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Issue 195 **September 2023** £5.60

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FIRST LOOK: Hornby 'TT:120' Class 50 samples

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HORNBY magazine

September 2023

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ISSN 1753-2469

HORNBY magazine

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6-pin & 8-pin

MS490 'Mini'
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1W - 0.7A - 4 FOs
6-pin & 8-pin

MS580 'Mini'
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1W - 0.8A - 4 FOs
Next-18

MS500 'Micro'
14 x 10 x 2.6 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS590 'Micro'
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1W - 0.7A - 4 FOs
Next-18

MS950 'O' Gauge
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MS955 'O' Plus
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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. Summer is well and truly upon us, a time when many of us will find time to take a few days (or more!) to relax in the sunshine and perhaps take stock. However, if you are Pete Waterman and the Railnuts team, taking stock involves several journeys in a hire van to Chester Cathedral as they transport, assemble and display their sensational all-new 'OO' gauge layout – Making Tracks 3 – the very latest take on the West Coast Main Line.

This time it is a scale replica of the present day Milton Keynes Central station. We have been following the story behind-the-scenes throughout the past year – indeed, we were partly responsible for the setting – and you will be able to see this stunning layout in full throughout the summer (Mon-Sat) at Chester Cathedral until September 2.

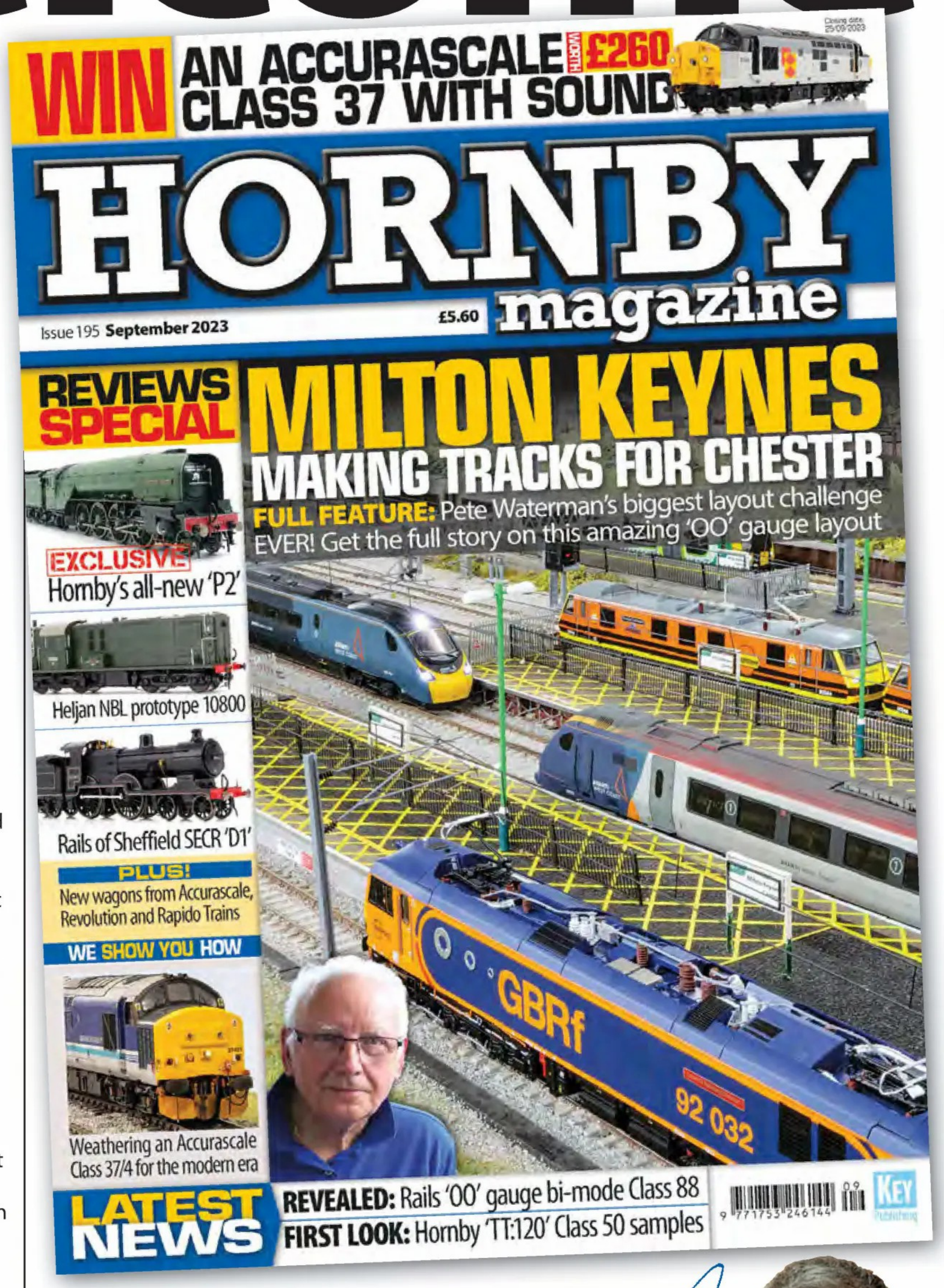
I was lucky enough to witness the layout while it was under construction earlier this year and to say the buildings alone took my breath away would be an understatement. Since then the team has been working feverishly to complete the 64ft long layout, which features the most intricate catenary we have seen yet. We have a full feature on Making Tracks 3 on p20-27, while a special publication titled *Pete Waterman's West Coast* is also available now from newsagents and at *www.keymodelworld.com/shop*.

Making Tracks 3 will also be appearing at the Great Electric Train Show at Milton Keynes in just a couple of months, and this appearance will be very special in that it is set to be the centrepiece of a 152ft long display encompassing Making Tracks 1 and 2. You really can't afford to miss seeing this - visit *www.keymodelworld.com/greatelectrictrainshow* for more information.

The summer theme continues in this issue with Paul Warden's 'OO' gauge Great Western branch line set on the coast at the end of a Devon branch line and we also continue our visit 'down under' to Glenn Jones' delightful 'OO' BR Southern Region layout based in Australia, which is also focused on a seaside resort served by through trains from London Waterloo.

There has been no let-up in new releases in this month's issue with our headline act being an exclusive first review of the all-new Hornby LNER 'P2' 2-8-2 for 'OO' gauge. Plus we also have first reviews of Heljan's newly-tooled 'OO' gauge North British Bo-Bo 10800, Rails of Sheffield's exclusive SECR 'D1' 4-4-0 and Hornby's 'TT:120' model of *Flying Scotsman* with factory-fitted Triplex sound. Topping that off are reviews of Accurascale's new batch of Scottish 'car headlamp' Class 37/0s plus plenty of new rolling stock including Accurascale's newly-tooled FNA-D nuclear flask carriers for 'OO', Rapido Trains UK's SECR and GWR brake vans and Rainbow Railways' exclusive TUA caustic soda tank wagons, produced by Revolution Trains.

I do hope you enjoy the issue!



Mark Chivers
Acting Editor

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Hornby's '2MT' 2-6-0

HORNBY HAS RECEIVED the first completed production samples of its newly-tooled 'OO' gauge BR Standard '2MT' 2-6-0 for scrutiny.

Designed by Robert Riddles, 65 BR Standard '2MT' 2-6-0s were built in the 1950s for use on secondary passenger and freight trains. They incorporated modern design features including self-cleaning fireboxes, rocking fire grates and hopper ashpans.

Hornby's all-new tooling for the '2MT' is set to appear in five guises for general release as 78000 in BR lined green with late crests (Cat No. R3839), 78006 in BR lined green with late crests (R3982), 78010 in BR lined black with early crests (R3840), 78047 in BR lined black with late crests (R3836) and 78054 in BR lined black with late crests (R3981).

The first completed samples to arrive for inspection are 78006 in BR lined green with late crests and 78054 in BR lined black with late crests.

'TT:120' Class 50 edges closer

DEVELOPMENT OF HORNBY'S newly-tooled 'TT:120' scale Class 50 Co-Co diesel is progressing well with CAD renders now complete and the first mouldings from the tooling received by the project's design team for assessment.

Three 'TT:120' scale Class 50s are planned for the first batch of releases including 50007 *Sir Edward Elgar* in GW150 lined green (Cat No. TT3013M), 50040 *Leviathan* in BR large logo blue (TT3014M) and 50049 *Defiance* in GB Railfreight blue and orange (TT3015M).

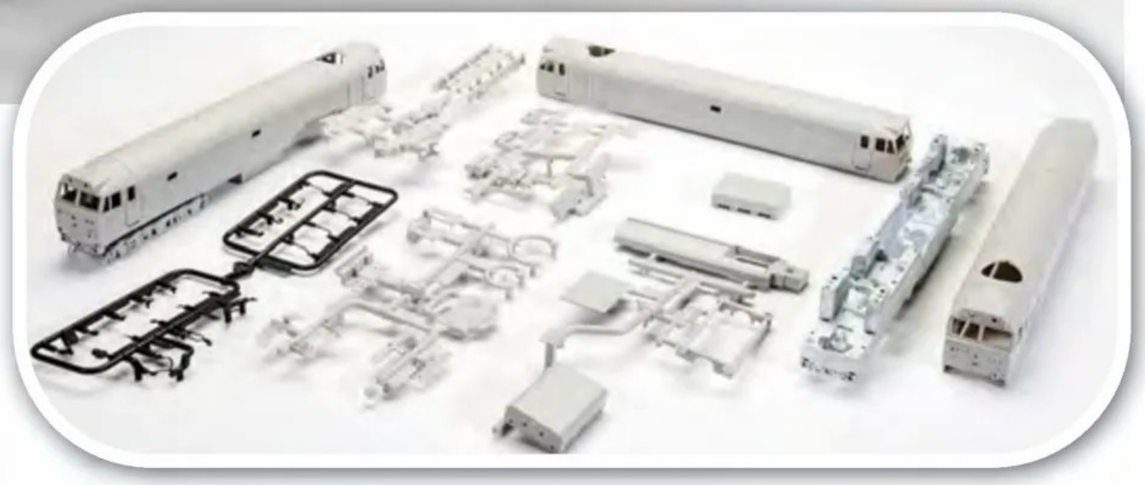
Hornby's new model has been developed following extensive research and data from a 3D-scan of the prototype and will feature a die-cast metal chassis, five-pole skew-wound motor, Next18 Digital Command Control (DCC) decoder socket, directional lighting and separately fitted detailing. The first shots from the new tooling will now be thoroughly checked and tested before an Engineering Prototype sample is assembled.

Priced at £167.99, release is scheduled during Spring 2024.

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

Above: **Development of Hornby's new 'TT:120' scale Class 50 Co-Co diesel is at an advanced stage.**

Below: **First shots from the new 'TT:120' scale Class 50 tooling have been received for evaluation.**



Decorated production samples of Hornby's new 'OO' gauge BR Standard '2MT' 2-6-0 have arrived for inspection in the form of 78006 in BR lined green with late crests and 78054 in BR lined black with late crests.

Detailing includes separately fitted metal handrails, fine pipework, sliding cab roof vents, lamp irons and sprung metal buffers, together with fluted or plain coupling rods, as appropriate. Each also features a five-pole skew-wound motor and 8-pin Digital Command Control (DCC) decoder socket.

Prices range from £217.99 to £228.99, with the first releases expected this summer.

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

SCAN HERE

Scan here to read all the latest model railway news, or visit www.keymodelworld.com /trains/news to keep up to date.

'TT' TTA EPs revealed

Hornby's newly-tooled 'TT:120' scale TTA tank wagons will feature etched metal walkways and ladders, with prototypical differences incorporated.

FIRST ENGINEERING PROTOTYPE (EP) samples of Hornby's all-new 'TT:120' scale TTA tank wagons have been received by Hornby's development team.

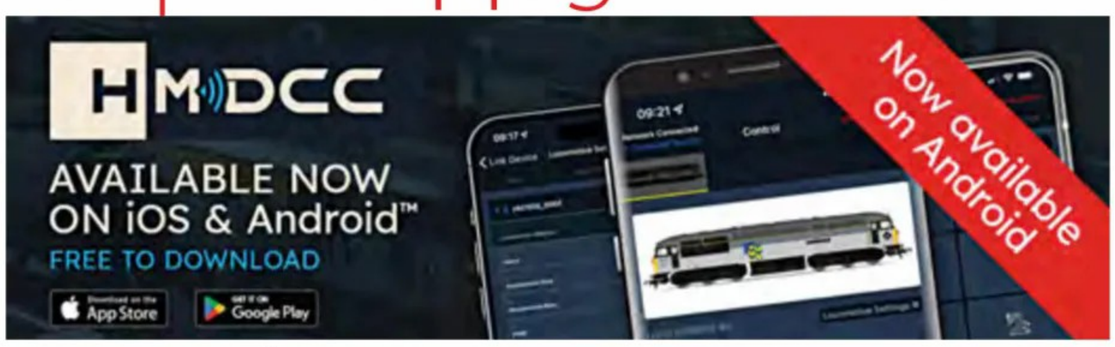
Three models are set to appear in Esso grey (Cat No. TT6022), Total grey (TT6023) and BP green (TT6024).

