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Issue 194 **August 2023** **£5.60**

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- Building a modern permanent way depot in 'OO'

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August 2023

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LATEST OFFERS

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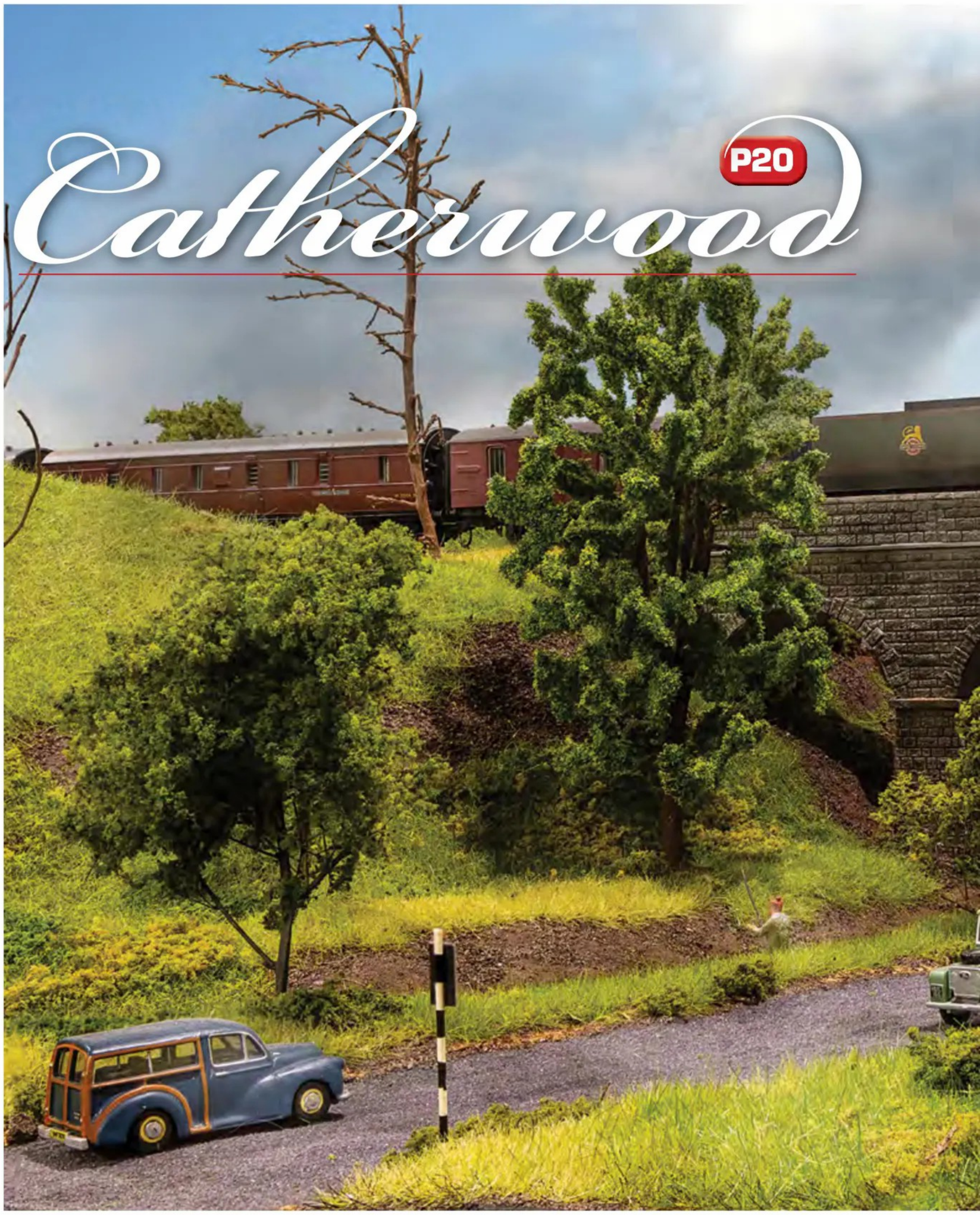

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. It has been another busy few weeks and there certainly seems to be no let-up in new product announcements.

Rails of Sheffield has revealed several all-new models including a long-wanted 'OO' gauge model of the Prototype High Speed Diesel Train in a joint venture with Locomotion Models and Bachmann, as well as an all-new 'OO' gauge Great Western Railway designed 'Q13' Inspection Saloon in collaboration with Dapol. You can watch both of our launch videos for these new releases in the News section at *www.keymodelworld.com*.

As if that wasn't enough to be going on with, Bachmann has also revealed plans for new 'OO' gauge models of the distinctive British Rail Newton Chambers Car Carriers for its EFE Rail range plus Dapol unveiled two new 'O' gauge wagon projects. You can read all about these exciting new developments on p10-15.

While on the subject of new announcements, this issue of *Hornby Magazine* also includes details of our next exclusive 'OO' gauge laser-cut kit from PJM Models, a detailed low-relief North Light factory, ideal for use as a backscene. The new kit is available as a four-bay structure, together with an optional add-on single bay kit with exterior doors. You can find out more on p16-17 and at *www.keymodelworld.com/shop* where you can find the full range of exclusive kits and expanding range of limited edition models.

This issue's collection of step-by-step modelling guides also includes Mike's stunning build of the exclusive 'OO' gauge Norton Bridge signalbox kit. This fully-painted structure looks all the more eye-catching thanks to the signature blue panels around the upper level, while the interior is fully detailed with our new 3D printed interior kit.

With summer now here, we have also included a selection of transport-themed attractions for a great day out. Amongst the selection are standard and narrow-gauge railways, transport museums and model railway exhibitions, including Pete Waterman OBE's stunning new Making Tracks 3 layout which will be in residence at Chester Cathedral this summer. This latest chapter in the Making Tracks story depicts Milton Keynes Central station on the West Coast Main Line to scale in 'OO' – and be sure to pick up the next issue when we go BIG on this huge new 64ft long scale model.

Also in this issue, we have an exclusive interview with Accurascale together with an update on its latest projects, plus three inspirational layouts, step-by-step modelling guides, prototype articles and much more to inspire your next model project. Plus don't miss our brand-new video series on Key Model World celebrating the centenary of *Flying Scotsman* covering the locomotive's time at the KWVR, behind the scenes footage and much more.

I hope you enjoy this feature-packed new issue!





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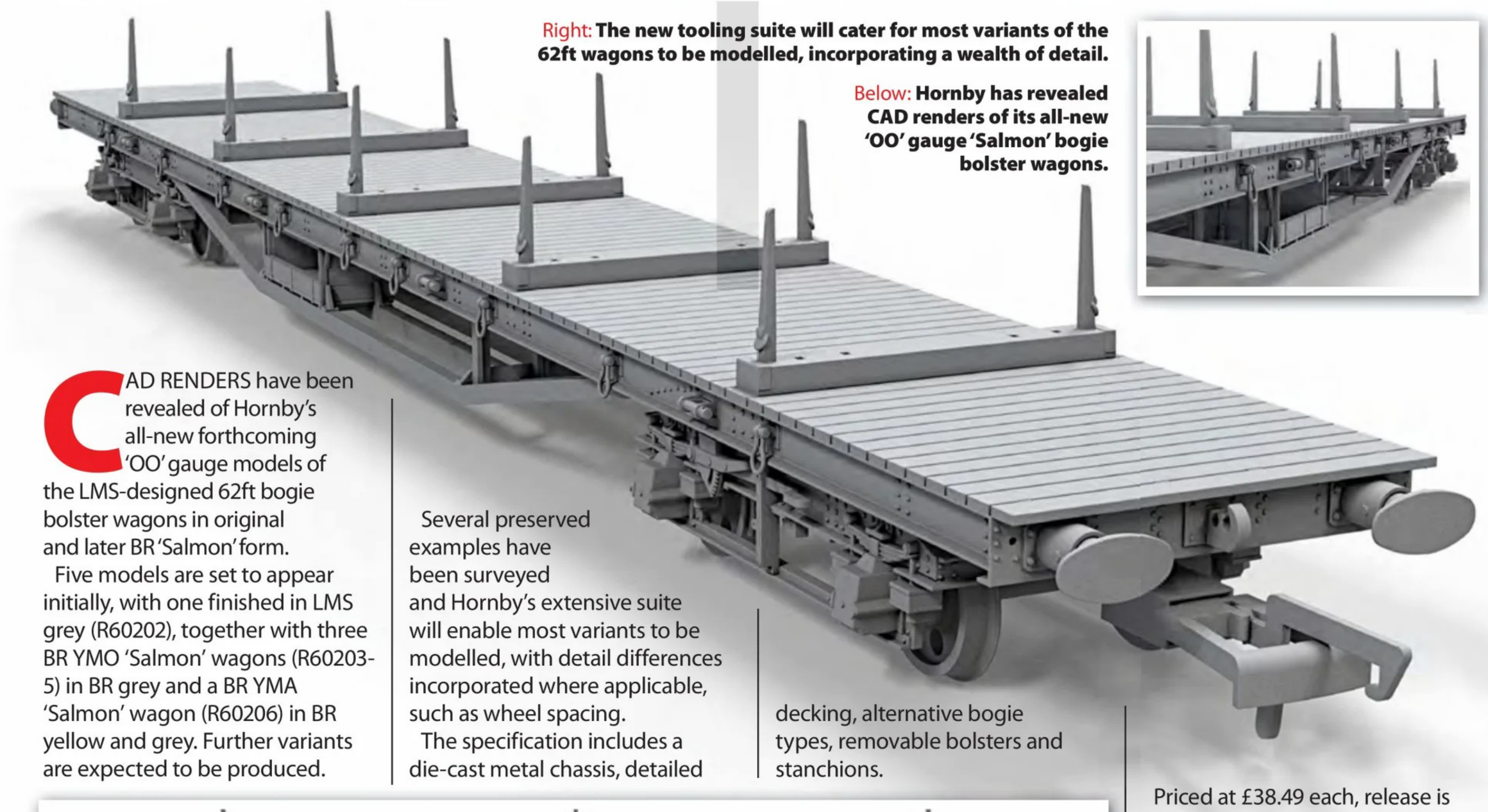
'SALMON' CADs



Right: **The new tooling suite will cater for most variants of the 62ft wagons to be modelled, incorporating a wealth of detail.**

Below: **Hornby has revealed CAD renders of its all-new 'OO' gauge 'Salmon' bogie bolster wagons.**

CAD RENDERS have been revealed of Hornby's all-new forthcoming 'OO' gauge models of the LMS-designed 62ft bogie bolster wagons in original and later BR 'Salmon' form.

Five models are set to appear initially, with one finished in LMS grey (R60202), together with three BR YMO 'Salmon' wagons (R60203-5) in BR grey and a BR YMA 'Salmon' wagon (R60206) in BR yellow and grey. Further variants are expected to be produced.

Several preserved examples have been surveyed and Hornby's extensive suite will enable most variants to be modelled, with detail differences incorporated where applicable, such as wheel spacing.

The specification includes a die-cast metal chassis, detailed decking, alternative bogie types, removable bolsters and stanchions.

Priced at £38.49 each, release is expected during Spring 2024.

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



Left: **Hornby's all-new models will feature removable bolsters and stanchions, equipment boxes and distinctive underframe trussing.**

WIN! MALLARD



HORNBY MAGAZINE is offering the chance to win Hornby's new 'OO' gauge *Mallard* Record Breaker train set, worth £249.99.

The prize consists of the Hornby *Mallard* Record Breaker train set (Cat No. R1282M) which includes Gresley 'A4' 60022 *Mallard* in BR express passenger lined blue with early crests, three Gresley carriages (two Corridor Composites and a Corridor Brake Composite), a third-radius oval of track plus Track Pack A, controller, transformer, power connector, rerailer and a Hornby MidiMat.

This superb new train set celebrates *Mallard's* world speed record and includes Hornby's sleek 'OO' gauge model of the Sir Nigel Gresley designed 'A4' in its striking BR lined blue colour scheme.

To be in with a chance of winning this latest train set from the Hornby range, all you have to do is answer the accompanying question by August 25 2023.

Even if you don't win, Hornby's new 'OO' gauge *Mallard* Record Breaker train set is available from Hornby stockists now – find out more at *www.hornby.com* now. Good luck!

First 'Flirt' tooling test shots

Hornby has received the first test shots from the moulds for its forthcoming 'OO' gauge Class 755 'Flirt' Bi-mode Multiple Unit project.



THE FIRST TEST SHOTS from the tooling for Hornby's forthcoming 'OO' gauge model of the Class 755 'Flirt' Bi-mode Multiple Units have arrived with the project's development team for evaluation. These enable the team to inspect the parts thoroughly ahead of assembling a first Engineering Prototype sample.

Four Greater Anglia liveried models are planned for the initial batch of the newly-tooled models with two three-car (Cat No. R3963/A) and two four-car (R3964/A) units set to appear. Specific identities are yet to be confirmed.

Built by Stadler Rail for use on Greater Anglia regional and local routes, the first units entered service in mid-2019. Each Class 755/3 features three passenger vehicles while the Class 755/4 has four – both units also feature



overhead pantographs for 25kV AC power collection and contain a 'Power Pack' vehicle at the centre of the formation which contains two or four diesel engines respectively.

Hornby's newly-tooled models will feature a five-pole motor, 21-pin Digital Command Control (DCC) decoder socket, directional lighting, detailed interiors and a close coupling system.

Priced at £362.99 for three-car units and £411.49 for four-car sets, release is currently slated for late 2024.

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

SCAN HERE

Scan here to go to the competition page now, or visit www.keymodelworld.com/hornby-magazine/competitions

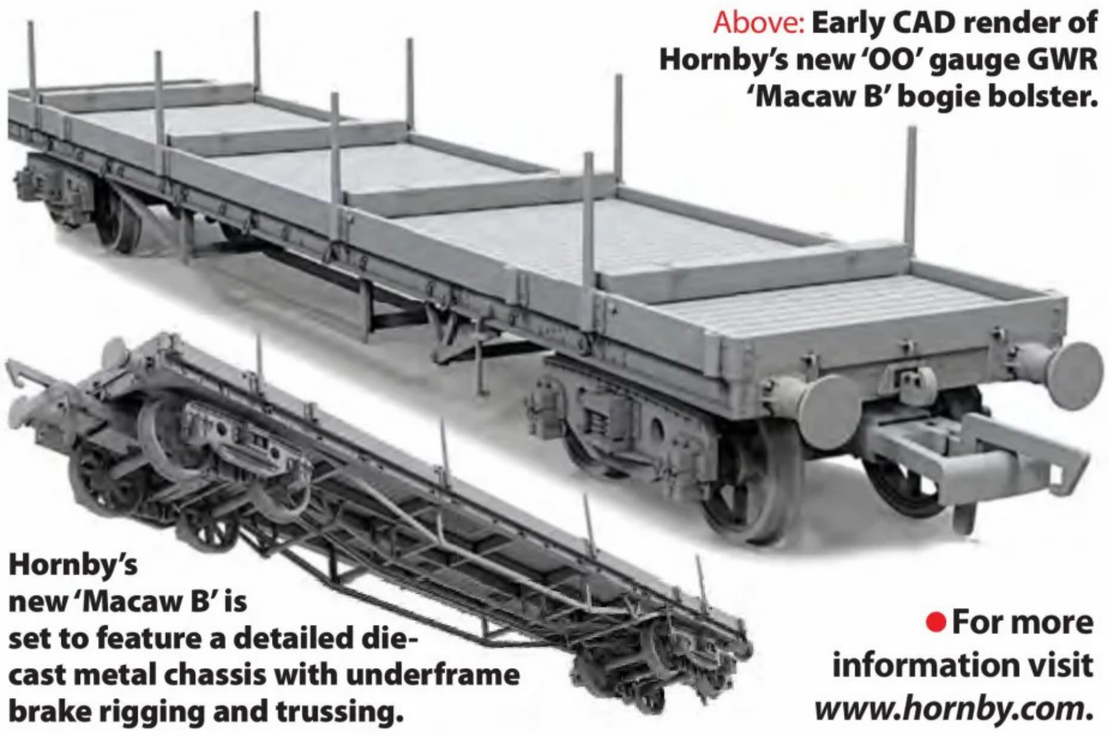
'Macaw B' progresses

DEVELOPMENT of Hornby's 'OO' gauge Great Western Railway (GWR) 'Macaw B' bogie bolster has progressed to the CAD drawing stage of the process, with early renders from the software revealed.

Intended for carrying heavy loads such as timber, construction started in the early 1900s. Many were requisitioned during the First World War for carrying military equipment and underwent a series of modifications, as a result. In later years they were reclassified Bogie Bolster C wagons in BR parlance and utilised by the civil engineering department.

Currently in the early stages of design, four all-new 'OO' gauge models are set to appear, finished as 'Macaw B' 107287 in GWR grey (Cat No. R60210), 'Macaw B' 107292 in GWR grey (R60211), Bogie Bolster C W32798 in BR grey (R60212) and Bogie Bolster C W32876 in BR grey (R60213).

Priced at £26.49 each, release is anticipated during mid-2024.



Above: **Early CAD render of Hornby's new 'OO' gauge GWR 'Macaw B' bogie bolster.**

Hornby's new 'Macaw B' is set to feature a detailed die-cast metal chassis with underframe brake rigging and trussing.

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

RECORD BREAKER TRAIN SET



QUESTION

In which year did LNER 'A4' 4-6-2 4468 *Mallard* achieve its world speed record for steam traction of 126 miles per hour?

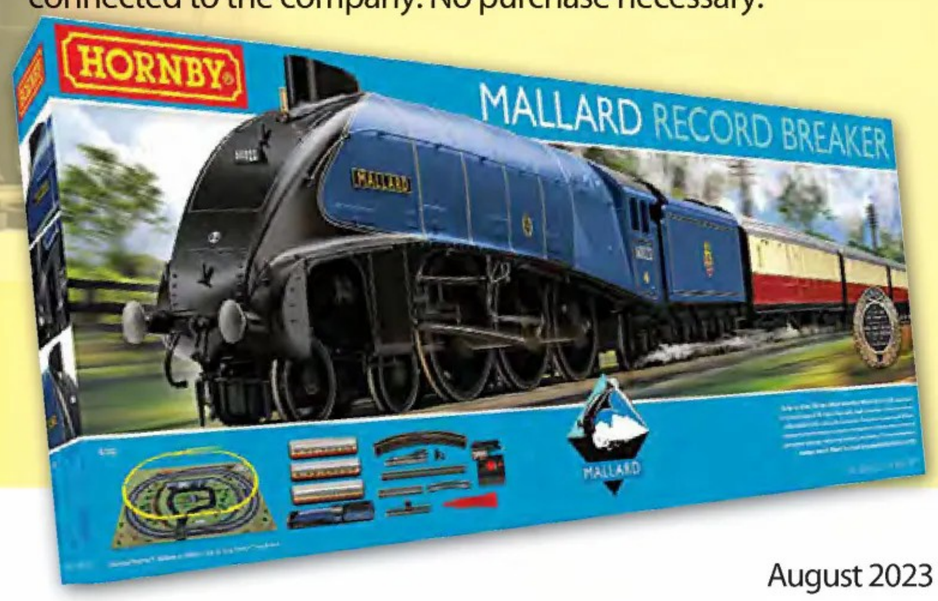
A. 1938
B. 1939
C. 1940

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 July 6 2023 and the closing date for entries is August 25 2023 at 5pm GMT. The winner will be notified no later than September 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.



Locomotion reveals FIRST LOOK PROTOTYPE HST for 'OO'!

Locomotion Models and Rails of Sheffield have commissioned Bachmann to produce a brand-new ready-to-run model of the prototype HST power car, 41001.

THE NATIONAL Collection's prototype HIgh Speed Train (HST) power car is the next joint project between Locomotion Models and Rails of Sheffield with the 'OO' gauge ready-to-run locomotive being produced exclusively for the pair by Bachmann.

The prototype HST was built in 1972 with two power cars completed – 41001 and 41002. The HST was intended as a stop-gap design to see BR through electrification projects and the development of the tilting Advanced Passenger Train, but in the end the prototypes led to construction of 197 production Class 43 HST power cars, some of which remain in frontline passenger service today.

The HST prototype provided a powerful combination of two 2,250hp power cars at each end of a fixed formation. The design was light and fast with the ability to run consistently at 125mph. The prototype HST set a world record for a diesel powered train in 1973 when it reached 143mph, although this was later superseded by performance of the production Class 43s.

The prototype power cars moved to the Railway Technical Centre in the 1980s while 41002 was later scrapped in 1990. 41001 passed to the National Collection and between 2011-2019 the sole survivor was active on the preservation scene working at the GCR Ruddington, Nene Valley, Severn Valley and Keighley and Worth Valley Railways. Since 2019 it has been on static display and is currently housed at Locomotion in Shildon.

The specification for the Bachmann-produced prototype HST power car includes all-wheel drive, a Plux22 decoder socket, twin speakers, five-pole motor with twin flywheels, directional and interior lighting with independent switching, sprung buffers, separately fitted handrails and a full relief underframe.

In addition, the chassis design accounts for the design of the HST power car bogies by reducing the amount of the gearbox frame visible at track level to improve its aesthetics.

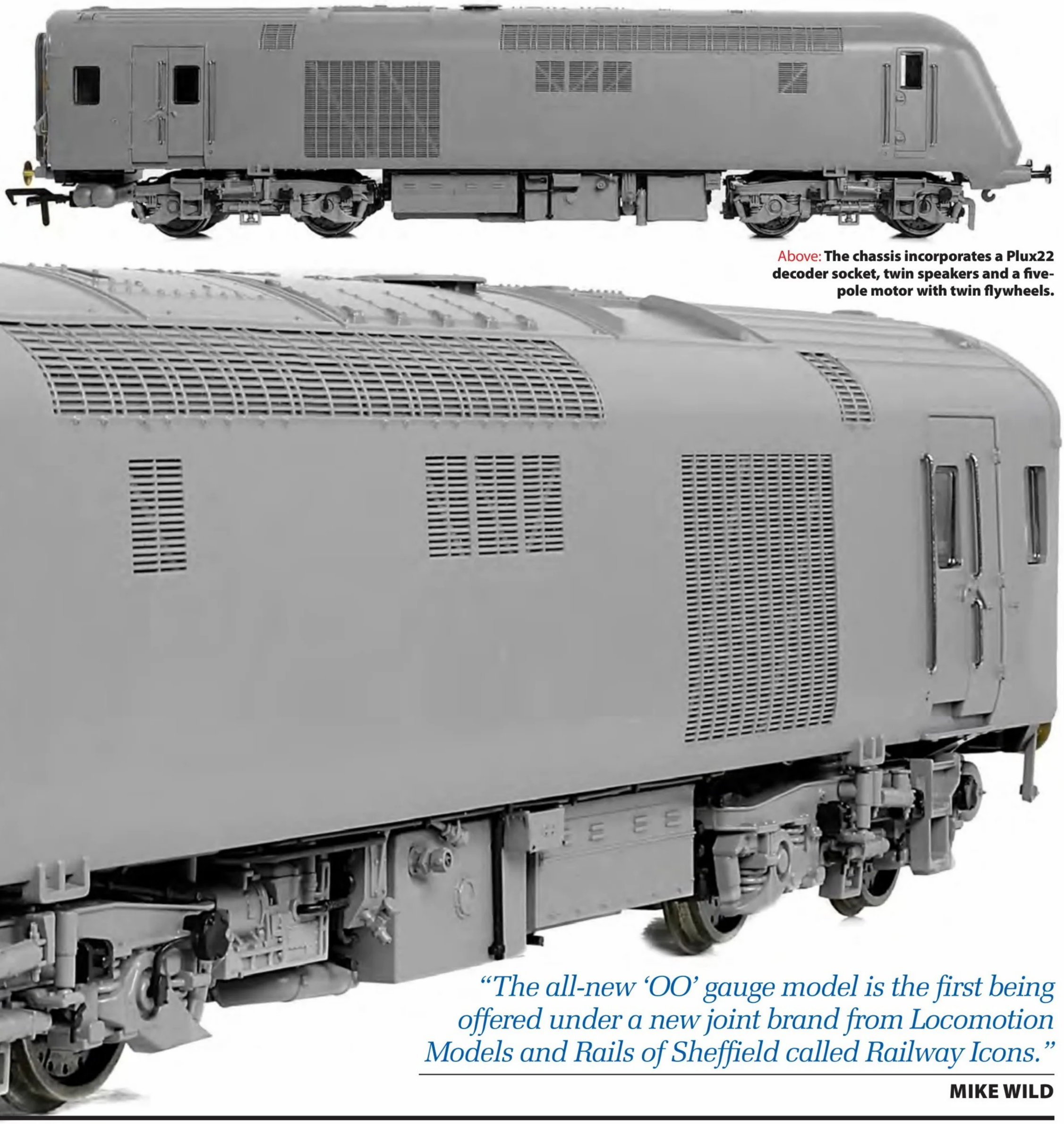
The all-new 'OO' gauge model is the first being offered under a new joint brand from Locomotion Models and Rails of Sheffield called Railway Icons. It is available to purchase from both retailers with pre-orders open now. Delivery is expected in summer 2024 with the price set at £199.99 for the single model of 41001.

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



Newly announced for 'OO' gauge is prototype HST power car 41001 by Locomotion Models and Rails of Sheffield.

The underside includes six switches for analogue layout users to select the lighting options.



Above: **The chassis incorporates a Plux22 decoder socket, twin speakers and a five-pole motor with twin flywheels.**

"The all-new 'OO' gauge model is the first being offered under a new joint brand from Locomotion Models and Rails of Sheffield called Railway Icons."

MIKE WILD

Norton Bridge interior kit out now!

A NEW 3D PRINTED INTERIOR kit for our exclusive laser-cut 'OO' gauge kit of Norton Bridge signalbox is now available containing a full set of parts to recreate the inside of this distinctive structure.

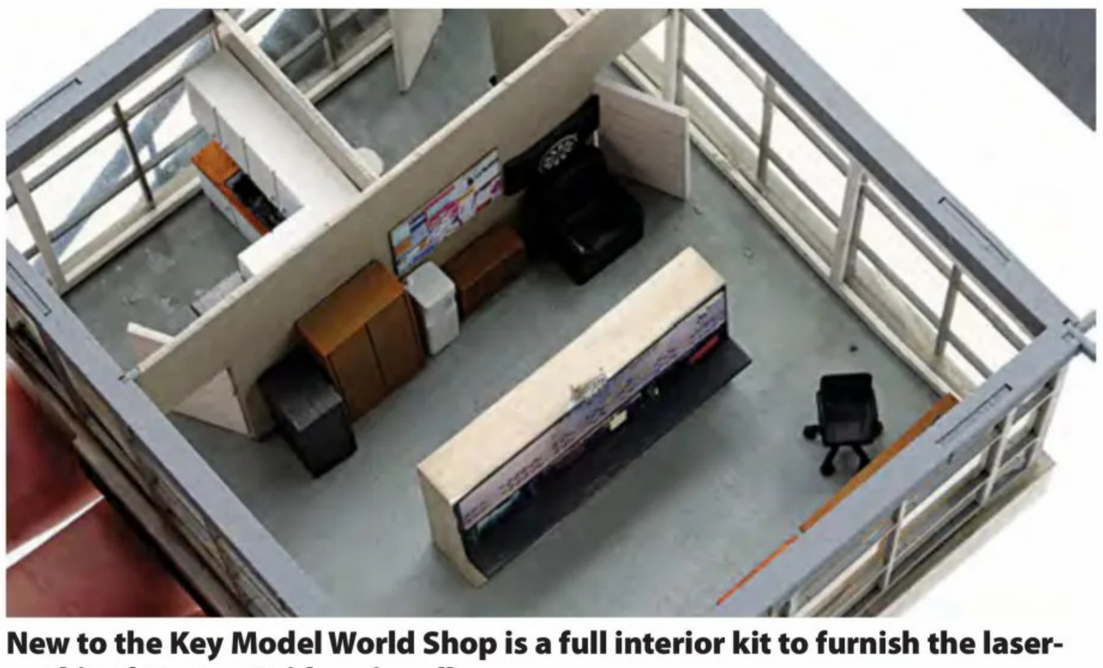
The interior kit is 3D printed and also includes printed laser-cut signage and overlays to complete the components. The full parts list consists of the main control panel, an office chair, computer desk, printer desk, leather chair, pigeon holes, water cooler, cupboard, filing cabinet, dart board, two part kitchen, toilet and sink unit plus a printed notice board.

The interior kit has been designed with the insight of railway signalmen and period images of the real signalbox to allow all the features to be modelled accurately.

The new kit is available now from the Key Model World Shop priced at £12.50.

For more on Norton Bridge signalbox, see our full modelling guide on pages 30-33.

● **Visit *www.keymodelworld.com/shop* to buy this new interior kit.**



New to the Key Model World Shop is a full interior kit to furnish the laser-cut kit of Norton Bridge signalbox.

GW Inspection saloon

Dapol and Rails of Sheffield have revealed plans for a newly-tooled 'OO' gauge GWR designed Diagram Q13 Inspection Saloon.



Above: **Dapol's all-new 'OO' gauge Black Label model will feature extensive detailing inside and out, including a well-appointed interior.**



The model is also set to feature a fully detailed underframe, all-wheel pick-ups and selectable lighting functions.

DAPOL AND RAILS OF Sheffield have unveiled plans for a newly-tooled 'OO' gauge Great Western Railway (GW) designed Diagram Q13 Inspection Saloon for the Dapol Black Label range.

Built at Swindon Works in 1948 to Lot No. 1701, the vehicles were used for track and infrastructure inspections by senior British Railways Western Region engineers and managers. The vehicles featured an open saloon at each end with chairs and work tables, together with a kitchen, toilet and guard's compartment.

Exclusive to Rails of Sheffield, the all-new models will appear as part of Dapol's Black Label range with an extensive tooling suite that will enable detail variations to be incorporated according to the era depicted on the model.

Currently at the first Engineering Prototype (EP) sample stage, each model will feature a highly detailed body and underframe, separately-applied handrails, door handles and pipe runs, sprung metal buffers, footsteps, fully detailed interiors with chairs, tables, sofas and separately-fitted moulded curtains, roof vents, brake equipment, Next18 Digital Command Control (DCC) decoder interface and all-wheel pick-ups. Two alternative bodysides and four different end variations have been tooled, while several windows will be modelled partially open.

The GW Inspection Saloons will feature controllable interior illumination (switchable on DC) and working tail lamp, and they will also be supplied with factory-fitted buffer beam detailing at one end together with a small detailing pack containing parts for customer fitment at the other.

Liveries and identities planned initially include W80943 in BR chocolate and cream (Cat No. BL-201-001), W80976 in BR chocolate and cream with small yellow warning panels (BL-201-002), ADW80970 in BR blue and grey (BL-201-003), DW80975 in BR 'Executive' (BL-201-004), DW80975 in BR ScotRail (BL-201-005) and 80972 in GWR chocolate and cream with 'twin cities' crests (BL-201-006).

Priced at £149.95 each, release is anticipated during the third quarter of 2024.

● **Visit *www.railsofsheffield.com/collections/q13-inspection-saloon* for more information.**

LION AND *THUNDERBOLT* GAIN COLOUR



Rapido Trains UK's all-new 'OO' gauge models of Liverpool and Manchester Railway 0-4-2s *Lion* and *Thunderbolt* have progressed to the decorated sample stage.

RAPIDO TRAINS UK has received decorated samples of its all-new 'OO' gauge models of Liverpool and Manchester Railway 0-4-2 *Lion* and *Thunderbolt* for assessment.

These latest samples represent *Lion* in the respective liveries carried in the 1930s (Cat No. 913001/913501) and 1980s (913002/913502), together with *Thunderbolt* in the distinctive colour scheme applied for its film appearance in *The Titfield Thunderbolt* (922001/922002).

Each locomotive features die-cast metal and injection moulded parts, Next18 Digital Command Control (DCC) decoder socket and era-specific detail differences. Following approval, the locomotives are now in production with delivery expected later this summer.

Prices for *Lion* are set at £179.99 DCC ready and £279.99 DCC sound-fitted, while the *Titfield Thunderbolt* train packs are priced at £299.95 for the standard DCC ready pack and £399.95 for the deluxe DCC sound-fitted pack.

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

‘OO’ CAR CARRIERS FOR EFE RAIL



Bachmann is developing newly-tooled ‘OO’ gauge models of the distinctive British Railways Newton Chambers Car Carriers for its EFE Rail range.

BACHMANN has revealed that its next all-new ‘OO’ gauge model for the EFE Rail range will be the characteristic Newton Chambers Car Carrier. The company made the announcement at the recent Diesel and Electric Modellers United (DEMU) showcase in Sutton Coldfield.

Introduced by British Railways Eastern Region in the early 1960s, the double-deck car carriers were mainly used on Anglo-Scottish services, although they were registered for use on train ferries to/from the Continent and in later life were also utilised on cross-country services to the West Country.

14 of the TCV (Two-Tier Motor Car Van) vehicles were built by Newton, Chambers & Company and each was capable of accommodating six cars, with two lowered into the well of the vehicle while four were secured on the upper deck.

EFE Rail’s new ‘OO’ gauge models will be available in as-built vacuum braked condition and through-piped for steam heating as well in later dual braked condition with through-ETH (Electric Train Heating).

Eight models are planned initially finished in BR maroon with Eastern Region Car Transporter lettering as E96293E (Cat No. E86003), E96294E (E86004), E96296E in weathered condition (E86005), E96297E in weathered condition (E86006) and in BR blue and grey with Motorail branding as E96291E (E86007), E96294E (E86008), E96298E in weathered condition (E86009) and E96299E in weathered condition (E86010).



The new models will be available in BR lined maroon and BR blue and grey liveries, with a choice of pristine or weathered finishes.

Currently in production, each will feature the prototypical panel lines and correct buffer beam arrangement together with the vehicle’s unique 6ft 9in wheelbase bogies, detailed brake gear, turned metal wheels and small tension lock couplings in NEM pockets.

Priced at £59.95 each, delivery is expected towards the end of 2023.

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

More exclusive Kernow Class 37s for KMRC

KERNOW MODEL RAILWAY CENTRE (KMRC) has commissioned a further pair of exclusive ‘OO’ gauge Class 37 diesels from Bachmann with a Cornish connection.

Utilising Bachmann’s new Class 37 tooling, these latest additions to KMRC’s range will be finished as 37207 *William Cookworthy* in BR blue with Cornish Railways emblems and 37196 *Tre Pol and Pen* in BR Railfreight grey.

37207 received its name and distinctive Cornish Railways embellishments in the 1980s and will be the second time that KMRC has produced a ‘OO’ gauge model of this locomotive. However, this time the model uses Bachmann’s latest tooling for the class and will feature the later orange cantrail safety stripe carried between early 1986 and mid-1987.

KMRC’s second new Class 37, 37196, carries the name applied during the GW150 celebrations in 1985 and was the first Class 37 to carry the new BR Railfreight grey scheme. It appeared in this form until May 1987.



Kernow Model Rail Centre has commissioned two new ‘OO’ gauge Class 37s with a Cornish theme from Bachmann.

Both models will be available in Digital Command Control (DCC) ready, DCC sound-fitted and DCC sound-fitted deluxe forms. Each has a five-pole twin-shaft motor, twin flywheels, all-wheel drive, PluX22 DCC decoder socket, independently controlled directional lighting, cab lights and engine room illumination, while the sound-fitted deluxe models additionally feature tinted glazing and separately motored roof fan.

Prices are set at £249.95 DCC ready, £349.95 DCC sound-fitted and £379.95 DCC sound-fitted deluxe.

● **For more information visit *www.kernowmodelrail centre.com***

Dapol reveals all-new 'O' gauge WAGONS



Dapol is developing all-new 'O' gauge 14ton slope-sided mineral and 24ton iron ore hopper wagons.

DAPOL is developing two newly-tooled 'O' gauge wagons with plans for 14ton slope-sided mineral and 24ton iron ore hopper wagons.

The 14ton slope-sided minerals were built by Charles Roberts, appearing in the mid 1930s, while the 24ton iron ore hoppers were built by Charles Roberts and Cambrian in the late 1940s and early 1950s – the first 1,000 Diagram 161 examples appearing as 22ton wagons, half of which were later uprated, to match the 1,500 Diagram 162 vehicles also built.

Dapol's all-new 'O' gauge ready-to-run examples are at an advanced stage of development with first Engineering Prototype (EP) samples currently with the project development team for evaluation.

Eight slope-sided models are planned initially in 14ton and 16ton form, finished as MWT 7326 in plain bauxite (Cat No. 7F-041-001), 33457 in plain bauxite with Charles Roberts and Co. lettering (7F-041-002), MOT 23763 in plain bauxite (7F-041-003), B11532 in BR grey (7F-041-004), 9151 in Denaby black (7F-041-005), 550 in Tarmac black (7F-041-006), 100 in Stewarts and Lloyds green (7F-041-007) and B197525 in BR grey (7F-041-008).

Meanwhile, seven different colour schemes are planned for the 24ton iron ore hopper wagons, finished as B435007 in BR bauxite (Cat No. 7F-033-001), B436275 in as-preserved BR grey (7F-033-002), B436917 in BR grey with Empty to Ardley WR lettering (7F-033-003), B437221 in BR bauxite with Sand branding (7F-033-004), B435549 in BR grey with Ore hopper lettering (7F-033-005), 279 in BISC red oxide (7F-033-006) and 2512 in Richard Thomas red oxide (7F-033-007).

The specification for each includes a detailed die-cast metal chassis, highly detailed body, spung metal buffers, etched metal footsteps, metal coupling hooks, three-link couplings and brass bearing pockets.

Prices are set at £60 per 14ton slope sided wagon and £70 for the 24ton iron ore hoppers. Delivery is anticipated during the final quarter of 2023.

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

Rapido RCH 1907 wagons develop

RAPIDO TRAINS UK has received first Engineering Prototype (EP) samples of its forthcoming newly-tooled 'OO' gauge Railway Clearing House (RCH) 1907 open wagons for assessment by the project's development team.

Rapido Trains is producing the five-plank open with side doors and seven-plank open with side and end doors to the RCH 1907 wagon design – the first time these have appeared in 'OO. The manufacturer's extensive tooling suite will also cater for variations between wagons including ribbed or smooth tapered buffers, square, rounded or Ellis axleboxes, straight or bent 'V' hangers, split or solid-spoke wheels and single or double-sided brakes.

More than 30 different identities and liveries are planned in the first batch of releases.

Prices are set at £32.95 each, with delivery anticipated in late 2023/early 2024.

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



Rapido Trains UK's all-new 'OO' gauge RCH 1907 open wagons have progressed to the first Engineering Prototype sample stage.

Rapido 'OO' GWR 'B-Set' EPs surface

FIRST ENGINEERING Prototype (EP) samples of Rapido Trains UK's newly-tooled 'OO' gauge Great Western Railway (GWR) 'B-Set' carriages have arrived for scrutiny.

Based on the GWR's Diagram E140 prototypes introduced in 1930, Rapido Trains' all-new 'OO' gauge models will be offered in a selection of colour schemes including iterations of GWR chocolate and cream, GWR wartime brown, BR crimson, BR maroon and BR chocolate and cream colour schemes, with variations according to era. A GWR chocolate and cream pairing is also planned as a limited edition twin-coach set for Derails of Coleford. This pairing will not feature regional markings to differentiate them from the main range examples.

Each model will feature extensive detailing inside and out, flicker-free interior illumination, etched luggage racks, correct interior detailing for First and Third Class compartments and detailed guard's compartment. In addition, the new coaches will also include a set of open droplight windows for customer fitment – the factory-fitted glazing will be easily removable for those wishing to replicate this.

Priced at £169.95 per two-coach set, delivery is anticipated in late 2023/early 2024.

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



Above: **Detailing extends to the interiors with the guard's compartment modelled, while passenger compartments include etched metal luggage racks and moulded picture frames.**

Below: **First Engineering Prototype samples of Rapido Trains UK's all-new 'OO' gauge GWR B-Set coaches have arrived for assessment.**



Colour for Dapol's 'O' gauge 'J94'

SEVERAL DECORATED samples of Dapol's newly-tooled 'O' gauge Hunslet 'Austerity' 0-6-0ST are currently being inspected ahead of production getting under way.

More than 370 of the Robert Riddles designed 'Austerity' 0-6-0STs were built between the early 1940s and mid 1960s.

Dapol's all-new 'O' gauge models will feature a die-cast chassis, vertically-mounted five-pole skew wound motor with flywheel, 21-pin Digital Command Control (DCC) decoder socket, all-wheel pick-ups, fully working inside motion, firebox glow and sprung metal buffers. Two cab and bunker variations have been tooled, together with two alternate chimneys.

Ten different models are planned covering London and North Eastern Railway black, War Department black, Wemyss Private Railway lined brown, National Coal Board lined green, United Steel lined red, Mech. Navvies red, Longmoor Military Railway lined blue, British Railways black and BR black with early and late crests.

Priced at £270 DCC ready, £307.80 DCC fitted and £410.40 DCC sound-fitted, they are expected to be released later this year.

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



The first decorated samples of Dapol's forthcoming 'O' gauge Hunslet 'Austerity' 0-6-0ST have arrived for inspection, including this Mech. Navvies example.



Ten different models are planned initially, including 196 in Longmoor Military Railway blue.

New low-relief NORTH LIGHT FACTORY KIT OUT NOW!

Key Publishing's exclusive collection of PJM laser-cut kits has expanded with the addition of low-relief North Light factory units for 'OO' gauge.



Above: **The latest exclusive laser-cut kit from PJM Models to be released on the Key Model World Shop is this four-bay North Light factory for 'OO' gauge.**

Right: **A single bay entrance extends the options for the North Light factory. Each kit includes optional parts for windows and top lights.**

NEW LOW-RELIEF NORTH Light factory laser-cut kits have been released exclusively on the Key Model World Shop for 'OO' gauge offering modellers a new choice of building for backscenes.

The North Light factory kits include full interior and exterior brick detail with a choice of a four-bay main kit and an optional add on single-bay kit with exterior doors. Parts are included to allow the buildings to sit next to one another to create longer structures with multiple kits.

Prices are set at £44.99 for the four-bay design and £12.99 for the single-bay with both kits available for immediate despatch.

Each kit contains a full suite of laser-cut components including a finely detailed roof spine, roof tiles and window frames. In addition, each kit contains three options for the roof vents – 3D printed vent, brick filler or window. There are also three options for the main windows – window frames, brick inserts or planked inserts. Laser cut glazing panels are also included.

Full instructions are provided and a full build and painting guide for the new low-relief factory kits will feature in a future issue of *Hornby Magazine*.

● **Visit *www.keymodelworld.com/shop* to see our full range of exclusive laser-cut kits.**



Tulloch Bridge joins GETS23 line up

THE LAYOUT LINE-UP FOR THE 2023 Great Electric Train Show continues to grow with the addition of three new and diverse layouts modelling railway lines from Scotland to Kent.

The new additions are Martin Stewart's superb and compact Scottish Region 'OO' gauge layout Tulloch Bridge, Hull Miniature Railway Society's model based on Hull's Lockwood Street station in 'N' gauge (see feature on pages 100-107) and Staple and Ash modelling the East Kent Railway in 'OO' gauge and displayed by Noel Young.

The three new additions bring the layout line-up total to 18 out of the 30 booked for the event which includes the biggest ever 'OO' gauge portable layout through the combining of Pete Waterman's Making Tracks 1, 2 and 3 West Coast Main Line layouts. More layouts will be announced in the September and October issues with the full line-up announced to date available to view online at *www.keymodelworld.com/greatelectrictrainshow*. Discount advance tickets for the 2023 show are also available to purchase from the website with advance tickets allowing early entry from 9.30am each day.

The 2023 show takes place at the Marshall Arena in Milton Keynes on October 14/15 with the event including a free shuttle bus from Milton Keynes Central railway station each day, disabled access to all areas of the show and more.

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



Tulloch Bridge is a compact 'OO' gauge Scottish Region scene modelling the EWS era in the Highlands. See it at the 2023 Great Electric Train Show.

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.

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WEST HILL WAGON WORKS

40145 production sample arrives



Production samples have been received for Key Publishing's limited edition of preserved Class 40 40145. It is due to arrive in stock this summer.

PRODUCTION SAMPLES OF KEY Publishing's latest limited edition of Class 40 40145 *East Lancashire Railway* have arrived from Bachmann including factory sound fitted versions.

The 'OO' gauge model is due to arrive in stock this summer and is available to pre-order now with a £10 deposit at *www.keymodelworld.com/shop*. Prices are set at £229.95 for DCC ready versions and £329.95 for DCC sound fitted models.

The Class 40 models preserved 40145 in the BR large logo blue livery which was carried by the English Electric 1Co-Co1 in 2007-2010. It carries printed *East Lancashire Railway* nameplates with etched replacements in the box.

The specification includes a Plux22 decoder socket, two 15mm x 11mm cube speakers, directional lighting, new tooling for the high intensity lights and more. A five-pole motor with brass flywheels provides drive to both bogies.

A full video sound demonstration for 40145 is available to watch online now at *www.keymodelworld.com/class-40*

● Visit *www.keymodelworld.com/shop* to place your pre-order.

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18+

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Catherwood

PART 1

Inspired by his grandmother's tales of life in England and visits to the Swanage Railway, **GLENN JONES** recreated a slice of southern England in Australia. In the first instalment of a two-part feature, he explains the early construction, operation and train fleet.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	15ft x 18ft	Southern	1950s-1960s	DCC, NCE system

CATHERWOOD is an 'OO' gauge Digital Command Control (DCC) layout set in Dorset in the late 1950s to early 1960s. It consists of a storage yard to terminus station operation with a through station in between. It is a seaside holiday town, so in addition to the local passenger branch line services there are through trains and coaches from London Waterloo. There is also a holiday special from the north which would have been routed over the Somerset & Dorset Joint Railway. As well as passenger services, there are mixed goods trains with traffic for the goods yards, coal agents, cattle dock, and small country dairy. It features what I hope are accurate representations of locomotives and rolling stock that would have operated in the area at the time.

Catherwood was inspired by my grandparents who emigrated to Australia in the early 1950s and the layout bears their surname. My grandmother never forgot her beloved England and it was she who filled my head with ideas of an idealistic green land. I had always loved trains as a child and when I travelled to the UK for work, I was inspired by my visits to heritage railways to eventually build a layout of my own to represent a small slice of English countryside.



1 With the single track section ahead now clear, 'N' Class 2-6-0 31404 eases its mixed goods train away from Platform 2 at Catherwood station.

SHAFTESBURY INSPIRATION

I lived and worked in the UK for eight years. After moving back to Australia ten years ago I came across the British Railway Modellers of Australia (BRMA) at a local exhibition and made some great friendships with some very talented modellers. I dabbled with some smaller layouts, one of which was an Inglenook shunting puzzle that I exhibited locally for a few years. While it was a great layout and taught me a lot about wiring, track laying and scenery I was always hankering for something bigger.

The track plan for Catherwood was inspired by a plan I came across in one »



2 Drummond 'T9' 4-4-0 30726 slows on approach to Catherwood station with a three-car set of ex-LSWR coaches, while 'N' 31404 awaits the signal to restart its mixed goods.



3 With the cottage garden in full bloom in the foreground, BR Standard '4MT' 2-6-4T 80038 eases a short rake of loaded coal wagons past the signalbox, under the watchful gaze of the signalman.

of Iain Rice's books on layout design for a fictional version of Shaftesbury. This plan was of a terminus station with lots of shunting possibilities and the opportunity to run branch passenger and longer through passenger trains from Waterloo. I took this plan and shifted it to the south coast to create a fictional seaside terminus rather like Swanage which has always been a favourite place to visit.

It was at the Swanage Railway that I fell in love with Bulleid's 'West Country' and 'Battle of Britain' locomotives. I started collecting Hornby's version of the 'West Country' with the original intention of having one named after each of the towns I had either visited or worked in. This ambition has gradually morphed into acquiring each one that Hornby released along with a lot of 'Battle of Britains' - their mechanically identical classmates.

After seeing Iain Rice's plan, it bounced around in my head for probably six months or so before I suddenly had a deadline in place to get me motivated. I had retired the Inglenook layout from exhibiting but was then invited to exhibit a new layout.

The original part of the layout was started in 2015 and took six months to get ready for its first exhibition. In its expanded stay-at-home form, it has been ongoing since then until this year. It originally consisted of two 4ft x 2ft boards with the terminus station and a third board the same size with a storage yard using homemade cassettes. It was exhibited as such for a couple of years and operated at home in my garage in between. I then added the engine shed board, but it would no longer fit in our car. I either hired a van or borrowed a friend's covered trailer to continue to exhibit it, but then decided to retire it from exhibitions and install it permanently in the garage. However, it was too long for the garage with the storage yard attached. I decided to expand it into the U shape that it is today, taking up the whole of the garage.

I chose 'OO' gauge because along with the great selection of Southern Region models available it offered a good compromise between detail and fitting the features I wanted in the space available.

CONSTRUCTION

The baseboards are of solid top construction comprised of a frame of 42mm x 19mm pine timber with 6mm ply tops. This gave a good depth of sideframe for the DCC Concepts point motors and the ply gave a solid base with cross-bracing without being too heavy. The dropped viaduct board gave me the most headaches and many days were spent trying to get the height and width right to give a pleasing visual result. This scene was inspired by the viaduct at Corfe Castle on the Swanage Railway. I had originally intended to use the Wills or Hornby products but these just didn't look right. It was then that I came across the European manufacturer Auhagen and its stone viaduct. Although it is 'HO' (3.5mm:1ft as opposed to the 4mm:1ft of 'OO') scale, I think with a bit of work, modification and weathering it comes up well and I am very happy with the way it has turned out.

There are six baseboards in the scenic area and one large storage yard attached, all arranged in a large U shape. Five of the baseboards are 4ft x 2ft while the sixth with the passing station is 6ft 6in x 2ft 6in. The storage yard is around 10ft x 3ft. The backscene consists of 6mm MDF and despite all the temperature changes in the garage I have not had any problems with warping.

The track was glued in place with PVA and weathered with a variety of Tamiya acrylic paints applied with an airbrush. »

4 Air-smoothed Bulleid 'West Country' 4-6-2 34035 *Shaftesbury* rumbles across the viaduct en-route to Catherwood at the head of a newspaper and parcels train.

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I then came back and dry brushed the sleepers with a lighter tone and applied rust to the rail sides. The sidings were given a heavier dose of weathering: the coal sidings and turntable road have a lot of spilt coal and weeds growing through the track.

The track itself is Peco code 100. In hindsight I could have opted for code 75 for its finer appearance but, after weathering and ballasting I am happy with how it looks. For the best possible electrical reliability, every piece of track has droppers soldered on which are in turn soldered to the bus bar which runs along the length of the layout. All the points are Peco live frog, modified as per advice from DCC Concepts for live frog polarity switching. They are operated by DCC Concepts Cobalt IP Analog point motors controlled from three control panels.

After much trial and tribulation, I settled upon Woodland Scenics ballast which is widely available in Australia. I have used the fine dark brown with the addition of small amounts of light grey and buff to make a custom blend, while 3mm cork forms the track underlay on the scenic areas and large sheets of 3mm self-adhesive backed closed cell foam for the storage yard. The ballast was carefully manoeuvred into place with a paintbrush and secured in place with a 50:50 water/PVA mix and a few drops of washing up liquid. I initially wetted the ballast down with water in a trusty spray bottle but after some experimentation I switched to using Isopropyl Alcohol which I felt worked better for me. The only drawback is that it evaporates quite quickly so you do have to work faster or on smaller sections at a time. One huge advantage of being in Australia is that whether you are ballasting or waiting for scenery to dry, the warm weather, especially in spring or summer, allows you to get on with modelling.

Trains initially ran back in 2015 when the layout consisted of just the two station boards and a cassette storage yard. Wiring and soldering were not my strongest areas back then and there were many short circuits and head scratching moments related to point motor installation and operation. Along with quite a few phone calls to DCC Concepts when it was still located in Perth, Australia, and assistance from fellow BRMA members, things were eventually completed to a reliable standard. It was also then that I realised that with my enthusiastic ballasting I had managed to glue the point blades in place. This was eventually rectified.

The layout sticks pretty much to the original plan but the position of some

"Catherwood was inspired by my grandparents who emigrated to Australia in the early 1950s and the layout bears their surname."

