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Issue 193 **July 2023** **£5.99**

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R30070	RailRoad Plus Hanson Class 59 Co-Co 59101 - Era 10	DCC READY · 8 PIN CONNECTION
R30178	RailRoad Plus DB Class 67 Bo-Bo 67029 'Royal Diamond' - Era 10	DCC READY · 8 PIN CONNECTION
R30184	RailRoad Plus Colas Rail Class 67 Stella Co-Co - Era 10	DCC READY · 8 PIN CONNECTION
R30040TTS	RailRoad Plus BR Class 47 Co-Co 47583 'County of Hertfordshire' - Era 7	DCC FITTED · 8 PIN CONNECTION
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HORNBY magazine

July 2023

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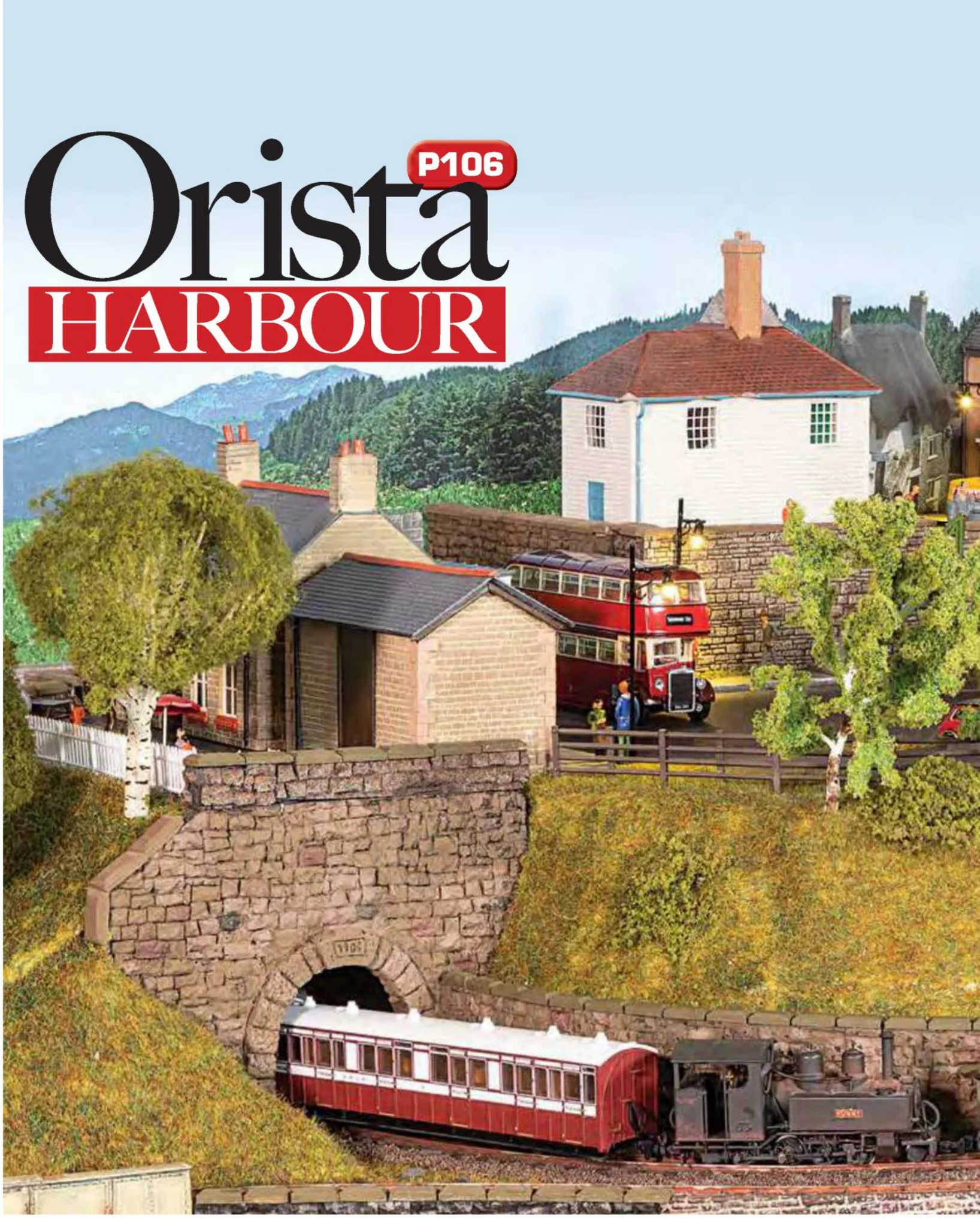
ISSUE 193

ISSN 1753-2469

HORNBY magazine
LATEST OFFERS
See pages 20-21 for full details.

Orista HARBOUR

P106



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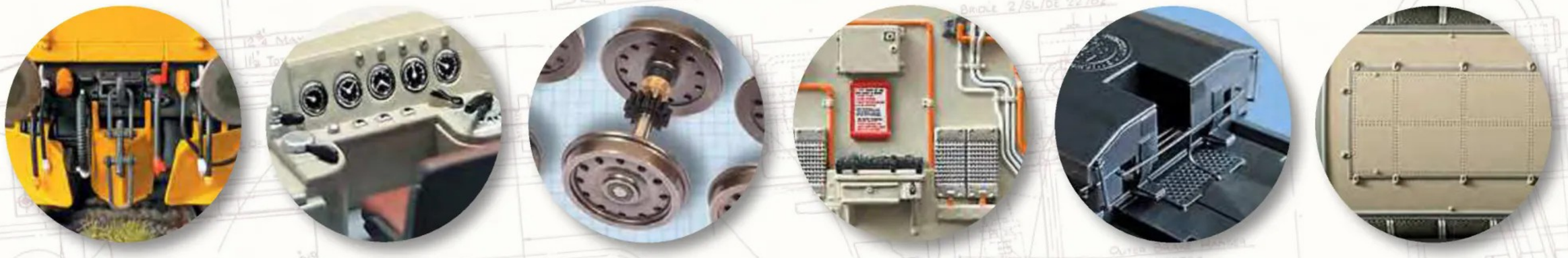
THIS SUMMER FROM SLW: THE DEFINITIVE
BRITISH RAIL CLASS 25 DIESEL

New SLW Class 25/9s Nos. 25912 & 25904 samples in DCC sound action on Bradford MRC's Reevy Road West layout at the York 2023 show. Delivery expected to begin this summer.

NEW: CLASS 25/9 DUO ADDED

Don't delay - three blue versions of Class 25 are already sold out! Recreate BR's last operational pairing of Sulzer Type 2s from March 1987 with our newly introduced models of 25912 & 25904



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**, expected to arrive later this Summer, is set to raise the bar even higher with a truly impressive feature list.

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NEW 25912 'Ice Cream Van' (25/9)

LAST FEW

D7599 British Railways Green

D7666 British Rail Blue (pre-TOPS)

25322 'Ice Cream Van'

NEW 25904 British Rail Blue (25/9)

D7552 BR Green (full yellow ends)

D7661 Experimental Blue (pre-TOPS)

GOING FAST

D7672 *Tamworth Castle*

SOLD OUT

25216 British Rail Blue (WR)

25260 BR Green (full yellow ends)

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97252 *ETHEL 3* Blue/Grey

SOLD OUT

25296 BR Blue (Rocket 150 special)

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THE EDITOR'S PAGE

Welcome

HELLO and welcome to the latest issue of *Hornby Magazine*. With a flurry of Bank Holidays and an exhibition appearance, the past few weeks have positively flown by as we prepared our 'OO' gauge diesel depot and motive power for an outing to the Market Deeping Model Railway Club's exhibition in mid-May. For those who took the time to visit and have a chat with Mike or myself, thank you: it was great to see you.

One of the highlights of the diesel depot – and a regular topic of conversation amongst visitors at shows – is the Great Central Railway (GCR) 'Birdcage Bridge' which acts as a very useful scenic break between the main layout and the small storage yard. Having previously launched this exclusive 'OO' gauge laser-cut kit from PJM Models (HM191), Mike shows you how to build the stunning structure from start to finish on pages 46-51 of this issue. We are also introducing a new kit to the laser-cut collection modelling a West Coast Main Line relay room in 'OO' gauge to complement Norton Bridge signalbox (HM192). Visit *www.keymodelworld.com/shop* to discover the full range and to order these exclusive kits and our growing range of limited edition models.

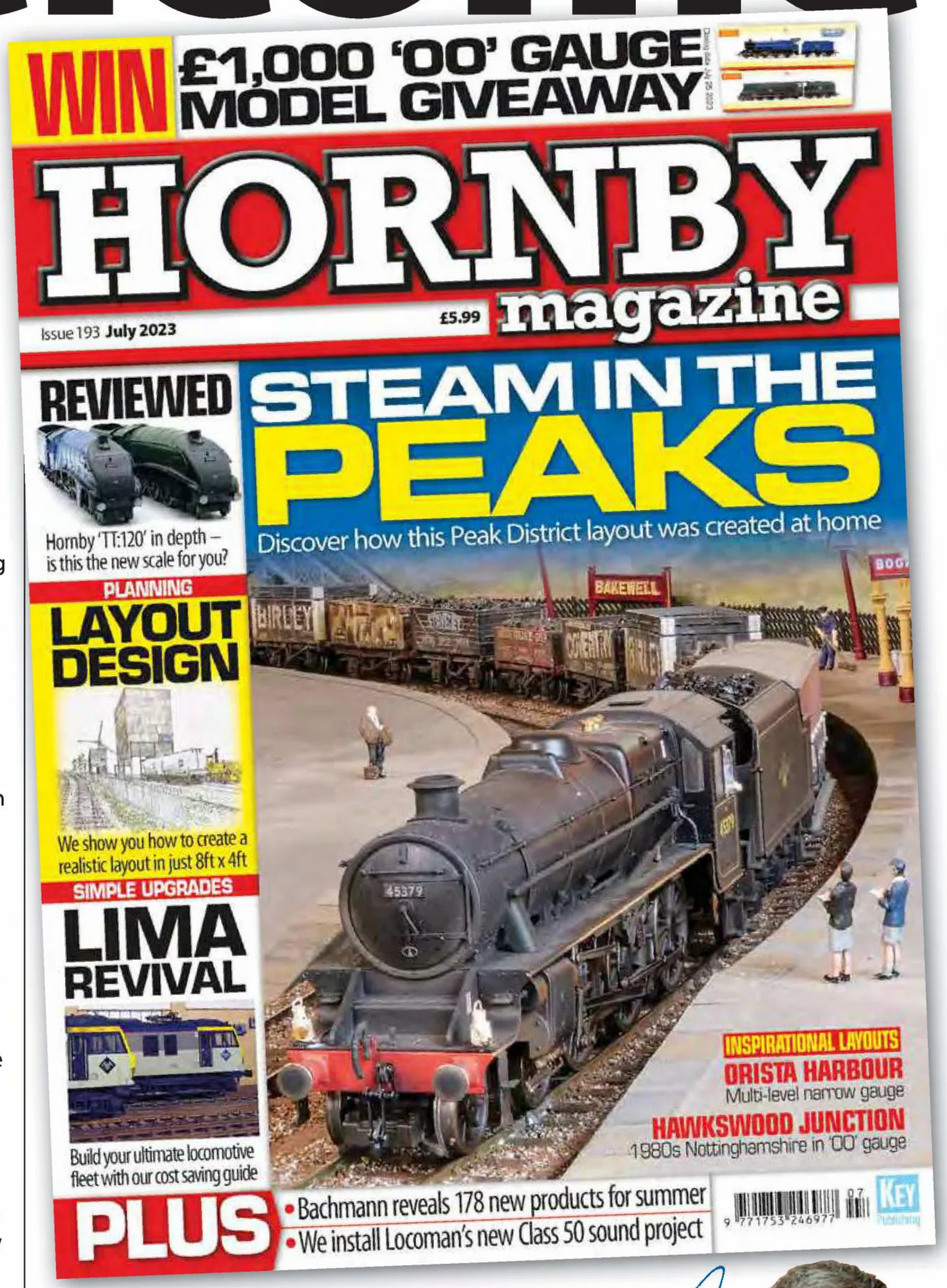
While on the subject of exclusives, this issue of *Hornby Magazine* contains a bespoke set of 4mm and 2mm scale terrace house backscenes, ideal for 'OO' or 'N' gauge use, developed especially for *Hornby Magazine* readers by Sankey Scenics. The miniature signage specialist's extensive range of products includes railway related and commercial property signage as well as advertisements and an impressive collection of urban backscene items too, across 'N', 'TT:120', 'OO' and 'O' gauges.

That also leads neatly onto this issue's coverage of the latest releases including Hornby's new 'TT:120' scale range, a selection of which are reviewed on pages 72-75. We were eager to get our hands on the new LNER 'A4' 4-6-2s, Mk 1 carriages and Pullman cars and we'll have more on this exciting range in future issues. Also reviewed this issue is Sonic Models' surprise new 'OO' gauge VIX ferry van and Ellis Clark Trains' new 'O' gauge Wickham Trolley.

In addition, we also have coverage of Bachmann's new Summer 2023 British Railway Announcements, three outstanding feature layouts – including a superb multi-level narrow gauge 'rabbit warren' style example – detailed step-by-step guides and more.

Finally, I couldn't sign off without wishing 'Mr Hornby', Simon Kohler, all the very best for the future. The company's public facing Marketing and Product Development Director was set to leave the company at the end of May after more than 40 years service (see pages 8-9). Having known Simon personally and enjoyed his knowledge, humour and hospitality for many years, he will be missed!

I do hope you enjoy the new issue!



Mark Chivers
Acting Editor

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Colour for 'TT:120' HSTs

Decorated samples of Hornby's new 'TT:120' InterCity 125 High Speed Train power cars have arrived for inspection.

HORNBY has received decorated samples of its forthcoming 'TT:120' Class 43 High Speed Train (HST) power cars for evaluation.

Hornby's new 'TT:120' HST power cars will be available in Digital Command Control (DCC) ready and DCC sound-fitted formats, the latter featuring Hornby's new Triplex Sound (TXS) system.

Three pairs of the popular HST power cars are planned initially finished as E43062/E43063 in original BR InterCity blue and yellow (Cat No. TT3021M/TT3021TXSM), 43103 *John Welsby*/43194 in InterCity 'Swallow' livery (TT3022M/TT3022TXSM) and 43187/43188 *Y Cymro The Welshman* in GWR green (TT3023M/TT3023TXSM).

The tooling suite for these latest additions to the Hornby 'TT:120' range has benefitted from research for the company's recently-released 'OO' gauge versions with models set to feature prototypical detailing according to era, such as variations to the headlight covers, exhaust grille and fan arrangements, independent lighting control and Next18 DCC decoder sockets.

Hornby is also developing a series of BR Mk 3 trailer vehicles to accompany the HST power cars, with examples of Trailer First (TF), Trailer Standard (TS), Trailer Guard Standard (TGS), Trailer Restaurant Unclassified Buffet (TRUB), Trailer Restaurant First Buffet (TRFB) and Trailer Restaurant Unclassified Kitchen (TRUK) coaches catered for within the tooling suite. These will be available in BR blue and grey, InterCity 'Swallow' and GWR green colour schemes initially.

Prices for the HST power cars are set at £169.99 DCC ready (per pair) and £279.99 for factory-fitted TXS examples (per pair). Release is anticipated later this autumn. Matching 'TT:120' BR Mk 3 carriages are priced at £32.49 each, with release in mid-2024.

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

As well as livery variations, detailing will reflect the era modelled such as the revised exhaust baffle arrangement on these InterCity 'Swallow' power cars.

WIN £1,000

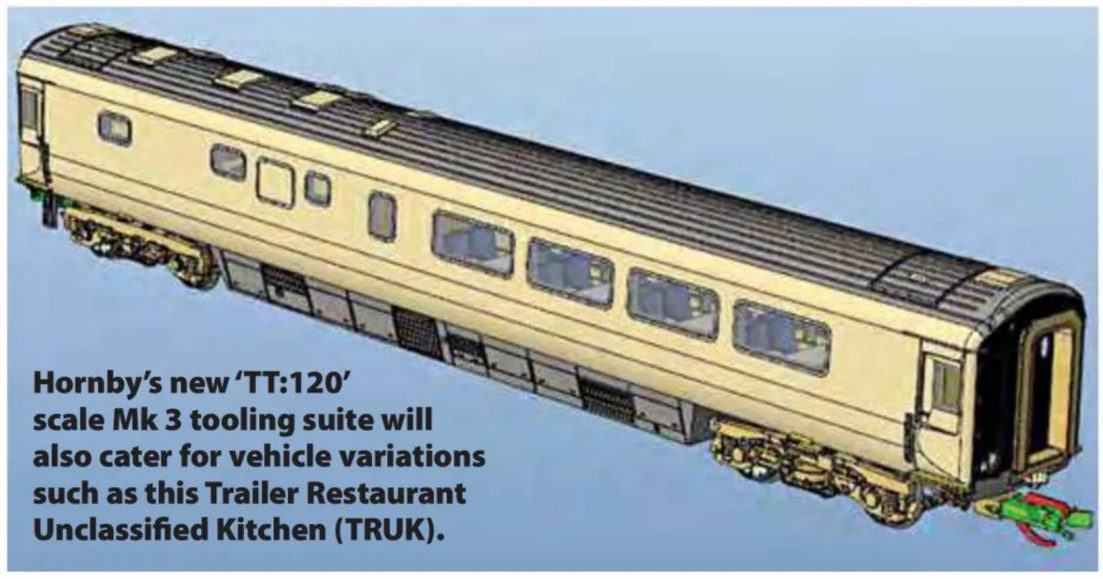
QUESTION

In which English county is Hornby's Margate headquarters situated?

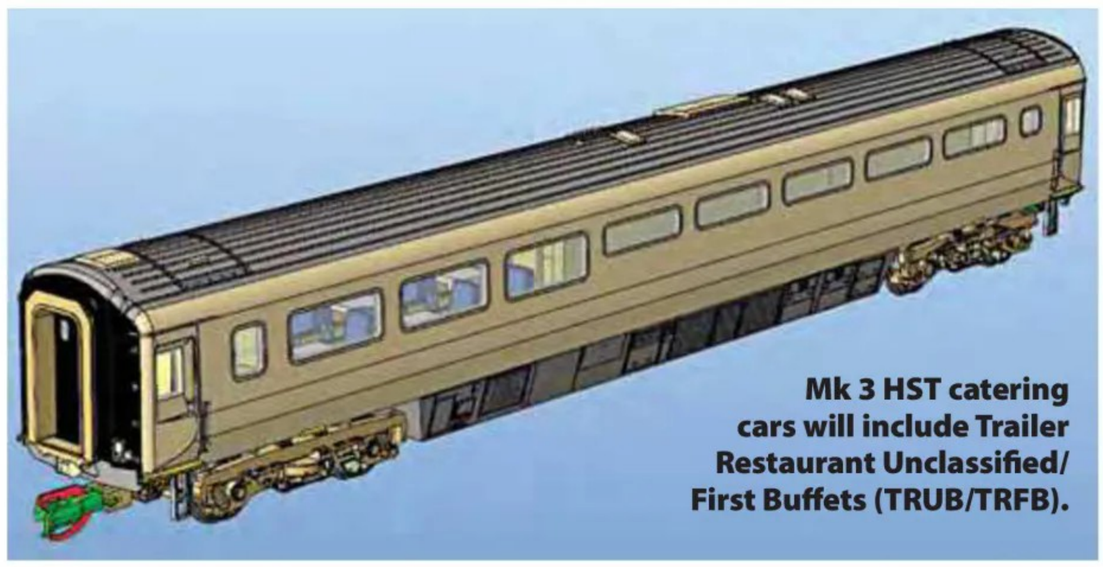
A. Essex **B.** Surrey **C.** Kent

GWR green models will feature later modifications to the exhaust baffle and roof grilles, as well revised cab front lighting and former guard's door windows.

Hornby is tooling a collection of complementary 'TT:120' BR Mk 3 carriages, including a Trailer Guard Standard (TGS).



Hornby's new 'TT:120' scale Mk 3 tooling suite will also cater for vehicle variations such as this Trailer Restaurant Unclassified Kitchen (TRUK).



Mk 3 HST catering cars will include Trailer Restaurant Unclassified/ First Buffets (TRUB/TRFB).

Farewell, 'Mr Hornby'

AFTER more than 40 years with Hornby, Marketing and Product Development Director Simon Kohler was due to leave the company at the end of May.

Simon's association with Hornby can be traced back to the late 1970s when he joined Watford-based model railway control specialist Hammant and Morgan, which had recently been acquired by the manufacturer, as an area sales representative.

Simon later moved to the company's head offices in Margate in 1982, taking up the role of Hornby Railways Brand Manager. Subsequent responsibilities included marketing of the Hornby and Scalextric brands for many years, during which he witnessed and adapted to myriad changes at the company, including the turnaround of the company's fortunes following transfer of production to the Far East. "Those were exciting times'" Simon recalls, "and from there we have continued to progress in both design and inventiveness and I am proud to have been part of that amazing journey."

In 2014 Simon left Hornby, but was invited back three years later as Marketing and Product Development Director, where he has presided over many innovative marketing and new product initiatives including the company's centenary range and more recently, the HM7000 and Triplex Sound Bluetooth digital decoder system.

Commenting on his departure, Simon said: "Hornby has been a major part of my life in one form or another for over 50 years, so of course I shall miss it. I have travelled to many parts of the world, not always in comfort, and made many friends but it is time that I moved over and let someone else bring some fresh thoughts to Hornby so it can continue to develop and adapt to the changing world around us."

Olly Raeburn, Hornby's new Chief Executive added: "Simon has made an enormous contribution to the company, the hobby and the industry over the years and will leave a lasting imprint on all three. It goes without saying we wish him all the very best for the future, whatever that may hold."

MODEL GIVEAWAY

HORNBY MAGAZINE is offering the chance to win a bumper selection of Hornby 'OO' gauge locomotives, worth more than £1000, in our exclusive competition.

THE PRIZE CONSISTS OF:

- **L&YR 'Pug' 0-4-0ST 51207 in BR black with early crests (R3728)**
- **GWR '14XX' 0-4-2T 1424 in BR green with late crests (R3692)**
- **LBSCR 'Terrier' 0-6-0T 13 *Carisbrooke* in British Railways lined green (R3848)**
- **LNER 'J50' 0-6-0T 68971 in BR black with late crests (R3326)**
- **GWR '72XX' 2-8-2T 7218 in BR black with early crests (R3226)**
- **GWR 'King' 4-6-0 6021 *King Richard II* in BR lined blue with early crests and factory-fitted Twin Track Sound (R3370TTS)**
- **GWR 'Grange' 4-6-0 6825 *Llanfair Grange* in lined BR green with late crests (R3452)**
- **SR air-smoothed 'Merchant Navy' 4-6-2 35017 *Belgian Marine* in lined BR green with early crests (R3861)**

To be in with a chance of winning this superb collection of Hornby 'OO' gauge locomotives, all you have to do is answer the accompanying question by July 25 2023.

Good luck!

HOW TO ENTER

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

Online entries open at 9am on June 1 2023 and the closing date for entries is July 25 2023 at 5pm GMT. The winner will be notified no later than August 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.

UPDATE

Bachmann reveals SUMMER 2023 RELEASE PLANS

UPGRADED Class 40s and more Class 37s in 'OO' gauge, new wagons in 'N' and a first venture into 'O' gauge for EFE Rail are amongst the highlights of Bachmann's Summer 2023 release plans. 178 new models were added to its portfolio in the company's quarterly British Railway Announcement made in early May.

As well as the upgraded 'OO' gauge Class 40 1Co-Co1 diesels and Class 37 Co-Co diesel variants for the Bachmann Branchline range, all-new EFE Rail 'N' gauge 'Clay Tiger' hopper wagons, Graham Farish 'N' gauge MXA 'Lobster' wagons and an 'O' gauge EFE Rail British Thomson-Houston (BTH) Class 15 Bo-Bo diesel are also set to appear.

BACHMANN BRANCHLINE

This quarter's release plans are dominated with diesel locomotive releases including Bachmann's popular 'OO' gauge Class 40s which have received a makeover for this new batch of releases. Five models are expected, four of which feature disc headcodes including previously-announced D213 *Andania* in as-preserved BR green with small yellow panels and newly-tooled high-intensity headlights, D292 in original BR green, 40039 in weathered (careworn) BR green with full yellow ends, 40097 in BR blue and 40063 in BR blue with newly-tooled centre headcode boxes. This latter model features amendments to the headcode box as fitted to a batch of Scottish members of the class with squared corners, removal of the box handrails and revised profile to the underside of the box, reflecting the prototypes which were modified from disc headcode examples. Available in DCC ready or DCC sound-fitted format, each also features factory fitted twin speakers, Plux22 Digital Command Control (DCC) decoder socket and new lighting controls.

Bachmann's recently retooled 'OO' gauge Class 37 receives two new identities this summer in the form of 37305 in BR blue with central 'domino' style headcodes and original buffer beam valances and 37262 *Dounreay* in BR civil engineers' grey with working Scottish 'car headlamps' mounted above the headcode panels. Each is available in DCC ready, DCC sound-fitted and DCC sound fitted deluxe formats.

Continuing the diesel locomotive theme, the manufacturer is also issuing three additional Class 20 Bo-Bo diesels. These are D8133 in BR green with small yellow panels and headcode boxes, 20072 in weathered BR blue with disc headcodes and 20010 in BR Railfreight red stripe livery with disc headcodes. Based on the 2021 tooling, each features a Plux22 DCC decoder socket, factory-fitted speakers and working cab and directional lights. They will be available DCC ready and DCC sound-fitted.

Finally for the Bachmann Branchline range, the company's 'OO' gauge Class 70 is set to return

EFE Rail's range of products is set to expand into 'O' gauge for the first time with the introduction of eight BTH Type 1 (Class 15) Bo-Bo diesels.

Further 'OO' gauge Class 37s also join the line-up this summer, including 37262 *Dounreay* in BR departmental grey with Scottish 'car headlamp' above the headcode box.

TABLE 1 - BACHMANN 'OO' LOCOMOTIVES – SUMMER 2023

DESCRIPTION	CAT NO.	PRICE
Class 20/0 D8133, BR green with small yellow panels, headcode boxes	35-353	£224.95
Class 20/0 D8133, BR green with small yellow panels, headcode boxes (DCC sound)	35-352SF	£324.95
Class 20/0 20010, BR Railfreight (red-stripe) livery, disc headcodes	35-357A	£224.95
Class 20/0 20010, BR Railfreight (red-stripe) livery, disc headcodes (DCC sound)	35-357ASF	£324.95
Class 20/0 20072, BR blue (W), disc headcodes	35-356	£234.95
Class 20/0 20072, BR blue (W), disc headcodes (DCC sound)	35-356SF	£334.95
Class 37/0 37262 *Dounreay*, BR engineers' grey, centre headcodes	35-311	£249.95
Class 37/0 37262 *Dounreay*, BR engineers' grey, centre headcodes (DCC sound)	35-311SF	£349.95
Class 37/0 37262 *Dounreay*, BR engineers' grey, centre headcodes (DCC sound deluxe)	35-311SFX	£379.95
Class 37/0 37305, BR blue, centre headcodes	35-303	£249.95
Class 37/0 37305, BR blue, centre headcodes (DCC sound)	35-303SF	£349.95
Class 37/0 37305, BR blue, centre headcodes (DCC sound deluxe)	35-303SFX	£379.95
Class 40 D292, BR plain green, disc headcodes	32-488	£229.95
Class 40 D292, BR plain green, disc headcodes (DCC sound)	32-488SF	£329.95
Class 40 40039, BR green with full yellow ends (W), disc headcodes	32-492	£239.95
Class 40 40039, BR green with full yellow ends (W), disc headcodes (DCC sound)	32-492SF	£339.95
Class 40 40063, BR blue, (ScR) centre headcodes	32-490	£229.95
Class 40 40063, BR blue, (ScR) centre headcodes (DCC sound)	32-490SF	£329.95
Class 40 40097, BR blue, disc headcodes	32-489	£229.95
Class 40 40097, BR blue, disc heacodes (DCC sound)	32-489SF	£329.95
Class 70 70811, Colas Rail Freight, air intake mods	31-591A	£249.95
Class 70 70811, Colas Rail Freight, air intake mods (DCC sound)	31-591ASF	£349.95
(W) Weathered		

TABLE 2 - EFE RAIL MOTIVE POWER AND ROLLING STOCK - SUMMER 2023

DESCRIPTION	GAUGE	CAT NO.	PRICE
Class 15 D8201, BR green	'O'	E84701	£369.95
Class 15 D8215, BR green	'O'	E84702	£369.95
Class 15 D8200, BR green	'O'	E84703	£369.95
Class 15 D8204, BR green	'O'	E84704	£369.95
Class 15 D8234, BR green with small yellow panels	'O'	E84705	£369.95
Class 15 D8219, BR green with small yellow panels	'O'	E84706	£369.95
Class 15 D8235, BR green with full yellow ends	'O'	E84707	£369.95
Class 15 D8239, BR green with full yellow ends	'O'	E84708	£369.95
Class 143 143001, BR Provincial (original)	'OO'	E83022	£249.95
Class 144 144003, BR WYPTE Metro	'OO'	E83031	£249.95
PRA china clay wagon RLS 6312 (Early)	'OO'	E87062	£52.95
PRA china clay wagon RLS 6311 (Early)	'OO'	E87063	£52.95
PRA china clay wagon RLS 6304 (Early)	'OO'	E87064	£52.95
PRA china clay wagon RLS 6303 (Late)	'OO'	E87065	£52.95
PRA china clay wagon RLS 6307 (Late)	'OO'	E87066	£52.95
PRA china clay wagon RLS 6310 (Late)	'OO'	E87067	£52.95
PBA Tiger TRL 33 70 9382 069 ECC blue	'N'	E87524	£44.95
PBA Tiger TRL 33 70 9382 059 ECC blue	'N'	E87525	£44.95
PBA Tiger TRL 33 70 9382 073 ECC blue (W)	'N'	E87526	£49.95
PBA Tiger TRL 33 70 9382 075 ECC blue (W)	'N'	E87527	£49.95
PBA Tiger TRL 11601 ECC International white	'N'	E87528	£44.95
PBA Tiger TRL 11603 ECC International white	'N'	E87529	£44.95
PBA Tiger TRL 11606 ECC International white (W)	'N'	E87530	£49.95
PBA Tiger TRL 11610 ECC International white (W)	'N'	E87531	£49.95
(W) Weathered			

as 70811 in Colas Rail Freight colours. This latest model will feature the air intake modifications and a wealth of tiny safety warning labels and company logos on its eye-catching orange, yellow and black colour scheme. It will be available DCC ready and also DCC sound-fitted for the first time. See Table 1 for further details and prices of Bachmann's 'OO' gauge summer 2023 releases.

EFE RAIL

Bachmann's EFE Rail brand is also expanding this quarter with a selection of new models in 'N', 'OO' and 'O' gauge.

For 'OO' gauge modellers, the Class 143 and 144 two-car 'Pacer' Diesel Multiple Units are set to appear as 143001 in original BR Provincial blue, displaying Newcastle and Middlesbrough destinations and 144003 in BR West Yorkshire Passenger Transport Executive red and cream with Metro Train branding (E83031), carrying Leeds and Skipton destination blinds.

EFE Rail's range is also set to be bolstered with six new 'OO' gauge PRA china clay wagons, as used on china clay workings in the 1980s between Cornwall and the Scottish Highlands. Previously offered as Kernow Model Rail Centre exclusives, these latest releases will be available in early allover grey with red tarpaulin sheets and in later grey with black headstocks, underframes and red tarpaulin sheets – with three differently numbered models in each colour scheme.

Keeping to the china clay theme, the company's all-new 'N' gauge 'Clay Tiger' china clay bogie hopper wagons are set to appear this summer. These newly-tooled 2mm:1ft scale models will feature a wealth of detailing with eight models set to appear – four in English China Clay white with Tiger branding and four in the later English China Clay blue with Tiphook Rail markings. There will be two pristine and two weathered models in each colour scheme. See Table 2 for running numbers and prices.

Finally for the EFE Rail range,

Bachmann's upgraded 'OO' gauge Class 40 returns this summer, with the addition of a new BR Scottish Region centre headcode variant.

the company is venturing into 'O' gauge territory for the first time with introduction of the BTH Type 1 (BR Class 15) Bo-Bo diesel for the scale. Originally developed by the Little Loco Company, EFE Rail's new 'O' gauge models feature a three-pole motor, twin flywheels and Plux22 DCC decoder interface, as well as factory-fitted twin speakers. Each will also feature working directional headcode lights and pre-fitted etched headcode discs which can be oriented in open or closed form.

Eight models form the new releases, appearing as D8201 in BR green with green solebars and battery boxes, D8215 in BR green with black solebars and underframe, D8200 in BR green with nose end numbers, green solebars and battery boxes, D8204 in BR green with nose end numbers, green solebars and battery boxes, D8234 in BR green with small yellow warning panels, D8219 in BR green with small yellow warning panels, D8235 in BR green with full yellow ends and D8239 in BR green with full yellow ends. The final four releases each feature black solebars and battery boxes. For more details, see Table 2.

GRAHAM FARISH

Bachmann's 'N' gauge Graham Farish range benefits from a major injection of new locomotives and rolling stock this quarter.

The company's upgraded 'N' gauge BR Standard '5MT' 4-6-0 leads the way with four models planned including previously-announced 73109 in BR lined black with early crests and BR1B tender and 73050 in BR lined black with late crests and BR1 tender, now available in sound-fitted formats too, together with 73006 in BR lined black with late crests and BR 1 tender and 73065 in BR lined black with early crests and BR1C tender. These new models will feature Next18 DCC decoder interfaces, factory-fitted speakers and will be available DCC ready or DCC sound-fitted.

Bachmann's development team have also upgraded the Graham Farish 'N' gauge LMS Ivatt '2MT' 2-6-0 which now features a Next18 DCC decoder socket and factory-fitted speaker, with DCC ready and DCC sound-fitted options available. Models include 6418 in LMS black, 46474 in BR lined black with early crests, as-preserved 46521 in BR lined green with early crests and preserved 46447 in BR lined black with late crests.

TABLE 3 - GRAHAM FARISH 'N' GAUGE LOCOMOTIVES - SUMMER 2023

DESCRIPTION	CAT NO.	PRICE
LMS Ivatt '2MT' 6418, LMS black	372-627A	£164.95
LMS Ivatt '2MT' 6418, LMS black (DCC sound)	372-627ASF	£264.95
LMS Ivatt '2MT' 46474, BR lined black with early crests	372-626B	£164.95
LMS Ivatt '2MT' 46474, BR lined black with early crests (DCC sound)	372-626BSF	£264.95
LMS Ivatt '2MT' 46521, BR lined green with early crests	372-630	£164.95
LMS Ivatt '2MT' 46521, BR lined green with early crests (DCC sound)	372-630SF	£264.95
LMS Ivatt '2MT' 46447, BR lined black with late crests	372-628A	£164.95
LMS Ivatt '2MT' 46447, BR lined black with late crests (DCC sound)	372-628ASF	£264.95
BR Standard '5MT' 73109, BR lined black with early crests (DCC sound)	372-727ASF	£279.95
BR Standard '5MT' 73050, BR lined black with late crests (DCC sound)	372-729SF	£279.95
BR Standard '5MT' 73006, BR lined black with late crests	372-729A	£179.95
BR Standard '5MT' 73006, BR lined black with late crests (DCC sound)	372-729ASF	£279.95
BR Standard '5MT' 73065, BR lined black with early crests	372-730	£179.95
BR Standard '5MT' 73065, BR lined black with early crests (DCC sound)	372-730SF	£279.95
Class 60 60095, GB Railfreight livery (DCC sound)	371-360SF	£259.95

For modern-era modellers, a factory-fitted DCC sound version of the company's Class 60 Co-Co diesel, 60095 in GB Railfreight livery has been added. See Table 3 for further details and prices of Bachmann's 'N' gauge motive power summer release plans.

Bachmann's Graham Farish 'N' gauge range is also set to benefit from a huge influx of rolling stock this summer with more than 50 BR Mk 1 and BR Mk 2f carriages planned – including some colour scheme debuts. Amongst the releases are Mk 1s in BR carmine and cream, maroon, chocolate and cream, blue and grey and West Coast Railway Company maroon. Several variants will also be offered with more than one running number, while a single Corridor Brake Second (BSK) is due to appear in Network Rail yellow together with a Corridor Second (SK) in the distinctive Sealink livery.

The company's BR Mk 2f carriages are also set to return to the range with examples in BR blue and grey, BR InterCity 'Swallow', Virgin Trains, ScotRail Saltire and Network Rail colours. See Table 4 for more details and prices.

Multiple releases of 'N' gauge

Several upgraded 'OO' gauge disc headcode Class 40s are also set to appear, including 40039 in weathered and careworn BR green.

Above:

EFE Rail has added the PRA china clay wagon to its 'OO' gauge range, with six new models due to appear.

wagons are also planned, including the 45ton TTA tank wagon in Shell/BP black, Total, ICI Petrochemicals and Charrington Hargreaves colour schemes. Each livery will be offered with two different running numbers. Modellers of Merry-Go-Round (MGR) coal operations will also benefit from a new batch of HAA MGR hopper wagons with examples offered with cradles finished in BR Railfreight red, EWS maroon and weathered BR Railfreight red and HCAs in weathered BR Railfreight red with Transrail branding. Again, two different running numbers will be applied to each of these colour schemes, while there will also be a HFA with BR Railfreight yellow cradles and Mainline Freight branding.

BR's widespread 16ton steel mineral wagon is set to appear in pristine BR grey, weathered early BR grey and pristine BR bauxite, with two different running numbers applied to each colour scheme, while a triple-wagon pack will also be available in weathered BR grey with top flaps and loads.

For those modelling air-braked wagon services, BR's OBA open wagons with low ends will appear in unbranded EWS, BR Railfreight red and grey and BR Railfreight brown colours, with two running numbers applied to each of the liveries.

Finally, 'N' gauge contemporary

TABLE 4 - GRAHAM FARISH 'N' GAUGE CARRIAGES - SUMMER 2023

DESCRIPTION	CAT NO.	PRICE
BR Mk1 Tourist Second Open (TSO) SC3987, BR carmine and cream	374-010F	£47.95
BR Mk1 TSO E3870, BR carmine and cream	374-010G	£47.95
BR Mk1 Corridor Composite (CK) SC24172, BR carmine and cream	374-060E	£47.95
BR Mk1 CK SC15180 BR carmine and cream	374-255D	£47.95
BR Mk1 Restaurant Miniature Buffet (RMB) M1853, BR carmine and cream	374-113	£47.95
BR Mk1 Brake Corridor Second (BSK) SC34188, BR carmine and cream	374-185D	£47.95
BR Mk 1 Brake Corridor Composite (BCK) SC21017, BR carmine and cream	374-081B	£47.95
BR Mk 1 Full Brake (BG) E80803, BR carmine and cream	374-035B	£47.95
BR Mk 1 TSO E4472, BR maroon	374-012E	£47.95
BR Mk 1 TSO M4440, BR maroon	374-012F	£47.95
BR Mk 1 SK M25749, BR maroon	374-061D	£47.95
BR Mk 1 SK M25745, BR maroon	374-061E	£47.95
BR Mk 1 CK E15136, BR maroon	374-257D	£47.95
BR Mk 1 CK SC15148, BR maroon	374-257E	£47.95
BR Mk 1 RMB M1817, BR maroon	374-107C	£47.95
BR Mk 1 BSK M35342, BR maroon	374-187D	£47.95
BR Mk 1 BG M81314, BR maroon	374-036C	£47.95
BR Mk 1 TSO W4739, BR (WR) chocolate and cream	374-014B	£47.95
BR Mk 1 TSO W4743, BR (WR) chocolate and cream	374-014C	£47.95
BR Mk 1 SK W24164, BR (WR) chocolate and cream	374-064D	£47.95
BR Mk 1 SKW25196, BR (WR) chocolate and cream	374-064E	£47.95
BR Mk 1 CK W15060, BR (WR) chocolate and cream	374-256B	£47.95
BR Mk 1 CK W15072, BR (WR) chocolate and cream	374-256C	£47.95
BR Mk 1 RMB W1814, BR (WR) chocolate and cream	374-109A	£47.95
BR Mk 1 RMB W1816, BR (WR) chocolate and cream	374-109B	£47.95
BR Mk 1 TSO W5025, BR blue and grey	374-013E	£47.95
BR Mk 1 TSO M4966, BR blue and grey	374-013F	£47.95
BR Mk 1 SK SC25219, BR blue and grey	374-062E	£47.95
BR Mk 1 SK M25241, BR blue and grey	374-062F	£47.95
BR Mk 1 CK W15944, BR blue and grey	374-258E	£47.95
BR Mk 1 RMB M1869, BR blue and grey	374-110C	£47.95
BR Mk 1 BSK W35328, BR blue and grey	374-188E	£47.95
BR Mk 1 BG M81325, BR blue and grey	374-039D	£47.95
BR Mk 1 TSO 4973, West Coast Railway Company (WCRC) maroon	374-018	£47.95
BR Mk 1 TSO 4960, WCRC maroon	374-018A	£47.95
BR Mk 1 RMB 1869, WCRC maroon	374-112	£47.95
BR Mk 1 BSK 99723, WCRC maroon	374-199	£47.95
BR Mk 1 BCK DB975280, Network Rail yellow	374-089	£47.95
BR Mk 1 SK SC24856, BR Sealink	374-065A	£47.95
BR Mk 2f TSO M6116, BR blue and grey	374-735A	£54.95
BR Mk 2f TSO M6181, BR blue and grey	374-735B	£54.95
BR Mk 2f BSO M9521, BR blue and grey	374-690A	£54.95
BR Mk 2f TSO 6115, BR InterCity (Swallow)	374-738	£54.95
BR Mk 2f TSO 6110, BR InterCity (Swallow)	374-738A	£54.95
BR Mk 2f First Open (FO) 3403, BR InterCity (Swallow)	374-763	£54.95
BR Mk 2f BSO 9526, BR InterCity (Swallow)	374-693	£54.95
BR Mk 2f BSO 9516, BR InterCity (Swallow)	374-693A	£54.95
BR Mk 2f TSO 5877, Virgin Trains (original)	374-739	£54.95
BR Mk 2f TSO 6009, Virgin Trains (original)	374-739A	£54.95
BR Mk 2f BSO 9522, Virgin Trains (original)	374-694	£54.95
BR Mk 2f BSO 9531, Virgin Trains (original)	374-694A	£54.95
BR Mk 2f FO 3392, Virgin Trains (original)	374-764	£54.95
BR Mk 2f TSO 5945, ScotRail Saltire	374 736	£54.95
BR Mk 2f TSO 5987, ScotRail Saltire	374-736A	£54.95
BR Mk 2f BSO 9527, ScotRail Saltire	374-691	£54.95
BR Mk 2f BSO 9539, ScotRail Saltire	374-691A	£54.95
BR Mk 2f TSO 977985, Network Rail yellow	374-740	£54.95
BR Mk 2f BSO 9523, Network Rail yellow	374-695	£54.95

Bachmann's 'OO' gauge Class 70 makes a welcome return to the range in Colas Rail Freight colours as 70811, with a factory-fitted digital sound version included for the first time.

EFE Rail's 'OO' gauge Class 143 two-car 'Pacer' DMU gains BR Provincial (original) livery for its next outing in the range.

modellers are set to gain a pair of newly-tooled MXA 'Lobster' bogie box open wagons in DB Cargo's striking red colour scheme. Two of these all-new wagons will be released as 965066 with disc brakes and 950212 with brake blocks and brake handwheels. See Table 5 for full details of all 'N' gauge wagon releases and prices.

SCENECRAFT

Bachmann's Scenecraft range receives a boost with a series of all-new 'OO' gauge resin cast buildings including a Great Central Railway (GCR) mess room, based on the prototype at Loughborough Central. Two versions are available in green or red and cream. A GCR signalbox also features this summer, based on Rothley Cabin on the preserved railway. This will also be offered in green condition and GCR red and cream.

Several other structures in the range are set to be offered in two colour schemes including a lineside brick sub-station, covered metal bridge and gatekeeper's cottage, while a small collection of low relief bay terrace houses are also set to appear in left- and right-handed configurations in a choice of colours.

Three different 'OO' gauge wagon loads will appear including a four-pack of sand loads for Bachmann's 'OO' gauge 13ton sand tippler, two steel plate loads with black straps and a covered tractor and plough load.

For 'N' gauge modellers, a pack of four 4mm deep coal loads will appear this summer designed for use with Graham Farish coal wagons (42-551D). For full details of all the new Scenecraft releases, see Table 6.

Above: **Bachmann's Collectors Club range of exclusive models is bolstered with a pair of Graham Farish 'N' gauge Class 20s in London Transport lined maroon.**

Above: **EFE Rail's all-new 'N' gauge PBA 'Clay Tiger' bogie hopper wagons will be available this summer, with four in original English China Clay International (ECC) white and four in later ECC blue.**

Above: **Graham Farish has added further new tooling to the range in the form of this 'N' gauge MXA 'Lobster' bogie box open wagon in DB red. Two versions are planned initially.**

Above: **Bachmann's upgraded 'N' gauge BR Standard '5MT' 4-6-0 will appear in various guises this summer, in DCC ready and DCC sound-fitted form, including 73065 in BR lined black with early crests.**

Bachmann's Scenecraft range of resin-cast buildings and accessories features a raft of new releases including this 'OO' gauge model of the Great Central Railway's Rothley signal cabin.

TABLE 5 - GRAHAM FARISH 'N' GAUGE WAGONS - SUMMER 2023

DESCRIPTION	CAT NO.	PRICE
BR 45ton TTA tank 3410, Shell/BP black	373-778B	£31.95
BR 45ton TTA tank 3428, Shell/BP black	373-778C	£31.95
BR 45ton TTA tank 58278, Total grey	373-788	£31.95
BR 45ton TTA tank 58236, Total grey	373-788A	£31.95
BR 45ton TTA tank ICIA54360, ICI Petrochemicals white	373-789	£31.95
BR 45ton TTA tank ICIA54365, ICI Petrochemicals white	373-789A	£31.95
BR 45ton TTA tank 106, Charrington Hargreaves/Mobil red	373-790	£31.95
BR 45ton TTA tank 109, Charrington Hargreaves/Mobil red	373-790A	£31.95
BR HAA MGR hopper wagon 365555, BR Rail red	373-900G	£20.95
BR HAA MGR hopper wagon 365567, BR Rail red	373-900H	£20.95
BR HAA MGR hopper wagon 357021, EWS	373-901D	£20.95
BR HAA MGR hopper wagon 357060, EWS	373-901E	£20.95
BR HAA MGR hopper wagon 353791, BR Railfreight red (W)	373-904	£22.95
BR HAA MGR hopper wagon 365384, BR Railfreight red (W)	373-904A	£22.95
BR HCA MGR hopper wagon 351077, Transrail	373-950C	£21.95
BR HCA MGR hopper wagon 351168, Transrail	373-950D	£21.95
BR HFA MGR hopper wagon 357560, Mainline Freight (ex-Railfreight Coal sector)	373-951C	£21-95
BR 16ton steel mineral open wagon B88429, BR grey (TOPS)	377-255B	£21.95
BR 16ton steel mineral open wagon with top flap doors B161589, BR grey (W)	377-227F	£22.95
BR 16ton steel mineral open wagon with top flap doors B161899, BR grey (W)	377-227G	£22.95
BR 16ton steel mineral open wagon B561093, BR bauxite (TOPS)	377-257	£21.95
BR 16ton steel mineral open wagon B570259, BR bauxite (TOPS)	377-257A	£21.95
BR 16ton steel mineral open wagons with top flap doors (triple pack) (W) (WL) B82137, B84266, B88429, BR grey	377-235B	£64.95
BR OBA open wagon 110125, EWS unbranded	373-625D	£24.95
BR OBA open wagon 110353, EWS unbranded	373-625E	£24.95
BR OBA open wagon 110548, BR Railfreight red and grey	373-626E	£24.95
BR OBA open wagon 110555, BR Railfreight red and grey	373-626F	£24.95
BR OBA open wagon 110004, BR Railfreight brown	373-629A	£24.95
BR OBA open wagon 110009, BR Railfreight brown	373-629B	£24.95
MXA 'Lobster' bogie box open wagon 965066, DB red	377-615	£44.95
MXA 'Lobster' bogie box open wagon 950212, DB red	377-615A	£44.95
(W) Weathered		
(WL) With load		

TABLE 6 - BACHMANN SCENECRAFT RELEASES - SUMMER 2023

DESCRIPTION	GAUGE	CAT NO.	PRICE
Locomotive maintenance crane	'OO'	44-0164	£34.95
Pill box	'OO'	44-0165	£19.95
GCR Signalbox (green)	'OO'	44-0168G	£89.95
GCR Signalbox (maroon and cream)	'OO'	44-0168M	£89.95
Gatekeeper's cottage (green)	'OO'	44-0174G	£54.95
Gatekeeper's cottage (red)	'OO'	44-0174R	£54.95
Lineside brick substation (black)	'OO'	44-0181B	£37.95
Lineside brick substation (green)	'OO'	44-0181G	£37.95
GCR mess room (green)	'OO'	44-0185G	£59.95
GCR mess room (red and cream)	'OO'	44-0185R	£59.95
Covered metal footbridge (blue and cream)	'OO'	44-020B	£74.95
Covered metal footbridge (red and cream)	'OO'	44-020R	£74.95
Low relief left hand bay terrace (blue)	'OO'	44-0213B	£36.95
Low relief left hand bay terrace (green)	'OO'	44-0213G	£36.95
Low relief right hand bay terrace (black)	'OO'	44-0214B	£36.95
Low relief right hand bay terrace (red)	'OO'	44-0214R	£36.95
Low relief terrace courtyard entrance	'OO'	44-0215	£24.95
Metal workman's hut	'OO'	44-0524	£13.95
Concourse machines	'OO'	44-0525	£19.95
Steel plate load with black straps (x2)	'OO'	44-0526	£19.95
Platform booking office	'OO'	44-0528	£22.95
NER water column	'OO'	44-0529	£23.95
Tarpaulin tractor and plough load	'OO'	44-0540	£13.95
Sand load for 13T sand tippler (x4)	'OO'	44-0541	£13.95
Depot crane	'OO'	44-072	£64.95
Two straight platforms	'OO'	44-153	£29.95
Coal loads 5mm deep (x4)	'N'	42-551D	£11.95

COLLECTORS CLUB

Three new models have been added to the range of exclusive limited edition models offered to Bachmann Collectors Club (BCC) members. These include two 'N' gauge Graham Farish Class 20 Bo-Bo diesels finished as 20142 *Sir John Betjeman* (371-034K) and 20227 *Sherlock Holmes* (371-035K) in London Transport lined maroon. Priced at £159.95 each, the models feature the subtle livery differences carried by the prototypes. Models were due in stock during May.

More than 50 BR Mk 1 and Mk 2f carriages are scheduled for release in the coming months including Mk 2fs in InterCity colours.

For 'OO' gauge modellers, Bachmann has produced a model of the Bahamas Locomotive Society's BR Mk 2 Corridor Brake First (BFK) M14060 in BR maroon with grey roof (39-413K), used as a support coach for LMS 'Jubilee' 4-6-0 45596 *Bahamas*. Priced at £69.95 each, they are in stock now.

Each of these exclusive models is available for BCC members through the Bachmann Collectors Club website.

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

Dapol launches all-new 'OO' GWR '28XX' 2-8-0

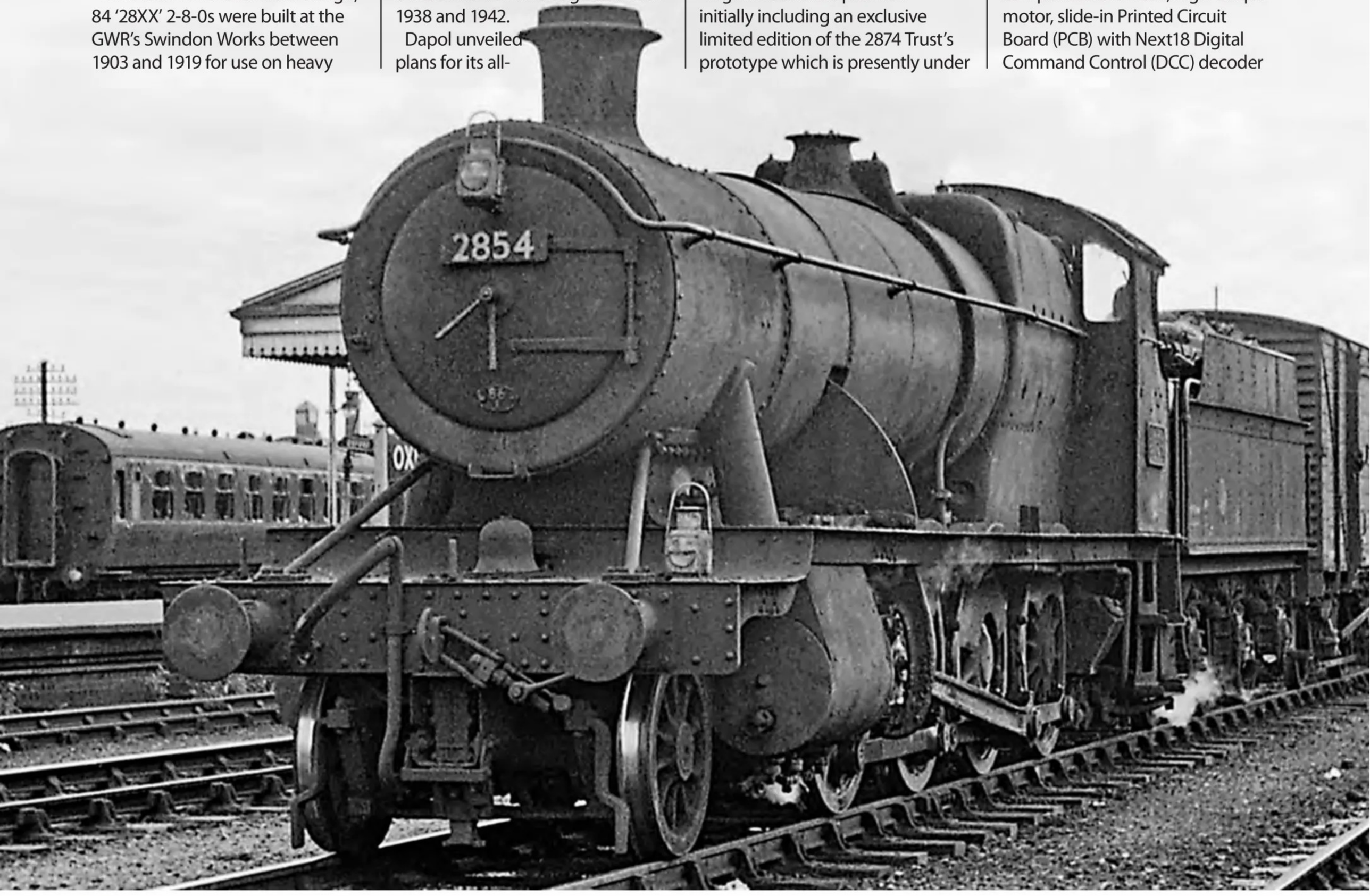
DAPOL is to produce an all-new 'OO' gauge Great Western Railway (GWR) '28XX'/'2884' 2-8-0.

Built to a G.J. Churchward design, 84 '28XX' 2-8-0s were built at the GWR's Swindon Works between 1903 and 1919 for use on heavy freight traffic and were the first of their type to enter service on the railway. In the late 1930s, a further 83 locomotives were developed to a modified Collett design between 1938 and 1942.

Dapol unveiled plans for its all-new 'OO' gauge models at the Gloucestershire Warwickshire Steam Railway's Cotswold Festival of Steam in May.

Eight models are planned initially including an exclusive limited edition of the 2874 Trust's prototype which is presently under restoration at the heritage railway.

Currently at the design stage, the specification for the new 'OO' model includes a die-cast compensated chassis, high-torque motor, slide-in Printed Circuit Board (PCB) with Next18 Digital Command Control (DCC) decoder



'OO' Quad-Arts next for Ellis Clark Trains

Ellis Clark Trains has revealed plans for a set of all-new 'OO' gauge London and North Eastern Railway Quad-Art carriages.

Representing the company's first foray into 'OO' gauge, the new Quad-Art sets will appear under the Clark Railworks banner.

Four-car Quad-Art carriages were introduced for use on Great Northern commuter routes to and from London. They featured articulation developed by Nigel Gresley, the Great Northern Railway's Carriage and Wagon Superintendent at the time. They remained in regular use until the mid-1950s, with the last remaining examples withdrawn in the mid-1960s.

The four-car sets will be available in LNER teak, BR crimson and BR maroon colour schemes.

Working closely with the Midland & Great Northern (M&GN) Joint Railway Society and the North Norfolk Railway, the new models will feature detailed bodies with separately fitted grab rails, fully detailed die-cast chassis with pipework, brake equipment and fittings, interior detailing

socket and solder-free speaker connection, push-fit electrical locomotive drawbar connection, firebox glow and detailed cab interior.

The manufacturer's new tooling suite will also incorporate Churchward top feed boiler, original and later boiler support/motion bracket, vertical drop and curved drop footplates, Churchward (tapered) and Collett (straight) sprung buffers, GWR and BR smoke box doors and smokeboxes with inside or outside steam pipes.

Initial releases are set to appear as 2813 in lined Great Western green (Cat No. 4S-009-001), 2804 in Great Western green (4S-009-002), 2854 in Great Western green (4S-009-003), 2884 in GWR 'shirtbutton' green (4S-009-004), 3819 in GWR green (4S-009-005), 3802 in BR black with early crests (4S-009-006), 2851 in BR black with late crests (4S-009-007) and 2874 in Great Western green (4S-009-008 – limited edition, only available direct from Dapol).

Prices are set at £189.99 DCC ready, £224.99 DCC fitted and £299.99 DCC sound fitted, with release anticipated in late 2024.

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

Dapol has announced plans to produce all-new 'OO' gauge GWR '28XX'/'2884' 2-8-0s. Churchward '28XX' 2-8-0 2854 heads a northbound freight through Oxford on June 16 1962.
Ian Turnbull/RailPhotoprints.uk.

Minerva plans 'O' gauge GWR '56XX' 0-6-2T

Minerva Model Railways' next 'O' gauge project is the GWR '56XX' 0-6-2T. Resplendent in a coat of BR lined green with late crests, Collett '56XX' 0-6-2T 6664 sits in the sunshine outside Swindon Works in September 1957.
Railphotoprints.uk collection.

The GWR '56XX' 0-6-2T is to be produced for 'O' gauge as a finescale injection moulded ready-to-run model by Minerva Model Railways.

The '56XX' 0-6-2Ts were built between 1924 and 1928 as a replacement for the large number of pre-Grouping designs absorbed by the Great Western Railway (GWR) in 1923. The Collett design extended to 200 locomotives, with 150 built at Swindon Works and 50 by Armstrong Whitworth, primarily although not exclusively for goods trains.

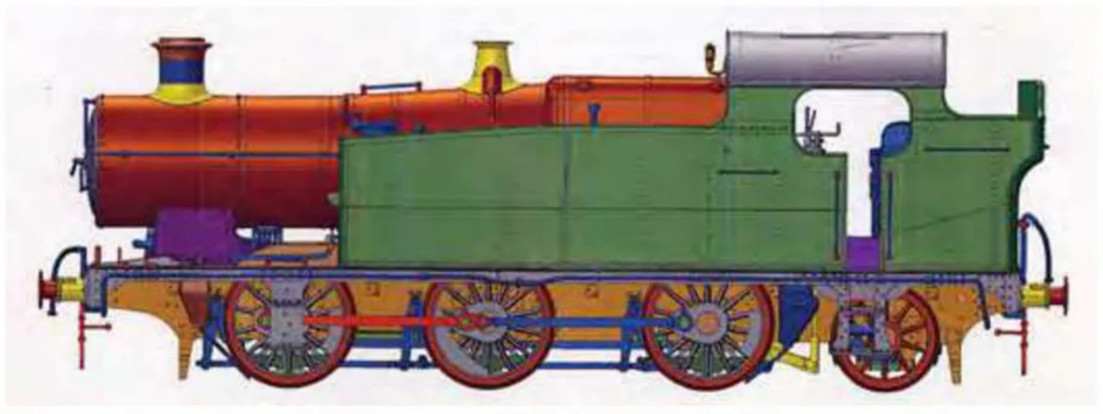
The locomotives were initially painted in Great Western green and later carried BR black, BR plain green and BR lined green. The last was withdrawn in 1965 with nine entering preservation.

Minerva's new ready-to-run model will be the first of the class to be produced for 'O' gauge and will cover four liveries initially as well as offering different safety valve covers and further optional parts.

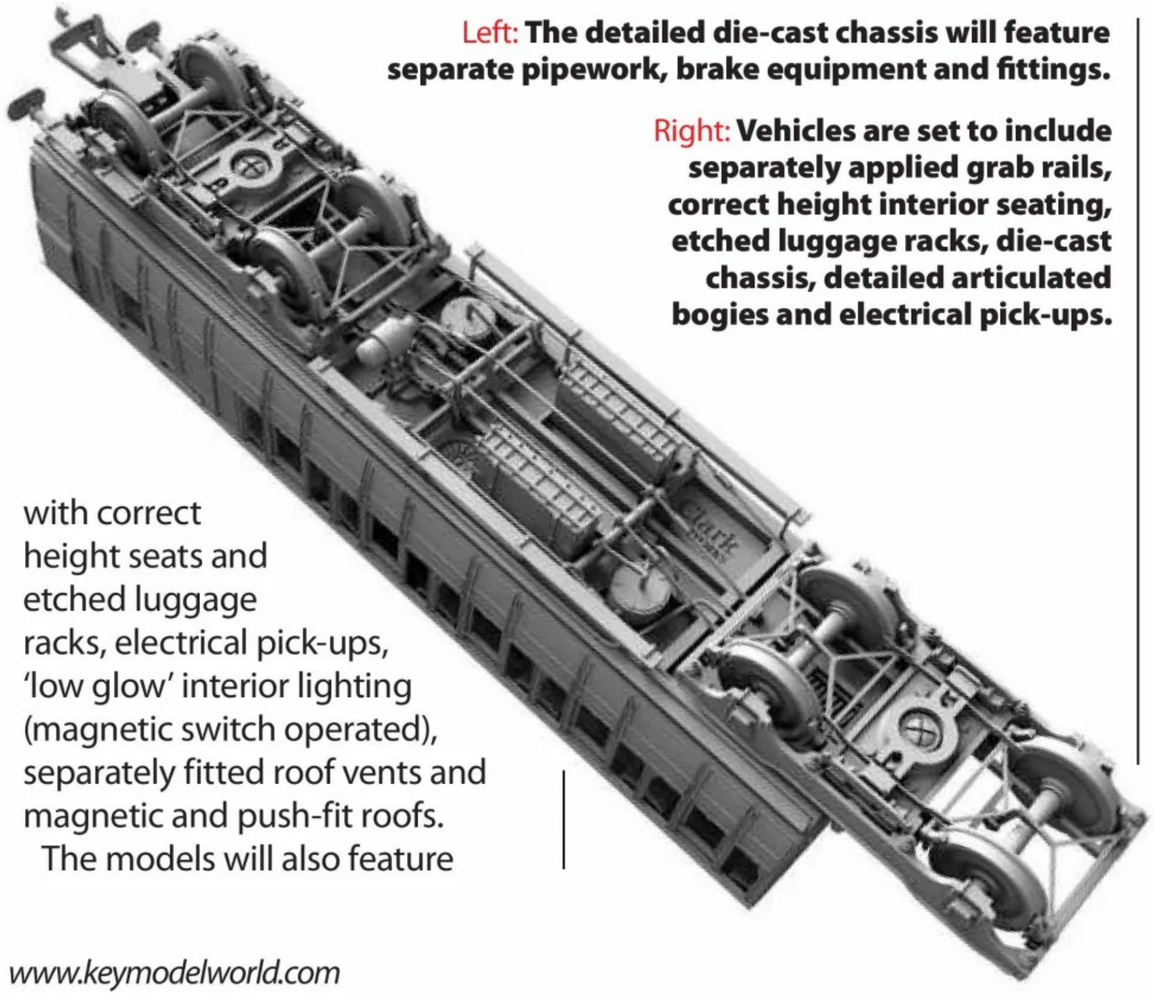
The specification will include an injection moulded body, more than 250 individual components per locomotive, a die-cast metal chassis, finescale wheels, six-wheel pick-up, a high-torque flywheel equipped motor, 40:1 gearing for slow speed running, options for DCC ready, DCC fitted and DCC sound-fitted locomotives as well as a detailed cab and sprung buffers and couplings. A new sound profile is in development for the model.

Delivery for the '56XX' is expected in 2024 with prices expected to start from £360 DCC ready and rising to £415 DCC fitted and £495 DCC sound-fitted.

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

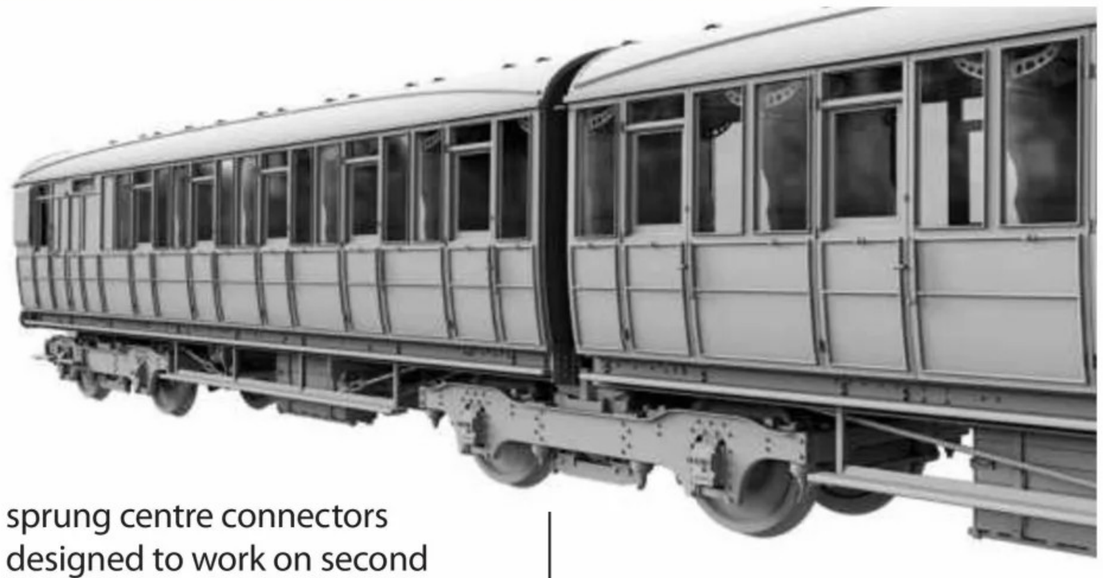


Minerva's newly-tooled 'O' gauge GWR '56XX' 0-6-2T is currently in development and expected in 2024.



Left: **The detailed die-cast chassis will feature separate pipework, brake equipment and fittings.**

Right: **Vehicles are set to include separately applied grab rails, correct height interior seating, etched luggage racks, die-cast chassis, detailed articulated bogies and electrical pick-ups.**



with correct height seats and etched luggage racks, electrical pick-ups, 'low glow' interior lighting (magnetic switch operated), separately fitted roof vents and magnetic and push-fit roofs.

The models will also feature sprung centre connectors designed to work on second radius curves, removable NEM coupler pockets and sprung buffers on the brake end vehicles. They will also be designed for straightforward 'P4'/'EM' gauge conversion.

Liveries planned include LNER teak, BR crimson and BR maroon.

Priced at £325 per four-car set, release is expected during the third quarter of 2024.

● **Visit *www.clarkrailworks.com* for more details.**

HILLS OF THE NORTH – SPIRIT OF SHAP JOINS GETS 2023 LINE UP

THE GREAT ELECTRIC TRAIN SHOW

Graham Nicholas' superb model of the West Coast Main Line climb to Shap is one of the latest layouts to be revealed for the 2023 Great Electric Train Show.

WE ARE GOING BACK to the 1960s on the West Coast Main Line with Graham Nicholas' stunning 'OO' gauge model railway Hills of the North – Spirit of Shap at the 2023 Great Electric Train Show on the weekend of October 14/15 at the Marshall Arena in Milton Keynes.

This huge 30ft x 15ft layout models the famous climb with rolling stock changing through the sequence from the glorious 1930s through to the end of steam. Builder Graham Nicholas said: "The main line over Shap summit in the Cumbrian fells has been an irresistible draw for generations of railway enthusiasts. The layout attempts to recreate something of this atmosphere in the classic steam era, including a recreation of the banking arrangements that were employed to assist the heavier trains up the incline – the layout has been built on a gradient so that the trains really do have to climb the bank."

Spirit of Shap isn't the only layout being revealed for the event, as the weekend will also play host to Tony Harris' Dublingham which models a goods yard with three-rail track fully ballasted and weathered. Plus we will also be welcoming back to the OO Live Steam Club with its running track and the opportunity to discover more about the Hornby Live Steam locomotives.

These new layouts join previously announced exhibits including the first showing of all three of Pete Waterman's Making Tracks layouts joined together to create a single 152ft x 16ft super layout with Milton Keynes Central station in 'OO' gauge as the centre piece, Steve Wright's stunning 'N' gauge layout James Street, Burntisland 1883 from the East of Scotland 4mm Group and more. The full layout list announced to date is available to view at *www.keymodelworld.com/greatelectrictrainshow.*

Tony Harris will be exhibiting his three-rail Dublingham goods yard which employs Hornby Dublo locomotives and rolling stock running on fully ballasted 'OO' gauge three-rail track.

THE DETAILS	
When:	October 14/15 2023
Where:	Marshall Arena, Stadium Way, Milton Keynes MK1 1ST
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
Website:	*www.keymodelworld.com/greatelectrictrainshow*
Contact:	01780 480404
Tickets:	Adult advance £15, child advance £8 (Saturday only), adult subscriber £12, VIP £45. Adult on the day £17, child on the day £9 (Saturday only). Up to two children under 16 admitted free with each paying adult on Sunday only.

Discounted advance tickets are on sale now offering a saving over on the day prices plus the limited VIP ticket is still available to purchase – see panel for ticket prices.