Detailing includes etched metal walkways and ladders, metal buffers and grab handles, together with a wealth of underframe detailing including brake gear and discharge equipment. Hornby's tooling suite also caters for detail differences between tanks.

Prices are set at £24.49 each, with release currently slated for late 2023/early 2024.

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

HM|DCC App goes Android



Hornby's new HM|DCC Bluetooth model railway control app is now available for Android devices.

HORNBY HAS LAUNCHED THE Android version of its new HM|DCC Bluetooth model railway control application (app), which is now available from the Google Play Store.

Free to download, the new app is now available across the Android and iOS platforms and when combined with locomotives fitted with compatible HM7000 Bluetooth motor control or sound decoders enables users to operate a layout direct from a suitable device, such as a mobile phone or tablet.

In addition to Bluetooth layout control, the app also currently offers 26 different sound profiles that can be downloaded to one of Hornby's Bluetooth enabled Triplex sound decoders. Decoder settings can also be adjusted in real-time, providing instant results when refining control of a specific locomotive.

Hornby has also introduced several new free-to-download HM|DCC Triplex sound profiles in conjunction with the launch of the Android app, which are also available for the iOS platform too, with examples of LNER 'B12' 4-6-0, LMS 'Black Five' 4-6-0, LNER 'A1' 4-6-2 *Tornado* projects, together with a BR Class 55 'Deltic' diesel sound profile.

To download the new HM|DCC app, visit the Google Play Store from an Android device.

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

'TT:120' Class 66 CAD complete

Design work for Hornby's all-new 'TT:120' scale Class 66 Co-Co diesel is now complete. This is a CAD render for GB Railfreight's 66779 *Evening Star*.

HORNBY'S ALL-NEW 'TT:120' SCALE Class 66 Co-Co diesel is developing well with additional detailing now incorporated into the CAD renders, following evaluation of a previous 3D-printed sample.

Five all-new Class 66s are set to appear initially finished as 66714 *Cromer Lifeboat* in GB Railfreight blue and orange (Cat No.TT3016M), 66097 in DB Schenker red (TT3017M), 66779 *Evening Star* in BR lined green with GB Railfreight branding (TT3018M), 66850 *David Maidment OBE* in Colas Rail Freight livery (TT3019M) and 66789 *British Rail 1948-1997* in BR large logo blue with GBRf branding (TT3020M).

Each will feature a five-pole skew wound motor, Next18 Digital Command Control (DCC) decoder socket, etched metal roof and horn grilles, separately fitted metal handrails and specific detailing such as the distinctive cab front bell mounted beneath the headlight on 66779 *Evening Star*.

Priced at £129.99 each, release is expected in Summer 2024.

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

Rails of Sheffield reveals

CLASS 88 ELECTRO-DIESEL

Rails of Sheffield has teamed up with Dapol to offer a brand-new ready-to-run model of the Direct Rail Services operated Class 88 electro-diesel for 'OO' gauge.

THE DIRECT RAIL Services Class 88 Bo-Bo electro-diesel is the latest locomotive project to be announced by Rails of Sheffield. The all-new model is being produced by Dapol with release expected in the second quarter of 2024.

The real Class 88s were introduced in 2015-2016 with 10 locomotives being built by Stadler. They have 25kV AC overhead electric capability as well as a 940hp Caterpillar V12 diesel engine to allow them to work off the overhead electric network.

The Class 88s are used on long-distance container trains and are often seen in partnership with the Stadler (previously Vossloh) Class 68 diesels. All are operated by Direct Rail Services and carry numbers 88001-88010 with several carrying names originally applied to Woodhead Class 76 electrics.

The model is being produced by Dapol exclusively for Rails of Sheffield. The specification

Rails of Sheffield and Dapol are to produce a newly-tooled 'OO' gauge model of DRS' Class 88 bi-mode locomotives. On Saturday July 16 2022, Class 88 88001 basks in the sunshine at DRS' Crewe Gresty Bridge open day. Mark Chivers.

WIN! ACCURASCALE

HORNBY MAGAZINE is offering the chance to win one of Accurascale's all-new 'OO' gauge digital sound-fitted Class 37/0 Co-Co diesels worth £259.99.

The prize consists of Class 37/0 37026 *Shapfell* in BR Railfreight triple grey, with factory-fitted Digital Command Control (DCC) sound (Cat No. ACC230537026DCC).

This superb new release from Accurascale features a die-cast metal chassis, five-pole motor, twin flywheels, all-wheel drive, all-wheel pick-up, Powerpack super-capacitor, directional lighting, cab and driver's console illumination, engine bay lighting and a wealth of separately-fitted parts and timeframe specific detailing. In addition, the prize also features Accurascale's customised Class 37/0 sound project onboard.

To be in with a chance of winning this newly-tooled 'OO' gauge Accurascale diesel locomotive, all you have to do is answer the accompanying question by September 25 2023.

Even if you don't win, Accurascale's new 'OO' gauge Class 37s are available from Accurascale stockists – find out more at *www.accurascale.com* now. Good luck!

Development of the new 'OO' Class 88 is at an advanced stage, with a working Engineering Prototype sample received.

Detailing will include separately-fitted plastic and etched metal parts, including several different styles of grille.

includes authentic liveries, printed nameplates with etched versions supplied in the box, sprung buffers, etched grilles and more.

Inside, the plan calls for a heavy die-cast chassis with all-wheel pick-up and drive, a five-pole motor, twin flywheels, a Plux22 decoder socket, space for a speaker, NEM coupling pockets plus a suite of lighting functions. The latter will include white marker and headlights, tail lights, Halo lights (DCC only) and cab lights, all of which can be independently switched with DCC. Analogue modellers will also be able to control the lights using manual switches.

The pantograph will be posable in DC operation and powered with a servo motor in DCC fitted and DCC sound fitted versions. Sound recording is in progress and Dapol says it will include electric and diesel sounds which can be switched with a function key.

Four locomotives are planned in the first batch modelling 88001 *Revolution*, 88003 *Genesis* and 88007 *Electra* in DRS livery together with 88010 *Aurora* in its unique Refrigerated Rail scheme.

Prices start from £199.95 for DCC ready models and rise to £249.95 for DCC fitted and £329.95 for DCC sound fitted examples. Delivery is expected in the second quarter of 2024.

● **Visit *www.railsofsheffield.com* for more information and *www.keymodelworld.com/rails-of-sheffield* to watch the launch video.**

DISTINCTIVE LIVERIES

Four different running numbers are planned for the first batch of all-new Class 88 locomotives, including 88010 *Aurora* in its eye-catching Refrigerated Rail livery.

88001 *Revolution* will appear in Direct Rail Services compass livery.

88003 *Genesis* will feature the compass scheme with revised DRS logos.

88007 *Electra* will also be finished in the DRS compass livery.

88010 is set to feature the distinctive allover Refrigerated Rail scheme.

'OO' CLASS 37/0 DIESEL

QUESTION

Which of British Rail's Railfreight triple grey sub-sector colour schemes does Accurascale's model of 37026 carry?

A. Railfreight Coal
B. Railfreight Distribution
C. Railfreight Metals

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 August 3 2023 and the closing date for entries is September 25 2023 at 5pm GMT. The winner will be notified no later than October 1 2023.

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

SCAN HERE

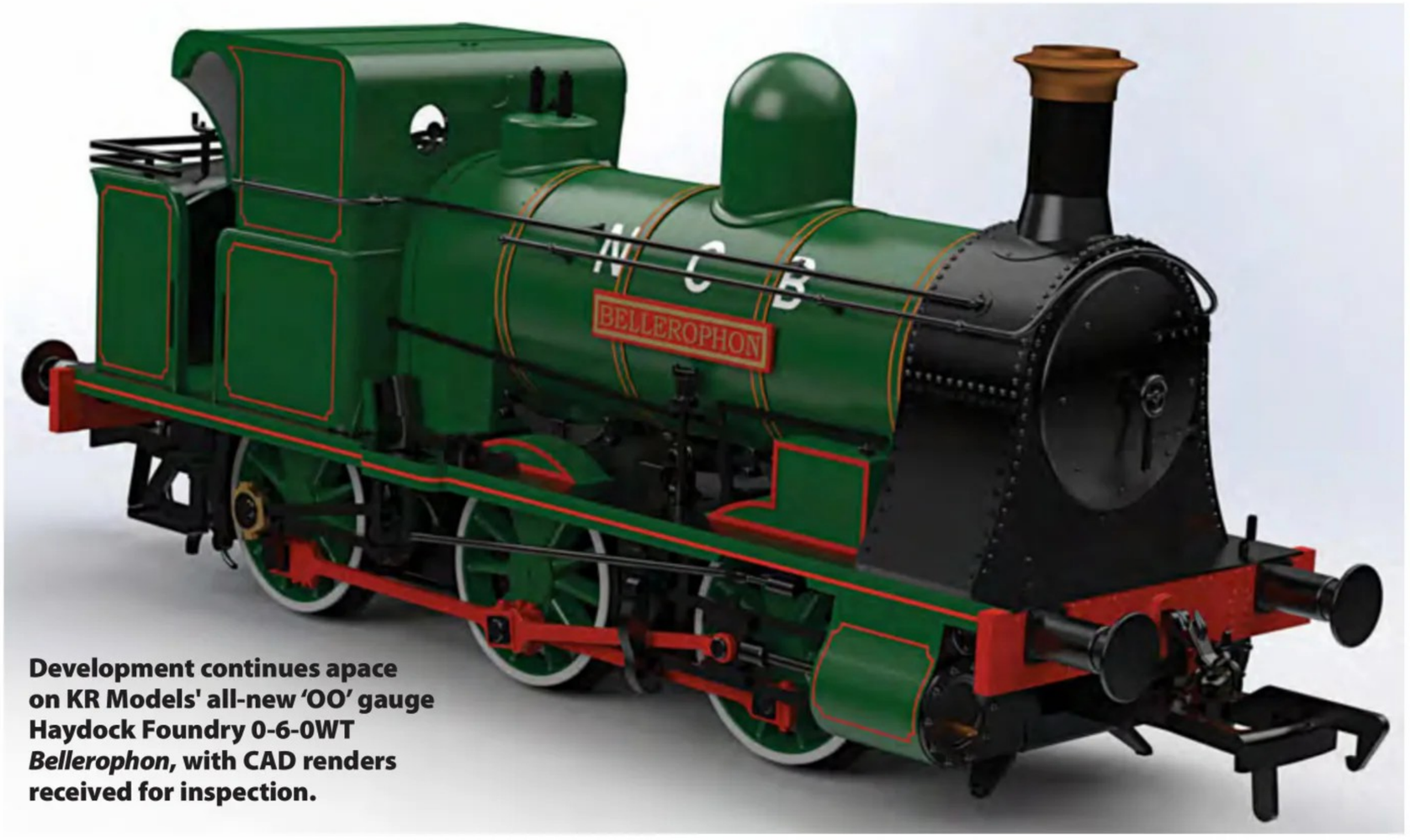
Scan here to go to the competition page now, or visit www.keymodelworld.com/hornby-magazine/competitions

KR MODELS 'OO' PROJECTS PROGRESS

KR MODELS HAS UPDATED progress on several of its forthcoming 'OO' gauge projects which are progressing, including the all-new models of Clayton's Diesel Hydraulic Prototype 1 (DHP1), Haydock Foundry's 0-6-0WT *Bellerophon* and the Midland Railway Lickey Banker 0-10-0 'Big Bertha'.

KR Models' DHP1 project is currently at the decorated sample stage of the development process, with examples of the new colour schemes received for evaluation. DHP1 was designed in the early 1960s by Clayton Equipment and Rolls Royce as an example of a potential mixed traffic 1,500HP Bo-Bo diesel hydraulic locomotive for British Railways, although the bid ultimately proved unsuccessful.

KR Models' version of DHP1 is set to appear in three colour schemes including original as-built red and cream, together with fictional BR green and BR blue liveries. The specification includes a die-cast metal chassis, centrally mounted motor, flywheels, 21-pin Digital Command Control (DCC) decoder socket, directional LED lighting, etched grilles, separately fitted wire handrails and sandpipes, sprung buffers and flush glazing.