GLENN JONES

Above: **Rebuilt Bulleid 'West Country' 4-6-2 34102 *Wincanton* approaches journey's end with a through train from London Waterloo. A BR Standard '4MT' 2-6-4T is engaged in shunting three loaded coal wagons in the adjacent platform.**

Below: **Catherwood station is a hive of activity as a 'T9'-hauled passenger train arrives with another consignment of holidaymakers for the seaside resort, while the driver of the 'N' 2-6-0 is given the go-ahead to proceed at the head of a mixed goods.**



buildings was adjusted to suit the size and what I had available to use. The addition of the third board with the engine shed and turntable were not originally planned to be modelled when the layout was intended to be used for exhibiting but the extra playability and scenic possibilities were something I am glad I did.

SCENIC CHALLENGES

While I enjoy woodwork and the challenges of baseboard construction, by far my favourite aspect of layout building is scenery. Probably the biggest challenge of building a layout in Australia is the availability of certain scenery products and brands. Whilst Woodland Scenics is widely available, some of the manufacturers I see mentioned in *Hornby Magazine* and other places are not available or subject to ever-increasing postage costs. For example, sea foam and rubberised horse hair are very difficult to come by. This has been good in a way as I have discovered some manufacturers and techniques that I otherwise wouldn't have come across.

I have also found some excellent local to me modellers via Youtube who use locally accessible products. One such modeller is Luke Towen who builds the most amazing diorama scenes. It was from him that I borrowed the idea of using dried out and sieved dirt from my back yard mixed with tile grout to achieve an extremely realistic ground cover and base for static grass and further detailing.



7 A brief glimpse to the future as BRCW Type 3 D6526 rumbles by with a van train, while staff at Catherwood's small Motive Power Depot appear busy as Drummond 'M7' 0-4-4Ts 30029 and 30108 undergo servicing and turning on the depot's turntable.

With all track laying, wiring, and ballasting in place scenery was begun. The landforms were created using foam sheeting which I used an electric foam cutter to shape. I cannot recommend one of these highly enough. Once I was happy with the basic shape, I covered the foam with a plaster-based mixture. This consists of ground up paper mixed with plaster and is very easy and forgiving to use. This in turn was painted with a cheap brown poster paint. When dry I covered this with a liberal coating of matte Mod Podge.

Next, I applied the garden dirt/tile grout mix which was sprayed with Isopropyl Alcohol and drizzled with the same 50:50 water/ PVA mix that I use for ballasting. After this is all dry, I apply various lengths and colours of static grass to achieve a realistic appearance. This is further »



enhanced with various ground foams, flowers, bushes, and homemade static grass clusters.

Trees are a particular favourite aspect and I have used an extensive mix of commercially available products and homemade ones to disguise the backscene and to form view blockers for trains passing behind. The homemade trees are constructed from branches collected when trimming back my rosemary and thyme bushes. These are dried and Woodland Scenics' products are applied with hairspray.

On structures, I initially began with building kits and using a lot of ready to plant items but, as my confidence increased, I started to modify buildings to suit and have now taken the leap of scratchbuilding structures which is very satisfying.

I am also very proud of the cameo scenes that I have created around the layout. Whether it is the placement of people or vehicles, small scenic details really add to the overall visual impact or placement of animals including 1:76 scale representatives of our beloved white cats. As the layout has expanded and I added new scenes, my favourite detail has shifted from the cottage garden scene to the viaduct, dairy and now the church scene.

SIGNALLING THE WAY

Signals are semaphore and are a mixture of modified Ratio kits, MSE parts and scratch built. They are currently not motorised but are poseable. They are placed in as realistic positions as possible, and several have been built to suit their location. I am particularly happy with the starter bracket signal which is based on the corresponding one at Weymouth and the bracket signal with indicator box at the approach to the station throat which is modelled on the one at Swanage. At the end of Platform 1 is also a decommissioned starter signal which would have been in use when the line went further to a supposed military facility during the Second World War.

There are also ground signals and shunting discs in the appropriate locations, these are scratchbuilt using Ratio components. The discs themselves are made with 1mm thick plastic sheet and a hole punch, sanded to shape and painted.



8 **On the outskirts of the town, a Thorneycroft horsebox heads out of the rather muddy yard at the nearby farm.**

THE TRAINS

Modelling a particular time and location has really helped me to concentrate on the most suitable rolling stock. I have mainly based the trains running on the layout with what would have been seen running on the Swanage branch at the time but there are occasionally some other Southern visitors.

'M7' 0-4-4Ts form Catherwood's core motive power with their push-pull operation on an early and late turn, occasionally replaced by an 'O2' 0-4-4T. A two-car 'Hampshire' Diesel Electric Multiple Unit represents the march of progress on the branch.

Through working passenger trains consisting of three-coach Bulleid or Maunsell sets require more substantial power, and these are usually hauled by a 'T9' 4-4-0, 'N' 2-6-0 and BR Standard '4MT' 2-6-4Ts.

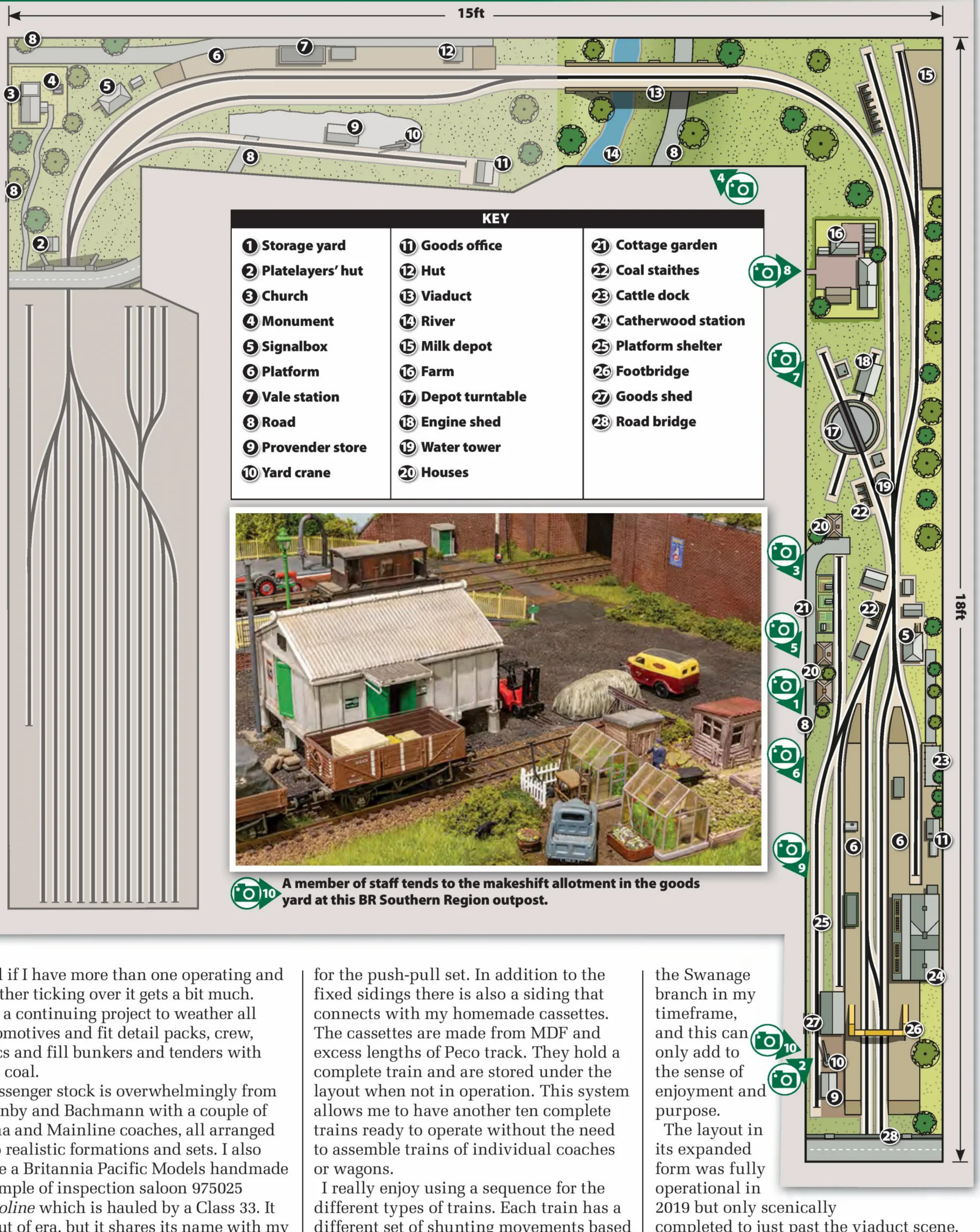
A newspaper train, a van train with perishables and a train of tankers bound for the dairy are generally the first trains to run and could be hauled by a 'Q1' or '700' 0-6-0 or BR Standard '4MT' or '5MT' tender locomotives. I also like to run longer through trains from Waterloo consisting of BR Mk 1 or Maunsell coaches with a Bulleid 'Pacific' or Class 33 on the front. As well as holiday specials from the north routed over the Somerset & Dorset, there is also my representation of a Pullman special hauled by a 'Merchant Navy' 4-6-2.

One of my favourite trains to run operationally is a 'M7' 0-4-4T propelling its two-coach set whilst hauling two Mk 1 'Royal Wessex' through coaches. This is based on the same operation that took place on the Swanage branch. In addition to the daily mixed goods train, some other services that operate over the branch might include a pigeon or horse race special, a permanent way train and a banana train. A 'B4' 0-4-0T and a 'USA' 0-6-0T are alternatively employed as a station pilot for the longer through trains where the locomotive cannot run around its train.

My favourite locomotives - not surprisingly - are my collection of Bulleid 'Pacifics' in original and rebuilt forms, but I also have a soft spot for Class 33 diesels. While quite a few of my steam and diesel locomotives are sound fitted, I usually

9 **In between station pilot duties, Southern Railway USA 0-6-0T 30071 shunts the yard at Catherwood. Note the Bristol Lodekka buses in the station car park awaiting the next arrival from London.**

CATHERWOOD AND VALE TRACK DIAGRAM (NOT TO SCALE)



10 A member of staff tends to the makeshift allotment in the goods yard at this BR Southern Region outpost.

find if I have more than one operating and another ticking over it gets a bit much. It is a continuing project to weather all locomotives and fit detail packs, crew, discs and fill bunkers and tenders with real coal.

Passenger stock is overwhelmingly from Hornby and Bachmann with a couple of Lima and Mainline coaches, all arranged into realistic formations and sets. I also have a Britannia Pacific Models handmade example of inspection saloon 975025 *Caroline* which is hauled by a Class 33. It is out of era, but it shares its name with my wife, so I had to have one. Goods wagons are a mixture of ready to run and kit built. Most of these are weathered and have loads fitted in or on them.

OPERATION

The storage yard consists of 12 roads with three turnback sidings I use as a 'virtual engine shed' and another turnback siding for the push-pull set. In addition to the fixed sidings there is also a siding that connects with my homemade cassettes. The cassettes are made from MDF and excess lengths of Peco track. They hold a complete train and are stored under the layout when not in operation. This system allows me to have another ten complete trains ready to operate without the need to assemble trains of individual coaches or wagons.

I really enjoy using a sequence for the different types of trains. Each train has a different set of shunting movements based on its type and this can be a lot of fun and at times challenging. To make this easier I use strategically placed magnets and Kadee couplers on all my freight wagons and locomotives, apart from on fixed rakes of passenger stock.

I am very slowly putting together a timetable to operate the layout based on the one that would have operated on the Swanage branch in my timeframe, and this can only add to the sense of enjoyment and purpose.

The layout in its expanded form was fully operational in 2019 but only scenically completed to just past the viaduct scene. The whole passing station board was a flat wasteland of plywood and plain unballasted track. It stayed this way until March 2023 when another deadline loomed. More on that in the next issue.

HM

● Our visit to Glenn Jones' outstanding 'OO' gauge layout continues in the September 2023 issue of *Hornby Magazine* – HM195.

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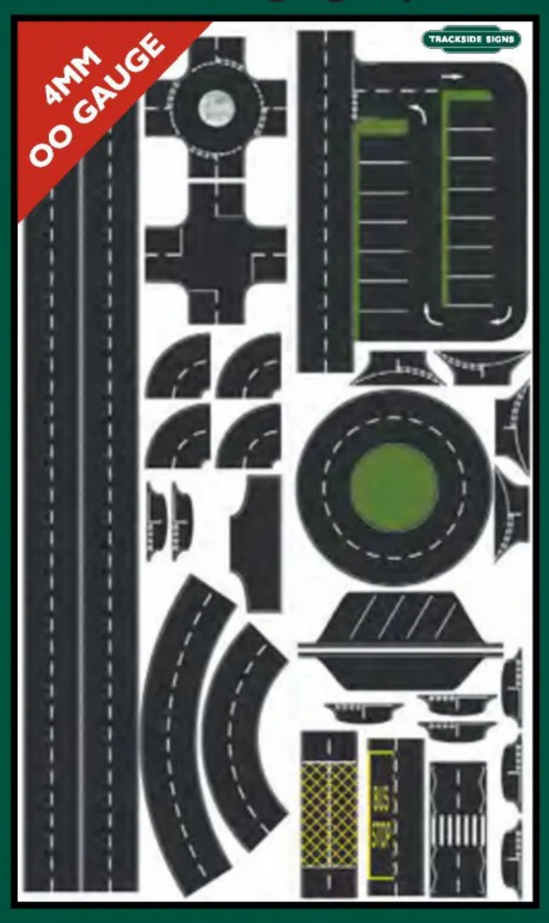

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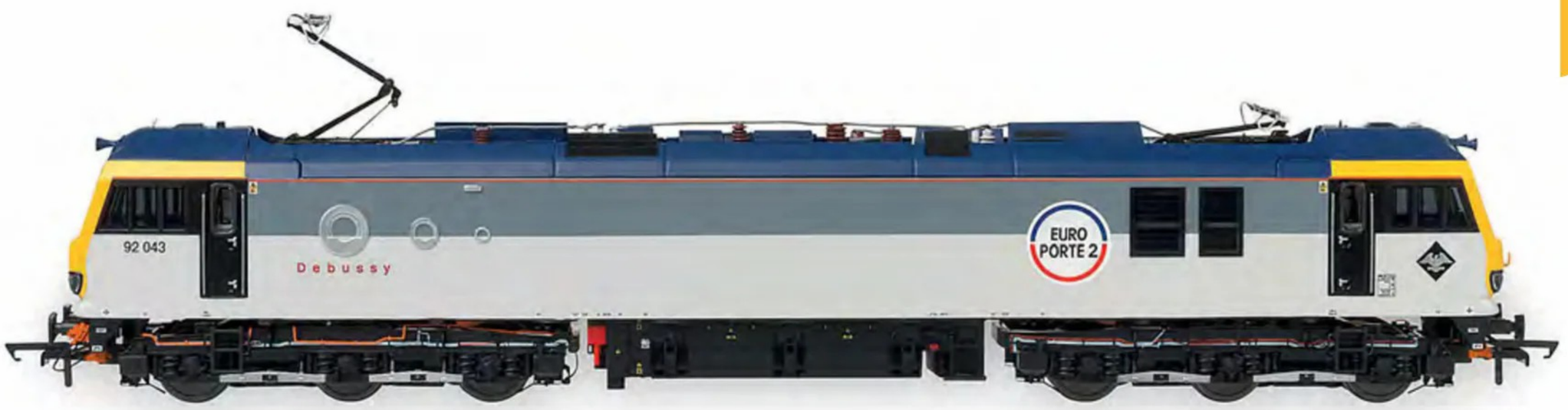

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Building Norton Bridge

SIGNALBOX

The third release in the exclusive PJM-Key Publishing laser-cut kit range is a 'OO' scale model of Norton Bridge signalbox on the West Coast Main Line. MIKE WILD offers top tips for its construction and shows how to paint it and install the new interior kit.

NORTON BRIDGE signalbox is an impressive building. It was completed in 1961 during the West Coast Main Line modernisation and continued in use until 2004 to control trains at the junction for the Crewe and Stoke-on-Trent lines.

Our exclusive PJM Models kit launched in May (HM192) offering modellers an opportunity to add a large BR 1960s style signalbox to their layout – it measures 240mm x 150mm. Now we have introduced an add-on 3D printed interior kit from PJM Models created specifically for Norton Bridge signalbox using period images and first-hand information from signallers who worked in the 'box.

Construction of the building largely follows the instructions, but to aid painting we held off installing the glazing and internal window frames until later in the build. This also meant leaving the interior wall partitions loose – the main stretcher being added to ensure the walls of the structure's upper storey remained straight and square.

Painting follows photographs of the prototype and includes a red brick base structure with concrete upper sections while the panels around the upper level have been finished in the distinctive light blue of the real building.

The new interior kit for Norton Bridge follows the style of the building in its final years and includes the main 'piano' style control panel in the centre, computer desk, printer and table, water cooler, filing cabinet, a leather chair, dartboard (there was one in the signalbox!), twin level kitchen and toilet pieces.

The longest part of building this



EXCLUSIVE OFFER

- Buy exclusive PJM Models laser-cut kits from *www.keymodelworld.com/shop*

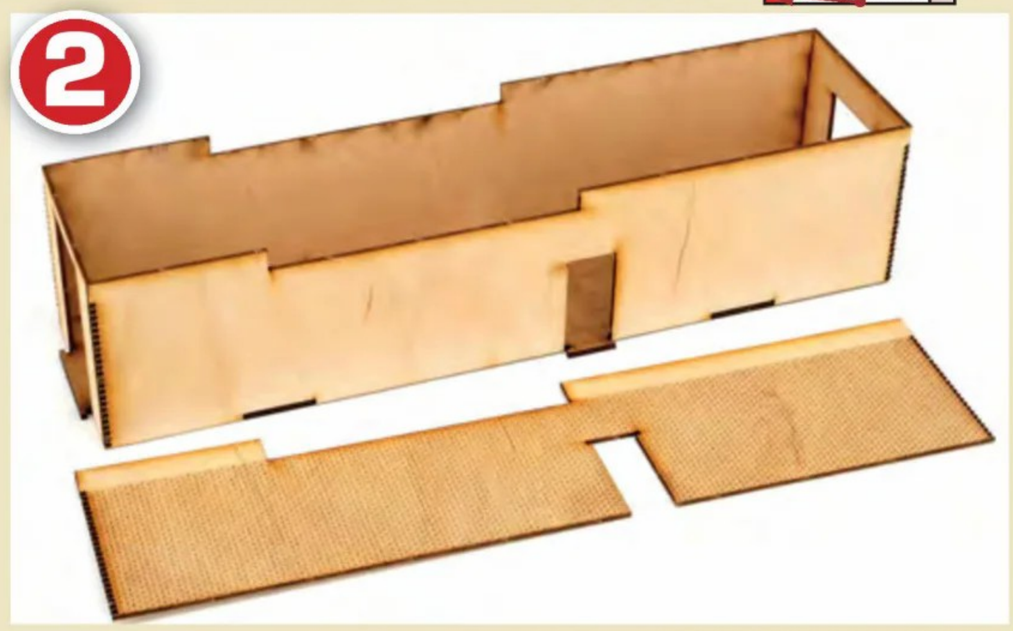
STEP BY STEP

BUILDING AND PAINTING NORTON BRIDGE SIGNALBOX





The main kit for Norton Bridge signalbox contains a full set of laser-cut plywood and MDF parts for the main structure together with laser-cut glazing and a 3D printed vent. Full instructions are included with the kit.



The main structure of the lower level is made of two layers – an inner layer of plain plywood panels which are overlaid with laser-engraved bricks. Deluxe Materials Roket Rapid is ideal for the corner joints while the same manufacturer's Glue 'n' Glaze is best for the larger panels as it has a longer working time.



The upper glazed section is made up of a series of delicate parts. Remove the parts from the fret carefully with a craft knife and then slot them together onto the top frame.



Once the floor of the upper section has been added, it gains strength. We added the outer panels, but delayed installing the glazing and inner window frames until after painting.



The staircase is the trickiest part of the kit. By assembling the top and bottom steps and ensuring they are square, the individual steps slot into place. Roket Rapid superglue was used to assemble the stairs.

kit is the painting, with as much as possible being completed with spray painting, though the final brick finish was dry brushed while weathering powders were used as the finishing touch to tone down the fresh paint.

Full instructions are included with the signalbox and we have also created an extended version of this step by step guide going into further detail about construction of the laser-cut kit to help modellers complete their model.

The Norton Bridge signalbox and 3D printed interior kits are both available to purchase exclusively from *www.keymodelworld.com/shop* together with the expanding range of laser-cut building kits.

● **Visit *www.keymodelworld.com/key-publishing-exclusives* to see our full collection of exclusive modelling products.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Norton Bridge signalbox kit	*www.keymodelworld.com/shop*	MOD71
Norton Bridge signalbox interior kit	*www.keymodelworld.com/shop*	MOD76
Grey Primer	*www.halfords.com*	473116
White Primer	*www.halfords.com*	473124
Lifecolor Dirty Black acrylic	*www.airbrushes.com*	UA731
Lifecolor Italian Beige MD	*www.airbrushes.com*	UA842
Lifecolor Grigio Azzurro	*www.airbrushes.com*	UA855
Lifecolor Grigio Beige	*www.airbrushes.com*	UA835
MIG AMMO Urban Diorama Colors	*www.scalemodelshop.co.uk*	A.MIG-7177
Railmatch Roof Dirt	*www.trains4u.com*	1403
Wilder Old Grease powder	*www.airbrushes.com*	GP-11





The completed model, painted and fitted with a full interior, captures the details of the real building. In the future we plan to add interior lighting once it is installed on a new layout.



6

The drains are made up from five laser-cut pieces – four for the top and a fifth for the downpipe. In addition, the 3D printed vent has now been installed above the double doors.



7

The laser-cut safety rails are cut from the fret next and fixed against the upper section of the lower storey using Roket Rapid superglue.



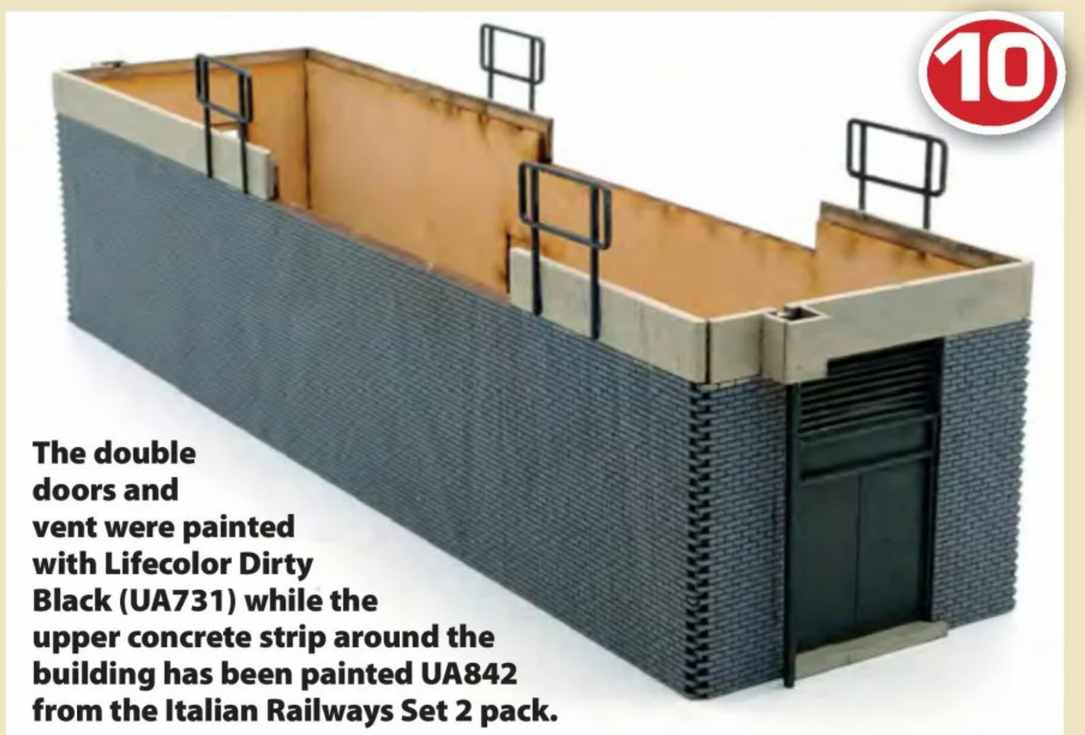
8

The main components have now been assembled, but for future access the floor has not been glued in place and nor have the upper storey or roof panels. Keeping the building in separate sections makes it easier to work on.



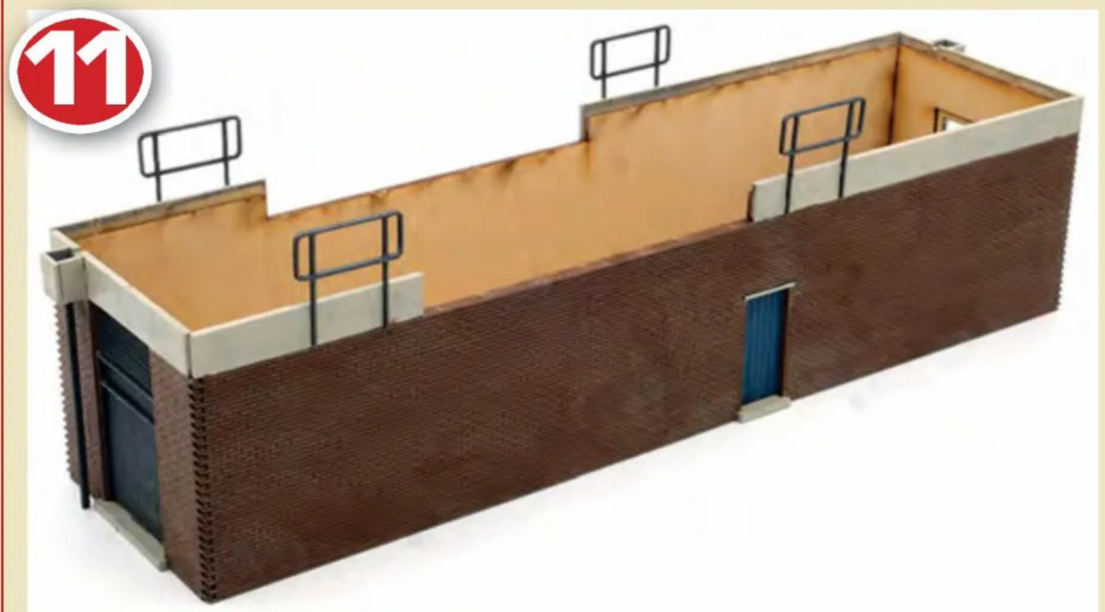
9

By leaving the glazing and inner window frames out, the building can be spray painted. The first step is to prime the entire structure using Halfords grey primer. Remember to apply the primer from all angles including inverting the building to paint the underside.



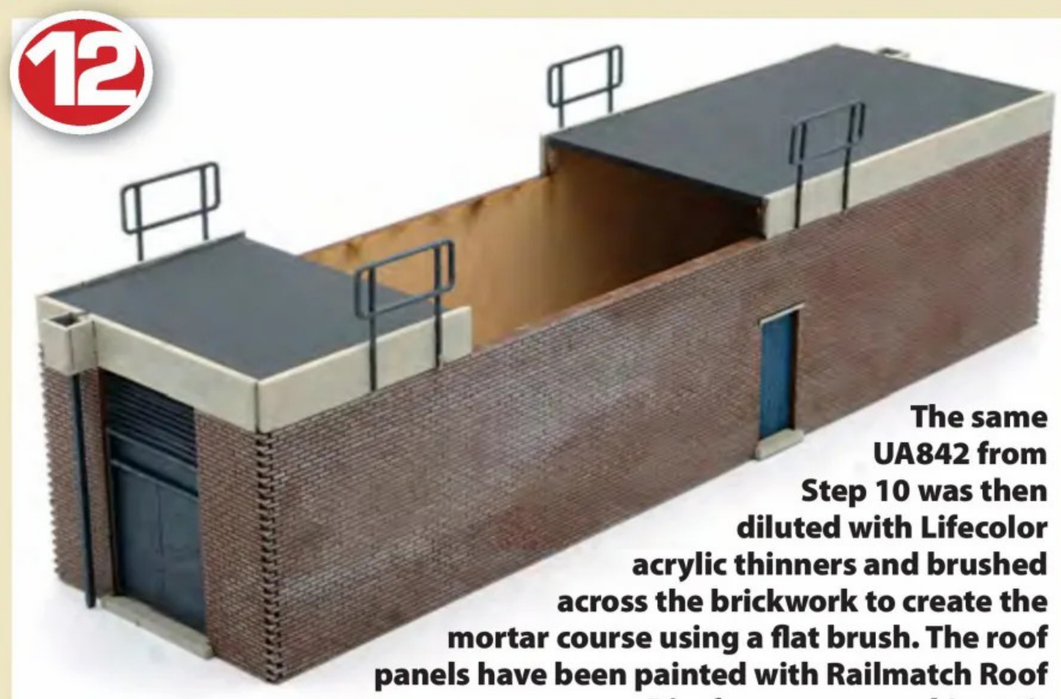
10

The double doors and vent were painted with Lifecolor Dirty Black (UA731) while the upper concrete strip around the building has been painted UA842 from the Italian Railways Set 2 pack.



11

Next, a base coat of brick red colouring using MIG AMMO Red Primer Light base (A.MIG-0921) from the Urban Diorama Colors set was applied across all the brick surfaces.



12

The same UA842 from Step 10 was then diluted with Lifecolor acrylic thinners and brushed across the brickwork to create the mortar course using a flat brush. The roof panels have been painted with Railmatch Roof Dirt from an aerosol (1403).



13

To further enhance the bricks, three colours from the MIG AMMO Urban Dioramas set were dry brushed across the surface of the bricks, blending them together. The colours were Red Primer Light Base (A.MIG-0921), Dark Rust (A.MIG-0041) and Ochre Brown (A.MIG-0102).

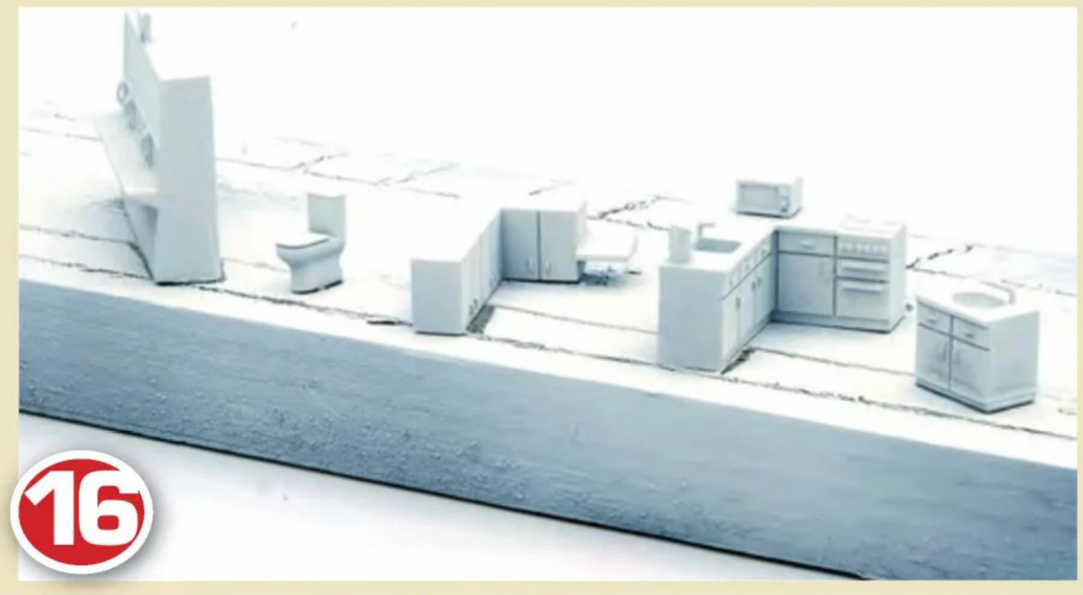
Intermediate
Beginner SKILL LEVEL Advanced



14 The blue colour selected for the signalbox upper panels is UA855 Grigio Azzurro from set XS19 (Italian Railways set 4). Two coats were needed for full coverage. The window frames were painted with UA835 Grigio Beige from Lifecolor's Italian Railways Set 1.



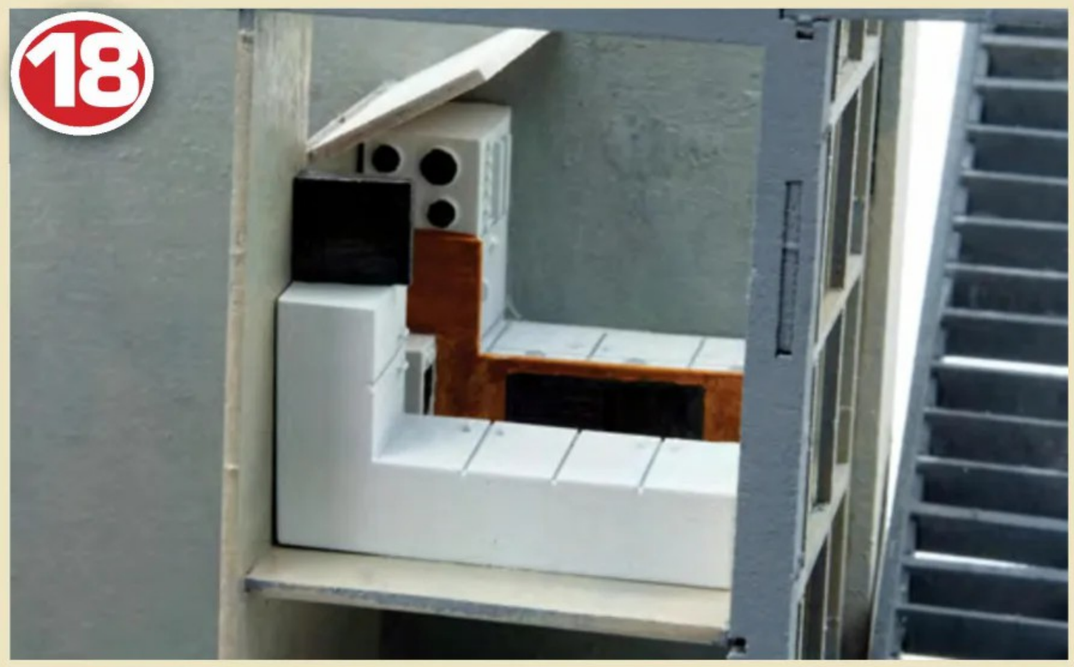
15 With the painting complete, laser-cut glazing and internal window frames were fitted. The latter were pre-painted with white primer from the Halfords spray paint range for a quick and consistent finish. It is worth checking that the window frames fit before installation as the paint can add to the length of the precision cut parts.



16 The interior kit contains a full set of 3D printed parts. All were primed with Halford grey primer while the white components for the kitchen and bathroom were given a coat of white primer after which the detail painting started.



17 The interior parts have all now been finished using Lifecolor paints while laser-cut printed inserts are included in the interior kit to fit the main control panel and dartboard. A printed notice board is also included.



18 The kitchen units provide a two-level setup. These were fitted with superglue together with the doors from the main laser-cut kit.



19 In the main room, the 'piano' control panel takes centre stage while the back wall has the filing cabinet, cupboard, water cooler, pigeonholes and leather chair.



20 The final interior layout makes use of all the components from the kit. To the right are the printer and computer desk while to the upper left are the toilet pieces. All of the doors are laser-cut and have been set partially open.



21 The finishing touch for the model is to tone down the freshly painted exterior using Wilder Old Grease weathering powder (GP-11) which was worked from the top down with a flat brush to give the structure a lived in finish.

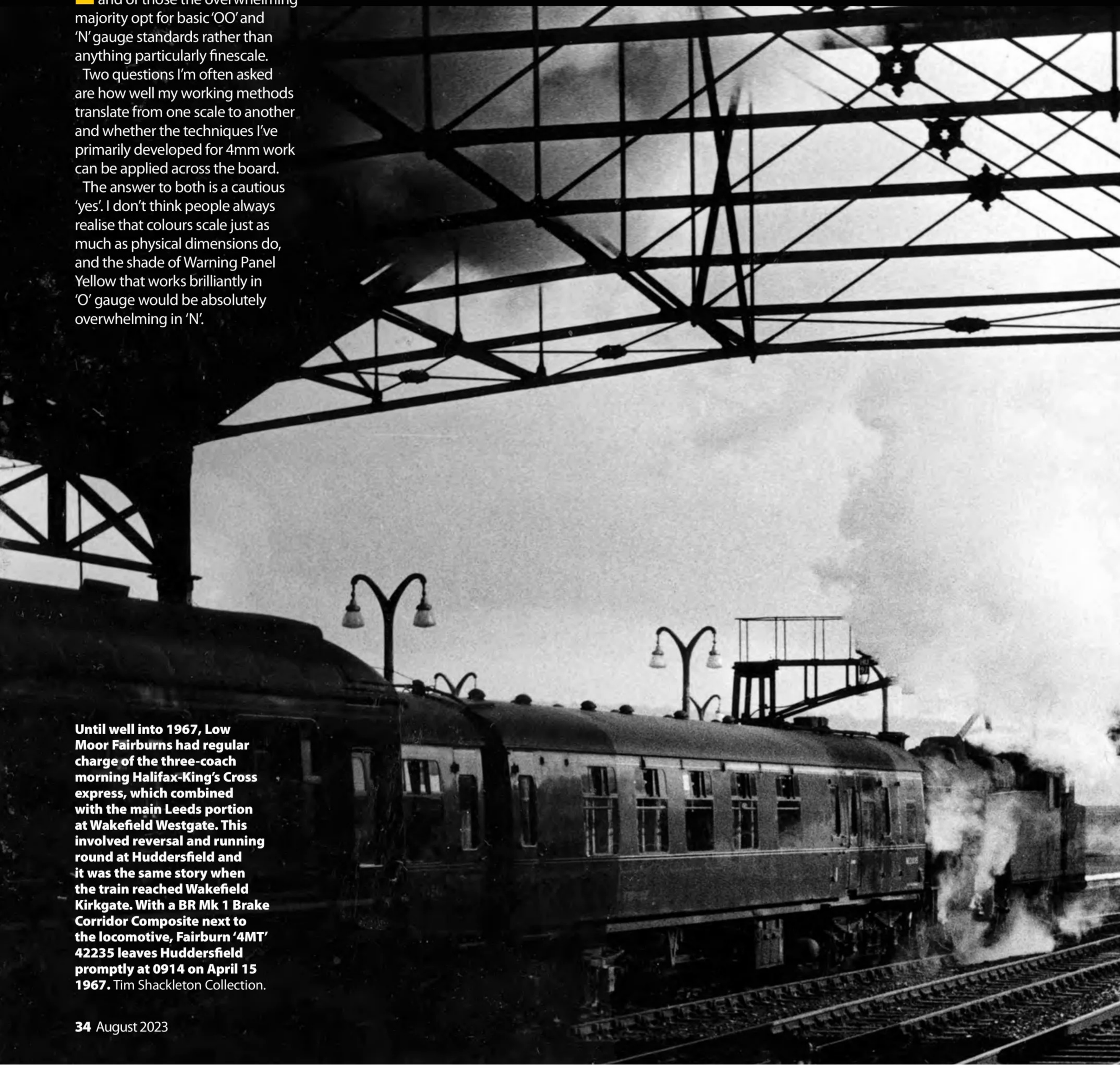
Low Moor Fairburn '4MT'

TIM SHACKLETON successfully migrates weathering techniques he developed for 4mm scale across to an 'N' gauge 2-6-4T.

IT IS ESTIMATED that at least ten times as many people model in 4mm scale than work in 2mm, and of those the overwhelming majority opt for basic 'OO' and 'N' gauge standards rather than anything particularly finescale.

Two questions I'm often asked are how well my working methods translate from one scale to another and whether the techniques I've primarily developed for 4mm work can be applied across the board.

The answer to both is a cautious 'yes'. I don't think people always realise that colours scale just as much as physical dimensions do, and the shade of Warning Panel Yellow that works brilliantly in 'O' gauge would be absolutely overwhelming in 'N'.



Until well into 1967, Low Moor Fairburns had regular charge of the three-coach morning Halifax-King's Cross express, which combined with the main Leeds portion at Wakefield Westgate. This involved reversal and running round at Huddersfield and it was the same story when the train reached Wakefield Kirkgate. With a BR Mk 1 Brake Corridor Composite next to the locomotive, Fairburn '4MT' 42235 leaves Huddersfield promptly at 0914 on April 15 1967. Tim Shackleton Collection.

STEP BY STEP

WEATHERING A GRAHAM FARISH 'N' GAUGE FAIRBURN '4MT' 2-6-4T



For anyone under 30, it's hard to imagine how far 'N' gauge has come in the last two decades. Such accuracy and levels of detail would have been unthinkable at a time when even commercial 'OO' gauge was struggling to acquire finescale credentials.

As far as methods and materials go, things are much the same whatever scale you model in, but the most important thing you can possibly do is look long and hard at your chosen prototype before beginning work on it.

The key difference between 'OO' and 'N', as far as I'm concerned, is that the smaller the scale, the lighter your touch wants to be and, by the same token, the paler and less intense the colours you use. 'N' gauge is a very unforgiving scale and any mistakes or poor application will be twice as obvious as the same thing would be in 4mm:1ft. Aim for neatness and simplicity, though, and you won't go far wrong.

A recent project was to weather one of the outstanding Graham Farish London Midland & Scottish Railway Fairburn '4MT' 2-6-4Ts, using colour photographs of the real thing as my guide. I place a lot of reliance on my powers of recollection – these locomotives were familiar within my own lifetime, in many different parts of the country but especially around the Leeds/Huddersfield/Bradford axis where Fairburns dominated local passenger and parcels workings.

Another element of the brief was the idea that I could use the project to develop techniques used on the 'OO' gauge Stanier '4P' 2-6-4T I had done as a demonstration piece for one of my weathering books – only to make it 'a bit dirtier' this time. Balancing six things in my head at once when I'm trying to sort out what to do first is no problem at all and the best way to deal with it, I find, is to make a start. **HM**

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

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Black grey acrylic paint	Mr Hobby	416
Engine Grime enamel effect	Ammo MIG	1409
Gunmetal weathering pigment	Ammo MIG	3009
Mahogany acrylic paint	Mr Hobby	84
Matt Black acrylic paint	Mr Hobby	12
Old Grease pigment	Wilder	N/A
Rubble Dust pigment	Abteilung 502	TP-234

USEFUL LINKS

Abteilung 502	*www.ak-interactive.com*
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Mr Hobby	*www.albionhobbies.com*
Wilder	*www.airbrushes.com*

WEATHERING A GRAHAM FARISH 'N' GAUGE FAIRBURN '4MT' 2-6-4T



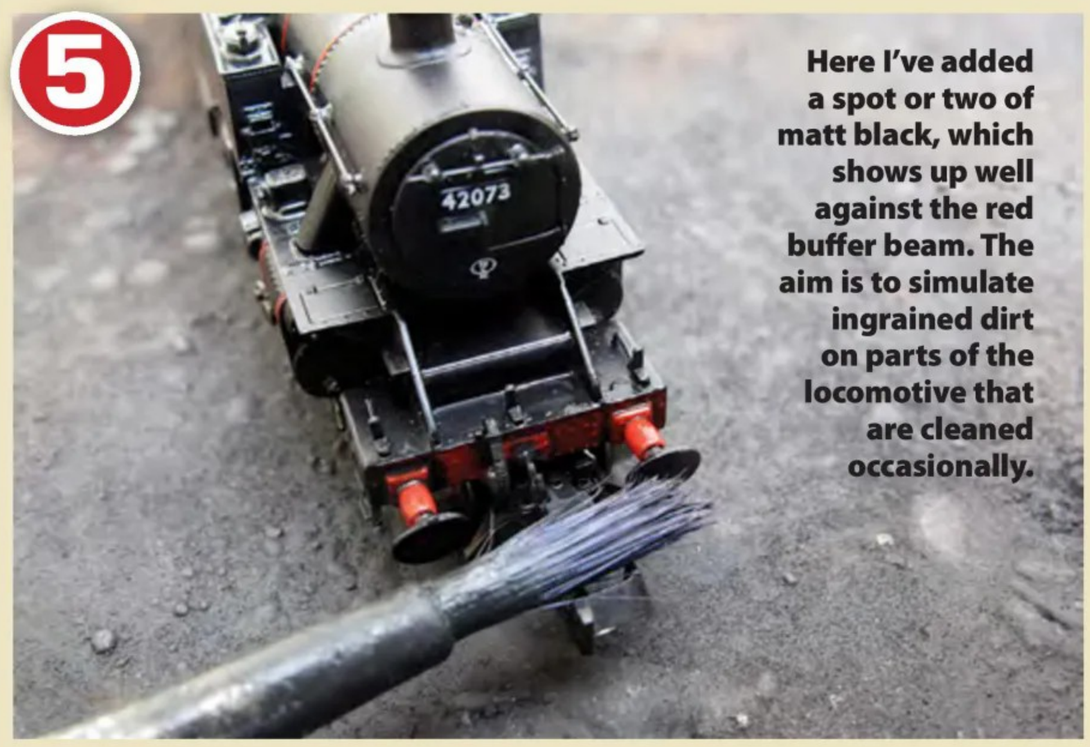
The benchmark for the Fairburn project – a 'OO' gauge Stanier '4P' 2-6-4T (another locomotive from the Low Moor allocation) completed for my 2015 book *Locomotive Weathering Projects*. Here we have the same combination of enamel washes, airbrushing and weathering powders but in a larger scale.



With the 'OO' gauge model, I'd airbrushed a thin weathering mix over it and then wiped most of it off again with thinners, allowing 'dirt' to collect in the corners. Here I reversed the process, starting with thinners and then brushing on modest quantities of Engine Grime (MIG Ammo 1409).



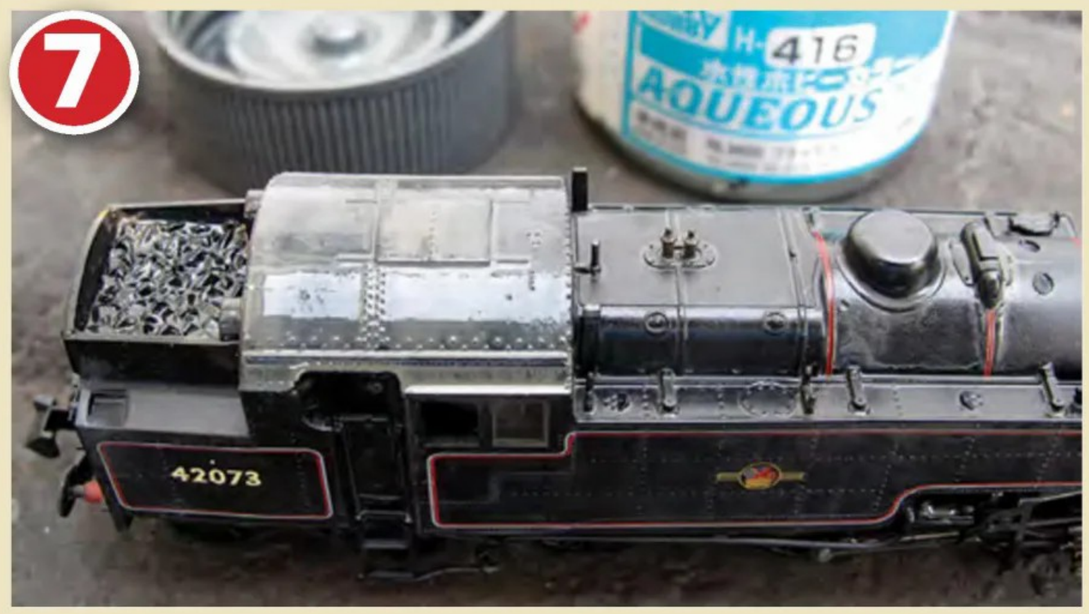
Using nothing more than neat white spirit applied with an elderly No. 3 brush, I'm removing much of the grey-tinted weathering medium. Avoid big blobs and accumulations – a general all-round discoloration is what we're after, with dirt building up in out-of-the-way places.



Here I've added a spot or two of matt black, which shows up well against the red buffer beam. The aim is to simulate ingrained dirt on parts of the locomotive that are cleaned occasionally.



Now a switch to a brownish shade, again working the paint into corners and other areas that consistently evaded the cleaner's rag. For this I used a touch of Mahogany from the Mr Hobby aqueous range (84).



And now a mid-grey for the cab roof and parts of the boiler. It is surprising how light colours are in 2mm/ft – much paler than their equivalents in 'OO' gauge. Again, this was from the Mr Hobby aqueous range (416).





As soon as the washes are dry to the touch, I've oversprayed the rough areas with thin mists of a weathering mix made out of Mr Hobby Matt Black (12) and Mahogany (84). You can build up layered applications of acrylic and enamel paints quite freely provided you don't try and physically mix them when wet in your airbrush – or anywhere else for that matter!

Intermediate
Beginner SKILL LEVEL Advanced



10 Use the same colours to weather the underframe, wheels and running gear, using a card mask to keep spray off the upper works. You'd have to put on staggering quantities of paint – four or five cupfulls, at least – to run any risk of gumming up the motion.

11 This is where we are after the initial stages of applying washes and airbrushed colour. It's quite convincing, I feel - but it lacks detail. At least we've lost the unlikely semi-gloss finish.





12 Laid on to a matt surface, weathering powders offer far more subtlety than any airbrush. Old Grease from the Adam Wilder range is one of my favourites, and here I'm applying it to the wheel centres to represent the build up of caked-on, dried-out lubricants you often find in this area.



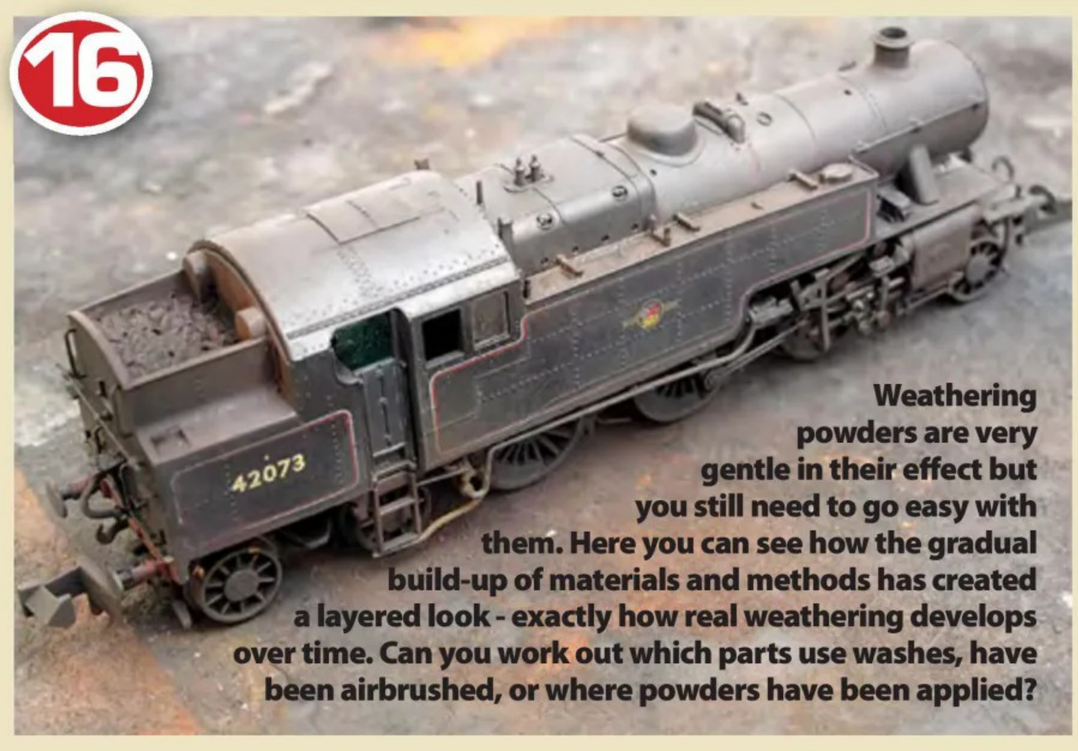
13 You only ever need tiny, tiny quantities of powder and this is all the more important in 'N' gauge work. Here a few dabs of Rubble Dust (234 from the Abteilung 502 range) are worked well into the Fairburn's front platform to lighten the tone and suggest the build-up of ash in this area.