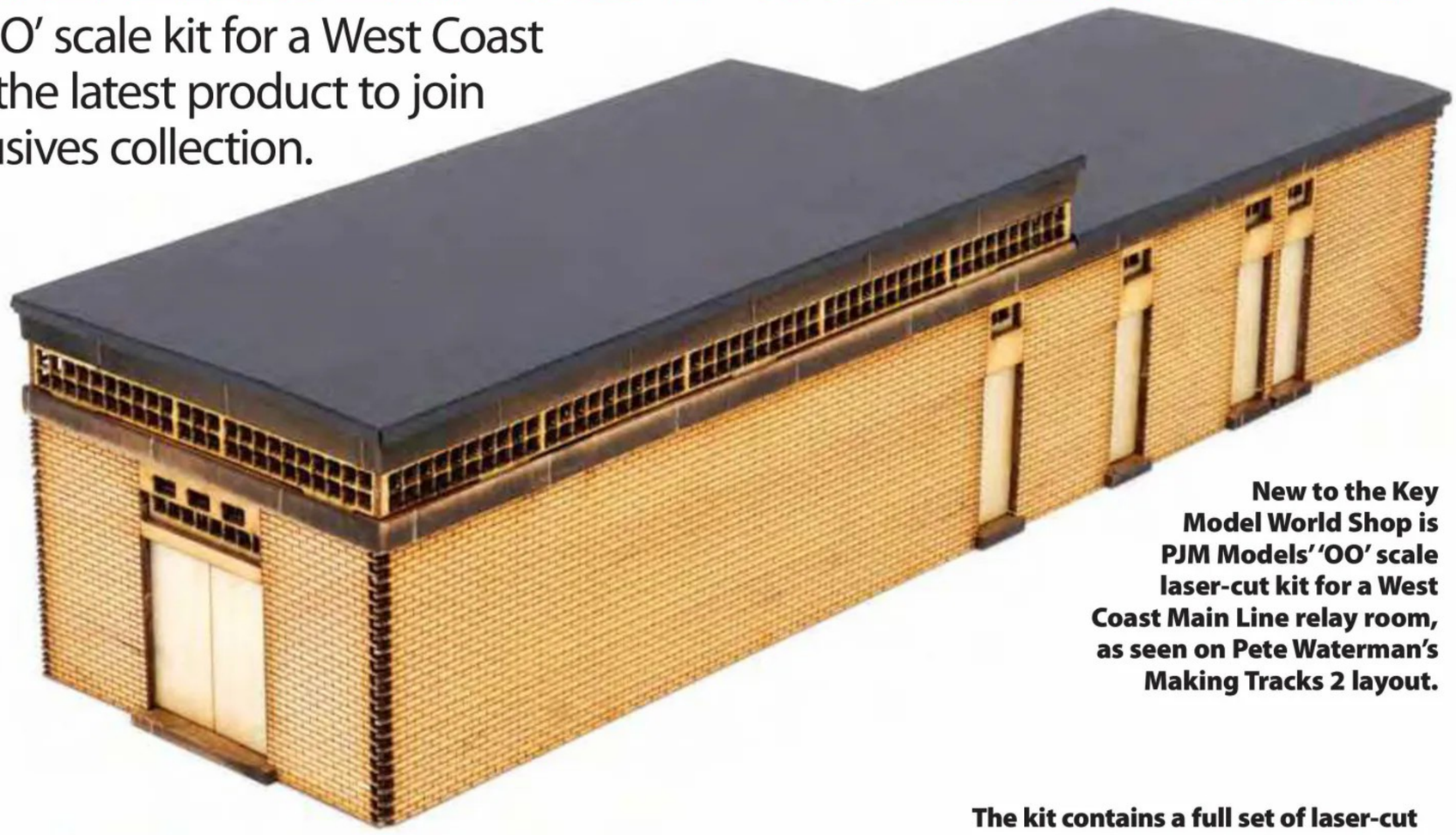
The event includes a free shuttle bus service from Milton Keynes Central station to the venue, free on site parking, refreshments on site and disabled access to all areas of the show. In total more than 30 layouts, 45 traders plus demonstrators will be taking part in the 2023 Great Electric Train Show.

● **Visit *www.keymodelworld.com/greatelectrictrainshow* for full event details.**

Graham Nicholas' superb 'OO' gauge model of the climb to Shap has been revealed in the 2023 Great Electric Train Show line-up.

WEST COAST RELAY ROOM EXPANDS EXCLUSIVE LASER-CUT COLLECTION

PJM Models' laser-cut 'OO' scale kit for a West Coast Main Line relay room is the latest product to join the Key Publishing Exclusives collection.



New to the Key Model World Shop is PJM Models' 'OO' scale laser-cut kit for a West Coast Main Line relay room, as seen on Pete Waterman's Making Tracks 2 layout.

The kit contains a full set of laser-cut parts, including glazing, and only requires glue and paint to complete it.

The range of laser-cut 'OO' gauge building kits supplied exclusively by Key Publishing from PJM Models has expanded with the addition of a West Coast Main Line relay room to complement Norton Bridge signalbox (HM192).

The new relay room kit was originally designed for Pete Waterman's Making Tracks 2 layout by PJM Models and is now available to purchase from the Key Model World Shop. The building measures 250mm x 70mm x 50mm.

These buildings were a unique design created for the electrification of the West Coast Main Line and were found at locations between London, Manchester and Liverpool with a total of 12 feeder stations provided for the original scheme. They were located where the 25kV AC overhead supply connected to the national grid, but in recent times many of these original structures have been replaced with modern portable buildings.

The kit contains a full set of laser cut components crafted from plywood, MDF, card and clear sheet, as even the glazing is laser-cut to fit the design. All components align via slots and tabs making construction a simple process.

Suitable glues for assembly including Deluxe Materials Roket Rapid and Glue 'n' Glaze and full instructions are provided with each kit explaining the assembly process.

The new 'OO' gauge laser-cut West Coast Main Line relay room is available to order now priced at £34.99 including postage and packing.

● **Visit *www.keymodelworld.com/shop* to see the full range.**

NEWTON CHAMBERS CAR CARRIERS

Sonic Models is to produce the distinctive Newton Chambers car carriers in 'N' gauge.

Built in the early 1960s, these double-deck vehicles could carry up to six cars thanks to an innovative hydraulic centre well which had capacity for two cars, while four further vehicles could be carried on the upper level. They were initially used on East Coast Main Line services between London, York and Edinburgh, with forays to the West of England later in their career.

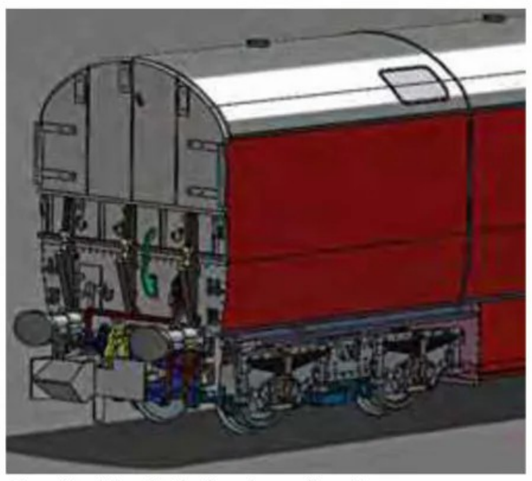
Sonic Models is to release six 'N' gauge triple-packs, split between BR maroon and BR blue and grey. Each pack will contain three individually numbered vehicles, finished as E96288/289/290E in BR maroon (Pack 1), E96286/293/297E in BR maroon (Pack 2), E96287/291/294E in BR maroon (Pack 3), TCV E96290/297/298E in BR blue and grey (Pack 4), NVX E96291/294/299E in BR blue and grey (Pack 5) and NVV E96288/289/293E (Pack 6) in BR blue and grey.

Available exclusively through Rails of Sheffield, the models will be available in triple vehicle packs in BR maroon and BR blue and grey.

The models will be available with original and later style roof lights, early and later Electric Train Heating equipment, buffer beam detailing, kinematic NEM close couplers and RP25 profile metal wheels.

Available exclusively from Rails of Sheffield, each triple-pack is priced at £124.95. Release is currently planned for late 2023.

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



Sonic Models is developing an all-new 'N' gauge model of the BR Newton Chambers car carriers.

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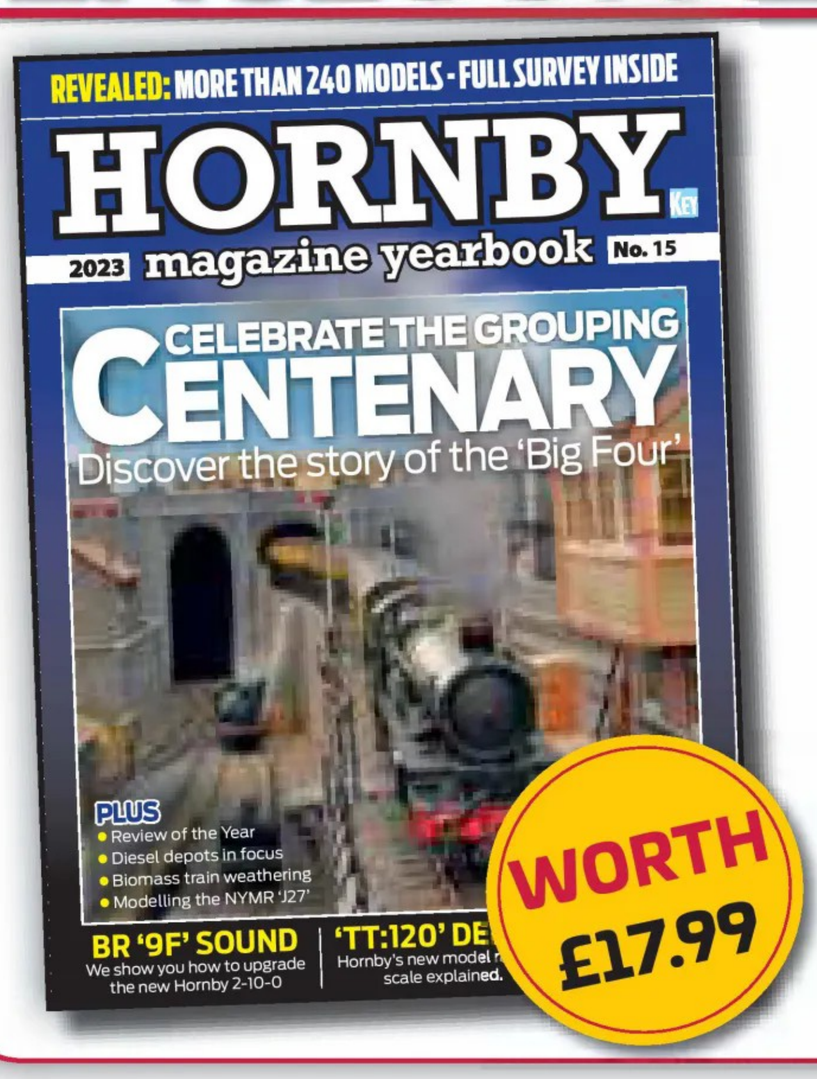

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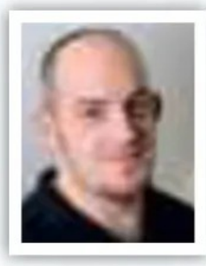

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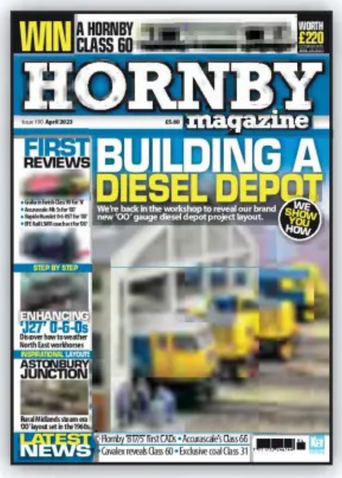
Mike Wild - Publisher, *Modelling*



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HAWKSWOOD JUNCTION

Nottinghamshire during the 1980s is the setting for railwayman **STEVE BRAMMER'S** 'OO' gauge home-based layout, capturing the scene of the times delightfully.

PHOTOGRAPHY, MIKE WILD

1 Large logo 47535 receives attention at the refuelling point, while the stabling point's resident Class 08 awaits its next turn of duty alongside.

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

I AM THE OWNER AND CREATOR OF Hawkswood Junction, set in the years of my youth during the 1980s – a time I remember with fondness through my own pair of rose coloured spectacles.

Measuring 20ft x 10ft, the baseboards fit snugly into a purpose built concrete prefabricated structure at the bottom of the garden. Situated approximately 60ft away from the house and neighbours means I can carry on working into the small hours without disturbing anyone.

Digital Command Control (DCC) is the order of the day using a trusty Gaugemaster Prodigy Advance 2. Digital operation is important to me, given the work done over the years developing custom sound installations. Hawkswood was built from the start as a digital layout with associated bus wiring and live frog points. I can switch to analogue for running models before sound fitting and the running of guests' locomotives.

I developed a passion for railways when very young in Shireoaks. Situated on the Great Central network between Lincoln and Sheffield, an endless stream of coal trains ran to the Trent Valley power stations. My mother used to pop me on the window sill by the draining board and I would be kept quiet and transfixed watching Class 20s, 31s, 37s and 47s hauling Merry-Go-Round (MGR) hoppers and 16ton mineral wagons, interspersed with the predominant Derby Class 114 Diesel Multiple Units (DMUs) and the odd rattly Cravens unit. On a summer Saturday, trains of BR blue and grey Mk1s hauled by Class 25s or 40s were added to the mix bringing a touch of what seemed like exotica at the time.

The interest stayed with me and developed further, having received a Hornby Freightmaster train set for my seventh birthday. It included a green Brush Type 2, five wagons, an oval of track and a 6ft x 4ft board for the locomotive to growl its way round.

Hawkswood was inspired by all these memories. As a nod to the Great Central and the Manchester, Sheffield & Lincolnshire Railway, a fictitious location was selected with elements of Shireoaks and Woodhouse stations blended together to hopefully create a believable scene.

Sadly, the main station building on the Down platform at Shireoaks was demolished in 2001. Before this occurred I managed to take a few photographs and carried out some brick counting, resulting in both the Up and Down buildings being scratchbuilt from plastic sheet for an earlier layout. These were then recycled for use on Hawkswood Junction, with the buildings reduced in width to suit their new home.

TAKING SHAPE

Planning started as soon as the shed was built in 2010. As is usually the case, plans were somewhat ambitious at the start, but with a degree of pruning the plan wasn't far off the layout you see today. I wanted open frame baseboards so the railway could run through the landscape with cuttings, bridges and embankments. This meant great care had to be taken in the planning stage, so the baseboards and supported trackbeds were built with the track plan in mind.

To this end a full scale drawing was created on decorator's lining paper with lengths of track placed over the plan and rolling stock placed at various points to check capacity of sidings and platforms, ensuring I knew exactly where the tracks would go.

The floor of the shed is perfectly smooth concrete, painted with red floor paint. »

An InterCity 125 High Speed Train coasts through Hawkswood Junction station, while a Class 56 waits in the goods loop with a heavily-laden Merry-Go-Round coal train.

This sealed the base, also acting as a canvas onto which I could map and mark out templates for the baseboards. I didn't want square baseboards so this meant I could mark out patterns on the floor before building them. Using this as a guide meant that the whole assembly comprising 14 separate boards fitted perfectly first time.

Open frame timber construction was used with lateral ribs fixed over inboard framing. With the lining paper track plan cut out and placed over these, spare track bed supports could be cut to length and placed in the appropriate places to suit.

Once the trackbed was complete, the profile of the landscape had to be marked on the front fascia boards and cut to shape. The voids were filled with cardboard strips, shaped polystyrene and papier-mâché. Having curved baseboards at either end of the layout means a continuous backscene with no awkward corners.

Code 75 SMP flexible bullhead track is used throughout on the scenic sections with all points and crossings scratchbuilt from lengths of plain rail and copper-clad sleeper. I came across a Marcway point kit at a swapmeet and that prompted me to build the other switches and crossings myself. At either end of the layout are crossovers with a 5ft radius. All points are operated using DCC Concepts' Cobalt IP motors.

For laying flexible track around curves I have my own methods. Measuring the length of track I need for the total curve, appropriate amounts of track sections are all attached to each other as one complete length. With the track still straight, the joints are soldered before the whole assembly is then fed and bent gently to form the curve. The ends can then be cut to length before fixing to the next sections. This means the flexible track sections bend as one unit on the curves without the kinks or awkward joints which can occur when joints are made on bends with flexible track.

I try to lay track when it's quite warm in the summer, meaning there is less risk of further rail expansion. 'V' notches have been cut into the railhead on some sections every 240mm (a scale 60 feet) to produce the clickety-clack of wheels striking rail joints.

By the time trains were capable of running a full circuit it was about 2012. All points were tested for running and adjustments made before final laying. It is a great feeling when that first lap is completed and by this time I was working on the real railway on stations with East Coast – and now London North Eastern Railway.

"My favourite part of the layout is the Ferodo river bridge area with the complex trackwork on top of the iron bridge and the river and road beneath at different levels."

STEVE BRAMMER

3 A BR blue two-car Class 105 DMU approaches its final station stop at Hawkswood Junction. An engineers' inspection saloon occupies the far end of the bay platform.

EVOLVING SCENERY

Hawkswood has evolved over time but the essence of the original plan however remains the same. There are three distinct sections - a refuelling point separated from the station/town area with that in turn separated from the rural section by a road/rail/river bridge section.

The refuelling point is a very recent addition and replaces an engine shed in the same position. I was never 100% happy with this area and wasn't prepared to invest any time into it until I decided what needed to be changed. Then it occurred to me that the area was a touch too conventional and given the timeframe, the depot would probably have disappeared years before.

The refuelling point serves a notional off-scene diesel depot. One of my colleagues, Ricky, visited and I mentioned my plan to semi-demolish the Wills two-road engine shed to leave evidence of the site's previous usage.

Ricky said he had the same kit and thought it a shame if I took the one I had built to bits. We swapped my built model for his unbuilt kit and using two wall sections cut down to a suitable depth I could sandwich window frames between them and have brick detail on both sides.

Two items of detail on Hawkswood I have not seen on many layouts are the Limit of Shunt illuminated box sign and check rail on curved track sections. I know in modelling terms the branch line curve is quite generous, but in reality it would be rather tight.

The items I am most proud of as far as the layout is concerned are probably the scratchbuilt pointwork and the baseboards. It gave me great satisfaction building the points and then moving on from using commercial templates to creating custom panels to fit in with my own design. You could multiply the time it took to build the baseboards by ten for »

5 Class 27 27045 rattles through the station as a Class 105 two-car Diesel Multiple Unit rolls in off the branch line and into the bay platform.

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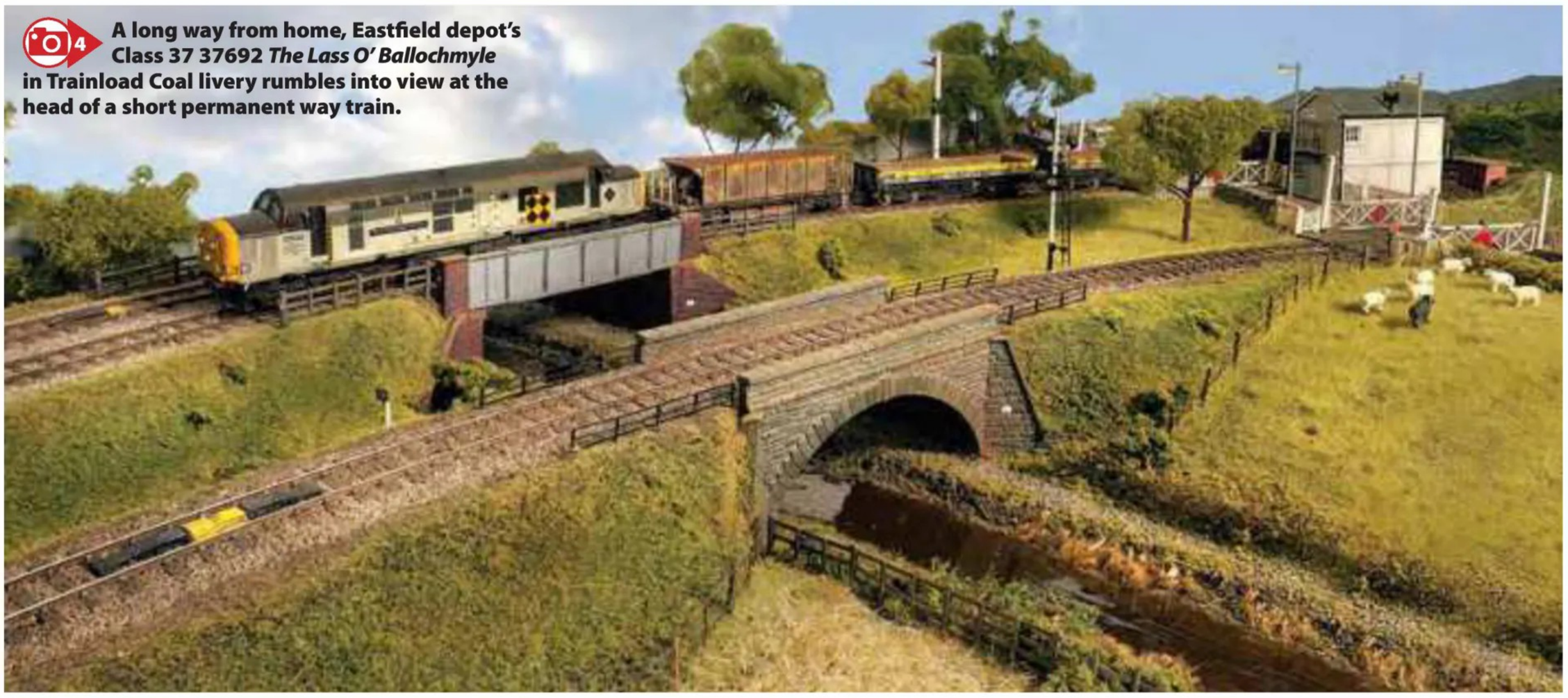

4 **A long way from home, Eastfield depot's Class 37 37692 *The Lass O' Ballochmyle* in Trainload Coal livery rumbles into view at the head of a short permanent way train.**

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the amount of planning and designing that went into them. They have been up now for nearly 12 years and have stood the test of time with no warping or movement.

My favourite part of the layout is the Ferodo river bridge area with the complex trackwork on top of the iron bridge and the river and road beneath at different levels. The road then splits beyond the bridge in front of a rather grubby old general store rising to the left past a seedy 1980s nightclub and climbing over a small river bridge to the right. A mirror was placed behind the river bridge during construction to create an illusion of it meandering beyond.

The river bed was modelled initially with a random mix of suitably coloured and sized stones before Wilko Yacht Varnish was applied in many thin coats, with each allowed to dry before the next was added. Once the varnish is to a depth higher than the stones, a rippled surface texture emerges quite different to the surface of the canal a few baseboards along. To disguise where the canal meets the backscene I built the entrance to a set of lock gates with the ground rising at that point.

Signalling is all semaphore, built using components from MSE and Alan Gibson. The beauty of building your own is the same as building track - you can customise items to work with the plan. A collection of lattice, concrete and steel post signals exists on Hawkswood along with a couple of working ground signals.

The control of these signals was hastily reworked in the four weeks before *Hornby Magazine* visited, with a wire in tube system using GEM levers fitted using 1.2mm stainless braid wire and curtain rodding. After bumping my head a few times under Hawkswood (one time quite badly), I started wearing a cycle helmet to keep my head safe. If there is one thing I really dislike, it's working under baseboards!

THE FLEET

The locomotive stud at Hawkswood is rather an eclectic mix and does not fully reflect the rolling stock seen in the area, due in part to my passion for digital sound insallations. A collaboration with Legomanbiffo meant I focused for a long time on the running of a part-time sound-fitting business and it was necessary to have a broad selection of locomotive types to accommodate all sorts of developments and modifications.

The layout's rolling stock roster includes a pair of Bachmann Class 25s each fitted

6 **Class 31 31235 accelerates following departure from Hawkswood Junction, with a formation of Eastern Region stock.**

7 **BR blue Class 56 56011 restarts its heavy MGR coal train over the town's distinctive iron bridges, bound for a nearby power station.**

with two EM2 speakers and an iPhone 7 Plus speaker, a Bachmann Class 37 fitted with two EM2s and a bass reflex, a Hornby retooled Class 56 with EM2 and bass reflex, a Bachmann 'Deltic' with two EM2's, a bass reflex and an iPhone 7 speaker and a full length High Speed Train with the dummy car featuring an EM2 and my custom variation to it. The powered end has an EM2 in the locomotive and my EM2 custom variation wired into the Trailer Guard Standard (TGS) coach.

As far as future projects are concerned there are two locomotives in the pool that I want to fit with sound - a renumbered Hornby Class 31 in weathered BR blue and a Bachmann limited edition Class 24 in Railway Technical Centre (RTC) livery which is being detailed up at the moment, ready for pairing with RTC Mk 2's from Accurascale. The Class 24 will have the same modifications as the two '25s', with a pair of EM2s and an iPhone speaker of some description.

A timetable has never been applied to Hawkswood - I get more than my fill of timetables in my day job!

EXPERIENCE GAINED

I have learned that a pleasure shared as they say is a pleasure doubled. The social aspect to this hobby of ours is great. Having like-minded guests round can be wonderful and also a fantastic opportunity to share knowledge, skills and ideas.

I've also learned that sometimes layout designs and scenics benefit from scaling back a touch rather than feverishly attempting to cram as much into a space as possible. Colours are as important in my book as detail. Strong vibrant colours look more believable if toned down. I am trying to think like a painter with a canvas. Also, if you intend to build a tail chasing layout, seriously consider installing a liftable flap to gain access without having to crawl on all fours. The effort put into building it will be rewarded a hundredfold in future years, especially as the years take their toll.

In terms of the shed which accommodates Hawkswood Junction, buildings derived from prefabricated concrete construction are robust, but do ensure on assembly »

that a length of sealant is run between the wall sections and the floor. Also a web of concrete on the inside well where the wall meets the floor is important too. Never use cement based corrugated sheeting for the roof section. This is brittle, cracks and then leaks. I learned this the hard way, as not only did the sheets on my building crack, not enough fall was employed meaning water would loop back under the sheets instead of dripping into guttering.

Having a son with railways coursing through his veins means many hours have been spent sharing this great hobby together. No matter what the weather we always have something to share and do. And now we have a new generation in the fold with my grandson taking an interest in 'Grampy's railway'.

One of the most disastrous moments occurring on Hawkswood happened a couple of years ago. I have a small test track in the workshop above the bench. This facilitates testing locomotives being worked upon without taking them to run on Hawkswood in the main building. The track shares a feed from the Gaugemaster Prodigy next door, meaning I can use the handset in the workshop. I had been looking at a colleague's HST and fitting DCC decoders. The time came to test the power cars and assign address 43, as asked. After programming the power cars, control was somewhat affected by something. A few lengths of the test track were run with the HST struggling to work as commanded. I went into the railway building and the gravity of what had been happening was there before my eyes.

I, too, have a HST set and it also had address 43! To make matters worse, I had left the flap up meaning the HST on Hawkswood had screamed round the bend and shot over the gap before plunging four feet to the ground. The leading power car suffered damage to the front end and, to make things worse, the coaches were my son's Oxford Rail InterCity set running in consist until I had a rake of Mk 3s of my own. Three coaches required repairs and the power car received surgery.

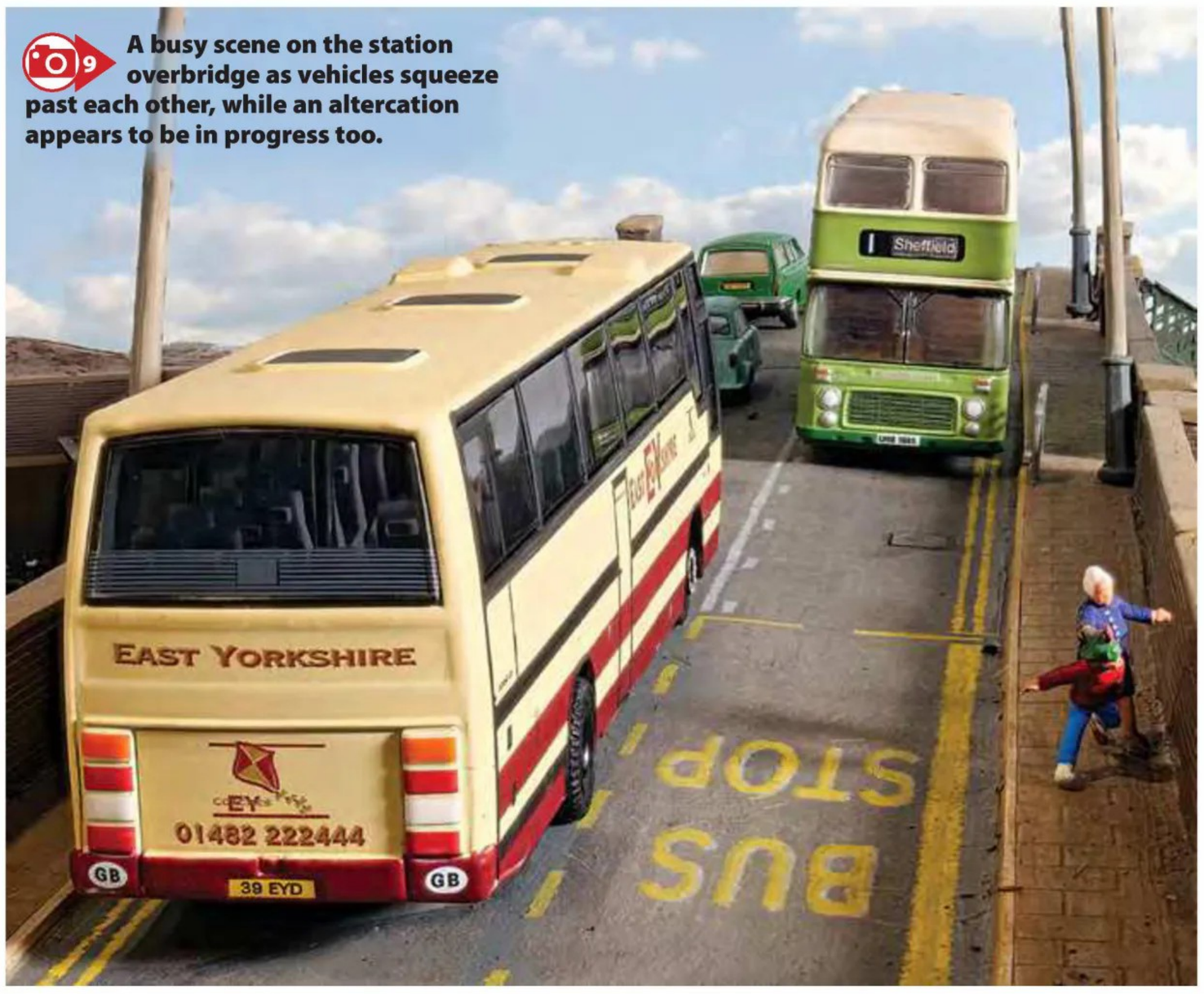
Apart from the locomotives earmarked for future sound fitting, I intend to scratchbuild structures behind the station using industrial Victorian buildings in the Sheffield area as inspiration. The allotments also need to be started in the near future.

Finally, Hawkswood Junction is dedicated to the memory of Peter Bartrop, a great friend, fellow enthusiast and all-round gentleman. **HM**

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

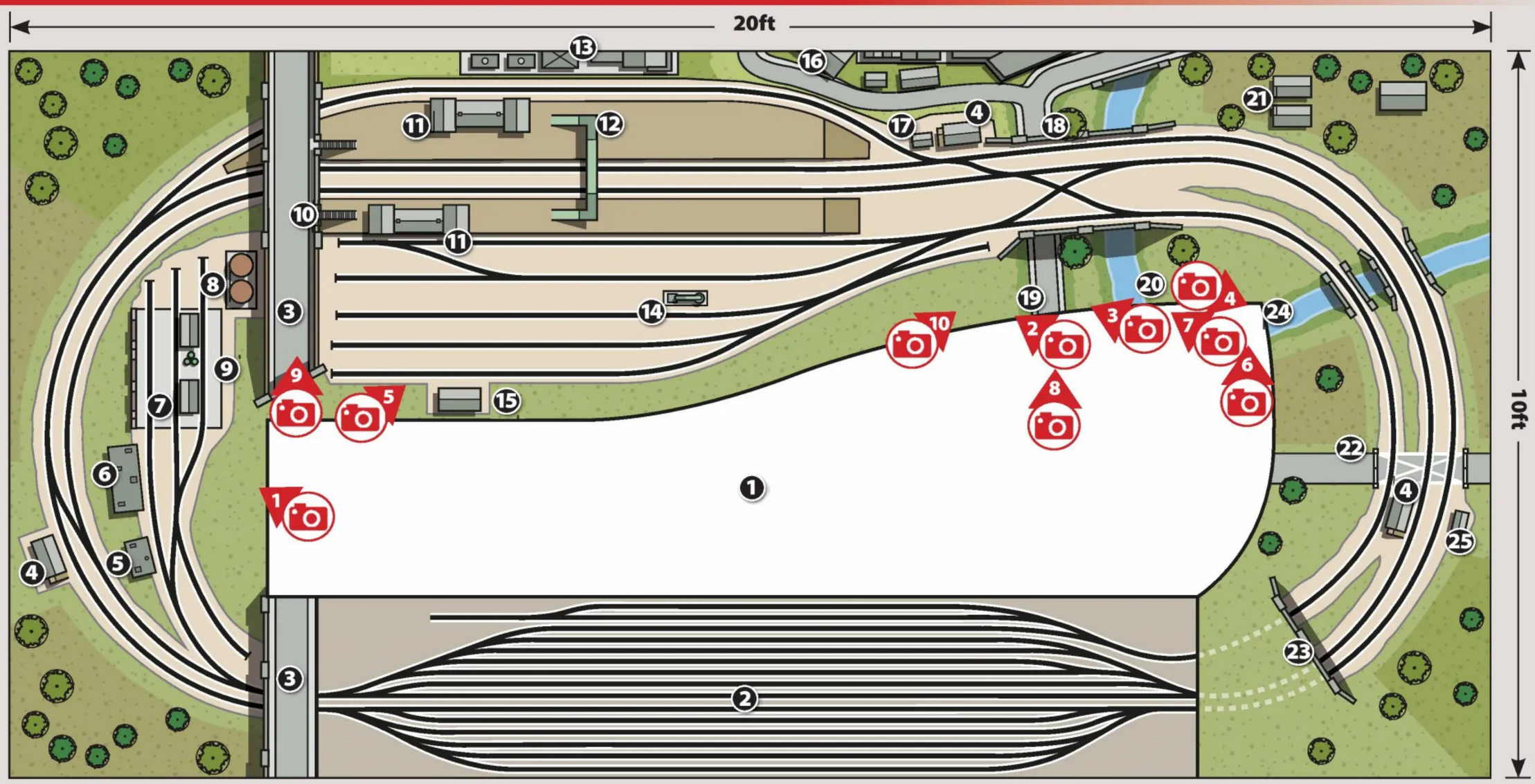
8 Above: **A South Yorkshire Transport Leyland National passes under the Ferodo bridge, as an Austin Maxi heads in the opposite direction. A Sherpa van waits to pull out of the side road alongside the department store in the distance.**

10 **Coal is very much the order of the day at Hawkswood, as Class 58 58028 powers through with a loaded rake of MGR hopper wagons.**



9 **A busy scene on the station overbridge as vehicles squeeze past each other, while an altercation appears to be in progress too.**

HAWKSWOOD JUNCTION TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Operating well	6 Drivers' mess	11 Station building	16 Garage	21 Sheds
2 Storage yard	7 Hardstanding	12 Footbridge	17 Lamp hut	22 Level crossing
3 Road bridge	8 Storage tanks	13 Low relief buildings	18 Bridge	23 Tunnel
4 Signalbox	9 Fuelling point	14 Water crane	19 Road	24 Canal
5 Shunters' mess	10 Steps	15 Yard hut	20 River	25 Lineside hut

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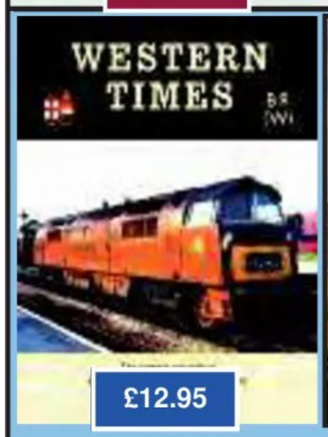

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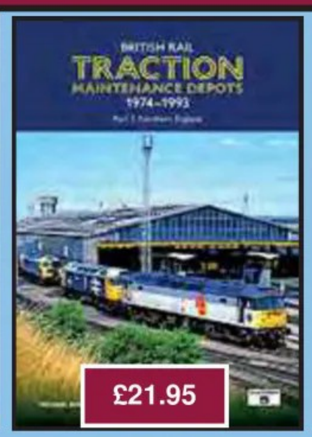

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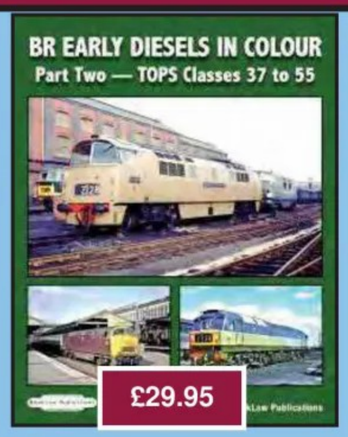

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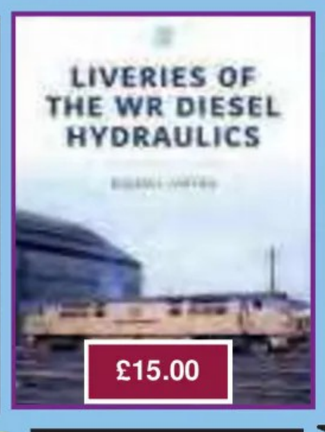

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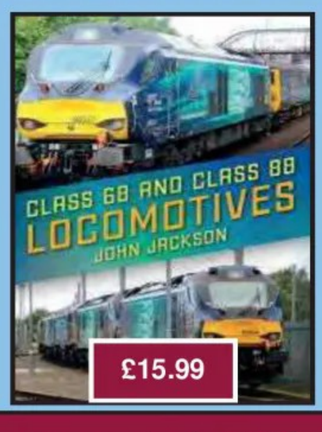

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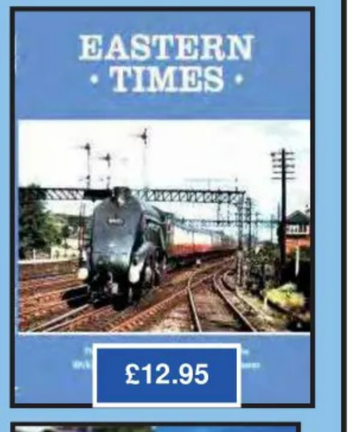

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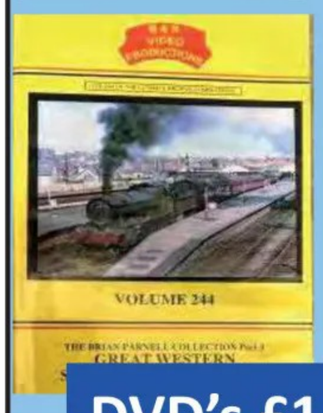

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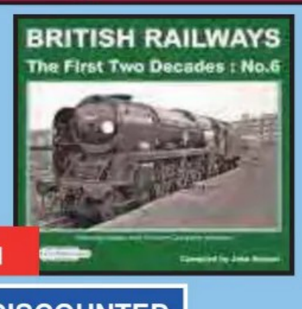

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EIGHT BY FOUR

THE NEW 'OO' STANDARD?

If you have the space, increasing the size of your layout by 2ft in length from the standard 6ft x 4ft template can make a huge difference. **PAUL LUNN** shows some of the possibilities in 'OO' gauge.

ARTWORK/PHOTOGRAPHY, PAUL LUNN

FOR MANY YEARS, layouts using 6ft x 4ft baseboards were almost a UK standard for 'OO' gauge. This derives from a time when we had extremely sharp radius curves and household space was tight. Model railway publishers compounded the concept in their efforts and I'm guilty of that too: trying to squeeze a prototype into 24 square feet isn't easy.

Of course, there's always been the argument that much housing stock, especially new build, has reduced in size, with little space for any kind of a hobby let alone one with such a large footprint. That said, it's only an extra 2ft in one dimension and it really is worth stretching to the larger option whenever you can for increased capacity, operation and impact on design.

For this issue's subject matter, the main sketch shows part of the reality from Port of Blyth (right) and a fictional main line section (left) for my more advanced 'OO' gauge 8ft x 4ft baseboard ideas. In terms of size, volume and composition, I've reduced the height of both hoppers so as to not overwhelm the scene. I've also slewed the track plan at a slight angle across the baseboard to allow sidings on the outside of the circuit, bottom right and top left.

MAKING IT FIT

Remember how, in years past, many of us tried to fit a station in this space - and of course some still do! In the accompanying schematic diagram I've used second radius curves at both ends, allowing for an outside third radius and a minimum of 2ft beyond to the outer edge of the baseboard. Look at the area of containment inside the smaller oval within 6ft x 4ft, then compare it with the larger oval, for 8ft x 4ft, and you can see the immediate benefit.

I wonder how many of us have 4ft x 2ft offcuts from the UK standard 8ft x 4ft sheet of whatever material you use kicking about somewhere or used for a non-railway related project. It seems to me the Americans have been much smarter than us in using the whole sheet size to gain full benefit of the extra space.

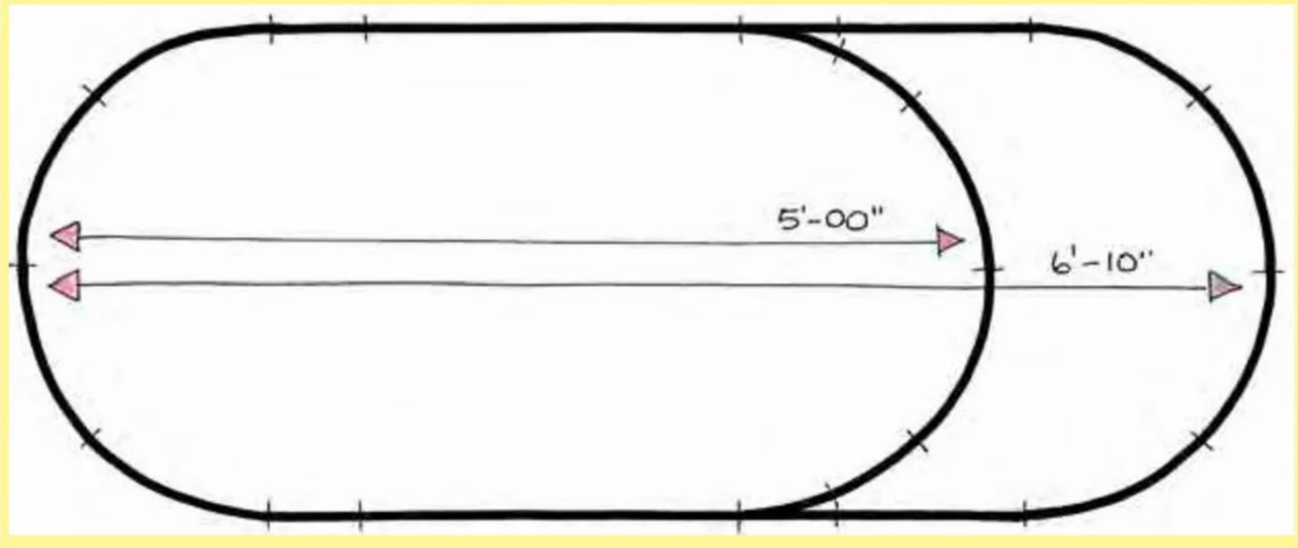
INSPIRATION

In the early 2000s, I received a copy of an inspirational American magazine supplement focussed on 8ft x 4ft plans. Wonderfully illustrated in pen and coloured pencil, if I have any issue it's that most of the 3D perspective illustrations were portrayed as what might be described as 'widescreen' and in reality what you get will be much more compressed.

Fortunately, this didn't detract from the content. None of the plans had a storage yard and operation on any main line circuit was described in laps, implying a longer route. There were typically one or two circuits, restricting the number of through trains, together with multiple freight sidings, some of which could be independently shunted, creating opportunity for further locomotives.

Scenically, most had a view blocking device down the central spine and these were usually a double-sided backscene or buildings and vegetation grouped to form a similar function. I suppose you could argue that one scenic side is almost a storage yard to the other and therefore worth considering the layout best operated by two people, sending trains back and forth from either side.

I want to employ some of these



While our planned scheme could fit within a 6ft x 4ft footprint, the benefit of accommodating the plan in a larger 8ft x 4ft space is clear.

This issue's track plans were inspired by the impressive Alumina terminal complex at Port of Blyth in Northumberland. Our 8ft x 4ft plan will incorporate prototypical structures (right) together with a fictional main line (left).

American practices for a UK-based layout inspired by a small number of North East England prototypes, brought together in one composite design. Please note there are various names given to the location shown on the right-hand side of the 3D illustration, including Alumina Terminal, Rio Tinto and SUF Terminal Blyth.

PROTOTYPE POTENTIAL

During a visit to Northumberland last year I stayed quite close to the Port of Blyth, steeped in railway history and with modern adaptation still in use. I'd had an idea before about designing a layout based on the Port of Blyth, Blyth Harbour, Lynemouth Power Station and Alcan smelter works, with a linking main line all brought together in an oval format. Would this work in a space of 8ft x 4ft, though?

I started by considering all the design implications. The bulk of the layout's sidings and scenic features would have to be contained within an oval of track, with a main line - possibly all single or a mix of single and double track, especially where passing loops are required. The central area could comprise relevant buildings acting as a view-obscuring device between the two long sides.

For this to work, the layout would require access all around and therefore be contained within a larger space of at least 12ft x 8ft. If that space is too large, you might just get away with one short end being placed up against a wall, enabling a reduction to 10ft x 8ft. The main line would represent sections of the old London and North Eastern Railway route from Port of Blyth to Winning Junction and beyond, Ashington easterly to Lynemouth Power Station (in the past going on to Ellington Colliery) and nearby Lynemouth Alcan smelter works branch.

Putting the whole scheme into perspective, let's look at the prototypical elements and then consider how to incorporate some or all of them into a modellable track plan. **HM**

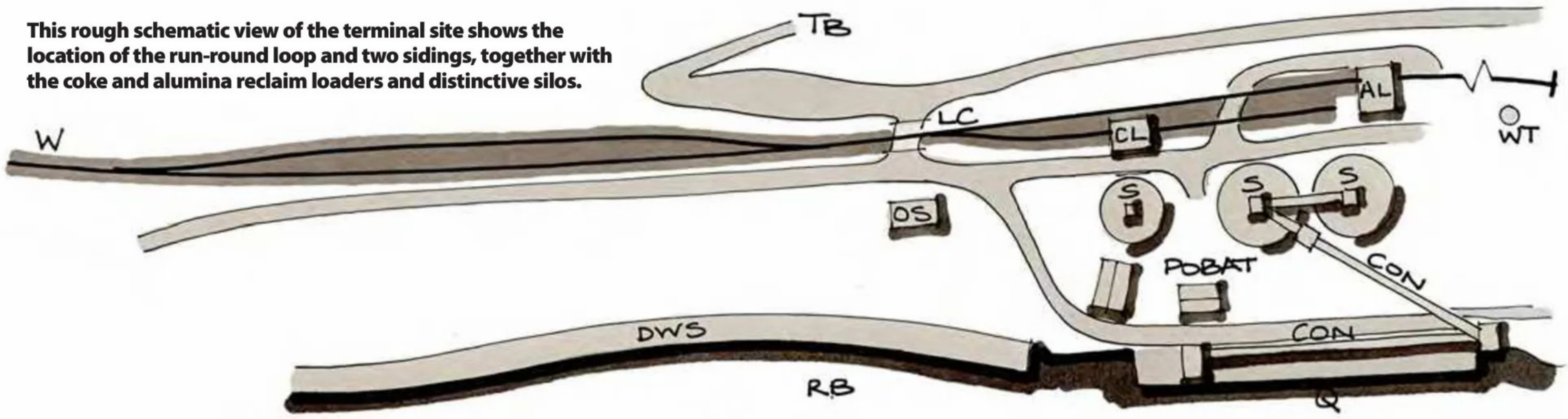
● **For more inspirational modelling features, visit *www.keymodelworld.com*.**

PORT OF BLYTH ALUMINA TERMINAL

When originally opened in 1970 the railhead was known as North Blyth Alumina Import Terminal. It was reconditioned in 1990 and comprises two sidings, deepwater Alcan Quay and three silos. A sample of locomotives for the post-2000 period is inevitably dominated by Class 66s, while in 2011 'Deltic' D9000 was hired to GB Railfreight for use on flows between Lynemouth and Lochaber Smelters on the West Highland Line at Fort William.

If you're looking to add something to increase operational interest there have been a number of specials as far as the limit of Network Rail's responsibility, with LNER 'B1' 4-6-0 61264 and 'K1' 2-6-0 62005 top-and-tailing an enthusiast's special. The real complexity arises in the lack of availability, in 'OO' gauge, for a Unilock E-55s Ro/rail shunter. Given their worldwide popularity and several examples in the UK there's a real case for a manufacturer plugging this gap in the market. In the meantime, it might be possible to convert Bachmann's 'OO' gauge Plasser OWB 10 (Cat No. 36-151) with dummy road wheels. If this is beyond what you want to do, you could justifably use a BR or industrial type instead.

This rough schematic view of the terminal site shows the location of the run-round loop and two sidings, together with the coke and alumina reclaim loaders and distinctive silos.



Above: **Two PC020A Alumina PCA tank wagons are stabled outside the coke reclaim loader at the site, alongside the Unilok road/rail diesel hydraulic shunter used for manouevring the wagons at the site.**

Above: **View looking past the coke reclaim loader towards the alumina reclaim loader, with the three on-site silos visible on the right and wind turbine in the distance. Note also the large discharge chute and metal sheeted roadway at this point.**

Above: **Further along is the alumina reclaim loader, which also features a discharge chute and metal sheeted roadway, as well as a chain and capstan system between the rails.**

Left: **Alumina PCA 55535 at rest outside the coke reclaim loader at the Port of Blyth facility. Revolution Trains is producing all-new 'OO' gauge models of these PCA tanks, including the present-day Alvance branded livery.**

Right: **Here you can see the track layout from the opposite side of the site. Note the damaged sections of corrugated sheeting on the coke reclaim loader, possibly weather-related at this exposed east coast site.**

ALCAN SMELTER TERMINAL

Whilst some buildings remain and there are footings to be spotted in numerous locations, the Alcan smelter ceased production in 2012.

Prior to this, there were two trains a day, each transporting Alumina in 21 wagons. Additionally, coke was supplied from the United States.

Like the terminal at North Blyth, both had been owned by Canadian company Rio Tinto.

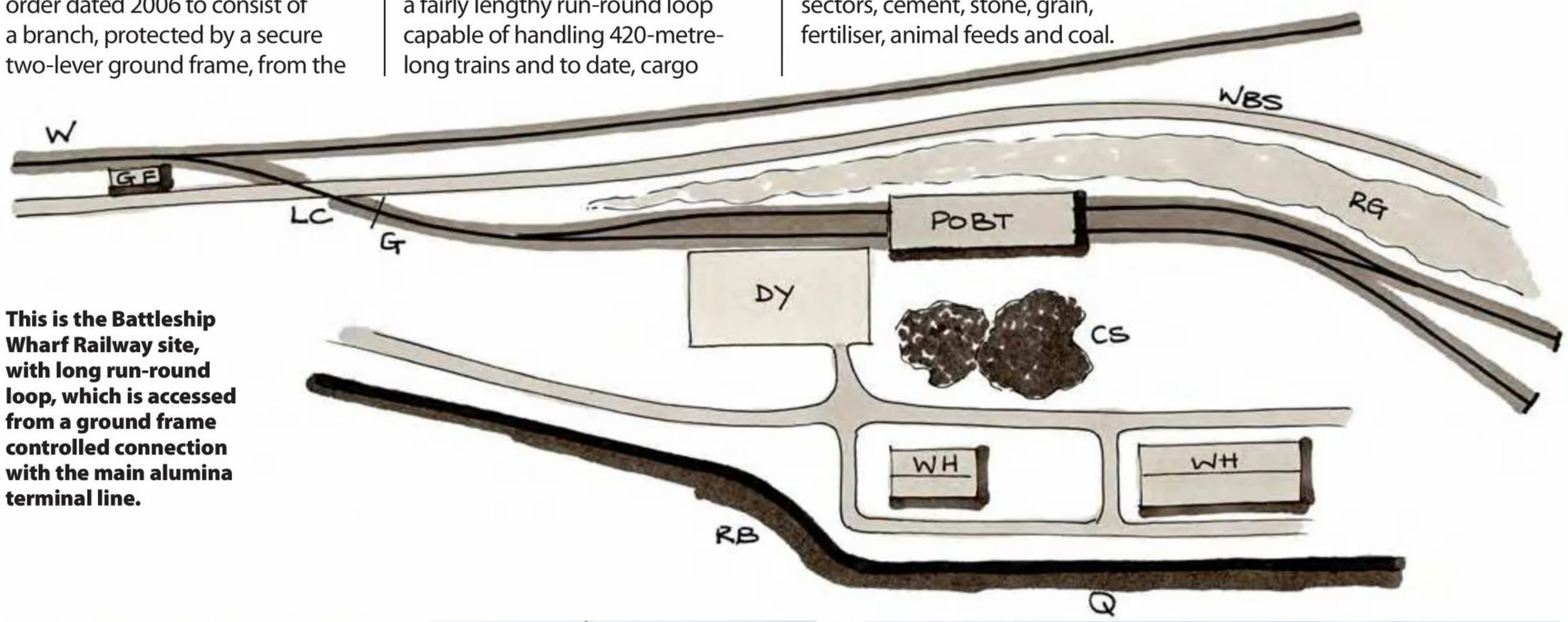
In terms of existing rail infrastructiure, there is a loop at the edge of the works and two long sidings at the opposite end.

● **Note to prototype plans: as all four locations are quite sprawling, plans are not to scale.**

Schematic view of the disused Alcan Smelter terminal.

BATTLESHIP WHARF RAILWAY

The Battleship Wharf Railway track layout was described in a planning order dated 2006 to consist of a branch, protected by a secure two-lever ground frame, from the Alumina Terminal line and crossing over West Bridge Street. There is a fairly lengthy run-round loop capable of handling 420-metre-long trains and to date, cargo has included plywood, cargo for offshore and renewable energy sectors, cement, stone, grain, fertiliser, animal feeds and coal.



This is the Battleship Wharf Railway site, with long run-round loop, which is accessed from a ground frame controlled connection with the main alumina terminal line.

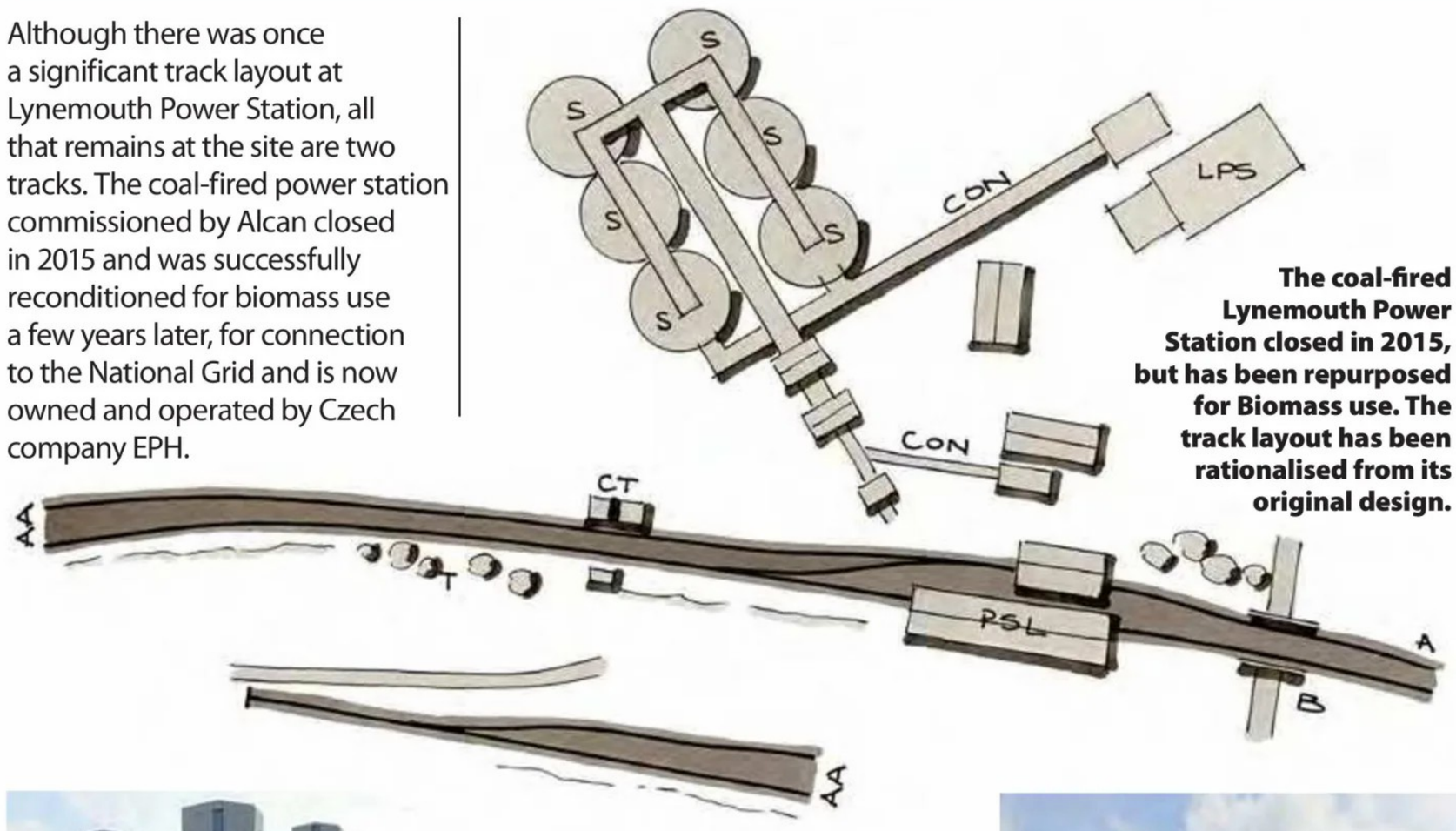
Access to the branch is controlled from this ground frame.

The site here is also protected with a sturdy metal security gate.

Where the line crosses the road, trespass guards are installed on exposed sides of the level crossing, where necessary.

LYNEMOUTH POWER STATION

Although there was once a significant track layout at Lynemouth Power Station, all that remains at the site are two tracks. The coal-fired power station commissioned by Alcan closed in 2015 and was successfully reconditioned for biomass use a few years later, for connection to the National Grid and is now owned and operated by Czech company EPH.



The coal-fired Lynemouth Power Station closed in 2015, but has been repurposed for Biomass use. The track layout has been rationalised from its original design.

Above: **Lynemouth Power Station**

Below: **The sheer size and scale of the land here is clear in this view of the power station site.**

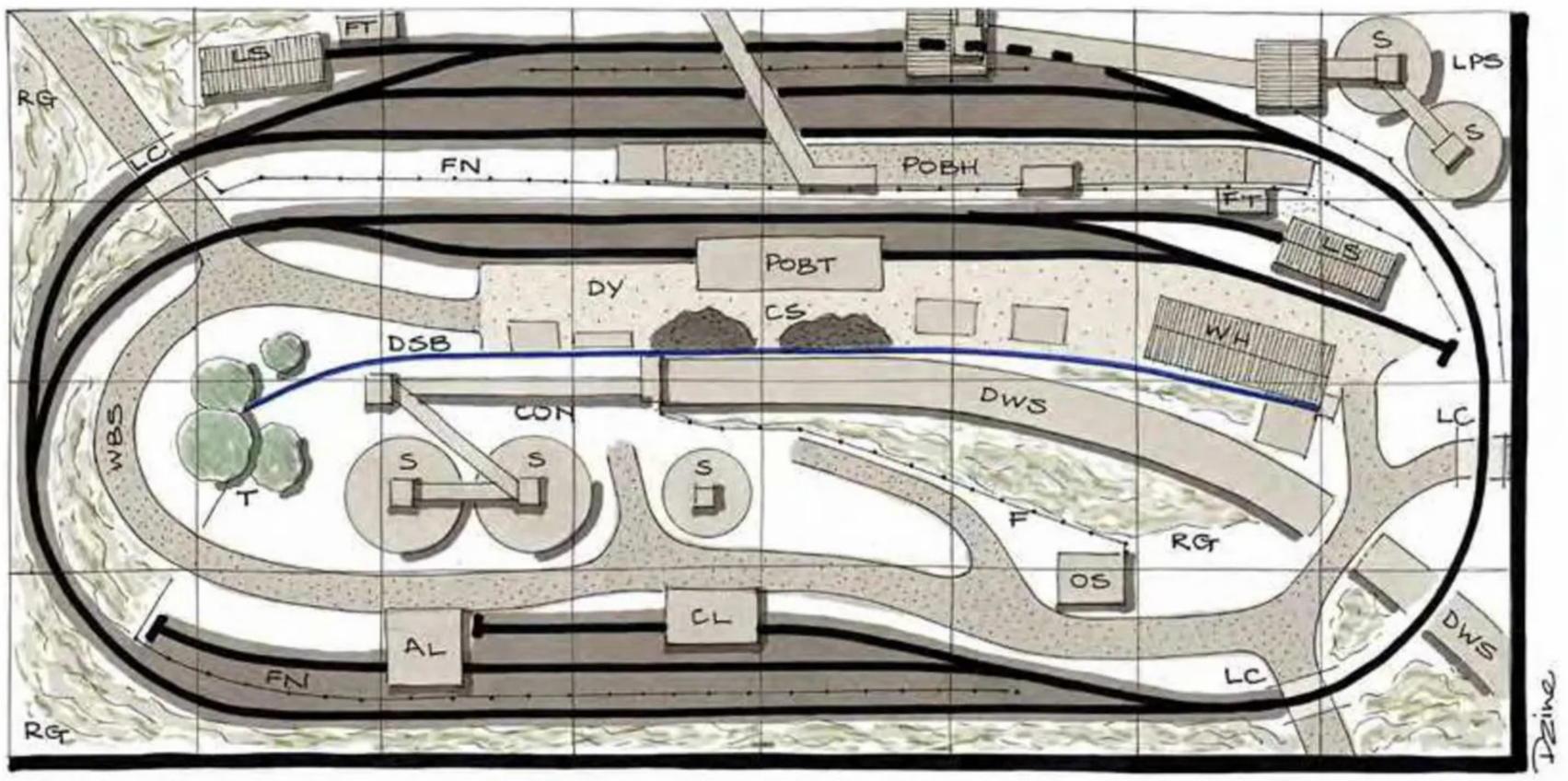
Left: **Six distinctive silos dominate the scene at the Lynemouth Power Station site.**

MODEL PLANS - VARI

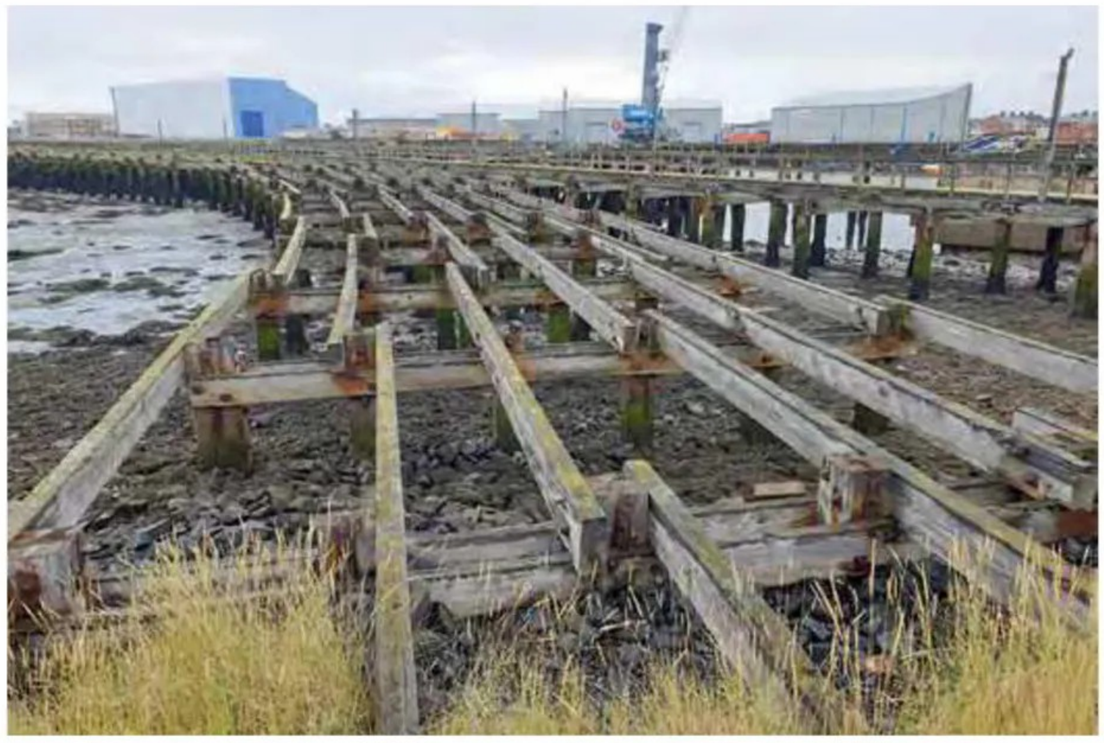
PLAN A

The first, entirely set track, plan consists of three loops along the top edge with one track serving the Lynemouth Power Station unloader, one a fictitious station halt, inspired by proposed plans to bring back passenger services to the area, and between the two, a shared run-round loop. I've also added a fictional industrial locomotive shed for added interest. Between these loops and a central double-sided backscene is the Port of Blyth railhead, again with a potential fictional industrial locomotive shed.

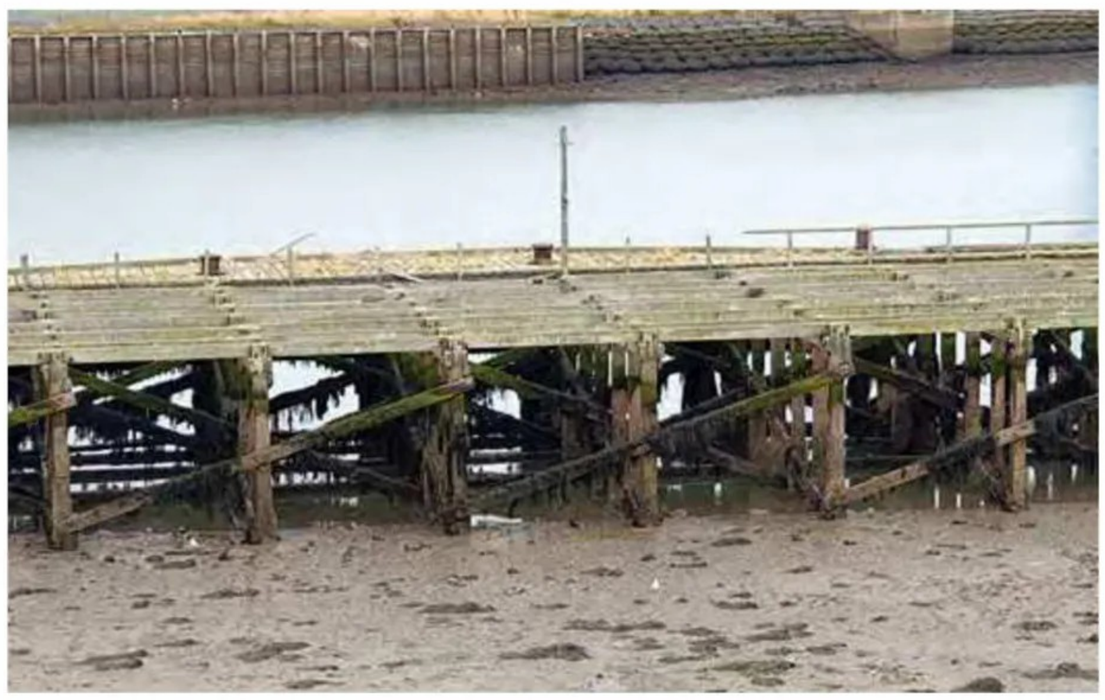
On the opposite bottom edge of the baseboard is a representation of North Blyth's Alumina terminal with the old, redundant wooden staithes masking the joint between 3D modelling and 2D backscene. The track circuit, which is all second radius, is unlike the prototype but aids operational movement, especially shunting and running around.



Above: **Our first take on the location, incorporating the main elements with three loops and the power station loader along the top edge and representation of the disused wooden staithes further down in front of the scene break. Second radius curves are used throughout.**



The redundant wooden staithes are a distinctive feature at this location.



Plenty of modelling potential here to create the mud, seaweed and algae build-up on the wooden structure.

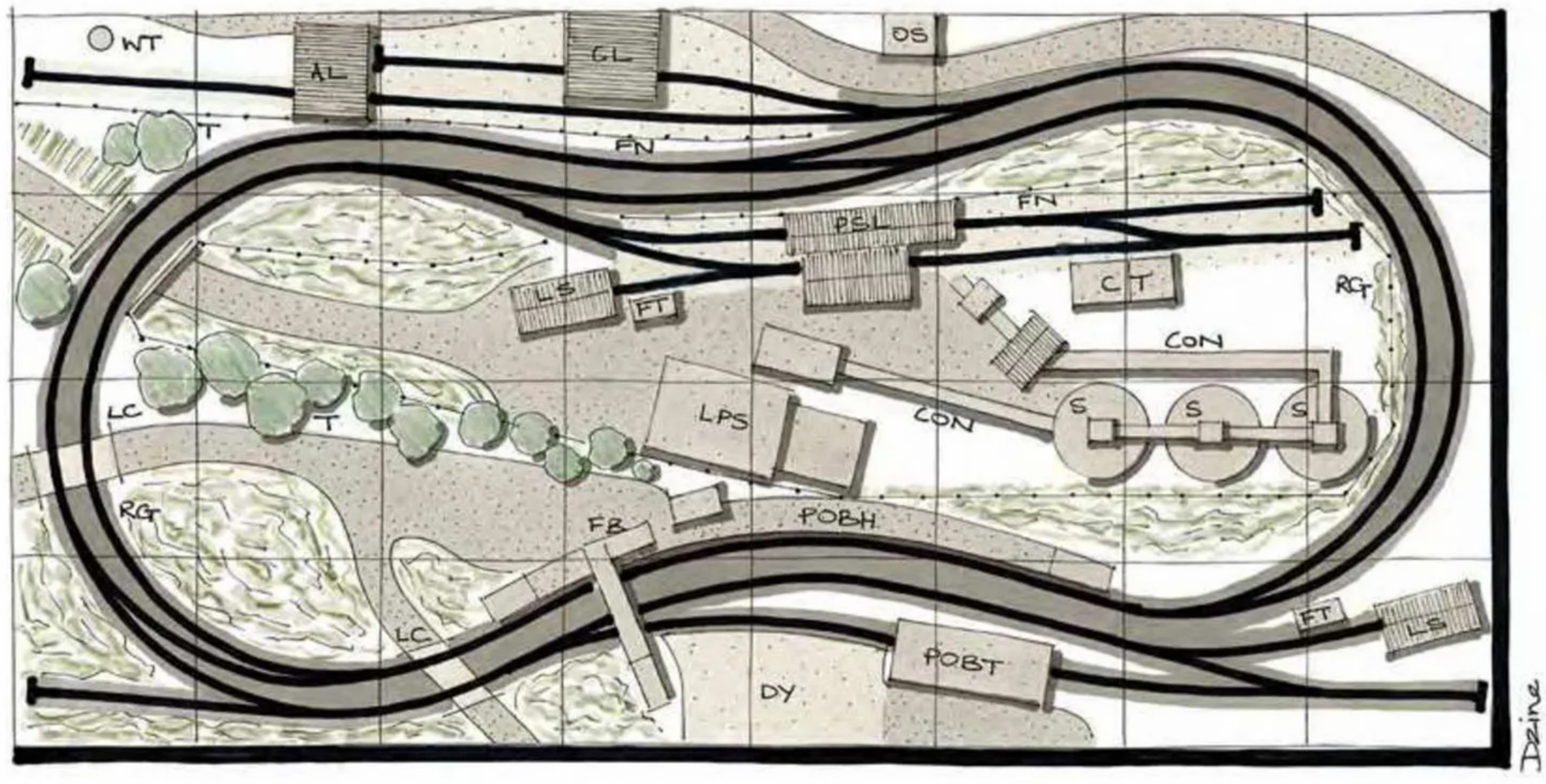
PLAN C – STREAMLINING THE DESIGN

Whilst the previous two plans are quite rigid from their use of sectional track, this dog-bone arrangement, with partial use of flexible track, presents a more organic and natural looking railway.

