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HORNBY magazine

Issue 187 **January 2023** **£5.60**

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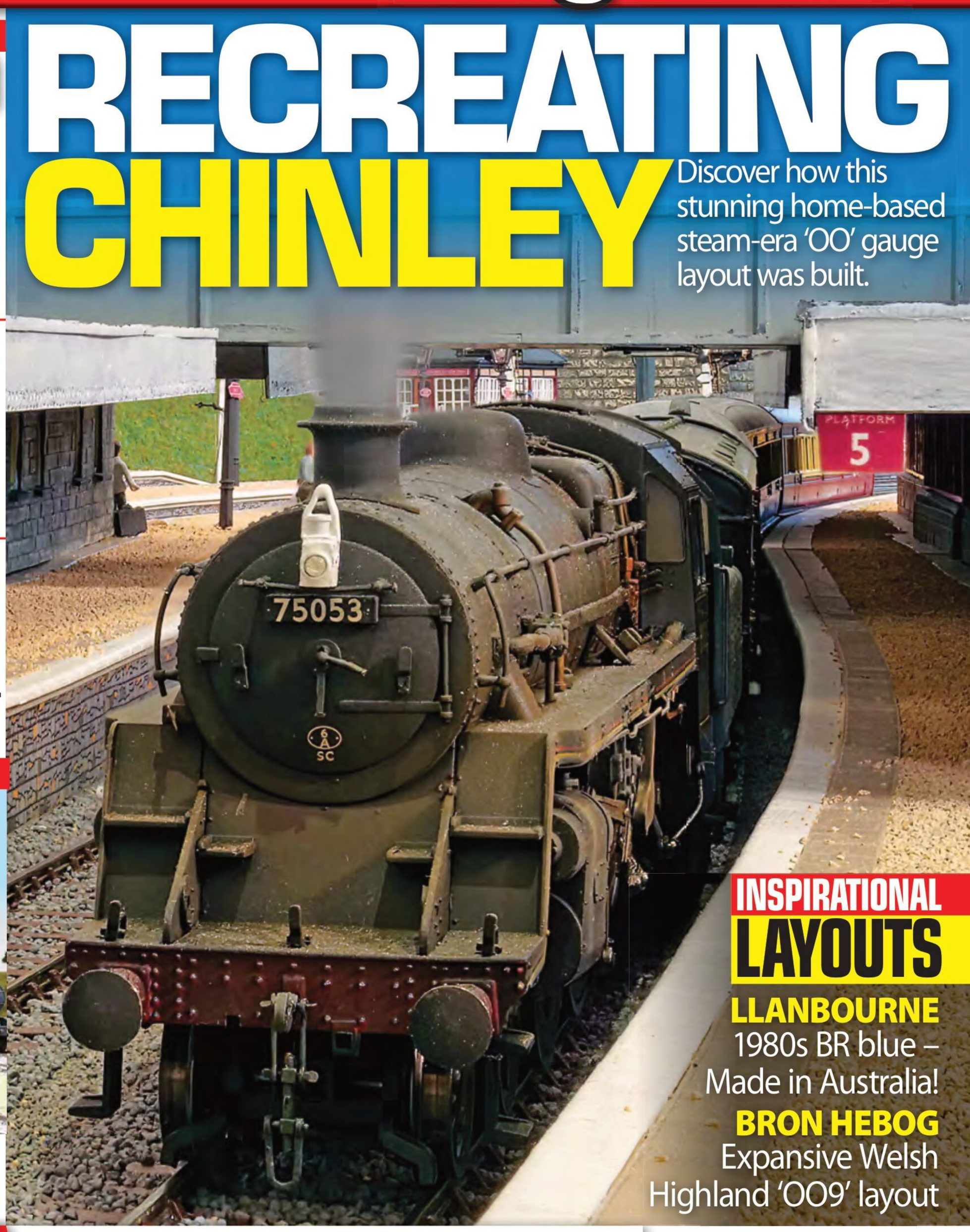
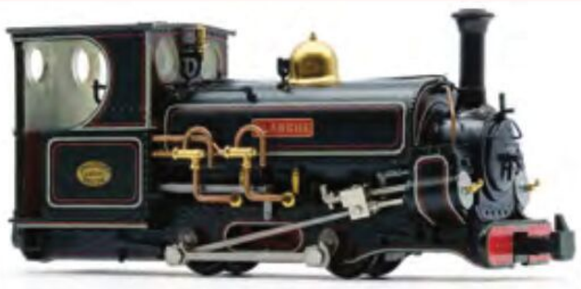


FIRST REVIEWS

BUMPER CROP!

MODERN ELECTRIC: New 'OO' Accurascale Class 92



BRAND NEW: Bachmann's '009' Penrhyn Hunslet

ELECTRIC HISTORY: Pioneer NER ES1 for 'OO' in detail

WEATHERING

DIESEL BRAKE TENDERS

Add a realistic finish to our 'OO' gauge model

INSPIRATIONAL LAYOUTS

LLANBOURNE
1980s BR blue – Made in Australia!

BRON HEBOG
Expansive Welsh Highland 'OO9' layout

LATEST NEWS

- Accurascale announces all-new Class 50 for 'OO'
- Bachmann reveals new releases for four scales

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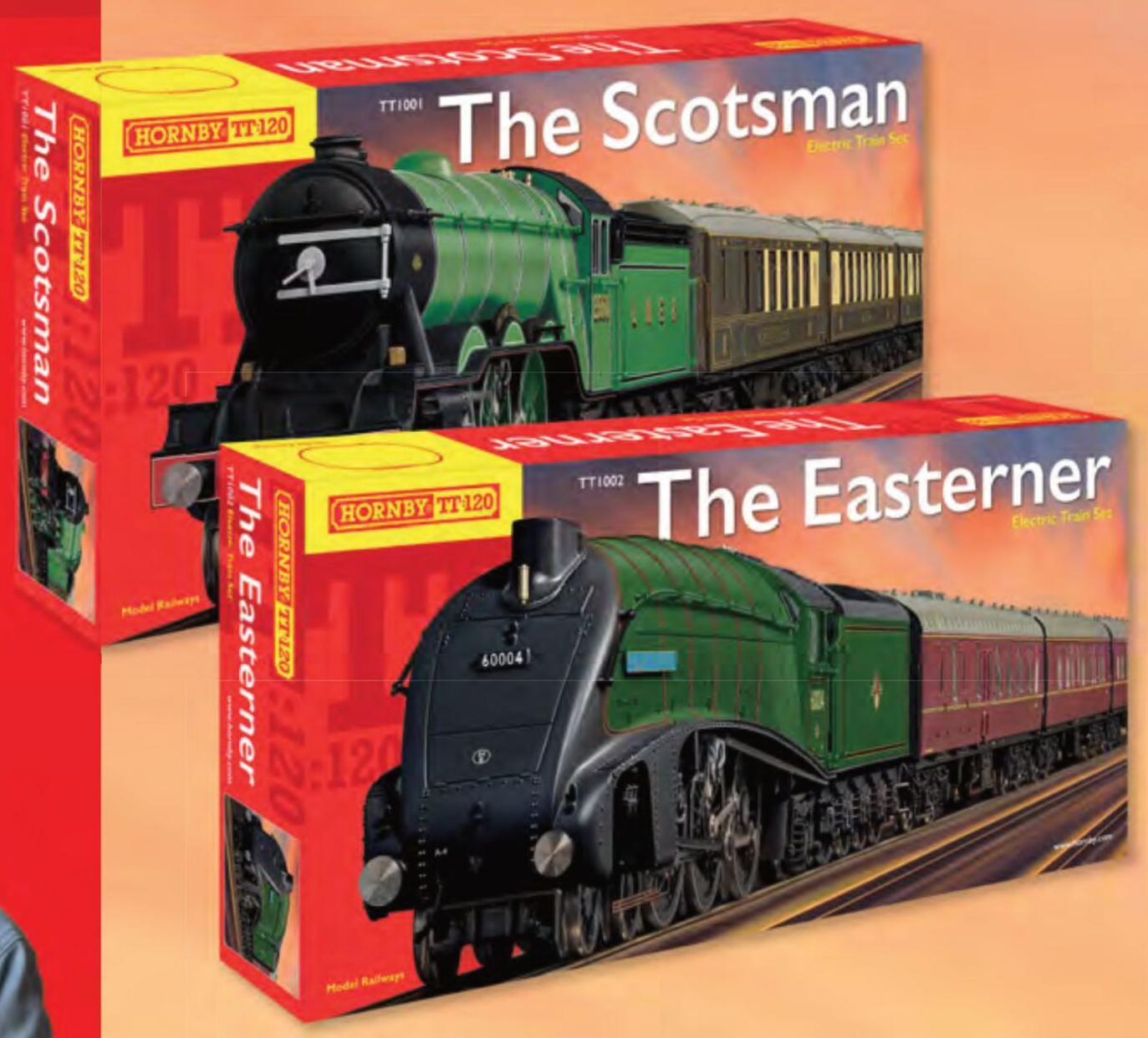

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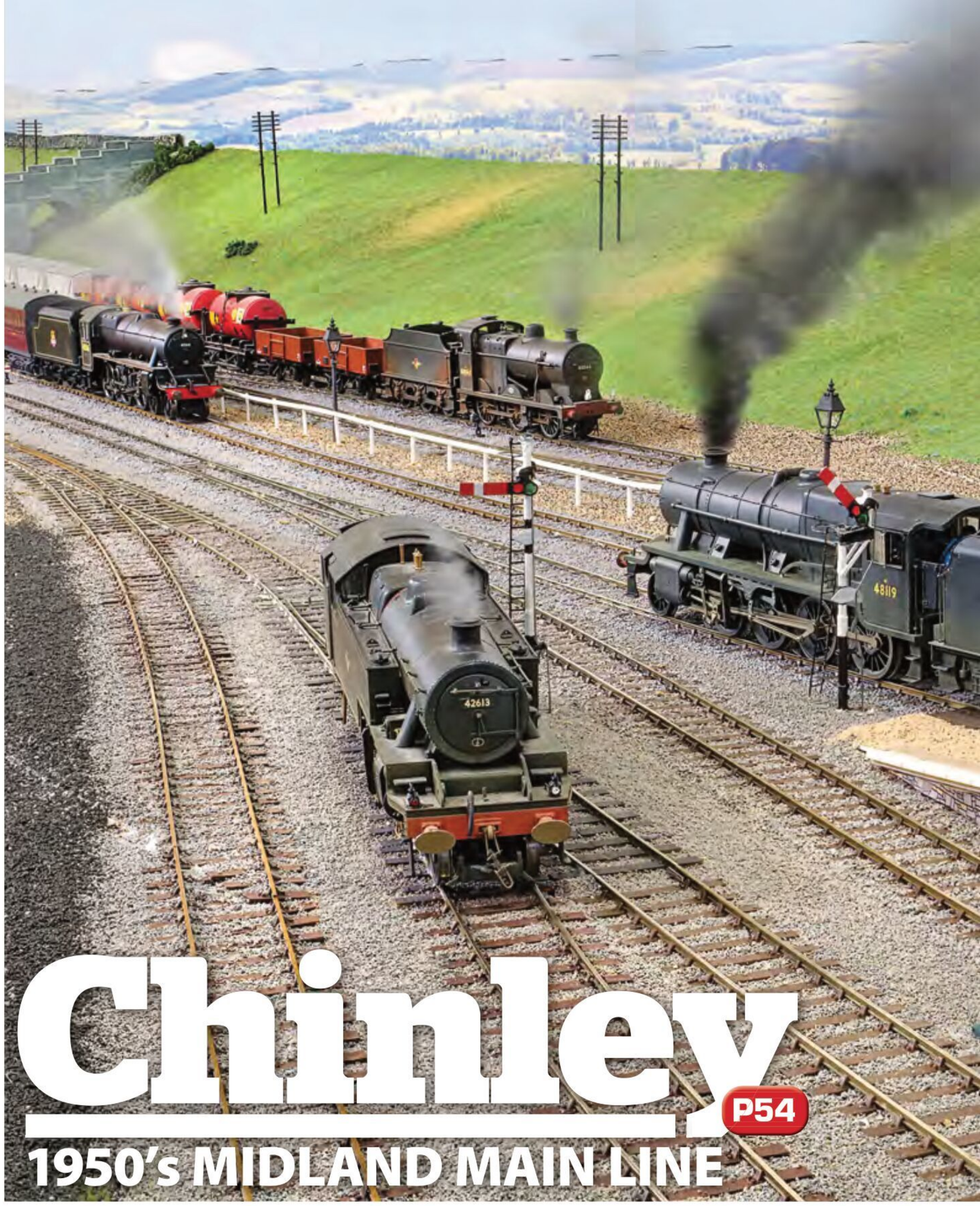
HORNBY magazine

LATEST OFFERS

See pages 20-21 for full details.



Chinley

P54

1950's MIDLAND MAIN LINE

WE SHOW YOU HOW!

40 **MAKING A SCENE**
Dan Evason reveals how he enhanced Hornby's venerable 'OO' gauge Grand Suspension Bridge kit to stunning effect.

48 **WORKBENCH**
As a new batch of Key Publishing's 'OO' gauge Diesel Brake Tenders arrive, Tim Cooper demonstrates how to apply a work-weary weathered finish to the model for a realistic in-service appearance.

P40

P48

KEY STORE FINDER
To find a stockist near you, visit www.hornbymagazine.com

What's inside

7 **WELCOME**
Mike Wild introduces the latest issue of *Hornby Magazine*.

8 **UPDATE**
Bachmann unveils its new winter releases, Hornby, Accurascale and Rapido Trains UK reveal new model plans - plus you could win a Tri-ang Remembered train set in our exclusive competition, worth over £150.

22 **LLANBOURNE**
Peter Mantle opted to model North Wales in the mid-1980s for his well-travelled 'OO' gauge BR blue diesel era layout, which started out in the UK and is now resident some 10,000 miles away in Australia.

34 **BUYING GUIDE**
Richard Hall looks back at Stanier's LMS 'Pacifics' and the models that have been produced to date in our latest Buying Guide.

54 **CHINLEY**
The Midland Main Line to Manchester provided the inspiration for Harry Fielding's outstanding 'OO' gauge model of Chinley in the 1950s.

70 **REALITY CHECK**
With an all-new 'OO' gauge model due soon, Evan Green-Hughes recalls the development of British Rail's powerful and complex Class 92 dual voltage electrics.

106 **BRON HEBOG**
20 years in the making, David Waller showcases this expansive 'OO9' narrow gauge layout, based on a real location on the Welsh Highland Railway.

116 **RAILWAY REALISM**
Evan Green-Hughes traces the remarkable history of the railway network through Chinley in the Derbyshire Dales.

120 **STAFF PROJECTS**
Hornby Magazine's popular 'OO' gauge modern day cement works layout swapped identity recently for its Spalding Model Railway Exhibition appearance. Mike Wild explains why.

122 **SHOW GUIDE**
Hornby Magazine's guide to forthcoming events.

FIRST REVIEWS

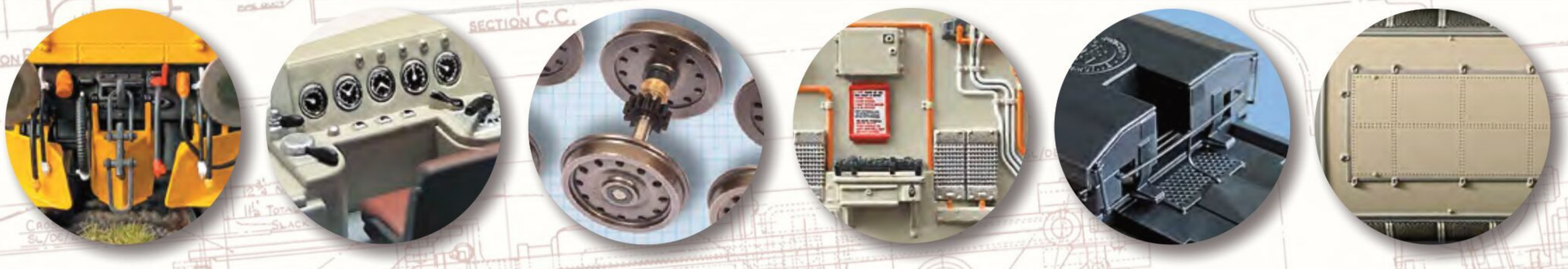
66 **Accurascale Class 92 electric for 'OO'**
74 **Bachmann 'OO9' Main Line Hunslet**
78 **Peco Quarryman's Coaches for 'OO9'**
80 **Rapido Trains UK 'OO' SECR wagons**
82 **Hornby all-new 'OO' Mk 3 carriages**
84 **Cavalex HAA coal hoppers for 'OO'**
88 **Accurascale 'OO' MHA ballast wagons**
100 **Locomotion NER ES1 for 'OO'**

ALSO REVIEWED

The latest releases from Corgi Trackside, HobbyTrax, Hornby, Oxford Diecast, Scale Model Scenery and more.

COMING SOON FROM SLW: THE DEFINITIVE

CLASS 25 BR SULZER TYPE 2



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

The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line at long last! The **Sutton's Locomotive Workshop Class 25**, due to arrive at the end of this year, is set to raise the bar even higher with a truly impressive feature list.

Look for the photo-etched grilles and independent lighting functions. The latest cutting-edge decoder technology provides true CD-quality sound through our proven dual-speaker system. And it all comes to you, ready-to-run, straight out of our famous biscuit tin!

25 216 British Rail Blue (WR)

D 7599 British Railways Green

D 7666 British Rail Blue (pre-TOPS)

25 322 'Ice Cream Van'

25 324 British Rail Blue (LMR)

D 7552 BR Green (full yellow ends)

D 7661 Experimental Blue (pre-TOPS)

D 7672 *Tamworth Castle*

25 296 BR Blue (Rocket 150 special)

25 260 BR Green (full yellow ends)

97 252 *ETHEL 3* Blue/Grey

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine* - and what an issue we have for you this month! As well as our usual mix of three inspirational layouts, step-by-step modelling guides and an extra 32-page supplement, our news and review sections are creaking under the weight of a huge crop of new products.

Firstly, we need to talk about Class 92s. These massively powerful 6,700hp dual-voltage electrics seem to have come of age of late and have gained much more attention at the lineside than ever before, not least because they are now used for the daily sleeper trains from London Euston to destinations in Scotland. Secondly, they are in the news in model form as the first full production sample of the eagerly awaited Accurascale Class 92 has arrived on our desk this month.

I've spoken to many people who thought the Accurascale 'Deltic' was the bees knees, but this new electric locomotive really is a cut above even that superb model. Design, production, tooling, printing, electrical... it's all up there with the best and pushing the boundaries which you can read all about in our full review. Don't forget to tune in to *www.keymodelworld.com* to see our demonstration video and get more of our thoughts on this stunning product.

Catching us out a little for its charms is another of this month's new arrivals – Bachmann's Penrhyn Mainline Hunslet 0-4-0ST for 'OO9' narrow gauge. I wasn't expecting to be quite as captivated by this model as I am, but considering its size, it is quite amazing that Bachmann has squeezed a decoder socket, speaker and firebox flicker into this 67mm-long narrow gauge locomotive.

Completing our locomotive trilogy is our full rundown on the Locomotion Models 'OO' gauge ES1 electric which is also joined by our reviews of the Cavalex HAAs, Hornby's exciting new BR Mk 3s and more.

The icing on the cake is that it is Warley National Model Railway Exhibition time and while we expect more announcements to come at the event, we have the first in this issue including new product reveals from Accurascale and Rapido Trains plus the chance to take a closer look at the latest CAD drawings for Hornby's collection of LNER 'Coronation' streamlined carriages.

If you can't wait for our next issue to find out more, then pop over to *www.keymodelworld.com* where you can read the latest news as it happens online. Plus, late November also sees the return of our KeyModelWorld TV Show with myself, Mark and Richard coming to a computer or TV screen near you via the website and *Hornby Magazine* YouTube channel.

It seems this hobby can never fail to excite, and we hope you enjoy all of the news, reviews, features and historical articles in our latest issue.

Happy modelling!

Mike Wells

Publisher, Modelling

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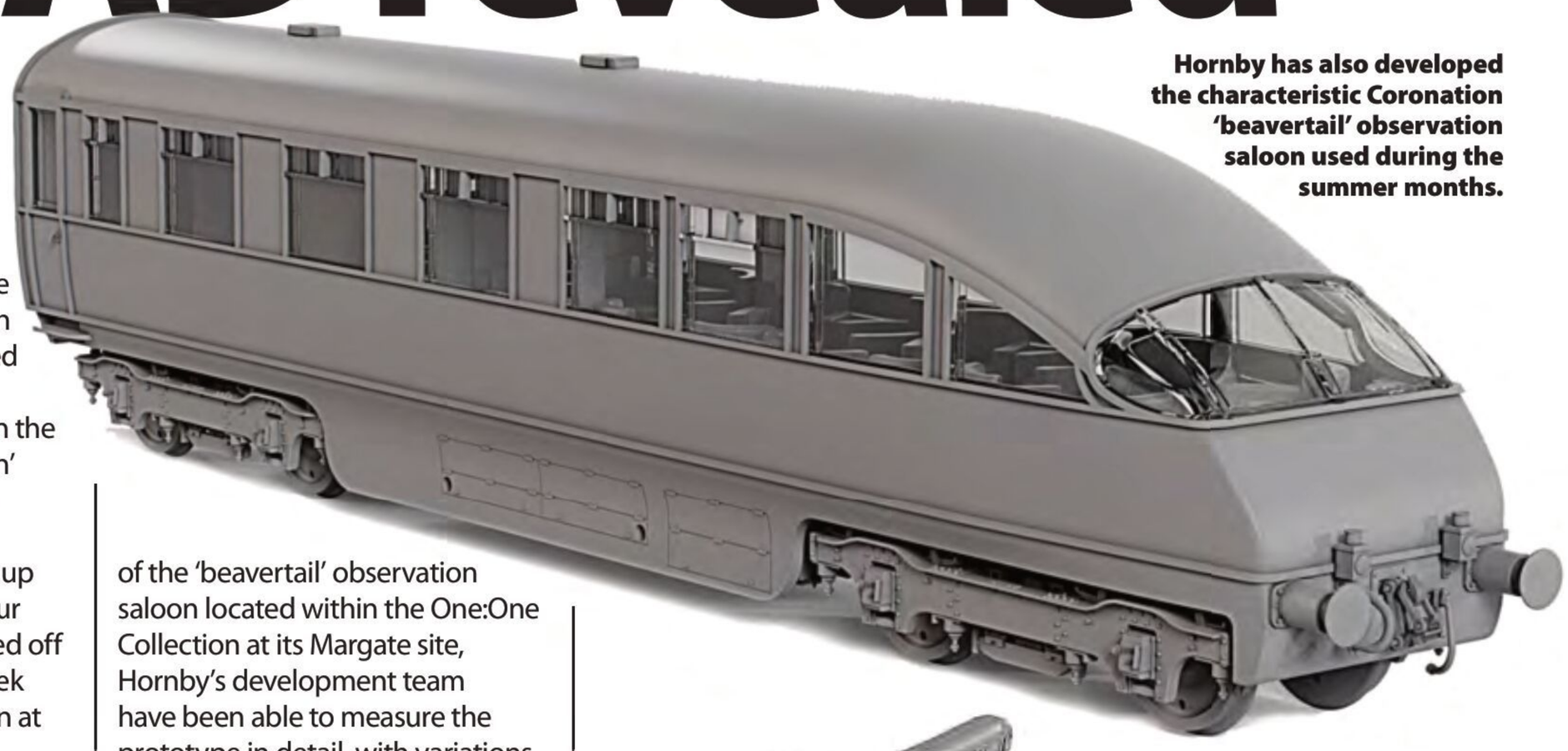
Coronation Coach CAD revealed



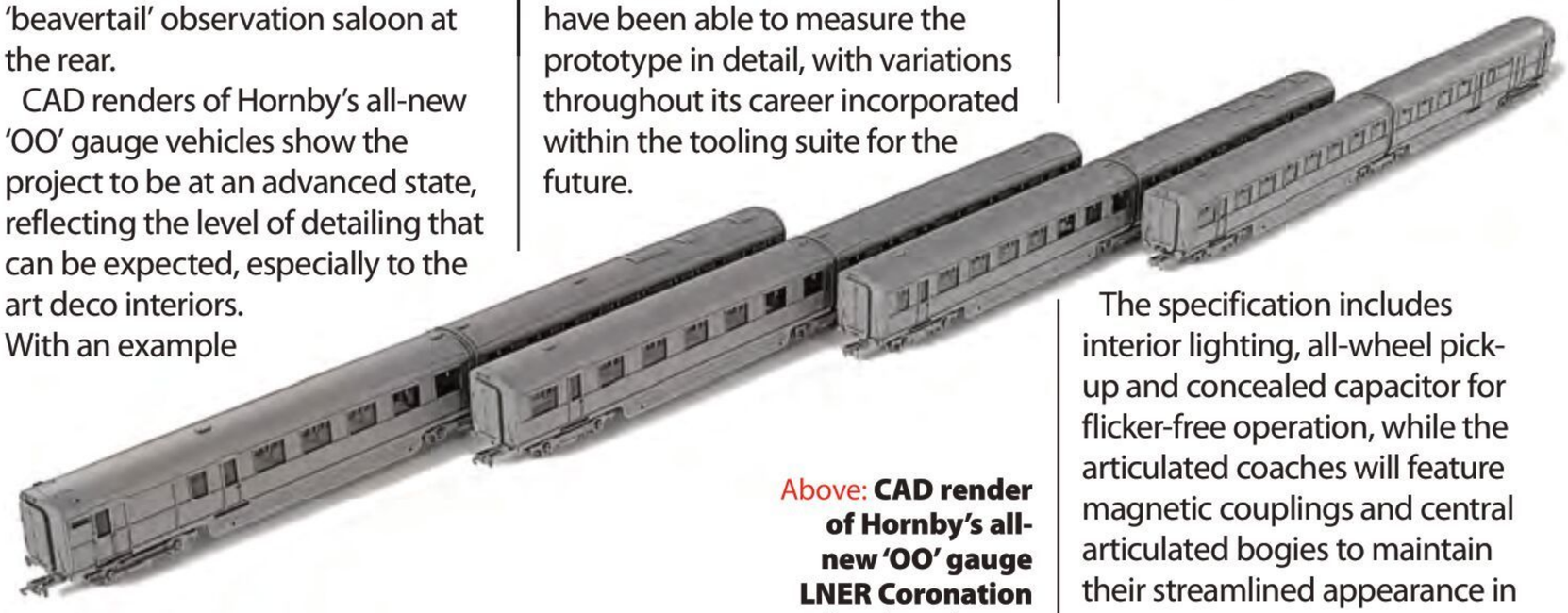
Hornby has also developed the characteristic Coronation 'beavertail' observation saloon used during the summer months.

DEVELOPMENT of Hornby's all-new 'OO' gauge London and North Eastern Railway (LNER) 'Coronation' coaches has progressed to the CAD stage of the process, with the company sharing rendered images of the new models.

Introduced in 1937 for use on the LNER's prestigious 'Coronation' streamlined express between King's Cross and Edinburgh Waverley, nine vehicles made up the special train, formed of four two-car articulated sets topped off during the summer with a sleek 'beavertail' observation saloon at the rear.

CAD renders of Hornby's all-new 'OO' gauge vehicles show the project to be at an advanced state, reflecting the level of detailing that can be expected, especially to the art deco interiors.

With an example of the 'beavertail' observation saloon located within the One:One Collection at its Margate site, Hornby's development team have been able to measure the prototype in detail, with variations throughout its career incorporated within the tooling suite for the future.



Above: **CAD render of Hornby's all-new 'OO' gauge LNER Coronation streamlined carriages.**

The specification includes interior lighting, all-wheel pick-up and concealed capacitor for flicker-free operation, while the articulated coaches will feature magnetic couplings and central articulated bogies to maintain their streamlined appearance in operation.

Four twin articulated car packs are planned featuring a Brake Third and Kitchen Third (Cat No. R40223), twin First Opens (R40224), an Open Third and Kitchen Third (R40225), Open Third and Brake Third (R40226), plus the 'beavertail' observation car 1719 (R40227).

Priced at £108.99 for twin articulated coach packs and £66.99 for the observation car, release is currently slated for autumn 2023.

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

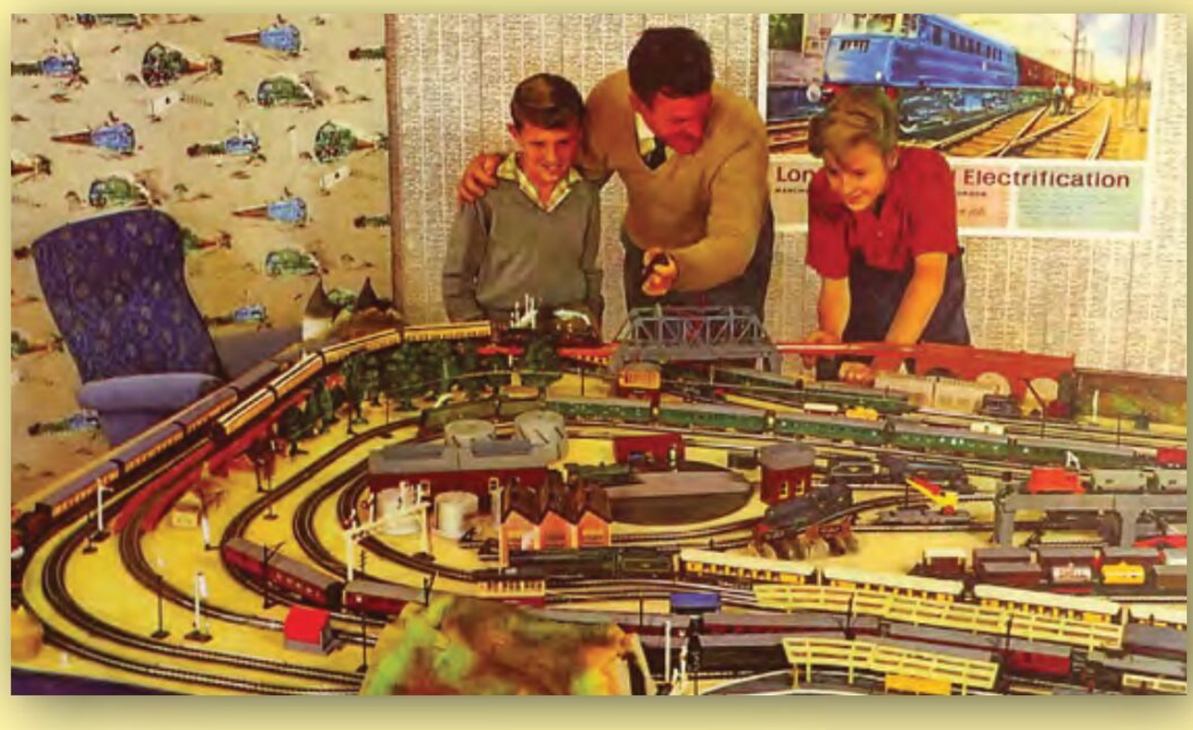
WIN 'THE TRI-ANG RAILWAYS REMEMBERED

HORNBY MAGAZINE is offering the chance to win one of Hornby's limited edition commemorative 'OO' gauge Tri-ang Railways Remembered packs – 'The Victorian' train set (Cat No. R1284M), featuring Great Western Railway (GWR) 'Achilles' 4-2-2 3046 *Lord of the Isles,* two GWR clerestory carriages and a first radius starter oval of track.

The prize is worth £154.99 and the locomotive inside is DCC ready with an 8-pin decoder socket. Please note that as with the original 1960s set it is based on, this pack does not include a power controller.

To be in with a chance of winning one of this limited edition of 1,000 train packs, all you have to do is answer the accompanying question by January 25 2023.

Even if you don't win, Hornby's new 'OO' gauge Tri-ang Railways Remembered 'The Victorian' train sets are available from Hornby stockists and at *www.hornby.com* now. Good luck!



Flying Scotsman at 100 ...new Hornby-Dublo range

Hornby's new die-cast bodied models will reflect *Flying Scotsman* throughout its career, including its modified 1969 USA tour guise with headlight, cow-catcher and bell (R30208).

To celebrate the centenary of Gresley 'A3' 4-6-2 4472 *Flying Scotsman*, Hornby is collaborating with the National Railway Museum (NRM) to create a range of brand new bespoke models to mark this special occasion.

Released under Hornby-Dublo branding, the models have a die-cast body, enhancing the weight and pulling power without compromising detail.

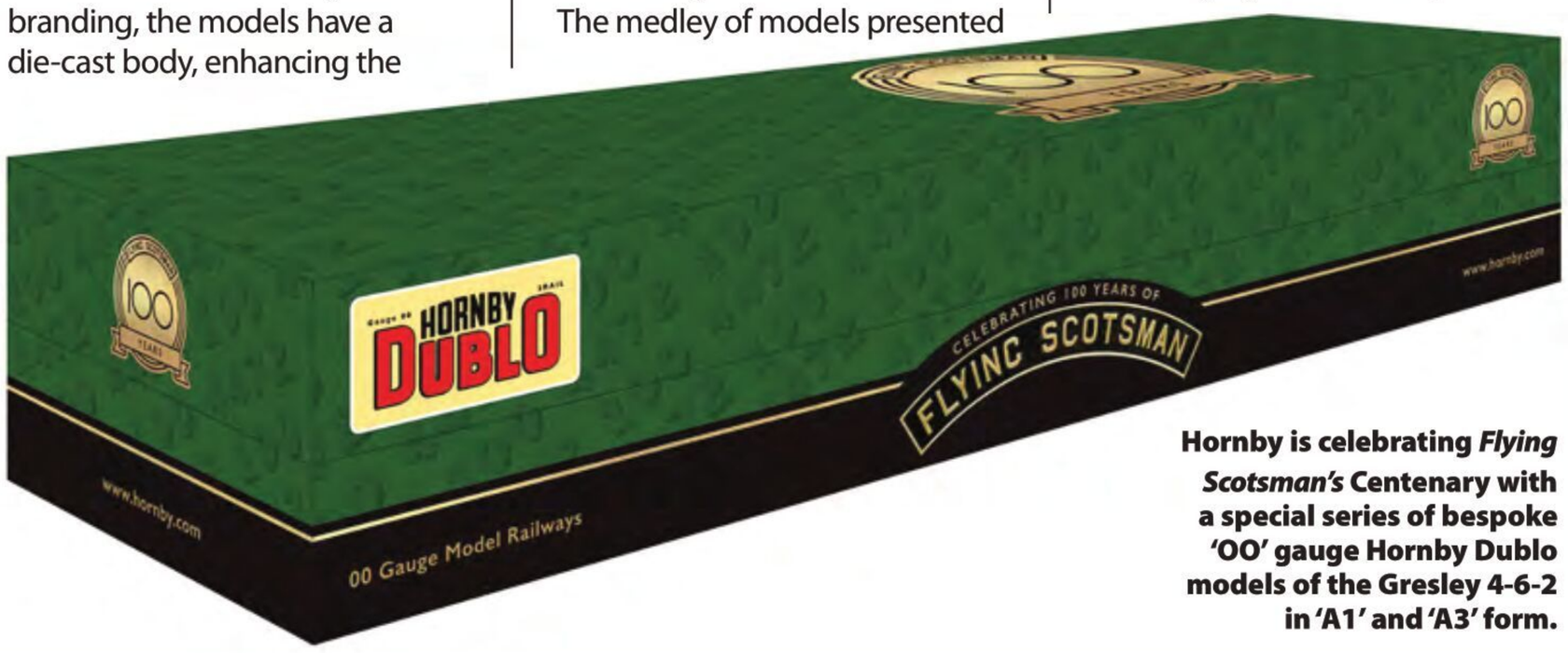
Each is supplied with an 8-pin Digital Command Control (DCC) decoder socket and a new style of locomotive to tender connection, enabling easy coupling while maintaining electrical connection.

The medley of models presented cover all eras of *Flying Scotsman's* career finished as unnamed 'A1' 1472 in 1923 condition in LNER lined green (R30206), 'A1' 4472 *Flying Scotsman* (as it appeared at the British Empire Exhibition in 1924) in LNER lined green (R30207), 'A3' 103 *Flying Scotsman* in post-war (1946) LNER lined green (R30210), 'A3' 4472 *Flying Scotsman* in LNER lined green with banjo dome, streamlined tender and red nameplates (as preserved by Alan Pegler) (R30209) and as 4472 *Flying Scotsman* in 1969 USA tour guise with modifications including distinctive headlight, bell, cow-catcher and second tender (R30208). Finally, it will appear as 'A3' 60103 *Flying Scotsman* in its current preserved state in BR lined green with late crests and German style smoke deflectors (R30211).

Each comes in a special presentation box with bespoke history of the respective model, as well as a commemorative medallion cast in metal.

Prices are set at £362.99, with release anticipated in summer 2023.

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



Hornby is celebrating *Flying Scotsman's* Centenary with a special series of bespoke 'OO' gauge Hornby Dublo models of the Gresley 4-6-2 in 'A1' and 'A3' form.

VICTORIAN' TRAIN SET WORTH OVER £150

QUESTION

In what year did GWR 'Achilles' 4-2-2 3046 Lord of the Isles first enter traffic for the Great Western Railway?

A.1885 **B.**1890 **C.**1895

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 0900 on December 1 2022 and the closing date for entries is January 25 2023 at 1700 GMT. The winner will be notified no later than February 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.

Bachmann reveals...

WINTER 2022

BRITISH RAILWAY ANNOUNCEMENTS

THREE all-new 'OO9' Penrhyn Mainline Hunslet 0-4-0STs lead Bachmann's new release plans this winter, with newly-tooled models of the diminutive prototypes planned.

Bachmann's latest round of British Railway Announcements also includes newly-tooled carriages and wagons for the 'OO' EFE Rail range and a series of new identities across the manufacturer's portfolio of brands covering motive power, rolling stock and buildings in 'N', 'OO', 'OO9' and 'O' scales.

Leading the announcements, the Penrhyn Mainline Hunslet 0-4-0STs are set to appear in original condition as *Blanche*, *Linda* and *Charles* and reflect the three full size locomotives during their time at Penrhyn – albeit with liveries covering different periods up to when two of the three locomotives were acquired by the Ffestiniog Railway in the early 1960s. *Charles* was saved as a static exhibit at the Penrhyn Castle Museum where it resides today.

The three locomotives were built between 1882 and 1893 for use on the Penrhyn Quarry Railway between Bethesda and Port Penrhyn, with *Charles* arriving in 1882, while *Blanche* and *Linda* appeared on the system some years later in 1893.

They will feature a die-cast tank, frames and cab floor to aid their haulage capabilities and also incorporate a coreless motor, all-wheel pick-ups, Next18 Digital Command Control (DCC) decoder socket, NEM coupler pockets and factory-fitted speaker. Each will also feature firebox glow (and flicker on DCC) in a first for Bachmann in the scale, together with a poseable opening firebox door. They will be available DCC ready and DCC sound fitted.

Further detailing includes separately fitted regulator, gauge glasses, handbrake and reversing lever, while etched works and nameplates will also be supplied for fitment by purchasers. Decoration has been enhanced with a new brass paint finish to improve the overall appearance.

Detail differences between the locomotives have also been incorporated within the extensive tooling suite, as well as options to produce the modified locomotives as they appear today, at some point in the future.

Blanche (Cat No. 391-125/SF) is set to appear in early lined black condition as it ran following fitting of the full height cab backsheet in the 1930s with a riveted tank and equipped for right-hand drive, while *Charles* (391-126/SF) will appear in post-1936 lined black

An all-new 'OO' gauge ZCA 'Sea Urchin' engineers' wagon has also been developed for the EFE Rail range.

Bachmann's 'OO' gauge War Department (WD) 'Austerity' 2-8-0 is set to appear in WD khaki green and weathered BR black with DCC sound options for the first time.

Headlining Bachmann's new releases this winter are three all-new 'OO9' scale Penrhyn Mainline Hunslet 0-4-0STs.

New tooling also extends to Bachmann's EFE Rail range, with a set of all-new LSWR cross-country carriages for 'OO'.

A new series of Harbour station buildings has been developed for Bachmann's 'OO9' Scenecraft range, including this main hall.

Bachmann is also re-releasing some long-forgotten Scenecraft favourites in 'OO', including this carriage shed which now features a grey finish.

guise (as preserved) with a welded tank and square cab spectacles. Both will be offered with a pristine paint finish, while *Linda* (391-127/SF) is set to feature a weathered lined black appearance, blackened motion and a duller brass effect, together with a welded tank, as carried between 1951 and 1962.

Priced at £189.95 DCC ready and £289.95 DCC sound-fitted for pristine models, weathered examples are priced at £199.95 and £299.95 respectively. Production

TABLE 1 - BACHMANN 'OO' LOCOMOTIVES AND ROLLING STOCK WINTER 2022

DESCRIPTION	CAT NO.	PRICE
BR 'Western Pullman' 6-Car DEMU (DCC sound) Train Pack	30-426SF	£749.95
Class 158 158761 two-car DMU, BR Provincial (EXPRESS)	31-496	£329.95
Class 158 158761 two-car DMU, BR Provincial (EXPRESS) (DCC sound)	31-496SF	£429.95
Class 158729 two car DMU, ScotRail Saltire	31-498	£329.95
Class 158729 two car DMU, ScotRail Saltire (DCC sound)	31-498SF	£429.95
Class 158901 two-car DMU, BR WYPTE 'Metro'	31-502A	£329.95
Class 158901 two-car DMU, BR WYPTE 'Metro' (DCC sound)	31-502ASF	£429.95
LNER 'V1' 2-6-2T, 7684, LNER lined green (revised)	31-616	£169.95
LNER 'V3' 2-6-2T, 390, LNER lined black	31-617	£169.95
WD 'Austerity' 2-8-0 77196, WD khaki green	32-255B	£199.95
WD 'Austerity' 2-8-0 77196, WD khaki green (DCC sound)	32-255BSF	£299.95
WD 'Austerity' 2-8-0 90074, BR black with late crests (W)	32-259A	£209.95
WD 'Austerity' 2-8-0 90074, BR black with late crests (W) (DCC sound)	32-259ASF	£309.95
BR '9F' 2-10-0 92069 with BR1F tender, BR black with early crests (W) (DCC sound)	32-852ASF	£344.95
BR '9F' 2-10-0 92010 with BR1F tender, BR black with early crests	32-852B	£229.95
BR '9F' 2-10-0 92010 with BR1F tender, BR black with early crests (DCC sound)	32-852BSF	£329.95
BR '9F' 2-10-0 92212 with BR1F tender, BR black with late crests (DCC sound)	32-859ASF	£329.95
BR '9F' 2-10-0 92184 with BR1F tender, BR black with late crests	32-859B	£229.95
BR '9F' 2-10-0 92184 with BR1F tender, BR black with late crests (DCC sound)	32-859BSF	£329.95
LMS 'Fairburn' 2-6-4T 42107, BR lined black with British Railways lettering	32-883	£184.95
LNER Thompson Corridor Second E1029E, BR maroon	34-387	£69.95
LNER Thompson Corridor Second E1435E, BR maroon	34-387A	£69.95
LNER Thompson Corridor Composite E1236E, BR maroon	34-412	£69.95
LNER Thompson Corridor Composite E1229E, BR maroon	34-412A	£69.95
LNER Thompson Brake Corridor Composite E1187E, BR maroon	34-437	£69.95
LNER Thompson Brake Corridor Composite E1193E, BR maroon	34-437A	£69.95
LNER Thompson Brake Corridor Second E16857E, BR maroon	34-462	£69.95
LNER Thompson Brake Corridor Second E16859E, BR maroon	34-462A	£69.95
LNER Thompson Corridor First E11176E, BR maroon	34-487	£69.95
LNER Thompson Corridor First E11185E, BR maroon	34-487A	£69.95
NOTE: (W): Weathered		

TABLE 2 - BACHMANN '009' LOCOMOTIVES WINTER 2022

DESCRIPTION	CAT NO.	PRICE
Mainline Hunslet 0-4-0ST, *Blanche*, Penrhyn Quarry lined black	391-125	£189.95
Mainline Hunslet 0-4-0ST, *Blanche*, Penrhyn Quarry lined black (DCC sound)	391-125SF	£289.95
Mainline Hunslet 0-4-0ST, *Charles*, Penrhyn Quarry lined black	391-126	£189.95
Mainline Hunslet 0-4-0ST, *Charles*, Penrhyn Quarry lined black (DCC sound)	91-126SF	£289.95
Mainline Hunslet 0-4-0ST, *Linda*, Penrhyn Quarry lined black (W)	391-127	£189.95
Mainline Hunslet 0-4-0ST, *Linda*, Penrhyn Quarry lined black (W) (DCC sound)	391-127SF	£289.95
NOTE: (W): Weathered		

TABLE 3 - GRAHAM FARISH 'N' LOCOMOTIVES WINTER 2022

DESCRIPTION	CAT NO.	PRICE
Class 20/0 20064 *River Sheaf*, BR green with red solebar	371-029	£159.95
Class 20/0 20172 *Redmire*, BR blue with red solebar	371-042	£159.95
Class 31/1 31309 *Cricklewood*, BR blue	371-112B	£179.95
Class 31/1 31309 *Cricklewood*, BR blue	371-112BSF	£279.95

is already complete, with the locomotives due to arrive with retailers shortly after this issue of *Hornby Magazine* closed for press.

EFE RAIL

Bachmann's EFE Rail brand is set to be bolstered with a set of newly-tooled 'OO' gauge London & South Western Railway (LSWR) cross-country carriages. Offered as three-coach book sets, each pack will contain two LSWR Digaram 1446 four-compartment Brake Thirds and a LSWR Diagram 1298 seven-compartment Composite coach.

Three packs are planned initially finished as Set 253 (2925+5056+2929) in Southern Railway malachite green (E86013), Set 130 (S2953+S5041+S2955) in BR crimson (E86014) and Set 314 (S2679+S5043+S2981) in BR (SR) green (E86015). Prices are set at £224.95 per pack.

Completing the all-new 'OO' gauge tooling announcements for EFE Rail is the ZCA 'Sea Urchin' four-wheel open engineers' wagon which will appear in EWS and DB Schenker colours in pristine, lightly weathered and heavily weathered forms. Three in each colour scheme are planned (see table for full details).

BACHMANN

Bachmann's 'OO' gauge range will benefit from a series of new identities on existing models including a selection of steam and diesel outline locomotives and multiple units, together with a set of Bachmann's 'OO' gauge LNER Thompson carriages in BR maroon.

Bachmann's 'OO' gauge BR '9F' 2-10-0 returns this winter following modifications to accomodate a PluX22 DCC decoder socket, factory-fitted speaker and digital sound.

Bachmann's 'OO' gauge LNER Thompson coaches gain BR maroon for the first time. Two versions of each carriage – ten in total – are planned.

Bachmann's BR Standard '9F' 2-10-0 is set to return following modifications to enable DCC sound-fitted models to be produced for the first time. The models will now feature a PluX22 DCC decoder socket and come with a factory-fitted speaker. Four models have been added including '9F' 92010 in BR black with early crests (32-852B/SF), 92184 in BR black with late crests (32-859B/SF), 92069 in weathered BR black with early crests (32-852ASF) and preserved 92212 in BR black with late crests (32-859ASF).

Prices are £229.95 DCC ready and £329.95 DCC sound-fitted for pristine models and £344.95 for the weathered DCC sound-fitted example.

Also receiving digital sound for the first time is Bachmann's 'OO' gauge War Department 'Austerity' 2-8-0, finished as 77196 in WD khaki (32-255B/SF) and 90074 in weathered BR black with early crests (32-259A/SF). Prices for pristine models are set at £199.95 DCC ready and £299.95 DCC sound-fitted, while the weathered examples are priced £209.95 and £309.95.

Further reliveries include LNER 'V1' and 'V3' 2-6-2Ts and a LMS 'Fairburn' 2-6-4T (see table for further details).

Bachmann's 'OO' gauge Class 158 two-car DMU returns with three new liveries as 158761 in BR Provincial (Express) livery (31-496/SF), 158729 in Scotrail Saltire colours (31-498/SF) and 158901 in BR West Yorkshire Passenger Transport Executive 'Metro' livery (31-502A/SF). Each is available DCC ready or DCC sound fitted, priced at £329.95 and £429.95.

Keeping the diesel theme, Bachmann's six-car Pullman DEMU is set to return in a train pack in Western Region condition with reversed blue/grey colour scheme. The model features interior illumination, directional lighting and a pair of digital sound-fitted driving cars. Price is set at £749.95.

Finally, for 'OO' gauge modellers, Bachmann's popular LNER Thompson carriages are set to gain BR maroon for their next outing, with Corridor Second, Corridor Composite, Brake Corridor Composite, Brake Corridor Second and Corridor First vehicles planned. Ten vehicles are planned in total – two differently numbered versions of each carriage type.

Bachmann's Graham Farish 'N' gauge Class 31 is set to appear in a number of guises this winter, including 31309 *Cricklewood* in BR blue with white bodyside stripe.

Three Class 158 DMUs are set to bolster Bachmann's 'OO' gauge range this quarter in Provincial (Express), ScotRail Saltire and BR West Yorkshire PTE 'Metro' colours.

GRAHAM FARISH

Bachmann's Graham Farish 'N' gauge range is set to receive a further pair of Class 20/0s and five Class 31s. The Class 20s are due to appear as 20064 *River Sheaf* in BR green with red solebar (371-029) and 20172 *Redmire* in BR blue with red solebar and Thornaby depot kingfisher motif (371-042). Meanwhile, a general release Class 31/1 will appear as 31309 *Cricklewood* in BR blue with distinctive bodyside stripe embellishment (371-112B/SF). This latter model will be available DCC ready and DCC sound fitted.

The DCC ready Class 20s are priced at £159.95, while the Class 31 is priced £179.95 DCC ready and £279.95 DCC sound fitted.

Bachmann is also releasing a further four Graham Farish 'N' gauge Class 31s as sales area exclusive models, with 31130 *Calder Hall Power Station* in BR Railfreight Coal livery (371-136RJ/SF), 31407 in Mainline blue (371-137TL/SF), 31423 *Jerome K. Jerome* in InterCity Mainline colours (371-135DB/SF) and 31466 in EWS maroon and gold (371-137SD/SF).

Each will be available from retailers in one of four specific areas of the UK, in DCC ready or DCC sound fitted forms (visit *www.bachmann.co.uk* for more information).

SCENECRAFT

Bachmann's Scenecraft range of buildings and accessories is set to expand with 25 new items across 'N', 'OO9', 'OO' and 'O' gauges.

Amongst the highlights is a set of 'OO9' harbour station buildings including a booking office, main hall and station toilet/office. Two versions of each are planned in red and cream and green and white.

'N' gauge highlights include a model of Helston engine shed, Highley station cattle dock, a musketeer caravan and an instantly recognisable model of Aidensfield garage.

For 'OO', several long out-of-production models are set to reappear including the corrugated carriage shed and shunter's mess room, the latter model also appearing in the 'O' gauge range together with a present-day diesel servicing point.

See the accompanying table for full details of all the new Scenecraft models.

TABLE 4 - BACHMANN SCENECRAFT NEW RELEASES WINTER 2022

DESCRIPTION	SCALE	CAT NO.	PRICE
Corrugated goods shed	'N'	42-0022	£29.95
Brick lineside hut	'N'	42-0025	£13.95
Weighbridge	'N'	42-0028	£49.95
Helston engine shed	'N'	42-062Y	£49.95
Aidensfield garage	'N'	42-076Z	£49.95
Rendered workers' cottages	'N'	42-125X	£29.95
Highley station cattle dock	'N'	42-145	£32.95
Low-relief modern town houses	'N'	42-218	£38.95
Low-relief station hotel	'N'	42-261	£54.95
Dry stone walling and gate	'N'	42-580	£17.95
Musketeer caravan	'N'	42-582	£21.95
Wigmore Halt concrete platform	'OO'	44-0127	£39.95
Harbour station booking office (green)	'OO9'	44-0169G	£54.95
Harbour station booking office (red)	'OO9'	44-0169R	£54.95
Harbour station main hall (green)	'OO9'	44-0170G	£84.95
Harbour station main hall (red)	'OO9'	44-0170R	£84.95
Harbour station toilet and office (green)	'OO9'	44-0171G	£54.95
Harbour station toilet and office (red)	'OO9'	44-0171R	£54.95
Ballast bins (x2)	'OO'	44-0510	£8.95
Station Master's head	'OO'	44-0515	£7.95
Carriage Shed (grey)	'OO'	44-083G	£74.95
Shunters' mess room	'OO'	44-139	£49.95
Low-relief block of flats	'OO'	44-212B	£99.95
Servicing point	'O'	47-0053	£124.95
Shunters' mess room	'O'	47-139	£94.95

TABLE 5 - EFE RAIL 'OO' ROLLING STOCK WINTER 2022

DESCRIPTION	CAT NO.	PRICE
LSWR Cross Country three-coach pack, SR malachite green	E86013	£224.95
LSWR Cross Country three-coach pack, BR crimson	E86014	£224.95
LSWR Cross Country three-coach pack, BR (SR) green	E86015	£224.95
ZCA 'Sea Urchin' open wagon DC460915, EWS livery	E87018	£37.95
ZCA 'Sea Urchin' open wagon DC460387, EWS livery (light weathering)	E87019	£38.95
ZCA 'Sea Urchin' open wagon DC460164, EWS livery (heavy weathering)	E87020	£39.95
ZCA 'Sea Urchin' open wagon 460006, DB Schenker livery	E87021	£37.95
ZCA 'Sea Urchin' open wagon 460887, DB Schenker livery (light weathering)	E87022	£38.95
ZCA 'Sea Urchin' open wagon 460503, DB Schenker livery (heavy weathering)	E87033	£39.95

Four sales area exclusive 'N' gauge Class 31s are also planned, including EWS liveried refurbished Class 31/4 31466 exclusive to retailers in South Yorkshire, Humberside, East Midlands, East of England and Kent.

Bachmann's Collectors Club also gains a number of new exclusive models including 'OO' gauge Class 47/4 47845 *County of Kent* in Virgin Trains livery.

COLLECTORS CLUB

Finally, several new exclusive models have been added to the Bachmann Collectors Club (BCC) range, including 'OO' Class 47/8 47845 *County of Kent* in Virgin Trains livery in DCC ready, DCC sound-fitted and DCC sound-fitted deluxe formats (35-415K/SF/SFX). Prices are set at £239.95, £339.95 and £369.95 respectively.

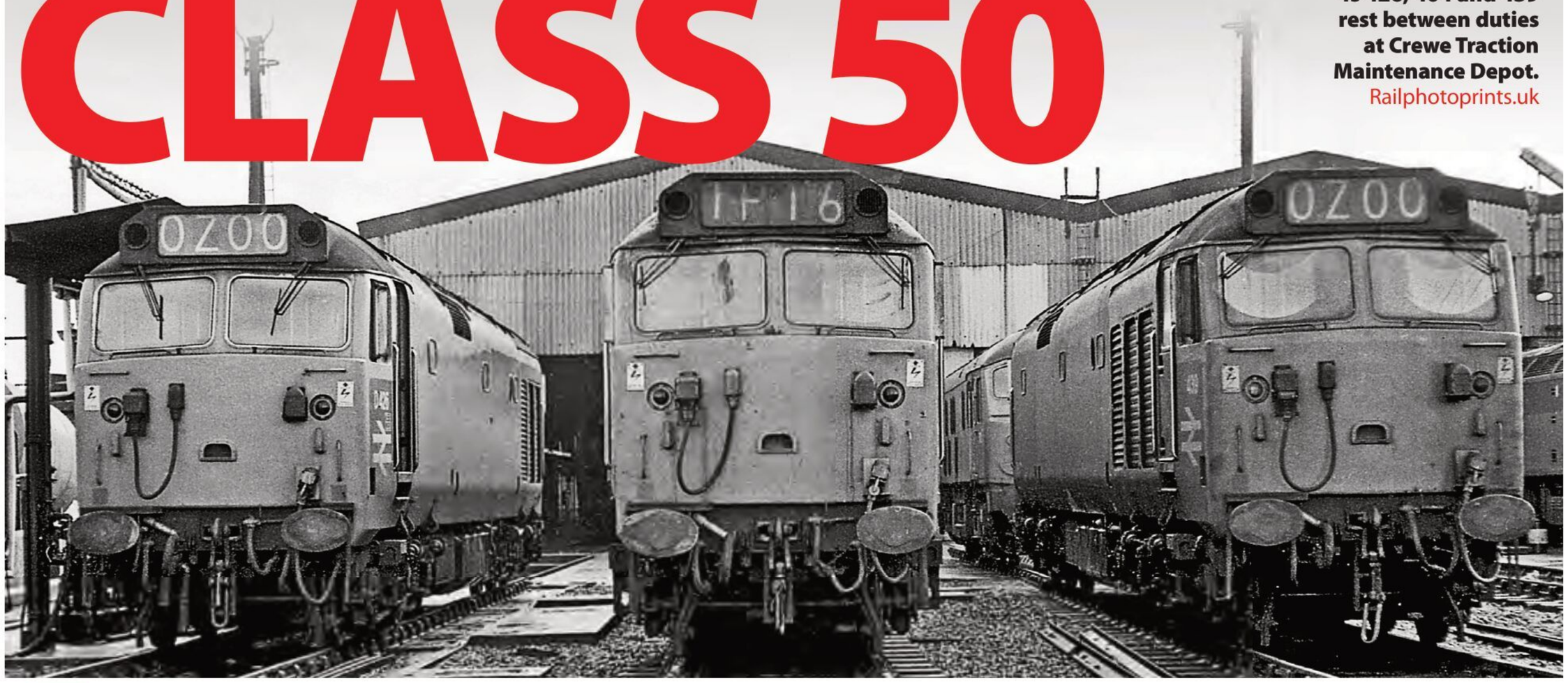
Bachmann's recently-introduced 'OO' gauge South Eastern & Chatham Railway 'Dance Hall' brake van also receives a distinctive departmental colour scheme for its exclusive appearance as DS54466, a Stratford based BR crane crew mess van (38-915K), priced at £49.95 for club members.

'N' gauge modellers aren't forgotten, as the Graham Farish BR Mk 1 BG will appear in 'Northern Belle' colours, numbered 92904 (374-040K) and priced at £45.95.

These three models are available exclusively to BCC members at *www.bachmann-collectorsclub.co.uk*, with orders being taken now.

● **Visit *www.bachmann.co.uk* for more information on Bachmann's new Winter 2022/2023 British Railway Announcements.**

Accurascale launches NEW 'OO' GAUGE CLASS 50



Accurascale is developing a newly-tooled 'OO' gauge English Electric Type 4 (Class 50) diesel. In November 1970, English Electric Type 4s 426, 404 and 439 rest between duties at Crewe Traction Maintenance Depot. Railphotoprints.uk

A 'OO' gauge Class 50 diesel is Accurascale's next ready-to-run locomotive project.

Built at English Electric's Vulcan Foundry at Newton-le-Willows in the late 1960s, 50 English Electric Type 4s were built for use on the northern section of the West Coast Main Line (WCML) in a bid to improve timings over this stretch following the introduction of the accelerated electric service on the route south of Crewe. During their time on the London Midland Region, they could be found on passenger and freight trains.

Following the end of a lease deal with English Electric in 1973 - and with electrification of the northern section of the WCML complete the following year - the gradual migration to the Western Region (WR) was under way, which in turn displaced diesel-hydraulic traction. Later, a major refurbishment programme in the late 1970s/early 1980s gave the locomotives a new lease of life on the Western Region hauling passenger, parcels and engineers' trains – although their reliability was perhaps less than ideal.

Following the formation of Network SouthEast in 1986, they could be found hauling Thames Valley, West Midlands and West of England via Salisbury passenger trains, too, but reliability issues reduced the ranks, with Class 47s drafted in to help. A short-term trial on West Country freight beckoned for one example, renumbered to 50149, although this was later returned to the main fleet. The final class members were officially withdrawn in 1994 following use on high-profile railtours which had resulted in a few 'celebrity' colour schemes being applied. While 18 Class 50s have been preserved, five examples are currently main line registered.

Accurascale's all-new 'OO' gauge model has been in development for three years and adds a third English Electric diesel locomotive to the manufacturer's range, joining the already-released Class 55 'Deltic' and imminent Class 37.

Designed with help from exhaustive research visits to the Class 50 Alliance's fleet based at the Severn Valley Railway's Kidderminster diesel depot, the new models will reflect the fleet across their service career from introduction to the present day.

Detail differences between the various periods modelled have been incorporated into the design for the all-new 'OO' gauge Class 50.

The extensive tooling suite will incorporate optional multiple working equipment, original or plated headcode boxes with marker lights or sealed beam lights, options for original (no headlight), blanked headlight or headlight arrangements, seven or 12-blade radiator fan, wind deflectors, sandbox fillers, early or late cast bogies, roof scavenger port, NRN or GSM-R radio equipment and more. Anomalies are also being catered for such as the missing cab handrails on D400.

Each model will also incorporate a die-cast metal chassis, five-pole motor, twin flywheels, all-wheel drive and pick-up, PowerPack capacitor, metal helical gearbox, 21-pin Digital Command Control (DCC) decoder socket, directional lighting, switchable red and white marker lights, separately switched cab lighting, illuminated driver's desk, engine room illumination, separately applied plastic and metal detailing, scale width wire handrails and sprung buffers. In addition, DCC sound-fitted models will feature factory-fitted twin speakers and a hall sensor for activating wheel flange squeal on corners.

Six models are set to form the initial batch of releases finished as D423 in BR blue, 50006 *Neptune* in BR blue (early refubished condition), 50008 *Thunderer* in Hanson and Hall colours, 50014 *Warspite* in BR large logo blue with black roof, 50017 *Royal Oak* in original Network SouthEast livery and 50021 *Rodney* in BR large logo blue with grey roof and orange cantrail stripe.

Development of the model is at an advanced state with tooling almost complete. An Engineering Prototype (EP) sample is expected early in 2023.

Prices are set at £189.99 for DCC ready models and £299 for DCC sound-fitted examples. Release is anticipated in late 2023.

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

Accurascale's model will feature a die-cast metal chassis, twin flywheels, all-wheel drive and comprehensive lighting pack.

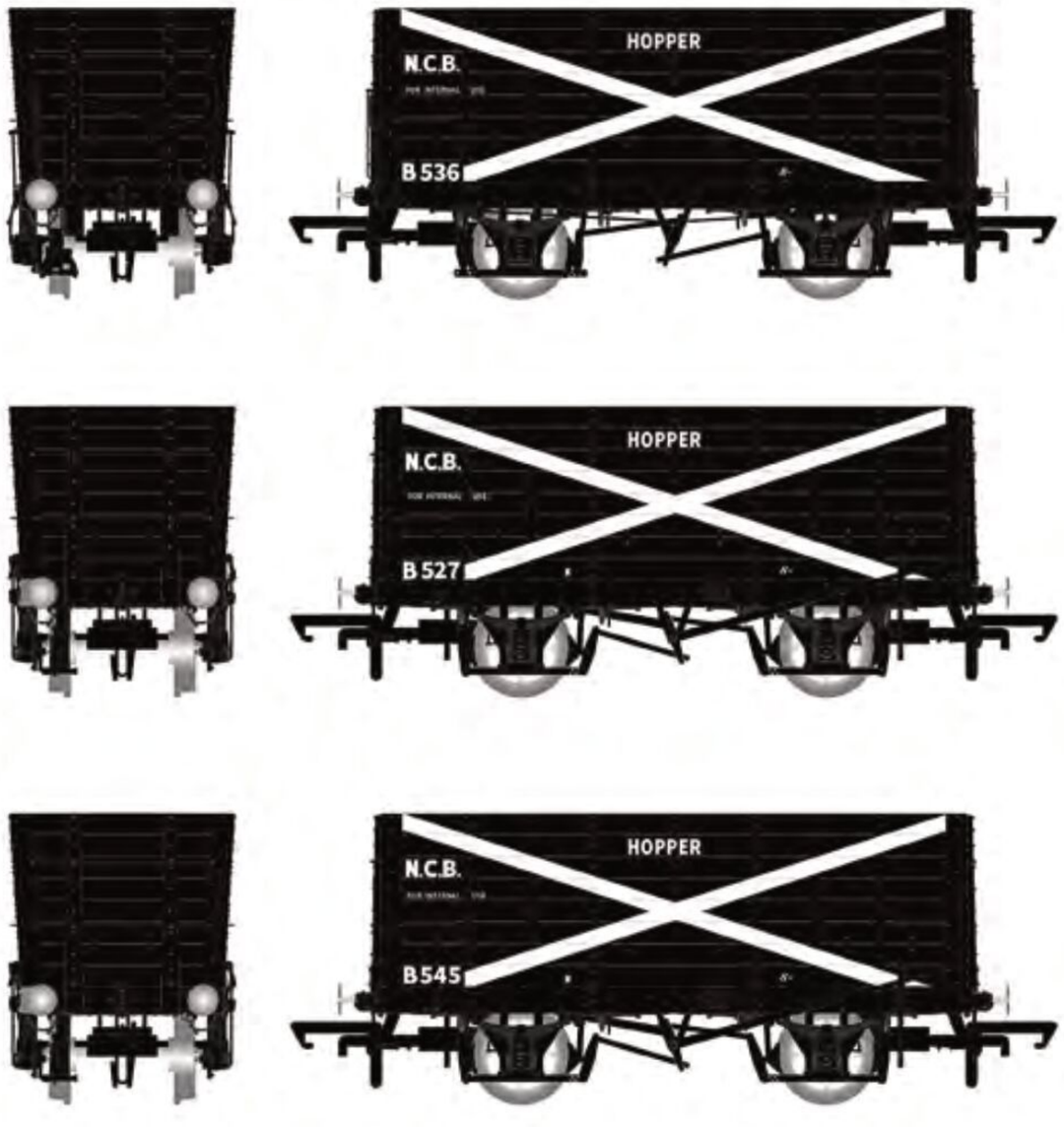
'OO' NER 20 ton
COAL WAGONS
next for Accurascale

Accurascale has developed a series of all-new 'OO' gauge North Eastern Railway 20ton eight-plank hoppers, including Diagram P6, P7, P8 and Q3 wagons.

ACCURASCALE has revealed that it is producing a collection of newly-tooled 'OO' gauge North Eastern Railway (NER) 20ton eight-plank hopper wagons, as part of its Powering Britain range.

Developed by the NER around the turn of the 20th century, these distinctive wagons were developed in quick succession for transporting coal in the North East. They were a compromise by the railway's board, conscious that colliery owners would be resistant to investing in new facilities at the time, so the new wagons were intended to make use of existing arrangements.

Amongst the planned models from Accurascale is the Diagram P7 eight-plank hopper, photographed at Beamish Museum, County Durham in November 2022. Richard Watson.



Colour schemes are set to reflect the wagons throughout their careers including this bold National Coal Board colour scheme.

The new models will feature a die-cast metal chassis, moulded body and separately applied detailing.

The manufacturer is producing the 15ton Diagram P6, 20ton Diagram P7, 23ton Diagram P8 and 23ton Diagram Q3 variants of these characteristic wagons, which bridge the gap between traditional wooden Victorian designs and later steel hoppers. Tooling variations will cover the NER, London and North Eastern Railway (LNER) and early BR periods, as well as National Coal Board (NCB) and internal user versions, which will also reflect detail differences through the years.

Incorporating a die-cast chassis with plastic body, these all-new wagons will feature separately applied wire handrails, brake gear, draw gear and anti-friction gear, chains, lamp brackets, hopper door detail and turned metal sprung buffers. Each will also feature small tension lock couplings set into self-centring NEM housings.

Tooling is complete and any necessary tweaks have been communicated to the factory following assessment of Engineering Prototype (EP) samples.

Available in triple wagon packs priced at £84.95 each, a variety of liveries are set to appear with examples in North Eastern Railway, LNER, BR and NCB colour schemes. Release is expected during the first quarter of 2024.

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

'OO' GWR 'SMALL PRAIRIE' heads Rapido new announcements

Rapido Trains UK is tooling an all-new 'OO' gauge GWR 'Small Prairie' 2-6-2T. On October 31 1959, 'Small Prairie' 5532 heads the 1.10pm Frome to Bristol along the double track section between Mells Road and Radstock on the last day of passenger working. Hugh Ballantyne/Railphotoprints.uk

RAPIDO TRAINS UK has revealed six new model projects across its 'OO' and 'N' gauge portfolios. The manufacturer unveiled its plans at the Warley National Model Railway Exhibition in late November.