14 Be extra-cautious when using rust-coloured powders. They're very potent and until you become familiar with them I suggest using barely a quarter of the amount you'd normally load your brush with.



15 An incredibly light flick of Gunmetal weathering powder – MIG or AK-Interactive are good – will bring a subtle oily sheen to bodywork and help highlight details.



16 Weathering powders are very gentle in their effect but you still need to go easy with them. Here you can see how the gradual build-up of materials and methods has created a layered look - exactly how real weathering develops over time. Can you work out which parts use washes, have been airbrushed, or where powders have been applied?



17 The completed project – only the oversize rivets that hold the motionwork together betray 42073's 'N' gauge origins.



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ACCURASCALE CLASS 37 2ND BATCH

Accurascale have announced a second batch of OO Gauge class 37's in different liveries from BR Green right up to the modern day. All available to pre-order from our shops or website.

MFR: Code Class 37

£169.99



PARKEND COLLIERY

£15.99

Antics Special Edition OO Gauge model of the Fred Watkins Iron Ore and Colour Works, Coleford 7 Plank Open Wagon.

Release will be June/July

MFR: Code 4F-071-A02



ROYAL SCOTSMAN

£81.99 *RRP £90.99*



A nicely detailed model of the class 66 diesel locomotives 66743 operated by GB Railfreight and finished in Belmond Royal Scotsman royal claret colours for working this luxury train as it tours the remote and scenic Highland lines in the far North of Scotland. Between tourist duties the locomotive is often seen hauling GBRf freight trains all over Britain. MFR: Code R3950

O GAUGE CLASS 15



Bachmann's EFE brand are rereleasing the previous Little loco company's O gauge class 15 diesel. 8 numbered versions covering all livery options will be available soon.

£314.45 *RRP £369.95*

MFR: Code EFE Class 15

SAXA SALT

£12.45

Featuring the distinctive peaked roof these vans were built to provide weather protection for cargo likely to be damaged by rain. Saxa Salt painted their wagons in the bright yellow scheme with red lettering to advertise their brand and products to passengers as their wagons travelled the rail network.



MFR: Code 4F-018-104

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ScaleTrains Rivet Counter **HO** GP30



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EXCLUSIVE INTERVIEW

Accurascale PRODUCT UPDATE

Accurascale has grown rapidly since it launched its first products in 2018. **MARK CHIVERS** meets with Project Manager **STEVE PURVES** to catch up on the latest progress with its ever-expanding collection of 'OO' gauge locomotives and rolling stock.

PHOTOGRAPHY, MIKE WILD.

ACCURASCALE has been making a big splash in the British model railway pond. Its debut in 2018 with the BR 24.5ton HUO hopper was a low-profile but compelling statement of its future, with the past 12 months seeing the arrival of its first three ready-to-run powered locomotives covering the Class 55 'Deltic' in May 2022 followed by the Class 92 electric in December 2022 and most recently during May 2023 the first versions of its all-new Class 37 Co-Co diesel-electric.

However, those arrivals are just the tip of the iceberg as Accurascale is charging through an impressive list of 'most wanted' models for 'OO' gauge covering locomotives, carriages and wagons while also striving to offer a comprehensive package covering realistic sound, lighting and unique differences between sub-classes.

The past few weeks have been particularly busy with the arrival of new pre-production samples of the Class 31, 50, 66 and 89 as well as production samples of the next batch of Class 37s, rolling stock and more. At the end of June, Accurascale's Project Manager Steve Purves and Digital Manager Richard Watson visited *Hornby Magazine* to showcase the latest product development samples, offering the opportunity to get into the details of each project.



The first engineering samples of the Class 50s were revealed in June. Refinements are set to follow prior to decorated samples.

THE CLASS 31

First up is the all-new 'OO' gauge Class 31. This project launched in February 2022 with the initial focus being on the Class 30/31 locomotives in the BR green and blue era including new options such as those fitted with tripcock apparatus for working over London Underground lines.

Since then the range has grown to incorporate additional colour schemes including Railfreight, 'Dutch', InterCity Mainline, EWS and Mainline blue.

The latest sample to be received by Accurascale represents 31466 in EWS maroon and gold – a unique »

Accurascale has received the first decorated samples of its new Class 66 models for 'OO' gauge. GBRf Class 66/7 66779 *Evening Star* idles at the head of a rake of Accurascale PCA cement tankers as DB branded 66167 leads a railtour out of the loop. In the sidings are 31466 together with 66001 and 66507.

livery applied to this locomotive for the Toton Open Day in 1998. This livery is subject to adjustment, with a new bodyshell due soon from the factory, but this sample's most important role is about checking the sound file developed by Jamie Goodman for the Accurascale models.

The Class 31 sound setup incorporates twin speakers as well as onboard stay alive capacitors and a full suite of lighting functions. The sound recordings were gathered from Chinnor and Princes Risborough based 31263 (currently running as 97205), as featured in our launch video in 2022. "The sound has been developed specially for us and will be on a LokSound V5 sound decoder. It will have a roof fan that spins and we've also got hall sensors in there for the automatic flange squeal detection," says Steve Purves.

Steve adds: "Everything has been tooled, tested and checked again and we are now about to sign them off and we will be making them soon."

Delivery of the Class 31s is divided into two batches with the first due to arrive in the third quarter of 2023 and the second in early 2024 including Key Publishing's limited edition model of 31276 *Calder Hall Power Station* in Railfreight coal sector livery.

THE CLASS 37

The big news at the moment is the arrival of Accurascale's new 'OO' gauge Class 37s. We covered the first of the modern day Class 37/4s in HM192 modelling 37419, 37423 and 37423, but three further batches are on their way across the summer.

Joining them as *Hornby Magazine* closed for press were the first of the Scottish Class 37/0s with 'car headlights' modelling 37027 *Loch Eil*, 37026 *Shapfell* and 37051 – full review coming next month – which will be followed by large logo Class 37/0 37043 *Loch Lomond* as well as DRS Class 37/4s 37402 *Stephen Middlemore* and 37409 *Lord Hinton*.

The third batch in mid-August will contain the DRS Class 37/6s – the first time this sub-class has been modelled in ready-to-run form – to be followed at the end of the summer by the original condition Class 37/0s in BR green and BR blue.

Completing the Class 37 story, at least for the time being, are the latest announcements of the centre headcode Class 37/0s in green and blue together with more modern liveries which are due to arrive in the first quarter of 2024.

THE CLASS 50

Accurascale has revealed progress on its forthcoming 'OO' gauge Class 50 Co-Co-diesel project. First Engineering Prototype (EP) samples have been thoroughly assessed and tested by the company's development team, ahead of production starting later this year. Steve Purves says: "The Class 50 is something really, really special. As with all our projects, each one is a step up on the last. Gareth has been our project manager for this locomotive and it has been quite a passion for him to get all those subtle curves and shapes right."

Several areas for improvement have already been identified with minor adjustments required to the body fitment, bodyside grilles, roof detailing and chemical blackening of the bogie pick-up strips. Decorated samples are currently being prepared.

Eight different versions are currently planned with the specification including a die-cast metal chassis, five-pole motor, twin flywheels, all-wheel drive, 21-pin DCC decoder socket, motorised radiator fan with different speed settings, onboard power pack and extensive lighting options. Tooling options will cater for the class' »

"The past few weeks have been particularly busy with the arrival of new pre-production samples of the Class 31, 50, 66 and 89 as well as production samples of the next batch of Class 37s."

MIKE WILD



The Class 89 AC electric is causing a stir following release of the decorated samples during June. This model is being made in partnership with Rails of Sheffield.



The livery sample, which has since been sent for amendments, of 31466 has been used to test and demonstrate the new Class 31 sound file for Accurascale. It shows the detail invested in this all-new diesel model.

entire history from introduction in 1967 to the present day.

THE CLASS 66

The Class 66 is the most numerous freight locomotive on the British railway network and after a slow start enthusiasts have warmed to them, not least because of the wide range of unique liveries which have been applied to the class.

Accurascale picked up the Class 66 mantle in February 2023 when it announced that it had taken over the Hattons Originals product to refine it and make a number of upgrades to the original tooling as well as introducing new elements.

Four months later, the decorated



New rolling stock projects include the Southern Region banana vans which have now reached the decorated sample stage. A selection of BR liveried examples stand on the *Hornby Magazine* test track.

samples for the first batch have now arrived offering an indication of the pace with which this project is being developed.

Accurascale's Steve Purves says huge efforts have been made with the models' liveries: "A big time block has been putting together the artwork and gaining all the permissions. These have all been checked and feedback has been passed to the factory for the revisions required.

"We have made all sorts of revisions since we launched the model including adding the flange squeal sensor and the roof grille has been modified to fit correctly. We also have correct cab interiors at each end now."

Since launching the Class 66 project, two new versions have been added modelling 66001 with unique tooling elements. "66001 includes revised lamp iron position, new horn grille and the different lashing eye positions," Steve chimes. 66001 has also been joined by 66779 *Evening Star* in GBRf branded BR lined green offering the opportunity to purchase the first and last built locomotives.

Improvements have continued beyond those revealed at the model's launch, Steve added: "I really feel confident now that these are the ultimate 'Shed'.

"We've assessed the issues which were raised with the first batch from Hattons including revising the rotating axleboxes as well as creating a removable roof section for access to the decoder.

"We have also moved little parts to resolve the difficulty in removing the body from the chassis and numerous other tweaks to improve on what was produced before."

The first run of Class 66s from Accurascale are due at the beginning of 2024 covering EWS, DB, Freightliner and GBRf locomotives in the first batch.

THE CLASS 89

A locomotive which many never thought would be made ready-to-run is the unique Brush Traction Class 89 Co-Co AC electric. Introduced in 1986 as a prototype for a new fleet of electric locomotives for the East Coast Main Line, it remained a one-off with tantalising if unfulfilled potential. The sole locomotive worked on the ECML on passenger services between 1988 and 1992 and again between 1996 and 2000. It was sold into preservation in 2006. Accurascale's model has been produced in partnership with Rails of Sheffield with decorated samples being delivered for inspection during June. The all-new 'OO' gauge locomotive will be available in five different colour schemes modelling the locomotive from its initial testing on the West Coast Main Line in 1987 right through to the present day in preservation era InterCity 'Swallow' colours.

The specification is impressive and follows on from the popular Class 92 dual-voltage electric including independent lighting, a powered pantograph, full sound setup, myriad separately fitted parts and more.

"As you can see from the livery samples, it's looking pretty fine," excites Steve. "It's one of those where you think, I might want one of those and then you buy three models of a one-off!"

The full production Class 89s are currently expected in the fourth quarter of 2023.

THE 'MANORS'

Accurascale's debut steam locomotive is also now tantalisingly close. The all-new model of the GWR 'Manor' 4-6-0 announced in November 2019 is finally on its way and was due to arrive by the end of June as *Hornby Magazine* closed for press.

Production of the 'Manors' has been extended to cater for revisions to the sound installation setup, but all were in production and preparing to ship by air to allow them to reach customers as quickly as possible following completion.

Steve said "As a company, our first steam locomotive has been a learning curve. We know where we want to be for a steam locomotive specification and quality. We have had a couple of hurdles to overcome, certainly with the sound reproduction.

"We saw the early samples, but we weren't quite happy with them and we asked the factory to retool some of the parts to make it up to the standard that we expect to sell. They are very close and they should be shipping out straight away."

ROLLING STOCK

It's not all locomotives keeping the Accurascale team occupied, as a number of rolling stock models are also in development alongside re-runs of popular releases including the 21-ton mineral wagons and Coil A steel wagons.

The latest samples to be received for evaluation include the Southern Railway banana vans modelling the D1478 and D1479 type wagons. Each wagon has unique livery elements including bodyside labelling and distressed weathering effects on selected vans. The specification includes a



Alongside the Class 37s, Accurascale's debut steam locomotive is expected in July modelling the GWR 'Manor' 4-6-0s. 7802 *Bradley Manor* is a limited edition for Key Publishing.

"As you can see from the livery samples, it's [the Class 89] looking pretty fine,"

STEVE PURVES





The BR Mk 1 non-corridor coaches are advancing with the first decorated samples arriving in June.

die-cast metal chassis which even hosts brass bearings for the axles for especially smooth running.

Also recently received are decorated samples of the all-new BR Mk 1 non-corridor suburban carriages for 'OO' gauge in BR carmine, blue and departmental yellow schemes. Like the banana vans, these new carriages are due for release towards the end of 2023 with a total of 25 different non-corridor Mk 1s planned.

Completing the new wagon sample list as *Hornby Magazine* closed for press were the production samples of the new FNA-D nuclear flask wagons. These wagons were introduced in 2014 with 40 built over the next five years to replace the original 1988-built Procor FNAs. The new FNA-Ds stand out for their exposed framing and Barber BER22.5 'Easy Ride' bogies.

The Accurascale FNA-D will be offered in twin packs with one wagon in each pack featuring a magnetic relay activated tail lamp. Delivery is planned later this summer.

BRIGHT FUTURE

Meeting with the Accurascale team, the enthusiasm and passion for the models they produce and the job they do is absolutely clear and that comes across vividly in the finished products.

Expectations are high amongst customers for the next wave of releases. If the company's determination to produce to the highest quality possible is matched by the standards of the models, there should be some very happy modellers. As ever, when they land in the hands of customers, we'll be running the rule over all the latest releases to see if those expectations are matched by reality.

- **Keep up to date with all the latest Accurascale news, reviews and features at *www.keymodelworld.com/accurascale***

The Class 37s are arriving across the summer with the next batch set to contain a trio of BR large logo blue locomotives including 37043 *Loch Lomond*, complete with 'car headlight'.

GREAT DAYS OUT THIS SUMMER

As the summer heats up, **MARK CHIVERS** picks out some of the railway highlights to enjoy a day out and draw inspiration from all over Britain.

WITH the summer season well and truly here, now is the perfect time to consider a trip to one of the UK's many indoor and outdoor transport themed attractions dotted around the country.

From model railway exhibitions to heritage railways and transport museums, there are literally hundreds of options available, offering a great opportunity to get out and about with family and friends to explore these inspirational attractions. They are also a great way to gain useful research material for a forthcoming model project, especially the many standard and narrow-gauge heritage lines or the national railway network. On all, you can use the visits (or the journey to and from) as a handy fact-finding mission to see how the prototype functions.

This summer, Pete Waterman OBE and the Railnuts team are set to return to Chester Cathedral from July 26 with their latest 64ft 'OO' gauge take on the West Coast Main Line – Making Tracks 3 – which this year features a scale model of Milton Keynes Central station. The layout will be on display six days a week through the summer and is sure to prove very popular.

In terms of full-size railways, trams, buses, coaches, lorries or cars, you are never far from a location where friendly staff and volunteers will be pleased to welcome you to their attraction. The collections within, structures and infrastructure can help you can glean useful information first hand for research purposes - from specific details to the finer intricacies of colour schemes.

In the following listing, *Hornby Magazine* presents a snapshot of just a few of the many events and attractions offering great days out this summer. **HM**



BUCKINGHAMSHIRE RAILWAY CENTRE

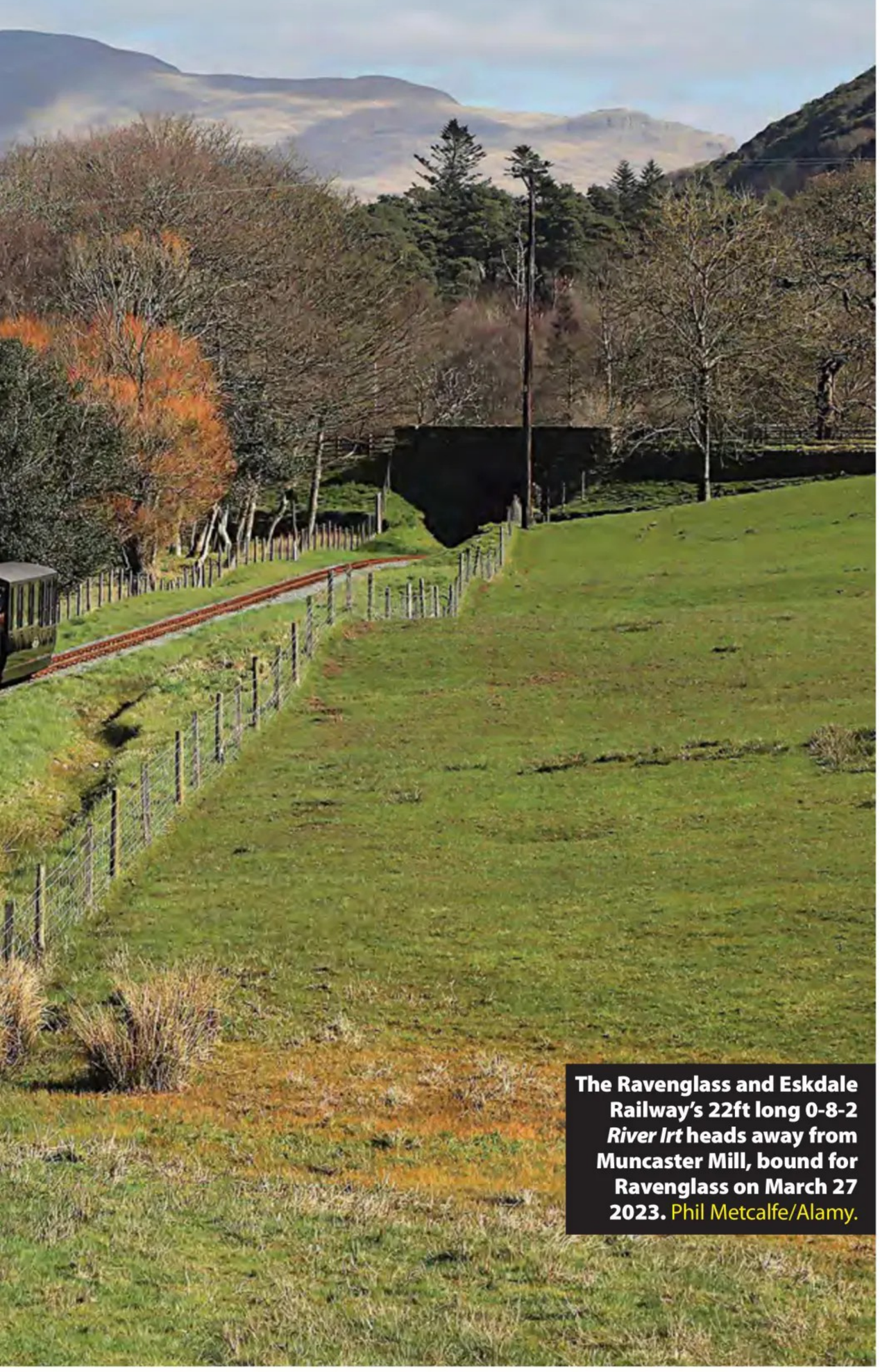
Where: Station Road, Quainton, Aylesbury, Buckinghamshire HP22 4BY
When: Steaming days: Sundays (April to October)/Wednesdays (late July/August)/Bank Holiday Mondays
Times: 10.30am-5pm
Prices: Adults £12.50, seniors £11.50, children £8.50, family from £24 (standard steam days – see website for special event prices)
Website: *www.bucksrailcentre.org*
Features: With a rich railway heritage dating back to the 1860s, Quainton Road station near Aylesbury is home to the Buckinghamshire Railway Centre. This thriving heritage railway site boasts two substantial yards either side of the remaining stretch of Network Rail track that until recently carried regular freight trains.

Around 170 items of rolling stock or locomotives are housed at the site, while special demonstration trains operate within both yards on operating days. Amongst the locomotive roster is Metropolitan Railway 0-4-4T No. 1 dating from 1898 and GWR 'Modified Hall' 4-6-0 6989 *Wightwick Hall*.

Steaming events take place on Sundays from April to October and on Wednesdays through the school summer holidays, with special themed events planned marking the 60th anniversary of the Great Train Robbery in early August and a pre-1988 classic car event on August Bank Holiday Monday, while children's events include Days out with Thomas, *Peppa Pig* and *Paw Patrol* themed entertainment. The centre also features the former Oxford Rewley Road station building, which is now the site's headquarters and visitor centre.

CRICH – NATIONAL TRAMWAY MUSEUM

Where: Crich Tramway Village, Near Matlock, Derbyshire DE4 5DP
When: Saturday to Thursday (until July 13) / Daily (July 14 to September 3) / Saturday to Thursday (September 4 to November 5)
Times: 10am-4.30pm
Prices: Adults £22, seniors £19.50, children £14, family £49.50
Website: *www.tramway.co.uk*



The Ravenglass and Eskdale Railway's 22ft long 0-8-2 *River Irt* heads away from Muncaster Mill, bound for Ravenglass on March 27 2023. Phil Metcalfe/Alamy.



Seaton Tramway's tram No. 10 departs one of the loops on the former Southern Railway route to the Devon resort on Sunday July 24 2022. Mark Chivers.

Features: The National Tramway Museum at Crich in Derbyshire features an extensive collection of trams spanning more than 100 years of history, from the 1870s to the 1980s. The site is set within a period village which has been developed around the tramway museum, whose site started out as limestone quarries.

The trams operate along a 1.37km stretch of line with passing loops and stops for boarding and alighting at places of interest along the way. An exhibition hall also houses some of the museum's collection of trams and artefacts.

Special events take place on selected dates throughout the season which runs until early November, with highlights including a classic motorcycle day in early July, model trams in operation on July 16, a dinosaur day at the end of July, an Alice's Adventures in Wonderland week in early August and a model tram, trolleybus and railway exhibition on the weekend of August 19 and 20.

CUPAR & DISTRICT MODEL RAILWAY EXHIBITION

Where: The Corn Exchange, St Catherine Street, Cupar, Fife KY15 4BT
When: Saturday July 15 and Sunday July 16 2023
Times: 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: *www.cuparmrc.co.uk*
Features: Set in one of Scotland's oldest Royal burghs, Cupar and District Model Railway Club's 30th annual model railway exhibition is set to take place at the Corn Exchange in the town, on July 15 and 16.

More than 15 model railway exhibits are booked to attend including Cartom East ('OO'), Eaglesham ('OO'), Gresty Bridge ('OO'), Hawklaw ('N'), St Andrews and Guard Bridge ('N'), Tulloch Bridge ('OO') and Woodside Central ('OO').

Trade support includes CM3 Models, North Road Trains, Rainbow Railways, Scoonie Hobbies, Shedring Hobbies and more, while a selection of demonstrations and societies are also expected to attend.

Also set to appear this year are Dundee Model Boat Club, together with The N Gauge Society (Forth and Clyde), Model Electronic Railway Group (MERG) Tayside, RailFuture Scotland and the Union of South Africa support crew. Refreshments will also be available across the weekend.

MAKING TRACKS 3

Where: Chester Cathedral, St Werburgh Street, Chester CH1 2DY
When: July 26 to September 2 2023
Times: 10am-5pm, Monday-Saturday
Prices: Chester Cathedral summer entry fee (£3)
Website: *www.chestercathedral.com*
Features: Pete Waterman OBE and the Railnuts team return to Chester Cathedral with their third 64ft instalment of Making Tracks. This latest incarnation of the Making Tracks trilogy models Milton Keynes Central railway station in 'OO' gauge, with a scale representation of the platforms, buildings, flowing main lines and even the multi-storey car parks –



Great Western Railway '14XX' 0-4-2T 1450 propels auto-coach W228 across Wishing Pool Bridge as it crosses the River Dart with the 1425 Staverton Bridge to Buckfastleigh South Devon Railway service on March 30 1997. John Chalcraft/Rail Photoprints.

populated with a full complement of cars – all within the breathtaking surroundings of the Grade 1 listed Cathedral.

Visitors to the event will also be able to try their hand at driving the trains on the layout using dedicated control tablets, whilst keeping a keen eye on the train being operated. The layout will feature a meticulously detailed model of the station, together with some of the signature buildings in the immediate vicinity of the station. A wide selection of contemporary motive power and rolling stock will also feature, reflecting the present-day railway scene in 'OO' – and you can no doubt expect a few surprises too – as well as the opportunity to meet Pete.

RAVENGLASS AND ESKDALE RAILWAY

Where: Ravenglass and Eskdale Railway, Ravenglass, Cumbria, CA18 1SW
When: Open daily throughout the summer
Times: 9am-5pm (see website for timetables)
Prices: Adults £20, children £14, family (2+2) £61 (standard return fare)
Website: *www.ravenglass-railway.co.uk*
Features: Dating back to the 1870s, the sensational Ravenglass and Eskdale Railway is one of the world's oldest and longest surviving narrow-gauge railways and was the first public narrow-gauge railway in England.

The line's terminus at Ravenglass is located within two UNESCO world heritage sites – The Lake District and Frontiers of the Roman Empire – and the seven-mile-long line offers stunning views of the Cumbrian landscape as it winds along the coast and through ancient woodlands on the journey to Dalegarth, where you can view Scafell Pike – England's highest mountain.

Open daily throughout the summer, the line is an ideal precursor to a walking or cycling adventure from one of the stations along the route, while the museum at Ravenglass provides an insight into the line's 150 year history. Up to ten return trips operate on the line through the school summer holidays – the Monday to Thursday timetable offering an intensive service. The railway also organises several special events including fish and chip and pie and mash supper trains, an evening gin train and a series of Santa expresses in the run-up to Christmas.

SEATON TRAMWAY

Where: Seaton Tramway, Harbour Road, Seaton, Devon EX12 2NQ
When: Open daily throughout the summer
Times: 10am-5.30pm (see website for timetables)
Prices: Adults £13, children £10.60, family (2+2) £38
Website: *www.tram.co.uk*



STEAM – Museum of the Great Western Railway (GWR) is located within part of the former GWR Swindon Works. Andy Lovell/Alamy.



The Great Exhibition Hall at the National Tramway Museum at Crich Tramway Village is home to a large collection of trams. Peter Scholey/Alamy.

Features: Located on the former Southern Railway branch line between Seaton and Colyton, the Seaton Tramway operates narrow-gauge electric trams along the River Axe in Devon. The route takes you through the Seaton Wetlands and two nature reserves on the thrilling three-mile-long journey to Colyton with several loops and stopping points on the way, with opportunities to break your journey and visit places of interest.

At Colyton, the restored former London & South Western Railway station hosts a shop and buffet, while the impressive station terminus at Seaton is a much more recent structure, completed in 2018, providing an eye-catching gateway to the tramway in the Devon seaside resort.

Through the summer, the tramway is open daily and operates three services each way per hour at 20-minute intervals. The first departs from Seaton at 10am, with the last arriving back around 5.30pm. At peak times extra trams operate. The attraction also hosts many special events including birdwatching trams and themed events for children such as a dinosaur tram adventure, space tram, fairy tale tram and even a pirate tram – the Seaton Pearl – on selected dates through the summer. For budding tram drivers, the tramway also offers tram driving lessons.

SOUTH DEVON RAILWAY

Where: The Station, Dartbridge Road, Buckfastleigh, Devon TQ11 0DZ
When: Open daily throughout the summer
Times: 10am-5pm (see website for timetables)
Prices: Adults £18.50, seniors £17, children £12.50, super saver (2+2) £54
Website: *www.southdevonrailway.co.uk*
Features: Operating between Buckfastleigh and Totnes, the South Devon Railway follows the River Dart through stunning countryside. Four standard gauge steam heritage trains operate daily between the railway's headquarters at Buckfastleigh and Totnes Riverside station, which is a short walk from the National Rail station at Totnes. In addition, a series of steam and diesel heritage train days are scheduled across the summer which also feature a return diesel train trip during the afternoon, in addition to the regular four-train steam service.

The railway's motive power roster includes a representative selection of Great Western Railway (GWR) steam locomotives including GWR '1366', '57XX' and '64XX' 0-6-0PTs, '4575' 2-6-2Ts, a '2251' 0-6-0 and '2884' 2-8-0, together with several diesel locomotives including a pair of Class 25s, a Class 33, Class 37 and Class 50. A Class 122 diesel railcar is also available.

Special events include a rails and ales weekend over the August Bank Holiday and a family fun weekend in late September, while Sunday lunch and afternoon tea trains operate on selected dates in July, September and October.

STEAM – MUSEUM OF THE GREAT WESTERN RAILWAY

Where: STEAM – Museum of the Great Western Railway, Firefly Avenue, Swindon SN2 2EY
When: Open daily
Times: Monday to Saturday 10am-5pm, Sunday 11am-4pm
Prices: Adults £12.45, concessions £10, children £9.25, family from £27.85 (see website)
Website: *www.steam-museum.org.uk*
Features: STEAM – the museum of the Great Western Railway (GWR) is located in an original workshop building on part of the former GWR Swindon Works site in the town.

The impressive collection of more than 400,000 items includes prototype locomotives, rolling stock, road vehicles, artefacts and archive materials



Pete Waterman OBE and the Railnuts team will be showcasing Making Tracks 3 – a scale model of Milton Keynes Central station in 'OO' - at Chester Cathedral this summer. Mike Wild/*Hornby Magazine.*

which help recall the history of the Great Western Railway, Swindon Works and its impact on the development of the town and, indeed, the whole country. In addition, a series of displays outline operational aspects of the railway, together with an outstanding array of original signage and distinctive locomotive nameplates.

The museum's collection of GWR steam locomotives is also bolstered with examples on loan from the National Collection. Notable examples include Collett 'King' 4-6-0 6000 *King George V*, 'Castle' 4-6-0 4073 *Caerphilly Castle* and 'City' Class 4-4-0 3440 *City of Truro*, while the GWR's Broad Gauge chapter is reflected through replica 'Star' 2-2-2 *North Star*.

Uniforms, equipment, photographs, artworks, a wealth of material on the GWR's Works and its role and much more also make this well worth a visit.

Plus, on September 9/10 the museum hosts the annual Swindon Railway Festival with 20 model railway layouts, trade support and demonstrations amongst the full-size exhibits – see website for the event's ticket prices.

TRANSPORT MUSEUM, WYTHALL

Where: The Transport Museum, Chapel Lane, Wythall, Worcestershire B47 6JA
When: Saturdays, Sundays and Bank Holidays. Also open Wednesdays in August
Times: 10.30am-4pm (4.30pm on main event days)
Prices: Adults £7 (£10), children £4 (£5), family (2+2) £18 (£25) – main event day prices shown in brackets
Website: *www.wythall.org.uk*
Features: Located approximately seven miles south of Birmingham, the Transport Museum at Wythall is home to more than 90 buses and coaches, primarily heritage vehicles from the former Midland Red, West Midlands Passenger Transport Executive and Corporation bus fleets. As well as the Midlands connection, the fleet also includes vehicles from Barton, Cheltenham District, Crosville, Green Line, London Transport, Red & White, Trent and more.

During open days, the museum operates free classic bus rides together with miniature train rides and also has several museum display halls together with a picnic and play area. The museum also boasts the UK's largest collection of battery-electric road vehicles.

Special events play an important role and highlights this summer include a Bristol bus gathering and Birmingham tram display on July 8/9, a miniature railway gala weekend on July 22/23, open top bus rides over the August Bank Holiday and the Birmingham Bus Bash on September 10. In addition, a small collection of the museum's fleet is outbased at Statfold Barn narrow gauge museum in Staffordshire for use in connection with events at the site.

VALE OF RHEIDOL RAILWAY

Where: Vale of Rheidol Railway, Park Avenue, Aberystwyth, Ceredigion SY23 1PG
When: Open daily
Times: 9am-5.30pm (see website for timetables)
Prices: Adults £35.20, children £4.40 (standard return)
Website: *www.rheidolrailway.co.uk*
Features: The Vale of Rheidol Railway is a Welsh narrow-gauge heritage line which runs for 11¾ miles between Aberystwyth and Devil's Bridge in Ceredigion. The line's origins lie in the transportation of timber and minerals, although tourism has always been a principal traffic and it was even part of the British Rail network until the late 1980s.

Today, the vintage Great Western Railway narrow gauge steam locomotives haul passenger trains through sharp curves and steep gradients on the route, with a 700ft climb by the time the line reaches Devil's Bridge. During the journey you'll be able to spot red kites nearby, while you can explore the Pine Marten den at Devil's Bridge. Nearby attractions include the Devil's Bridge waterfalls, and there are several paths and trails between stations for those wishing to stretch their legs.

During the summer months up to four daily return trips operate – check the timetable before you travel as this varies according to the day of the week, particularly Fridays and at weekends. On selected dates during the summer, an evening excursion operates in addition to the four-train timetable, with a meal available at Devil's Bridge (purchased separately). Driver and footplate experiences are also available on selected dates at Devil's Bridge station for a small fee.



Step back in time at Quainton Road station near Aylesbury, the operating base of the Buckinghamshire Railway Centre. Peter Wheeler/Alamy.



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COCKSHUTE

After several false starts, the Sutton's Locomotive Works Class 24 became all the inspiration **ALAN FREER** needed to rekindle his ambition to build a model railway. Cockshute depot near Stoke-on-Trent is the result.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	10ft 5in x 1ft 8in	MIDLAND	1970s	DCC, NCE POWERCAB

COCKSHUTE is my first layout for over 40 years and ends a long absence from the hobby. My attempts at other layouts in the past were never properly completed, for one reason or another, mainly because of the lack of time, modelling expertise or funds.

I was first introduced to trains as a child by being given a train set for Christmas. I would set it up on my bedroom carpet in our house in Kidsgrove, Stoke on Trent and watch a Tri-ang American diesel locomotive, with a working headlight, charge around an oval track. It was added to from time to time. I can remember a Royal Mail TPO van that would pick up mail bags on the move, which at the time was quite exciting for a young lad. Although my Grandad tried his best to keep me interested in trains - he was a Great Western engine driver who would occasionally take me on the footplate - trains only ever played second fiddle to my real hobby which was building Airfix model aircraft. I always wanted to join the RAF and when I did so in January 1963 model railways went on the back-burner.

FIRST ATTEMPTS

The next time I delved into model railways was after a posting to RAF Wyton in 1975. The unit had a brilliant model railway club and it encouraged me to get into the hobby again. My first attempt at a layout was a small oval on an 8ft x 4ft board which would occasionally be laid on our dining room table. As you can imagine this wasn't a perfect arrangement and not really conducive to domestic bliss. However, I gained plenty of valuable experience through working on the club layouts and I started to build up stock. This layout then ended up in storage on posting abroad and »

1 A remarkable survivor, as a BR green liveried Class 25 takes on fuel at Cockshute depot amongst an otherwise uniform collection of BR blue diesel locomotives.

was eventually disposed of on my return.

A more traditionally built layout was started whilst serving in Germany. It was built on three 4ft x 2ft boards and was based on Stamford in Lincolnshire. I was into steam and the LNER at that time. This layout was shipped back and was eventually installed in my loft where it eventually became an oval circuit. It too was never completed as my personal circumstances changed. Model railways were not top of my priority list anymore. As the layout had been stored in sections for many years and been subjected to a house move during this time I decided to sell my stock collection in 2002 to fund building a pond and the layout was sold in 2015 to fund camera equipment, my hobby at the time.

Why, in 2018, I decided to build another layout and to base it on Cockshute needs a little explanation. I always went to the York Model Railway Show at the Knavesmire



2 The driver of BR Class 40 40152 gingerly eases the locomotive away from the depot and along the single track exit/ entry route towards the main line.

each year and at the 2016 show I saw the new Sutton's Locomotive Works (SLW) 'OO' gauge Class 24, which really blew my mind. It was the first time I really appreciated what Digital Command Control (DCC) was and in particular DCC sound. I was so impressed that I got my children to buy me one for my 70th birthday, even though I had nowhere to run it.

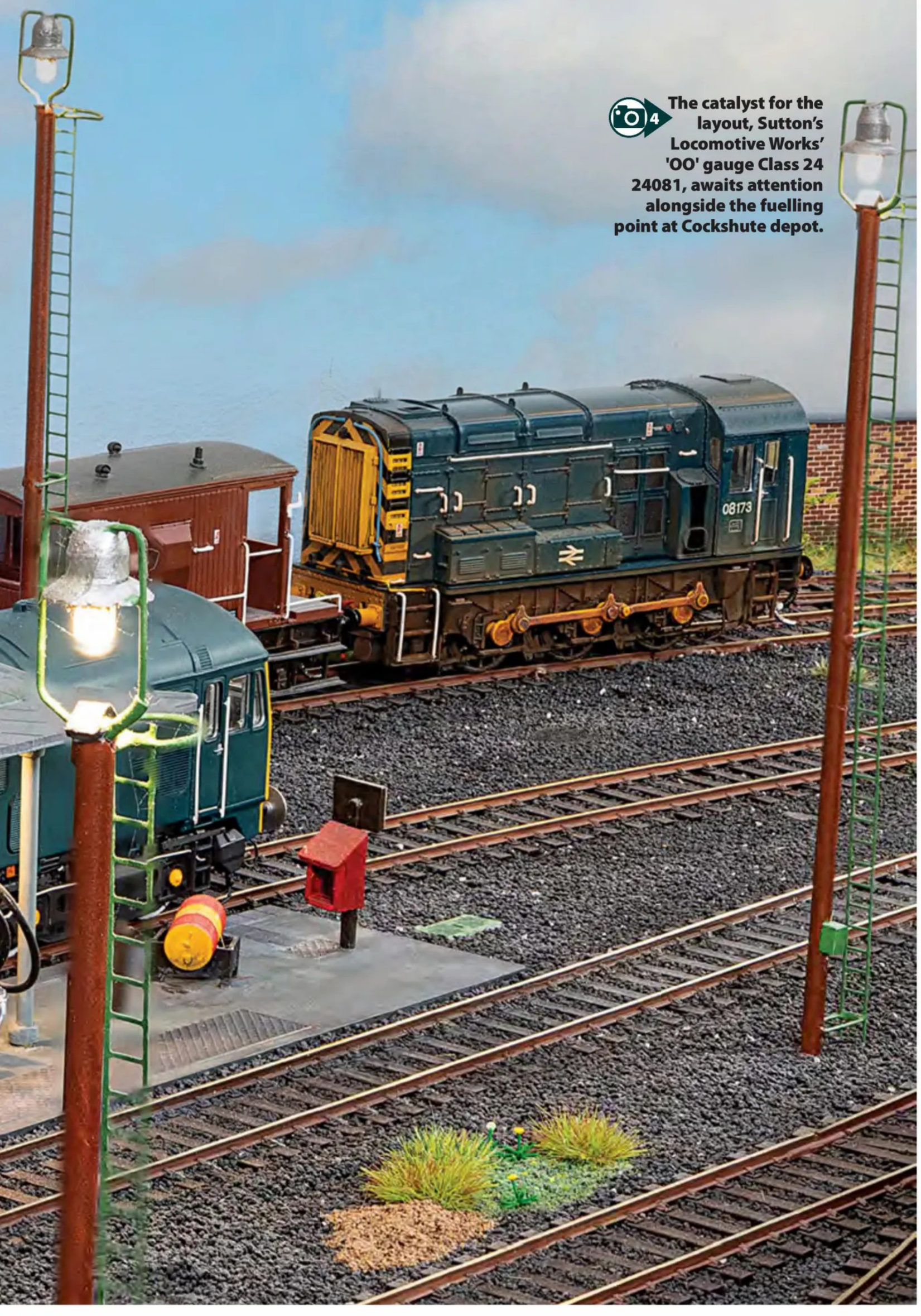
Having moved to the Hull area that year I decided to join Hull Miniature Railway Society so I would be able to run it on a club layout, or so I thought. The group that welcomed me didn't have a layout far enough advanced to run stock on. I continued to rely on friends' layouts to play trains. One friend, who had just started to build a model of Long Rock depot in Penzance, suggested I should build a depot layout of my own. He knew I had limited space available so thought it would be the ideal solution.

He did some research and told me that my Class 24 had been stabled at Cockshute, north of Stoke-on-Trent during its life. He also pointed me to two publications that had a raft of information, photographs and track plans of the depot. As I spent my formative years in that area, it seemed quite spooky.

Using this source material, plus the photographs found on Flickr, I decided to base my new layout on Cockshute. The rest is history and I will be eternally grateful to my friend Dave Wood for his suggestion.



3 **A 'celebrity' visitor makes an unplanned visit to Cockshute depot for minor attention to the support coach from the maintenance facility's fitters.**



4 **The catalyst for the layout, Sutton's Locomotive Works' 'OO' gauge Class 24 24081, awaits attention alongside the fuelling point at Cockshute depot.**

COCKSHUTE DEPOT

Cockshute was a London Midland Region (LMR) first generation DMU shed. It also had a wash/carriage shed and was used for both refuelling and stabling. It was situated north of Stoke-on-Trent station and was built between the 25kV AC Crewe/Manchester main line and the Silverdale branch. The depot opened in 1957 and closed ten years later when the LMR closed it as a maintenance depot.

When operating, the shed could accommodate two three-car DMU sets on each road and gave cover to a total of 18 vehicles, while it also had capacity to clean up to 38 sets daily. There was provision for the periodic heavy maintenance of its allocated sets.

Cockshute did have a few shortcomings however; it had no fume extraction system, the fuel pump locations at the entrance to the depot roads caused operational problems and, as it was primarily a DMU depot, the rails weren't strong enough for main line locomotives. This weight limitation hastened its closure in the end as it prohibited main line vehicles from entering the depot. However, the site continued as a stabling point for a further two decades. Both main buildings remain to this day as commercial industrial units.

THE LAYOUT

The model is a 4mm scale layout loosely based on the original depot and is set in the mid 1970s when steam had finished and BR had introduced blue livery and TOPS numbering. To add some interest »



5 Left: **As permanent way staff complete minor repairs to the trackbed, a pair of Sulzer Type 2s await replenishment at the depot fuelling point.**

6 Right: **With a full complement of locomotives stabled alongside the DMU depot, a pair of Class 101 DMUs emerge for refuelling ahead of taking up their next duties.**

7 Below: **Following a busy night of servicing and maintenance, three two-car DMUs await their next turn of duty within the DMU shed at Cockshute.**

to the model, the DMU shed is still operational and the fuel pumps that were positioned at the entrance to the depot have not been modelled.

All locomotives are representative of the period and have been seen stabled at some time in historical photographs. In addition, a Class 304 EMU kit by Southern Pride Models is positioned as a static model to represent stock that would have been seen passing on the adjacent electrified main line. The track plan and buildings have been greatly reduced in scale to fit in the space available.

CONSTRUCTION

The construction of the two baseboards was started in February 2018, with baseboard tops formed from 9mm plywood with timber frames. Originally, I never envisaged exhibiting the layout so the boards simply sat on a large home-built computer desk. Later, as the build progressed, friends encouraged me to show the layout so timber legs and bracing were added. Each board has its own legs so they could be worked on independently at home but when exhibited one is the king board with two legs and the other board simply piggybacks onto it just using one leg for quickness.

The boards are durable and strong, if a little heavy, when bolted together for transportation. Board alignment utilises dowels and split hinges. I find that this method gives me accurate track alignment and a quick method of joining the boards when setting up for exhibitions. Just as important, the layout can be taken down quickly.

I experimented with a backscene, trying a Gaugemaster one, but as the build progressed it just didn't look right. Achieving the right landscape perspective proved very difficult, so in the end I just employed an overall grey backscene.

TRACK AND WIRING

Peco Streamline finescale code 75 is used throughout. As 'shoulders' did not need to be created in the ballast for a depot layout, cork sheet was secured over the entire



layout. Track was then pinned down and ballasted with diluted PVA to secure it in place.

All the track and ballast is weathered to give a more natural look. All points are Peco medium or large radius with one three-way point used to save space. Cockshute was built for control using DCC models and to achieve reliable operation all the points were modified as recommended by Peco, and each section of track has its own feed. I have used Tortoise slow action point motors on each set of points. These provide the facility to be able to change the frog polarity using the integral switches.

The boards are connected by a DCC bus and a 25 way D-connector for the point motors and layout lighting. Originally, a basic edition NCE Powercab was used for the operation of the trains; however, on deciding to exhibit, a second handset was »

added so two trains could be operated at the same time.

I made a traditional analogue control panel for route setting and layout lighting control. I built this control panel with bi-colour LEDs showing red or green to indicate the position of the points. Rotary switches are used to set the points and just a quick look at the LED colour confirms the right route is set. This helps to avoid conflicts when two people are operating. I must thank Ian Woodward for his help in constructing this control panel. He provided much of the hardware and built a diode matrix to control the three-way point.

SCENICS

The buildings are scratchbuilt with the exception of the diesel refuelling/unloading points and storage tanks which are modified Knightwing kits. The sheds and yard office have been made using 5mm foam board covered with Wills embossed plastic brick sheets. The weathering has been quite challenging and it was achieved by firstly filling the mortar joints, then dry brushing and finally picking out many individual bricks by hand with various colours. A tedious task but the finished effect was rewarding.

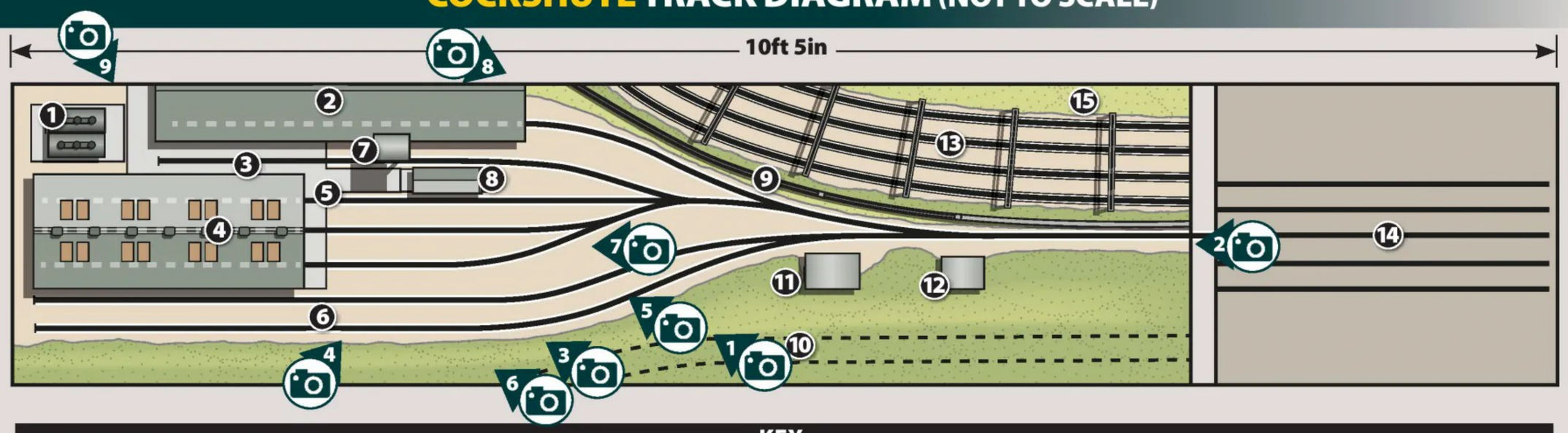
The yard lamps have received many positive comments at shows and were also scratchbuilt, formed by soldering the LED tails to 3mm brass tube and using various plastic items from the scrap box to form the shades. The ladders are proprietary brass from Comet Models. The adjacent main line Overhead Line Electrification (OLE) catenary was made using laser-cut wood gantries and fashioning the registration arms and wires out of stretched zinc wire.

The only real scenery on the layout is the embankment on which the now lifted Silverdale branch line ran. It was constructed using a method I saw in a model railway magazine many years ago. The foundation was made from polystyrene roughly shaped with a knife. Then a mix of 50-50 plaster (Polyfilla) and sawdust, with some brown coloured poster paint added, was mixed with water to a stiff consistency and spread over the top. The sawdust stops the plaster cracking as it dries out and should the layout sustain damage in the future no horrible white bits will be seen.

Representing the lifted track section was achieved by making a template out of stencil paper and then stencilling with suitable colour paint to indicate where the sleepers had been. Once dry, the paper was



COCKSHUTE TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Fuel storage tanks	4 DMU shed	7 Water tower	10 Former Silverdale branch (lifted)	13 Electrified main lines
2 Low relief carriage shed	5 Hardstanding	8 Fuelling point	11 Staff cabin	14 Traverser storage yard
3 Fuel discharge point	6 Locomotive stabling sidings	9 Wall	12 Platelayers' hut	15 Embankment



8 Class 304 AC Electric Multiple Unit 304016 rattles past on the main line, as a pair of Class 20s clatter into view for refuelling and stabling at the depot.

moved slightly to apply ballast in the gaps. All other scenic effects were achieved using proprietary static grasses and other scatter materials.

MOTIVE POWER

During the period modelled, locomotive allocations at Cockshute typically included Class 08, 20, 24, 25, 40 and 47 in addition to the traditional DMUs. The depot was after all known by locals as 'The Rat Hole' so there is a predominance of Sulzer Type 2s. These are all represented on the layout and are mostly modified proprietary ready-to-run examples.

All are DCC sound-fitted with working directional lighting. Some were second-hand which I have greatly enjoyed repainting and fitting sound decoders and lights to. I have never been what they call a 'rivet counter' when it comes to locomotives - I just enjoy running them and making lots of sound.

THE FUTURE

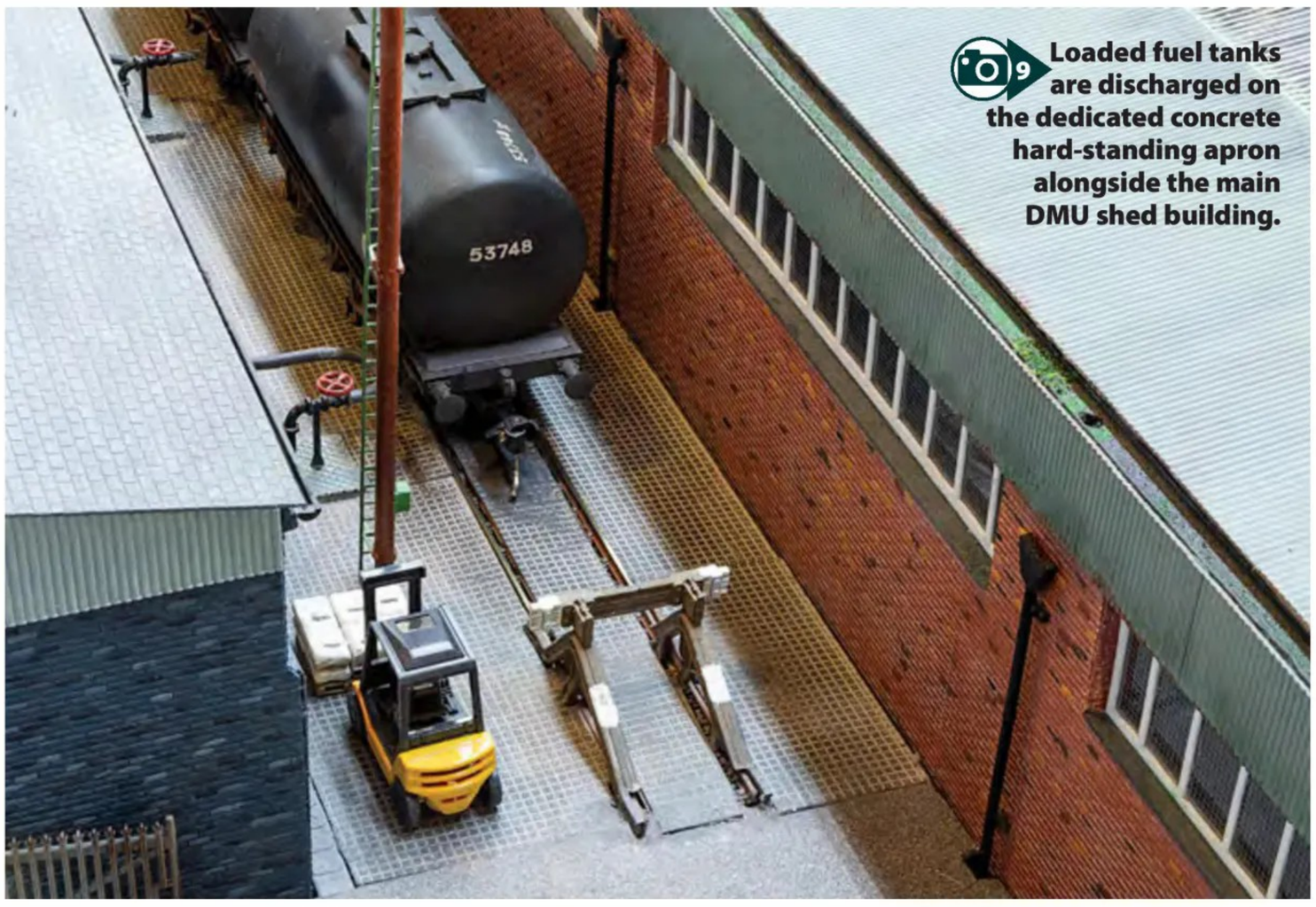
Whilst only being a small layout, Cockshute, which started as somewhere to run my Class 24 in a spare bedroom, has proved to be enjoyable to build and operate. It gave me something to do through the lockdown periods and has given me much pleasure when exhibiting it. I think the most satisfying thing has been the positive comments received in person and via social media.