Only the second and third radius curves at each end are rigid geometry. With this layout I have created a more effective space for the Alumina/Coke Import Terminal, top left (see 3D illustration), and Port of Blyth railhead bottom right.

There is no centrally dividing backscene, as an arrangement of silos, power station and trees creates a 3D view blocking device between both sides of the layout.

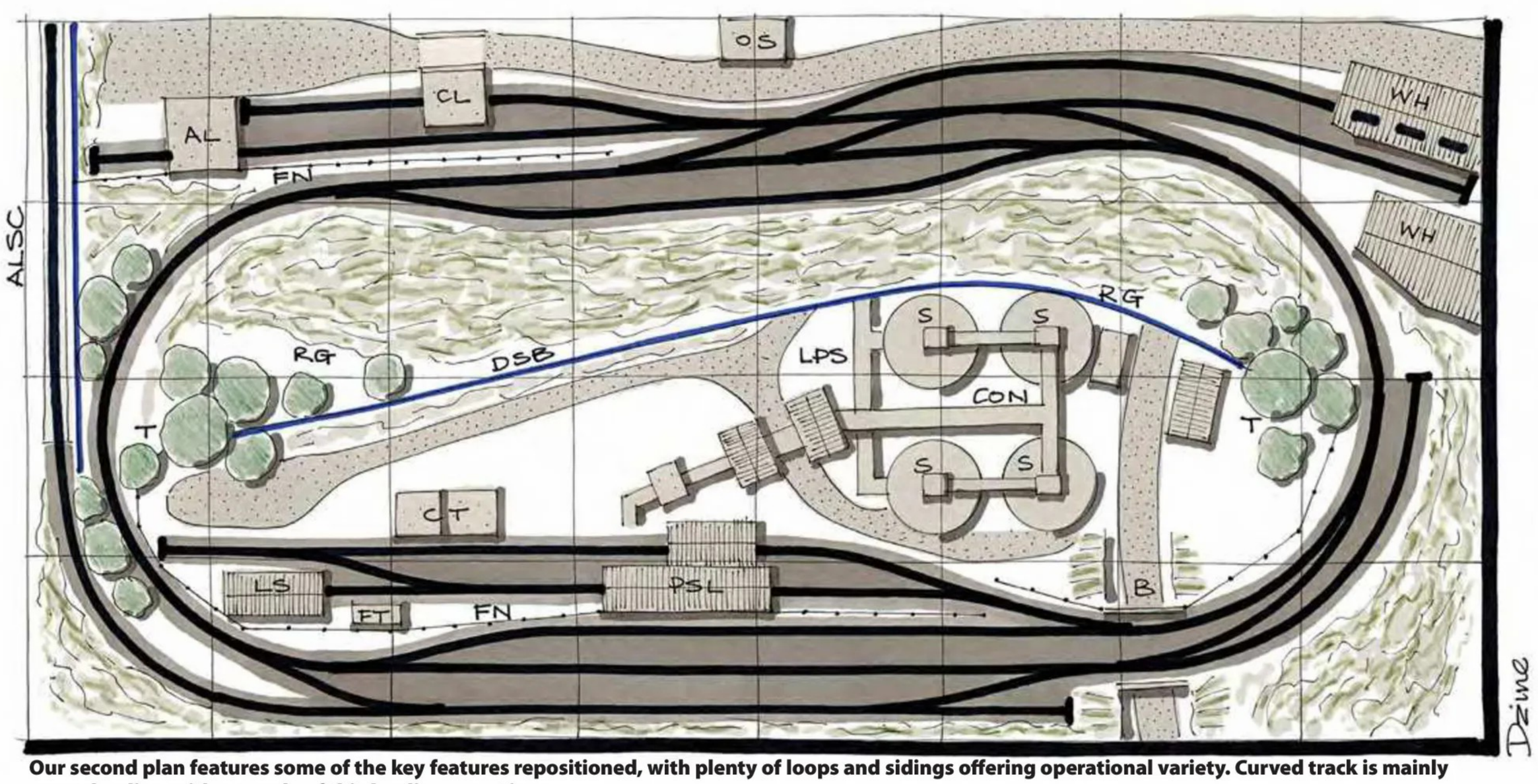
Whilst there is a bridge requiring a section of dropped baseboard, this could easily be replaced with a level crossing, for those looking for an entry-level solution. Of the three, this is the only model plan showing a wind turbine, with a selection of suitable models available from the Gaugemaster, Ten Commandments, Kibri (1:87 scale) and Faller (1:87 scale) ranges.



This third 'streamlined' plan makes more use of flexible track, together with second and third radius curves, where necessary.

ATIONS ON A THEME

PLAN B



Our second plan features some of the key features repositioned, with plenty of loops and sidings offering operational variety. Curved track is mainly second radius, with a couple of third radius exceptions.

This iteration of the diagram imagines the harbour to be positioned off the top baseboard edge adjacent to the Alumina import terminal and Port of Blyth Dock.

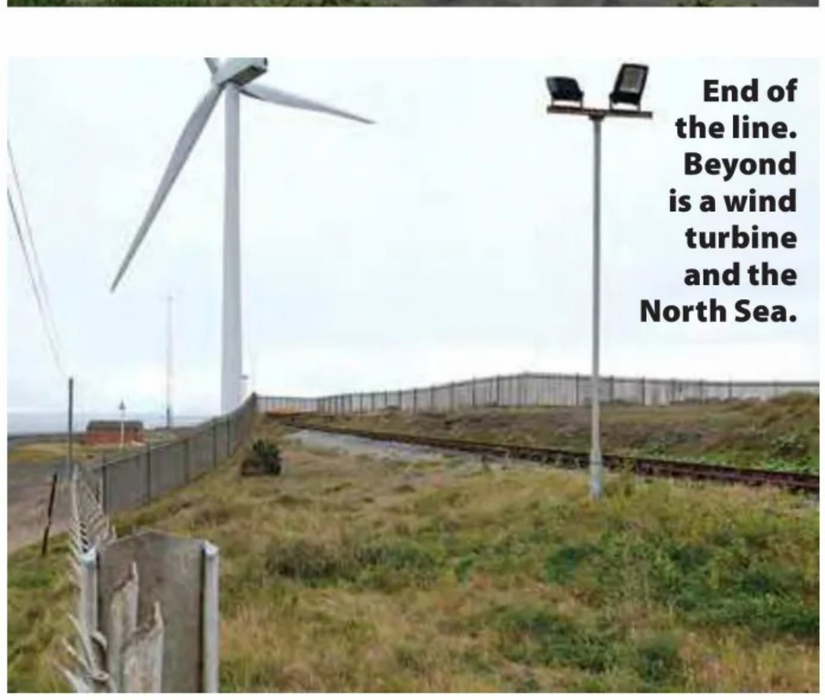
With an offset double-sided backscene, masked at each end with groups of trees. I've been able to include a substantial amount of the silos at Lynemouth Power Station, shifted into a different position to those of the prototype making best use of the space. There is a solitary loop here and a fictional industrial locomotive shed.

Below the power station loader, there are three main line tracks - the lowest serving a non-scenic cassette representing the Alcan smelter branch, extreme left and the remaining two for passing trains and train holding.

Curved track is primarily second radius with the exception of the headshunt bottom right and part of the curve to the warehouse top right of the diagram, which are both third radius.

There is much detail here, including the conveyor system, walkways and ladders, as well as a metal buffer stop and improvised barrier/reach wagon.

Another view of Lynemouth Power Station. Note the large concrete chimney.



End of the line. Beyond is a wind turbine and the North Sea.

KEY (ALL PLANS)	
A	To Ashington
AL	Alumina reclaim loader
ALSC	Alcan Lynemouth smelter cassette
B	Bridge
CL	Coke reclaim loader
CON	Conveyor
CS	Coke stockpile
CT	Control tower (railway)
DSB	Double-sided backscene
DWS	Derelict wooden staithe
DY	Decommissioning yard
FB	Footbridge
FF	Foundations/footings
FT	Fuel tank
FN	Fence
G	Gate
GF	Ground frame
LC	Level crossing
LPS	Lynemouth Power Station
LS	Locomotive shed
O/S	Office/security
POBAT	Port of Blyth aluminium terminal
POBH	Port of Blyth halt
POBT	Port of Blyth transhipment shed
PSL	Power station loader/unloader
RB	River Blyth
RG	Rough ground
S	Silos
T	Trees
TB	To beach
W	To Winning Junction
WBS	West Bridge Street
WH	Warehouse
WT	Wind turbine
Q	Quay

● **Note to all model plans: each square represents**

DIG for VICTORY

If your 1940s layout has houses and gardens in it, the odds are it will have an Anderson shelter amongst the fruit and veg. **DAN EVASON** unearths a range of techniques to create this fascinating scene.

AS the Second World War loomed in the late 1930s, Britons were encouraged to have bomb shelters constructed in their gardens. When war broke out in 1939, keen to eke out the nation's food supply, the Government encouraged as many people as possible to grow their own produce in the Dig for Victory campaign. Householders embraced the need, with home-grown fruit and vegetables supplementing tightly controlled rations which provided a sufficient but often uninspiring diet to the nation.

Previously manicured lawns and flower beds were dug up and the soil turned over. With non-essentials in short supply (if they could be obtained at all), improvisation was the order of the day.

With that in mind, I wanted to recreate a 1940s themed garden which could be used in a rural or urban setting and could be accommodated within any size of space. The key element for this project was detail. Using some fantastic products from Modelu, Scale Model Scenery and others, I think I have achieved my goal. **HM**

● **Visit *www.keymodelworld.com/making-a-scene* to read our full collection of scenic modelling guides.**

Dan Evason's latest 4mm scale project is this detailed wartime garden scene, ideal as a space filler on a layout or diorama.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Anderson shelter	Scale Model Scenery	LX360-OO
Bicycles	Scale Model Scenery	MP041-OO
Burnt coarse flock	WW Scenics	WSLF-001
Burnt Grass fine turf	Woodland Scenics	T44
Burnt Sienna acrylic paint	Daler-Rowney	221
Das air drying modelling clay	Hobbycraft	5012811000
Dark clump foliage	Woodland Scenics	FC57
Flat Black acrylic paint	Vallejo	70950
Flat Brown acrylic paint	Tamiya	XF10
Flowers (four colours)	Woodland Scenics	T48
Fruit and vegetable crates	Scale Model Scenery	LX233-OO
Garden and DIY tools set	Scale Model Scenery	LX361-OO
Garden path	Scale Model Scenery	N/A
Gardener's bundle pack	Modelu	9036-076
GWR lamp huts	Scale Model Scenery	LX488-OO
Light clump foliage	Woodland Scenics	FC58
Light Sea Grey acrylic paint	Vallejo	70973
Olive Green coarse flock	WW Scenics	WSLF-017
Paling fencing	Scale Model Scenery	LX433-OO
Roket card glue	Deluxe Materials	AD57
Tree and foliage spray adhesive	WW Scenics	N/A

USEFUL LINKS

Daler-Rowney	*www.daler-rowney.com*
Deluxe Materials	*www.deluxematerials.co.uk*
Hobbycraft	*www.hobbycraft.co.uk*
Modelu	*www.modelu3d.co.uk*
Scale Model Scenery	*www.scalemodelscenery.co.uk*
Tamiya	*www.tamiya.com*
Vallejo	*www.acrylicosvallejo.com*
Woodland Scenics	*www.bachmann.co.uk*
WW Scenics	*www.wwscenics.com*

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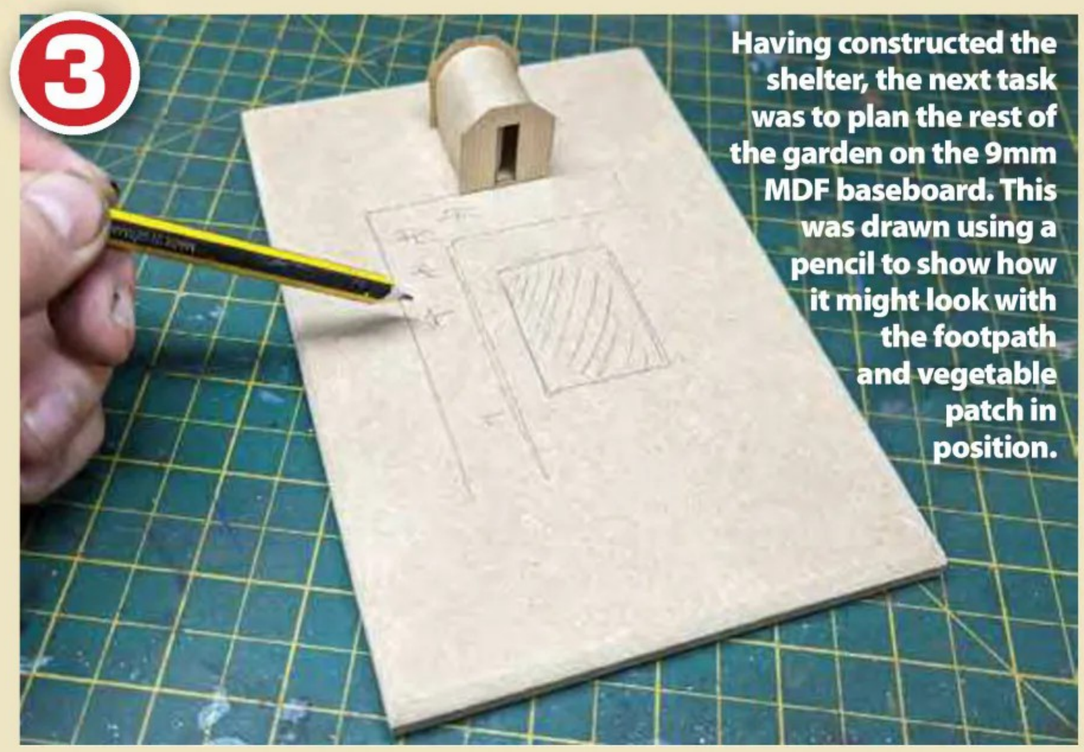
STEP BY STEP GUIDE

DEVELOPING A 1940S GARDEN SCENE

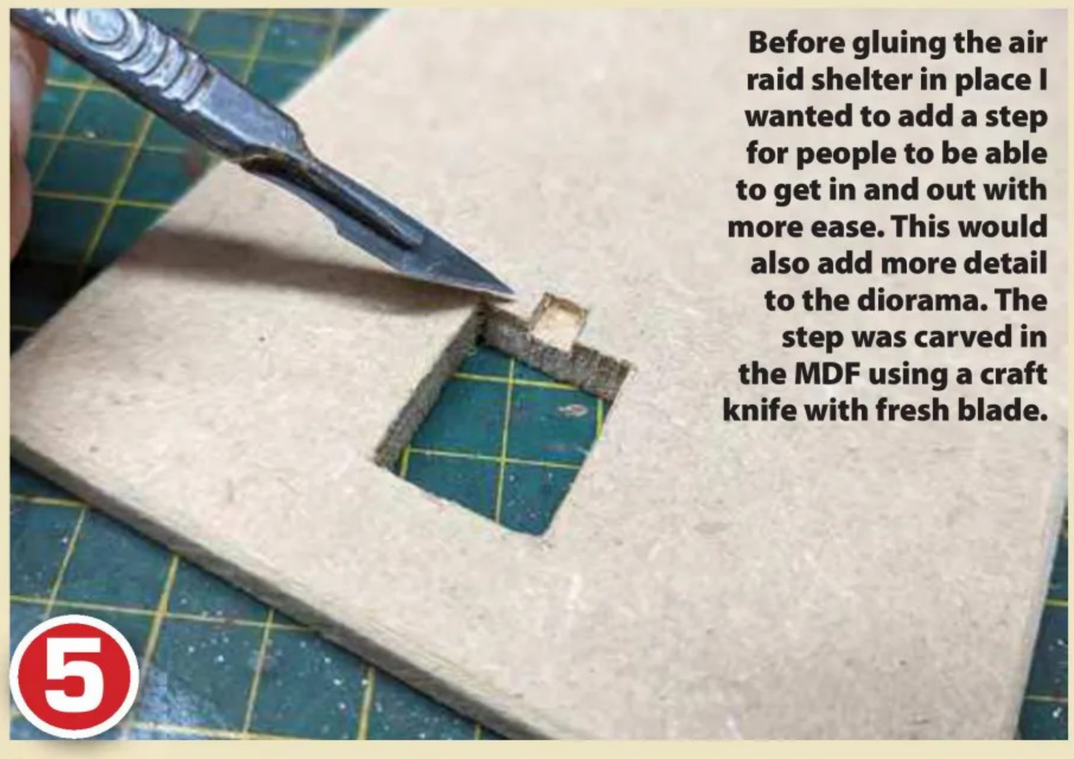
No wartime garden should be without an Anderson air raid shelter at the bottom of the garden. Scale Model Scenery produces this 4mm:1ft scale laser-cut version. As this was going to be a key element in this small garden scene, it would determine where everything else would be placed.

With the Anderson shelter structure coming together, the tricky bit is coaxing the corrugated card to bend in a direction it wasn't supposed to. After rummaging around my workbench for something to use as a former, I settled on a Vallejo paint bottle. Using my thumb, I gently massaged the card into the correct shape and secured all parts in place with Deluxe Materials Roket Card glue.



Having constructed the shelter, the next task was to plan the rest of the garden on the 9mm MDF baseboard. This was drawn using a pencil to show how it might look with the footpath and vegetable patch in position.

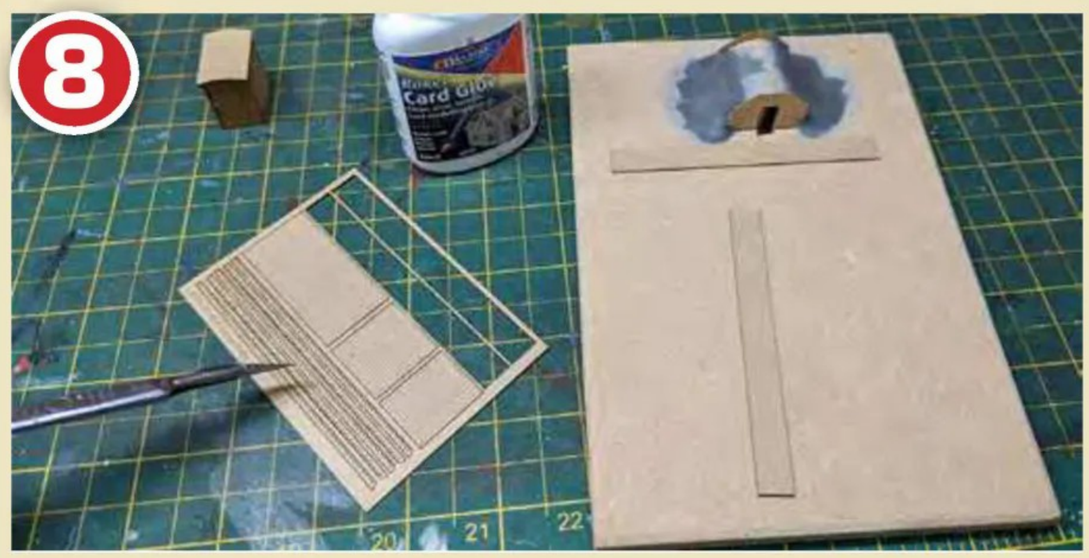
Anderson shelters were sunk into the ground. I started by drawing around the shelter, then cut out the small area with a power tool to allow the shelter to be sunk into place. I had to trim the sides of the shelter to fit the hole, which added to the effect of it being sunken into the ground.



Before gluing the air raid shelter in place I wanted to add a step for people to be able to get in and out with more ease. This would also add more detail to the diorama. The step was carved in the MDF using a craft knife with fresh blade.

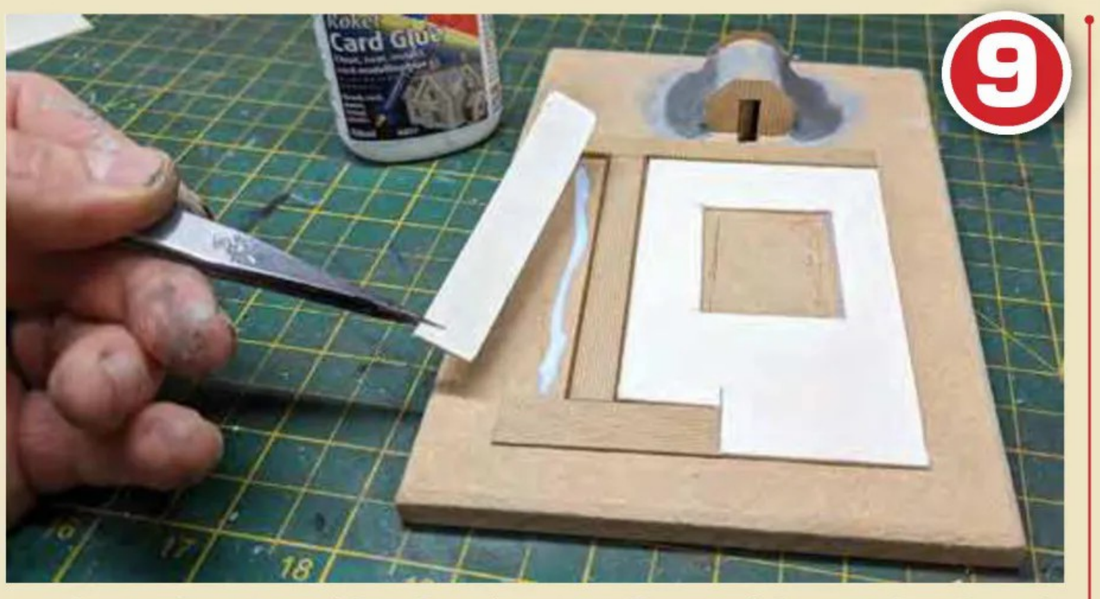
Next, focus turned to developing a garden shed as somewhere to store garden tools. During an internet search, most available sheds appeared to be of a modern design, so I settled on this GWR lamp hut from Scale Model Scenery instead.

With the air raid shelter firmly glued into place, some DAS air dry modelling clay was used to create the effect of the shelter being buried. The real structures would have had at least 15in of soil covering the roof to help withstand a bomb blast. Be careful not to press too hard on the shelter when applying the clay.



As this was only a small garden diorama, I was keen to add as much detail as possible. I wanted to add a brick path down the length of the garden to the shed as well as across the rear of where the house would be. Scale Model Scenery's range includes this engraved brick path and edging, which is ideal.

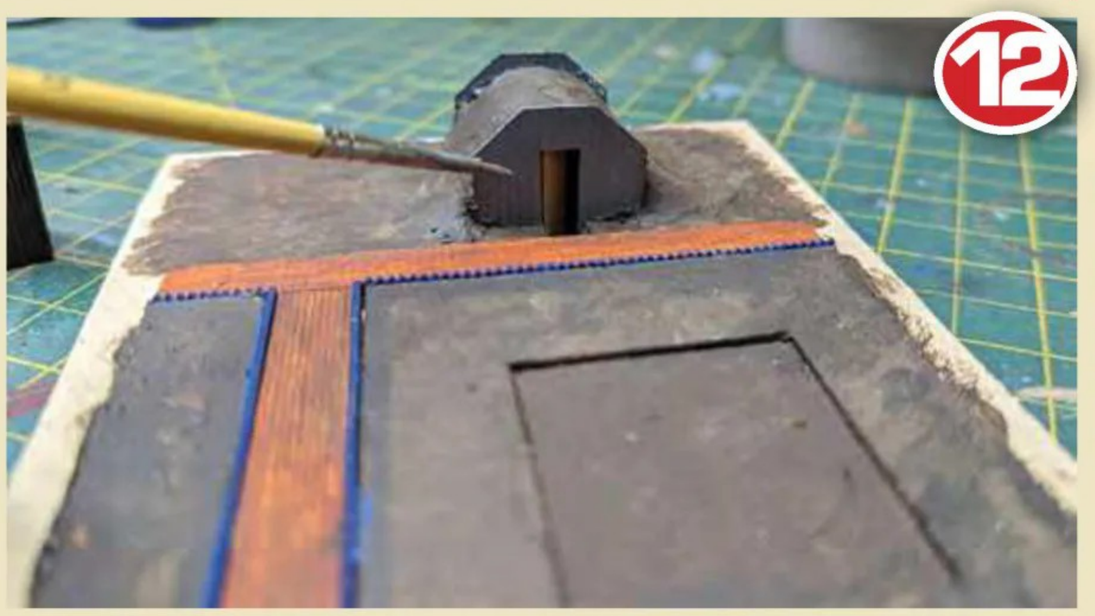
Intermediate
Beginner SKILL LEVEL Advanced



For the gardens, I considered cutting a small area of the MDF baseboard to create depth for the vegetable patch. However, a less destructive and simpler option was to raise the area around the patch using some 2mm art mounting card. This was measured, cut to shape and glued in place.

Painting was the next stage. I wanted to add texture to the earth, rather than simply painting the scene brown. Having mixed some WW Scenics (WWS) earth weathering powder into the paint, I discovered I couldn't apply the mixture easily as the paint had become paste-like, so a stippling technique was employed.

Using Vallejo Oxford Blue for the edges of the bricks and Daler-Rowney Burnt Sienna for the main brick path, I painted it. Don't worry if the colours don't look quite right at this stage - they will lighten as they dry.



With the earth and footpath paintwork now dry, the visible parts of the Anderson shelter were painted using Vallejo Light Grey and a size 0 paintbrush.

To create a realistic bitumen finish to the corrugated tin garden shed, a patchy Vallejo Flat Black acrylic paint finish was applied. Once dry, this was given a subtle application of Town and Country Scenics Dark Rust.

With the basics now in place, we can start adding the details. For the vegetable patch, I wanted to add a row of runner beans. To create the bean plant itself, I use Woodland Scenics Dark Green clump foliage as the main plant, trimmed into shape and glued in place.

Wishing to really push the detail, I added a few red Woodland Scenics flowers to the bean plants to replicate the real things. Using an old paintbrush and a few spots of PVA over the green foliage, the red powder was sprinkled onto the plants with the excess blown away.

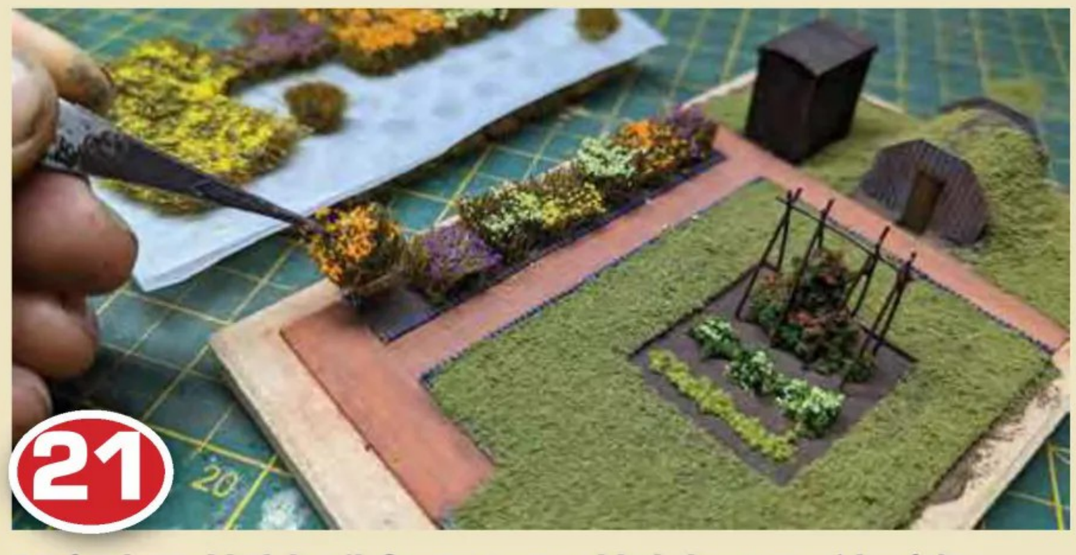
No runner beans would look right without the criss-cross bean poles supporting them. To create these, very fine solder was used, cut into roughly nine lengths. Using a small drill, eight holes were drilled and the solder was then glued in place with superglue. Once dry, I then bent them inwards and the ninth pole was then added and glued to hold the whole structure together across the top.

With the bean poles glued together, they were very carefully painted brown using Tamiya Flat Brown acrylic. A slow and methodical approach is best when painting fine detail areas such as this to prevent mistakes.

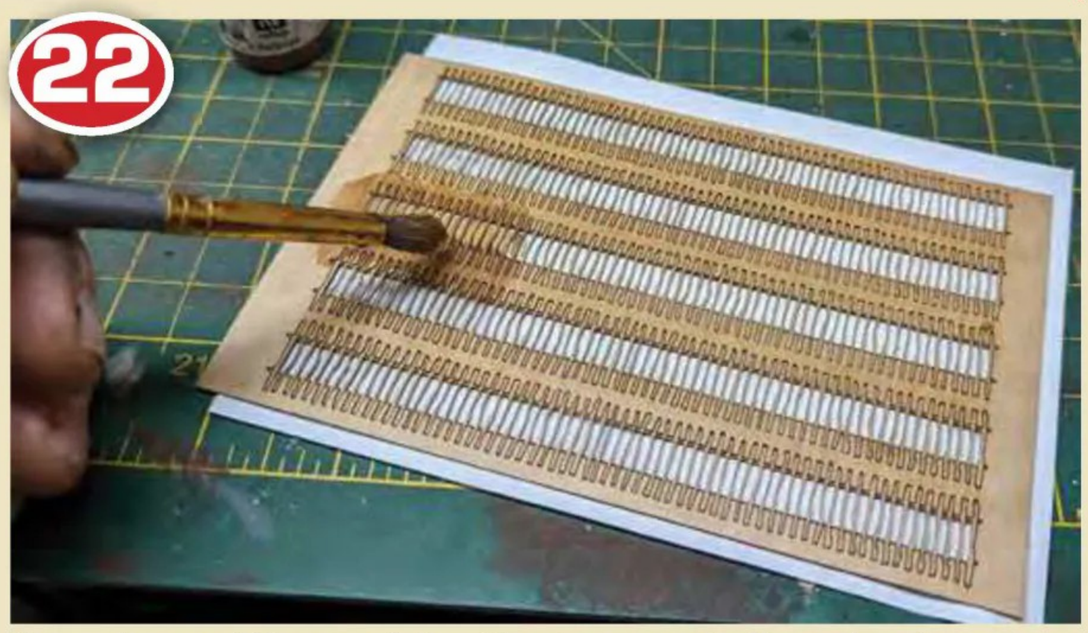
For the next row of vegetables I wanted to create cauliflowers, again using the Woodland Scenics clump foliage. For this, three small clumps were selected and glued in place. Once fixed, a small spot of PVA glue was applied to each one before pale green flock was sprinkled over to complete the cauliflower appearance.

For an additional space filler in the vegetable patch, a row of carrots was included. This was created by applying a line of PVA followed by WWS Olive Green flock over the top.

As I wanted to reflect a well-tended lawn (although this might have been rather unusual) I created this using PVA glue and Woodland Scenics Burnt Grass rather than using static grass. For added visual effect (and the fact the soil may not have been that good on top of the air raid shelter) I decided not to add grass to the very top.



For further added detail, flowers were added along one side of the garden. These were formed from WWS self-adhesive tufts as the basis, together with the Woodland Scenics flower making kit. WWS foliage adhesive was applied to the tufts first, followed by a sprinkling of different colours from the kit.



No garden would be complete without some sort of boundary fence or wall. For this I used Scale Model Scenery paling fencing. As this is a laser-cut wood product, I simply added a brown wash and left it to dry.

The fence was glued in place using superglue. To give the impression that the shed had been there for a long time, a bush was added to the side. This was created using Woodland Scenics Light Green foliage, trimmed and secured in place.

To create some visual height for the diorama, an apple tree was added. This was formed using sea foam, tree and bush foliage spray, along with a mix of WWS Burnt and Olive Green flock. For added realism, the tree was turned upside down and Woodland Scenics red flower powder was sprinked on the underside branches to represent the apples.

Intermediate
Beginner SKILL LEVEL Advanced

25

Around the shed I added some scrub using leftover flock from the apple tree. This was secured with PVA, as was a black painted 4mm scale laser-cut bike. Wartime markings were added to the front and rear mud flaps.

26

Having looked closer at garden air raid shelters, I happened across a photograph of an example with some fruit boxes in front of it. To replicate this, I ordered a pack of Scale Model Scenery laser-cut fruit boxes. Whilst the parts are quite fine, they build easily and quickly, using small amounts of glue.

27

With the fruit boxes now dry, they were placed on the diorama with a set of tweezers and a spot or two of PVA used to secure them, adding to the overall appearance.

28

A selection of laser-cut garden implements was also painted using Vallejo acrylic paints. Having picked a selection of the most appropriate, they were coloured accordingly whilst still on the fret.

29

When the paint was dry, the tools were snipped from the fret and placed around the garden to give it a well-tended feel.

30

For the finishing touch, a bundle pack of 4mm scale gardeners from Modelu's 3D-printed finescale figures range was acquired. These were painted and fixed in place, really bringing the scene to life.

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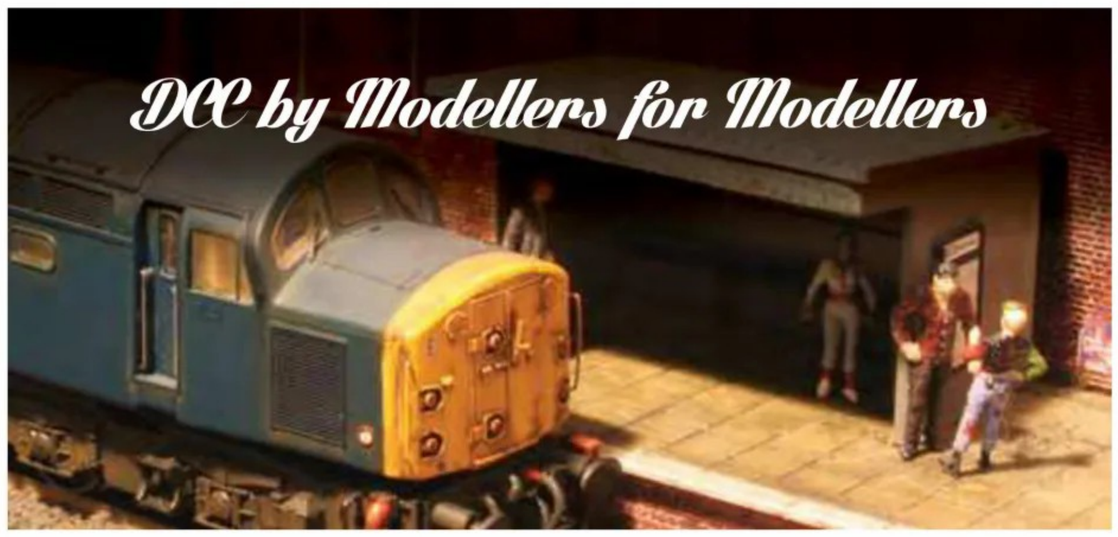

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BUILDING A DIESEL DEPOT PART 4

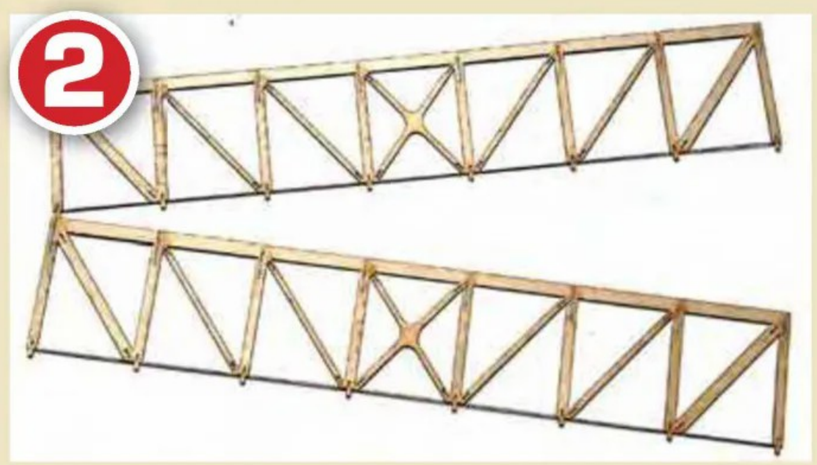
'BIRDCAGE BRIDGE'

In the fourth and final feature, **MIKE WILD** builds PJM Models' laser-cut GCR 'Birdcage Bridge' and explains how it was installed as a scenic break for the Diesel Depot build.

Class 37s 37411 and 37710 gather at the fuelling point on Natford TMD with the 'Birdcage Bridge' as the scenic break behind. The bridge provides the ideal way to separate the scenic and non-scenic areas of the layout.

STEP BY STEP BUILDING A GCR 'BIRDCAGE BRIDGE' KIT IN 'OO' GAUGE

The flat-packed kit includes instructions and all the parts required to assemble the bridge. All components are laser-cut using a combination of plywood, MDF and card.



The first parts to be removed from the frets are the internal main sides. It is important to ensure the slots at the top are clean as the laser-cut parts are designed to be a tight fit.

TIP

Don't be tempted to 'snap' the parts from the fret as that will very likely damage them.

Next, all the bridge frames need to be cut from the fret. Take your time over this to ensure you don't nick the plywood. We used a craft knife blade, but a scalpel will work just as well.

EVERY model railway can use a scenic break, whether that is to divide the layout into different scenes or to create a boundary between scenic and off-scene areas. When it came to Natford TMD we knew straight away that we would need a way of creating a break between the depot scene and its storage yard and the perfect solution was our newly-released GCR 'Birdcage Bridge' kit for 'OO' gauge.

The laser-cut kit was originally designed to create a one-off structure for Pete Waterman's Making Tracks 2 layout (HM182) in 2022, but working with PJM Models we saw the opportunity to make it into a kit with modifications to the height to suit a wider range of stock and creation of a supporting walls pack cut from similar laser-cut MDF materials.

The kit builds a double-track main line bridge which is 435mm long and 140mm wide while the supporting walls kit has been designed to be over-length allowing builders to trim the walls down or use the full length and skew the bridge across a scene as we have done on Natford TMD.

Only basic tools and glues are required to assemble the model. You will need a craft knife to cut the parts from the laser-cut frets together with a set of sanding sticks while a combination of Deluxe Materials Roket Rapid superglue and Glue 'n' Glaze cater for the assembly process. In addition our build here includes installation of a 'OO' gauge main line through the bridge in typical style for these structures with the rails running on longitudinal beams cut from 3.2mm x 2.0mm Evergreen plastic strip.

The scenic break on Natford ensures that there isn't an easy view through the backscene into the storage yard creating the sense that the railway goes 'somewhere' when it actually goes straight to the storage yard. The angle of the backscene panel helps in three ways as it extends the scenic area at the front, increases the storage yard area at the rear and also adds a view blocker for onlookers.

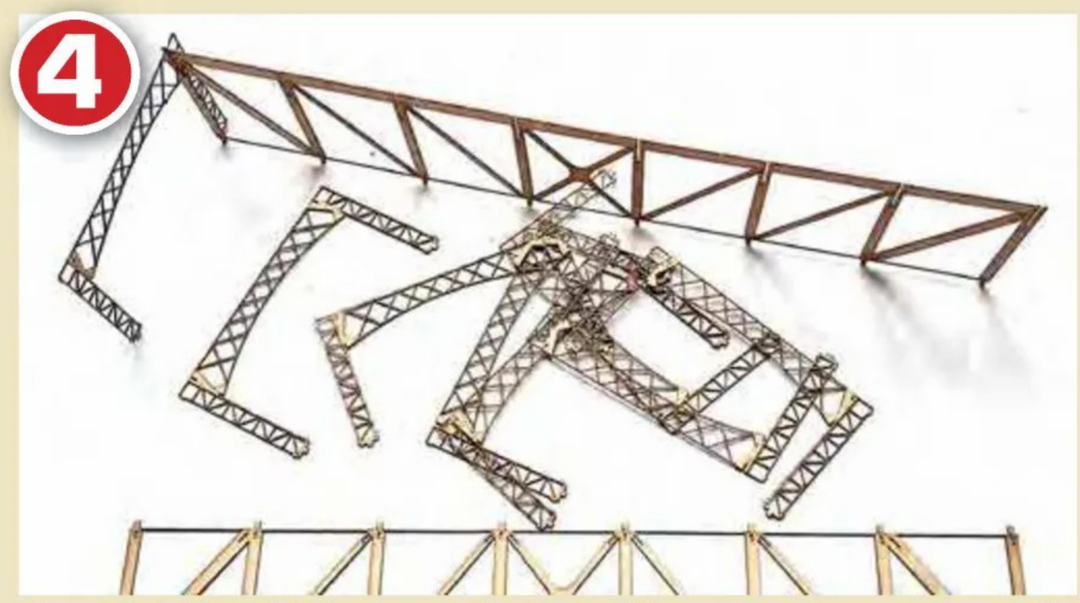
The scenery around the bridge is assembled from polystyrene blocks which were cut to shape with a hot wire foam cutter while foamboard was used for the disused trackbed sections either side of the bridge. These have been fully detailed with ballast and ground cover while the ground around the bridge has been populated with trees and overgrowing bushes to suggest an air of neglect.

Introducing the GCR 'Birdcage Bridge' to the scene has provided a perfect scenic break, but we have grander plans for this kit on a future layout build which the version you see here has been created for.

This feature brings us to the end of our series on construction of Natford TMD, at least for now, but do look out for updates in Staff Projects as we add further details and features to the layout in the future. And don't forget you can see the layout first hand at the 2023 Great Electric Train Show on the *Hornby Magazine* stand on the weekend of October 14/15 at the Marshall Arena in Milton Keynes. See you there! **HM**

PLEASE TURN FOR STEP BY STEP GUIDE

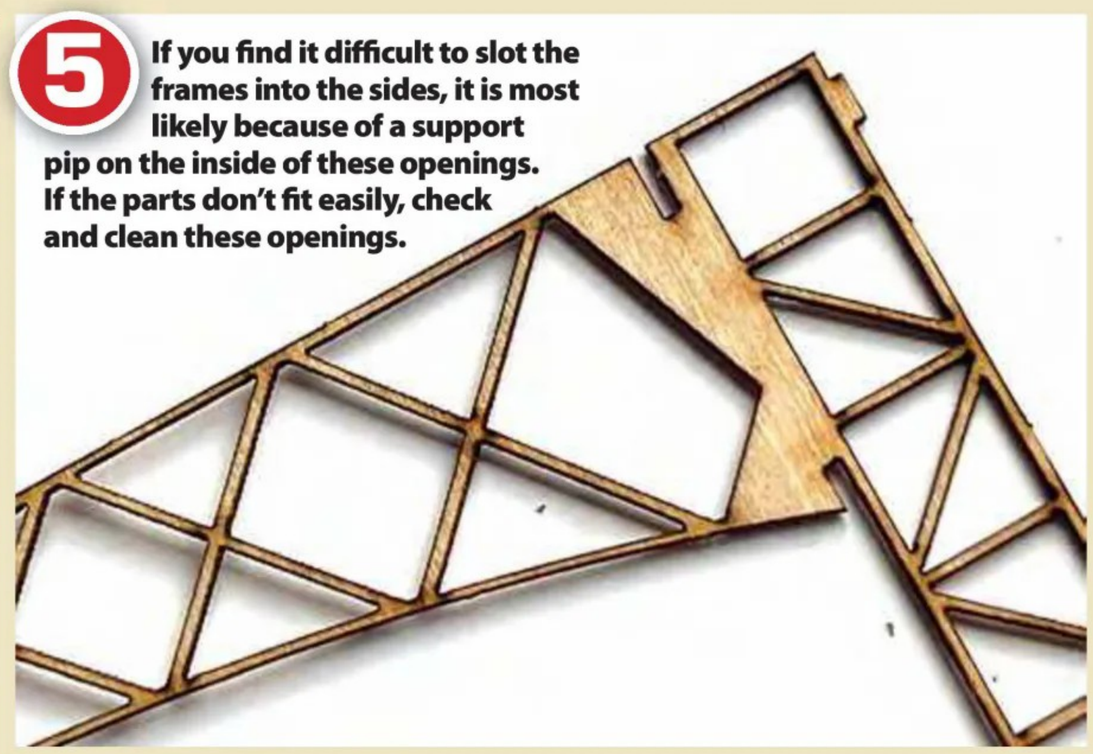
4



The main bridge side frames need to be positioned the correct way around with the burnt face to the inside of the structure as this ensures that the tapered holes cut by the laser are orientated to accept the next layer of parts which connect to them.

5

If you find it difficult to slot the frames into the sides, it is most likely because of a support pip on the inside of these openings. If the parts don't fit easily, check and clean these openings.



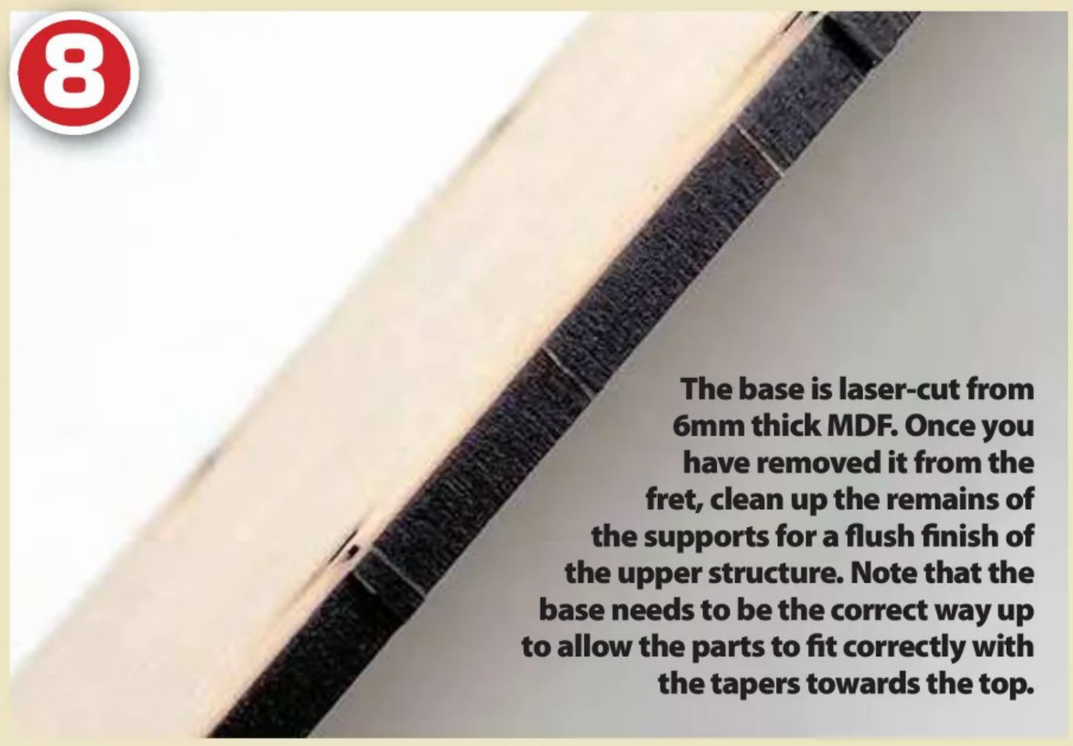
6

All eight frames have now been assembled to one of the sides. These have been superglued in place with Roket Rapid which creates a strong bond in seconds.

7

Contrary to the instructions, we assembled the second side frame to the frames to create an entire sub-assembly for this part of the bridge. This was so we could double check all the clearances and track positions before committing to them.

8



The base is laser-cut from 6mm thick MDF. Once you have removed it from the fret, clean up the remains of the supports for a flush finish of the upper structure. Note that the base needs to be the correct way up to allow the parts to fit correctly with the tapers towards the top.

9

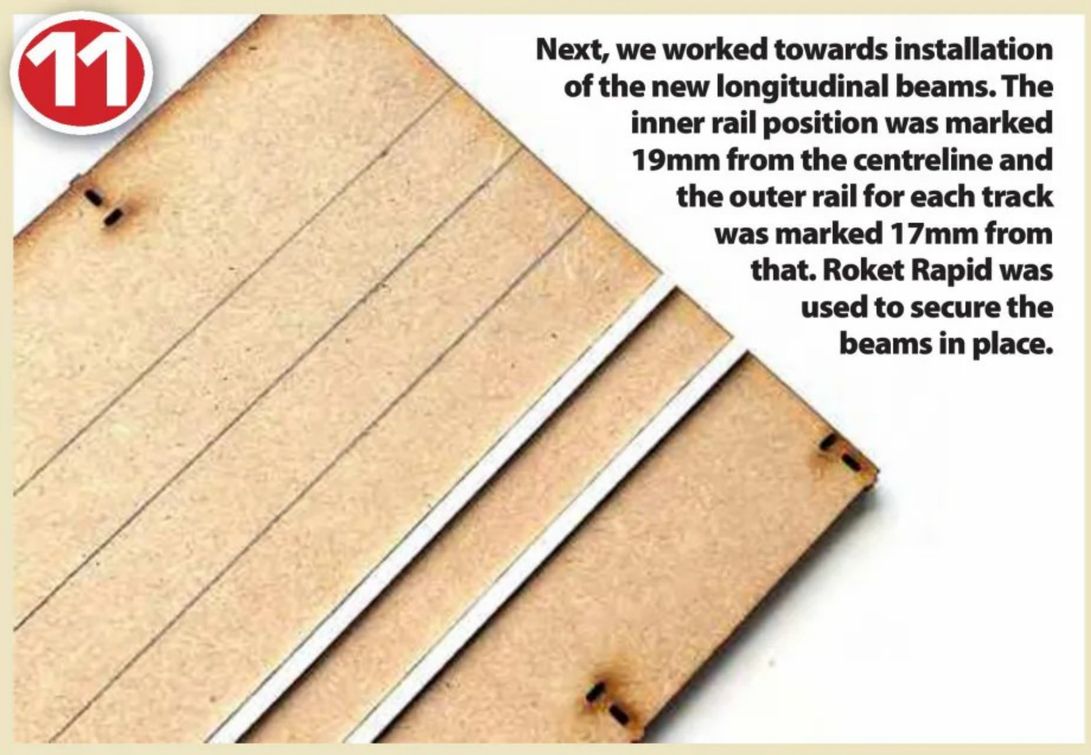
We test assembled the frame onto the base to check its fit and confirm the base is the correct way up – you will know instantly if it isn't as the tabs of the frame won't fit into the base. The 'Deltic' has been positioned to check the track positions and clearance for our plan.

10

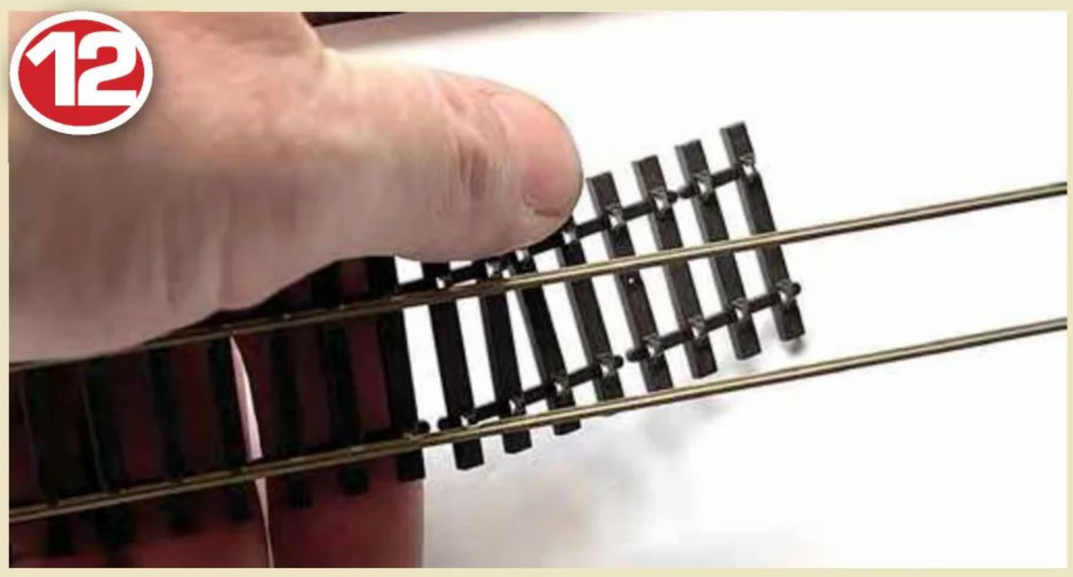
The distance from the edge to the centre was measured next and was found to be 71mm. Marking this position allowed us to use the measurement as a guide for track positioning.

11

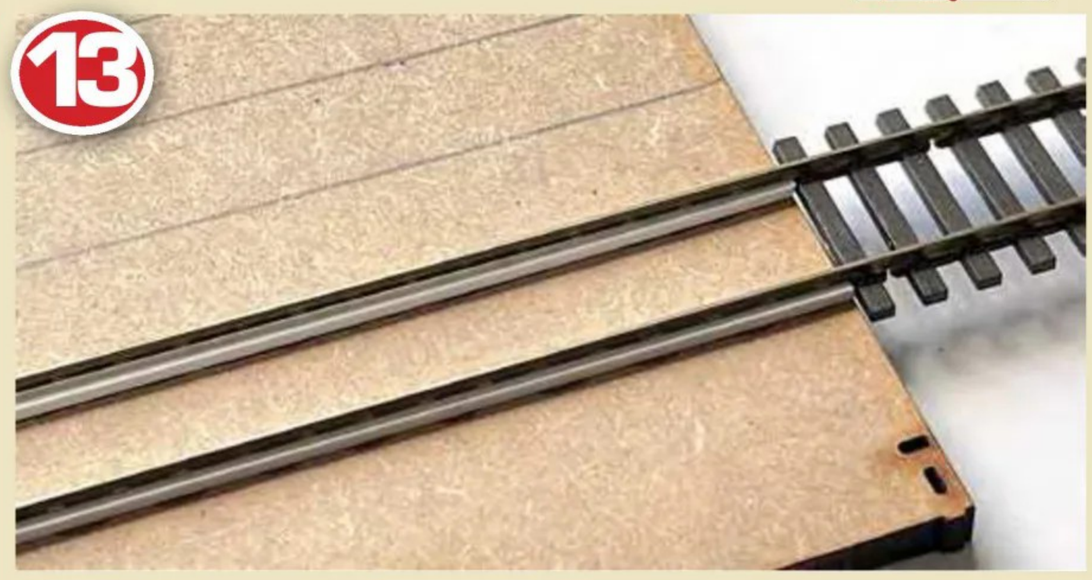
Next, we worked towards installation of the new longitudinal beams. The inner rail position was marked 19mm from the centreline and the outer rail for each track was marked 17mm from that. Roket Rapid was used to secure the beams in place.



Beginner — Intermediate — Advanced — SKILL LEVEL



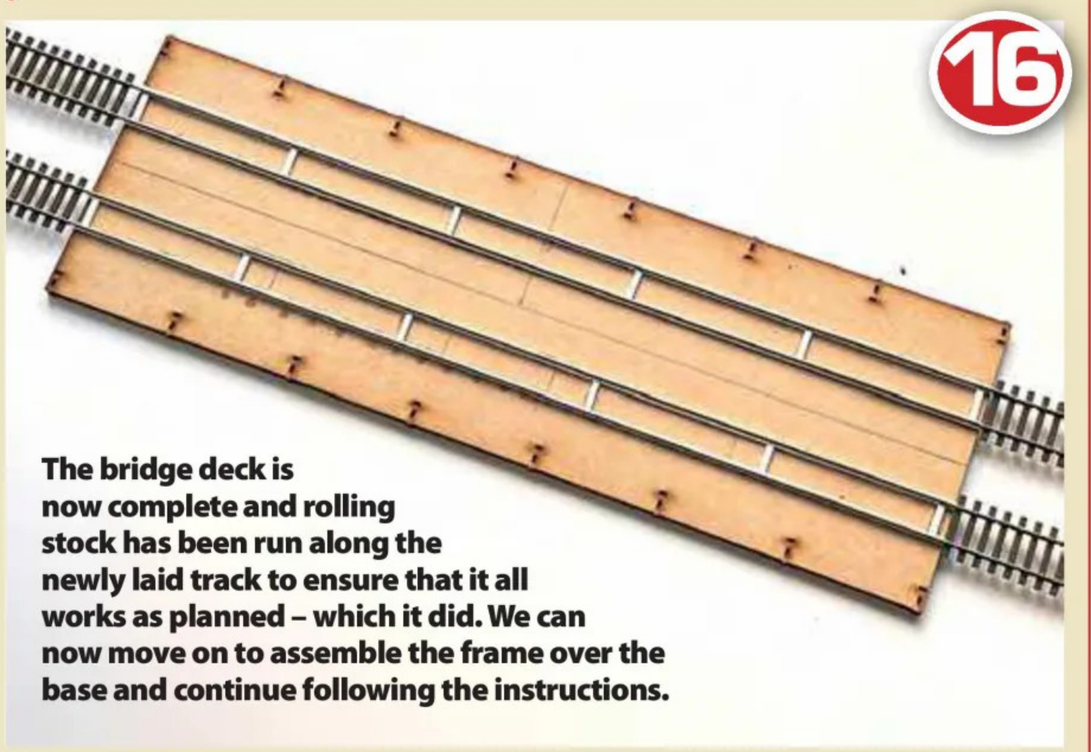
To add running rails to the beams, we stripped the sleepers from Peco code 75 flat bottom rail track for the length of the bridge. To start the process, cut the webbing at each end to match the length of the bridge then peel away the sleepers.



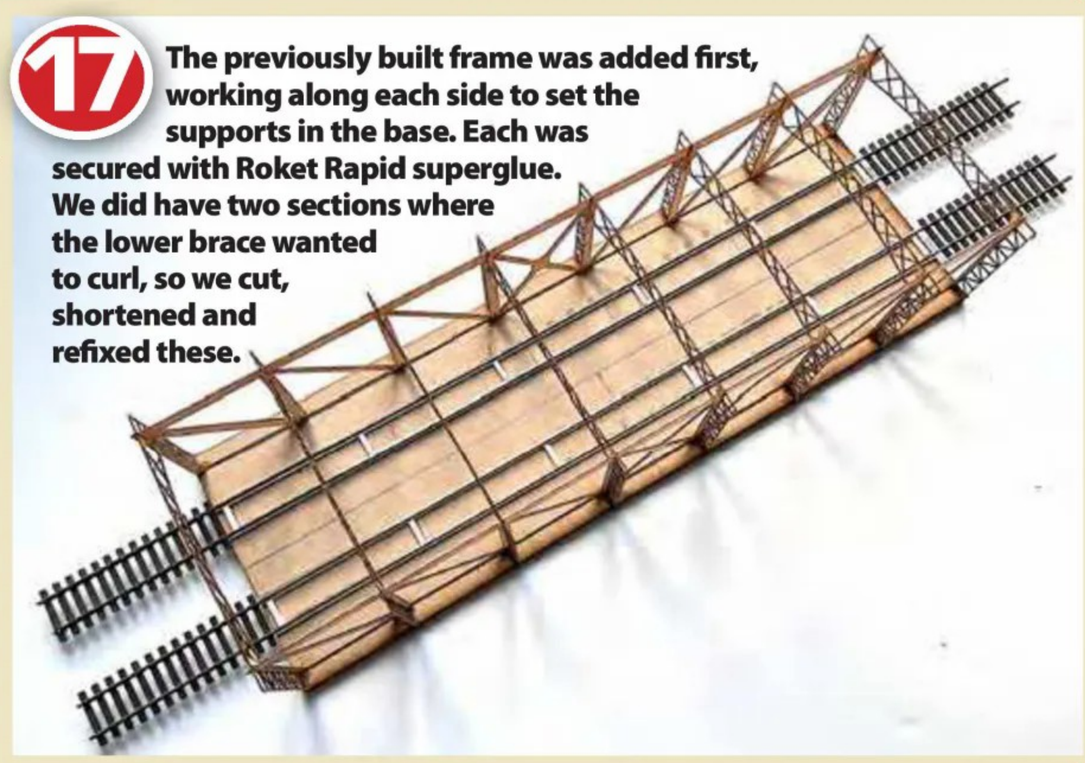
The rails now lay directly on top of the Evergreen plastic beams and once we are satisfied with their position they can be glued in place. It is, though, very important to ensure they are gauged correctly otherwise trains won't run across the bridge.

To ensure the rails are gauged correctly, we used a pair of DCC Concepts brass track gauges. The rails were tacked in place with superglue at one end and then by using the two gauges, we worked our way along the beams fixing the rails to the plastic with superglue.

Additional cross pieces were cut to fit between the two beams to represent the frame structure to support the railway. These were cut from the same 3.2mm x 2.0mm Evergreen plastic strip as the main beams.



The bridge deck is now complete and rolling stock has been run along the newly laid track to ensure that it all works as planned – which it did. We can now move on to assemble the frame over the base and continue following the instructions.



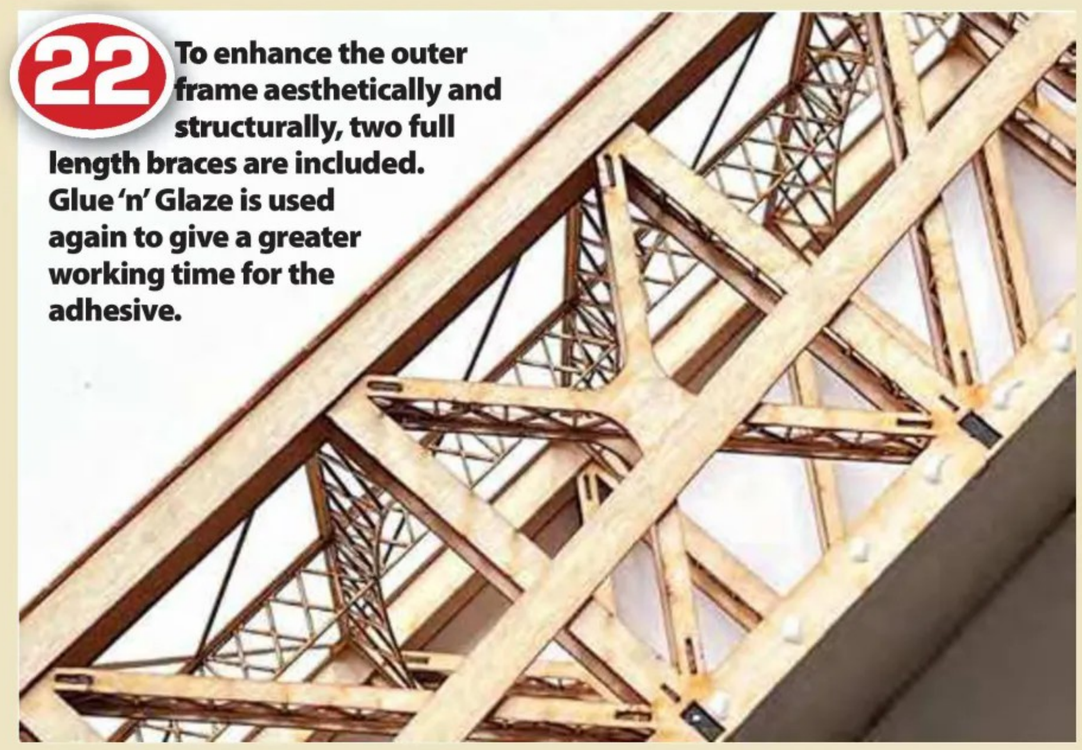
The previously built frame was added first, working along each side to set the supports in the base. Each was secured with Roket Rapid superglue. We did have two sections where the lower brace wanted to curl, so we cut, shortened and refixed these.

The inner angled framework has all been added following the instructions using Deluxe Materials Glue 'n' Glaze. This has a slower drying time which suits this stage as the outer frame also needs to be added.

The outer frame fixes with the burn marks to the outside to allow the tapered holes to face inwards which meet the tabs on the framework. Using Glue 'n' Glaze gives time to adjust the position of all the components and ensure each one fits into its slots correctly. At the top we used Roket Rapid for a quicker bond once we were happy with the position of the parts.

20 The structure of the bridge continues to gain strength with the addition of each layer. Here we have added the inner brace at the top of the inner frame. It is amazing what a difference this piece makes.

21 Next, the central spine frames are added using Roket Rapid superglue. These are added one by one and we recommend adding glue down one end of each to bond it to the previous section as this adds strength to the bridge.



22 To enhance the outer frame aesthetically and structurally, two full length braces are included. Glue 'n' Glaze is used again to give a greater working time for the adhesive.

23 The kit includes a full set of cover plates for all the angled joints which are used to cover the slot and tab joining system. These are all individually numbered to suit specific locations. Roket Rapid gives a quick bond for these.

24 Adding the inner cover plates takes a little more patience. Use a pair of long nose tweezers to fix each in place and add glue to the back of each piece before inserting.

25 The bridge is now complete and ready for painting. A final check with rolling stock confirms the track will work as expected so we can be confident in moving on to the next stage.

26 The bridge is painted with a simple and effective Halfords grey primer. This suits the style of the bridge and matches photographs of the prototype structures well. In the future it will gain weathering to give it a more careworn look to suit its future new home.

27 To build up the ground around the bridge we used blocks of polystyrene reclaimed from packaging. These were glued together with PVA and left to set overnight.

Intermediate
Beginner SKILL LEVEL Advanced

The bridge was positioned across the opening to the storage yard at an angle with its width suggesting that there were once more than two tracks passing beneath it. Plasticard support walls were built, but laser-cut versions are now available from *www.keymodelworld.com/shop*.

The polystyrene blocks were shaped with a hot wire foam cutter before being covered with plaster bandage to create a hardshell landscape onto which we could add scenery.

The walls were dry brushed with rust colours from MIG Ammo to give them a realistic finish while the bare white landscape and trackbed areas were all painted with brown poster paint.

Spare sleepers were set into ballast and ground cover to suggest a redundant railway line. The ballast was fixed in place with diluted PVA glue in a 50:50 ratio. The same Geoscenics Track Grime weathering has been applied to this area.

More sleepers were added on the ground level to suggest a siding left in the weeds. Static grasses from Green Scene have been added over the top of a Woodland Scenics blended green turf base layer to add detail to the ground. The excess will soon be removed.

To bed the bridge and walls into the scenery we added a single tree in the foreground together with Woodland Scenics fine leaf foliage around the railway embankment to make it look overgrown.

EXCLUSIVE! 'BIRDCAGE BRIDGE' KITS ON SALE NOW!

● Key Publishing and PJM Models have joined forces to offer this fantastic kit of a Great Central Railway 'Birdcage Bridge' for sale through *shop.keypublishing.com*. The model was originally created for Pete Waterman's Making Tracks 2 layout in 2022, but now you can buy your own kit to build and install on your layout.

The laser-cut kit is formed from MDF components and assembles into a structure 435mm x 140mm capable of supporting a double track main line. The kit includes all the components for the bridge and a second option is available which includes supporting walls specifically for the 'Birdcage Bridge' kit.

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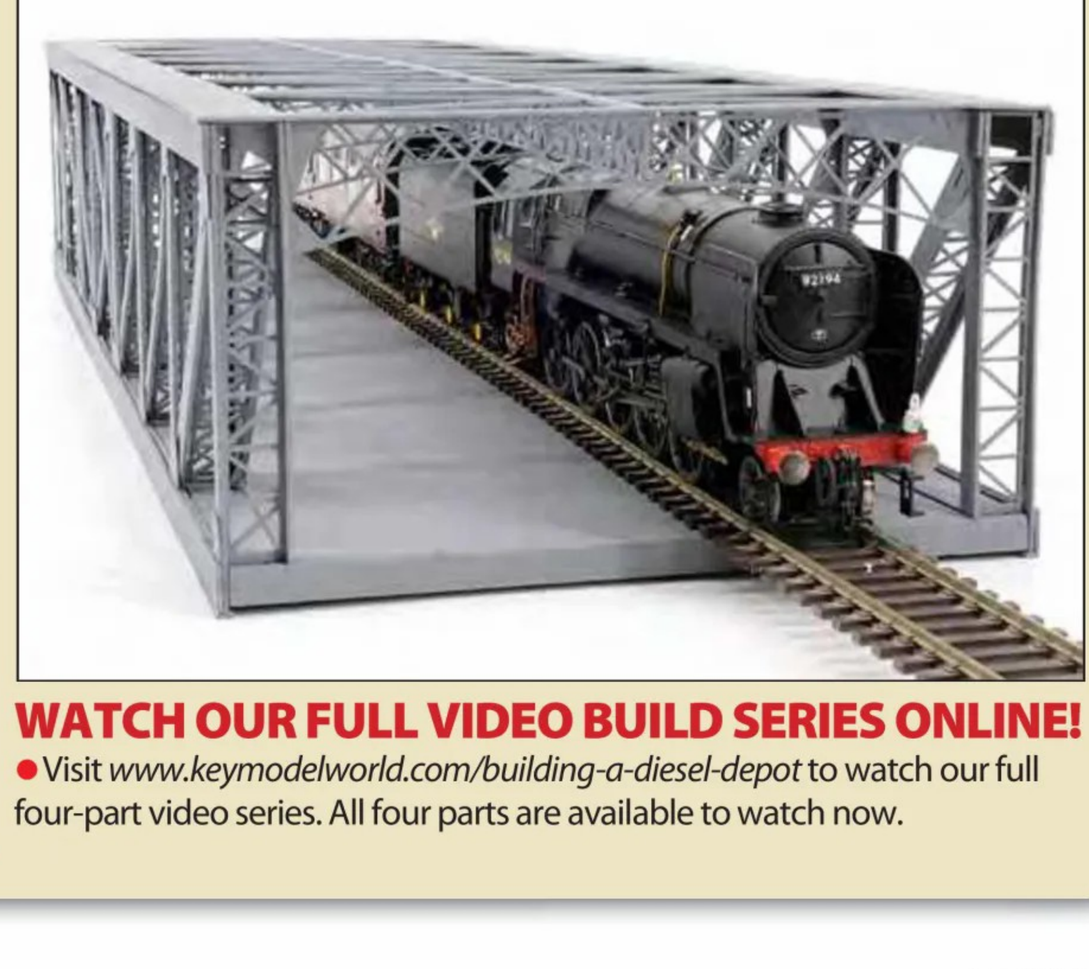

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Lima produced accurate models for the time which can be acquired very cheaply today. **TIM SHACKLETON** shows how upgrades to detail and chassis can transform their appearance and operation at a fraction of the cost of a brand-new model.