'OO' GAUGE

Leading the announcements for 'OO' gauge are an all-new Great Western Railway (GWR) 'Small Prairie' 2-6-2T, with '45XX', '4575' and '44XX' variants planned, together with accompanying newly-tooled 'OO' gauge GWR B-Set carriages, a North Eastern Railway (NER) Worsdell 'Y7' 0-4-0T and a London Midland & Scottish Railway (LMS) Diagram 1666 five-plank open wagon.

Rapido's new range of GWR 'Small Prairie' 2-6-2Ts will see three variants appear in the '45XX', '4575' and, for the very first time as a ready-to-run model in 'OO', the '44XX', which are set to be joined by complementary newly-tooled 'OO' gauge GWR 'B-Set' carriages.

The first 'Small Prairie' 2-6-2Ts appeared in the early 1900s for branch line and lightweight trains, with the last-built example completed in 1929. They worked across GWR territory with the last withdrawn in 1964 and often worked with a pair of B-Set coaches - two non-corridor Brake Composites.

Design work for the 'Small Prairie' 2-6-2Ts is under way and the manufacturer is set to incorporate detail differences and key changes made to the locomotives through the years. Each will feature a Next18 decoder socket, factory-fitted speaker and firebox flicker. Liveries, prices and a planned release date have yet to be confirmed.

Allied to the new GWR 2-6-2Ts, all-new 'OO' gauge GWR 'B-Set-carriages are also being developed. These are currently at the CAD stage of the process and are being produced to Diagram E140, introduced in 1930. These vehicles sported a guard's compartment, a single First Class compartment and five Third Class compartments.

Rapido's all-new B-Set carriages will feature etched luggage racks, full underframe detailing and prototypical differences between First and Third Class accomodation. Colour schemes include GWR, BR crimson, BR lined maroon and BR maroon. See Table 2 for planned identities.

Prices have yet to be confirmed, with release currently scheduled for late 2023/early 2024.

The manufacturer has also announced its intention to produce the Worsdell 'Y7' 0-4-0T. The NER built six of the diminutive locomotives in 1888 to modernise its dockside railways. Classified 'H', more were built in 1891 and again in 1897. A further five were built by the London and North Eastern Railway (LNER) in 1923 when the fleet was reclassified 'Y7'.

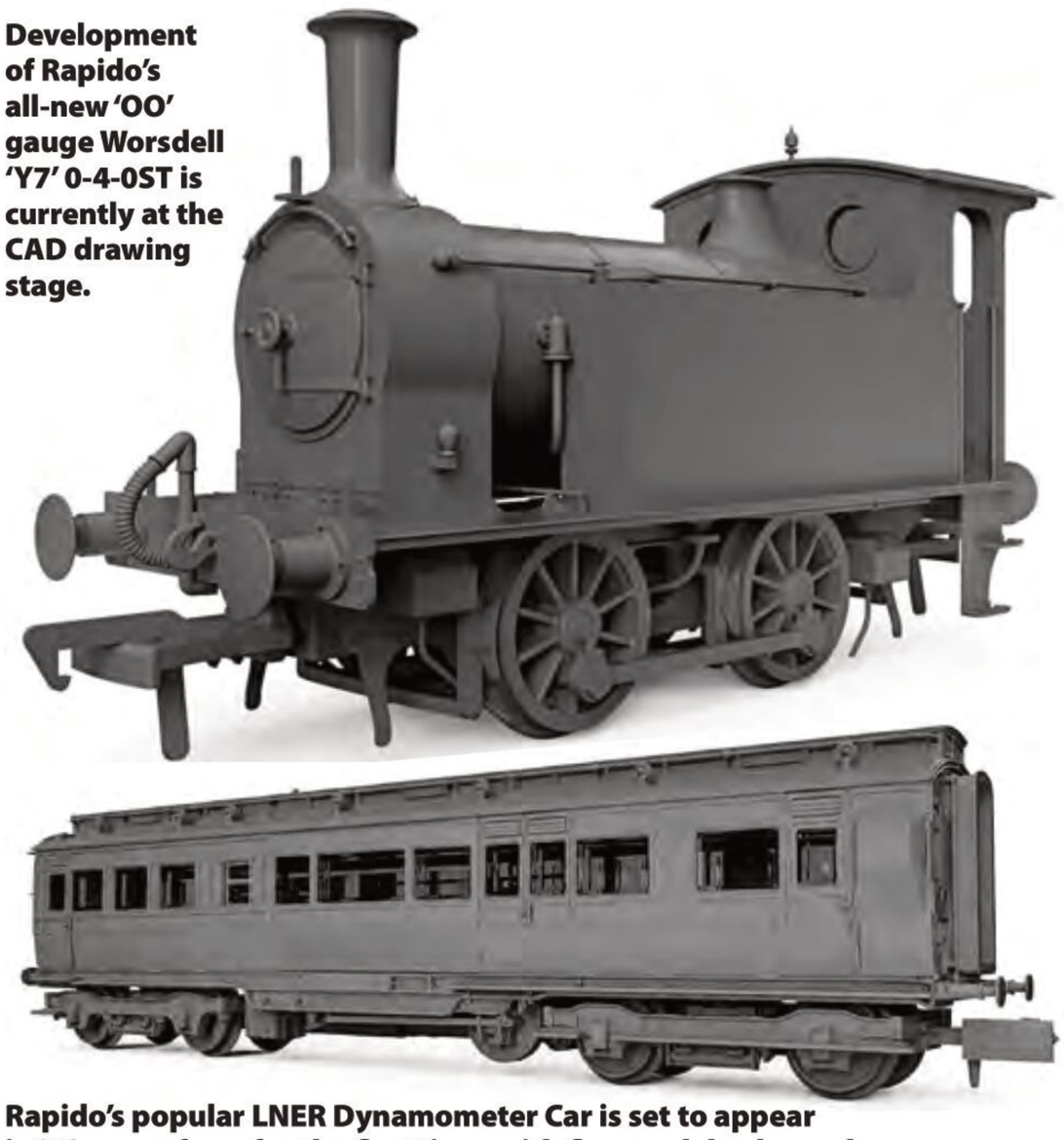
Rapido Trains is incorporating key differences within the tooling suite for the new models which are set to feature a coreless motor, flywheels, a factory-fitted speaker and a new coupler pocket design.

Liveries planned include NER Saxony green, NER lined black, LNER wartime black, LNER black, National Coal Board colours and British Railways black. See Table 1 for full details.

Prices are still to be confirmed, but the company expects tooling to begin in early 2023.

Finally for 'OO' gauge, the manufacturer is adding the LMS Diagram 1666 five-plank open to its growing range of steam era

Rapido is also designing newly-tooled 'OO' gauge GWR B-Set carriages to accompany the 'Small Prairie' 2-6-2T. Six different packs are planned.



Development of Rapido's all-new 'OO' gauge Worsdell 'Y7' 0-4-0ST is currently at the CAD drawing stage.

Rapido's popular LNER Dynamometer Car is set to appear in 'N' gauge form for the first time, with five models planned.

Engineering Prototype (EP) samples of Rapido Trains' newly-announced 'OO' gauge LMS Diagram 1666 five plank open wagon have arrived for evaluation.

wagons.

The LMS built more than 54,000 of these five-plank four-wheeled wagons between 1923 and 1930, based on the Midland Railway's final open wagon design - more than the Southern Railway's entire wagon fleet. A handful survive into preservation.

Rapido is tooling the independent brake version of the Dia.1666 wagons, which will feature three types of wheel – disc, spoked and split-spoked. Liveries planned include LMS grey, LMS bauxite, BR grey and an internal user colour scheme. See Table 3 for full details.

Priced at £32.95 each, delivery is expected in 2023.

'N' GAUGE

For 'N' gauge modellers, the manufacturer is adding the eye-catching London and North Eastern Railway (LNER) Dynamometer Car and an altogether more modern collection of BR OAA open wagons to its range.

Rapido intends to include as much interior and underframe detailing as possible for its 'N' gauge Dynamometer Car – including the distinctive recorder wheel – to match the level of detail achieved with its 'OO' gauge model, although there will inevitably be some compromises.

A selection of accurate and fictional liveries are planned, including LNER and BR colour schemes. See Table 4 for more information.

Priced at £99.95 each, tooling is due to begin soon with release anticipated for late 2023/early 2024.

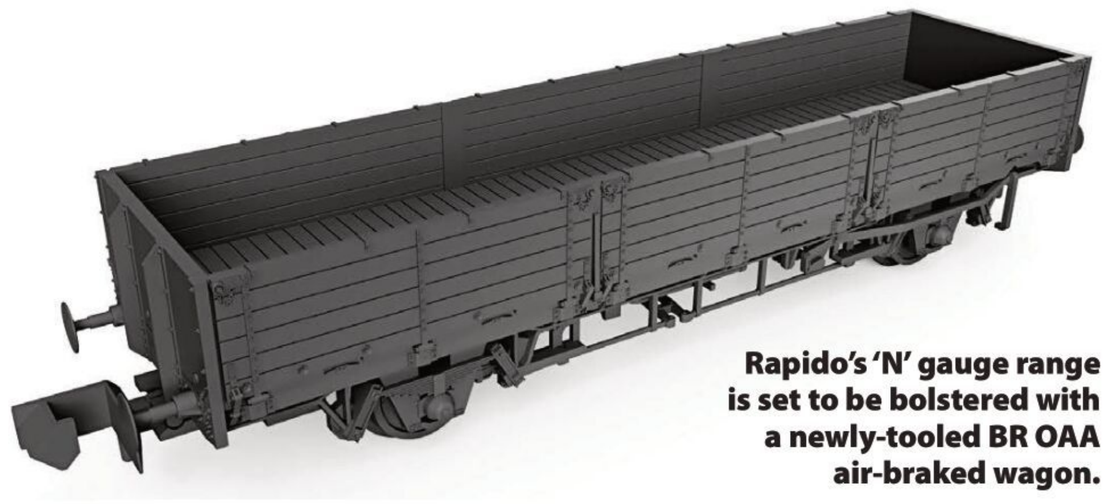
Completing Rapido's new model announcements, the company is to produce an 'N' gauge model of the 45ton air-braked open wagon, better known as the 'OAA'.

The four-wheel 'OAAs' were British Railways' first fully air-braked wagons and had upgraded running gear to cope with higher operating speeds. 100 were built by Ashford Works in 1971.

The models will be available in triple wagon packs with six main range packs available in BR bauxite, BR Railfreight, Civil Link and English Welsh & Scottish Railway (EWS) colours, while a seventh will be offered exclusively through Rainbow Railways in BR bauxite with Corpach Pool lettering. See Table 5 for more details.

Prices are set at £69.95 per pack. Tooling work is planned to start in early 2023 with delivery due later in the year or in early 2024.

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



Rapido's 'N' gauge range is set to be bolstered with a newly-tooled BR OAA air-braked wagon.

TABLE 1 – RAPIDO TRAINS UK 'OO' WORSDELL Y7 0-4-0T

DESCRIPTION	CAT NO.
24, NER original Saxony green	932001
1310, NER Saxony green (as preserved)	932002
1303, NER lined black	932003
129, Darlington Works livery	932004
1800, LNER wartime black	932005
986, LNER black 932006	
1302, LNER black	932007
6, National Coal Board	932008
68089, British Railways black	932009

TABLE 2 – RAPIDO TRAINS UK 'OO' GWR B-SET CARRIAGES

DESCRIPTION	CAT NO.
B-Set 6977/6778, GWR 'shirtbutton' livery (Bodmin Branch No. 2)	946001
B-Set 6457/6459, GWR post-war livery	946002
B-Set 6365/6366, BR crimson	946003
B-Set 6534/6555, BR crimson (Bristol Division No. 49)	946004
B-Set W6989W/W6990W, BR lined maroon	946005
B-Set W6455W/W6456W, BR plain maroon	946006

TABLE 3 – RAPIDO TRAINS UK 'OO' LMS FIVE-PLANK OPEN WAGON

DESCRIPTION	CAT NO.
24361, LMS grey	937001
247185, LMS grey	937002
134946, LMS grey	937003
356761, LMS grey	937004
268515, LMS grey	937005
304008, LMS grey	937006
217624, LMS bauxite	937007
139905, LMS bauxite	937008
304417, LMS bauxite	937009
M156572, BR grey	937010
M234421, BR grey	937011
M133488, BR grey	937012
M101524, BR grey	937013
DM29719, BR grey	937014
No. 84, Internal user livery	937015

TABLE – 4 RAPIDO TRAINS UK 'N' GAUGE LNER DYNAMOMETER CAR

DESCRIPTION	CAT NO.
23591, LNER (1928-1938 condition)	955001
902502, LNER (post-1946 condition)	955002
E902502, BR (post-1949 condition)	955003
DB905202, Railway Technical Centre red/blue (fictional)	955004
E902502, BR lined maroon (fictional – Rails of Sheffield exclusive)	955005 *RoS
NOTE: *RoS Rails of Sheffield exclusive	

TABLE 5 – RAPIDO TRAINS UK 'N' GAUGE BR OAA WAGONS

DESCRIPTION	CAT NO.
BR bauxite triple pack (yellow 'ABN' spot)	956001
BR bauxite triple pack	956002
BR Railfreight triple pack 1	956003
BR Railfreight triple pack 2	956004
Civil Link departmental triple pack	956005
EWS triple pack	956006
BR bauxite triple pack (Corpach Pool lettering)	956007 *RR
NOTE: *RR Rainbow Railways exclusive	

Realtrack Models shows CLASS 142 SAMPLE

Realtrack Models has received the first Engineering Prototype sample of its all-new 'OO' gauge Class 142 two-car DMU.

REALTRACK MODELS has received the first engineering samples of its all-new 'OO' gauge model of the Class 142 two-car 'Pacer' DMU from Accurascale.

The Class 142s were introduced in 1985 with 96 two-car units completed by BREL in Derby. Initially they used Leyland TL engines. Refurbishment was carried out between 1997 and 2003 with the last withdrawn from passenger service in 2020. The Class 142s had a strong association with the North West and South Wales and 26 sets have been preserved.

The new model is being developed to replicate the units in original condition with four-leaf folding doors as well as in later condition with two-piece doors. The specification includes exterior and interior lighting, detailed underframe, low profile mechanism with micro gears to allow for the underfloor parts, BSI couplings and a DCC ready chassis.

Pre-order prices are set at £250 per unit with each production run limited to 200 models. Liveries will cover Greater Manchester PTE orange, BR chocolate and cream, Provincial, Northern, Arriva Trains Wales and Merseyrail schemes with two running numbers available on all liveries apart from the Merseyrail yellow set.

These newly-tooled models will also feature fully detailed interiors.

A release date is still to be confirmed.

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

Dapol 'OO' Hawthorn Leslie EP surfaces

Dapol has received Engineering Prototype (EP) samples of its newly-tooled 'OO' gauge Hawthorn Leslie 0-4-0ST.

This latest addition to the Dapol range models the locomotives built by Hawthorn Leslie between 1899 and 1924 and will feature separately-fitted detailing, die-cast compensated chassis, five-pole skew wound motor, Next18 Digital Command Control (DCC) decoder socket, all-wheel pick-up, die-cast wheels and NEM coupler pockets. Each version will be available in DCC ready and DCC fitted formats.

Nine liveries are planned including 4 *Asbestos* in green lined yellow (Cat No. 4S-024-001), *Henry* in black lined red (4S-024-002), *Invincible* in Maroon lined straw (4S-024-003), 56 in Port of London Authority blue with yellow lining (4S-024-004), NCB blue with straw lining (4S-024-005), *Faraday* in green (4S-024-006), *Spider* in Black Park Colliery green livery (4S-024-007), Newcastle Electric Supply 13 in yellow with chevrons (4S-024-008) and Australian Iron & Steel Co. *Wallaby* in blue (4S-024-009).

Development of Dapol's new 'OO' gauge Hawthorn Leslie 0-4-0ST has reached the Engineering Prototype stage.

Priced at £117 DCC ready and £152 DCC fitted, delivery is anticpated in the third quarter of 2023.

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

Sonic 'OO' LNER 'A5' gains colour

The first decorated samples of Sonic Models' debut 'OO' gauge locomotive, the LNER 'A5' 4-6-2T, have arrived for inspection.

Rails of Sheffield has received the first decorated samples of Sonic Models' debut locomotive for 'OO' – the London and North Eastern Railway (LNER) 'A5' 4-6-2T. The retailer has been appointed as Sonic Models' exclusive retailer.

The first four factory-decorated samples to arrive include 5045 in LNER lined black (S4101-03), 5024 in LNER black with red lining (S4101-05), 69804 in BR black with early crests (S4101-07) and 69820 in BR black with late crests (S4101-08). Further models will also include 373 in Great Central Railway (GCR) lined green (S4101-01), 6 in GCR lined green with LNER lettering (S4101-02), 5167 in LNER lined green (S4101-04) and 69814 in BR mixed traffic lined black with BRITISH RAILWAYS lettering (S4101-06).

Each will feature a heavy die-cast chassis, flywheel, Next18 Digital Command Control (DCC) decoder socket, cube speaker, NEM coupling pockets, sprung buffers and an accessory pack which includes a shovel, rake and dummy screw couplings.

Detail differences are set to include GCR or LNER dome, whistle and smokebox, three-rail or five-rail coal bunker, single or split cab front window, open cabsides or with windows and smooth or rivetted sandbox wrapper.

Priced at £149.95 each, release is expected during late 2022/early 2023.

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

Decorated Met-Vick Co-Bo samples arrive

Decorated samples of Rapido Trains UK's all-new 'N' gauge Metropolitan-Vickers Type 2 Co-Bo diesel (BR Class 28) and associated Conflat P container wagons have arrived for evaluation by the company's development team.

Amongst the Co-Bos planned initially are D5709 in BR plain green (Cat No. 905001/905501), D5711 in BR green with small yellow panels (905002/905502), D5713 in BR green with small yelllow panels (905003/905503), D5707 in BR green with full yellow ends (905004/905504), D5705 in as preserved BR green with small yellow panels (905005/905505), D5701 in BR blue with full yellow ends (905006/905506) and 97281 in BR Railway Technical Centre (RTC) red and blue (905008/905508). They are being produced in DCC ready and DCC sound-fitted forms.

Liveries planned include BR plain green, BR green with small yellow panels, BR green with full yellow ends, BR blue and BR Railway Technical Centre red and blue.

Production is under way, although Rapido says electrical component supply issues for the Next18 decoders have slowed progress slightly.

Prices are set at £119.95 for DCC ready models and £219.95 for DCC sound-fitted examples. No release date has been set.

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

Decorated samples of Rapido Trains UK's newly-tooled 'N' gauge Metropolitan-Vickers Type 2 Co-Bos and Conflat P container flats have arrived for inspection.

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Llanbourne

The North Wales Coast line in the 1980s is the setting for **PETER MANTLE'S** 'OO' gauge layout, which was started in the UK but finished 'Down Under' where it is now based.

PHOTOGRAPHY, JONATHAN NEWTON

1 **Class 40 40122 / D200 approaches Llanbourne on the summer dated 1D32 service from Stoke-on-Trent. Although booked for a Class 47 this service was often worked by 40122 during 1986.**

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	20ft x 10ft	MIDLAND	1980s	DCC, NCE POWERCAB

2 A busy scene at Llanbourne with Class 47 47613 parked up in the fuel road at the head of a rake of TTA tank wagons, while another Class 108 DMU departs on a local service. Meanwhile, 47515 is about to leave with an Inter-City service bound for London Euston.

THE ORIGINS of Llanbourne go back to the mid-1980s. The original plan was a partially copied track plan from a late-1970s model railway annual I had borrowed from my local club's book library. The plan was a small terminus, and what attracted me to it was the centre road between the two main platforms. I liked the idea of having locomotives stabled in the middle road or being able to run around a train while another one was in the other platform.

Originally I had planned to base it in the South West to run my 'OO' gauge Class 33s with Class 37s, 45s, 47s and 50s. I had also started converting some Lima Class 33s to Class 26s and 27s after a visit to Scotland in 1985. So my plan was to run a small Scottish fleet too.

So why model the North Wales Coast in the end? British Rail went through a significant period of change during the mid-1980s and I spent most weekends visiting the area taking photographs and riding behind the disappearing locomotive-hauled services.

The Class 33s were local to me and I have always liked them. I used to go out for Class 45s too, and who doesn't like a Class 37? I was also lucky enough to see some of the last Class 40s, some of which were numbered as Class 97s for the Crewe remodelling project. The Class 25s were also on the way out and I wanted to model them as well.

I decided to stick with a specific time period as I had been repainting locomotives in the then fairly new triple grey sector livery. The late-1985 to mid-1987 period was chosen, allowing me to run a wide range of liveries.

At this point the layout was being built in my parents' loft, starting out with two 8ft x 18inch boards with a 10ft scenic section and small 6ft fiddleyard. Boards were Sundeala with a pine frame. Progress was slow, as I spent more of my time detailing Lima and Hornby locomotives using Craftsman detailing kits and later Howes of Oxford and Shawplan detailing parts. »

Above: **47515 arrives with an Inter-City train from London Euston – the Class 47 replacing electric traction at Crewe. A Class 108 DMU sits in Platform 3 with a Chester-bound service.**

Over the years the layout has been extended a number of times and small radius points replaced with medium examples. Extra width to the station board made room for a small shed and yard, while extending the scenic section on the station end enabled longer trains to be accommodated. The storage yard was also extended and turned through 90 degrees.

I did have the layout up and running at the New Forest Model Railway Society open day back in 1992, which was not long before I moved out to Australia. Considering it was its first and only outing the layout ran quite well. Since being set up in Australia, it has not left the garage as I have no plans to take it to exhibitions.

After several years of being stored in the in-laws' garage we finally moved it to where it is today. I only brought three scenic boards with me, leaving the storage yard boards devoid of track back in the UK.

Since being set up back in 1997, Llanbourne has been further extended. Initially the station board was improved, while the scenic section was reworked with the track re-laid and a curve installed leading to the newly built storage yard. The locomotive depot area was also rebuilt, providing an extra yard siding and more room for a locomotive shed. Once again I used a pine frame, but this time with a plywood top as Sundeala isn't available in Australia.

About ten years ago, I extended the scenic section and added an oil terminal and carriage sidings and the start of a yard which disappears off-scene under a bridge forming the scenic break to the storage yard, which now runs down the other side of the garage.

THE PERMANENT WAY

Track on Llanbourne is Peco code 100 – all but four points are medium or large radius powered by Peco point motors with PL-13 accessory switches, although some have been replaced with Gaugemaster DCC80 Autofrogs. Track is ballasted with Woodland Scenic grey medium and fine ballast and other colours have been mixed in when I have run low. This was glued in place with diluted PVA and a drop or two of washing up liquid, while the new scenic section has had cleaned and sieved ash from the fire added between the running lines which has come up quite well. I remember the sidings at Eastleigh Yard had some pretty fine ash and mud rather than ballast between the sleepers when I worked there as a shunter.

The ballast was weathered to give it that well-used look. Used sleepers, old rail, oil drums, piles of new ballast troughing and other debris also add to the scene. I have installed point rodding too, using the MSE crank etches and stools although I did build some from scratch using plasticard to save money. Rodding is also plasticard – I used the Evergreen 0.20 square rod – and while it took a long time to do and is still not finished, it really adds to the realism and was well worth the effort.

Ratio kits were utilised for the semaphore signalling, some of which were modified to suit the location. They do work by hand but I have not wired them up. The most recent addition on the main line, near the carriage sidings is also a Ratio product but with MSE arms, which add to the appearance. Ground signals are also Ratio but there are some scratchbuilt examples too. There are also two colour light signals by Eckon that I have yet to wire up.

Platforms, canopies and the station building are modified Hornby products, while the overall roof was built from scratch and only completed recently. The signalbox and lineside huts are kits and the 'box is set to be replaced at some point. All the other buildings are scratchbuilt, with plasticard shells covered in Slaters brick sheet. I use Wills windows where I can but the locomotive shed windows were formed from scratch. This shed took ages to complete, as have the terrace

Above: **08695 shunts the oil terminal while 08472 waits to leave the carriage siding on an ECS working to the station.**

Below: **Llanbourne is an imaginary terminus station located on the North Wales Coast. While passenger trains form the mainstay of workings in the area, the adjacent yard is busy with visiting freight and engineers' trains.**

houses which are still a work in progress.

Scenics are polystyrene and plaster bandage, while Woodland Scenics flock is used as a base together with some old carpet underlay for much of the embankments, pulled off in clumps and then glued in place with PVA. Once dry it was trimmed back and other plants and bushes added to complete the scene. The fields outside the railway boundary were covered in flock and static grass of various lengths, while the backscene is hand painted. ID Backscenes' houses have been used closer to the locomotive shed to improve on my painting.

OPERATION

Llanbourne was built with analogue control originally and has isolation sections all over the place. It ran well in this format and my handheld Gaugemaster controller really did do a great job. I resisted the temptation to go Digital Command Control (DCC) when it first came out but I did succumb about nine years ago. I now use an NCE Powercab and find it a good unit. Points are still controlled with the original push buttons on my control panel.

While Llanbourne is a work of fiction, I imagined that Llandudno and Llandudno Junction didn't really exist but Llanbourne did, operating as a through station with terminal platforms. The junction is just off-scene with the main line sweeping left to Crewe and to the right towards Holyhead. Some passenger trains run-round using Platform two, while other trains, mainly the longer Inter-City services, have a locomotive change. Parcel trains also arrive to run round and attach or detach vans normally into Platform four.

Freight uses the loop next to Platform four to run around their trains or shunt. The station area has two sidings used by a local haulage firm for general merchandise which sees VGAs and VDAs dropped off regularly by the daily Speedlink. Other traffic gets tripped by the yard shunter to the main yard, although the train sometimes calls into the yard and drops wagons off, which are manoeuvred later.

Several trains each day terminate in the station and are then taken to the carriage sidings by the station pilot. Freight also calls into the main yard, including a daily oil train which is then shunted into the oil terminal. The main part of the yard is off-scene as are the ends of the carriage sidings. There just wasn't enough room to fit it all in.

ROLLING STOCK

I have tried to get the trains on Llanbourne very close to what was running on the North Wales Coast during the late 1985 to mid-1987 period. The Euston to Holyhead Inter-City trains were formed mainly of BR Mk 2 air-conditioned stock and booked for Class 47/4 power, while the Newcastle, York and Scarborough to Bangor/Holyhead and Trans-Pennine trains are formed of Mk 2a/b/c stock with a Mk 1 full brake on the rear. Class 45/1s and 47/4s are booked power for these trains.

Provincial services are mainly worked by old and new generation DMUs. Locomotive-hauled trains from Cardiff

6 Class 45 45141 arrives into Platform three with the 1E08 Trans-Pennine service from Holyhead. There will be a locomotive change before the train departs to Newcastle.

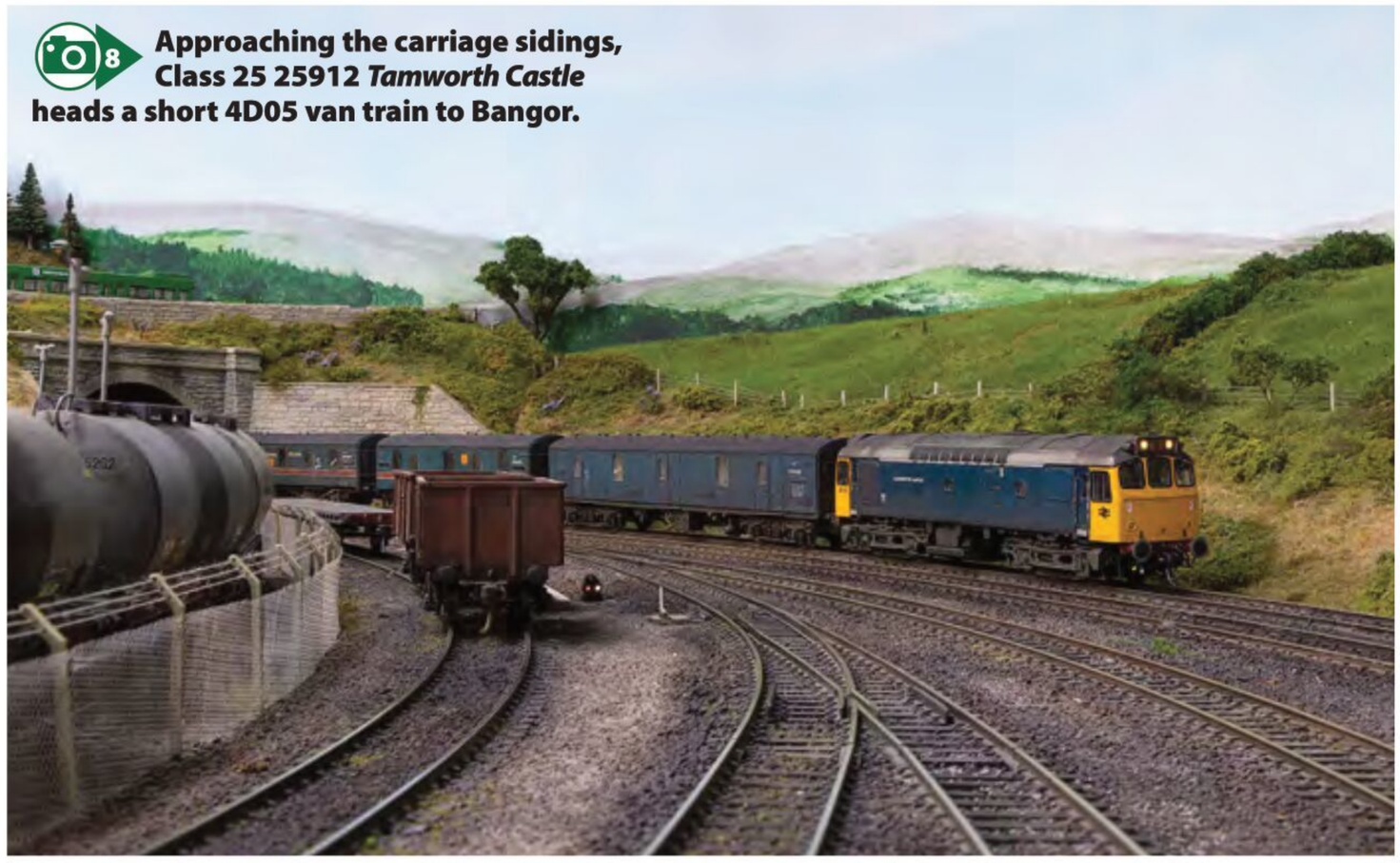
7 Class 33 33202 negotiates the approach at Llanbourne station with the 1D27 from Crewe.

and Crewe to Bangor and Holyhead are formed of Mk 1 stock and booked for Class 33s. Another summer dated service from Stoke-on-Trent is also formed of Mk 1s and booked for a Class 47.

There are also a couple of out and back parcel and postal trains from Redbank to Holyhead and Bangor. Various vans can be seen on these trains and booked power is Class 31/4 or Class 47/4. I also run a Class 37-hauled train from Cardiff to Llanbourne which technically didn't really happen in my time period, but there was a 'Friday only' working in 1989.

The coast was quite busy with freight workings during the mid-1980s and I have tried to cover most of these, though I don't run any intermodal trains as the layout just isn't big enough.

As with the real railway, some trains turn up with the non-booked motive power. »



8 Approaching the carriage sidings, Class 25 25912 *Tamworth Castle* heads a short 4D05 van train to Bangor.

9 Departmental Class 40 97406 (ex 40135) approaches Llanbourne with the 7K11 loaded ballast from Penmaenmawr.

10 Left: **Llanbourne diesel depot and the town yard are kept busy with regular arrivals and departures throughout the day. The yard Class 08 shunter rests while a pair of VGA vans is unloaded alongside.**

11 Right: **Locomotives are serviced within the two-road diesel depot. 33026 and 47613 are stabled between duties, while 97406 is about to be refuelled.**

12 Below: **A Chester bound 108 DMU heads out of the tunnel and onto the more recent section of the layout which features an oil terminal and carriage sidings.**

Normally a no-heat locomotive replacing an Electric Train Heating (ETH) one. Another train on Llanbourne which often turns up with a Class 25 or 31 is the daily Speedlink as this was quite common back in the day.

Modelling a specific time period and location helped me concentrate on stock, I wasn't tempted with some of the newer locomotive liveries but could concentrate on building a fleet suitable to the area. The fleet is decoder fitted. I have a few of each class with sound as I find too many with sound on can be annoying. All stock on Llanbourne is weathered. Wagons are both kit and ready-to-run. The ballast rakes have taken some time to build up but recent ready-to-run 'Dogfish' and 'Mermaid' wagons have strengthened the fleet, along with the Bachmann 'Sealion' hoppers.

Coaches are a mixture of brands. The Mk 1s are all Bachmann with roof ribs sanded down and painted interiors. Mk 2s in the Trans-Pennine rakes are a mix of old Hornby and Lima with flush-fitted windows and again painted interiors. There is also a rake of Bachmann Mk 2s with still more to add, once again with painted interiors and battery boxes refitted closer to the underframe. My Inter-City rakes are trusty old Airfix and Dapol Mk 2Ds and as much as I like the newer models I will stick with these as they still look pretty good, as do my old Mainline Mk 1 Buffets that go in these rakes. Two Lima Mk 3 sleepers also see some use, also fitted with flush glazing and a few other modifications.

"The coast was quite busy with freight workings during the mid-1980s and I have tried to cover most of these, though I don't run any intermodal trains as the layout just isn't big enough."

PETER MANTLE

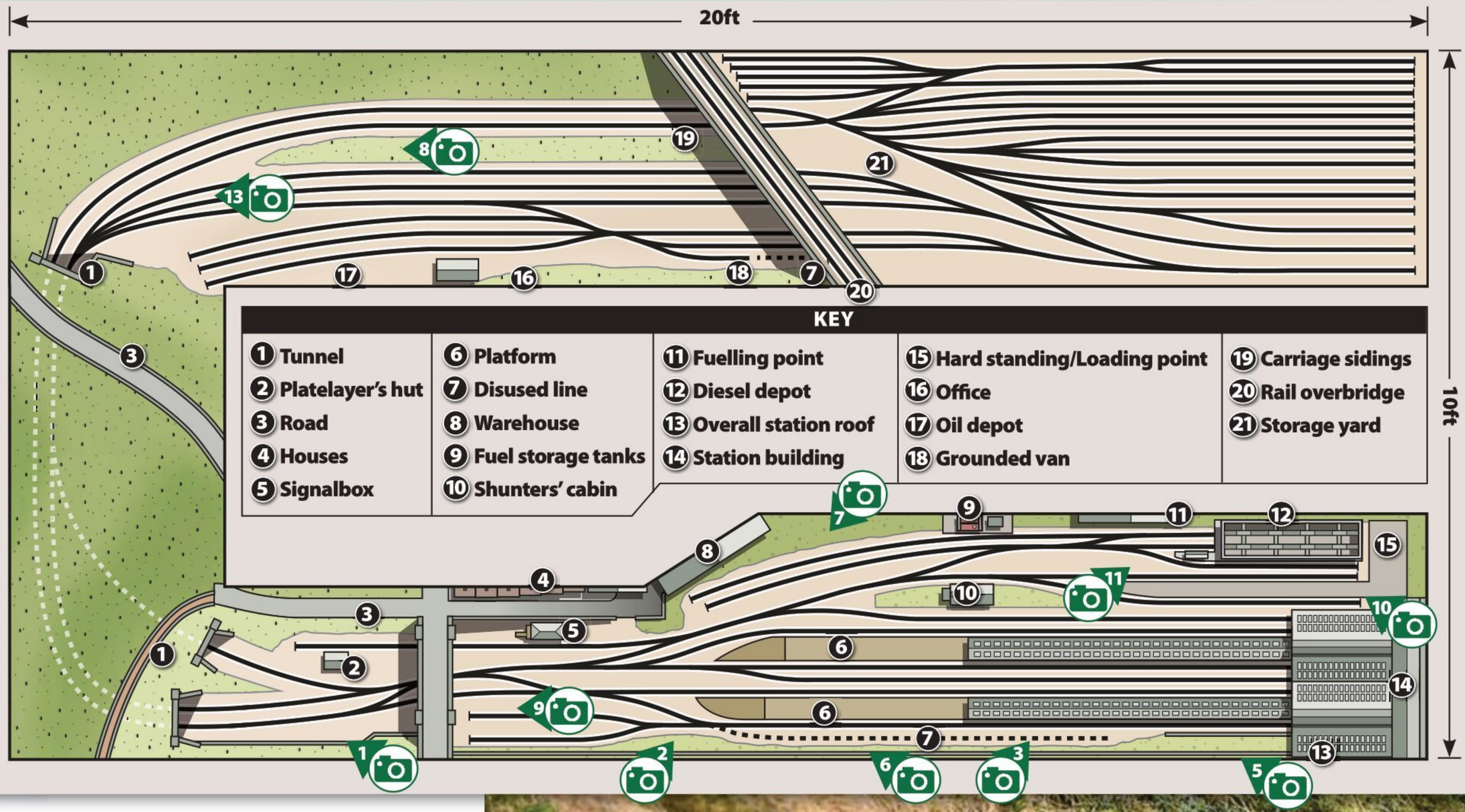
Parcel vans are a mix too. Most are old Lima GUVs renumbered as NJX and fitted with flush windows. I have also done a bogie modification and used Mainline/ Replica bogies and correct size 14mm wheels and cutting the chassis so they sit at the right height. There are also some

Replica Railways Mk 1 full brakes, once again with flush windows fitted and renumbered as NDXs. A couple of Lima four-wheel NPVs repainted into Parcel Express livery also have flush windows and 14mm wheels fitted and the chassis modified. Two Bachmann Mk 1 postal vans and a Southern Pride kit in Royal Mail red livery also appear.

All locomotives have been weathered using photographs as a guide and have crew fitted. I open windows on some locomotives for that extra realism and add other details that manufacturers miss. I still have some older models which have had a fair bit of work, and they still look the part.

All the stock on Llanbourne is fitted with Kadee couplers. I have fitted under-track magnets and electromagnets for hands-free operation and they generally work really well. »

LLANBOURNE TRACK DIAGRAM (NOT TO SCALE)



For the most part the layout is very reliable and with the later extensions I really took my time laying the track, making sure it was level and all rail joints were aligned as flat and straight as possible. I feel this has really helped in reliability and stock rarely derails, unless it's my fault.

NEXT STEPS

The future for Llanbourne is for me to finish off a few more buildings and add more detail to the carriage siding area. Stock-wise it's almost there, though I am still short of a few carriages.

I get real enjoyment when I am running trains to the timetable I have been writing up over the years. It gives running trains a purpose and things just flow better. I have a locomotive diagram board with all the engines required. At the start of each proper running session I allocate a locomotive to all of the diagrams and go from there. I also change out coaches to form different services, as there is not enough room in the storage yard to hold all of the trains. Spare stock is stored underneath in drawers, so it's easy to do.

I mentioned before about a small fleet of Scottish locomotives. I did have a future plan to run Llanbourne as a Scottish terminus and did build up a fleet of Class 26s, 27s and 37s. This was made easier when Heljan released its Class 26 and 27. I still have a few left, but recently I have started to build a small 'O' gauge layout loosely based on Motherwell shed. The layout is wired and running and just needs scenery and buildings.

Other modellers and friends in the UK ask how I go with the spiders and other wildlife here in Oz. The garage does have a few spiders that make it their home. I have had to dispose of a few redbacks

and whitetails which I don't want to risk a bite from. Huntsman spiders, although quite big, are harmless and get rehomed to outside my garage, while there has also been a gecko living behind the light switch for the past few years. I am happy to share my space, as I think he keeps the insect population down, though he does leave little droppings here and there. That's not a problem found on the North Wales Coast line! **HM**

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

13 Above: **The shunters' cabin was built from scratch using plasticard and Slaters brick sheet with Wills windows.**

14 Below: **Class 33/2 33202 approaches at speed whilst working the 1D27 Crewe to Holyhead service. The locomotive will run round in the station before heading back out to Holyhead.**

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Stanier's LMS 'Pacifics'

BUYING GUIDE

Stanier's ground breaking 'Pacific' designs became synonymous with the LMS and have proven similarly popular in model form. **RICHARD HALL** explores the history of 'Princess Royal' and 'Princess Coronation' models.

Hornby's most recent 'OO' gauge tooling of Sir William Stanier's 'Princess Coronation' and 'Princess Royal' 4-6-2s cross the viaduct on *Hornby Magazine's* Topley Dale exhibition layout.

FORMING TWO OF THE most powerful express passenger steam locomotive types to run in Britain, the 'Princess Royal' and 'Princess Coronation' class 'Pacifics' are held in high regard.

In the 1930s, the London Midland & Scottish Railway (LMS) realised it needed a new fleet of locomotives more powerful than the 'Royal Scot' 4-6-0s to handle heavier trains on the West Coast Main Line (WCML).

THE 'PRINCESS ROYALS'

The first 'Pacifics' were the 'Princess Royals' designed by William Stanier and numbered 6200/6201 and 6203-12. 6201 *Princess Elizabeth* came to prominence in November 1936 by powering the fastest and longest non-stop run on the WCML by steam, averaging 70.1mph and setting a record that has never been bettered on the route.

Constructed alongside the first two 'Princess Royals', a third experimental Stanier design was also delivered, becoming known as the 'Turbomotive'. 6202 was outwardly similar to the 'Princess Royals', but featured a steam turbine. The locomotive proved successful after improved draughting with the addition of a double chimney, a feature then deemed unnecessary with the 'Princess Royals'. After a turbine failure in 1949, it was rebuilt as a conventional locomotive with 'Duchess'-pattern cylinders, emerging in 1952 as 46202 *Princess Anne*, although it was unfortunately scrapped after sustaining severe damage in the Harrow and Wealdstone crash on October 8th, 1952.

'PRINCESS CORONATIONS'

Although the 'Princess Royals' were largely successful, there were not nearly enough of them, so in 1937 Stanier responded with a follow-up design - the more refined, advanced and powerful 'Princess Coronation' class, better known by many as 'Duchesses'.

The LMS built 38 of these supremely capable locomotives, 24 with streamlining, which was later removed. In their careers they set power and speed records on the WCML and elsewhere in the preservation era too.

Two 'Princess Royals' - 6201 *Princess Elizabeth* and 46203 *Princess Margaret Rose* - have been preserved, along with 'Princess Coronations' 46229 *Duchess of Hamilton* (in replica streamlined form), 46233 *Duchess of Sutherland* and 46235 *City of Birmingham*.

TECHNICAL DETAILS – HORNBY 'OO' GAUGE 'PRINCESS CORONATION' 4-6-2 (2017/2018)

Manufacturer:	*www.hornby.com*
First released (standard version):	2017 (HM125)
First released (streamlined version):	2018 (HM140)
Description:	Stanier 'Princess Coronation' 4-6-2
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	300mm
Price:	£241.99 (streamlined)
	£241.99 (conventional)
Era:	3-5
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin/21-pin socket
Speaker space:	28mm diameter
Exterior lights:	None
Interior lights:	None
Motor type:	Five pole, skew wound
Flywheel:	None
BR classification:	'8P'
Wheel arrangement:	4-6-2
Haulage capacity (expected):	Eight carriages
Haulage capacity (actual):	Ten Hornby Mk 1 carriages

'OO' GAUGE MODELS

Since the 1940s, Hornby has produced all mainstream 'OO' gauge models of the 'Princess Coronations' in streamlined and unclad form, as well as the 'Princess Royals'.

The former was first issued as Hornby-Dublo three-rail in 1939

with the now-highly collectable model of 6231 *Duchess of Atholl*. Even though the tooling only allowed for locomotives with fully round smokeboxes and de-streamlined split running plates, the model was very highly detailed for its time. The die-cast tooling continued in production with Hornby-Dublo in two-rail format before passing onto Wrenn in the late-1960s. Between Dublo and Wrenn, all major liveries of both streamlined and standard locomotives were produced, with many becoming highly collectable depending on rarity and condition.

The 'Princess Royal' 4-6-2s were first offered in 'OO' gauge by Marks & Spencer through the Rovex brand in 1950, where the new innovation of injection-moulded plastic delivered a mass-production model at an affordable price. Later merging with Lines Brothers' Tri-ang, this relatively semi-scale model continued to be produced by Hornby into the 1980s.

1977 saw Hornby produce an all-new standard LMS 'Duchess', a tooling that would continue in production until 2001. This second-generation model included curved and split running plates. Hornby also produced a streamlined version. First appearing in the 1970 catalogue, the model was perhaps best described as 'semi scale', but continued in production until the late-1990s and provided a good train set representation of the class, appearing in all three main liveries.

Alongside Hornby introducing new tender driven locomotives, 1984 saw a new version of the 'Princess Royal' at scale length for the first time, superseding the then-ageing Rovex model.

With an ever-increasing demand for detail after Hornby's move of production to China in 2000, all-new and accurate models of each LMS 'Pacific' were offered for the first time in 'OO' gauge.

2001 brought Hornby's new locomotive-drive 'Princess Royal' which would be produced in all key liveries until 2011 and was upgraded with a locomotive-mounted DCC decoder socket in 2005. Hornby continued the success of the then 'Super Detail' tier of new tooling locomotives with a model of the standard LMS 'Duchess' in 2002 and featured further finesse and new detail variants not previously offered, including sloping smokeboxes. The 2002 'Duchess' was upgraded further in 2010 with a tender mounted 8-pin Digital Command Control (DCC) decoder and fixed cartazzi axle, and while lacking a superdetailed cab or finer details, still offers a very well-appointed model of the class. Finally,

TABLE 1: HORNBY 'OO' GAUGE LMS 'PRINCESS ROYAL' (2001-2011)

IDENTITY	DCC	YEAR	CAT NO.	NOTES
6201 *Princess Elizabeth*, LMS crimson lake	No	2002	R1057	RTTS, P
6204 *Princess Louise*, LMS crimson lake	No	2003	R2313	
6207 *Princess Arthur of Connaught*, LMS crimson lake	No	2001	R2225	
46201 *Princess Elizabeth*, BR lined black, early emblems	No	2004	R2426	H Ltd Ed.
46201 *Princess Elizabeth*, BR lined green, late crests	Loco	2009	R2823	PWC Ltd Ed.
46203 *Princess Margaret Rose*, BR lined green, early emblems	No	2001	R2226	
46203 *Princess Margaret Rose*, BR maroon, late crests	Loco	2006	R2559	P
46207 *Princess Arthur of Connaught*, BR maroon, late crests	Loco	2005	R2447	
46207 *Princess Arthur of Connaught*, BR maroon, late crests	Loco	2011	R3015	
46208 *Princess Helena Victoria*, BR maroon, late crests	Tender	2011	R2990XS	DCC SF
46210 *Lady Patricia*, BR lined blue, early emblems	Loco	2005	R2448	Weathered
46211 *Queen Maud*, BR lined green, early emblems	Loco	2007	R2616	
46212 *Duchess of Kent*, BR lined green, late crests	No	2003	R2314	

NOTES:

H Ltd Ed	Hornby 2004 Limited Edition
P	As preserved
PWC Ltd Ed	Pete Waterman Limited Edition
RTTS	'The Royal Train' train set
SF	Sound fitted

Hornby retooled the streamlined 'Coronation', which was similarly upgraded for DCC in 2005.

For all three post-2001 toolings, Hornby's models still provide a good representation of the three classes and are still widely available second-hand, usually priced between £80 and £140 depending on age and variant.

In line with the popularity of both LMS 'Pacific' classes and rising expectations for detail in 'OO' gauge, Hornby proceeded to retool each between 2017 and 2019.

TECHNICAL DETAILS – HORNBY 'OO' GAUGE 'PRINCESS ROYAL' 4-6-2 (2019)	
Manufacturer:	*www.hornby.com*
First released:	2020 (HM154)
Description:	Stanier 'Princess Royal' 4-6-2
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	302mm
Price:	£229.99
Era:	3-5
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin socket
Speaker space:	28mm diameter
Exterior lights:	None
Interior lights:	Firebox flicker
Motor type:	Five pole, skew wound
Flywheel:	One
BR classification:	'8P'
Wheel arrangement:	4-6-2
Haulage capacity (expected):	Ten carriages
Haulage capacity (actual):	12 coaches (maximum tested)

Left: **Hornby released its most recent iteration of the 'Princess Royal' 4-6-2s in early 2020, including 46211 *Queen Maud* in BR lined green with late crests and 46207 *Princess Arthur of Connaught* in BR lined maroon with late crests.**

Announced in 2017, Hornby first retooled the un-streamlined 'Princess Coronation' and has currently produced 14 identities in all main liveries since, including accurate combinations of chimney, running plates and tenders. A unique addition to the range was the inclusion of tooling for the final two Ivatt-modified 'Duchesses', 46256 *Sir William A. Stanier F.R.S.* and 46257 *City of Salford* featuring cut down cabs, unique cartazzi axles and roller bearing-fitted tenders amongst a host of variations, these two locomotives have never previously been offered ready-to-run.

The new 'Duchess' also launched Hornby's limited-edition range of Nostalgic Hornby Dublo die-cast limited editions presented in 'candy-stripe' boxes, these models feature all-metal locomotive shells and are highly sought after. 46232 *Duchess of Montrose* (R1283M) and 46250 *City of Lichfield* (R30109) are in the 2022 range. Limited editions of 46229 *Duchess of Hamilton* have also been offered, with the BR gloss maroon edition (R3594) proving particularly sought after. 46245 *City of London* (R3997) also in BR maroon is due for release in 2023.

Hornby supplemented the success of the unclad 'Duchess' in 2018 with a completely retooled streamlined version in 2018. It has offered six identities in LMS Caledonian blue and crimson lake. The model accurately replicated the scale proportions of the streamlined 'Duchesses' for the first time, even supplying both scale and undersized front bogie wheels in order to negotiate slighter curvature. Another first was the provision of super-detailed 'Coronation Scot' carriages, making the sight of an accurate streamlined Caledonian blue LMS set possible for the first time ready-to-run. Only 6222 *Queen Mary* (R30228) features in the 2022 range and an LMS wartime black variant has yet to be offered in this new tooling.

After being out of the catalogue for eight years, Hornby delivered a completely retooled 'Princess Royal' in 2019 and raised the bar for quality even further, even being the first new-generation Hornby model to feature a firebox glow. Another first for models of the 'Princess' was the ability to accurately model the GWR-style fluted slide bars, motion support bracket and piston valves featured on 6200 and 6201. Eight livery variants have currently been offered by Hornby, a large proportion of which have appeared in the popular LMS crimson lake, with only 46201 *Princess Elizabeth* in BR lined black (R1251M) in the 2022 range as part of Hornby's anniversary 'Rovex' trainset.

A final addition to the 'OO' gauge LMS 'Pacific' collection was made by Hornby in 2022 with the addition of the unique prototype 6202 'Turbomotive', offered in both LMS crimson lake (R30134/X) and BR lined black (R30135/X). Never

TABLE 2: HORNBY 'OO' GAUGE LMS 'PRINCESS ROYAL' & TURBOMOTIVE (2019 RETOOL)

IDENTITY	DCC	YEAR	CAT NO.	NOTES
6201 *Princess Elizabeth*, LMS crimson lake	Tender	2019	R3709/X	
6202, LMS crimson lake	Tender	2023	R30134/X	Turbomotive*
6203 *Princess Margaret Rose*, LMS crimson lake	Tender	2021	R30001/X	
6205 *Princess Victoria*, LMS crimson lake	Tender	2021	R3999/X	
6212 *Duchess of Kent*, LMS crimson lake	Tender	2020	R3854/X	
46201 *Princess Elizabeth*, BR lined black, early emblems	Tender	2020	R1251M	Rovex TS
46202, BR lined black, early emblems	Tender	2023	R30135/X	Turbomotive*
46206 *Princess Mary Louise*, BR lined blue, early emblems	Tender	2019	R3711/X	
46207 *Princess Arthur of Connaught*, BR maroon, late crests	Tender	2020	R3713/X	
46211 *Queen Maud*, BR lined green, late crests	Tender	2020	R3855/X	

NOTES:

Rovex TS	Hornby Centenary Rovex train set
*	In development
SOC	Socket

TABLE 3: HORNBY 'OO' GAUGE STREAMLINED LMS 'PRINCESS CORONATION' (2001-2018)

IDENTITY	DCC	YEAR	CAT NO.	NOTES
6220 *Coronation*, LMS Caledonian blue	No	2002	R2206	
6220 *Coronation*, LMS Caledonian blue	Loco	2013	R3092	CSTP
6223 *Princess Alice*, LMS Caledonian blue	No	2002	R2271	
6224 *Princess Alexandra*, LMS Caledonian blue	No	2004	R2788	CTP
6225 *Duchess of Gloucester*, LMS Coronation crimson lake	No	2001	R2179	
6226 *Duchess of Norfolk*, LMS Coronation crimson lake	No	2006	R2531	
6227 *Duchess of Devonshire*, LMS Coronation crimson lake	No	2007	R2659M	RHTP
6229 *Duchess of Hamilton*, LMS Coronation crimson lake	Loco	2016	R3339	NRMSE, P
6235 *City of Birmingham*, LMS Coronation crimson lake	No	2001	R2205	
6239 *City of Chester*, LMS Coronation crimson lake	Loco	2010	R2907	BJFCTP
6241 *City of Edinburgh*, LMS plain black	No	2002	R2270	
6243 *City of Lancaster*, LMS plain black	Loco	2005	R1060	CHTS, Weathered

NOTES:

BJFCTP	Barry J. Freeman Collection 'The Days of Red and Gold' train pack
CHTS	'Coming Home' VE Day 60th train set
CTP	'Coronation' train pack
CSTP	'Coronation Scot' train pack
NRMSE	National Railway Museum Special Edition
P	As preserved

TABLE 4: HORNBY 'OO' GAUGE STREAMLINED LMS 'PRINCESS CORONATION' (2018 RETOOL)

IDENTITY	DCC	YEAR	CAT NO.	NOTES
6220 *Coronation*, LMS Caledonian blue	Tender	2020	R3857	
6221 *Queen Elizabeth*, LMS Caledonian blue	Tender	2018	R3623	
6222 *Queen Mary*, LMS Caledonian blue	Tender	2022	R30228	
6224 *Princess Alexandra*, LMS Caledonian blue	Tender	2019	R3715	
6229 *Duchess of Hamilton*, LMS Coronation crimson lake	Tender	2018	R3677	P
6244 *King George VI*, LMS Coronation crimson lake	Tender	2018	R3639	

KEY:

P	As preserved

before offered in mainstream ready-to-run, the 'Turbomotive' also offers a high level of detail. For any of Hornby's post-2017 tooling 'Princesses' and 'Duchesses', pre-owned prices remain strong, ranging between £150 and £300 depending on livery, condition and rarity.

Preceding Hornby's newest releases, kits have also been produced for all three variants of locomotive from the likes of DJH, Brassmasters and Comet, in addition to highly limited and sought-after Korean brass built models from Golden Age.

'N' GAUGE MODELS

In contrast to 4mm: 1ft scale, fewer model variations of Stanier's LMS 'Pacifics' have been offered in 'N', with the lack of any mainstream model of the 'Princess Royal' presenting one of the most significant gaps in the scale. Langley Models produced a kit for the streamlined 'Princess Coronation', based around a Minitrix 'Pacific' chassis, but no ready-to-run model has otherwise been produced so far in 'N' gauge.

The standard unclad 'Princess Coronation' was first offered by Graham Farish in 1982 and formed an outwardly good representation of the class. Now under ownership by Bachmann, Graham Farish chose to produce an all-new model in 2014 which set something of a benchmark for steam locomotives in this scale.

With a coreless motor, locomotive drive and fine detail, the model is a step ahead of previous 'N' gauge models but like the earlier tooling currently caters only for de-streamlined 'Duchesses', with standard smokeboxes, double chimneys and split running plates (46220-46229, 46235-46248). Ten variants have been produced by Farish, covering BR black, express passenger blue, lined green, lined maroon and LMS-style BR maroon, one of which pairs 46229 *Duchess of Hamilton* in a 1980s 'Cumbrian Mountain Express Railtour' presentation pack with Mk 1 coaches and Ais Gill signalbox (370-500-M3105).

TECHNICAL DETAILS – HORNBY DUBLO 'OO' GAUGE 'PRINCESS CORONATION' 4-6-2 (2020)

Manufacturer:	*www.hornby.com*
First released:	2020 (HM160)
Description:	Stanier 'Princess Coronation' 4-6-2
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	300mm
Price:	£320.99
Era:	3-5
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin socket
Speaker space:	28mm diameter
Exterior lights:	None
Interior lights:	None
Motor type:	Five pole, skew wound
Flywheel:	None
BR classification:	'8P'
Wheel arrangement:	4-6-2
Haulage capacity (expected):	12 carriages
Haulage capacity (actual):	15 coaches (maximum tested)

TABLE 5: HORNBY 'OO' GAUGE LMS 'PRINCESS CORONATION' (2001-2017)

IDENTITY	DCC	YEAR	CAT NO.	NOTES
6230 *Duchess of Buccleuch*, LMS crimson lake	No	2001	R2230	
6232 *Duchess of Montrose*, LMS crimson lake	Tender	2011	R2989XS	DCC SF, FC
6233 *Duchess of Sutherland*, LMS crimson lake	Tender	2011	R2985	BJFTP, FC
6233 *Duchess of Sutherland*, LMS crimson lake	No	2004	R2370	RTTP, P
6233 *Duchess of Sutherland*, LMS black	Tender	2011	R3014	P, FC
6234 *Duchess of Abercorn*, LMS crimson lake	Tender	2013	R3119	FC
6242 *City of Glasgow*, LMS black	No	2003	R2311	Low SB
6246 *City of Manchester*, LMS black	Tender	2009	R2856	Low SB
46225 *Duchess of Gloucester*, BR lined blue, early emblems	No	2004	R2386	Low SB
46228 *Duchess of Rutland*, BR lined green, early emblems	No	2001	R2231	Low SB
46232 *Duchess of Montrose*, BR lined green weathered, late	Loco	2005	R2446	
46233 *Duchess of Sutherland*, BR lined green, early emblems	Tender	2016	R3221	P, SCTP, FC
46236 *City of Bradford*, BR maroon, late crests	Tender	2014	R3241	FC
46237 *City of Bristol*, BR blue, early emblems	Loco	2006	R2553	RSTS
46238 *Duchess of Carlisle*, BR maroon, late crests	Loco	2005	R2444	
46239 *City of Chester*, BR lined green, late crests	No	2003	R2312	
46240 *City of Coventry*, BR maroon, late crests	Tender	2010	R2894XS	DCC SF, FC
46243 *City of Lancaster*, BR maroon, late crests	Tender	2010	R2930	FC
46244 *King George VI*, BR lined green, early emblems	No	2003	R2306	TCTP
46247 *City of Liverpool*, BR lined green, early emblems	Tender	2015	R3195	Low SB, FC
46248 *City of Leeds*, BR maroon, late crests	Loco	2006	R2552	
46249 *City of Sheffield*, BR lined green, late crests	Tender	2008	R2782XS	DCC SF, FC
46251 *City of Nottingham*, BR maroon weathered, late crests	No	2004	R2383	
46252 *City of Leicester*, British Railways lined black	Tender	2008	R2722	FC

NOTES:

BJFTP	Barry J. Freeman 'A Duchess at Carlisle' train pack
FC	Fixed cartazzi wheels
Low SB	Ex-Streamline sloping smokebox
P	As preserved
RSTS	'Royal Scot' train set
RTTP	Royal Train train pack
SCTP	46233 Support Coach train pack
TCTP	'The Caledonian' train pack
SF	Sound fitted

'O' GAUGE MODELS

In common with 'OO' scale, Hornby has a longstanding heritage with Stanier's 'Princess Royals' and 'Duchesses', with both being offered to exacting contemporary standards by Bassett Lowke and later Hornby in 'O' gauge, the original 6201 *Princess Elizabeth* forming a highly prized collector's piece.

More recently, LH Loveless has produced museum-quality 'Princess Royal' and 'Princess Coronation' models in 'O' gauge in very limited quantities. Kits for both classes are also available from Tower Models and Gladiator Models respectively.

While not available second-hand regularly, one of the most accessible and interesting renditions was of the unclad 'Duchess' produced by US-focused manufacturer MTH. Available in both two and three-rail variations, these die-cast metal models captured the powerful lines of the rebuilt 'Duchesses' well, even including DCC sound and synchronised smoke.

From first release in 2008, MTH has produced 6233 *Duchess of Sutherland* in LMS Crimson Lake (20-3368-1), 6232 *Duchess of Montrose* in LMS black (20-3370-1), *Duchess of Atholl* in BR lined blue (20-3371-1), 46230 *Duchess of Buccleuch* in BR lined green and early emblem (20-3367-1) and 46234 *Duchess of Abercorn* in BR lined green with late crest (20-3369-1). Alongside a range of matching

LMS Period III corridor coaches in LMS and BR liveries, these 'Duchess' models offer both a good starting point for 'O' scale and provide an ideal basis for detailing them even further.

TT:120 MODELS

Finally, Hornby unveiled plans to produce an all-new TT:120 scale Stanier 'Duchess' 4-6-2 in mid-October, as part of its new range plans for the scale. Three models are expected initially, finished as 'Princess Coronation' 4-6-2s 6231 *Duchess of Atholl* in LMS crimson lake (TT3010M), 46232 *Duchess of Montrose* in BR lined green with early crests (TT3011M) and 46234 *Duchess of Abercorn* in BR lined green with late crests (TT3012M). The specification includes a three pole motor and Next18 DCC decoder socket, with release currently slated for spring 2023.

HM

● **Read more *Hornby Magazine* Buying Guides at *www.keymodelworld.com/buying-guide.***

Above: **Hornby added its all-new 'OO' gauge LMS streamlined 'Princess Coronation' 4-6-2 in 2018. Here, LMS lined blue 6201 *Coronation* heads a rake of matching coaches on *Hornby Magazine's* 'OO' layout, Topley Dale.**

TABLE 6: HORNBY 'OO' GAUGE LMS 'PRINCESS CORONATION' (2017 RETOOL)

IDENTITY	DCC	YEAR	CAT NO.	NOTES
6231 *Duchess of Atholl*, LMS crimson lake	Tender	2017	R3553	
6231 *Duchess of Atholl*, LMS crimson lake	Tender	2020	R3819	Dublo
6241 *City of Edinburgh*, LMS black	Tender	2019	R3681	Low SB
46225 *Duchess of Gloucester*, BR lined green, early emblems	Tender	2019	R3682	Low SB
46229 *Duchess of Hamilton*, LMS black	Tender	2017	R3597	Low SB, Rails Ltd Ed.
46229 *Duchess of Hamilton*, BR maroon, late crests	Tender	2017	R3594	NCiM Ltd Ed. P
46232 *Duchess of Montrose*, BR lined green, early emblems	Tender	2022	R1283M	Dublo TS
46232 *Duchess of Montrose*, BR lined green, early emblems	Tender	2019	R3642	
46235 *City of Birmingham*, BR lined green, late crests	Tender	2017	R3509TTS	TTS DCC SF
46245 *City of London*, BR maroon, late crests	Tender	2023	R3997	
46250 *City of Lichfield*, BR lined blue, early emblems	Tender	2023	R30109	Dublo
46252 *City of Leicester*, BR lined green, early emblems	Tender	2021	R3918	Dublo
46256 *Sir William A. Stanier F.R.S.* BR maroon, late crests	Tender	2017	R3555	Ivatt
46257 *City of Salford*, BR lined green, late crests	Tender	2020	R3856	Ivatt

NOTES:

Dublo	Hornby die-cast Dublo Limited Edition
Dublo TS	Hornby die-cast Dublo Triang 'The Caledonian' Limited Edition train set
Low SB	Ex-Streamlined sloping smokebox
NCiM Ltd Ed	National Collection in Miniature Limited Edition
P	As preserved
Rails Ltd Ed	Rails of Sheffield Limited Edition
SCTP	46233 Support Coach train pack
TCTP	'The Caledonian' train pack
TTS	Hornby TTS Sound Fitted
SF	Sound fitted

TABLE 7: GRAHAM FARISH 'N' GAUGE (2014 NEW TOOLING)

IDENTITY	CAT NO:
46236 *City of Bradford*, BR black, early emblems	372-185
46226 *Duchess of Norfolk*, BR lined blue, early emblems	372-186
46229 *Duchess of Hamilton*, BR lined green, early emblems	372-181
46221 *Queen Elizabeth*, BR lined green, early emblems	372-181A
46235 *City of Birmingham*, BR lined green, late crests	372-182
46241 *City of Edinburgh*, BR lined green, late crests	372-182A
46240 *City of Coventry*, BR lined maroon, late crests	372-183
46245 *City of London*, BR maroon, late crests	372-184
46228 *Duchess of Rutland*, BR maroon, late crests	372-183A
46229 *Duchess of Hamilton*, BR maroon, late crests	370-500-M3105 CMM

NOTES:

CMM	Cumbrian Mountain Express train pack

TABLE 8: MTH 'O' GAUGE TOOLING (2008 ONWARDS)

IDENTITY	CAT NO.	SPEC.
6233 *Duchess of Sutherland*, LMS crimson lake	20-3368-1	single chimney, no smoke deflectors, standard tender
6232 *Duchess of Montrose*, LMS black	20-3370-1	double chimney, standard tender
46231 *Duchess of Atholl*, BR lined blue, early emblems	20-3371-1	double chimney, extended tender
46230 *Duchess of Buccleuch*, BR lined green, early emblems	20-3367-1	double chimney, extended tender (also available as 20-3586 with LMS BG)
46234 *Duchess of Abercorn*, BR lined green, late crests	20-3369-1	double chimney, standard tender

A BRIDGE TOO FAR?

Generations of modellers grew up seeing pictures of the Tri-ang/Hornby suspension bridge - but can this veteran model work in today's high-fidelity world? **DAN EVASON** explains how he updated it to provide a signature structure.

Dan Evason created this superb 'OO' gauge suspension bridge, utilising a second-hand Hornby model as the basis – to stunning effect.

WITH THE COST OF living currently spiralling, I find that I am increasingly spending more time checking through second-hand model railway listings, where there are quite often a few hidden gems to be discovered.

Recently, I set myself something of a challenge to turn one of my newly-acquired pre-loved purchases – a Tri-ang/Hornby suspension bridge – of early 1970s' design, into something that looks like it has only just been developed and released in 2022.

This model was a staple of lavish catalogue photographs for many years, and while rail suspension bridges are rare in the UK, there's no question that it offered a striking focal point for many train set-based layouts.

Interestingly, the Grand Suspension Bridge kit remains in the Hornby range today and builds into an impressive structure measuring 1372mm long by 80mm high. While it has been designed as a clip together kit, using glue will add rigidity to the end result and reduce the risk of parts falling off.

However, my planned makeover for the bridge wasn't all plain sailing during the build process and I did have to question whether this was a bridge too far - or not. There were even moments when I considered leaving it for another day, or maybe a little longer!