One chap really made my day when he said I had managed to capture the atmosphere of Cockshute well. He should know as he said he used to work nights in the yard office, with Snowy the cat, as company. I must get a model of a white cat! Like all model railways it is not finished and there is always room for improvement, or more weathering and more stock.

What's next for Cockshute? An ambition of mine was to exhibit a layout at the York Show, which I achieved over Easter, earlier this year. The next booking will be the Immingham 2024 show.

Finally, I must thank all my friends who have helped me along the way with advice on the build and by helping at exhibitions, especially Ian Woodward and many other members of the Hull Miniature Railway Society. **HM**

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



9 Loaded fuel tanks are discharged on the dedicated concrete hard-standing apron alongside the main DMU shed building.

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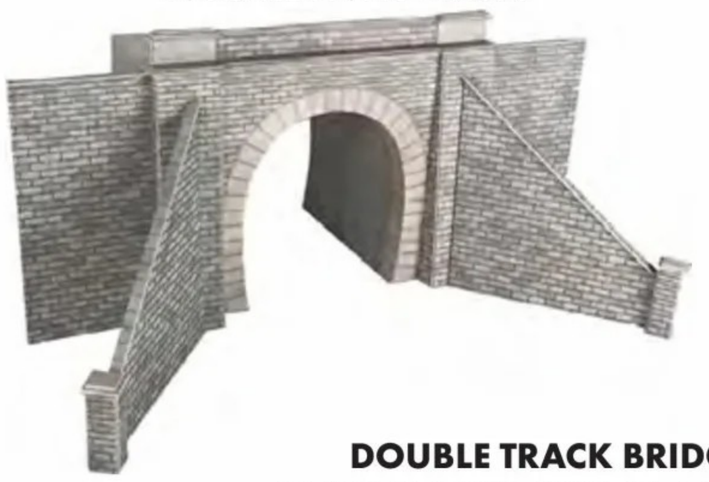

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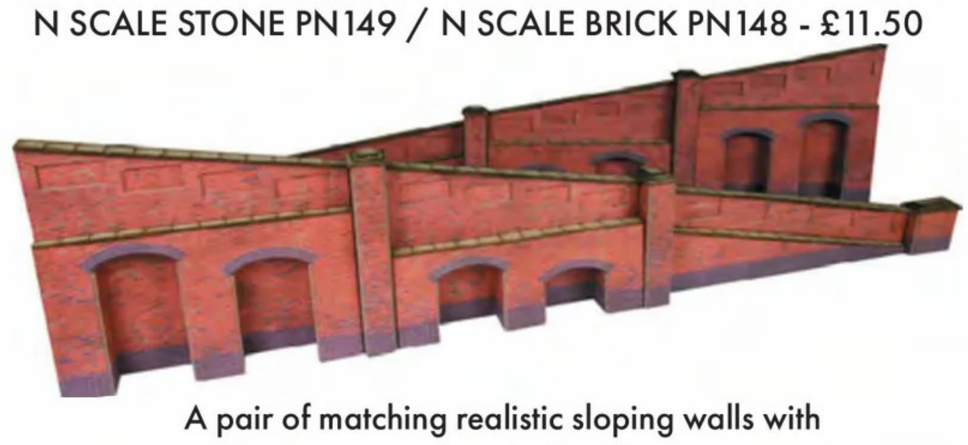
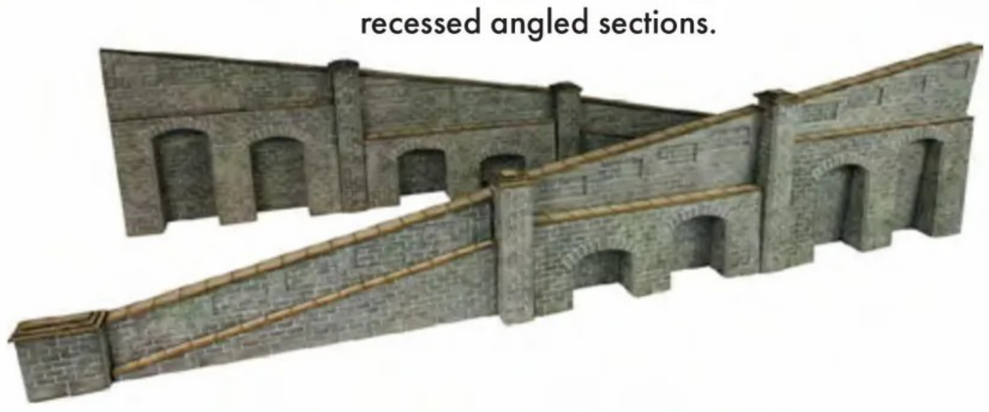


A pair of matching realistic sloping walls with recessed angled sections.





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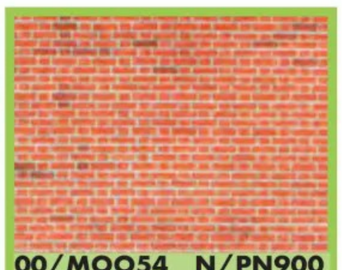

00/MOO54 N/PN900
RED BRICK



00/MOO55 N/PN903
PAVING SHEETS



MOO56 - 00 & N
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TMC releases its 'G5'



FIRST REVIEW

The compact design of the London North Eastern Railway 'G5' 0-4-4T is the subject of TMC's first exclusive locomotive from Bachmann. **MIKE WILD** takes a detailed look at this exciting new release for 'OO' gauge.



TMC IS A WELL-KNOWN name in model railway circles. Its business has been built around custom weathering as well as supplying ready-to-run models, kits and its own exclusive products. However, until now its previous exclusive models have been rolling stock including the BR Mk 1 horsebox, BR plate and double bolster wagons plus the BR 24.5ton mineral wagons.

This new arrival is altogether different and more complex. It models the North Eastern Railway Worsdell designed 'O' 0-4-4T (later 'G5' under the LNER classification system) which was introduced in 1894. In total 110 were built over the next seven years with the last withdrawn from service in 1958.

TMC's choice of the 'G5' was partly inspired by photographs of the locomotives running on what is now the North Yorkshire Moors Railway at Beck Hole in the BR steam era, just a stone's throw from TMC's base.

The 'G5s' long careers spanned the North Eastern Railway from 1894 to 1922, the entirety of the London North Eastern Railway's existence, and a decade of British Railways (1948-1958). Sadly none of the original locomotives were saved for preservation. However, the G5 Locomotive Company is currently building a brand-new 'G5' 0-4-4T in Shildon to be numbered 1759. »



1759 features fine white-black-white lining as well as neatly printed cabside number plates. Note the cab roof position of the whistle on this early example.



The cab interior of each locomotive is fully detailed. Optional cab doors are included in the accessory pack.

TECHNICAL DETAILS

Manufacturer:	*www.themodelcentre.com*
Cat No:	35-251(ZSF)-35-259(ZSF)
Description:	Worsdell 'G5' 0-4-4T
Builder:	NER, Darlington Works
Region:	North Eastern Region
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	145mm (over buffers)
Price:	£179.99 (DCC ready), £280 (DCC sound fitted)
	£190.00 (NER green, DCC ready), £289.99 (NER green, DCC sound)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube speaker
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-4-4T
Purpose:	Branch line and light suburban passenger
Haulage capacity (expected):	Four-six coaches
Haulage capacity (actual):	Six coaches (maximum tested)

"Loaded tests consisted of a maximum of six Hornby 51ft non-corridor coaches – plenty for a 'G5'."

MIKE WILD



The LNER 'G5' 0-4-4T (original NER 'O') is due to arrive in stock with TMC this summer. Eight versions are being released, all offered DCC ready and DCC sound fitted. Each locomotive has unique details to match the prototype.

The 'G5' is equipped with a coreless motor, Next18 decoder socket, 15mm x 11mm cube speaker and firebox glow.

15mm x 11mm cube speaker

Whistle

Ramsbottom safety valves

Coal bunker

Next18 decoder socket

THE MODEL

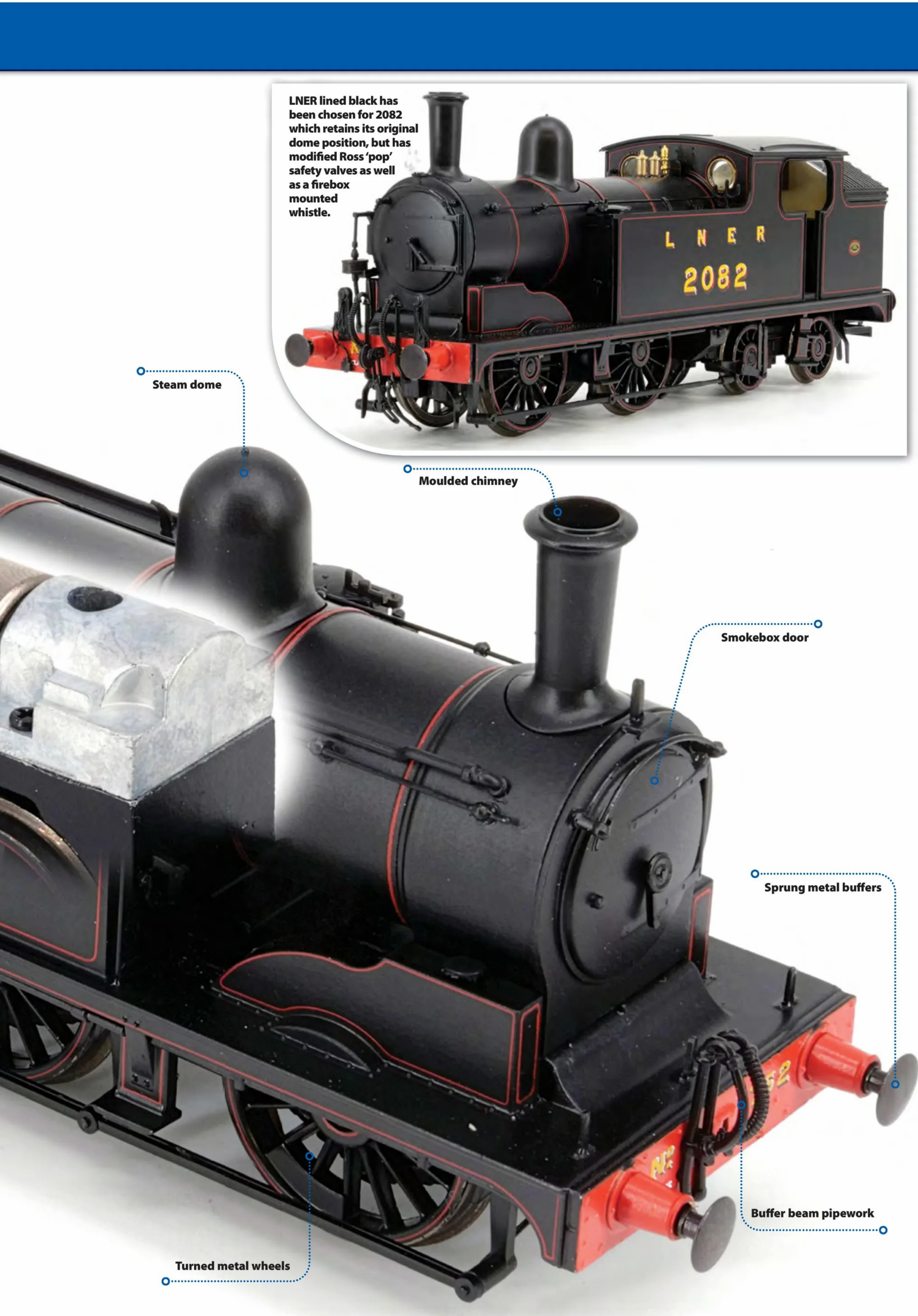
The TMC 'OO' gauge model was announced at Model Rail Scotland in February 2020 and now the final production samples are here with the full stock due to arrive in batches during the summer from Bachmann. In total there are eight different versions available modelling the class from NER to BR days.

For this review we have focused on four of the sound fitted examples. Each is available DCC ready with a Next18 decoder socket and factory fitted 15mm x 11mm cube speaker as well as DCC sound fitted with the addition of a sound chip. All versions have a firebox glow function as standard.

Our sample locomotives are 1759 in NER lined apple green (Cat No. 35-251ZSF), 1752 in LNER lined black (35-252ZSF), 67263 in BR lined black with early crests (35-254ZSF) and 67282 in BR lined black with early crests (35-256ZSF). »



Left: **Details abound across the model from front to back and top to bottom. The printed finish is excellent and even includes lined wheels on the NER and LNER liveried locomotives.**


LNER lined black has been chosen for 2082 which retains its original dome position, but has modified Ross 'pop' safety valves as well as a firebox mounted whistle.
Steam dome
Moulded chimney
Smokebox door
Sprung metal buffers
Buffer beam pipework
Turned metal wheels
LNER
2082



Left: **Three main bunker types are available in the tooling suite modelling the original (left), caged (centre) and caged with hopper (right) designs.**

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Each locomotive specifically models its real life counterpart with detail differences including original coal bunkers, bunkers with a cage extension and bunkers with a cage and hopper to increase coal capacity. There are also differences to the cab roofs with early examples not having the vents of the BR period locomotives while the tooling caters for original Ramsbottom and later Ross 'pop' safety valves.

Going further with the details, there are examples with Westinghouse brakes, push-pull equipment, early and late dome positions, smooth and riveted smokebox wrappers, buffer shank types and more.

All of this adds up to an exceptional picture of the 'G5' in 4mm:1ft scale which is only enhanced further by the attention to detail in the underframe and associated accessory pack which includes a full set of buffer beam parts together with optional cab steps.

Topping all of this off is outstanding attention to detail in the livery application. All of our sample models were immaculately presented with crisp lining to match each of the ornate colour schemes together with fine printing of all numbers and crests to complete the picture. Even the cab interior is fully detailed to the finest degree.

PERFORMANCE

On the track, the picture of excellence continues. A small wheelbase locomotive can be tricky when it comes to continuity with digital sound, but the weight and balance of the 'G5' put any of our pre-delivery concerns to bed. From the box we ran each locomotive in for 30 minutes in each direction settling the mechanism in and resulting in excellent running qualities.

All four samples ran smoothly throughout the speed range and offered excellent speed control through digital operation. Loaded tests consisted of a maximum of six Hornby 51ft non-corridor coaches – plenty for a 'G5' – which each sample handled with ease. They also ran through all points and crossings faultlessly while the



Left: **The NER lined green livery is superbly applied. This example models new build locomotive 1759.**



BR lined black 67282 is fitted with push-pull equipment, a riveted smokebox wrapper, Ross 'pop' safety valves and a hopper bunker.

NEM coupling pockets are also set at the correct height to maintain consistent connection with a train.

With our samples being sound fitted, we were also keen to assess the audio quality. A single 15mm x 11mm cube speaker is provided in the locomotive which is mounted in the bunker beneath the decoder socket. The baffle is quite shallow, but even so we were impressed by the quality of the sound from the locomotives which had a rounded exhaust sound which also responded promptly to changes in the speed input.

Function 6 controls the firebox glow while 7 operates the coal shovelling sound. There are also active brakes on Function 2, whistles on 3 and 4, the option to change to a second whistle type through Function 21 plus all the usual ancillary functions you would expect from a ready-to-run 'OO' gauge steam locomotive. We liked the balance between the different sounds as supplied showing that time, effort and consideration had been put into the overall mix.

OVERALL

The LNER 'G5' is a fantastic new addition from TMC produced to the highest standards and to meet the demand for detail variations and accuracy across different eras. For those modelling the North Eastern Region at any time from 1894-1958 this will be a must-have addition, but we can see many LNER and BR Eastern Region modellers being swayed by the charms of this characterful 0-4-4T.

A great addition which is set to arrive with TMC this summer. We can't wait to add one to our collection. (MW)

LNER

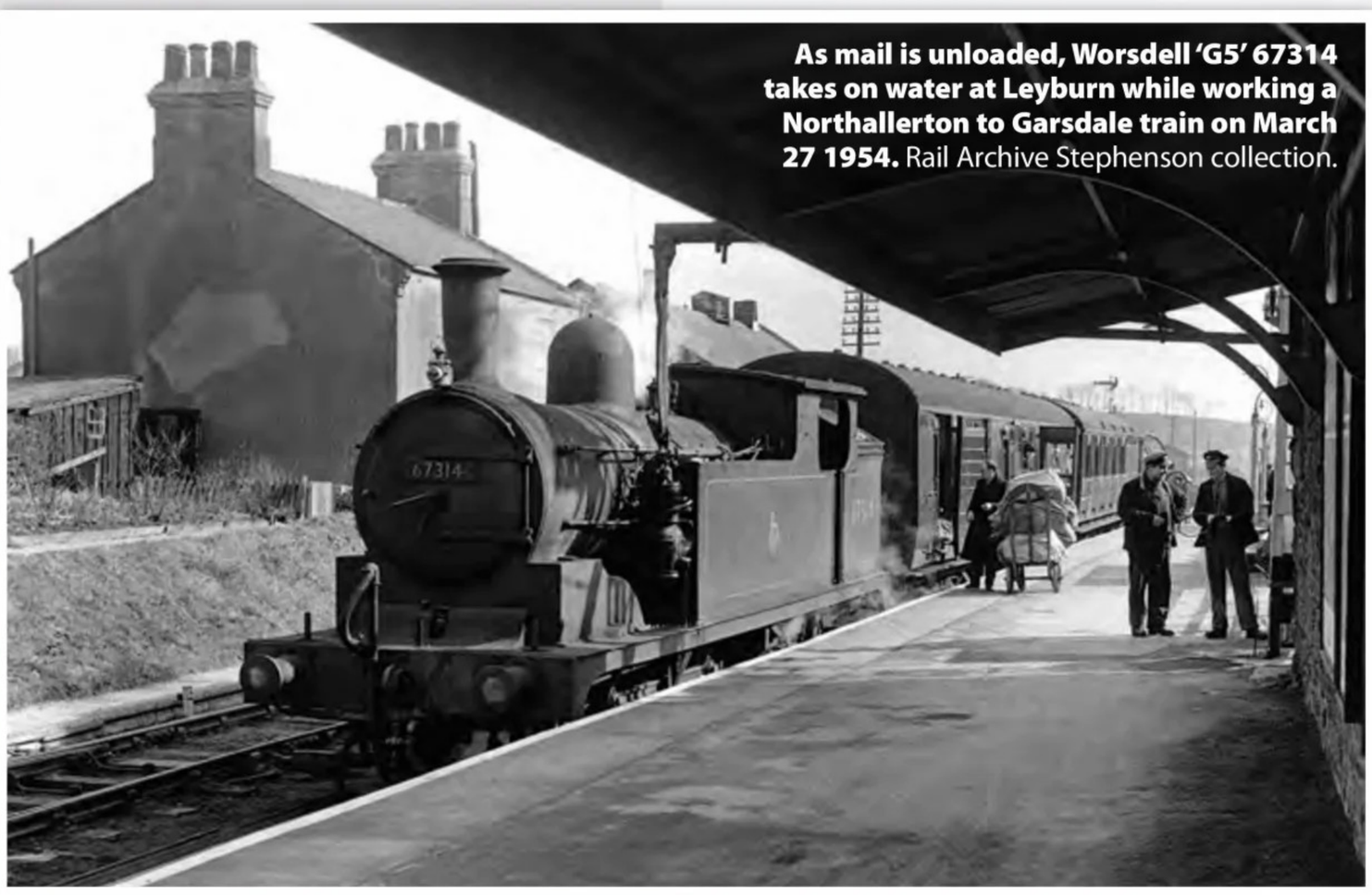
'G5'

0-4-4Ts

One of the most successful Victorian-era passenger tank engines was the North Eastern Railway's 'O' class, which became the LNER's 'G5' and lasted for more than 50 years in service. **EVAN GREEN-HUGHES** charts the history of a fleet so well designed it never needed any substantial upgrades during its service life.

London and North Eastern Railway 'G5' 0-4-4T 7330 hauls a Pickering to Scarborough train near Seamer on June 12 1947.
T.G. Hepburn/Rail Archive Stephenson.

LNER 'G5' CLASS 0-4-4T (NER 'O' CLASS)	
Designer:	Wilson Worsdell
Built:	1894-1901
Withdrawn:	1950-1958
BR number series:	67240-67349
Builder:	Darlington Works
Purpose:	Suburban/local passenger
Power classification:	'2P' (later '1P')
Wheel arrangement:	0-4-4T
Total length:	35ft 9¾in
Weight:	54tons 4 cwt
Driving wheel diameter:	5ft 1¼in
Trailing wheel diameter:	3ft 1 ¼ in
Valve gear:	Stephenson
Boiler:	4ft 3in x 10ft 3in
Boiler pressure:	160psi
Cylinders:	Two, inside, 18in x 24in
Tractive effort:	17,265 lbs
Number in class:	110
Coal capacity:	3 tons
Water capacity:	1,360 gallons



As mail is unloaded, Worsdell 'G5' 67314 takes on water at Leyburn while working a Northallerton to Garsdale train on March 27 1954. Rail Archive Stephenson collection.

THE NETWORK OF ROUTES which formed the North Eastern Railway (NER) prior to the Grouping of 1923 encompassed an unusual number of secondary lines, ranging from heavily used suburban railways to sleepy byways serving little market towns and villages. Like other railways, the NER used cast-off main line tender engines on these duties but many of these were totally unsuited to the task, so a replacement was designed. This came in the form of Edward Fletcher's 'Bogie Tank Passenger' engine, the famous 'BTP' 0-4-4T, which began to appear in 1874.

When Thomas Worsdell took over, he substituted a 2-4-2T which first came out in 1886 but such was the demand for locomotives in this category that when Thomas' brother Wilson succeeded him as Chief Mechanical Engineer even more were needed.

Wilson Worsdell decided to revert to the 0-4-4 wheel arrangement for his new standard passenger tank, providing it with slightly smaller wheels than its predecessors and giving it increased coal and water capacity but otherwise being a development of what had gone before. With two inside cylinders of 18inch diameter and a boiler of 4ft 3in diameter, tractive effort was expected to be about 40% greater than with the Fletcher 'BTP'.

RATIONAL EVOLUTION

To keep costs down, the boiler was shared with other NER classes, such as the 'D23', the 'F8' and the 'J24', but as there were differences in the mountings actual boilers remained within the same class they were allocated to on build. All locomotives were fitted with Westinghouse air brakes, with the pump initially located in the cab, but later moved to the front of the left-hand water tank. Originally, the bunkers had two coal rails. Worsdell standard buffers were fitted at first as were Ramsbottom safety valves, inside the usual NER 'bonnet'.

Seven batches of 'G5s' were built with construction beginning in 1894 and lasting »

until 1901. They proved themselves to be very competent machines right from the start and were allocated to duties all over the NER system, with many shedded at remote outposts such as Hexham, Alston, Stanhope and Wearhead while others were allocated to semi-fast work such as from Middlesbrough to Newcastle where they proved themselves capable of running up to speeds of 60mph with lengthy trains of suburban stock. In their early years they shared turns with both the earlier 2-4-2Ts and also the 'BTPs' but over a period of ten years or so they became the predominant type on secondary passenger work, allowing some of the 'BTPs' to be withdrawn and in some cases converted into other types.

As might have been expected with a class of more than 100 locomotives, there soon came to be a large number of variations. Internally the number of boiler tubes was slightly reduced while five that had been built with Younghusband valve gear had it substituted for the standard Stephenson pattern. More apparent to the casual observer were the differing bunker arrangements, with most starting life with two coal rails but some having three, while some had a cage added to further increase the coal capacity. A further refinement was the addition of a vertical extension on top of the cage while a final variation was the addition of a small hopper on top of the bunker to make filling easier from automated coaling plants.

As built, all engines had the Ramsbottom safety valves with bonnet but over time these were substituted with the Ross 'pop' type, which at first had a casing round the base but later did not. Vacuum ejectors began to be fitted after the 1923 Grouping, leading to extra pipework on the outside of the boiler, but most locomotives retained the Westinghouse equipment, apart from 387, which was fitted with a steam brake and had its side tanks extended for work in the Hull area.

Later in their career, the Westinghouse equipment was removed while a further alteration saw many of the class equipped for push-pull operation, the most obvious sign of which were the additional pipes fitted to the buffer beams. A final variation saw some locomotives fitted with a diagram 69A boiler in LNER days, with these beginning to be fitted from 1937, and these can easily be identified as the dome is situated further back than on the original design.

NUMBERING

YEAR	BR NUMBER	1946 LNER NUMBER	NER NUMBER (in build order)
1894	67240-67249	7240-7249	1096/1687/1691/1701/1702/1765/ 1783/1788/1769/1791
1895	67250-67259	7250-7259	1837-840/1772/1793/1795/1169/1703/1730
1896	67260-67288/67309	7260-7288/7309	1316/1787/1865-868/1748/1751/1762/1780/529/1713 /1779/1737/1786/394/505/405/1881/1882/1740/1883-890/1764
1897	67289-67308	7289-7308	1911-920/1752/1692/1693/1739/1745/526/1755/1759/ 1754/1775
1900	67310-67329	7310-7329	2081-2100
1901	67330-67339/67341/ 67340/67342-67349	7330-7339/7341/7340/ 7342-7349	381/439/468/540/580/1319/1334/1695/149/380/384/387/ 413/427/433/435-437/441

EXPANDING OPERATIONS

During the 1920s contraction of services and the introduction of steam railcars caused some of the 'G5s' to be reallocated to a wider area with places such as Durham, Northallerton and Tyne Dock receiving an allocation while the electrification of South Tyneside services in 1938 saw further moves. However, in a reversal of the 1920s situation, push-pull gear was fitted to a number of 'G5s' starting in 1937 and these locomotives were deployed on duties that had previously been the domain of the steam railcars, also finding use on other services where



Worsdell 'G5' 0-4-4T 67261 awaits custom at Monkseaton station on September 7 1957.
J.F. Davies/Rail Archive Stephenson.



With a fully laden coal bunker, 'G5' 7287 rests in the yard at Inverurie Works on April 4 1947.
J.M. Jarvis/Rail Archive Stephenson.



LNER 'G5' 0-4-4T 427 showcases the coal bunker cage design whilst stabled at Darlington between duties in 1936.
Colling Turner/Rail Archive Stephenson.

economies were being looked for. The class became particularly famous for working the Malton to Whitby route, during which they put up some impressive performances up Goathland Bank, near Pickering.

Some of the class worked in locations far from those originally envisaged. In August 1938 2093 was sent to the Great Eastern section to work the Seven Sisters to Palace Gates service and was later joined by 1882. Both of these locomotives were fitted with compressed air push-pull gear (as opposed to the NER's vacuum type) and these were later joined by 1780 which was deployed on the Epping to Ongar branch. All three moved to Cambridge in 1951 and were used on the Audley End to Bartlow route, remaining there until withdrawal in 1958.

A few other 'G5s' also strayed from their traditional areas with 2098 being moved to Scotland in 1939 for use on the Arrochar to Craigendoran route, although this might have not been particularly successful as it moved to Aberdeen the following year where it found work as the station pilot, alongside 1889 which went direct from its home territory to Aberdeen. One of these, 2098, went on to Parkhead where it was joined by 1914, both of them then going to Kittybrewster. Later 1889 and 1914 went to Keith where they were deployed on the Banff branch, from which duties they were withdrawn around 1955.

The class survived intact to see the formation of British Railways in 1948, but by this time they were of considerable age, and were seeing the closure of many of their traditional routes. By this time the 'G5s' were mainly concentrated at South Blyth, Hull, Harrogate and Leeds but West Auckland and Darlington still had examples which were used on services to places such as Crook and Bishop Auckland, railways that were shortly to close in a pre-Beeching cull of rural routes.

Under British Railways the class received lined black livery, being numbered 67240-67349, with the new numbers following the 1946 LNER scheme which had seen engines numbered in build order, with a couple of exceptions, such as 7309 which was numbered with the 1897 locomotives, even though it dated from 1896. However, 7285 and 7306 were withdrawn in 1948 before they received their BR numbers.

WITHDRAWALS AND REVIVALS

Withdrawals continued at around five to seven a year until 1955 when the arrival of the first of the diesel railcars caused 21 to be taken out of service, after which withdrawals continued at some rate until 1958 when all the class had gone.

In the late 1950s, railway preservation was in its infancy and even express types were beyond the reach of private buyers. So, along with many other workmanlike and everyday models of similar age and older, the 'G5s' passed into history more or less without anyone noticing in the 1950s.

However, 50 years after the last of the class was withdrawn, a North East-based group launched an ambitious scheme to construct a 111th 'G5'. The group pointed to a lack of suitable medium to small-sized motive power on heritage railways and also to the increasing age of what remains, arguing that a new 'G5' would be ideal for such heritage use.

Since then construction of a new locomotive has proceeded carefully and steadily in an industrial unit in the former Shildon wagon works near Locomotion in County Durham. At the time of writing, the new locomotive has its frames, boiler, cylinder block and pony wheels. While no date has been set for its completion, it is far more advanced than many other 'new build' locomotive projects. More about this project can be found at *www.g5locomotiveltd.co.uk*.

The 'G5' is an ideal choice for a new model as it had a wide sphere of operation and lasted for a considerable period. There are also many variations and many detail differences that will make individual models vary from each other and provide an excuse for having more than one example on the layout! With the prospect of a new full-size 'G5' on the horizon, interest in the class is sure to remain high, and will encourage all of us to take more interest in the workaday motive power of the late Victorian era. **HM**

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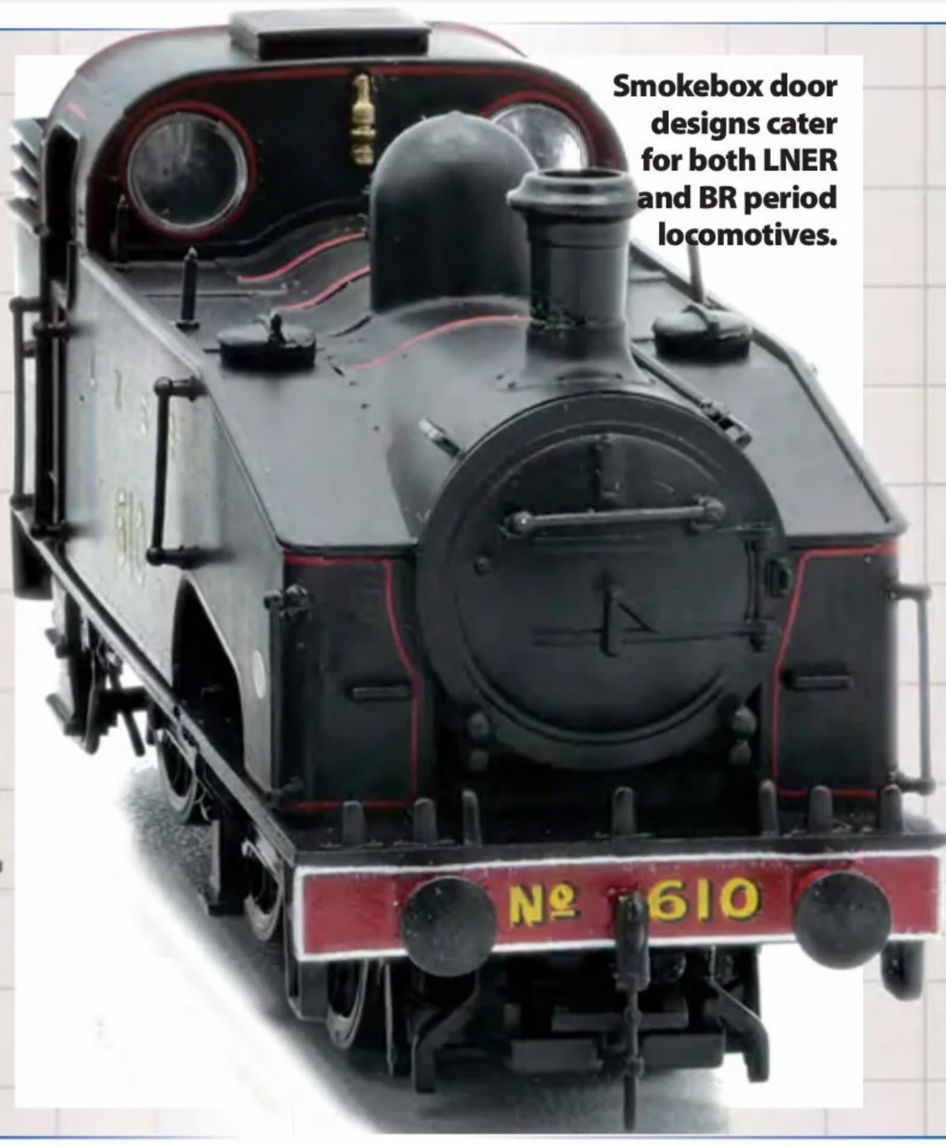
SONIC MODELS 'J50'

FIRST REVIEW

The bulky lines of the LNER 'J50' 0-6-0T have been recreated in 'N' gauge by Sonic Models. **MIKE WILD** assesses how this new locomotive stacks up.



Smokebox door designs cater for both LNER and BR period locomotives.

THE steeply graded lines in the West Riding of Yorkshire encouraged the Great Northern Railway (GNR) to develop a new tank engine with long side tanks to replace tender locomotives on the same duties. The side tanks increased their adhesive weight allowing them to tackle the challenging climbs and gave them increased range too.

The first were classified 'J23' by the GNR, and later became 'J51' with the LNER, and later spurned the 'J50' 0-6-0T which became an LNER Group Standard design in 1926 when 52 locomotives were built.

These bulky tank engines are the latest ready-to-run 'N' gauge models to be produced by Sonic Models, modelling the Group Standard 'J50/3' (steam brakes) and 'J50/4' (vacuum brakes) for the scale. There are eight different locomotives available covering liveries from LNER to BR days. For more on the history of the LNER 'J50' class visit *www.keymodelworld.com/lner-j50-0-6-0t*

THE MODEL

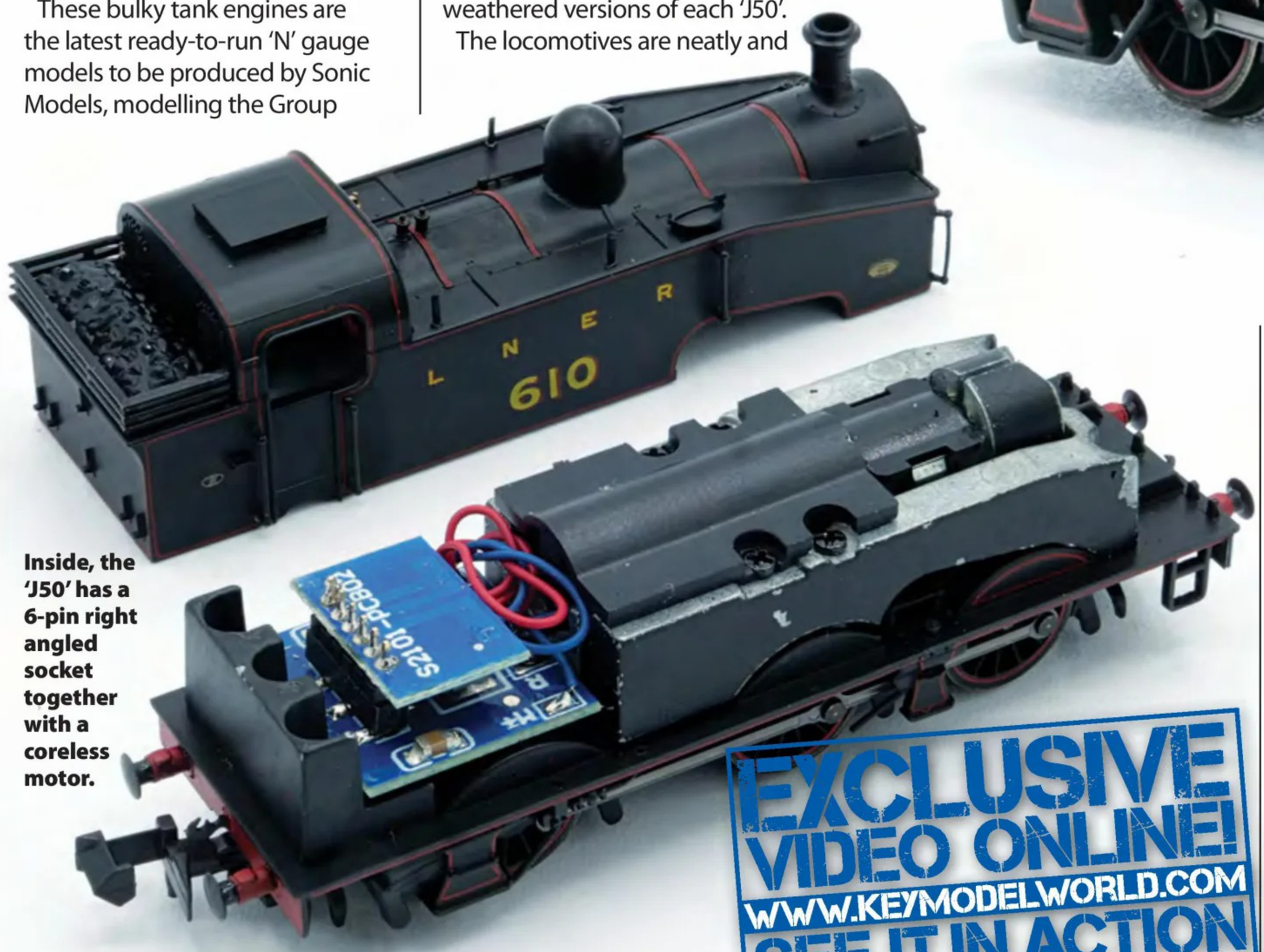
For review, we received samples of steam brake fitted 'J50/3s' 610 in LNER lined black (Cat No. S2012-01) and 68961 in BR black with late crests (S2012-08). Both are presented with a pristine finish, but Rails of Sheffield – the exclusive retailer for Sonic Models – will also be offering weathered versions of each 'J50'.

The locomotives are neatly and securely packaged and come with an instruction sheet and accessory pack. The latter contains dummy screw link couplings which can be used in place of one of the Rapido couplings as well as coupling hooks which can be added to the buffer beams above the functional couplings.

Straight from the box, the looks and shape of the 'J50' are instantly captured including the distinctive side tank shape, asymmetrical spacing of the driving wheels and curved cab roof profile. Measuring 67.5mm over buffers, a scale 33ft 6in, the 2mm:1ft 'J50' is accurate to the prototype while the wheelbase is also correct at 33mm between axle centres.

The proportions of the smokebox,





Inside, the 'J50' has a 6-pin right angled socket together with a coreless motor.

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Open and closed bunker rails have been modelled in the tooling suite with 68961 featuring the latter style.



The 'J50' captures the profile of the real locomotives superbly.

TECHNICAL DETAILS	
Manufacturer:	*www.railsofsheffield.com*
Cat No:	S2012-01 and S2012-08 (reviewed)
Description:	Gresley 'J50' 0-6-0T 610, LNER black
	Gresley 'J50' 0-6-0T 68961, BR black
Builder:	LNER, Doncaster Works
Region:	Eastern Region
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	67.5mm (over buffers)
Price:	£109.95
Couplings:	Rapido couplings in NEM pockets
DCC:	DCC ready, 6-pin right angle
Speaker:	None
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	First
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-6-0T
Purpose:	Trip freights and shunting
Haulage capacity (expected):	20-30 wagons
Haulage capacity (actual):	25 wagons (maximum tested)



New for 'N' gauge from Sonic Models is the LNER 'J50' 0-6-0T. Our review samples model Group Standard 'J50/3s' with steam brakes.

boiler, chimney, side tanks and dome all mirror the real locomotives well. There is an array of separately fitted parts including pipes, handrails, brake shoes, brake rigging, sand pipes and more. There are also detail variations with the two samples showing flush and raised Ross 'pop' safety valves as well as fluted (610) and plain (68961) coupling rods.

Livery choices are simple for the 'J50' – black is the base colour no matter which railway company branding they carry and Sonic Models has provided an excellent and consistent finish on both of our samples including fine printing of the lining on the LNER example as well as crisp numbers and lettering. An excellent package.

PERFORMANCE

A coreless motor in the boiler barrel is fitted to the 'J50' which drives the centre axle. Bearing pick-ups are fitted to each axle removing the reliance on wiper pick-ups for reliable running while there is also a 6-pin decoder socket positioned in the cab which requires a 6-pin 90 degree decoder such as the Bachmann 36-556RA or ESU 59837. Due to its size, no provision is made for DCC sound.

On the track we found both of our samples to be smooth running and silent locomotives straight from the box. We subjected each to a running in period of 30 minutes in each direction before adding a load of goods wagons to them. In each case our layout restricted us to 25 wagons, a load they managed with absolute ease.

OVERALL

'N' gauge modellers will be pleased to welcome a new and never produced before ready-to-run locomotive to the fold, and especially one produced to the standard of the Sonic Models 'J50'. It shows just how far model production has come when you see the detail variations being accommodated in a locomotive as small as the 'J50'. An excellent addition which is sure to prove popular with Eastern Region modellers. (MW)



The lined black livery applied to 610 has been completed to a high standard.

Dapol LSWR 'B4'

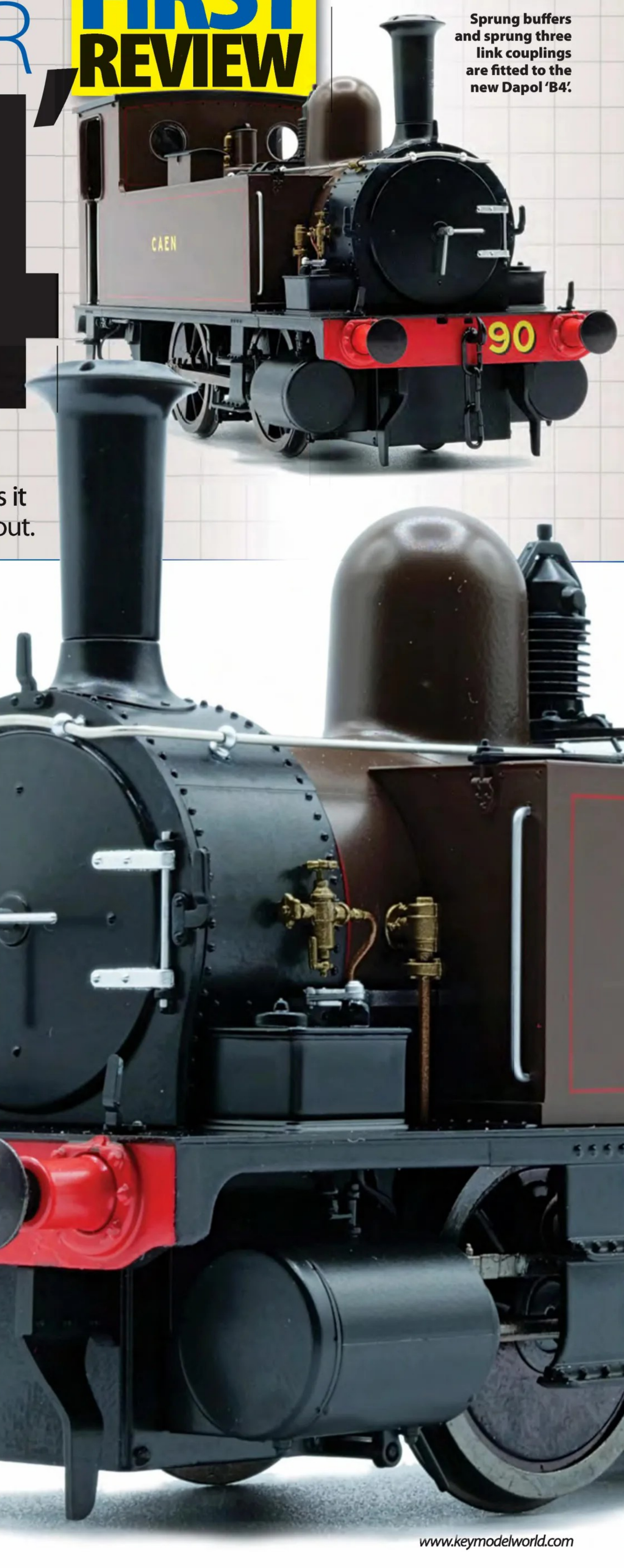
FIRST REVIEW

Southern Railway 7mm scale modellers are in for a treat with the arrival of the Adams 'B4' 0-4-0T from Dapol, but does it tick the right boxes? **MIKE WILD** finds out.

THE LONDON SOUTH Western Railway 'B4' 0-4-0Ts are compact locomotives designed for dock shunting, making them a perfect locomotive for small layout builders.

Dapol's first dalliance with the Adams 'B4' was for 'OO' gauge in 2018 when it introduced a fine model of these characterful locomotives to its collection. Fast forward to 2021 and it revealed plans to supply an 'O' gauge version which we have here today.

The real locomotives were built between 1891 and 1908 in three batches with a total of 25 locomotives being completed. They had Stephenson's valve gear with outside cylinders and were designed for shed pilot and shunting duties. Following the LSWR's purchase of Southampton



Sprung buffers and sprung three link couplings are fitted to the new Dapol 'B4'.

Joining the Dapol 'O' gauge collection is the Adams 'B4' 0-4-0T. Our sample models 90 *Caen* in LSWR brown.



Livery application is excellent on the model while the underframe mirrors the prototype in all respects.



The view through the cab doors is excellent.

Detail variations are built into the tooling suite with *Caen* featuring the Linseed filtrator behind the dome.



TECHNICAL DETAILS	
Manufacturer:	*www.dapol.co.uk*
Cat No:	7S-012-002 (reviewed)
Description:	LSWR Adams 'B4' 0-4-0T 90 *Caen*, LSWR brown
Builder:	LSWR, Nine Elms Works
Region:	Southern Region
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	272mm (over buffers)
Price:	£251.51 (DCC ready), £285.04 (DCC fitted), £388.80 (DCC sound fitted)
Couplings:	Sprung working screw links
DCC:	DCC ready, 21-pin socket
Speaker:	Twin 15mm x 11mm cube speaker spaces
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	First
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	0-4-0T
Purpose:	Pilot and shunting
Haulage capacity (expected):	10 wagons
Haulage capacity (actual):	10 wagons (maximum tested)

Docks in 1892 the class started a long association with the dock railway which ceased in 1947 with arrival of the 'USA' 0-6-0Ts. Withdrawals started in 1957 with the last being taken out of service in 1963.

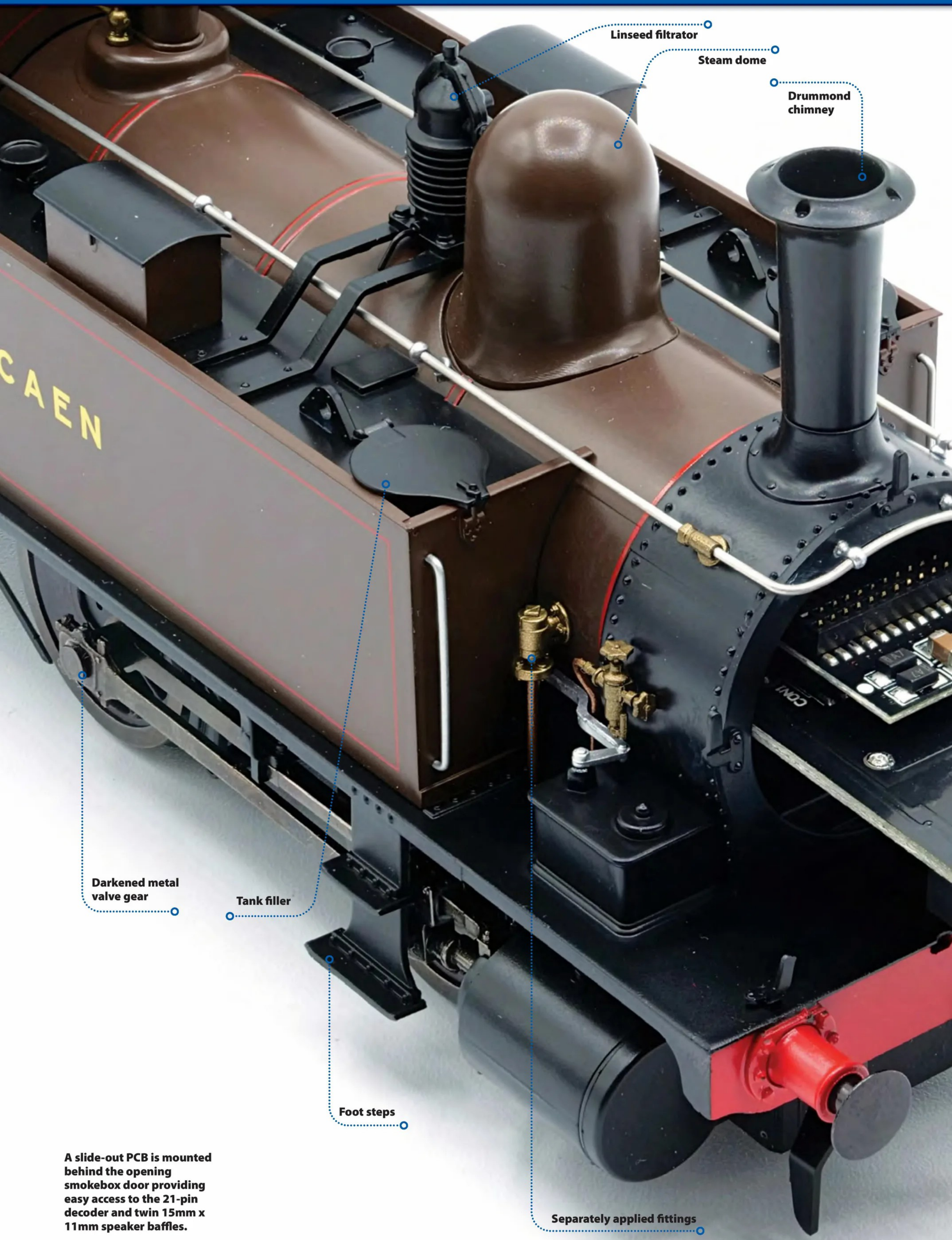
THE MODEL

Our sample model of 90 *Caen* in LSWR lined brown (Cat No. 7S-018-002) which has been joined by models of 96 *Normandy* in as preserved Southern Railway black (7S-018-001), 88 in Southern Railway black (7S-018-003), 30089 in BR black with early crests (7S-018-004), 30096 in BR black with late crests (7S-018-005) and 91 in LSWR lined green (7S-018-006).

All versions are available DCC ready, DCC fitted and DCC sound-fitted with our sample of *Caen* being a DCC ready version. The model is presented in a standard Dapol two-part box and is contained inside mounted to a clear plastic base with two screws which holds the model firmly in place inside a polystyrene frame.