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IT IS EASY TO OVERLOOK THE LEVEL of innovation that Vicenza-based manufacturer Lima brought to the party. Thirty-odd years ago, the quality of its pattern-making and moulding work was in a league of its own – with the occasional exception such as the 'OO' Class 55 'Deltic' and Class 08 shunter. Access to state-of-the-art printing technology allowed the Italian firm to offer short runs and limited editions in numbers never previously considered economic. Only the mechanisms let them down.

Built to a price that suited budget-conscious UK modellers – but no worse than much of what other British manufacturers were offering – the motors and pick-ups lacked the sophistication of the company's products for the European 'HO' scale market.

I've been a fan of Lima locomotives for many years now, long before the 2004 takeover by Hornby. There are always plenty on the second-hand market and you can get the best out of their mechanisms and make the most of all that stunning detail. Because the models were and are so cheap, I rarely think twice about slicing open a bodyshell or altering a chassis.

"Because the models were and are so cheap, I rarely think twice about slicing open a bodyshell or altering a chassis."

TIM SHACKLETON

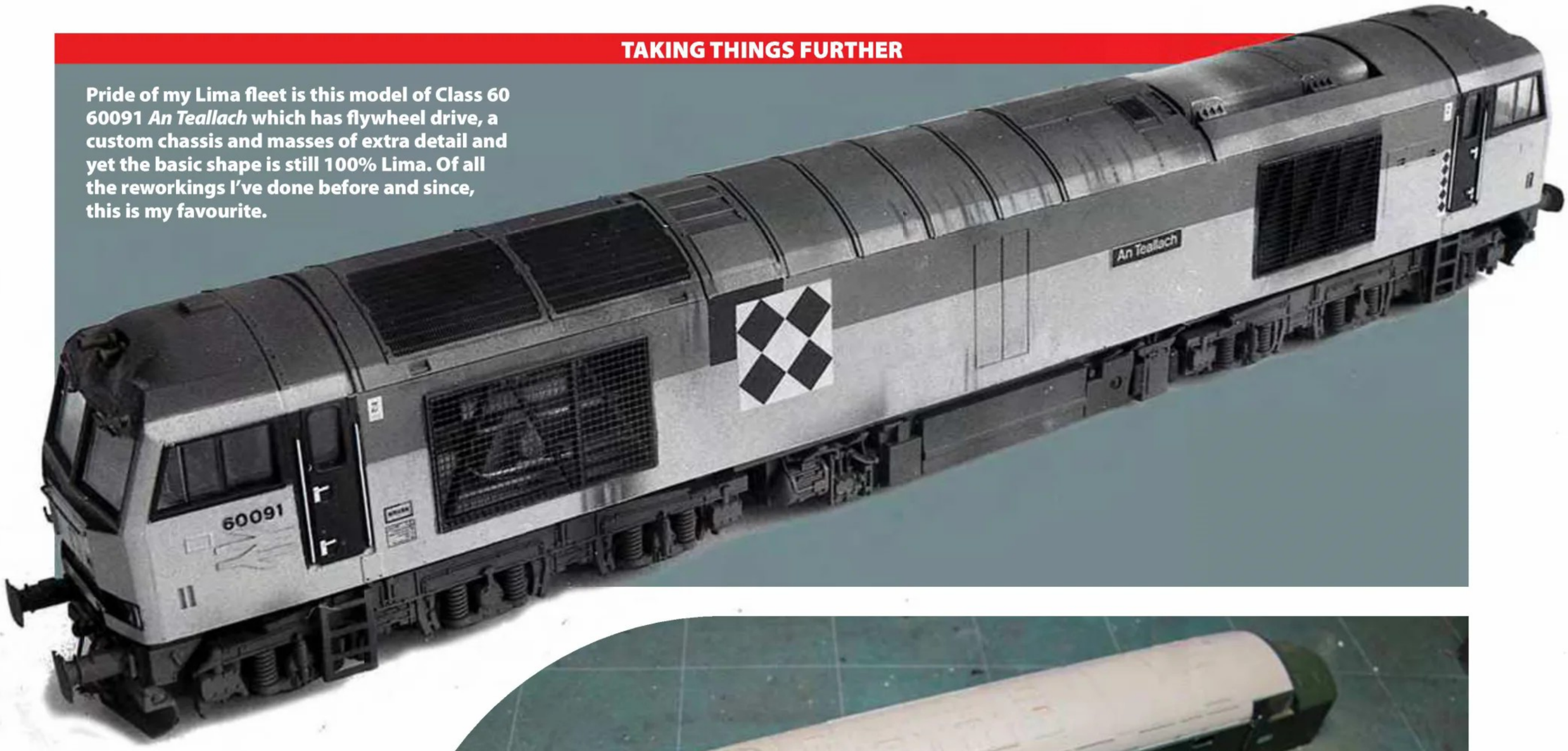
In previous *Hornby Magazine* articles I've looked long and hard at the potential of several key models – in January 2017 (HM115) it was the turn of Lima's Class 31, which I still think is the best version of the class yet released, especially when paired with a Hornby chassis. In May 2018 (HM131) we reassessed the Class 73 electro-diesel – a minor sensation when it first appeared in the mid-1980s – and here again we found little to complain about. We've also looked in detail at upgrading Hornby's rebadged versions of the Lima Class 66 (HM145) and Class 59 (HM159).

The latest models are undeniably beautifully detailed and have features such as sprung buffers and lighting, but that excellence comes at a price (although such is the quality, it is hard to argue that the very best ready-to-run models don't offer good value). These days, of course, money can be tight, so in this feature I want to expand on previous articles and show you some of my Lima-based projects past and present – they might just encourage you to dust off a half-forgotten model from the back of the cupboard and see what a bit of effort and imagination can achieve. **HM**

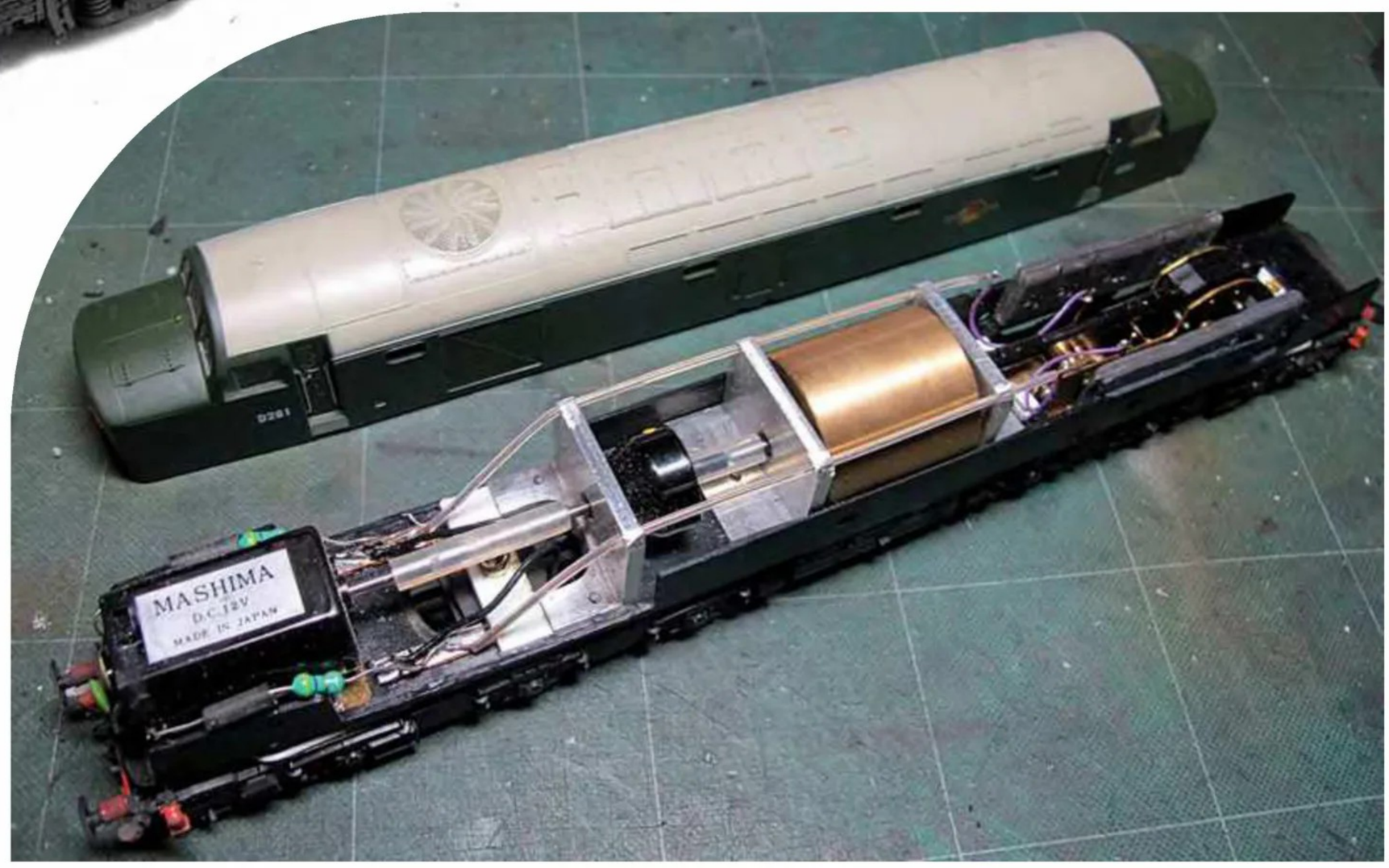
● **Visit *www.keymodelworld.com/step-by-step* to read our extensive collection of step-by-step modelling guides.**

Below: **If you want a good-looking, no-frills, budget-priced locomotive that will haul a reasonable-length train then Lima has always been worth serious consideration. While you can accept what you're given – especially if low price is a factor – these models readily lend themselves to modification and improvement.**

Pride of my Lima fleet is this model of Class 60 60091 *An Teallach* which has flywheel drive, a custom chassis and masses of extra detail and yet the basic shape is still 100% Lima. Of all the reworkings I've done before and since, this is my favourite.



Right: **A much more recent project is this Lima Class 40 given a total rebuild on the Dyna-Drive principle involving a can motor, centrifugal clutch, flywheel running in ball races and a custom power bogie. The moment when the clutch engages and the locomotive starts to take power is spellbinding, and I haven't even begun to think about the bodyshell yet.**



Right below: **This heavily rebuilt Lima Class 37 also has a Dyna-Drive chassis, Ultrascale wheels and many other refinements. I compensated for the lack of inset in the tumblehome area by building up the weathering to create false shadows that suggest depth when there isn't any.**

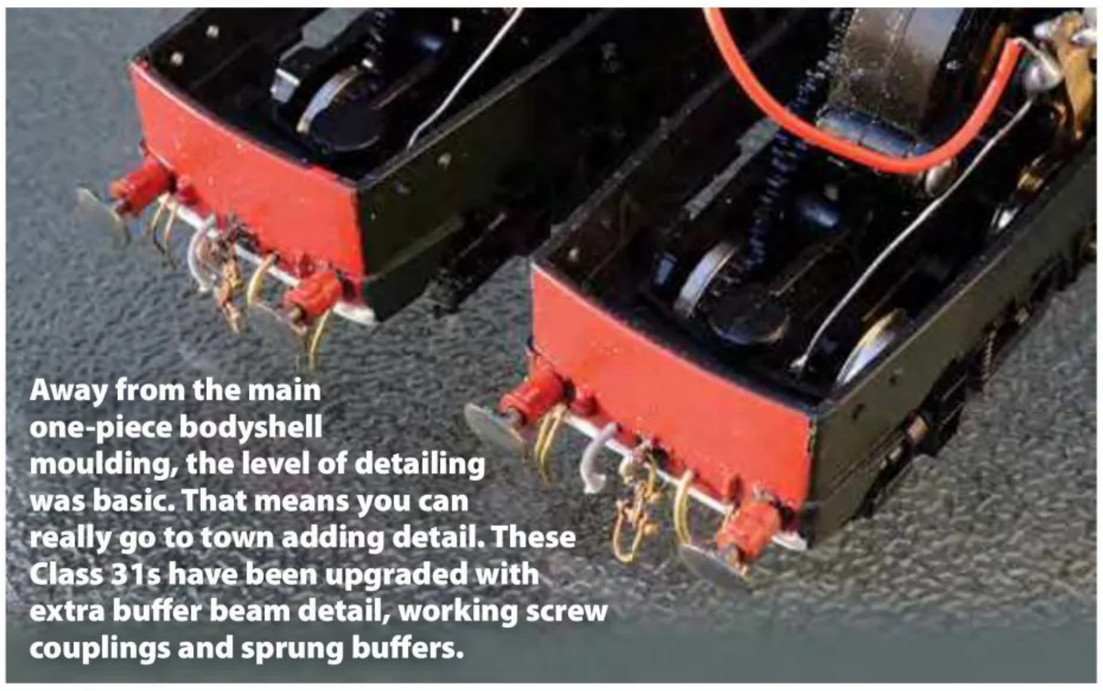
Below: **Hornby began distributing the rebranded former Lima range following its acquisition in 2004, but the only significant change was the introduction of a better motor bogie. Cosmetically, the models were identical and the best of them – the Class 47 and the Class 73 especially – are still in production two decades on. We reworked the latter in HM131.**

DO BEAR IN MIND...

To modern ears, excessive gear noise is one of the big negatives associated with Lima locomotives. Careful oiling with high-quality industrial products – I use Nye lubricants exclusively for this kind of work – goes a long way towards mitigating the problem. I apply Hobby Grease to plastic gears, and Motor Lube on metal bearing surfaces. After a half-hour's running-in in each direction, you'll be surprised at the difference – at low speeds, they're almost silent.

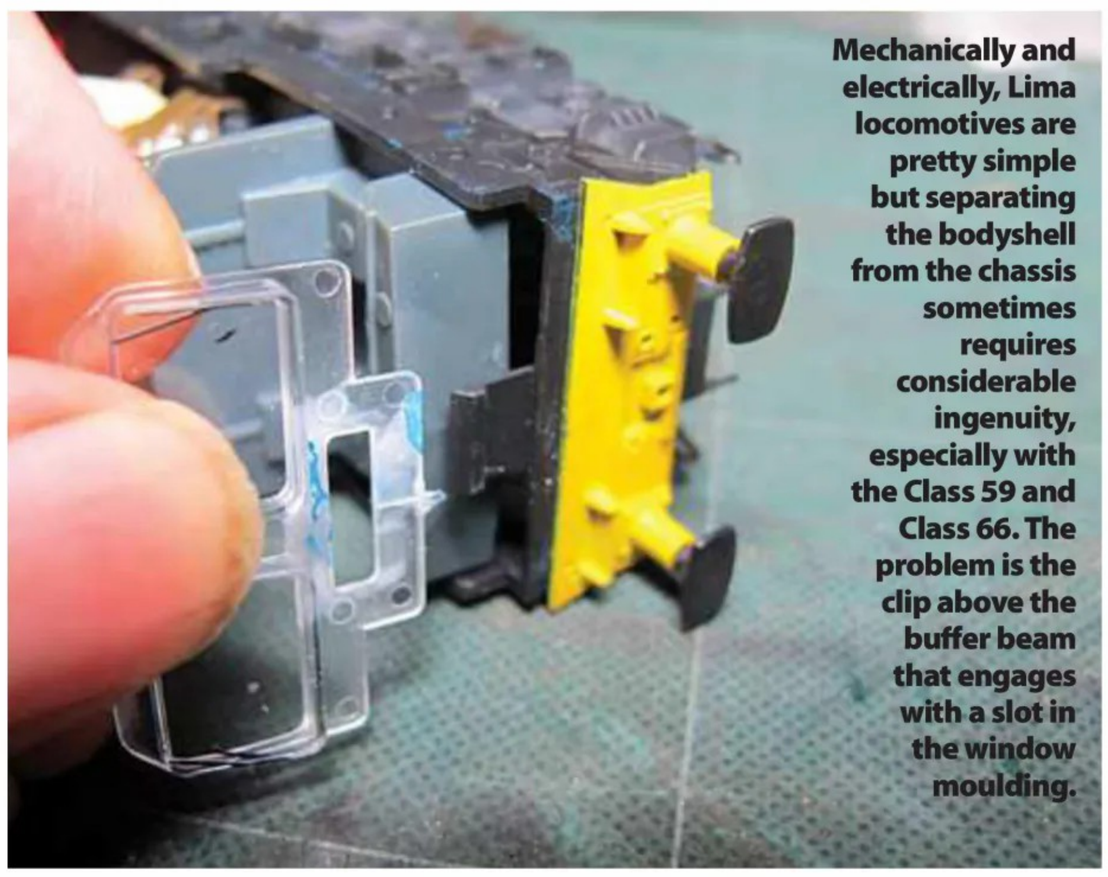
Lima's coarse wheels (like those of many models of the era) run quite well through code 75 pointwork but wherever possible I like to fit Ultrascale wheels, which have a much finer profile and are 100% concentric. Different patterns and sizes are available to suit various locomotive types.

For enhanced reliability, extra pick-ups are also desirable. To follow any lateral motion in the wheelsets they need to flex easily. The thickest wire I've ever used for pick-ups is 0.45mm – normally I go for 0.33mm and 0.25mm.

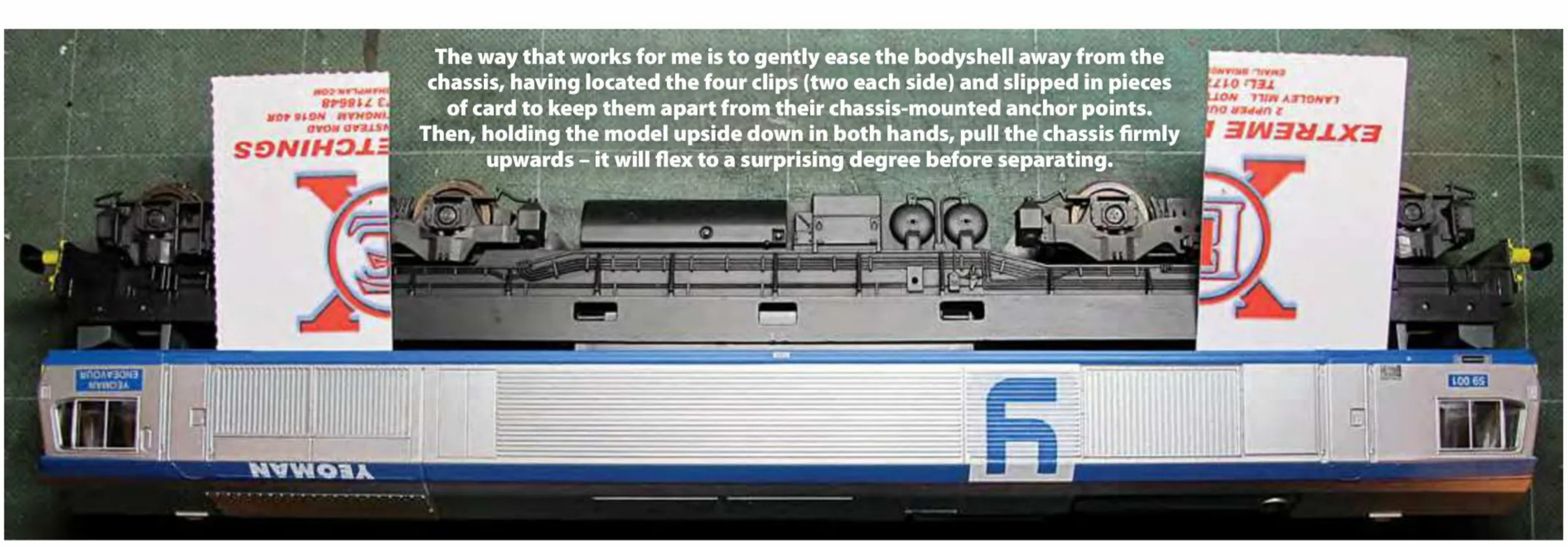


Away from the main one-piece bodyshell moulding, the level of detailing was basic. That means you can really go to town adding detail. These Class 31s have been upgraded with extra buffer beam detail, working screw couplings and sprung buffers.

Lima was one of the first manufacturers to offer significant detail variations among individual classes – the light clusters on the Class 59s for instance. Separate handrails, air pipes and other add-on parts were further refinements but don't expect the detailing to be as sophisticated as today's models.



Mechanically and electrically, Lima locomotives are pretty simple but separating the bodyshell from the chassis sometimes requires considerable ingenuity, especially with the Class 59 and Class 66. The problem is the clip above the buffer beam that engages with a slot in the window moulding.

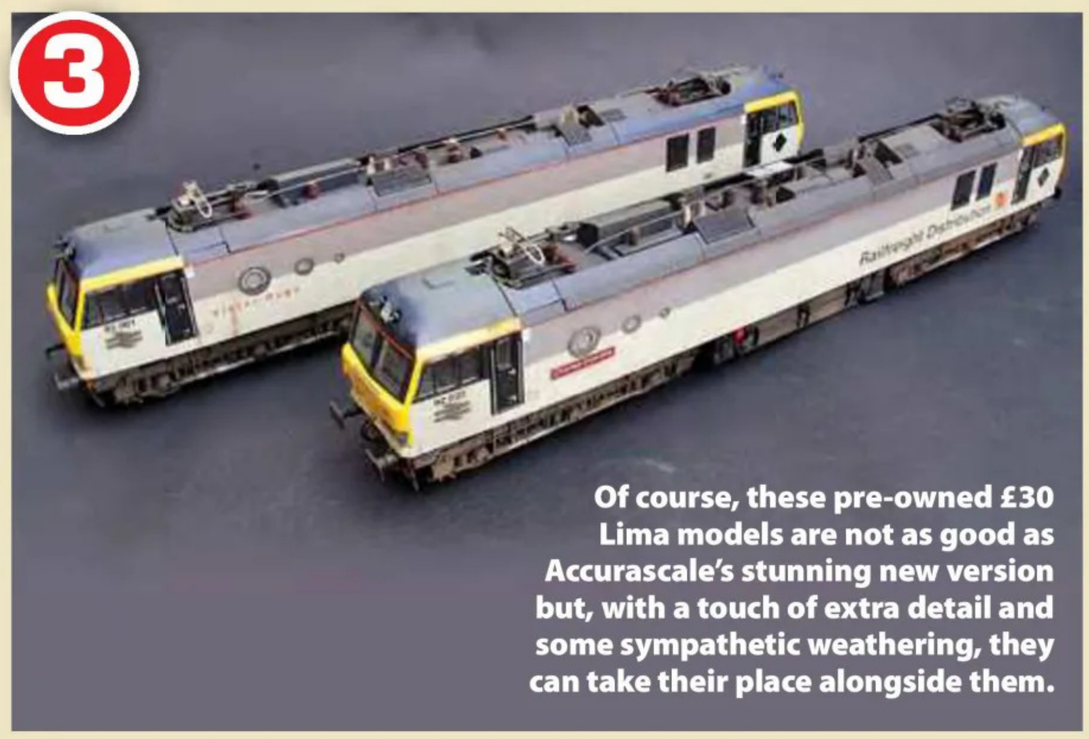


The way that works for me is to gently ease the bodyshell away from the chassis, having located the four clips (two each side) and slipped in pieces of card to keep them apart from their chassis-mounted anchor points. Then, holding the model upside down in both hands, pull the chassis firmly upwards – it will flex to a surprising degree before separating.

TRANSFORMING LIMA 'OO' MODELS

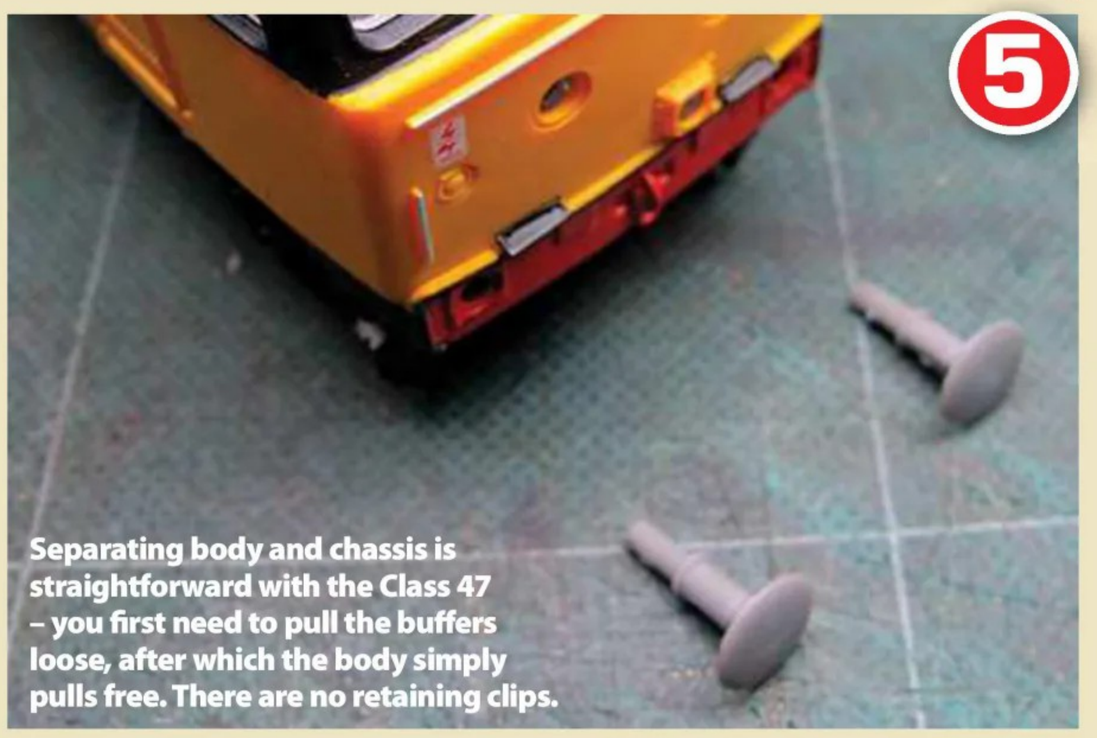
1 **Aftermarket parts as well as details supplied in the box help transform the appearance of these locomotives, which date from an era when modellers seemed quite happy to add as much detail as they wanted. The Class 92 – an excellent model in the first place – is particularly well provided for.**

2 **Fitting etched detail parts such as the Class 92's Channel Tunnel logos can be quite a surgical operation, calling for great care and precision. Take your time and don't rush things. I use tweezers for handling components, a brand-new scalpel blade for cutting them from the fret and a No. 2 cut needle file for trimming off the tabs.**



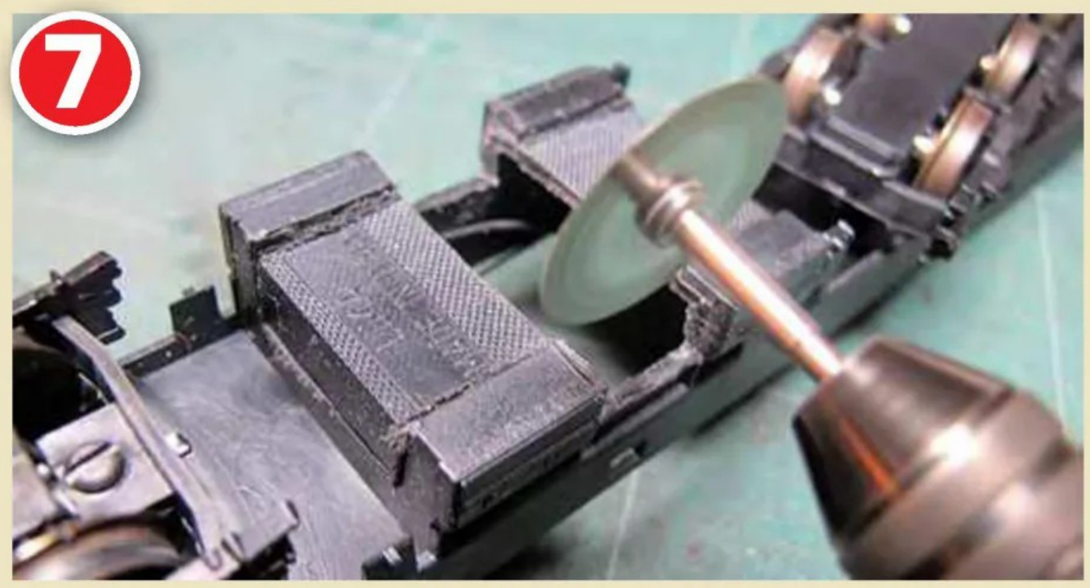
3 **Of course, these pre-owned £30 Lima models are not as good as Accurascale's stunning new version but, with a touch of extra detail and some sympathetic weathering, they can take their place alongside them.**

4 **Some modifications are more drastic. In later life many Class 47s used essentially as freight or parcels sector locomotives had their underslung water tanks and other fittings removed, leaving just the battery boxes. Lima copied this feature but it was largely lost behind the solid plastic box that contained the ballast weight.**



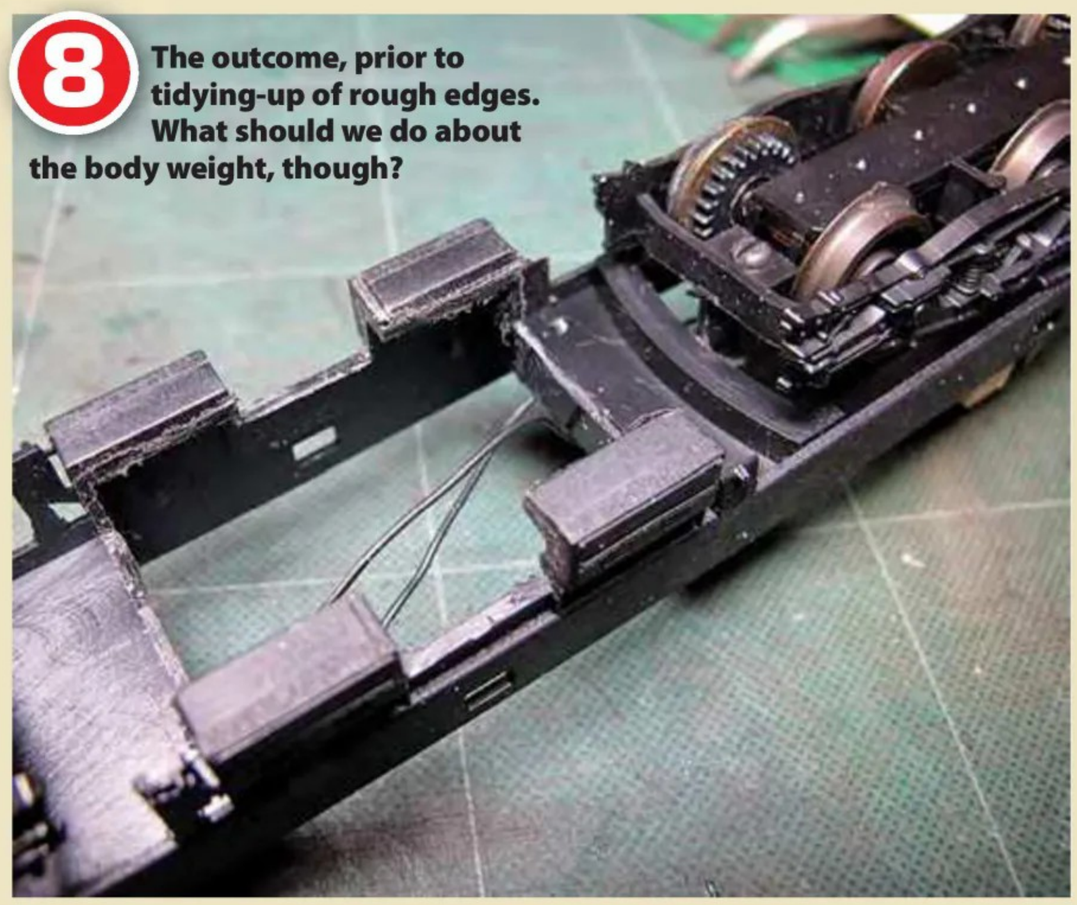
5 **Separating body and chassis is straightforward with the Class 47 – you first need to pull the buffers loose, after which the body simply pulls free. There are no retaining clips.**

6 **The ballast weight is a standard Lima feature, common to most of its UK-outline locomotives. Without it, these lightweight locomotives lack any kind of power – but with some models it takes up a lot of room.**

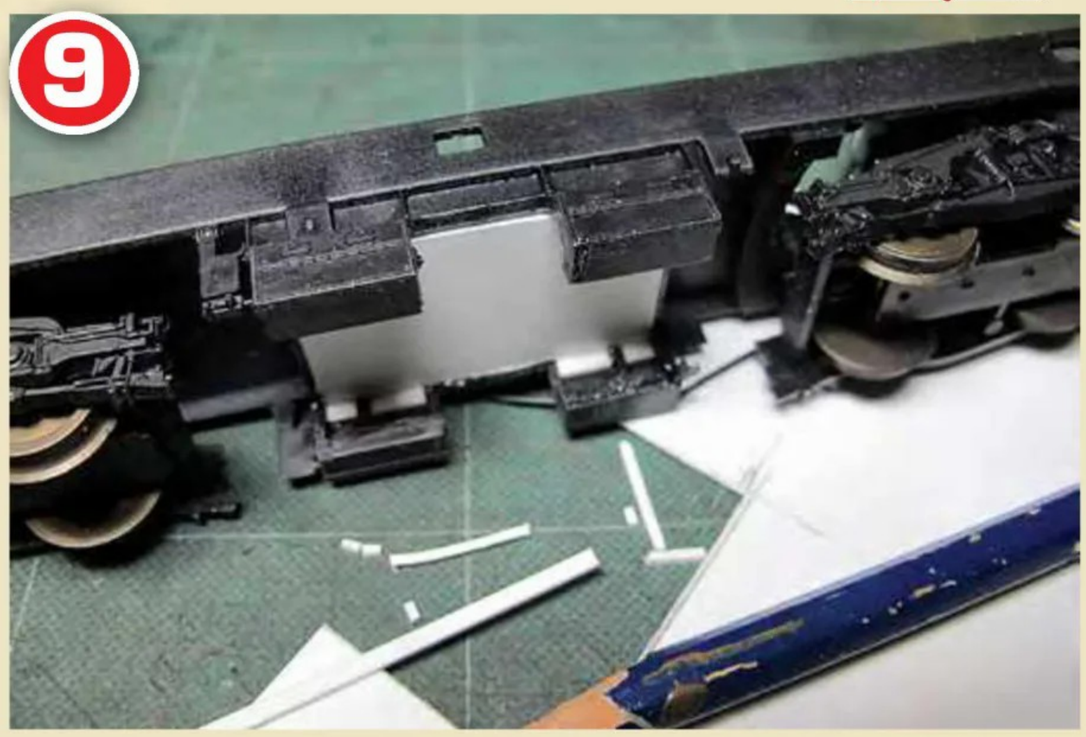


7 **With the centre section removed, I used a circular saw in a minidrill to cut away the areas behind each of the battery boxes. This particular drill runs off a 12volt transformer so I can turn the cutting speed down and not risk melting the plastic through excessive friction.**

Intermediate
Beginner SKILL LEVEL Advanced



8 The outcome, prior to tidying-up of rough edges. What should we do about the body weight, though?



9

The answer is to make a new, shallower housing for the weight. I cut a 41mm x 28mm rectangle of 40thou styrene to be a push-fit into the opening, supported on ribs glued to the backs of the battery boxes. The ballast weight should now fit snugly into the housing you've created.

10

Because the weight is now mounted quite a bit higher in the chassis, you need to cut away the relevant part of the glazing unit to create sufficient space for it, otherwise the bodyshell won't seat properly.

11

The front end is what really defines a diesel locomotive and here I've substantially reworked much of the detailing including wire handrails, screw couplings and buffer beam pipework. I now need to think about things like lamp irons, and how to improve the appearance of the marker lights.

12

I think this 30-year-old Lima Class 47 more than passes muster as a layout model, and it is capable of further refinement still – flush-glazed windows, for instance. The effectiveness of the enhanced front-end detail is obvious here, as is the richness of the bogie and underframe detail. It may not be a true display-case model but to see it perform a run-past with a rake of suitable stock would satisfy most people.

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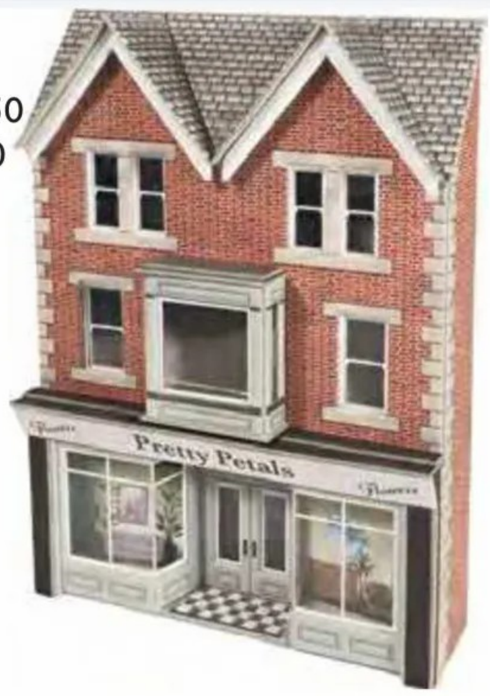

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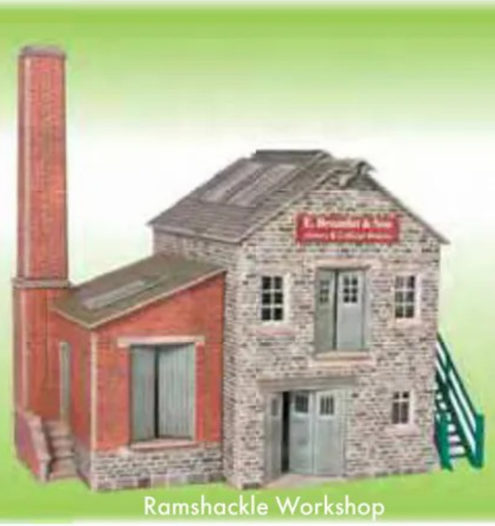

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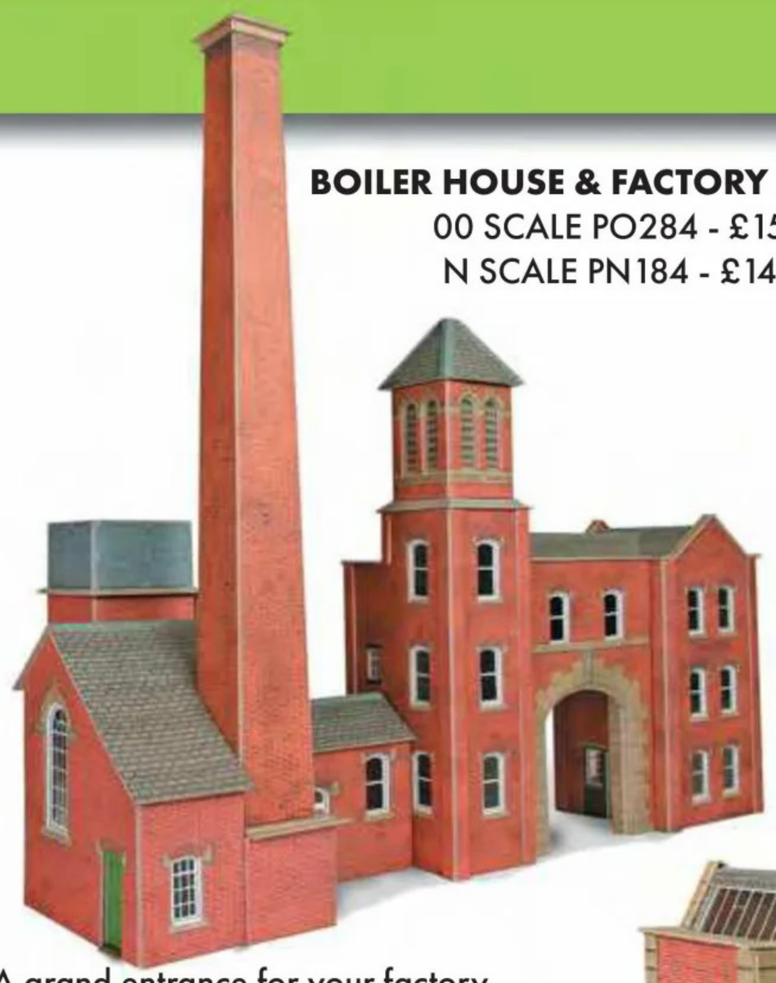

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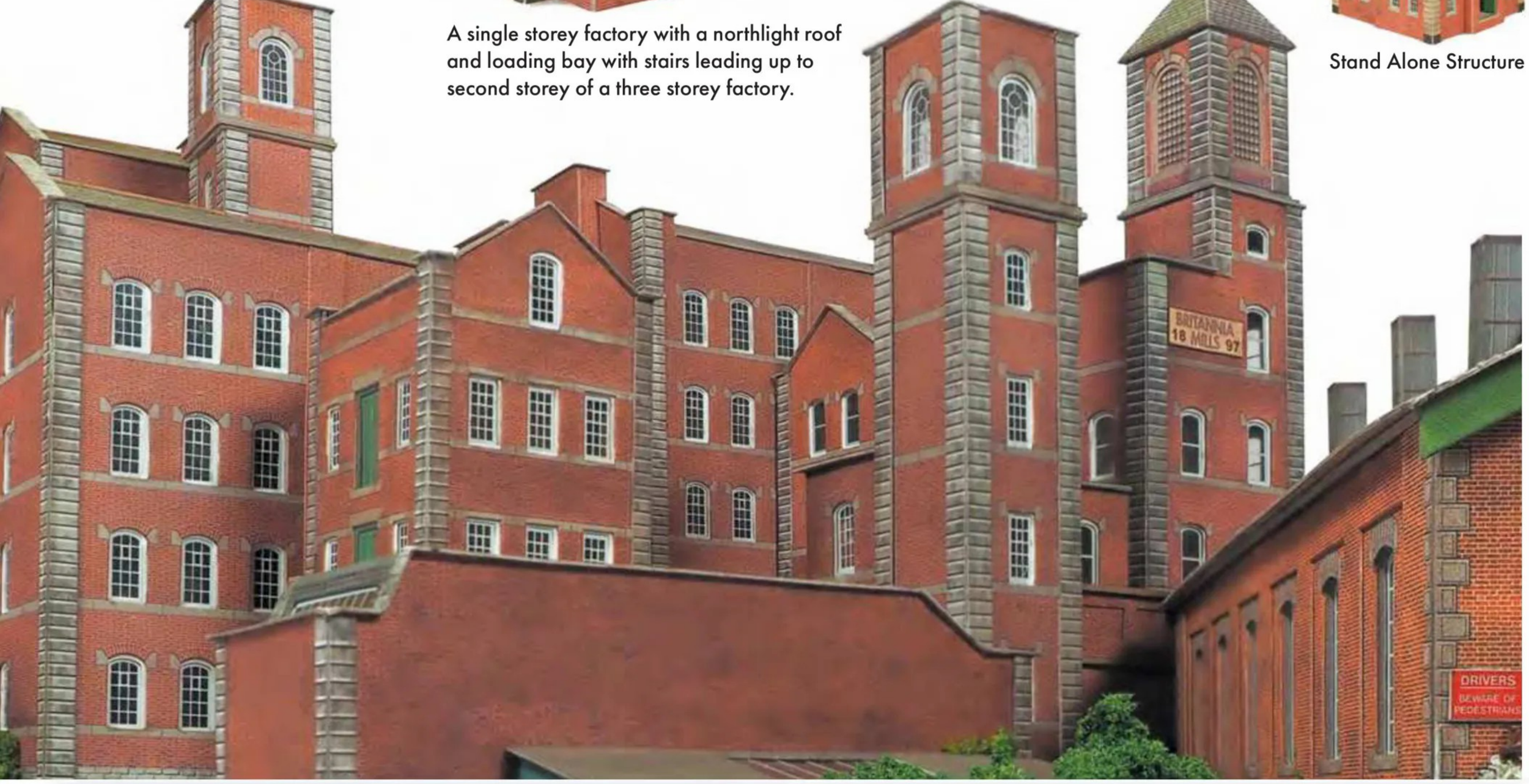

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Bakewell

The Midland Railway's stunning route through the Peak District is the subject of **ROB BROOKS'** 'OO' gauge layout, which keeps this much missed railway alive in model form.

PHOTOGRAPHY, MIKE WILD

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	11ft x 9ft	MIDLAND	1960s	DCC, DIGITRAX

1 Right: **Crew start bagging coal ready for their deliveries later in the day.**

2 **A Manchester-bound six-car Midland Pullman DEMU briefly interrupts the Peak District tranquility as it sweeps through the curve at Bakewell station.**

BAKEWELL IS A SMALL Derbyshire market town nestled in the heart of the Peak District National Park. It is a popular destination for tourists and walkers who visit the area. Bakewell is most famous for the tart (or to be correct, pudding) which has an almond flavour and often a cherry on top. This famous delicacy can trace its origins back more than 150 years.

Just over 150 years ago, another invention of the time reached the town. This was the Midland Railway's famous route through the heart of the Peak District between London St. Pancras and Manchester Central. Bakewell, then a thriving agricultural town, could now transport its livestock and local limestone products easily by train to market as well as providing tourists easy access to visit the town. The estates of Chatsworth and Haddon Hall are also close by.

However, this route, which was built through spectacular limestone and rugged countryside, was a victim of the Beeching cuts and closed in 1968. The inspiration for the layout came from the proximity to Sheffield University where my son started in 2012. Having visited at weekends, I soon discovered what a stunning area this was and decided to do more research on the railway which once ran through the outskirts of the town.

The closed line now forms part of the Monsal Trail, a walking and cycling path which runs for around 8½ miles between Bakewell and Miller's Dale along the track bed of the old railway line. Having seen the *Railway Walks* programme on television at the time, I walked the trail myself and decided to create a model railway based on the route.

Plans were drawn up for a double track layout which incorporated Bakewell station, signalbox and goods shed. In addition, a small dropped scenic section highlighted Monsal Head viaduct and Headstone tunnel. These features formed the scenic side of the layout which was supplied at the back by a 10-road through storage yard. The book *Through Limestone Hills* was an invaluable reference for the »

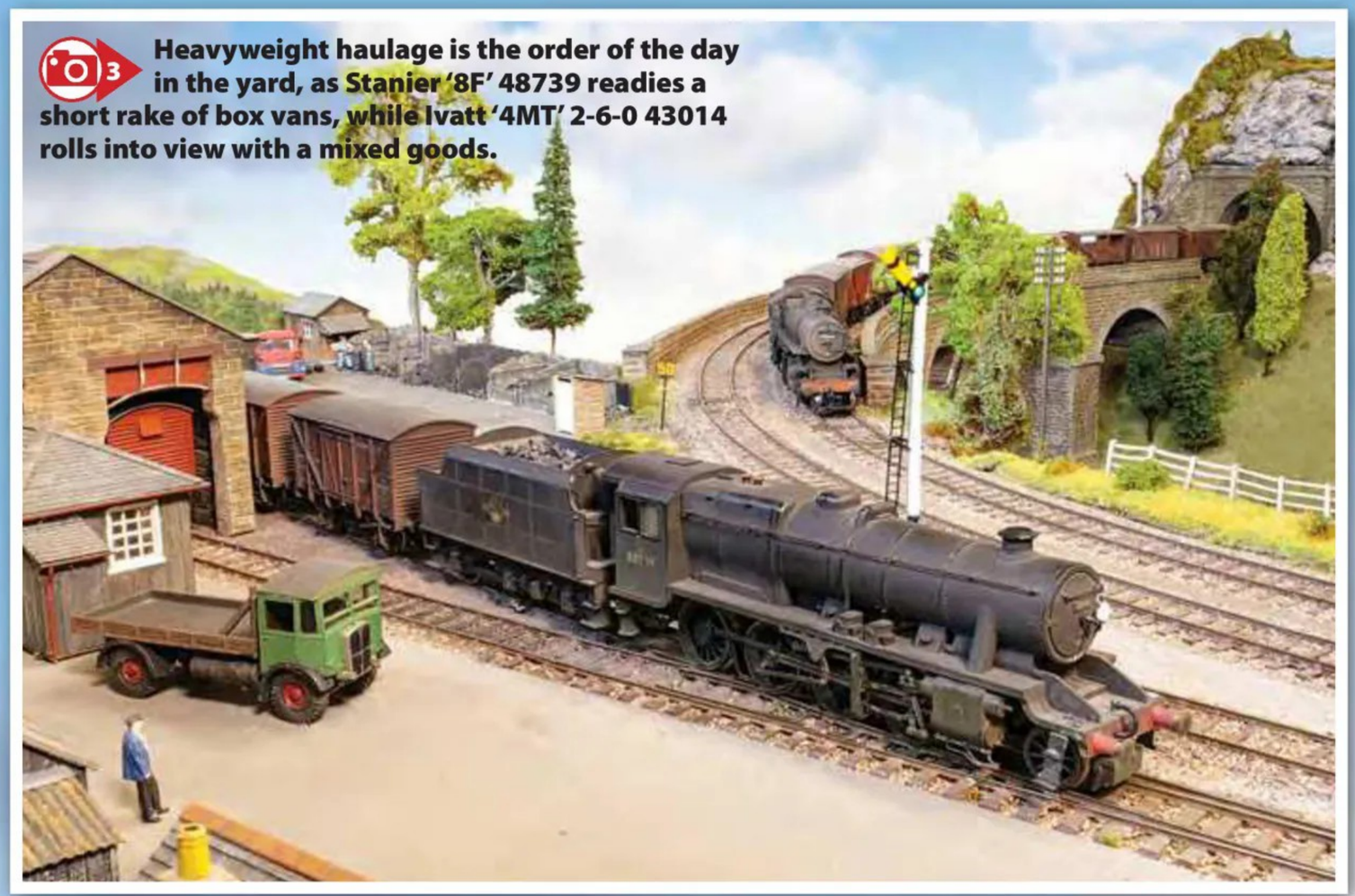
project providing track diagrams and architectural drawings of the station, bridges and associated structures.

The layout was built from 9mm plywood baseboard modules which formed an 11ft x 9ft maximum sectional continuous run layout. All was designed to comfortably fit into a 4.5m x 3.5m purpose-built log cabin in my garden.

Construction of the layout started in 2015. I had gone through an extensive period of planning in order to get Bakewell station and the other scenic areas into the space, but some compromises still had to be made - notably in the goods shed areas. However, with a minimum radius of 36in and curved points at the entrance of the storage yard, realistic operation was possible. The double track enabled me to run prototypical passenger and freight trains hauled by many of my favourite steam and early BR green diesel locomotives which ran on the railway at the time. However, as it is my layout, in this version of history, the line never closed so this has enabled me to run other famous heritage specials hauled by currently preserved locomotives. I also have the full rake of the Royal Train as it was in 1977.

I am a stickler for realism. The track must have correct sleeper spacing. This was laid next. I opted for Marcway and C&L track. Points into the fiddle yard were hand-built with copper-clad sleepers using Templot guides to get the geometry right and enable the continuance of smooth transition curves.

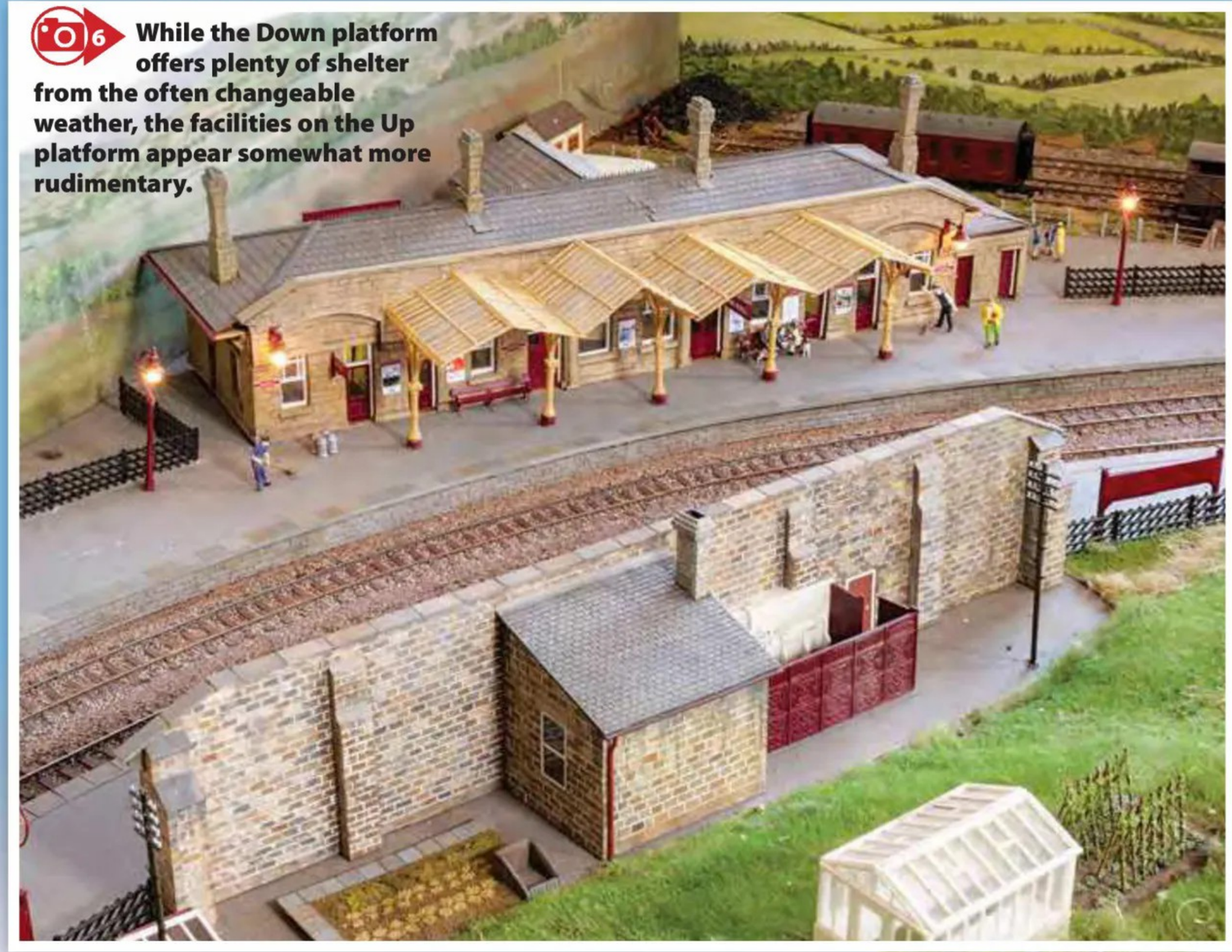
My attendance at the Missenden Abbey model railway course (*www.missendenrailwaymodellers.org.uk*) helped me gain the necessary skills in curved point making. All points are digitally controlled using DCC Concepts iP motors which have been trouble free. Ballasting was carried out and the track and sleepers »



3 Heavyweight haulage is the order of the day in the yard, as Stanier '8F' 48739 readies a short rake of box vans, while Ivatt '4MT' 2-6-0 43014 rolls into view with a mixed goods.

4 As BR Standard '4MT' 2-6-4T 80038 shunts wagons in the goods yard, as LMS 'Black Five' 45407 heads a parcels train (and milk tank) across Monsal Head viaduct.

5 Passengers rush to catch the all-stations stopper, formed of a two-car Class 108 Diesel Multiple Unit.



6 While the Down platform offers plenty of shelter from the often changeable weather, the facilities on the Up platform appear somewhat more rudimentary.

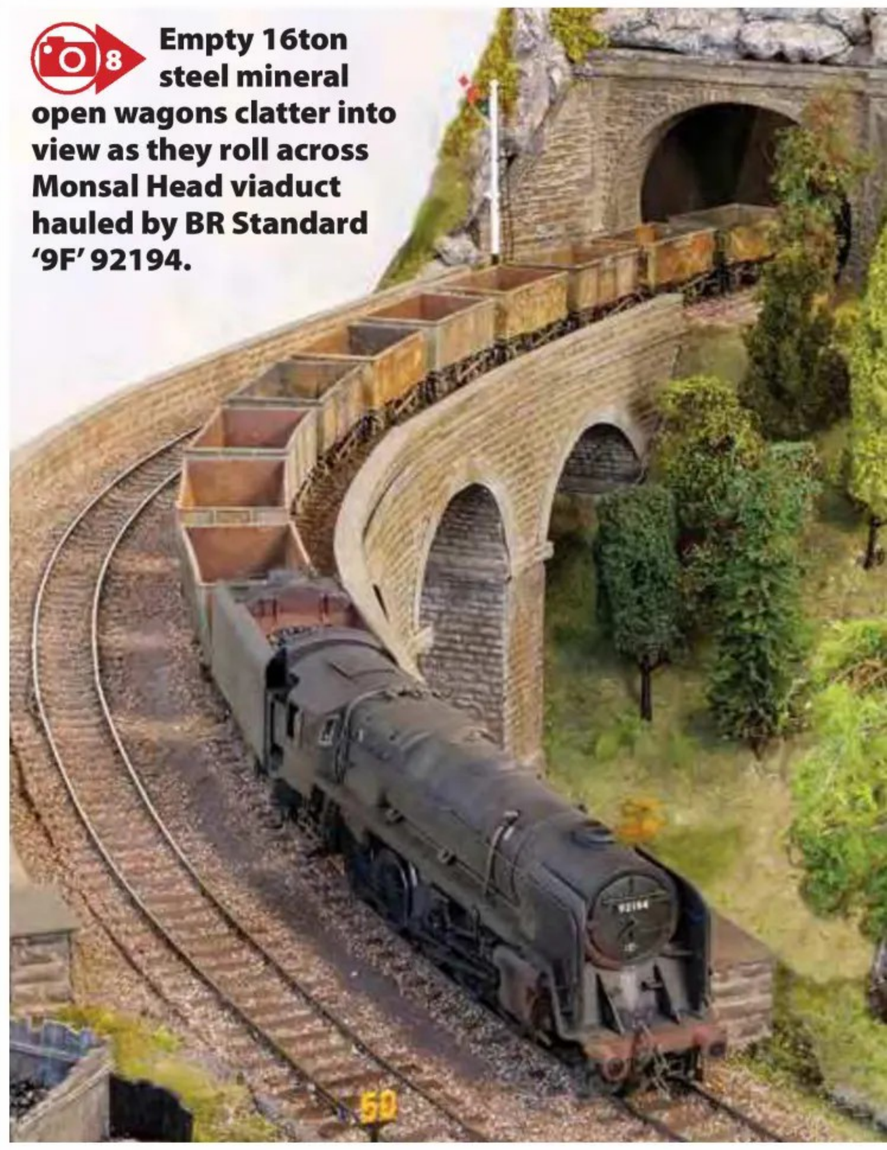
suitably weathered using sleeper grime paints. Finally, DCC Concepts ground signals were added around the station.

Digital Command Control (DCC) operation for the layout, which would allow me the option to have digital sound in my locomotives, was a must. This was based on Digitrax controllers boosted up to 5amps for sound operation. The power is supplied by a bus wire with droppers soldered to each rail section. Operation over the past few years has been relatively trouble-free too.

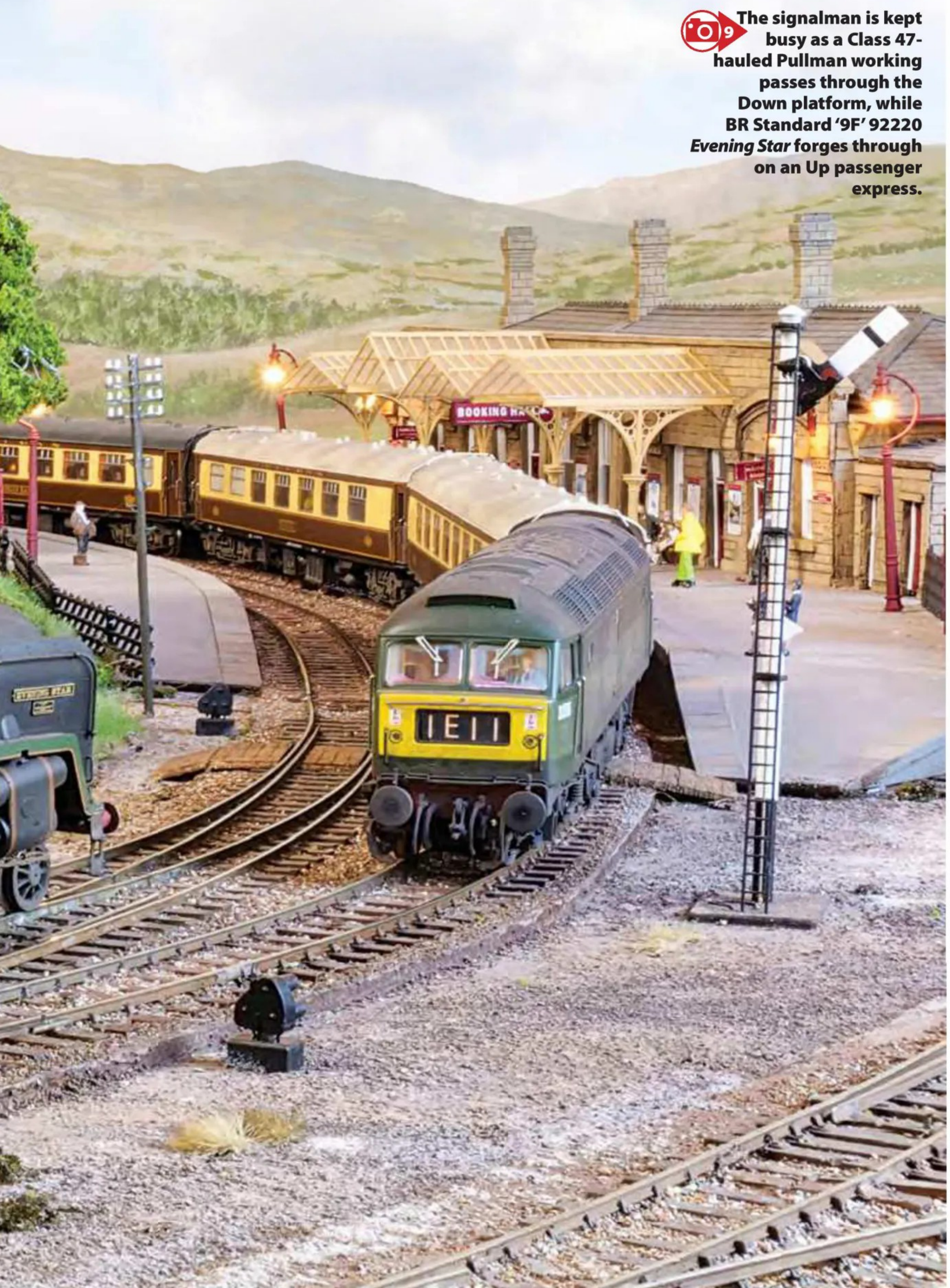
THE STATION

Bakewell station building was a major challenge to get right. Initially CAD drawings were scanned and drawn from architectural drawings by David, my brother-in-law in America. The drawings were laser cut by York Model Making resulting in a basic building shell. The correct windows and doors, stonework and canopies were added. The structures were then painted and weathered; I even added an outside urinal at the back of the Down platform building.

7 Livestock is about to be loaded into a pair of cattle vans in the sidings adjacent to Bakewell station.



8 Empty 16ton steel mineral open wagons clatter into view as they roll across Monsal Head viaduct hauled by BR Standard '9F' 92194.



9 The signalman is kept busy as a Class 47-hauled Pullman working passes through the Down platform, while BR Standard '9F' 92220 *Evening Star* forges through on an Up passenger express.

All in all, this part of the project took over nine months to complete. Interior lighting and flickering fireplaces add to the ambient effect. The station building certainly looks the part and is a true representation of the 1862-built listed station which still stands to this day. ModelU and Dart Castings passengers were then added to the platform including a miniature version of Michael Portillo in his distinctive yellow jacket.

A miniature version of the goods shed was scratchbuilt from plasticard with associated coal yard office and coal staithes. I also had a 1:76 scale 3D scan made of myself by ModelU and added this to the goods shed so I am now the acting foreman of the area.

Monsal Head viaduct and the portal of Headstone Tunnel are two of the most recognisable and dramatic parts of the line. My model of the viaduct was built over a drop level baseboard using a hard card former faced with Slaters Plastikard dressed stone. The piers are made from 2in x 1in timber blocks, painted, and the whole structure was weathered accordingly. Surrounding scenery was constructed from blocks of polystyrene cut to shape with a representation of the River Wye running below. Plaster bandage was added, painted and then covered with scenic grass and static grasses. The viaduct is an incredibly robust structure which enables trains to be viewed leaving and entering Headstone tunnel which forms the scenic break on the layout.

OPERATION

Operation of the layout gives me great pleasure with DCC control. I now have an impressive array of passenger and freight workings on the layout hauled by the steam and diesel locomotives prevalent on the line at the time. These include BR Standard '9Fs' (some in Crosti form) and 'Britannias' plus London »

10 **Two spotters take note of LMS 'Black Five' 45379 as it rumbles past at the head of a loaded coal train.**

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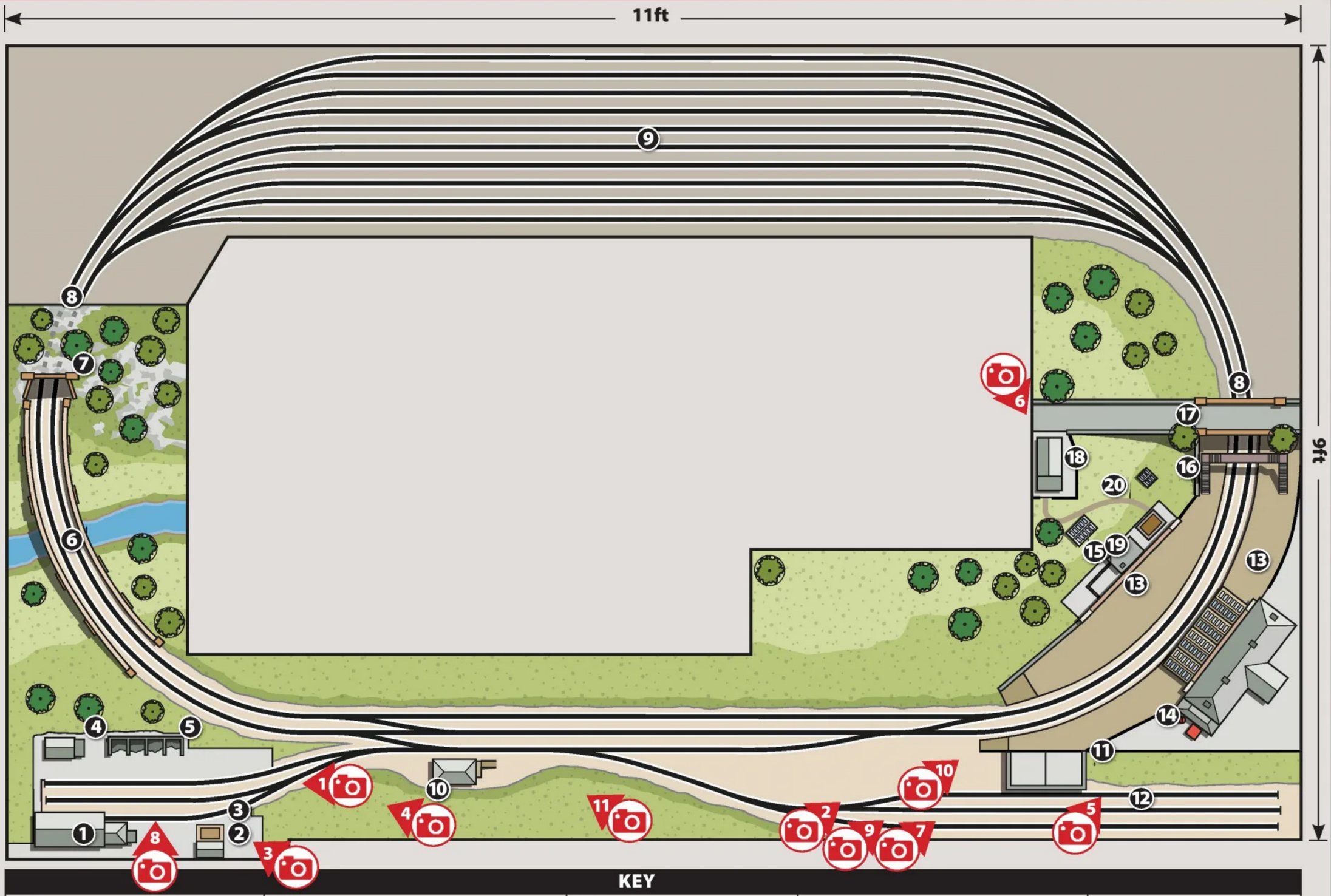
BAKEWELL TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Goods shed	5 Coal staithes	9 Storage yard	13 Platform	17 Road bridge
2 Goods office	6 Monsal Head viaduct	10 Signalbox	14 Station building	18 House
3 Weighbridge	7 Headstone Tunnel	11 Cattle dock	15 Waiting room/toilet	19 Greenhouse
4 Coal merchant	8 To/from storage yard	12 Sidings	16 Footbridge	20 Footpath

Midland & Scottish Railway (LMS) 'Black Fives', 'Jubilees', 'Royal Scots' and '8Fs'. Passenger trains include the 'The Palatine' between St. Pancras and Manchester. All locomotives and stock have been weathered.

Early green diesel stock includes Class 45s and 47s, LMS 10000/01 and Class 108 DMUs which form local services. The proverbial icing on my 'Bakewell Pudding' is my Blue Pullman which ran on the route from 1960. This is a stunning model produced by Bachmann in 2012. When it came out, I knew that I wanted one and it has provided sterling service ever since.