However, with determination and perseverance I managed to bring this super model back to life, using realistic brick embossed plasticard and a wide selection of paints and weathering powders to breath life into this model - together with a fair amount of patience too, as the following step-by-step guide demonstrates. **HM**

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

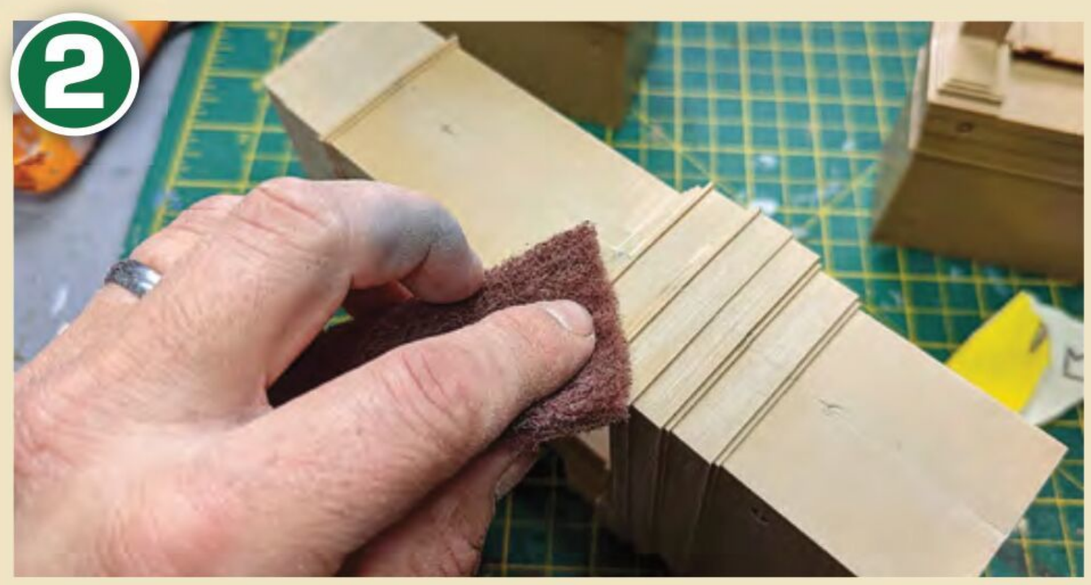
WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Black Soot weathering powder	*www.wwscenics.com*	WSWP-001
Buff Titanium acrylic	*www.daler-rowney.com*	024
Burnt Sienna acrylic	*www.daler-rowney.com*	201
Burnt Umber acrylic	*www.daler-rowney.com*	247
Dark Iron acrylic	*www.tamiya.com*	XF84
Finecast 4mm scale Flemish bond sheet	*www.squires.co.uk*	FBS403
Flat Earth acrylic	*www.tamiya.com*	XF52
Nato Green acrylic	*www.tamiya.com*	XF61
Plastic Weld	*www.gaugemaster.com*	PPC-2P
Red-Brown acrylic	*www.tamiya.com*	XF64
Rust track weathering powder	*www.uk.humbrol.com*	AV0008
Sea Grey acrylic	*www.tamiya.com*	XF53
Skeleton Bone spray paint	*www.thearmypainter.com*	CP3012
UHU POR glue	*www.uhu.com*	UHU40359
Yellow Ochre acrylic	*www.daler-rowney.com*	690

PLEASE TURN FOR STEP BY STEP GUIDE

IMPROVING HORNBY'S 'OO' GRAND SUSPENSION BRIDGE

With the box of components unpacked, it is worth familiarising yourself with how the parts fit together. Once you are confident, it is time to start gluing the bridge support columns together. Superglue was used for speed.



Having glued the four columns together, the joining seams need smoothing with sand paper and a scotch pad. It's worth roughing up the whole column at this point to provide a keyed surface when attaching the brick embossed sheets and weathering.

To start, trim the plasticard brick embossed sheets as replacements for the original stick-on brick decals.This is an important stage and will really make a difference to the overall appearance. Keep it neat, using a sharp scalpel and straight edge.

Once the plasticard is cut roughly to shape, you can begin attaching it to the columns. UHU POR glue was used as it is designed for plastics and allows you time to slide the panels into place before it dries. I started with the insides of the columns, working through each of them until complete.

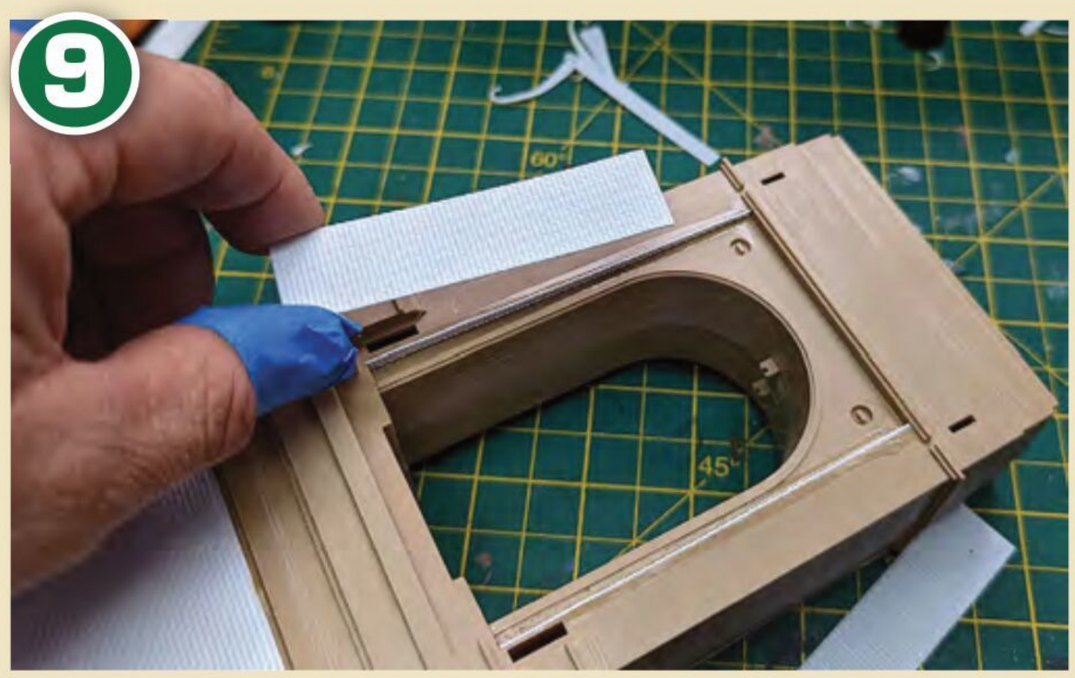
Wait until the plasticard is dry and firmly bonded before trimming the edges flush with the columns. Trim a little bit at a time rather than attempting it in a single movement, as a mistake could ruin your efforts at this stage. Once all four columns are flush, you can move on to the end panels.

The same process is continued here. Work methodically and take your time, making sure the embossed plastic sheet is applied squarely and true. Once applied, leave the end panels to dry.

Once the brickwork is dry, final tidying up can take place. Trim any excess material carefully, and sand or file where needed. Again, small passes rather than attempting one big cut will reap dividends and prevent errors.

Thin strips of brick plasticard are then inlayed on the sides of both arches. I used Plastic Weld glue because of its instant grip and quick-drying properties. Hold in place with the blunt end of a scalpel or tweezers, until the glue takes effect.

Intermediate
Beginner SKILL LEVEL Advanced

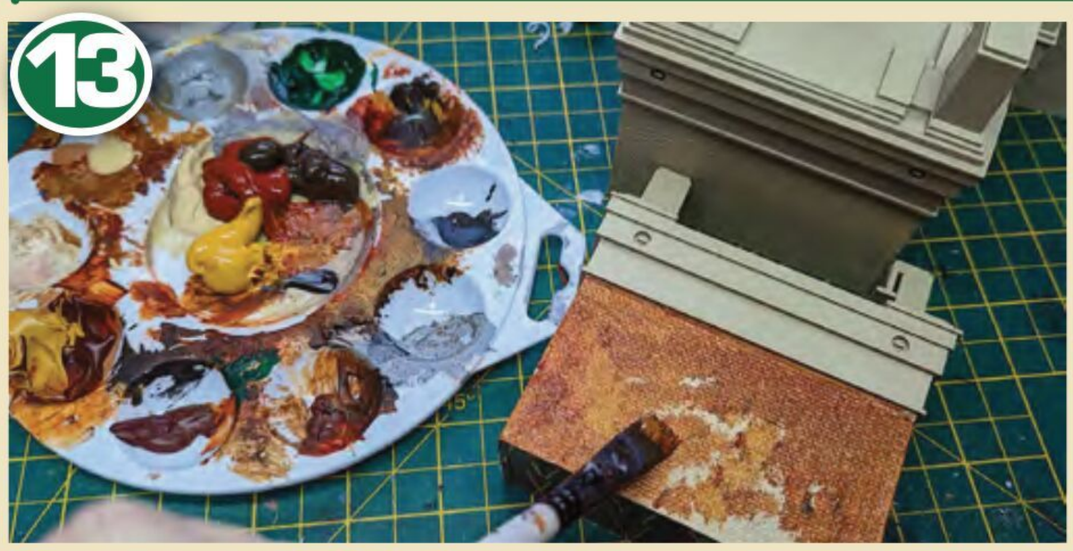


With the narrow inlays attached, trim the front facing sections to be placed on the column and run flush over them, which should help hide any joints.

Having repeated the process for each of the columns, you should then have completed sections that look like this. Leave them to dry fully.

While building the two main columns, the seam line where the two halves meet appeared quite obvious. You could sand and fill this, but I opted to cut two rectangles of 3mm Foamex and stick them over the seams. Once painted, this will blend in with the rest of the moulding.

Next, paint is added to provide a realistic stone effect. An interesting paint shade from The Army Painters range was applied, called Skeleton Bones. This is available as an aerosol spray can.



With the stone paint effect added, you can get creative with the brick effect using Daler Rowney Burnt Sienna, Burnt Umber and Yellow Ochre acrylic paint, together with a large round artist's brush. Apply the paints in a stippled action grabbing different amounts of the three colours as you go for a random brick effect. Take your time for the best effect.

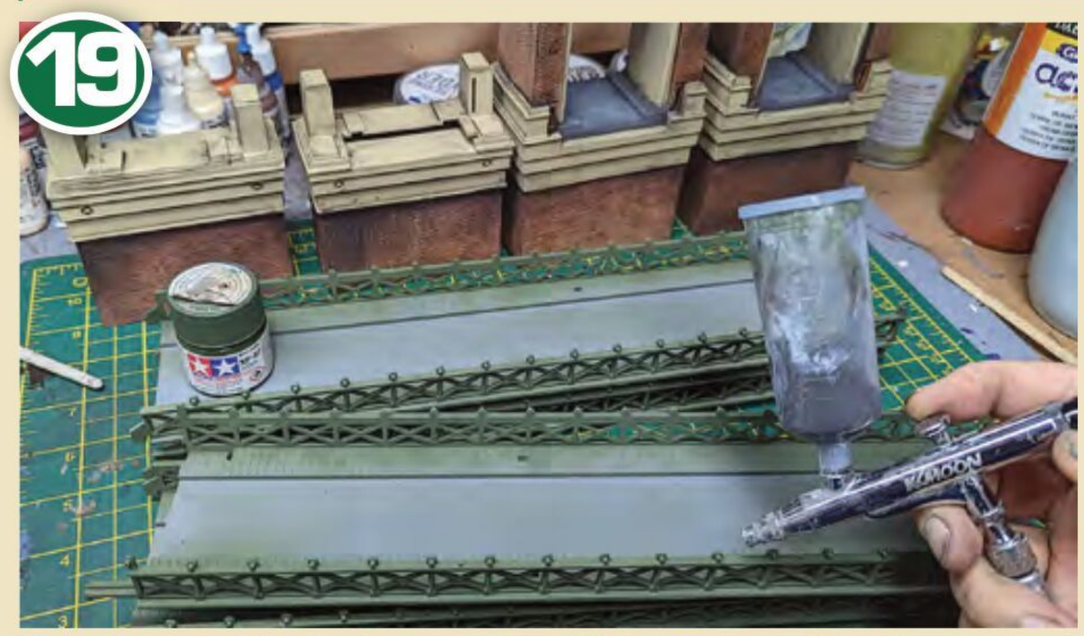
Once the brick effect has been applied, it will need sealing. An off-the-shelf car spray matt lacquer was used for this. Ensure you get good coverage over the brickwork.

Working on a small section at a time, Daler Rowney Buff Titanium was used next, together with a spot of Raw Umber in a diluted mix for the mortar courses.

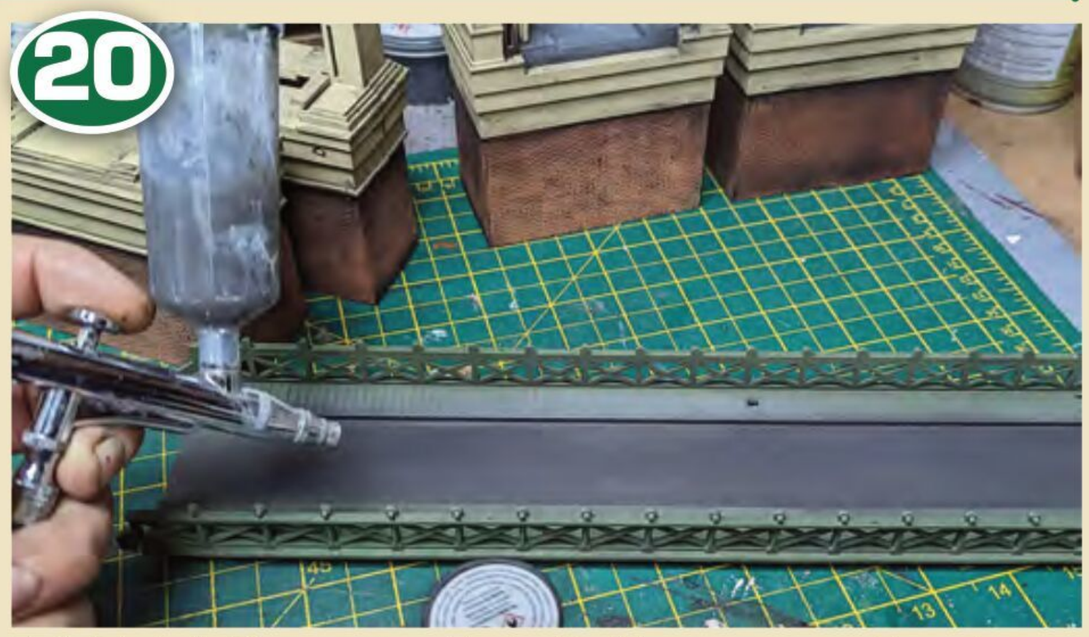
With the mortar paint still wet, use a tissue and your fingertips to remove the excess paint. If you find the technique is removing too much mortar colour, reapply and let the paint dry and thicken a little longer before removing.

Attention now turns to the jointing sections of the rail bridge. I was unsure whether to leave this section stone colour or paint it with a grey concrete finish. In the end I used Tamiya Sea Grey to add colour variation and interest.

To bring the four columns to life, a medium flat brush and a new weathering powder from War World Scenics (WWS) called Black Soot was used, which gives a great grey/black finish. It is always best to apply powders in small amounts and keep adding to it. Also think about how the streaks of dirt would form and where, brushing in a downwards motion for a realistic look.

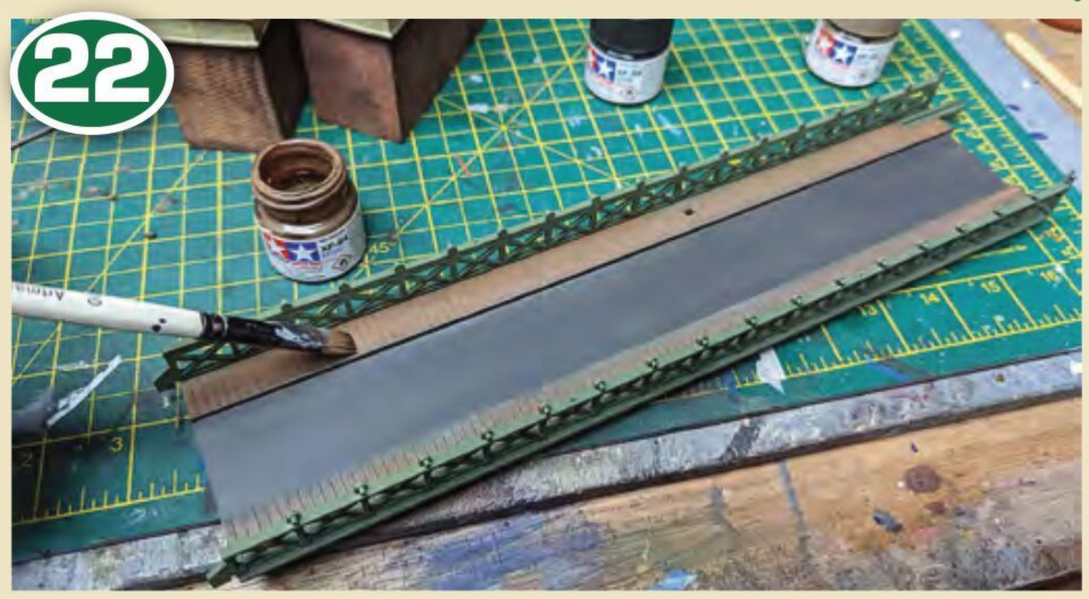


A quick spray of Halfords Grey primer kicks off the work on the cast iron sections of the bridge. I then used my airbrush and painted it Tamiya Nato Green, making sure none of the latticework was missed.



To finish the bridge structure, Tamiya Dark Iron was sprayed in and around where the track will be laid. The paint was applied using an airbrush running at low air pressure to keep the overspray to a minimum.

The suspension cables looked good out of the box, so these were given a light coat of Tamiya Dark Iron, just to bring them to life further.

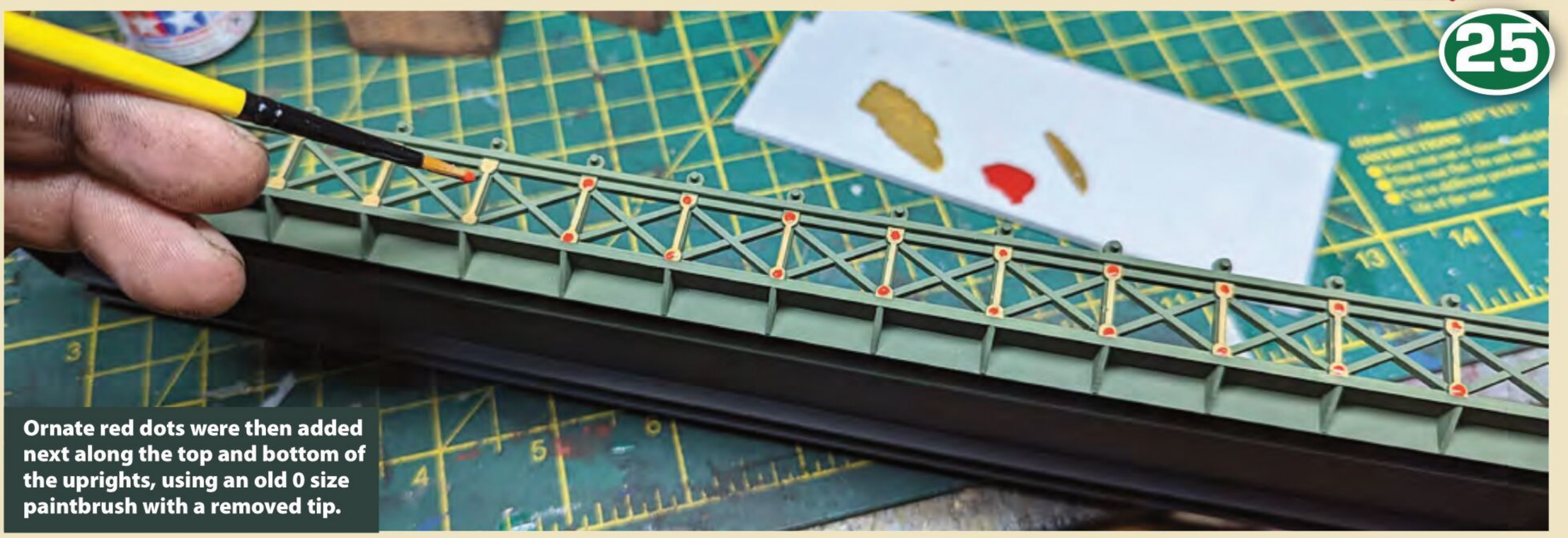


The bridge section also has a wooden walkway either side of the trackbed which had some great detail and textures. Tamiya Red-Brown was used as the base coat. This was applied with a steady hand, making sure not to catch the paintbrush against the railings.

The wooden walkway was finished off with a dry brushing effect using Tamiya Flat Earth. Once applied, this was then left to dry.

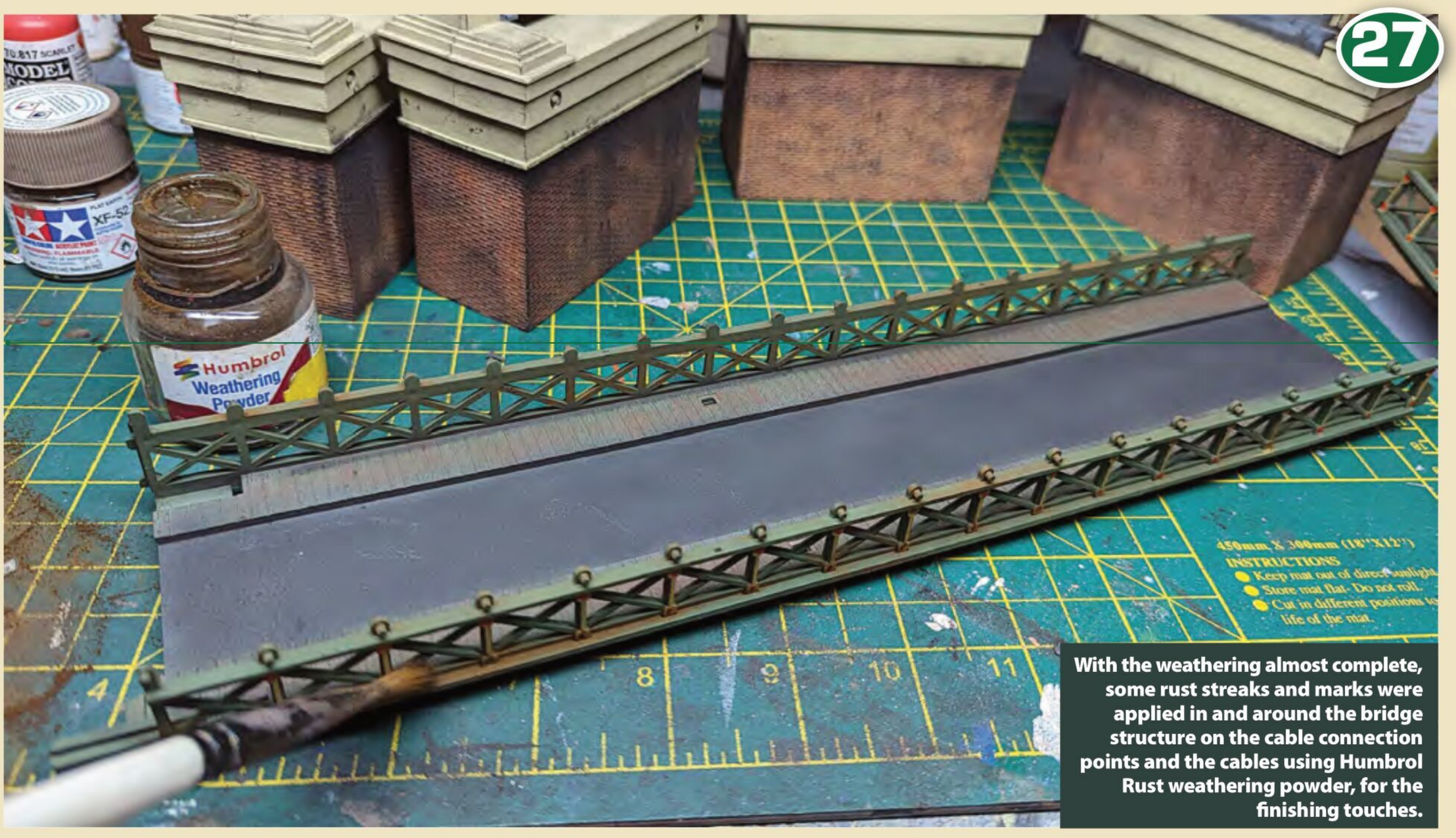
Wanting to really push the bridge's realism, I decided to add some ornate detailing to the sides. Using Tamiya Deck Tan, the bridge's uprights were painted, taking time to keep it neat.

Intermediate
Beginner SKILL LEVEL Advanced



Ornate red dots were then added next along the top and bottom of the uprights, using an old 0 size paintbrush with a removed tip.

Once fully painted, more WWS Black Soot was added to the bridge in and around each of the sections (four in total), focusing on areas that were likely to see high levels of dirt.



With the weathering almost complete, some rust streaks and marks were applied in and around the bridge structure on the cable connection points and the cables using Humbrol Rust weathering powder, for the finishing touches.

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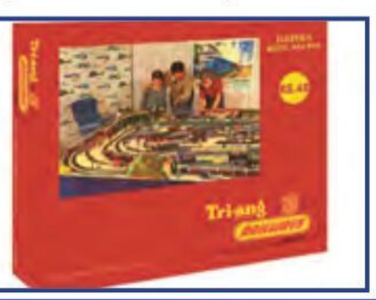

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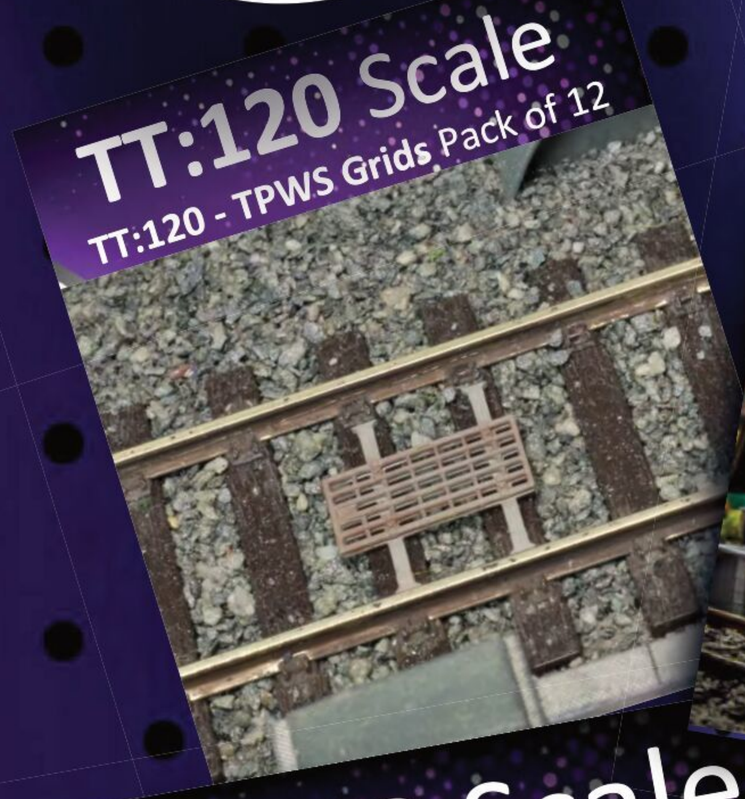

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BRAKE TENDER WEATHERING

With a new selection of Key Publishing's exclusive 'OO' gauge diesel brake tender now available, **TIM COOPER** shows how some gentle weathering can really bring this model to life.

Left: **With a rake of 'OO' gauge 21ton coal hoppers in tow, English Electric Type 3 D6826 propels a Diesel Brake Tender past Swithland Sidings signalbox on *Hornby Magazine's* Quorn Magna exhibition layout.**

Tim Cooper's completed 'OO' gauge Diesel Brake Tender, propelled by English Electric Type 3 D6826, displays its new work-weary appearance as it passes through Quorn Magna station on *Hornby Magazine's* Great Cental Railway inspired layout.

WEATHERING A brand new model can seem a little daunting to some. Understandably, having spent a lot of money on your latest acquisition there is always the chance that something could go wrong – and this is perhaps why some shy away from the technique.

Of course, I'm not suggesting that you start experimenting with a £250+ locomotive as your first project. My starting point for this article coincided with the recent arrival of a new batch of Key Publishing's 'OO' gauge Diesel Brake Tenders and provided the spur I needed to dust down one of my earlier examples of the model to give it a realistic looking weathered appearance.

I've been a keen weathering detailer for about ten years now and in the early days things never went quite how I had planned. I lost count how many times I walked away from a disaster - although they would sometimes leave me with an unexpected result to work on or a particularly unusual effect. Something I quickly learnt is to never fear what you are doing and if things go wrong, quite often they can easily be reversed.

One of my aims was to replicate the weathering styles often seen on highly detailed military models. Choosing the products was a real challenge, initially. There were so many items available and I had little idea what their purpose was. To keep it simple, I selected one main brand – Humbrol's weathering range of powders and washes.

There are three main mediums which are really all you need to consider for basic weathering. They are paint (enamel, oil and acrylic), washes (enamel and acrylic) and weathering powders. To add to these you'll also need to consider varnishes and thinners which can double up as a carrier or fixer for weathering powders.

The colours are a matter of personal choice and with any weathering project I always ensure I have a selection of prototype images for reference. My favourite range of paints is Vallejo Model Air which are widely available in hundreds of shades and hues and – importantly – are more forgiving than enamels if a mistake is made.

Tools are also key here. I have many brushes in a range of styles. Good brushes are essential for detailed work, but worn brushes also have their uses for applying weathering powders and on less fussy work too.

An airbrush is also a very useful tool when weathering models. At first, I feared using it but over time and with a little practice I quickly got used to its capabilities and have since upgraded to a trigger-operated device.

The following step-by-step guide aims to show how you can bring all of these tools, materials and techniques together and give the Diesel Brake Tender a realistic in-service appearance. A mix of enamel and acrylics have been used, with application by airbrush and dry brush methods. **HM**

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

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● A new batch of Key Publishing's 'OO' gauge Diesel Brake Tenders are now available. Three new models have been produced, finished as B964040E in BR plain green (Cat No. HM-DBT-017), B964066 in BR green with small yellow warning panels (HM-DBT-018) and B964113 in weathered BR green with small yellow warning panels (HM-DBT-019).

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PLEASE TURN FOR STEP BY STEP GUIDE

WEATHERING A 'OO' GAUGE DIESEL BRAKE TENDER

1 To start, Revell Light Grey and Dark Green enamels are mixed together to provide a faded green/grey appearance and also double-up as areas of chipped paint.

2 Using a stiff stubby round brush, this mixture is stippled over the model. It's best to wipe as much paint from the brush as possible to allow a nice build-up of layers gradually. Keeping the brush rotating as you apply the paint will prevent a uniform look.

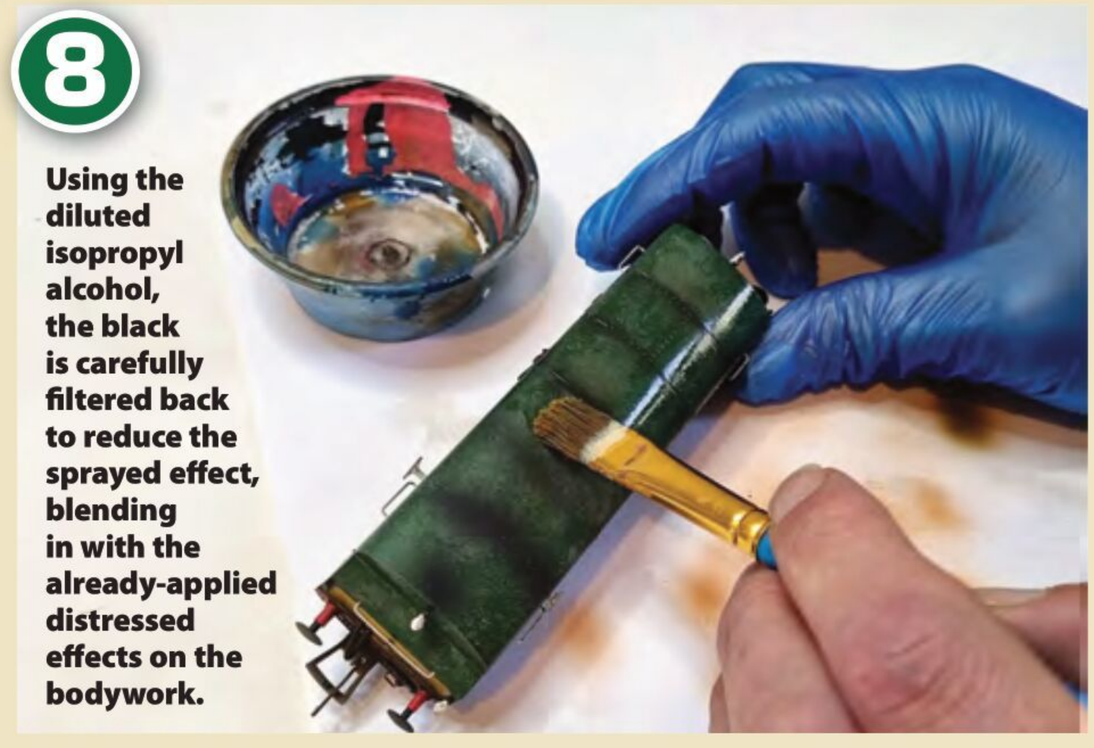
3 Washes play an important part. AK Interactive Dark Wash is ideal for use on green vehicles. This wash is brushed over all areas with raised or sunken detail such as rivets and will often flow on its own in sunken areas with a quick touch in the corner.

4 Once the wash has started to cure - normally after about 20 minutes - it is then filtered back and any areas cleaned up with some AK Interactive odorless thinner.

5 Out comes the trigger-action airbrush and Vallejo Model Air paints. My compressor is set at about 20-25 psi. The first colour is Light Rust for the wheels, followed by a quick pass of Dark Earth on the underframe. The air pressure alone rotates the wheels for uniform coverage.

6 Removal of excess paint and wash is as important as the application. I use a 1:3 dilution of isopropyl alcohol and water which gently removes the acrylic paint layer just applied. This needs to be done within 30 minutes of airbrushing the paint onto the model.

7 Once left to dry fully, more fine airbrushing is done with Nato Black, picking out the panel lines with a fine line of paint from the airbrush. Take your time and keep a steady hand on the trigger.



8 Using the diluted isopropyl alcohol, the black is carefully filtered back to reduce the sprayed effect, blending in with the already-applied distressed effects on the bodywork.

Intermediate
Beginner SKILL LEVEL Advanced

Once the model has been left to dry fully, the overall effect now appears less exaggerated, with the eye drawn to the panel lines where much of the 'dirt' is now ingrained.

Next, a light mist of Dark Earth is added to help blend all the paint and washes together. A few gentle wafts of the airbrush should be enough.

To highlight areas on the underframes, a very light mist of Pale Blue Grey was applied to the model. Be gentle here as it is for highlights and don't use too much.

The next stage is to replicate oil build-up on the model using Nato Black, applied with the airbrush. Light spots in key areas are the aim here, such as axle boxes.

Buffer grease is added using a combination of white and black weathering powder. A cotton bud is dipped into gloss varnish and then into the powders before pressing it onto the buffer head.

The worn silver is applied using a fine tipped stubby brush loaded with Vallejo Model Air Aluminium around the outer portion of the buffer. This will result in a realistic metal effect.

The completed model should then look something like this, with the bufferheads completed and your work-weary Diesel Brake Tender ready for service on the layout.

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Chinley

The Midland Main Line in the 1950s inspired **HARRY FIELDING** to recreate this famous location in 'OO' gauge.

PHOTOGRAPHY, MIKE WILD

1 **Reflecting a raft of Midland motive power, a Stanier '8F' 2-8-0 passes through Chinley station with a rake of ICI bogie hopper wagons, as a 'Black Five' 4-6-0 approaches on a stopping service, while a '4F' trundles towards the station on a mixed goods.**

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	27ft x 11ft	MIDLAND	1950s	DCC, MERG CANCAB

Now at rest in the bay platform, Fowler '2P' 4-4-0 40626 awaits its next departure as Beyer Garratt 2-6-0+0-6-2 47986 thunders past at the head of a rake of empty hopper wagons.

I HAD ALWAYS ENVISAGED THAT on giving up work I would build my own perfect home retirement layout. I had spent 20 years of home alone modelling – never getting anyway near even half completing a layout in freezing cold or boiling hot lofts or garages before a house move meant ripping everything up. Then I had 25 years of club modelling at the High Wycombe and District Model Railway Society (HWDMRS) where I was totally involved with their large exhibition layouts – particularly Hinton Parva (HM8) which featured two 70 wagon Garratt hauled trains.

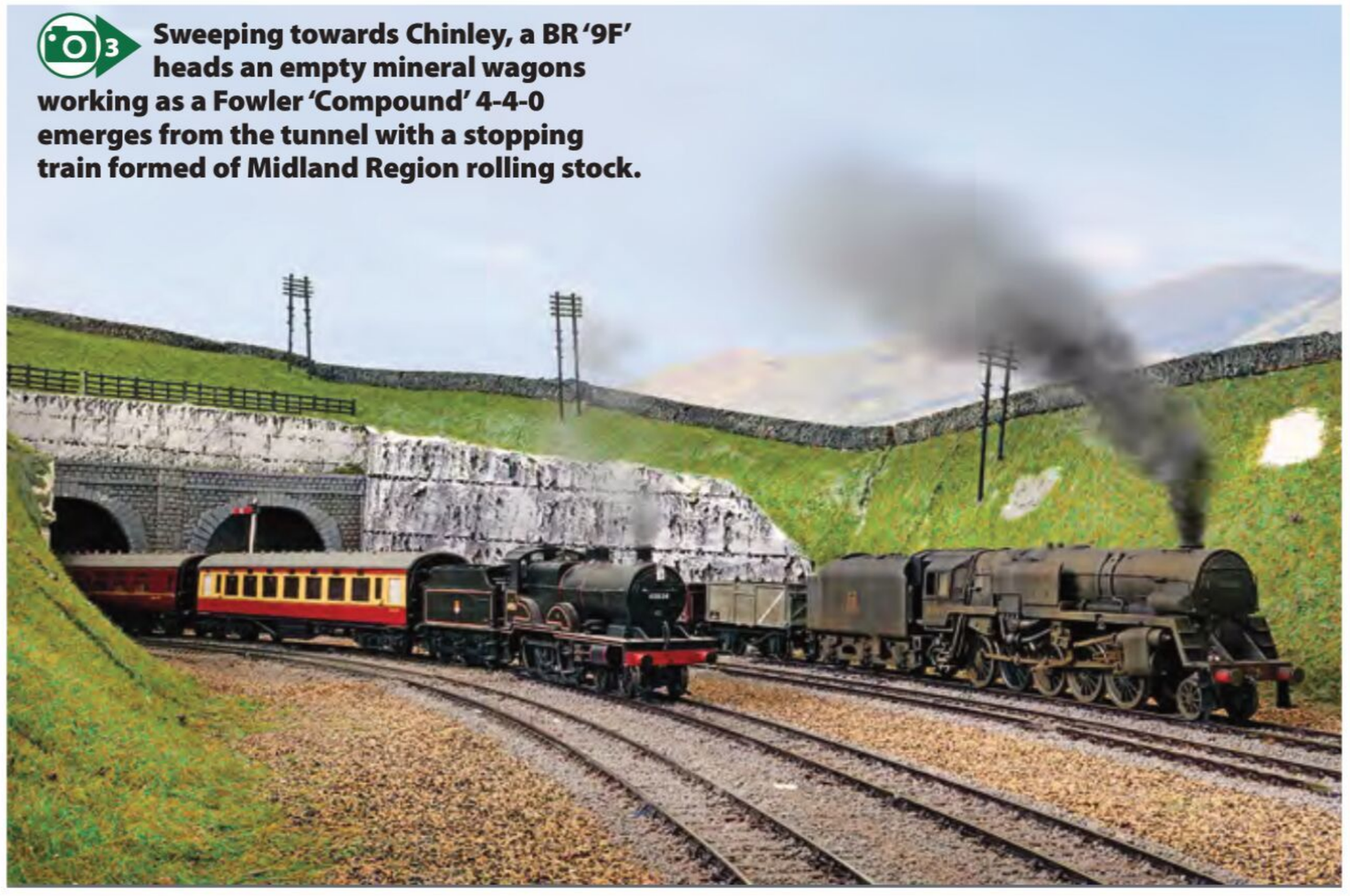
When retirement eventually arrived, nothing really happened as there was no suitable place for the layout, but then a house move which involved total renovation and an extension provided me with a 27ft x 11ft hobby room in lieu of a garage and kickstarted the project.

I have always enjoyed large, busy main line layouts and I wanted to recreate a real location and operate scale length trains authentically with the layout capable of being run by one operator most of the time and by a team on exhibition sessions and so challenging operating interests were paramount. Simple tail-chasing would not cut the mustard. The location should be somewhere in the London Midland Region of BR and the timeframe was the mid-1950s – but where?

THE PLAN

We had enjoyed a number of gentle walking holidays in the Peak District and I had amassed a library of railway books of the area. Photographs of Chinley immediately suggested something out of the ordinary for a station serving a small village. The four running lines got the modelling brain thinking. There were platform faces on all those lines, a bay platform, loop platform and a turntable. As well as being on the Midland Main Line to Manchester, Chinley was an interchange station where passengers from the southern suburbs of Manchester could connect to the London expresses which bypassed those suburbs.

The local services were Manchester to Chinley to Sheffield shuttles, some of which terminated at Chinley – hence »



3 Sweeping towards Chinley, a BR '9F' heads an empty mineral wagons working as a Fowler 'Compound' 4-4-0 emerges from the tunnel with a stopping train formed of Midland Region rolling stock.

the turntable – and there were many convoluted movements in the station. But could I fit everything into the space available? A key 'modeller's law' is that you always need just a little bit more room!

To cut a long story short, I had to resort to curved points for most of the fiddle yard and that gave space for the long trains. The stumbling block was the running of those shuttles. They used the Fast lines to the north, and mainly the Slow lines to the south. Ideally these trains needed to cross lines in the storage yard, but that was simply not possible and so two reversing roads were inserted between the Slow lines in the South end of the storage yard and between the Fast lines at the north end. This enables the shuttle locomotives to be turned using a cradle and then run around the train before returning to the station.

The greater issue was fitting in the complex track formations on both sides

4 'Crosti' boilered '9F' 92025 rounds the corner and rumbles past Chinley Station North Junction signalbox at the head of a rake of empty 16ton steel mineral open wagons.

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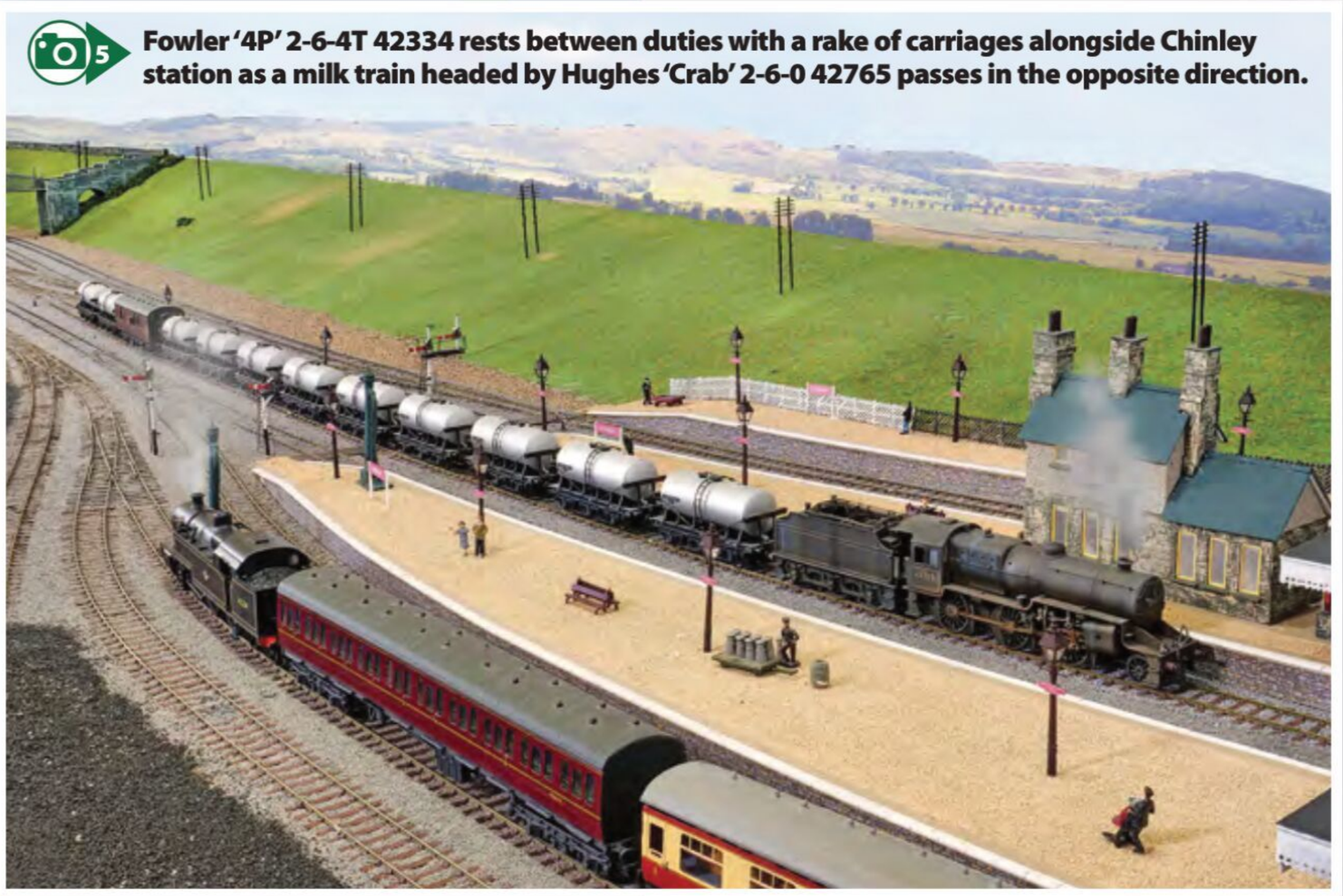
of the station into the space available – moving walls was not an option. The solution again was to have curved points on the southern approaches – and that was to be a construction challenge later on. But we had a plan and lift off to actually start building.

BASEBOARDS

The layout was designed to be transportable and so the boards were modular in form with four end boards each 1,220mm square and three boards down each side 1710mm long. Those in the scenic half are 900mm wide (my maximum stretch length) and those in the storage yard are 750mm wide to provide 15 storage roads. Bridge boards, one lifting for access into the centre of the layout (older age precludes scrabbling under the boards every time) complete the picture.

I use birch faced ply and avoid totally any softwood for structural support. Tops are



5 Fowler '4P' 2-6-4T 42334 rests between duties with a rake of carriages alongside Chinley station as a milk train headed by Hughes 'Crab' 2-6-0 42765 passes in the opposite direction.

9mm, with sides being 6mm and 200mm high and it is this height which provides the longitudinal strength to avoid sagging. Accurate, consistent alignment is achieved by pattern maker's dowels and how to fit those would make an article on its own.

I was fortunate, thanks to Roger Tatton at HWDMRS, to find a local timber merchant who would cut the 8ft x 4ft plywood boards for me - all I had to do was provide a detailed cutting plan and I ended up with a massive collection of flat pack panels to sort through and screw and glue together.

I found that I could just about manhandle the assembled boards on my own which greatly helped in the wiring as I was able to turn the boards over and avoid working upside down.

TRACK

The storage yard is all Peco code 75 track. A feature of the real Chinley is the complex pointwork on both sides of the station with crossovers between Fast and Slow lines. I had already decided to have no straight track in the scenic section and so I opted for SMP Scaleway code 75 with points being home made with copper-clad sleepers. The initial 1,200mm radius north entry curve leads into a very gentle shimmy through the station before entering a 2,000mm radius southern exit curve. Building points and slips on that exit curve was challenging.

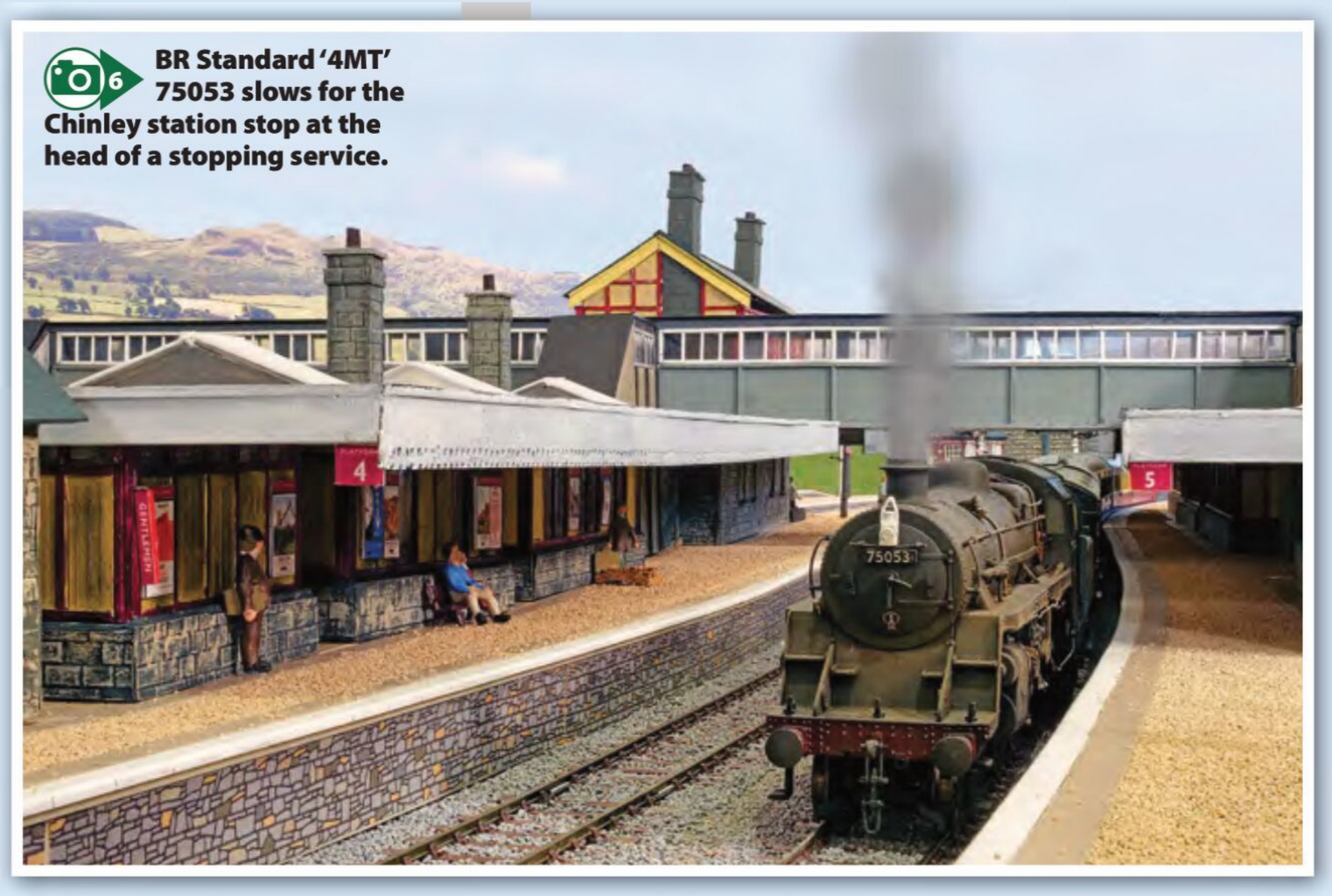
Because of the curves, standard templates would not do, so I resorted to Templot which is a marvellous bit of software, but for the ignoramus like me a tad quirky. However, I managed to produce a complete trackplan of the station area including diamond crossings, single and double slips, all on variable curved track. Templates were printed for all the points, and actually building them was then much simpler.

A big mistake though was the choice of underlay. For reasons lost in the midst of time I opted for wall/floor covering cork tiles: don't! They are far too dense and are as much use for resilience and noise deadening as reinforced concrete. »

One item of infrastructure which did give me a load of hassle was the station turntable. The plan was to install a Peco turntable and motorise it with a bespoke stepper motor and gearbox. Sadly, I could not get a perfect alignment of the turntable and motor/gearbox shafts, resulting in a jerky movement which threw out the clever electronics. I bit the bullet and bought an ADM turntable and never looked back. Despite it using a Peco kit for the turntable bridge/pit, the engineering is peerless and gives a slow and smooth movement, stopping automatically at the exact correct spot every time. Alastair Milne even provided an add-on kit of bits to provide a simple one push button control to rotate the 180 degrees which I needed.

SIGNALS

I am obsessed with semaphore signals and have always felt they are such an important technical and visual part of the steam railway and often missing from model railways. The signals at Chinley in the 1950s were in a state of flux moving away from the original Midland Railway wooden posts with lower quadrant arms to the modern LMS/BR steel posts with upper quadrant arms. Add to that the non-standard designs necessary to cope with the visual block caused by the footbridge and the word quirky comes into play.



6 BR Standard '4MT' 75053 slows for the Chinley station stop at the head of a stopping service.

All the signals on the layout are scratchbuilt using standard brass tube/sections with specialist parts such as arms and cranks from Alan Gibson and Wizard Models. The signals are demountable from the layout and the under board servo mechanism, with a square 'spike' at the base of the signal post plugging into a square tube in the servo mount and held down with small magnets. The mounts are from the Model Electronic Railway Group (MERG) and can accommodate up to four servos.

The latest addition to the layout has been to incorporate full electronic interlocking into the two station signalboxes with the result that a wrong lever pull sounds a very loud buzzer so everyone knows.

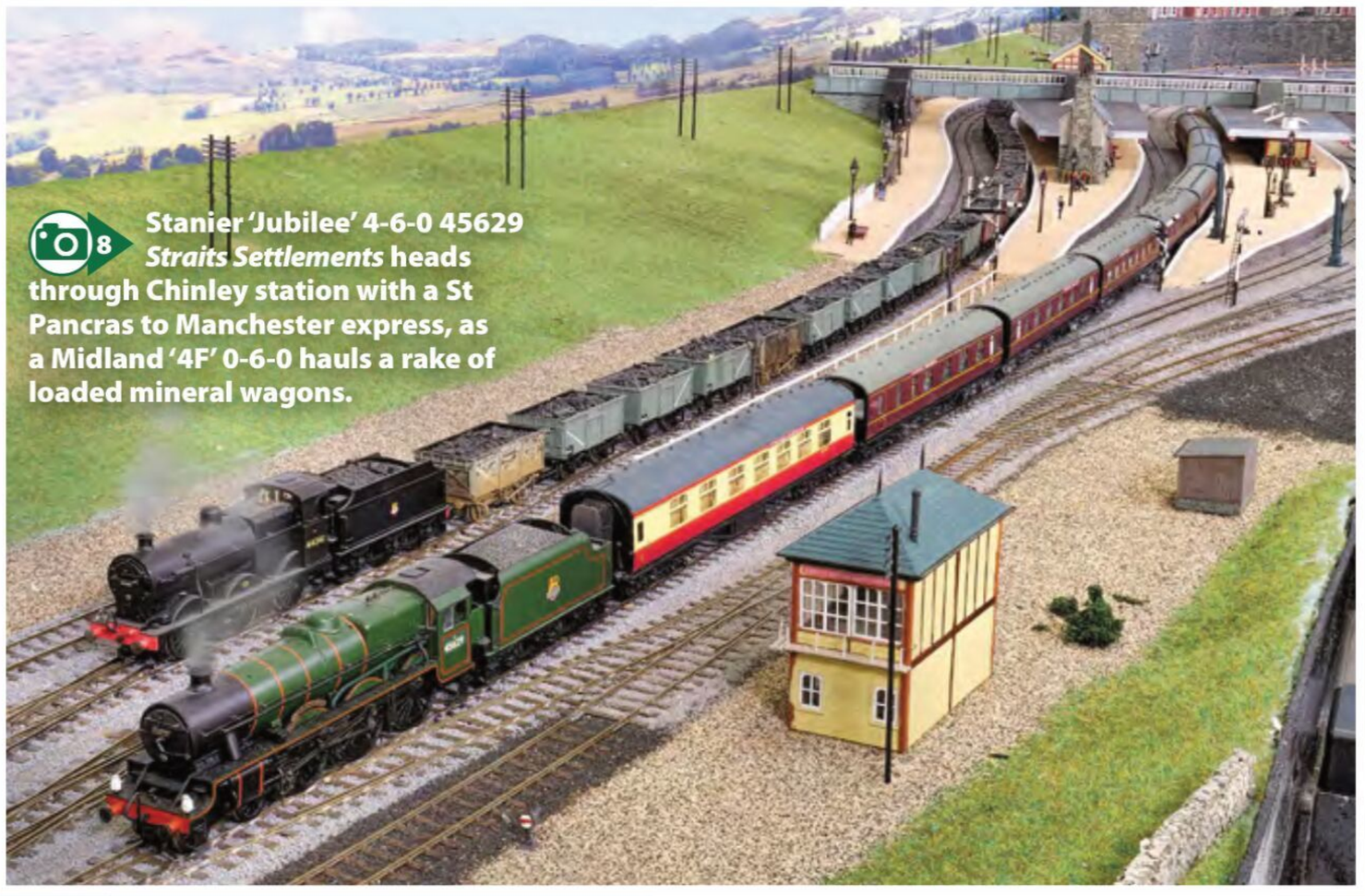
ELECTRICS

I had to make a decision at the outset on whether to use analogue systems - with

7 A Fowler 'Compound' 4-4-0 restarts its stopping train at Chinley as 'WD' 2-8-0 90441 edges past on a mixed goods.

which I was very familiar - or to dip my toes into the brave new (for me) world of digital. I had been working on a new club layout based on Oxford and was introduced by member Mark Riddoch to MERG and CBUS. MERG is a group of model railway guys who want to use electronics and some of them are real professionals in that field. Through them MERG market all manner of kits and one range is called CBUS with modules for the operation of points, signals and all manner of things.

The real benefit of using a digital system like CBUS is to reduce dramatically the number of wires on the layout. Each module is connected to the two-wire digital bus cable, the CANBUS, which runs round the layout. There are a number of types of module – some take in information from the layout, such as control panel switches and produce digital events, while others take in the events and make things happen such as operating relays for frog switching. Others like the servo module will operate servos and then send feedback in the form of events. The end result is that any control panel will have only two wires, plus a two-wire power supply. The modules are best configured using a computer, but the computer is not required for normal layout operation, which is why I chose the CBUS way.



8 **Stanier 'Jubilee' 4-6-0 45629 *Straits Settlements* heads through Chinley station with a St Pancras to Manchester express, as a Midland '4F' 0-6-0 hauls a rake of loaded mineral wagons.**

The Oxford layout also used MERG Digital Command Control (DCC) kit and I was so impressed by the user-friendliness of the hand-held controller that I immediately ditched my American system. I was likewise so impressed with CBUS that I embraced that brave new world there as well. It has been quite a learning curve but well worth the effort with plenty of support from the MERG forum.

I am very much a dials and switches man, so have left alone the latest fashion of touchscreens and mobile phones. The station area has two lever frames (actually two rows of toggle switches) and these replicate exactly the two signalboxes at Chinley even down to lever numbers. The point positions are shown on a couple of wall mounted indication panels, which helps to identify signal/point numbers too.

Some signals would have to be located off the layout – distants and some starter signals – and these are in virtual form with levers and LED indications. Shunt or ground signals are fitted, but non-working (that was a step too far). Again, their status is shown on the Indication Panels and they are included in the interlocking.

The storage yard has one master panel with push buttons and LEDs, and for exhibition running with a full team of five, we have four individual panels. All this is made possible by the CBUS system. All points and signals are operated by servos giving a much gentler movement than the solenoid motors.

SCENERY

This is where things get much more difficult as my skills here are very, very limited. I very much regret lost opportunities whilst at High Wycombe in not learning from the resident experts there – especially Dave Fryer and Ron North who were masters in their field. Fortunately the real Chinley was not too demanding and cuttings and static grass sufficed for most areas. To provide a scenic break at the north end, I have created a rock cutting and tunnel. This is a homage to the north portal of the famous Dove Holes Tunnel which is a few miles to the south of Chinley. The south scenic break is hidden behind the road bridge and the Station Hotel area.

Some of the real station buildings were very impressive – the booking hall with access from the footbridge and the former restaurant room (house) and of course the footbridge itself - whilst the remaining platform buildings are all standard Midland Railway timber on a stone base. These are all made from Plasticard »

trying to portray the real buildings. My technique was to draw the buildings on using computer aided design and then to produce a kit of parts drawing. That drawing was then printed off onto self-adhesive vinyl which I stuck onto the plasticard sheet. This gives me very accurate and true lines to cut out.

Another challenge was the occupation bridge just to the north of the station – a very distinctive bowstring design. This was laser-cut for me by Chris Noble, one of the MERG ensemble at *www.rmeuk.com*. I produced a CAD drawing of the parts and he used that in his cutting kit with really excellent results – it certainly portrays the delicate nature of the design.

The two signalboxes were standard Midland Railway design and the Ratio kits were a good fit, although the South 'box needed an extra bay inserting.

9 The driver of Fowler '2P' 4-4-0 40626 applies the brakes as it slows for the Chinley station stop.

ROLLING STOCK

I have tried to portray the sort of stock which would have been there at the time. Thanks to the current manufacturers' offerings, most locomotives are ready-to-run with some detailing, with much more to be done now that the layout itself is completed. Most of my kit-built locomotives have been relegated to the stock box, but my 40-year-old K's LMS Garratt survives as does my Silver Fox Ivatt 10000 diesel.

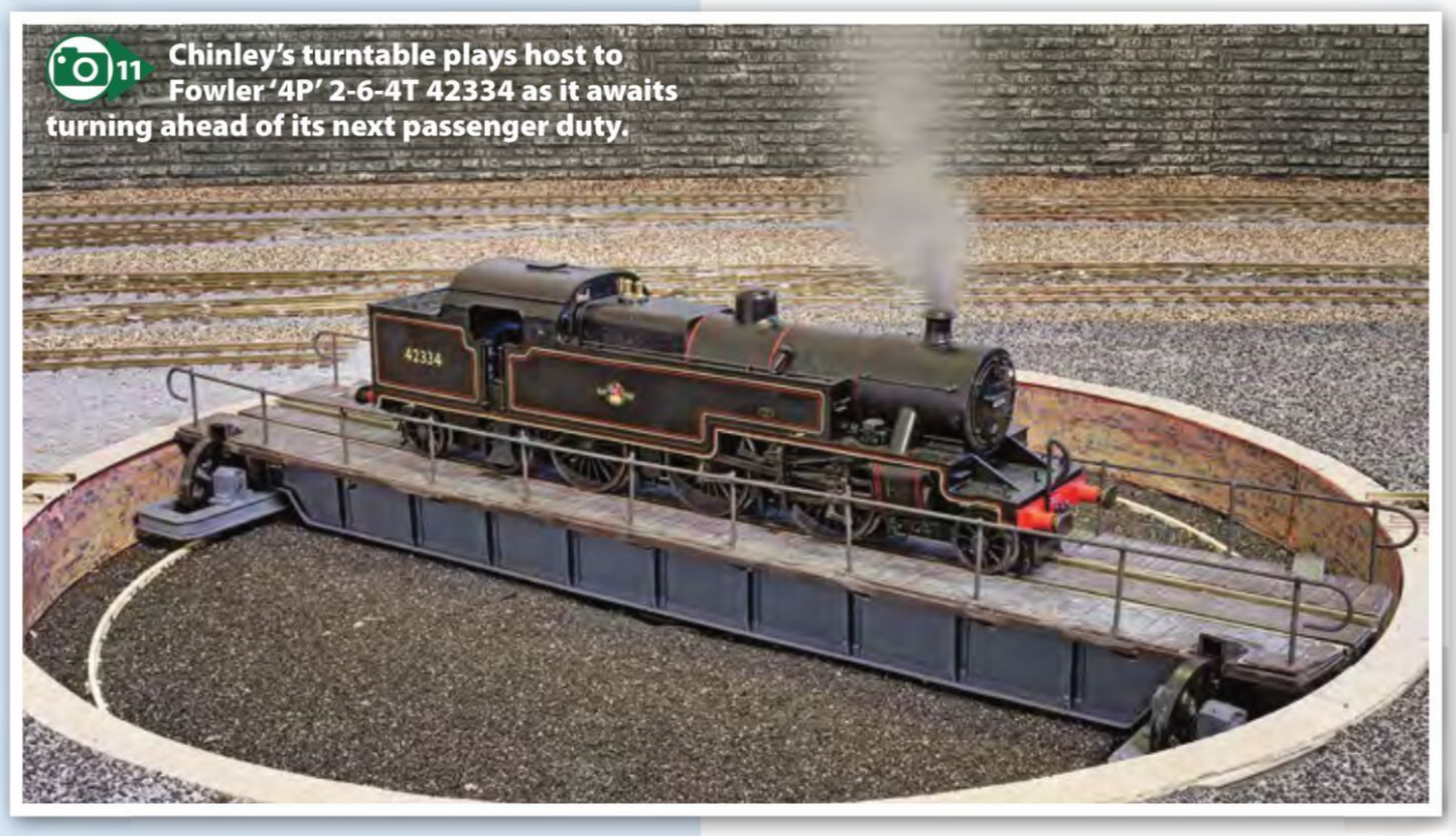
'Jubilees' predominate on the expresses with Stanier '8Fs,' BR Standard '9Fs' (including the 'Crosti' as I had 'copped' all ten of these whilst spotting near Bedford), Fowler '4Fs' and '3F' 0-6-0s on the goods and a whole range of other locomotives to provide variety. All in all there are 30 locomotives on the stock roster, all DCC sound.

Coaches are a mix of ready-to-run and kit-built. The two rakes of BR Mk 1s are Southern Pride which also provides a number of suburban rakes and the two London Midland & Scottish Railway (LMS) Stanier rakes are Comet Models kits. Wagons go back to my earliest days including a number of 50 year old Trix and Wrenn items, but most are Dapol, Mainline and Bachmann. Pride of place must go to the Oxford Rail/Hattons ICI hopper rake, hauled of course by an '8F'.

OPERATION

Operation is really what Chinley is all about. In exhibition mode we have five operators. One acts as signalman and pulls off all the signals and points in the station and generally coordinates everything. All the signals and points from the real Chinley are on the layout in some form or other and all the levers have to be pulled

10 Limestone formed an important traffic through Chinley, as demonstrated by Stanier '8F' 48119 hauling a signature rake of ICI bogie hopper wagons.



Chinley's turntable plays host to Fowler '4P' 2-6-4T 42334 as it awaits turning ahead of its next passenger duty.

in the right order, including Shunt signals to satisfy the needs of interlocking.

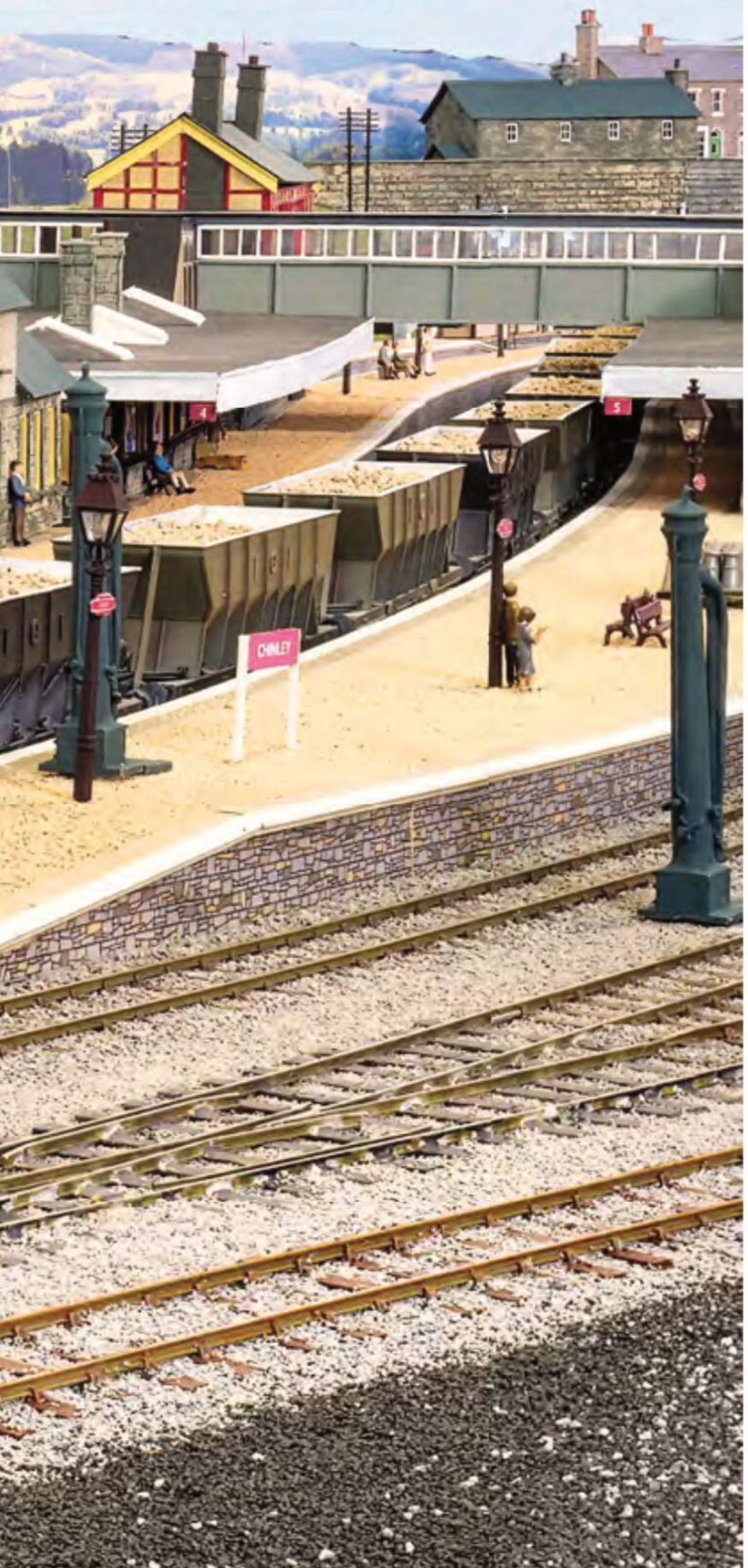
There is one driver for each of the running roads and as well as driving the trains, he operates all the points on his roads in the storage yard. It takes about three minutes for a slow goods train to run round the layout so it is quite stress-free for the driver – except that once the train is on the move, he has to think about shuffling up the second train in that storage road to make way for the moving train to re-enter seamlessly behind.