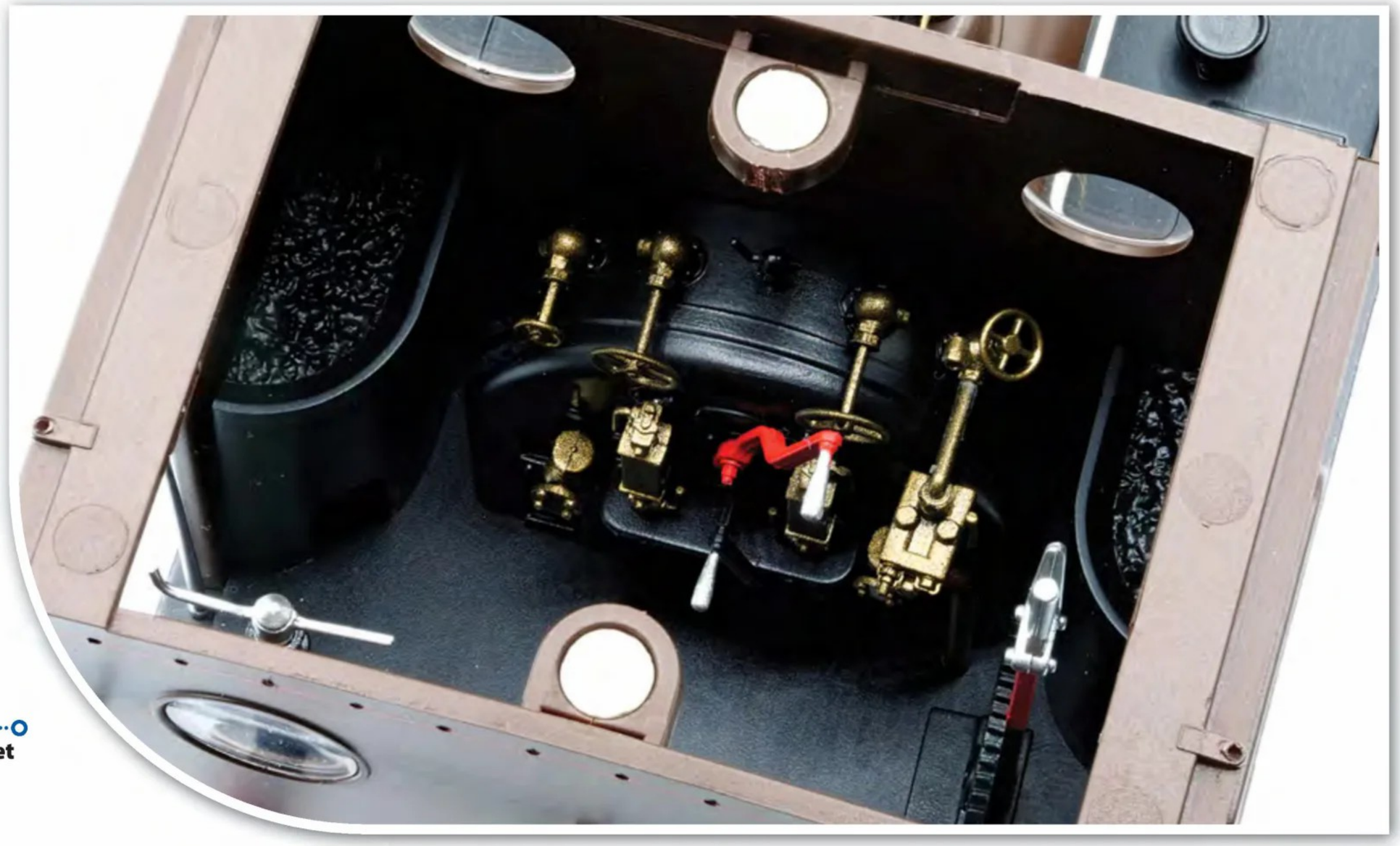
The locomotive is superbly presented with sprung metal buffers at all four corners, sprung working three-link couplings, a die-cast running plate, die-cast wheels with polished metal tyres together with neatly assembled valve gear, a full complement of underframe parts including sanders and brakes, separately fitted handrails throughout and more.

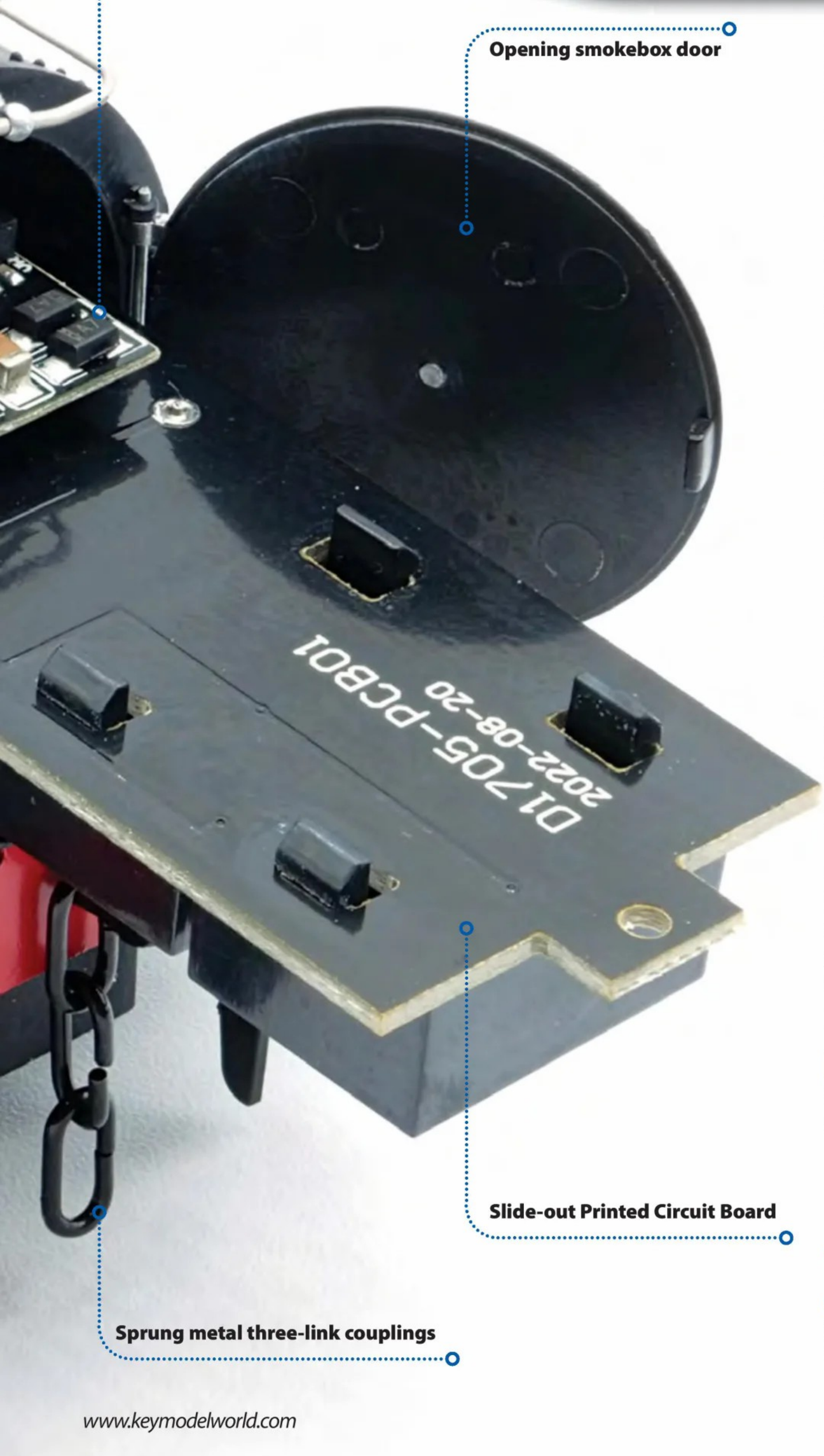
The tooling also caters for detail differences between the locomotives during their careers with *Caen* being fitted with a »



A slide-out PCB is mounted behind the opening smokebox door providing easy access to the 21-pin decoder and twin 15mm x 11mm speaker baffles.

The cab interior is fully detailed with access made simple with a removable roof. Magnets hold the roof in place.





Linseed filtrator behind the dome as well as as a fully enclosed cab with two round windows front and rear. For comparison, *Normandy* has a partially open cab while the model of 30096 (*Normandy*) with late BR crests has a modified cab with a square centre window and two round windows in the side extensions. A stovepipe chimney is also available in the tooling suite which is used on 91.

There are many separately fitted parts to appreciate on the locomotive including fine sander mechanisms either side of the smokebox, the valve heads in the same location and tank fillers, but the real gem is the cab interior.

The cab roof is held in place with two magnets which makes access very quick and simple both for viewing and for installation of a crew should you wish to. Inside, the backhead is fully detailed with separately fitted and painted parts while there is also a neatly moulded reverser, regulator, handbrake and moulded coal loads in the bunkers.

Livery application is just as good with Dapol having lined the LSWR brown livery superbly, adding to it with neatly printed names on each side tank as well as numbers on the buffer beams to complete the picture.

PERFORMANCE

While our ability to load test the 'B4' is currently limited by our test track, we were still keen to see how it worked on the track. Straight from the box on analogue control it ran smoothly and quietly throughout the speed range crawling beautifully along our test track.

Like all recent Dapol models, access to the decoder and speakers has been made as simple as possible. The smokebox door opens to provide access to the now standard slide-out Printed Circuit Board (PCB) onto which the 21-pin decoder socket is mounted on one side together with two speaker baffles on the other side designed to accommodate 15mm x 11mm cube speakers.

There is also a firebox flicker effect visible inside the cab at all times when power is applied to the track on DC control while DCC layout operators can control this with a DCC handset.

OVERALL

The Adams 'B4' is a lovely little locomotive to see in action and makes for a characterful model. Those looking to expand a Southern Railway or Region steam fleet will be delighted with this new release which has been produced to a high standard by Dapol. A great addition designed with the modeller in mind with its simple cab and decoder access. (MW)

"All versions are available DCC ready, DCC fitted and DCC sound-fitted with our sample of Caen being a DCC ready version."

MIKE WILD

SCOTRAIL HIGHLAND

- **Gauge:** 'OO' gauge
- **Price:** £152.49
- **Cat No:** R30011
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 8-pin decoder socket
- **Era:** 11



HORNBY'S VENERABLE 'OO' gauge Class 153 diesel railcar returns for its latest outing in ScotRail active travel livery.

ScotRail's small fleet of repurposed Class 153 diesel railcars entered service in 2021 following internal conversion from standard vehicles to provide space for large luggage and up to 20 bicycles in specially designed bike racks, together with 24 seats for accompanying passengers. They currently operate on ScotRail's West Highland Lines to Oban and Mallaig with Class 156 two-car Diesel Multiple Units (DMUs), augmenting existing capacity. Each Highland Explorer Class 153 features distinctive bodyside graphics depicting typical West Highland scenes, together with ScotRail Saltire branding.

Our review sample depicts unit 153377 which carries the eyecatching branding depicting the famous Glenfinnan Monument and viaduct as well as other scenes, together with large bicycle icons on each side. Two further similarly attired examples are also available as 153380 and 153305 (Cat Nos. R30071/R30146).

From normal viewing distances the graphics certainly look the part, although on closer inspection the clarity isn't as crisp and vibrant as we have come to expect on previous examples of the Class 153 – the ScotRail legends, Saltire dots, overhead electrification warning labels, door labels and vehicle numbers all appeared fuzzy on our review sample. This, perhaps, highlights a limitation to the process used to represent complicated graphics such as this.

That said, the overall representation of the artwork



This latest release models Driving Motor Standard with Lavatory (DMSL) 57377, which carries unit number 153377.

East Midlands Trains HST power cars



Hornby's new Class 43 HST power cars are now available in East Midlands Trains colours.

EAST MIDLANDS TRAINS' dynamic livery is the latest colour scheme to adorn Hornby's recently re-tooled 'OO' gauge Class 43 High Speed Train (HST) power cars.

Finished as Leeds based power cars 43049 *Neville Hill* and 43060, the pair appear with the branding carried until the end of the East Midlands Trains (EMT) franchise in August 2019. They ran in this form on the Midland Main Line and also on East Coast Main Line services – EMT power cars had regular turns hired-in to Virgin Trains East Coast/LNER, offering some colourful livery combinations on the route. 43049 now resides with Locomotive Services enjoying regular forays on the main line and carries InterCity 'Swallow' livery, while 43060 is preserved at the Nene Valley Railway.

Bearing the hallmarks of Hornby's previous releases of the re-tooled HST power cars (HM188), 43049 is the motorised example and features a heavy die-cast metal chassis with five-pole skew-wound motor and twin flywheels, while 43060 is the non-powered version.

Both vehicles feature 21-pin Digital Command Control (DCC) decoder sockets, factory-fitted twin speakers, directional head and tail

EXPLORER 153 ROLLS IN

Below: **Hornby's 'OO' gauge Class 153 is now available in ScotRail's striking active travel livery.**



on the bodyside and over the windows is neatly applied, as are the unit numbers on the cab fronts and the bicycle legend on the vestibule door at the bike stowage end of the unit. The ScotRail blue base colour on our review sample appeared to be a little lighter than that used on Realtrack Models' 'OO' Class 156 DMU, which it might typically be coupled to on a layout.

Inside, the interior moulding is that used for other Class 153 units, which includes all seating, although this has been neatly picked out in blue with white painted tables. The interior could, of course, be adapted should you wish to include cycle racks, although they are unlikely to be seen as the windows feature printed graphics in the cycle area.

Running qualities are as per previous releases, with smooth running characteristics throughout the speed range, while an 8-pin Digital Command Control (DCC) decoder socket is included on the Printed Circuit Board which is elevated above the seats at the motor bogie end of the chassis and out of view. Working directional head and tail lights add to the functionality, while yellow obstacle deflectors are fitted to the bogies at each end. Standard NEM coupler pockets with small tension lock couplings feature, while cosmetic BSI couplers are a plug-in component at each end too.

Aside from the decoration niggles, this latest release from Hornby provides a useful prototype to represent present-day operations on ScotRail's West Highland Lines. (MC)



- **Gauge:** 'OO' gauge
- **Price:** £362.99
- **Cat No:** R30219
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 21-pin socket (x2)
- **Era:** 11

Left: **The upsweeps on the dynamic East Midlands Trains colour scheme certainly look the part.**

Right: **Printed detailing includes neatly printed nameplates, window labels and overhead electrification warning stickers.**



lights and working twin fans. The fans rotate when power is applied under analogue control or when selected if DCC-fitted – their speed can also be manually adjusted.

Detailing is superb throughout with see-through grilles, separately fitted exhaust cowlings, roof fan grille mesh, separately fitted handrails and detailed cab interiors.

Decoration is, on the whole, up to the high standard we have come to expect from Hornby with an evenly-applied paint finish and crisply printed orange cantrail warning stripe, bodyside lettering, numbers and overhead line electrification labels, while door handles and small details are picked out in appropriate colours. One slight error appears to have crept in to the printing of the *Neville Hill* nameplates on our sample – the first part of the name featuring three 'l's instead of two. Glazing is flush, while the distinctive stickers applied to the former guard's van doors of EMT power cars informing staff that the doors are maintained are also included and legible.

Underneath, each power car features well detailed bogie and underframe detail with fuel tanks, bogie guard irons, cylinders, sockets and NEM coupler pocket cams fitted with small tension lock couplings. Turned metal wheels with brake disc detail complete the appearance.

These latest additions to the Hornby HST fleet are sure to prove popular, complementing the already-available MK3 trailer cars in EMT colours, as well as those in LNER/Virgin Trains East Coast colours, which will also be prototypically authentic. Available now. (MC)

Flying Scotsman 'Electra'

The striking LNER 'Flying Scotsman' livery is the latest to be released on the Hornby Class 91. **MIKE WILD** checks out this colourful new addition.

- **Price:** £223.99
- **Cat No:** R30165
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 21-pin socket
- **Era:** 11



The latest Class 91 to be released by Hornby models 91101 *Flying Scotsman* in its striking LNER vinyl colour scheme.

SIX-WHEEL DEPARTMENTALS

- **Gauge :** 'OO' gauge
- **Price:** £36.49
- **Cat Nos:** R40359/R40360/R40328
- **Site:** *www.hornby.com*
- **Era:** 4-6

HORNBY'S LATEST BATCH of 'OO' gauge six-wheel carriages includes a selection of vehicles in departmental colour schemes.

The company's collection of four and six-wheel carriages debuted in 2021 (HM161) offering an extensive selection of liveries across the various vehicle types, based on a generic design.

These latest review samples represent departmental vehicles from the BR era with Mess Coach KDE107E (Cat No. R40359) and Tool Van KDE2574E (R40360) in BR crimson with 'Signal Works Engineer Colchester' lettering, together with Generator Unit DE320104E in BR blue and grey livery.

Given the freelance nature of the vehicles, these coaches are largely inspired by prototypes used in departmental service, with BR utilising similar four and six-wheel carriages following withdrawal from revenue service. Of the coaches modelled, DE320104E is a very close match to a former Great Eastern six-wheel generator unit that accompanied a converted cinema coach in this colour scheme during the 1960s and which appears to have been widely travelled.



The vehicles utilise Hornby's existing tooling with the mess coach and generator unit based on the six-wheel First Class coach with four compartments, while the tool van is modelled using the Third Class brake coach tooling. Detailing is excellent throughout with neatly moulded roof vents, rainstrips, panel lines and underframes, together with separately applied door and roof grab handles, metal buffers, buffer beam pipes and flush glazing. The neatly moulded guard's ducket and end glazing on the tool van is also particularly striking. A pair of stepboards is also supplied separately with each coach for customer fitment, if required.

Decoration is equally impressive with a rich BR crimson paint finish to the Signal Works Engineer's vehicles and an evenly-applied coat of BR blue and grey to the generator unit. A couple of windows of the blue and grey vehicles have additionally been painted over to match closer with the prototype which inspired it, while a line of ventilation louvres has been also been printed on each side.

Underneath, each coach features neatly moulded spring, axlebox, equipment boxes and brake shoe detailing, while turned metal wheels provide smooth running characteristics.

Perfect for modelling something a little different to the norm. (MC)



Right: **Etched metal plates with a printed finish are included in the accessory pack while the pantograph can be posed in the raised position.**



The printing of the front end vinyls is well done on 91101.



THE EAST COAST MAIN Line-based Class 91 fleet has carried a colourful array of liveries in recent years, with one of the most striking of the LNER red and white period being the 'Flying Scotsman' branded locomotive and matching Class 82 Driving Van Trailer.

91101 gained this colour scheme in 2015 and retained it until 2022 when it was repainted in the new InterCity inspired LNER oxblood scheme for its final years of service. The distinctive 'Scotsman' livery paid homage to the 1924-introduced named train which linked London and Edinburgh via the ECML with a Scottish flag merging with the LNER red and white colour scheme.

The Hornby model of 91101 follows on from the slightly earlier period model of 91110 *Battle of Britain Memorial Flight* (HM192) and has all the same hallmarks including the later roof layout, fully detailed underframe, cosmetic posable pantograph and powerful all-wheel drive chassis. This is also DCC ready with a 21-pin socket fitted and the same lighting set-up as 91110 – F0 turns the front and rear lights on and off, F1 turns the headlights off, F2 the tail lights and F3 controls the cab lights.

Livery application – the most distinctive aspect of this model – was completed to a high standard and to our eyes rates as one of the best we have seen of the Class 91s where the use of an overlay has been used in conjunction with traditional tampo printing techniques. In fact it is difficult to decipher where the two printing techniques start and finish. Another positive is the quality of application on this sample with the overlay for the front half of the Class 91 sitting neatly around the upper vents.

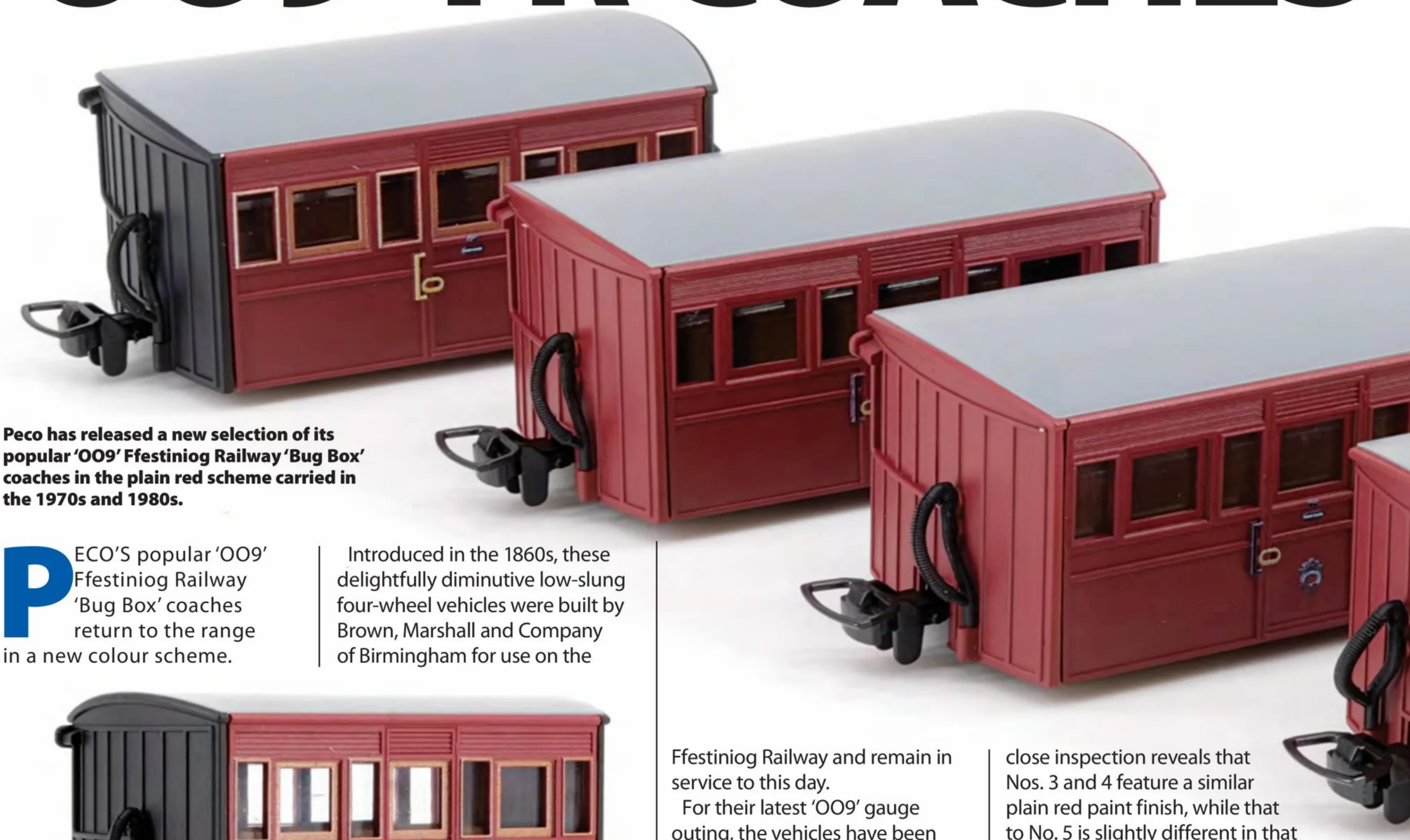
91101 *Flying Scotsman* comes with an accessory pack containing parts for each bufferbeam as well as etched metal nameplates which, when fitted, really add to the overall look of the model. A small detail point though is that the driver is positioned in the second man's seat.

This is another great addition to the Hornby Class 91 collection and the best of the artwork colour schemes we have seen yet. (MW)



Hornby has released a new batch of its 'OO' gauge six-wheel coaches in departmental colour schemes.

‘009’ FR COACHES



Peco has released a new selection of its popular ‘OO9’ Ffestiniog Railway ‘Bug Box’ coaches in the plain red scheme carried in the 1970s and 1980s.

PECO’S popular ‘OO9’ Ffestiniog Railway ‘Bug Box’ coaches return to the range in a new colour scheme.

Introduced in the 1860s, these delightfully diminutive low-slung four-wheel vehicles were built by Brown, Marshall and Company of Birmingham for use on the Ffestiniog Railway and remain in service to this day.

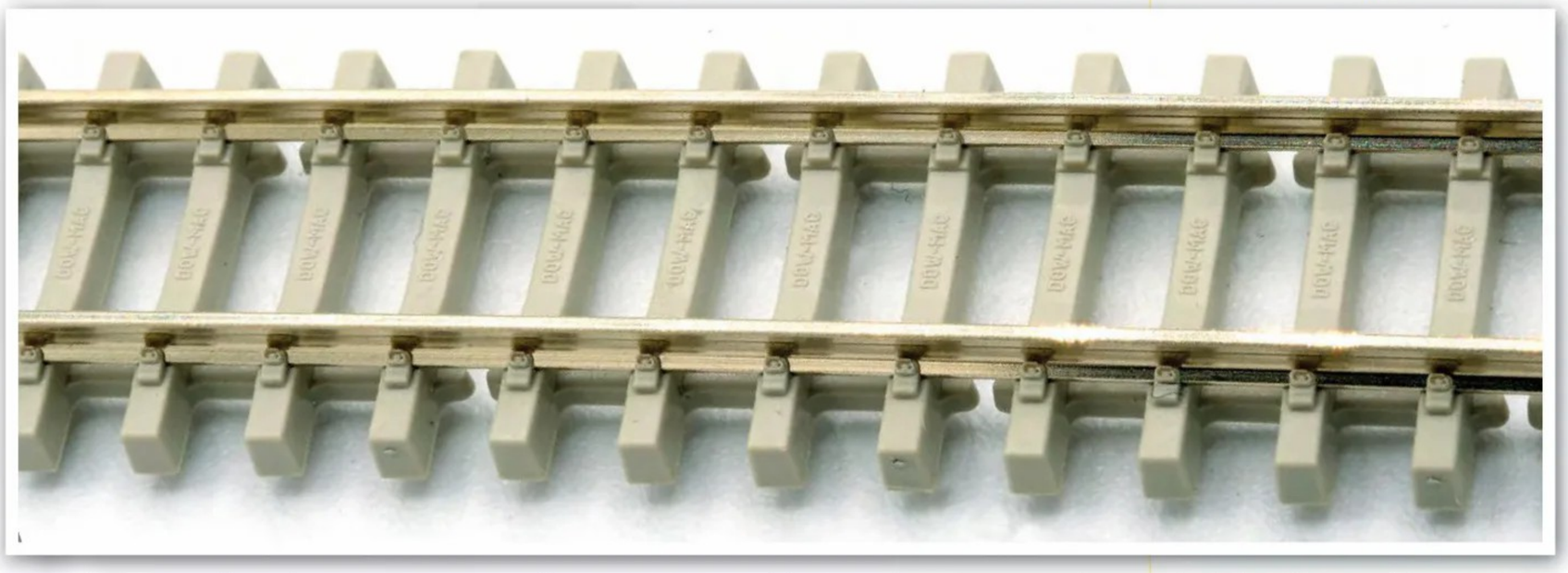
For their latest ‘OO9’ gauge outing, the vehicles have been outshopped in the plain red colour scheme carried in the 1970s and 1980s, relieved with a grey roof.

Our review samples were finished as Third Class vehicles Nos. 3 (Cat No GR-558A), 4 (GR-558B) and 5 (GR-558C), together with ‘Zoo’ Car No. 6 (GR-563). Interestingly, close inspection reveals that Nos. 3 and 4 feature a similar plain red paint finish, while that to No. 5 is slightly different in that the window frames are painted brown, the ends are finished black, grab handles are yellow and it doesn’t carry Ffestiniog Railway emblems on the doors. The Open Third ‘Zoo’ car is also painted all-red and features ‘meshed’ glazing to the lower half of the coach,



‘Bug Box’ No. 5 carries a slightly different paint finish without company emblems on the doors.

New Peco Code 80 concrete sleeper flexible track



- **Gauge** ‘N’ gauge
- **Price:** £4.50
- **Cat No:** SL-303
- **Site:** www.peco-uk.com

Left: **The new code 80 flexible track features improved concrete sleepers with DOW-MAC lettering to each.**

Peco has introduced a new improved version of its ‘N’ gauge concrete sleeper flexible track to the range of nickel silver track options.

Our review samples of the new code 80 concrete sleepered flexible track were supplied in 302mm lengths – although shop-bought examples will be 914mm – and featured an improved sleeper profile with representation of the Pandrol clip fastenings and ‘DOW-MAC’ lettering to each sleeper, reflecting the manufacturer of the real thing. Sleepers are spaced approximately 3mm apart and the finer profile to the concrete coloured sleepers (especially the angled dip from rail height) certainly looks the part.

On test, the track proved sufficiently flexible, but it is worth bearing in mind that it will need to be held firmly while forming curves until secured in place as there is a tendency for it to spring back to its straight form if you let go! (MC)

RETURN

- **Gauge:** 'OO9' gauge
- **Price:** £32.50 each
- **Cat No:** Various (see text)
- **Site:** *www.peco-uk.com*
- **Era:** 7/8

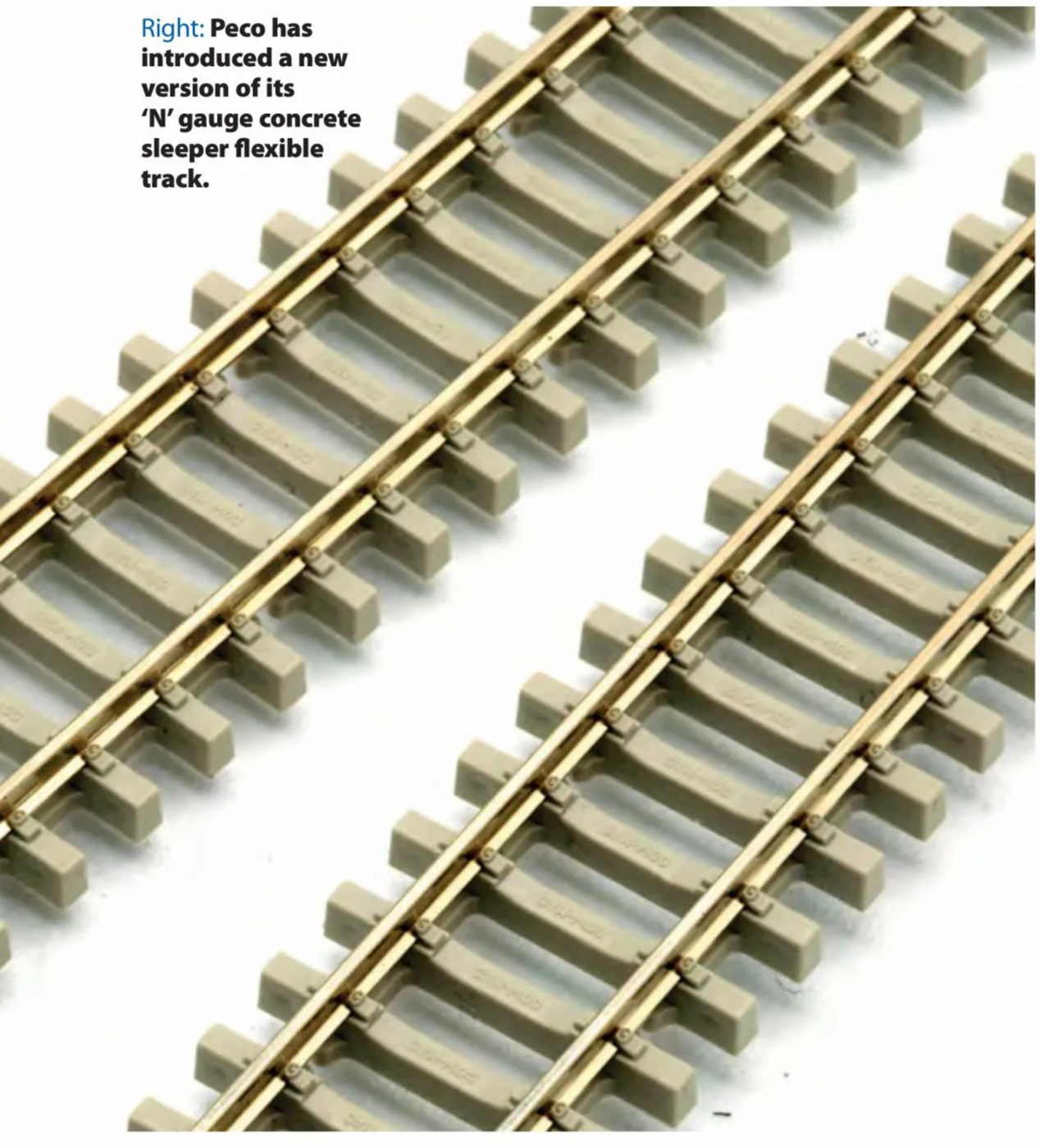


while the three Third Class coaches are fully glazed.

As with previous examples of the 'Bug Boxes' (HM159), these latest releases also feature factory-fitted brake pipes at each end, removable peg and hoop couplings in coupler pockets and small metal-tyred wheels.

With an upsurge in narrow-gauge modelling thanks to the recent influx of new 'OO9' motive power, these latest Peco releases are sure to prove popular. (MC)

Right: **Peco has introduced a new version of its 'N' gauge concrete sleeper flexible track.**



Phorpres seven-plank open



Peco's Quality Line 'N' gauge wagon range is bolstered with this seven-plank open in "Phorpres" Bricks livery.

A new addition to Peco's 'N' gauge Quality Line range of wagons is this seven-plank open with "Phorpres" Bricks branding (Cat No. NR-7012P).

Phorpres Bricks were a type of brick from the London Brick Company that were named due to being pressed twice more than other bricks – effectively four-press – hence the term Phorpres.

Priced at £17.50, this latest release from Peco is finished in the black with white lettering scheme of London Brick Company and Forders Ltd, with "Phorpres" Bricks branding in larger letters. Utilising Peco's 9ft chassis, the seven-plank open also carries a neatly printed fleet number, company address details and the distinctive company logo. Solebar builder's plates are also neatly printed, while the wagon features an evenly-applied black paint finish.

Underneath, the chassis is neatly appointed, with free-rolling nickel silver tyred spoked wheels and ELC close couplers which are compatible with standard 'N' gauge couplings. (MC)

PECO 'N' GAUGE
WHEEL PACKS

- **Gauge:** 'N' gauge
- **Prices:** £14.95 (eight axles)/£65.99-£69.99 (40 axles)
- **Cat No:** Various (see text)
- **Site:** *www.peco-uk.com*
- **Era:** N/A



Peco has released a series of new packs containing replacement wheelsets for 'N' or 'OO9' wagons and coaches.

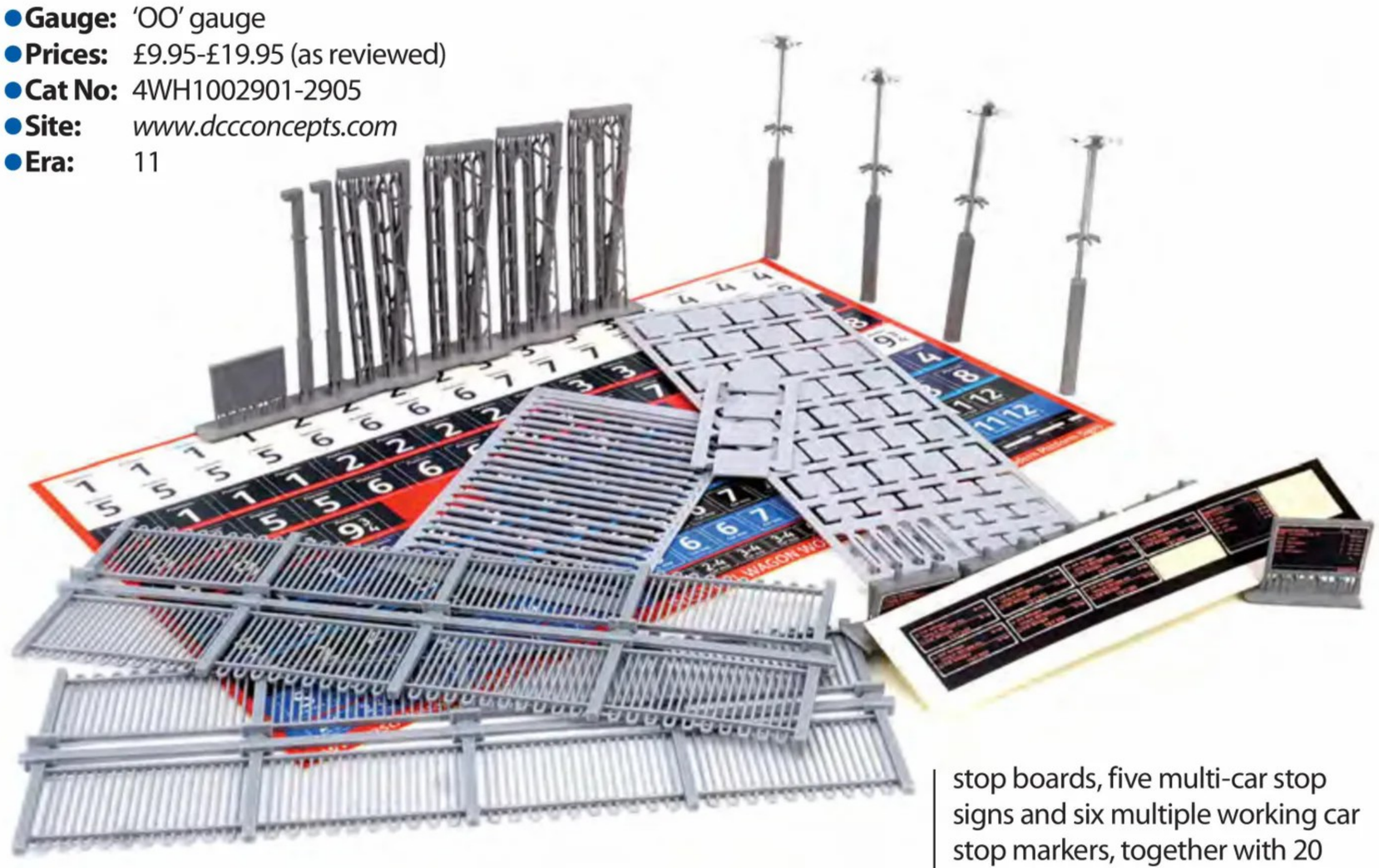
'N' and 'OO9' gauge modellers looking to replace wheelsets need look no further than a series of new packs containing Peco's nickel-silver tyred wheels from its Quality Line wagon range.

Our review samples included packs containing three different wheel types in either eight axle or 40 axle packs. Options include disc (Cat No. NR-130/NR-140), three-hole disc (NR-132/NR-142) and spoked wheels (NR-134/NR-144).

The clear plastic packs contain eight and 40 axles respectively, each with nickel silver tyres fitted to the moulded plastic axles, which can be used to replace wheelsets on Peco 'N' or 'OO9' wagons and coaches, as well as some other manufacturers' products too, enabling the user to upgrade older models with the latest nickel silver tyred wheels. (MC)

Modern station furniture

- **Gauge:** 'OO' gauge
- **Prices:** £9.95-£19.95 (as reviewed)
- **Cat No:** 4WH1002901-2905
- **Site:** *www.dccconcepts.com*
- **Era:** 11



DCC CONCEPTS has added a selection of modern station platform furniture to its range of 'OO' gauge model railway accessories.

Commissioned exclusively from West Hill Wagon Works, this new collection also includes a 'OO' gauge modern station platform kit, access steps and seating and each has been designed to complement DCC Concepts' own range of ready-to-install Legacy Skyline contemporary modern post lamps.

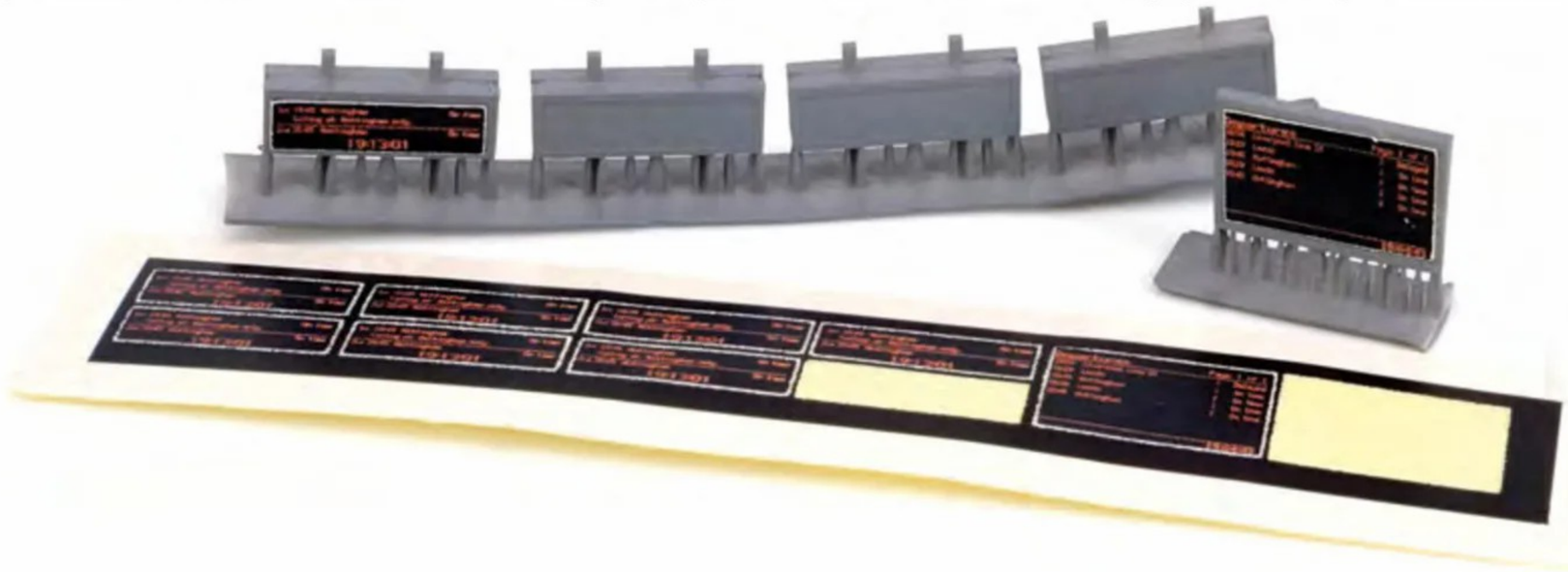
Amongst the items received for review were modern platform railings (Cat No. 4WH1002901), a CCTV camera kit (4WH1002902), station platform signs (4WH1002904) and a passenger information screen kit (4WH1002905). Some items are also available fully hand-finished.

Each of our review packs were neatly printed in plastic material. The platform railings pack contains four 137mm lengths of modern hooped fencing, while the Closed Circuit TV (CCTV) kit is a mixed media pack containing 3D-printed parts and stainless steel tube posts, with sufficent elements to complete four station CCTV masts and six wall-mounted CCTV cameras. The station departure boards pack contains four small overhead screens and two larger angled departures screens, while a small sheet of pre-printed and pre-cut departures is also included. Simply peel off and apply to the screens.

Modern station signage is also offered containing 16 3D-printed large platform signs, 16 small car stop boards, five multi-car stop signs and six multiple working car stop markers, together with 20 3D-printed platform posts. These are accompanied by a selection of printed pre-cut paper car stop and platform number labels, with a mix of coloured backgrounds, as per the prototypes – there's even a selection of Platform 9¾ signs for those with Hogwarts Express train sets.

In addition to the kits, a couple of the packs are also available in ready-assembled form with hand-painted parts including the CCTVs, our review pack containing four neatly painted masts with grey bases and white cameras, together with six painted wall-mounted examples.

Perfect for completing a modern day station scene. (MC)



Suburban destination boards

- **Gauge:** 'OO'/'O'
- **Price:** £5.40 plus £2 p&p/£10 incl. p&p
- **Cat No:** 4HBE02/7HBE02
- **Site:** *www.pacificmodels.co.uk*
- **Era:** 4-6



PACIFIC MODELS has released several sets of BR Eastern Region (ex Great Northern Railway) destination boards and smokebox numberplates for suburban trains originating from London termini in 'OO' and 'O'.

Our review samples included a 'OO' gauge A5 sheet of printed self-adhesive carriage destination boards and smokebox numberplates for 'N1' and 'N2' 0-6-2Ts, while the 'O' gauge A4 sheet features purely destination boards.

The boards have been designed with the forthcoming 'OO' gauge Ellis Clark Trains Quad Art coaches in mind, but will also work with existing suitable coaches.

Neatly printed with white lettering on a black background, each board and smokebox numberplate will require cutting from the sheet with a sharp blade or similar, then simply peel the backing paper away and stick the board in place.

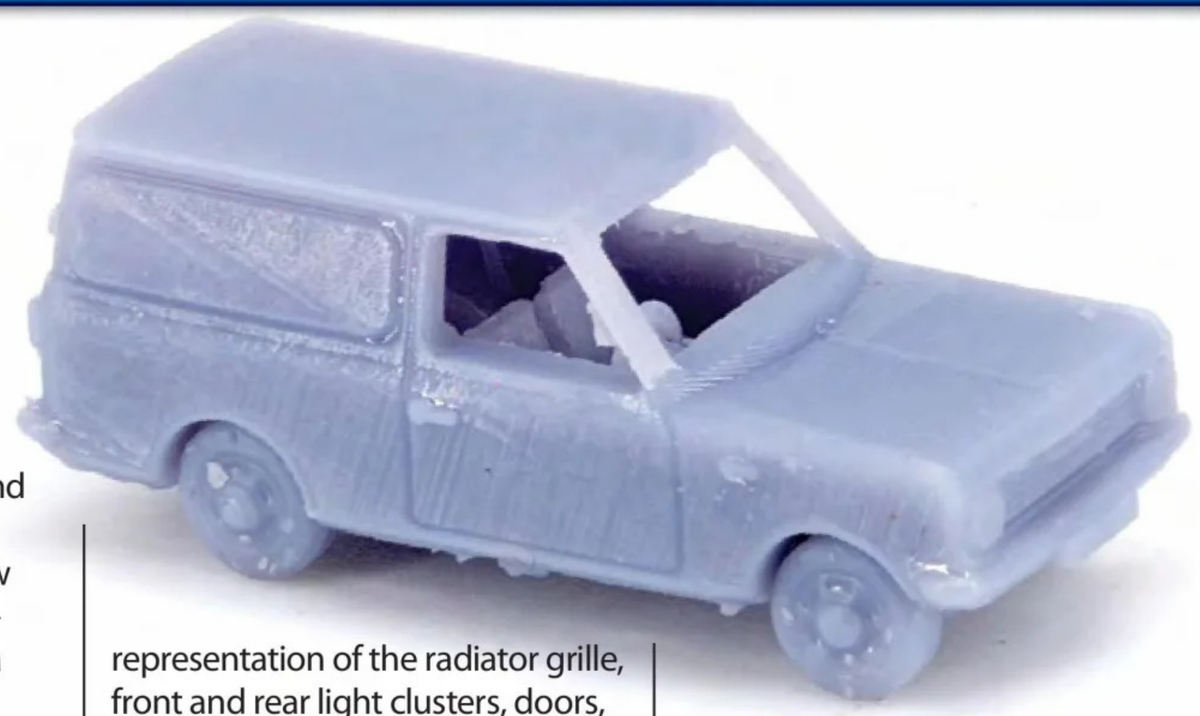
A good selection of 'N1' and 'N2' 0-6-2T numberplates has been included, together with nine destination boards for each of 23 different destinations ranging from Broad Street and Moorgate to Cuffley and Welwyn Garden City. There are 18 boards for Kings + (Cross).

Meanwhile, the 'O' gauge sheet features purely destination boards with at least ten examples for all destinations, while Moorgate, Broad Street and Liverpool Street feature 12 and Kings + has 22. A separate sheet of smokebox plates is also available.

Small details which will enhance the appearance of motive power and rolling stock. (MC)

1:148 Bedford HA van

- **Gauge:** 'N' gauge
- **Price:** £7.45
- **Cat No:** NSM-V60HA01
- **Site:** *www.copperminiatures.co.uk*
- **Era:** 6-8



NEW FROM 'N'TASTIC Scale Models is this 1:148 scale Bedford HA van, which forms part of a rapidly expanding new range of road transport vehicle kits.

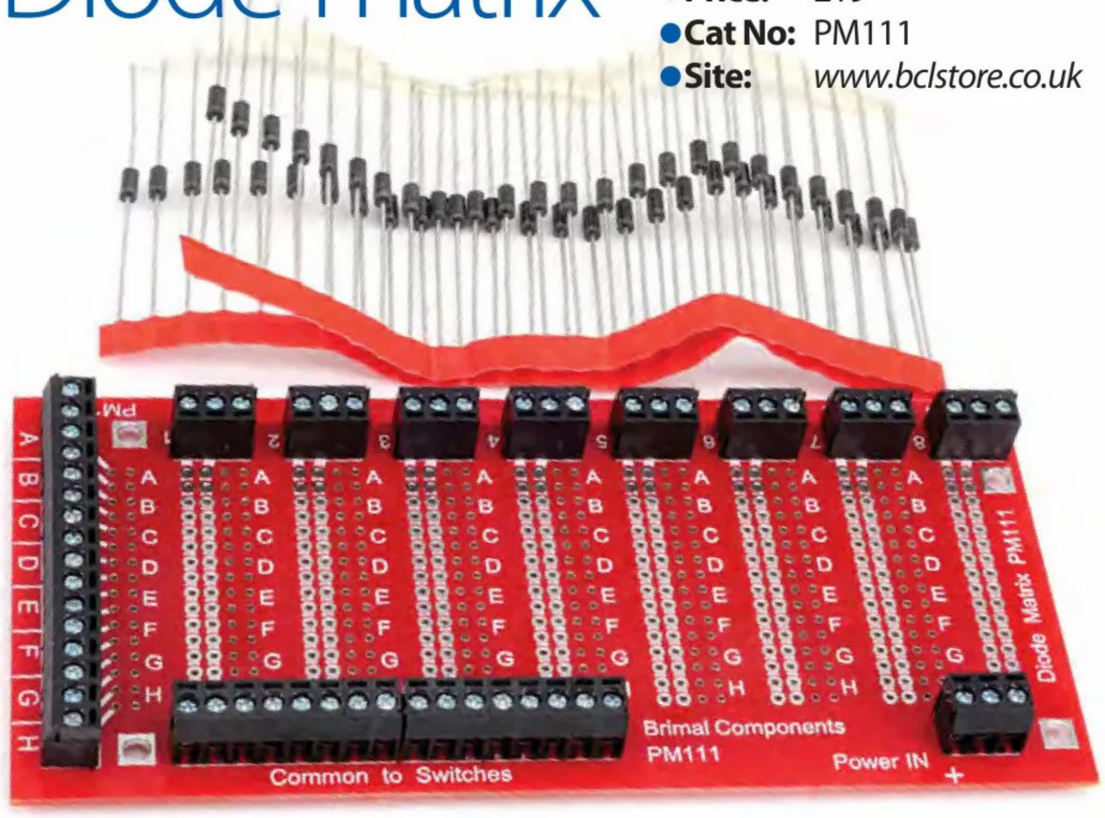
This recent addition represents the Bedford HA van, a small commercial vehicle developed from the Vauxhall Viva car family and produced between 1963 and 1983.

At 25mm x 10.5mm, our review sample was supplied as a three-piece 3D-printed resin kit with a chassis, bodyshell and steering wheel. A roof rack version with ladder is also available.

Detailing is very good with representation of the radiator grille, front and rear light clusters, doors, door handles, panel lines, number plates and bumpers on the body, while the chassis features two seats and four wheels. Minimal cleaning up is required before painting in your desired colour scheme. (MC)

Diode matrix

- **Gauge:** N/A
- **Price:** £19
- **Cat No:** PM111
- **Site:** *www.bclstore.co.uk*



BRIMAL COMPONENTS has added a new diode matrix board to its range of electronic accessories.

Measuring 138mm x 64mm, the matrix has been designed to switch eight sets of points and can also work eight route switches. It can be set up to create routes where a series of points are activated together from one switch.

As supplied, the board features fixing holes at each corner and comes with four self-adhesive stand offs and 50 x 1N4004 diodes.

The board features a bright red finish with neatly silvered components and precision soldered screw terminals. Full instructions are included for setup, together with a useful set of example scenarios and printed templates to aid planning. (MC)

Train-Tech motor switch

- **Gauge:** 'G' gauge
- **Price:** £11.25
- **Cat No:** TTPMS2
- **Site:** *www.gaugemasterretail.com*



GAUGEMASTER'S TRAIN-TECH range of electronic accessories and components is bolstered with the addition of a new two-wire point motor switch.