I have a range of heritage locomotives which occasionally pass through the area including 60103 *Flying Scotsman*, 60163 *Tornado* and the Royal Train hauled by preserved Class 47 47798 *Prince William*. In my quest for realism, the Royal Train coaches have had replacement etched sides added with correct double doors for the King's coach. Net curtains were made from tracing paper. These were suitably painted, Royal crests and lining were added before being varnished.

All my locomotives are DCC controlled and sound-fitted which add to the enjoyment of operating the layout. As new models are produced by the manufacturers, I am replacing my older stock. The new 2023 Hornby '9Fs' and Class 47s are notable examples.

BR Standard '7MT' 70013 *Oliver Cromwell* rounds the curve off the viaduct towards the station heading a mixed rake of carriages.

I am indebted for help from various members of High Wycombe Model Railway Club who have helped me with the project over the years. My friend Ron has helped me with some of the scratchbuilding of structures. His skill at hand painted backscenes is second to none. I have also been upgrading the scenery and enhancing the static grass over the past year with help from my friend Steve.

Bakewell is essentially complete, but there are always upgrades to do, notably the scenery, wiring and track maintenance. It has been challenging to complete over the years but like a good Bakewell Pudding, the extra touches have added the icing and cherry on top. **HM**

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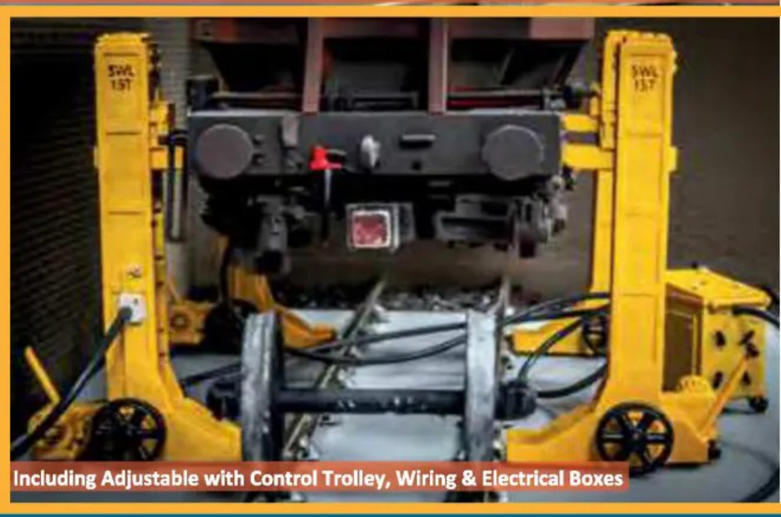

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FIRST REVIEW

Hornby's 'TT:120' GRESLEY 'A4' AND ROLLING STOCK

In our first review of Hornby's new 'TT:120' collection, **MIKE WILD** inspects the Gresley 'A4' 4-6-2, BR Mk 1 coaches and Pullman carriages which are available now for this new scale.

HORNBY stepped forward with the announcement of its brand-new 'TT:120' collection in October 2022 with the first products arriving in the UK for eager customers at the very end of the year.

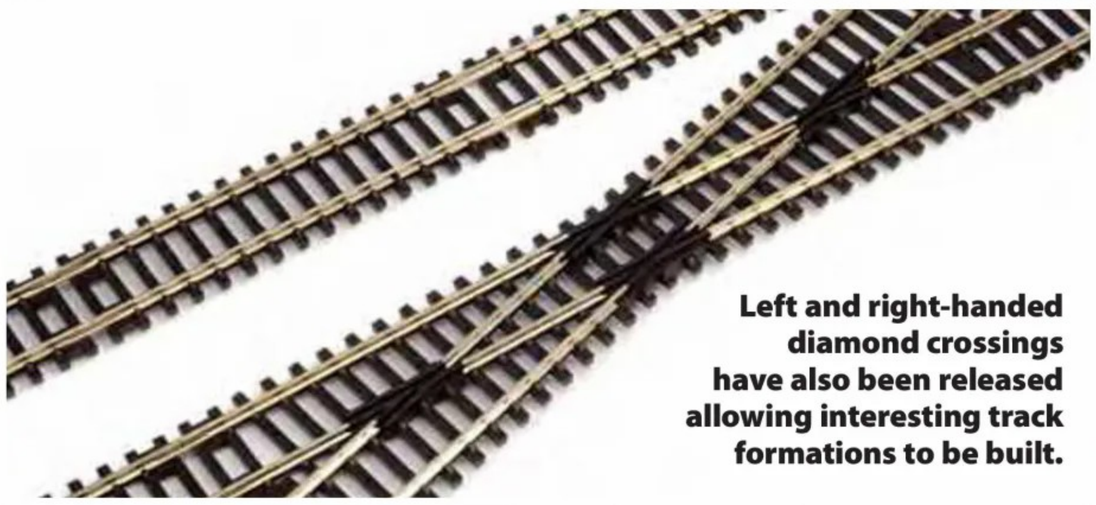
The first train sets sold through quickly, but now a wider range of models is available, samples of the Gresley 'A4' 4-6-2s, BR Mk 1 carriages, Pullman coaches together with track, buildings and the first wagons have arrived in the *Hornby Magazine* office for inspection.

'TT:120' has been available to the European market for many years and the new British outline models are produced to the same 1:120 scale - the equivalent of 2.54mm to 1ft. Hornby has set out a long-term plan for the scale covering locomotives and rolling stock while its new range of Bluetooth Triplex Sound decoders have also been created with the new smaller scale in mind.

The 'TT:120' scale sits between 'OO' and 'N' gauge and offers true scale British outline products where both the track and the rolling stock are created to the same standard, which isn't true of 'OO' gauge which sees 4mm:1ft scale locomotives running on 3.5mm:1ft scale track used by 'HO' scale European manufacturers.

Hornby is currently the only British rolling stock supplier for the 'TT:120' market, but it isn't entirely alone as Peco has introduced finescale track, building kits and accessories for the scale while West Hill Wagon Works is creating an increasing range of 3D-printed products and magnetic couplings. In addition, Gaugemaster is supplying more of the 'TT:120' scale buildings from European manufacturers including buildings, road vehicles and figures and 3D figure producer Modelu offers its figures in 1:120 scale.

Hornby's track range includes left and right hand points.



Left and right-handed diamond crossings have also been released allowing interesting track formations to be built.

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	TT3008M and TT3009M reviewed
Description:	Gresley 'A4' 4-6-2 60016 *Silver King*, BR lined green
	Gresley 'A4' 4-6-2 60025 *Falcon*, BR lined blue
Builder:	LNER, Doncaster Works
Region:	Eastern Region
Gauge:	'TT:120', 12mm
Scale:	2.54mm:1ft
Length:	184.5mm (over buffers)
Price:	£145.99 (DCC ready)
Couplings:	'TT:120' couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube speaker
Exterior lights:	None
Interior lights	None
Minimum curve radius:	Second (310mm)
Motor type:	Three-pole
Flywheel:	None
Wheel arrangement:	4-6-2
Purpose:	Express passenger
Haulage capacity (expected):	Eight-ten coaches
Haulage capacity (actual):	Ten coaches (maximum tested)

First in for review for 'TT:120' scale at *Hornby Magazine* are Gresley 'A4' 4-6-2s 60016 *Silver King* and 60025 *Falcon* together with Mk 1 and Pullman carriages.

In this review we are going to focus on the locomotives, carriages and track components to give you an insight into this all-new scale which is set for a bright future with Hornby with a long list of new products in development including the Stanier 'Duchess' 4-6-2, Class 43 HST power cars and Mk 3 carriages, Class 66 diesel locomotives and more.

THE MODELS

First up for inspection at *Hornby Magazine* are the Gresley 'A4' 4-6-2s, BR Mk 1 carriages and Pullman coaches. The 'A4s' have been released DCC ready first, but all three will be available later this year with factory fitted Triplex Sound decoders.

Our sample locomotives are 60016 *Silver King* in BR lined green

with early crests and a non-corridor tender (Cat No. TT3008M) and 60025 *Falcon* in BR lined blue with early crests and a corridor tender (TT3009M). In addition 4468 *Mallard* is available in LNER Garter blue with valances (TT3007M).

The 'A4s' are neatly packaged and come with a small accessory pack containing optional front brake pipes and cylinder drain cocks, though the latter are suited to display purposes only. Hornby's long association with the 'A4' is clear as both of our models replicate the prototypes superbly with separately fitted handrails throughout, glazed cab windows, a detailed cab interior, fully detailed underframe and the correct tender bodies for the locomotives.

The overall shaping of the 'A4s' is good too with the famous streamlined casing being captured well by the moulding. They measure just over length at 184.5mm over buffers – a scale 72ft 6in at 2.54mm:1ft scale accounting for the larger than scale gap between the locomotive and tender to accommodate its operation on model railway curves.

Livery application on both the BR lined green and lined blue locomotives was excellent with fine printing of the BR lining as well as the locomotive numbers and tender crests. The nameplates are also neatly applied separate parts with a printed finish.

Joining the 'A4s' here are samples of the BR Mk 1 carriages which have been released initially in Composite Corridor (CK) and Brake Second Corridor (BSK) forms. These are available in BR lined maroon, but BR carmine and cream versions are also on the way.

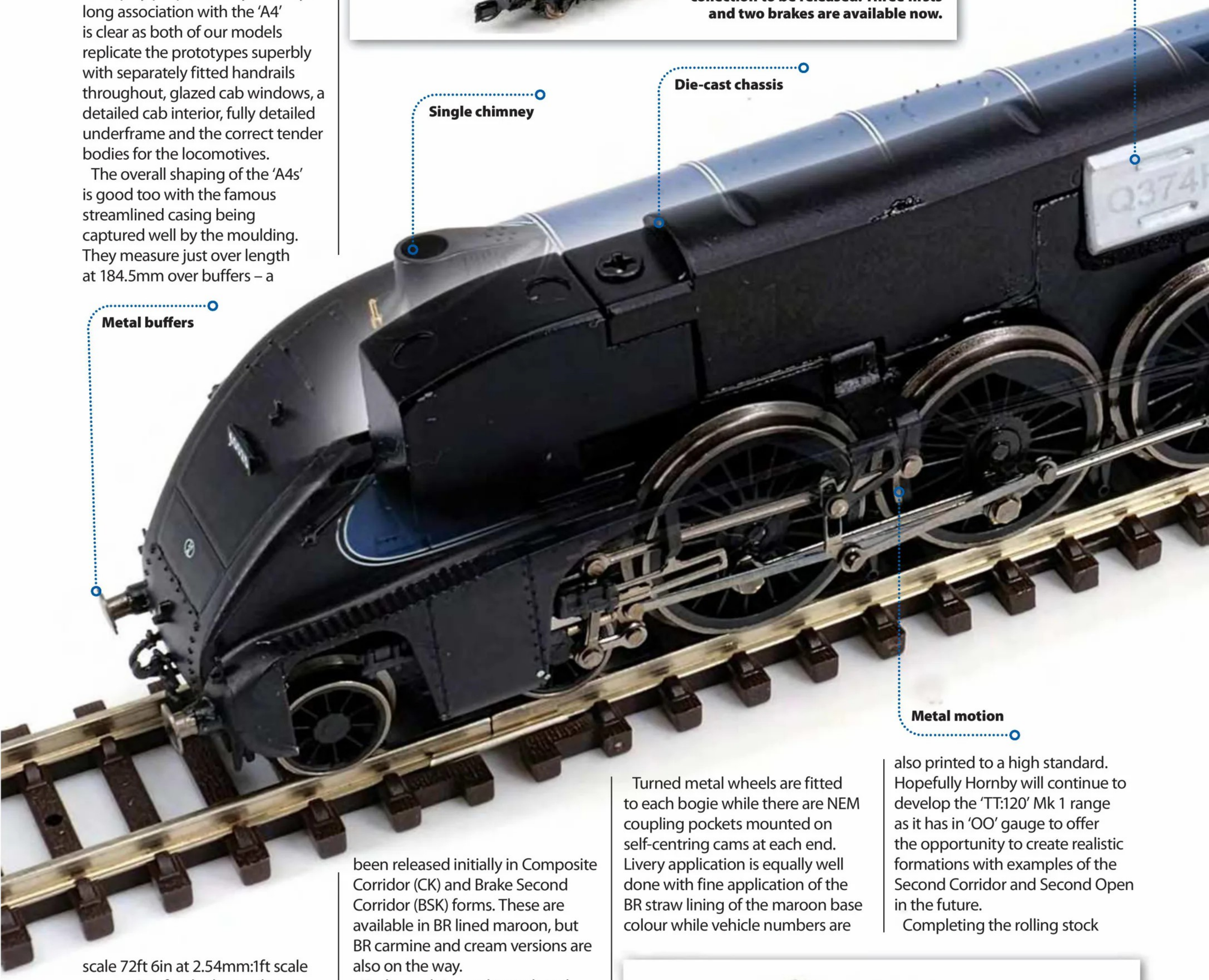
Each coach is neatly produced with the correct body profile to match the real vehicles. They ride on B1 bogies, as they would have done in the steam era, and also have flush glazing, interior mouldings to suit the vehicle type and a fully detailed underframe with truss frames, battery boxes and vacuum brake equipment. The body length scales out correctly at 63ft 6in – 161mm over headstocks at 2.54mm scale – for the BR Mk 1 carriages.

Turned metal wheels are fitted to each bogie while there are NEM coupling pockets mounted on self-centring cams at each end. Livery application is equally well done with fine application of the BR straw lining of the maroon base colour while vehicle numbers are also printed to a high standard. Hopefully Hornby will continue to develop the 'TT:120' Mk 1 range as it has in 'OO' gauge to offer the opportunity to create realistic formations with examples of the Second Corridor and Second Open in the future.

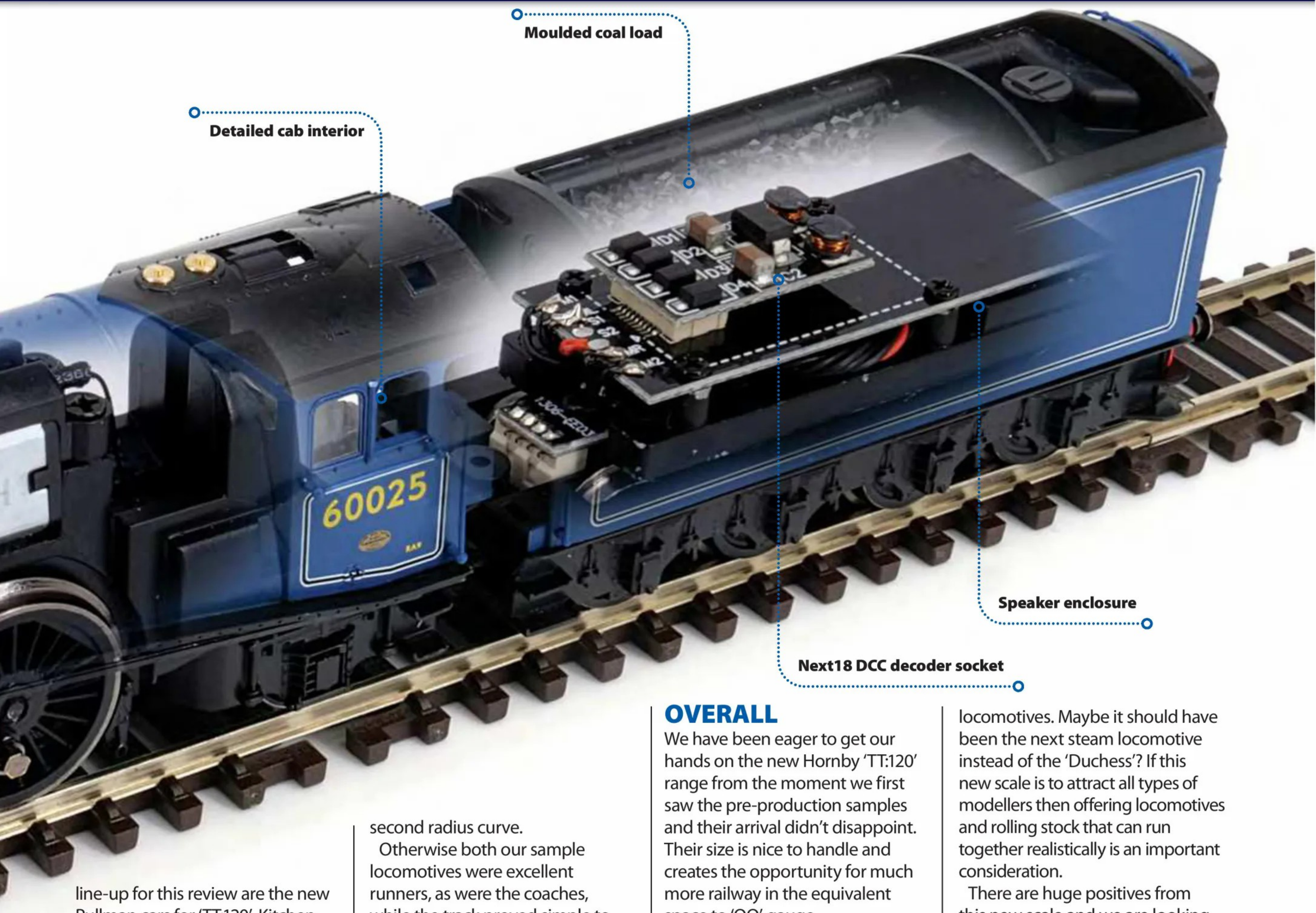
Completing the rolling stock

Kitchen First and Brake Third Pullman cars are the first of this collection to be released. Three firsts and two brakes are available now.

Below: **Inside the 'A4s' have a three-pole motor in the locomotive plus a Next18 decoder socket and 15mm x 11mm cube speaker in the tender.**



The coaches are simple to dismantle with the bodies clip fitted to the chassis. This makes adding passengers a simple task.



line-up for this review are the new Pullman cars for 'TT:120'. Kitchen First and Brake Third coaches have arrived initially with a choice of two Brakes (Nos. 65 and 162) and three Kitchen Firsts (*Zenobia*, *Plato* and *Octavia*) now available. All have working lights, just like the 'OO' gauge versions, and also have the same turned metal wheels and NEM coupling pockets as the Mk 1s.

Body detail is again excellent with each capturing the intricacies of the Pullman carriages while they also have flush glazing with representation of the curtains, detailed interiors and excellent paint finish.

PERFORMANCE

Straight from the box both of our 'A4' samples ran well and after running in for 30 minutes in each direction settled down to be smooth and consistent runners throughout our testing. Both comfortably hauled a ten-coach train with ease, even on set track curves, with all the coaches being very free running.

Our circuit was made using a selection of Hornby set track components in second and third radius and we did notice in reverse that the front pony truck on one of the 'A4s' wasn't keen on the tighter second radius curve.

Otherwise both our sample locomotives were excellent runners, as were the coaches, while the track proved simple to join together and create a basic circuit with a loop and sidings. The insulated frog points make a basic layout simple to power as a single power track section was all that was needed to link an analogue controller to the layout and power the arrangement we created.

Hornby's 'TT:120' locomotives are equipped with Next18 DCC decoder sockets and a 15mm x 11mm cube speaker mounted in the tender. This is straightforward to access and requires removal of two small screws at the rear of the tender. Inside is space for a Hornby Triplex Sound Bluetooth decoder, but our first impressions are that the baffle for the 15mm x 11mm cube speaker is very shallow.

All rolling stock is equipped with NEM coupling pockets – the same as used on 'N' gauge and British 'OO9' narrow gauge models – which means there are options to change the couplings from the standard design supplied. We found these easy to clip together, but not always so easy to separate as the two metal hoops underneath have to be pressed in to release the couplings. However, they do their job well and keep trains coupled together reliably.

OVERALL

We have been eager to get our hands on the new Hornby 'TT:120' range from the moment we first saw the pre-production samples and their arrival didn't disappoint. Their size is nice to handle and creates the opportunity for much more railway in the equivalent space to 'OO' gauge.

The sound provision stands out to us for its shallow speaker baffle – and we will be looking at the options for 'TT:120' sound in a future issue - but we might want to find an alternative coupling design to make joining and separating trains quicker and easier.

In addition, the choice of motive power for the initial range doesn't provide a cohesive set when viewed from a modeller's point of view – perhaps this doesn't really matter, but we would certainly be keen to add the proposed '9F' 2-10-0 to a fleet to provide steam era freight motive power to run alongside the glamorous express locomotives. Maybe it should have been the next steam locomotive instead of the 'Duchess'? If this new scale is to attract all types of modellers then offering locomotives and rolling stock that can run together realistically is an important consideration.

There are huge positives from this new scale and we are looking forward to seeing the Gresley 'A3' 4-6-2 on our review desk soon followed by the Class 08 diesel shunter and then the HST power cars in autumn 2023.

The stage is set for 'TT:120' to have a bright future and for new modellers in particular, it presents an excellent new choice to start building a model railway at an exciting time for the hobby. Keep watching *Hornby Magazine* for more on this scale in future issues, from Hornby and beyond. (MW)

● Visit *www.keymodelworld.com/tt120-model-railways* to see our full collection of news, reviews and features.

The BR Mk 1 family is represented initially by the Brake Second Corridor (BSK) and Composite Corridor (CK) in BR maroon.

‘A4s’

IN PRESERVATION

It is now 57 years since the last of Sir Nigel Gresley’s famous ‘A4s’ were taken out of service yet six survive, with one still active on the main line. **EVAN GREEN-HUGHES** looks at the preservation years of what will always be remembered as the ‘Streaks’.

THE 'A4s' are amongst the most famous steam locomotives. One, 4468 *Mallard*, holds the world record for steam traction, while others have been logged at speeds over 110mph. Their streamlined shape always gave them a very special look which provided much inspiration to the London and North Eastern Railway (LNER) publicity department, while enthusiasts and modellers alike have always held them in high regard, particularly as the class was one of the earliest releases from Hornby Dublo back in 1938.

These famous locomotives came about due to a desire for faster journey times between major cities during the 1930s to counter competition from both air and road transport. Sir Nigel Gresley, the Chief Mechanical Engineer of the LNER had examined streamlined trains in Germany and had concluded that a streamlined and upgraded version of his 'A3' class 'Pacific' would be able to pull nine-coach expresses at top speeds of more than 85mph on the East Coast Main Line (ECML) between London and Scotland. Following successful trials the first of the new streamlined engines appeared in 1935, painted in a new silver livery and with coaches to match, and was an instant hit with both passengers and enthusiasts alike.

The status of the 'A4s' was then cemented with a series of speed records being achieved, culminating in the 126mph dash achieved by *Mallard* down Stoke Bank in 1938.

Express passenger work continued until the war broke out in 1939, after which the 'A4s' found themselves on other duties, which included much heavier trains than they had originally been designed for, and on which they acquitted themselves well. Peacetime saw them return to their previous duties, which included non-stop runs between London and Edinburgh, and they continued to be the premier traction on the east coast line, even after the introduction of more modern locomotives.

In the early 1960s diesels began to appear as part of British Railways' modernisation plans and the 'A4s' were replaced on some of the premier duties by new Class 40s and later by 'Deltics'. Withdrawals began in 1962 but there was a respite for some of the class when a batch was transferred to Scotland for use on the route between Glasgow Buchanan Street and Aberdeen, but even this was over by September 1966.

SAVED FOR THE NATIONS

Given the success and the popularity of the class it is not surprising that there was much interest in retaining examples for preservation. *Mallard* was taken out of service in April 1963 and moved to Doncaster Works where it was restored to its original appearance, including the refitting of the side valances that had been taken off during the war years to make maintenance easier.

At the beginning of 1964, *Mallard* was towed to Nine Elms in London where it was loaded onto a special trailer and transferred to the British Transport Museum which was then at Clapham. It remained there until it was transferred to the new National Railway Museum in York, which opened in 1975. Later, to»

Recently overhauled Gresley 'A4' 4498 *Sir Nigel Gresley* pauses at Peterborough carrying Wartime LNER black at the head of Steam Dreams' 'York Christmas Market' - the1Z63 from York to London King's Cross - on November 17 2022. Mike Wild.

commemorate the 50th anniversary of the world speed record, the decision was taken to return the engine to steam. This was accomplished in 1986 and was followed by two years of main line action which saw the locomotive hauling special trains throughout the country. Since then it has been a staple of the collection in York but has been seen outside on a number of occasions when there have been special events.

The second of the class to be preserved was 60008 *Dwight D. Eisenhower* which was taken out of service in July 1963 and again taken to Doncaster for restoration, this time to its later condition and in British Railways livery. It was then donated to the National Railroad Museum in Wisconsin USA, being towed to Southampton the following April and shipped on board the ship *American Planter*. It remained on static display in America until 2012 when the National Railway Museum organised for it to be returned to this country for cosmetic restoration and display alongside all the other remaining members of the class as part of the Great Gathering celebrations marking the 75th anniversary of *Mallard's* record-breaking run. After that event was over it was transported back to the USA and returned to the museum there for further display.

In May 1965, 60010 *Dominion of Canada*, was sent by the Scottish Region to Darlington Works for a heavy repair but while it was there it was discovered that the boiler, which was less than five years old, was in very poor condition and as a result the engine was condemned. It was then taken to Bank Top for storage and remained there without its chimney for more than a year until it was towed to Crewe Works where it received a superficial restoration, again retaining its British Railways green livery. On April 10 1967 it was formally presented to the acting High Commissioner for Canada at Royal Victoria Dock, London, being then shipped across the Atlantic for display by the Canadian Railroad Historical Association at its site in Montreal.

LNER 'A4' 60007 *Sir Nigel Gresley* departs from Wansford for Peterborough on April 16 2023 during its two-week visit to the Nene Valley Railway. Mike Wild.

PRESERVED LNER CLASS 'A4' LOCOMOTIVES

BR NUMBER	LATER LNER	ORIGINAL NUMBER	NAME	LOCATION
60007	7	**4498**	*Sir Nigel Gresley*	UK main line registered
60008	8	4496	*Dwight D Eisenhower*	US National Railway Museum, Wisconsin
60009	9	4488	*Union of South Africa*	Balbuthie, Fife (Museum)
60010	10	**4489**	*Dominion of Canada*	Canadian Railway Museum, Montreal
60019	19	**4464**	*Bittern*	Margate, Kent (1:1 Collection)
60022	22	**4468**	*Mallard*	National Railway Museum, York

(Number in bold is that currently carried).

Unfortunately, the locomotive deteriorated badly and by 2010 it was in poor condition. In 2011 it was announced that it would be returned to the UK for display at the 75th anniversary celebrations and by October 2012 it was at Shildon where a cosmetic restoration was carried out, returning the engine to its original garter blue livery and number. Following display at the National Railway Museum in York it was returned to Canada on the same ship that was carrying 60008, and reached its home museum once again in mid-2014.

PRIVATE 'STREAKS'

While the first three locomotives preserved were as a result of official initiatives the same is not true of the fourth, 60007 *Sir Nigel Gresley*, which was purchased by the A4 Locomotive Society in 1966 with the specific intention of retaining it in working order. Taken to Crewe, it was returned to LNER blue livery although it retained all of its post-war modifications. It also was given the driving wheels from 60026 *Miles Beevor*, which were in better condition than its own. By March 1967 it was running trial main line trips and took its first railtour the following month.

Shortly afterwards British Railways brought in its infamous steam ban with the result that 'Number 7' was laid up at Philadelphia, Co Durham, until 1972 when it resumed its main line duties. It then spent many years based at Steamtown in Carnforth and visited the National Railway Museum in 1988 before settling down to duties at various heritage lines, including the Great Central and the East Lancashire railways before moving to its current home at the North Yorkshire Moors Railway. It also visited the 75th anniversary gathering in York. Having been overhauled a number of times since then, it returned to service in 2022 and is now the only one to be active on the main line and is under the care of the Sir Nigel Gresley Preservation Trust.

Another engine privately purchased was 60009 *Union of South Africa* which was bought by a group of businessmen headed by John Cameron and taken to the Lochty Private Railway in Scotland. It arrived there in June 1967 and for some years steamed up and down the short line giving demonstration rides. In 1973, with the steam ban lifted, it was returned to national railway metals and was based at various sites in Scotland, from where it operated charter and special trains, which eventually covered the whole country.

***60009 Union of South Africa* heads north on the ECML at Woodcroft on September 23 2006.** Mike Wild.

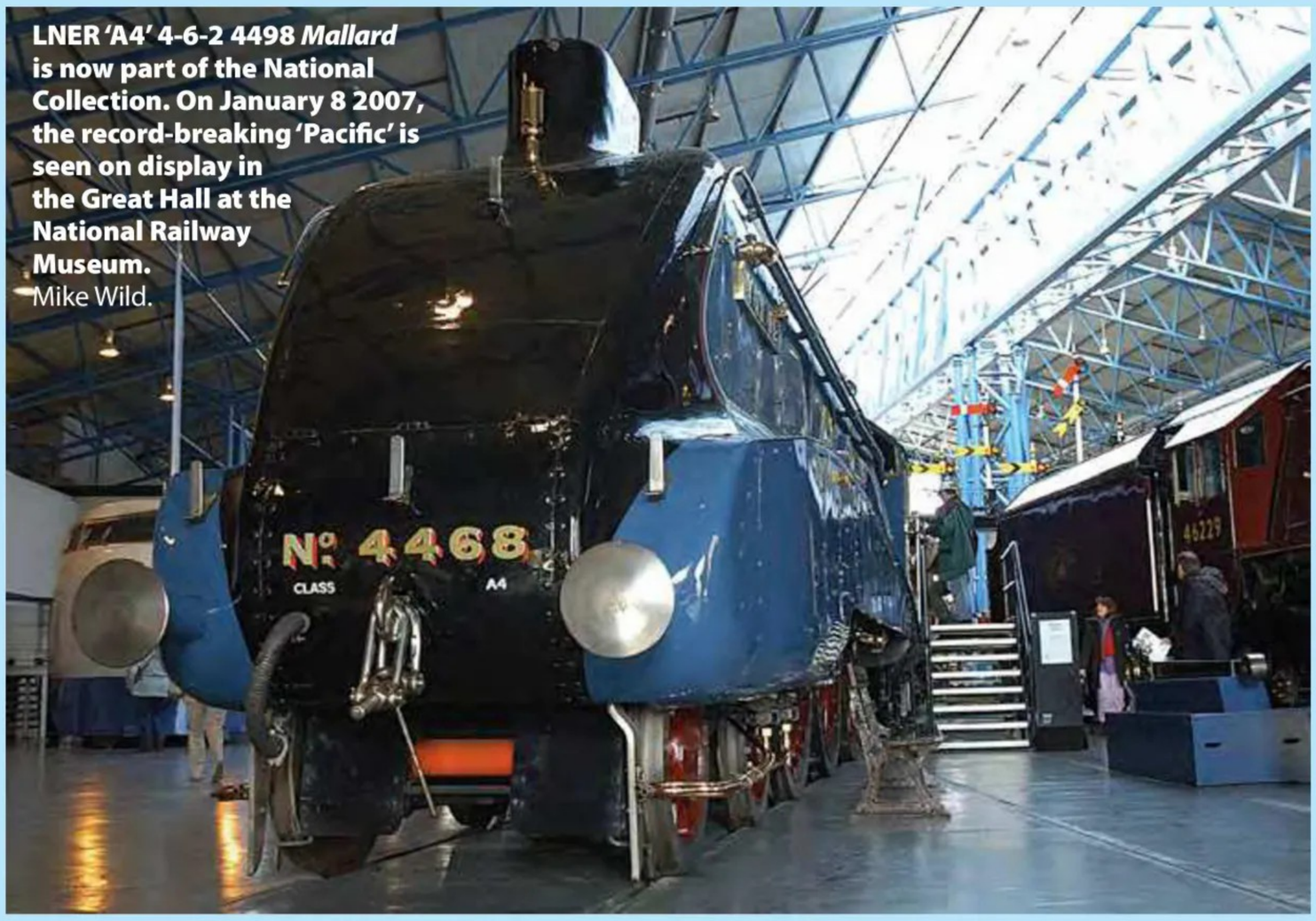
In May 1994, 60009 was taken to the Severn Valley Railway for overhaul, later moving on to Crewe some years later for further work and a resumption of main line duties. It had another overhaul in 2010 and then was put to work with West Coast Railways on charter work, which included hauling the opening trains for the rebuilt Borders Railway in Scotland. Ten years later it was taken to the East Lancashire Railway where it worked until April 2021, being put on museum display in Bury until April this year. It has now returned to Scotland for permanent static display at John Cameron's Farming and Railway Visitor Centre in Fife.

Also purchased privately, this time by Geoff Drury of York, was 60019 *Bittern* which was initially housed in York North shed from where it worked a number of railtours. The steam ban saw it stored at Neville Hill shed in Leeds where it was returned to LNER livery. A return to main line service in 1972 was cut short by frame issues and the locomotive went to the Dinting Railway Centre for a while before being taken over by the North East Locomotive Preservation Society which cosmetically restored it in silver livery as 2509 *Silver Link* and displayed it at the Stephenson Museum in Newcastle and then the National Railway Museum.

In 1995, 60019 was moved to the Great Central for overhaul but this project stalled and it was then sold to Tony Marchington and taken to Southall in a dismantled state. There was a further change of ownership and new owner Jeremy Hosking moved it to the Mid-Hants Railway where it returned to steam and returned to BR green in 2007. A return to the main line followed and in 2010 it temporarily became 4492 *Dominion of New Zealand*, being repainted in LNER blue. Two years later it gained its own LNER number and identity but remained in blue, running in this form until it was laid up in 2015 in need of overhaul. Currently it is stored in the 1:1 collection building at Margate awaiting its turn for attention.

Although all six of the 'A4s' that were originally preserved still exist, it is highly unlikely that they will ever all be seen in the same place again, as happened at at the National Railway Museum's Great Gathering a decade ago, and it is also unlikely that we will see more than a couple of them on the main line at the same time. However, we are very fortunate that so many of the 35 'A4s' have survived, which says much about their popularity amongst enthusiasts and the general public alike. **HM**

● **For more in-depth Reality Check articles, visit *www.keymodelworld.com/reality-check* to browse our extensive collection.**

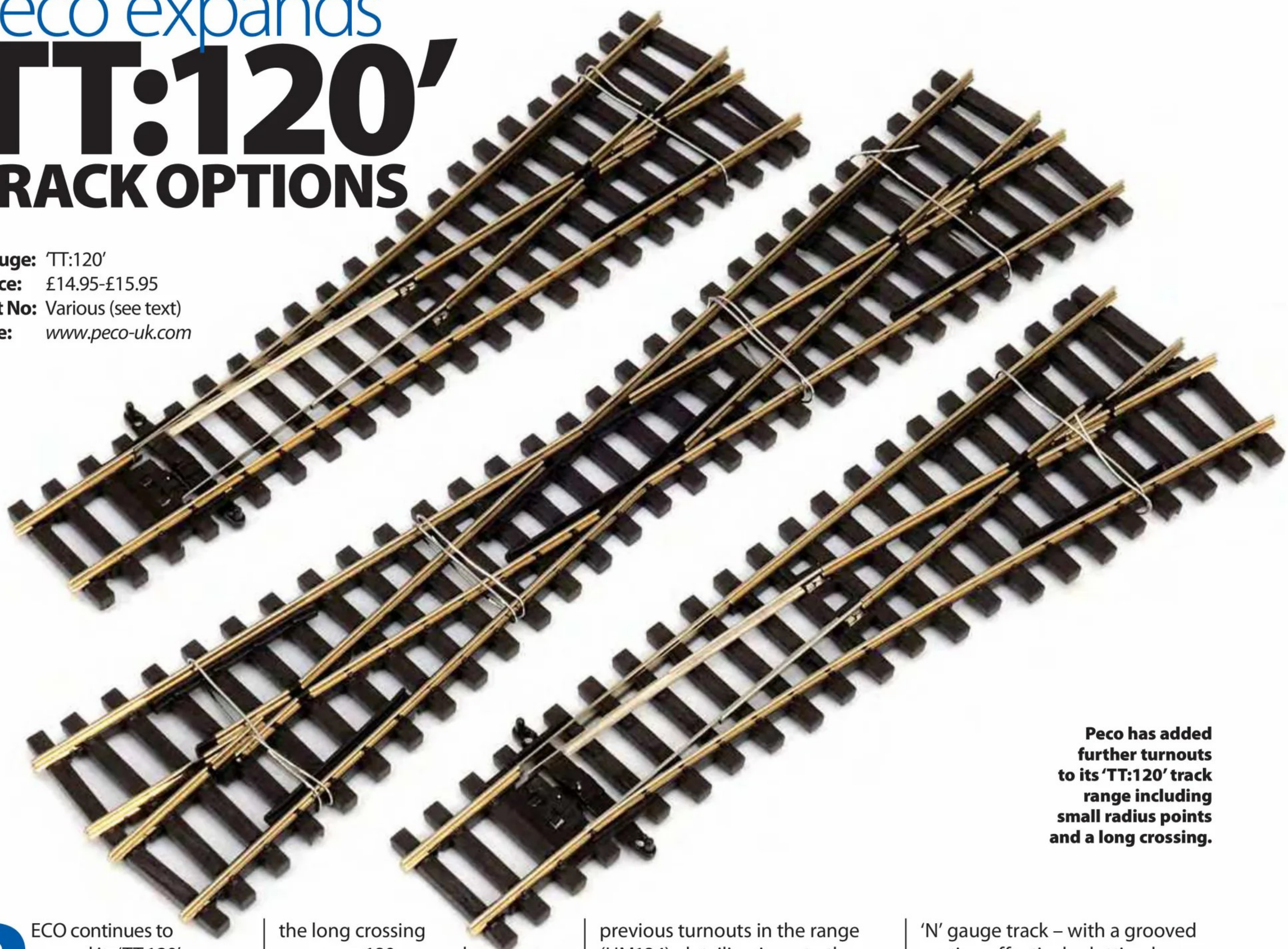


LNER 'A4' 4-6-2 4498 *Mallard* is now part of the National Collection. On January 8 2007, the record-breaking 'Pacific' is seen on display in the Great Hall at the National Railway Museum.
Mike Wild.

Gresley 'A4' 60019 *Bittern* passes Limpley Stoke with the 0845 Victoria to Bristol 'Cathedrals Express' on July 16 2008.
John Chalcraft/Railphotoprints.

Peco expands 'TT:120' TRACK OPTIONS

- **Gauge:** 'TT:120'
- **Price:** £14.95-£15.95
- **Cat No:** Various (see text)
- **Site:** *www.peco-uk.com*



Peco has added further turnouts to its 'TT:120' track range including small radius points and a long crossing.

PECO continues to expand its 'TT:120' track range with the release of a pair of code 55 small radius left- and right-hand turnouts (Cat No. SL-U1292/U1291) and a long crossing (SL-U1294).

The new small radius turnouts measure 135mm in length, while the long crossing measures 180mm and all feature matching 11.25° frog angles. Being wired to the manufacturer's recent Unifrog specification, they can be used in live or insulated form and a set of instructions is included with each.

Bearing the hallmarks of previous turnouts in the range (HM184), detailing is up to the standard we have come to expect from Peco's track components with neatly moulded brown plastic sleepers and wood grain effect, rail chair detail, check rails and nickel silver code 55 rail, which is similar in profile to its 'N' gauge track – with a grooved section effectively slotting low down within the sleepers - which differs to the rail profile offered by Hornby's 'TT:120' sectional track range, although they are compatible.

A welcome addition to the range. (MC)

Peco 'TT:120' platform shelter and lineside huts

- **Gauge:** 'TT:120'
- **Price:** £9.95/£8.95
- **Cat No:** LK-12109/LK-12110
- **Site:** *www.peco-uk.com*

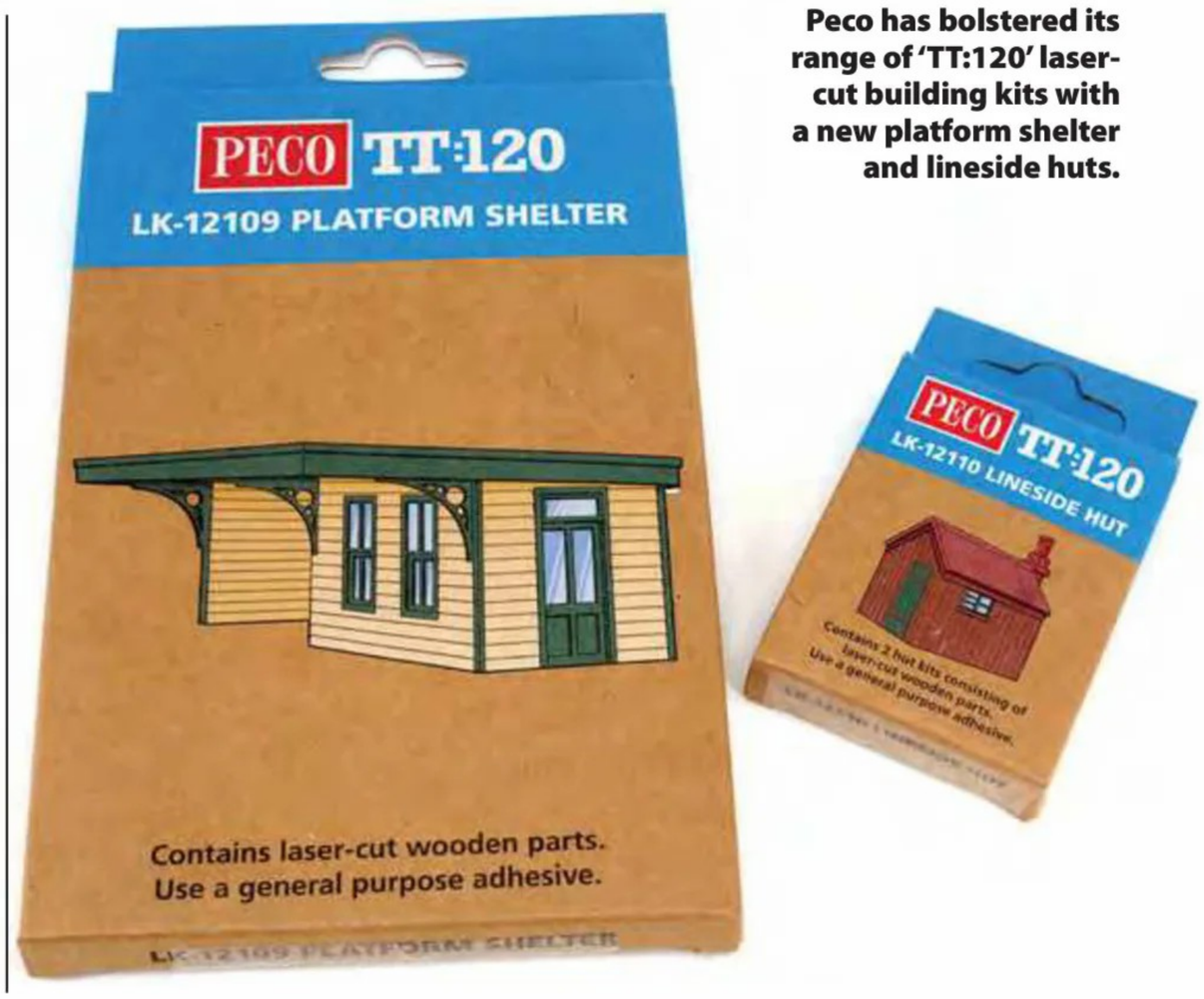
Peco has added a further two 'TT:120' laser-cut kits to its range of track and accessories for the scale, with a new platform shelter (Cat No. LK-12109) and a lineside hut (LK-12110).

The platform shelter is rather appropriately based on a wooden planked example and features a covered waiting area to one side, together with a waiting room at the other end of the structure, while the roof canopy extends to the front. Supplied on two frets, the neatly detailed laser-cut wooden kit also includes a sheet of clear glazing material.

Meanwhile, the lineside hut kit contains sufficient parts to construct two buildings measuring around 29mm x 22.5mm. Similarly, the kit comprises laser-cut wooden components, supplied on six small 65mm x 50mm frets, together with two sheets of glazing material.

All parts are held in place with tiny tabs and require removing from the frets with a sharp knife. An instruction sheet with exploded diagrams is supplied with each kit and PVA glue or similar is ideal for attaching the parts during construction.

Excellent and available now. (MC)



Peco has bolstered its range of 'TT:120' laser-cut building kits with a new platform shelter and lineside huts.

'TT:120' Rerailer

- **Gauge:** 'TT:120'
- **Price:** £4.49
- **Cat No:** RTT8026
- **Site:** *www.hornby.com*

Amongst Hornby's growing collection of 'TT:120' scale accessories is this handy new rerailer.

Hornby has added this useful rerailer tool to its rapidly expanding 'TT:120' range of locomotives, rolling stock and accessories.

Measuring 140mm x 31mm (at its widest point), this one-piece plastic tool gently slopes to track level to enable motive power and rolling stock to be eased onto the track without wheels derailing.

At track level, the rerailer narrows in width and features two grooves so it can be located over the rails, while a thinner plastic section sits over the sleepers and between the rails to help keep it in position. Then you simply place the item of rolling stock at the top of the ramp and guide it onto the rails below.

A simple, yet very useful tool. (MC)

3D grids and magnets

- **Gauge:** 'TT:120'
- **Price:** £4.79-£4.95
- **Cat No:** N/A
- **Site:** *www.westhillwagonworks.com*
- **Era:** 9-11/4-11

West Hill Wagon Works' extensive range of 3D-printed model railway accessories includes these 'TT:120' Automatic Warning System (AWS) magnets and Train Protection Warning System (TPWS) grids.

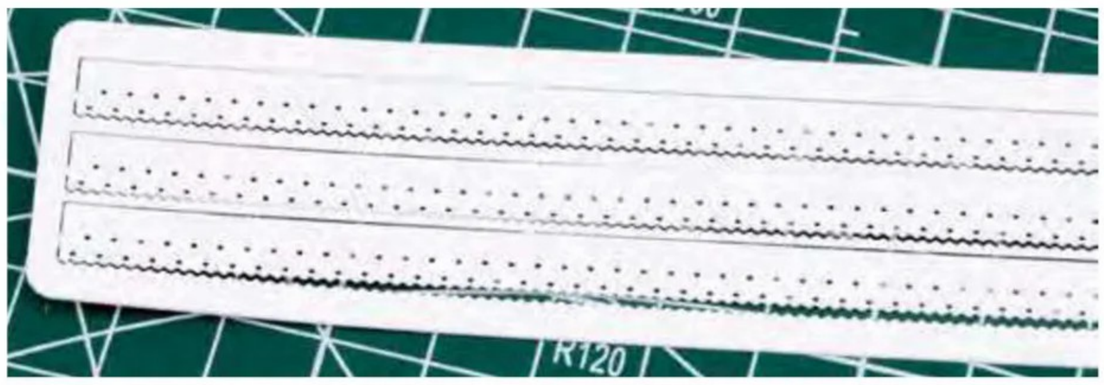
Both packs contain a selection of 3D-printed parts designed to be placed between 'TT:120' code 55 rails on a layout to represent these distinctive safety warning devices, depending on the era modelled.

The TPWS grids pack contains a mix of 12 differently sized grids, while the AWS magnets pack includes a selection of ten neatly printed magnets, priced at £4.79 and £4.95 respectively.

Supplied in white plastic material, simply paint in appropriate colours to bring out the superb detail – grey primer would be a good starting point – then remove from the support structure. (MC)

West Hill Wagon Works' extensive collection of 3D-printed detailing includes these 'TT:120' scale AWS magnets and TPWS grids.

'TT:120' Laser-cut detailing



Valancing packs are also now available in 'TT:120' scale from York Modelmaking.

- **Gauge:** 'TT:120'
- **Price:** £3-£11
- **Cat No:** Various (see text)
- **Site:** *www.yorkmodelrail.com*

York Modelmaking has introduced a new dedicated 'TT:120' scale range of laser-cut detailing parts.

The new expanded range comprises architectural components as well as self-adhesive slates and tiles.

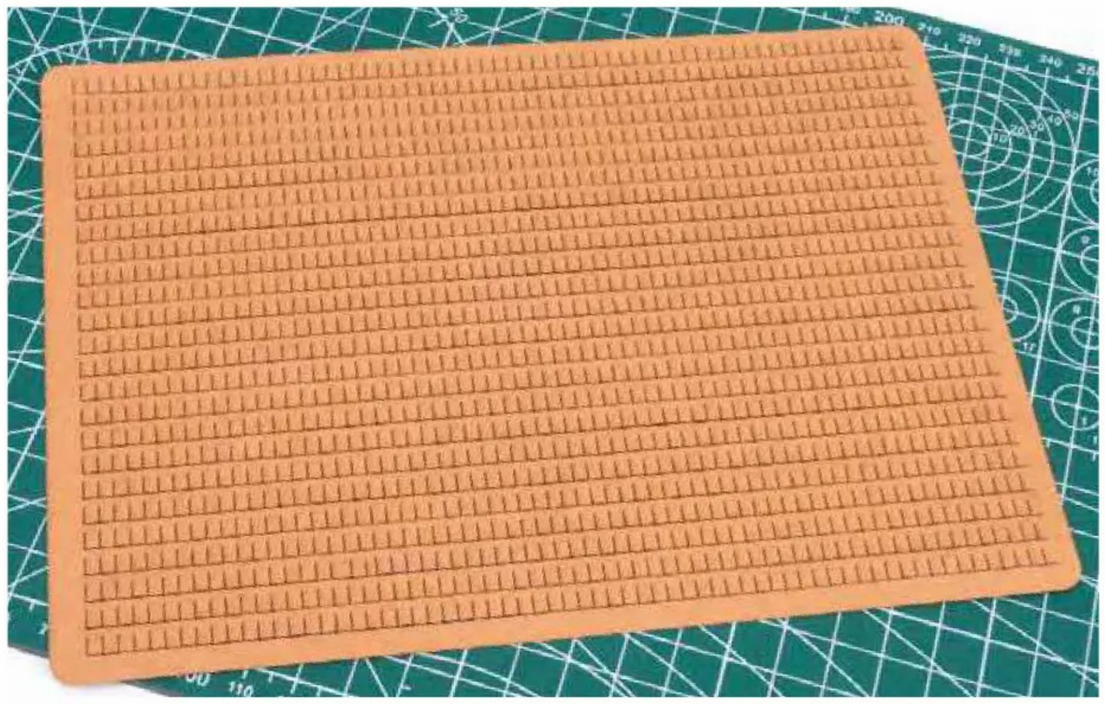
Our review samples include a selection of 'TT:120' windows, doors, canopy valancing and roofing tiles. Examples included a couple of two-piece doors (TT-Door01/10), a double layer shed door (TT-ShedDoor-01), two industrial shed windows (TT-106a/106c), two-piece sash windows (TT-204), arch top windows (TT-102), canopy valancing (TT-Val-104) and self-adhesive roof tiling (TT-Tiles01).

Each laser-cut part is crisply formed with neatly engraved detailing ready for adding to a scratch-built project or as a replacement for an existing structure.

Our review samples typically contained two doors or four windows per pack, while the ornate valancing pack contained three strips of plastic material providing 500mm in total.

The roof tiling was also crisply printed on two 150mm x 209mm sheets (each containing 25 strips) of terracotta coloured self-adhesive card-like material – other colours are also available.

Quality laser-cut detailing parts such as these are great when upgrading or developing buildings from scratch, as they help add that finishing touch to a completed structure. (MC)



York Modelmaking has launched a new range of 'TT:120' scale laser-cut detailing parts, including a selection of pre-cut roof tiles.

The new range also includes a wide selection of 'TT:120' laser-cut window frames and doors.

FIRST REVIEW

Ellis Clark Trains WICKHAM TYPE 27 TROLLEY

The Wickham trolley and trailer has become one of the smallest ready-to-run powered models to be produced for 'O' gauge. **MIKE WILD** inspects Ellis Clark Trains' first home-grown powered model.

THE WICKHAM-BUILT permanent way trolley and trailer vehicles are full of charm. We were all taken with the 'OO' gauge offering from Bachmann in 2016 (HM114), and now we are equally captivated by the new 'O' gauge product from Ellis Clark Trains.

The trolley type is the Wickham Type 27A which was introduced to the British Railways Western Region in 1949. The first of these vehicles were completed one year earlier for the Nigerian Railways in Appa and provided a convenient means for permanent way crews and their tools and equipment to move to worksites on the railway with a light and easy to use vehicle.

The Type 27A Wickham trolleys were powered by a Ford 10hp engine and gearbox and they were capable of hauling up to two trailers which were built with and without sides. Brakes were rather rudimentary affairs, but these vehicles remained in service with British Railways into the 1990s and several have been preserved.

THE MODEL

Ellis Clark Trains announced its plans for the Wickham Type 27A Inspection Trolley and trailers in 2020, but it has taken a little longer than planned to deliver the model due to the complexities of making such an intricate and open vehicle work and look the part.

For review we received two samples - classic BR Western Region maroon livered Inspection Trolley B14W together with its single trailer, DCC ready (Cat No. E1016) and an unnumbered black with 'wasp stripes' trolley and trailer, DCC sound fitted (E1022ZS). Both were superbly packaged and, even though we know how small one of these vehicles is, were still surprised by just how small the box is. Nevertheless, the model is packed securely in a foam lining which holds the trolley and trailer safely

The Ellis Clark Trains Wickham Type 27A Inspection Trolley and trailers are wonderful additions for 'O' gauge.

Left: **The 'wasp stripes' are applied neatly on this BR black example.**

Right: **The front is modelled in detail with an etched metal grille. A Wickham badge is included in the accessory pack to fit above the grille.**

TECHNICAL DETAILS

Manufacturer:	*www.ellisclarktrains.com*
Cat No:	E1016/E1022ZS reviewed
Description:	Wickham Type 27A Inspection trolley and trailer
Builder:	Wickham, Ware
Region:	All
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	130mm (over headstocks)
Price:	£150 (DCC ready) £280 (DCC sound fitted)
Couplings:	Hook and bar
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube speaker
Exterior lights:	Directional head and tail lights
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	Four-wheel trolley and trailer
Purpose:	Permanent way crews and materials
Haulage capacity (expected):	Two trailers
Haulage capacity (actual):	Two trailers (maximum tested)

during transit.

The overall shape and size of the Wickham is excellent with the characterful front captured to a tee and enhanced with a separately fitted windscreen wiper, working directional lamp at each end and a separately fitted etched metal radiator grille.

The open bodyside is equally well done – 'O' gauge suits the fine bench ends of the interior – while a look inside is rewarded with fully planked seating for the crew, a detailed engine cover, handbrake, gearstick and control desk. There are also separately fitted handrails at each end while the roof is neatly detailed too with rivet patterns and straps.

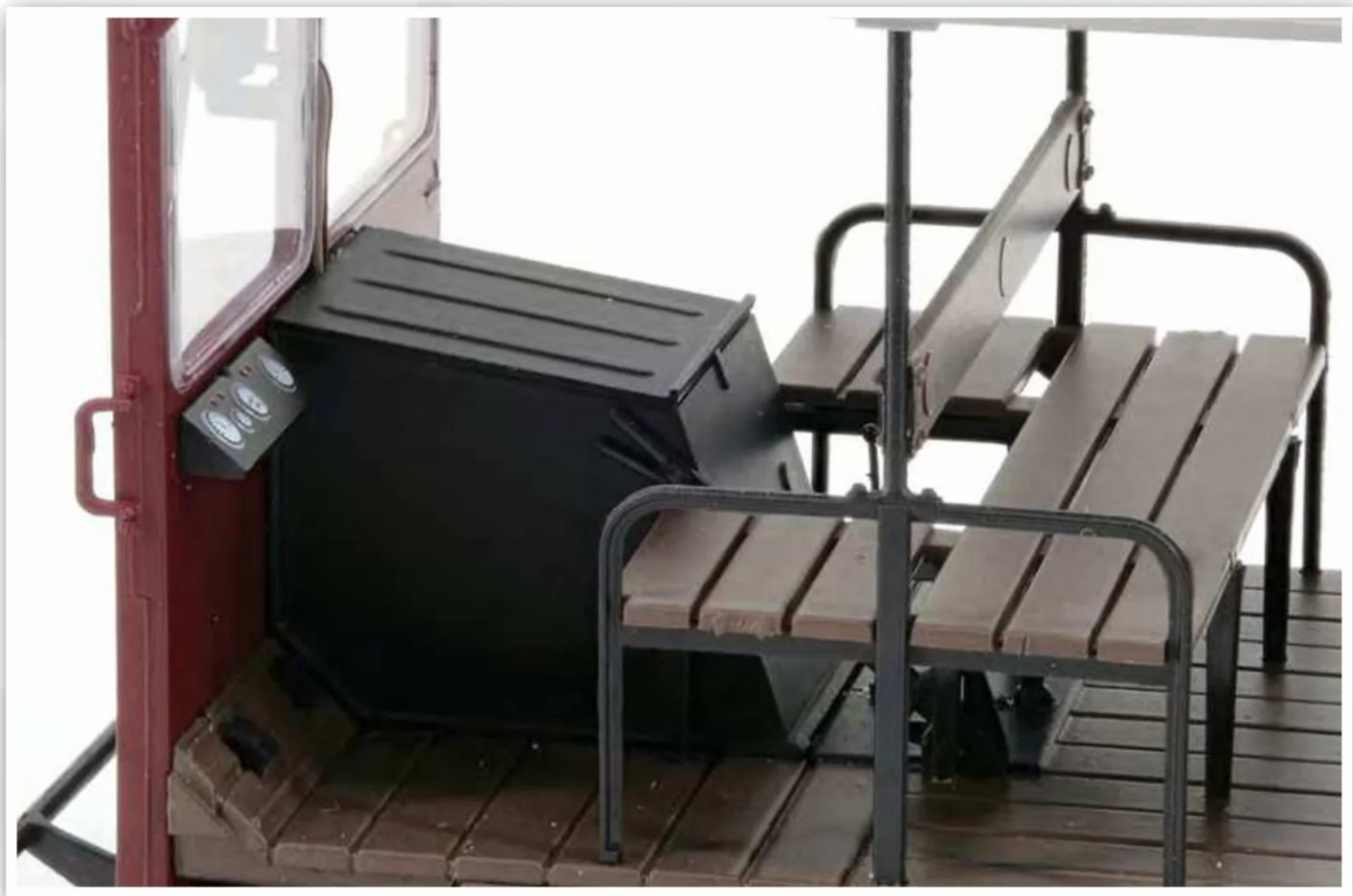
A set of additional accessory parts are included with each model consisting of a pair of rolled side curtains, turntable rails, a Wickham logo and a toolbox, all of which can be fitted after purchase.

Joining the trolley in each pack is a small low-sided trailer which would be used to transport tools and materials to a work site. Like the trolley, this is superbly made and features neat cast wheels, brake and handbrake detail, a planked floor and excellent moulding of the side detail. Multiple trailers can be added behind a Wickham trolley as each has a coupling hook at one end and a bar at the other.

PERFORMANCE

For such a small and open model it is incredible that the mechanism for the Wickham Inspection Trolley has been completely hidden from view. A coreless motor is positioned in the base of the chassis providing drive to both axles of the trolley. In addition there are directional lamps on each end of the trolley as well as a Next18 decoder socket and space, in the DCC ready versions, for a 15mm x 11mm cube speaker to be installed.

On our test track we were totally impressed by the performance of these samples. Both ran faultlessly straight from the box and the DCC sound version is even more enthralling as it offers engine sounds with gear changes, horns, »



Left: **All of the controls and gauges are modelled in the cab.**

Right: **The model is neatly detailed and captures the looks of the real vehicles superbly. Working directional lights are fitted as standard.**

"The overall shape and size of the Wickham is excellent with the characterful face captured to a tee."

MIKE WILD

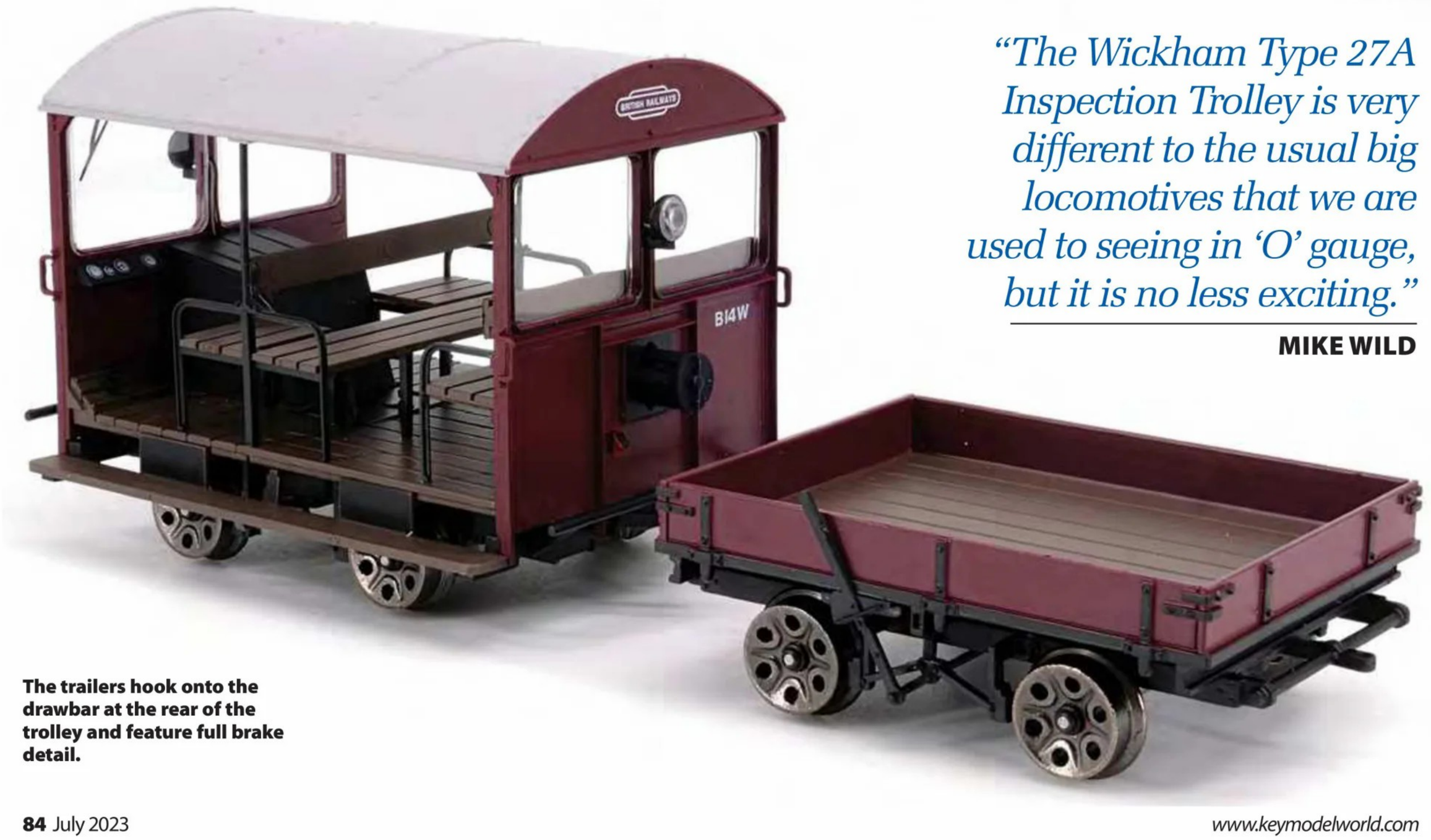
staff communications and even ambient sounds such as birdsong and a distant dog barking.

Our only negative to this model is the access to the internal workings which, due to the nature of the prototype, aren't easy to get to. The whole base plate must be removed for access to the decoder socket so if you are thinking of going for digital sound we would recommend purchasing a sound fitted version.

OVERALL

The Wickham Type 27A Inspection Trolley is very different to the usual big locomotives that we are used to seeing in 'O' gauge, but it is no less exciting. This feels like an inspired choice for Ellis Clark Trains to offer a model which can fit into almost any layout scenario between 1949 and the early 1990s from branch lines to main lines and everything in between.

Topping that is the execution. The quality of the mouldings, the electronic functions and finally the performance make this a top notch product and a worthy follow-up to Ellis Clark Trains' first solo project – the Presflo cement wagon. An excellent addition which continues the company's growing tradition of producing quality model railway products. (MW)



"The Wickham Type 27A Inspection Trolley is very different to the usual big locomotives that we are used to seeing in 'O' gauge, but it is no less exciting."

MIKE WILD

The trailers hook onto the drawbar at the rear of the trolley and feature full brake detail.

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Each Inspection Trolley is paired with a four-wheel trailer. Additional trailers are available separately.

18+

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Sonic Models' all-new 'OO' gauge

VIX VAN

FIRST REVIEW

The VIX Ferry Van is the latest addition to Sonic Models' expanding 'OO' gauge collection. **MIKE WILD** checks out the latest version of these long-wheelbase vans.

New from Sonic Models for 'OO' gauge is the VIX Ferry Van. It is available with ten different identities modelling the vans from introduction to final withdrawal.

THE VIX Ferry Vans have become a popular choice for ready-to-run models. The Hornby model dating back to the Tri-ang era had been the only choice until in early 2023 when Rapido Trains released its all-new version which has now been followed by a VIX Ferry Van from Sonic Models for 'OO' gauge.

The Sonic Models product had already been in development at the time of the Rapido announcement, so the manufacturer decided to press ahead with its production with the finished product arriving with its exclusive retailer partner – Rails of Sheffield – in mid-May for immediate sale.

The real VIX Ferry Vans were introduced in 1962 with a total of 400 built at Ashford Works for cross-channel freight traffic. They were unlike any other British railway box van of the era as they had a huge 23ft 3in wheelbase and a 42ft long body. Conventional BR box vans of the period were generally built on 10ft wheelbase chassis.

Externally the VIX vans were much more akin to continental stock and had a large central loading door as well as anchor points to secure the vans during transit on train ferries.

Such was the pace of change with cross-channel freight traffic that these four-wheel vans started to be replaced in the 1970s with new bogie vans, but their dual vacuum and air braking gave them a long life with domestic Railfreight traffic as well as in departmental use into the 1990s.

Sonic Models' 'OO' gauge VIX van builds its portfolio for the scale and features all the usual components that we expect from modern ready-to-run models today. There are sprung buffers at all four corners, turned metal wheels, NEM coupling pockets mounted on self-centring cams at the correct height and separately fitted handrails throughout.

The van itself captures the looks of the real vehicles superbly with the intricate body panel details, sliding door (fixed in place on this version), ribbed roof and neatly produced underframe. In addition, the underside is modelled in full relief including floor plank and frame detail together with a full set

Carrying BR Railfreight red and grey is B787151. Another Railfreight version is being offered with a departmental number.

The earliest of our samples is B787153 in BR bauxite with cross-Channel logos on the doors. Decoration is excellent.

TECHNICAL DETAILS	
Supplier:	*www.railsofsheffield.com*
Cat No:	S4301-04, S4301-07, S4301-10 reviewed
Description:	BR VIX Ferry Van four-wheel box van
Builder:	Ashford Works
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	180mm (over buffers)
Price:	£39.95
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Cross-Channel freight traffic

of brake system components. Brake shoes are in line with the wheels while brake rigging is also moulded between each axle.

Our three samples modelled different periods of the wagons' lifespan starting with the BR bauxite version with cross-channel logos (Cat No. S4301-04) and moving on through Railfreight 'red stripe' grey (S4301-07) and finally 'Dutch' grey and yellow departmental livery (S4301-10). All three were immaculately presented with excellent attention to detail in the vehicle numbers, lettering, data panels and even tiny builder's plates on the left-hand end of each chassis rail.

Ten different vehicles are being offered by Sonic Models covering early and late BR bauxite, Railfreight 'red stripe' grey and departmental colour schemes. Each has unique running numbers and we can see these being a popular addition to populate goods and engineering trains as well as around depot scenes.

Sonic Models' new VIX Ferry Van is well built and detailed and will allow modellers to expand their collection with a new choice for these attractive vans. They are competitively priced and available now through Rails of Sheffield. (MW)

● **Visit *www.keymodelworld.com/sonic-models* to see the launch video.**

'Dutch' grey and yellow has been applied to DB786980 modelling one of the vans retained for departmental use.

Hornby Track Lab stores van

Hornby's 'OO' gauge LMS CCT returns in British Rail Research guise as stores van RDB975667.

- **Gauge:** 'OO' gauge
- **Price:** £29.49
- **Cat No:** R60157
- **Site:** *www.hornby.com*
- **Era:** 7/8

NEW FROM HORNBY is this British Rail Research Division stores van, finished in the organisation's distinctive red and light grey colour scheme.

As with the prototype, Hornby's new 'OO' gauge model utilises a former LMS design Covered Carriage Truck (CCT), based on a 1950s BR built example – M37210. It was converted for use with the division's Track Research Laboratory and acted as a stores van.

This latest release carries the later BR Research livery applied in the mid-1980s, following a repaint from the earlier blue and red scheme. The model matches well against photographs of the real thing from the period and features a grey roof, yellow ends, black buffer beams and solebars.

Application of the eye-catching livery is excellent throughout with crisply printed lettering, numbers and separation between colours.

Underneath, the van features a neatly moulded underframe, separately applied brake levers, well defined axlebox spring detail and brake shoes in line with the turned metal wheels. Each corner also features rectangular metal buffers, as with the real thing.

Models of research division vehicles have become quite sought after and this latest example is sure to prove popular. (MC)

Peco 'OO9' rolling stock

Peco has released a new batch of its 'OO9' Quarryman's coaches and brake vans in plain unlettered form.

- **Gauge:** 'OO9' gauge
- **Price:** £32.50 each
- **Cat No:** Various (see text)
- **Site:** *www.peco-uk.com*
- **Era:** Any

Peco has released a further batch of its popular 'OO9' Ffestiniog four-wheel Quarryman's coaches and brake vans (HM187).

These latest versions of the narrow gauge vehicles are almost identical to previous releases, except they are unlettered on this occasion.

Our review samples included a plain green four-wheel Quarryman's Type 3 coach (Cat No. GR-570UG), a brown double balcony four-wheel brake van (GR-580UB) and a brown single balcony four-wheel brake van (GR-590UB). A grey single balcony brake van is also available (GR-590UY).

As with the previous releases, each displays a finely moulded body, neat planking, balconies on the brake vans, factory-fitted brake pipes, glazing, removable roofs, footsteps on carriages and tiny metal tyred spoked wheels.

Decoration is exemplary with evenly applied single colour schemes, grey roofs and light brown window frames. Grab handles are also picked out in appropriate colours while the small plates on the carriage doors were painted black and left blank on our green example for further customisation.

Ideal for enhancing with transfers and adding to existing rakes of Ffestiniog Railway vehicles to bolster a rake or for non-Ffestiniog set layouts. (MC)

Insulfish wagon returns

- **Gauge:** 'OO' gauge
- **Price:** £25.49
- **Cat No:** R60144
- **Site:** *www.hornby.com*
- **Era:** 6

Hornby's 12ton Insulfish van returns to the range as E87261 in BR ice blue livery with blue spot.