Development continues apace on KR Models' all-new 'OO' gauge Haydock Foundry 0-6-0WT *Bellerophon*, with CAD renders received for inspection.

Each colour scheme will be offered in DCC ready, DCC fitted and DCC sound-fitted formats, priced at £160, £190 and £260 respectively. Delivery is expected in late 2023.

Meanwhile, development on the company's forthcoming 'OO' gauge models of Haydock Foundry's 0-6-0WT *Bellerophon* and Midland Railway Lickey Banker 0-10-0 2290 'Big Bertha' has also advanced with CAD renders of both models now complete.

Bellerophon is set to feature a heavy die-cast chassis, five-pole motor, flywheel, 21-pin DCC decoder socket, sprung metal buffers, separately-fitted wire handrails, brass fittings and a choice of original and preservation liveries. Colour schemes include as-built black, National Coal Board (NCB) lined green, and as-preserved lined light brown or lined dark brown. Priced at £160 DCC ready and £190 DCC fitted, release is anticipated in late 2023.

'Big Bertha's' specification includes a die-cast metal chassis, firebox flicker, working front light, 21-pin DCC decoder socket and factory-fitted stay alive, with digital sound options also available utilising an ESU LokSound V5 sound decoder. Four liveries are planned including Midland Railway black, LMS black, BR black with early crests (numbered as 58100) and fictional Midland Railway lined Crimson Lake. Prices are set at £220 DCC ready, £250 DCC fitted and £320 DCC sound-fitted, with release expected in late 2024.

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

Decorated samples of KR Models' forthcoming 'OO' gauge model of Clayton Bo-Bo DHP1 have also arrived for evaluation, including this as-built red and cream example.

Left: **KR Models' newly-tooled 'OO' gauge Midland Railway Lickey Banker 2290 'Big Bertha' is set to appear in four liveries, including Midland Railway black.**

Rails adds exclusive Class 313s

Rails of Sheffield has commissioned a selection of exclusive 'N' gauge Class 313 Electric Multiple Units (EMUs) from Revolution Trains.

These latest announcements include 313121 in Network Rail test train yellow and Southern Railway's 313201 in revised BR blue and grey, together with a twin-pack of EMU translator vehicles 64664 *Liwet* and 64770 *Labezerin* in Arlington Fleet Services green (formerly driving cars from unit 508027).

313121 was converted in 2013 for testing the new European Rail Traffic Management System (ERTMS), while 313201 carries the British Rail blue and grey colour scheme with revised grey doors applied to the prototype in 2017. The twin-pack of EMU translator vehicles will feature working Tightlock couplings at the outer cab ends and standard 'N' gauge couplings at the inner ends, along with working tail lights. Prices are set at £269.95 DCC ready, £369.95 DCC sound, while the unpowered translator pack is £159.95.

Meanwhile, Revolution Trains has confirmed that the order books for the company's planned range of standard 'N' gauge Class 313 and 314 three-car EMUs is set to close at the end of September. Priced at £225 for DCC ready and £320 for DCC sound-fitted models, these prices are expected to rise once models arrive in stock.

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

Rails of Sheffield has commissioned a selection of exclusive 'N' gauge Class 313 EMUs from Revolution Trains, including 313201 in revised BR blue and grey. Rails of Sheffield.

Network Rail's 313121 will also appear in 'N' gauge form as an exclusive edition for Rails of Sheffield. Rails of Sheffield.

A pair of 'N' gauge Arlington Fleet Services EMU translator vehicles have also been commissioned. Rails of Sheffield.

Accurascale reveals Network Rail Class 31s

Accurascale has added a pair of 'OO' gauge Network Rail Class 31 A1A-A1A diesels to the release schedule for its forthcoming all-new ready-to-run models.

Two models have been announced initially – 31105 and 31285 – which will be finished in Network Rail's yellow colour scheme. Accurascale's extensive tooling suite has been developed to incorporate the detail differences for these two locomotives and Network Rail's other Class 31s – 31233, 31465 and 31602.

As with the prototypes, 31105 and 31285 will feature modified cab roofs, while 31105 will also include the extra lamp irons fitted. 31285 will feature fully-functioning spotlights, as per those fitted for use when operating with the Structure Gauging Train. Further bespoke detailing will include washer jet modifications and LED lights, reflecting the locomotives' post-2008 condition.

Already at the Engineering Prototype (EP) sample stage, these latest Class 31 locomotives will be available as Accurascale Exclusives, priced at £169.99 Digital Command Control (DCC) ready and £269.99 DCC sound-fitted. Release is expected during the third quarter of 2024.

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

Accurascale has added two new Network Rail liveried Class 31s to its release plans, including 31285 with working spotlights.

The new 'OO' Network Rail liveried Class 31s will be finished as 31105 and 31285.

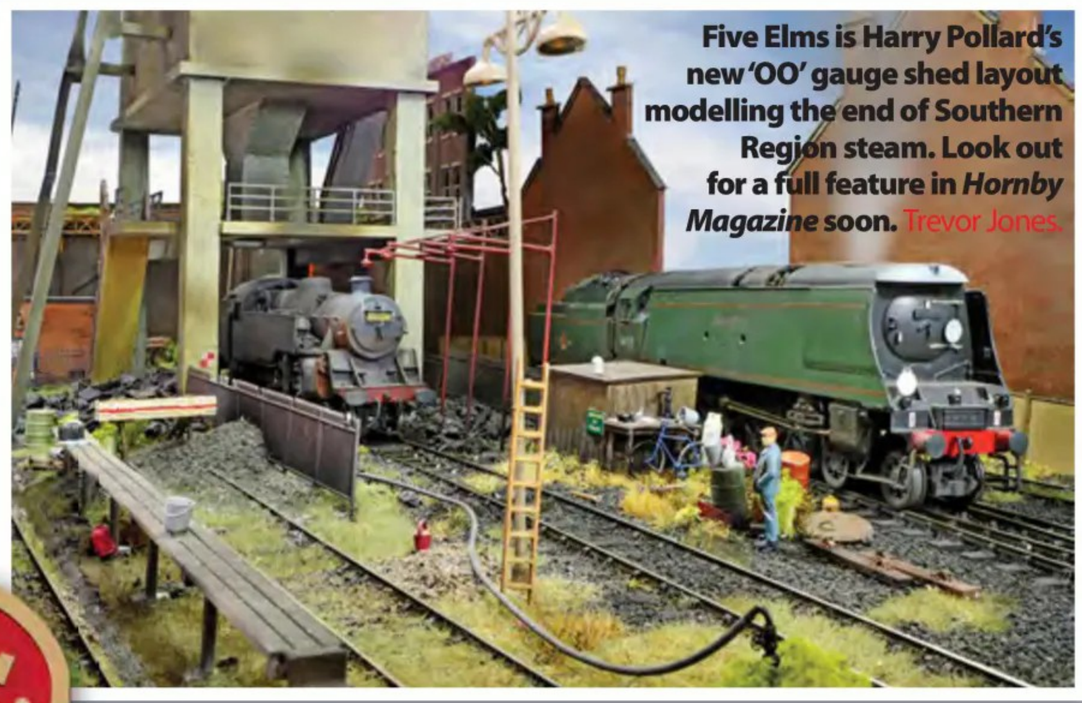
SCAN HERE

Scan here to read all the latest model railway news, or visit www.keymodelworld.com/trains/news to keep up to date.

UPDATE

‘TT:120’ layout build to launch at THE GREAT ELECTRIC TRAIN SHOW

Five more layouts have been revealed for the 2023 **GREAT ELECTRIC TRAIN SHOW** covering ‘OO’ and ‘N’ gauge subjects from the 1930s to the present day together with a brand-new ‘TT:120’ scale layout from the *Hornby Magazine* team.



Five Elms is Harry Pollard’s new ‘OO’ gauge shed layout modelling the end of Southern Region steam. Look out for a full feature in *Hornby Magazine* soon. Trevor Jones.

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.

WITH JUST TWO months to go until the doors open to the 2023 Great Electric Train Show, the *Hornby Magazine* team will be building and debuting a brand-new 'TT:120' layout at the event.

The new layout is currently in the early stages of construction and we will be launching a new video series on Key Model World as well as in print in *Hornby Magazine*.

The new 'TT:120' layout is one of five revealed this month for the Great Electric Train Show which takes place at the Marshall Arena in Milton Keynes on the weekend of October 14/15 2023.

New announcements for the show cover Paul Warden's 1930s GWR seaside branch line terminus St Johns in 'OO' gauge – see pages 54-61 for the full feature, Andrew Porter's compact Network Rail depot New Dalby in 'N' gauge (full feature coming next issue), Mark Pollard's new 'N' gauge Southern Region branch line terminus Polcombe Regis and Harry Pollard's busy 'OO' gauge Southern Region steam shed Five Elms.

The addition of these layouts brings the total listing to 22 of the 30 planned for the event with the final layouts being revealed in the next issue of H*ornby Magazine* ahead of the 10th anniversary event.

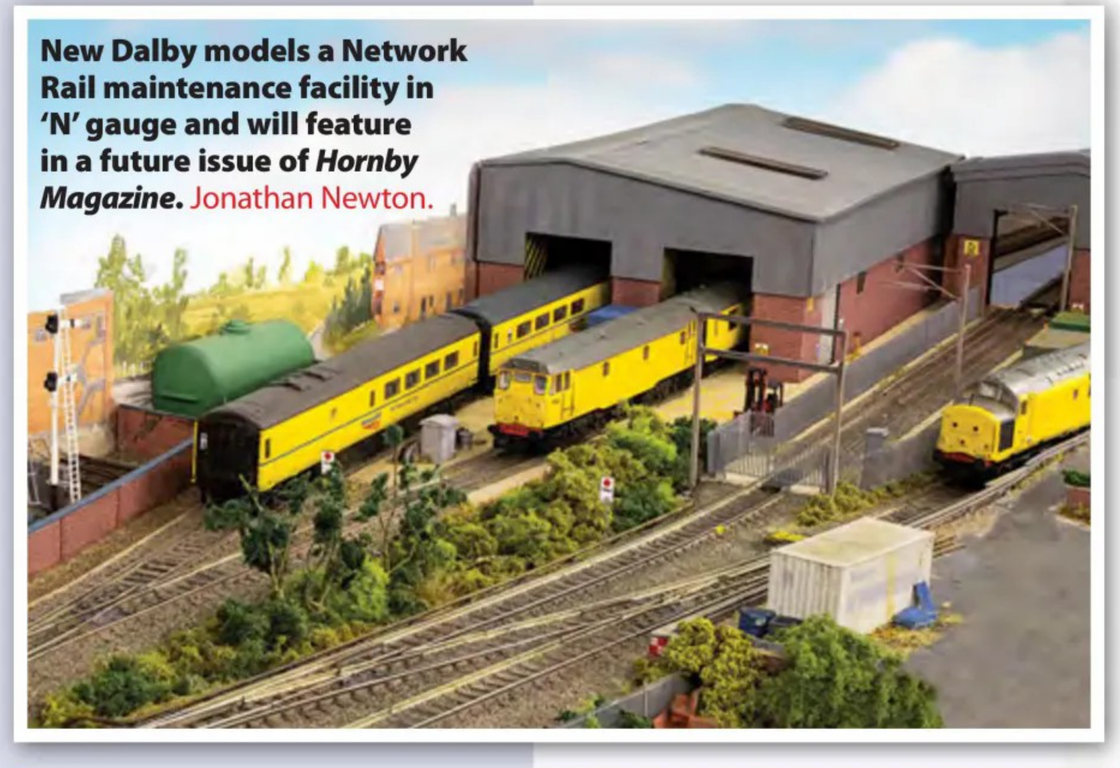
Highlights include the joining of all three Making Tracks 'OO' gauge West Coast Main Line layouts by Pete Waterman and the Railnuts to create one of the largest portable 'OO' gauge exhibition layouts ever. It will measure 152ft x 14ft and features a scale model of Milton Keynes Central as its centrepiece (see pages 20-27).

In addition, there will be Burntisland 1883 from the East of Scotland 4mm Group in 'P4' scale, Graham Nicholas' Hills of the North Spirit of Shap in 'OO', the NOEL Group's Scarlington in 'N', Greg Marshall's Gordon's Lane in 'OO' and Steve Wright's James Street in 'N' gauge.

The full layout listing is available to view at *www.keymodelworld.com/greatelectrictrainshow* together with event details including discount advance ticket purchases. Advance tickets offer early entry to the show at 9.30am each day – general admission starts from 10am for on the day ticket purchases.