Primarily intended for use with two-wire DC point motors such as those in the Kato, Piko ('G' scale) and LGB ranges, the switch has been designed to offer straightforward connection plus instant position indication, the latter via a pair of supplied 3mm green LEDs.

As with other items in the Train-Tech range, simplicity is key and the unit is labelled for power input and the point motor connections. A smoothed DC or DCC input of 9-16v is required.

For those wishing to mount the switch into a control panel, the instruction sheet includes a handy template and useful instructions to ease the installation process. Alternative coloured LEDs are also available separately. (MC)

Wickham Trolley crew

- **Gauge:** 'O' gauge
- **Price:** £30
- **Cat No:** 11180-043
- **Site:** *www.modelu3d.co.uk*
- **Era:** 3-8



MODELU'S RANGE of 3D-printed finescale figures is augmented with the addition of this pack of 7mm scale Wickham Trolley crew designed for use with Ellis Clark Trains' new 'O' gauge ready-to-run model.

The pack contains three crew members, including a cloth capped driver, together with a selection of 3D-printed tools – a flag holdall, two shovels, a hammer and spanner.

All parts are exquisitely printed with plenty of fine detail from the lapels on the driver's jacket to the ripples in the workmen's trousers and waistcoats – you can even see daylight through the straps on the holdall. Facial features on each figure are also well-captured.

Whilst intended for use with the new 7mm scale Wickham Trolley, these figures are also available in other scales too. (MC)

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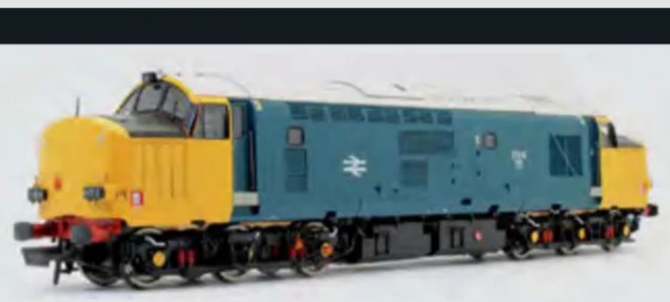

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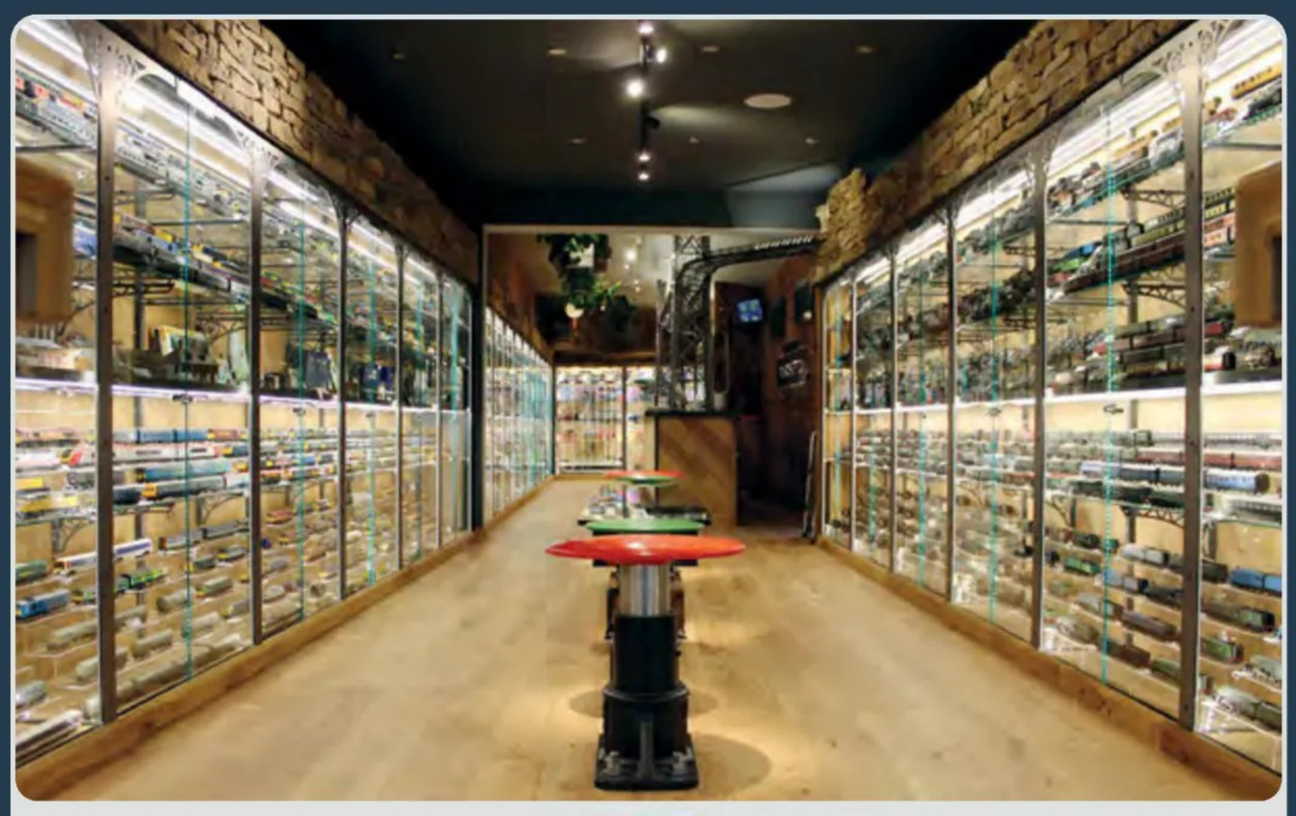



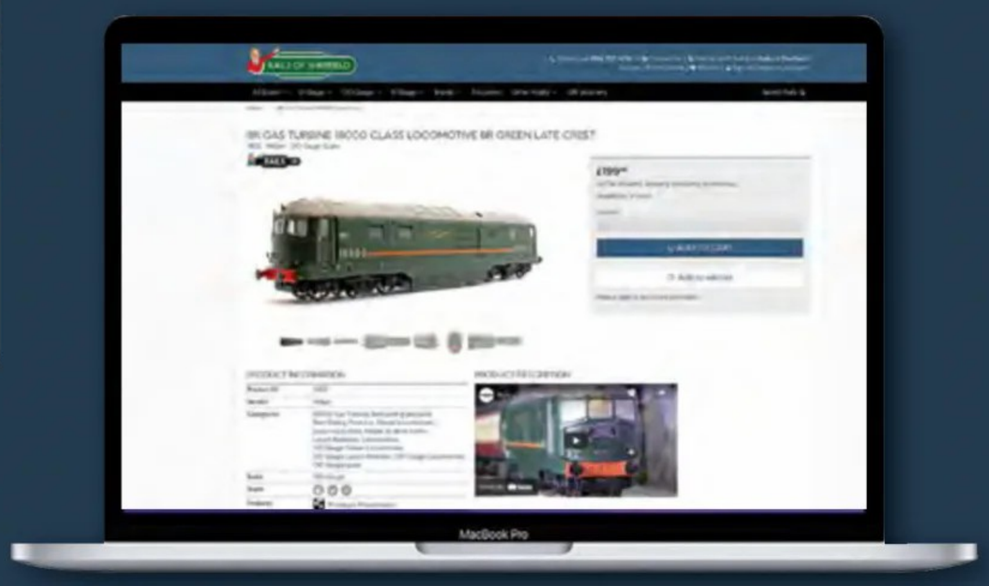

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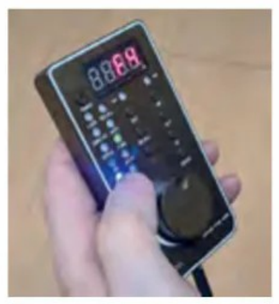

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TRIPLEX SOUND

FOR THE HORNBY CLASS 08

Hornby's new Bluetooth Triplex Sound chips provide a simple means of adding stay alive, but can you fit all the components into the Hornby Class 08? **MIKE WILD** shows how in this step-by-step guide.

TRIPLEX Sound has been an exciting development from Hornby and we have already been embracing its values for our own locomotives as well as project models to showcase here in *Hornby Magazine's* digital control section.

Early on there were criticisms about the size of the chips and that they wouldn't fit into small locomotives. However, while that is true in part when it comes to the Next18 format chips – they are larger than competitor sound chips with this connection in order to house the Bluetooth node – the 21-pin and 8-pin chips are no larger than their counterparts.

The Class 08 has long been a popular shunting locomotive and we saw this as an ideal test case to show how the new TXS chips can be fitted where space is at a premium. Moreover, we also wanted to make full use of the stay alive connection as experience has shown up that a sound-fitted Class 08 benefits greatly from the additional onboard energy storage to keep it on the move during slow speed shunting to prevent it from stalling.

Previously we have carried out Class 08 installations with ZIMO decoders, and you can read our full guide for Hornby and Bachmann models with this brand online at *www.keymodelworld.com/class-08*. Here though our focus is on an all-Hornby sound installation using its 8-pin Bluetooth sound decoder, factory supplied 15mm x 11mm cube speaker and optional Power Bank stay alive.

The process is surprisingly straightforward and within the reach of a beginner. The only modification is to cut out a notch at the bottom of the control desk moulding in the cab to allow the stay alive wires to pass from the cab to the bonnet where the decoder will be located. Other than that, it is plain sailing, aided by the plug and play design of the TXS sound chips which means you don't even need a soldering iron to be able to install them.

There are plenty of alternative speaker types available on the market which could be used in the Class 08, but even with the smallest 4mm deep baffle fitted to the standard cube speaker we were impressed by its sound performance. We found that the auxiliary sounds were too loud in the mix, but fortunately it is very simple to adjust the individual sound volumes in the HM DCC app. The individual sound functions are in CVs 161-188 and all can be adjusted at the touch of a button to enhance the overall mix. You can see our final decoder settings in the table on page 98, and they make a big difference once adjusted.

Our project locomotive – Stratford depot's unique orange liveried Class 08 08715 which was repainted in the early 1990s – is now ready to enter service with a full suite of realistic sounds. All it really needs now is a driver and a thorough weathering.

● **Visit *www.keymodelworld.com/class08* for our full collection of Class 08 modelling and historical features.**

PLEASE TURN FOR STEP BY STEP GUIDE

Stratford depot's Class 08 08715 has been given a full suite of sounds using the new Hornby Triplex Sound Bluetooth decoder. It has a big impact on this compact locomotive and there is even space for a stay alive to be added in the cab using Hornby's components.

INSTALLING TXS SOUND IN A HORNBY CLASS 08

1 **The candidate for our sound installation project is former Stratford Class 08 08715 in its distinctive bright orange livery. The internal setup is standard across Hornby's Class 08s with an 8-pin decoder socket provided.**



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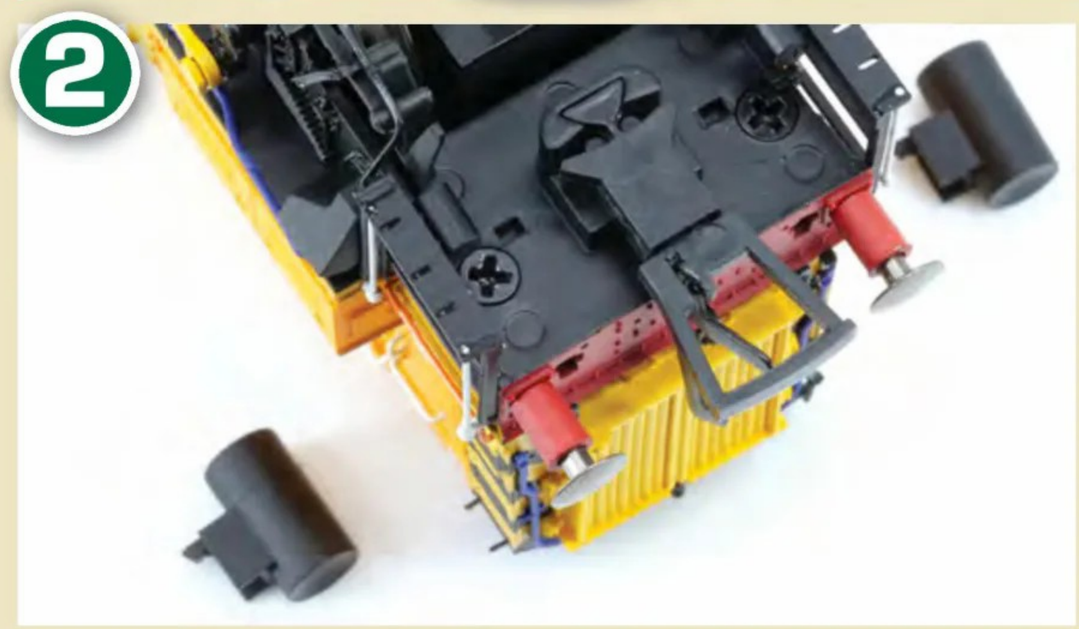
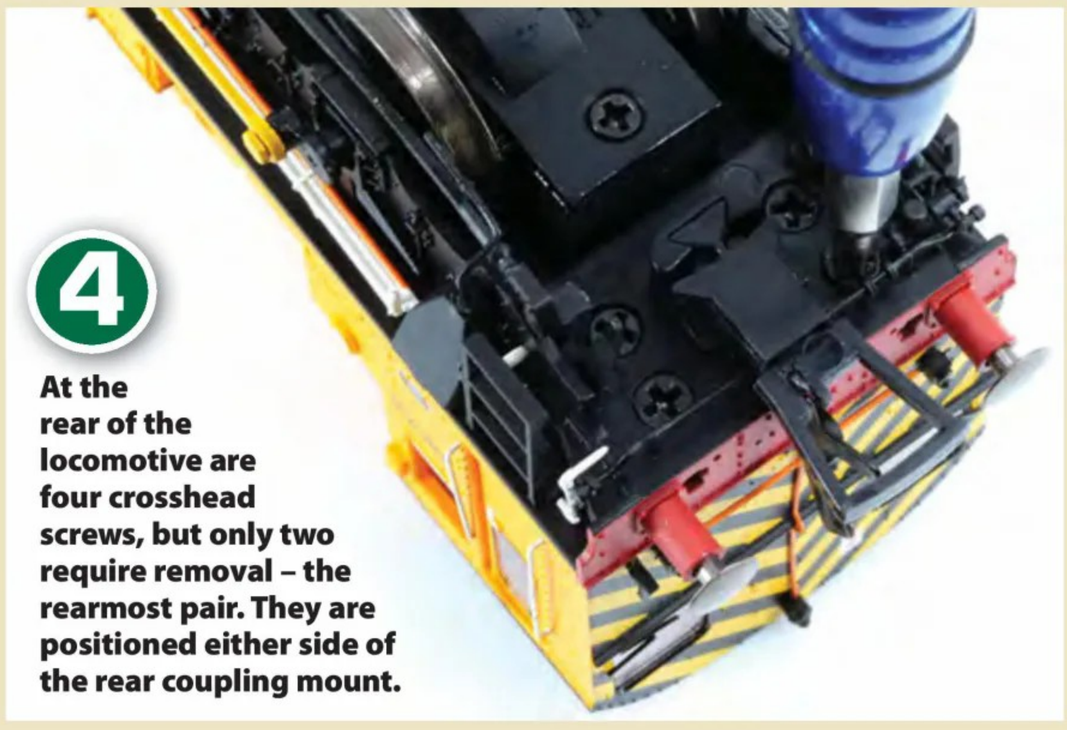


To start removal of the body, the two air tanks inboard of the front steps need to be removed. These are push fitted into the chassis and simply pull out when required. Keep them safe for reassembly.

3 **Once the tanks are out of the way, the two front body fixed screws can be accessed and removed. They are a crosshead design. Again keep them safe for reassembly.**





4 **At the rear of the locomotive are four crosshead screws, but only two require removal – the rearmost pair. They are positioned either side of the rear coupling mount.**



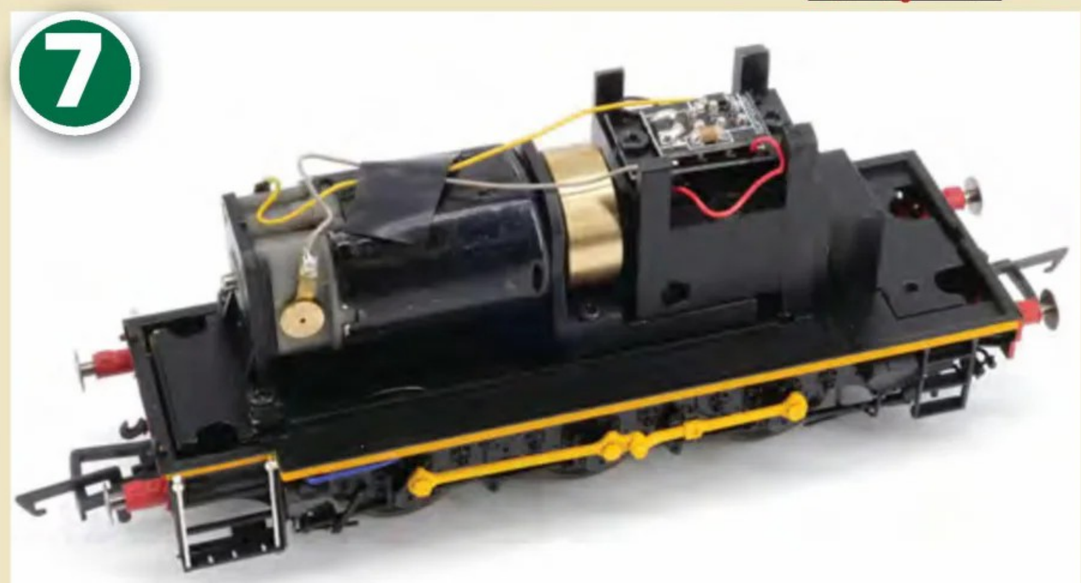
5

Before attempting to lift the body ensure the small conduit running to the top of the right-hand side step (viewed from the front) has been detached. It is not glued in place as it simply hooks into the chassis when the body is fitted.

Intermediate
Beginner SKILL LEVEL Advanced



Now the body can be lifted up over the chassis. It will raise up straight over the motor and decoder socket with the entire bonnet and cab section lifting in one piece.



With the body removed, the internal space is clear to see. There isn't a huge amount of space, but with a little cunning use of the cab floor, the speaker, decoder and stay alive can all be accommodated.



To host the stay alive we are going to make use of the cab as there is a large space at the rear where the capacitor pack won't be seen without looking closely from a specific angle.



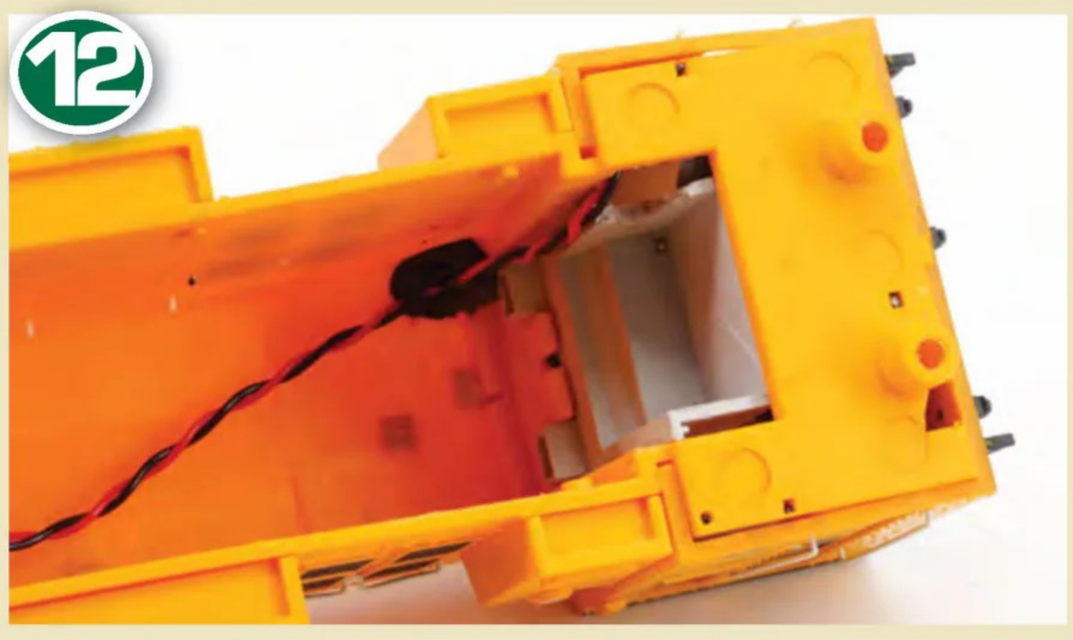
By removing the handbrake from the rear of the cab there is plenty of space inside to accommodate the stay alive pack. To help disguise it, a crew could be fitted, but even without a crew it is very difficult to see the stay alive once the cab has been refitted.



To take the stay alive wires through into the bonnet, an opening needs to be made in the side of the control desk. Two 2mm diameter holes were drilled with a pin vice and then opened up with a craft knife to make a large enough gap for the plug and wires to be fed through.

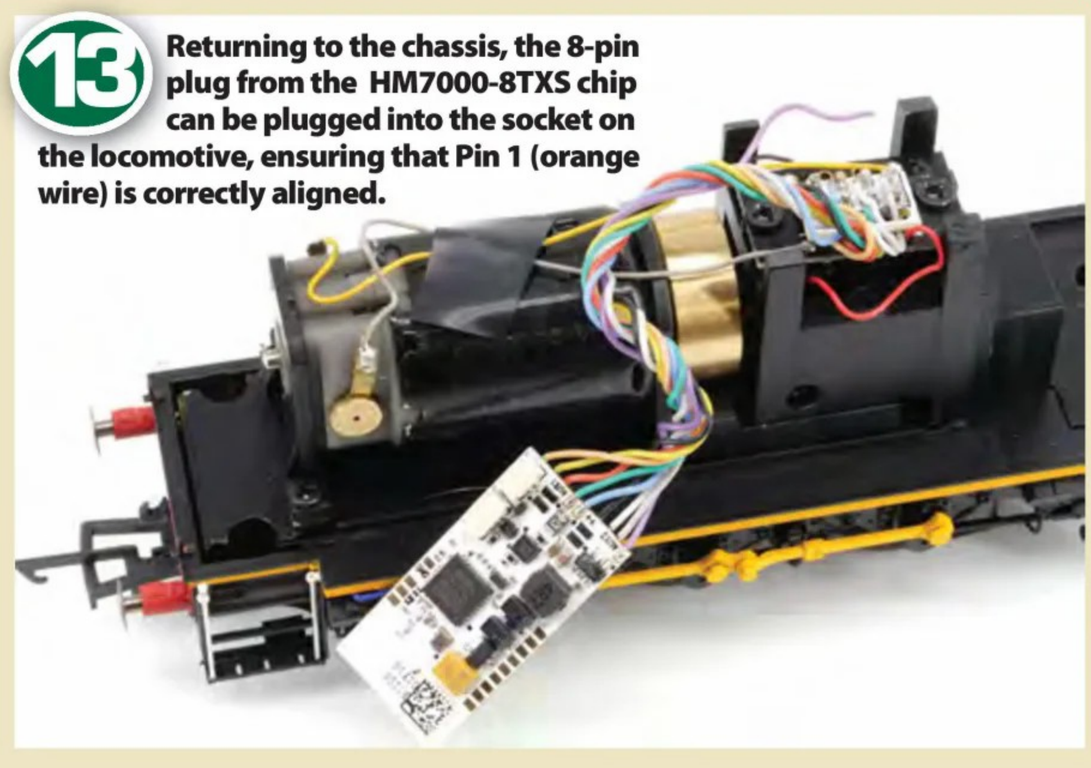


The wires from the stay alive have now been fed through into the bonnet. The location chosen for the opening means it can't be seen from the outside.



The stay alive wires were then carefully positioned inside the rear of the bonnet and fixed in place at the top with Black Tack. Clearance is tight here when the body is refitted, so work carefully when it comes to reassembly.

Returning to the chassis, the 8-pin plug from the HM7000-8TXS chip can be plugged into the socket on the locomotive, ensuring that Pin 1 (orange wire) is correctly aligned.

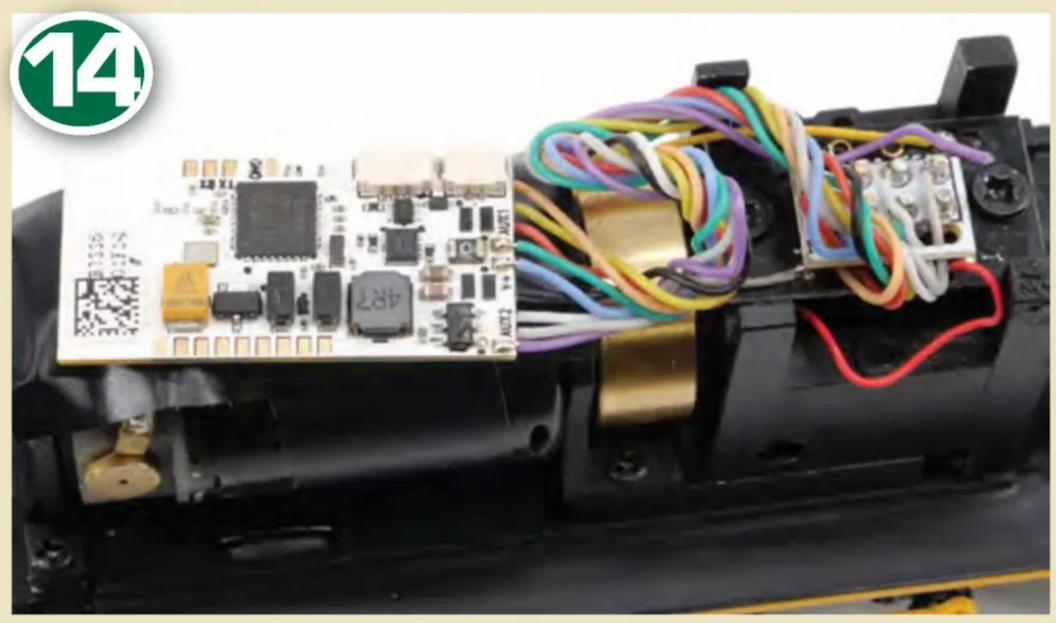


STEP BY STEP

INSTALLING TXS SOUND IN A HORNBY CLASS 08

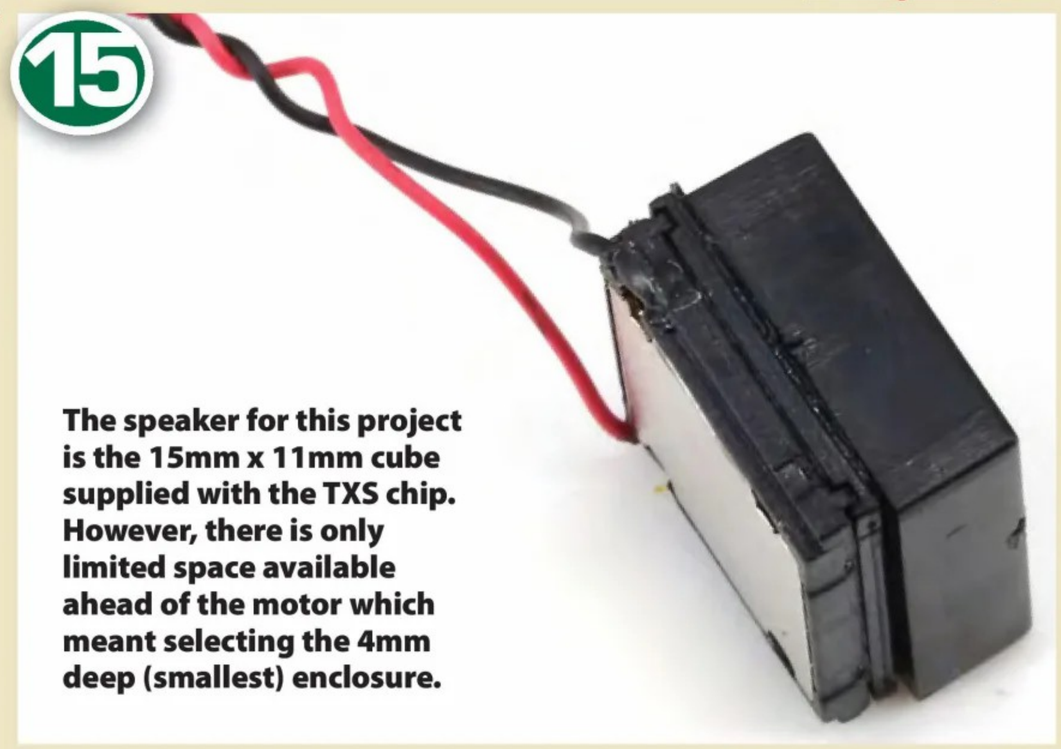
Beginner — Intermediate — Advanced — SKILL LEVEL

14



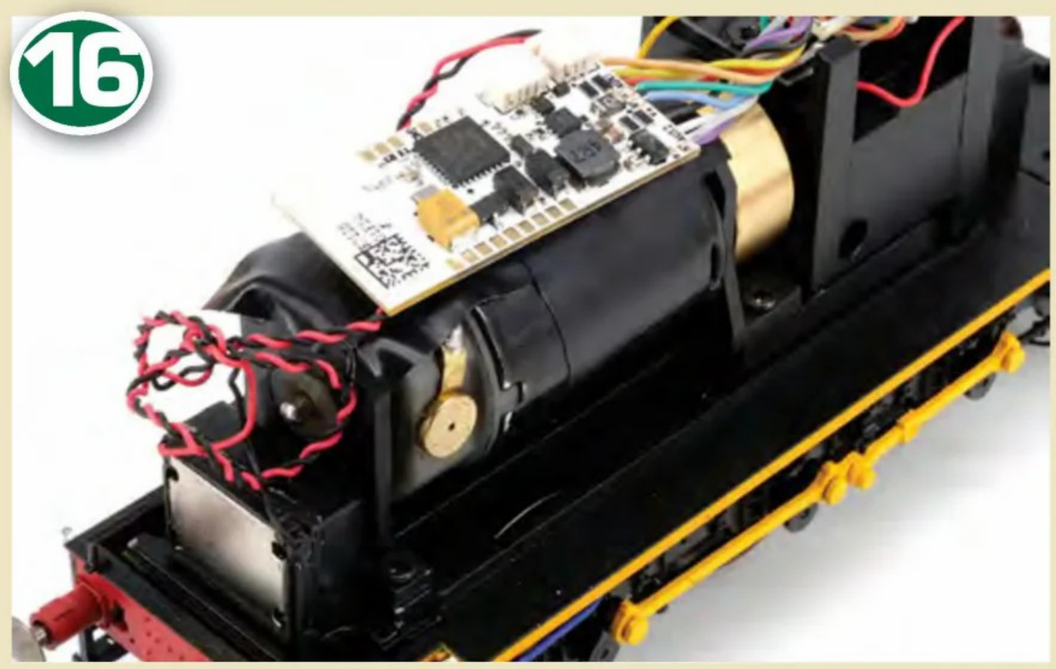
To mount the decoder, we covered the motor with insulating tape and then used Black Tack to hold the chip in place. Adding the insulating tape prevents short circuits occurring.

15



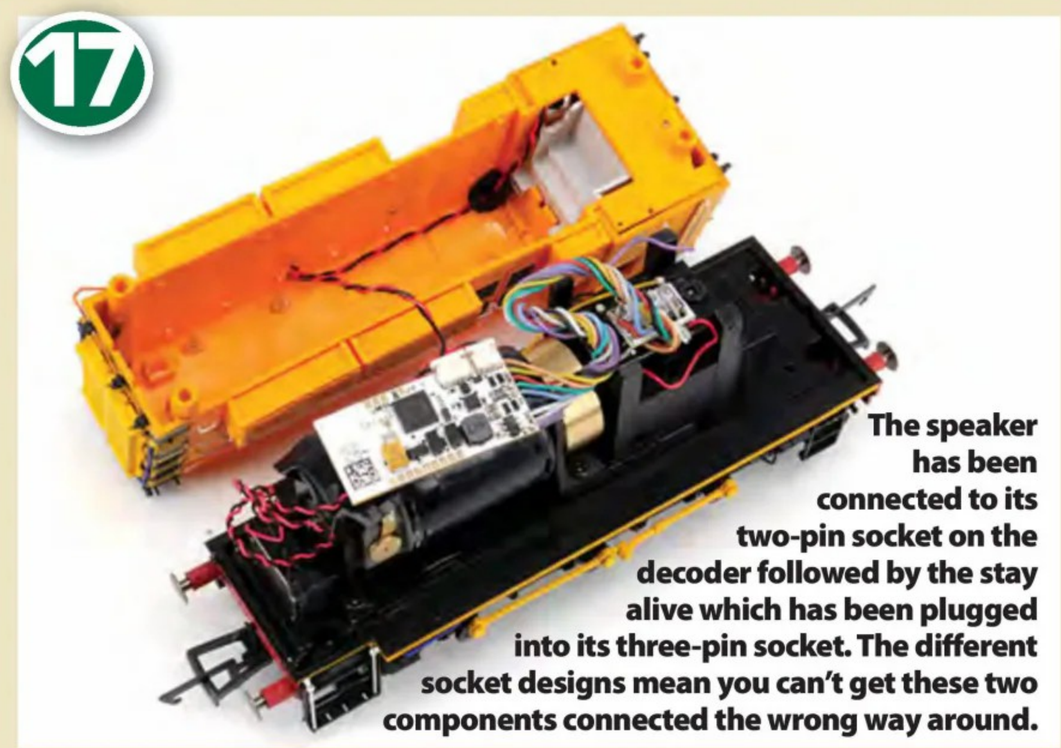
The speaker for this project is the 15mm x 11mm cube supplied with the TXS chip. However, there is only limited space available ahead of the motor which meant selecting the 4mm deep (smallest) enclosure.

16



The shallow baffle means the speaker can be located comfortably in front of the motor mount with space for its wires to be curled up above it.

17



The speaker has been connected to its two-pin socket on the decoder followed by the stay alive which has been plugged into its three-pin socket. The different socket designs mean you can't get these two components connected the wrong way around.

18



After carefully refitting the body – ensuring that no wires were trapped or snagging on reassembly – 08715 is now ready for testing, sound installation (as per our guide for the Class 56 in HM192) and then adjustment of its volume settings – see panel.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Triplex Sound Bluetooth 8-pin sound decoder	*www.hornby.com*	R7336
Hornby Power Bank stay alive pack	*www.hornby.com*	R7377

TXS CLASS 08 VOLUME ADJUSTMENTS

FUNCTION (CV NUMBERS)	ORIGINAL VALUE	UPDATED VALUE
F2-F3 (CV162-CV163)	73	40
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8-pin & PluX-22

MS480 'Mini'
19 x 11 x 3.1 mm
1W - 0.8A - 6 FOs
6-pin & 8-pin

MS490 'Mini'
19 x 8.6 x 2.9 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS580 'Mini'
25 x 10.5 x 4 mm
1W - 0.8A - 4 FOs
Next-18

MS500 'Micro'
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1W - 0.7A - 4 FOs
Next-18

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34-pin L-interface

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IN DEVELOPMENT
40 x 13 mm
2 x 10W - 8A
XL-pin or 38-screw

LOCKWOOD STREET

The former Hull and Barnsley Railway terminus at Cannon Street in Hull was the inspiration for the Hull Miniature Railway Society to build this enthralling 2mm finescale railway. **PAUL DERRICK** explains all.

PHOTOGRAPHY, JONATHAN NEWTON



GAUGE 'N', 9mm | SCALE 2mm: 1ft | SIZE 12ft x 2ft 6in (scenic) | REGION EASTERN | PERIOD 1955-1965 | CONTROL ANALOGUE



1 With well-stocked staithes in evidence in the background, Drewry Class 04 diesel shunter 2251 shunts empty wagons in the coal yard.

2 A busy scene at Lockwood Street as Robinson 'O4' 2-8-0 63601 approaches on a rake of empty coal wagons, while LMS Fairburn '4MT' 2-6-4T 42267 departs with a local passenger train and a Gresley 'J39' simmers in the yard at the head of a loaded coal train.

LOCKWOOD STREET is the latest project from the Hull Miniature Railway Society (Hull MRS) 'N' gauge group. It is an urban secondary terminus station, inspired by the former Hull and Barnsley Railway's terminus at Cannon Street in Hull. The idea came from a wish to do something a bit different to any of our previous layouts and with Hull's status as 'City of Culture' in 2017 in mind, a desire for it to be based on a local location.

Construction started in summer 2015 and the layout made its public debut at our mini show in June 2017 as a work in progress (operational but with much scenic work still to be done), then substantially complete for our main November show in 2018. Detail work has continued ever since.

INSPIRATION

The prototype Cannon Street station was built by the Hull and Barnsley Railway (H&BR) in 1885 and situated at the end of a short spur which left the high-level line running around the suburbs of Hull to the Eastern Docks, at Beverley Road junction, just to the east of Beverley Road itself.

The site was originally planned to be a goods depot and carriage sidings; intended only to serve as the passenger station until completion of much grander facilities that would have been located in the centre of town at Kingston Square. However, this was abandoned because of the cost involved and opposition from the North Eastern Railway, so the carriage sheds located at Cannon Street were converted into a permanent terminus station.

At the grouping in 1923, the H&BR became part of the LNER and in July 1924 all passenger services were diverted to the more conveniently located ex-NER Paragon Station, though goods services continued to use Cannon Street until June 1968.

During the 1960s and '70s, the area was cleared of most of the domestic residences which were demolished. The actual station site is now home to an engineering works and a college. »

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3 Road vehicles are a mix of 'off-the shelf' and scratchbuilt 2mm scale models, representative of the period and area modelled.

4 The steam to diesel transition appears under way as a Class 101 Diesel Multiple Unit ticks over in the station and a lone shunter rests between duties in the sidings. Meanwhile, a Stanier 'Black Five' 4-6-0 shunts parcels stock on the far side of the station.

THE LAYOUT

Unlike the real Cannon Street, our layout is set in the 1955-1965 transition era and it is assumed some local passenger services continued to use the station alongside the main traffics of parcels, perishables and coal.

The track formation closely follows the prototype as it was in the later days of passenger service. It is to scale in length from the station to the road overbridge at Fountains Road, but for practical and logistical reasons the width has been significantly compressed and the goods facilities rationalised. Most notable is the omission of the separate large three-road goods shed to the east side of the station (front of the layout). We have retained the turntable which seems to have been removed in the early 1950s, albeit enlarged slightly from the original 48ft diameter to approximately 60ft so that it could accommodate the larger locomotives that we planned to operate.

All the buildings and major features on the layout are closely based on prototypes from the area, though again some selective compression, repositioning and simplification was necessary to fit the space available.

As it isn't an exact replica of Cannon Street, the decision was made to change the name to that of the road that runs along the front of the layout instead of the »

"The idea came from a wish to do something a bit different to any of our previous layouts and with Hull's status as 'City of Culture' in 2017 in mind, a desire for it to be based on a local location."

PAUL DERRICK

5 As taxis ply for trade outside the distinctive terminus building, a steady stream of goods vehicles enter and exit the main entrance at Lockwood Street.



road across the end of the station.

With the passenger station plus goods facilities to either side, there is enough movement to keep two operators occupied, though with the constricted station throat, coordination between the two is required. Control is by conventional analogue DC cab control with any section of track selectable by either operator.

THE TRAINS

Rolling stock includes a mix of ready-to-run and kit-built items representative of types that were seen in the Hull area in the period modelled. Signature trains are the regular stream of coal traffic, in those days mostly destined for the eastern docks for export. These trains are usually hauled by WD 'Austerity' or ex-LNER Gresley 'J39s', with the occasional First World War vintage 'ROD' type for variety.

Other freight and parcels traffic is mostly handled by mixed-traffic locomotives. The ubiquitous 'B1s' are common, along with BR standard types while an inter-regional service might bring a stranger such as an ex-LMS 'Black Five' to town or an occasional early diesel type gives a hint of impending modernisation.

Passenger traffic is mostly in the hands of large tank locomotive types, including ex-LMS 'Fairburn' 2-6-4Ts, an elderly former GCR 'A5' 4-6-2T and BR Standard '4MT' 2-6-4Ts. A Brush Type 2 diesel (Class 31) is representative of the new order. A 'V3' 2-6-2T is an obvious gap in the roster at the moment; these being common in the area.



6 **Having remarshalled its rake of parcels vehicles, Stanier 'Black Five' 45157 makes a spirited departure from Lockwood Street station.**

Diesel Multiple Units (DMUs) occasionally feature - while these units never appeared at the real Cannon Street, they were introduced to the other local branch lines in the 1950s and '60s so had passenger services continued as we suppose, it is likely they would have done.

Shunting the yards is now mainly by new diesel locomotives with 03, 04 and 08 types regularly seen. A Class 14 may also be seen - a batch of these hydraulics, more commonly associated with the Western



Region of BR was transferred to Hull in the 1960s and used on trip workings between the various docks and yards.

Stock is fitted with 'B&B' type couplings (which we have experience of from several previous layouts), giving reliable operation and being relatively unobtrusive in appearance at a fraction of the cost of some solutions. These are activated by electromagnets for remote hands-off operation. Coaches run in fixed sets, goods wagons generally in blocks of two to six vehicles.

CONSTRUCTION

The layout consists of three scenic baseboards, 4ft x 2ft 6in each, with one end of the centre board angled to create an overall curved shape following the approach lines of the prototype, and also opening up slightly different viewing angles for the observer. These are a 6mm plywood box construction, with solid flat tops which is entirely representative of the area. This is surrounded by a high hand-painted backscene which was the last creation by the late club secretary Stuart Carr.

Off scene, trains are handled by a 15-road traverser type sliding storage yard, borrowed from another layout. This is also capable of rotating 180 degrees to reverse a whole train without manual handling.

Trackwork is from the British Finescale Finetrax code 40 'N' gauge system. This is supplied in kit form. Points consist of a milled plastic base and have a cast brass crossing ('frog') section, with the stock rails and blades needing to be formed from lengths of rail. Plain rail simply needs threading into the track-base. The track plan was drawn out on the baseboard and the track then assembled in situ. This allowed the flowing curves to be more closely followed and resulted in more robust track with fewer joins than if it had been assembled in component form off-site.



7 Terraced houses and warehousing line both sides of the railway as a Brush Type 2 A1A-A1A rolls into the station at the head of a short three-coach rake of carriages.

Ballast is a mix of fine chinchilla dust and black powder paint plus a little coal dust. The proportions were varied to differentiate between the comparatively well-maintained main running lines and the coal yards where the track would be almost completely buried in ash and coal dust.

Points are actuated by slow action motors (solenoid types being unsuitably harsh for the kit-built track). Originally, we used a type named Little Jemmy, although DCC Concepts' Cobalt IP motors are now our preferred option and most of the earlier examples have now been replaced by these.

SCENICS

All buildings on the layout are scratch-built except the signalbox which is a Peco kit and almost the same as the real one. We have tried to keep the surrounding area as close as possible to how it was in the period we are modelling, including a lot of houses that were demolished shortly after.

Most of the research for the buildings was done by 'N' gauge group member Graham at the city's History Centre and the Streetlife Museum. This included a list of the businesses and shops in the area, so using pictures and plans from planning permission, Ray set about making the buildings in his usual style.

The main shell is built using a good quality card; all doors and windows are marked out, then cut out and the card folded into shape. If making larger buildings always use card to make walls and floors to add strength. Embossed plastic of the appropriate finish (brick, stone or wood) is used for the outer surface. Windows are glazed using clear plastic with plastic strip for window frame lintels and door frames. Gutters and drain pipes are plastic rod. Roofs are made from card glued on then trimmed to fit with tile or slate plastic sheet to finish. Chimneys »



8 Having deposited a rake of loaded coal wagons in the yard, BR Standard '4MT' 2-6-0 76020 departs light engine for servicing, while Thompson 'B1' 61251 *Oliver Bury* is being turned on the yard turntable ahead of its next duty. A 'new' Brush Type 2 heads past on a passenger working.

are made from the outer casing of wire.

Most of the businesses are in the correct location, although in a few cases we could not find any photographs to confirm the exact appearance. The large off-white building is part of the Rose, Downs and Thomson engineering works, which has been shortened a little as it would have overpowered the station and put back some of the houses that were knocked down to build it. The main part of this works is the large building at the front of the layout which is a listed building being one of the first buildings made with Ferro-concrete in 1900 – and commemorated by a blue plaque.

When we started to build this layout we thought we knew the area quite well, Ray even used to work in one of the companies featured on the layout, but a display and appeal for information at our show provided a lot of additional information.

There were a few amusing instances, such as one public house (that had been knocked down to expand the engineering works) where everyone could remember the pub and tell us about the interior, as lots had worked in the area and gone in on Friday lunchtime, but nobody could tell us what the outside was like!



9 In the foreground, maintenance workers go about their duties oblivious to the 'Black Five's' departure with a rake of parcels stock.

Eventually a pencil drawing done in the early 19th century was found in a book from the Streetlife museum.

Road vehicles are a mix of ready to

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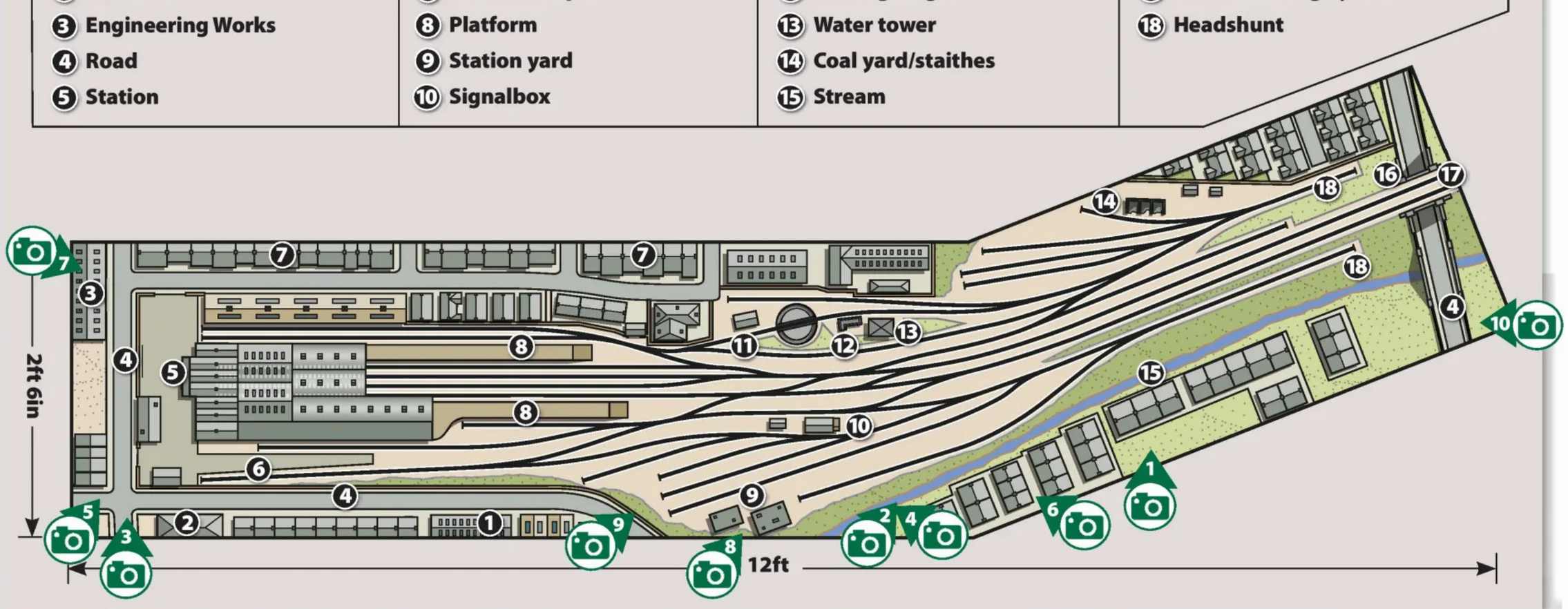
LOCKWOOD STREET TRACK DIAGRAM (NOT TO SCALE)

KEY			
1 Warehousing	6 Goods yard	11 Turntable	16 Bridge
2 Pavilion	7 Houses/shops	12 Coaling stage	17 To/from storage yard
3 Engineering Works	8 Platform	13 Water tower	18 Headshunt
4 Road	9 Station yard	14 Coal yard/staithes	
5 Station	10 Signalbox	15 Stream	





10 'WD' 2-8-0 90201 departs Lockwood Street with an empty coal train, whilst a Sulzer Type 2 Bo-Bo slows on approach with a mixed rake of vans and cattle wagons.

use and kit-built items suitable for the period. The buses include some scratch-built for us by a local expert to represent the unique body profile used by East Yorkshire Motor Services to fit through the medieval Beverley Bar and others are repainted in the distinctive Corporation Transport livery, reflecting that this has to be Kingston-upon-Hull.

What little green space there is, is finished with a mix of different products from the stock accumulated over the years to give variegated colour and texture, typical of rough unkempt ground.

SIGNALS

Available information on signalling at Cannon Street was limited and sometimes contradictory. The only signal diagram we could locate didn't correspond exactly to any of the track plans we could find nor to the few available photographs so we suspect it is from an earlier period. What we could confirm was that the original installation was carried out by the contractor Stevens and Company and was fairly basic with only the main arrival and departure routes being protected by full size signals.

We have taken this as a starting point and developed likely positions and combinations of signals for our era, with Model Signal Engineering (MSE) components being used. These are currently static models, but the arms are posable and could potentially be made to operate in future.

We are really pleased with the final outcome and look forward to showcasing Lockwood Street later this year at the Great Electric Train Show in Milton Keynes on the weekend of October 14/15 2023 and also Hull Model Railway Show on November 11 and 12 2023. **HM**

● **You can read more layout features at *www.keymodelworld.com/trains/layout-features.***

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Building a Permanent WAY DEPOT

You'll often see the 'orange army' and their equipment maintaining the railway. **DAN EVASON** shows how to build a small maintenance depot in 'OO' gauge.

REGULAR MAINTENANCE of infrastructure and equipment is vital to keep the railway safe and in working order, ranging from visual inspections to heavier regimes. Naturally, the staff and equipment they use needs a home, so for this latest 'OO' gauge diorama, I wanted to create a modern image maintenance yard.

Having seen something similar at a local model railway exhibition, I found myself really wanting to build an example for myself. I loved the idea of road and rail sharing the same space.

My plan was to replicate a small working yard with maintenance vehicles, wagons and staff dressed in full high-visibility workwear. Interestingly, whilst researching the subject I also discovered a few



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Woodland Scenics	*www.bachmann.co.uk*

products from new companies that would prove to be a perfect fit for the planned diorama. Not only are such facilities a good space-filler; they are often found at stations using long-gone facilities, adding an extra dimension to a layout and further operating interest.