Built in the 1950s, this latest release is based on a Darlington-built example fitted with axle roller bearings in the late 1950s for use on Aberdeen to King's Cross fish trains.

The model features a detailed body shell with recessed doors, metal buffers, detailed underframe and brake shoes in line with the three-hole disc metal wheels.

Hornby's 12ton blue spot fish van gains BR ice blue for its latest release.

Decoration is up to the high standards we have come to expect from Hornby with an evenly applied ice blue paint finish together with white buffer beams and lower edges beneath the doors, neatly printed blue spot on each side and crisply printed panels, XP markings, lettering and legible solebar builder's plates.

A 'fin' addition that modellers will be keen to net. (MC)

21ton mineral wagon rolls in

Hornby has released a new version of its 21ton all-steel mineral open wagon as P338585K in BR grey.

- **Gauge:** 'OO' gauge
- **Price:** £20.99
- **Cat No:** R60112
- **Site:** *www.hornby.com*
- **Era:** 4

Hornby's 'OO' gauge 21ton all-steel mineral wagon receives a fresh outing in BR grey for its latest release.

Finished as P338585K, this latest iteration of Hornby's venerable tooling features a light grey finish to the body sides, ends and door banger springs, with black patches featuring crisply printed data panels and numbering. Small builder's plates are printed on the solebar on each side, while the handbrake lever tips are picked out in white. Inside, the wagon interior has been painted brown, ready for loading if desired.

Detailing is crisp throughout with rivets, metal strapping and the twin bodyside doors also looking the part. Underneath, the chassis detailing is limited to what you can see, unlike more contemporary wagons where extensive detailing in this area has become the norm. Equally, couplings are also the larger 'D' style of tension lock which clip-fits into pockets beneath the underframe.

Turned spoked metal wheels complete the package. (MC)

FIRST REVIEW

KERNOW'S EXCLUSIVE 'O' GAUGE

CDA CHINA CLAY HOPPER

The all-new CDA hoppers incorporate the characteristic roller roof and mechanism, while the distinctive ripples to the material are also neatly modelled.

NEW FROM KERNOW Model Rail Centre (KMRC) is this all-new 'O' gauge CDA china clay hopper, produced exclusively for the retailer by Dapol.

The CDA china clay hoppers were a development of the HAA Merry-Go-Round coal hopper. Built at Doncaster Works in the late 1980s, 125 were constructed initially in 1987, followed by a further 15 examples in 1989, replacing BR's ageing fleet of wooden-bodied 'clay hood' vehicles used on West Country china clay traffic. Whilst based on the HAA hopper design, the new CDAs featured a distinctive roller roof intended to protect the payload during transportation, as well as new operating equipment. They are still used today, although the fleet – and workings – are reduced in number.

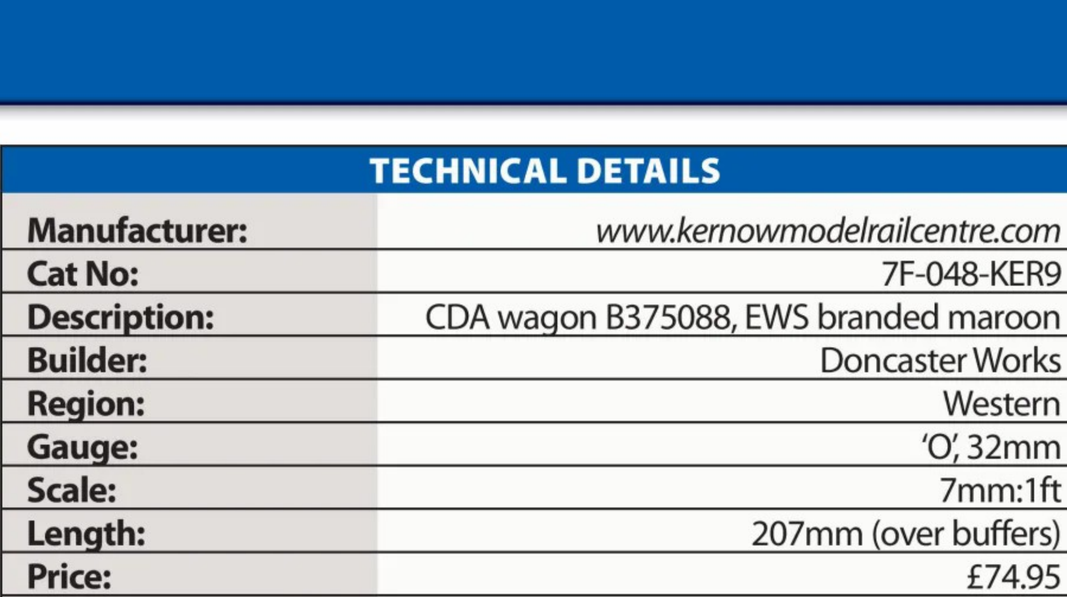
KMRC's all-new 'O' gauge model is certainly an impressive – and mighty – model straight from the box, weighing in at a respectable 415grammes and measuring 207mm over buffers. The basis of the CDA hopper is Dapol's 'O' gauge HAA variant (as with the prototype) with suitable amendments including the distinctive roof area.

Our review sample was finished as CDA 375088 with EWS branding and maroon support cradle, while further examples are available in English China Clay (ECC) branded blue, unbranded ECC blue, EWS branded maroon, unbranded EWS maroon and DB branded maroon.

Detailing is superb, capturing the shape and heft of the real thing, thanks to a die-cast chassis, crisply moulded hopper and wealth of separately applied components. The roof area is particularly well done with the roller mechanism and ripples in the roof cover captured, as it is stretched taut and secured on one side, with the securing line and cleats

Kernow Model Rail Centre's exclusive 'O' gauge CDA china clay hoppers are now available.

TECHNICAL DETAILS	
Manufacturer:	*www.kernowmodelrailcentre.com*
Cat No:	7F-048-KER9
Description:	CDA wagon B375088, EWS branded maroon
Builder:	Doncaster Works
Region:	Western
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	207mm (over buffers)
Price:	£74.95
Couplings:	Instanter
Minimum radius:	Second
Purpose:	China clay traffic



The Dapol-produced models feature a wealth of separately applied detailing, including the operating mechanism.

14 different 'O' gauge CDAs have been produced in colour schemes reflecting the prototype's long career, including EWS branded maroon.

reflecting the prototypical zig-zag appearance.

Further detailing includes the distinctive notch-like cut-outs along the upper edges of the hopper body on one side and at both ends, as well as the fine chassis mounted operating mechanisms.

Decoration is equally sublime with a high-quality paint finish throughout with silver aluminium hopper, maroon cradles, maroon roof sheet and light brown roller mechanism. The underframe is black, while small operating levers are painted yellow, pipework is picked out in red and yellow and handbrake levers are highlighted yellow. Roller bearings are painted maroon to match the cradle. TOPS panels, numbers, data panels and EWS branding are crisply applied as are the legible builder's plates on each side of the solebar.

Underneath, the detailing continues with brake and discharge equipment, turned metal disc wheels in brass bearing pockets, sprung metal buffers and sprung metal coupling hooks with factory-fitted metal Instanter couplings. A small detailing pack containing lamp irons and a pair of end-of-train lamps is also included.

A super new addition to KMRC's exclusive range of West Country themed models. (MC)

"KMRC's all-new 'O' gauge model is certainly an impressive – and mighty – model straight from the box"

MARK CHIVERS

Laser-cut LOCOMOTIVE STORAGE

- **Gauge:** 'OO' gauge
- **Cat No:** WSLC-012
- **Price:** £39.99
- **Site:** *www.wwscenics.com*

WW Scenics has developed a new laser-cut locomotive storage box designed to store ten 'OO' gauge locomotives.

WW Scenics has developed a new laser-cut locomotive storage box for 'OO' gauge.

The impressive package comes flat-packed ready for assembly and includes a series of laser-cut MDF parts to create a double-height box structure containing ten 'OO' gauge locomotive-sized sliding drawers. You just need to select a suitable glue to complete assembly, such as wood glue or similar.

Assembly of our review sample was straightforward, aided by easy-to-follow diagrams included within the pack on two A4 sheets of paper. It is worth taking a few minutes to check and acquaint yourself with the parts.

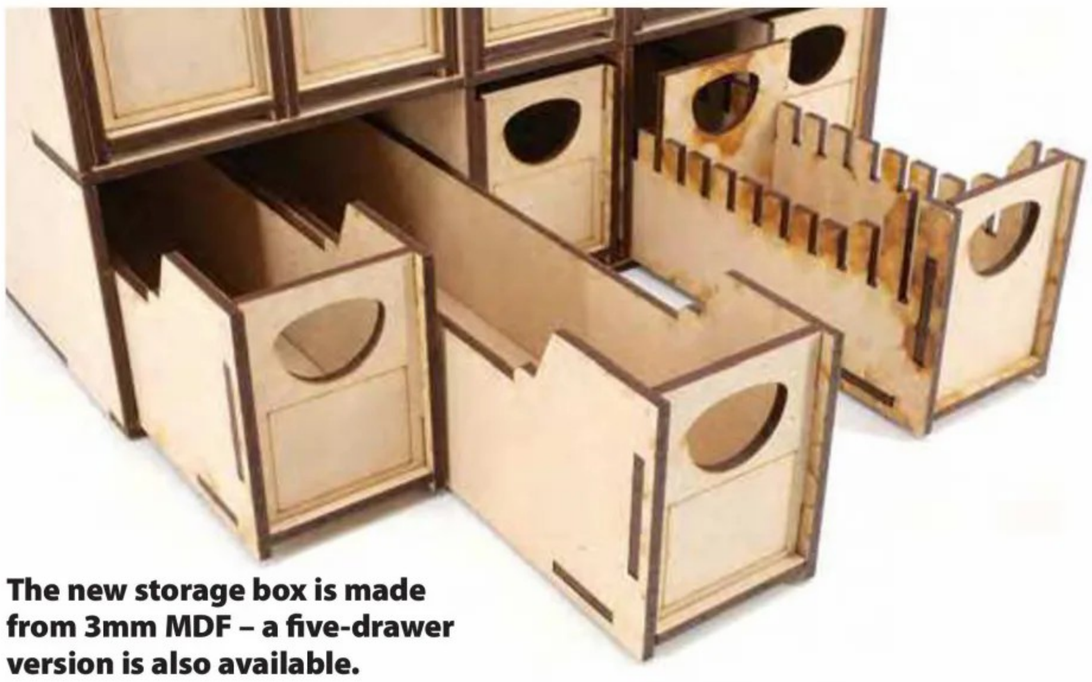
The two levels were built up gradually, with each part slotting together easily and securely on our example. This was followed by assembly of each drawer which comprise five parts plus a divider. The divider is used to change the length of the drawer according to the length of the locomotive being stored, utilising a series of notches cut into each drawer. Building took no more than half-an-hour.

Once assembled, each drawer slid easily in place within the main structure to provide secure storage for locomotives – or even carriages should you wish. The drawers also feature a neatly etched border to the frontage, which is perfect for labelling the contents.

The completed ten-drawer double-height box measures 355mm x 137mm x 251mm, while each adjustable drawer measures 350mm x 60mm x 47mm. A single height five-drawer example is also available.

All parts are laser-cut from robust 3mm MDF and our review sample built up into a sturdy structure, particularly ideal for 'OO' motive power or rolling stock, but could also be used for 'HO' and 'OO9' applications too.

A super storage solution. (MC)



The new storage box is made from 3mm MDF – a five-drawer version is also available.

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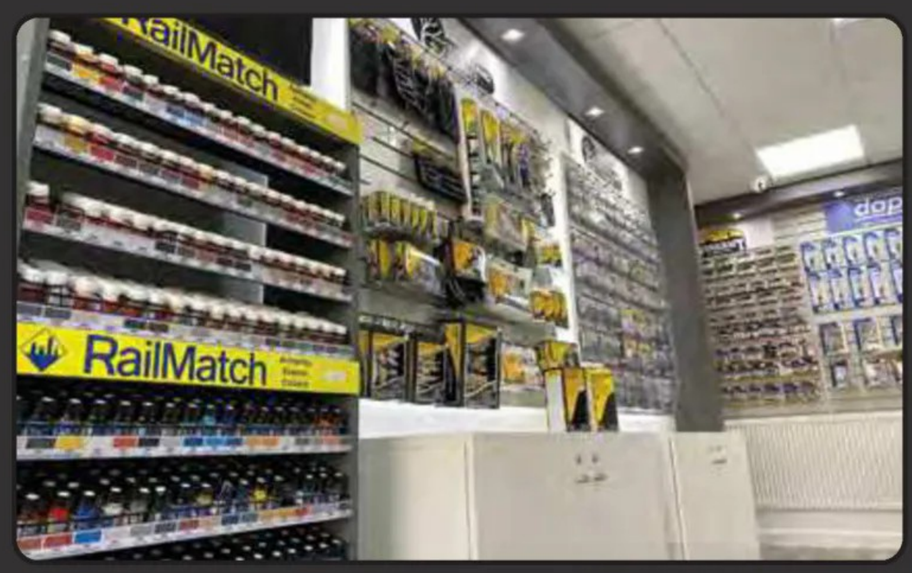

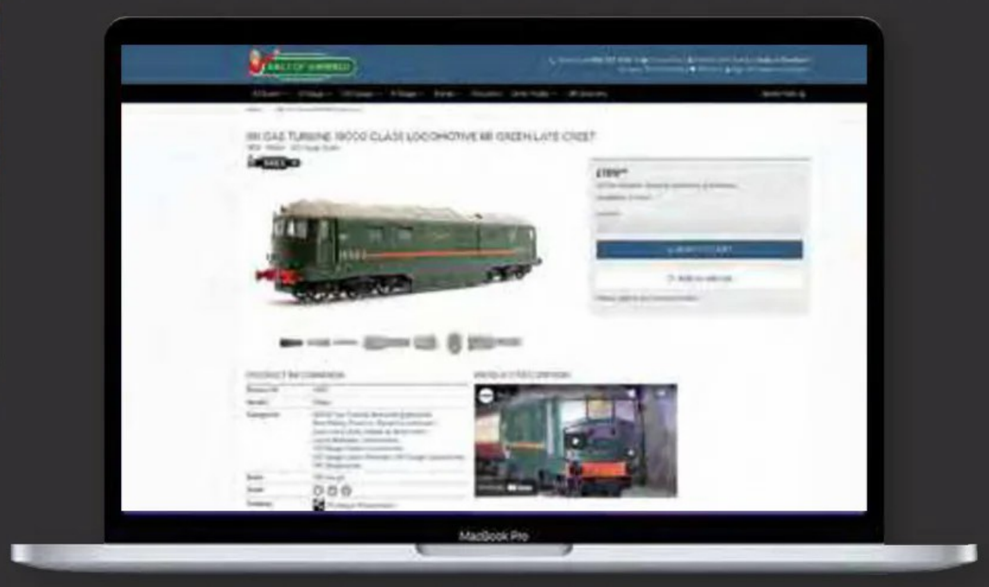

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NIFTY 50s

Locoman Sounds has introduced a new sound profile for the Class 50 'Hoovers'. **MIKE WILD** installs a pair of Doehler & Haass chips into the Hornby GBRf pairing of 50049 and 50007 with some nifty adjustments to the lighting functions.

The centre of Paignton is temporarily brought to a halt on September 25 2021, as the level crossing barriers lowered to permit the departure of Class 50s 50049 *Defiance* and 50007 *Hercules* with Pathfinder Tours 'Champion Torbay Express' charter to Eastleigh. The pair were standing in for Class 52 D1015 *Western Champion*. John Whitehouse.

THE GB RAILFREIGHT liveried Class 50 Alliance pairing of 50049 *Defiance* and 50007 *Hercules*/50014 *Warspite* never fail to attract attention on the main line railway and this pair of Hornby models have been ripe for the installation of sound.

In May Locoman Sounds released its second diesel locomotive profile for the English Electric Class 50s, and there was no better choice to show off the sound file's potential than to upgrade 50049 and 50007.

The pair gained GBRf corporate colours in early 2019 as a signature of the partnership between the UK rail freight operator and the Class 50 Alliance. GBRf had worked with the Class 50 Alliance in returning the two locomotives to the main line in 2017 and since the official partnership the two locomotives have been used for charter trains across the network as well as rolling stock movements which include transport of ex-LNER Mk 3s for disposal and the movement of new trains to and from Derby RTC.

Hornby's models of the pair arrived in late 2020 modelling the two locomotives as they are seen today. Inside they have standard 8-pin decoder sockets as well as directional lighting, though the latter is all operated by function 0 on a DCC handset, something we were keen to correct in this project.

Locoman Sounds' new Class 50 sound profile has been recorded from preserved examples and replicates their distinctive engine and exhaust sounds superbly. In addition it included realistic horns, lighting control, heavy train acceleration mode, cold start functions and more. Additionally there are outputs available to control further function outputs which provides the opportunity to split the head and tail lights.

"Locoman Sounds' new Class 50 sound profile has been recorded from preserved examples and replicates their distinctive engine and exhaust sounds superbly."

MIKE WILD

FUNCTIONS	
F0	Directional lights on/off
F1	Sound on/off
F2	High horn
F3	Low horn
F4	High-low horn
F5	Manual brakes/brake dump (stationary)
F6	Coupling up
F7	Flange squeal/coach door slam (stationary)
F8	Heavy train acceleration
F9	Pre-heater
F10	Electric priming pump
F11	Buffer clash
F12	Radiator fan/Aux3
F13	Cold start (engine off)/coasting (moving)
F14	Compressor
F15	Spirax valves
F16	Sound fader
F17	Automatic coasting in shunting mode
F18	Momentum off
F19	Aux1
F20	Aux2
F21	Volume down
F22	Volume up
F23	Aux4
F24	Aux5

However, the Class 50 wiring isn't the simplest to work with as the 8-pin variants (the latest released from 2023 have 21-pin decoders sockets) have all black wires feeding the lighting boards as well as linking between the white and red lights. The solution? Using F19 (Aux1) and F20 (Aux2) from the Locoman Sound profile to turn off the lights at one end of the locomotive altogether.

This adds to the complexity of the installation, but does introduce greater play value as well as realism as it means the red tail lights can be extinguished when the locomotives are coupled to train.

Finally we had our choice of speakers to make and in the end we selected different routes for the two locomotives which you can hear online at *www.keymodelworld.com/class-50* in our sound demonstration video. 50007 has been equipped with a single Rail Exclusive Chunky Boom Box 55mm x 20mm x 10mm twin speaker while for comparison 50049 has both a 55mm x 24mm x 9mm EM1 twin bass speaker and a 15mm x 11mm ESU cube speaker. The sound setup in 50007 is much simpler to install as you can connect the brown speaker wires from the decoder direct to the speaker whereas the EM1 and cube speaker route in 50049 takes a little more thought.

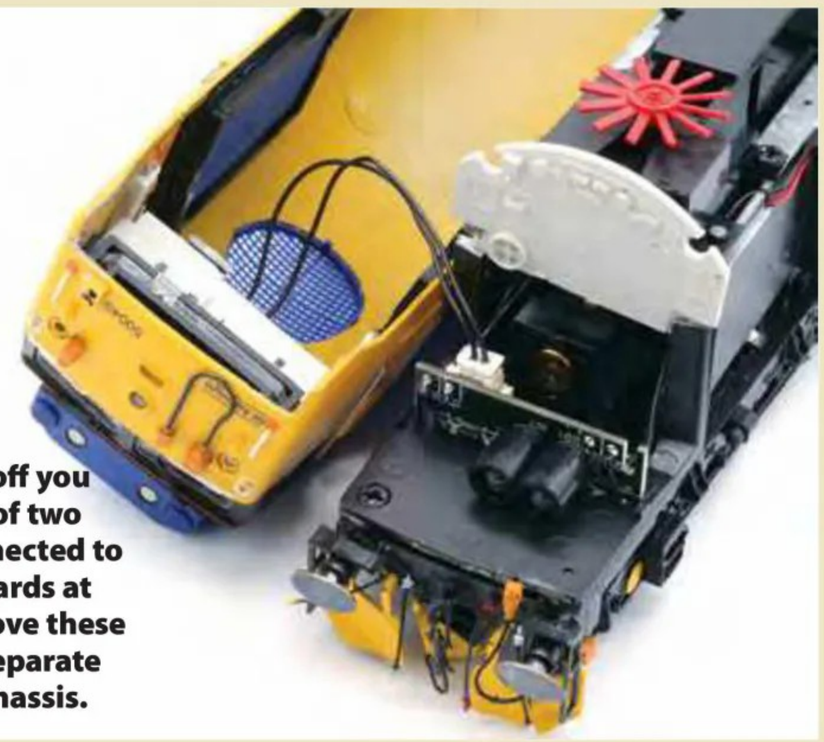
The following step by step guide focuses on the installation for 50049 with the multi-speaker set up, but all steps prior to the speaker installation are identical for 50007. Don't forget to visit *www.keymodelworld.com/class-50* to hear the finished pair in action. **HM**

INSTALLING D&H DECODERS IN HORNBY CLASS 50s

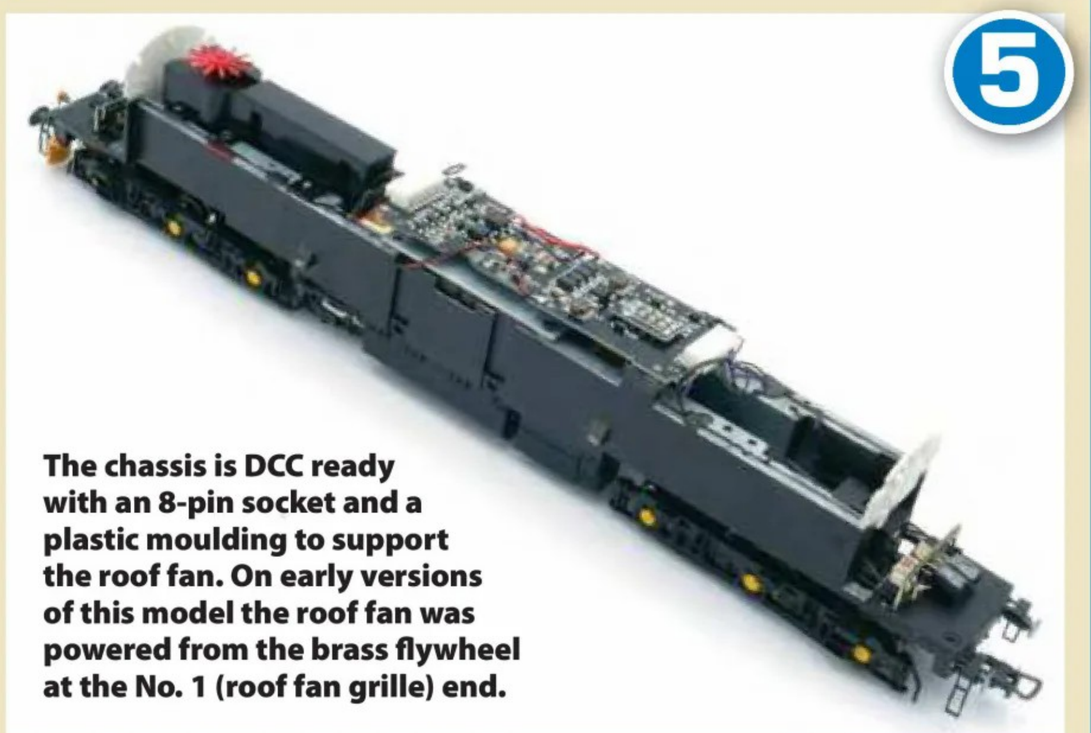
1 Our project locomotives are 50049 and 50007 from Hornby. Both are examples of the pre-2023 8-pin chassis design and have directional lighting operated by function 0 when a decoder is plugged in.

2 Before removing the body the Electric Train Heating (ETH) cables need to be disconnected from each cab front. These are a simple push fit and can be extracted with a pair of tweezers.

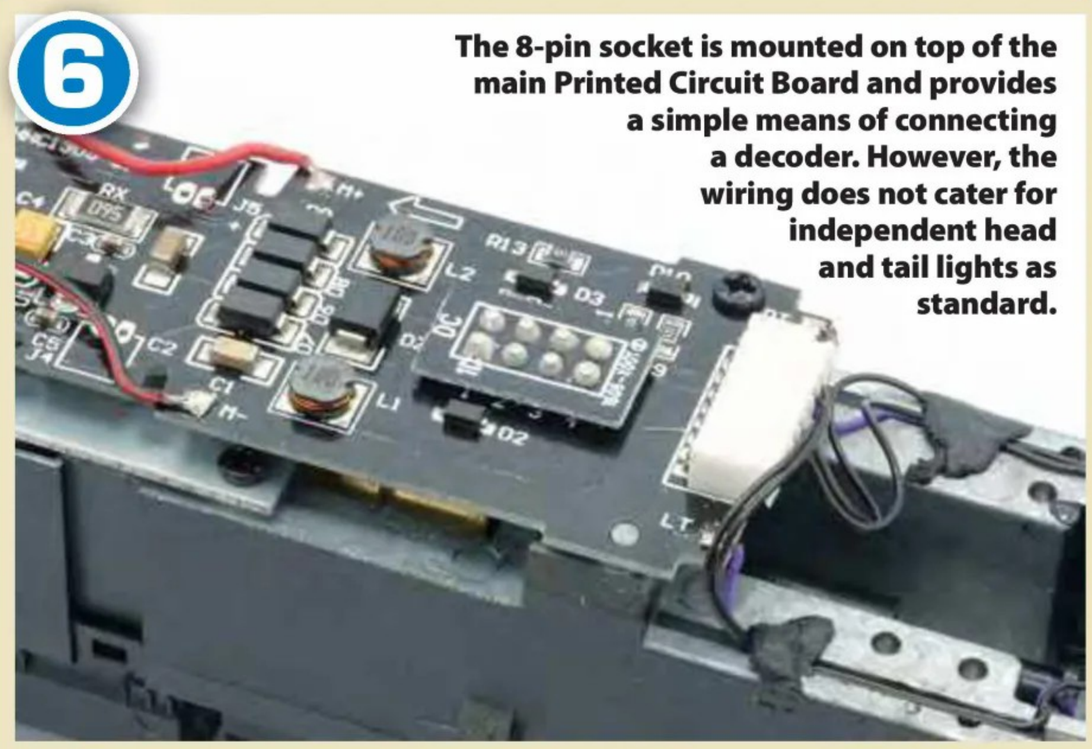
3 The Hornby Class 50 bodyshell is a clip fit over the die-cast chassis. Gently pull the bodysides away to separate the body and chassis then lift it clear. Take care when removing the body as there are cables between the two components.



4 With the body off you will find a pair of two wire plugs connected to the lighting boards at each end. Remove these plugs to fully separate the body and chassis.

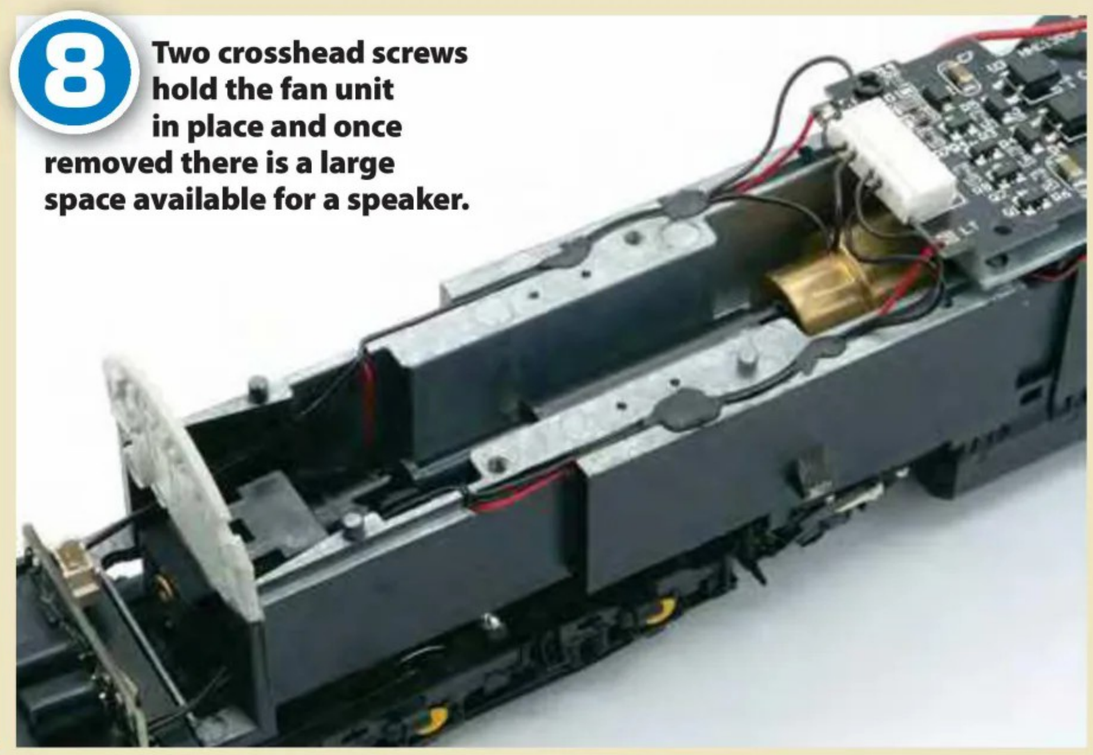


5 The chassis is DCC ready with an 8-pin socket and a plastic moulding to support the roof fan. On early versions of this model the roof fan was powered from the brass flywheel at the No. 1 (roof fan grille) end.



6 The 8-pin socket is mounted on top of the main Printed Circuit Board and provides a simple means of connecting a decoder. However, the wiring does not cater for independent head and tail lights as standard.

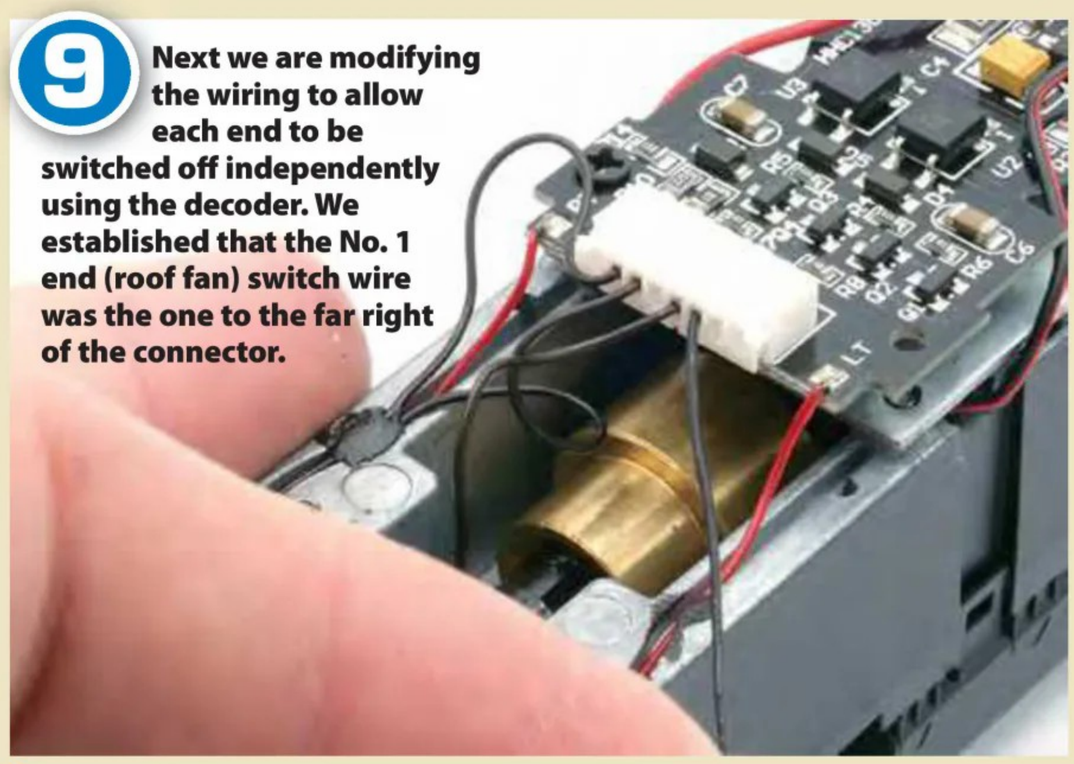
7 We need to make room for the large 55mm x 24mm x 9mm EM1 speaker and the best way to do this is to remove the roof fan moulding. Keep it safe as we will refit the red fan moulding later.



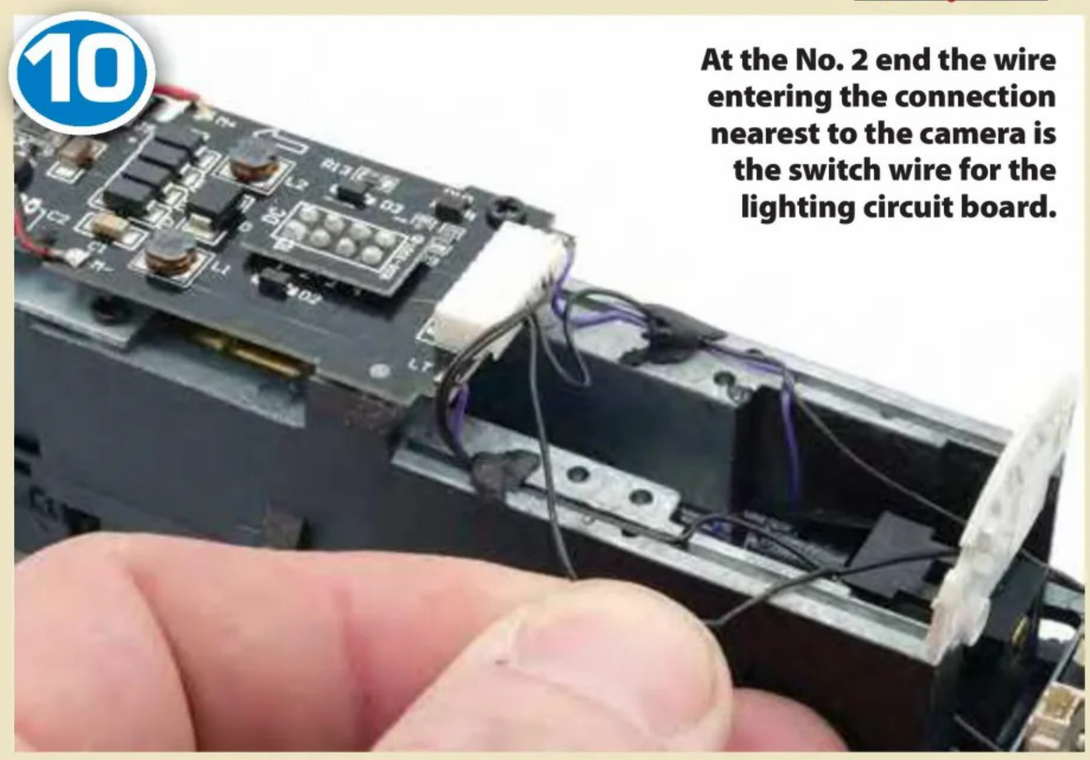
8 Two crosshead screws hold the fan unit in place and once removed there is a large space available for a speaker.

Intermediate
Beginner SKILL LEVEL Advanced

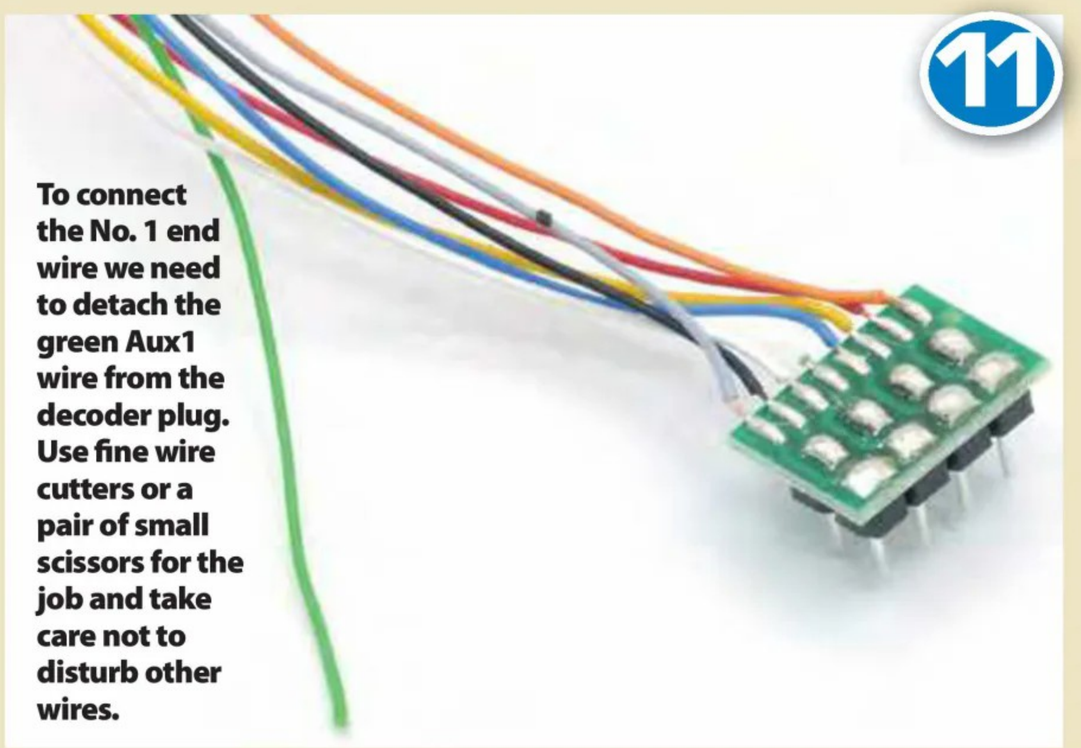
9 Next we are modifying the wiring to allow each end to be switched off independently using the decoder. We established that the No. 1 end (roof fan) switch wire was the one to the far right of the connector.



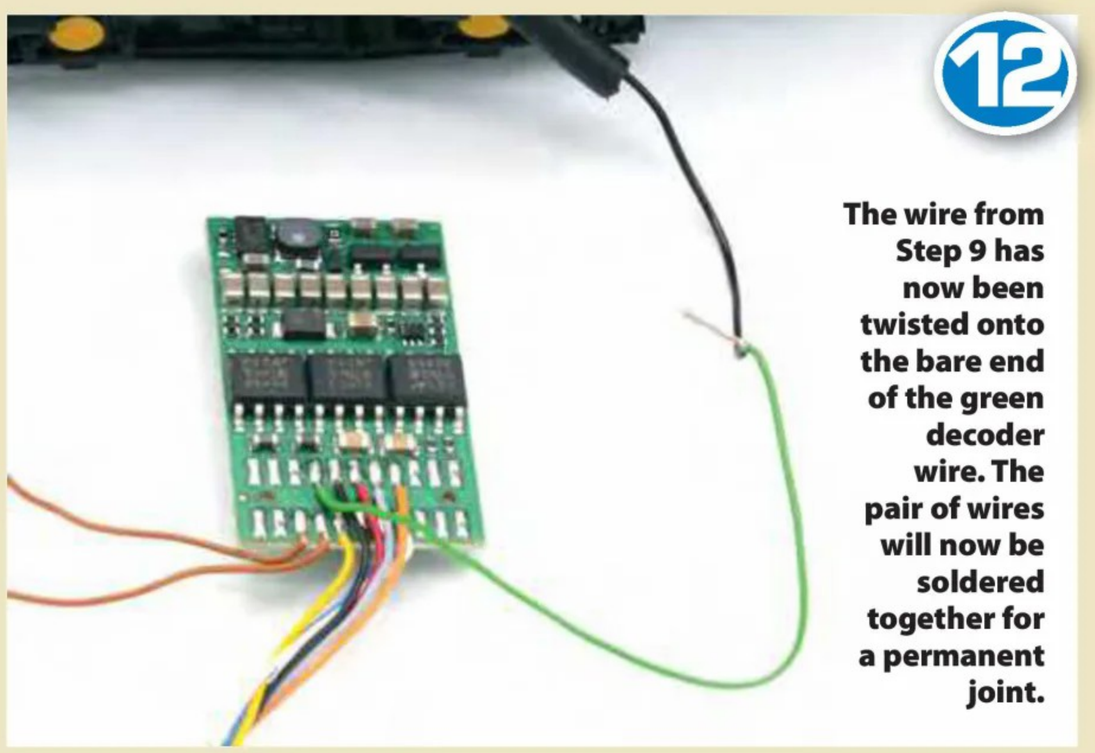
10 At the No. 2 end the wire entering the connection nearest to the camera is the switch wire for the lighting circuit board.



11 To connect the No. 1 end wire we need to detach the green Aux1 wire from the decoder plug. Use fine wire cutters or a pair of small scissors for the job and take care not to disturb other wires.

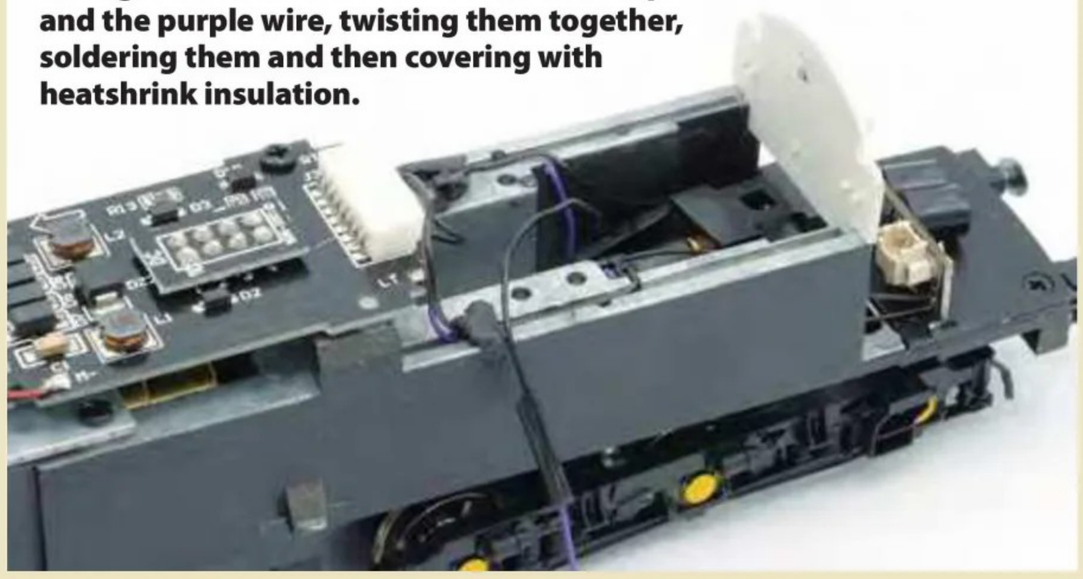


12 The wire from Step 9 has now been twisted onto the bare end of the green decoder wire. The pair of wires will now be soldered together for a permanent joint.

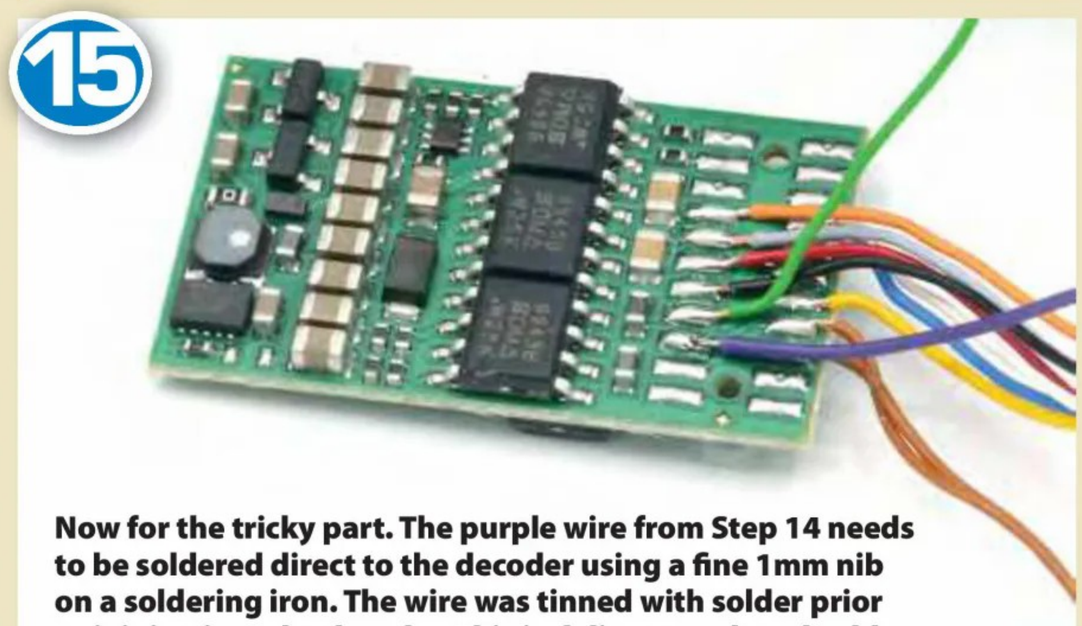


13 To ensure there are no short circuits the joint has been covered with heatshrink insulation. Note this insulation was added over the black wire before joining the two wires together in Step 12 and then slid over the joint once the wires had been soldered together.

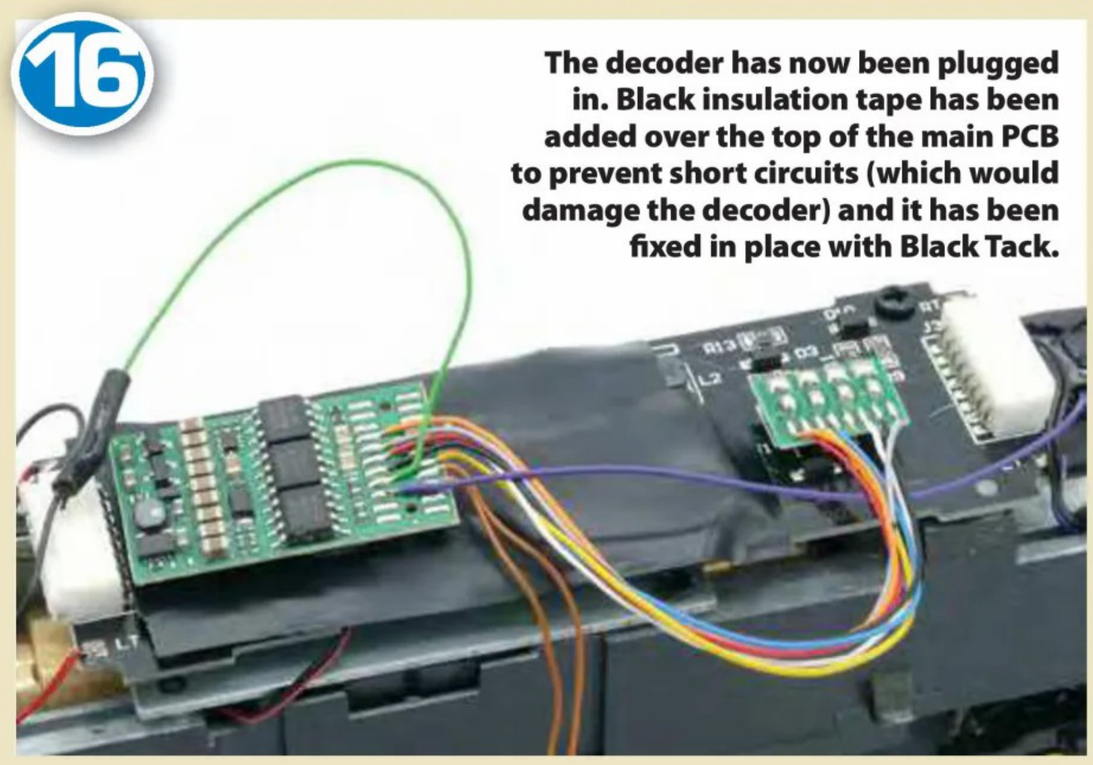
14 At the No. 2 end the wire needs extending. We used spare purple decoder wire from TCS to do this by baring the ends of the black wire from Step 10 and the purple wire, twisting them together, soldering them and then covering with heatshrink insulation.



15 Now for the tricky part. The purple wire from Step 14 needs to be soldered direct to the decoder using a fine 1mm nib on a soldering iron. The wire was tinned with solder prior to joining it to the decoder. This is delicate work and solder must not stray onto other connections. The connection for the purple wire is the tab next to the green wire.



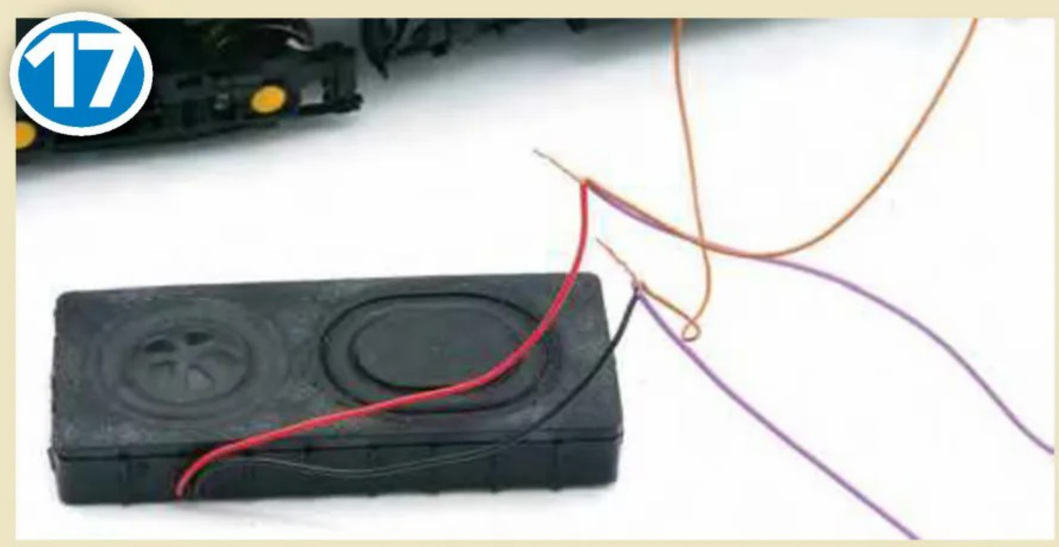
16 The decoder has now been plugged in. Black insulation tape has been added over the top of the main PCB to prevent short circuits (which would damage the decoder) and it has been fixed in place with Black Tack.



STEP BY STEP

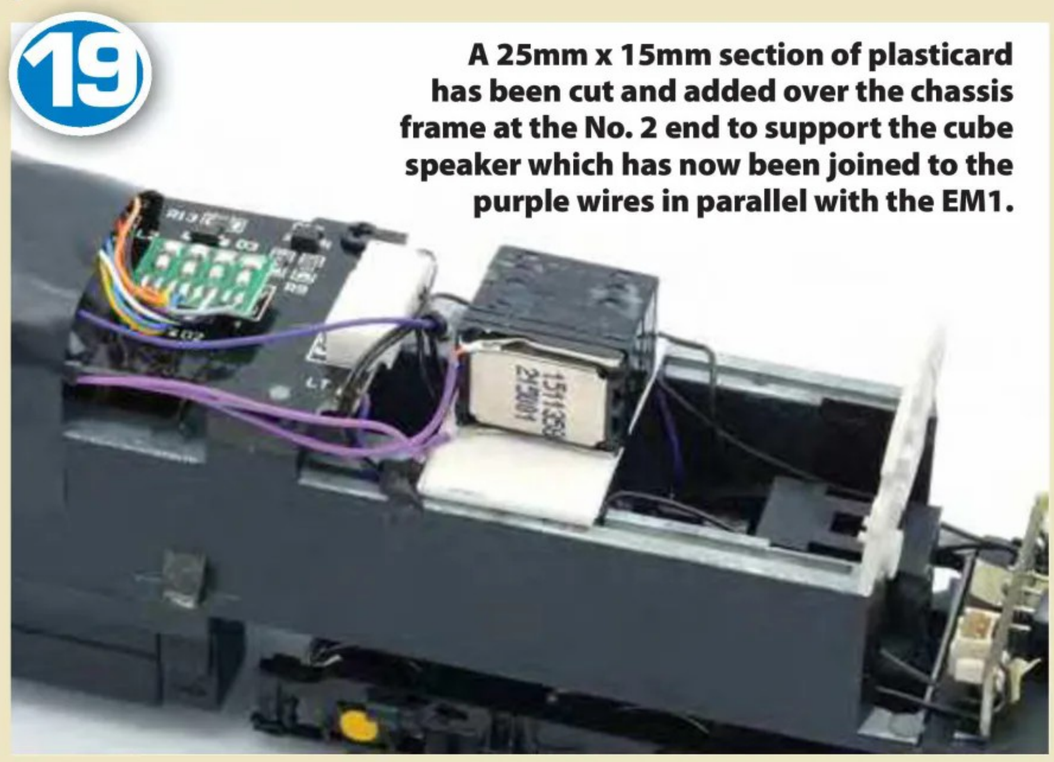
INSTALLING D&H DECODERS IN HORNBY CLASS 50s

Beginner — Intermediate — Advanced — SKILL LEVEL

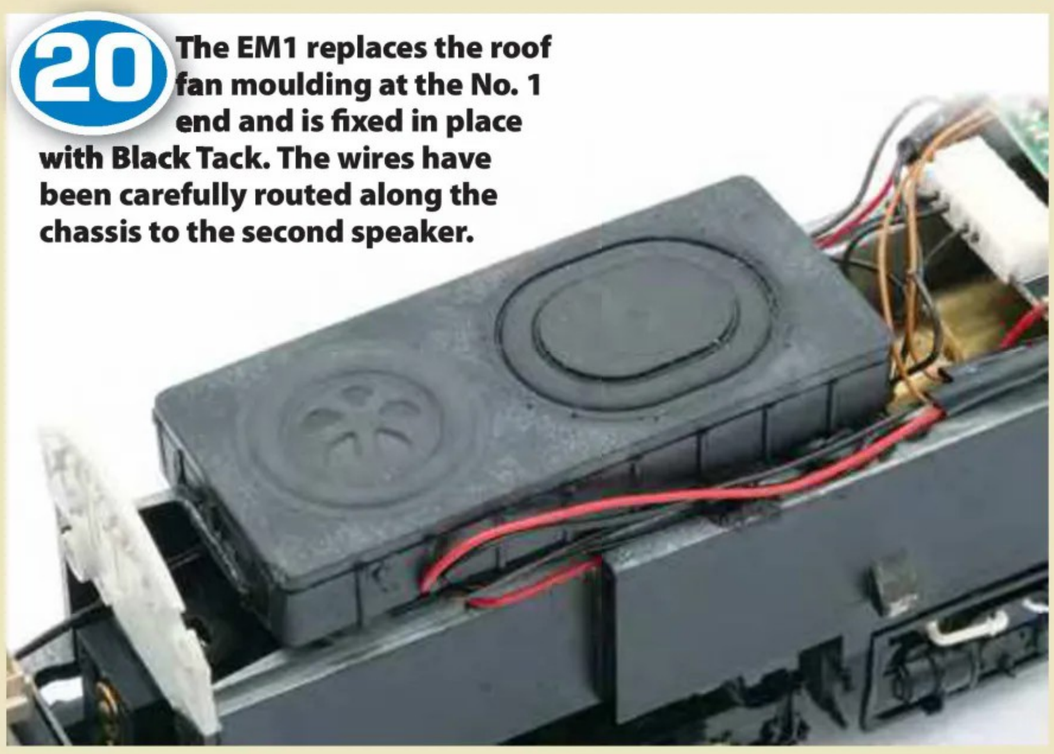


17 For a simple method you could connect the brown wires from the D&H decoder to a Rail Exclusive 55mm x 20mm x 10mm speaker and complete the installation there or follow this method for an EM1 and cube speaker setup. The plug from the EM1 has been removed to allow the brown speaker wires to be connected as well as two purple wires.

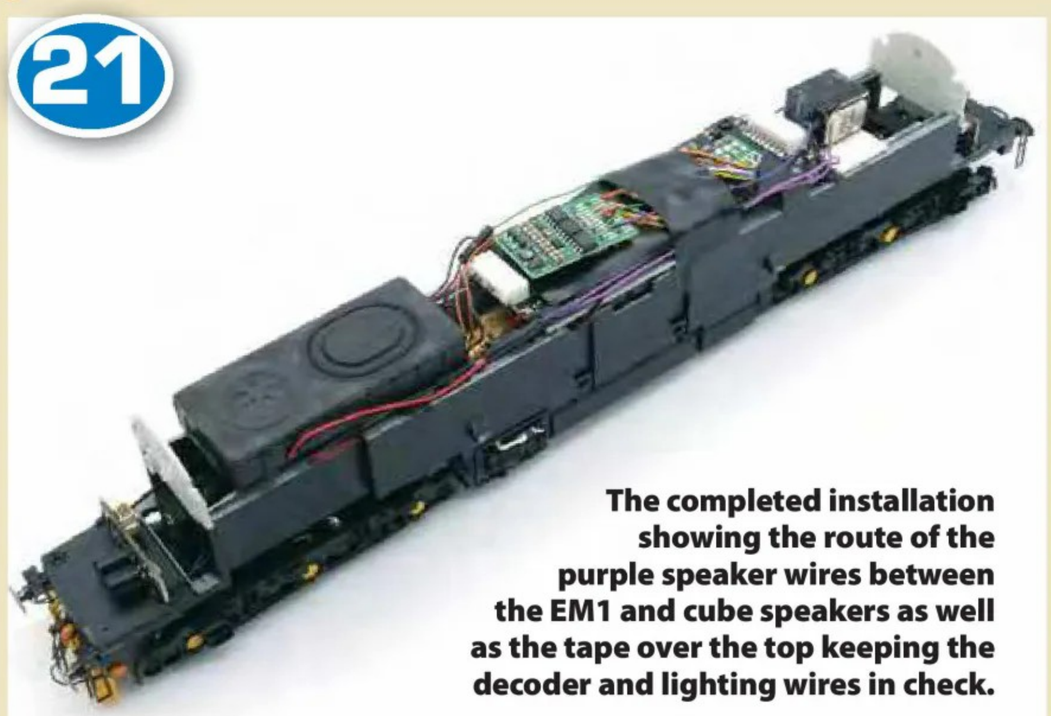
18 The purple wires extend to the cube speaker which will be located at the other end of the locomotive. The joints have been soldered and then covered with heatshink insulation to protect them.



19 A 25mm x 15mm section of plasticard has been cut and added over the chassis frame at the No. 2 end to support the cube speaker which has now been joined to the purple wires in parallel with the EM1.



20 The EM1 replaces the roof fan moulding at the No. 1 end and is fixed in place with Black Tack. The wires have been carefully routed along the chassis to the second speaker.



21 The completed installation showing the route of the purple speaker wires between the EM1 and cube speakers as well as the tape over the top keeping the decoder and lighting wires in check.

22 The red roof fans were prised off the black mouldings and then refitted to the models using black insulation tape which holds the fans in place and stops the view of the speakers below.

23 With the bodies refitted 50049 and 50007 are both ready for action, but will now benefit from light weathering to represent them as seen on the main line network.

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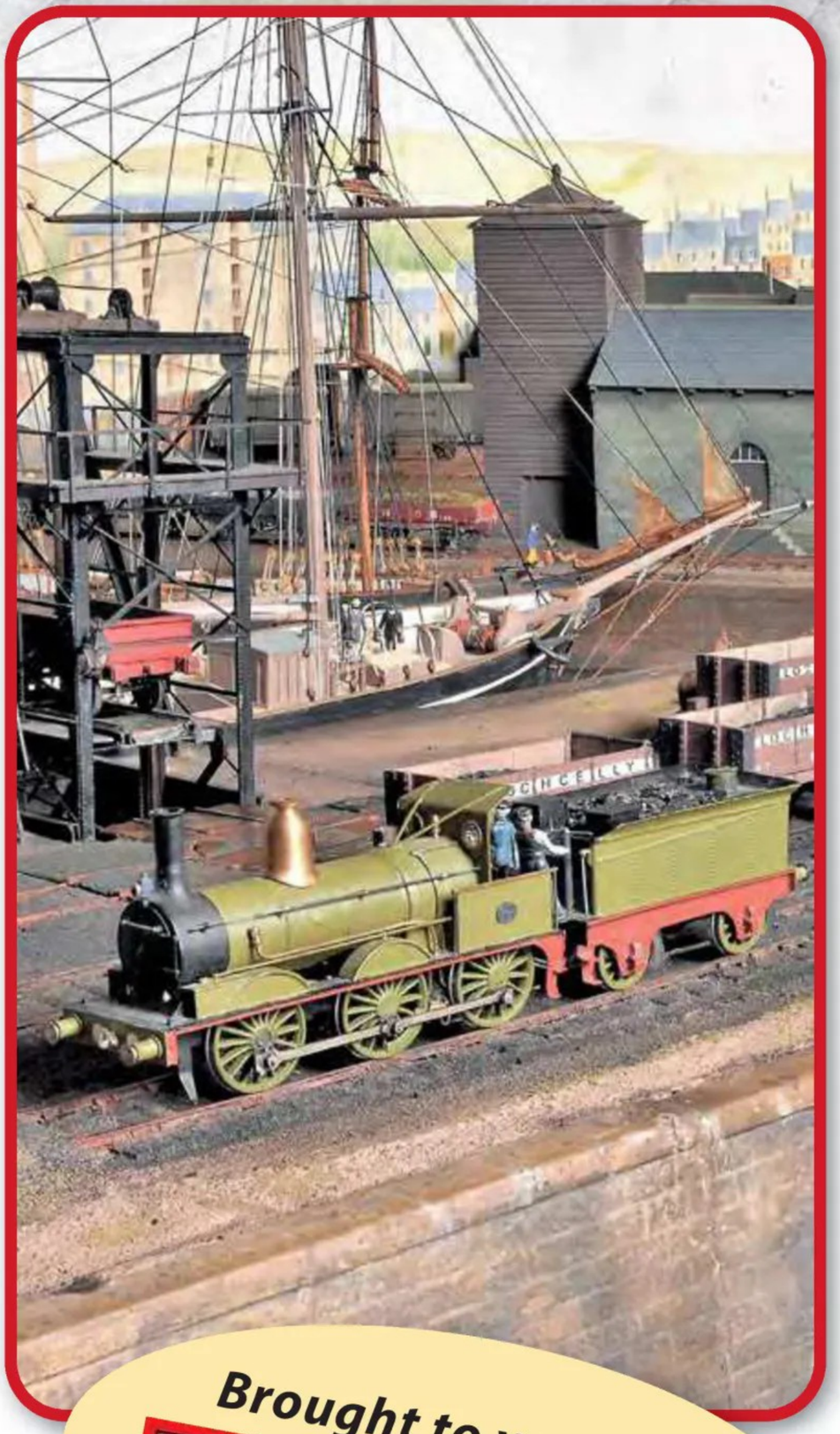

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349/23

Orista HARBOUR

Wanting respite from cold winter operation of his 'O' gauge railway, **CHRIS SPRING** opted for narrow gauge to sustain his interest. This fascinating three-level layout is the result.

PHOTOGRAPHY, JONATHAN NEWTON

AS A COMMITTED 'O' gauge modeller with my layout Chelagasa (HM170), you might be wondering why I have created an 'OO9' gauge layout. The answer is simple: it is too cold and rainy for Chelagasa to be much fun most of the time in winter and early spring.

Being an indoor based layout, Orista solves the weather issues and allows me the opportunity of watching trains running despite it being soaking wet or cold outside. It also gives me modelling focus during the winter months. Like many modellers though, space is an issue, plus I wanted a layout that could simply be put in the back of an estate car, so Orista was born – but with its physical dimensions governed by the size of my car.

In meeting the requirement for a

GAUGE '009', 9mm | SCALE 4mm: 1ft | SIZE 6ft x 2ft 8in | REGION WALES | PERIOD VARIABLE | CONTROL DC and DCC

layout to fit in the car, the choice came down to 'OO9' or 'N' gauge. The advantage of 'OO9' is that modelling in 4mm:1ft scale is less of a jump from 'O' and far less fiddly to boot. Another factor affecting my choice was my interest in the Ffestiniog Railway (FR) where I first started working as a volunteer in a school working party in August 1968 coaling engines at Porthmadog and washing carriages before graduating to vegetation clearance in 1969 with the 'Brambles' (FR volunteers from Brambleton Model Railway Club) and working on the deviation above Ddualt from 1970.

Even today, I still return with the Brambles every year for a weekend of vegetation clearance which allows for some great photographs from unusual locations plus the fun of our having our own works train. This interest in the

Above: **A mixed freight working prepares to depart from the harbour station, with 'Small England' 0-4-0ST *Prince* leading the charge.**

Left: **Baldwin Class 10-12-D 4-6-0Ts 778 and *Hummy* double head a passenger train bound for Orista town station.**

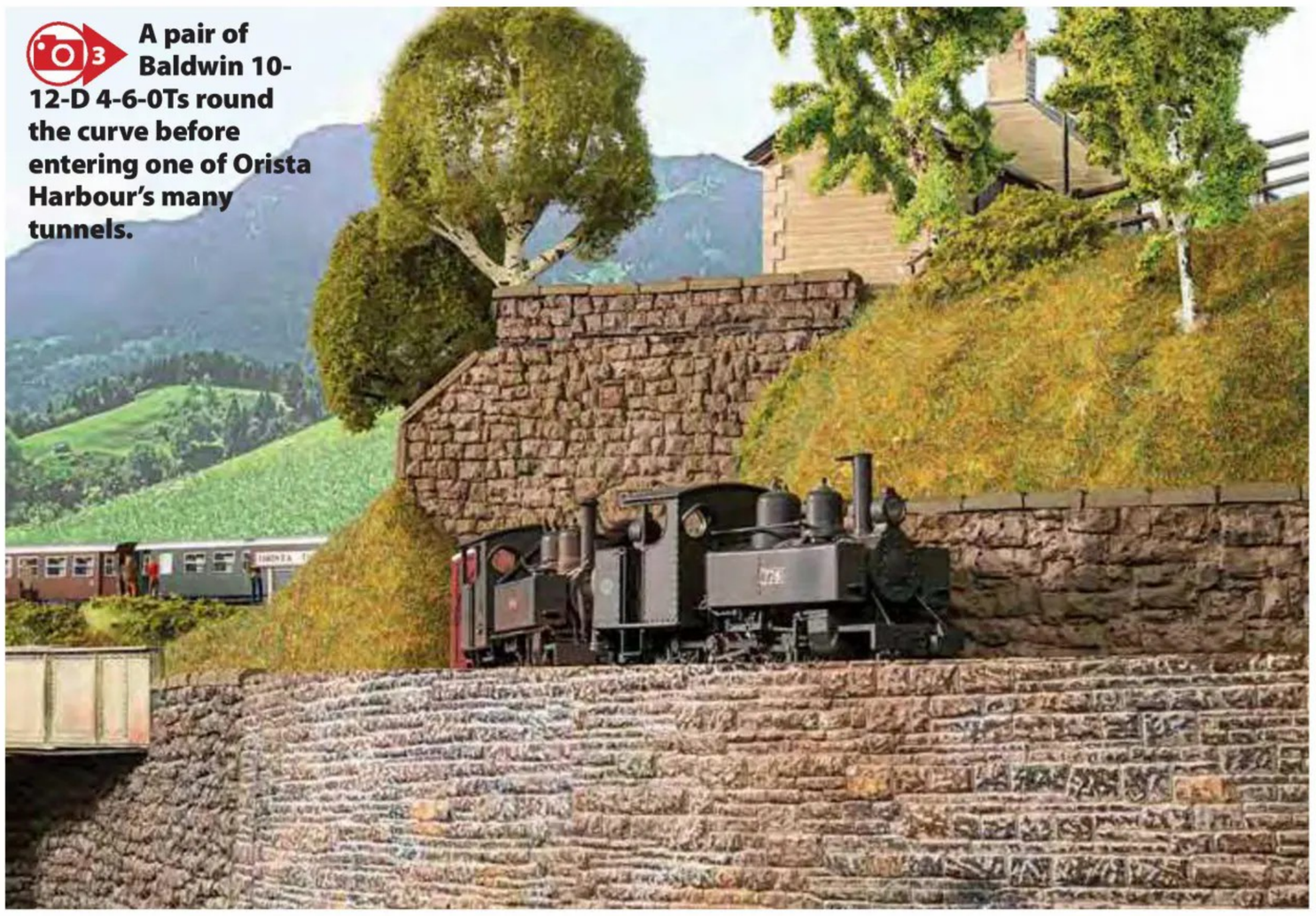
Ffestiniog plus the introduction of a range of ready-to-run products from Bachmann in 2018 (and prior to this by Peco) meant narrow gauge was the way forward.

I also have some interest in continental narrow gauge railways that started with a school holiday to Interlaken where there are a number of metre gauge lines and which culminated with working in Germany near the Harz Railway, hence the running of some continental 'HOe' stock which of course is the same 9mm gauge at 3.5mm:1ft scale. This runs very happily alongside UK outline '009' stock. How can I justify this? Orista is a narrow gauge heritage railway that also runs some imported stock from the continent in much the same way as the Welshpool & Llanfair Light Railway does.

THE LAYOUT

The actual layout size is 6ft x 2ft 8in which was always going to be a little limiting in terms of the opportunity to run multiple trains in a semi-realistic setting so I knew from day one that I would need to adopt a multi-level layout to overcome the shortage of physical area. The result is a layout that comprises three different levels, with levels one and two having hidden storage roads and level three a very small locomotive shed. All three levels are connected by a hidden spiral at one end of the layout that takes trains directly from level one to level three or vice versa. The other interconnection consists of two zig-zags that take the trains from level one to level two where a train can pause in the hidden loops or continue directly to level three.

This allows for operation in three different modes. the first consists of each level operating independently and gives the opportunity for three trains running at once whilst mode two consists of a »



A pair of Baldwin 10-12-D 4-6-0Ts round the curve before entering one of Orista Harbour's many tunnels.

continuous run across all three levels, but with the compromise that only one train can be operated. There is also a third mode whereby when operating all three levels independently it is also possible to run a shuttle train from the bay platform on the upper level to the lower station.

