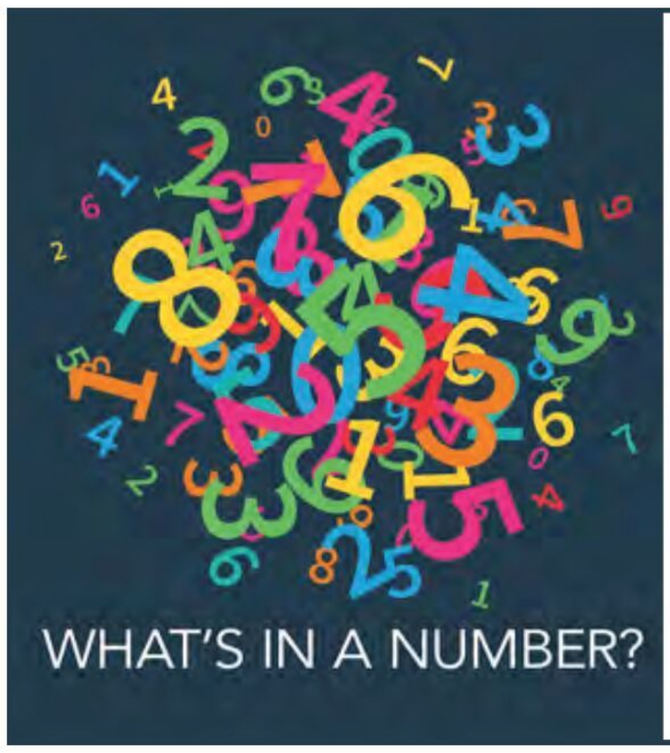
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