Other highlights include a free shuttle bus from Milton Keynes Central station to the event, refreshments and disabled access to all areas.

● **Visit *www.keymodelworld.com/greatelectrictrainshow* for all the event information.**



New Dalby models a Network Rail maintenance facility in 'N' gauge and will feature in a future issue of *Hornby Magazine*. Jonathan Newton.

THE GREAT ELECTRIC TRAIN SHOW IS SPONSORED BY:

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WEST HILL WAGON WORKS

Left: **St John's models a Great Western Railway seaside terminus station set in the 1930s. Read the full feature on Paul Warden's layout on pages 54-61 of this issue.** Jonathan Newton.

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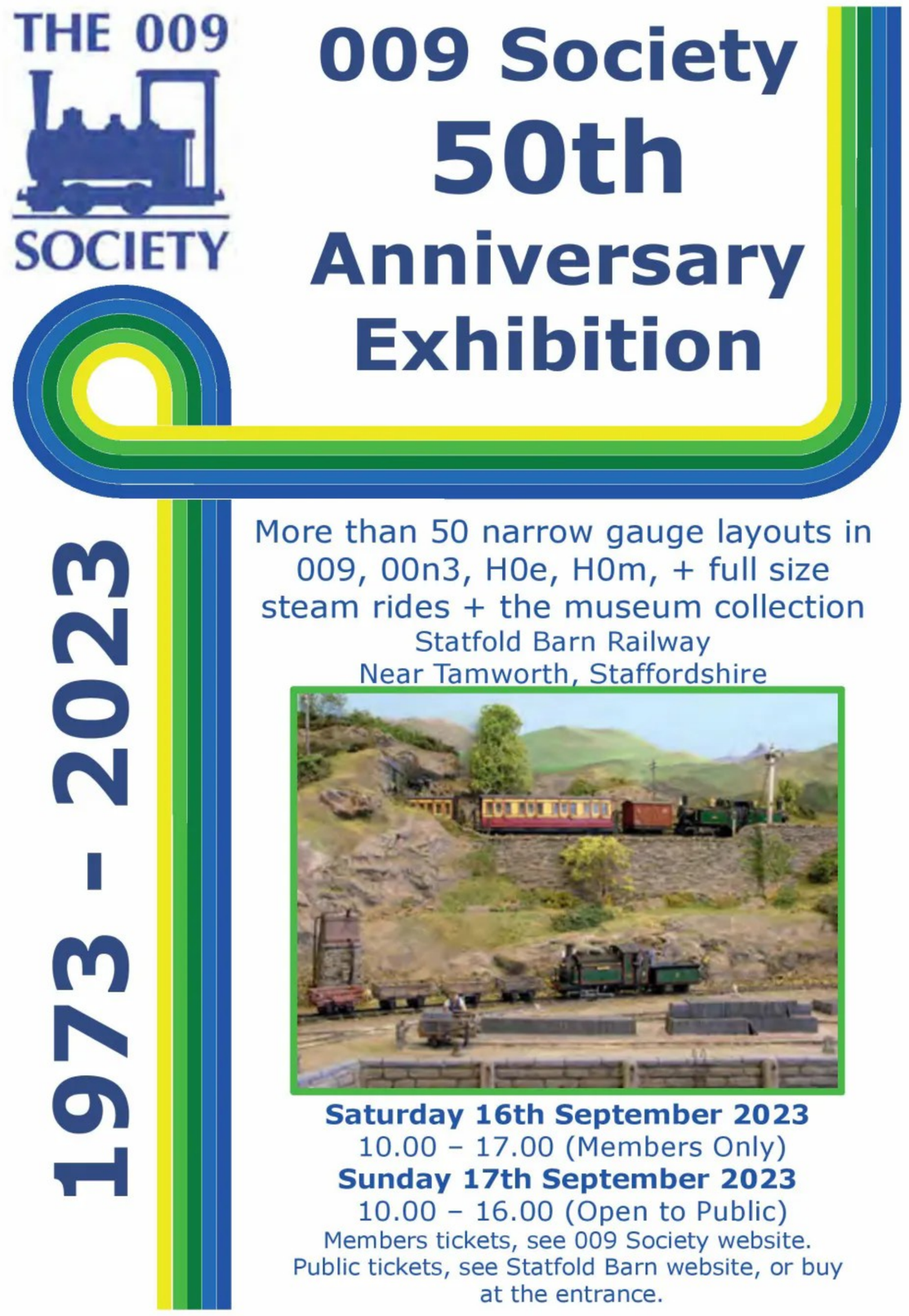
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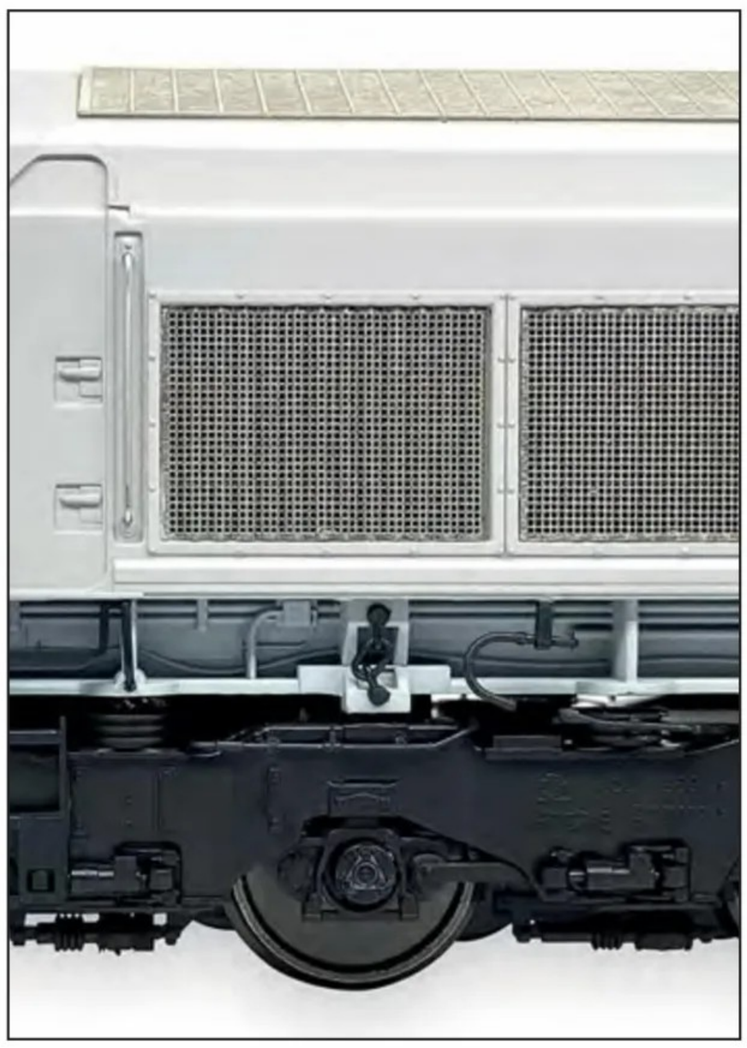

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MAKING TRACK 3

MILTON KEYNES CENTRAL

When you have built two stunning 64ft long layouts in two years and you want to build a third, how do you make it even better? The answer was to take on a challenge from *Hornby Magazine*, which **PETE WATERMAN OBE** and the Railnuts did when they set out to build Milton Keynes Central in 'OO' gauge. **MIKE WILD** explains all.

PHOTOGRAPHY, MIKE WILD

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	64ft x 14ft	MIDLAND	2006-2023	DCC, Roco Z21

1 Right: **Platform 1 plays host to GBRf celebrity Class 66 66789 *British Rail 1948-1997* as it powers a southbound empty car train. In Platform 2, Class 37/4 37419 waits to depart with a test train.**

2 Below: **The Caledonian Sleeper headed by 92038 has a clear road through Milton Keynes Central as a Class 390 Pendolino glides in from the north. In Platform 5, a repainted Avanti West Coast Class 221 Super Voyager awaits departure time.**

THE CONVERSATION WAS a little heated when we suggested modelling a station. It wasn't in the plan for Making Tracks, but we felt strongly that the quality of modelling that Pete Waterman and the Railnuts team had displayed in Making Tracks 1 and 2 through the previous two years could be topped by modelling the aspect of the railway every passenger sees – a station. Little did we know the monster that we had unleashed, as this wasn't going to be just any station: this would be a scale model of Milton Keynes Central with its giant mirror-glazed buildings, bi-directional running and full overhead catenary.

Pete Waterman said: "When *Hornby Magazine* laid down the challenge to the Railnuts to build a station, we laughed. It wasn't in our sights to build such a complex model railway, but after a few nudges we were in. And if we're going to build a station then there was only one that would fit what we wanted - Milton Keynes Central on the West Coast Main Line."

The project started in the initial planning phase before the 2022 Great Electric Train Show and the team took the opportunity to make a site visit to the station during their time at the 2022 show. A grand vision was emerging and by the time of the event we had all agreed on Making Tracks 3 attending in 2023, but there was another part of the plan – the ambition to assemble all three Making Tracks layouts together as one giant super layout.

STARTING BLOCKS

Planning for Making Tracks 3 started with Google Maps and Anyrail software. The real location was captured as an image and was used as a template to design the track layout which was overlaid in Anyrail. Designer Phil Moreton explains: "It would be no good guessing at the track arrangement for Milton Keynes - particularly as it is so well-known - so we had to start with accurate references in order to plan the layout."

The plan was then printed off full size – that's 153 sheets of A3 paper which were then meticulously taped together to create a full-size 64ft long plan of the layout which the team could then use to »

check templates for the platforms, make adjustments to fit the model world and make a handful of changes.

One of the big changes was the track layout at the north end of the station. At the real location this continues virtually straight, but Pete was keen to get the tilting Pendolinos sweeping through the station with long gentle curves at each end to make the model all the more dynamic.

With the plan established, the team set about construction of the new baseboards led by joiner Dave Douglas. "Making Tracks 3, particularly the grand plan for the 2023 Great Electric Train Show to join all three together, makes this an expensive project and we are grateful to the support of all the sponsors in 2023 including Hanson Plywood for the timber," Pete adds.

All the boards are built from plywood with the station boards being the biggest the team has ever built for a portable layout. Each of the three central boards is a huge 8ft x 4ft section which has to be transported to Chester Cathedral and the Great Electric Train Show. Beyond this are angled boards which take the layout from its usual 2ft width to match the station boards while there are also new additions to the ends to create the connections to the storage yard. We should probably mention the additional 12 new baseboards built for the storage yard which have required laying more than 700 pieces of track to extend the off-scene area for the Great Electric Train Show in October.

Back to the build, and with the baseboards completed, the trackplan was laid over the top to allow the next phase to begin. Track is all from the Peco range with a combination of Peco concrete sleeper track for the plain line and large radius points for the crossings to allow the team to meet the time constraints of building this huge layout.

Even before the track reached the station, the custom laser-cut platforms had been designed and delivered by PJM Models. Each of the platforms is unique and none of them is entirely straight. Pete confirms: "The station hasn't got straight tracks - they are slightly curved, which will give a lovely flow."

3 The south car park is entirely laser cut. There are more than 130,000 holes through the front panel alone which would be impossible to replicate by hand. A Freightliner Class 70 leads a cement train through Platform 3 while a DRS Class 57 stables in the bay platform.

In total there is more than 500ft of track on the scenic section and while this phase was completed relatively quickly, there are still many more tasks to complete to bring the layout to life.