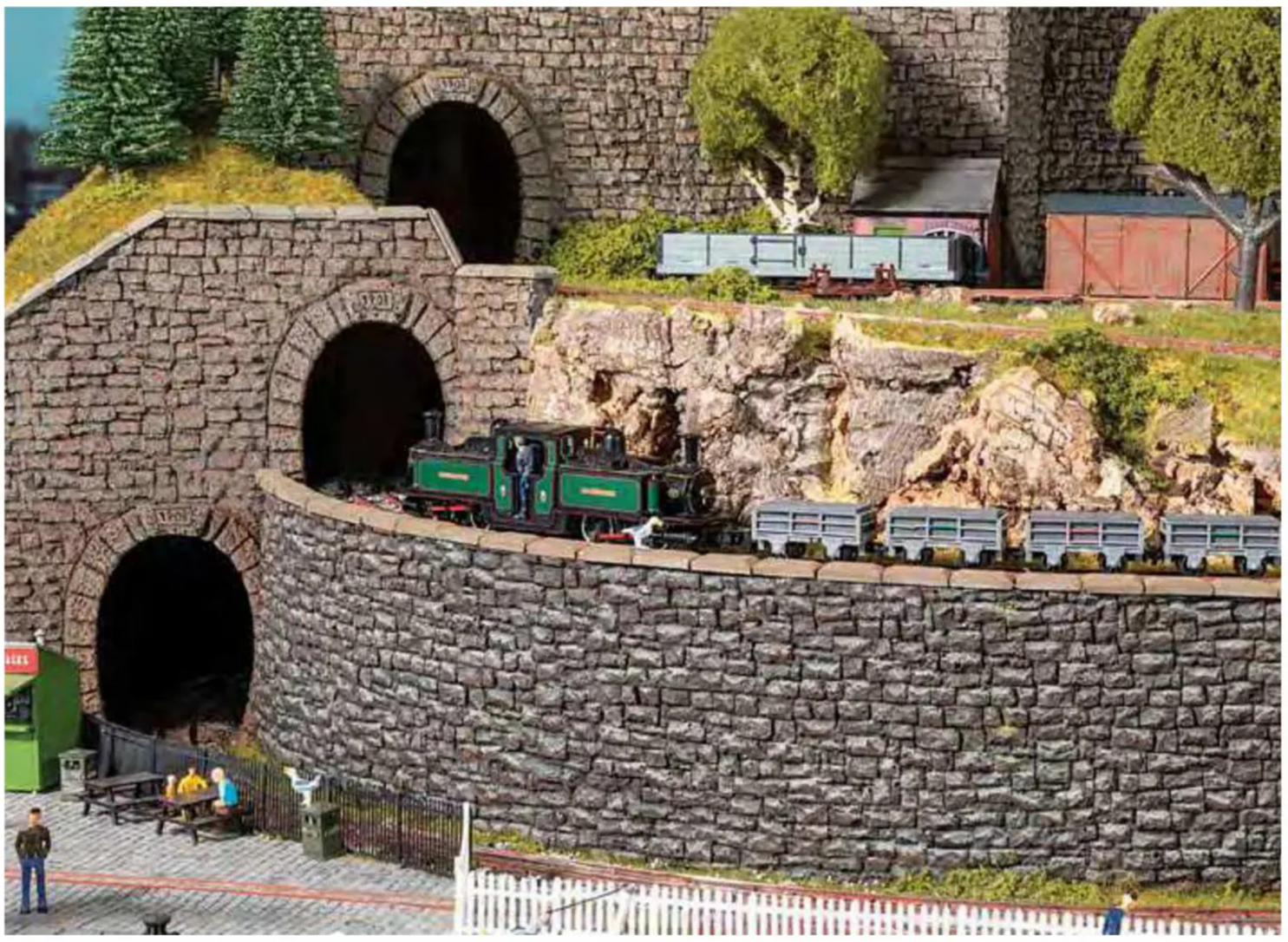
CONSTRUCTION

This follows traditional practice with a framework of 2in x 1in softwood with a board of 8mm ply fixed on top, to which all the supports for the upper levels would be fixed. A small cut-out for the harbour area was incorporated at this stage.

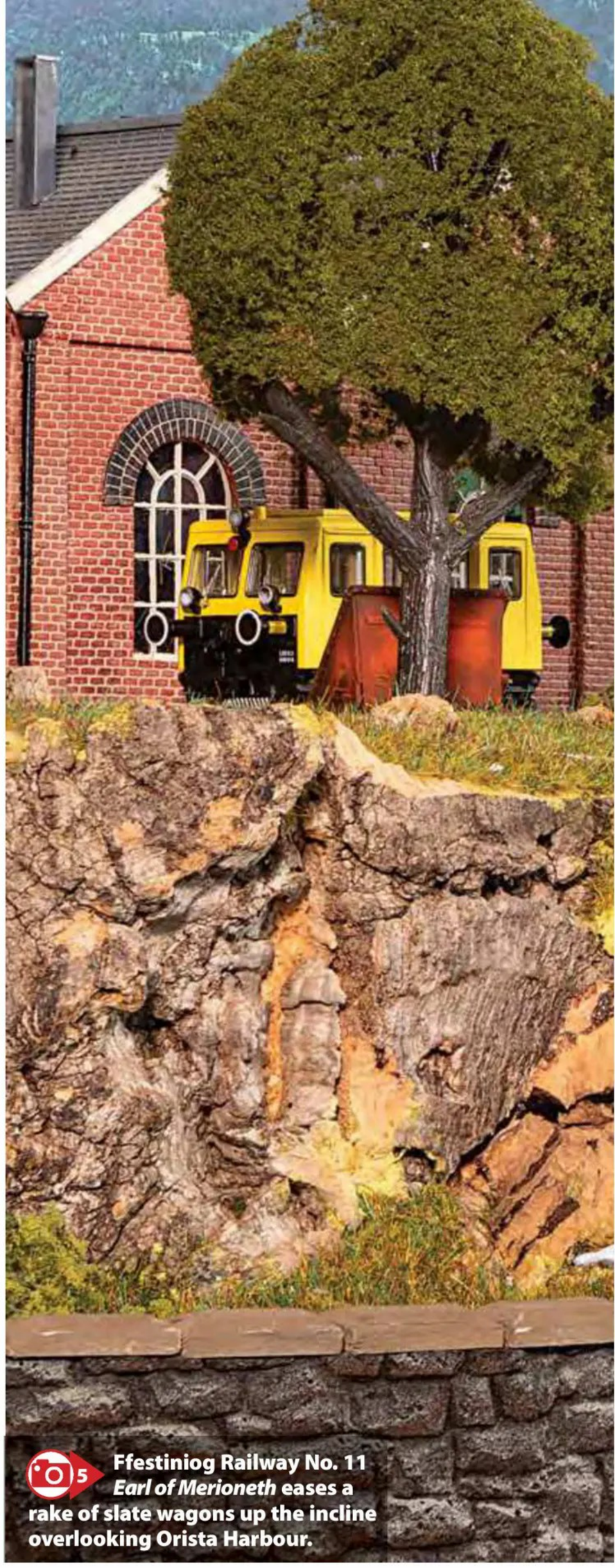
Initially the lower level tracks were laid followed by the construction of the spiral which consists of a number of M6 studs with supporting brass cross-sections to which the track bed of 3mm ply is fixed. The spiral track is Peco 9in radius set track as this was far easier to lay than flexible track. The spiral was fairly easy to build and it is a great way of gaining or losing height when space is an issue. On Orista most of the spiral is hidden and it jumps straight from level one to three which leads to much confusion from the viewing public at exhibitions.

Once the spiral was in place, the trackbed for level two was added. Track was laid and point motors attached and tested. Then level three was laid over the top. With the benefit of hindsight, not being able to access some of the point motors once levels two and three were installed is the Achilles heel of the whole layout and I would most certainly not recommend you try this.

Construction began in September 2018 and was only worked on during the winter months along with a myriad of other tasks. It was completed in time for the Alsager Railway Association Crewe exhibition in November 2022.



Seagulls tuck into a few scraps from the nearby harbour snack bar as *Earl of Merioneth* passes with a loaded slate train.



Ffestiniog Railway No. 11 *Earl of Merioneth* eases a rake of slate wagons up the incline overlooking Orista Harbour.

SCENERY

Conventional practice has been followed in most aspects. For the hills, Modroc is laid over solid foam used to insulate houses. It is readily available from any DIY store and is light, easy to carve and relatively strong. The surface is then painted and has static grass, trees and other details applied. Ballast is a suitable size stone, dry brushed into place and set using diluted PVA glue with a dash of detergent. When adding the glue to the ballast I now use a pipette rather than a syringe, a tip I picked up at Wrenbury Model Railway Club and one which makes the whole process easier and quicker. I also find it advantageous to spray a fine mist of water over the ballast first as this lets the glue settle in much more easily without pushing the ballast out of alignment.

The layout presented a bit of a challenge with the number of curved retaining walls and here I have found the Noch hard foam product to be particularly good as you can shape it using either hot water or a hair dryer to warm, bend and then once it cools it will hold the shape. What I am

not so good at is painting or weathering the product, so I have have left it as it was delivered. I have also made use of the Wills stone sheets where the space is insufficient to accept the thickness of the Noch product. This I have coloured using a mix of ordinary artist's crayons and then washing over with a dilute wash. The retaining wall of the road to the upper station was done this way and I am pleased with how this turned out.

Buildings are a mixture of Bachmann, Hornby Skaledale & Wills kits with the locomotive shed being modified to reduce the size to one more appropriate for 'OO9' use.

The harbour was an interesting challenge and inspired by Porthmadog, whilst the white fencing has shades of Tan-y-Bwlch. The water is from Woodland Scenics and very easy to use, but make sure there is no way it can escape: it will find the smallest pinhole! Also, be warned it takes longer to set than claimed. I inadvertently placed a wagon on the water some 36 hours after pouring and two hours later found it had sunk into the water leaving »

6 **A sailing boat drifts in and prepares to moor quayside while passengers mill around the harbour station above, before the next train departs.**

an impression of four wheels which can still be seen today. The fishing trawler is a Kibri kit which I enjoyed building, as it is something totally different from the normal railway items I work on.

The cobblestones are from Redutex, a material I hadn't used before but one I would definitely use again. It is much quicker than using modelling clay and then singly impressing every cobblestone.

ELECTRICS

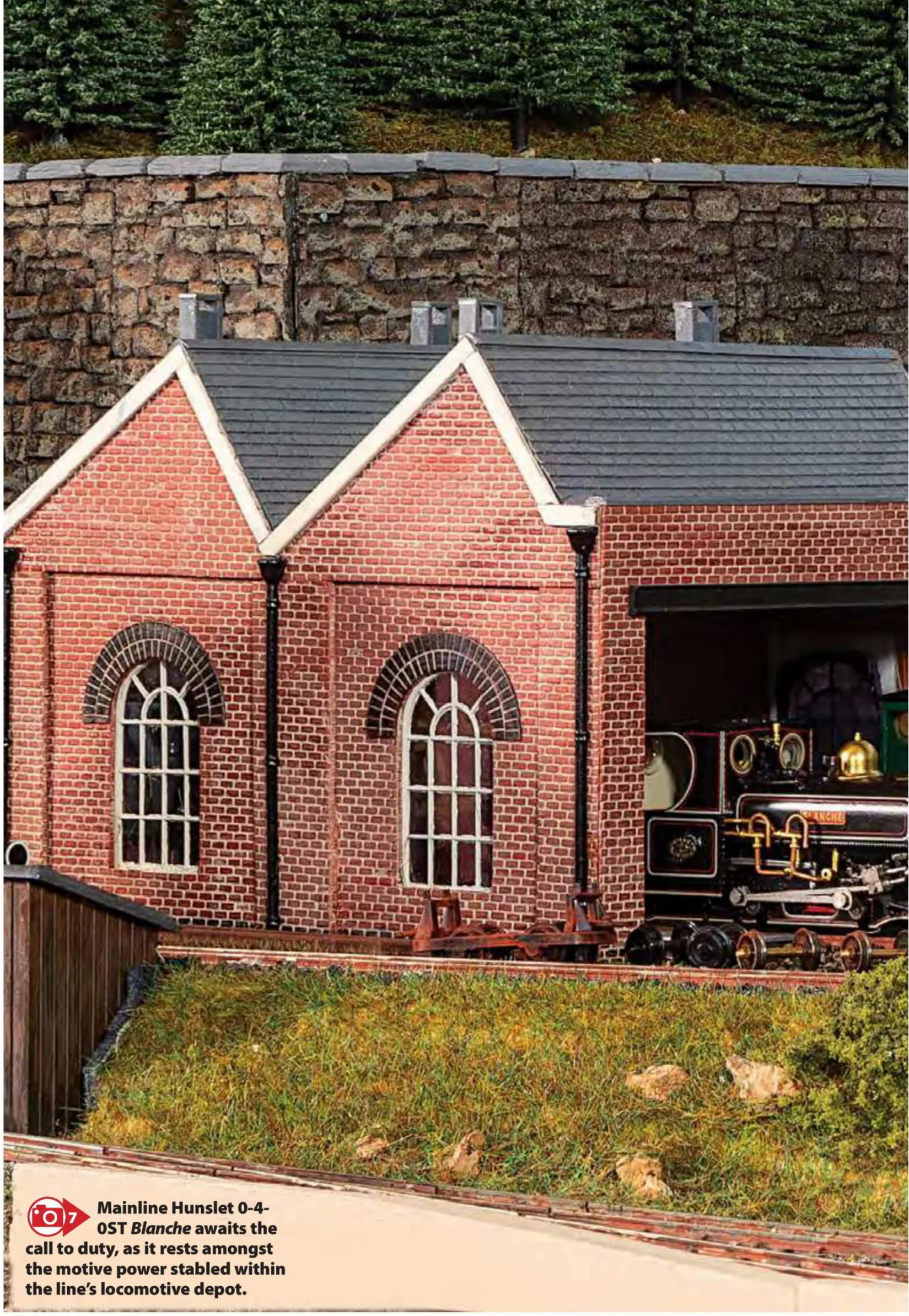
Orista uses analogue DC control for locomotive operation as I simply didn't relish the prospect of trying to fit decoders and speakers into such small 'OO9' gauge locomotives, although most come Digital Command Control (DCC) ready or fitted nowadays. The down side of DC is the amount of wiring that is then required with 75 power leads running from the control panel to the layout, versus just two had I used DCC. Admittedly this could be less if I hadn't incorporated the ability for four-train simultaneous operation. Controllers are Gaugemaster panel mounted GMC-100s.

Points are all DCC controlled with illuminated push-button switches on a mimic panel. Although there is a lot of wiring within the control panel, the final outcome is a two-wire bus that operates all 20 points which have live frogs and all the motors provide automatic polarity switching to the frog. With the short wheelbase of so many of the 'OO9' gauge locomotives, I find this an invaluable aid to smooth running through the points. Point motors are DCC Concepts Cobalt iP Digital where mounted under the point and Cobalt SS where surface mounted. They are controlled via a Cobalt Alpha Encoder Unit which converts the push-button switch operation into a digital instruction to the point being controlled.

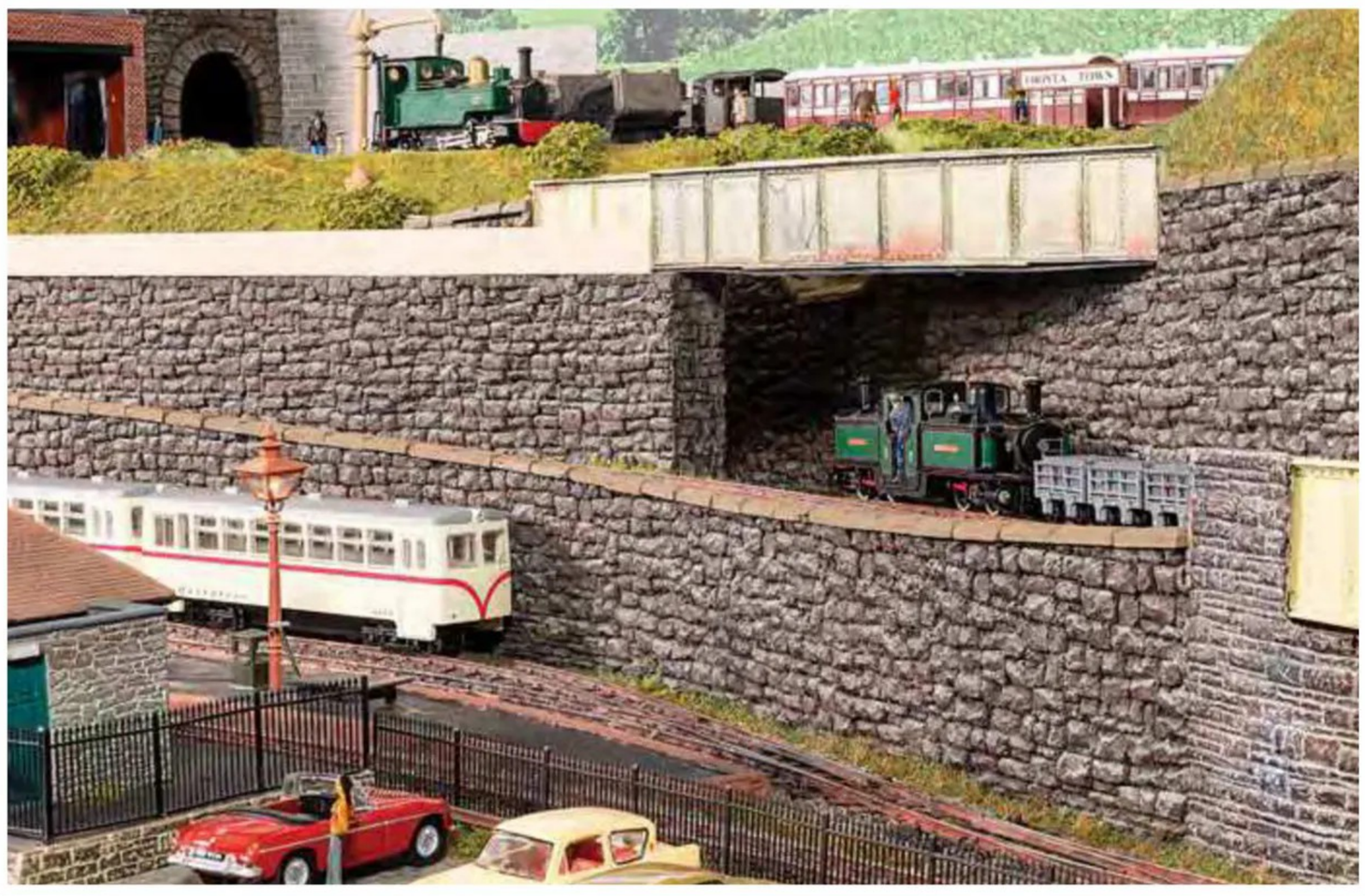
ROLLING STOCK

The trains are a mixture of Bachmann, Peco/Kato and Fourdees for the UK outline locomotives and rolling stock. The range on offer has been greatly enhanced in the last few years by all the new Peco, Heljan and Bachmann releases. Roco provide the majority of the 'HOe' items. These are primarily two 'HOe' diesel models of the Austrian Federal Railways '2095' class which worked on a number of narrow gauge lines in Austria. With two traction tyres and a heavy body, they will easily handle four coaches on the steep gradients of Orista.

Roco also provides two 0-6-0 steam locomotives that are based on a narrow gauge steam locomotive of the Rügensche Kleinbahn in Northern Germany. This is a fairly robust model with better haulage ability than the Bachmann locomotives and is also useful on the steep gradients. TomyTec is the source of two single-car Diesel Multiple Units which were sourced from Japan through an auction site and make for easy operation of the shuttle from Orista Town to Harbour via the spiral. I also have two items from Liliput »



7 Mainline Hunslet 0-4-0ST *Blanche* awaits the call to duty, as it rests amongst the motive power stabled within the line's locomotive depot.



8 The multi-level nature of the layout's trackwork is apparent in this view looking up from the harbour station.

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BEHIND THE SCENES

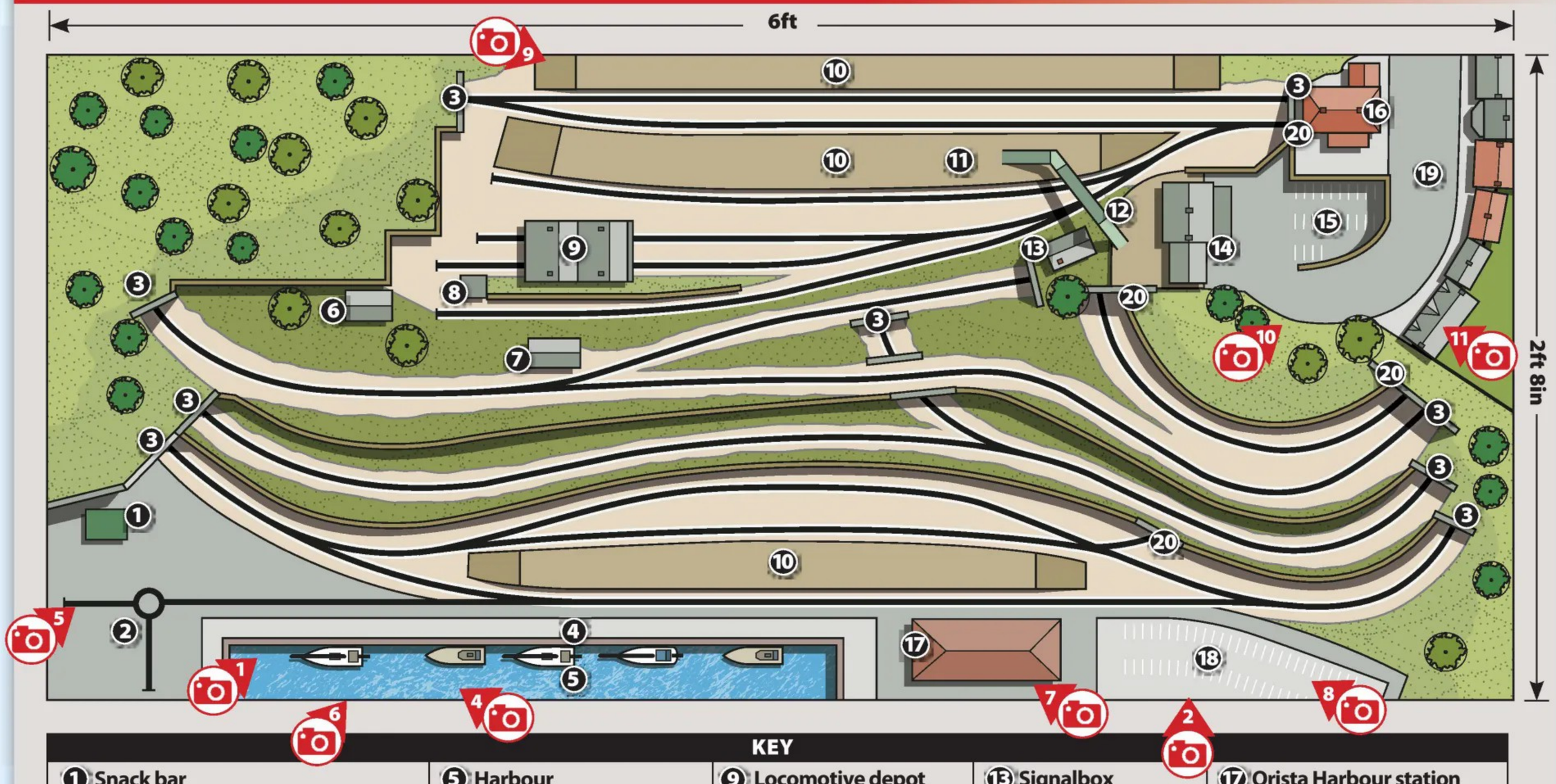
A sneek-peek at construction work on the layout, amply demonstrating the rabbit-warren effect Chris Spring had in mind whilst developing his 'OO9' layout Orista Harbour. At this point, there was still another layer to be added.

At one end of Orista Harbour, a small Helix has been installed which is a great space saver and enables trains to ascend and descend the multi-level layout with ease. This adds to the complex nature of the operation and is concealed beneath the town scene on the completed layout.

9 **Orista Harbour is a masterpiece in tricking the eye with cleverly developed route options across multi levels.**

10 **Careful positioning of backscenes, low-relief and full-size buildings makes great use of the small area of space available.**

ORISTA HARBOUR TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Snack bar	5 Harbour	9 Locomotive depot	13 Signalbox	17 Orista Harbour station
2 Wagon turntable	6 Mess hut	10 Platform	14 Station building	18 Car park
3 To/from storage/hidden loops	7 Platelayers' hut	11 Orista Town station	15 Car park spaces	19 High street
4 Quayside	8 Grounded van body	12 Footbridge	16 Pub	20 To/from Helix

- a track inspection trolley and an 0-4-0 diesel shunter based on the 'D11' on the Zillertalbahn.

I have also recently acquired a Kato three-car Abe 8/12 Allegra Electric Multiple Unit as found on the Rhaetian Railway which although 'N' gauge looks quite at home as long as it is operated alongside the smaller profile items of rolling stock.

I have really enjoyed building this self-contained multi-tier layout. Because it is such a contrast to my 1960s/1970s 'O' gauge layout, it has enhanced the enjoyment immensely. With the massive increase of UK outline ready-to-run stock and buildings in 'OO9' over the last two years it is really easy to build a layout in this scale and I would thoroughly recommend that anyone who is thinking about it, or who has space issues, to take the plunge.

For my next project, I am currently torn between an eye level 'N' or 'OO' gauge continuous run in the railway room featuring a large viaduct which will sit above the existing 'O' gauge and 'OO9' layouts. With luck, I hope to show it in a future issue. **HM**

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

11 A Leyland Titan PD2/12 awaits custom outside Orista Town station.

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THIRD RAIL ELECTRIFICATION

The south of England's pioneering third-rail electrified railway system has served the country well for more than a century, and after a long pause could yet be extended. **EVAN GREEN-HUGHES** looks at the history of this innovative and important system.

Right: **An unidentified pair of LSWR 3-SUB EMUs restart their journey from what is believed to be Hounslow station in the 1920s.** Rail Archive Stephenson collection.

Below: **SR 4-COR EMU 3106 leads a 4-BUF and another 4-COR on the 1250 Waterloo to Portsmouth Harbour service, seen taking the Guildford line out of Woking on September 13 1964. Note the electrical sub-station in the background.** Brian Stephenson.

TODAY, electrification is seen as a way that the railway can reduce its carbon footprint, yet a hundred years ago the reason for its introduction was quite different, with a major factor being a desire to compete effectively with other forms of transport.

In the very early 1900s railway companies operating commuter services into London were beginning to be badly affected by intense competition from newly-built electric tramways. The new trams were cleaner and quieter than steam railways and offered better end-to-end timings, with the result that they were taking an ever-increasing share of passengers. As a result of this a number of railways began to actively look at electrification as an alternative to steam.

First off the block was the London Brighton & South Coast Railway (LBSCR) which electrified its elevated section between London Bridge to Battersea using a 6.7kV overhead system in 1909. This was very successful and was later extended to Crystal Palace but the First World War prevented further expansion. Meanwhile, the South Eastern & Chatham Railway (SECR) planned to electrify its system, but using four rails in a similar way to that adopted for use on the underground network while the London & South Western Railway (LSWR) opted for a third-rail system using DC power provided at 660V, with the first route to be so equipped being the Wimbledon line out of Waterloo in 1915.

When all the above railways were amalgamated together as part of the Southern Railway in 1923 the new company had to decide which of the three systems to adopt, or indeed whether to abandon all three and go with a recent recommendation from a 1920 technical committee that 1,500V DC overhead, as used on the continent, was the ideal system for future use. Each had their merits but as the new company was dominated by LSWR men, it was not really surprising that the decision was taken that in future the third-rail system would become standard. »

LOW COSTS

However, this move was not quite as partisan as it might at first appear because third-rail had many advantages. It was relatively easy to install as it did not require overhead gantries or catenary, was much cheaper as it did not require bridges to be raised or infrastructure to be widened to accommodate the overhead equipment, and existing rolling stock could be converted relatively easily to this type of electric propulsion.

Expansion of the system quickly followed, along with conversion of existing non-standard but electrified lines, and in 1929 the Southern Railway drew up a series of specifications for electric third-rail trains which were extremely successful and which remained in use for more than 50 years. At first these included Metropolitan Vickers and British Thomson Houston equipment but were later updated to include traction equipment supplied by English Electric, which proved particularly successful.

The first trains to run on the third-rail were 84 three-car sets that were actually conversions of LSWR wooden-bodied steam-hauled suburban stock dating from 1902. These were made up into Electric Multiple Units (EMUs) by adding cabs and traction equipment to the former third-class brake vehicles and by strengthening the wooden underframes using new steel channels. These trains had a distinctive 'torpedo' look at the ends, with a space between the cab windows for a stencil showing the train's route number or letter. Later, and because of increasing numbers of passengers, 24 two-car trailer sets, without cabs, were converted and these were marshalled between two of the original sets at peak times.

A down 'Brighton Belle' service formed of 5-BEL EMU 3051 passes Merstham on the Quarry line in the late 1930s. Today the photographer would find himself standing in the middle of the M25 motorway at this spot! Rail Archive Stephenson.

However, such was the success of the third-rail system, that construction of completely new trains began in 1925 with the introduction of the 3-SUB – or three car suburban sets – which because of capacity issues had their motor driving cars constructed by the Metropolitan Carriage and Wagon Company and the trailers by the Midland Railway Carriage and Wagon Company. Early versions of this design had the 'torpedo' front end and were shorter than later vehicles. The first batch of these units were used on the newly-electrified section serving Dorking North and Guildford. A further batch of 29 similar units followed for the Eastern Section but these were built on longer underframes and had a revised cab design with a much squarer profile.

The introduction of these trains to former SECR routes allowed the withdrawal of further locomotive-hauled coaches and their conversion into electric units. In-all 135 three-car units were made up while a similar programme using further LSWR

With the distinctive BOAC building towering above, BR 4-BIG EMU 7033 leads the 1000 non-stop to Brighton out of London Victoria on June 5 1966. Brian Stephenson.

coaches produced 44 more. In 1928 the third-rail was extended to the former overhead-equipped 'elevated electric' with 3-SUBs being transferred there. The overhead stock displaced was converted to eight third-rail sets, ending up as two-car units for Wimbledon and South Croydon services where surprisingly, given their great age, they lasted until new units were provided in British Railways days.

EXPANSION

By the early 1930s the third-rail system was developing so that it was no longer merely covering the immediate suburban area around London. Brighton was reached in January 1933, while Hastings soon followed. For these services, compartment suburban stock was inadequate and so a massive building programme was embarked upon that saw units such as the 2-BIL and 4-LAV, provided, which were equipped with both corridors and toilets in some coaches and which were more suitable for semi-fast work.

Following these came a series of express units in four and six-coach form which had the same level of luxury enjoyed by contemporary locomotive-hauled stock while there was also the 6-PUL unit that contained one Pullman car within its formation. Also introduced in 1932 were the famous 5-BEL 'Brighton Belle' units which were all-Pullman and initially ordered to work the 'Southern Belle' services from Victoria to Brighton.

There was a further expansion to Portsmouth in 1937, for which 29 four-car corridor sets, titled 4-COR, and 19 similar sets but with a restaurant car, the 4-RES, were ordered. These took the concept to another level for not only did they have a corridor within each coach but they also all had corridor connections between vehicles. This feature also included end gangways on each set, which involved redesigning the cabs. This meant that the route stencil had to be moved with the result that it was put where the secondman's window would have been

Bulleid/Raworth Co-Co Electric 20003 stands at London Victoria station at the head of a Newhaven boat train on May 15 1949. Railphotoprints.uk collection.

and the cab had only one window at the driver's side, leading to these trains being unofficially named 'Nelsons'. Further sets were built for the mid-Sussex lines with some including buffet vehicles while some of the Portsmouth sets gained griddle cars.

NEW STOCK

With the network now largely in place, subsequent deliveries of electric units were primarily for replacement and upgrade of the existing fleet. The arrival of Oliver Bulleid as Chief Mechanical Engineer in 1937, at the same time as the Sussex lines were electrified, saw a fleet of new state of the art suburban units constructed, which were to become the 4-SUB, and which were for many years to form the backbone of the Southern Railway's fleet. This design was then developed into the 4-EPB, which had the electro-pneumatic brake, and which was carried on by British Railways as one of its standard units.

In British Railways days, production of an improved 4-EPB was augmented by two-car versions naturally called the 2-EPB and a version named the 2-HAP, which had First Class accommodation with a short corridor to access a toilet in one car. Extensions to the Kent Coast resulted in the introduction of the 4-CEP and 4-BEPs which took the design of the Portsmouth sets but built within the standard BR Mk 1 coach bodyshell, the difference between the two being that the BEP had a buffet car. Further Mk 1-based stock then followed for the Brighton and Portsmouth lines where the earlier units were now becoming worn out, with these becoming the well-known 4-CIG, 4-BIG and 4-VEPs. A high-power version, the 4-REP, was also built for the Bournemouth line electrification scheme of the late 1960s which could tow four-car 4-TC, or trailer car, sets.

The 1980s saw some of the Southern Region's classic trains replaced by designs based around the same bodyshell that had been used for the 'Sprinter' and other contemporary stock while in later years there have been considerable upgrades using products from manufacturers such as Bombardier and Siemens, some of which have been turned out as being capable of working on both the third-rail and on 25kV AC overhead.

The third-rail network of the south of England has now been serving millions of passengers daily for more than 100 years and has an excellent reliability record. Although long seen as outdated and difficult to maintain - and with limitations in winter where the conductor rail becomes covered in ice, making it difficult for trains to pick up traction current, it remains a vital part of the network.

Expansion has been limited in recent years due to safety concerns and the system's relative inefficiency. However, a more pragmatic approach to standards and a compelling need to eliminate diesel traction where possible means infil schemes on the Southern Region must surely be on the cards. The glory days of the 'Brighton Belle' and the luxurious expresses to the coast are now firmly at an end - but the 'juice rail' will continue to play a critical role on our network for decades to come. **HM**

SR 2-HAL EMU 2682 leads three 2-BIL units on a Waterloo to Alton service just south of Clapham Junction as they overtake 4-SUB unit 4693 on a Shepperton service on July 1 1967. The Brighton Line can just be glimpsed in the distance. Brian Stephenson.

● Read more from our extensive collection of Railway Realism articles at *www.keymodelworld.com*.

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 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.

June 2023

3 GAUGE O GUILD SUMMER SHOW

Hosts: Gauge O Guild
Location: Barnsley Metrodome, Queen's Road, Barnsley S71 1AN
Times: 10am-4pm
Prices: Admission £12, members £8 (advance ticket prices – £1 extra on the door)
Website: *www.gaugeoguild.com*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

3 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon UB7 8HF
Times: 10am-3pm
Prices: Admission £6
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Three test tracks in 'N', 'OO' and 'O', DC and DCC options and refreshments.

3 LUDLOW MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Circle
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4pm
Prices: Adults £5, children free
Contact: 07510 109347
Features: 19 layouts, trade support, refreshments, parking and disabled access.

3 SLEAFORD MODEL RAILWAY EXHIBITION

Hosts: Sleaford and District Model Railway Club
Location: St. George's Academy, Westgate, Sleaford NG34 7PP
Times: 10am-4pm
Prices: Adults £6, children £4, family (2+2) £12
Website: *https://sites.google.com/site/sleafordmrc/*
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

3/4 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION

Hosts: Shildon Model Railway Club
Location: Oakleaf Sports Complex, School Aycliffe Lane, Newton Aycliffe DL5 6QZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, family (2+2) £12
Website: *www.shildonmodelrailwayclub.co.uk*
Features: 20 layouts, trade support, displays, societies, refreshments, parking and disabled access.

4 ILFORD AND WEST ESSEX MODEL RAILWAY CLUB OPEN DAY

Hosts: Ilford and West Essex Model Railway Club
Location: Clubhouse, Station Road, Chadwell Heath RM6 4BU
Times: 10am-4pm
Prices: Free (fee payable for outdoor rides)
Website: *www.iwemrc.org.uk*
Features: Club layouts, outdoor railway and refreshments.

9/10 TAUNTON MRG OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Bishop's Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: Fri 10am-4.30pm, Sat 10am-4.30pm
Prices: Small admission charge
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display and refreshments.

10 HEYWOOD MRG OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: Adults £2, accompanied children free
Website: *www.hmrg.net*
Features: Club layouts, club stand and refreshments.

10 MILTON KEYNES MODEL RAILWAY EXHIBITION

Hosts: Milton Keynes Model Railway Club
Location: The Ridgeway Centre, Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH
Times: 10am-4.30pm
Prices: Adults £6, children £2
Website: *www.mkmrs.org.uk*
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

10 RHYL MRC OPEN DAY MINI EXHIBITION

Hosts: Rhyl and District Model Railway Club
Location: Christ Church Community Hall, High Street, Prestatyn, Clwyd LL19 9AR
Times: 10am-4pm
Prices: Adults £1, accompanied children free
Website: *www.rhylmodelrailclub.co.uk*
Features: Members' layouts, displays, trade support and disabled access.

10 SELBY MICRO MODEL RAILWAY EXHIBITION

Hosts: SMMRE
Location: Selby Superbowl, Unit 1, Bawtry Road, Selby, North Yorkshire YO8 8NA
Times: 10am-4pm
Prices: Adults £2
Features: Micro layouts and trade support.

10 SUSSEX VINTAGE MODEL RAILWAY SHOW

Hosts: Sussex Vintage Model Railway Collectors
Location: Plumpton Village Hall, Westgate, Plumpton, East Sussex BN7 3BQ
Times: 10am-4.30pm
Prices: Adults £4, accompanied children free, family £7
Contact: 07785 567251
Features: Vintage layouts, trade support, refreshments, parking and disabled access.

10/11 GLASGOW O GAUGE EXHIBITION

Hosts: Strathclyde O Gauge Group
Location: Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-4pm, Sun 11am-4pm
Prices: Adults £6, accompanied children free
Contact: 0141 637 4189
Features: Layouts, test track, trade support, demos, refreshments and parking.

10/11 MENDIP 2023

Hosts: Shepton and District Model Railway Society
Location: Shepton Scout Hall and SDMRS Clubroom, Old Wells Road, West Shepton, Somerset BA4 5XN
Times: Sat 10.30am-4pm, Sun 10am-4pm
Prices: Adults £6, accompanied children free
Website: *https://sheptonmrs.wordpress.com*
Features: 12 layouts, test track, trade support, refreshments, parking and disabled access.

10/11 PEAK MODEL RAILWAY EXHIBITION

Hosts: Chesterfield Railway Modellers
Location: The Agricultural Business Centre, Bakewell DE45 1AH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, family £12
Website: *www.chesterfieldrailwaymodellers.co.uk*
Features: Layouts, trade support, parking and disabled access.

10/11 RAIL RIDERS RAILWAY SHOW

Hosts: Rail Riders
Location: Crewe Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, accompanied children free
Website: *www.railriders.club*
Features: Layouts, trade support, displays, societies, heritage attractions, refreshments and disabled access. Shuttle bus operating between venue and Crewe railway station.

17 7MM NARROW GAUGE ASSOCIATION ANNUAL EXHIBITION

Hosts: The 7mm Narrow Gauge Association
Location: Burton-upon-Trent Town Hall, King Edward Place, Burton-upon-Trent DE14 2EB
Times: 10.30am-4.30pm
Prices: Adults £7, members £4, partners and children free
Website: *www.7mmnga.org.uk*
Features: Layouts, specialist trade support, demonstrations, societies, refreshments, parking and disabled access.

17 ALRESFORD FESTIVAL OF TOY TRAINS

Hosts: Bob Leggett
Location: Perins Community School, New Alresford, Hampshire SO24 9BS
Times: 10.30am-4.30pm

Prices: TBA
Website: *www.alresford-toy-trains.org.uk*
Features: Layouts, trade support, refreshments and parking.

17 BISHOP MIDDLEHAM MODEL RAILWAY EXHIBITION

Hosts: Rotary Newton Aycliffe/Shildon Model Railway Club
Location: Bishop Middleham Village Hall, Front Street, Bishop Middleham, Ferryhill, County Durham DL17 9AJ
Times: 10am-5pm
Prices: Adults £6, concessions £4, children 50p
Website: *www.newtonayclifferotary.org.uk*
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

17 DEMU SHOWCASE 2023

Hosts: Diesel and Electric Modellers United
Location: Sutton Coldfield Town Hall, Upper Clifton Road, Sutton Coldfield B73 6DA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBC
Website: *www.demu.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, nearby parking and disabled access.

17 EXETER GAUGE 0 GROUP EXHIBITION

Hosts: Exeter Gauge O Group
Location: Victory Hall, Whimple, Devon EX5 2TS
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.exeter-gog.net*
Features: Seven layouts, test track, refreshments, parking and disabled access.

17 HUCCLECOTE MODEL RAILWAY EXHIBITION

Hosts: Hucclecote Methodist Church
Location: The Methodist Church, Carisbrooke Road, Hucclecote, Gloucester GL3 3QP
Times: 10am-5pm
Prices: Adults £6, children free
Website: *www.hmcmrs.org.uk*
Features: 14 layouts, trade support, static displays, refreshments, parking and disabled access.

17 PLYMOUTH MODELS AND RAILWAY EXHIBITION

Hosts: Dave Watson
Location: Tothill Community Centre, Knighton Road, Plymouth PL4 9DA
Times: 10am-4pm
Prices: Adults £2, concessions £1, children under 12 free, family £5
Contact: 07899 956008
Features: Five layouts, trade support, model displays, refreshments, parking and disabled access.

17/18 EXBURY FATHER'S DAY MODEL RAIL EXPO

Hosts: Exbury Gardens and Steam Railway
Location: Exbury Gardens, Exbury, New Forest, Hampshire SO45 1AZ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Normal admission prices apply
Website: *www.exbury.co.uk*
Features: Layouts, working steam engines and displays.

17/18 MERE MODEL RAILWAY EXHIBITION

Hosts: Mere and District Railway Modellers
Location: Mere Lecture Hall, Salisbury Street, Mere, BA12 6HA
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, accompanied children under 12 free
Website: *www.mererailwaymodellers.co.uk*
Features: 14 layouts, trade support, refreshments and parking.

24 WEST CAMEL MODEL RAILWAY SOCIETY SUMMER OPEN DAY

Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Somerset BA22 7QX
Times: 10am-3.30pm
Prices: Adults £4, juniors free
Contact: 07971 448335
Features: Eight layouts, trade support, refreshments and disabled access.

24/25 PERTH MODEL RAILWAY EXHIBITION

Hosts: Perth Model Railway Group
Location: Dewars Centre, Glover Street, Perth, PH2 0TH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £10, weekend £12, children £4, family (2+2) £20
Website: *www.smet.org.uk*
Features: 40 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

July

1/2 REWE MODEL RAILWAY EXHIBITION

Hosts: The Junction 72A MRC / Upwey Junction Modelling Group
Location: Rewe Village Hall, Rewe, Nr Exeter, Devon EX5 4EU
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £2, accompanied children free
Website: *www.thejunction72amrc.weebley.com*
Features: Layouts, refreshments, parking and disabled access.

1/2 RAIL EX BUXTON

Hosts: Friends of Railex Buxton
Location: Buxton Pavilion Gardens, St. John's Road, Buxton, Derbyshire SK17 6BE
Times: Sat 9.30am-5.30pm, Sun 9.30am-5pm
Prices: Adults £9, accompanied under 16s free
Website: *www.railexbuxton.co.uk*
Features: 20 layouts, trade support, demonstrations, societies, refreshments and parking.

2 FARNHAM AND DISTRICT MRC NARROW GAUGE EXHIBITION

Hosts: Farnham and District Model Railway Club OO9 Group
Location: Wrecclesham Community Centre, Greenfield Road, Farnham, Surrey GU9 8TQ
Times: 10am-5pm
Prices: Adults £5, accompanied children £1
Website: *www.farnhammrc.org.uk*
Features: Narrow gauge layouts, OO9 Society stand, refreshments, parking and disabled access.

2 ILFORD AND WEST ESSEX MODEL RAILWAY CLUB OPEN DAY

Hosts: Ilford and West Essex Model Railway Club
Location: Clubhouse, Station Road, Chadwell Heath RM6 4BU
Times: 10am-4pm
Prices: Free (fee payable for outdoor rides)
Website: *www.iwemrc.org.uk*
Features: Club layouts, outdoor railway and refreshments.

8 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: Adults £2, accompanied children free
Website: *www.hmrg.net*
Features: Club layouts, club stand and refreshments.

8 SEABOARD SOUTHERN MODEL RAILWAY GROUP OPEN DAY

Hosts: Seaboard Southern Model Railway Group
Location: Hut 13, Tilgate Park Recreation Centre, Tilgate Drive, Crawley RH10 5PH
Times: 10am-4pm
Prices: Free admission
Website: *www.seaboard-southern.org.uk*
Features: Club layouts, refreshments, parking and disabled access.

8/9 BARRY AND PENARTH MODEL RAILWAY CLUB EXHIBITION

Hosts: Barry and Penarth Model Railway Club
Location: St. Cyres School, Sully Road, Penarth, Vale of Glamorgan CF64 2TP
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children £3
Website: *www.bpmrc.club*
Features: 15 layouts, trade support, refreshments, parking and disabled access. Heritage bus operating between venue and Cogan railway station.

8/9 MIDDLETON RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Middleton Railway Trust
Location: Middleton Railway, The Station, Moor Road, Hunslet, Leeds LS10 2JQ
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £10, children £4
Website: *www.middletonrailway.org.uk*
Features: Layouts, trade support, full size footplate experiences, refreshments and parking. Ticket price includes unlimited train rides.

15 PEVENSEY BAY MODEL RAILWAY CLUB EXHIBITION

Hosts: Pevensey Bay Model Railway Club
Location: Victoria Baptist Church Hall, Eldon Road, Eastbourne, East Sussex BN21 1UE
Times: 10am-4pm
Prices: TBA
Website: *www.pevenseybaymodelrailwayclub.com*
Features: Layouts, trade support, refreshments and parking.

15/16 CUPAR 2023

Hosts: Cupar and District Model Railway Club
Location: The Corn Exchange, Cupar, Fife KY15 4BT
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: *www.cuparmrc.co.uk*
Features: Layouts, trade support, displays, demonstrations, refreshments and parking.

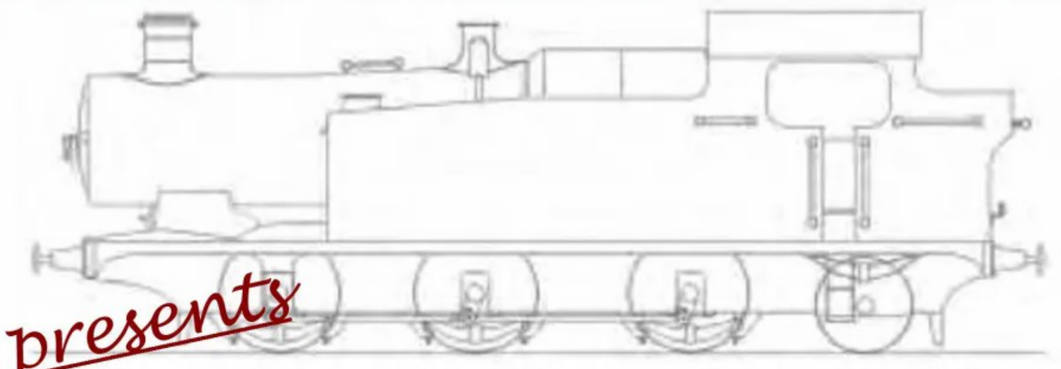
FULL LISTING ONLINE!

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

PLANNING AN EXHIBITION?

● 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.

EXE MODEL RAILWAY SOCIETY



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N Gauge Mk1 Coaches - Due August 2023

374-012E - BR Mk1 TSO Tourist Second Open Coach BR Maroon.....£40.76
374-012F - BR Mk1 TSO Tourist Second Open Coach BR Maroon.....£40.76
374-036C - BR Mk1 BG Brake Gangwayed Coach BR Maroon.....£40.76
374-061D - BR Mk1 SK Second Corridor Coach BR Maroon.....£40.76
374-061E - BR Mk1 SK Second Corridor Coach BR Maroon.....£40.76
374-107C - BR Mk1 RMB Restaurant Miniature Buffet Coach BR Maroon.....£40.76
374-187D - BR Mk1 BSK Brake Second Corridor Coach BR Maroon.....£40.76
374-257D - BR Mk1 CK Composite Corridor Coach BR Maroon.....£40.76
374-257E - BR Mk1 CK Composite Corridor Coach BR Maroon.....£40.76

374-010F - BR Mk1 TSO Tourist Second Open Coach BR Crimson & Cream.....£40.76
374-010G - BR Mk1 TSO Tourist Second Open Coach BR Crimson & Cream.....£40.76
374-035B - BR Mk1 BG Brake Gangwayed Coach BR Crimson & Cream.....£40.76
374-060E - BR Mk1 SK Second Corridor Coach BR Crimson & Cream.....£40.76
374-081B - BR Mk1 BCK Brake Composite Corridor Coach BR Crimson & Cream.....£40.76
374-113 - BR Mk1 RMB Restaurant Miniature Buffet Coach BR Crimson & Cream.....£40.76
374-185D - BR Mk1 BSK Brake Second Corridor Coach BR Crimson & Cream.....£40.76
374-255D - BR Mk1 CK Composite Corridor Coach BR Crimson & Cream.....£40.76

374-013E - BR Mk1 TSO Tourist Second Open Coach BR Blue & Grey.....£40.76
374-013F - BR Mk1 TSO Tourist Second Open Coach BR Blue & Grey.....£40.76
374-039D - BR Mk1 BG Brake Gangwayed Coach BR Blue & Grey.....£40.76
374-062E - BR Mk1 SK Second Corridor Coach BR Blue & Grey.....£40.76
374-062F - BR Mk1 SK Second Corridor Coach BR Blue & Grey.....£40.76
374-110C - BR Mk1 RMB Restaurant Miniature Buffet BR Blue & Grey.....£40.76
374-188E - BR Mk1 BSK Brake Second Corridor Coach BR Blue & Grey.....£40.76
374-258E - BR Mk1 CK Composite Corridor Coach BR Blue & Grey.....£40.76

374-014B - BR Mk1 TSO Tourist Second Open Coach BR WR Chocolate & Cream.....£40.76
374-014C - BR Mk1 TSO Tourist Second Open Coach BR WR Chocolate & Cream.....£40.76
374-064D - BR Mk1 SK Second Corridor Coach BR WR Chocolate & Cream.....£40.76
374-014C - BR Mk1 TSO Tourist Second Open Coach BR WR Chocolate & Cream.....£40.76
374-109A - BR Mk1 RMB Restaurant Miniature Buffet Coach BR WR Chocolate & Cream.....£40.76
374-109B - BR Mk1 RMB Restaurant Miniature Buffet Coach BR WR Chocolate & Cream.....£40.76
374-256B - BR Mk1 CK Composite Corridor Coach BR WR Chocolate & Cream.....£40.76
374-256C - BR Mk1 CK Composite Corridor Coach BR WR Chocolate & Cream.....£40.76

N Gauge Ivatt 2MTs - Due September 2023

372-626BSF - LMS Ivatt 2MT 46474 BR Lined Black Early Emblem **DCC Sound Fitted**.....£225.21

372-630SF - LMS Ivatt 2MT 46521 BR Lined Green Early Emblem **DCC Sound Fitted**.....£225.21

OO Gauge Class 37 - Due July 2023

35-311 - Class 37/0 37262 '*Dounreay*' BR Engineers Grey Centre Headcode.....£212.46
35-311SF - Class 37/0 37262 '*Dounreay*' BR Engineers Grey Centre Headcode DCC Sound Fitted.....£297.46
35-311SFX - Class 37/0 37262 '*Dounreay*' BR Engineers Grey Centre Headcode DCC Sound Fitted Deluxe.....£322.96

OO Gauge Class 70 - Due July 2023

31-591A - Class 70 70811 Colas Rail Freight....£212.46
31-591ASF - Class 70 70811 Colas Rail Freight DCC Sound Fitted.....£297.46

OO Gauge Class 40s - Due August 2023

32-490 - Class 40 40063 BR Blue Centre Headcode (ScR).....£195.46
32-490SF - Class 40 40063 BR Blue Centre Headcode (ScR) DCC Sound Fitted.....£280.46

32-492 - Class 40 40039 BR Green Full Yellow Ends Disc Headcodes Weathered.....£203.96
32-492SF - Class 40 40039 BR Green Full Yellow Ends Disc Headcodes Weathered Sound Fitted.....£288.96

OO Gauge Class 20s - Due August 2023

35-353 - Class 20/0 D8133 BR Green Small Yellow Panels Headcode Boxes.....£191.21
35-353SF - Class 20/0 D8133 BR Green Small Yellow Panels Headcode Boxes DCC Sound Fitted.....£276.21

35-356 - Class 20/0 20072 BR Blue Disc Headcode Weathered.....£199.71
35-356SF - Class 20/0 20072 BR Blue Disc Headcode Weathered DCC Sound Fitted.....£284.71

EFE Rail

O Gauge Class 15s - Due June 2023

E84701 - Class 15 D8201 BR Green.....£314.46
E84702 - Class 15 D8215 BR Green.....£314.46
E84703 - Class 15 D8200 BR Green.....£314.46
E84704 - Class 15 D8204 BR Green.....£314.46

E84705 - Class 15 D8234 BR Green Small Yellow Panels.....£314.46
E84706 - Class 15 D8219 BR Green Small Yellow Panels.....£314.46

E84707 - Class 15 D8235 BR Green Full Yellow Ends With BR Arrows.....£314.46
E84708 - Class 15 D8239 BR Green Full Yellow Ends With BR Late Crest.....£314.46

OO Gauge Pacers - Due August 2023

E83022 - Class 143 2 Car DMU 143001 BR Provincial Original.....£212.46

E83031 - Class 144 2 Car DMU 144003 BR WYPTE Metro.....£212.46

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Forthcoming Releases

Your Guide to New Models Preorderable at Hattons Model Railways.
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OO Gauge Steam Locos

accurascale

GER 'Buckjumper' 0-6-0T
Due: Q2 2024
Price: from £139.99
Digital: 18-pin

dapol

Hawthorn Leslie 0-4-0ST
Due: Q3 2023
Price: from £107.41
Digital: 18-pin

Class 43xx Mogul 2-6-0
Due: Q3 2023
Price: from £154.18
Digital: 18-pin

HELJAN

Class O2 Tango 2-8-0
Due: Q4 2023
Price: from £186.15
Digital: 18-pin

HORNBY

LNER Class B17/5 4-6-0
Due: Q4 2024/ Q1 2025
Price: £188.99
Digital: 21-pin

LMS Turbomotive 4-6-2
Due: July 2023
Price: from £239.84
Digital: 21-pin

Metropolitan E Class 0-4-4T
Due: Early 2024
Price: from £153
Digital: 18-pin

LMR 'Lion' 0-4-2
Due: Q2 2023
Price: from £152.96
Digital: 18-pin

LBSCR E1 0-6-0T
Due: TBC 2023
Price: from £140.21
Digital: 18-pin

Class 15xx 0-6-0PT
Due: Q2 2023
Price: from £127.50
Digital: 18-pin

HR 'Jones Goods' 4-6-0
Due: TBC 2023
Price: from £186.96
Digital: 21-pin

OO Gauge Diesel & Electrics

accurascale

Class 31
Due: Q2 2023
Price: from £169.99
Digital: 21-pin

Class 50
Due: Q4 2023
Price: from £169.99
Digital: 21-pin

Class 66
Due: Q1 2024
Price: from £169.99
Digital: 21-pin

HELJAN

BR NBL Prototype 10800
Due: May 2023
Price: from £216.71
Digital: 21-pin

Class 02 Shunter
Due: Q4 2023
Price: from £143.65
Digital: 18-pin

Class 26/1
Due: Q4 2023
Price: from £177.65
Digital: 21-pin

Class 47
Due: Q3 2023
Price: from £212.46
Digital: 21-pin

Class 57
Due: Oct 2023
Price: from £160.65
Digital: 21-pin

Class 86/2
Due: Q1 2024
Price: from £216.71
Digital: 21-pin

HORNBY

Ruston 88DS Shunter
Due: Jun 2023
Price: £102.59
Digital: 6-pin

Class 04 Shunter
Due: TBC
Price: TBC
Digital: TBC

OO Gauge Multiple Units

HELJAN

W&M 4-wheel Railbus
Due: Q3 2023
Price: from £169.15
Digital: 21-pin

GWR AEC Parcels Railcar
Due: Sep 2023
Price: from £198.90
Digital: 21-pin

Class 104
Due: TBC 2023
Price: from £330.65
Digital: 21-pin

HORNBY

Class 423 4-VEP EMU
Due: Q3 2023
Price: £326.69
Digital: 21-pin

Class 755 FLIRT BiMU
Due: 2023/ 2024
Price: £326.69
Digital: 21-pin

OO Gauge Coaches & Wagons

accurascale

BR Mk1 Suburbans
Due: Q3 2023
Price: £64.95
Digital: N/A

BR Mk2B & Mk2Cs
Due: Q2 2023 & Q1 2024
Price: £59.95
Digital: N/A

NER 20t Hoppers
Due: Q1 2024
Price: £84.95 (3pk)
Digital: N/A

SR 10 ton Banana Vans
Due: Q4 2023
Price: £84.95 (3pk)
Digital: N/A

FNA-D Nuclear Flasks
Due: Q3 2023
Price: £74.95 (2pk)
Digital: N/A

dapol

14 ton Air Ministry Tanks
Due: Q3 2023
Price: £32.13 each
Digital: N/A

JHA P&D Hoppers
Due: Q3 2023
Price: from £46.75
Digital: 6-pin (Taillamps)

GWR Toplight City Coaches
Due: Q2 2023
Price: £55.08 each
Digital: 6-pin

GWR Churchward Autocoach
Due: Q1 2024
Price: from £68
Digital: 21-pin

HELJAN

TCV Car Transporters
Due: Q2 2023
Price: £194.65 (3pk)
Digital: N/A

HORNBY

TTA Tank Wagons
Due: Q3 2023
Price: £31.49 each
Digital: N/A

YMO/ YMA Salmon Flats
Due: Q2 2024
Price: £34.64 each
Digital: N/A

Wisbech & Upwell Tramcar
Due: Q2/ Q3 2023
Price: £63.71
Digital: N/A

GWR B-Set Coaches
Due: Q2/ Q3 2023
Price: £63.71
Digital: N/A

LMS 5-Plank Wagons
Due: Q4 2023/ Q1 2024
Price: £28.01 each
Digital: N/A

Other Plank wagons due 2023/ 2024 from Rapido:
- GWR 5-plank Wagons, SR 8-Plank Wagons & RCH 1907 5 & 7-plank Wagons

GWR Toad Brake Van
Due: Q2 2023
Price: £33.96
Digital: N/A

- SECR 6-Wheel Brake van also due in 2023

Revolution

TEA 100t Tanks
Due: Q3 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locos

dapol

LMS Class 2MT 2-6-2T
Due: Q3 2023
Price: from £93.50
Digital: PCB Swap required

GWR 63xx Mogul 2-6-0
Due: Q1 2024
Price: from £156.06
Digital: 18-pin

LNER Class B17 4-6-0
Due: Q3 2023
Price: from £128.52
Digital: 6-pin

SR Light Pacific 4-6-2
Due: Q2 2023
Price: from £189.98
Digital: 18-pin

N Gauge Diesel & Electrics

dapol

Class 33
Due: Q3 2023
Price: from £127.46
Digital: 18-pin

Class 43 HST (Updated)
Due: Q3 2023
Price: from £156.06
Digital: 18-pin

Class 59
Due: Q2/ Q3 2023
Price: from £146.88
Digital: 18-pin

Class 66 (New Tool)
Due: Q2 2024
Price: from £146.88
Digital: 18-pin

Class 86
Due: Q2/ Q3 2023
Price: from £110
Digital: 18-pin

Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

N Gauge Multiple Units

dapol

Class 153 Sprinter
Due: Q2 2023
Price: from £119.30
Digital: 18-pin

Class 156 Super Sprinter
Due: Q2 2023
Price: from £146.88
Digital: 18-pin

Class 221 Super Voyager
Due: Q3 2023
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

dapol

Mk3 Packs & DVTs
Due: Q2 2023
Price: Prices vary
Digital: 18-pin

Grampus Open Wagons
Due: TBC 2023
Price: £16.48 each
Digital: N/A

LNER Dynamometer Car
Due: TBC 2023
Price: £84.95
Digital: N/A

OAA Open Wagons
Due: TBC 2023
Price: £59.45 each
Digital: N/A

SECR Freight Packs
Due: TBC 2023
Price: £84.96 (4pk)
Digital: N/A

SECR 5 & 7 Plank Wagons
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A

SECR 10t Covered Vans
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A

Revolution

FNA-D Nuclear Flasks
Due: Q3 2023
Price: £32.95 each
Digital: N/A

O Gauge Steam Locos

dapol

LSWR Class B4 0-4-0T
Due: Q2 2023
Price: from £213.78
Digital: 21-pin

Class J94 Austerity 0-6-0ST
Due: Q2 2023
Price: from £229.50
Digital: 21-pin

BR Standard 3MT 2-6-2T
Due: Q2 2023
Price: from £229.50
Digital: 21-pin

GWR Class 55xx 2-6-2T
Due: TBC
Price: from £512.33
Digital: 21-pin

O Gauge Diesel & Electrics

dapol

Class 08/ 09 Shunters
Due: Q3/ Q4 2023
Price: from £195.50
Digital: 21-pin

Class 66
Due: TBC
Price: from £308.30
Digital: 21-pin

HELJAN

Class 02 Shunter
Due: Q3 2023
Price: from £330.65
Digital: 21-pin

Class 37/0
Due: Q4 2023
Price: from £568.65
Digital: ESU XL

Class 45 Peak
Due: Q1 2024
Price: from £568.65
Digital: ESU XL

Class 55 Deltic
Due: Q4 2023
Price: from £619.65
Digital: ESU XL

Class 58
Due: Jun 2023
Price: from £619.65
Digital: ESU XL

Class 73 Electrodiesel
Due: Q3 2023
Price: from £662.15
Digital: ESU L

O Gauge Multiple Units

HELJAN

Class 117 DMU
Due: Q2 2023
Price: from £594.15
Digital: ESU L

O Gauge Coaches & Wagons

dapol

TTA Tank Wagons
Due: Q2 2023
Price: £78.03 each
Digital: N/A

12 ton Goods Vans
Due: Q2 2023
Price: £47.18 each
Digital: N/A

Including LMS, GWR & SR 12t Goods Vans as well as GWR Mogo & Fruit A Vans

GWR Toad Brake Van
Due: Q4 2023
Price: £86.29
Digital: N/A

HIA Aggregate Hoppers
Due: TBC 2023
Price: £68
Digital: N/A

HELJAN

LMS Inspection Saloon
Due: Q4 2023
Price: TBC
Digital: 21-pin

BR Mk2/ Mk2A Coaches
Due: Q4 2023
Price: from £254.15
Digital: N/A

SR CCT/ PMV Vans
Due: Q1 2024
Price: from £211.65
Digital: N/A

35t Class B Tanks
Due: Oct 2023
Price: from £105.40
Digital: N/A

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OO Gauge (1:76 Scale)

Steam locos

R3986 Class 9F 2-10-0 92167 in BR Black late crest (Hor).. £228
R3987 Class 9F 2-10-0 92194 in BR Black Late Crest (Hor)..... £228

R30206 Class A1 4-6-2 1472 in LNER lined apple green (1923 condition) - Dublo Diecast Ltd Ed - includes presentation box, medallion & crew figures (Hor) £326.69

R30232 Liverpool and Manchester Centenary (1930) Pack With 0-4-2 "Lion" and Three Coaches (Hor)..... £215.99

Diesel locos

R30120 Class 31 D5500 in BR green no yellow panels (Hor) £196.19

NEW
3338 Class 33/2 33202 in BR blue orange cantrail and headlight (Hel) NEW..... £178.46

NEW
3386 Class 33/2 33211 in BR blue - faded and weathered (Hel) NEW..... £186.96

NEW
3375 Class 33/2 D6586 in BR green no yellow panels (Hel) NEW £178.46

NEW
3376 Class 33/2 D6591 in BR green small yellow panels (Hel) NEW..... £178.46

NEW
3379 Class 33/2 D6594 in BR green no yellow panels - weathered (Hel) NEW..... £186.96

NEW
3378 Class 33/2 D6596 in BR green full yellow ends (Hel) NEW..... £178.46

R30185 Class 37/0 37116 "Comet" in BR large logo blue - Railroad Plus range (Hor)..... £87.29

R30040TTS Class 47 47583 "County of Hertfordshire" in BR large logo blue Royal Wedding embellishments - Railroad plus range - TTS sound fitted (Hor)..... £108.89

4D-005-000 Class 59/0 59005 "Kenneth J Painter" in Foster Yeoman (Dap)..... £147.22

4D-006-017 Class 73/0 73002 in BR Blue (Dap)... £142.29

4D-006-021 Class 73/1 73109 "Battle of Britain" in GBRf (Dap) £142.29

4D-006-015 Class 73/1 E6012 in BR electric blue small yellow panels (Dap)..... £142.29

9770 Ruston 165 0-6-0 diesel shunter in industrial yellow (Hel)...£169.15

Electric locos

R30031 Class 87 87009 "City of Birmingham" in Intercity Executive (Hor)..... £196.19

R30166 Class 91 91110 "Battle of Britain Memorial Flight" in LNER / BBMF (Hor)..... £201.59

HSTs

R30098 Pair of Class 43 HST Power Cars 43004 "Caerphilly Castle" and 43155 "Rougemont Castle" in GWR Green (Hor).....£326.69

DMUs

R30203 Class 121 single car DMU in Coca Cola - Railroad Range (Hor)..... £87.29

4D-015-010 Class 122 single car DMU 'Bubblecar' M55003 in BR blue (Dap)..... £137.77

EMUs

R3874 Class 370 APT 7-car pack 370001 & 370002 in Intercity APT black front window surrounds (Hor)...£529

R30081 Class 390 'Pendolino' 4 car EMU 390119 "Progress" in Avanti West Coast Pride (Hor).... £287.50

Coaches

BARGAIN
R4879A Collett 57' 'Bow ended' non-corridor composite (Right-hand) W6242W in BR crimson (Hor) (RRP £59.49)BARGAIN £25

BARGAIN
R40006 ex-Mk1 SK Ballast cleaner train staff coach DB 975805 in BR departmental olive green (Hor) (RRP £42.49)BARGAIN £19
R40007 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975802 in BR departmental olive green (Hor) (RRP £42.49)..... BARGAIN £19
R40008 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975804 in BR departmental olive green (Hor) (RRP £42.49)..... BARGAIN £19

BARGAIN
R40020 Mk1 BCK brake composite corridor in Intercity white roof - 21274 (Hor) (RRP £42.49)..BARGAIN.....£19
R4974A Mk1 RB restaurant buffet IC1653 in Intercity Executive (Hor) (RRP £42.49)..... BARGAIN £19

BARGAIN
R4974 Mk1 RB restaurant buffet IC1667 in Intercity Executive (Hor) (RRP £42.49).....BARGAIN.....£19

NEW
R40330 Mk2E TSO standard open in Direct Rail Services blue - 5787 (Hor) NEW £40.49

R40054 Stanier Period III 50' RK Kitchen Car D1912 30085 in LMS Coronation Scot blue (Hor)..... £54.44

Containers and loads

4F-028-112 45 Foot Container Hi Cube - 'Tesco' - pack of 2 - 500112 0 & 500092 5 (Dap)..... £15.67
4F-028-113 45 Foot Container Hi Cube - 'Tesco' - pack of 2 - 500112 0 & 500092 5 - weathered (Dap)..... £16.63

Buses

NEW
OM46411 Caetano Levante in East Yorkshire gold & blue (Cor) NEW..... £42.50

OO9 Narrow Gauge

Steam locos

51-251-A Ffestiniog 'Small England' 0-4-0TT 1 "Princess" in Ffestiniog Railway maroon (Pec)..... £135
51-251-B Ffestiniog 'Small England' 0-4-0TT 2 "Prince" in Ffestiniog Railway maroon (Pec)..... £135

N Gauge

Steam locos

2S-017-008 Class 7MT 4-6-2 'Britannia' 70051 "Firth of Forth" in BR green late crest (Dap)..... £133.07

NEW
2S-016-007 Class M7 0-4-4T 246 in SR black (Dap) NEW.. £89.92

NEW
2S-016-009 Class M7 0-4-4T 30248 in BR lined black 'British Railways' lettering (Dap) NEW..... £89.92

Bi-Modal Multiple Units

K10-1671 Class 800/0 5-car BiMU IET 800021 in GWR green (Kat)..... £178

O Gauge (1:43 Scale)

Steam locos

7S-006-026 Class 14xx 0-4-2T 1472 in BR lined green early emblem (Dap)..... £215.73

Coaches

9400 Mk1 CCT covered carriage truck in BR lined maroon (Hel)..... £169.15

BARGAIN
7P-001-102 Mk1 SO second open S3824 in BR green (Dap) (RRP £222.44)..... BARGAIN....£140

Any or Multiple Scales

Digital decoders

R7322 HM7000 21-pin TXS bluetooth and DCC sound decoder (Hor). £62.99
R7336 HM7000 8-pin TXS bluetooth and DCC sound decoder (Hor) ... £58.49
R7345 HM7000 Next-18 TXS bluetooth and DCC sound decoder (Hor) £62.99

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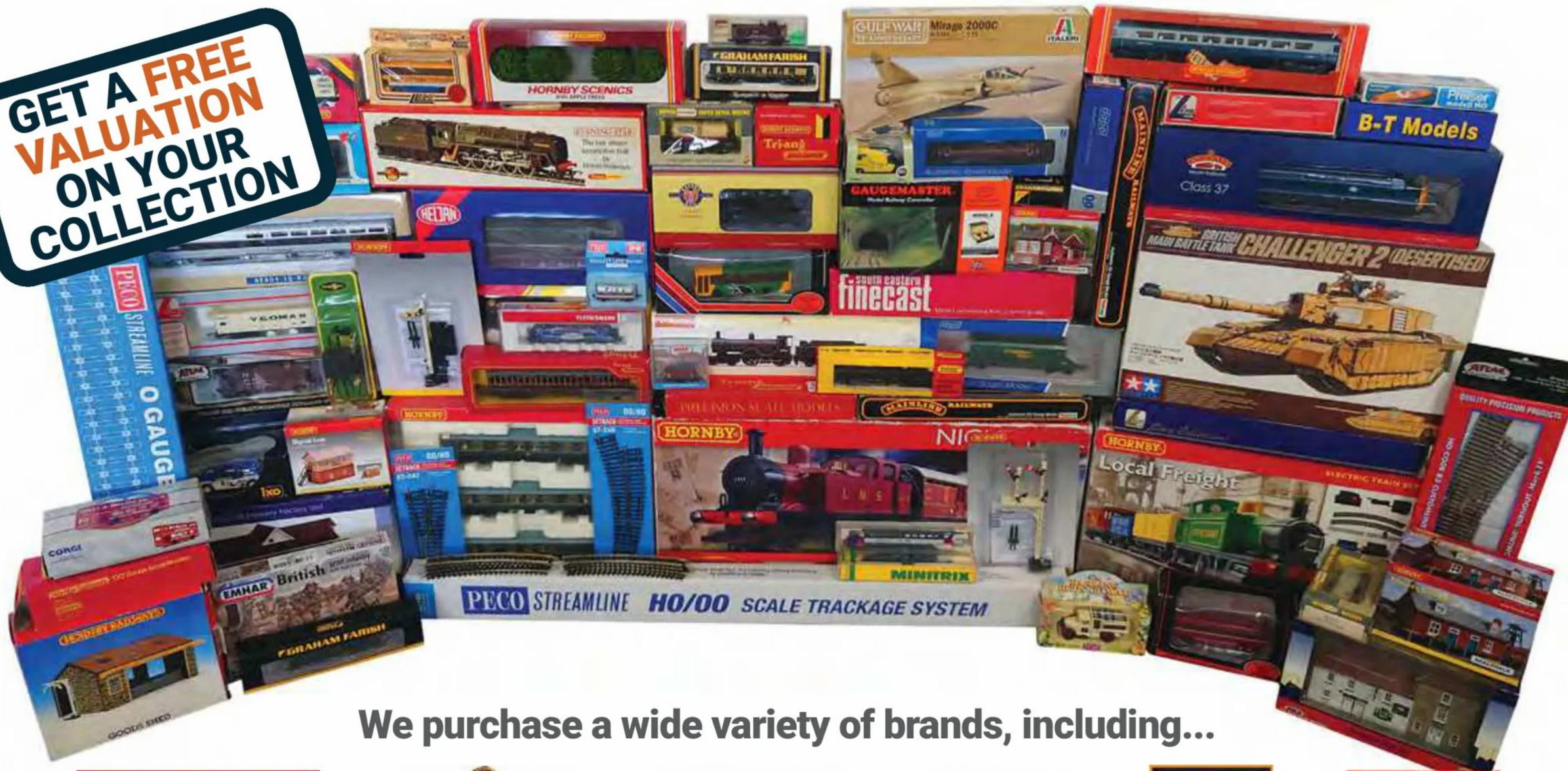