The following step-by-step guide showcases the development of this modern era railway maintenance depot from start to finish using a selection of materials, including lightweight Foamex as its basis, resulting in a pleasing scene on which to include a suitable locomotive and a few wagons. **HM**

WHAT WE USED		
PRODUCT	**SUPPLIER**	**CAT NO.**
'OO' gauge code 100 flexible track	Peco	SL-100
3mm Foamex sheet	Pixart Printing	N/A
3D-printed lineside workers bundle	Modelu	9015
5mm Foamex sheet	Pixart Printing	N/A
Burnt Grass foliage	Woodland Scenics	T44
Burnt Red acrylic paint	Vallejo	70.814
Crowd control barriers	Scale Model Scenery	LX509-OO
Dark Dirt wash	Flory	FMW002
Deck Tan acrylic paint	Tamiya	XF78
Grime	Flory	FMW008
Light Sea Grey acrylic paint	Tamiya	XF25
Nato Black acrylic paint	Tamiya	XF69
Off-White acrylic paint	Vallejo	70.820
Peterborough TMD mess/staff room	MS Models	N/A

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

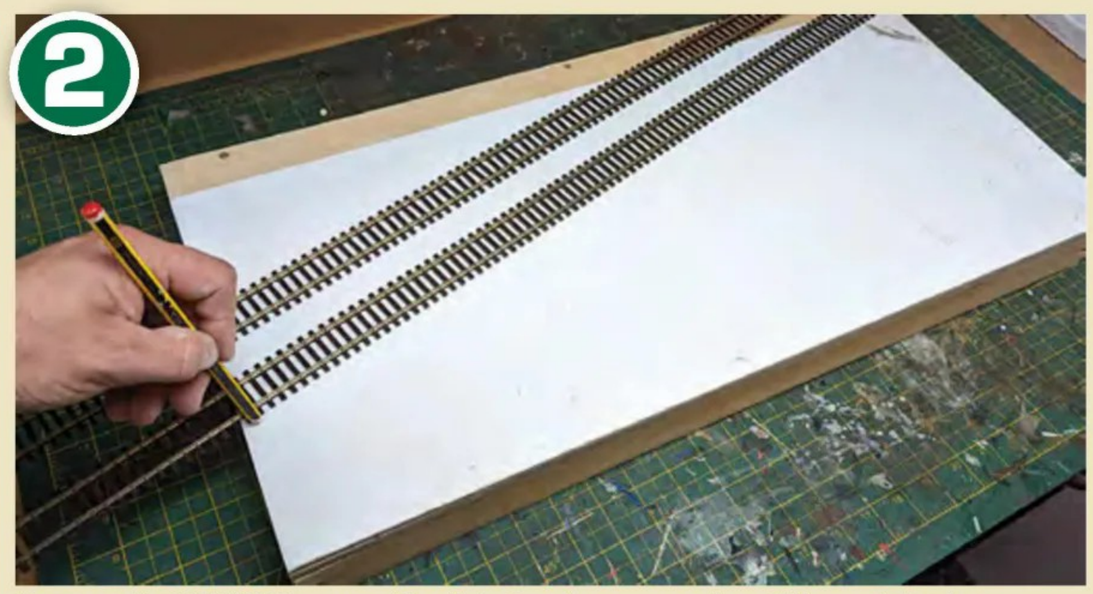
Below: **Dan Evason's latest scenic diorama models a permanent way maintenance depot in 'OO'.**



PLEASE TURN FOR STEP BY STEP GUIDE



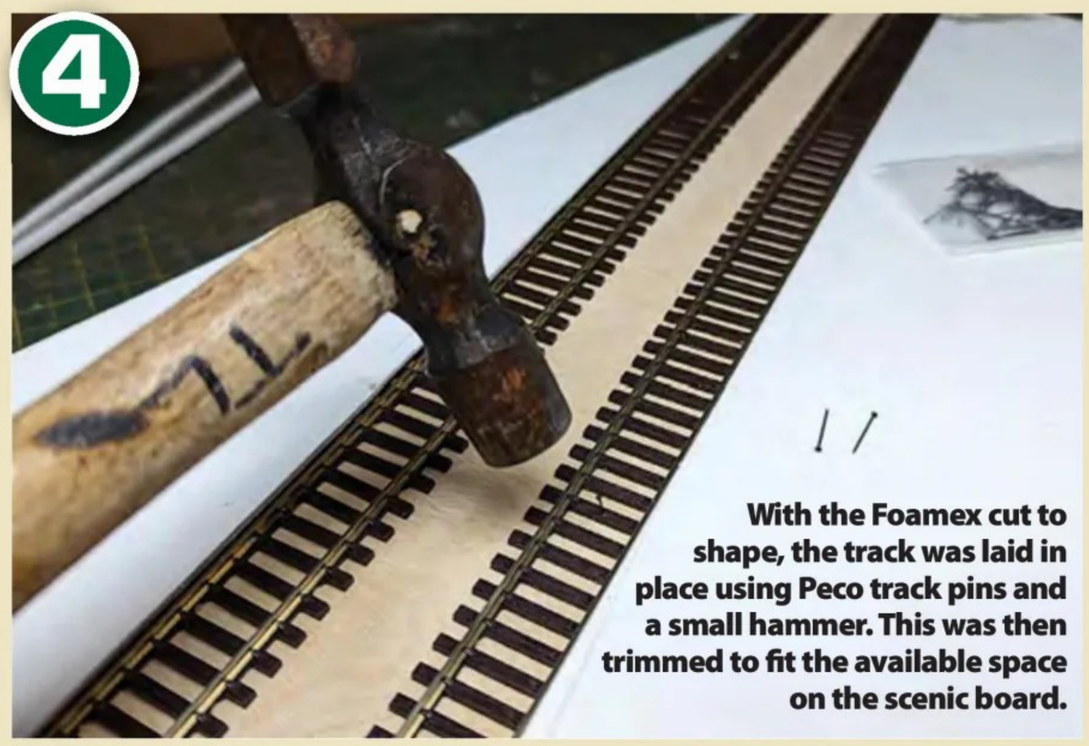
Space is always a problem no matter the size of the layout, so it is always worth planning it before you start. For this diorama I cut a 700mm x 300mm piece of 9mm birch plywood base with 2in x 1in pine sides for strength. A 'OO' gauge Class 59 and a few ballast wagons were then placed on the board to get an idea of how it may turn out.



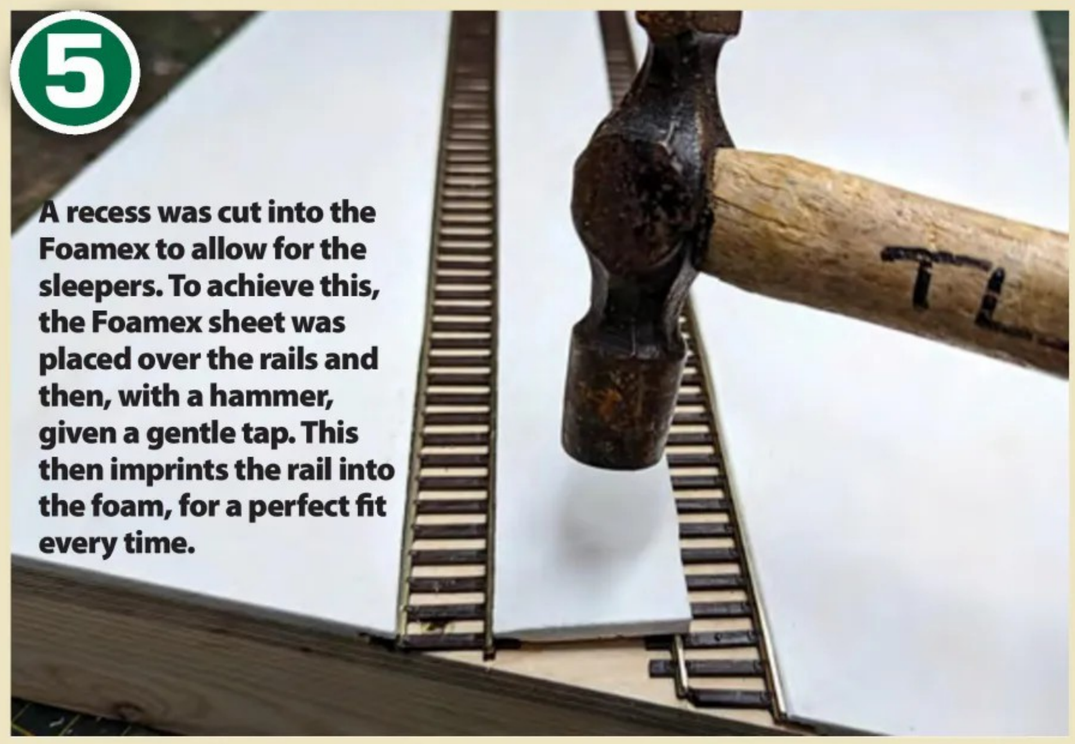
Peco code 100 'OO' gauge flexible track was used as this matched up perfectly to the height of the 5mm Foamex sheet that would create the hardstanding surface. To start, I placed the track over the Foamex and drew along the length of it with a pencil, ready for cutting out.



As the Foamex sheet is 5mm thick, it is better to make several passes over with a sharp knife than to try and cut all the way through in one go. There is also less chance of the knife blade wandering, even when following a steel ruler.



With the Foamex cut to shape, the track was laid in place using Peco track pins and a small hammer. This was then trimmed to fit the available space on the scenic board.



A recess was cut into the Foamex to allow for the sleepers. To achieve this, the Foamex sheet was placed over the rails and then, with a hammer, given a gentle tap. This then imprints the rail into the foam, for a perfect fit every time.



Once all the Foamex was trimmed, resin wood glue was used to secure it in place. As this sets in around ten minutes, it is ideal for jobs like this where you need a bit of time to adjust the parts before it goes off.

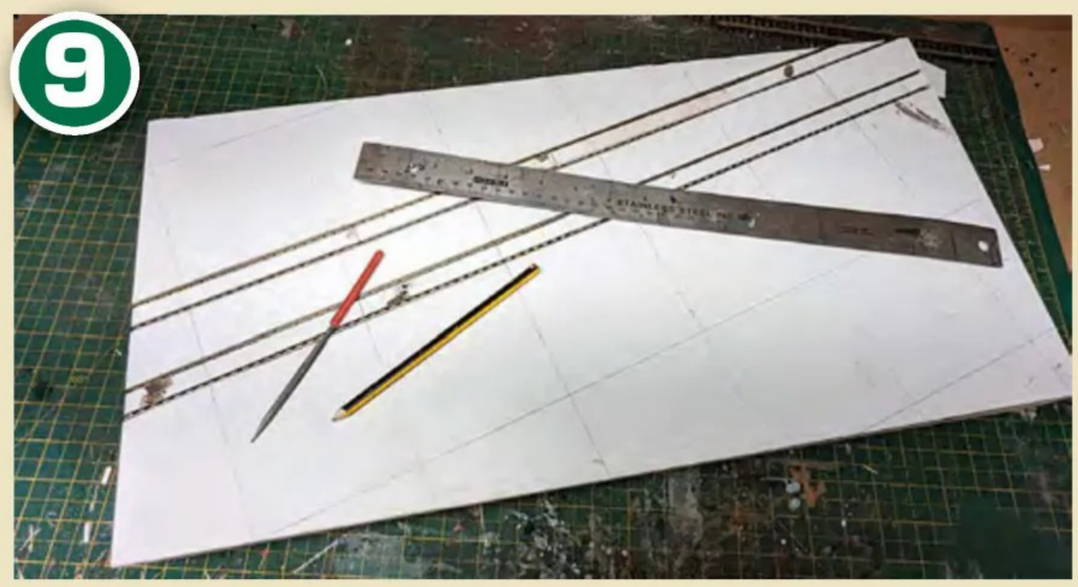


As the 5mm Foamex is too thick for the centre of the rails, 3mm Foamex was used instead. This was cut into strips and superglued in place. I found that if you cut the Foamex so it fits within the chairs it provides a flat surface for gluing and also ensures there is clearance to allow smooth running of locomotives and rolling stock.



At this point, it is apparent the Foamex surface is very smooth, but the great thing about this material is that it can be embossed with very little effort. Using some course 40 grit sandpaper and my trusty pin hammer, I stamped the sandpaper texture across the hardstanding area.

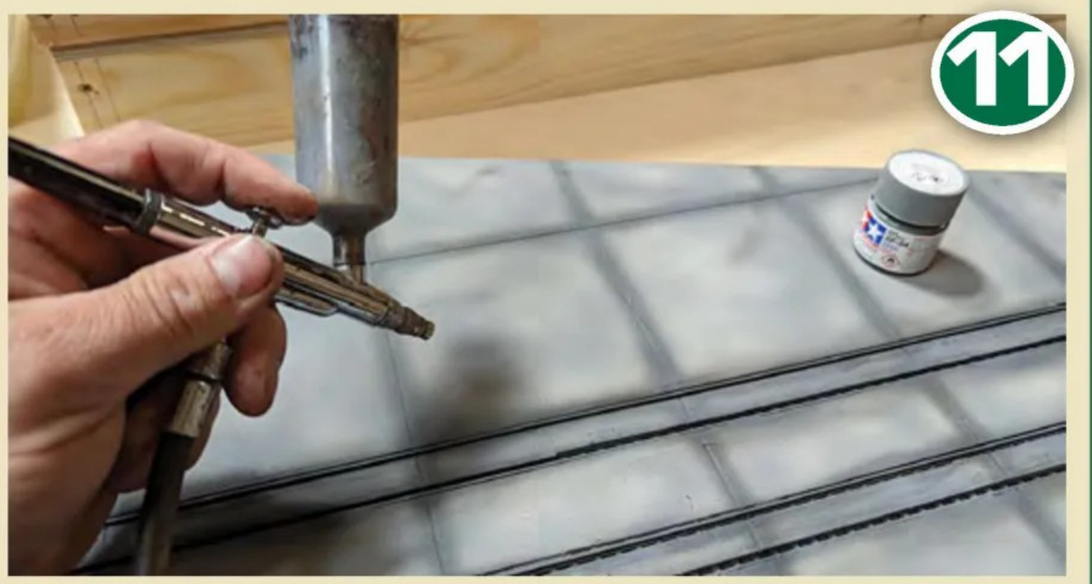
Intermediate
Beginner SKILL LEVEL Advanced



As I was trying to recreate a concrete surface, I wanted to add expansion joints as they would be in real life. Using a pencil and ruler, I marked 100mm squares on the surface. A small amount of pressure on the pencil proved enough to leave embossed lines in the Foamex.



The next couple of stages could be done without using an airbrush, but I find that using one gives you a more natural, even finish. Starting with Tamiya Nato Flat Black, I picked out the expansion joints and edges of the concrete.



With black paint over the expansion joints, Tamiya Sea Grey was applied as our colour base for the concrete. As temping as it is to spray this in one go, it is important to paint each panel as you go with a heavier layer of grey over the black areas aiming to leave the centre of the panels lighter.



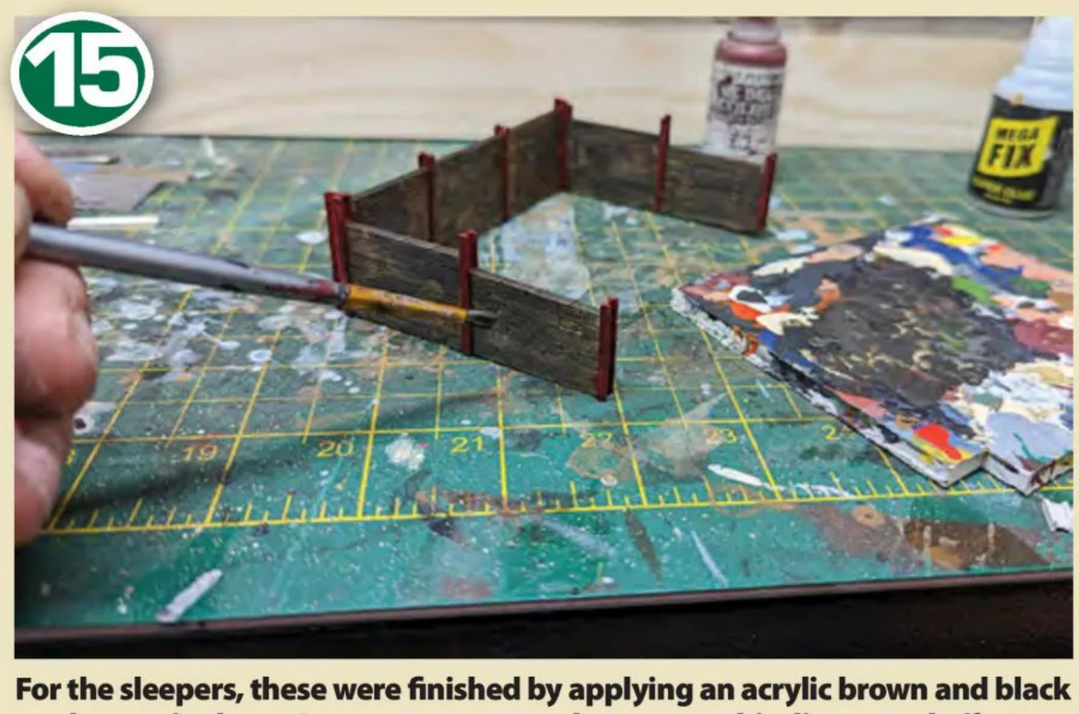
Once the grey was dry, it was time to finish off with Tamiya Deck Tan starting from the centre of the concrete panel and working back towards the edges to complete the appearance.



To add visual interest I wanted to include a large ballast bunker. I couldn't find a suitable kit, but my spares box contained some Scale Model Scenery sleepers and plastic girders. The girders were cut to length and the sleepers slotted into the edges of the girders perfectly. These were superglued in place and left to dry.



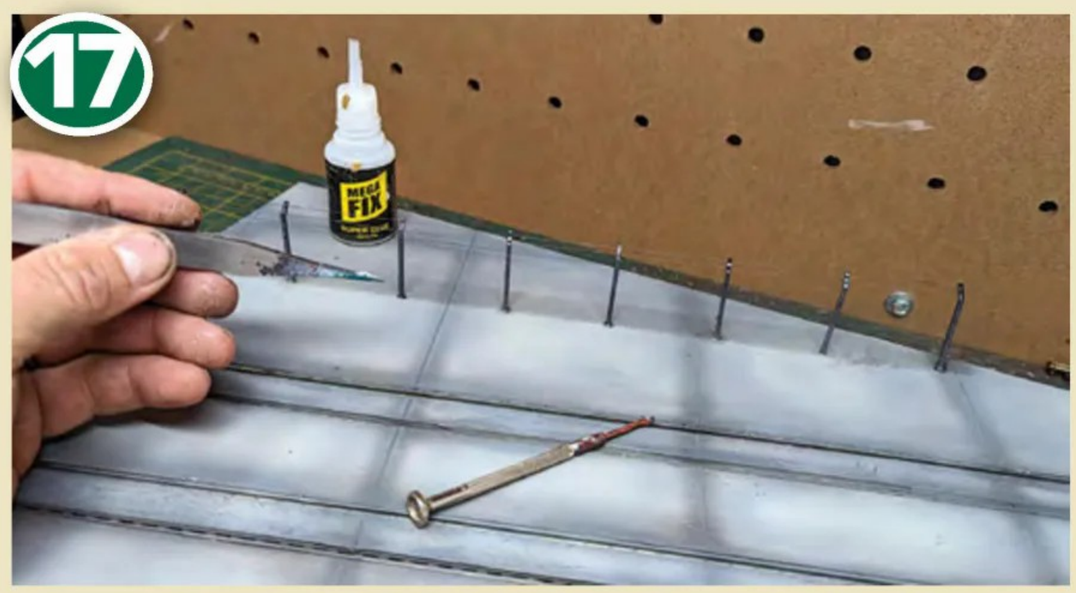
Next, the girders need to be painted. For this I used Vallejo Burnt Red and then left the parts to dry throughly. A fine tipped brush and a steady hand are recommended.



For the sleepers, these were finished by applying an acrylic brown and black wash to stain them. One coat was enough to create this dirty wood effect.



Following a rummage through the spares box, I discovered a selection of leftover security fencing which was already painted. However, this was treated to a few highlights using Tamiya Royal Light Grey.



The great thing about Foamex is that it is soft enough to be able to insert fence posts and the like by simply taking a small screwdriver and pressing into the surface to create equally spaced mounting holes. The fence posts were then superglued in place.



For the depot area, I wanted to add an office or staff mess room. While browsing the internet I discovered MS Models and its new range of 3D-printed buildings. They come fully assembled, so it is just a case of painting them. I began by applying a coat of Vallejo Off-White acrylic and then picked out the red doors, gutters and alarm. The roof was painted dark grey to finish.



Once the paint was dry, the office was weathered using Dark Dirt from the Flory wash range, which was applied all over. At this point it looks a bit of a mess, but don't worry – just leave it to dry.



As Flory wash is a water-based product, you can remove excess easily. With a damp cotton bud working in a downward motion, you can start removing the excess to create the desired effect.



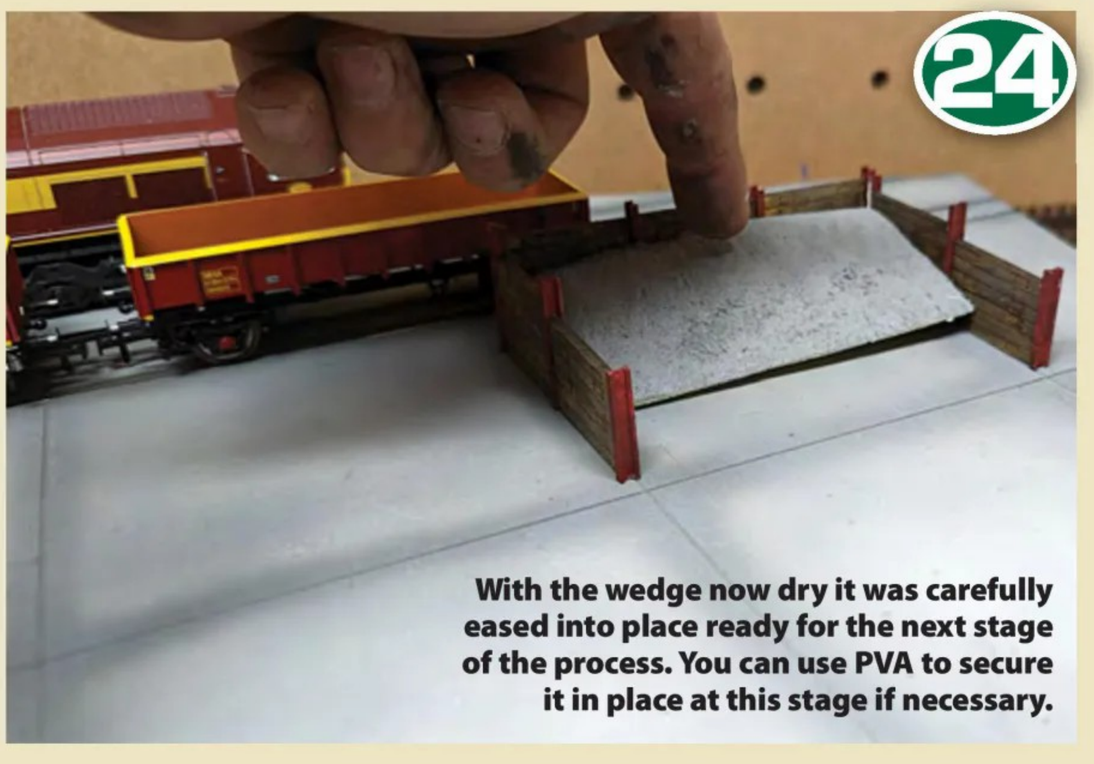
Being a modern depot, health and safety is important and I wanted to add some safety barriers, using crowd control barriers from the Scale Model Scenery range. These were simple to put together with a spot of card glue and were painted flat yellow.



No maintenance depot would be complete without some form of plant machinery in place and this would also enable wagons to be loaded from the ballast bunker. A Siku road loader was sourced and treated to a splash of Flory Grime. Again this was left to dry and the excess removed using a damp cotton bud.



The ballast bunker was looking very empty, so I started the filling process. Using a small piece of foam and a retractable craft knife I set about making a wedge shape, which was then painted grey.

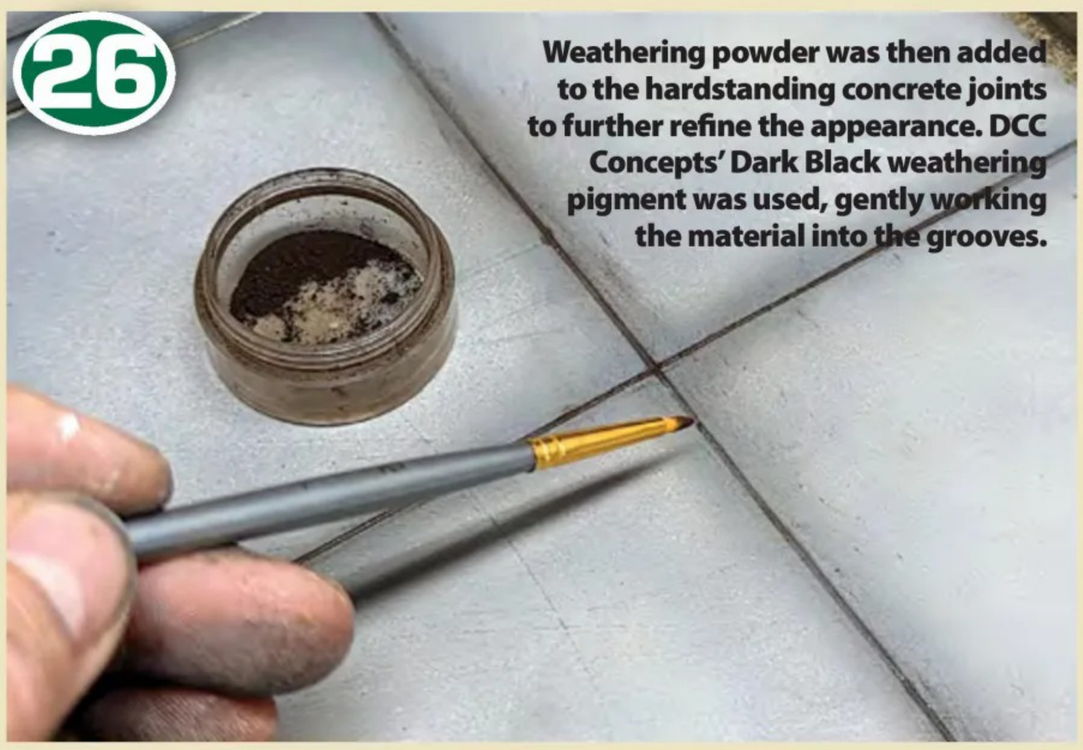


With the wedge now dry it was carefully eased into place ready for the next stage of the process. You can use PVA to secure it in place at this stage if necessary.

Intermediate
Beginner SKILL LEVEL Advanced



The wedge was then coated with PVA and sieved garden stone grit applied over the top. I prefer this for recreating ballast.



Weathering powder was then added to the hardstanding concrete joints to further refine the appearance. DCC Concepts' Dark Black weathering pigment was used, gently working the material into the grooves.



The decorated office/messroom was glued into position on the diorama using PVA, while the barriers were also set in place for the finishing touch to this area.



To alleviate the appearance of the building not sitting flush, I tend to apply a little more glue than is necessary so it oozes slightly. You can then add a light covering of Woodland Scenics Burnt Grass around the base which can appear as though it is moss, or it could be weathered down to appear more dirt-like.



No layout would be complete without figures and Modelu's extensive range of 3D-printed items includes a collection of modern-era staff. These were painted using a selection of acrylic paints and left to dry.



The completed figures were then attached to the diorama with a spot of superglue, while a few Oxford Diecast Network Rail vans were also added to complete the scene.



A short rake of loaded MHA open ballast wagons and an EWS Class 59 diesel rest between duties on Dan Evason's just completed 'OO' gauge scenic build.

‘PEP’ talk

Rarely modelled, but part of the railway scene now for almost 50 years, the British Rail ‘PEP’ family of EMUs is now reaching the end of its service life. **EVAN GREEN-HUGHES** takes a look at the interesting history of this group of influential but often overlooked trains.

TOWARDS THE END OF the 1960s, British Rail took a close look at its electric suburban services, which were at that time predominantly operated by slam-door compartment stock, the design of which went back many years. Passengers were increasingly demanding more comfortable travelling conditions and the elimination of individual compartments with their attendant safety issues.

As a result, the British Railways Board asked its designers to come up with a proposal for a new generation of train primarily for use on the Southern Region but which would be suitable for more widespread deployment if required.

This resulted in a mock-up appearing at Doncaster which contained many of the features previously incorporated in newer designs of suburban trains built by the London Midland & Scottish and London and North Eastern Railways. These included abandonment of the compartment layout with their attendant slam doors and their replacement with large open saloons accessed by double sliding entrance doors.

Extensive trials then took place with this mock-up which established that passengers could be loaded and unloaded in the same time as it took using multi-door stock, with the result that the design was then adopted as the basis of a prototype train.

REVOLUTIONARY PROTOTYPES

What eventually emerged, in 1971, were three units with a number of revolutionary features. Each train was constructed of aluminium alloy with a steel frame using integral techniques. Every axle on the outer cars was powered and there was a Scharfenberg automatic coupler instead

Retro BR blue and grey Class 313 EMU 313201 rolls into Ford station in West Sussex with a Bognor Regis to Littlehampton train on April 30 2022.
Mark Chivers.



BR Southern Region experimental 4-PEP Electric Multiple Units (EMUs) 4001 and 4002 sweep into Clapham Junction station with a Shepperton to Waterloo via Wimbledon service in the mid-1970s. Note the aluminium driving car from 2-PEP unit 2001 formed at the rear of 4001. Rail-Online.

of side buffers. In a departure from the original plan, the cab had an end door in the centre, so that the proposed design could be used in the tunnels of the Moorgate system and on Merseyside, while underneath rheostatic braking was also included for the first time.

The three units were sent to the Southern Region for evaluation and it was while they were there that they gained the designations 2-PEP and 4-PEP, with the letters being derived from Prototype Electro Pneumatic, a name that then stuck for all later derivatives. It was during these trials that a number of issues were identified, particularly with the operation of the sliding doors, and these were later amended on production units. The units then saw full passenger service working from Waterloo on suburban services and later on Cannon Street routes. Eventually with their work done they were transferred to research use, lasting until the late 1980s.



INTO SERVICE

The first production PEP units were the 64-strong members of Class 313 built at York Works between 1976 and 1977 for the Great Northern electrification. Because these would also work to Moorgate, which would have to be electrified with third-rail due to clearance issues, these had the capability to work from either 25kV AC overhead or the third-rail but were otherwise very similar to the PEPs.

However, there were a few differences, particularly the use of fully automatic Tightlock couplers, bolted bar couplers between coaches, and improved gangways. Each of the end vehicles of the three-car set were powered while the centre trailer carried the pantograph, and this enabled the electrical equipment to be distributed in a way that kept overall axle weight down. A redesigned cab, air suspension and three-step electro-pneumatic braking completed the package.

The 313s worked their intended route for many years until some were displaced to the south coast in 2010. Others worked the North London DC lines while one became a test bed for new European Train Control System signalling in its final years. The first of the class was withdrawn in 2019 and the final Southern ones were due to be withdrawn from service with the timetable change in late May 2023.

Merseyside then received a batch of 33 three-car PEP units, which were third-rail only and designated Class 507. These were very similar to the Class 313, although there were some differences such as the positioning of the shoe gear and the deletion of the pantograph from the centre car.

Deliveries began in September 1978 and coincided with the reconstruction and updating of the Merseyrail network. The class is used on all services to Southport, Kirkby, New Brighton, Chester and Ellesmere Port and has been very successful. Withdrawal was due to commence in 2014 but it has taken until this year for the first of the replacements, in the form of Stadler Class 777s, to arrive, and this new fleet will cause the 507s to become extinct within a very short space of time. »

BR Class 508 four-car EMU 508011 passes Wimbledon EMU maintenance depot on a Waterloo to Effingham Junction working in 1983. A pair of new Class 455 EMUs can be seen in the sidings. Brian Stephenson/Rail Archive Stephenson.

'508S' TO THE SOUTH

Also intended for use on Merseyside were the 43-strong members of similar Class 508 but while they were in gestation an urgent need arose for replacement stock for the Southern Region, and as a result it was decided to divert the Class 508s to the south. This change of heart involved each set being equipped with an extra trailer, bringing them up to four cars. They were then deployed on services from London Waterloo but didn't find much favour with the operating department, which had issues with braking and wheel slide, with one unit failing to stop at Shepperton station and running through the buffer stops as a result.

Lessons learned from this were incorporated in the Class 508s' replacement, the Class 455, and as soon as these were available the Class 508s were displaced to go north to their intended area. However, as Merseyrail only wanted three-car sets, one trailer was removed from each and the vehicles thus displaced were then incorporated into new-build Class 455s units, resulting in those units always having one vehicle of a different appearance to the rest.

The class began to appear on the Wirral line in June 1984 and by the following March had displaced the last of the old Class 503s. However, by 1996, there was excess capacity in Merseyside and so 12 units were leased to Connex South

PEP EMUS

YEAR	TYPE	NUMBER BUILT	DESCRIPTION	PURPOSE
1971-1972	2-PEP	1 x two-car set	Third-rail	Prototype
1971-1972	4-PEP	2 x four-car sets	Third-rail	Prototype
1976-77	Class 313	64 x three-car sets	Dual-voltage	Great Northern Lines suburban
1978-79	Class 507	33 x three-car sets	Third-rail	Merseyrail suburban
1979-80	Class 508	43 x four-car sets (later 3-car)	Third-rail	Merseyside – but initially Southern Region
1979	Class 314	16 x three-car sets	25kV AC overhead	Glasgow suburban services
1980	Class 315	61 x four-car sets	25kV AC overhead	Great Eastern Liverpool Street – Shenfield

Eastern, for which use they had their 2+3 seating replaced by 2+2. In 2003 three more went to Silverlink for operation on the Watford DC lines and were modified to make them compatible with the Class 313s already in use. Six of the Merseyrail fleet were then scrapped, followed by those that had moved south, leaving around 20 with Merseyrail which are only now being replaced by new Class 777s.

SCOTTISH 'PEPS'

In 1970 the decision was taken to reopen the former Caledonian Railway route through Glasgow Central Low Level station, providing a new north-south route through the city. For the new services, which received the financial go ahead in 1976, 16 three-car units to the PEP design and designated Class 314 were ordered. These were to the same general layout as the Class 313, although with the substitution of single instead of double seats near the power doors to maximise standing areas and the elimination of third-rail equipment.

Following their successful use on their intended route, the 314s were transferred to the Cathcart Circle in 1999, also working other routes at peak times. The class served Scotland well and had several life extension programmes but by 2019 they were being replaced by newer traction and by the end of that year all had been withdrawn. One set, 314209, was chosen to be a testbed for hydrogen traction conversion and was taken to the Bo'ness and Kinneil Railway where it ran several times on test. It also carried passengers briefly at the COP26 climate change summit in 2020 but has since been decommissioned and the donor cars have recently been sent for scrap.



New versus old contrast, as 4-PEP EMU 4002 waits to leave Waterloo on the 18.04 to Shepperton, while the driver of 4-SUB 4748 places the headcode stencil for the train's next working into its frame on July 18 1973. Brian Stephenson/Rail Archive Stephenson.



Merseyrail three-car Class 507 507013 departs from Bache for Chester on May 30 1998. Mike Wild.



Southern Class 313 313215 approaches the end of the line at Bognor Regis on April 30 2022, before returning on a shuttle working to Barnham. Mark Chivers.

The final batch of EMUs built to the basic PEP design were the Class 315s of which 61 four-car sets were built for Great Eastern services in 1980. These were completed as 25kV overhead units only, although they had been planned to be dual voltage. Again, they followed the Class 313 layout, including the interior, with the only change being that the single doors behind the cabs were not made available for passenger use when sets were doubled up, as had been the case with earlier builds.

These sets were put to work on services out of Liverpool Street, extending to Chingford and Enfield when these lines were electrified. At privatisation the fleet was split between First Great Eastern and West Anglia Great Northern but their sphere of operation always remained the same and this was the case until 2020 when new Class 710s replaced them on the Lea Valley services and later elsewhere. Some had temporarily been allocated to Transport for London as they operated services on routes that were to become part of the Elizabeth Line and these were replaced by Class 710s. The last examples went in December last year, but at least one has been earmarked for preservation.

Once the Class 315s had been completed, construction was switched to another new generation of units that was derived from the Mk 3 coach, with many of these still in service today. However, 755 vehicles were built to the basic PEP design, with most of them enjoying long if unremarkable careers, during which time the various versions have carried at least 20 different liveries. Given their wide sphere of operation and differing colour schemes it is remarkable that the PEPs have attracted so little attention from modellers - although that is set to change shortly with an all-new 'N' gauge model of the Class 313/314 EMUs from Revolution Trains. **HM**

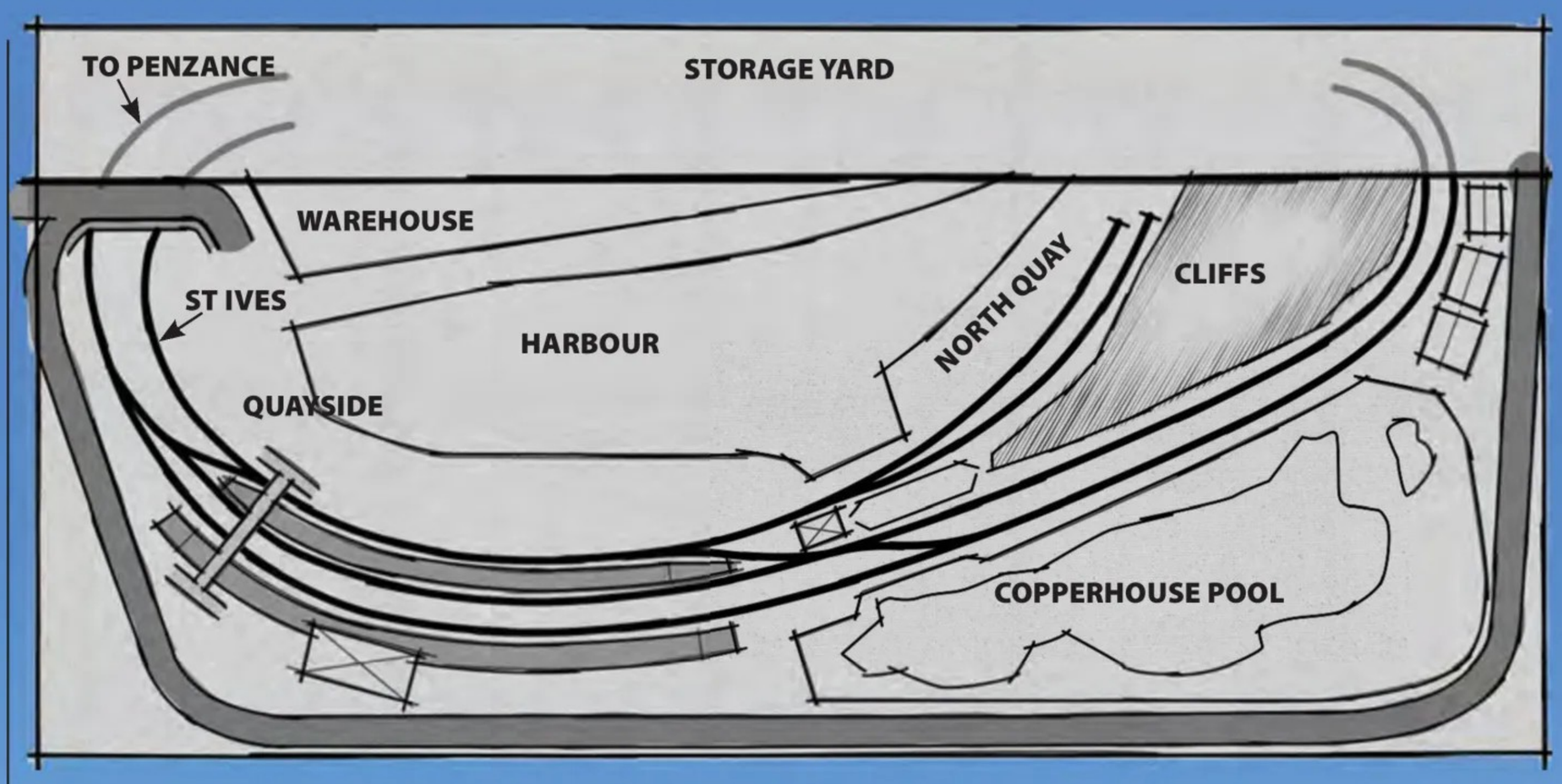
● Visit our Railway Realism archive at *www.keymodelworld.com* for more historical railway articles.

HAYLE HYPOTHESIS

Hornby Magazine's **ANDREW RODEN** looks close to home in West Cornwall for inspiration as he ponders his options for a home-based layout.

I'VE LONG HAD A DESIRE TO build my own model railway as opposed to helping out with others, and a New Year's resolution was to finally stop procrastinating and get on with it. But what should I model?

Inspiration struck close to home in Hayle, West Cornwall. As well as being the place where Richard Trevithick conceived the high-pressure boiler which paved the way for steam locomotion, this little coastal town has a rich seam of railway history ripe for mining. However, with maximum dimensions of around 8ft x 4ft, some careful planning is essential to create a credible scene. I discounted trying to model the current station on the grounds that operationally it would essentially be a double track main line with some sidings even if set in the steam era, limiting the operating potential. Nearby St Erth station and the St Ives branch junction might make an interesting model in itself, but a look through the history books offered some rather enticing options.



BANG!

The quality of recent releases in 'OO9' gauge opens a possibility, drawing from a narrow-gauge network which served a nearby dynamite works until the 1920s, with a short standard gauge spur running from the end of Copperhouse Pool on the northern edge of the town. However, if the narrow-gauge network had been extended the short distance to run alongside the pool to the harbour, possibilities open up.

One is to model a short section of narrow-gauge track alongside the pool and then a small docks scene. Here, narrow gauge wagons would be loaded and unloaded onto boats at the docks, while standard

Above: **The proposed track plan with three platform faces and a double track main line which reduces to a single track at the Penzance end, much like the real thng does as it skirts Long Rock depot on approach to the terminus.**

GWR 'Castle' HST power car 43158 *Kingswear Castle* calls at Hayle with a Plymouth train on July 26 2022. To the right of the platforms was a fiercely graded branch line down to the harbour. Andrew Roden.



MIKE WILD

Mike has been focussed on refreshing an EWS liveried Class 56 with Hornby's new Triplex sound and tackling Accurascale's new 'OO' Class 37 with a light weathered finish.



MARK CHIVERS

Mark has been busy detailing and weathering his 'OO' diesel locomotive collection for use on *Hornby Magazine's* diesel depot layout, covering his BR Scottish, BR Southern and EWS/DB fleets.



JONATHAN NEWTON

Jonathan has been updating structures on his 'O' gauge layout Newton Grove and planning a new 7mm exhibition layout of Damems on the Keighley and Worth Valley Railway.

gauge trains coming from the current high-level alignment would run downhill onto the docks too, as they did until the very early 1980s.

With a mixture of narrow gauge tank locomotives, '57XX' 0-6-0PTs and '45XX' 2-6-2Ts, there would be a good amount of shunting, but unfortunately little else: no passenger trains ever ran to the harbour, and even if by some miracle the narrow gauge railway had survived into the post-war period, it seems vanishingly unlikely that it could have been preserved as a tourist attraction, ruling out a present day setting. As a historical curiosity, it would be an interesting layout to build, but operationally it might feel rather limiting.

THE HAYLE RAILWAY

Today the Great Western Main Line runs on a descending gradient through the town at high level towards St Erth, and once had a very steeply graded branch line to the harbour.

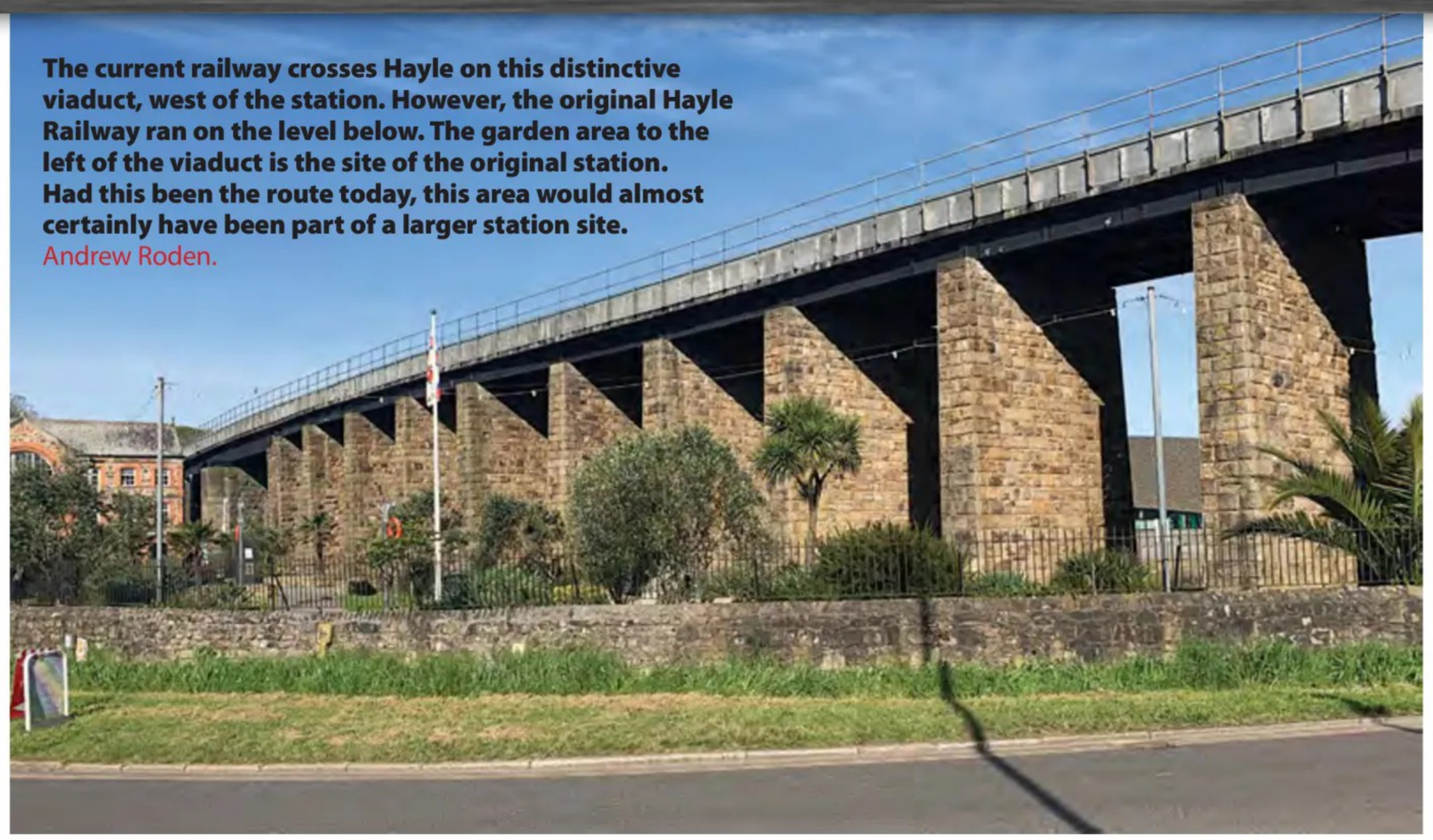
Hayle's first railway – the Hayle Railway – ran from Redruth to Hayle Harbour, taking tin and other ores for onward movement by ship and bringing in coal and other supplies from the harbour inland. It diverged from the current route just outside Gwinear Road, ran down a fearsomely steep incline (the remains of which sharp-eyed travellers can spot) and then ran alongside Copperhouse Pool at sea level bending around to serve the harbour. There was also a plan to extend it over the Hayle Estuary to serve Lelant and nearby St Ives.

Had the West Cornwall Railway which forms today's route never been built, it is entirely feasible that the Angarrack Incline would have been made less steep and that this would be the route today, with Hayle being the junction for St Ives. And this really could make an interesting layout. What might it look like?

Viewed from the right-hand end first, I envisage a double track line sweeping along a short section of the edge of Copperhouse Pool onto the harbour, part of which would have been filled in to accommodate the station site and gentler curves needed for a locomotive-hauled railway. A spur runs from the docks sidings – a few of which can be modelled – into the station, which would have three platforms. It would need an island platform on the northern edge to allow the locomotive to run around trains from the docks and take them east: this island platform would also be very useful to stable the St Ives train in between duties and allow a run-round here too.

At the left-hand end of the station, the double-track main line becomes single, replicating the present-day single-track section at Long Rock between St Erth and Penzance, entering a cutting in Plantation Hill. The St Ives branch disappears under a road overbridge that would surely have been needed to take the existing road to St Ives, creating a useful scenic break.

Although semaphores at Hayle disappeared many years ago, those at St Erth remain, as do the GWR station buildings. It's not a wild flight of fancy to suggest that had the railway used this alignment, the station would be very similar to St Erth and largely the same as in the 1920s, meaning there is some useful flexibility in operating period.



The current railway crosses Hayle on this distinctive viaduct, west of the station. However, the original Hayle Railway ran on the level below. The garden area to the left of the viaduct is the site of the original station. Had this been the route today, this area would almost certainly have been part of a larger station site. Andrew Roden.

MAKING IT FIT

'N' gauge is essential to stand a chance of fitting a compressed version of this 'might have been' into an 8ft x 4ft space, but there is a good range of steam, transition and modern era rolling stock available. This enables shortened versions of the 'Cornish Riviera Express', 'Golden Hind' and other steam era expresses to run using 'Castle', 'Hall' and 'Manor' 4-6-0 locomotives, plus an assortment of 'Prairie' and pannier tanks.

In the transition era, 'Westerns' and 'Warships' could hold sway alongside first generation DMUs, while High Speed Trains, Class 150/158 Diesel Multiple Units and Class 802 Intercity Express Trains could bring the layout right into the modern era. There's also the 'Night Riviera' sleeper service and charter trains to add further spice to the modern image roster.

A reimagining of the erstwhile Hayle Railway could produce a layout that's interesting visually and operationally. The next challenge is to see if the proposed trackplan could fit the space available. **HM**



The route of the Hayle Railway ran alongside Copperhouse Pool, pictured here. The line of trees on the right-hand edge of the pool denotes its route. Andrew Roden.

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. We recommend checking the club or 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.

July 2023

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.

8/9 TAUNTON MODEL RAILWAY GROUP OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Bishop's Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: Sat 10.30am-4.30pm, Sun 10.30am-4pm
Prices: Small admission charge
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display, refreshments and parking.

9 BRESSINGHAM NARROW GAUGE MODEL RAILWAY EXHIBITION

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Bressingham, Nr Diss, Norfolk IP22 2AA
Times: 10.30am-5pm
Prices: Adults £16.99, concessions £15.99, children £10.99, entry only £8 (advance ticket prices with gift aid)
Website: *www.bressingham.co.uk*
Features: 20 narrow gauge layouts, trade support, narrow gauge passenger trains, museum, gardens, Victorian gallopers, refreshments and parking.

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 CAMBRIAN HERITAGE RAILWAYS MODEL RAILWAY SHOW

Hosts: CHR and Ellesmere Model Railway Society
Location: Old Station Building, Oswald Road, Oswestry, Shropshire SY11 1RE
Times: Sat 10.30am-5pm, Sun 10.30am-5pm
Prices: Adults £10, children £7, family £25
Website: *www.cambrianheritage*
Features: Seven layouts, trade support, demonstrations, access to museum, steam and diesel trains in operation, refreshments, parking and disabled access..

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.

16 32A MODEL RAILWAY CLUB SUMMER SHOW

Hosts: 32A Model Railway Club
Location: Hoveton Village Hall, Stalham Road, Hoveton, Norfolk NR12 8DU
Times: 10am-4pm
Prices: Adults £3, children 50p, family £4.50
Website: *www.32amrc.com*
Features: Layouts, trade support, demonstrations, test track and parking.

22 LETCHWORTH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Letchworth Model Railway Society
Location: The Priory School, Bedford Road, Hitchin, Hertfordshire SG5 2UR
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: *www.letchworthmrs.org.uk*
Features: 18 layouts, trade support, refreshments, parking and disabled access.

22 SOUTHAMPTON MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Southampton Model Railway Society
Location: Unit 1b Kemps Quay Industrial Park, Quayside Road, Southampton SO18 1BZ
Times: 10am-4pm
Prices: Free admission
Website: *www.southamptonmodelrailwaysociety.wordpress.com*
Features: Club layouts, refreshments and parking

22/23 COLWYN MODEL RAILWAY CLUB EXHIBITION

Hosts: Colwyn Model Railway Club
Location: Craig y Don Community Centre, Queens Road, Craig y Don, Llandudno LL30 1TE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.colwynmodelrailwayclub.co.uk*
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

22/23 EXETER 2023 MODEL RAILWAY EXHIBITION

Hosts: Exe Model Railway Society
Location: Matford Livestock Centre, Matford Park Road, Marsh Barton, Exeter EX2 8FD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7.50, accompanied children free
Website: *www.exemrs.co.uk*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

26 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishop's Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display, refreshments and parking.