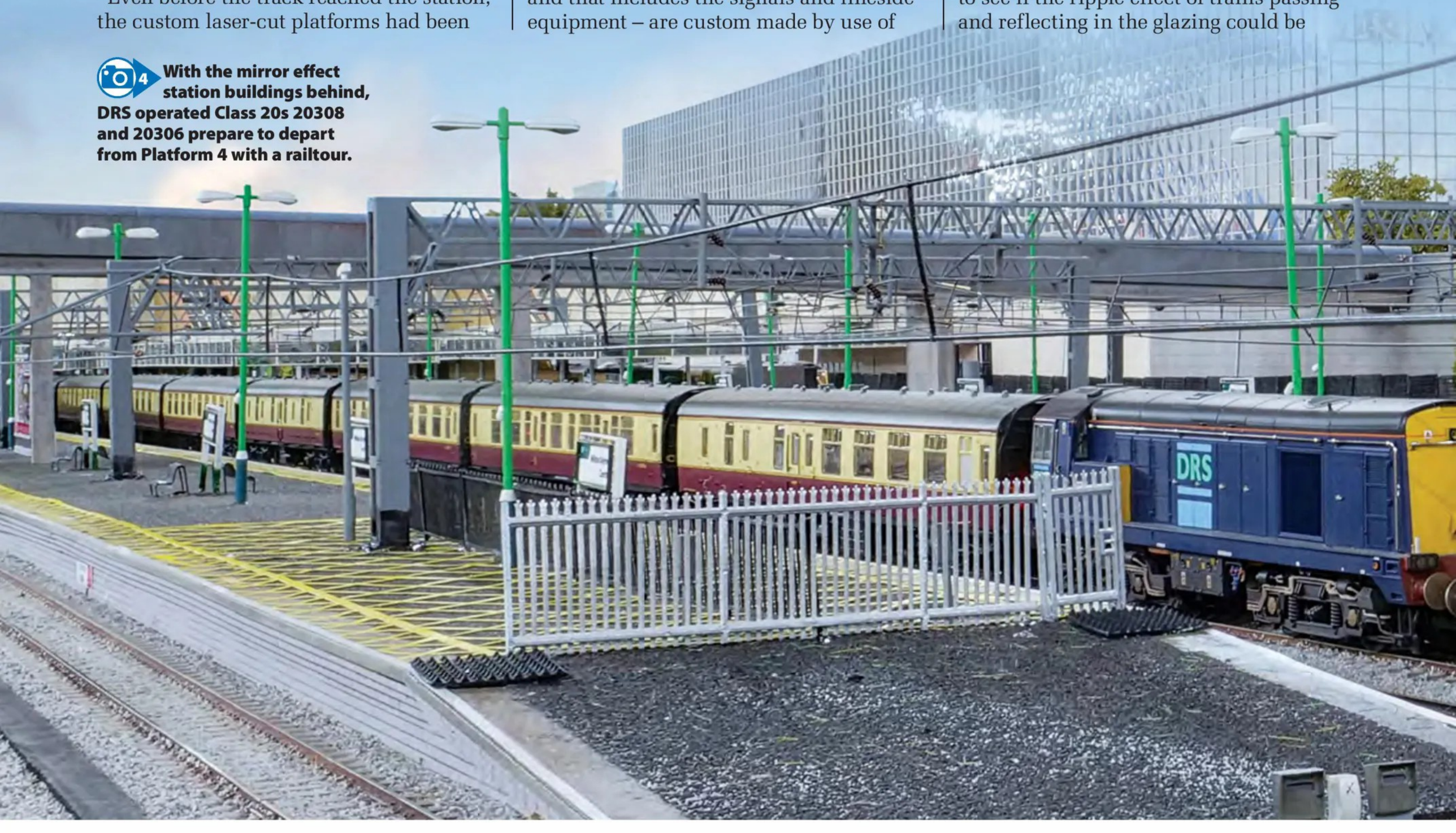
MILTON-METROPOLIS

By the turn of 2023, the Railnuts had baseboards, track, platforms, and an extended storage yard. It was now time to focus on the one of the most impressive parts of the layout – the buildings.

All of the buildings and structures – and that includes the signals and lineside equipment – are custom made by use of modern technologies including laser-cutting and 3D printing. Every single building has been designed from scratch to model the real structures at Milton Keynes Central using CAD design and that has saved countless hours of work.

"To make just the station buildings on this layout would be a lifetime's work," Pete reckons, adding: "but by using laser-cutting we can create one-off kits which assemble quickly and model unique buildings like nothing else."

The first structure to be delivered was the huge 6ft long station building, not least because it was one of three which required a mirror glazing effect to be applied to it. Material testing for this started during the 2022 Great Electric Train Show with Making Tracks 2 when sections were made to see if the ripple effect of trains passing and reflecting in the glazing could be



4 With the mirror effect station buildings behind, DRS operated Class 20s 20308 and 20306 prepare to depart from Platform 4 with a railtour.

achieved, and it could.

The main station building is a laser-cut MDF carcass which is overlaid by mirror glazing and a final laser-cut fret of window frames. This all comes together to replicate one of the most distinctive features of the scene.

There are also two car parks on the layout – north and south. The north car park is in part-relief and uses a combination of laser-cutting for the structure and 3D printing for the barriers and lamps. The south car park is even bigger and in full relief.

"The bigger car park was fun to build with all its detail panels," chimes Pete. In fact, there are more than 135,000 holes in the south car park walls, all of which were laser-cut. Designer Phil Moreton added: "Can you imagine making them all by hand? It would be an impossible task – especially on our timescale – and it would be so difficult to get them all aligned neatly. That is where the benefit of laser-cutting really comes in. I can set out one panel carefully and then repeat it at set distances across the entire panel to create an exact and uniform pattern, just like the real building."

That almost understates how impressive the modelling of this car park is. Not only is the outside fully detailed: the floors inside are all set at the correct levels front and rear while the upper storey has been fully detailed with parking spaces, floor markings and even 3D printed lamps and barriers.

The most challenging structures were the station canopies. Every single component of the canopies and their associated structures has been custom made for Making Tracks 3. Fortunately, there are matching parts across each platform, but even so, more than 800 components are required to assemble them all.

"The station canopies have been the most complex and biggest job we have ever done," recalls Pete. "The work on them has taken over two months, even by creating unique laser-cut kits for them."

Detail hasn't been overlooked either as even the stairs are in place inside each staircase. "Our feeling was that if we didn't get it right, it wouldn't feel right," confirms Pete. "All the steps are in there and all the lifts are in there too. I guess we could have not gone to that length, but if someone sent a camera through the station if they weren't there then it would have been obvious."

Care has to be taken to choose the right glue for each part as superglue can't be used with glazing as it will cause it to fog. However, the main wooden structures are assembled with superglue as it cures quickly and allows the builders to keep moving with assembly.

The power of laser-cutting continues into the Overhead Line Equipment (OLE) with the majority of the gantries being laser-cut parts designed by PJM Models – although there are also a number of custom-built brass gantries as well.

In total, there are something like 3,000 laser-cut pieces on Making Tracks 3, but the result – as we are sure you will agree – is quite spectacular.

5 A pair of Freightliner Class 90s power through Platform 3 with a container train while a Class 350 Desiro pauses in Platform 2. The catenary was still under construction in this view and will be under tension when the layout is at Chester Cathedral allowing the Class 90 pantographs to follow the wire.

GOING OVERHEAD

A model of Milton Keynes Central would be nothing without the catenary equipment above. Each year the team has pushed the boundaries with Overhead Line Equipment (OLE). The first made use of tunnels to allow sections to be tensioned while in 2022 Making Tracks 2 had a fully working overlap at the centre which had tensioning assemblies below the baseboard. However, while Making Tracks 1 had a single junction, Making Tracks 3 has a series of junctions and some of the most complex overhead electrification modelling we have ever seen.

Even as this issue closed for press, the final sections were being assembled as there are so many custom made components. The laser-cut gantries have helped enormously with the task including the designing of two and four-track designs with twin supports and more modern twin-track gantries with single supports. Peco catenary wires are used throughout, together with its single masts along the front track, but many of the wires have had to be cut or extended to suit specific locations.

Aron Moran has been in charge of the electrification process and has made everything from working tensioning assemblies to custom gantries and wires to suit the layout. The most impressive aspect of this is that when it is all finished, the entire layout will be able to support locomotives running with their pantographs up and touching the wire.

MODERN THEME

With the layout modelling Milton Keynes Central following its 2006-2008 »

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modernisation, the team have been keen to continue building their collection of present day rolling stock for Making Tracks 3. Hornby Class 390 Pendolinos will be the mainstay of the express passenger fleet with nine and 11-car sets in operation as well as the unique Pride liveried set. However, there are new trains for 2023 including fully repainted Class 221 Super Voyagers in Avanti West Coast colours by Andy Willsher as well as an Avanti Class 805 Hitachi unit in the same colour scheme representing the new trains which are expected to enter service on the West Coast Main Line in 2023.

These are joined by a fleet of Class 350 Desiro units in four and eight-car formations to model stopping trains which run from Crewe and Milton Keynes to London Euston. Another highlight of the passenger fleet is the Caledonian Sleeper which will be operating in a full 16-car formation of Mk 5 stock headed by an Accurascale Class 92.

One of the most exciting parts of the Fast Line operation is the ability to loop one train in the station using the fully signalled and operational bi-directional tracks to allow another one to overtake. It's a spectacle which is rare on a model railway and possibly unique, certainly on this scale.

Joining the passenger trains are a variety of freight formations with a particular focus on intermodal traffic which is one of the main commodities to pass through Milton Keynes Central. These container trains will be in the hands of Class 66s as well as a pair of Bachmann Class 90s in Freightliner orange and black. Look out too for nuclear trains, engineering stock, Network Rail test trains, cement and aggregates traffic and more. The IPA car carriers are another impressive part of the scene at Milton Keynes.

All of the locomotives are DCC fitted, many with sound and full lighting functionality, all of which is controlled by the Roco Z21 system. This allows each circuit to have a dedicated tablet controller with a set number of locomotives available to the driver of that circuit as well as full management of the DCC functions in each case.

Point control is taken care of by custom-made control panels which also lock the bi-directional lines to one operator or another to avoid collisions. These also feed back the location of trains on the layout. The final components are the signals which are intelligent and scan the network to provide the right aspect based on point settings and the next signal along the route. Drivers will need to have their wits about them to ensure they follow the aspects correctly.

6 One of the most important aspects for the builders was recreating the ripple effect of the glazing at Milton Keynes. A Class 350 Desiro waits in Platform 1, reflected in the building behind, as a DRS Class 37 passes through with a test train alongside the Pride liveried Class 390 Pendolino.

MAKING TRACKS 3 SPONSORS 2023

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ON SHOW

The Making Tracks 3 layout build would be nothing without an event to showcase it and that takes place on July 26-September 2 at Chester Cathedral. The layout will be running Monday-Saturday every week between those dates with an entry fee of £3 for the event which supports the maintenance and operation of the 16th century Cathedral.

This new model of Milton Keynes Central with its 17ft long platforms, huge skyline buildings and scale length trains is an absolute must-see this summer – it will take your breath away. The *Hornby Magazine* team will be at the venue on Friday August 4 2023 running the layout and available to talk to readers, but there are plenty of other opportunities to see Making Tracks 3 during the summer.

If that isn't enough, we have one more exceptional plan for 2023 – the joining of all three Making Tracks layouts at the Great Electric Train Show on October 14/15 at the Marshall Arena in Milton Keynes to create the biggest ever portable 'OO' gauge layout. It will measure 152ft from end to end and allow continuous running through the extended storage yard. This will gain 12 further boards – an extra 96ft – allowing an even greater number of trains to be assembled for this one-off weekend spectacle.

However, there are significant challenges to address. The original layouts were never built to be combined, so careful planning of the joining points during construction »

7 A repainted Hornby Class 800 set models one of the new Avanti West Coast Class 805s, seen here between the custom-made 3D printed signals guarding operation of the station.