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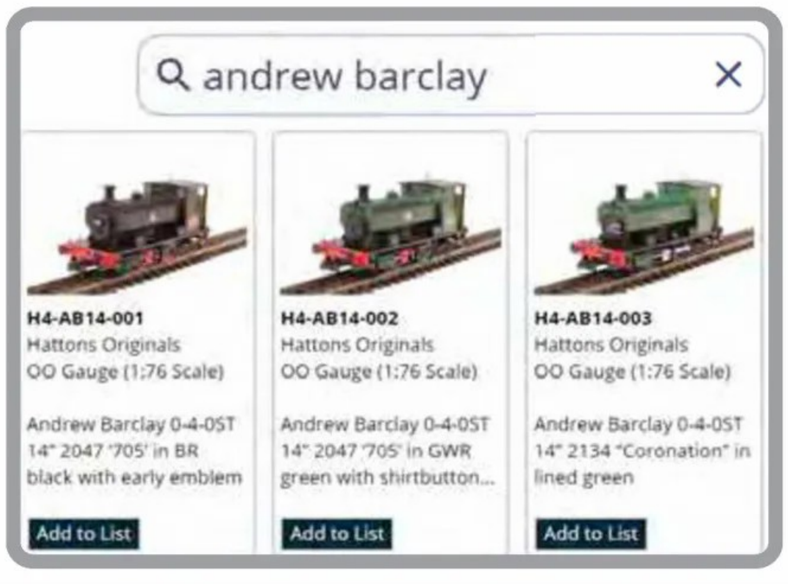

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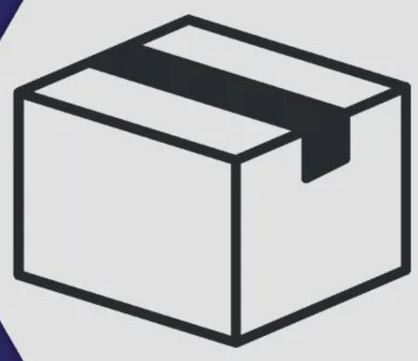

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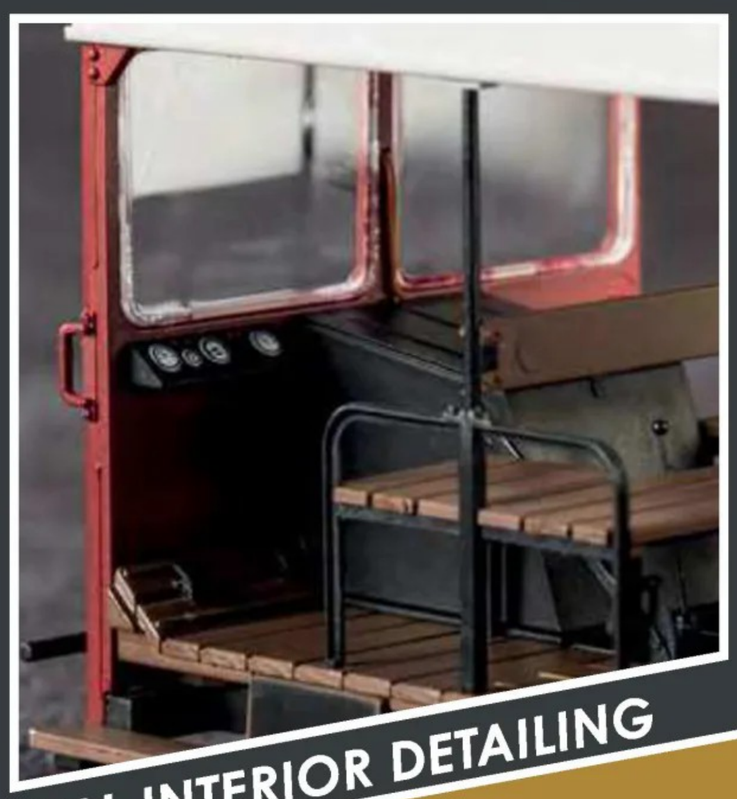

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E&OE

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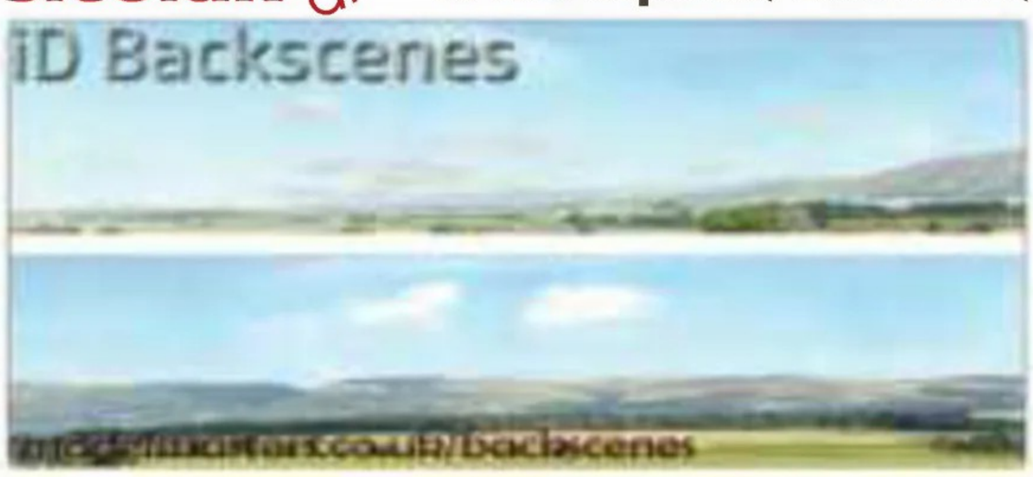

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ID203B Village 15 inch high - Also as 24 inch - Joins to C, D packs

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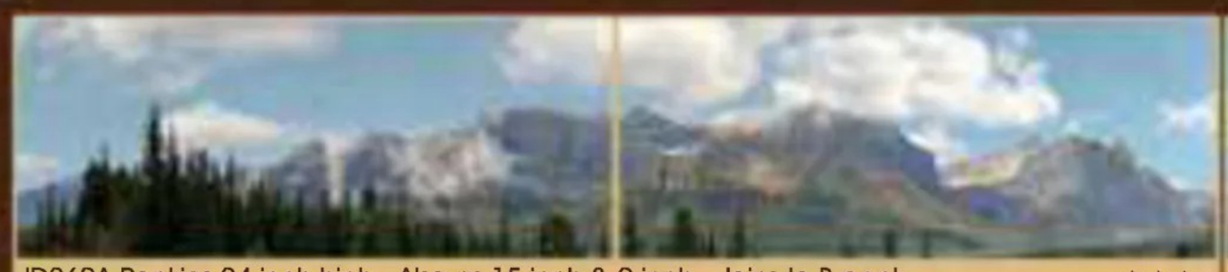
ID501A Summer Sky 24 inch high - Also as 15 inch - Joins to B, C, D packs

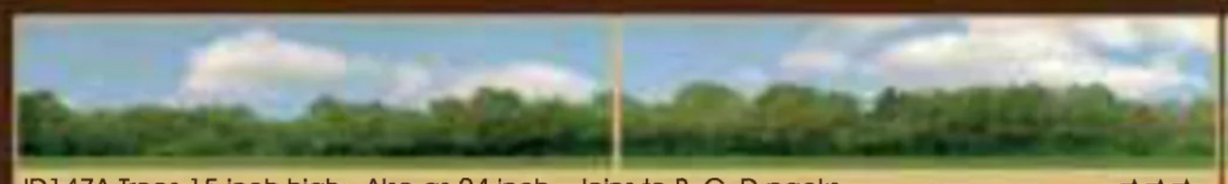
ID501B Summer Sky 24 inch high - Also as 15 inch - Joins to A, C, D packs

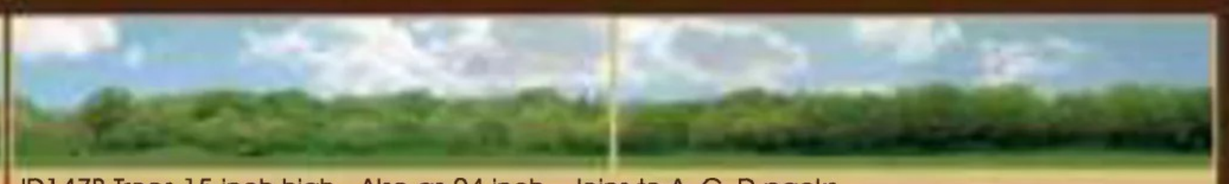

ID260A Rockies 24 inch high - Also as 15 inch & 9 inch - Joins to B pack

ID260B Rockies 24 inch high - Also as 15 inch & 9 inch - Joins to A pack

ID247B Coast 15 inch high - Also as 15 inch & 9 inch - Joins to A pack

ID402 Winter Hills 15 inch high - also in 24 inch


ID147A Trees 15 inch high - Also as 24 inch - Joins to B, C, D packs


ID147B Trees 15 inch high - Also as 24 inch - Joins to A, C, D packs

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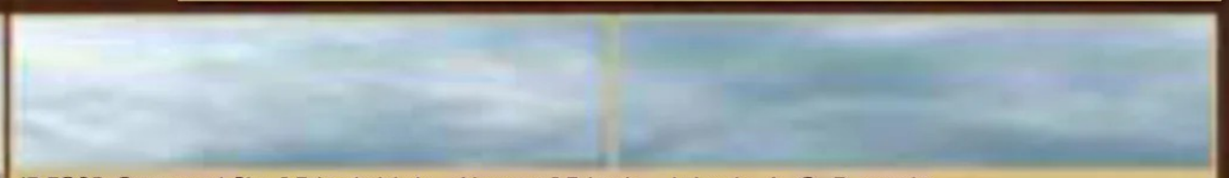
ID207A Hills & Dales 24 inch high - Also as 15 inch - Joins to B, C, D packs

ID149A Tall Trees 24 inch high - Also as 15 inch - Joins to B, C, D packs

ID242N Harvest Hills for Smaller Scale - 9 inch high - Also as 15 inch, 24 inch

ID401 Terraced House Backs 15 inch high - Also in 24 inch


ID503B Overcast Sky 15 inch high - Also as 15 inch - Joins to A, C, D packs

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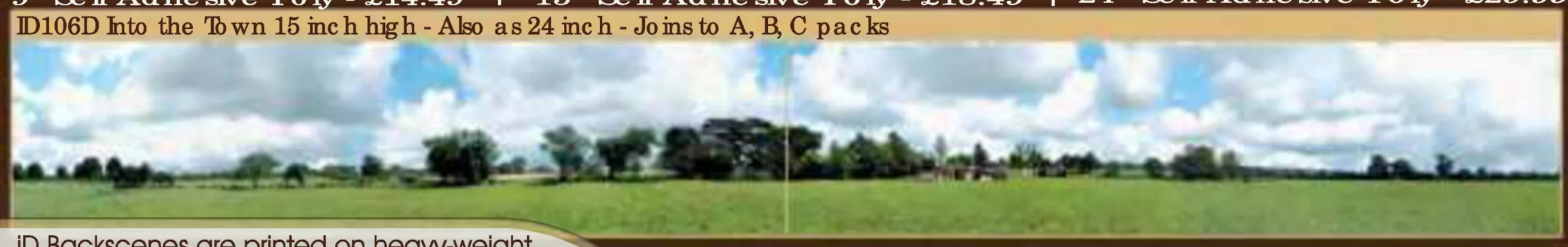
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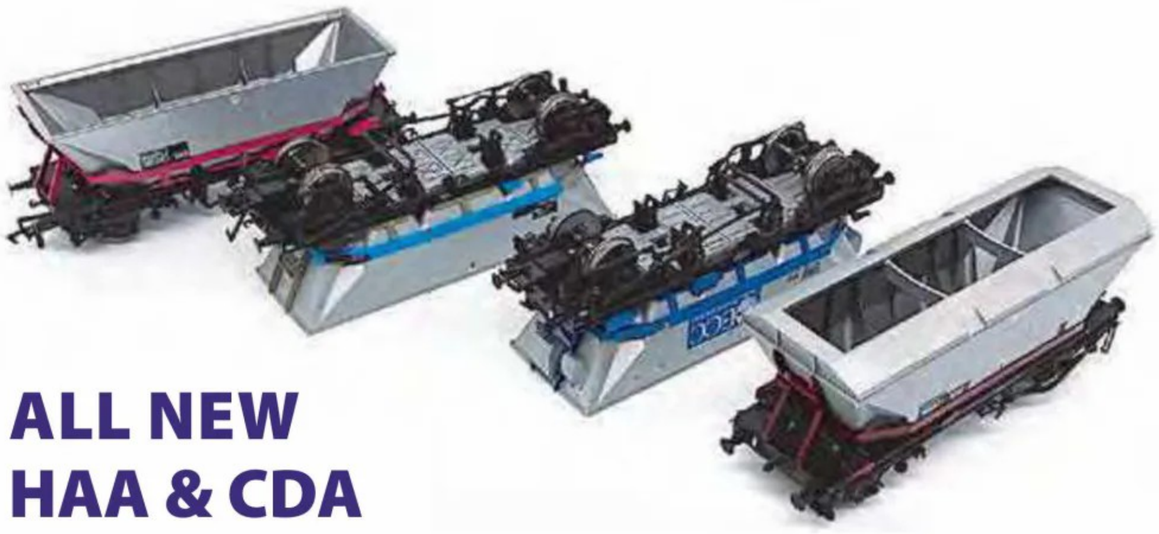

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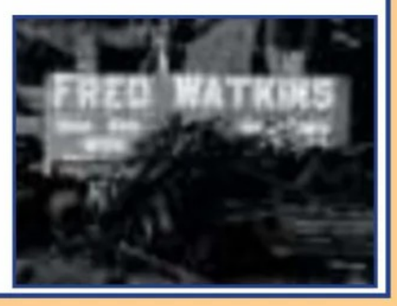

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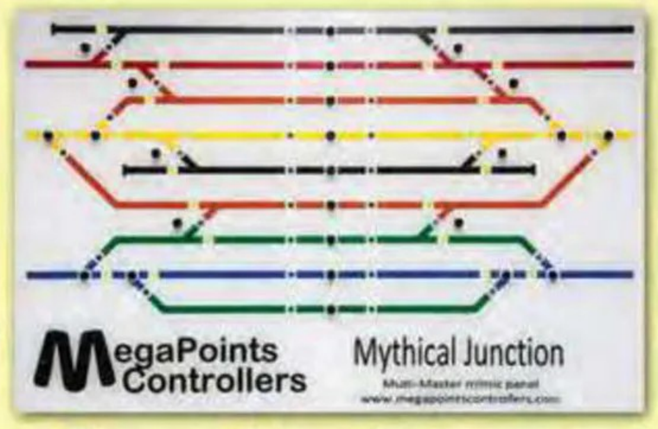

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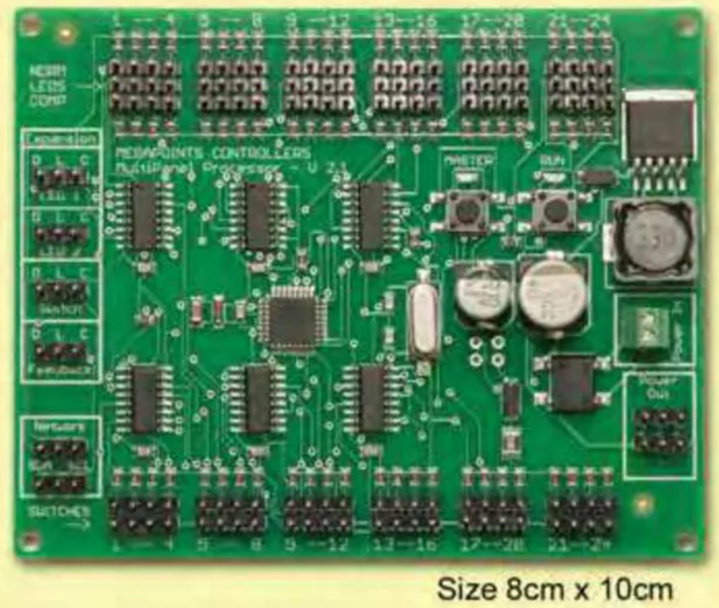

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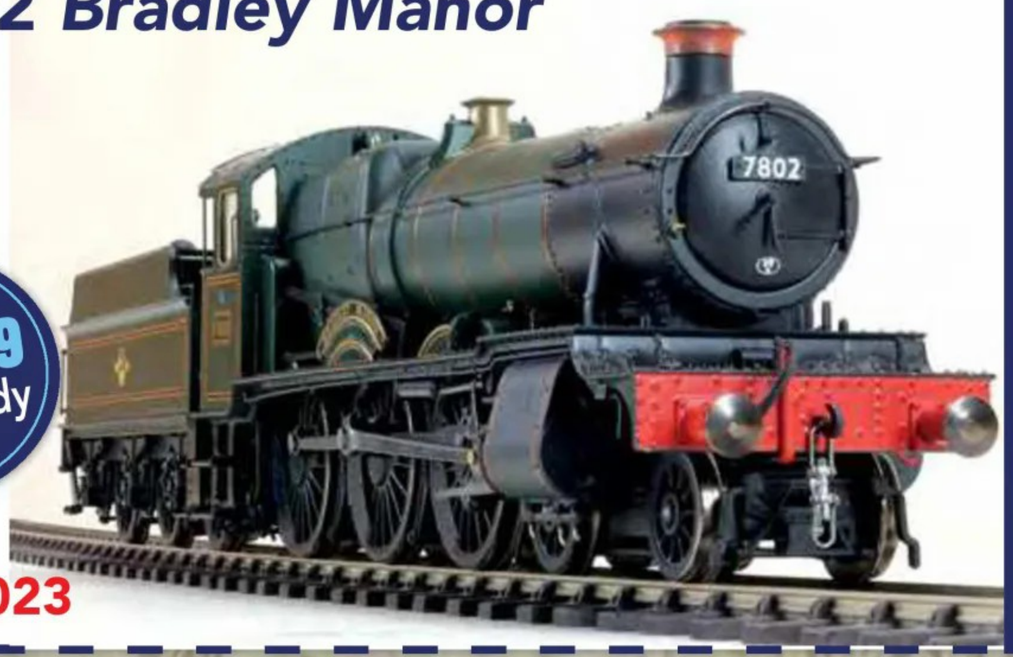

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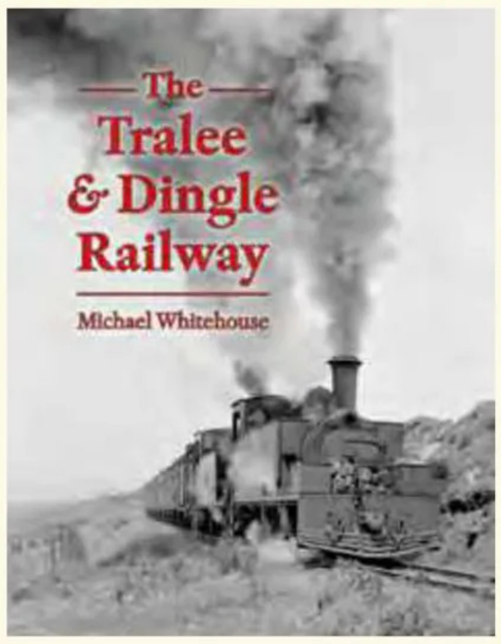

The Tralee & Dingle Railway
Michael Whitehouse

The Tralee & Dingle Railway still stirs the hearts and imagination. Many ferroequinologists*, including the author's father, flocked to the railway, but most only just in time. They saw the last rites of the monthly cattle train serving the Dingle fair in the early 1950s and experienced the thrill of a lifetime riding the narrow gauge train and even the footplates of the steam locomotives as they rushed the steep gradients and flew down the other side, brushing red fuchsias into disarray. All spiced by the general hazards of near-derelict rolling stock running over grass-covered and barely maintained track, often wet from Irish rain and mountain mists and over some of the most frightful curves and gradients ever engineered on a narrow gauge railway. The Dingle peninsula has some of the best scenery in Ireland to travel through which is a draw all of its own. Fact and folklore generated by this three-foot narrow gauge railway was all quite remarkable, as was its involvement in the developing Irish political environment. In this heavily illustrated book, Michael Whitehouse revisits the story of this remarkable railway using his father's photographs and research notes, together with considerably expanded text to place the railway in its political, economic and social context. (*A person who studies trains as a hobby!)

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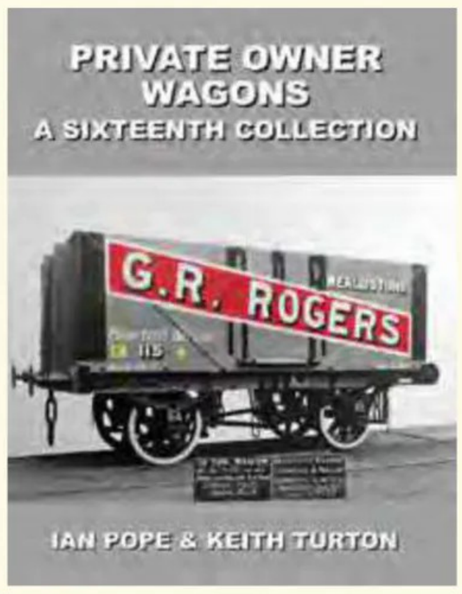

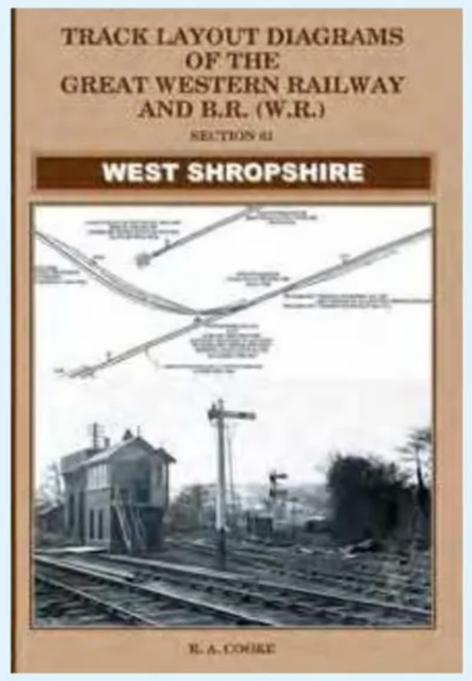

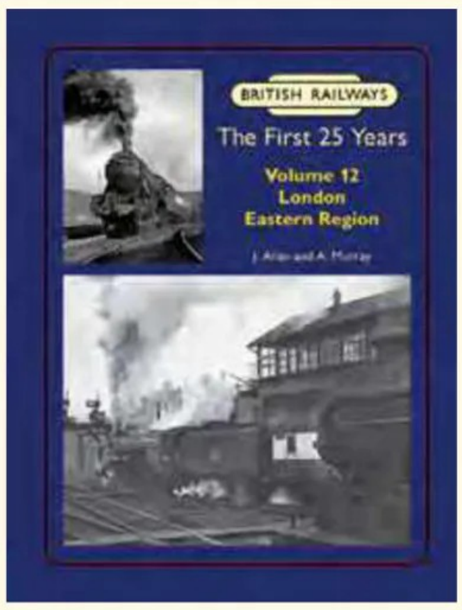

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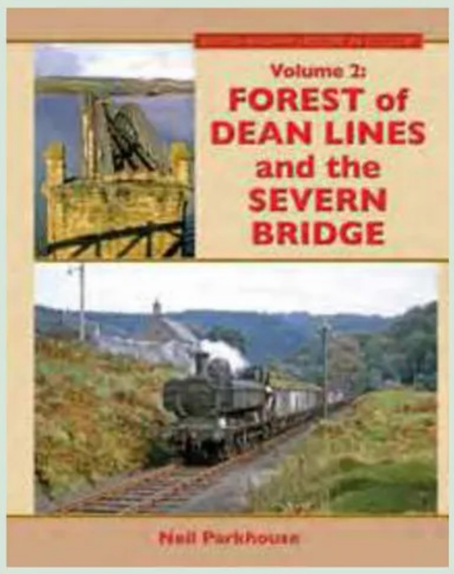

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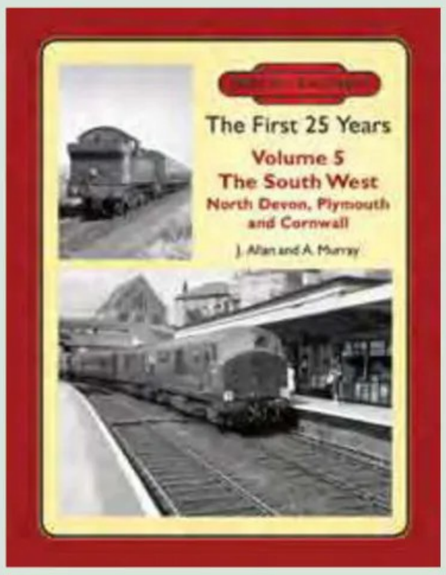

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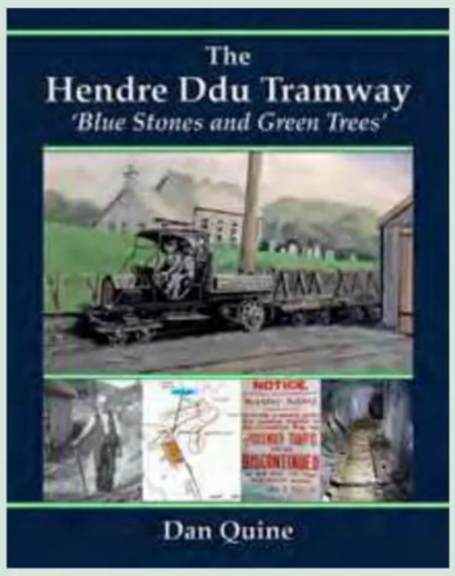

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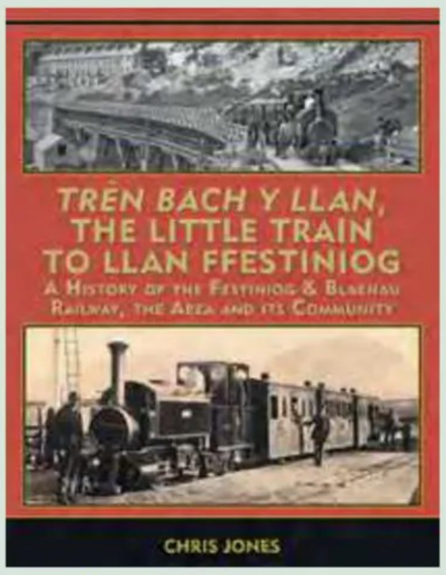

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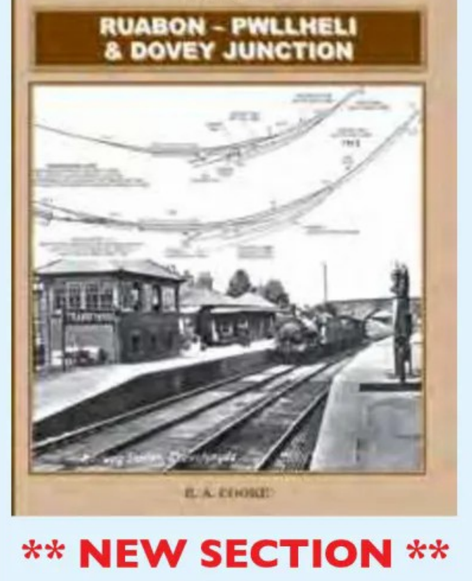

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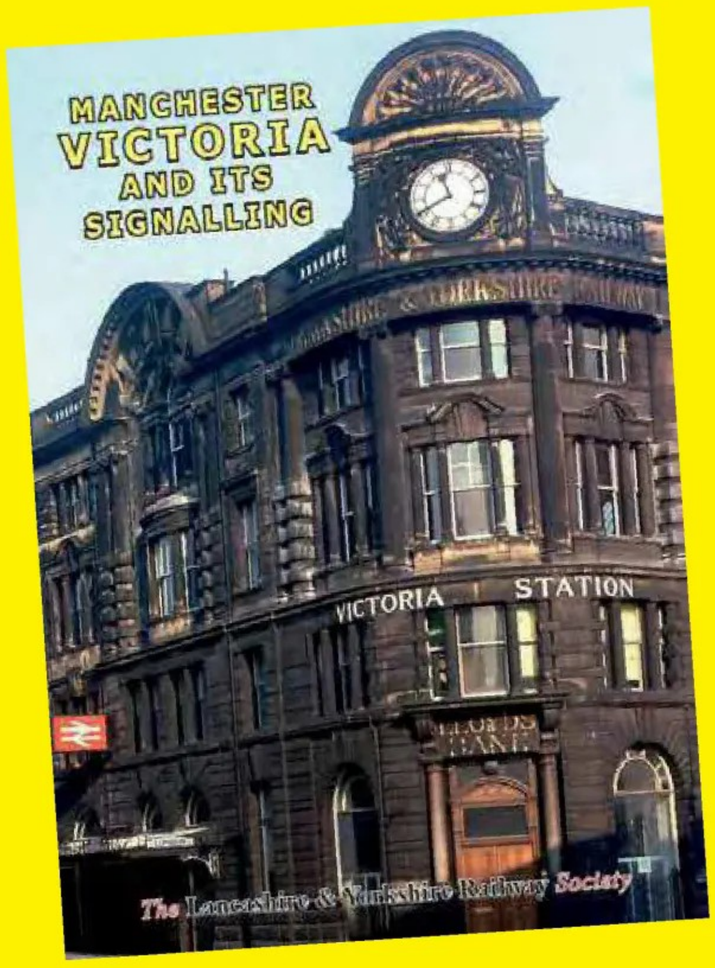

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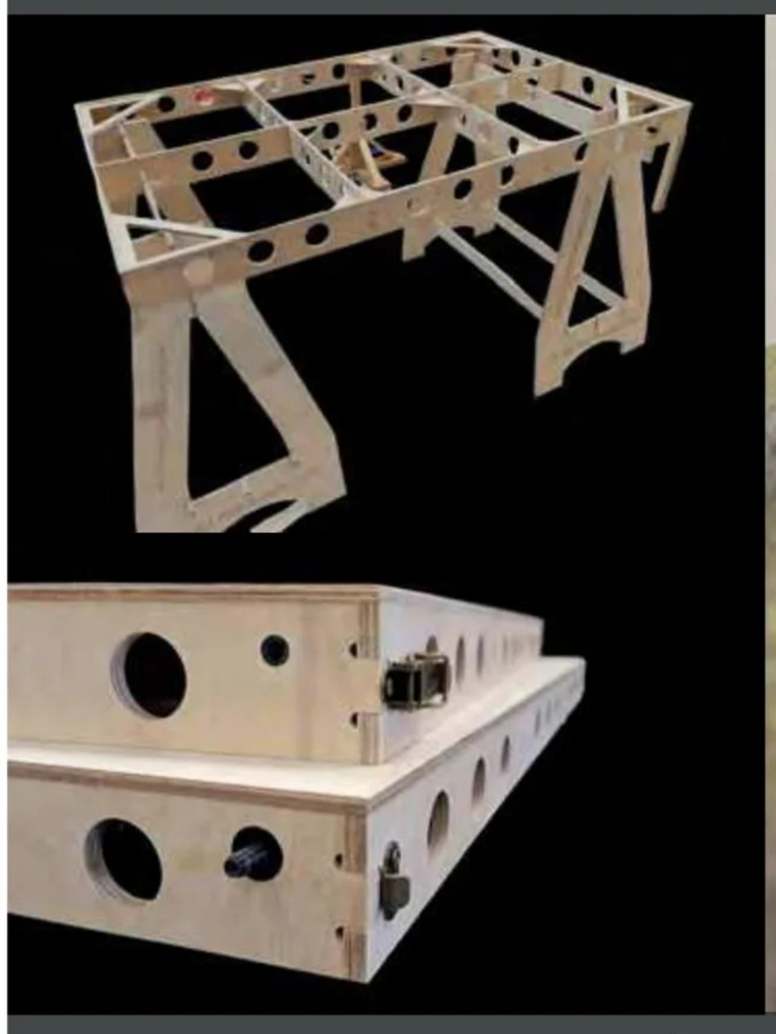

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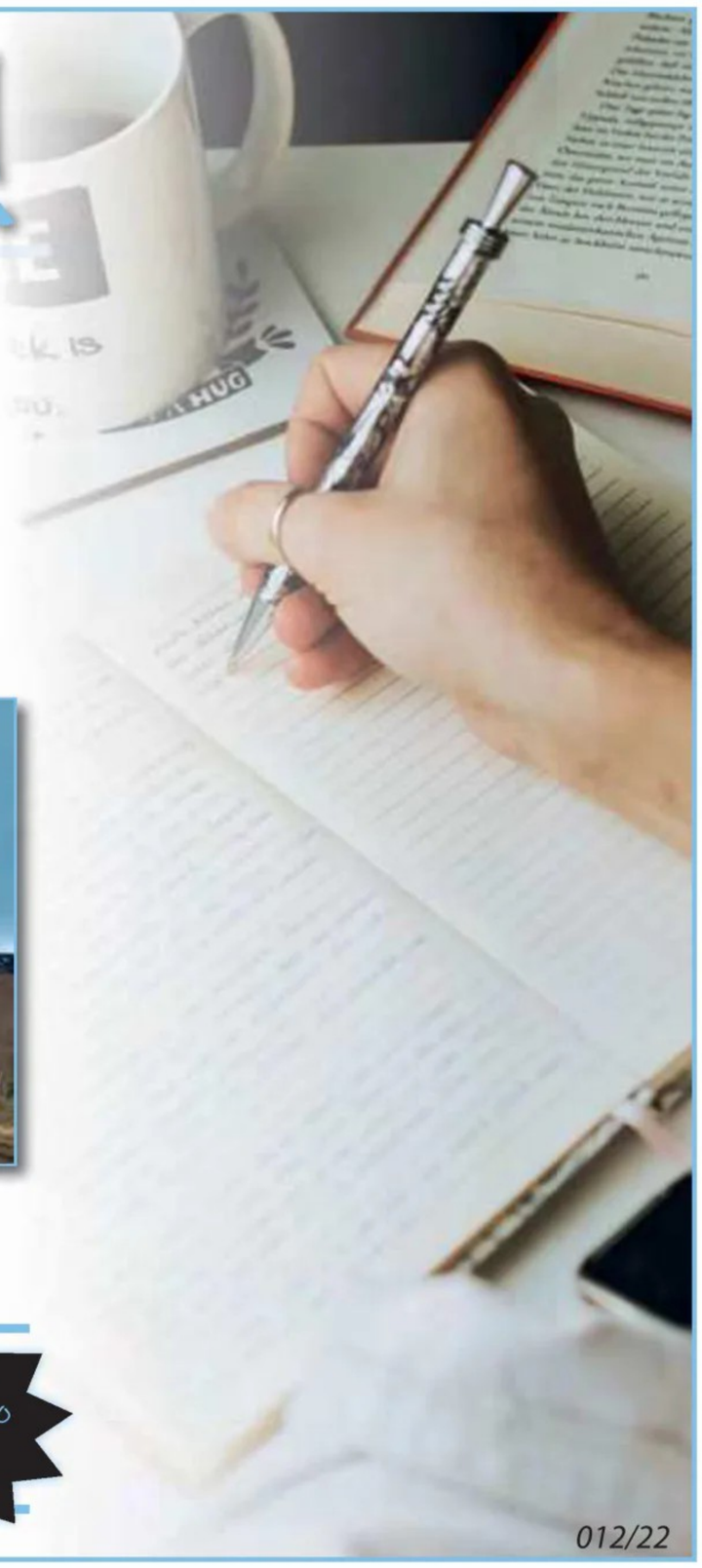

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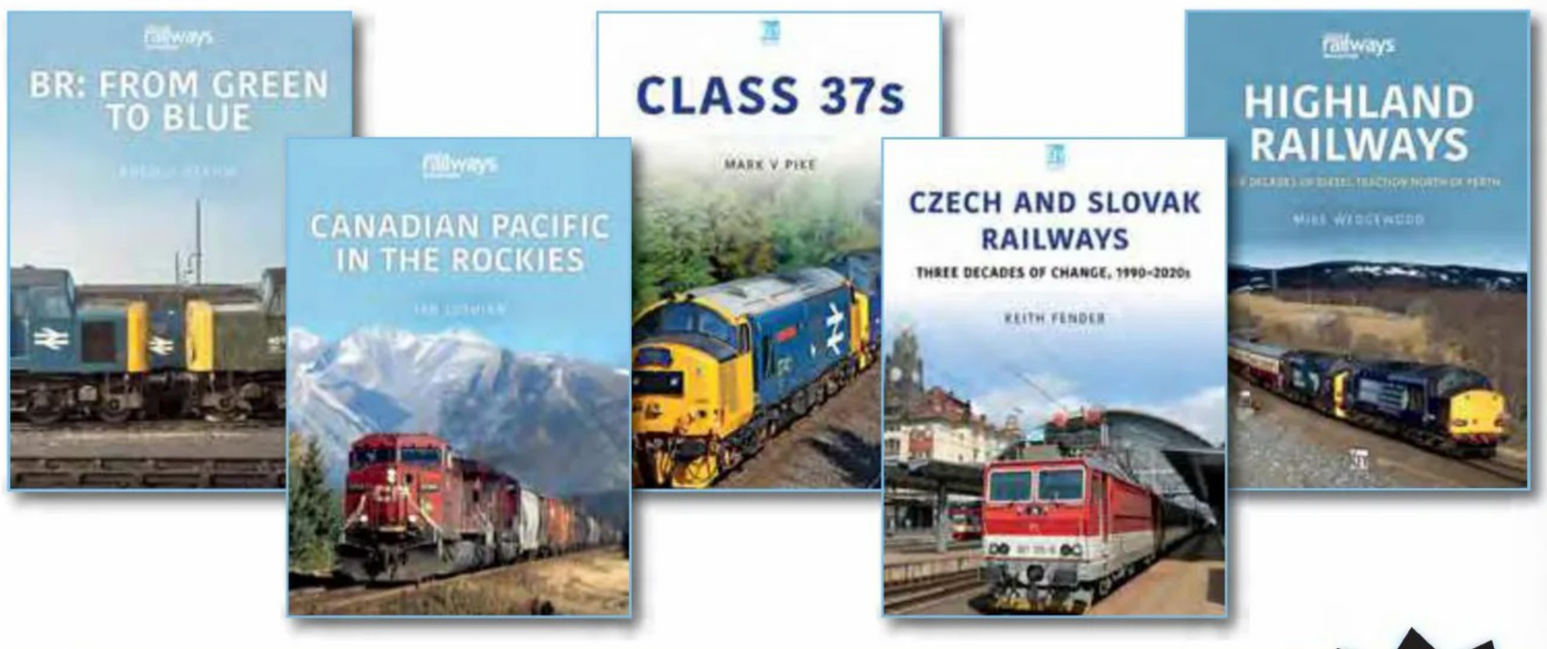

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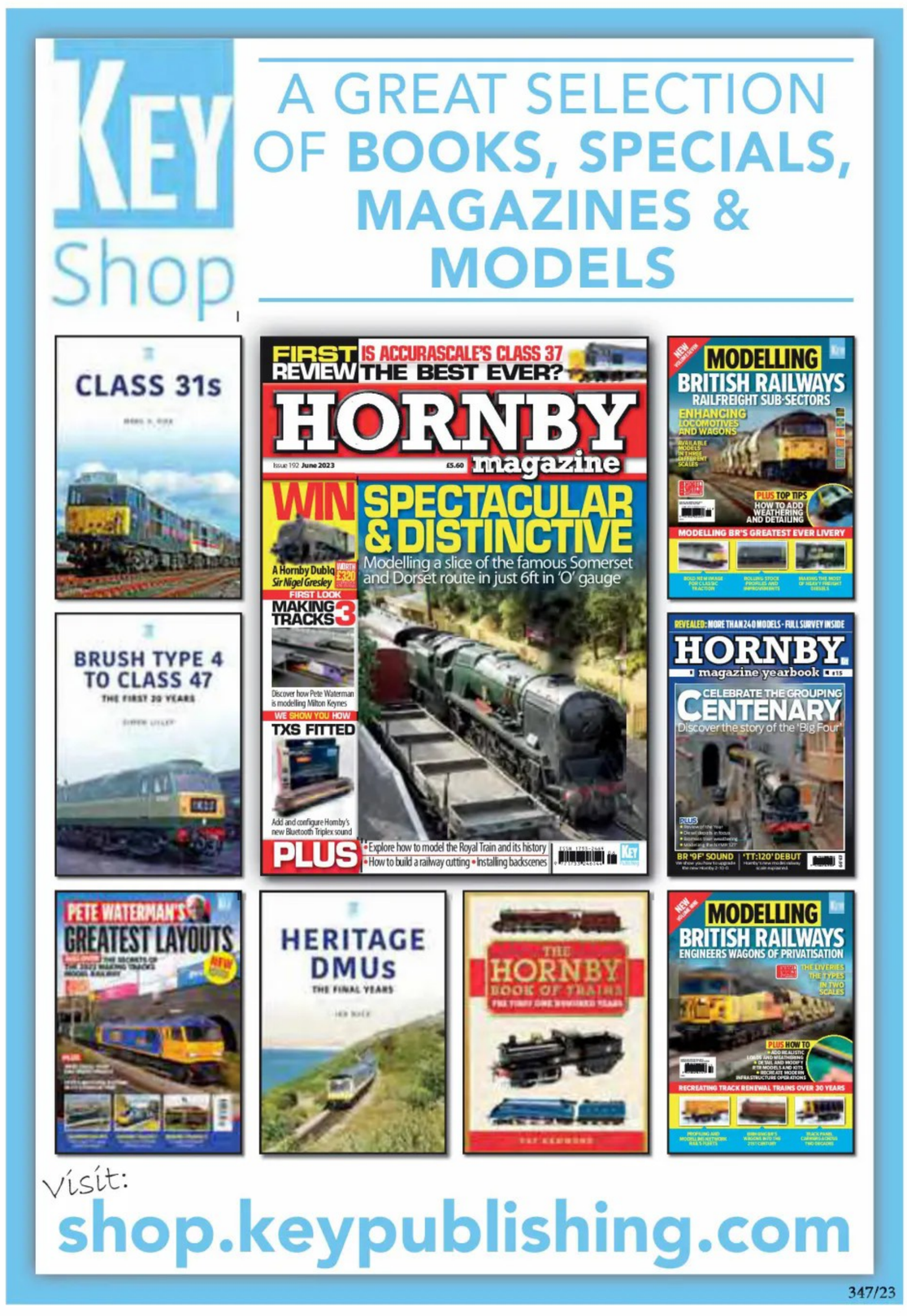
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REVIEWED: Hornby 'TT:120'

We delve into the details of the new Hornby 'TT:120' collection as we demonstrate the running of the new Gresley 'A4' 4-6-2s and carriages.

TRIPLEX SOUND: Class 50 demonstration

Locoman Sounds new Class 50 sound profile has been installed into a pair of Hornby locomotives in this issue, don't miss the full sound demonstration video online.

FROM THE ARCHIVE: Inspirational layouts

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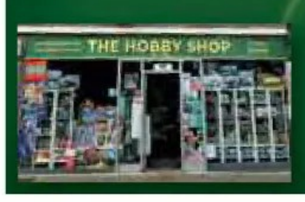
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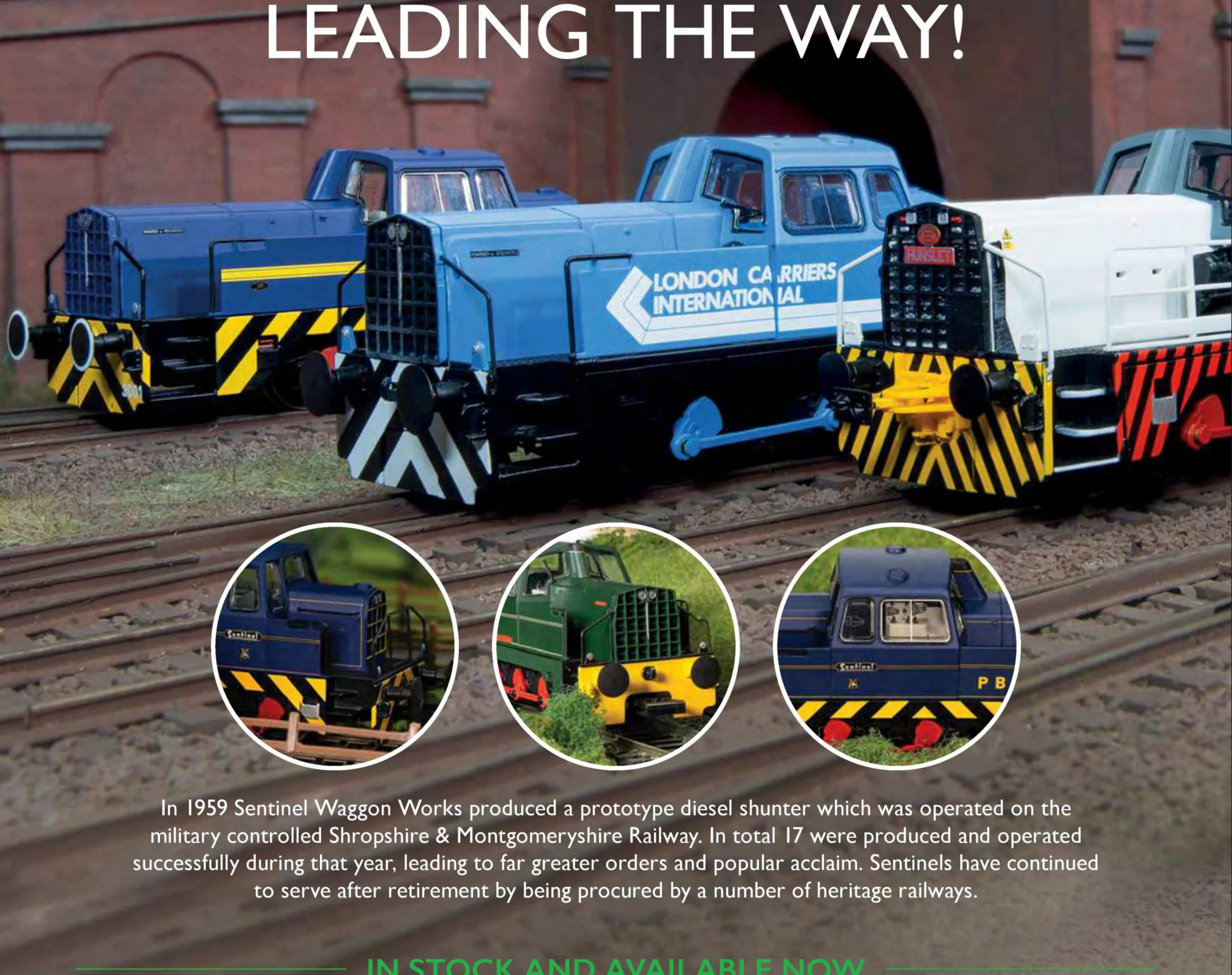

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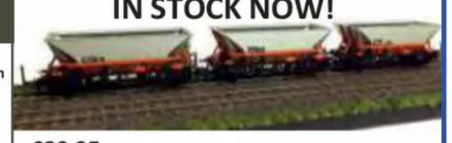

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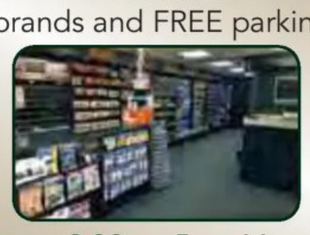

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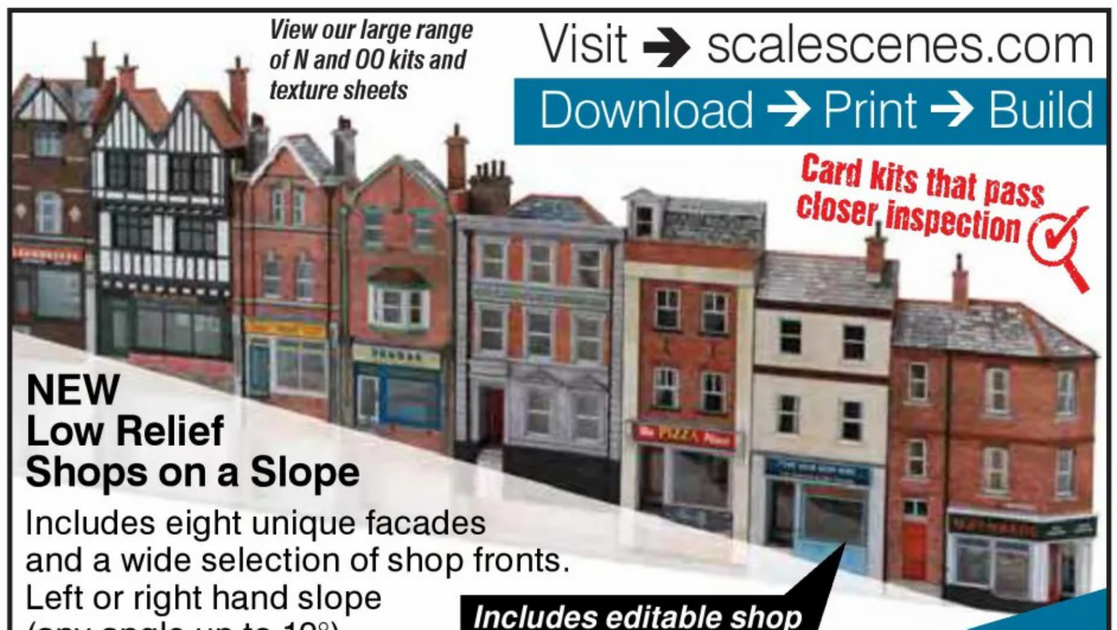

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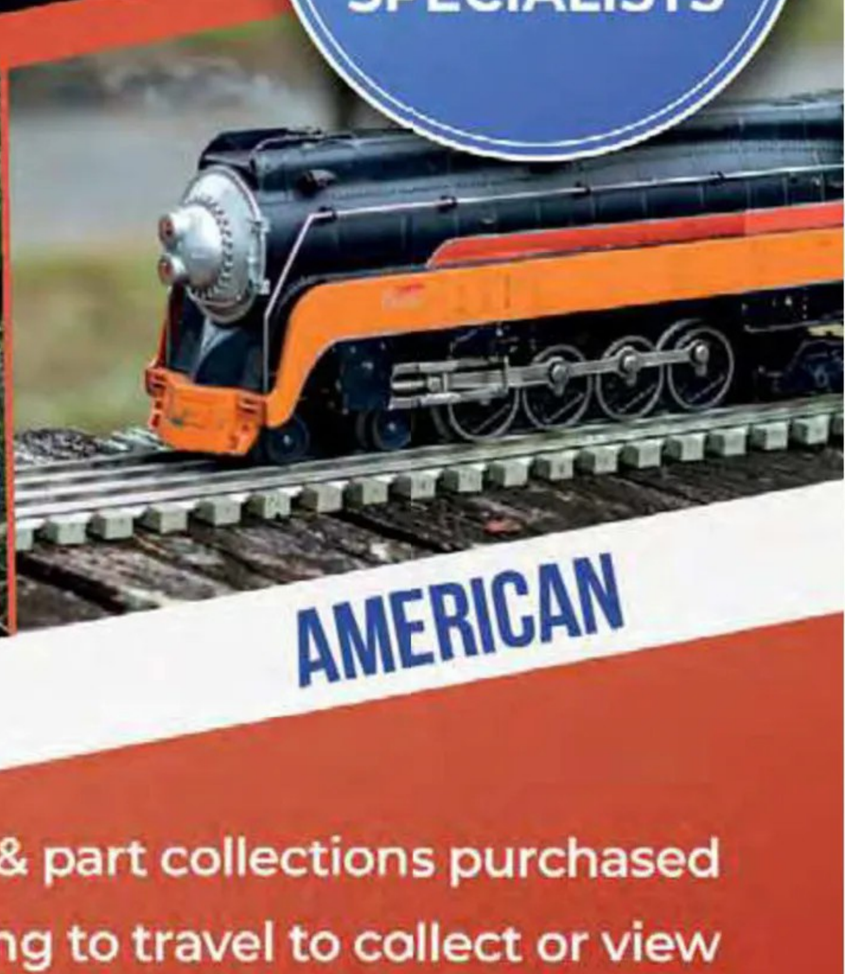

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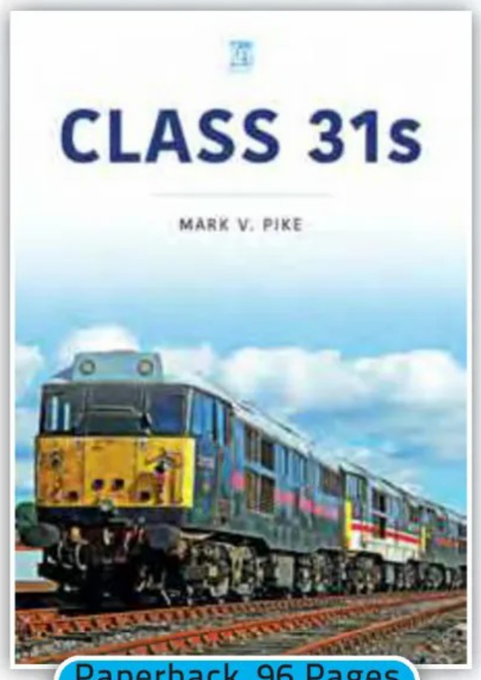

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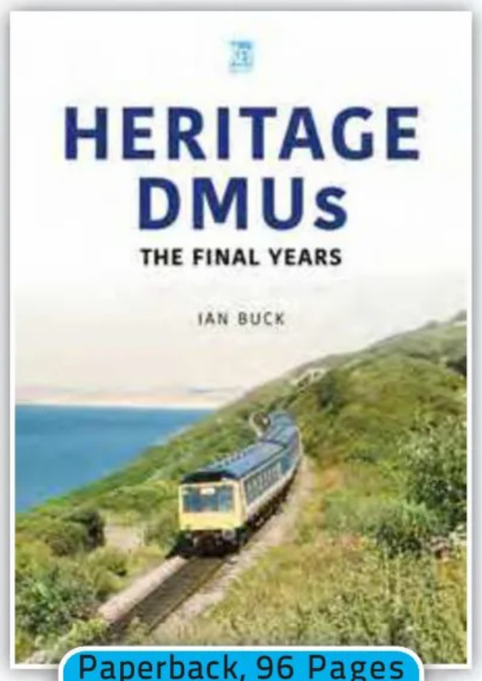

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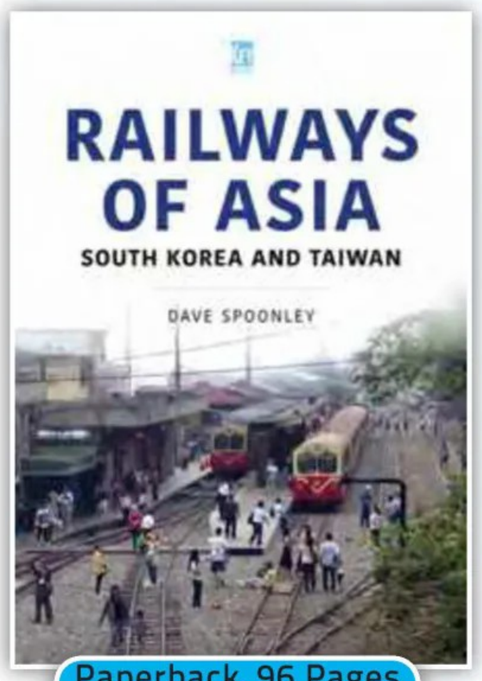

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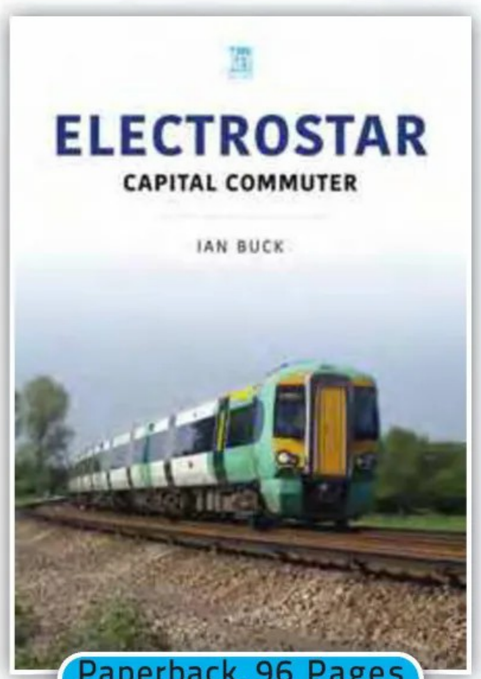

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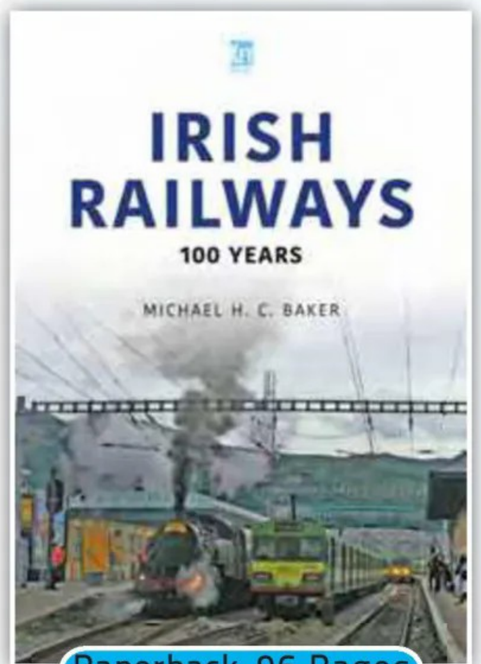

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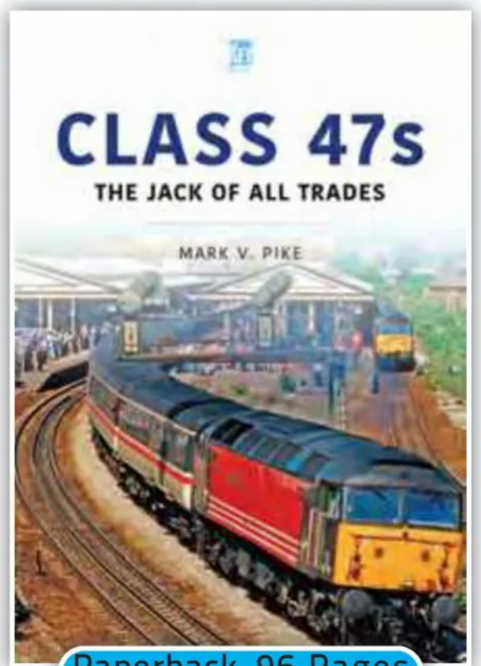

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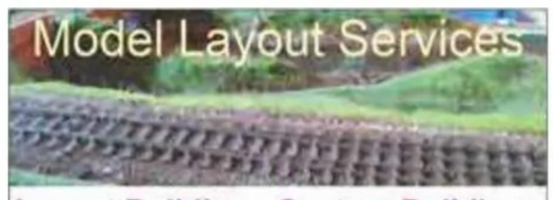

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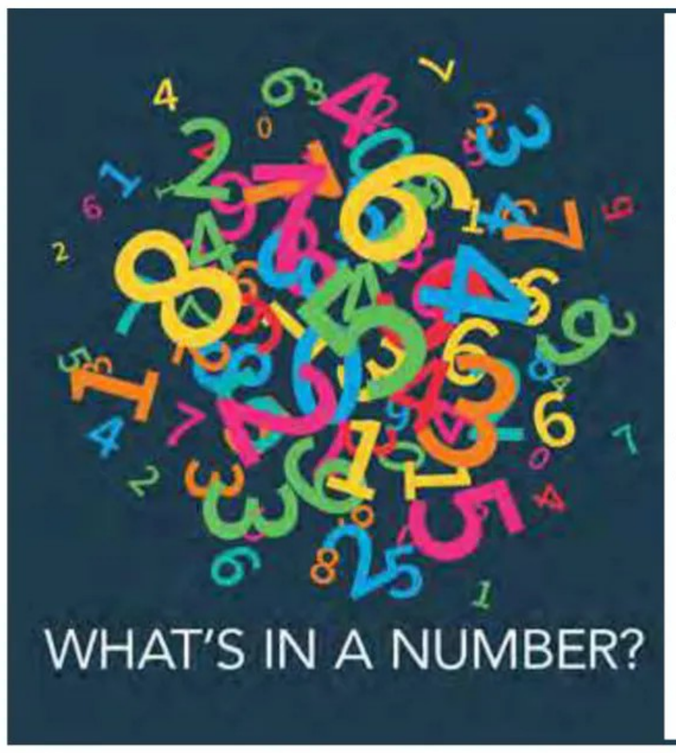

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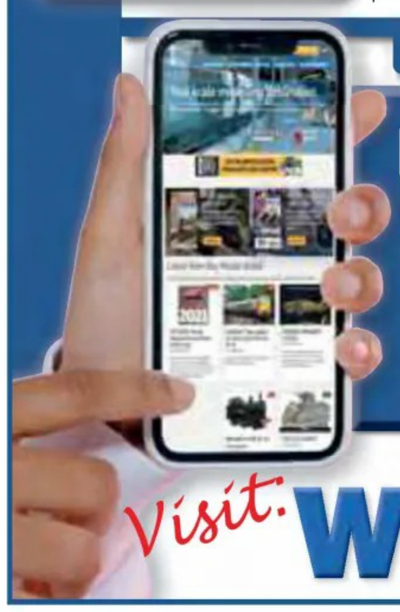

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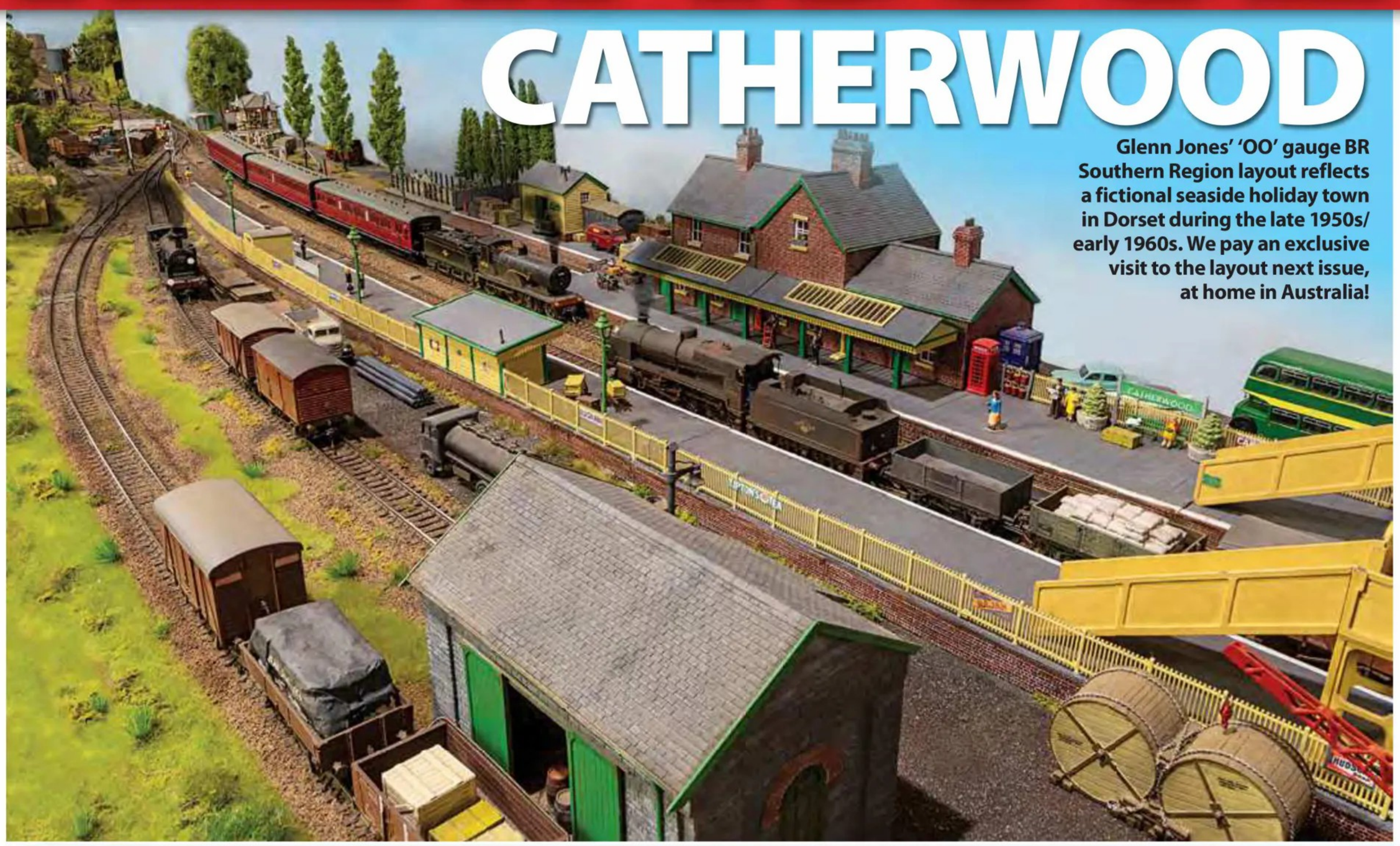

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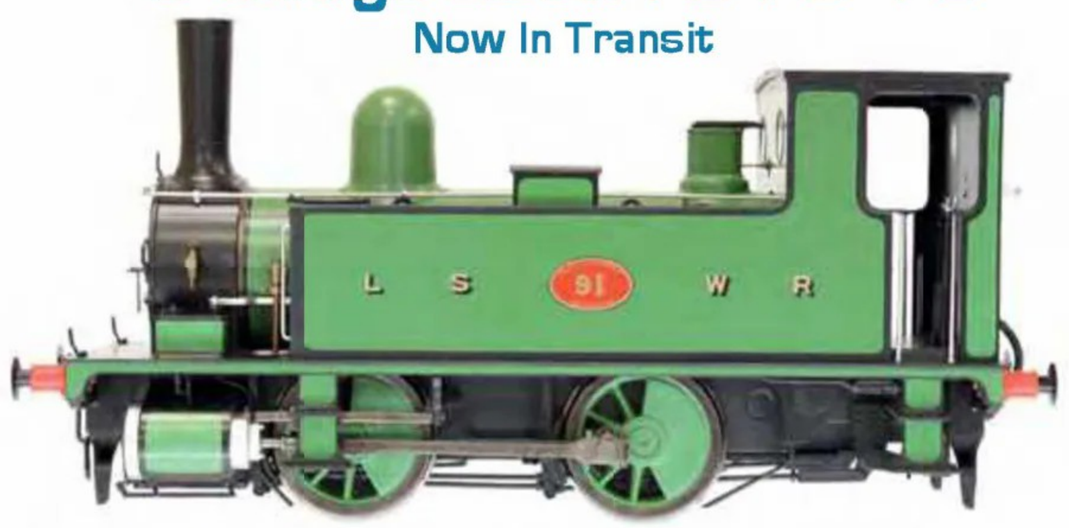

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Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR **Twin Tracks**

GMC-Q Four Track Controller

Most Suited to OO/HO/N Scale Layouts

The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

BEST FOR **Four Tracks**

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller

Most Suited to OO/HO/N/Z Scale Layouts

Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR **Control Panels**

GMC-U Single Track Controller with Simulation

Most Suited to OO/HO/N/Z Scale Layouts

With the brake knob controlling the 12V DC track output, this controller allows you greater realismwhen running locomotives.

BEST FOR **Realistic Running**

GMC-W Single Track Walkabout Single Track Controller

Most Suited to OO/HO/N/Z Scale Layouts

Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. it has a single 12V DC track output.

BEST FOR **Flexibility**

Did you know...

*If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output.*
Just plug it in and connect it up!

GMC-WM1
Wall Mounted Transformer
16V or 12V DC 1.1a

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PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£60.00
GMC-100M	Single Track Controller	£125.00
GMC-100MO	Single Track Controller for O Scale	£135.00
GMC-100G	Single Track Controller for G Scale	£140.00
GMC-100GM	Single Track Controller for G Scale with Fan	£215.00
GMC-P	Single Track Controller with Simulation	£140.00
GMC-D	Twin Track Controller	£140.00
GMC-DS	Twin Track Controller with Simulation	£210.00
GMC-TS	Three Track Controller with Simulation	£240.00
GMC-Q	Four Track Controller	£210.00

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£50.00
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£55.00
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£60.00
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£55.00
GMC-UO	Single Track Controller with Simulation for O (GMC-T2/M2)	£80.00
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£70.00
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£100.00
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£110.00

See the GM365 Gaugemaster Catalogue (£5.00) for more details

Walkabout and Hand Held Controllers
(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£45.00
GMC-HH	Single Track Handheld Controller with Feedback	£50.00

Transformers

GMC-M1	Cased Transformer 16V AC	£65.00
GMC-M2	Cased Transformer 18V AC 2.5V	£65.00
GMC-M3	Cased Transformer 24V AC	£65.00
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
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£25.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£25.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£25.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£25.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.75
GMTFK2	Transformer Fitting Kit for T2	£15.75

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

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