Now, imagine the case of the fast goods and times are much tighter, especially bearing in mind that the first train is put into automatic operation once it is up to speed and therefore out of control whilst the handheld controller is then used to move up the second train. Once the second train has completed the shuffle, the driver has to re-select the first train, hopefully before it has ploughed into the back of that second train.

Simply running trains in tail chasing mode can get tiresome after a time and this is where the shuttles come into play. Some of these terminate in Chinley, whilst others carry on to Sheffield. The terminating trains have to be moved to the carriage storage roads and the locomotive uncoupled and turned on the turntable. All the shuttles run into the storage yard reversing roads, where again the locomotives have to be turned on the cradle, run round the train and the trains moved from the Arrival Road to the Departure Road. These shuttle duties are split between all four drivers to give variety to their roles.

To make all this possible, the trains run to a schedule with crib sheets for both the signalman and the drivers. As I got to know the real Chinley movements, the number of possible shuttle moves grew to such an extent that the shuttle moves were swamping the main line trains. I ultimately created four parts to the schedule. All the main line trains do their turn in each part, but the raft of shuttle moves are spread over the four parts.

The result of this is a heady mix of tailchasing moves interspersed with shunting and turning of locomotives – boredom and routine are not words to be used here.

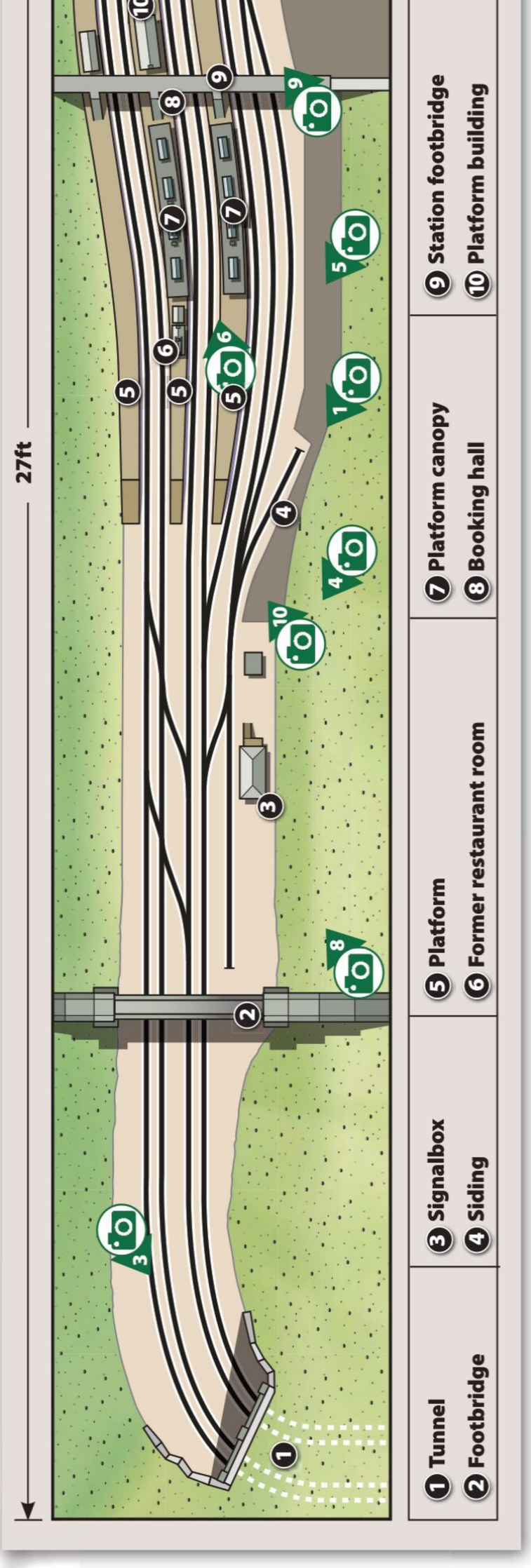


EPILOGUE

This layout has kept me fully occupied for the last ten years and has kept me going during some difficult times. Sadly, I haven't been able to get the lads round for an exhibition run since before lockdown and so haven't seen, or heard, four trains steaming round the layout or the buzz from the team. I hope normal service will resume before long. **HM**

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

CHINLEY TRACK DIAGRAM (NOT TO SCALE)



BIG BERTHA
'LICKEY BANKER'

KRModels

In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 22290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and railway enthusiasts. KR Models is proud to announce that we are planning to manufacture this iconic 0-10-0 loco in OO gauge.

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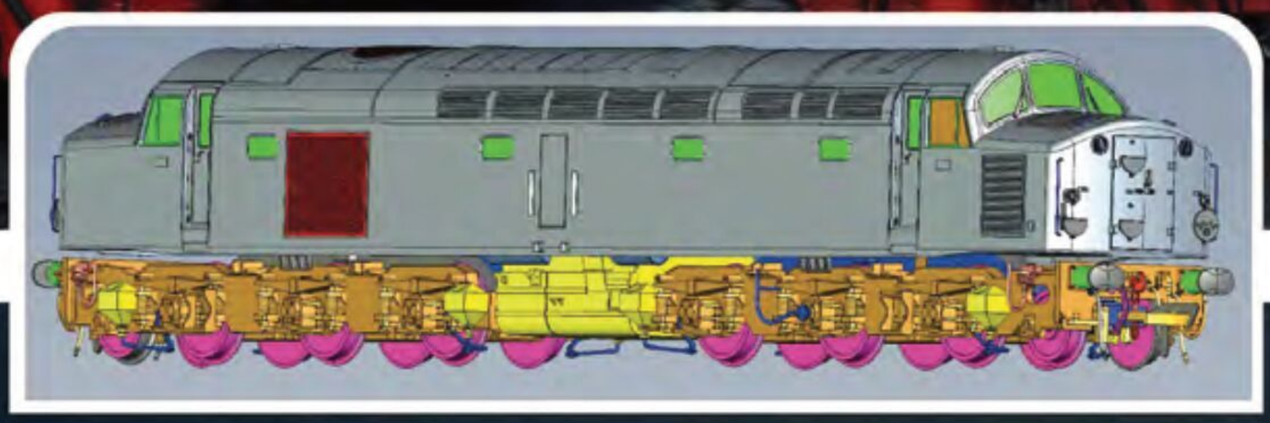

KRModels

The British Rail Class 40 is a much-utilized British railway diesel-electric locomotive, that took over duties at the end of the steam era. A total of 200 were built by English Electric between 1958 and 1962. They were numbered D200-D399. They were for a time the pride of the British Rail early diesel fleet.
Despite their initial success, by the time the last examples were entering service they were already being replaced on some top-link duties by more powerful locomotives. As they were slowly relegated from express passenger uses, the type found work on secondary passenger and freight services where they worked for many years.
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00 SCALE PO517
N SCALE PN817

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00 SCALE PO514
N SCALE PN814

PLATFORM UNDERPASS
00 SCALE PO400
N SCALE PN816

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00 SCALE PO522
N SCALE PN823

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00 / MOO53
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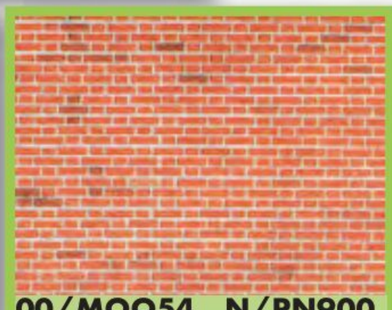

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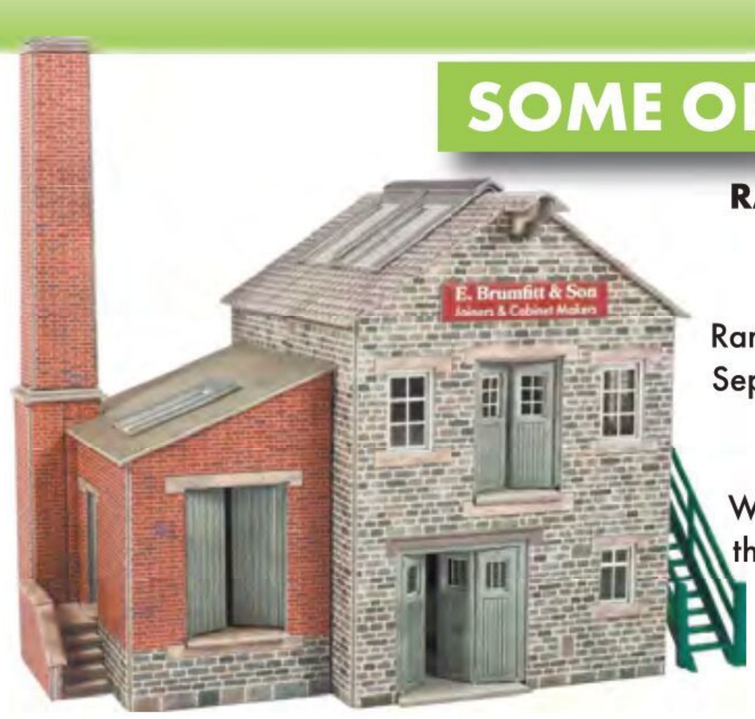

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Ramshackle Workshop, launched in September 2022 and has been our biggest seller of the year.

With more kits from this range on the way (Grimy Old Mill Range) keep an eye out in 2023!

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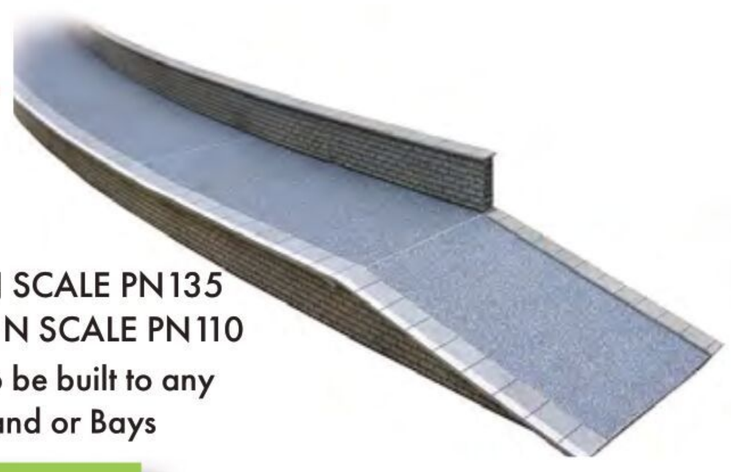
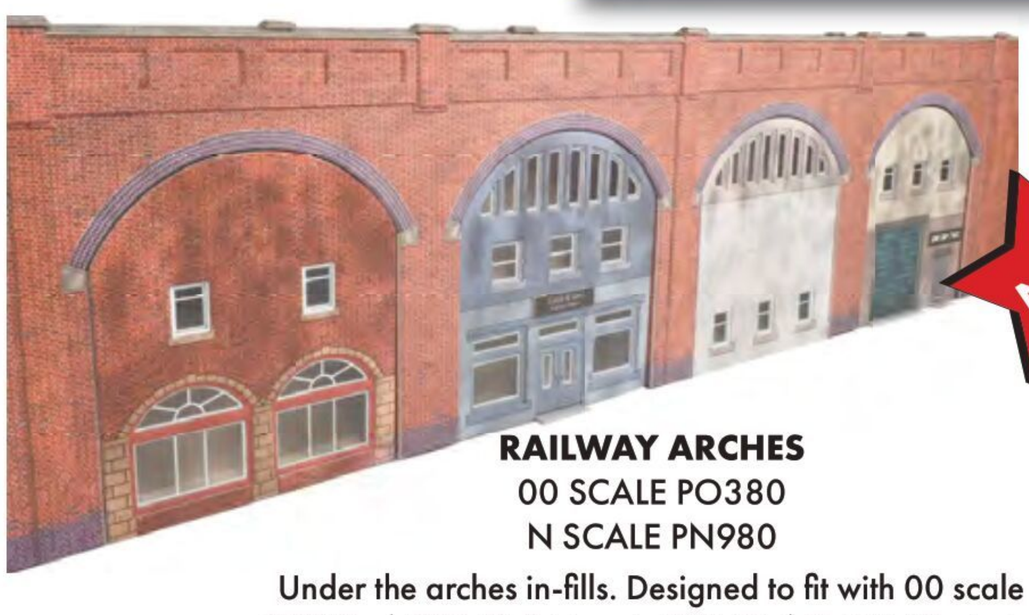


VIADUCTS & RAILWAY ARCHES



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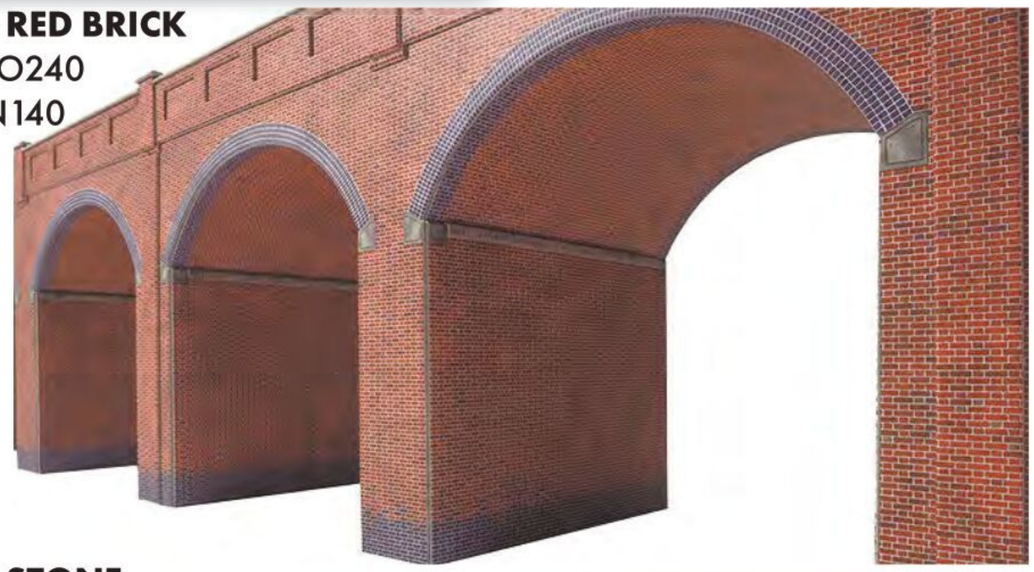
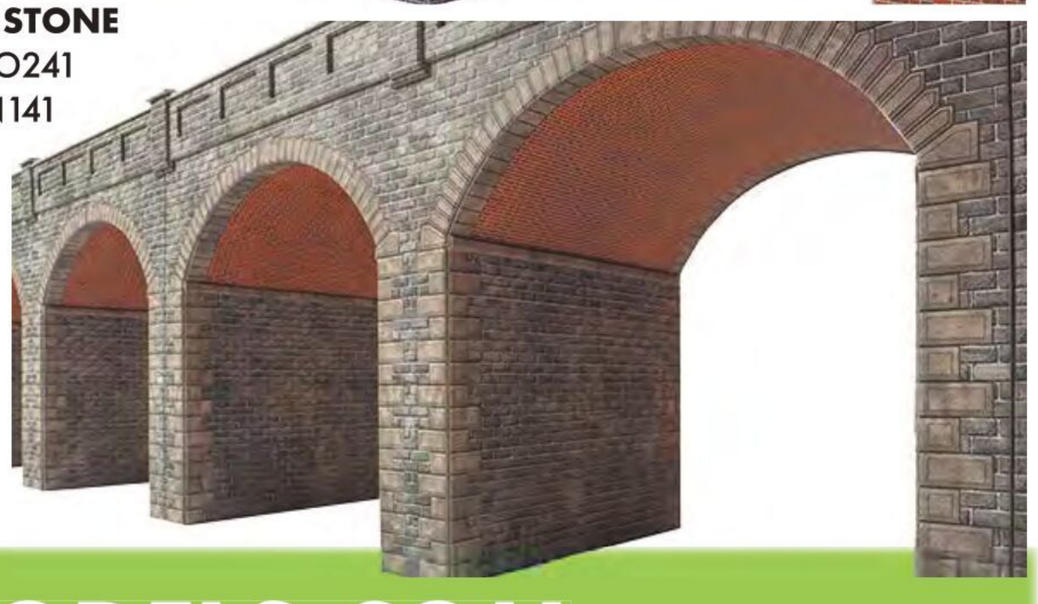


VIADUCT - STONE
00 SCALE PO241
N SCALE PN141



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It's here – the Accurascale CLASS 92

FIRST REVIEW

The first thing you will say when you open the box to Accurascale's first ready-to-run electric locomotive is "wow!". **MIKE WILD** explains why as he delves into the world of the Brush-built dual-voltage electrics.

Accurascale's second powered locomotive is the impressive dual-voltage Class 92 for 'OO' gauge.

WITH 6,700hp available, the Class 92s are supremely powerful locomotives. They were introduced from 1993 with the class of 46 being completed in 1996. These Co-Co dual-voltage electrics were built with the Channel Tunnel in mind both for hauling overnight and freight trains through the 31-mile-long tunnel between England and France as well as in the UK.

While they have had their stumbling blocks, the Class 92s have also hit the headlines including hauling the last BR operated freight train in November 1997 and being the first class to haul the British leg of the China-London container service in 2017.

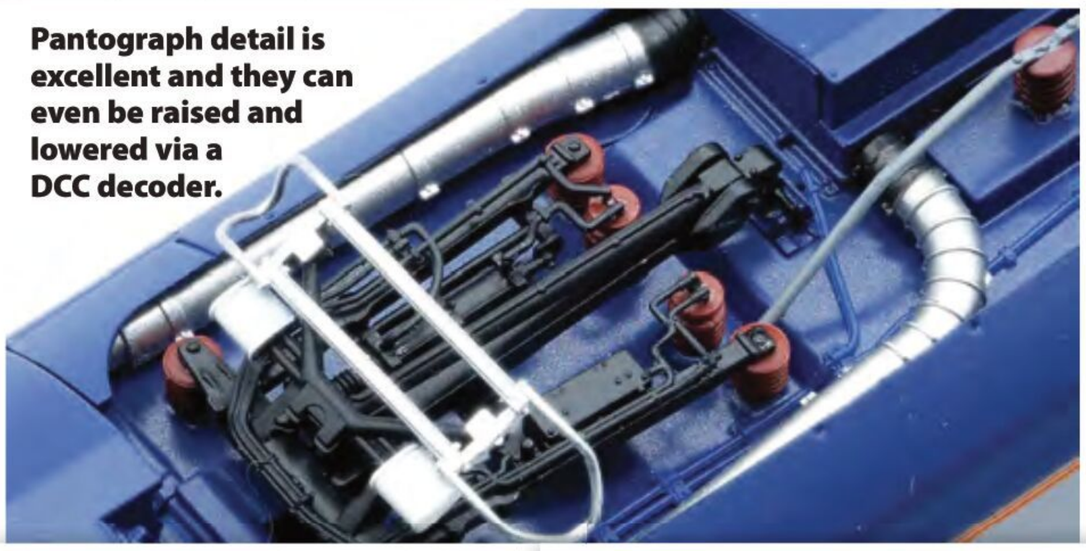
Through the years they have been operated by BR's Railfreight Distribution sector, Eurostar and French national railway company SNCF while today the fleet is in the hands of Eurotunnel, GB Railfreight and DB Cargo.

See Reality Check on pages 70-73 for the Class 92 story.

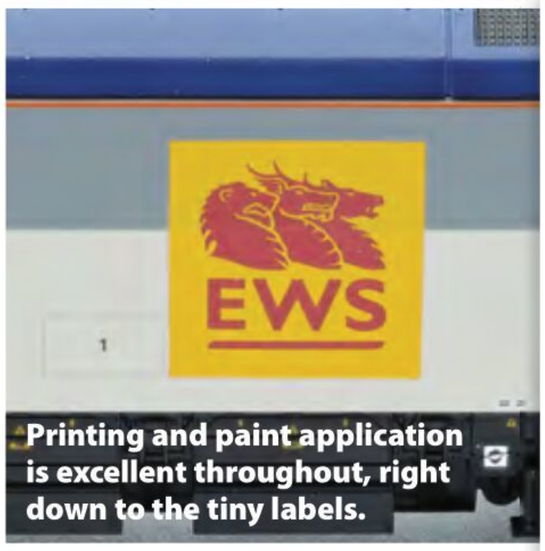
THE MODEL

Accurascale revealed its plans to produce an all-new model of the Class 92 in February 2019 for 'OO' gauge – the first time this class has been modelled for 'OO' since the late 1990s. The specification was impressive from the outset and included DCC controlled pantographs, fully functioning lighting, factory fitted speakers, an onboard stay alive pack in DCC versions, detail differences and a high specification mechanism.

Right now we have the first off



Pantograph detail is excellent and they can even be raised and lowered via a DCC decoder.



Printing and paint application is excellent throughout, right down to the tiny labels.

Cab front detail is outstanding, even from above.

TECHNICAL DETAILS

Manufacturer:	*www.accurascale.com*
Cat No:	ACC2199-92036DCC (reviewed)
Description:	Class 92 Co-Co dual-voltage electric
Builder:	Brush Traction
Region:	Southern, West Coast Main Line and East Coast Main Line
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	280mm
Price:	£189.98 (DCC ready), £279.98 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	15mm x 11mm plus EM1 55mm x 28mm factory fitted
Exterior lights:	Directional head and tail lights
Interior lights:	Instrument desk and cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Freight and passenger
Haulage capacity (expected):	16-coaches
Haulage capacity (actual):	17 coaches – maximum tested

the production line in front of us – 92036 *Bertolt Brecht* in EWS branded two-tone grey with a dark blue roof. And as the introduction suggests, this is a seriously impressive model. Straight from the box it has a quality feel about its construction and appearance and it's heavy too. The shaping is spot on for the prototype and after checking its essentials, the dimensions are correct too.

The detail is where this locomotive really excels – both physical and printed. Starting at the front you will find correctly shaped light clusters, handrails and lamp iron while there are supremely fine wipers on the windscreens and even the air horns have internal shaping to enhance their appearance.

Glazing is flush throughout while the cab doors have correct double handles and below each cab window is either a BR double arrow (driver's side) or depot plaque (secondman's side). Printed behind each driver's window are moulded tunnel roundels finished in silver.

The relatively plain bodysides are relieved by exquisite etched grilles, but the really exciting details are on the roof and the underframe. The roof is packed full of intricate detail to replicate the Class 92s in every respect - and that includes conduits, pipes, insulators and equipment boxes. Plus, there are the two fully working motor powered pantographs which can be raised and lowered on demand through a DCC handset. This is perfect for those wanting to model a changeover from third-rail to overhead current collection.

Below the body, the buffer beams are appointed with correctly shaped pipes on each side while our sample had standard small tension lock couplings plugged into NEM pockets. The bogies are outstanding and feature exceptionally fine application of the conduit colouring on each side frame. There are also separately fitted steps, shoe beams, finely detailed springs, sandboxes and more.

Livery application on our sample of 92036 was nothing short of flawless. Every single colour edge was crisp -and the closer you look, the more fine print elements you notice including the warning flashes, cab number markings, warning labels and yet more.

"A 21-pin decoder socket is the heart of the system with factory sound fitted models equipped with an ESU LokSound chip."

MIKE WILD

PERFORMANCE

Inside, Accurascale has gone to town on the Class 92's capabilities. The main chassis block follows typical diesel and electric model routes with a heavy die-cast chassis as its basis. However, the mechanism is mounted lower down meaning there is space for a whole load of extra features to bring the model to life on DCC layouts.

DCC ready models come with a 21-pin decoder socket, but no speakers or power pack are included in these versions. However, the good news is that it is very simple to get inside an Accurascale Class 92 – four clips hold the body in place and by easing the body away from the chassis at each corner, the two parts can be separated in seconds.

Back to the DCC modeller's view, because this is where the Class 92 is pushing the boundaries. A 21-pin decoder socket is at the heart of the system with factory sound fitted models equipped with an ESU LokSound chip. This is connected to a twin speaker setup combining an EM1 twin bass speaker with a smaller 15mm x 11mm cube speaker for higher frequencies. Added to this, there is a four capacitor stay alive power pack connected directly to the circuit board to ensure this model is never halted by dirt on the track.

Finally, there are the two silent motor driven pantographs which are built into the roof and connect back to the main circuit board with plunger pick-ups for reliable power delivery. The same connection method is used for the lighting meaning there are no trailing wires between the body and chassis.

As for the sound file, there are 27 different functions on board including day and night lighting modes, individual control of the cab, tail and upper headlights plus control of the pantograph. There are also dash lights which are controlled through function zero with the main running lights. On starting up the main sounds on F1 one of the pantographs raises too, but this function can be turned off by adjusting CVs listed on the function list or the pantographs can be moved to a locked position manually.

On top of the physical functions there is also a full selection of realistic sounds including drive sounds, horns, brakes, compressor, Spirax valves, sanders, detonators

Inside, the DCC sound fitted Class 92s are fully appointed with twin speakers, a 21-pin decoder socket, powered pantographs and a stay alive capacitor pack.

Neatly moulded air horns.

Power connections to lower lights.

Powered DCC operated pantograph.

ESU LokSound V5 21-pin DCC decoder in sound fitted models.

Super-detailed bogie sideframes.

Finely produced windscreen wipers.

and more. Its an enthralling package with our only point of note being the startup time when first selecting F1 to turn the main sounds on, although you can get around this by starting the model first and then switching F1 on.

With the Class 92 on the track, it is a joy to operate and was a very smooth runner straight from the box. Our sample was DCC sound fitted as you would get from the production model with the ESU chip providing quality traction control.

The couplings as supplied are quite tight to the buffer beam and with bogie stock, the model performed faultlessly, though we noted that it did derail one of our lighter four-wheel wagons on second radius curves. We started with a modest eight coach load of bogie stock and then increased our train load to a maximum of 17 vehicles and it would quite comfortably take more thanks to its impressive weight. Perhaps most impressively, it managed to move this huge train at speed step one without any hesitation. The chassis is also geared to keep its maximum speed to a realistic level.

OVERALL

The new Class 92 from Accurascale is another big step forward from the manufacturer's debut powered model – the Class 55 'Deltic' – and we all thought that was outstanding on its arrival. The price being asked for the Class 92 offers excellent value for money when you consider the package that has been put together for either the DCC ready or the DCC sound fitted versions.

This model is a cut above the rest in every respect from its drivetrain to the internal setup, access to its internal workings, body moulding and paint finish. It is the complete package and we want one. Actually, make that two, or three. It is quite simply sublime. (MW)

Right: **92032 *Bertolt Brecht* is superbly presented in EWS branded two-tone grey with a blue roof by Accurascale.**

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

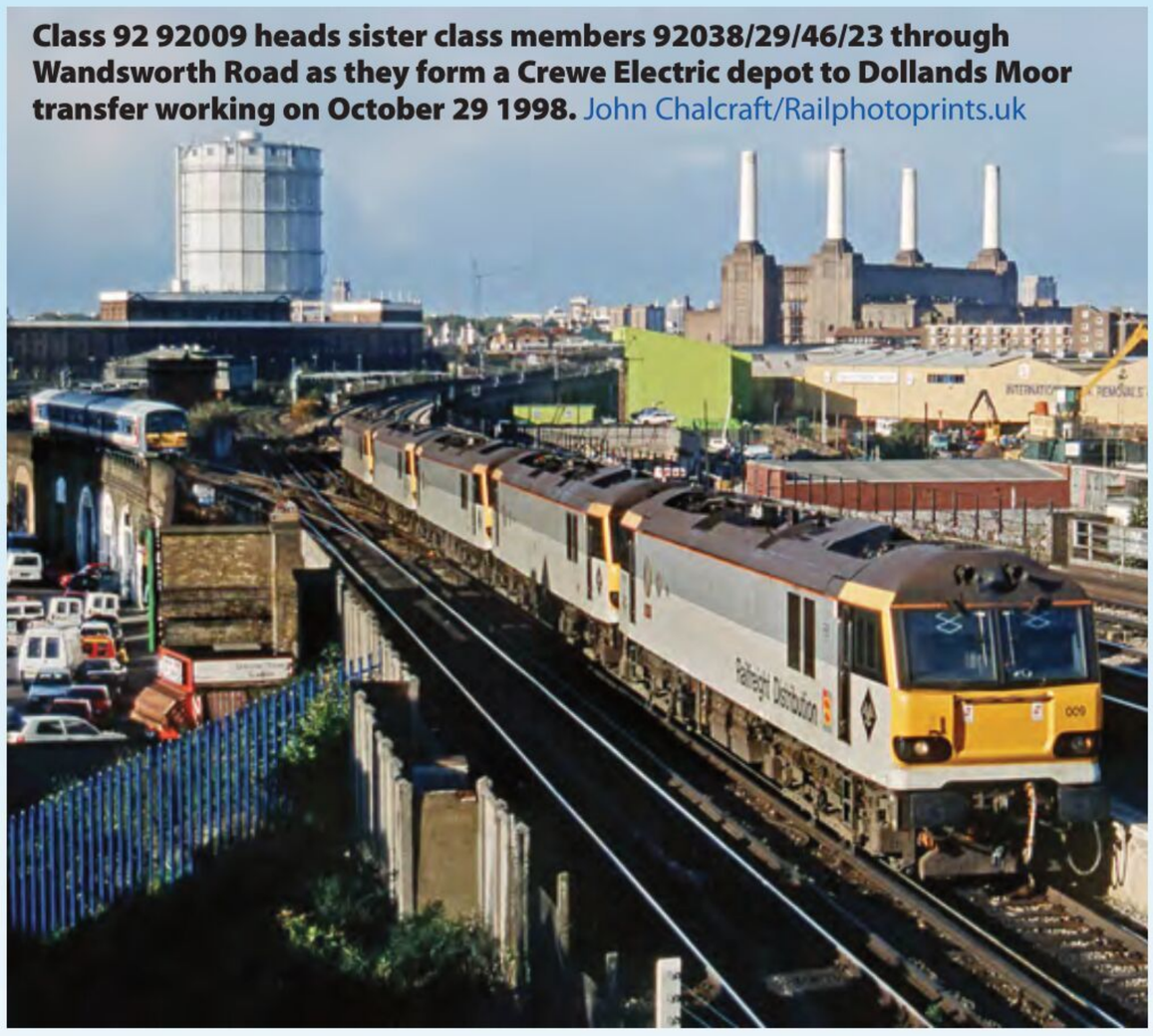
Class 92 ELECTRICS

Throughout the history of Britain's railways there have been many locomotives and trains with troubled histories, with amongst the most recent the Class 92 electrics - a design that has struggled to find its rightful place on today's railway despite its immense capability, as **EVAN GREEN-HUGHES** explains.

WHEN the construction of the Channel Tunnel was finally authorised, the decision was taken that it should cater exclusively for rail traffic, but this decision presented both British Railways and the French rail system with a problem as the project developed into the 1980s as neither had any form of traction suitable for working through such a long tunnel.

For through services, two distinct types of new train were required. The first was a fast express multiple unit which would operate between European capitals, and this need was eventually met by the Class 373 Eurostar, a development of the successful TGV concept. The second was for a conventional electric locomotive which could be used for heavy freight and also for the overnight sleepers that were then planned to run from Britain to the continent.

Class 92 92020 *Billy Stirling* rumbles south at Helpston on June 20 2022 with the diverted Caledonian Sleeper (1M16) from Inverness and Fort William to London Euston. The train was running via the East Coast Main Line due to engineering works at Carstairs providing the relatively rare sight of a Class 92 on the ECML. Mike Wild.



Class 92 92009 heads sister class members 92038/29/46/23 through Wandsworth Road as they form a Crewe Electric depot to Dollands Moor transfer working on October 29 1998. John Chalcraft/Railphotoprints.uk

FACTS AND FIGURES	
Numbers:	92001-046
Built:	1993-1996
Builder:	Brush Traction/ABB
No. built:	46
Length:	70ft 1in
Width:	8ft 8in
Height:	13ft 0in (over pantograph)
Power supply:	25kV overhead, 750V DC third Rail
Control system:	Thyristor
Wheel arrangement:	Co-Co
Wheel diameter:	3ft 9in
Horsepower:	6,750hp (AC) 5,360hp (DC)
Traction motors:	Brush
Maximum speed:	87mph
Weight:	124ton 0cwt
Tractive effort (maximum):	90,000lbs
Tractive effort (continuous):	81,000lbs
Brakes:	Air, with rheostatic and regenerative functions
Train heating:	Electric Heat Index 180 (AC) and 108 (DC)
Route Availability:	8
Current Fleet status:	18 in service, 13 exported, 15 stored

The formidable design specification for this conventional locomotive was drawn up in conjunction between the French authorities and the Department of Transport. It required a locomotive capable of hauling trains weighing 2,200tons and climb the 1-in-90 gradient out of the tunnel unassisted. A high level of electric train heating was also specified to cope with the projected sleeper work, while the electrical specification was very stringent in view of its proposed use.

Electrical matters were further complicated as the new class would have to be able to draw power from either overhead wires or from the third-rail - at that time the only source of power on the south of England's railway lines. Three different types of signalling safety equipment would also have to be fitted, namely BR's standard AWS system, the tunnel's own TVM430 system and also the French train protection system used on their conventional network. This was later amended to remove the French system as it was decided not to deploy the Class 92s any further than Frethun yard, just at the other end of the tunnel.

CONSTRUCTION BEGINS

In 1990 Brush Engineering of Loughborough, in conjunction with ABB Transportation Systems, was awarded a contract to build 20 Class 92s, each priced at a staggering for the time £3m. Further contracts were then awarded, bringing the total to 46, and making the total cost £138m. The locomotive was to look very like the recently-constructed Class 60 and would use a similar bodyshell assembled by Procor at its Horbury works, once the home of Charles Roberts, the famous wagon and coach builders. However, the Class 92 was an altogether more complicated beast than its diesel cousin.

The first locomotive to roll off the production line was 92001, which was completed in August 1993 and then went for static testing. 92002 followed in December and was taken to the Railway Technical Centre at Derby. Once these were completed it was returned to Loughborough where it was reunited with 92001 and both were sent to the Velim test track in the Czech Republic for endurance trials.

Construction continued steadily, and by this time it had been decided that the fleet would be split between three types of duty. 30 would be allocated for freight under the Railfreight Distribution banner, nine would be allocated to European sleeper trains while the final six would be operated by SNCF, the French national railway, to handle its share of cross-Channel traffic. All would nominally be

allocated to Crewe International Electric Depot which was, despite its name, an existing facility.

Unfortunately, introduction of the class was then hit by a number of setbacks. On April 1 1994, Railtrack was formed to take over the infrastructure and track of British Railways and it introduced new rules regarding electrical interference which adversely affected high-powered electric locomotives. This resulted in the Class 92 being banned from a number of routes including Wembley to Dolland's Moor, the very route for which they had been designed, and also from the lines that led to their home depot at Crewe.

Another blow was that the proposed 'Nightstar' sleeper services to the continent were delayed and then abandoned completely in 1999, leaving nine locomotives without any work at all (the completed coaches were exported to Canada). Testing was carried out at a number of locations, with most locomotives undertaking a loaded test run over Shap as part of the acceptance process, and this revealed a number of shortcomings, mainly with the electrical systems, although these issues were soon resolved.

LACKING ENTHUSIASM

There was a further complication as BR's freight business was soon privatised, with the American-owned EWS taking control. This company showed little enthusiasm for the Class 92, and tried to have the class deleted from the sale agreement but without success. Meanwhile, no buyer had been found for the sleeper locomotives, which were placed into long-term store at Crewe. The remaining locomotives took up their intended duties through the tunnel and in time, once the issues with Railtrack had been resolved, began to work freight trains from France, through the tunnel and onwards to yards in the UK.

After a number of years in storage five of the stored locomotives (92020-21/032/040/044) were purchased by Eurotunnel in 2007 at a knock-down price and operated under the EPS banner. However, despite them being virtually unused they required considerable work to bring them back into operable condition, with this being undertaken at Coquelles in France. The five machines were intended for an open access freight operation within France.

EWS Class 92 92036 *Bertolt Brecht* passes Crawford with the 1730 Mossend Down Yard to Eastleigh East Yard freight on August 13 2013. John Chalcraft/Railphotoprints.uk

In 2009 operable members of the class were modified so that they would be capable of working on HS1, Britain's high-speed route from London to the Channel, and two years later a loaded container train ran through under full control of the TVM430 signalling system. This train had originated in Birmingham and was destined for Novara, Italy, and was hauled by 92009, freshly painted in red DB livery, although the locomotive was paired with 66152 as diesel assistance was required to get it onto HS1 at Dagenham. This later led to a regular service which conveys continental-sized swap bodies on a service between London and Poland.

SLEEPERS AT LAST!

There were further changes for the EPS fleet in 2010 when Eurotunnel bought UK freight operator GBRailfreight (GBRF) from First Group, creating a subsidiary called Europorte to operate it. This led to locomotives that had formerly worn the two-tone grey livery being repainted in GBRF colours. By this time this fleet had been swelled to 13 by the acquisition of ex-SNCF machines. Five years later, GBRF was successful in tendering to provide motive power for the Caledonian Sleeper service between London and Scotland and in consequence it reliveried seven of its Class 92s in a new blue livery for this service. They have since proved ideal locomotives to haul the new Mk 5 coaches, their power enabling them to soar over the West Coast Main Line's tricky gradients.

One of GBRF's newly-acquired Class 92's 92043 heads south of Abington with the 0808 Mossend down yard to Carlisle New Yard engineers on August 14 2013. John Chalcraft/Railphotoprints.uk

Class 92 92001 at Cowroast (Tring) with the Bescot to Dollands Moor China Clay tanks on August 1 2008. Les Peters/Railphotoprints.uk

DB Cargo continued EWSR's dislike of the class, although it did produce some one-off liveries to celebrate partnerships with commercial operators, one of these being 92017 which was turned out in Stobart Rail livery in 2009. Other members of the class were involved in celebrity events, such as 92015 which was used for the UK portion of a container train that had run direct from Eastern China to London, taking some two months to complete its journey.

Several members of the class were offloaded to DB Cargo in Romania but later passed to an operator in Croatia before some of them went back to Romania. Five more went to another DB Cargo arm in Bulgaria and a small handful have been retained for UK service. However, despite the disposals there are still too many of these complicated locomotives for the work available with the result that around 15 are in store and unused at any one time.

The Class 92s have something of a cult following with much of this being down to their striking appearance and its original livery of two-tone grey. There was also much praise for the policy of naming the locomotives after famous composers and writers, a practice that was somewhat spoilt in later years when some locomotives received replacement and rather uninspiring names. Today the class still inspires much interest, particularly on the Scottish sleeper trains.

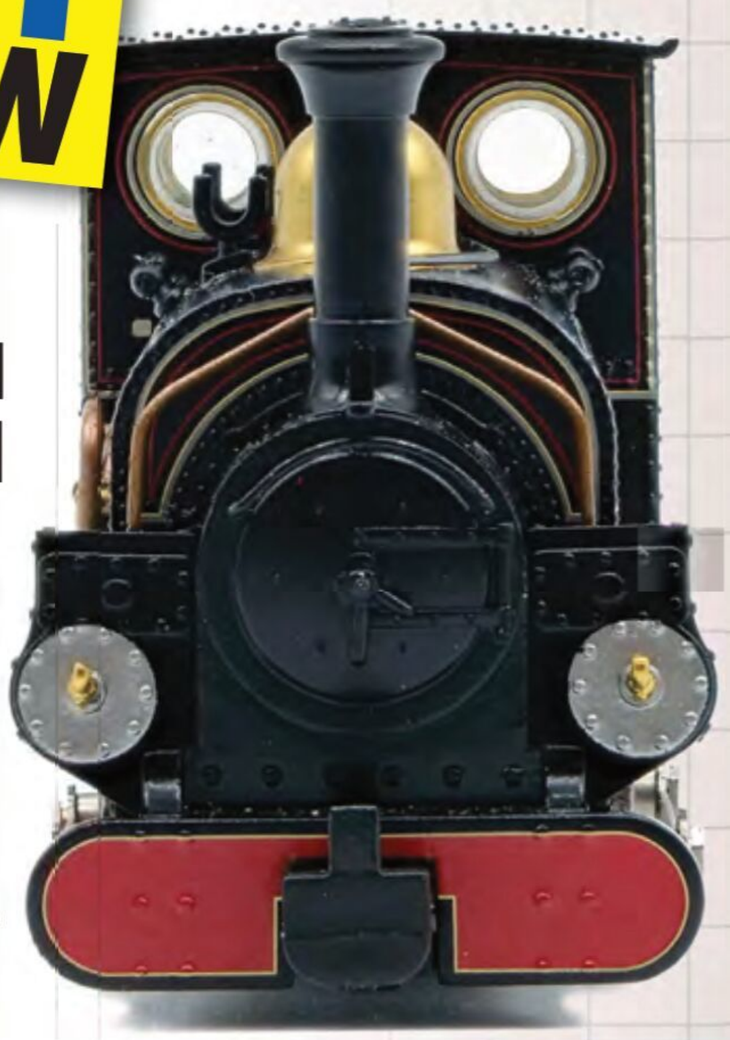
The Class 92s were built when Britain thought that the Channel Tunnel would create much more business than it actually did. This reduction in demand and the scrapping of 'Nightstar' rendered many of them redundant even before they were built, and those which did take to the rails have always had a leisurely existence. However, they fulfilled the design criteria set out for them and likely have plenty of life left in them. With the revival of overnight trains in mainland Europe, perhaps they may yet haul sleeper trains through the Channel Tunnel. **HM**

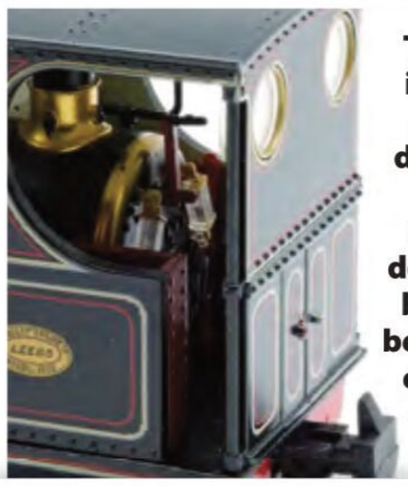
One of Eurostar's Class 92's, 92007, heads north past Greenholme with Merry-Go-Round coal empties bound for Ayrshire on July 20 2000. Railphotoprints.uk

FIRST REVIEW

Bachmann adds MAINLINE HUNSLET FOR '009'

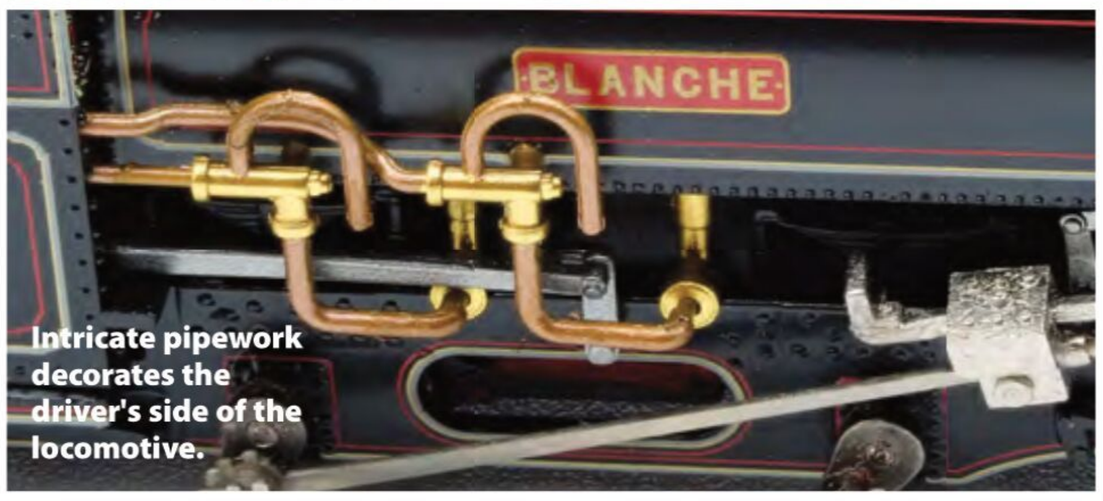
Revealed in Bachmann's Winter announcements in November and already available in the shops, **MIKE WILD** checks out the latest arrival for '009' – the Penrhyn Mainline Hunslet 0-4-0ST.





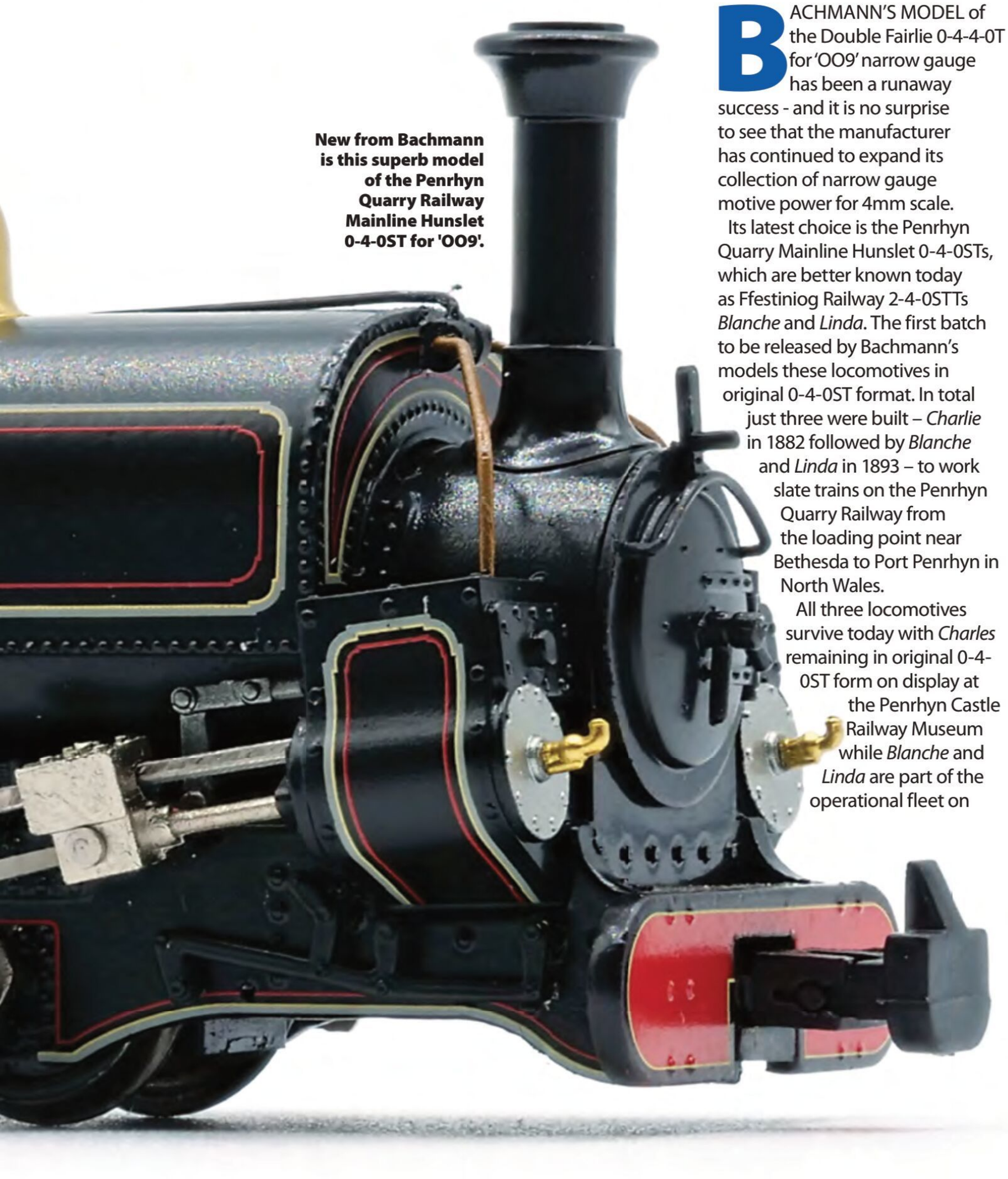
The cab interior is fully detailed - the firebox door can be even be posed open or closed.

The cab back includes the back doors and round spectacle plates on this example.



Intricate pipework decorates the driver's side of the locomotive.

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	371-125
Description:	Penrhyn Mainline Hunslet 0-4-0ST *Blanche*
Builder:	Hunslet
Region:	Penrhyn Quarry Railway, North Wales
Gauge:	'OO9', 9mm
Scale:	4mm:1ft
Length:	67mm
Price:	£189.95 (DCC ready), £289.95 (DCC sound fitted)
Couplings:	Narrow gauge hooks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 8mm factory fitted
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	First
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-4-0ST
Purpose:	Freight
Haulage capacity (expected):	10-15 wagons
Haulage capacity (actual):	15 wagons – maximum tested



New from Bachmann is this superb model of the Penrhyn Quarry Railway Mainline Hunslet 0-4-0ST for 'OO9'.

BACHMANN'S MODEL of the Double Fairlie 0-4-4-0T for 'OO9' narrow gauge has been a runaway success - and it is no surprise to see that the manufacturer has continued to expand its collection of narrow gauge motive power for 4mm scale.

Its latest choice is the Penrhyn Quarry Mainline Hunslet 0-4-0STs, which are better known today as Ffestiniog Railway 2-4-0STTs *Blanche* and *Linda*. The first batch to be released by Bachmann's models these locomotives in original 0-4-0ST format. In total just three were built – *Charlie* in 1882 followed by *Blanche* and *Linda* in 1893 – to work slate trains on the Penrhyn Quarry Railway from the loading point near Bethesda to Port Penrhyn in North Wales.

All three locomotives survive today with *Charles* remaining in original 0-4-0ST form on display at the Penrhyn Castle Railway Museum while *Blanche* and *Linda* are part of the operational fleet on the Ffestiniog Railway having been purchased by the railway in 1963 and subsequently regauged, fitted with superheating, tenders and a pony truck amongst other changes.

These locomotives are significantly bigger than the previous announced Quarry Hunslet 0-4-0STs which, as *Hornby Magazine* closed for press, were also about to touch down with Bachmann retailers.

THE MODEL

Three versions have been produced by Bachmann in the first batch, all modelling the locomotives in 0-4-0ST format. They are 1882-built *Charles* in lined black and early sanders (Cat No. 391-126), 1893-built *Blanche* in lined black and no sanders (391-125) and 1893-built *Linda* in weathered black with later sanders (391-127). Impressively for their size, all three locomotives are available DCC ready and DCC sound fitted from the factory too.

These are undeniably attractive locomotives and will make superb additions to a narrow gauge locomotive fleet. Livery application on our sample was nothing short of outstanding with superbly printed lining throughout the model together with copper, brass and silver finishes around the locomotive. Particularly nice is the brass paint finish on the dome and safety valves while the cab interior is richly detailed with brass painted beading, gauge glasses, coal space and controls. There is even a posable firebox door in the cab which can be used to hide the firebox glow or be left open as desired.

The locomotive body uses injection moulding for the cab while the boiler and smokebox »

assembly is die-cast to increase the locomotive overall weight – essential for a small 0-4-0ST. Detail is impressive throughout the body moulding including rivet patterns, pipe runs, lamp irons and more.

The underframe is equally well done with the die-cast chassis having outside frames, impressive slidebar heads, plus turned accommodation for NEM coupling pockets which are fitted with standard narrow gauge hook couplings.

PERFORMANCE

For such a small locomotive – the Mainline Hunslet is just 67mm long – Bachmann pushed the envelope with its internal equipment. This is the first factory-made narrow gauge locomotive to be fitted with firebox glow while amazingly there is also a 15mm x 8mm cube speaker mounted towards the rear of the chassis behind the coreless motor. A Next18 decoder socket is also built into the circuit board which makes this a simple upgrade to DCC or sound if you buy a DCC ready model.

The body is fixed to the chassis with five tiny crosshead mounting screws, but you will need a little patience in removing the body as there are two plastic lugs at the rear of the cab which hook into the chassis. Lift from the front of the locomotive and these will eventually release.

Paintwork is superb, right down to the intricate lining and the brass paint finish of the dome.

On the track, we found the weight of the model aided its running. Typically, small four-wheel chassis locomotives can be difficult to get the best running qualities from, but after a brief period of running in we found our sample settled down to be a quiet and smooth runner on analogue control. Tests with standard DCC (rather than sound) showed that this performance was matched with both control systems.

Haulage capacity was excellent. Our initial test runs were with a rake of 11 loaded slate wagons which our sample was the master of and we later increased this to 15 wagons which proved to be no match for its power.

Finely produced chimney.

Next18 decoder socket.

Detailed smokebox door.

Detailed cylinder head covers.

"These are undeniably attractive locomotives and will make superb additions to a narrow gauge locomotive fleet."

MIKE WILD

Narrow gauge couplings in NEM pockets.

Fully detailed cab interior.

15mm x 8mm cube speaker in firebox.

Painted cab interior.

The space inside the 0-4-0ST is used to maximum effect and includes a coreless motor, 15mm x 8mm speaker, firebox glow and a Next18 decoder socket.

Brass painted dome.

Fine multi-colour lining.

Firebox flicker.

Fine metal coupling rods.

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OVERALL

By now you will realise that this is a lovely model, made superbly and packed full of features, but there is one big question on your mind: when can you buy the 2-4-0STT version as operated on the Ffestiniog Railway? The answer is not right now, but Bachmann has said that it has created the tooling to model the 2-4-0 versions and the instructions with the first 0-4-0STs also include reference to them too.

For now, the Penrhyn Mainline Hunslet is available as an 0-4-0ST and it has to be said that after spending time with this characterful locomotive we've fallen for its charms. An excellent addition, available right now. (MW)

QUARRYMAN'S COACHES FROM PECO

FIRST REVIEW

The Ffestiniog Railway's Type 3 Quarryman's coaches are the basis of a trio of new rolling stock releases from Peco for 'OO9' narrow gauge. **MIKE WILD** inspects the new arrivals.

QUARRY WORKERS made full use of the Ffestiniog Railway to reach the remote slate mines which it served and from 1867 the railway provided rolling stock for this purpose. The first were open wagons, but over the next 20 years improvements continued to be made leading to introduction of the Type 3 coaches between 1885 and 1887.

Fascinatingly, the Quarryman Trains only ran on Monday and Saturday initially with the workers accommodated at the quarry in the week. This led to the dedicated coaches being added to normal service trains which saw exceptional loads handled by the Ffestiniog's Double Fairlie 0-4-4-0Ts. In later years, Quarryman's travel was provided in daily service trains.

The 1885-introduced Type 3 coach was the most comfortable. It had windows and a droplight door as well as sprung axleboxes for a smoother ride. An initial 18 were built, but in the early 1900s another batch was completed to replace older designs bringing the total to 36. Adding further interest to the story, a number were later rebuilt and Peco has decided to model three different vehicles.

Available now are original Quarryman's Type 3 coach No. 8 (Cat No. GR-570A) finished in red oxide. This models one of the post-1885 coaches in original form and it is joined by models of single balcony No. 6 in green (GR-590A) and double balcony brake van No. 7 in green (GR-580A). The single balcony vehicle was created in

No. 7 was rebodied as a double balcony brake van in 1910.

"The 1885-introduced Type 3 coach was the most comfortable. It had windows and a droplight door as well as sprung axleboxes for a smoother ride."

MIKE WILD

No. 8 is based on the Type 3 design introduced in 1885.

TECHNICAL DETAILS	
Manufacturer:	*www.peco-uk.co.uk*
Cat No:	GR570A (No. 8), GR-580A (No. 7), GR-590A (No. 6)
Description:	Ffestiniog Railway Quarryman's coaches
Builder:	Ffestiniog Railway, Boston Lodge
Region:	Ffestiniog Railway
Gauge:	'OO9', 9mm
Scale:	4mm:1ft
Price:	£30
Couplings:	Narrow gauge hook and loops in NEM pockets
Minimum curve radius:	First
Purpose:	Quarrymen trains and brake vans

New to Peco's 'OO9' carriage collection are these Ffestiniog Railway Quarryman's coaches.

1908 and originally carried No. 5 while the double balcony van was rebodied in 1910.

Each of the three vehicles is neatly presented and has metal tyre spoked wheels which are clip fitted into the chassis. They are free running and are joined by standard narrow gauge hook and loop couplings mounted in NEM pockets.

The chassis itself is quite basic, but looks the part beneath these carriages and vans. The bodies meanwhile are neatly detailed injection mouldings which have neat plank lines, removable roofs, balconies and even factory fitted vacuum brake pipes at each end.

For those looking to expand their narrow gauge rolling stock collection, these new additions will be ideal for passenger and freight formations and we can see them adding greatly to the variety of rolling stock available for 'OO9'. (MW)

The roof of each Quarryman's coach lifts off for access to the interior.

Rapido delivers SECR VANS AND BALLAST WAGONS

More South Eastern and Chatham Railway wagons have arrived from Rapido. **MARK CHIVERS** runs the rule over the latest vans and ballast wagons.

RAPIDO TRAINS UK's latest 'OO' gauge South Eastern & Chatham Railway (SECR) 10ton vans and 12ton two-plank ballast wagons have arrived with retailers.

The SECR's 10ton covered goods vans (later designated Diagram 1426) were first introduced in 1918, while the first of the 12ton two-plank ballast wagons (later classified Diagram 1744) followed a year later, both products of Ashford Works. Each wagon type shared the same 9ft 6in chassis design previously used on the SECR's five and seven plank wagons (HM180), and formed a natural choice as the next vehicles to model for Rapido Trains UK. The Diagram 1426 vans, in particular, formed the basis of the distinctive Southern Railway van shape in later years with elliptical roofs.

THE MODEL

Rapido Trains UK announced its intention to produce the 10ton vans and 12ton ballast wagons in early 2022 (HM178), when the company revealed it was to produce 11 versions of each vehicle, covering their careers from SECR days through to departmental use in BR days.

For review, we received two of each wagon finished as 10ton vans 16737 in SECR grey (Cat No. 927002) and 47159 in post-1936 SR brown (927006), together with two-plank ballast wagons 1789 in SECR grey (928003) and DS62402 in BR departemental black, with fishkind SOLE branding (928009).

Detailing on each is superb – the 10ton vans feature neatly moulded planking, strengthening ribs, rivet and hinge detail, separately fitted end ventilators, handbrake levers, self contained buffers and removable elliptical roofs. Two different roof styles have been tooled, our samples reflecting the curved (SECR) and straight (SR) rain strips.

The 12ton two-plank open ballast wagons also feature subtly different tooling, noticeable in the curved planking along the lower edge of the second plank of the SECR wagon – the later body style being less pronounced on the BR era wagon. These vehicles also incorporated self-contained buffers, door bangers and extended hand brake levers – all neatly captured by the manufacturer.

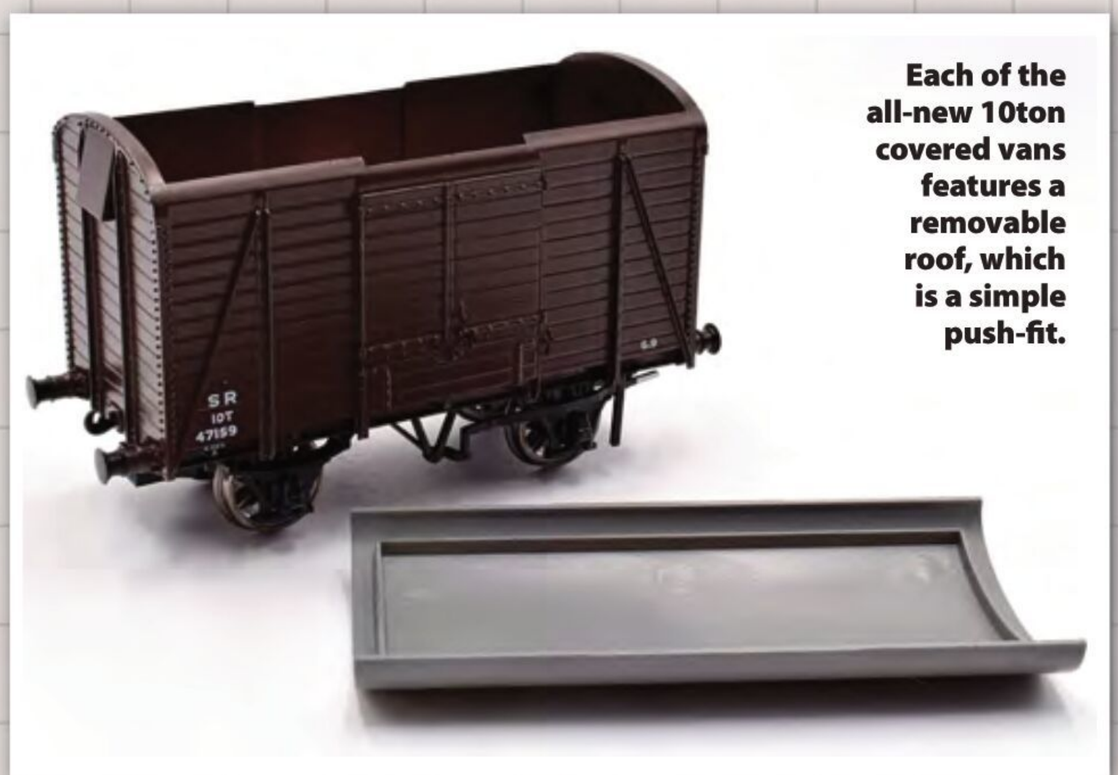
Application of each colour scheme is superb with a high quality paint finish and crisply applied lettering. The SECR wagons feature a higher degree of printed detail, particularly the two-plank ballast wagon with its SECR and abbreviated Permanent Way Department lettering. The BR era 12ton departmental SOLE wagon is also very nicely done with its BR black livery, green triangle and Return to Ashford Kent lettering. Planking within the ballast wagons is also very neatly captured with a lighter shade of brown used to represent wood.

Rapido Trains UK's all-new 'OO' gauge SECR 10ton covered goods vans are now available.

PERFORMANCE

Looking beyond the decoration, each wagon measures 80mm over buffers and the underframe features neat axlebox and spring detail, brake equipment and links together with brake shoes in line with the wheels on one side of each wagon, along with turned metal split spoked wheels, each of which features a darkened finish to the metal. Coupling hooks are also pre-fitted to each buffer beam.

Rapido Trains UK has also developed newly-tooled 12ton two-plank SECR ballast wagons.



Each of the all-new 10ton covered vans features a removable roof, which is a simple push-fit.

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	927002/006
	928003/009
Description:	SECR 10ton covered vans (as reviewed) SECR 12ton two-plank ballast wagons (as reviewed)
Builder:	Ashford Works
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£32.95 each
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Goods (vans)/ballast (two-plank wagons)

Weighing in at 35g (10ton vans) and 23g (12ton ballast wagons), all demonstrated smooth running characteristics whilst on test, with each model also featuring correct-height small tension lock couplings in NEM coupler pockets.

OVERALL

There has been an upsurge of Southern Railway (and its constituents) models in recent times, particularly those focused on South Eastern & Chatham Railway designs and these superb new models are a delightful addition to the selection of vehicles now available from pre-Grouping through to BR days and departmental use. (MC)

These new wagons use the previous 9ft 6in chassis produced for the manufacturer's five and seven plank SECR wagons.

FIRST REVIEW

Hornby's revitalised BR Mk 3s

The British Rail Mk 3 carriage is an essential part of the modern and recent railway scenes. Hornby has gone back to the drawing board to create a new collection of coaching stock, as **MIKE WILD** explains.

Magnetic close couplings are included for optional use between coaches.

THE BR Mk 3 carriage has been a fundamental part of the daily railway scene since 1975. More than 800 were built for use in High Speed Train (HST) formations as well as for locomotive haulage. Substantial numbers, albeit modified, remain in frontline service today.

Hornby produced its first Mk 3s in the 1980s, but they were shorter than the real thing to traverse train set curves of the period. However, since 1999 it has been making correct scale length models of the fleet which were further bolstered by the acquisition of the Lima tools in 2004.

Fast forward to 2020, and Hornby produced its first all-new Mk 3 coaches for 20 years with the arrival of its series of sliding door coaches to model the latest modifcations to the fleet for use with CrossCountry, GWR and ScotRail. There was still a gap in the market for HST Mk 3 trailers and it is pleasing to see the first of a brand-new collection arrive in the *Hornby Magazine* office this month for review.

First in is a full set of First Great Western 'Fag Packet' liveried coaches allowing a full eight-coach formation to be created to run with the incoming all-new HST power cars from Hornby. Excitingly, Hornby has created a full set of different vehicle types - and with unique running numbers you can assemble correctly formed trains.

Our review samples covered the First Open, Tourist Standard Open, Trailer Guard Standard and Trailer Restaurant First Buffet. The new coaches are a big improvement over the previous generation with all-new body tooling, correct roof, window and underframe arrangements, crisply produced gangways, flush glazing and excellent bogies.

Improving the design further are the inclusion of wheels with brake disc detail at the centres, while there are also body mounted NEM coupling pockets at each end, factory fitted with small tension locks, and models of the multi-pin connectors between coaches.

Talking of couplings, Hornby includes three options with each coach - all of which are a quick replacement into the NEM pocket. The options are standard tension locks, fixed bars and

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Three coupling choices are available with each coach - magnets, bars and small tension locks. All clip into the NEM pockets.

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	R40230, R40231, R40232A/C, R40233A/B
Description:	BR Mk 3 carriages
Builder:	British Rail Engineering Limited
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£44.99 per coach
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	HST express passenger formations

finally magnetic couplings with a realistic frame to them. The bar and magnetic couplings bring the coaches closer together with our preference being for the magnetic versions as it makes joining vehicles much quicker.

The complex livery of the First Great Western colour scheme has been produced to a high standard on our samples and reflects the real vehicles very well indeed including individual vehicle numbers and letters as well as First Class markings on the appropriate coaches. Printing of the complex lower bodysides uses a transfer which on the whole has been applied superbly on our samples, although one coach had a small dip in the positioning of the horizontal stripes. Nevertheless, overall we were very impressed by the quality of the livery application on the rest of our seven samples.

The Mk 3 carriage is an essential part of any modern main line railway scene from 1975 to the present day and it is great to see that these important coaches have been revived with a new tooling by Hornby. First impressions are excellent and we are eager to see how they look between the soon-to-be released all-new HST power cars. Watch this space! (MW)

Hornby has created an all-new suite of tooling for the HST Mk 3 trailer coaches for 'OO' gauge. First to arrive are the First Great Western liveried vehicles.

Below: **The complex Great Western livery was applied to a high standard on our sample coaches.**

Cavalex HAA MGR HOPPERS ARRIVE

The famous HAA hoppers are the subject of Cavalex's latest release. **MARK CHIVERS** asseses how they compare to Accurascale's recent version.