8 **Viewed from the south end of the station, the Midland Pullman hares along the Fast Line heading for London beneath one of the custom made signal gantries. In the distance is Milton Keynes Central station with a pair of Pendolinos and a cement train in attendance. The Class 37 hauled nuclear train will divert through the bi-directional Platform 2.**

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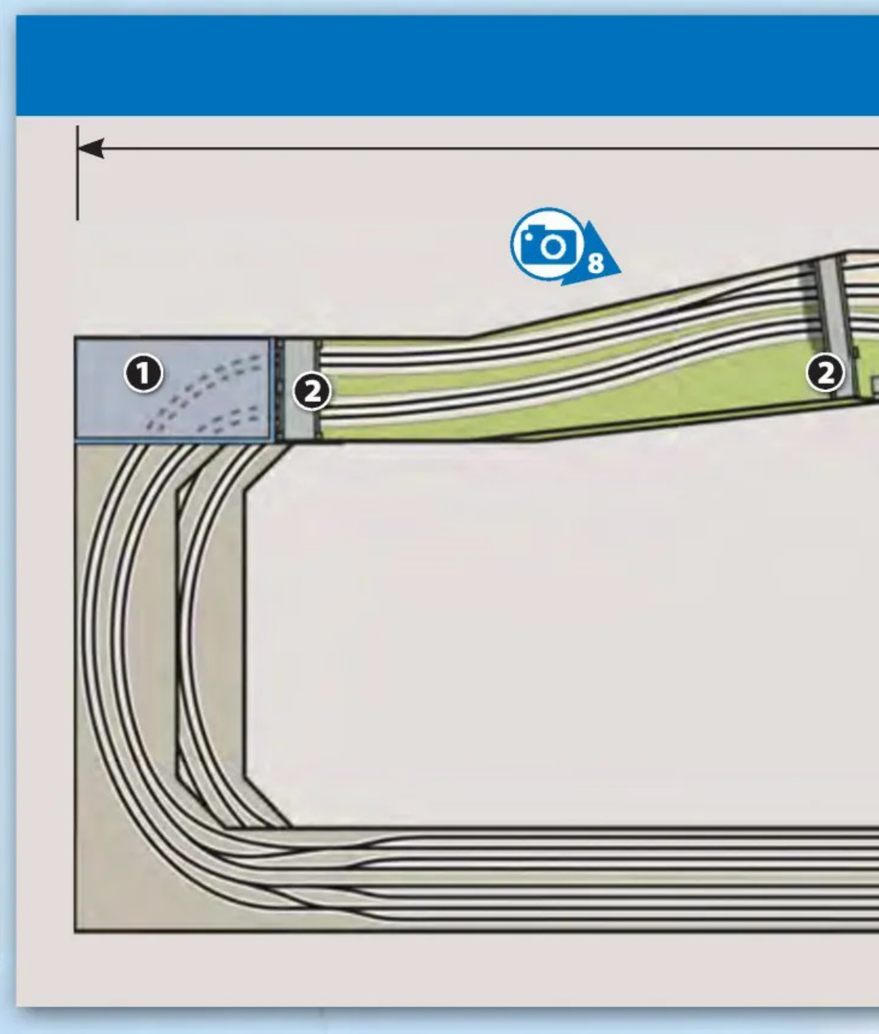


9 **Making Tracks 3 is about much more than the big picture. Detail is everywhere in the station including scale advertising hoardings, platform markings and more.**

of Making Track 3 has been carried out, but the setup process will still be challenging. The signal control system on the first two layouts is also being upgraded to match Making Tracks 3 and the control system has already been tested in similar environments to ensure that it won't lose communication with the central hub over the full length of the layout.

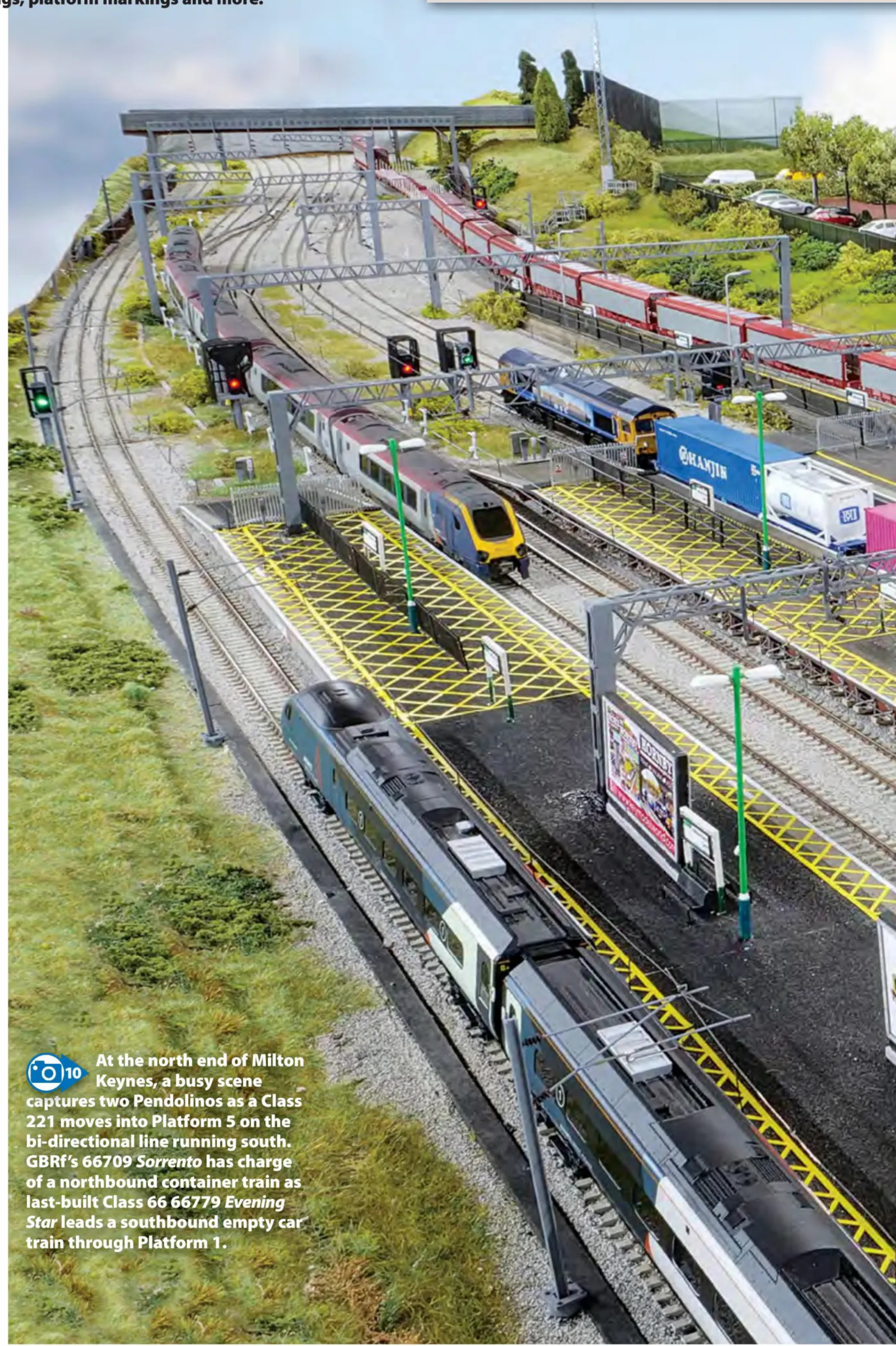
We'll leave the final words to Pete Waterman: "Did we ever sit down and think could we all join them together? No, we didn't. It was only when *Hornby Magazine* came up with the idea that people loved a station that we said we were going to build a station for Making Tracks 3. We had to build an amazing station, which Milton Keynes is - but then when you put that with the other two layouts it becomes the biggest, most impressive 'OO' gauge layout ever. And it proves that you can achieve anything if you put your mind to it." **HM**

- ***Hornby Magazine* would like to thank Pete Waterman and the Railnuts team of Chris Clenton, Dave Douglas, Dave Fenton, Robin Fox, Andy Gyde, Pete Lund, Aron Moran, Phil Moreton, Paul Morgan, John Riley, Kevin Treeby and Andy Willsher for their assistance in creating this feature.**

- ***Visit www.keymodelworld.com/making-tracks* for our full collection of features on the Making Tracks layouts.**

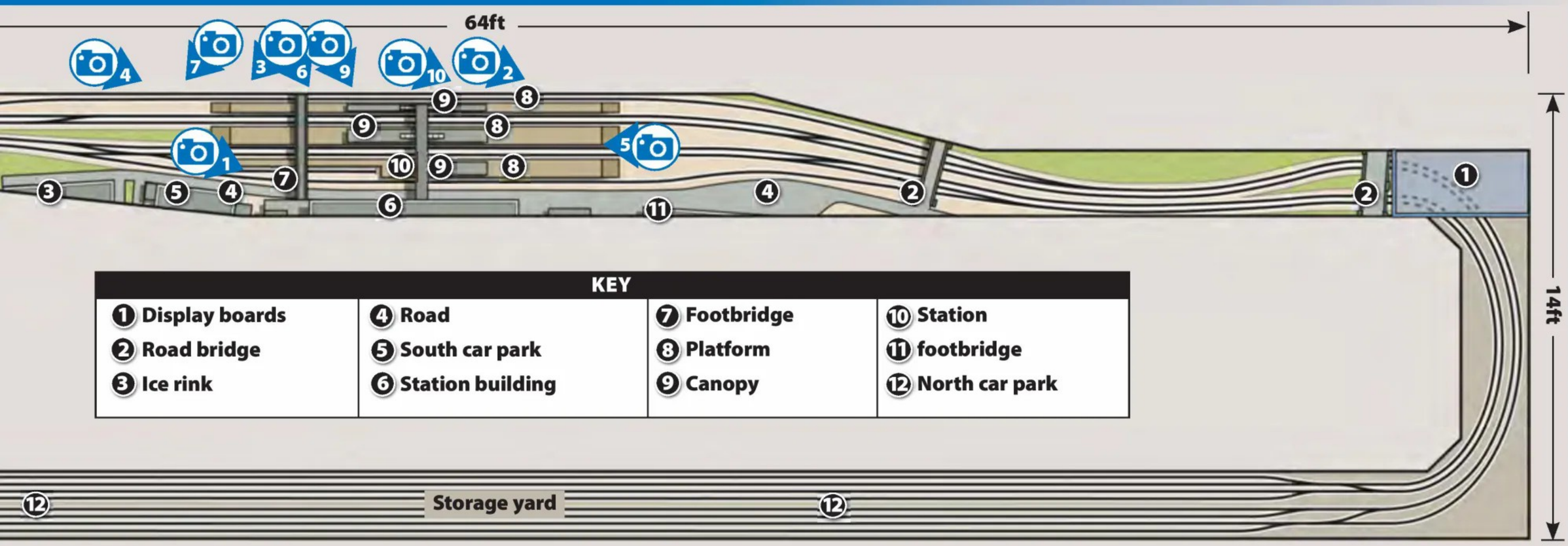
PETE WATERMAN'S WEST COAST
THE MAKING TRACKS STORY

- Brand-new from Key Publishing is our full Making Tracks 3 story. Titled *Pete Waterman's West Coast*, this new publication has been assembled over the past nine months to deliver the full story of what could be seen as Pete Waterman's greatest layout. Discover how the Railnuts team work together to deliver this spectacular layout. Available now from newsagents and direct from *www.keymodelworld.com/shop* priced £8.99.

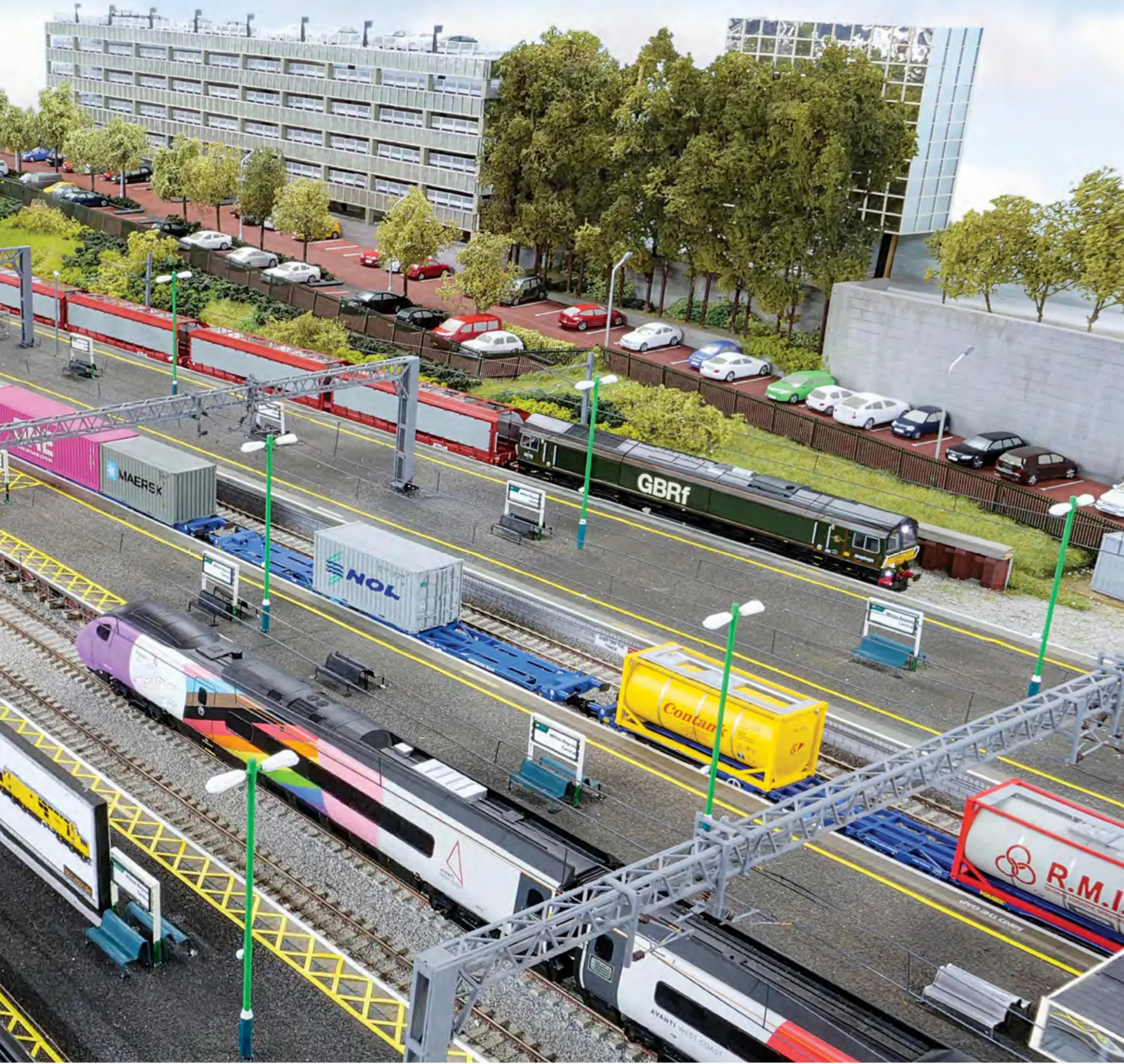


10 **At the north end of Milton Keynes, a busy scene captures two Pendolinos as a Class 221 moves into Platform 5 on the bi-directional line running south. GBRf's 66709 *Sorrento* has charge of a northbound container train as last-built Class 66 66779 *Evening Star* leads a southbound empty car train through Platform 1.**