29 BARNSTAPLE MODEL RAILWAY EXHIBITION

Hosts: Barnstaple Model Railway Club
Location: Christ Church, Bear Street, Barnstaple, Devon EX32 7BU
Times: 10am-4pm
Prices: Adults £4, children £1
Website: *www.barnstaplemrc.weebly.com*
Features: 12 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

29 BRIDPORT MODEL RAILWAY EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: The Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT
Times: 10am-4pm
Prices: Adults £7, accompanied children free
Contact: 01308 861754
Features: 40 layouts, trade support, demonstrations, refreshments, parking and disabled access.

29 TWICKENHAM AND DISTRICT MRC OPEN DAY

Hosts: Twickenham and District Model Railway Club
Location: Kerswell Hall, Wills Crescent, Hounslow TW3 2JF
Times: 10am-4pm
Prices: Free (donations welcome)
Contact: 01932 783253
Features: Eight layouts, club stand and refreshments.

29/30 SOUTH COAST MODEL RAILWAY EXHIBITION

Hosts: South Coast Model Railway Club
Location: The Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS
Times: Sat 10.30am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children free
Website: *www.southcoastmodelrailwayclub.co.uk*
Features: 14 layouts, trade support, refreshments and parking.

30 TELFORD MODEL RAILWAY AND COLLECTABLES SHOW

Hosts: Telford Steam Railway
Location: Telford Steam Railway/Horsehay Village Hall, Bridge Road, Horsehay, Telford TF4 2NF
Times: 10am-4.30pm
Prices: Adults £12, concessions £10, children £8, family £30
Website: *www.telfordsteamrailway.co.uk*
Features: Layouts, trade support, collectables, model engineering display, outdoor rides, standard gauge trains in operation, refreshments and parking.

30 THIRSK MODEL RAILWAY SHOW

Hosts: Thirsk Model Railway Show Committee
Location: Thirsk Town Hall, Westgate YO7 1QR
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.expo-thirsk.co.uk*
Features: 12 layouts, trade support, demonstrations and refreshments.

August

2 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishop's Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display, refreshments and parking.

5 EXMOOR RAIL 2023

Hosts: Exmoor Coast Railway Modellers
Location: West Somerset College, Bircham Road, Minehead, Somerset TA24 6AY
Times: 10am-4.30pm
Prices: Adults £7, children £3, family (2+2) £15
Contact: *nelhams66@yahoo.com*
Features: 15 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

5/6 REDCAR MODEL RAIL 2023

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, children £3.50, family (2+2) £15
Website: *www.clevelandmrc.club*
Features: 12 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

6 ILFORD AND WEST ESSEX MRC 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: Layouts, outdoor rides and refreshments.

9 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishop's Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display, refreshments and parking.

12 BEXHILL MODEL RAILWAY EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St. Richard's Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE
Times: 10am-5pm
Prices: Adults £6, children £2, family £14
Website: *www.bexhillmrc.co.uk*
Features: Layouts, trade support, refreshments and parking.

12 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.

12 NORTHAMPTON MODEL RAILWAY SHOW

Hosts: Northampton and District Model Railway Club
Location: Roade Village Hall, Bailey Brooks Road, Roade, Northamptonshire NN7 2LS
Times: 10am-4pm
Prices: Adults £6, Bachmann Collectors Club members £5, children free
Website: *www.ndmrc.org*
Features: Layouts, trade support, demonstrations, refreshments, free vintage bus rides, parking and disabled access.

12/13 ISLE OF PURBECK MODEL RAILWAY SHOW

Hosts: Dakota Dibben
Location: Harman's Cross Village Hall, Haycraft's Lane, Harman's Cross, Swanage, Dorset BH19 3EB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Contact: 07595 255150
Features: Layouts and trade support.

12/13 RAILWELLS 2023 AND SCALEFOUR SOUTHWEST

Hosts: Wells Railway Fraternity
Location: The Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children under 14 free
Website: *www.railwells.com*
Features: Layouts, trade support, societies, demonstrations, displays, refreshments, nearby parking and disabled access.

12/13 SOAR VALLEY MODEL RAILWAY EXHIBITION

Hosts: Soar Valley Model Railway Club
Location: Loughborough Grammar School, Leicester Road, Loughborough, Leicestershire LE11 2AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, children £5, family (2+3) £25
Website: *www.svmrc.co.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

12/13 ST ANDREWS MODEL RAILWAY EXHIBITION

Hosts: East Neuk Model Railway Club
Location: St. Andrews Town Hall, Queens Gardens, St Andrews KY16 8EF
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £6, children £2.50, family £14
Website: *www.eastneukmrc.co.uk*
Features: Eight layouts, trade support, demonstrations and refreshments.

16 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishop's Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display, refreshments and parking.

19 SILVERFOX DCC MODEL RAILWAY CLUB EXHIBITION

Hosts: Silverfox DCC Model Railway Club
Location: Oakgrove Secondary School, Venturer Gate, Middleton, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £8, accompanied children free
Website: *www.silverfoxdcc.co.uk*
Features: 35 layouts, trade support, refreshments, parking and disabled access.

19/20 CRICH MODEL TRAM AND RAILWAY EXHIBITION

Hosts: National Tramway Museum
Location: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP
Times: Sat 10am-5.30pm, Sun 10am-5.30pm
Prices: Adults £22, concessions £19.50, children £14, family £49.50
Website: *www.tramway.co.uk*
Features: Eight layouts, displays, refreshments, parking and disabled access. Ticket price includes access to Crich Tramway village and vintage electric tram rides.

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.

FULL LISTING ONLINE!

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

The NMRA isn't just for American modellers we are for all model railways and scales



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nmra BRITISH REGION

Model Rail Baseboards

DREAM IT AND WE BUILD IT

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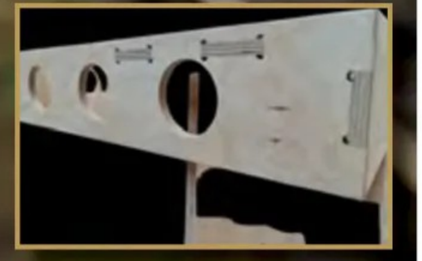



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Forthcoming Releases

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: SOLD OUT!
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: Aug 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: Q3 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: Q3 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

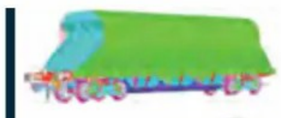


FNA-D Nuclear Flasks
Due: Q3 2023
Price: £74.95 (2pk)
Digital: N/A

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: Q3 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: Q3 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: Q3 2023
Price: £63.71
Digital: N/A

GWR B-Set Coaches
Due: Q4 2023
Price: £144.45 (2pk)
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: Q3 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: Q4 2023
Price: from £189.98
Digital: 18-pin

N Gauge Diesel & Electrics

dapol

Class 33
Due: Q3 2023
Price: from £133.11
Digital: 18-pin

Class 43 HST (Updated)
Due: Q3 2023
Price: from £156.06
Digital: 18-pin

Class 59
Due: Q4 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: Q3 2023
Price: from £110.16
Digital: 18-pin

Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

N Gauge Multiple Units

dapol

Class 153 Sprinter
Due: Q3 2023
Price: from £119.30
Digital: 18-pin

Class 156 Super Sprinter
Due: Q3 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

Class J94 Austerity 0-6-0ST
Due: Q3 2023
Price: from £229.50
Digital: 21-pin

BR Standard 3MT 2-6-2T
Due: Q3 2023
Price: from £527.85
Digital: 21-pin

GWR Class 55xx 2-6-2T
Due: 2024
Price: from £435.48
Digital: 21-pin

O Gauge Diesel & Electrics

dapol

Class 08/ 09 Shunters
Due: Q3/ Q4 2023
Price: from £213.78
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: Q4 2023
Price: from £594.15
Digital: ESU L

O Gauge Coaches & Wagons

dapol

TTA Tank Wagons
Due: Q3 2023
Price: £78.03 each
Digital: N/A

12 ton Goods Vans
Due: Q3 2023
Price: £47.18 each
Digital: N/A

Including LMS, GWR & SR 12t Goods Vans as well as GWR Mogo & Fruit A Vans

14t Slope Sided Open
Due: Q4 2023
Price: £51 each
Digital: N/A

24t Iron Ore Hopper
Due: Q4 2023
Price: £59.50 each
Digital: N/A

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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Please note - Images shown here may not be fully representative of the final products. Errors excepted.

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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



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor)..... £121.04



R3870 Class B2 Peckett 0-6-0ST 1203 "The Earl" in NCB light blue (Hor) £126

Diesel locos



1401 Class 14 14029 in BR Blue - as preserved (Hel) (RRP £199).....BARGAIN.. . £160



R30079TTS Class 47/7 47712 "Lady Diana Spencer" in ScotRail (as part of the 'Staycation Express') - TTS sound fitted - Railroad Plus range (Hor) £109



4D-005-001 Class 59/1 59103 "Village of Mells" in ARC (Dap) (RRP £173.20).....BARGAIN. £129.95
4D-005-001D Class 59/1 59103 "Village of Mells" in ARC - Digital Fitted (Dap) (RRP £206.73).....BARGAIN . . £159.95



4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power (Dap) (RRP £173.20)..BARGAIN. £129.95



4D-005-002 Class 59/2 59206 "John F Yeoman" in DB Schenker (Dap) (RRP £173.20).....BARGAIN. £129.95
4D-005-002D Class 59/2 59206 "John F Yeoman" in DB Schenker - Digital Fitted (Dap) (RRP £206.73).....BARGAIN . . £159.95

HSTs



R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains (Hor) NEW.... £326.69



R30204 Pair of Class 43 HST Power Cars 43058 and 43059 in Rail Charter Services green (Hor) NEW . £326.69



R30096 Pair of Class 43 HST Power Cars 43136 "Railway Heritage Trust" and 43189 in First Great Western Green and Gold (Hor) £326.69



R30099 Pair of Class 43 HST Power Cars 43314 and 43315 in East Coast Trains (Hor) (RRP £362.99).. BARGAIN. .£277.70

EMUs



R3874 Class 370 APT 7-car pack 370001 & 370002 in Intercity APT black front window surrounds (Hor) (RRP £586.99)BARGAIN . £480

Train sets - analogue



R1282M Mallard Record Breaker train set Class A4 4-6-2 in BR blue, three coaches and oval of track siding (Hor) NEW . £224.99



R1283M Royal Scot trainset in Hornby-Dublo style packaging LMS coronation loco, two coaches, and oval of track (Hor) (RRP £429.99) .....BARGAIN.... £310

Coaches



R4879A Collett 57' 'Bow ended' non-corridor composite (Right-hand) W6242W in BR crimson (Hor) (RRP £59.49)BARGAIN £25



R40020 Mk1 BCK brake composite corridor in Intercity white roof - 21274 (Hor) (RRP £42.49)..BARGAIN.....£19



R40342 Mk1 FO research vehicle "Laboratory 2" in BR research department red and blue - 975606 (Hor) NEW£40.49

Public Service vehicles



76SFE012 Scania Pump Ladder CP28 in South Wales Fire & Rescue red (Oxf) NEW £20.50



76VEO001 Volvo FL Emergency One Pump Ladder in West Yorkshire Fire & Rescue red (Oxf) NEW.....£26

N Gauge

Steam locos



2S-016-006 Class M7 0-4-4T 245 in London & South Western Railway lined green 'S W R' lettering (Dap) NEW.....£89.92



2S-016-008 Class M7 0-4-4T 30038 in SR malachite green 'British Railways' lettering (Dap) NEW..... £89.92



2S-016-011 Class M7 0-4-4T 30245 in BR lined black late crest (Dap) NEW..... £89.92
2S-016-011D Class M7 0-4-4T 30245 in BR lined black late crest - Digital fitted (Dap) NEW..... £124.36



2S-016-010 Class M7 0-4-4T 30673 in BR lined black early emblem (Dap) NEW..... £89.92
2S-016-010D Class M7 0-4-4T 30673 in BR lined black early emblem - Digital fitted (Dap) NEW..... £124.36



2S-016-012 Class M7 0-4-4T 35 in London & South Western Railway lined green (Dap) NEW..... £89.92



2S-016-005 Class M7 0-4-4T 37 in SR lined green (Dap) NEW .£89.92
2S-016-005D Class M7 0-4-4T 37 SR lined green - Digital fitted (Dap) NEW . . . £124.36

O Gauge (1:43 Scale)

Steam locos



7S-026-008 Class 3F 'Jinty' 0-6-0T 19 in UTA (Ulster Transport Authority) lined black (Dap)..... £213.78



7S-018-004 LSWR Class B4 0-4-0T 30089 in BR black early emblem (Dap) NEW..... £213.78



7S-018-006 LSWR Class B4 0-4-0T 91 in LSWR lined green (Dap) NEW £213.78



7S-018-001 LSWR Class B4 0-4-0T 96 "Normandy" in black - as preserved (Dap) NEW..... £213.78

Diesel locos



5292Hel Class 52 'Western' D1001 "Western Pathfinder" in BR maroon yellow bufferbeam (Hel) NEW..... £560.15



5295Hel Class 52 'Western' D1015 "Western Champion" in BR golden ochre small yellow panels (Hel) NEW £560.15



5294Hel Class 52 'Western' D1031 "Western Rifleman" in BR blue full yellow ends - weathered (Hel) NEW.. £577.15



5293Hel Class 52 'Western' D1038 "Western Sovereign" in BR green small yellow panels (Hel) NEW £560.15



5291Hel Class 52 'Western' in BR blue full yellow ends - unnumbered (Hel) NEW..... £560.15

Coaches



H7-TC186-005-GA Gresley Teak coach Diagram 186 Open Third unnumbered in BR maroon (Hat) (RRP £249)BARGAIN.....£89

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Digital decoders

DCR-8Pin-HarnessMini-Neo 8-pin 2-function 1.1Amp mini harness decoder back EMF (Hat) £18
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

Digital control accessory decoders

HAT-PM-DEC Digital Solenoid Point Motor Decoder (Hat) (RRP £13)BARGAIN...£10

Digital control accessories

R7377 HM7070 Power bank - plug & play 'Stay Alive' capacitor for use Hornby HM7000 decoders (Hor) £14.39

Point motors

HAT-PM-01D Digital Solenoid Point Motor (Hat) (RRP £19)BARGAIN £9

All items in stock when advert created. Prices valid until 02/08/23. Errors excepted.

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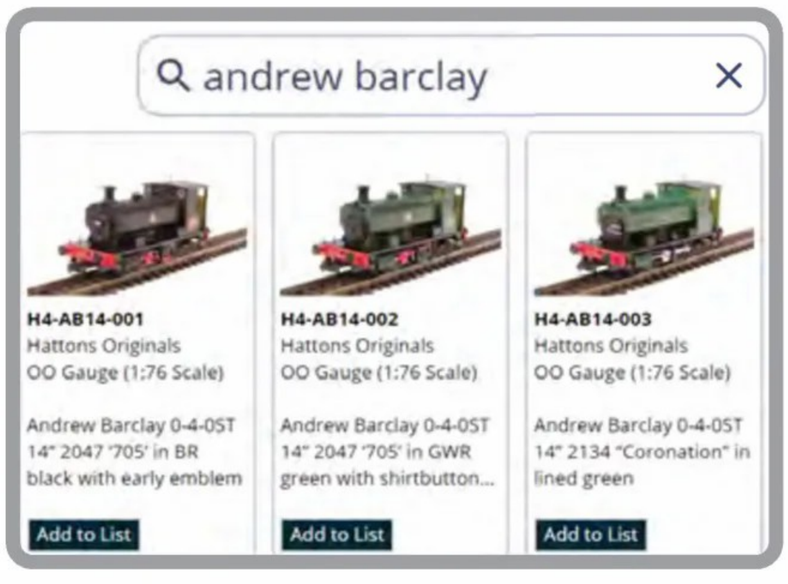



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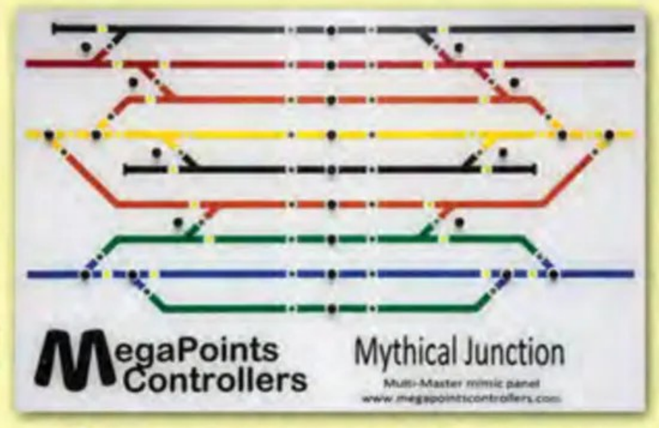

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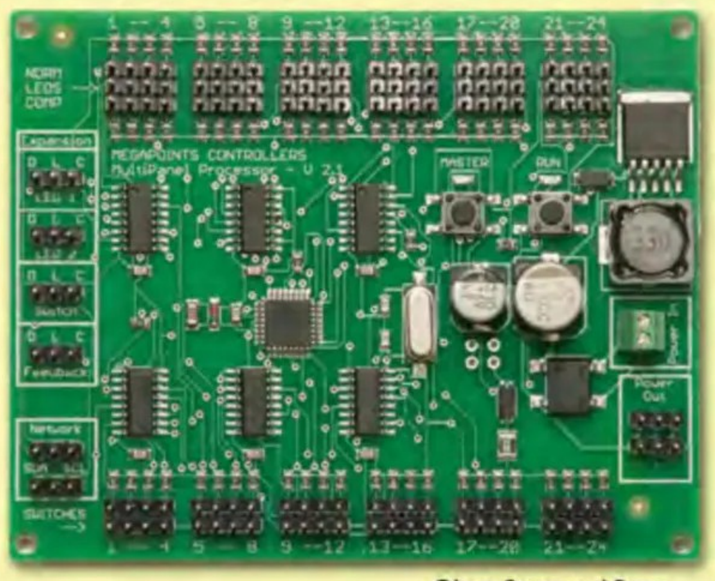

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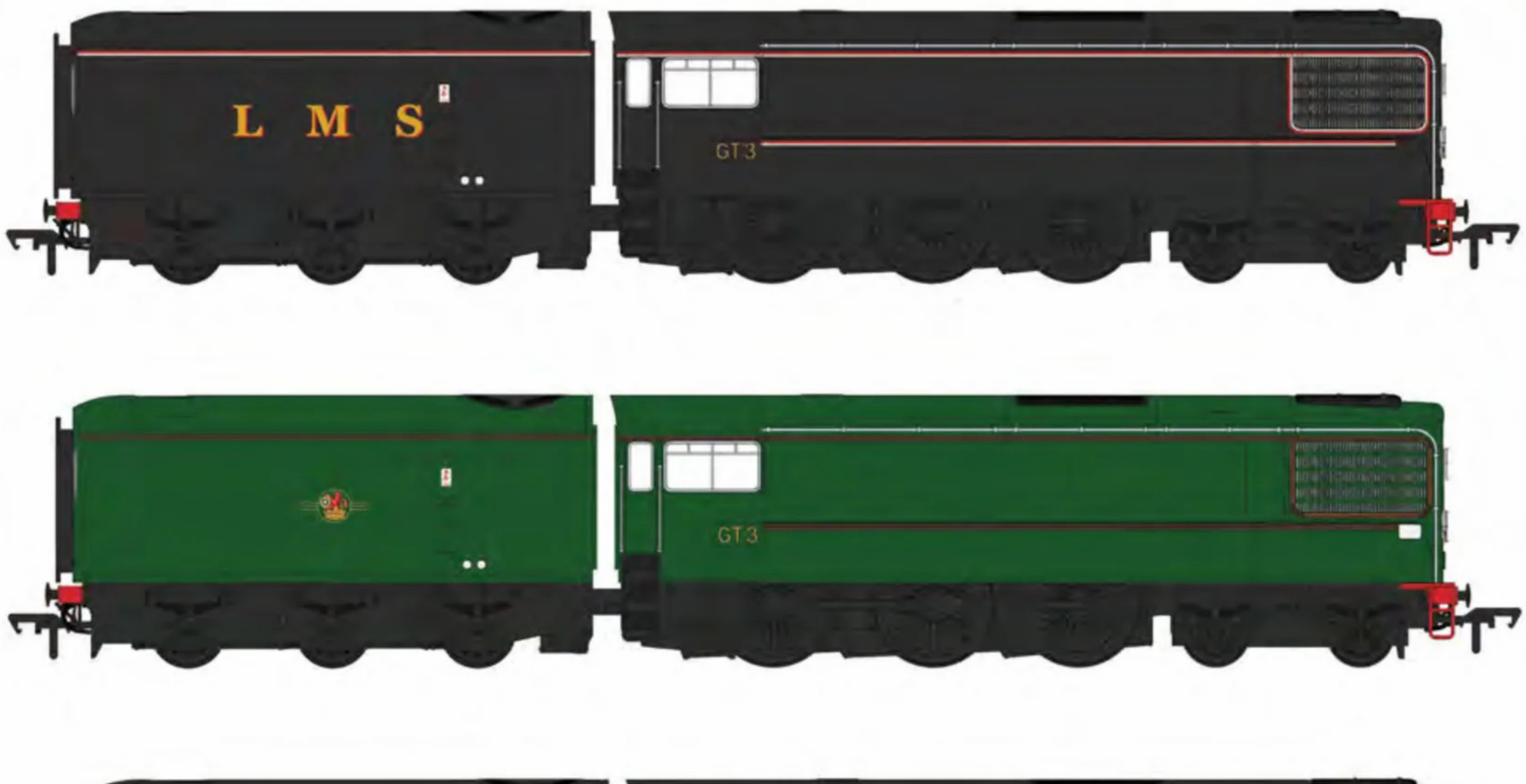



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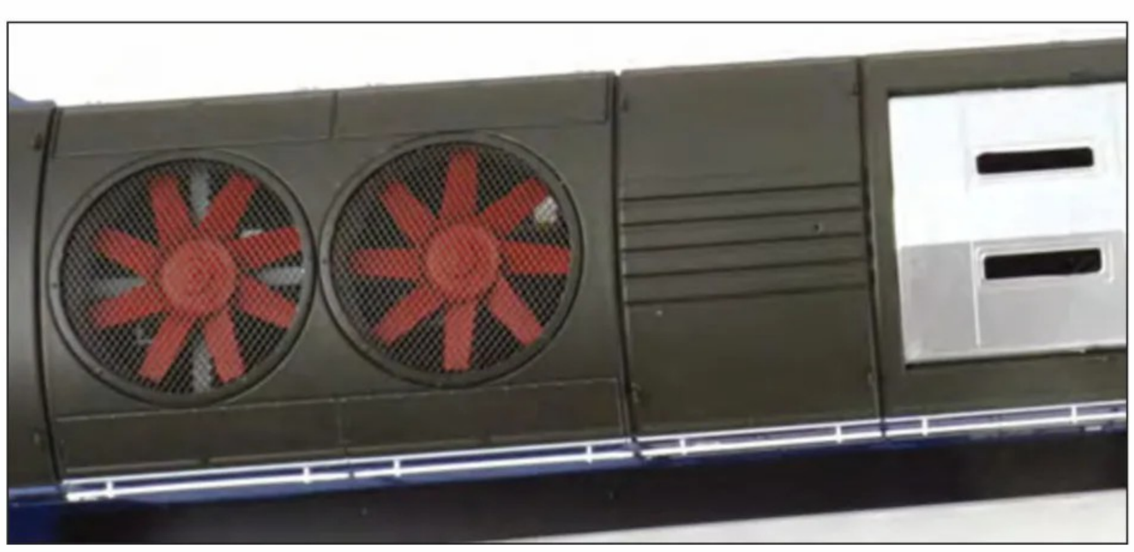

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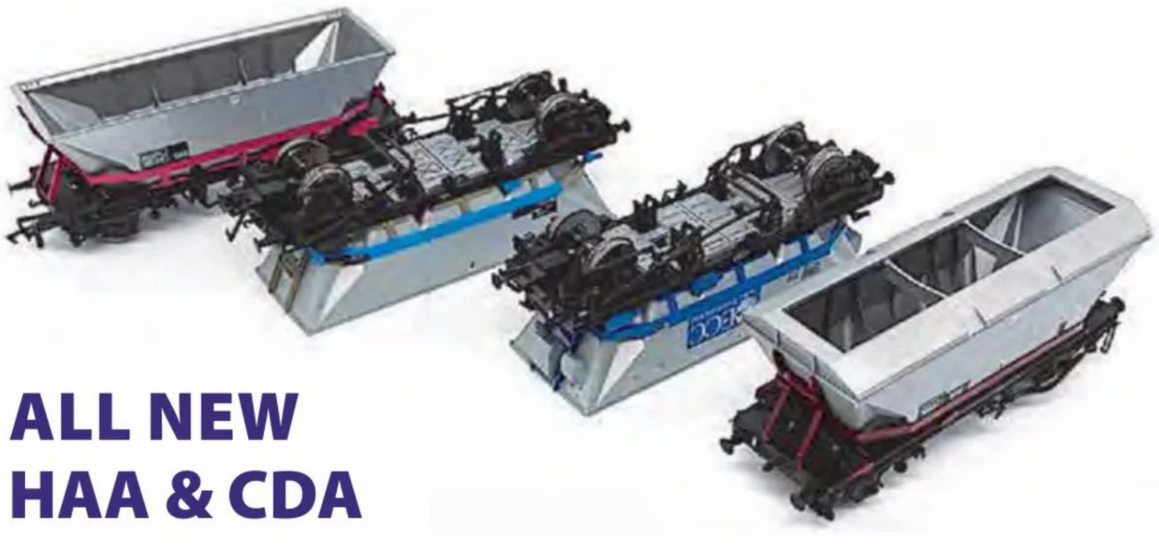

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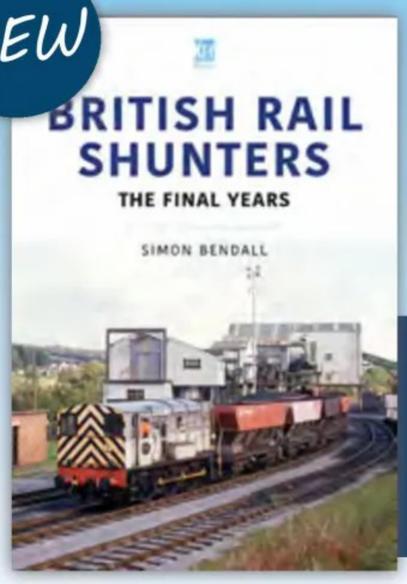

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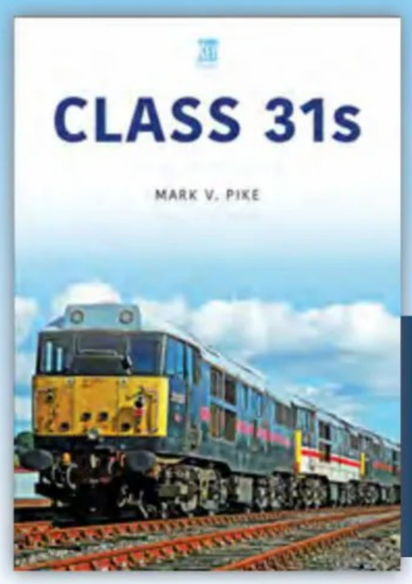

Perhaps overshadowed by more 'exotic' locos, the Class 31s nonetheless played a significant part in British Railways' Modernisation Plan.

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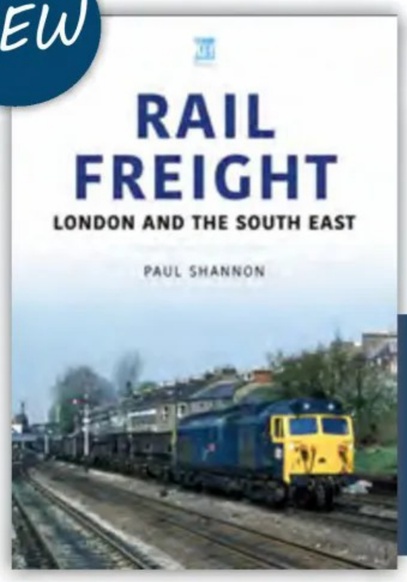

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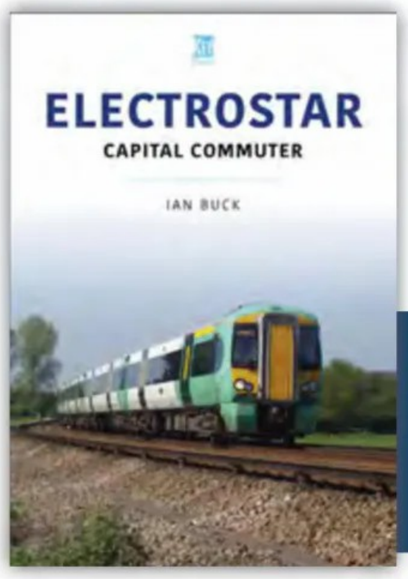

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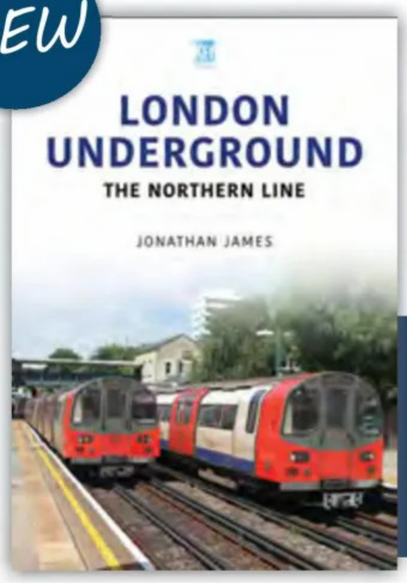

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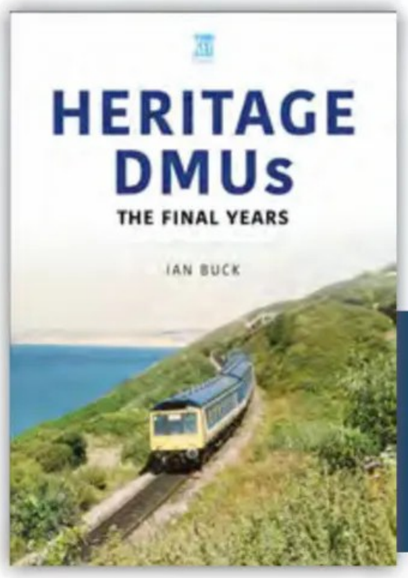

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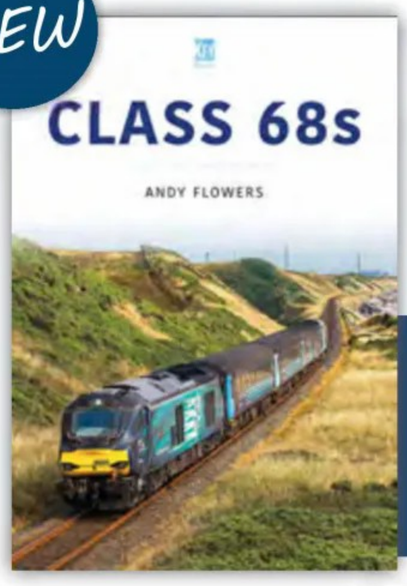

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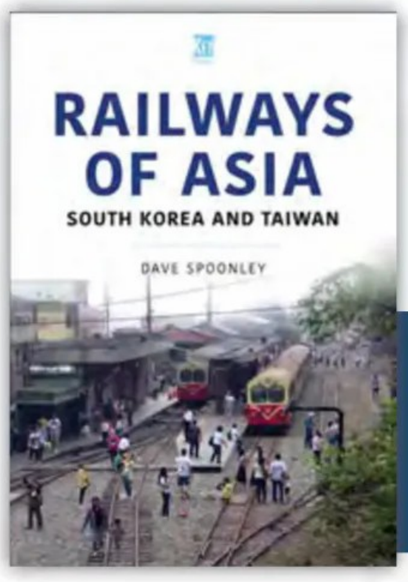

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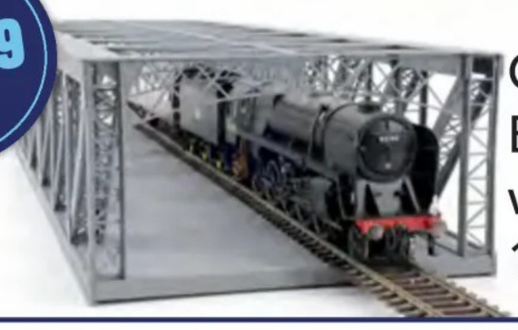

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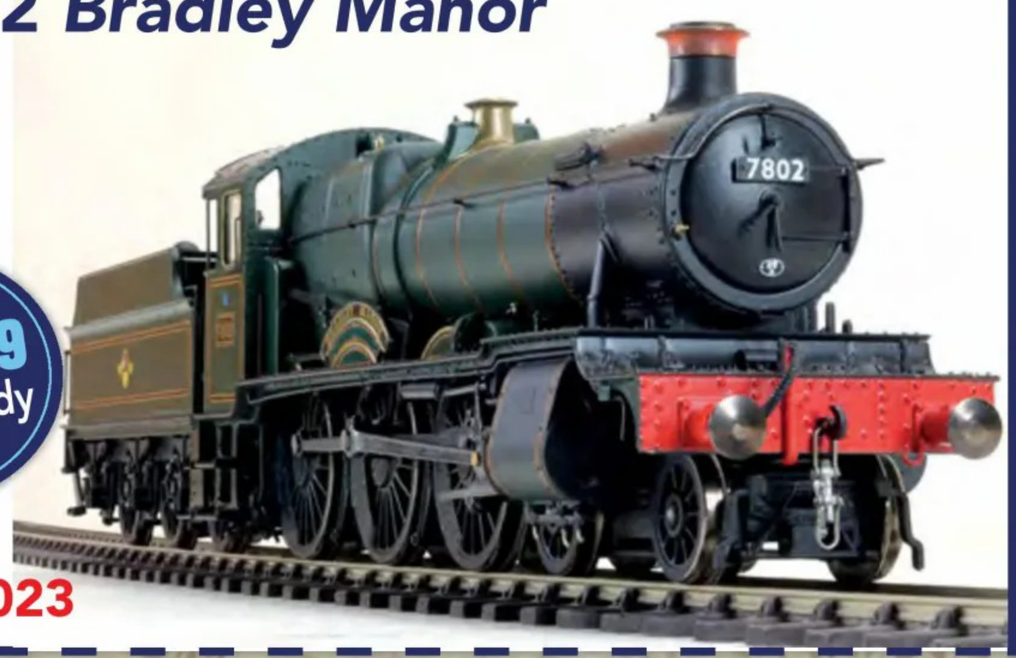

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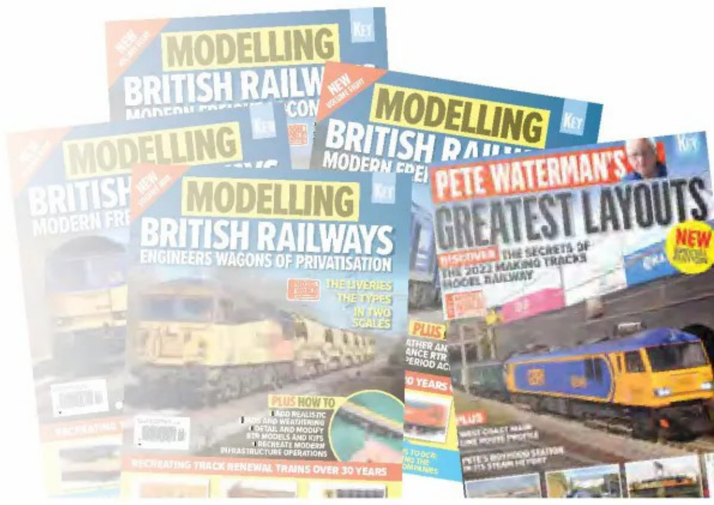

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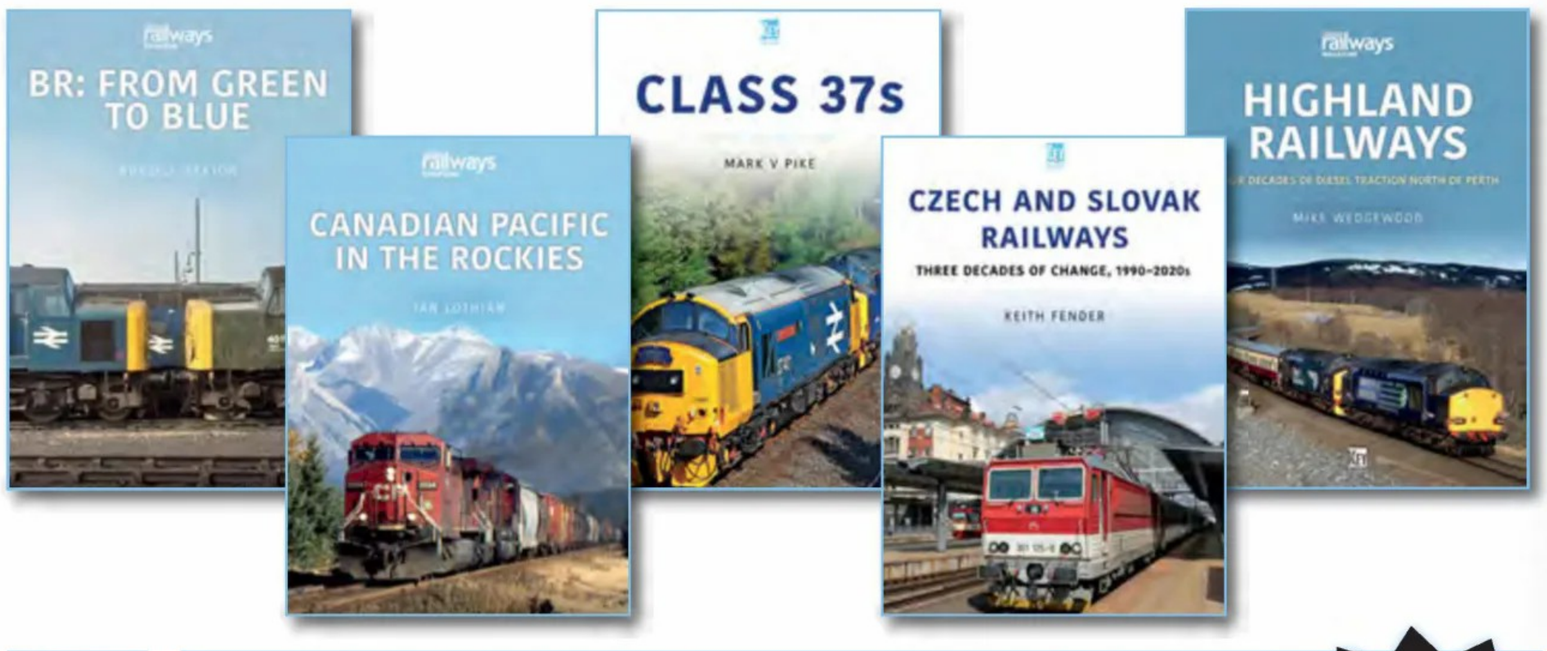

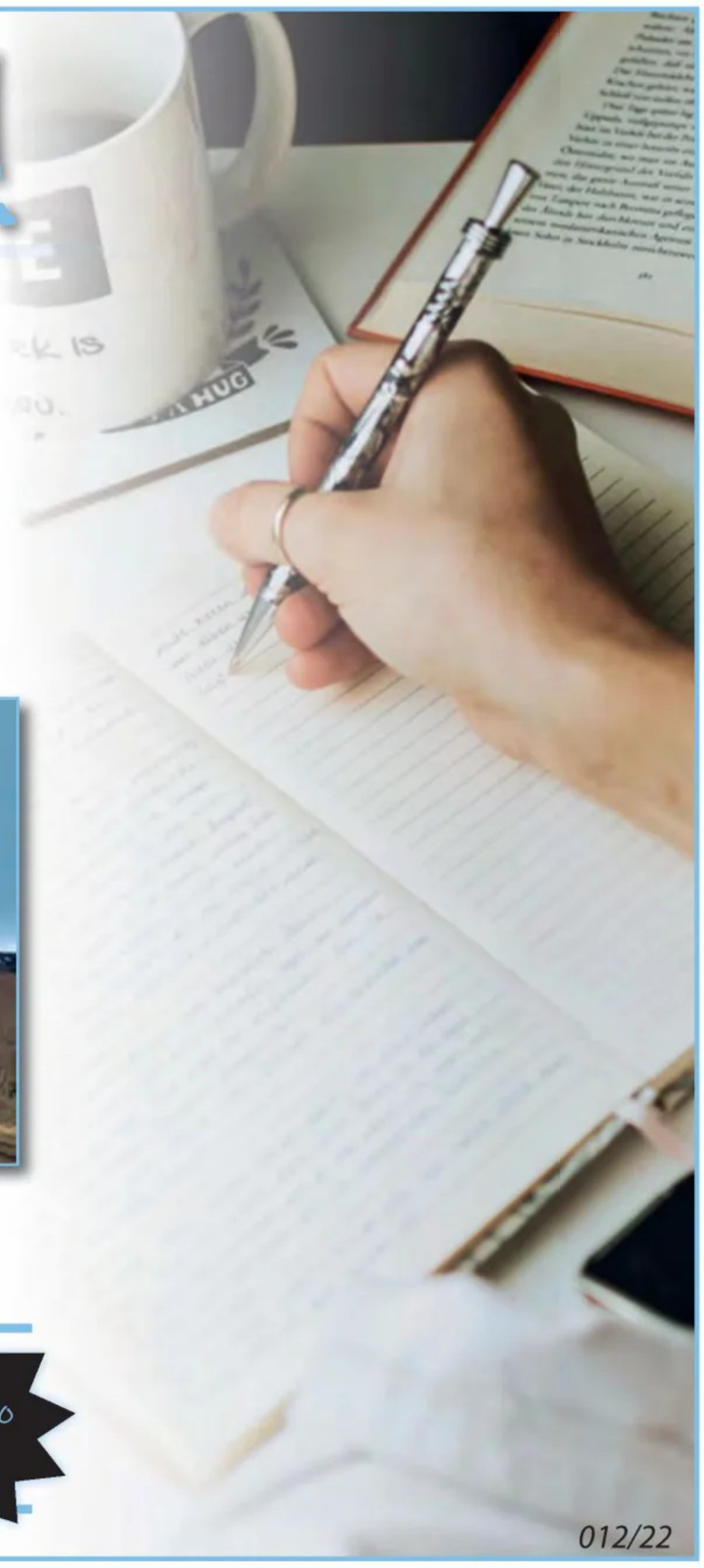

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EXCLUSIVE INTERVIEW: Accurascale product update

To go with our feature in this issue on pages 40-45 we have a full video interview and product demonstration coming on Key Model World featuring the Accurascale Class 31, 37, 50 and 66.



REVIEWED: TMC 'G5' 0-4-4T

The new TMC 'G5' 0-4-4T is reviewed in full this issue and we have a full video available on Key Model World with Bachmann Rail Brand Manager Richard Proudman and TMC's Chris Yates, as they explain the story and features of this highly-detailed new release for '00'.



TXS Class 08 sound demonstration

To complete our sound installation guide for the Hornby Class 08 using the manufacturer's Bluetooth Triplex Sound decoders, we demonstrate its capabilities on Natford TMD.



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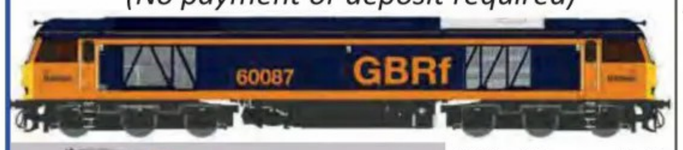



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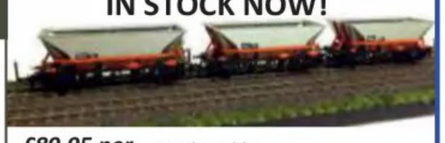

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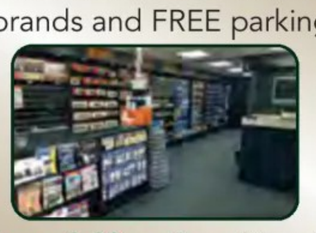

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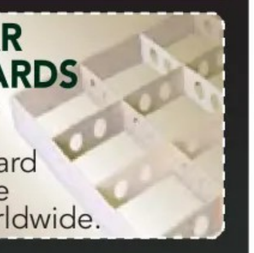

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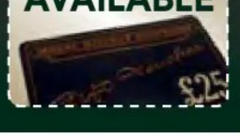

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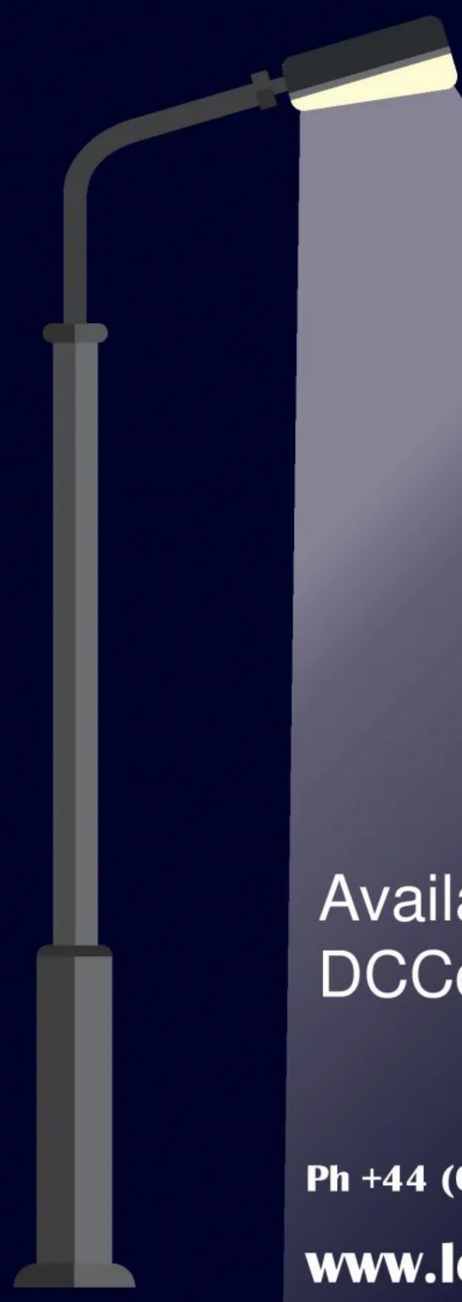

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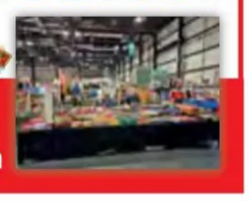

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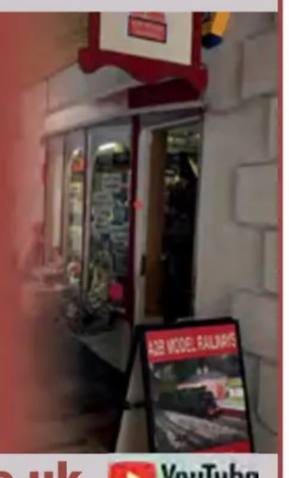

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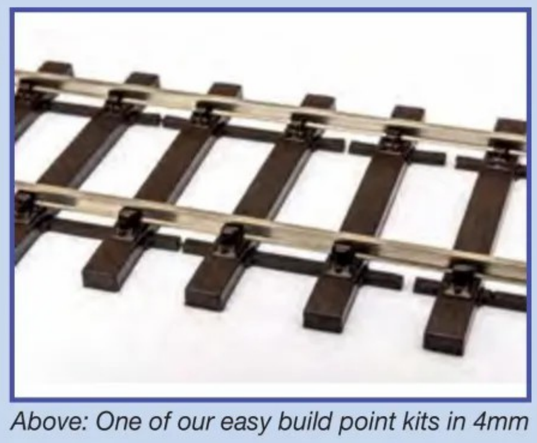

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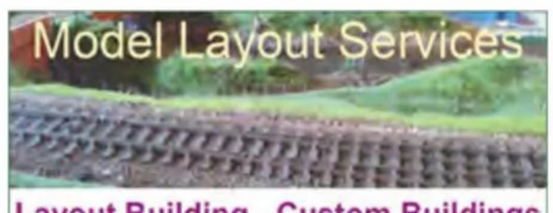

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MAKING TRACKS 3

It's complete! We take a full tour of Pete Waterman OBE's sensational 64ft long 'OO' gauge model of Milton Keynes Central station on the WCML, as he prepares for the layout's summer at Chester Cathedral.



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Following the recent release of Accurascale's high-fidelity 'OO' Class 37/4 diesel, Mike Wild applies a sympathetic weathered finish to make it look even more realistic.

ST. JOHN'S

Next issue we head for the South Devon coast and Paul Warden's delightful 'OO' gauge GWR branch line terminus, set in the 1930s.



THE NEXT ISSUE OF HORNBY magazine

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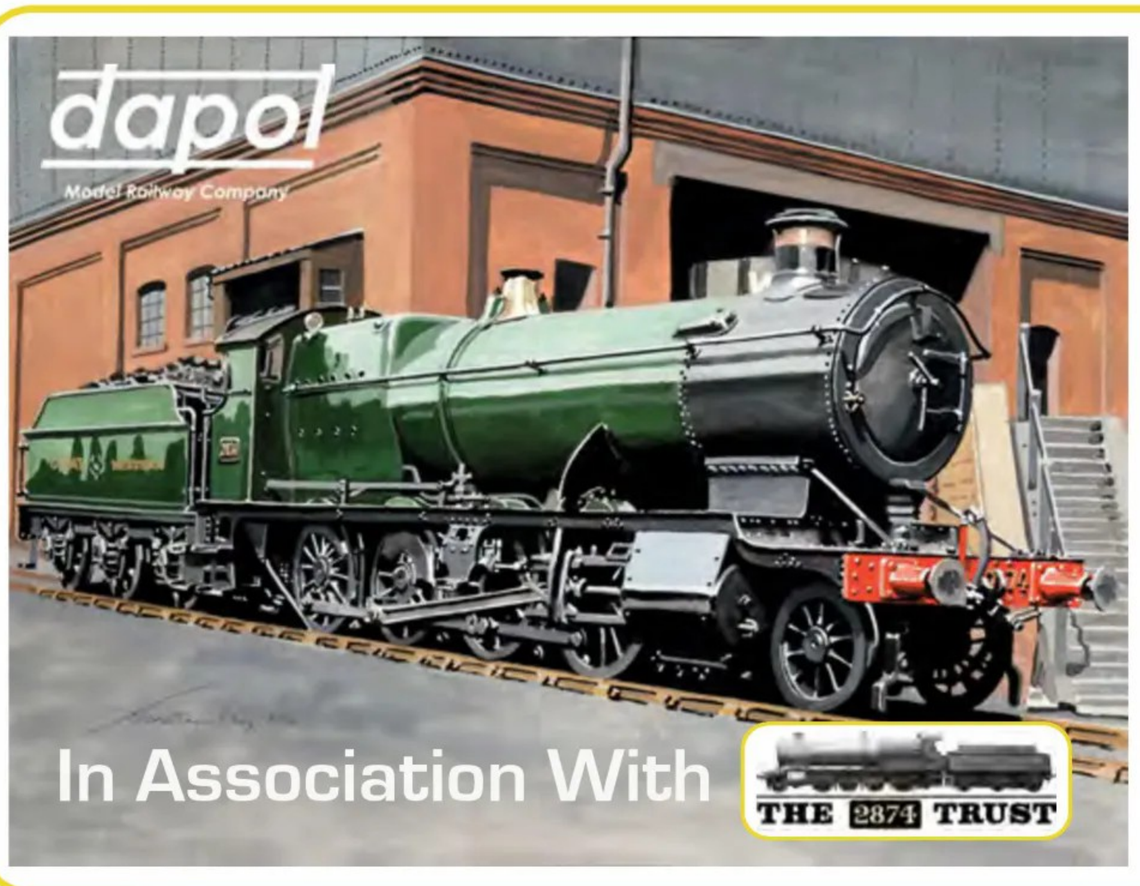

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We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

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