CAVALEX MODELS' eagerly-awaited 'OO' gauge HAA Merry-Go-Round hopper wagons arrived in late October, with the first examples now available exclusively through KMS Railtech and Trains4U.

The Merry-Go-Round (MGR) concept was born in the 1960s, with the aim that trainloads of coal would effectively constantly be on the move from loading at the pit to discharge at the power station – and then return to repeat the process. More than 11,000 air-braked MGR coal hopper wagons were built to replace older style wagons, these lasting into the 2000s, when new higher capacity wagons were introduced.

THE MODEL

Cavalex Models announced its intention to produce all-new 'OO' gauge models of the HAA hopper family of wagons in conjunction with KMS Railtech and Trains4U in September 2020 and the first batch of models touched down in early May this year. However, following quality control checks, an assembly issue was discovered which required the models to be remanufactured, delaying the release until now.

During the development process, Accurascale also announced its intention to produce models of the MGR hoppers too, with its first batch of products arriving with retailers during the interim earlier this year, leading to inevitable comparisons between models.

For review, we received a triple-pack of 'OO' gauge hoppers from the exclusive batch produced for Trains4U of Peterborough (Cat No. HAA01RTPT(30) containing HAA hoppers 353081, 358852 and 365972 with BR Railfreight red hopper cradles.

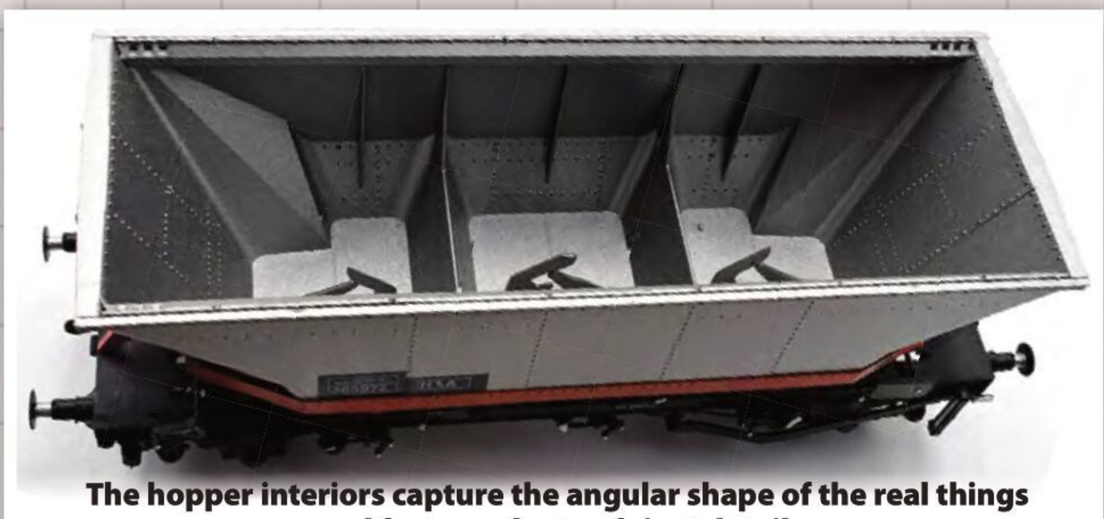
On opening the boxes, first impressions are excellent with the distinctive angular shaping to the hopper interiors drawing the eye inside. The shaping and detailing has been captured superbly with opening mechanisms visible at the base of the hopper – perhaps a touch finer than the Accurascale model's examples. As with the real things, these releases feature the strengthening beams fitted along the inner edge on each side (a little more pronounced on the Cavalex examples compared to the Accurascale model). Outside, the fine cradle certainly looks the part with rivet detail and fine shaping.

Interestingly, the shaping of the upper lip at the ends of the hoppers appears different between the two manufacturers' products, with the curvature at the end appearing less pronounced on the Cavalex Models example. However, when comparing the two hoppers together, the Cavalex Models example appears slightly longer – albeit by only a milimetre or so.

Measuring 118mm over buffers and weighing in at 53grams each, the specification also includes a zinc alloy chassis, sprung buffers, hopper door mechanisms and solebar pipe detail making these an attractive choice.

Decoration is superbly executed with our review samples featuring an evenly-applied silver grey paint finish to represent the dullish unpainted aluminium appearance,

Cavalex has produced various prototypical colour schemes for the initial releases, including BR Railfreight red.



The hopper interiors capture the angular shape of the real things and feature plenty of rivet detail.

TECHNICAL DETAILS	
Manufacturer:	*www.cavalexmodels.co.uk*
Cat No:	HAA01RTPT(3) (reviewed)
Description:	BR HAA 32.5tonne coal hopper wagon
Builder:	BR Shildon and Ashford Works
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£89.95 per triple pack
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Merry-G-Round coal trains

Cavalex Models' newly-tooled HAA coal hoppers are now available exclusively from KMS Railtech and Trains4U.

relieved by Railfreight red cradles and black underframe. Printed detail is also crisp and legible throughout with well defined TOPS panels, HAA markings and overhead live wire flashes. As you might expect, placement of these printed details differs in appearance depending on the model – 365972 having no live wire flashes, for example, while the others do, and the style and finish of the HAA and TOPS panels also differ. Builder's plates are included on the solebars, but they appear blank on our review samples – although once weathered this won't be noticeable.

PERFORMANCE

Pleasingly, the underframe has not been forgotten either with a wealth of detail to feast the eyes on, including hopper doors, opening mechanisms, brake equipment, calipers and clasps, The distinctive X shaping to the underside of the hopper doors has been well moulded and the moulding tapers sufficiently at each end to allow for wheel clearance.

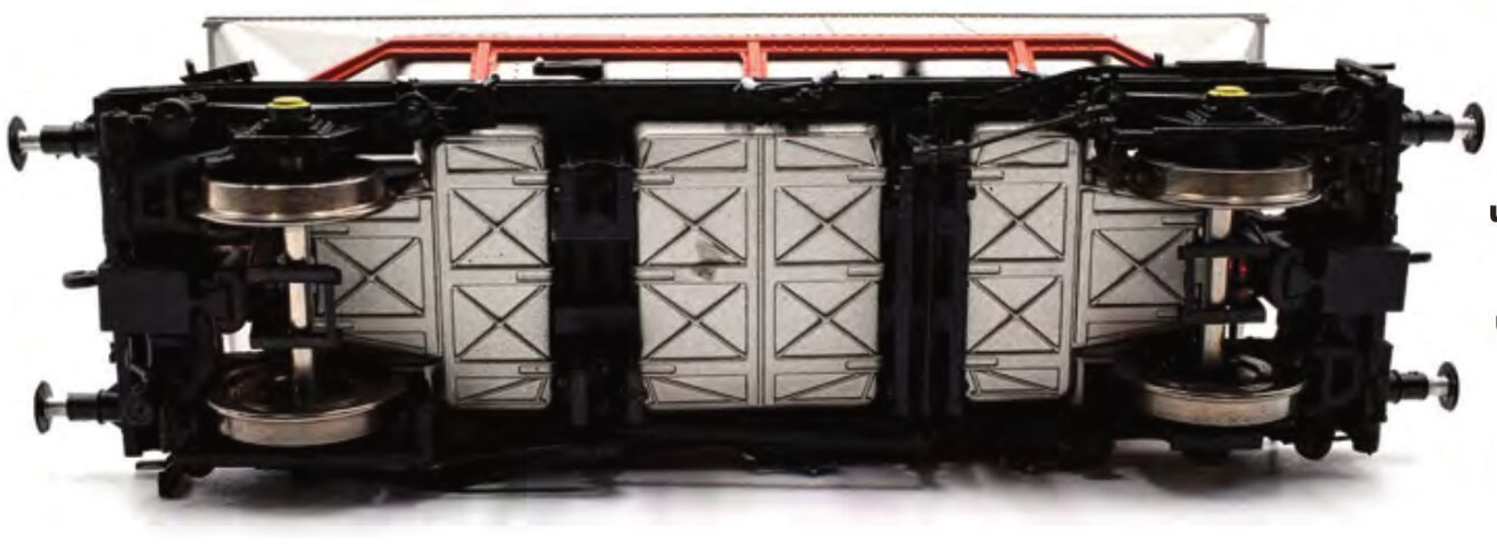
Free-rolling turned metal wheels are fitted which feature a moulded disc, while shoes are in line with the wheels and the calipers are also very nicely done. Correct height small tension lock couplings are fitted to the underside of the wagon, which while a little stiff on our review samples proved reasonably close-coupling and effective. We operated a rake of 18 of these wagons at the Spalding Model Railway Exhibition, courtesy of Trains4U, on our West Coast Cement exhibition layout and they ran smoothly throughout the weekend. To complete the appearance, each wagon is supplied with a small pack of bufferbeam pipes and Instanter couplings.

OVERALL

Whilst coal operations on the UK's rail network have dwindled considerably in a very short space of time, these wagons are a reminder of a time when coal was a prime source of traffic for the railway with rakes of 32 or so wagons hauled by heavy freight diesel locomotives on a seemingly endless loop of operations between collieries and power stations.

Cavalex's models are sure to prove popular with modellers with rakes of these vehicles offered exclusively through KMS Railtech and Trains4U in multiple triple packs with different running numbers between both retailers. They will be availble in original, BR Railfreight red, Trainload Coal yellow, Scottish blue (KMS) and EWS liveries, with canopied versions in due course. We are also looking forward to the manufacturer's all-new 'OO' gauge Class 56 diesel arriving to haul them. (MC)

● **Visit *www.keymodelworld.com* for more on Cavalex Models HAA hopper wagons.**



Cavalex has also modelled the hopper door detail underneath, together with the underframe equipment and exquisite brake gear.

HORNBY'S NEW

NEW from Hornby is this trio of 'OO' gauge KFA container flat wagons.

Built in the late 1980s in Finland for use with Tiphook leasing in the UK, they were designed for carrying containerised traffic – initially coded PFA, then KFA under TOPS. They have been used for traditional maritime container traffic as well as more specialist loads including gypsum, paper, refuse and more. Today the vehicles are part of French leasing company Touax's rail wagon fleet.

Hornby added its highly regarded 'OO' gauge model of the KFA container flats in 2011 and these latest additions bolster the selection offered.

Three models are now available including KFA TIPH.93458 (without containers), KFA TIPH.93428 (Cat No. R60134) with 40ft COSCO shipping and 20ft CARU containers (R60132) and KFA TIPH.93404 with a pair of containers (one 40ft and one 20ft) in Malcolm Logistics livery (R60133).

The wagons feature a diecast metal flat spine wagon, sprung metal buffers and a wealth of underframe pipework and brake equipment detailing. In addition, metal rungs are located beneath the buffers while locating spigots are provided along the container flat base for securing the containers in place. Handbrake wheels and neatly mouded Sambre and Meuse bogies provide the finishing touches.

Decoration is superb with an evenly-applied mid blue colour scheme to the container flat, while neatly printed lettering, logos and numbers are applied to containers. Crisply printed TOPS panels and Touax branding as well as small instructions, registration plates and overhead warning labels are also included along the wagon solebar.

Excellent and available now. (MC)

- **Gauge:** 'OO'
- **Price:** £35.49 (unloaded)/£53.49 (loaded)
- **Cat No:** R60132-R60134
- **Site:** *www.hornby.com*
- **Era:** 11

These latest KFA container flat wagons also feature a wealth of printed detail.

Colourful containers

- **Gauge:** 'OO'
- **Price:** £20.99
- **Cat No:** R60127/R60128
- **Site:** *www.hornby.com*
- **Era:** 11

Hornby has produced new twin-packs of its popular 'OO' gauge 20ft and 40ft containers.

Hornby has released additional packs of 'OO' gauge intermodal containers suitable for its KFA container flat wagons.

The new twin-container blister packs each include a 20ft and 40ft container, with our review packs featuring a pair in HANJIN blue (40ft) and DAL brown (20ft) (Cat No. R60128) and a pair in GENSTAR brown (40ft) and CCL grey (20ft) (R60127).

Application of the branding, container numbers and data panelling over the raised bodyside ribs and end doors is superb throughout.

In addition, the doors to each container open.

Suitable for use with Hornby's KFA wagons, the containers should also be compatible with other manufacturer's 'OO' gauge container flat wagons too. (MC)

KFA COLLECTION

Hornby's 'OO' gauge KFA wagon returns with three different identities for its latest release.

Victorian revival

- **Gauge:** 'OO'
- **Price:** £154.99
- **Cat No:** R1284M
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 8-pin socket
- **Era:** 3

The first of Hornby's Tri-ang Railways Remembered limited edition train sets has arrived in the form of 'The Victorian'.

Presented in a stout Tri-ang branded cardboard box, this delightful train set recalls the original package released in 1963 and contains Great Western Railway 'Achilles' 4-2-2 3046 *Lord of the Isles* in GWR livery, together with two GWR clerestory carriages – a Third and Brake Third in GWR chocolate and cream.

Limited to 1,000 sets, Hornby has delved into its archive to produce this special pack utilising its venerable model of the Dean 'Single' 4-2-2, now fitted with an 8-pin Digital Command Control (DCC) decoder socket, together with original short clerestory coaches, albeit now with metal wheels. All models feature the original style of tension lock couplings and are presented with a replica Tri-ang style printed card interior insert.

To complete this nostalgic release, it also includes an oval circuit of track formed of Hornby's current first radius track pieces. As with the original RS48 1963 set, it does not come with a power controller.

A wonderful reminder of how train sets appeared some six decades ago. (MC)

●You could win this Tri-ang Railways Remembered train set in our exclusive competition. See pages 8 and 9 for details.

Right: **Hornby has revived one of Tri-ang's much loved train sets from 1963 – 'The Victorian' – which contains as near original contents as possible.**

Left: **The contents include a 'OO' gauge GWR 'Achilles' Class 4-4-2, two GWR clerestory coaches and an oval circuit of track, presented in Tri-ang style packaging.**

18+

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Accurascale delivers MHAs

Accurascale's all-new 'OO' gauge MHA two-axle ballast/spoil wagons have arrived. **MARK CHIVERS** takes a closer look at these modern-era wagons.

"The conversions made use of HAA wagon underframes with new open box bodies which featured distinctive bodyside strengthening ribs."

MARK CHIVERS

ARRIVING with Accurascale's second batch of 'OO' gauge HAA hoppers during the autumn, are the manufacturer's all-new 'OO' gauge MHA ballast/spoil box wagons.

First converted in the late 1990s at RFS Doncaster from redundant HAA Merry-Go-Round (MGR) hopper wagons, the MHAs were intended for use on infrastructure work with English Welsh & Scottish Railway (EWS). Further examples were also converted at Wabtec Doncaster, Margam and Marcroft Engineering in Stoke-on-Trent into the 2000s.

The conversions made use of HAA wagon underframes with new open box bodies which featured distinctive bodyside strengthening ribs. Initially the wagons featured 16 bodyside ribs, although this was later reduced to 11. More than 1,000 MHAs were constructed and given their origins, they received the fishkind engineers' moniker 'Coalfish' – although not all vehicles carried this lettering on their solebars.

THE MODEL

For the debut release, Accurascale has produced four triple-wagon packs modelling the wagons during their careers, most of which retain their EWS maroon and gold livery – two packs reflecting the post-2002 period with EWS markings and two packs in present day DB Cargo condition with EWS markings painted out, one of which also contains a sole DB liveried red example.

For review we received one of the DB era packs (Cat No. ACC2551MHA-DB2) which contains MHAs 394676, 394193 and 396164 in maroon and gold with patch-painted areas where the former EWS logos were originally placed and where 'new' data panels have been added in later years.

As with the prototypes, the MHA wagons make use of the chassis developed for Accurascale's HAA MGR hopper wagons (HM179), but with the necessary alterations such as removal of the pipework along one side of the solebar and some underframe equipment, together with a newly-tooled box body. Accurascale has also selected to model the later variant of the MHA with 11 bodyside ribs for its initial releases which were converted in batches between 2002 and 2007, complementing Hornby's existing 'OO' version which represents the earlier conversions with 16 bodyside ribs.

As with the prototypes, the 11-rib examples correctly incorporate detail differences which

Decoration is exemplary with a patch-painted EWS maroon paint finish (with EWS branding painted out) and brown interior.

Detailing includes separately applied handbrake levers, lamp irons, sprung metal Oleo buffers, coupling hooks and more.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.co.uk*
Cat No:	ACC2551MHA-DB2 (reviewed)
Description:	EWS/DB 33ton MHA open box wagon
Builder:	RFS/Wabtec/EWS/Marcroft (conversions)
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£74.95
Couplings:	Small tension locks in NEM pockets
Purpose:	Civil engineering ballast/spoil

Accurascale's all-new 'OO' gauge MHA ballast/spoil wagons are now available.

differentiate them from the 16-rib examples including lack of grab handles at the ends, footsteps at the left hand end and fully sloping angled top edges to the wagon sides.

Measuring 118mm long over buffers and 36mm wide, Accurascale's models feature a neatly moulded body and chassis (with daylight visible between), together with plenty of separately-fitted parts including lamp irons, coupling hooks, pipework, brake gear, hanbrake levers, bogie springs and more – even the distinctive ribs to the sides and ends appear to be separately fitted parts. However, the top edge of our review samples did appear to display a very slight inward bow at each end.

Application of the EWS maroon colour scheme is superb with an even overall paint finish, together with a few lighter maroon hand patch-painted areas with a more matt appearance, adding to the effect, and yellow top edges. Whilst the former EWS lettering has been painted out on our samples, the other patches feature new data panels (with tiny lettering) printed over them, while the TOPS panels are also crisp and legible. Further tiny labels and overhead electrification warning labels are equally well presented.

PERFORMANCE

Weighing in at an impressive 45grams each, our review samples proved smooth running and stable whilst running on *Hornby Magazine's* office test track with other similar wagons.

Underneath, the brake equipment is protoypically spartan, but what is there is well defined, with clasp and caliper detail included. Turned metal wheels feature separately fitted brake disc detail, while sprung metal buffers with black painted heads and silver shanks are fitted at each corner. A separate pack of small details containing air brakes and instanter couplings is also included. Small tension lock couplings in NEM pockets complete the package.

OVERALL

A natural progression to the HAA MGR hopper story, which provides another variant of a prevalent modern-era wagon type, these newly-tooled 'OO' gauge MHA ballast/spoil wagons from Accurascale will be welcomed by modellers of the contemporary scene. (MC)

Decoration is neatly applied – even prototypical painted-out patches feature on some.

'OO' GAUGE

Oxford Diecast AEC 690 CONCRETE MIXER

- **Price:** £23.95
- **Cat No:** 76ACM001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 6/7

NEW from Oxford Diecast is this 1:76 scale AEC 690 concrete mixer.

Following on from its AEC 690 dumper truck (HM185), this new release uses the latest tooling from Oxford Diecast and captures the characteristic cab shape of the prototype together with the distinctive concrete mixer and apparatus to the rear.

Registered as HRB 422C from 1965, the vehicle carries a mid-blue colour scheme, enhanced by a blue and white square design to the concrete mixer. The front bumper is finished in white, while lights are picked out in silver and indicators in orange.

Oxford's latest release is a mixed-media product with die-cast chassis and moulded cab roof/glazing, mixer and loading/unloading equipment.

Tyres are rubber, adding to the substantial appearance and heft of the model.

Detailing is good throughout, from the exquiste radiator to the chutes at the rear. A superb addition to the range which will certainly look the part on a construction site. (MC)

'OO' GAUGE

Corgi Transit

- **Price:** £11.99
- **Cat No:** DG200017
- **Site:** *www.corgi.co.uk*
- **Era:** 6/7

Corgi's 1:76 scale Trackside range of diecast models is bolstered with this Mk 1 Ford Transit in Express Dairy livery.

Finished in dark blue and white, the model carries Express Dairy lettering on each side and across the rear doors, together with a stylised E on both doors at the front. Registration plates – CLK 260H – indicate a 1970 registered vehicle with correct black lettering on white and the front and black lettering on yellow at the rear.

The model also features a neatly moulded cab interior, FORD lettering across the radiator grille and lights picked out in appropriate colours front and rear. Perfect for a dairy scene. (MC)

'OO' GAUGE

Magnetic chain couplings

- **Price:** £11.50
- **Cat No:** ACC2019CHN
- **Site:** *www.accurascale.com*

Accurascale has added a pack of magnetic chain couplings to its range of 'OO' gauge accessories.

Originally produced for use with its diminutive 'OO' gauge four-wheel Chaldron coal wagons, the couplings are now available as a separate item, supplied in a pack of eight couplings.

Each coupling features an NEM fishtail style plug at one end, connected to incredibly fine chain links with a magnet attached at the other. In use, this magnet can then be used to couple to another to form the link between vehicles.

An innovative coupling solution. (MC)

1:76 SCALE

GWR Thornycroft Nippy

● **Price**: £15.99 ● **Cat No:** DG214005 ● **Site:** *www.corgi.co.uk* ● **Era:3**

Corgi has added a new 1:76 scale model of its Thornycroft Nippy flatbed trailer in Great Western Railway (GWR) colours.

This latest release features a Thorneycroft Nippy tractor unit and separate flatbed trailer in GWR chocolate brown with neatly printed lettering along the side of the trailer.

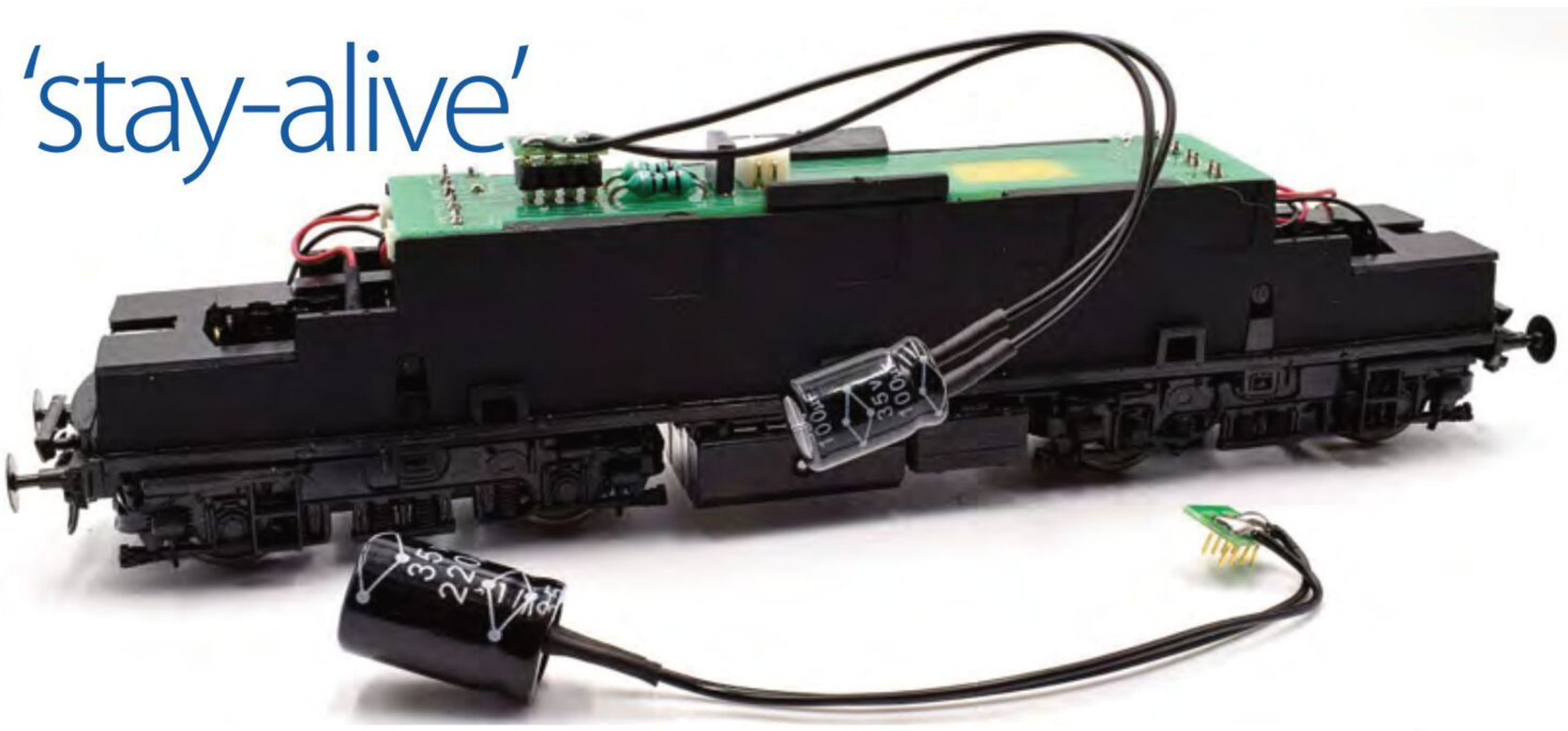
As with previous releases, the flatbed features a representation of wooden planking, finished in a grey brown shade, and also includes a set of fold-down wheels toward the front so that it can be parked in a yard without the tractor unit.

The lorry itself is a short four-wheel unit with double wheels at the rear and features rubber tyres with wheel hubs picked out in red. The cab features a moulded interior, while headlights are highlighted in silver and it also features neatly printed registration plates – FYU 167. Sure to look the part in a period yard or station scene. (MC)

'OO' GAUGE

Analogue 'stay-alive'

● **Price:** £5.99/£6.99
● **Cat No:** 3794-9925/9926
● **Site:** *www.hobbytrax.co.uk*



Hobbytrax has recently introduced a series of 'stay-alive' capacitors designed for 'OO' gauge analogue (DC) locomotives.

Amongst the range are two examples intended for models fitted with 8-pin DCC decoder sockets. However, these are not designed for use with digital operation: they cleverly utilise the decoder socket to enhance conventional DC operation to improve performance.

There are two capacitor sizes – small and large – and they can simply be plugged into the existing 8-pin sockets on models so fitted. There are also plain wire versions which can be soldered to older models, such as Hornby and Lima examples.

On test, our review sample was fitted to a 'OO' Heljan Class 33 diesel chassis and certainly appeared to improve performance over pointwork and track which hadn't been cleaned for some time, with no visible signs of hesitation during our running session. (MC)

'OO' GAUGE

Mind the step

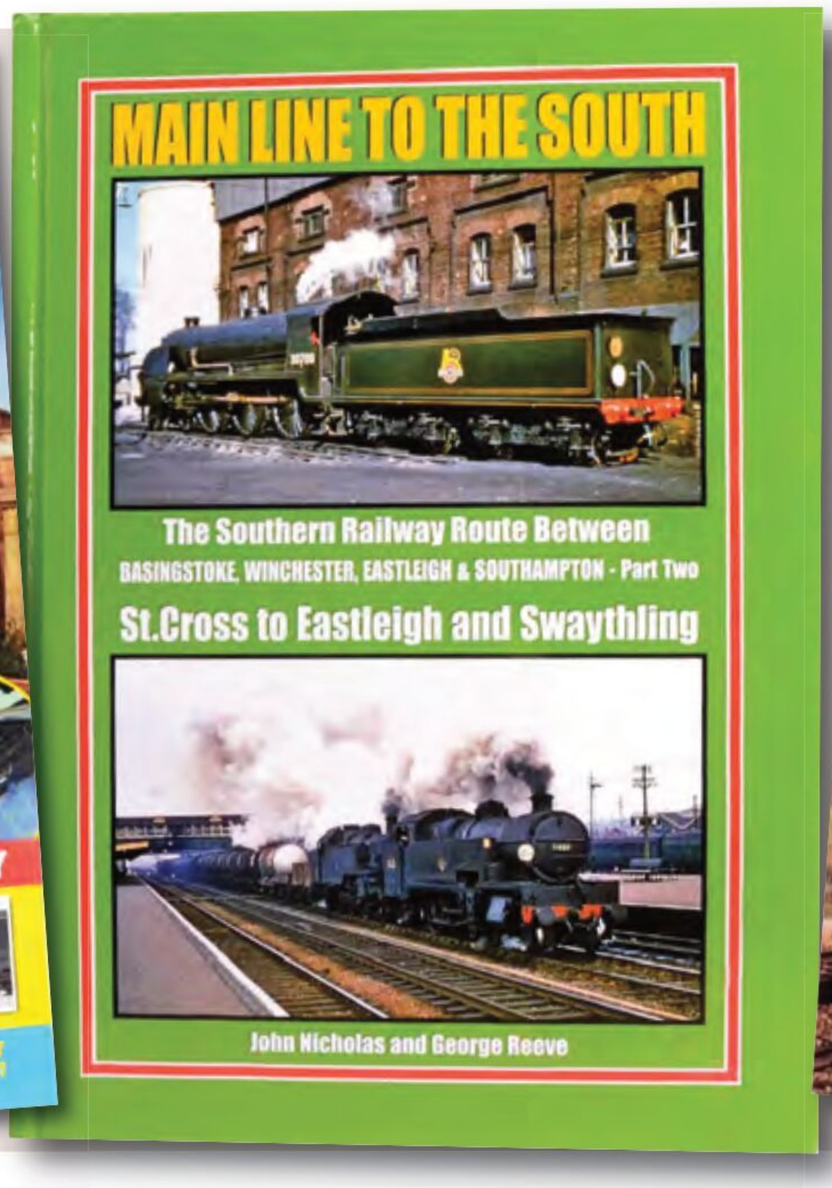
● **Price:** £5.69
● **Cat No:** DC036-OO
● **Site:** *www.scalemodelscenery.co.uk*
● **Era:** 10/11

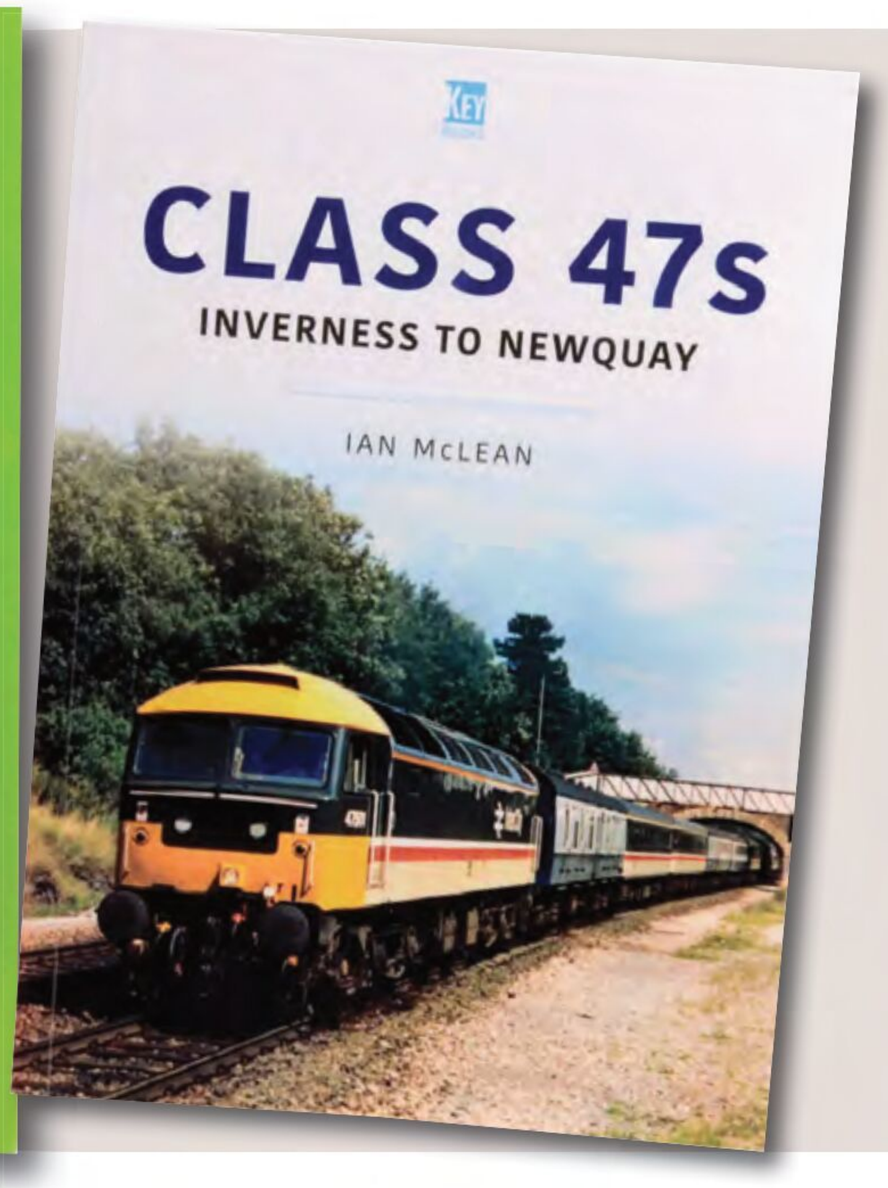
New from Scale Model Scenery is this pack of 4mm scale 'Mind the Step' decals.

Designed for modern-era 4mm scale platforms, the A6 pack contains 36 self-adhesive warning signs. In normal use, these signs are usually painted on platform surfaces to warn of a step between the platform edge and the train.

Each 24mm x 3mm Mind the Step sign is printed in yellow with a grey backround. Simply cut around the sign with a sharp blade or scissors and peel away from the polyester backing sheet. The sign can then be stuck in place on a suitable section of platform – ideally a smooth cardboard or plastic surface.

The perfect finishing touch to a modern station scene. (MC)





Sector Modelling

Author:	Simon Bendall
Publisher:	*www.keypublishing.com*
Title:	Modelling British Railways Railfreight sub-sectors
ISBN:	978-1-80282-446-9
Price:	£8.99
Spec:	116 pages, bookazine

NEW from Key Publishing is this latest bookazine in the Modelling British Railways series, dedicated to Railfreight sub-sectors.

It is sobering to think that it is 35 years since the launch of the Railfreight triple grey livery at Ripple Lane depot in London on October 15 1987 – a memorable date as that night hurricane force winds swept across Southern England, wreaking havoc in their wake – and flattened the marquees at Ripple Lane.

Simon Bendall's latest publication looks back at the various sub-sector colour schemes, highlighting the different sector logos including Railfreight Coal, Construction, Petroleum, Metals, Distribution and General – this latter sector logo being a particular rarity.

As with previous bookazines in this series, there is plenty of inspirational content illustrated throughout from depot signage to positioning of logos on locomotive bodysides. Rolling stock is also highlighted and there is much modelling content too, with detailing and improvement projects, together with repaints and weathering features to whet the appetite.

In addition, the publication also includes images of livery variations as well as a very useful sector-by-sector guide of locomotives that carried their specific colour schemes. For those wishing to replicate the era in model form, the bookazine is amply illustrated with images of typical train formations from each of the sub-sectors, while chapters also include details of suitable models available ready-to-run. Another fascinating read. (MC)

Southern Main Line

Author:	John Nicholas and George Reeve
Publisher:	*www.irwellpress.com*
Title:	Main Line to the South St. Cross to Eastleigh & Swaythling
ISBN:	978-1-911262-45-9
Price:	£34.95
Spec:	312 pages, hardback

THIS recent tome from Irwell Press is the second in the series focussing on the South Western Main Line between Basingstoke and Southampton. The first volume was dedicated to the Basingstoke to St. Cross section, while this latest publication continues the journey from there, onward to Eastleigh and Swaythling.

The opening chapter is a guide to the route with an outstanding level of detail as the authors follow the line from Shawford Junction to Eastleigh, Southampton Airport and Swaythling, with many period views of the infrastructure along the way. Subsequent chapters look further in-depth between 1839-1867, 1868-1899, 1900-1922, 1923-1947, 1947-1968 and then the post 1967 electrification through to the present day.

As you might expect, Eastleigh (or Bishopstoke as was) occupies a significant part of the book from the opening of the London & South Western Railway's carriage and wagon works in the 1880s to the locomotive works, steam depot, diesel depot, station and signalboxes.

For followers of the present day scene, there are useful insights into the signalling in the area, with glimpses of the rarely seen – and still in use – Eastleigh East Yard ground frame and diesel depot signalbox, while a former depot engineer highlights some of the diesel depot's responsibilities during the BR era in the 1980s.

Throughout, there are building diagrams, track plans, period photographs, Works views through the years and so much more, accompanied by throughly researched text and timeline highlights from start to finish. (MC).

Class 47 adventures

Author:	Ian McLean
Publisher:	*www.keypublishing.com*
Title:	Class 47s Inverness to Newquay
ISBN:	978-1-80282-262-5
Price:	£15.99
Spec:	96 pages, softback

A RECENT addition to the Key Books portfolio from Key Publishing is this latest edition on Class 47s by Ian McLean. This is the third book in the series on Class 47s and covers movements from Inverness to Newquay.

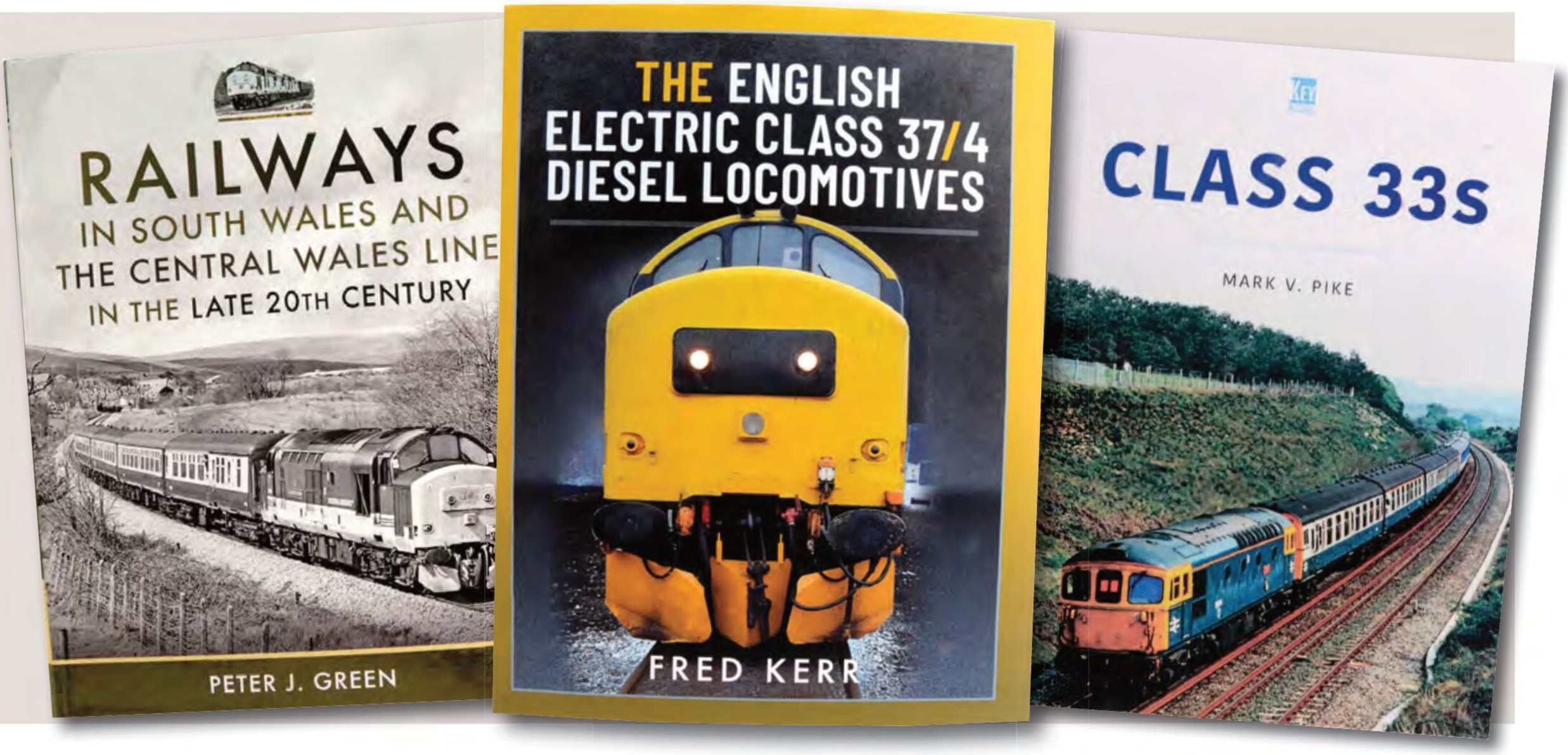
This volume covers the period from 1986 to 1987 and is presented as a personal quest to ride behind and photograph as many Class 47s as possible, some of which proved more difficult to travel behind than others.

Most of the photographs included are traditional three-quarter views of the locomotives in action, primarily of passenger turns with extended captions explaining the nuances of locomotive diagrams and the ground covered by certain examples during their day-to-day duties.

As with previous volumes, the quality of the images is very good, as is the scanning process which has resulted in many superb views of the once common Class 47s operating the length and breadth of Britain – and yes, there are images of the locomotives at Inverness and Newquay!

From a modeller's perpective, there's plenty of material to satisfy those looking to replicate some of the formations in model form – from cross-country rakes to three-coach locals. It is also a useful reminder of the widespread variation to liveries carried by the class at this time, with an impressive array of colour schemes included throughout the volume.

A superb recollection of a once prevalent locomotive class, which was perhaps taken for granted at the time. Available now. (MC)



Along Welsh lines

Author:	Peter J. Green
Publisher:	*www.pen-and-sword.co.uk*
Title:	Railways in South Wales and the Central Wales line
ISBN:	978-1-39908-654-7
Price:	£30
Spec:	183 pages, hardback

AMONGST the recent book releases from Pen & Sword is this substantial picture volume of the rail network taking in South Wales and the Central Wales line in the late 20th Century.

Once again, Peter J. Green provides many of the super black and white photographs gathered together, with contributions from friends and colleagues too.

The book begins at Newport and takes in the Valleys, Cardiff and radiating routes, onwards to Swansea and South West Wales, plus the Central Wales line. Coverage includes passenger and freight workings, some of which are on freight only branches, of which there were many serving collieries, quarries and the like.

Double-headed Class 37s were particularly commonplace in South Wales in the 1980s and several examples of these are included in the book, together with triple-headed Class 37s into the 1990s on coal and oil trains. Passenger workings range from DMUs to Class 37s/47s/50s and High Speed Trains. A few steam specials also appear.

Freight workings were also quite varied, with many steel and coal workings, the latter also providing historical reminders of the collieries served at this time. Exchange sidings offered further variety and several of these workings have also been included.

Photographic reproduction is superb throughout, with great composition ensuring that most, if not all, of a train formation is included within the frame – providing useful research material for modellers who may wish to recreate these in model form. (MC)

English Electric 37/4s

Author:	Fred Kerr
Publisher:	*www.pen-and-sword.co.uk*
Title:	The English Electric Class 37/4 diesel locomotives
ISBN:	978-1-39909-613-3
Price:	£25
Spec:	126 pages, hardback

BRITISH Rail's English Electric Class 37/4s have proved to be remarkably versatile locomotives, evidenced by the fact that some remain in front line service today, more than 35 years after conversion from standard class members.

Their extensive refurbishment included installation of Electric Train Heating (ETH) equipment, which enabled them to work passenger trains as well as freight, and resulted on them being deployed initially in the Scottish Highlands and in Wales.

Fred Kerr's homage to the Class 37/4s follows their career from initial BR large logo blue to the present day Direct Rail Services (DRS) and Colas Rail Freight colour schemes. Chapters cover their operations in Scotland, England and Wales, as well as charter train workings, freight and their more recent deployment with DRS and Colas. A final chapter showcases surviving examples in their preserved state – in some cases in poor condition.

Presented in a colour picture volume format, photographs typically appear in two or three images per page, with the occasional full page picture, which is pleasing to the eye. It is clear that the author travelled far and wide to photograph the 37/4s in action on passenger and freight trains with some great views capturing their diverse careers.

The book also serves to remind you quite how many colour schemes the locomotives have carried, as well as some of the detail differences between them – all eminently modellable – plus their versatility on short or long passenger and freight formations. (MC)

Crompton variety

Author:	Mark Pike
Publisher:	*www.keypublishing.com*
Title:	Class 33s
ISBN:	978-1-80282-479-7
Price:	£15.99
Spec:	96 pages, softback

NEW from Key Books is this picture album showcasing BR Southern Region's popular Class 33 Bo-Bo diesels.

These versatile Type 3 locomotives were built for use across the Southern Region network and ventured far and wide during their careers – certainly far beyond their original intended duties – and there are a couple of images of class members at Aberdeen to prove it.

Mark Pike's latest volume focuses on the Class from the mid-1980s to the present day, with chapters covering their operations from 1985-2000, 2001-present and heritage line workings. Each of the sub-classes – Class 33/0, 33/1 and 33/2 – appears within the pages with a great selection of colour images.

From BR days, there are classic views of Class 33s in various colour schemes on typical passenger trains including Waterloo to Salisbury and Exeter, Bournemouth to Weymouth (with 4-TC multiple units), Portsmouth to Bristol/Cardiff/Swansea, Brighton to Cardiff and a few charters. There are also fleeting glimpses of examples on freight workings, plus a varied selection of engineers' trains too.

Post 2001, the number of class members on the main line was much reduced, however BR green, Fragonset and West Coast Railway liveried examples are showcased on stock moves and railtours, while there are also plenty of views of 'Cromptons' in superb condition operating on heritage lines, as well as a few final views of one example – 33034 – before it was consigned to the history books. (MC)

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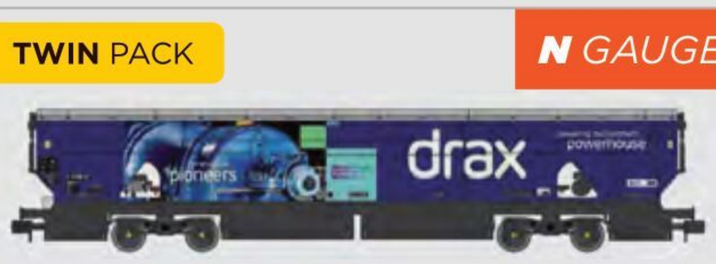

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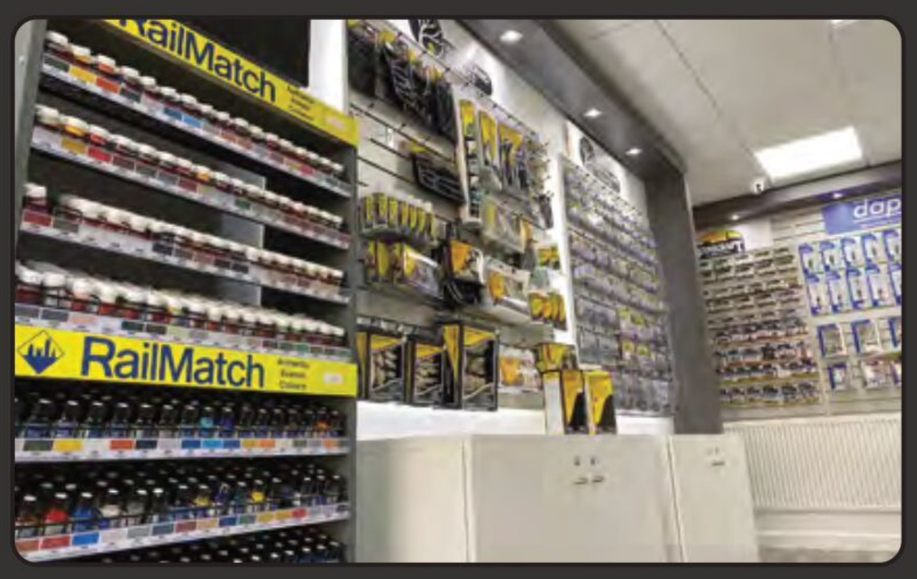

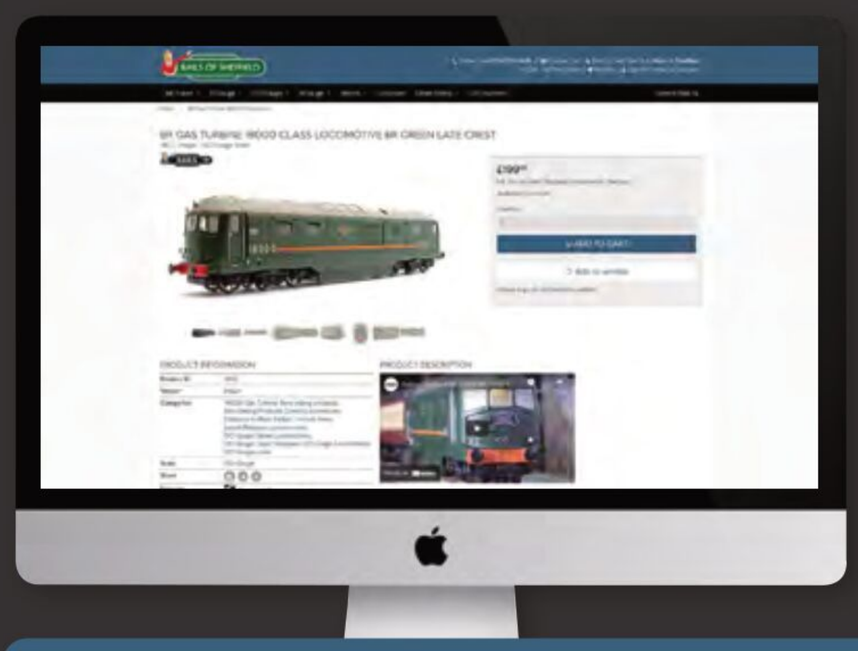

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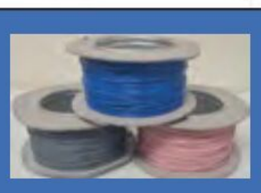

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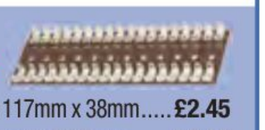

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Locomotion's ES1

The pioneering North Eastern Railway steeple cab electric is the subject of the latest collaboration between Locomotion Models, Rails of Sheffield and Heljan. **MIKE WILD** takes a detailed look at this new release ahead of its arrival in December.

FIRST REVIEW

The Heljan produced model of ES1 captures the look of the real locomotive.

New from Locomotion Models and Rails of Sheffield is an exclusive model of the North Eastern Railway ES1 electrics for 'OO' gauge.

AS UNIQUE SURVIVORS go, the North Eastern Railway's British Thomson-Houston built Bo-Bo electric No. 1 is quite remarkable. It was built in 1903 at a time when electric locomotives were in their infancy and had what, in many respects, was an unremarkable career pottering up and down a short branch line in Newcastle.

What really makes ES1 – Electric Shunting One – so special is its place in electric locomotive development. It was a steeple cab design which had a central cab with clear visibility over the two bonnets. Inspiration for the locomotive came from an example built by General Electric and Thomson-Houston for the Milan-Varesse railway in Italy.

The new locomotives for the NER were designed for a very specific purpose – to transport goods between Trafalgar Yard in Manors and Newcastle Quayside Yard which involved a steeply graded railway and a very narrow tunnel bore. Steam locomotive crews suffered with soot and smoke

TECHNICAL DETAILS	
Manufacturer:	*www.locomotionmodels.com/ ww.railsofsheffield.co.uk*
Cat No:	1200-1204
Description:	North Eastern Railway ES1 Bo-Bo electric
Builder:	British Thomson-Houston
Region:	North East
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	151mm
Price:	£220 DCC ready
Couplings:	Small tension lock in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm factory fitted
Exterior lights:	Directional lamps
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Freight
Haulage capacity (expected):	10-15 wagons
Haulage capacity (actual):	20 wagons – maximum tested

while taking charge of coal fired locomotives on the short ¾-mile line up the 1-in-27 gradient, and with Vincent Raven, the NER's Chief Mechanical Engineer, being forward thinking, he turned to the idea of electric for its cleanliness and its power output.

Two locomotives were built – No. 1 and No. 2 – and they were designed to collect current from overhead wires in the yards and from a third-rail in the tunnel. Initially the locomotives had bow collectors – rather like those used on trams – mounted on one of the bonnets, but these later gave way to a much neater cab roof mounted pantograph.

Remarkably, after entering service in 1905, the last of the two locomotives was withdrawn in 1964 after an entire career on the same duties. Only No. 1, then numbered 26500, survived and after a period at Leicester Railway Museum it moved to the National Railway Museum in York in 1977 and subsequently to Locomotion in Shildon where the locomotive is restored in North Eastern Railway lined green.

Inside the ES1 models are equipped with a Next18 decoder socket, lighting, a 15mm x 11mm cube speaker and low-profile drive mechanism.

Low profile gear towers.

Sprung metal buffers.

Power connections for interior and exterior lights.

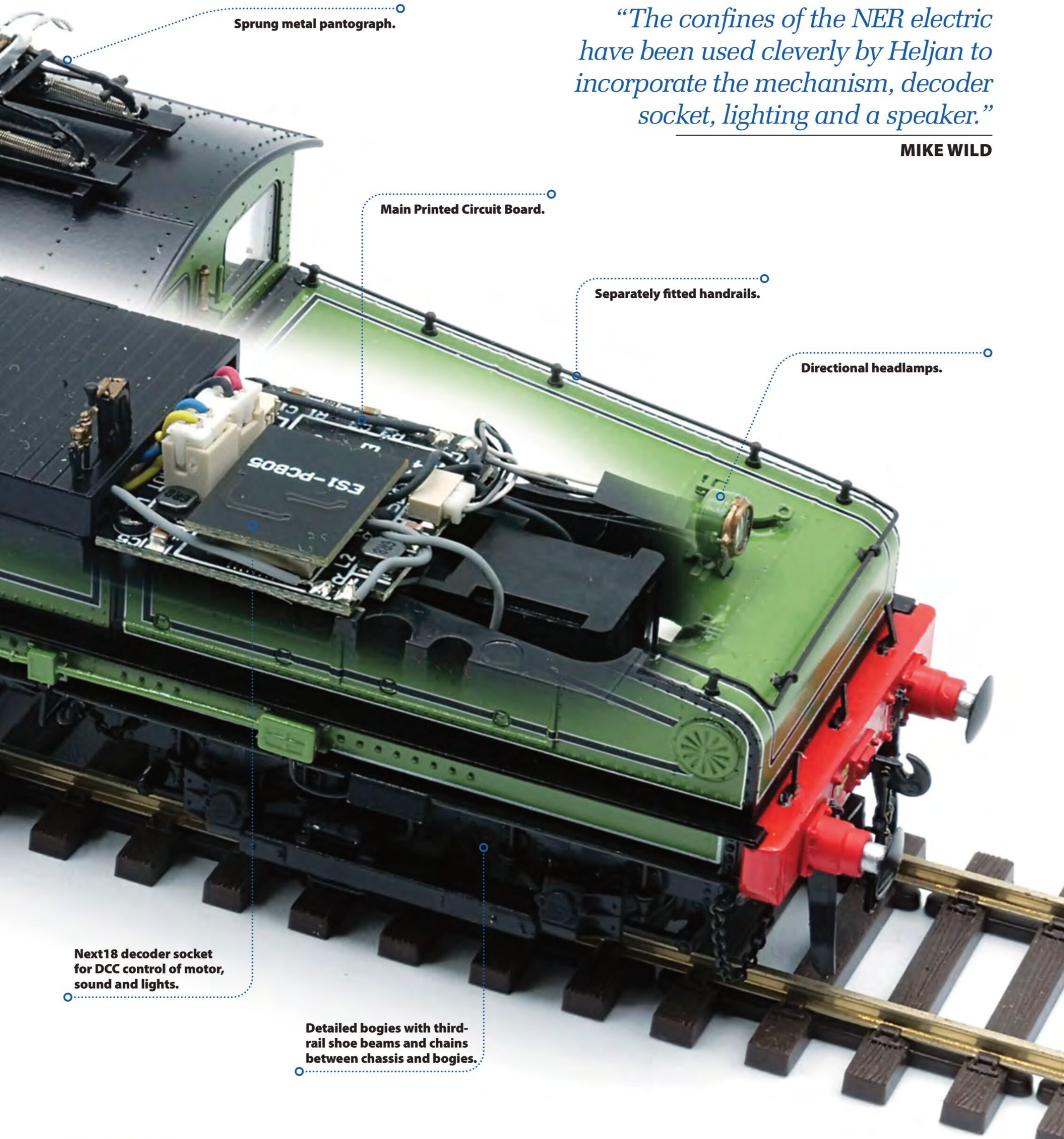
Detailed die-cast metal underframe for weight.

Cab interior detail covering lower profile motor and flywheels.

One of Rails of Sheffield's models is 26500 in its final BR branded NER lined green.

"The confines of the NER electric have been used cleverly by Heljan to incorporate the mechanism, decoder socket, lighting and a speaker."

MIKE WILD



THE MODEL

Excitingly, there are five versions of ES1 available for 'OO' gauge through Locomotion Models and Rails of Sheffield. Locomotion has two models in North Eastern Railway lined green – one as preserved (Cat No. 1200) and the second in 1908-1923 NER green (1201). Rails of Sheffield, meanwhile, 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).

The Heljan-produced model is brimming with detail, both physical and printed. There were a handful of amendments being made to the decoration of the NER liveried versions for the National Collection in Miniature prior to arrival of the production batch in December, but the three from Rails are all signed off and complete.

Decoration has been achieved to a high standard with the intricate lining of the NER and BR apple green locomotives being completed superbly. Add to that crisply printed numbers and lettering, cab interior detail and brass finishing to the lamp surrounds and it is a characterful picture.

The physical shape of the model replicates the design of the steeple cab electric in every respect using a combination of die-casting for the bonnets and injection moulding for the cab. Design of the model was helped by Locomotion providing full access to the preserved locomotive to Heljan. All five

Locomotion Models is offering two versions in North Eastern Railway lined green - one as preserved and one as the locomotive was between 1908 and 1923.

versions are modelled with later style pantographs on the roof, but notably the handrails at one end of the 1908-1923 NER version are shaped to suit the original bow collector.

Sprung buffers are fitted to all four corners while there are also optional screw link couplings in the accessory pack which can be added to the buffer beam. In addition, you will also find factory fitted chains linking to the front and rear of each bogie while the collector shoes and beams are all finely modelled by Heljan's factory.

Handrails are all separately fitted while the basic cab interior of the real locomotives is replicated including a planked floor. Completing the picture are turned metal wheels, neatly moulded cab steps and clear glazing to the driving compartment.

"Excitingly, there are five versions of ES1 available for 'OO' gauge through Locomotion Models and Rails of Sheffield."

MIKE WILD

PERFORMANCE

Inside, the confines of the NER electric have been used cleverly by Heljan to incorporate the mechanism, decoder socket, lighting and a speaker. Much of this is thanks to the low-profile drive mechanism which keeps the motor completely out of sight below the cab floor. Drive is taken to both bogies through brass flywheels and cardan shafts to give this compact model plenty of power.

On test, our sample cruised around our test track with a 20-wagon train of hoppers in tow – plenty for its usual duties – and also ran happily through second radius curves, points and crossovers.

After the smooth running mechanism, the next impressive point is just how many features there are inside. A Next18 decoder socket is provided to allow quick switching to DCC control while there is also a factory fitted 15mm x 11mm cube speaker in one of the bonnets plus working lamps on each bonnet and cab interior lights.

Access to the internals isn't quite as simple though, as the four body securing screws are located above the bogies which only have minimal side-to-side movement. It is possible to remove the body, but be prepared to exercise a little patience and to be able to use a screwdriver at an angle to gain the necessary access to the screws.

OVERALL

The choice and arrival of ES1 for 'OO' gauge is excellent and further bolsters Locomotion Models' National Collection in Miniature series. These fine models have been produced to a high standard and will sit perfectly next to previous limited editions in the collection.

This early electric locomotive holds an important place in the British traction development story and we can't wait to add one of these to our collection when the production models arrive in late 2022. (MW)

LNER black is also being offered by Rails of Sheffield on ES1.

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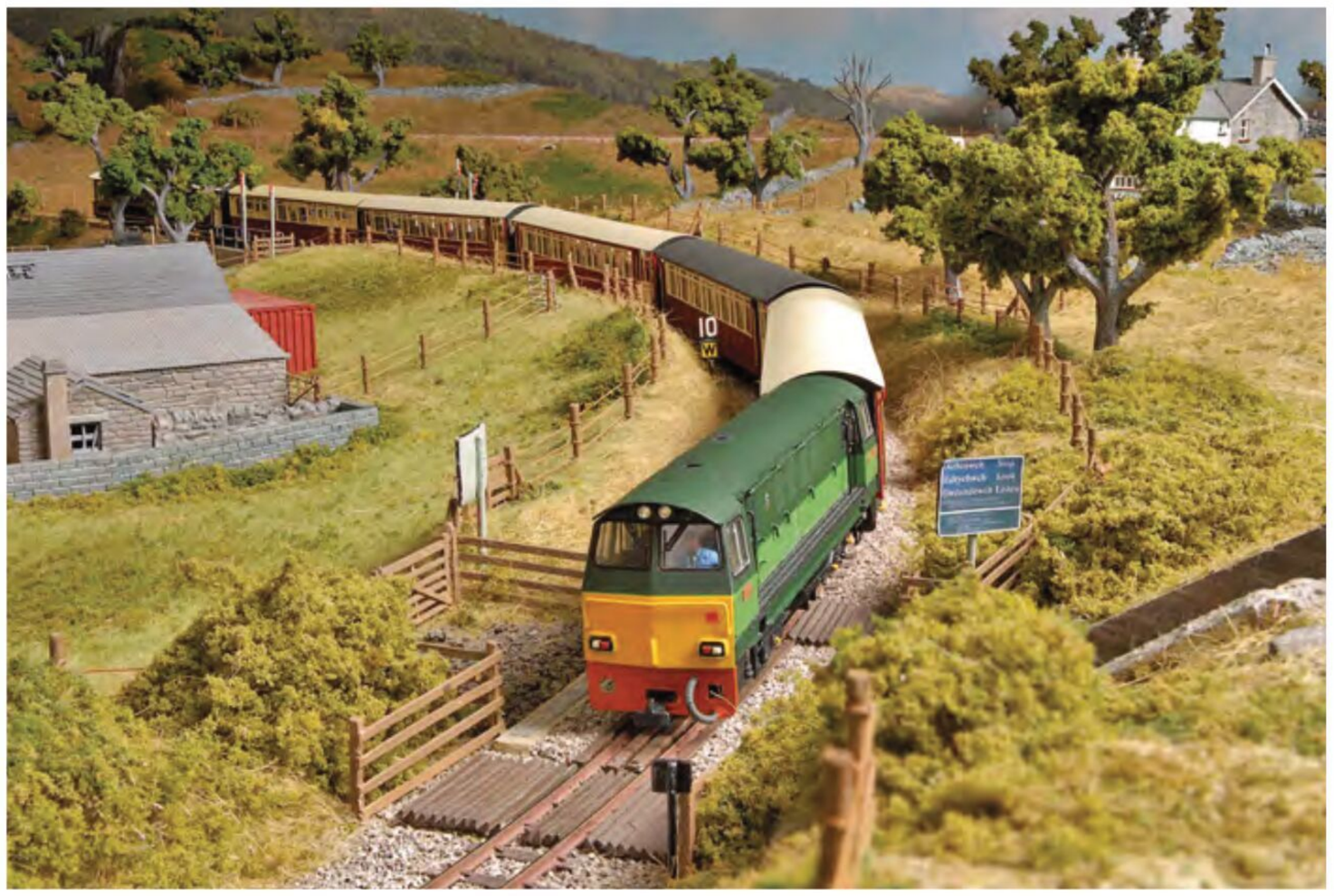
38 screw terminals

BRON HEBOG

Narrow gauge railways aren't all short-distance affairs with tiny locomotives. **DAVID WALLER** explains how this delightful Welsh Highland Railway layout was created in 'OO9' - complete with its mighty Garrats.

PHOTOGRAPHY, MIKE BISSET

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	25ft x 7ft 6in	NORTH WALES	2010s	ANALOGUE



1 Right: **Rebuilt Funkey diesel *Vale of Ffestiniog* brings a Porthmadog-bound service into Beddgelert station. The first carriage is one of the Ffestiniog Railway's latest 'super saloon' carriages, scratchbuilt with resin cast body sections made from our own masters in styrene.**

2 Below: **A scene that until recently was firmly in the realms of fantasy. Original Welsh Highland Railway locomotive *Russell* and authentic period stock exits the deep Cutting Mawr and rolls onto the embankment on the upper part of the S bend on its descent into Beddgelert.**

BUILDING A MODEL RAILWAY can sometimes be quite a long-term process – even more so when the railway you're modelling hasn't been built yet!

That's a large part of the reason why the Bron Hebog you see here is the culmination of a 20-year project. It was conceived as a follow-up to the tremendously popular layout depicting Dduallt station on the Ffestiniog Railway (FR), with its unique spiral track plan at the start of the deviation which reconnected the line to its rightful terminus at Blaenau Ffestiniog when the original route was flooded as part of a hydro-electric scheme.

Having 'done' the FR our attention turned to the (at the time controversial) project to rebuild the long-abandoned Welsh Highland Railway (WHR). What ignited the spark was the arrival on the market of a 'OO9' scale brass kit for the South African 'NG'/'G16' locomotives, of which a trio were being repatriated to the UK as the intended prime motive power for the line.

I'll say more about these kits later, but the crucial factor in our deciding to build another layout is that these Garratts were simply too big to run on Dduallt – they can't get through the narrow stone cutting beneath the modern concrete overbridge.

A HEAD START

At the time we embarked on the project there was nothing of the new railway to see. The FR hadn't even opened the first section from Caernarfon to Dinas (using the track bed of the former standard gauge line to Afon Wen).

Having modelled a real location on the FR, we were keen to do the same on the WHR and started considering what might have the best potential for a layout? We soon settled on Beddgelert, not just because it's one of most well-known locations on the route, but also because in the area around the station there are some very attractive features including a short tunnel – blasted out of solid rock – and an unusual S-bend formation as the line

climbs away to the north.

Riding the wave of enthusiasm – as you do when you are sketching-out ideas for a new project – we didn't dwell on the consequence that including these scenic features would inevitably lead to a very large layout, and a comparative monster in terms of 'OO9' scale layouts.

The public area of the layout is made up of 12 5ft x 2ft 6in scenic boards and the ensemble is 25ft long with most of the scenic area being 7ft 6in deep. There was a lot of layout to construct, but also not a lot of information to go on.

From the time we decided on the project it would still be a decade before the reconstructed railway reached Beddgelert, and such was the scope of the rebuilding works that we had to wait for construction to catch up with our ambition. The station area was massively extended and widened to take ten-coach trains, and derelict bridges being rebuilt with modern materials so until this work was completed we had little idea of what we had to build.

Construction of the basic baseboards got off to a flying start, helped by being able to use an empty part of a spacious industrial unit. After a while that space was no longer available to us, and we had to make do with a domestic single garage, which is not ideal for a project of this size. Progress slowed, and it wasn't until 2015 that the layout was structurally complete and able to be exhibited although it was not yet finished scenically.

Shortly after this, Bron Hebog migrated 400 miles north to a new base in Scotland. This brought the bonus of a double garage

3 Ffestiniog Railway 'Large England' *Welsh Pony*, built from a Mercian Models brass kit, with a train of vintage carriages in Victorian livery passes the water tower at the north end of Beddgelert station, crossing one of the original bridges which have been extended, and strengthened, with concrete decks.

which could be devoted to the pursuit of model railway construction, but the upheaval of the move delayed efforts to complete the outstanding scenic work by a couple of years. By the time the layout and its crew were ready to start considering a return to regular exhibition appearances the Covid-19 pandemic came along!

AN ACQUIRED TASTE

As a consequence, Bron Hebog has only had a handful of public showings, with a lot of them happening in Scotland, where it must be said the reception has been somewhat muted, except among the comparatively small number of narrow gauge aficionados.

I've never been quite sure why this might be and have mulled over a number of possible reasons. It could be to do with the lower public profile of the WHR, or the inherent lack of aesthetic appeal of the Garratt locomotive to the British-outline enthusiast – they certainly don't have the 'cute factor' of the Double Fairlie.

There is also a lot less happening in terms of train movements on a large layout which is essentially made up of single track, and maybe people aren't that interested in seeing trains in the landscape? Whatever the reason, it's never created the same buzz that Dduallt did.

THE FLEET

While construction of the layout happened in fits and starts over a 20-year period, building the locomotives and rolling stock has followed a steadier drumbeat. Between us we've produced models of almost every locomotive and carriage on the entire Ffestiniog and Welsh Highland system.