MILTON KEYNES CENTRAL TRACK DIAGRAM (NOT TO SCALE)



KEY			
① Display boards	④ Road	⑦ Footbridge	⑩ Station
② Road bridge	⑤ South car park	⑧ Platform	⑪ footbridge
③ Ice rink	⑥ Station building	⑨ Canopy	⑫ North car park



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INTERVIEW

Heljan's 'O' gauge

PRODUCT PROGRESS

In the second of our new series of manufacturer interviews, **MIKE WILD** meets Heljan UK Agent **BEN JONES** to catch up on the latest progress with its new 'O' gauge ready-to-run models.

PHOTOGRAPHY, MIKE WILD

Heljan's 'O' gauge pool is about to expand. August will see the Class 58s arrive followed in September by the Class 73s. At Heaton Lodge Junction, the latest samples of the two locomotives meet at the dive-under.

The LMS Inspection Saloon tooling has now been signed off for production. Decorated samples will be next with all artwork complete. A Class 37/0 leads the engineering sample through Heaton Lodge Junction.

THINK OF HELJAN AND 'O' gauge and immediately big diesels spring to mind, but the manufacturer has been broadening its horizons to cover a wider range of traction including shunting locomotives, Diesel Multiple Units, more modern diesels and carriages and wagons.

At the end of June we met with Heljan's UK Agent Ben Jones at Britain's Biggest Model Railway to see the latest product samples in action and catch up on all the latest product development from the manufacturer.

It has been a busy 12 months for the company, particularly with the short notice closure of one of the factories that it used in China. This has had a big impact on the delivery timescale for some products, whereas others from alternative factories have been able to rocket through the development process.

For modern traction fans, the big news is the impending arrival of the Class 58 Co-Co heavy-freight Type 5, due to arrive with Heljan stockists during August. "We are really looking forward to the Class 58 as a follow-up to the really popular Class 56," enthuses Ben.

"We announced the Class 58s in November at the Warley show and it had already been in progress for about a year in advance. It's been a really smooth process. It has progressed from an idea to reality very quickly, where some projects take much longer to reach completion," he added.

But what was it that inspired the choice of the Class 58? "Fundamentally, it was when we released the Class 56 and we had people asking when we were going to produce a Class 58 to go with it," Ben commented. "People who had bought a Class 56 wanted a '58' to run with it on merry-go-round trains and when it was clear there was so much demand for one, it was a simple decision."

The Class 58 follows the new specification established by the Class 26 and 27 Bo-Bo diesels. It will have a plug-and-play DCC interface using the LokSound L decoder, while internally it follows convention by featuring twin motors with drive to the outer axles of each bogie. Lighting will allow for independent control of the head and tail lights as well as the cab interior lights through DCC or via micro switches in the chassis for analogue.

It is more than a one-trick pony as well. Over to Ben: "You get quite a big package of optional details with the Class 58. There are three different options for the cab door handrails modelling the originals and two different designs with the baffles.

"Underneath the cabs, it is pretty obvious that you can see the traction motor cables so we have modelled all that, plus we have also tooled the phase 1 and phase 2 locomotives with early and late bogies and brake gear. The later bogies have the prominent sandboxes which will actually be glazed on the model."

With liveries covering the entire lifespan of British Class 58 operation, there will be plenty of choice with the example seen in this feature being a pre-production triple-grey sample with the addition of Mainline branding, weathering and DCC sound.

Ben added: "It has been with Simon for several months now including running at the recent Harrogate show. I dread to think how many miles it has accumulated and it has never put a foot wrong."

ELECTRO-DIESEL

One of the hottest 'O' gauge releases for 2023 is the eagerly anticipated Class 73/1 Bo-Bo electro-diesel. "If the Class 58 is exciting, then for Heljan the Class 73 will be even bigger because it is a huge step forward in terms of specification and detail," says Ben.

The Class 73 is set to push the possiblities for mass-produced ready-to-run 'O' gauge, as Ben explains: "Because of the design of the locomotive and its bogies, it lends itself to having many separately fitted parts. There are etched grilles throughout and much more cab interior detail than we have done before.

"The lighting features are much greater than before and include interior cab and engine room lights as well as directional headcode lights and even arc flashes under the bogie frames which can be controlled or made random by a DCC decoder."

The Heljan Class 73 focuses on the production Class 73/1 locomotives due to the variety of liveries and larger number of locomotives to model, but Heljan hasn't ruled out the original 'JA' version in the future: "If this is a success we will »

"We are really looking forward to the Class 58 as a follow-up to the really popular Class 56."

BEN JONES

consider the Class 73/0," says Ben.

A wide range of colour schemes will be available on the Class 73 taking it from introduction in Rail blue with double arrow logos and small yellow warning panels through standard BR blue, large logo blue, InterCity 'Executive', EWS, Network Rail and more offering a colourful selection. Delivery is expected in September 2023.

TINY BUT MIGHTY

Another locomotive making progress is the Yorkshire Engine Company Class 02 0-4-0 diesel shunter. "The Yorkshire Class 02 is a really handsome little thing," says Ben. "There aren't that many four-wheel shunters around in either 'O' or 'OO' gauge so we think it is going to be very popular."

Making a four-wheel locomotive in any scale is a challenge when it comes to electrical continuity, so how is Heljan working on that? "You have four-wheels so there are limited pick-ups, so the answer to this is that it has a decent size flywheel. If you are running in DCC then there is space inside for a stay alive and a speaker as well."

Despite its compact size, the Class 02 is feature packed: "The cab on the Class 02 is so wide open you can't get away without having the detail inside. It has shunting lights, red and white at both ends, as well as a separately activated cab interior light."

The sample shown here is the latest and third iteration of the powered sample. It's the best one so far, according to Ben, and they are much happier with its performance through improvements to the flywheel and mechanism. "Now we can move to the decoration stage," adds Ben. "We've had the artwork ready for months which means it should progress pretty quickly now with a potential to arrive before the end of the year."

Of course these three aren't the only locomotives in progress for 'O' gauge. The Class 37/0 is also on target for release at the end of 2023 while the revised Class 45 with sealed beam noses is expected in the first quarter of 2024. The retooled 'Deltic' is also slated for the end of the year while the long-awaited Class 117, 121 and 122 DMU family are currently awaiting decoration samples with delivery expected before the end of 2023.

The Yorkshire Engine Company Class 02 is now at an advanced stage with the latest sample offering improved running qualities. It poses with a set of Realism Redefined's exclusive PCA cement tankers which are being produced by Heljan.

EXCLUSIVE CEMENT

Rolling stock has to some extent been less of a focus for Heljan, but in November 2022 it revealed it had agreed a deal with Simon George's Realism Redefined – an offshoot of Britain's Biggest Model Railway – to create an exclusive model of the depressed centre PCA cement wagons for 'O' gauge.

These are already at an advanced stage with a second set of decorated samples due imminently following revisions to the first set. There will be three base liveries covering Lever Brothers purple, Albright and Wilson turquoise and classic PCA cement grey. The latter will be available with 10 different running numbers and each featuring unique lettering.

Ben adds: "There are a lot of really nice features on these which haven't been mentioned much. Each wagon will have sprung buffers and sprung working Instanter couplings, but they also have sprung suspension units on each axle so they run really nicely."

PASSENGER STOCK

We move from freight to passenger rolling stock and the latest product samples to be received are the pressure ventilated BR Mk 2s and the LMS Inspection Saloon.

Development of the Mk 2s has been delayed because the factory which was originally making them had to close which has put production back by about a year. However, the engineering samples have now been received to move the project forward once more.

"Externally there are no changes from what we had before," says Ben, "but the factory has been through the tooling suite to suit

The LMS Inspection saloon is fully detailed inside. Its roof is held in place with magnets.

The kitchen even features hob detailing on the cooker.

A Heljan Class 45 leads the latest samples of the BR Mk 2 stock through Heaton Lodge Junction. These are now moving into the decoration stage of development with release expected in early 2024.

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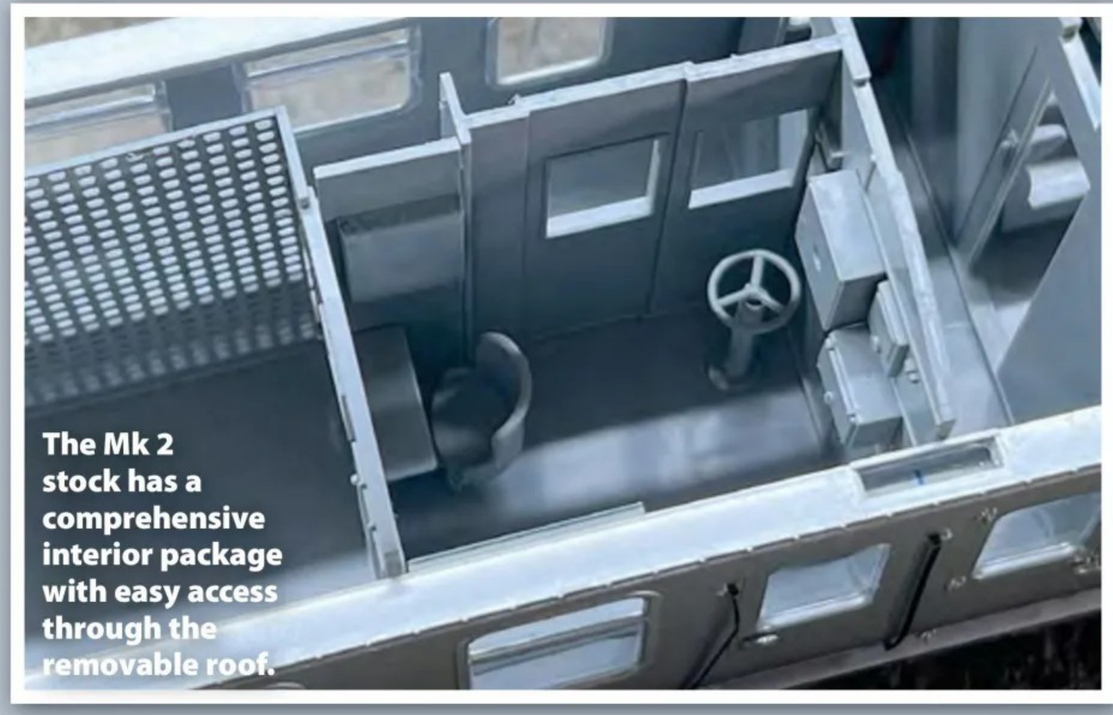
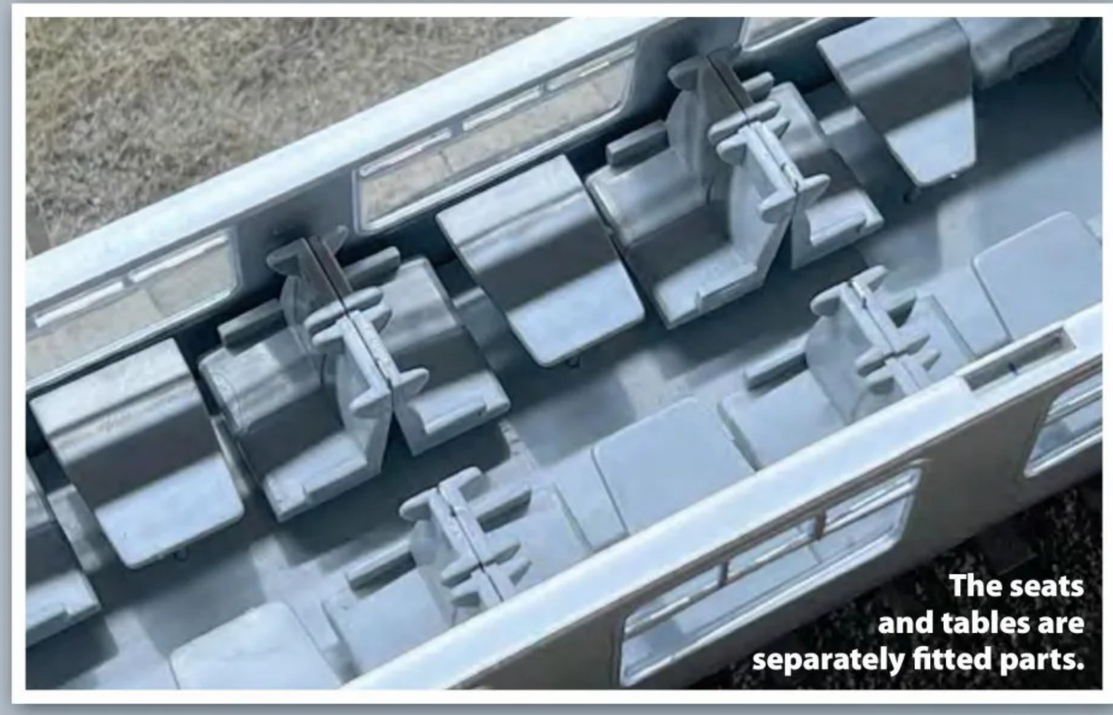