Just as on the real railway the mainstay of the locomotive fleet are the gigantic Garratts. We have five of them built from the Backwoods Miniatures etched brass kits, which are sadly no longer in production, and unbuilt examples sell for a premium price these days.

Making these kits requires almost a watchmaker's skill to assemble the small parts of the Walschaerts valve year, which has had to be done at least 24 times if we include our model of the prototype Tasmanian 'K1' machine which was restored for use on the WHR.

Like the full-scale locomotives, they are the masters of any task on the line and can handle an authentic ten carriage train with ease, and watching the twin sets of valve gear on the power bogies rotating can be quite mesmerising.

Operating as a combined system with the Ffestiniog, Beddgelert sees frequent visits of locomotives and stock from the

Right: **South African Railway (SAR) NG/G16 87, departs Beddgelert heading north at the start of the 1-in-40 climb towards Rhyd Ddu crossing – an original stone arched bridge across the Afon Cwm Cloch. It is hauling a rake of ex-SAR wagons, made from our own resin kits.**

5 Left: **Lynton & Barnstaple Baldwin tank *Lyn* is one of a number of visiting locomotives to have appeared on the Welsh Highland Railway which we are able to replicate on Bron Hebog. It is seen exiting the depths of Cutting Mawr with a short train of FR vintage stock in 1950s livery, these were scratchbuilt in styrene.**

6 Below: **NG/G16 138 approaches Beddgelert from the Porthmadog direction, passing over Cemetery Crossing. The first carriage is one of the four luxurious Pullman observation cars. Like all our modern carriages it was scratchbuilt in styrene.**

elder line, which means we can also run most of the stock we amassed for Dduallt, including a trio of brass Backwoods Double Fairlies and the Penrhyn sisters *Linda* and *Blanche*, as well as many guests which make special appearances at gala events.

While the mainstream manufacturers have been turning their attention to ready-to-run locomotives for 'OO9' most of them are of limited use to us because, with their much lighter plastic bodies, they are unable to haul a fraction of the loads our metal kit-built locomotives can handle.

UPHILL CHALLENGE

Which brings me onto a fundamental point about this layout. The layout is on a slope, just like the real place, although the gradient is much easier, working out more like 1-in-70 compared to the 1-in-40 of the Welsh Highland.

The gradient – and the need to keep the weight of trains down - is one of the main reasons why I have continued to scratchbuild our fleet of modern carriages in styrene, even though almost the entire Ffestiniog and Welsh Highland Railway fleet can be modelled using etched brass body kits from the Worsley Works range. Most of our fleet of the vintage carriages are from that source, however.

The Welsh Highland project has imported a fleet of large bogie wagons from South Africa, and most of these on the layout are made from resin kits I developed.

SCENIC SPLENDOUR

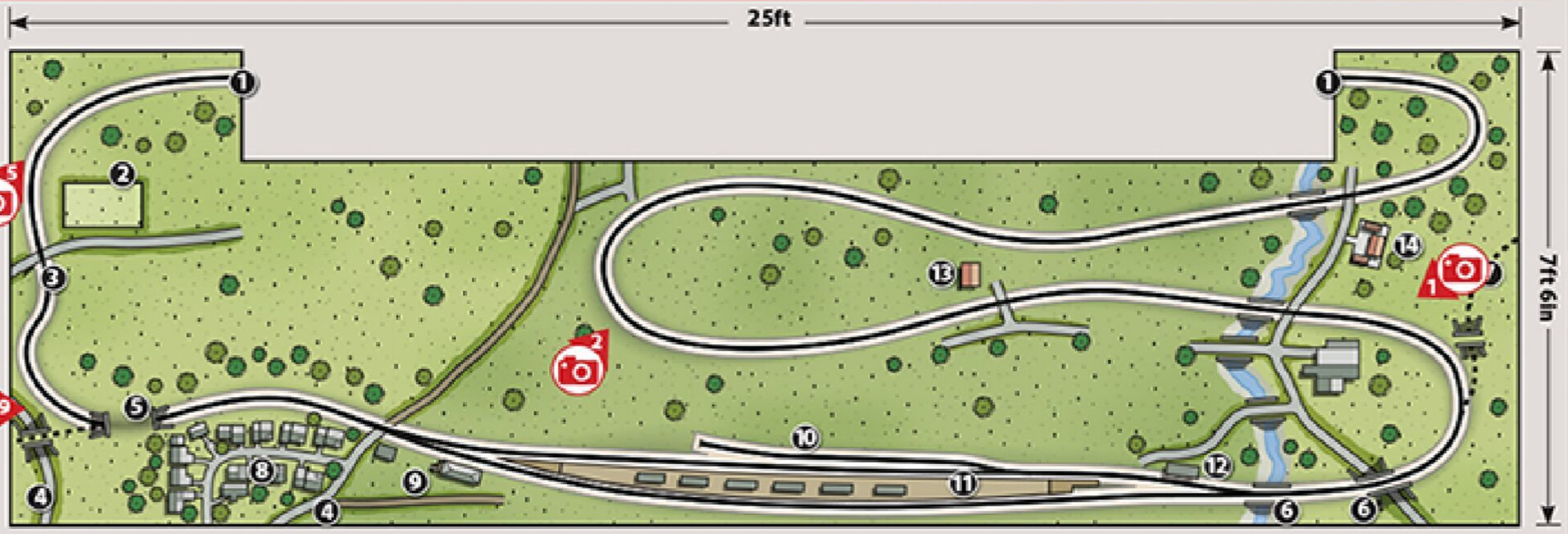
There are several features around the layout which I particularly like, many of which are things which make it unmistakably a modern representation of Beddgelert.

Chief among them is the Oberon Wood housing estate which occupies a prominent position just south of the station, as the line curves into a deep cutting leading to Goat Tunnel. These are very distinctive 1960s/70s houses - completely out of place in Snowdonia some might say – with their Daz-white painted rendering, presenting »

7 Right: **The modern Oberon Wood housing development at the southern end of Beddgelert station. These houses have a very distinctive style and are all unique. Each was carefully researched and scratch built in styrene in a sub-project that lasted a number of years.**

8 South African Railway (SAR) NG/G16 138 approaches Goat Tunnel from the south with a train of modern Welsh Highland Railway stock which takes full advantage of the generous loading gauge on the route.

BRON HEBOG TRACK DIAGRAM (NOT TO SCALE)



KEY						
1 To/from storage yard	3 Open crossing	5 Tunnel	7 Disused line	9 Signalbox	11 Station platform	13 Barn
2 Cemetery	4 Road	6 Bridge	8 Houses	10 Siding	12 Water tower	14 Farm

a complex jumble of rooflines and dormer windows. I believe they were built by the same developer behind the flats at South Snowdon Wharf, next to the FR's Harbour station in Porthmadog.

Although all of the same style, not one of these houses is identical, and each one had to be carefully designed and then built out of styrene – a project within a project which took many years to complete.

They were also designed to be under scale in a deliberate compromise to fit a full row of houses into the space we had available between the station throat and the tunnel. The platform and loop on our station may hold a full-length WHR train but the landscape elsewhere on the layout has been shaped and squeezed to fit into our footprint. I think we get away with it, by and large, until we're daft enough to park a 1:76 scale car outside the houses, at which point the game is up!

OLD AND MODERN

The rebuilt bridges are another of the telltale signs of the reborn railway, and I've always been delighted with how we've captured that blend of old and new where new concrete decks, walls and abutments were cast to replace the failing original stonework, or to widen the track bed for the massively enlarged platform and passing loop.

The original stone bridges over the river and the road show what can be achieved by a talented artist who knows their way around a colour palette. Francis (known as the Artistic Director on the blog) used acrylic paints with great skill to capture the look and feel of the weathered Welsh stone on the structures built by David, mostly using readily available Wills embossed sheets.

As part of setting the railway in the landscape we were keen to include a hint of the abandoned Portmadoc, Beddgelert & South Snowdon Railway formation, which was intended to take a much steeper and more direct route north from Beddgelert. You can spot the outline of the unused earthworks from the train if you know where to look.

This loops around another of our standout features, the farm at Cwm Cloch. The challenge here was to accurately portray the evolution of a traditional Welsh farm steading over the decades with increasingly dilapidated byres alongside modern steel-framed sheds.

We nominally set Bron Hebog in 2010, the year after the line reopened to Beddgelert, and visitors to the area nowadays will notice there's been a lot of investment in the years since, with more sheds for livestock appearing and a very fancy renovation of the abandoned roofless building which sits in the middle of the S-bend.

9 NG/G16 130 exits the southern portal of Goat Tunnel. This is the fifth and latest of our Garratts built from a Backwoods Miniatures kit. The rock effect on the tunnel is made using real material from North Wales.

LIFE IMITATES ART

There are three open level crossings on the layout and a lot of work has gone into making those look as authentic as possible with all the bilingual signage photographed, reduced in size, and printed out in miniature onto signposts. We've taken accuracy as far as we can on the crossing at the far right-hand corner of the layout where, if you look closely, you'll find a rather misshapen red hot-hatchback, representing a car which once came off second-best in a wrestling match with a Garratt.

Indeed, there's a nice story around this crossing which shows how our layout has left its mark on the real railway. There are two crossings which are within a few hundred yards of each other as the line doubles back on itself. Staff realised the need to be able to differentiate the crossings in the directory of official place names. So, the lower one became Cwm Cloch crossing and the upper one was christened Bron Hebog, taking inspiration from the layout. **HM**

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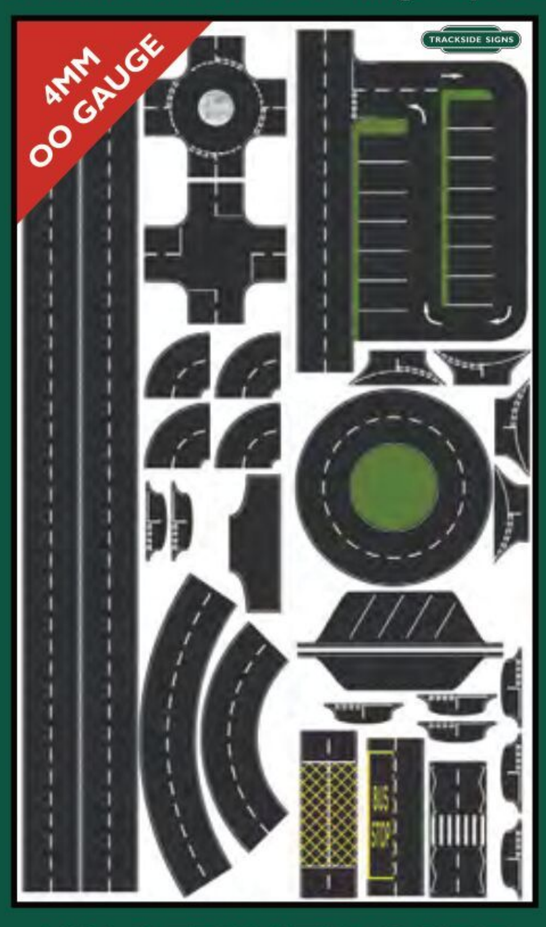

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Chinley

Once the centre of a busy railway network Chinley, in Derbyshire, is now but a shadow of its former self. **EVAN GREEN-HUGHES** looks at the rise and fall of this important railway landmark.

CHINLEY is located high in the Derbyshire Dales and despite being only 18 miles from the centre of Manchester has a population of less than 3,000. The town grew up where a crossing of the Black Brook River had been established and where a number of small textile mills had been built around the start of the 19th century, a development that saw the number of residents rise to around 1,000.

The first railway to serve the town was provided by the Midland Railway (MR) which was building a route north from Ambergate with the intention of reaching Manchester. It is said that representatives from this company were scouting for a potential route when they came across a delegation from the Manchester, Sheffield & Lincolnshire Railway (MSLR) which was looking to build southwards. Both groups then retired to a local hotel where over a few drinks it was agreed to work together with the MSLR providing a line from Manchester to New Mills and the Midland building the rest, both parties giving the other running rights over their lines.

The railway reached Chinley in 1866, and despite the town's very small population it was decided a station should be built there. This early structure had two platforms with a stone station building on one side and a waiting shelter on the other. Goods traffic was provided for with a stone goods shed and a cattle dock served by three short sidings and two loop lines. The nearby Black Brook, meanwhile, had been crossed by a substantial stone viaduct that dwarfed the mills below it.

Although traffic got off to a slow start, services were provided as intended to Manchester and Derby, and onwards to London, and by 1880, 11,000 tickets were being sold at the station each year. Coal and coke travelled in on the new line, while agricultural produce and textiles went the other way. Within a short time, however, large volumes of through freight began to use the line, in particular coal from Nottinghamshire to Manchester with minerals mined in the adjacent hills forming a significant flow in both directions. »

Right: **Millhouses (41C) Midland 'Compound' 4-4-0 40907 stands at Chinley station having arrived with a local from Sheffield in 1959.**
The late Alan H. Bryant ARPS/ Railphotoprints.uk

Below: **WD 'Austerity' 2-8-0 90376 crosses from the slow lines to take the Midland Line at Chinley North Junction in 1960.**
The late Alan H. Bryant ARPS/ Railphotoprints.uk.

A KEY JUNCTION

The promotion of the Dore and Chinley Railway in 1884 was the turning point in Chinley's favour because this involved building a new railway from Chinley to Dore providing direct access from Manchester to Sheffield. The new line again approached Chinley by way of a viaduct next to the existing one, and there was a junction south of the station between Chinley and Chapel-en-le-Frith which was provided with a third side, enabling traffic to run between Sheffield and Buxton.

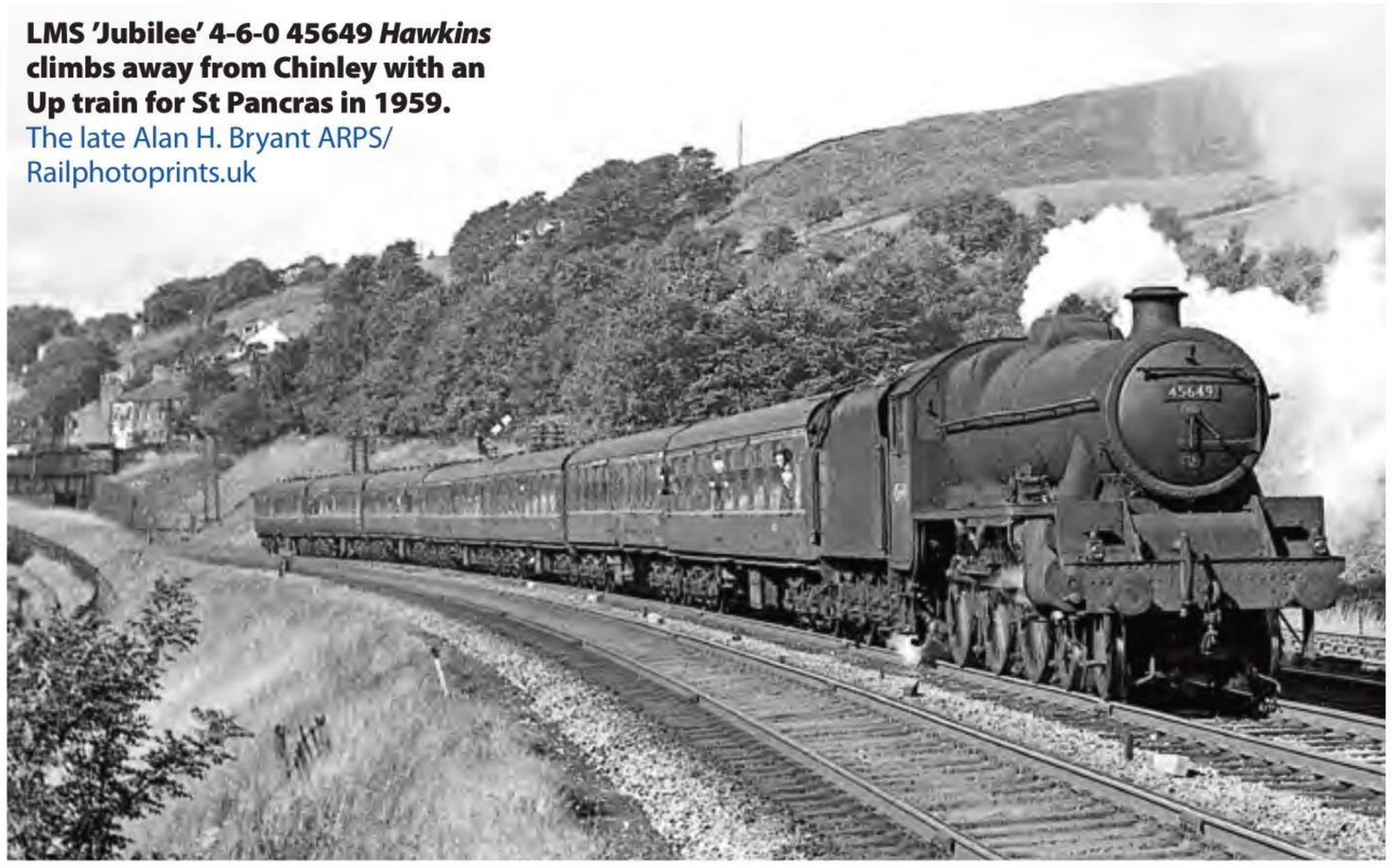
The Dore and Chinley line opened to goods traffic in November 1893 with passenger traffic starting the following year. Initially much of this went in the Buxton direction and did not serve Chinley, although direct services did begin a few years later.

The increase in traffic caused by the new line meant facilities at Chinley soon became seriously inadequate. Two additional water columns were added in 1894 but traffic levels built up to such an extent that a full rebuild was required. Matters were made worse when the MR improved its situation by building a more direct route between New Mills and Cheadle Heath, with permission granted in 1900. This Act also provided for extra tracks between New Mills and Chinley, as part of which Chinley would be completely rebuilt.

Opened in 1902 the second Chinley station, which was a little to the west of the original one, was a far cry from the original. Five through platform faces and one bay were provided with five of these being on island platforms, one of which also hosted the main station buildings. Extensive canopies and even refreshment rooms were provided, while all the platforms were connected by a footbridge.

While this was being built, the original station stayed in use, and later its main building was sold off, being dismantled and moved to another site for use as a house. Goods traffic was also amply catered for with a larger yard being provided. It was equipped with a five-ton crane and a larger goods shed. Once the site of the original station had been cleared, a locomotive turntable was built in its place, while two new signalboxes were provided, one at each end of the station.

LMS 'Jubilee' 4-6-0 45649 *Hawkins* climbs away from Chinley with an Up train for St Pancras in 1959.
The late Alan H. Bryant ARPS/ Railphotoprints.uk



Although Chinley itself had not grown greatly, the MR saw the station as being an important junction and arranged for almost all its trains, including expresses, to stop there. Some trains were split into portions for different destinations almost from the start and this ensured the yard saw considerable locomotive activity. Local passenger services destined for Sheffield, Derby and Buxton used the bay platform and this service contributed to a threefold rise in the number of tickets sold there within the first three years of the new arrangements.

RISE AND FALL

Freight traffic for Chinley also continued to grow. Coal and coke handled in the yard rose from about 1,500tons in the early days to around 8,000tons by the time the station was extended, this later rose to over 14,000tons in the 1930s. Milk was exported from the yard, although this never reached the levels of that dispatched from Devon or East Anglia, and at its height around 22 churns a day were sent off to the city. Some cattle was sent to market, but this was never a significant traffic, and the railway also provided a general merchandise service to local shops and businesses.

The Britannia Wire Works brought in steel rods and bars for processing and dispatched the coils of wire it manufactured while the local textile industry saw cloth and chemicals imported and finished goods sent out. Of significance was building stone which came from Chinley Head and Cracken Edge quarries which together were responsible for around 16,000tons of traffic each year. However, much of the freight seen at Chinley came in the form of through goods and mineral trains, of which there were many.

The Midland's route through Derbyshire was very successful and it continued to be so after the Grouping of 1923, by which time the station was selling more than 100,000 tickets every year, largely as a result of the growth of commuting into Manchester. Around 40 trains each way called at the station at that time and the

Metropolitan Vickers Co-Bo D5714 leads a sister loco through Chinley station while heading a St. Pancras to Manchester train in 1960.
The late Alan H. Bryant ARPS/Railphotoprints.uk.

London Midland & Scottish Railway ran a number of its principal Manchester to St Pancras express trains this way.

However, decline was on the horizon, particularly on the goods front which was affected by the growth in road transport and also the closure of some local industries, such as the Cracken Edge Quarry. The Second World War resulted in many of the passenger services being withdrawn, and due to the sluggish state of the post-war economy many were not reinstated.

When British Railways was formed in 1948, the importance of the route was further diminished. Through Manchester to Sheffield traffic could go via Woodhead while Manchester to London was faster via the West Coast Main Line. As a result, traffic levels decreased markedly, and this led to the whole route coming under scrutiny when the Beeching report was being prepared.

As might have been expected, total closure was recommended, not only of the Peak route but also of the Chinley-Sheffield line, although the latter was eventually reprieved. In 1967, passenger services between Chinley, Buxton and Matlock ended and all the intermediate stations were closed. Through expresses were diverted away the following year.

Although Chinley still had a passenger service, this was only the sporadic stopping one between Manchester and Sheffield and while the platforms remained the station was soon de-manned and the goods yard closed. In the early 1980s, the main lines were downgraded from four to two tracks and as a result only one of the island platforms remained in use. The remaining station buildings were demolished at this time.

With evidence of track rationalisation taking place, Class 25 25139 passes Chinley with Tunstead to Northwich ICI limestone hoppers on March 23 1982. John Chalcraft/Railphotoprints.uk

However, despite this Chinley remained a reasonably busy location and since the low point of the 1980s traffic has continued to climb with a frequent passenger service now catering for the numerous commuter settlements along the line. The single island platform still remains, although it now has only a waiting shelter rather, but the rest of the adjacent railway land has been given over to a housing development.

Many freight trains still pass this way, with most of them hauling aggregate from the numerous quarries in the Buxton area but nowadays there is no yard to cater for any local needs.

In many ways Chinley station mirrors the fortunes of the British railway system in general, having had an optimistic start, a very successful period of operation lasting for several decades, followed by a collapse in demand and retrenchment, as changing social habits and road transport impacted on its workings. Today's basic station betrays little of the success of the site through the Victorian period, which now can only be remembered through books, photographs and the models that we build. **HM**

LMS Garratt 2-6-0+0-6-2 47988 approaches Chinley station in the 1950s with empty wagons from Gowhole sidings. It will head back to the Derbyshire and Nottinghamshire coalfield via the Hope Valley, as Garratts were banned between Chinley South Junction and Rowsley. W.J. Verden Anderson/Keith Verden Anderson/Rail Archive Stephenson/Rail Online.

WEST COAST CEMENT GOES EAST

At the Spalding Model Railway Exhibition, the *Hornby Magazine* team switched the identity of its popular modern day cement works layout to the East Coast Main Line. **MIKE WILD** explains why and how the change came about.

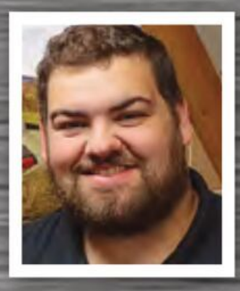
Below: **A GNER HST and Class 91 set pass on East Coast Cement representing the early 2000s.**

MIKE WILD

Having completed the Spalding show, Mike has been working on stock preparations for the 'OO9' and GCR layouts ahead of the Warley National Model Railway Exhibition.

MARK CHIVERS

Mark's recent projects have included weathering a full Virgin Trains HST set and adding TTS sound while he is also now planning a new micro layout project in 'OO'.



RICHARD WATSON

New Junction's track laying is moving forward with the main line scene now receiving attention. ECML trains will soon be running on the all-new layout.

TECHNICAL DETAILS	
Layout:	East Coast Cement
Size:	19ft 6in x 10ft
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Control:	DCC, Gaugemaster Prodigy

Right: **A Hornby GBRf Class 60 leads a rake of Accurascale IAA biomass hoppers along East Coast Cement representing the present day. These wagons had been weathered with custom graffiti by TMC.**

EVER SINCE its first outing at the Warley National Model Railway Exhibition in 2018, our modern era layout West Coast Cement has been a popular part of the roster. It has travelled to Basingtoke, Milton Keynes, Warley and Spalding in its conventional West Coast Main Line form, but for the return of the Spalding Model Railway Exhibition on November 5/6 we thought it was time for a change.

We've discussed ideas around era changes for West Coast Cement in the past as its only real period features are the concrete motorway bridge at one end and the automatic level crossing. However, there was another route that it could replicate and the arrival of new models for the East Coast Main Line were a prompt to make a handful of changes to the line-up to take West Coast Cement East for one weekend.

The initial plan was straightforward: we would replace the West Coast electrics with Class 91s, HSTs and Azumas and keep the right balance of freight stock to model the container, cement, aggregates, biomass and engineering trains which tend to dominate the ECML scene. Like all these plans, we got a bit carried away and in the end we operated the 1997-2003 period on Saturday with GNER liveried HSTs and Class 91 sets while the Sunday saw the clock roll forward to the 2018-2022 period with LNER liveried passenger trains.

That doesn't sound too complicated, but was actually quite intense as we wanted to ensure we had correct freight locomotives and formations in each case, so it took a little longer than expected to make the switch on Sunday morning (and, as usual, we brought far too much stock!).

Nevertheless, the layout looked great in East Coast Main Line format and ran superbly too. Our biggest headache was failure of the computer we normally use to operate the points and signals on the layout which meant devising new options to manage point control. Our final choice was to use the route setting ability of the Gaugemaster Prodigy handsets we used to drive the trains and, after learning the process, we found this quick to set up and reliable in operation.

Throughout the weekend we kept a flow of trains running on the layout (we had more than 40 different formations out during the weekend) including operating the Roco Kirow crane in the cement works to rescue derailed wagons.

West Coast Cement's first outing with East Coast Main Line stock was a great success and you can see more of the layout in action from the weekend in the first of our new series of the KeyModelWorld TV Show which is available to watch now on the *Hornby Magazine* YouTube channel. We can't wait to do it again. **HM**

Right: **A Mainline liveried Class 58 takes charge of a rake of Cavalex Models HAA hoppers on East Coast Cement.**

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.

December 2022

3 ERNE MODEL RAILWAY EXHIBITION

Hosts: Erne Model Railway Club
Location: Saint Macartin's Cathedral Hall, Halls Lane, Enniskillen BT74 7EJ
Times: 10am-5pm
Prices: Adults £5, concessions £3, children £3
Website: *www.facebook.com/Erne-Model-Railway-club*
Features: Layouts, trade support, demonstrations, refreshments and parking.

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 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.

4 NAILSEA AND DISTRICT MRC 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 THE MODEL RAILWAY CLUB WINTER MINI SHOW

Hosts: The Model Railway Club
Location: Keen House, 4 Calshot Street, London N1 9DA
Times: 11am-4pm
Prices: Adults £5, accompanied children free
Website: *www.themodelrailwayclub.org*
Features: Copenhagen Fields, plus three other layouts, test tracks, club shop and refreshments.

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.

7/8 EDINGTON MODEL RAILWAY EXHIBITION

Hosts: Somerset and Dorset Railway Trust
Location: The Edington Village Hall, Uppets Way, Edington, Somerset TA7 9HA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4.50, children free
Website: *www.sdrt.org*
Features: Layouts, trade support and demonstrations.

7/8 FROME MODEL RAILWAY EXHIBITION

Hosts: Wessex Association of Model Railway Clubs
Location: Cheese and Grain, Market Yard, Frome, Somerset BA11 1BE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, children free
Website: *www.wamrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

14 BEAMINSTER MODEL RAILWAY EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: Beaminster Town Hall, Fleet Street, Beaminster, Dorset DT8 3EF
Times: 10am-4pm
Prices: Adults £3, children £1
Features: Layouts, trade support and disabled access.

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.

14/15 ELMRO CHARITY MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway Charitable Organisation
Location: Mill Hill Community Centre, New Chapel Street, Blackburn BB2 4DT

FULL LISTING ONLINE!

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

Times: Sat 10am-4pm, Sun 10am-3pm
Prices: Adults £5, concessions £3, children £3, family (2+2) £12
Website: *www.elmro.org*
Features: Layouts and trade support.

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.

15 WESTON-SUPER-MARE MODEL RAILWAY EXHIBITION

Hosts: Burnham Model Railway Club
Location: Winterstoke Academy School, Beaufighter Road, Weston-Super-Mare BS24 8EE
Times: 10am-4.30pm
Prices: Adults £7, children free
Website: *www.bdmrc.co.uk*
Features: 20 layouts, trade support, refreshments and parking.

21 WITHAM MODEL RAILWAY EXHIBITION

Host: Dakota Dibben
Location: Witham Public Hall, Collingwood Road, Witham CM8 2DY
Times: 10am-4pm
Prices: TBA
Contact: *info@dakotadibben.co.uk*
Features: Layouts and trade support.

21/22 CANTERBURY MODEL RAILWAY EXHIBITION

Host: City of Canterbury Model Railway Society
Location: St. Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children £5, family (2+2) £20
Website: *www.ccmrs.co.uk*
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

28/29 KENDAL MODEL RAILWAY EXHIBITION

Hosts: Kendal Model Railway Club
Location: Kendal Leisure Centre, Burton Road, Kendal LA9 7HX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, concessions £5.50, children £3, family (2+2) £17
Website: *www.kendalmrc.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

February

4 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).

18 HARROGATE MODEL RAILWAY EXHIBITION

Hosts: Harrogate Model Railway Group
Location: Constance Green Hall, St Aidan's School, Harrogate HG2 8JR
Times: 10am-4pm
Prices: Adults £5, children £2, family (2+2) £10
Website: *www.harrogate-modelrailwaygroup.org.uk*
Features: Layouts, trade support, demos, societies, refreshments, parking and disabled access.

18 TONBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Tonbridge Model Railway Club
Location: The Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF
Times: 10am-5pm
Prices: Adults £7, children 10+ £1, children under 10 free
Website: *www.tonbridgemrc.com*
Features: 20+ layouts, trade support, displays, refreshments, parking and disabled access.

18/19 SEDGEMOOR GAUGE O GROUP EXHIBITION

Hosts: Sedgemoor Gauge O Group
Location: The King Alfred School and Academy, Burnham Road, Highbridge, Somerset TA9 3EE
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Contact: 01278 684606
Features: Eight layouts, trade support, refreshments, parking and disabled access.

18/19 YORK AGAINST CANCER MODEL RAILWAY SHOW

Hosts: EBOR Group of Railway Modellers, York
Location: Heworth Church Hall, Melrosegate, York YO31 0RL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £1
Contact: 07538 677540
Features: Ten layouts, trade support, demonstrations, societies and refreshments.

24-26 MODEL RAIL SCOTLAND

Hosts: The Association of Model Railway Societies in Scotland (AMRSS)
Location: Scottish Event Campus (SEC), Hall 3, Exhibition Way, Glasgow G3 8YW
Times: Fri 10.30am-6pm, Sat 10.30am-6pm, Sun 10.30am-5pm
Prices: Adults £15, children £5, family (2+2) £35
Website: *www.modelrail-scotland.co.uk*
Features: 40+ layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

26 HEANOR MODEL RAILWAY EXHIBITION

Hosts: Ilkeston (Woodside) Model Railway Club
Location: Heanor Miners' Welfare, Ilkeston Road, Heanor, Derbyshire DE75 7DT
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Contact: 07930 909571
Features: Layouts, trade support, refreshments, parking and disabled access.

March

4/5 BIRTLEY MODEL RAILWAY EXHIBITION

Hosts: Birtley Model Railway Engineers
Location: Birtley Community Centre, Ravensworth Road, Birtley, Tyne and Wear DH3 1EN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

11 NARROW GAUGE NORTH 2023

Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA
Times: 10.30am-4.30pm
Prices: Adults £10, accompanied children £1, family (from 1.30pm) £15
Website: *www.narrowgaugenorth.org.uk*
Features: 20 layouts, trade support, societies, parking and disabled access.

11/12 MIDLANDS GARDEN RAIL SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, A425, Southam Road, Leamington Spa, CV31 1FE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £10, concessions £9.50, accompanied children £4.50
Website: *www.meridienneexhibitions.co.uk*
Features: Layouts, trade support, displays, societies, refreshments, parking and disabled access.

April

1 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION

Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £8, accompanied children under 15 free
Website: *www.bwwmrc.co.uk*
Features: Ten vintage layouts, trade support, refreshments, parking and disabled access.

1 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).

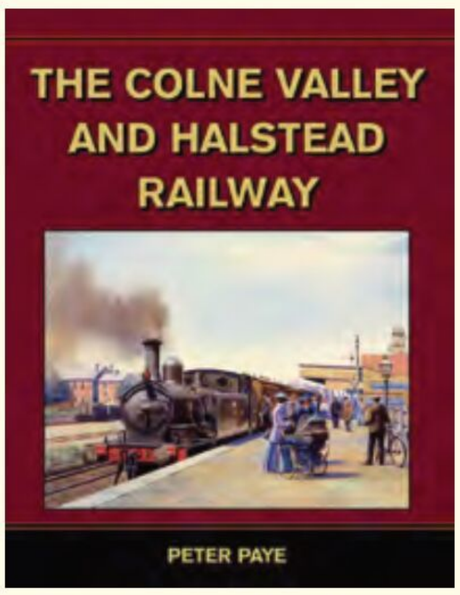
15/16 NORTH DOWN MODEL RAILWAY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, County Down BT19 7QU
Times: Sat 10am-4pm, Sun 12pm-4pm
Prices: Adults £6, accompanied children £4, family £16
Website: *www.ndmrs.org.uk*
Features: 20 layouts, trade support, model displays, demonstrations, refreshments, parking and disabled access.

PLANNING AN EXHIBITION? LET US KNOW!

● Is your club or society planning a model railway exhibition? *Hornby Magazine's* Show Guide is a free listing that allows you to promote a forthcoming model railway show. If you have a show to add to the Show Guide, contact us at *Hornby Magazine* by e-mailing: *hornbymagazine@keypublishing.com* and please ensure you include appropriate contact details for the public as we are unable to publish listings without this.

NEW AND FORTHCOMING FROM LIGHTMOOR PRESS

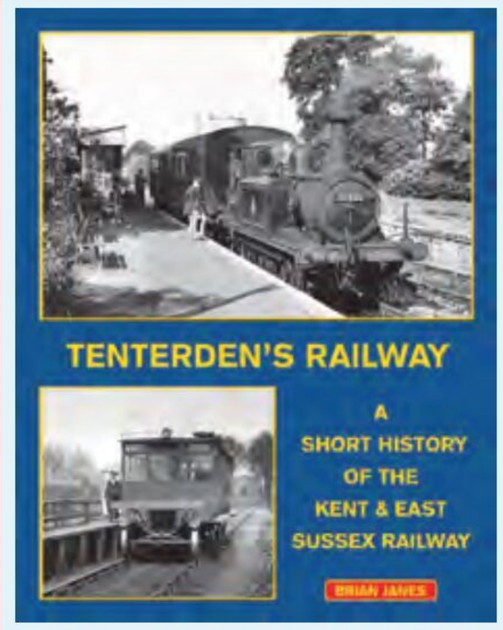


THE COLNE VALLEY AND HALSTEAD RAILWAY

PETER PAYE

The Colne Valley & Halstead Railway, incorporated in 1856 and opened in stages between 1860 and 1863, ran for a distance of 19 miles from a junction with the Great Eastern Railway Marks Tey to Cambridge and Bury St. Edmunds cross-country route at Chappel to terminate at its own station at Haverhill, wholly within the County of Essex. In 1865 a connection was made to Haverhill GER station on the same cross-country route in neighbouring Suffolk. For the majority of its 57 years of independence the CV&HR was in financial difficulties, with services being operated by agents including in 1865 Sir Daniel Gooch of the Great Western Railway. A motley collection of rolling stock was hired and a Cornish entrepreneur provided backing for the organisation, but by 1874 the railway went into receivership and it took an Act of 1885 to rectify matters. Several attempts were made to entice the GER to take over the line but these were rebuffed as investigation proved the infrastructure and maintenance left much to be desired. The first decades of the 20th century, under the stewardship of Elyot S. Hawkins from the Cambrian Railways, brought vast improvements – but grouping under the L&NER from July 1923 could not have come sooner for the company was experiencing insoluble problems. Having become just another branch line, the route played an important part in World War Two with military traffic for local airfields. British Railways management, whilst introducing modem rolling stock, decided the line duplicated other routes and passenger services were withdrawn on 1st January 1962 and freight finally from April 1965. To the last, local staff remained patriotic to the line, boasting they were: 'Colne Valley and proud of it.'

312 pages, incl. 12 in colour. 275x215mm. Gloss art pape, colour laminated board covers. ISBN: 9781915069 06 1. Price £40.00 + £6.50 p&p



TENTERDEN'S RAILWAY

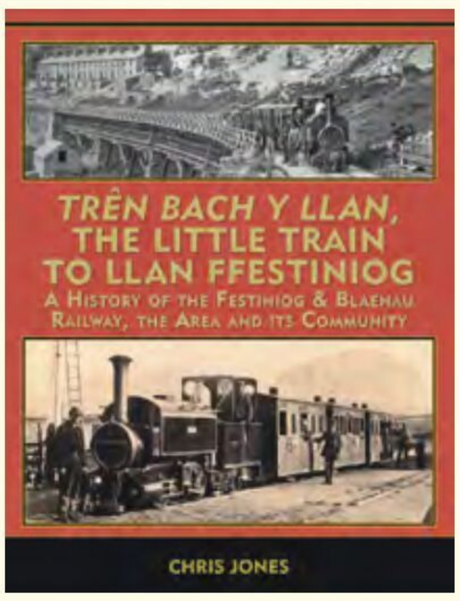
A SHORT HISTORY OF THE KENT & EAST SUSSEX RAILWAY

Brian Janes

Tenterden craved a railway connection, which belatedly came about through the creation of a Light Railway, the first fruit of new legislation and the creative mind of engineer and manager Holman F. Stephens. The resultant Rother Valley Railway expanded to become the Kent & East Sussex Railway. Enjoying modest prosperity until the coming of the motor age it served the town and its surrounding countryside well. Remaining fiercely proud and independent until government takeover and closure in the 1950s, the railway developed great charm and character which is reflected in the heritage railway it has become today. Brian Janes, draws on his extensive research and knowledge to give a concise picture of the life and importance of the railway to its rural area.

64 pages, 215 x 275mm, gloss art paper, card covers. ISBN: 9781915069 16 0.

Price £12.00 + £4 p&p



TRÊN BACH Y LLAN, THE LITTLE TRAIN TO LLAN FFESTINIOG

A HISTORY OF THE FESTINIOG & BLAENAU RAILWAY, THE AREA AND ITS COMMUNITY

CHRIS JONES

This new and highly detailed account of the Festiniog & Blaenau Railway combines original research in local and national archives to reflect the communities it served and the personalities involved, alongside the principal industry of the area, the extraction and processing of slate, and concludes with the eventual conversion to standard gauge by the GWR-supported Bala & Festiniog Railway. The story is supported by contemporary maps and documents, together with illustrations including specially prepared drawings of the locomotives and rolling stock, previously unpublished photographs, contemporary documents and the exquisite colour drawings prepared for the construction of the railway, also previously unpublished. The author is Archivist of the Festiniog Railway.

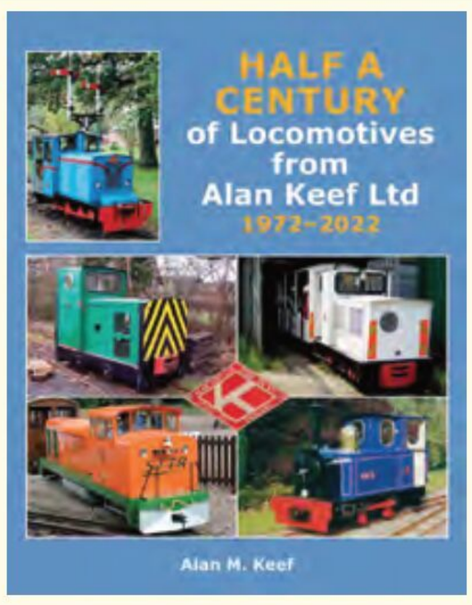
In colour, 208 pages, 215 x 275mm, gloss art paper, laminated board covers.

ISBN: 9781915069 10 8. Price £35.00 + £4 p&p

HALF A CENTURY

of Locomotives from Alan Keef Ltd 1972-2022

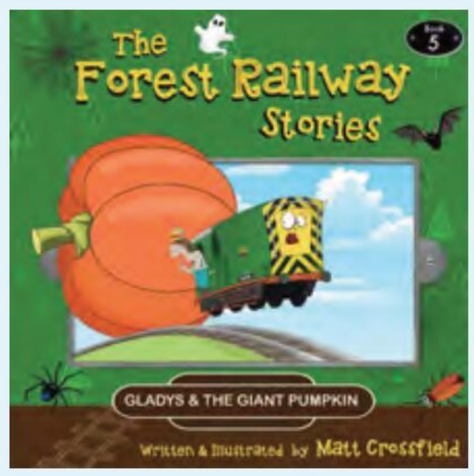
Alan M. Keef



To mark the fiftieth year of the company's existence, this book covers some 119 locomotives that are classified as having been built by Alan Keef Ltd. From a first, very crude, diesel locomotive in 1976 to sophisticated machines including several steam locomotives and a brief mention of monorails, they are all here. Battery electric locomotives are included with hybrid technology being only just over the horizon. Locomotives are listed in chronological order and include basic mechanical details, the customer and later transfers to new owners, together with names gained or lost along the way. With a portrait style image of each machine as built, photographs in its working environment are given. There is also a section on models of Keef locomotives together with numerous drawings for those so inclined. In addition, there is a section on the many and various items of rolling stock built by the company.

In colour, 160 pages, 215 x 275mm, gloss art paper, laminated board covers.

ISBN: 9781915069 09 2. Price £27.50 + £4 p&p



The Forest Railway Stories 5

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Matt Crossfield

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BRITISH MOTOR TRAWLERS Donald Smith

The British Fishing Industry is steeped in tradition, superstition, and to some extent, suspicion and this made it slow to embrace change of any kind. The move from sail to steam was a prime example of this reticence and the industry's next move from steam to motor was yet another classic example of this adversity to change. Gradually the advantages and reliability of the internal combustion engine saw it replace both sail and steam within our fishing fleets. Also, as with steam, the motor-powered side trawler reached its peak as well as its demise within one person's life span. In this work I have tried to show the development of motor power from its initial installation in sailing smacks (where it was used as a secondary form of power) to the early petrol/paraffin motors and later heavy oil engines and finally the powerful marine diesels and diesel-electric drives of the 1960s. Not only did the motor-powered side trawler achieve reliability, speed, and excellent towing capabilities, it also made for a more comfortable living environment for its crews, with heated cabins, and hot water on demand and diesel-powered generators gave ample power for modern navigation and radio communication systems. The book is copiously illustrated with drawings and photographs which hopefully will make it an invaluable tool for both the researcher and model maker alike.

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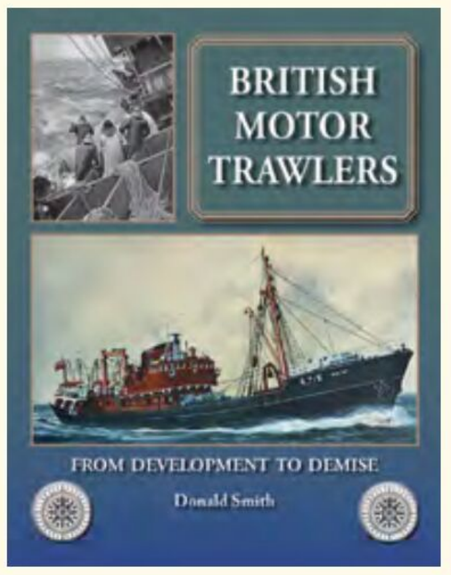

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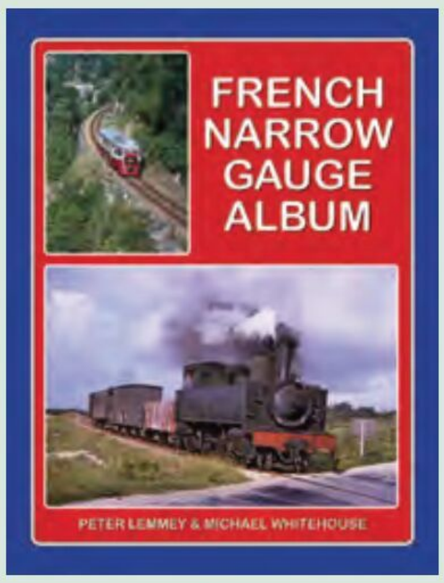

FRENCH NARROW GAUGE ALBUM

PETER LEMMEY & MICHAEL WHITEHOUSE

In the 1950s, railway enthusiasts began to look further afield, sailing across the Channel to France. In this album we follow these adventures as they began to discover the multitude of different narrow gauge railways once to be found there. In France, across the Republic as a whole, narrow gauge public railways at one time approached 12,000 miles of route. This enormous network was developed between 1870 and 1925, to open up what was essentially a country of small towns and rural villages. Motive power ranged from lightweight 0-6-0T tram engines to hefty 0-6-6-0T Mallets, together with all sorts of colourful and exotic railcars. British photographers like Pat Whitehouse, Eric Russell, Lance King and John Snell were enchanted by this variety and captured as much as they could on Kodachrome colour slide film in the 1950s. This album sets out the highlights of their adventures in glorious colour with entertaining accounts of their travels, and then brings the story right up to date in the most colourful and comprehensive account of the French narrow gauge for many years.

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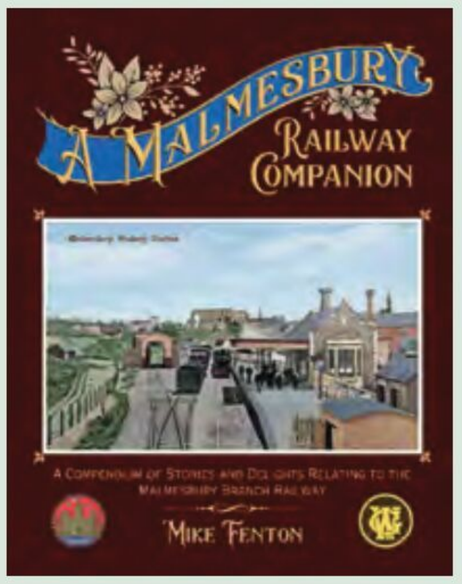
A MALMESBURY RAILWAY COMPENDIUM

Mike Fenton

A Compendium of Stories and Delights Relating to the Malmesbury Branch Railway. The author has been researching the history of this GWR branch for nearly half a century. His 1990 publication received acclaim for the thoroughness and depth of the approach, but far from 'completing the story' of this 6½ mile Wiltshire railway, it opened fresh avenues of research, elicited contact from folk with more photographs and memories, and highlighted topics deserving of further attention. Intriguingly, it led Mike to interview many more people who had a story to tell. The 1990 volume took some fifteen years to complete. This work containing all new material is the fruits of a further thirty-two… **LIMITED EDITION OF 500 COPIES ONLY**



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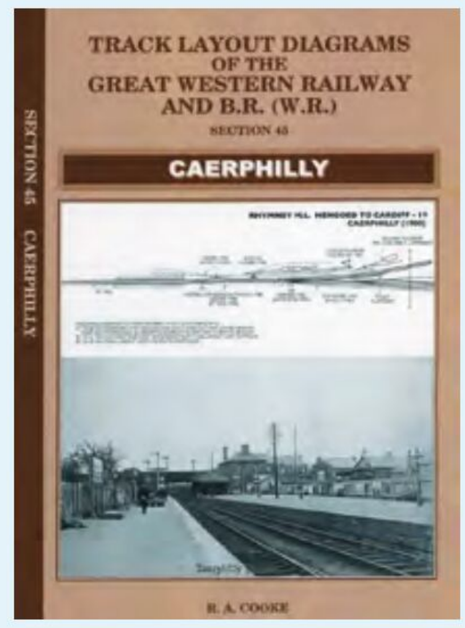

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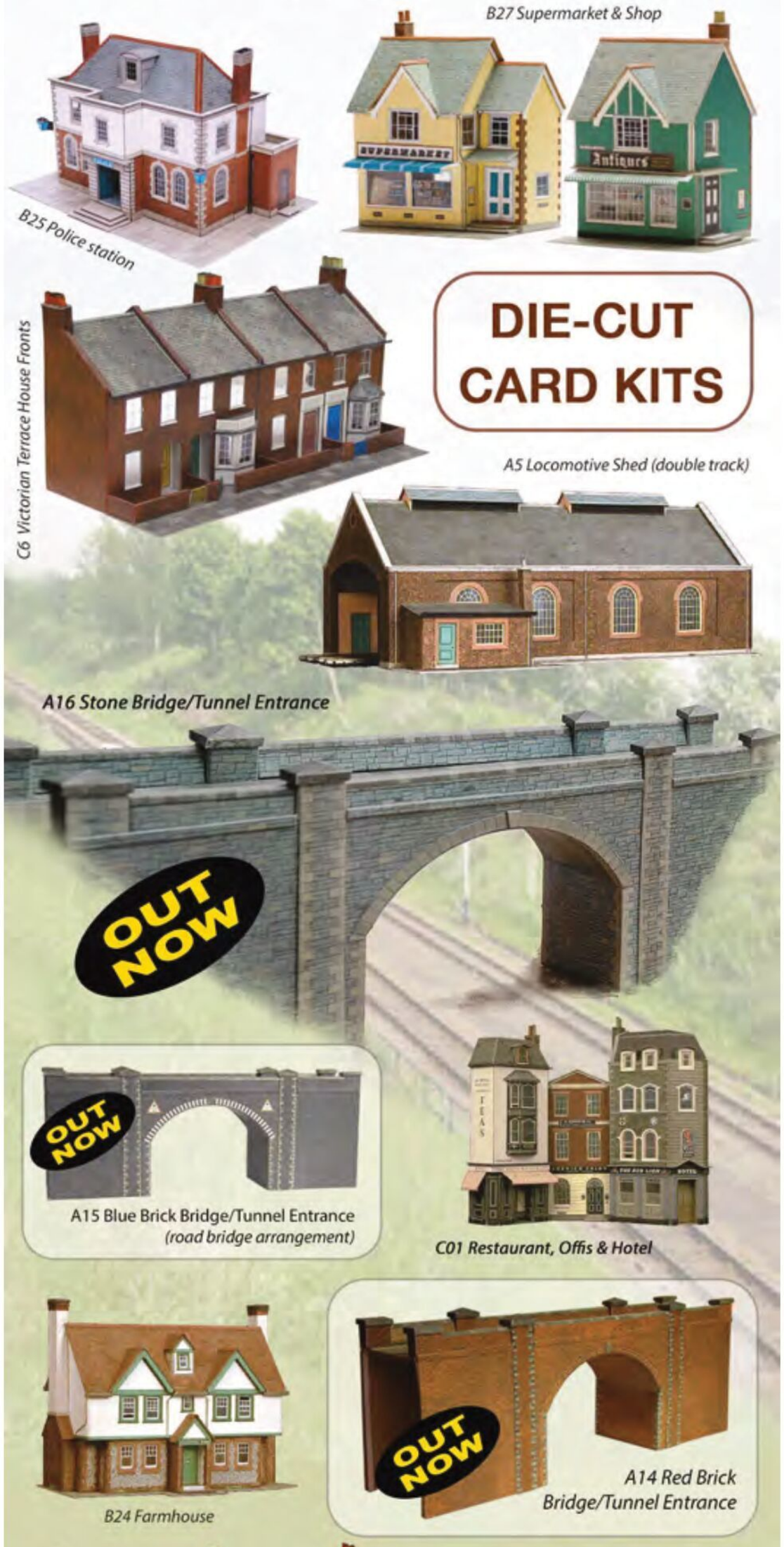

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Bachmann Winter 2022 announcements available to pre order online. Some new items are due to arrive before Christmas!

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OO Gauge Steam Locos

L&MR 'Lion' 0-4-2
Stage: Engineering Sample **Due:** 2023
Price: from £152.96 **Digital:** NEXT-18

Hawthorn Leslie 0-4-0ST
Stage: Engineering Sample **Due:** Q3 2023
Price: from £99.45 **Digital:** NEXT-18

Hunslet 16" 0-6-0ST
Stage: Decorated Samples **Due:** Dec 2022
Price: from £110.46 **Digital:** NEXT-18

LBSCR Class E1 0-6-0T
Stage: Render **Due:** TBC 2023
Price: from £140.21 **Digital:** NEXT-18

Class 78xx Manor 4-6-0
Stage: In production **Due:** Q1 2023
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

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Stage: Livery Artwork **Due:** Mid 2023
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Class 26/1
Stage: Engineering Sample **Due:** Q2 2023
Price: from £177.65 **Digital:** 21-pin

Class 31
Stage: Engineering Samples **Due:** Q2 2023
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Class 37/0, 37/4 & 37/6
Stage: Decorated Samples **Due:** Q1 2023
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Class 47
Stage: Engineering Sample **Due:** Q1 2023
Price: from £212.46 **Digital:** 21-pin

Class 59
Stage: En Route **Due:** Nov/ Dec 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

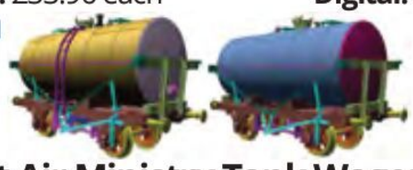
BR Mk2B Coaches
Stage: Deco Samples **Due:** Q4 22/ Q2 23
Price: £59.95 each **Digital:** Yes

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/ Q1 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: Production 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
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N Gauge Diesel Locos

Class 28 Co-Bo
Stage: Production samples **Due:** Dec 2022
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Class 44 'Peak'
Stage: CADs **Due:** 2023
Price: TBC **Digital:** 18-pin

Class 59
Stage: Engineering Samples **Due:** Q1 2023
Price: from £136 **Digital:** 18-pin

Class 43 HST (Updated Batch)
Stage: Engineering Sample **Due:** Q2/3 2023
Price: from £156.06 **Digital:** 18-pin

N Gauge Wagons

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:** Q1 2023
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:** Q1 2023
Price: from £254.15 **Digital:** N/A

Mk1 Covered Carriage Trucks
Stage: Early sample **Due:** 2022
Price: from £169.15 **Digital:** N/A

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Stage: CADs **Due:** TBC 2023
Price: TBC **Digital:** TBC

TTA Tank Wagons
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R3569 Class 71 E5005 in BR blue (Hor) (RRP £206.99)BARGAIN£89

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N Gauge

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Diesel locos

2D-058-001 Class 58 58003 in Railfreight grey red stripe (Dap) £125.77
2D-058-002 Class 58 58020 Railfreight grey red stripe and cab front logo (Dap). £125.77

Bi-Modal Multiple Units

K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER (Kat) £178

K10-1671 Class 800/0 5-car BiMU IET 800021 in GWR green (Kat). £178

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2F-050-106 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19398 (Dap) NEW. £36.68

2F-050-001 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19303 (Dap) NEW £36.68
2F-050-002 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19311 (Dap) NEW. £36.68
2F-050-004 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman revised - 19313 (Dap) NEW. £36.68

O Gauge (1:43 Scale)

Steam locos

7S-026-010US Class 3F 'Jinty' 0-6-0T in BR black early emblem - unnumbered - Digital sound fitted (Dap) NEW. £355.30

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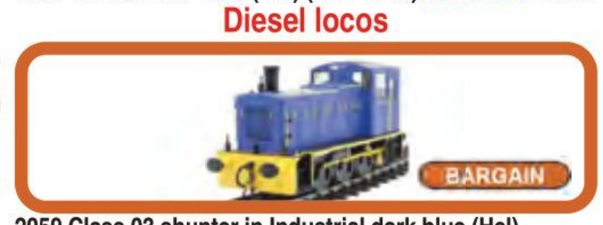

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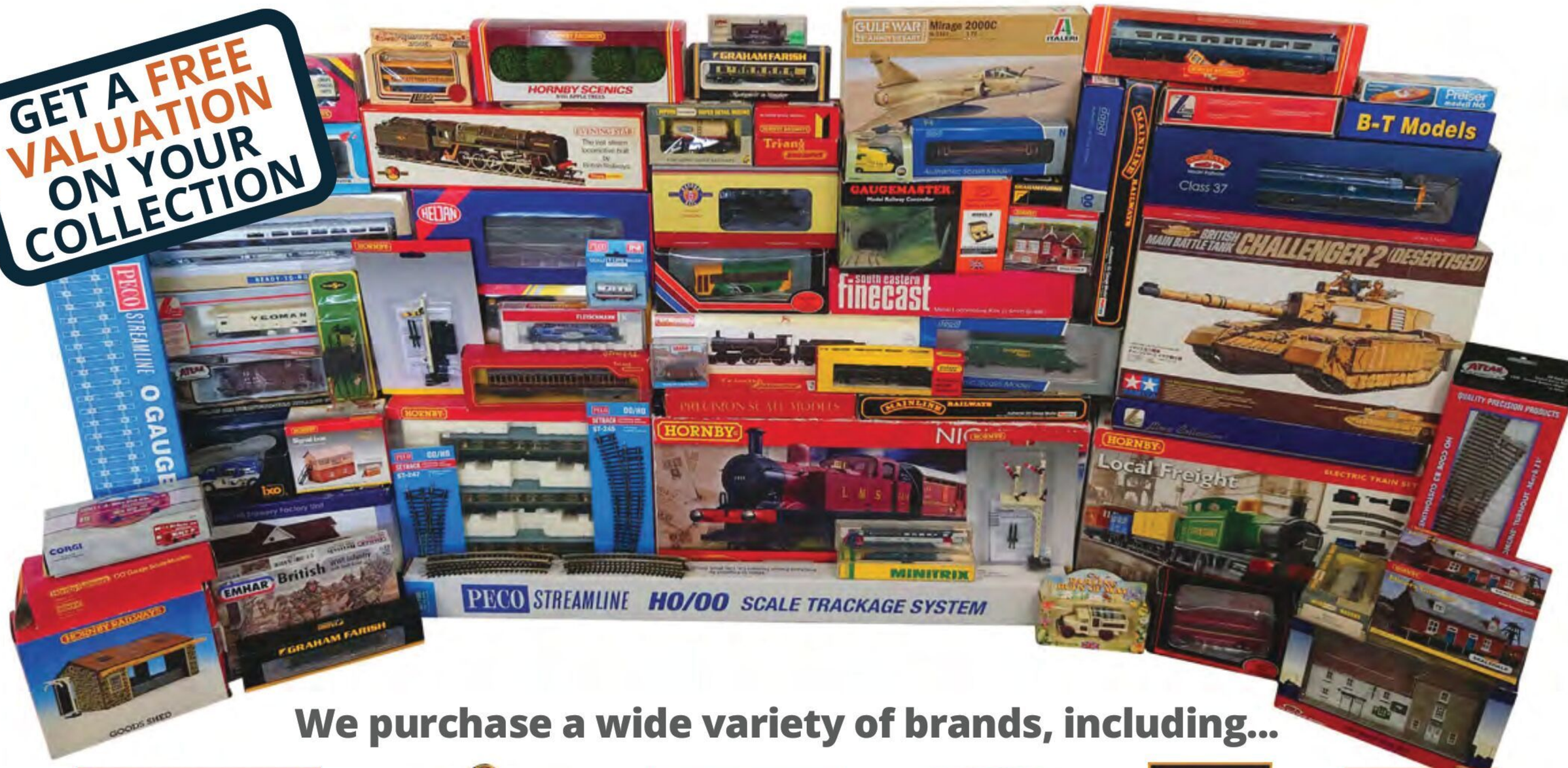

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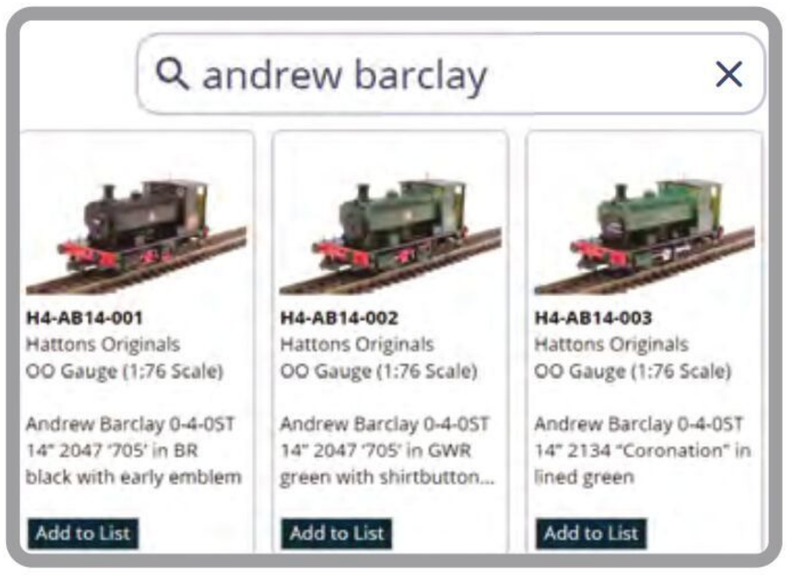

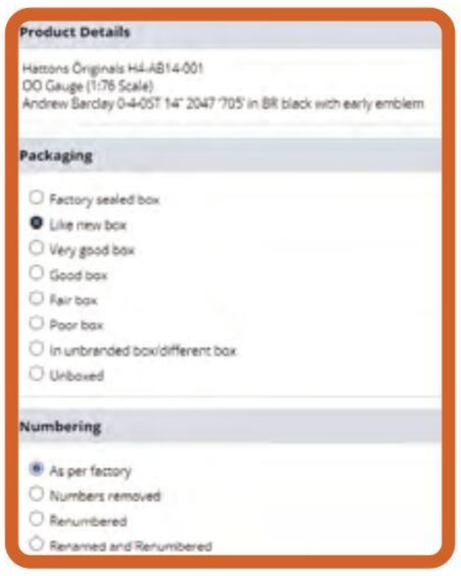

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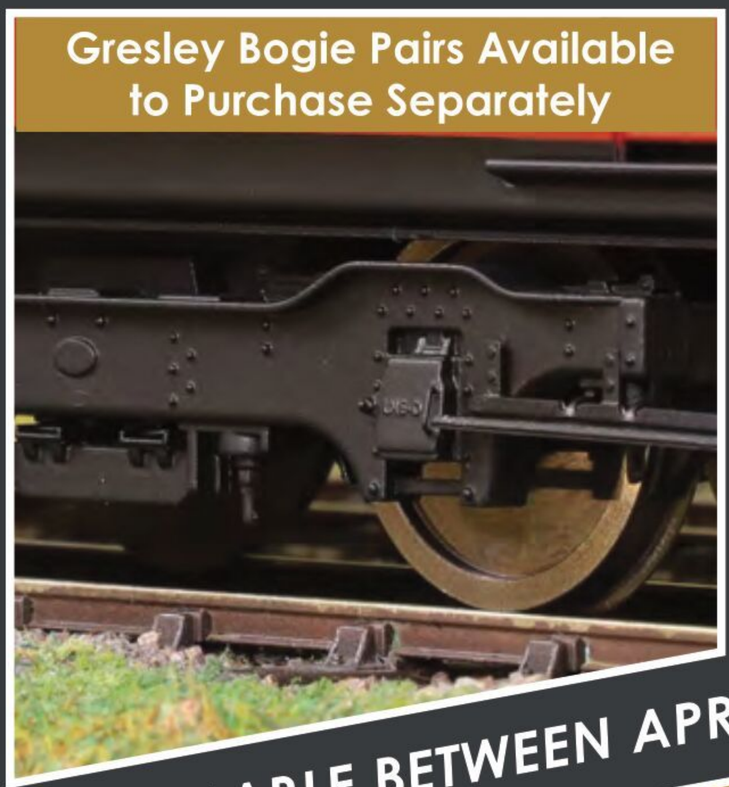

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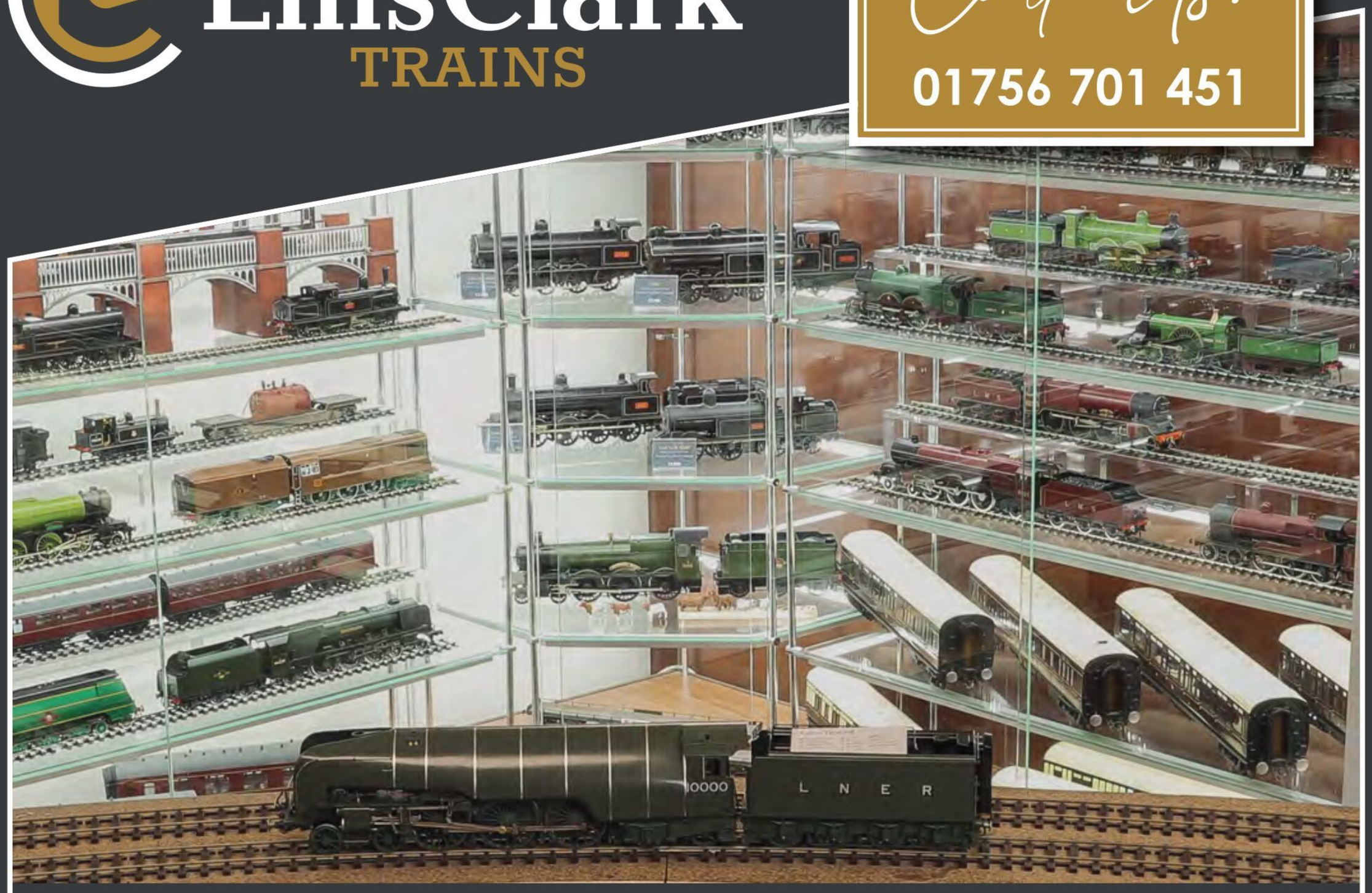

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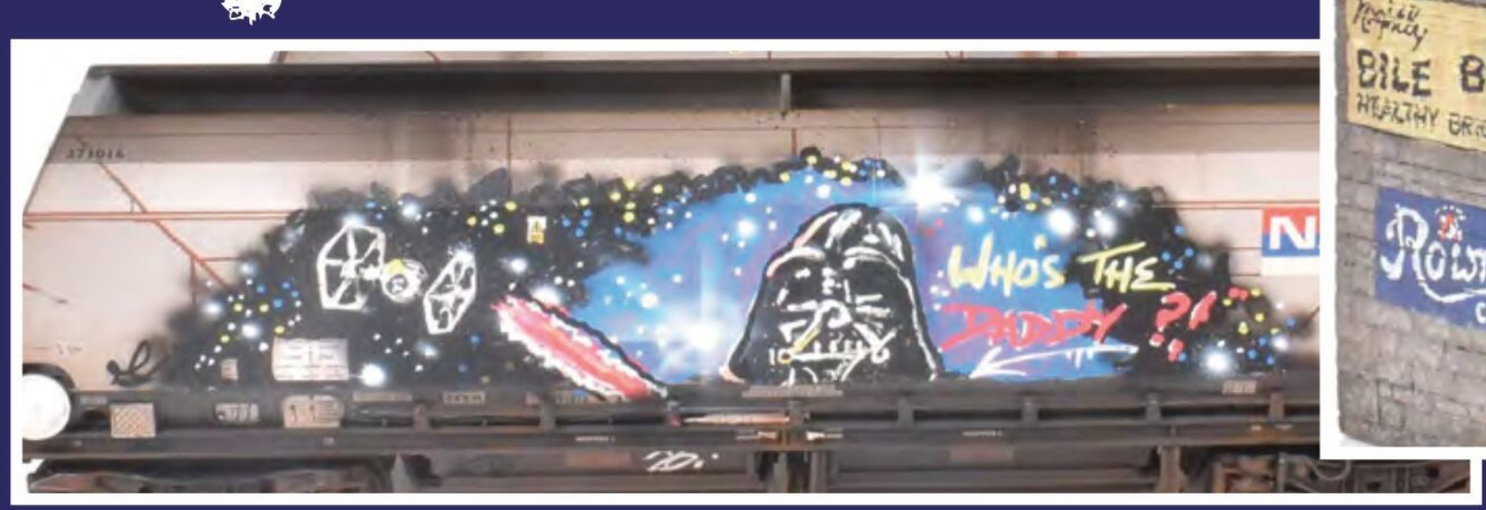

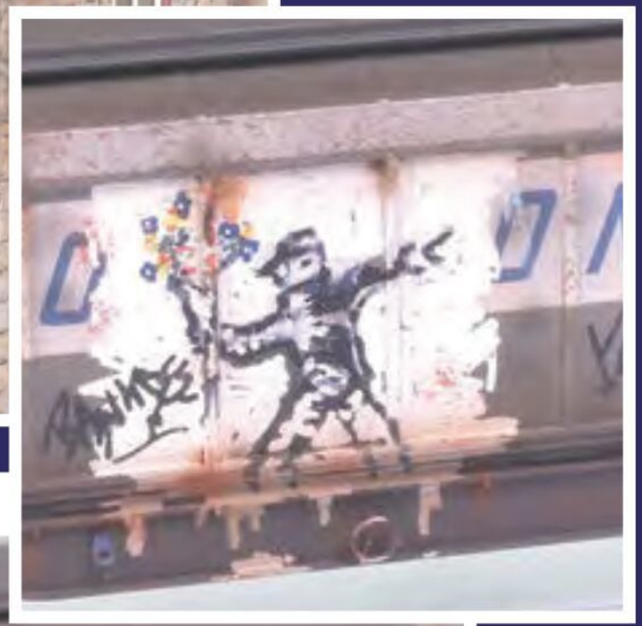

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R40163 GNER Mk4 Open First Coach K - Era 9

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

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

R40146 GNER Mk4 Restaurant Standard Coach H - Era 9

R40165 GNER Mk4 Open First Coach M - Era 9

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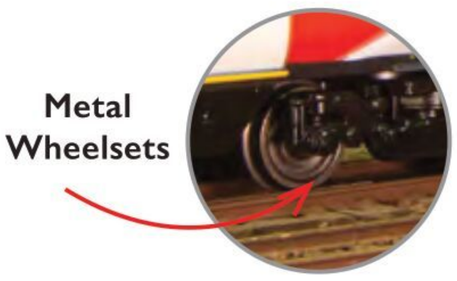

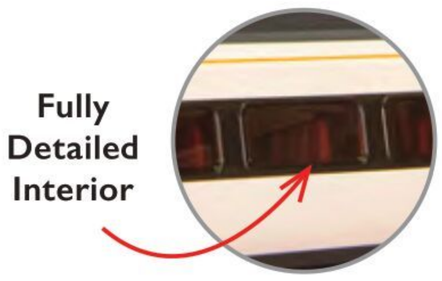

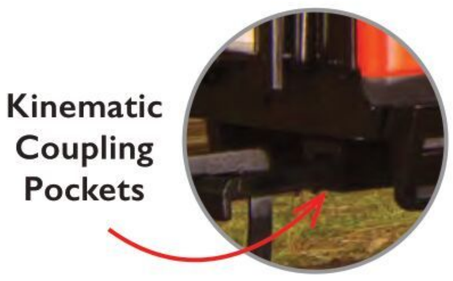

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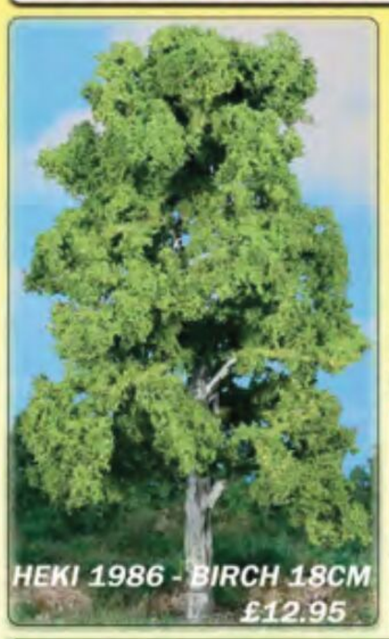

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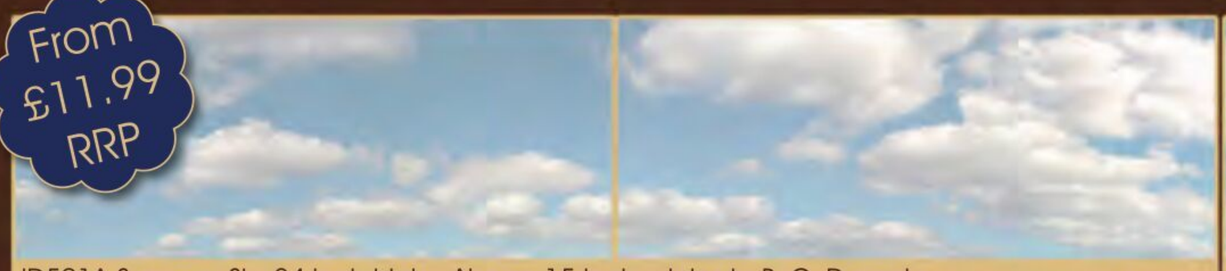
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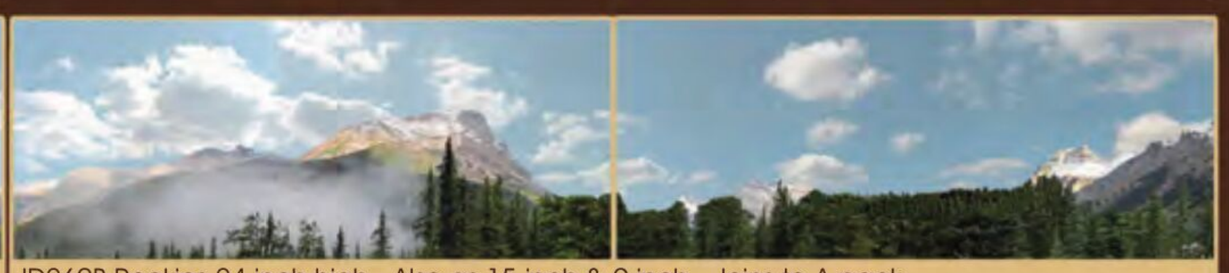
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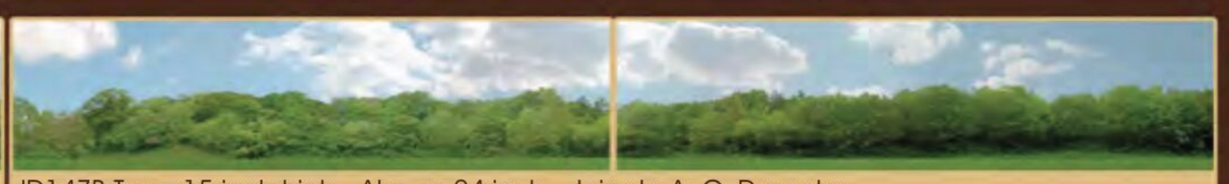
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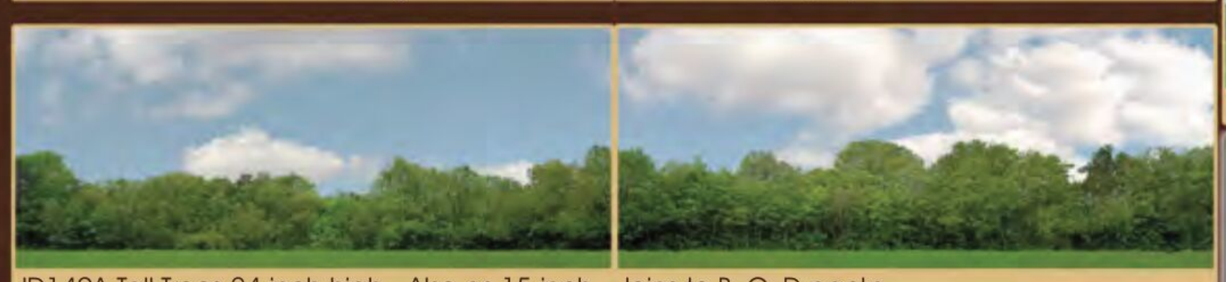
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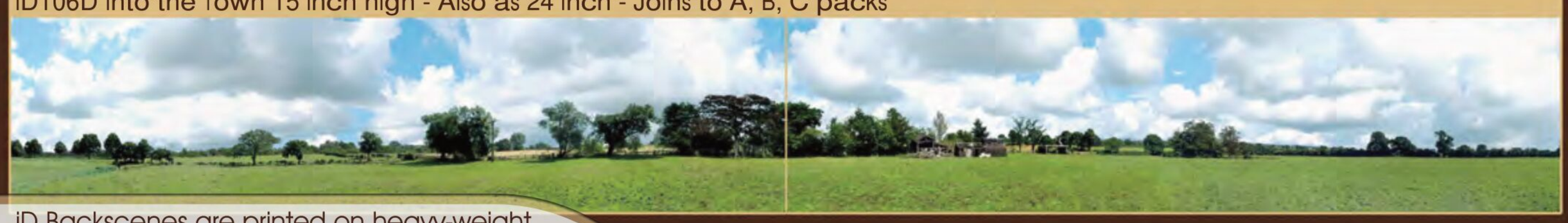
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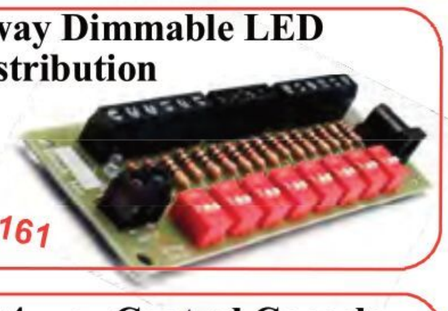

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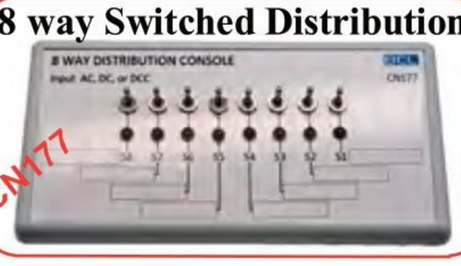

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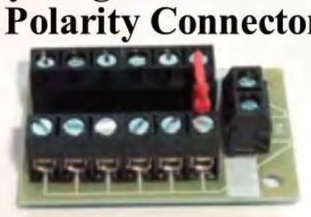

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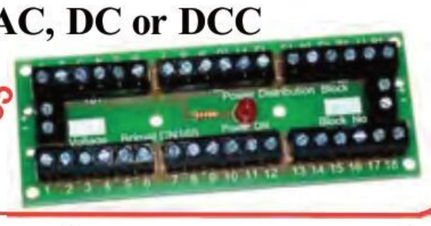

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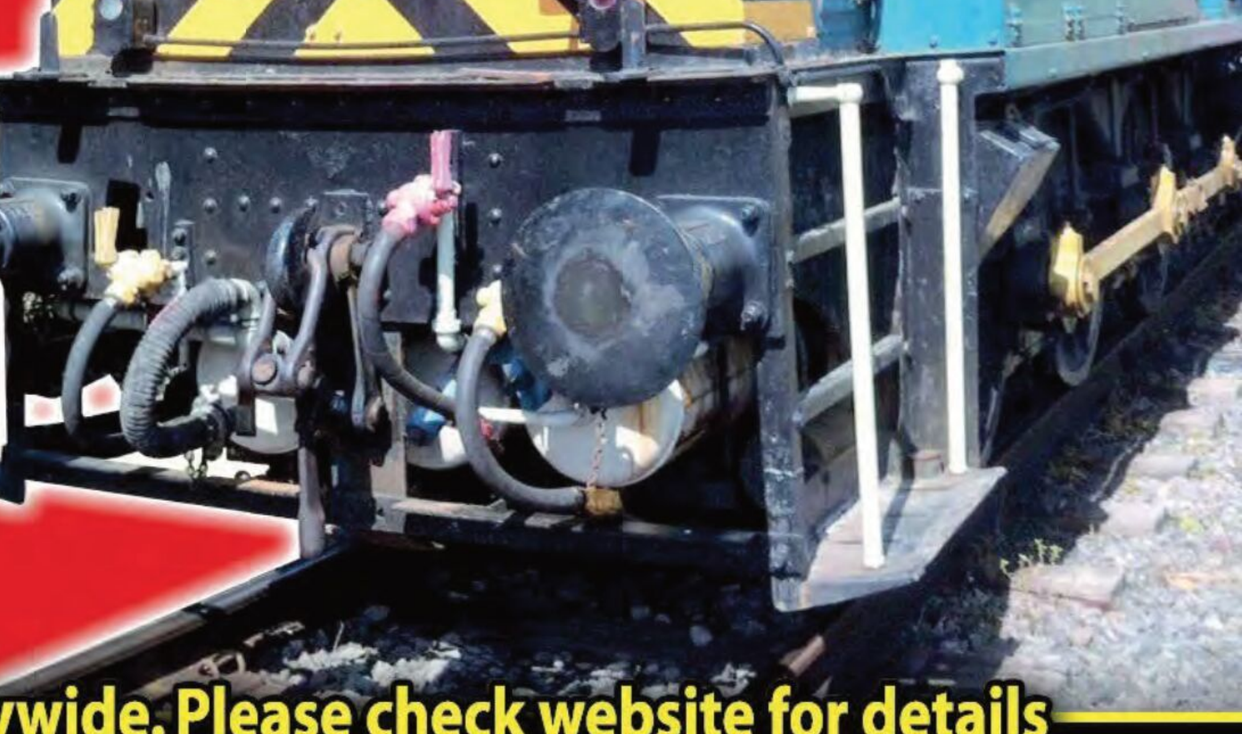

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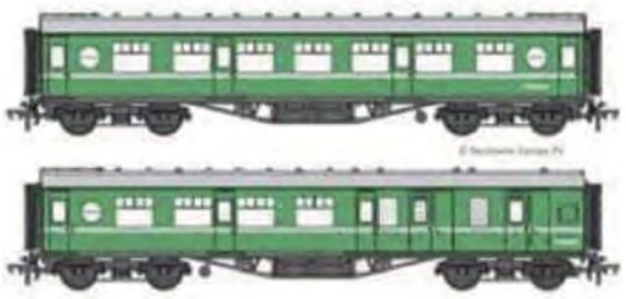

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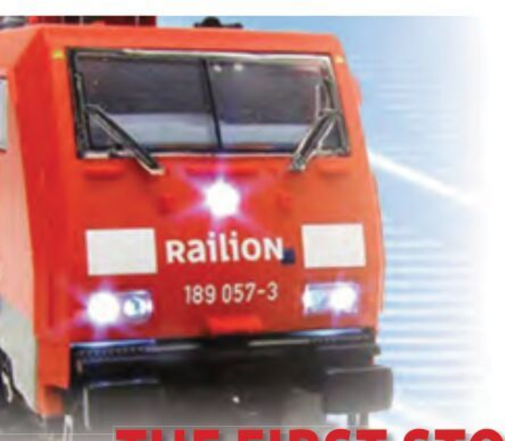

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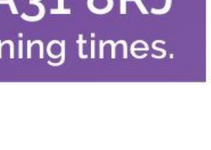

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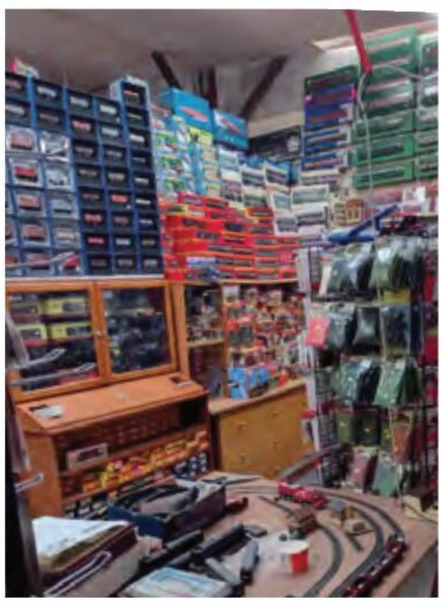

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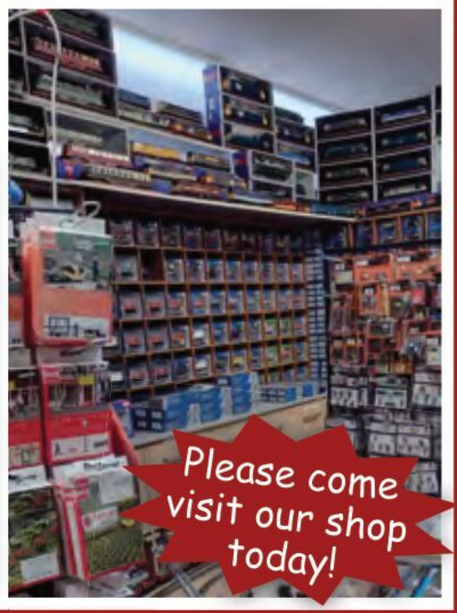

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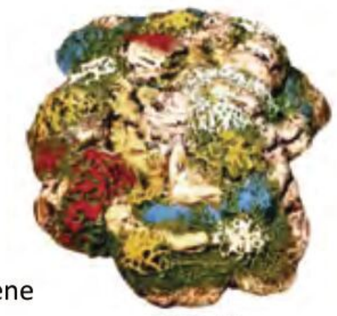
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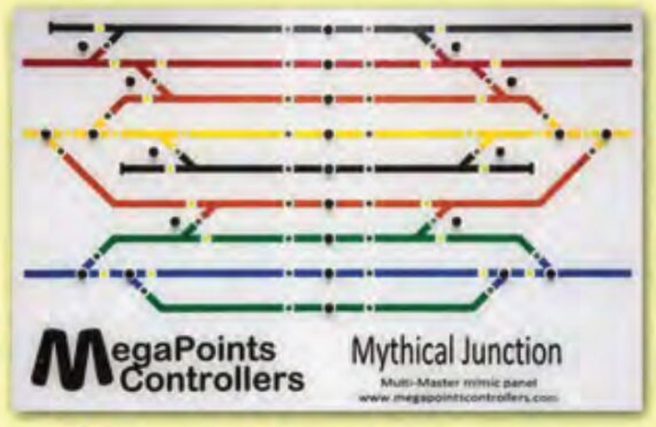

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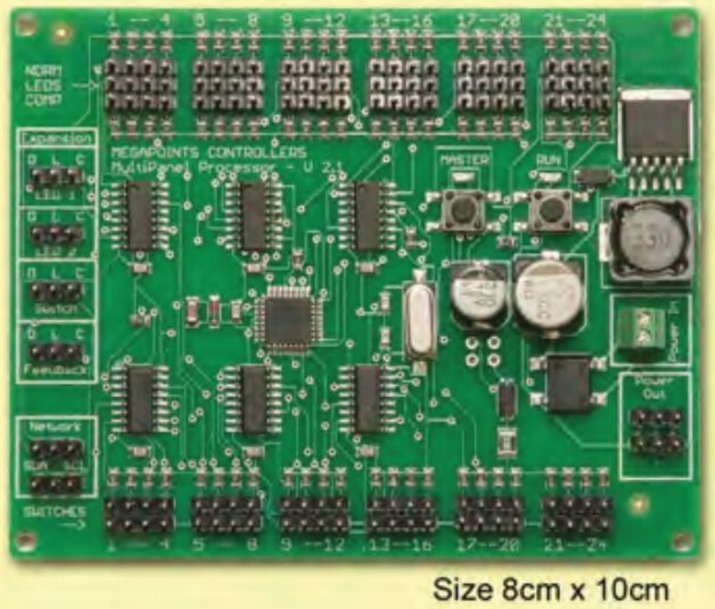

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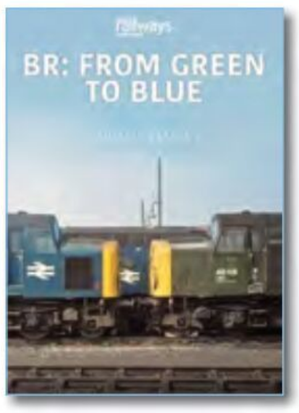

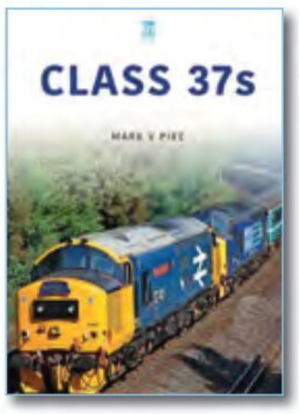

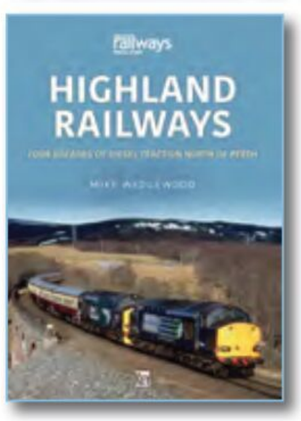

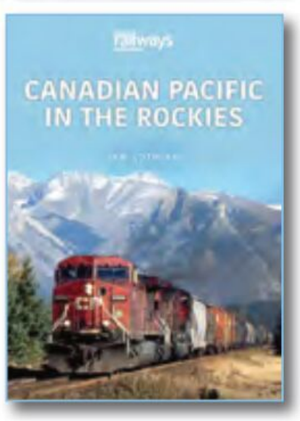

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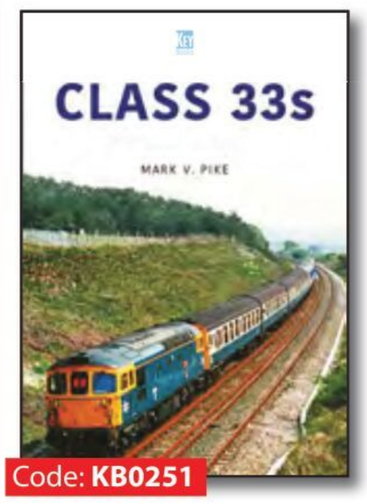

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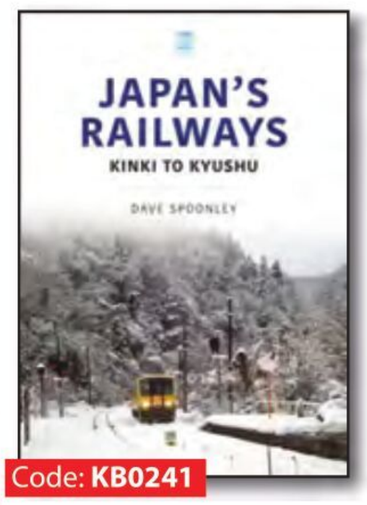

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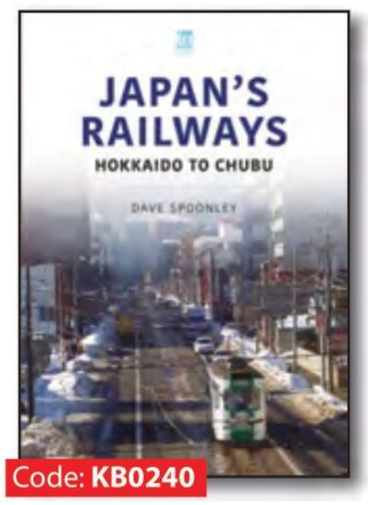

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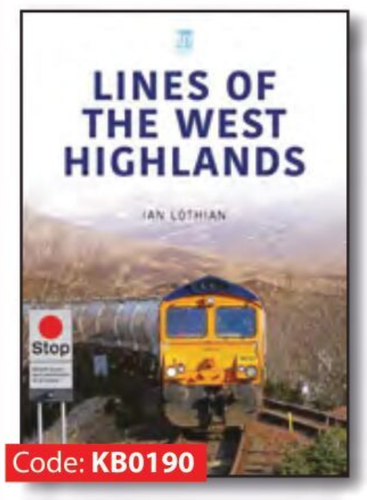

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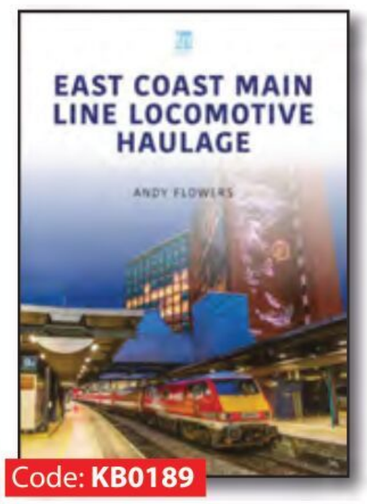

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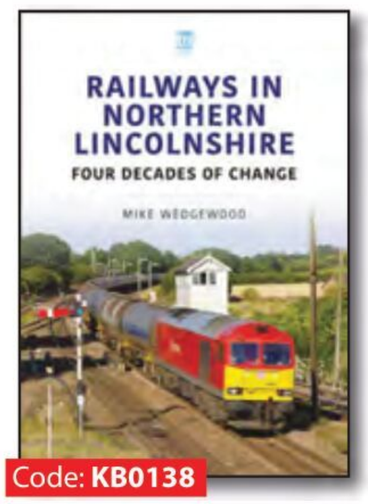

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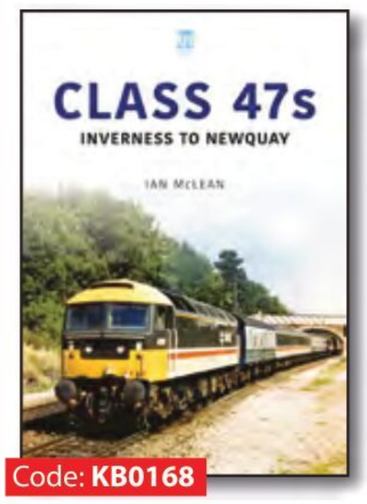

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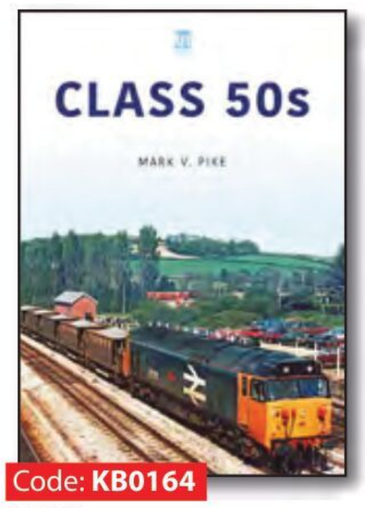

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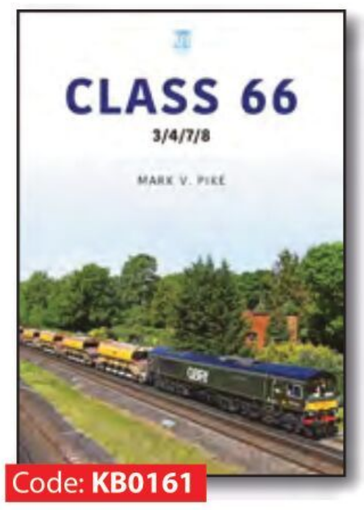

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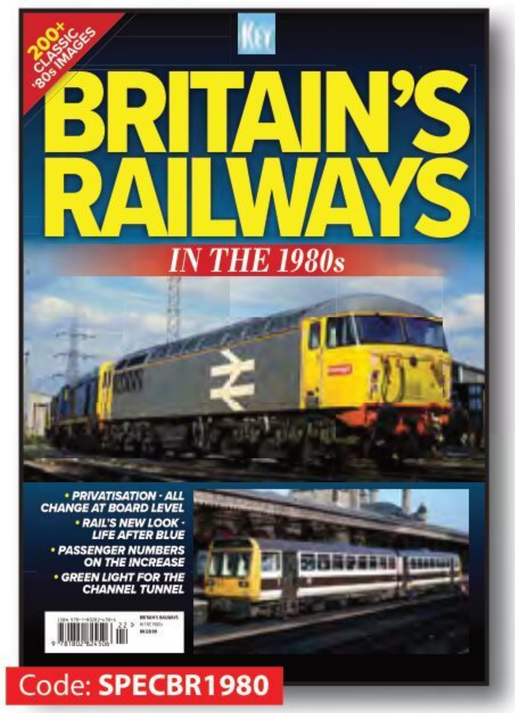

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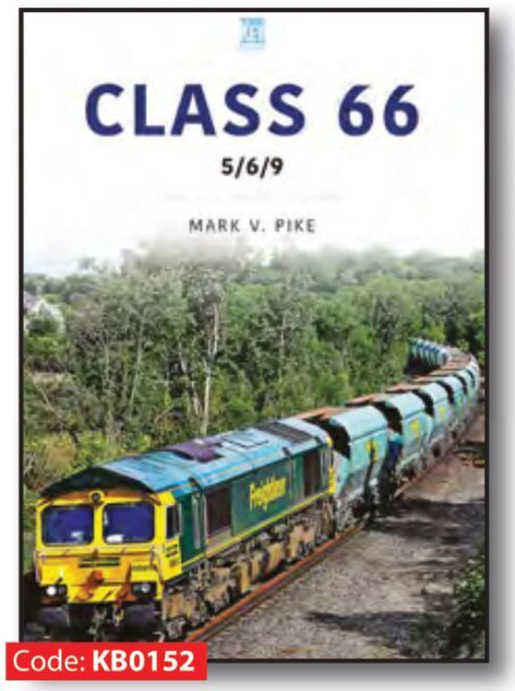

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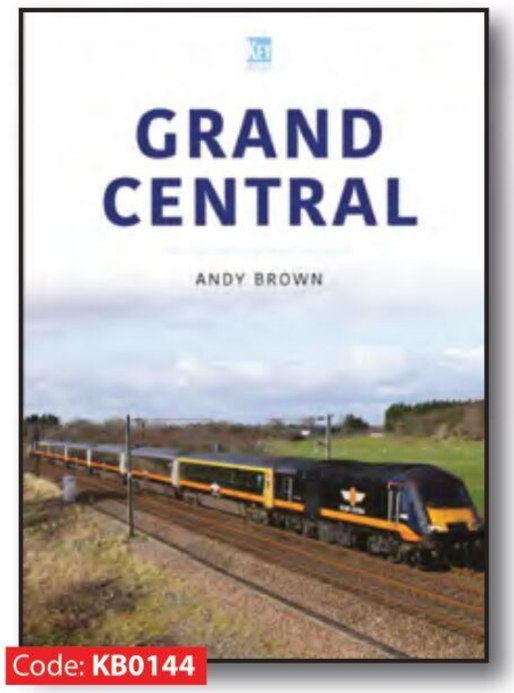

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- **UK 1st Class:** Monday 19th December
- **Airmail:** Friday 25th November
- **Rest of World Airmail:** Friday 18th November

Overseas dates cannot be guaranteed

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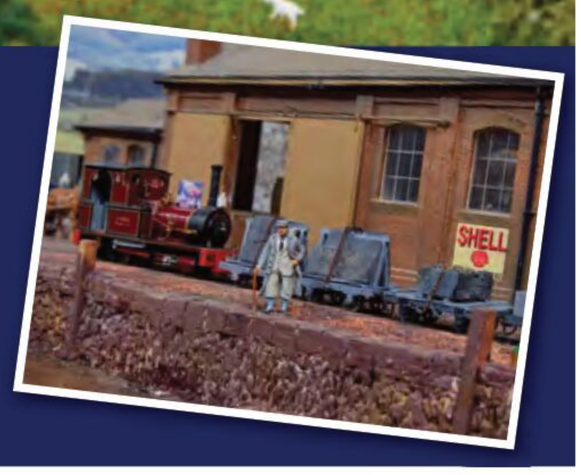

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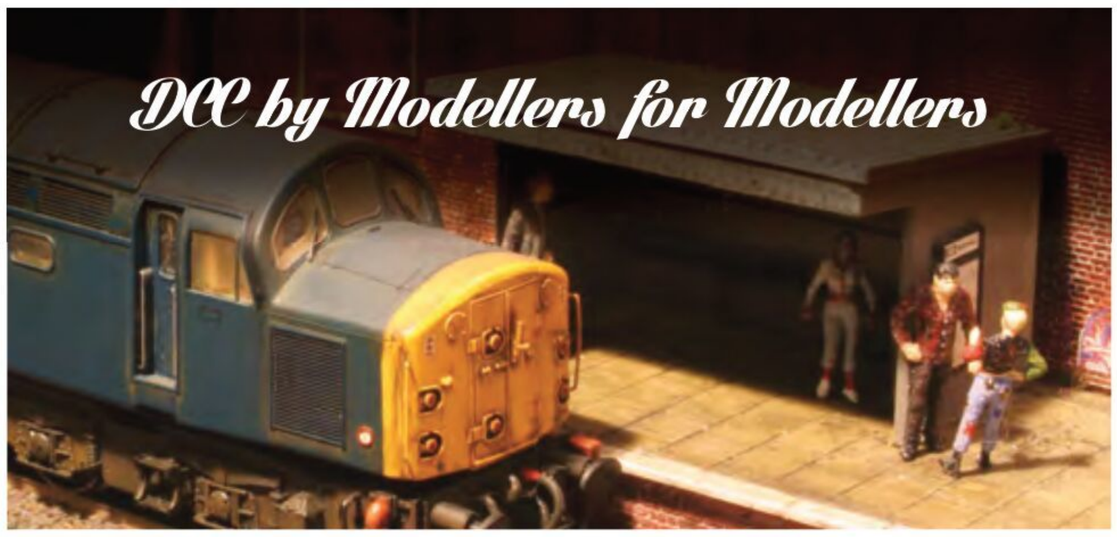

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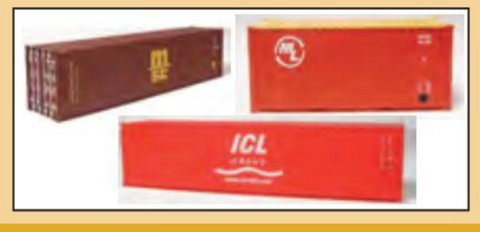

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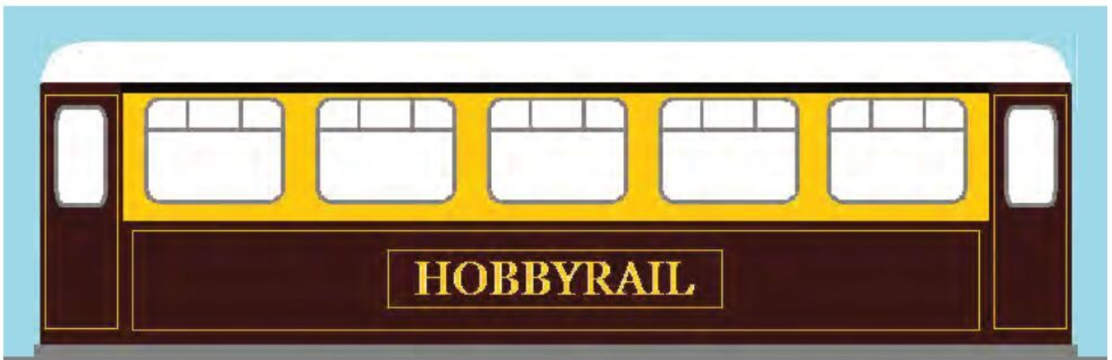

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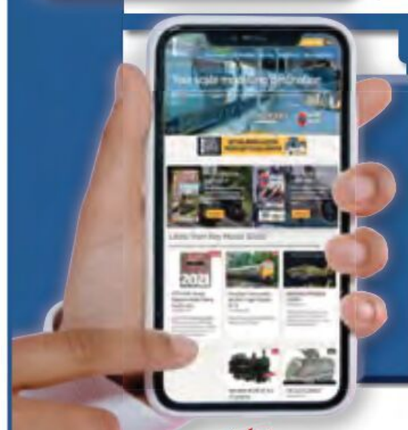
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7S-018-003 - B4 0-4-0T Southern Black 88
7S-018-004 - B4 0-4-0T BR Early Crest 30089
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4F-061-009 - Bogie Bolster Wagon E B923504 Steam Bauxite
4F-061-010 - Bogie Bolster Wagon E W1413DL Steam Bauxite
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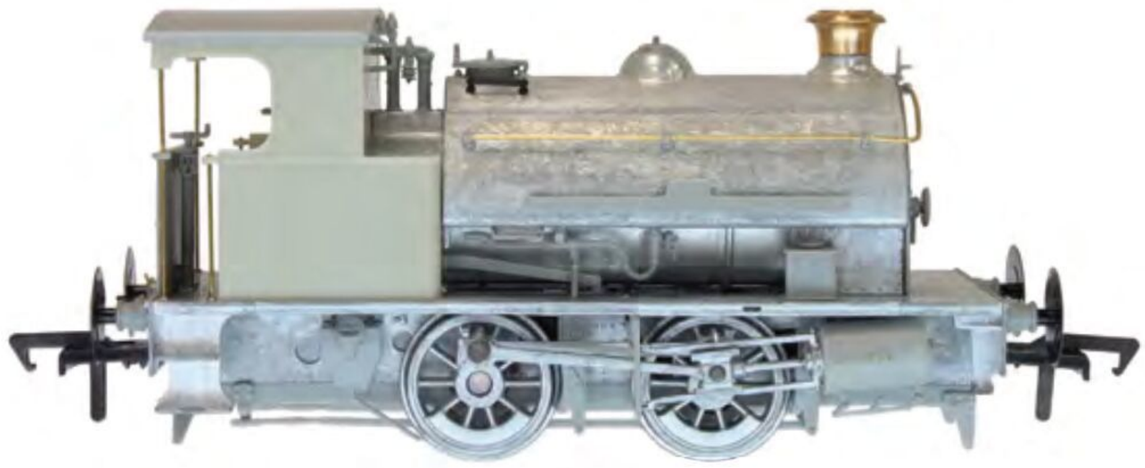

Development News - EP Under Review

N Gauge Britannia

2S-017-006 - Britannia 70000 BR Unlined Black Early Crest
2S-017-007 - Firth of Cyde 70050 BR Lined Green Early Crest
2S-017-008 - Firth of Forth 70051 BR Lined Green Late Crest
2S-017-009 - Owen Glendower 70010 BR Unlined Green Late Crest
2S-017-010 - East Anglican Set 70039 Early Crest 4 Gresley C&C Coaches

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GMC-M4	Cased Transformer 12V AC	£65.00
GMC-T1	Open Transformer 2x 16V AC 1a	£35.00
GMC-T2	Open Transformer 18V AC 2.5a	£35.00
GMC-T3	Open Transformer 24V AC	£35.00
GMC-T4	Open Transformer 2x 12V AC 1a	£35.00
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GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£25.00
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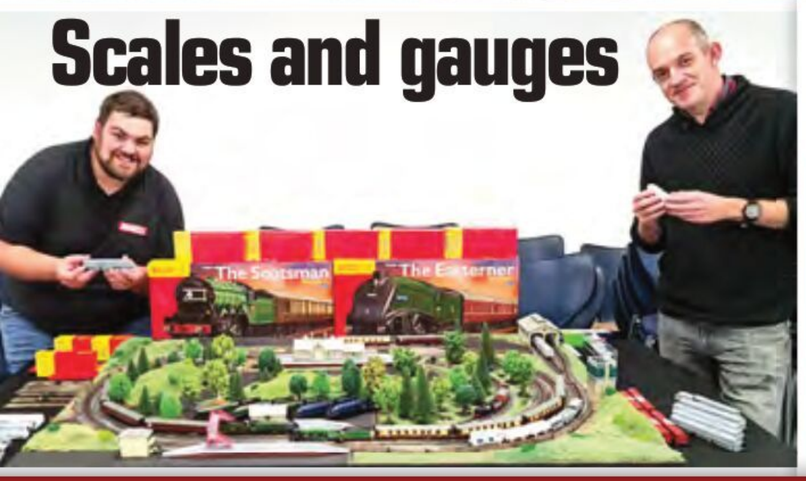

Expert advice

First steps checklist

• TRACK • BASEBOARDS • PLANNING • CONTROL • ACCESSORIES

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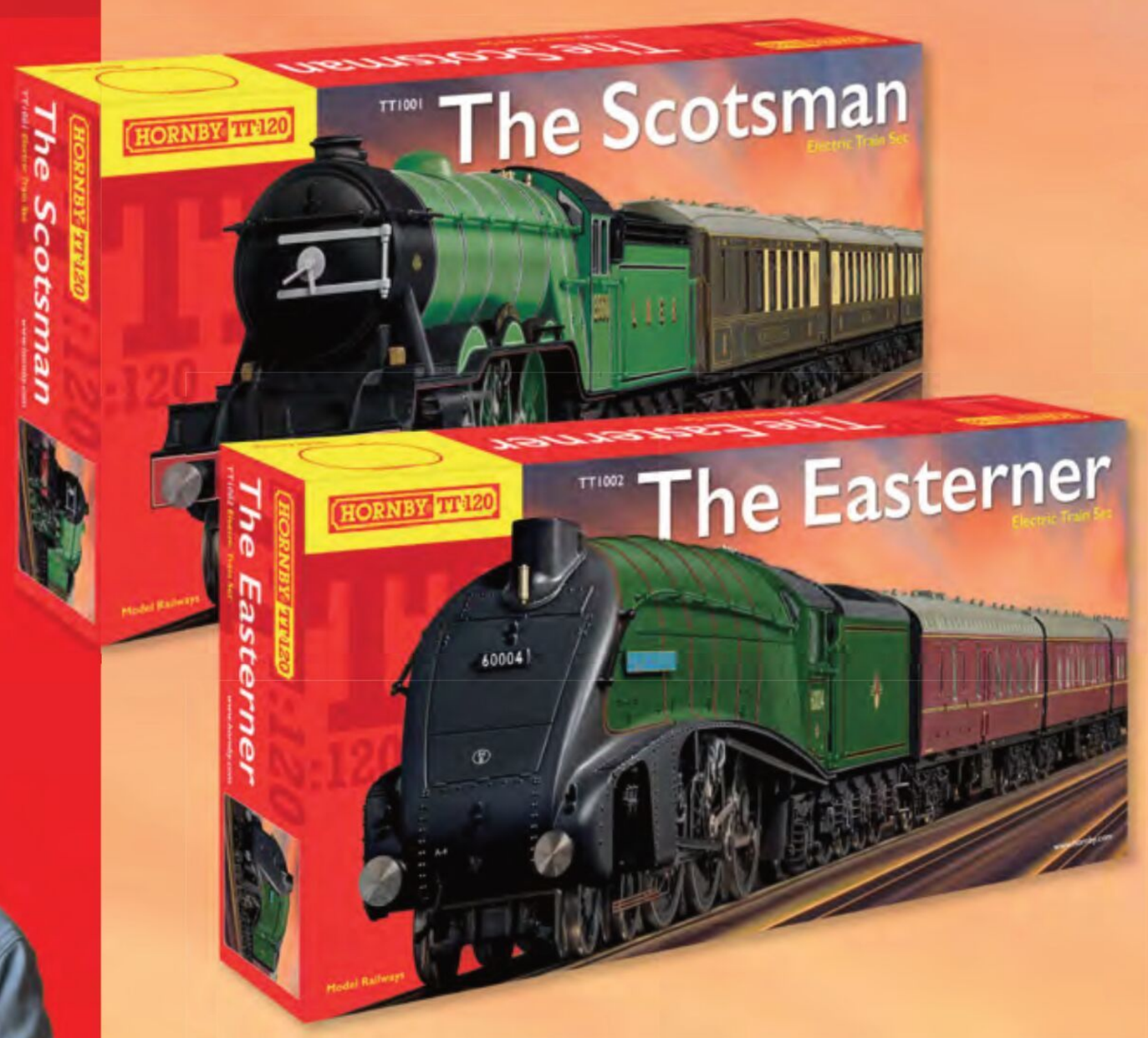

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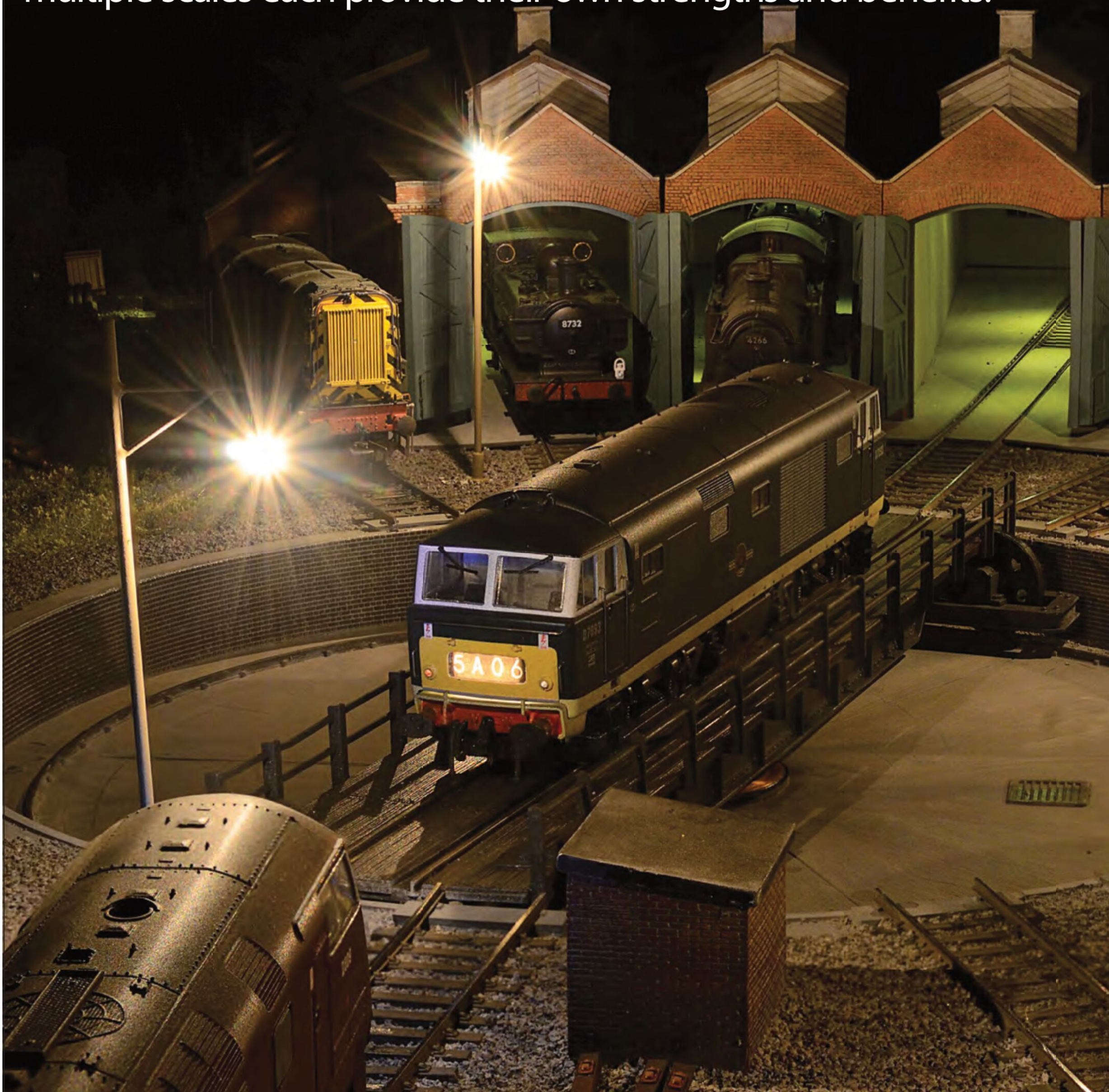
SENSE OF SCALE

Choosing a gauge to model can present a challenge. However, as **RICHARD HALL** explores, the ever-increasing ranges across multiple scales each provide their own strengths and benefits.



Right: **New ready-to-run 'OO9' locomotives and rolling stock such as Bachmann's Ffestiniog Railway Double Fairlie 0-4-4-0T have resulted in an upsurge in modelling narrow gauge subjects, including *Hornby Magazine's* Fairlie Syniad Da.**

Below: **'OO' gauge remains the UK's number one modelling choice with an abundant selection of locomotives, rolling stock, buildings, accessories and track. Heljan 'OO' Hymek D7093 ticks over whilst sat on the turntable of *Hornby Magazine's* Grosvenor Square Motive Power Depot.**

WITH AN EVER-increasing pool of ready-to-run products in a growing number of scales, the choice of a scale and gauge in which to model UK railways has never been greater in the hobby; each scale presents distinct strengths and drawbacks, many of which are pertinent for both beginners in the hobby and for more advanced railway modellers alike.

The terms 'scale' and 'gauge' are sometimes used interchangeably, but are not the same. Scale pertains to the overall modelling size: for model railways, scale is often given as a ratio (1:76 in 'OO' gauge referring to the scale being 76 times smaller than reality) but also as a proportion of millimetres to feet in each scale size. For example, 4mm being modelled in 1:76 is directly proportional to one scale foot.

Ratio for scale is also commonly used across kit manufacturers and military modelling, instead of using a specific name for a scale. The same 'scale' of railway modelling also includes the modelling of railways not in a standard gauge commonly related to the scale, for instance 2ft narrow gauge railways in 4mm scale is titled 'OO9' scale.

For railway modelling, 'gauge' specifically refers to the width between the rails being used by a scale: for example, 'OO' gauge is the overall name given to modelling 1:76 scale with a 16.5mm track width, or 'N' gauge with 9mm gauge track.

Many factors can affect the choice to model in a particular scale, from space to budget to the range of models produced. Many initially enter the hobby in 'OO' gauge and this continues to be the predominant scale for modelling British railway prototypes. Alongside 'OO', 'N' and 'O' gauges form the other two most widely modelled scales in the hobby, with all three continuing to grow in recent years.

While the main focus of ready-to-run products continues to be within the three main scales, the choice of different scales to model is far broader and can provide equally attractive modelling potentials. Narrow gauge modelling is catered for with 'OO9', which shares a common 1:76 scale with 'OO' and uses 9mm gauge track, while O-16.5 forms 'O' gauge modelling of narrow-gauge model railways. Both 'OO9' and O-16.5 are expanding scales, with more products being produced and is encouraging an increasingly diverse range of railways to be replicated.

Smaller gauges have also been developing in recent years and include the relatively niche (for UK models) micro-scales of 'Z' and 'T' gauges. Furthermore, the addition in 2022 of a renewed 'TT:120' scale also poses new opportunities for modelling, sitting midway between 'OO' and 'N' gauges.

The choice offered by the mainstream scales currently catered for in the UK railway modelling hobby has never been greater, and only continues to develop in all scales.

While each scale and gauge presents different benefits and limitations, it is important to consider the practicality, space available and availability of each gauge to help evaluate which scale suits the individual modelling preferences and interests. Railway modelling covers such a broad range of skills and modelling subjects that enjoyment and satisfaction is important: this brief summary of the key UK modelling scales and gauges will hopefully support this initial decision in the hobby.

'N' gauge provides the ability to operate scale length trains in a smaller space. Here Class 56 56090 passes *Hornby Magazine's* West Riding Power Station with an empty Merry-Go-Round train.

'OO' GAUGE

A scale unique to British outline railway modelling, 'OO' gauge was created by Hornby in 1938 as a more widely accessible, affordable and smaller scale than previous 'O' gauge premium models offered. At an overall scale of 1:76 and 4mm per scale foot, proprietary 'OO' features an undersized track gauge of 16.5mm, which is proportionally accurate for 1:87 'HO' scale, adopted across Europe and America: this mismatch was initially necessary due to British locomotives being generally smaller than continental prototypes and therefore needing an oversized scale in order to accommodate earlier mechanisms.

At 1:76 scale, 'OO' gauge is slightly smaller than 1:72 scale most widely used by military modelling, however, as a scale 'OO' offers a very good balance between being compact yet also being substantial enough to incorporate high detail and ease of handling at an attainable price point.

'OO' gauge is the most widely adopted scale in the UK, with the number of ready-to-run manufacturers continually growing, consequentially offering a comprehensive range of locomotives, rolling stock and accessories. In being so popular, 'OO' forms an ideal starting point for beginners and returners to the hobby, offering the most practical, attainable and broadest modelling choice of any scale.

'O' GAUGE

Only becoming a mainstream scale in modern history since the mid-2000s, 'O' gauge forms the largest widely adopted scale at 1:43.5 and 7mm to a scale foot. Predominantly the preserve of high-end and finescale modelling before the creation of 'OO' (as well as many low-fidelity tinplate models), while the exquisite production runs of museum quality models in small runs continues to define 'O', the recent onset of more affordable and mass-produced ready to run products is making 'O' increasingly attainable.

While the larger size of 'O' gauge requires far more space than an equivalent model in a smaller scale, often modelling in 'O' can take the form of smaller depot or shunting layouts that use a similar footprint to a 'OO' model railway. The recent expansion of proprietary locomotives and rolling stock from the key manufacturers of Heljan, Dapol/Lionheart and Ellis Clark Trains/Darstaed continue to develop the scale, offering both the high-end modern image models, through to steam-era prototypes and shunting locomotives that are ideal for smaller layouts.

Where the space required for larger layouts and more detailed models in 'O' gauge may seem off-putting, the entry-end of the scale allows affordable smaller model and layouts to be made, and often provides a fantastic opportunity for detail and unique modelling not possible in smaller scales.

Hornby recently launched its new 'TT:120' scale range which will include ready-to-run locomotives, carriages, wagons, buildings, track and accessories so you can build a complete layout.

'N' GAUGE

In common with 'OO', UK outline 'N' gauge is a minor compromise in scale in order to accommodate mechanisms within the smaller loading gauge British locomotives, while suiting the international track gauge standard of 9mm. Representing a scale 1:148 on 1:160-width track, 'N' gauge offers a scale roughly half the size of 'OO', making it ideal for more compact layouts and to offer more modelling potential in any given space.

The quality, standards and detail applied to ready to run 'N' gauge models especially within the past 15 years has dramatically improved with the likes of Graham Farish, Revolution and Dapol narrowing the gap in detail between 'OO' and 'N'. The smaller size of 'N' also offers numerous small-scale kits for a variety of locomotive types otherwise not produced ready to run, including die cast steam outline models, 3D printed multiple unit kits and vinyl livery overlays.

The smaller size of 'N' can present a challenge in terms of handling, maintenance and modelling itself but the rapidly increasing detail and pool of models and accessories offered in 'N' also makes the scale more attractive. The benefits of constructing more compact and larger layouts, to a proportional size not possible for many in larger scales, makes 'N' particularly enticing.

'OO9' GAUGE

Widely using code 80 9mm 'N' gauge track, 'OO9' forms a common scale for narrow gauge railways within 1:76 'OO' gauge. As a result of the numerous different narrow gauges present across the UK, the use of 'N' gauge track ensures universal standards across the scale, in common with the 1:87 scale equivalents of 'HOe' in Europe and 'HOn30' in North America.

Long established as an ideal balance between 4mm scale detail and compact modelling subjects, 'OO9' represents a fast-growing aspect of the UK hobby. The last decade has seen a distinct growth in offerings from ready to run manufacturers, with Peco, Bachmann and Heljan all bringing super-detailed locomotives and rolling stock to the scale for the first time.

Before the advent of mass-production for 'OO9' stock, it was common to use 'N' gauge chassis with kit-built bodyshells, and this aspect of the scale is still present, allowing more quirky and unusual narrow gauge modelling subjects.

'OO9' represents an ideal balance for achieving realistic, interesting and compact model railways, within the size and vast range of scenic accessories available in 'OO' gauge. The onset of complete ranges for locations like the Lynton & Barnstaple, Ffestiniog Railway and Welsh quarry lines only serve to increase the benefits to modelling in 'OO9'.

O-16.5 GAUGE

The equivalent to 'OO9' narrow gauge modelling in 'O' gauge, O-16.5 is also a standardised track gauge to form a universal standard for the scale; using 'OO' gauge 16.5mm track alongside proprietary 7mm items, the scale combines the high level of detail and durability of 'O' gauge modelling with compact narrow gauge modelling subjects.

Traditionally a more specialist gauge for high-detail modelling of more niche prototypes, the use of reliable 'OO' gauge powered chassis also makes the scale perfect for more creative freelance»

"The choice offered by the mainstream scales currently catered for in the UK railway modelling hobby has never been greater, and only continues to develop in all scales."

RICHARD HALL

modelling.

Recent announcements made by Dapol/Lionheart for a range of Lynton & Barnstaple Manning Wardle locomotives, carriages, signals and structures has significantly increased the profile and practicality of modelling in O-16.5.

The broad choice of prototypes leaves 0-16.5 ideal for larger scale modelling, when more space or detail is preferred over 'OO9' gauge. Offering the prospect of compact yet detailed narrow gauge model railways, the scale promises to grow, especially with further ready to run products making the scale more attainable.

'TT:120' GAUGE

While previously launched in the 1950s and '60s by Tri-ang, 'TT' or 'Table Top' gauge has received a boost in the UK during 2022 – albeit with a new, more refined scale and poses significant potential for the hobby.

Scaled between 'N' and 'OO' gauge, 'TT:120' uses a common 12mm track gauge at a UK scale of 1:120, combining higher detail levels akin to 4mm scale in a more compact space.

USEFUL LINKS	
National Model Railroad Association (NMRA)	www.nmra.org
N Gauge Society	www.ngaugesociety.org
The Double O Gauge Society	www.doubleogauge.com
The 009 Society	www.009society.com
Gauge 'O' Guild	www.gaugeoguild.com
Hornby	www.hornby.com
Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Peco	www.peco-uk.com
Gaugemaster	www.gaugemaster.com

The 2022 launch of 'TT:120' for the UK market came from Peco, offering an all-new range of buildings, structures and Streamline code 55 track, followed by the significant announcement of Hornby's longer term aims of producing a complete range of ready-to-run locomotives, rolling stock, trainsets and accessories for 'TT:120'.

With the popularity of the scale in Europe and the USA, a wider variety of scenic items applicable for UK modelling is also transferrable for 'TT:120' through the likes of Gaugemaster. However, the immediate offering of UK-specific accessories, such as transfers and accessories from smaller UK model railway businesses demonstrates a confidence behind the relaunch of the scale. Most recently, West Hill Wagon Works has introduced a wide selection of its 3D-printed detailing accessories for 'TT:120'.

Offering the possibility of smaller layouts without the scale fragility of 'N', and making scale-length trains without the space needed in a larger gauge, 'TT:120' is an emerging scale with notable potential.

'Z' GAUGE

A scale popular in Europe, Japan and North America, 'Z' gauge forms one of the smallest ready to run scales offered; in parallel with other scales, 'Z' universally uses code 60 6.5mm gauge track, with different scales between each international region, most commonly at 1:220 scale.

Significantly smaller than 'N' gauge, 'Z' allows for scale-length trains in an especially compact area, providing the modelling potential for longer trains set in a wider landscape impossible without a substantial space in a larger scale.

While there are no UK-outline ready to run 'Z' manufacturers, static models of British locomotives from Atlas and previously released Elmar British diesel shells are able to be motorised with chassis from the likes of Marklin, Micro-Trains, American Z Line (AZL) and Rokuhan.

'Z' is the most practical scale smaller than 'N', and with creativity, UK-outline modelling in this compact scale is possible.

'T' GAUGE

Representing the world's smallest proprietary scale currently produced, 'T' features a 3mm wide track gauge at a scale between 1:450 and 1:480. While ultimately a niche scale, only emerging from Japan in 2006, 'T' gauge railway modelling shares a common scale popular with military and naval modelling, therefore offering wider scenic accessories applicable for 'T', which has a more limited range

'O' gauge modelling has become increasingly popular thanks to a surge in ready-to-run models in recent years. Heljan Sulzer Type 4 D58 takes centre stage on *Hornby Magazine's* Seven Mill depot, in company with a Heljan Class 37 and 25.

of direct 'T' gauge accessories available.

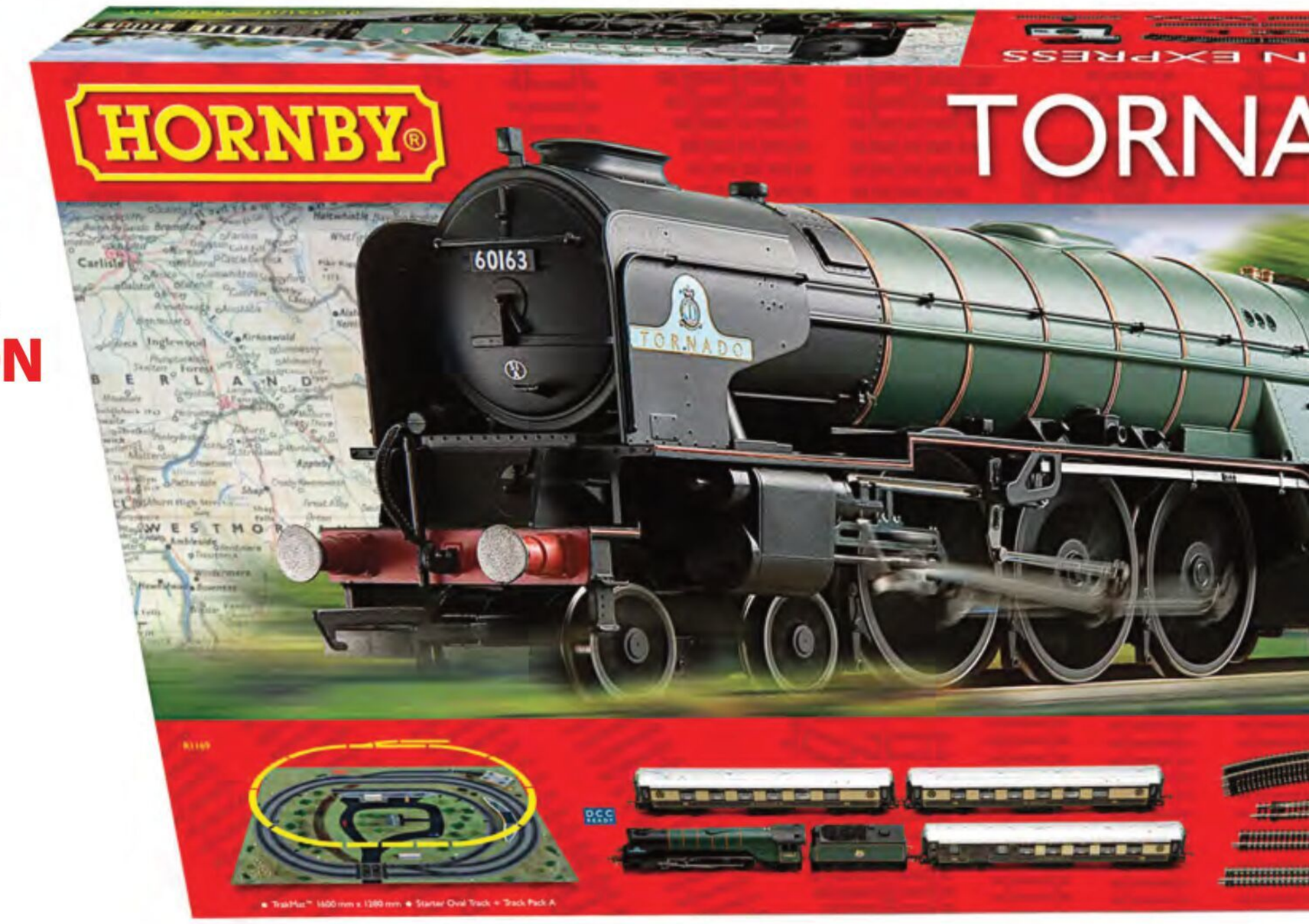
Unlike 'Z', ready-to-run 'T' gauge UK-outline models and accessories are available from *www.tgauge.com,* with locomotives in the form of Class 08s, 67s and select steam locomotives, through to detailed High Speed Train (HST) packs produced as starter sets for the scale. At such a small scale, 3D printing also shows distinct benefits, and is often used on 'Z' gauge layouts for scenery and even UK locomotive bodyshells.

A scale still expanding even in Japan, the minute size of 'T' and comparative limited UK range still leaves the scale very niche. However, for those with the determination - and eyesight! - it is possible to create wide-ranging scenes in a fraction of the space needed even for 'N' gauge. **HM**

Above: **7mm narrow gauge modelling is set to receive a boost following recent announcements from Lionheart Trains for O-16.5. Cwmfelinfach appeared in the February 2008 (HM8) issue of *Hornby Magazine*.**

Where do

Before you start building a model railway, there are a few important questions to consider. **JONATHAN NEWTON** looks at what they are and what some options might be.



l start?

Train sets provide the basics to get you started including a locomotive, rolling stock, track, a track mat and, in this case, an analogue power controller.

BUILDING A MODEL RAILWAY IS A FUN and highly rewarding hobby, but getting started is often the biggest hurdle. Before you buy anything or plan your first layout, the most important thing to consider is research.

Perhaps the first question to answer is the time period you would like to model. The 'Big Four' period between 1923 and 1948 in the golden age of steam is still popular and well catered for, as is the British Railways transition period where steam gave way to diesel and electric. The pure diesel and electric era offers an extensive selection of locomotives and multiple units, right up to the present day scene. If you have a particular favourite class of locomotive and train, that will most likely dictate the period and area to model. With this decided, you'll then need to consider the scale too, which will ultimately determine the space required to model your plan.

The next big question is where to house your layout. For some a dining room table is more than enough, but spare bedrooms, lofts, garages and even gardens are options. The space available always dictates the ultimate size of a layout. Remember to consider whether you want a permanent setup or a layout which can be packed away - perhaps under a bed or folded against a wall. »

If you are building your very first railway it is a good idea to start small – perhaps with a train set. These usually contain everything you need to get started with a locomotive, rolling stock, a circuit of track, a few accessories, a power controller – and they are expandable. Starting small enables you to learn new skills and still have fun building and operating your layout without being overwhelmed by the size of the project.

BASEBOARDS

If you would like a permanent home for your layout, you will need to consider baseboards. While the dining room table is good for a temporary setup that is easy to pack away again, most modellers prefer to have something that they can build and keep out so they can operate whenever they like. If you are using the Hornby track mat system, you could simply attach this to a board, secure the track with rail pins and store it under a bed when not in use.

If you want to build a baseboard, there are many ways you can do this. The easiest way is using softwood as a base for the supports with plywood for the baseboard surface. If you are not overly skilled in woodwork, you can also purchase baseboards in kit form or pre-built to suit the space you have available and there are plenty of suppliers that offer this service.

However, before you start to build your baseboards, you also need to consider how big they – and the completed layout – are going to be. Also bear in mind whether the layout is to be permanent, semi-permanent or something that needs to be stored after each session. This will determine some of the dimensional requirements.

"While the dining room table is good for a temporary setup that is easy to pack away again, most modellers prefer to have something that they can build and keep out so they can operate whenever they like."

JONATHAN NEWTON

Building your own baseboards can be daunting for some. There are companies that can build them for you in a choice of materials, ready to assemble.

THE TRACK

Most train sets come with a simple oval of track and perhaps a siding or two where you can store other items of stock. When it comes to creating a track plan there are many resources available, ranging from the popular Hornby 'OO' gauge track mat to downloadable software that enables you to create a track plan on your computer before purchasing the components. It is always worth taking your time and looking at what others have done - and then either following a track plan or adapting one to your own needs.

Hornby, Bachmann and Peco produce code 100 sectional track for 'OO', which is compatible between brands, while Peco also produces a finer selection of code 75 track components. The difference between code 100 and code 75 is the height of the rail. Code 100 means that the rail is 0.1in high. Code 75 track has a height of 0.075in, which is more accurate in representing the real railway.

Most Bachmann, Hornby and Peco sectional track parts (such as those in 'OO' train sets) are code 100 and offer a full range of options including flexible track, while Peco's 'OO' code 75 track range is primarily points and lengths of flexible track. DCC Concepts also manufactures 'OO' gauge flexible track with lengths available in both codes. These track ranges feature primarily flat bottom rail profiles, although some bullhead rail options are also now available.

Flexible track can be a little tricky to use if you are building your very first layout as you need to shape it to the radius of curves you need as well as cutting the rails to the length desired. However, it can also work out more cost-effective than purchasing individual items of sectional track and is generally used for much larger layouts, but you can create very good layouts with sectional track too.

Another option is the easy to use Kato unitrack system, which is available in 'N' and 'HO' gauges ('HO' is the same track gauge as 'OO' with the models to a smaller scale). This is very similar to sectional track, but each piece comes moulded into a ballast track bed and is simply clipped together.

If you wish to make a start in a larger scale such as 'O' gauge, then using the Peco 'O' gauge Setrack Starter Track Set (Cat No. ST-701) is a good foundation. It comes with four layout plan suggestions that can all be constructed using the contents of the pack. These layouts can also be easily expanded with additional matching code 124 bullhead rail track components. You don't need to have the room to build a circular layout in 'O' gauge, in fact a shunting puzzle or a simple station terminus can be more fun and give far more operational variations.

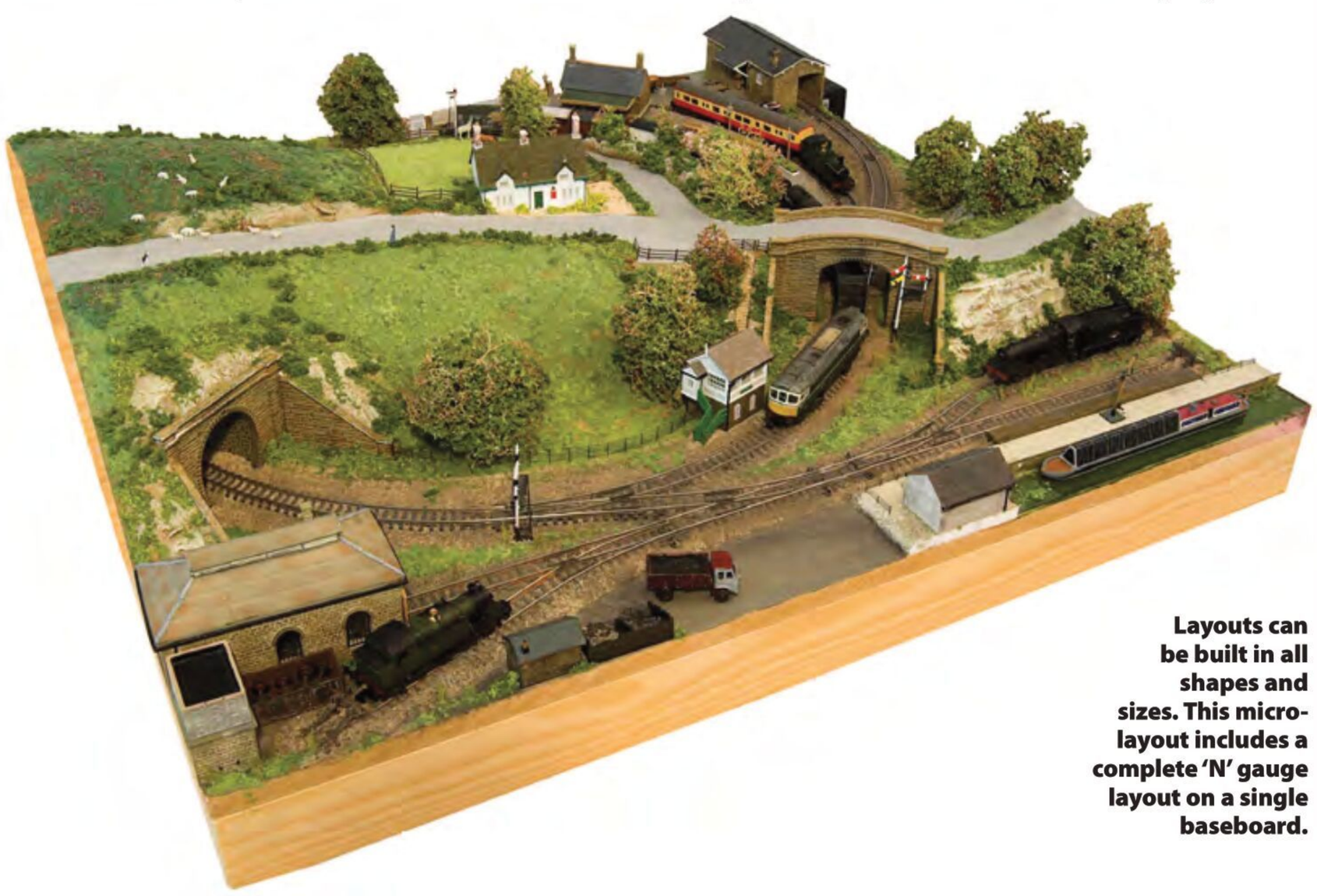
POWERING UP

There are two options for controlling a layout. The simplest and oldest is analogue DC, while Digital Command Control (DCC) offers extra flexibility and features such as lighting and sound.

On analogue control, power fed to the track changes as the voltage (through the power controller) is increased, which in turn alters a locomotive's speed. On DCC, the track is permanently powered, with digital signals decoded by onboard chips within locomotives instructing a model what to do.

Analogue is great for simple train sets, but it does have limitations in that only one train can be controlled at a time on a section or circuit, with isolation and section switches needed to prevent other models moving at the same speed. Unless the track is isolated you will not be able to stop each of the engines from running at the same time.

Hornby has also recently revolutionised analogue control by introducing an app-based control system – HM6000 – which



Layouts can be built in all shapes and sizes. This micro-layout includes a complete 'N' gauge layout on a single baseboard.

has been designed for layout control using a 'smart phone' or tablet device. It is compatible with Android and IOS devices, uses Bluetooth technology and offers the ability to fine-tune acceleration and deceleration rates. It will allow your device to control multiple circuits and also emits a selection of steam or diesel outline sounds, for further realism. Accessories can also be controlled from the app and it also includes track planning software too.

DCC differs from analogue DC in that the rails are permanently live and each locomotive requires a decoder to be plugged into an onboard socket which is allocated a unique number, or address to enable it to operate. This is a simple process and many models can be purchased with decoders already fitted. Once installed, all you have to do is enter the address of the locomotive's decoder into the control system and this will send a digital signal to control just that locomotive. The benefit is that you can then select additional locomotives and operate each of them independently of each other – even on the same track, which is ideal for depot based layouts.

Most ready-to-run models are labelled DCC ready, DCC fitted or DCC sound-fitted. DCC ready means you can install your own decoder, whereas DCC fitted means that a decoder has already been installed into that model. Similarly, DCC sound-fittted means the locomotive has been factory-fitted with a digital sound decoder and speaker setup.

DCC controllers are available in many forms with a range of options to suit all budgets, from simple entry-level systems to more complex and capable designs which also includes the ability to control a layout from a computer, smartphone or tablet. For beginners, Bachmann and Hornby's entry-level systems are easy to use and perfect for a small layout. Stepping up a notch will allow control of more locomotives and accessories. Amongst the brands that provide digital control are Gaugemaster, Digikeijs, DigiTrax, ESU, Lenz, NCE, Roco and more.

While this may seem a lot to take in, there is plenty of help available. A good first port of call is a local model shop, where the retailer will be able to provide further help and inspiration – and often hands-on demonstrations of products in some cases.

If you don't have a local model shop nearby, most manufacturers also include specifications of their products on their websites, together with useful videos. Don't forget to visit *www.keymodelworld.com* where you will also find a wealth of reviews, step-by-step guides, video tutorials and much more to help you.

Once you've decided your scale and gauge, era, area, layout location, size and control method, it's time for the really exciting part - building it. **HM**

Hornby's Elite DCC system is straightforward to use and can also be integrated with the company's Railmaster software to offer computer control.

USEFUL LINKS	
Bachmann	*www.bachmann.co.uk*
DCC Concepts	*www.dccconcepts.com*
Digikeijs	*www.digikeijs.com*
Digitrains	*www.digitrains.co.uk*
Digitrax	*www.digitrax.com*
ESU	*www.esu.eu*
Gaugemaster	*www.gaugemaster.com*
Hornby	*www.hornby.com*
NCE	*www.ncedcc.com*
Peco	*www.peco-uk.com*
Roco	*www.roco.cc*

Bracing is an important consideration for baseboards to prevent sagging. The holes shown here also act as channels for layout wiring to pass through.

Digital Command Control (DCC) systems range from beginner's to advanced options. This is Bachmann's wireless Dynamis handset controller.

THE GRAND PLAN

Developing your layout's design is a highly rewarding part of the process. **MARK CHIVERS** offers a few hints and tips to help create that master track plan.

ONCE YOU HAVE DECIDED where to locate your new layout, attention can turn to the size and shape of the plan and how it will fit within the space that you have available.

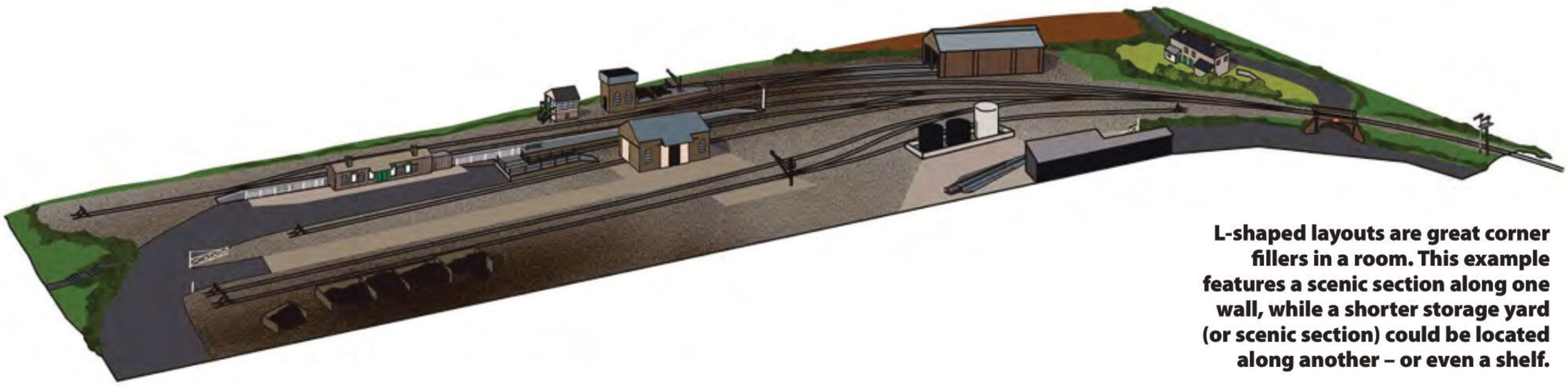
If the layout is in a spare room, are you planning on it completing a full circle of the room, or will it be an end-to-end style layout – perhaps in a U or L shape? Bear in mind that if the layout is to be a complete circuit, you'll also need to consider access, maybe with a lift-up or removable section by the door.

Alternatively, you may opt for a less permanent option which can be placed under a bed when not in use, or in a cupboard. If you are utilising a loft space, how much of the area can you easily access for the layout? In a garage, do you need to consider also accommodating a vehicle or is the space purely for your hobby?

Having taken this all into consideration, you can then start working on baseboard sizes and shape. As a general guide, *Hornby Magazine's* exhibition layout baseboards are primarily 2ft or 3ft wide and mainly 4ft long sections to keep them manageable when attending exhibitions, and while this is not perhaps a major concern for a home-based layout, being able to dismantle the layout easily in the event of a house move in the future is something to also think about. Also, leaning any further than 3ft across a baseboard is precarious at best.

GET SKETCHING

Next, the exciting task of mapping out your grand layout design can begin. Start in pencil and sketch a few versions of what you'd like to achieve within the space you have available. Think about whether you are creating a purely fictional scheme or whether it is to be based on a real life location. If you opt for the latter approach, it is worth researching the location you have in mind and sketching out some of the main features and then weave them into the design. You may quickly discover that the space you have available and the space you *require* are poles apart. Therefore, you may



L-shaped layouts are great corner fillers in a room. This example features a scenic section along one wall, while a shorter storage yard (or scenic section) could be located along another – or even a shelf.

When planning your layout it is also important to consider where you are going to locate it and how it will work in relation to the space available.

have to compromise on some elements or scale down some of the lengths – perhaps a shorter station or goods yard for example. This is also known as selective compression, and it is a term you will come across in model railways a lot!

When working out the measurements, you need to consider the length of trains you wish to run, especially passenger stock. For example, a BR Mk 1 carriage is about 280mm long, so to accommodate a four-coach train will require a minimum platform length of 1,120mm, plus clearance for a locomotive and the pointwork, especially if you are planning passing loops or yards.

As you sketch the layout plan, also consider the track type you are planning to use. For 'OO', Bachmann, Hornby and Peco manufacture code 100 sectional track, which is usually supplied in starter packs and train sets to get you going. The selection of track pieces available is quite extensive and Peco also produces a selection of more useful turnouts such as single and double slips, large radius and curved points and a versatile three-way point. Some of these can act as space savers in a track plan. Flexible track can also be used and can be gently shaped to how you would like it to appear, rather than the fixed approach the sectional curves offer.

CURVATURE

On the subject of curves, there are various different radii available, designed to follow specific geometry to make planning simpler, with curved track pieces available in first, second, third and fourth radius options. Bear in mind that first radius curves are only really suitable for short wheelbase locomotives such as 0-4-0Ts and small diesel shunters, while second

radius curves and above are suitable for most other locomotives and rolling stock.

As the radius increases, so does the space required to form a 180-degree curve, with first radius in 'OO' generally requiring a 742mm (2ft 4in) space, a second radius curve 876mm (2ft 9in), third radius 1,010mm (3ft 3in) and fourth radius 1,144mm (3ft 7.5in), which gives a rough indicator as to how much baseboard space to allow. Each radius can be spaced equally (67mm over centre lines) to form neat multiple curves without clearance issues, while track pieces are available in a range of sizes and arcs to suit individual needs.

As already mentioned in brief, you could also opt for code 75 track for a slightly more finer appearance to the rail height, although there are few sectional track pieces in code 75 – the options are primarily flexible track and pointwork of which there is plenty of choice – the flexible track is available with wooden, concrete or steel sleeper styles!

GRADIENTS

So far we have assumed that your layout is going to remain predominantly flat. But if you wish to create a multiple level layout, there are a few general rules to bear in mind. Ensure you allow as much of a run as possible for a gentle gradient – you don't want a locomotive slipping to a halt on a steep gradient. Realistically, a 1-in-30 gradient (a rise of 1mm over a 30mm run) is probably the steepest you might wish to consider, with anything gentler being more acceptable to prevent traction issues.

To help, there are off-the-shelf products available such as Woodland Scenics' Sub Terrain incline risers which come in a selection of grades and Hornby's inclined piers pack (R658) which includes seven graduated piers for use over a defined length. The range also includes high level piers and elevated track support sets. Again, the distance required for these will need to be planned into your diagram.

With the basics in place, you can consider elements such as signal placement in relation to point work. It is likely that compromise will again be required, as it will with placement of engine sheds, coaling stages, stabling sidings, bridges and stations.

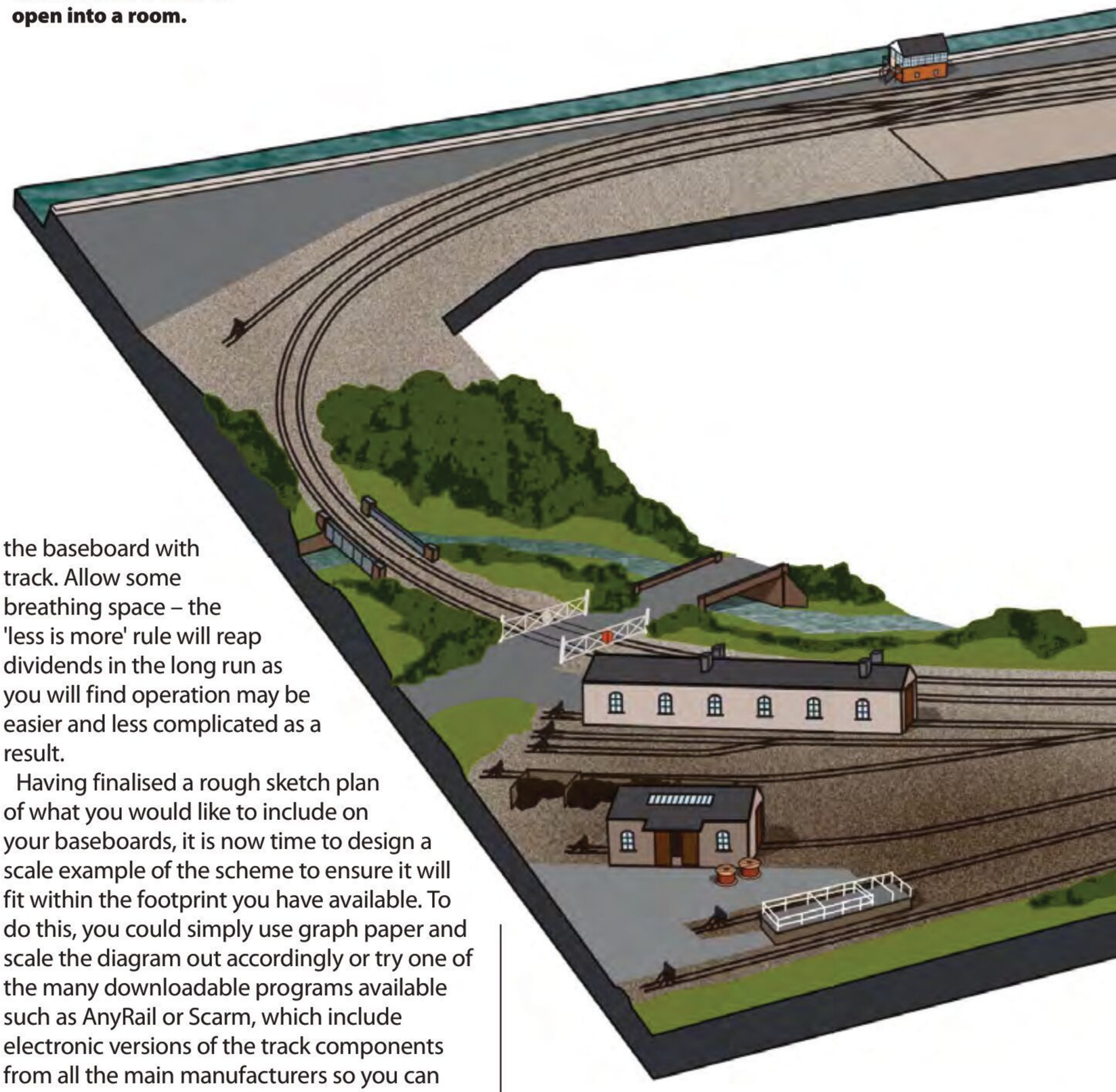
BE REALISTIC

You will soon realise that it is best to be realistic with your plan and try not to fill every inch of the baseboard with track. Allow some breathing space – the 'less is more' rule will reap dividends in the long run as you will find operation may be easier and less complicated as a result.

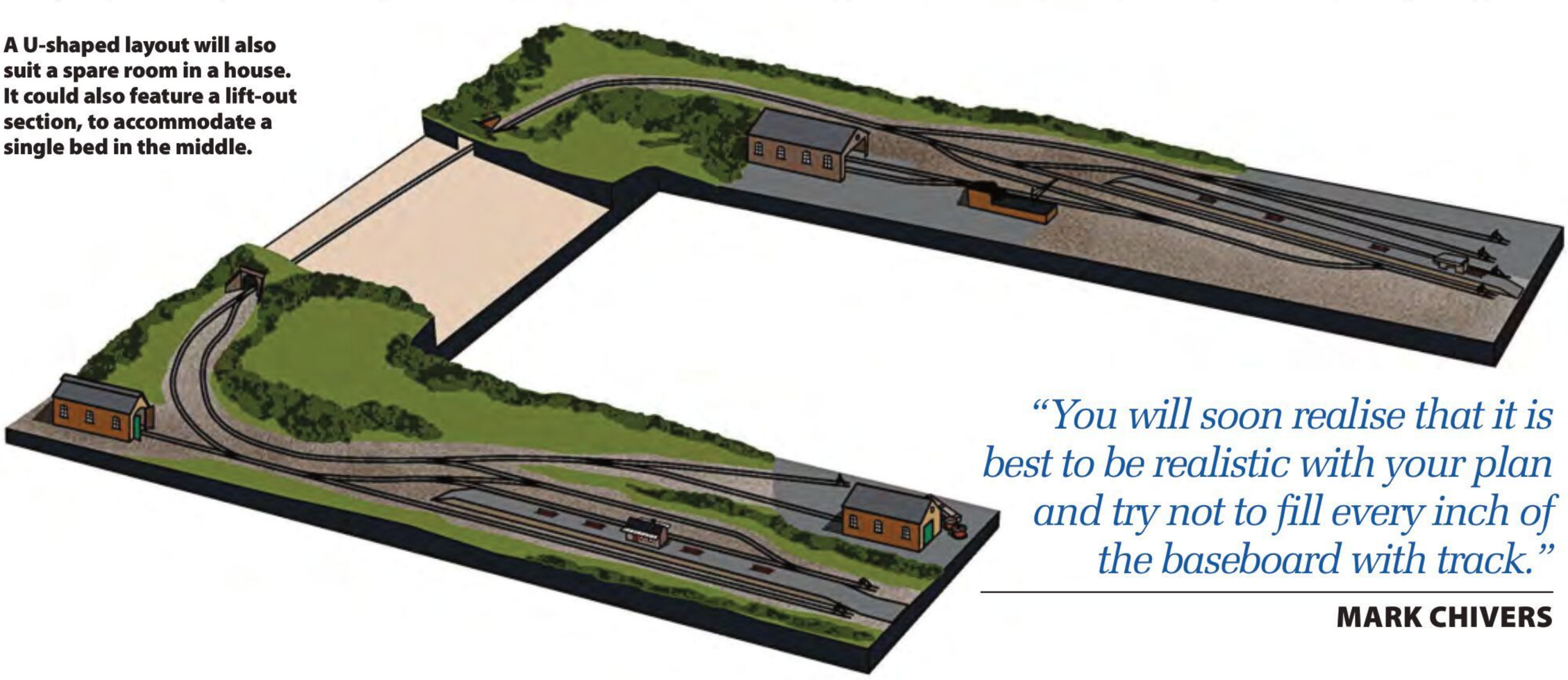
Having finalised a rough sketch plan of what you would like to include on your baseboards, it is now time to design a scale example of the scheme to ensure it will fit within the footprint you have available. To do this, you could simply use graph paper and scale the diagram out accordingly or try one of the many downloadable programs available such as AnyRail or Scarm, which include electronic versions of the track components from all the main manufacturers so you can create your layout virtually on a computer. Another benefit of this is that some of the programs also offer a shopping list function so that you know exactly which components you need to complete the scheme and – importantly – enable you to calculate how much it is going to cost.

For further inspiration, there are many track plan books on the market, including long-standing examples from Hornby and Peco. Some of these are based on typical 6ft x 4ft train set schemes and also expansion suggestions to take the basic train set plans to the next level, whilst also providing plenty of fun factor along the way. Some specialist titles are also available that offer more prototypical track schemes that you may wish to try, while for the space-starved modellers there are books on how to develop small layout plans too. There are also online sources that provide example track plans of simplified prototypical

If you opt to build a complete circuit, you may need to make provision for a lift-up/ out section to gain access and provide clearance for a door to open into a room.



A U-shaped layout will also suit a spare room in a house. It could also feature a lift-out section, to accommodate a single bed in the middle.



"You will soon realise that it is best to be realistic with your plan and try not to fill every inch of the baseboard with track."

MARK CHIVERS

Micro-layouts such as this shunting plan are a good way of incorporating plenty of operating potential in a small space.

USEFUL LINKS	
AnyRail	*www.anyrail.com*
Free Track Plans	*www.freetrackplans.com*
Hornby	*www.hornby.com*
Hornby Magazine	*www.keymodelworld.com*
Peco	*www.peco-uk.com*
Scarm	*www.scarm.info*

locations, which are designed to fit within a specific space and may fit the bill.

Whilst we have assumed that 'OO' gauge may be your starting point, as we have already explained, you may find that a smaller scale may be in keeping with the space you have available such as the new 'TT:120' scale or 'N' gauge. Again, there are publications available that will also provide inspiration with track plans in these scales.

PLANNING TOOLS

In addition, some manufacturers offer additional tools to help the planning process. Peco has a series of full-size downloadable point diagrams that you can print out and place on a baseboard to get a sense of the track plan, while Hornby has recently re-introduced its quarter-scale track planning symbols (R619), which may also help in planning a layout scheme using the sectional track options.

Finally, it is also worth drawing the baseboard design into the track plan too so you get an idea where baseboard joints (if any) will be. This is particularly useful if you are planning to motorise your points as it will identify areas where you shouldn't place points – such as near joints or over baseboard strengthening battens, due to clearance issues for mounting the motors beneath the surface.

HM

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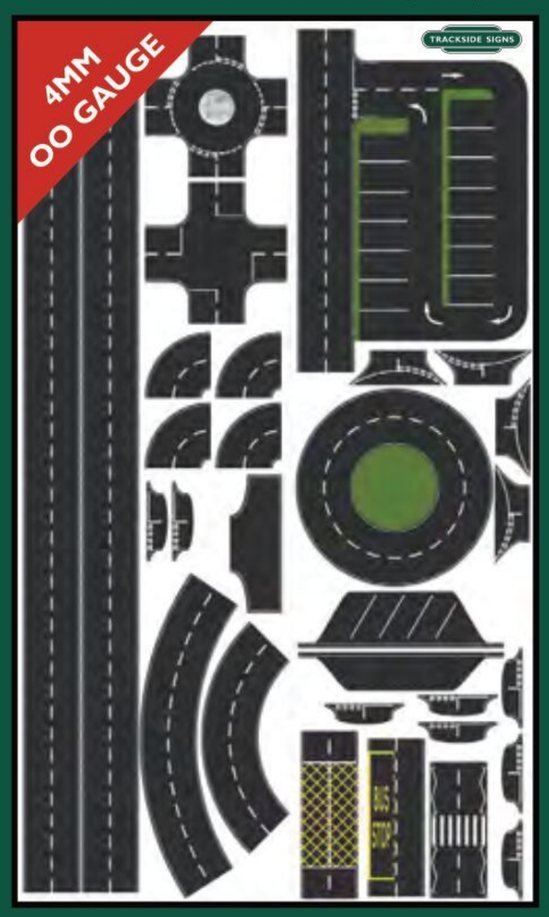

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TOP TIPS FOR A BETTER LAYOUT

Some simple steps can maximise your enjoyment of your model railway. **JONATHAN NEWTON** offers 20 top tips to aid construction and reliable operation of your new layout.

Right: **Select the best materials that you can afford. Plywood sheet and pine strengthening battens are great for building sturdy baseboards.**

Below: **Good quality tools are essential when building a layout. A soldering iron, solder, a selection of differently coloured wire, a screwdriver, pliers and wire cutters are a good start.**

BUILDING A MODEL railway is fun and rewarding, but can also present a series of challenges along the way. You may need to learn new skills or brush up on techniques you had limited knowledge in – you may even discover expertise in an area that really comes in handy. No matter your abilities or experience in model railways, here are some top tips to help you make the most of your first layout.

1 Don't attempt to set up your model railway on carpet. Carpet and pet hair can damage motor and gear mechanisms in locomotives and can be extremely difficult to remove. Always opt for a clean, dry and dust-free surface away from the floor.

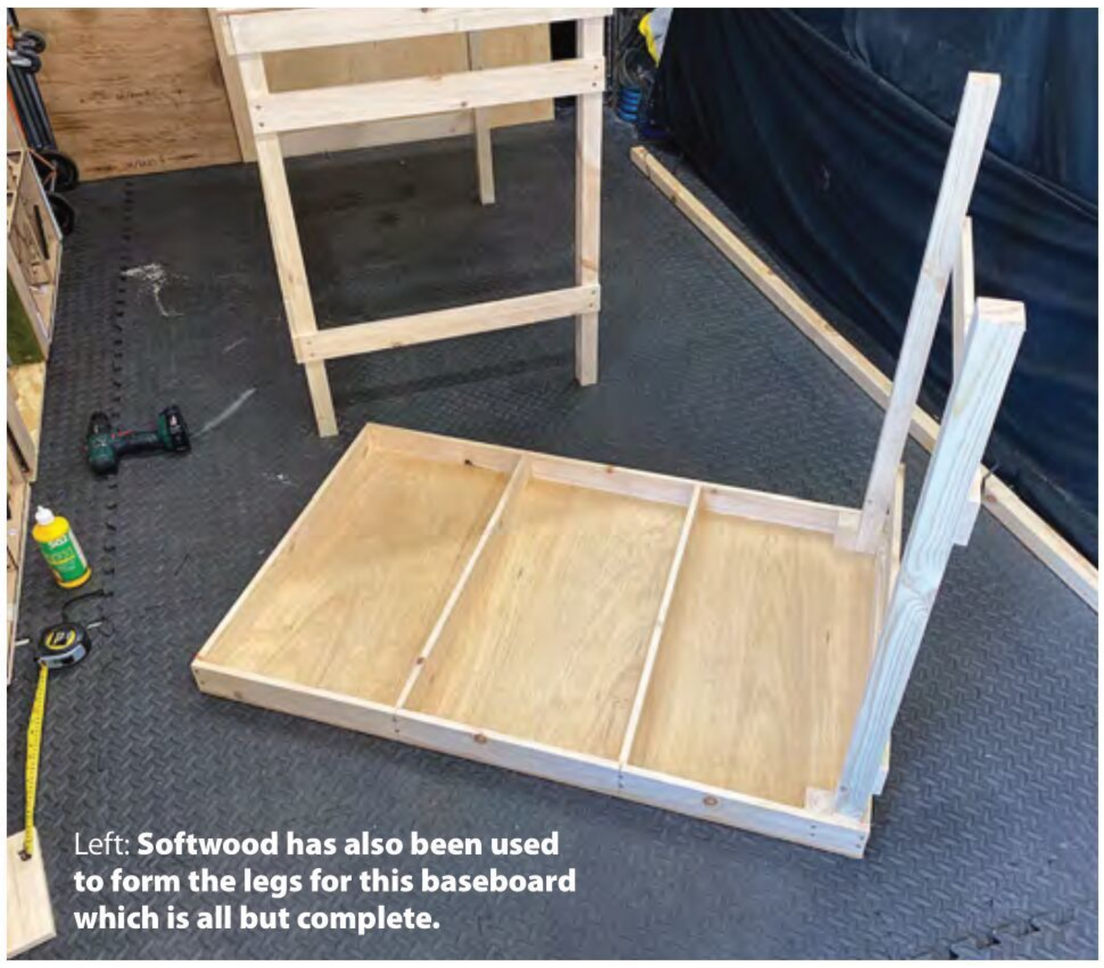
2 Keep locomotives and power supplies away from water and other liquids. Not only can they be a dangerous combination; you do not want to short circuit or destroy a motor, thus rendering it useless and needing to be replaced.

3 When building a baseboard, use good quality tools and materials to achieve the best results. Softwood such as pine is great for baseboard frames and legs, while plywood sheet is ideal for use as the baseboard top. The thickness of the plywood should be at least 6mm as this provides strength and rigidity.

4 Use adjustable feet for your baseboards so they can levelled up easily. You would be surprised how uneven some surfaces are – especially garage floors.

5 Keep the size of your first layout manageable. It is easier to start with a modest scheme rather than an over ambitious and complicated plan.

6 Use track pins to hold the track in place while you are building your layout. It is easy to knock things when you are moving



Left: **Softwood has also been used to form the legs for this baseboard which is all but complete.**

Left: **Adjustable feet will help to level up the layout in uneven areas.**

around and placing items on top of the baseboards - securing the track prevents this.

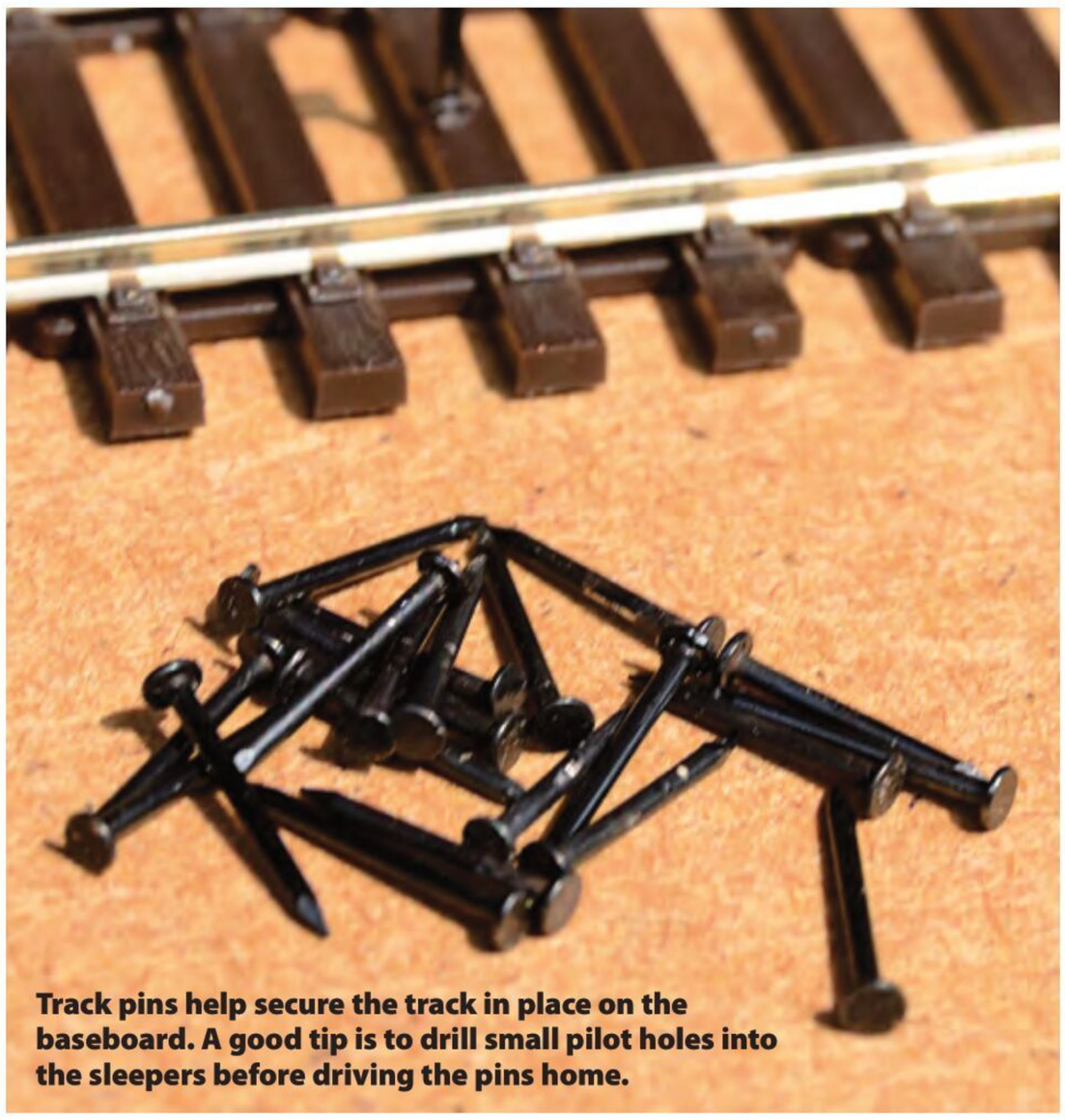
7 Check that every piece of track is securely fitted and well connected to the rail joiners. These provide the electrical continuity between each piece of track to keep your trains running.

8 Keep the track clean for reliable running. Track cleaning rubbers are available that can remove the build up of dirt from the rail head. There are other methods of track cleaning available such as specialist liquids and track cleaning wagons. It is also worth cleaning any remaining track rubber residue from the rails with a clean scrap of cloth.

9 Colour code your wiring to avoid confusion. It is good practice to use a consistent wiring protocol for your track. We use black wire as the feed for one rail and red for the other. Using the same colour wire might seem like a cost-effective option, but if you need to find and fix an electrical fault in the future, it will be harder if all feeds are the same colour.

10 Keep your locomotive wheels clean. While a track cleaning rubber will help keep your rails clean, cleaning the wheels on a locomotive is just as important. There are a variety of wheel cleaning devices available, many incorporating wire brushes that apply power to the wheels when they come into contact. Alternatively, you could use rail cleaning fluid on a cotton bud and run the tip over the surface and the back of the wheels.

11 When adding ballast, keep it away from point blades and turnout frogs as this can affect the operation. When applying ballast around the points, use a small brush to clear any excess away from the frogs and point blades before you secure it with diluted PVA.

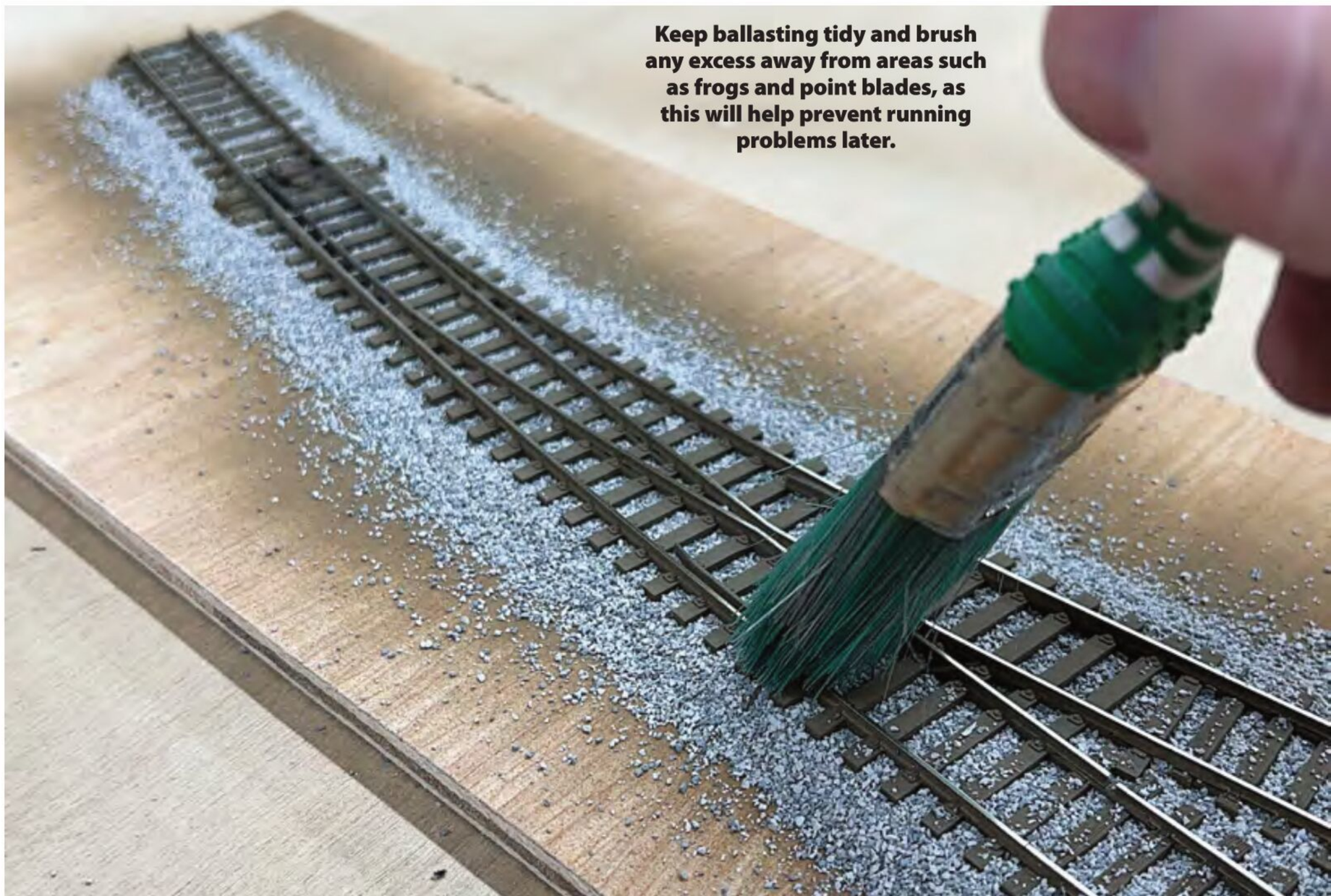


Track pins help secure the track in place on the baseboard. A good tip is to drill small pilot holes into the sleepers before driving the pins home.

12 When working with PVA for ballasting and ground cover, create a 50:50 mix with water. This helps the glue flow where it needs to in order to secure the material in place. When using this mix as you add ballast to the track, use a few drops of washing-up liquid to help break up the surface tension.

13 Before you add the PVA solution to your ballast, pre-mist the track with a gentle fine spray of water. This helps the ballast to settle a little and helps the solution get everywhere it needs to go.

14 Consider the minimum distance between tracks to avoid contact between vehicles when running, especially on corners. Peco produces a special 6ft way gauge that helps keep a safe distance between tracks and also includes a useful height gauge for platforms too.



Keep ballasting tidy and brush any excess away from areas such as frogs and point blades, as this will help prevent running problems later.

When gluing ballast in place use a 50:50 PVA water mix with a few drops of washing-up liquid to reduce the surface tension. We also use a syringe to apply the glue solution.

15 When cutting materials always remember to measure twice - cut once. This applies to all forms of modelling, whether cutting baseboard timber, card for buildings, acetate glazing and more.

16 When considering a layout track plan on paper, mock up the main components at full size to check the plan will fit into the space available. Peco offers downloadable full size images of its point work for this very purpose.

17 Remember to recycle. You'd be surprised how many modelling materials can be reused for future projects, such as rail from a damaged point, spare railway sleepers, fencing, acetate packaging (for windows)...

18 Use your longest carriage to check the overhang on curves through stations so the train does not foul the platform when passing through. The same rule applies for steam and diesel locomotives by checking the overhang at the front.

19 Choose the best power source that you feel is right for you. A simple layout may be cheaper and easier to operate using analogue control, and you can always upgrade to Digital Command Control in the future.

20 Have fun! Take your time and enjoy the process of planning and building your layout - for many this is as much fun as operating it. **HM**

A track rubber will help to keep the running rails clean. It is also worth gently running a piece of cloth over the rails after this to remove any residue from the rubber.

There are many wheel cleaning options available.This Gaugemaster 'OO' gauge example is simple to use and effective.

Transform

Details can make a very real difference to a layout, transforming it from a train set to a model railway. **JONATHAN NEWTON** examines the options.

ONCE YOUR baseboards have been built, the track is laid and the wiring has been completed, you'll want to add a few accessories to transform your train set into a model railway.

There are so many detailing and scenic accessories available to add that extra sparkle to a layout ranging from ground cover to 3D-printed bespoke figures for that finishing touch. A visit to your nearest model shop or a model railway exhibition is sure to reveal the full extent of what is on offer.

Here we present 20 top accessories that are sure to help breathe realism into your layout. **HM**

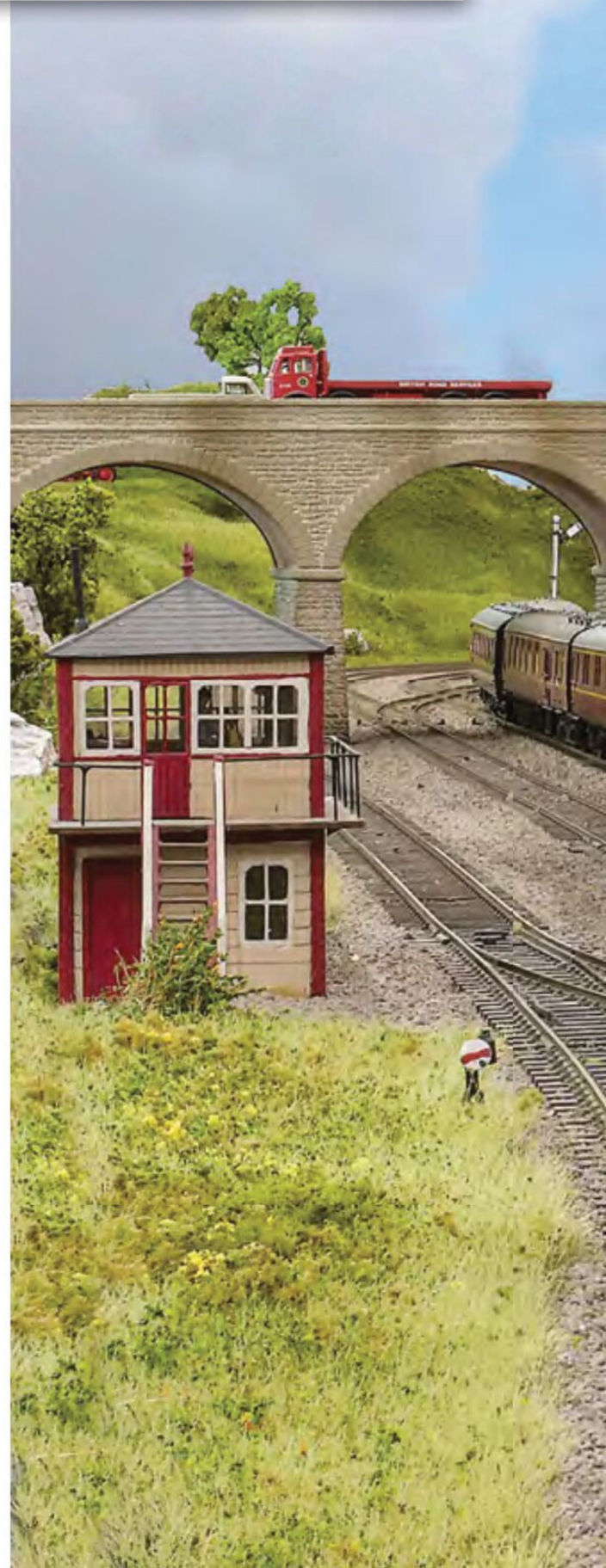
● Visit *www.keymodelworld.com* for more inspirational ways to accessorise and transform your model railway layout.

BACKSCENE

To add depth and a greater sense of realism to your model railway, including a backscene is a great idea. These come in all sizes for all gauges and you can chose from a great variety such as open fields, mountains, villages, cities and even just plain blue skies. The use of a backscene really helps to add depth and complements the scene, suggesting a world beyond the layout. If you don't want to paint your own, printed backscenes are available, ranging from paintings to photographic versions.

BUILDINGS

Railways often incorporate a lot of buildings - stations, signalboxes, engine sheds, shops, houses, factories and so on. There are myriad kit options and you can build your own from scratch, but Bachmann and Hornby produce an extensive selection of resin cast buildings in 'OO' gauge, while Bachmann also produces items in 'N' and 'O'. These 'ready to plant' buildings offer an easy way to add character to a layout and are perfect for those starting out in the hobby.



DETAIL PARTS

All manner of small details are available to enhance the realism in a scene – with an incredible selection of items available across the scales. You can add in items such as buckets, tools, chain, pallets, bicycles, barrels, street signs, fences, ladders, lamps, scrap piles - and much, much more.

These small details make a big impact on a layout and are available from a wide range of manufacturers including Bachmann, Dart Castings, Gaugemaster, Hornby, Scale Model Scenery, Springside and others.

your layout

BRIDGES

Many layouts need bridges, whether a footbridge at a station or a long viaduct crossing a valley. Peco, Skytrex and Dapol make some excellent plastic kits and Metcalfe Models produce a few in its card range. Hornby and Bachmann have also produced some impressive resin examples in recent years, while Hornby's venerable plastic Grand Suspension Bridge kit is also still available if you want a real centrepiece.

GROUND COVER

Ground cover is also commonly known as scatter material or flock and comes in a wide variety of colours and textures. It is a very basic way to represent grass or soil and really helps to bring out the natural landscape around your model railway. It's also very easy to fix down too. Simply apply a coat of PVA glue on your baseboard, or land formation and scatter the ground cover until you have a layer that covers the entire area. For realism, look at how the natural world appears and don't be scared to mix colours and textures.

HARD ROCK

Every hillside features rocks at some point, especially around cuttings and tunnels, and if you need natural looking rocks on your layout, it is easy to make these using ready-made moulds and plaster from Woodland Scenics, or simply using tin foil. With care in painting and detailing, they really can look the part and make a very real difference to a landscape scene.

LANDFORMS

The simplest way of building a hill, cutting or embankment is to create the edges from expanded polystyrene foam. Draw the outline of the hill and cut the foam to the basic shape for the space. Once you have done this you can cut and contour the foam. Cover the hill with wet plaster bandage to create the hard shell and then you can detail it with vegetation and structures.

USEFUL LINKS	
Absolute Aspects	*www.absoluteaspects.com*
ADM Turntables	*www.admturntables.com*
Bachmann	*www.bachmann.co.uk*
Dapol	*www.dapol.co.uk*
Dart Castings	*www.dartcastings.co.uk*
DCC Concepts	*www.dccconcepts.com*
Gaugemaster	*www.gaugemaster.com*
Hornby	*www.hornby.com*
Metcalfe Models	*www.metcalfemodels.com*
Modelu	*www.modelu3d.co.uk*
Peco	*www.peco-uk.com*
Primo Trees	*www.primomodels.co.uk*
Scale Model Scenery	*www.scalemodelscenery.co.uk*
Scalescenes	*www.scalescenes.com*
Skytrex	*www.skytrex.com*
Springside Models	*www.springsidemodels.com*
Train Tech	*www.gaugemaster.com*
Woodland Scenics	*www.bachmann.co.uk*

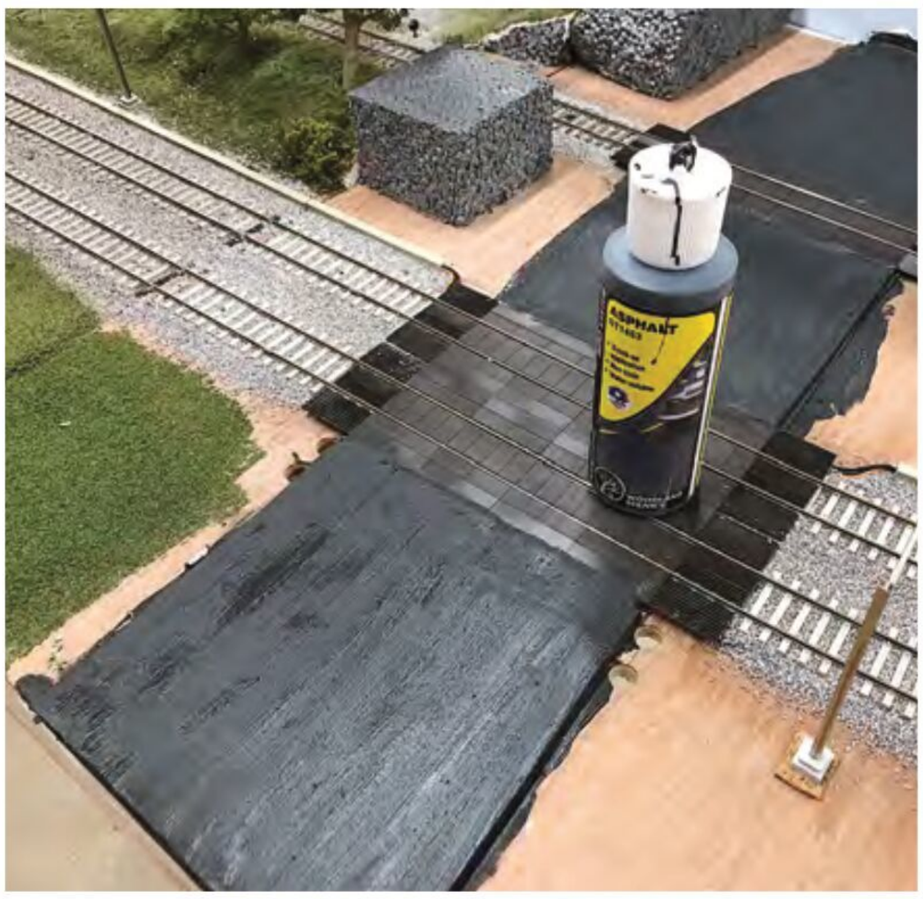
LEVEL CROSSINGS

Particularly in urban areas, roads and railways often interlace with level crossings, and they can add a focal point to a layout too. Peco produces single and double track level crossings, and they are easy to make yourself. Just make sure the crossing gates, barriers and lights are appropriate to the era being modelled. Train Tech produces a set of working level crossing lights with authentic sounds too.

LIGHTING

There are many forms of lighting available to the modeller from single grain of wheat bulbs to strips of LED lights, as well as traditional station lights, street lamps, working traffic lights, illuminated shop signs and much more. These help bring to life street scenes and building interiors, especially if the latter have been detailed with furniture or shop fittings to enhance them further.

Increasingly, locomotives and carriages feature factory-fitted lights offering cab interior or saloon illumination, directional lighting – even engine room lights on some diesel models. Some 'OO' wagons including products from Accurascale, Dapol and Revolution Trains have also appeared with working tail lamps. Hornby has also recently introduced its Maglite LED light kits suitable for its range of four and six-wheel carriages and, most recently its all-new BR Mk 3 carriages.



ROADS

If you are adding a station or town scene to your layout then you ought to consider adding in a road too. This is very easy to achieve by using the self-adhesive tarmac road from Gaugemaster. This comes in a long roll and you can cut and fit it to suit your layout. Curves and junctions are also offered, so you can make the roads as simple or as complicated as you wish.

Woodland Scenics also produce road building kits with all the materials required to create realistic looking road surfaces. Scale Model Scenery also produces authentic rub-on road markings. Making a road yourself is easy enough though - painting it onto the scenery and adding white lines can be enough - there is an option and a method for roads for every budget and ability.

ROAD VEHICLES

If there are roads on your layout, you'll want to include at least some vehicles. Brands such as Oxford Diecast, Corgi, Rapido Trains UK and EFE (Exclusive First Editions) manufacture a great range of ready-to-place 1:76 scale road vehicles spanning many eras, covering buses, cars, lorries and even motor bikes. Specialist manufacturers such as Dart Castings and Langley Models also offer white metal kits of horse drawn vehicles and more, while Bachmann's Graham Farish range includes a selection of 'N' gauge vehicles.

SIGNALS

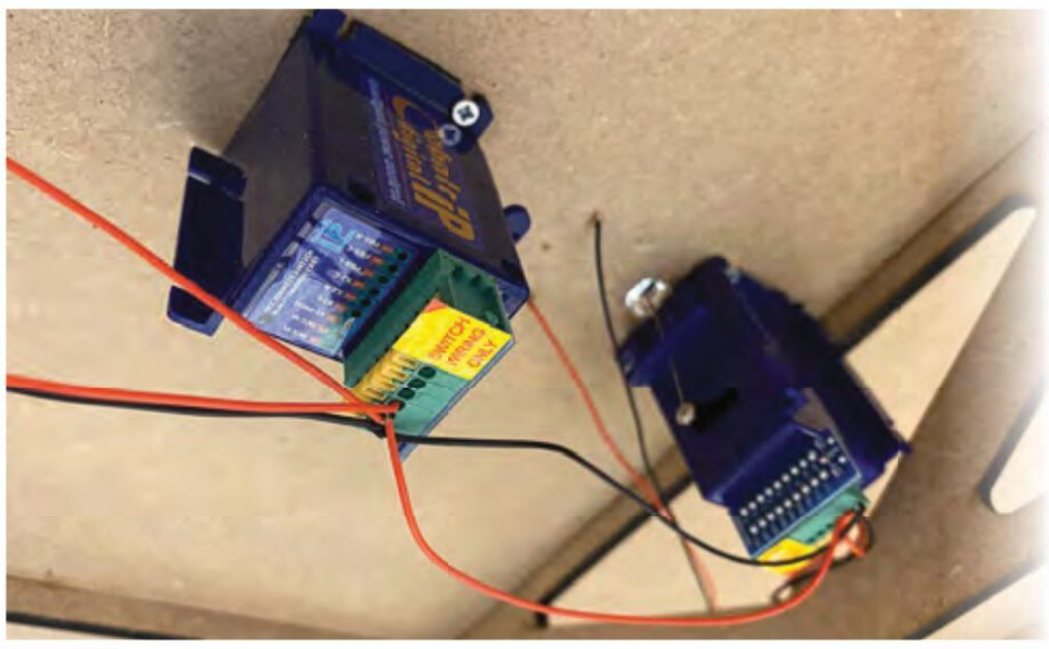
Most railways require signals - the traffic lights of the railway which instruct trains when to go and stop. In 'N', 'OO' and 'O' gauges, Dapol offers excellent working semaphore signals which can be used from the steam era to (in some locations) the present day, while a range of suppliers offers more modern colour light and working ground signals too, including Absolute Aspects, DCC Concepts and Train Tech.

STATIC GRASS

For ultimate realism, try using static grass to build up foliage. You will need a static grass applicator and a variety of grass fibres in different lengths and shades. Add PVA glue to the area that you wish to apply the static grass. Load up the applicator with the shade or shades of grass that you want, clip the wire in place, turn the applicator on and simply shake the grass out. As it falls out the fibres are electrically charged which makes them stand up as they come into contact with the PVA - thus giving a realistic grass appearance.

PEOPLE

No model railway would be complete without people working the trains, manning the stations and generally bringing a scene to life. There is an abundance of figures to chose from in all scales. Modelu produces amazing figures 3D printed from scans of real people - you can even commission them to scan you too, so they can print a scale model to include on the layout. Modelu has a vast range of locomotive crew, shed staff, train crews, village life, passengers and so on, with Bachmann, Peco and Hornby also offering examples of pre-painted figures.



POINT MOTORS

While changing points by hand is fine on a simple train set, it can quickly become a real challenge on larger layouts. Motorising points needs to be considered at the planning stage and before track is laid to drill holes for motor arms, but can make operation more pleasurable. A good selection of products is available for all scales and gauges, including traditional solenoid motors as well as more realistic slow action examples.

STATIONS

Most model railways feature a station. Big or small, there are many platforms and buildings available off-the-shelf with plastic and resin examples from Bachmann, Hornby and Peco. Pre-cut printed card kits are also available from Metcalfe Models, while Scalescenes offers downloadable printed examples that can be built up from card. Laser-cut platforms are also available through Scale Model Scenery.

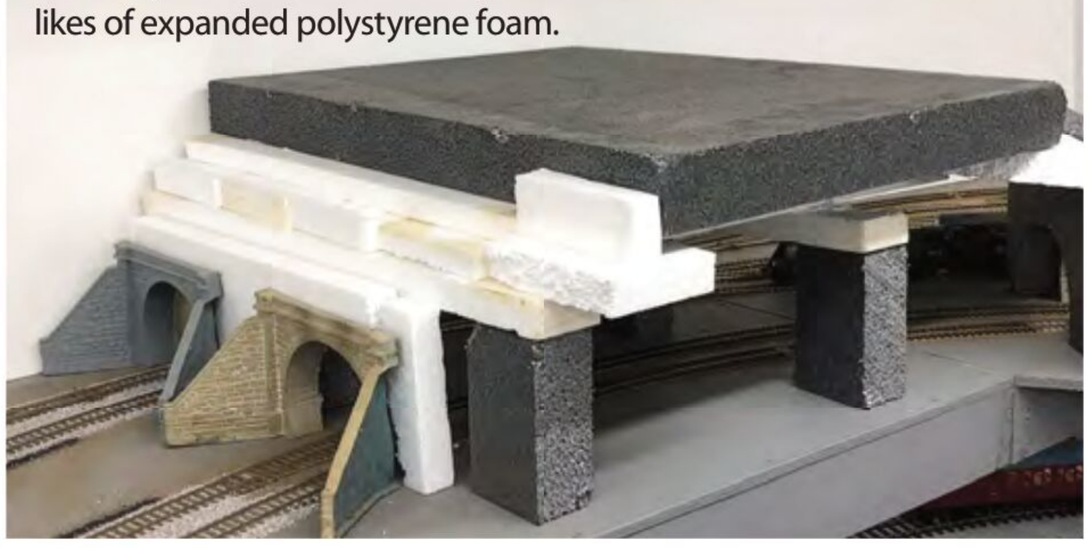
To ensure your models can clear the platform edge, tape a pencil to the middle of your longest carriage and the front of your longest locomotive and then run them back and forth, to check the clearance.

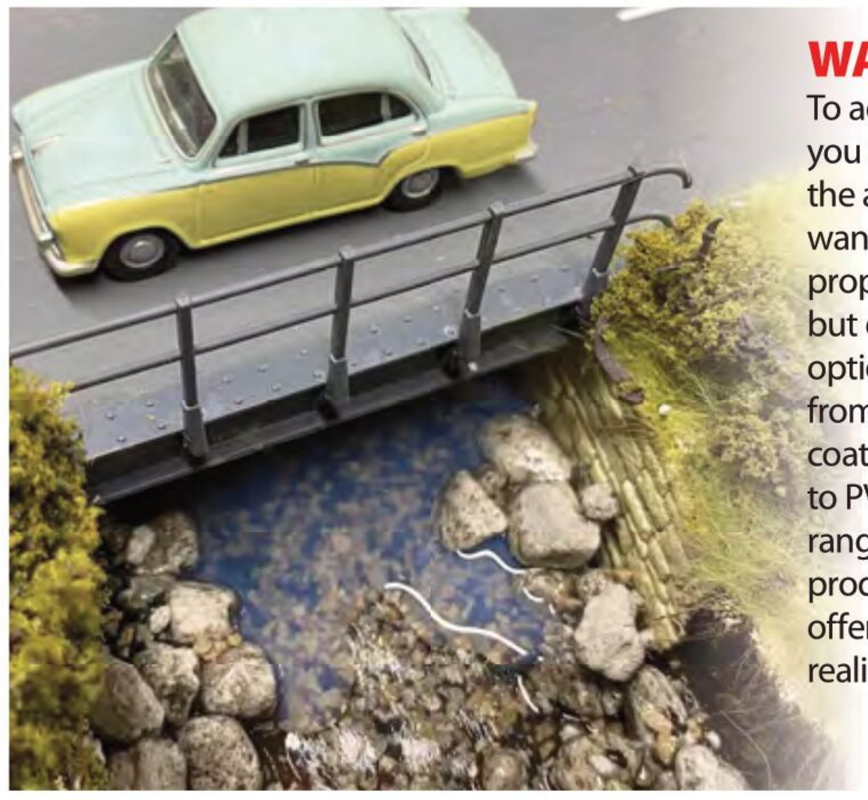
TREES

Most layouts need trees - and they can really set the season and area. There are many options off the shelf from a range of suppliers at all price points to get started with, as well as smaller plants and shrubs. Some manufacturers offer budget multi-pack selections, designed to populate wooded areas quickly, while at the other end of the spectrum you can also obtain some incredibly realistic – and large – examples to finish off a scene.

TUNNELS

Tunnels are popular features on model railways which help break up the scenery into sections. A range of manufacturers offer tunnel portals for trains to enter - perhaps under a hill on the layout. These are designed to be used in conjunction with tunnels formed from the likes of expanded polystyrene foam.





WATER

To add water, you must ensure the area you want to fill is properly sealed, but once it is, options range from multiple coats of varnish to PVA glue and a range of specialist products which offer a more realistic look.

TURNTABLES

If you are modelling a steam depot, a turntable might be an option - and they certainly look good. Hornby and Peco produce turntables which can be powered by hand or by adding a motor underneath. ADM Turntables offers a superb hand-built motorised version of the Peco 'OO' gauge kit.

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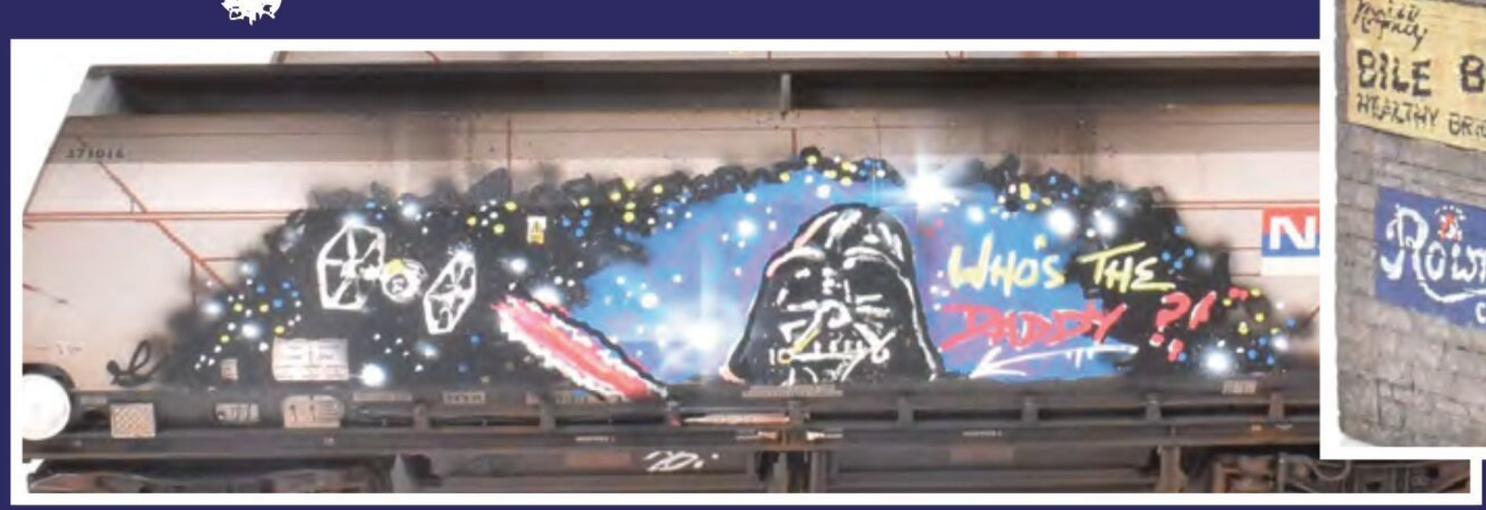

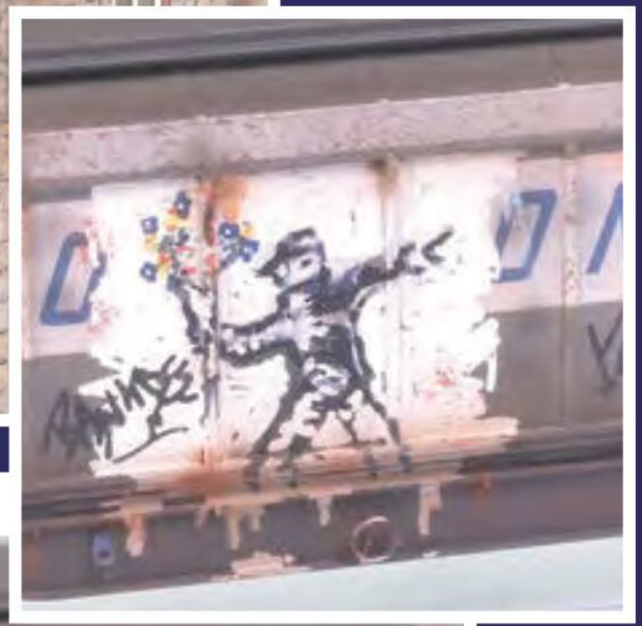

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