The Mk 2 stock has a comprehensive interior package with easy access through the removable roof.



The seats and tables are separately fitted parts.

operation with its equipment."

There are four different vehicles in progress, two of which share a bodyshell. The Brake First Open and Brake Second Corridor have the same body but different interiors while Heljan is also producing the First Corridor and Tourist Second Open.

"The interior is fully detailed with luggage racks and seats and the guard's compartment has got the office including the handbrake wheel while there is also the security cage in the luggage compartment," enthuses Ben. "The roof is removable and held in place with magnets which makes access to the interior simple. The lighting strip we have already made available fits the Mk 2s and makes it a 30-second job to install the lighting bar."

Another new feature for the Mk 2s is Heljan's own working model of a drophead buckeye coupling. "We have tested them with the Ellis Clark Trains buckeyes and they are fully compatible," Ben confirms.

The Mk 2s are now signed off from the tooling perspective which has moved these new coaches into the decoration stage. Samples are expected in the next quarter with arrival of the finished product expected in early 2024.

INSPECTION SALOON

The new LMS Inspection Saloon model is also progressing well with production models expected to hit the shelves before the end of the year.

This new model shares a common specification with the new Mk 2s in terms of its removable roof and full interior detail as well as its ability to support interior lighting after purchase.

"As a single coach train we felt it was really suited to 'O' gauge," says Ben. "It really captures the character of the inspection saloon and the tooling is now signed off. The decoration artwork is complete too and we are expecting samples within the next few months."

Liveries for the inspection saloon go as far back as the Second World War in LMS Crimson Lake which will be followed by BR carmine and cream, maroon, blue and grey, InterCity, ScotRail and even Loadhaul. "The real vehicles were chopped and changed around," recalls Ben, "so some of the liveries are a little bit of a compromise because of door positions. The vast majority though are fully accurate."

The majority ride on LMS bogies, but the ScotRail saloon is mounted on later B4 bogies which were already available in the Heljan Mk 1 tooling suite.

Completing the current rolling stock projects, and currently at CAD stage, is the Southern Railway PMV van which will be another welcome addition to the Heljan parcels fleet alongside the 2022-released BR Mk 1 CCT and the popular BR Mk 1 BG and GUV bogie vans.

Heljan is on course to deliver an exciting crop of locomotives and rolling stock models across the next few months and we are looking forward to seeing what is in store next. And, of course, we can't forget its 'OO' gauge projects which we will be covering in a future issue.

For more on Heljan's latest releases we have a full review of the 'OO' gauge NBL prototype 10800 in this issue and the 'O' gauge Class 58 in HM196, plus videos coming online at Key Model World.

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

DMU UPGRADES

Concentrating on some older 4mm scale Diesel Multiple Units, **TIM SHACKLETON** looks at ways of bringing them up to something like present day standards.

THERE WAS A TIME WHEN you'd have been hard-pressed to find decent models of 'OO' gauge first-generation Diesel Multiple Units (DMUs) on any British-outline layout.

Since 1982 Hornby had offered a very basic Birmingham Railway Carriage and Wagon (BRCW) three-car set while Lima was busy with a Metro-Cammell Class 101. Unlike the earlier Tri-ang version, it was at least scale length and had, I think, been one of the first authentically flush-glazed models to be released on the UK market.

Before then, MTK's challenging all-metal kits had sold well over the years, although few made it to completion. Charlie Petty, however, took several steps in the right direction when he launched his DC Kits range – they were basic but accurate and could, in the right hands and with a bit of work, be worked up into a fine model, especially once 'Black Beetle' motor bogies became available to power them.

Today the situation is very different. From single-unit railbuses to six-car Blue Pullman sets, ready-to-run models in a vast range of liveries reflect the prototypes' extraordinary longevity and variety. As much as anything, I think this reflects the growing acceptance of DMUs as a fit and proper subject for modelling – hardly surprising, since locomotive-hauled passenger trains are few and far between on the railway these days.

When I was a lad, DMUs were right at the bottom of the pile, even lower than 'WD' 2-8-0s, and I was one of the few spotters I knew who recorded their numbers. Today I can look through my notebooks and pick out familiar patterns and fascinating anomalies, from glamorous 'Trans-Pennine' DMUs bulked out with Metro-Cammell stock to single-coach 'bubble cars' with a distinctly rural aura running with high-density suburban sets out of Paddington. Who'd have imagined those clandestine visits to depots such as Hammerton Street, Cockshute and Leith Central would still be bearing fruit 60 years on?

I don't think there's much of significance you could do to improve the DMU models we've been blessed with in recent years, but older models are a different matter. They may lack lights, circuit boards and speaker systems – all of which can be added by ambitious modellers – but they are a great starting point for those after something better.

Reflecting the huge numbers in which they were manufactured, many of them are still around and you won't have to pay much to get your modelling teeth into one. Having done quite a few of these upgrades and conversions over the years I'm still surprised by how good many of the core models are. Let me show you what I've been up to with some of my recent projects. **HM**

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This hybrid Lima/Bachmann Metropolitan-Cammell 'power twin' has been backdated to reflect the immediate pre-TOPS period. Among many other modifications it now has the original pattern of engine exhausts with large cylindrical silencers while the roof-mounted radio pods have been removed, rain strips added and the bodyside air inlets for the heating system blanked off.

"When I was a lad, DMUs were right at the bottom of the pile, even lower than 'WD' 2-8-0s, and I was one of the few spotters I knew who recorded their numbers."

TIM SHACKLETON

STEP BY STEP

UPGRADING OLDER DMU MODELS

Intermediate
Beginner — SKILL LEVEL — Advanced

A LOST GENERATION

With Driving Trailer Composite E56362 leading and Motor Brake Second E51204 providing the motive power, a Metropolitan-Cammell twin-set enters Steeton & Silsden with a Bradford-Skipton train in 1962.
Tim Shackleton collection.

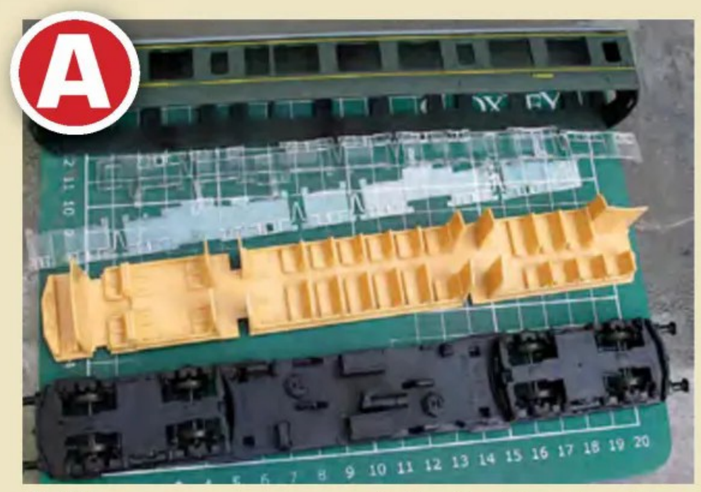
Blue-liveried Gloucester and BRCW two-car units await departure from Manchester Piccadilly late on a winter's afternoon in 1971.
Tim Shackleton collection.

Amid the familiar clouds of blue smoke, Class 117 units stable at Southall depot as D1023 *Western Fusilier* and D1013 *Western Ranger* flash by with the final Paddington-Plymouth railtour on February 26 1977.
Tim Shackleton collection.

One of the later Derby Lightweight twin-sets on a working from Lincoln runs into the Sheffield line platform on Roy Jackson's magnum opus, Retford. I love this view because it captures the sheer normality of first-generation DMUs going about their daily business.
Tim Shackleton collection.

A CLASSIC CONVERSION

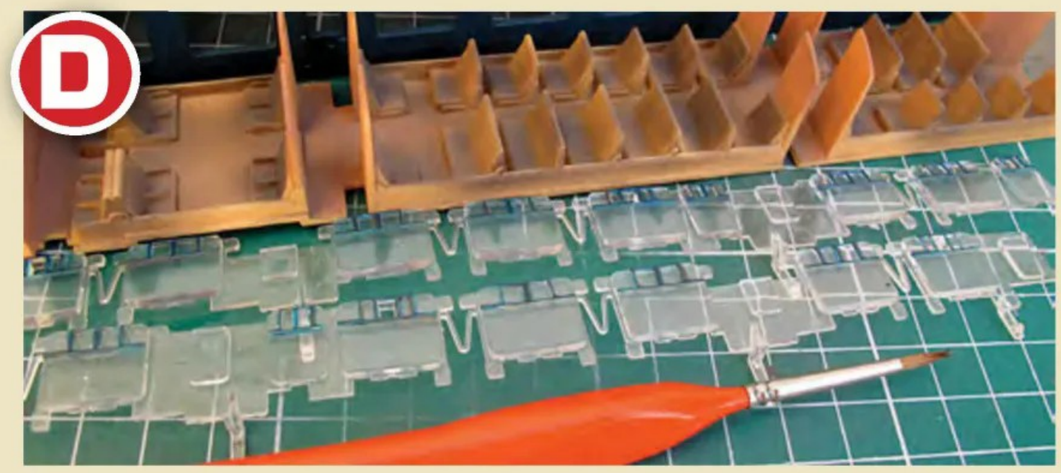
This first project was a dress rehearsal for a more elaborate scheme that will involve creating a BRCW Class 104 set out of Hornby's very similar 'Calder Valley' unit. This time I modelled the centre car only to run with a Cravens Class 105 'power twin' in a classic Newton Heath lash-up of whatever was available.



Unlike many current models, the Hornby Class 110 trailer car comes apart very easily and over the years has been a popular subject for conversion into a Class 104. I've already discarded the overscale wheels and replaced them with the correct 3ft diameter DMU pattern from Alan Gibson.

As well as rounding off the curiously angular lower bodysides, I needed to lose the prominent window frames, which aren't present on a Class 104. I don't waste my best Vallorbé files on plastic so I use cheap disposable ones from the supermarket nailcare rack. As soon as they start to clog and dig in, I chop them off short and eventually throw them away.

Finishing off the sides with 1200-grit abrasive paper, I've undercoated the shell with grey primer, which as well as providing a foundation for the BR blue top coats, helps mask minor abrasions and uneven spots.



Having primed them in grey, I painted the window ventilators blue with a No. 1 candle-flame brush from the Humbrol range. The interior is a simple exercise in airbrushing to create grey(ish) seats and tan-coloured panelling – I don't intend looking at it closely through the glazing. I airbrushed the bodyshell with Railmatch acrylic intensified with a drop or two of black.

My Class 104 Trailer Composite runs with an unmodified Cravens power-twin set from Bachmann. These unevenly-matched combinations were typical of first-generation DMUs but some work to couplings, buffer heights, glazing and the like is usually necessary to get the products of one manufacturer to blend harmoniously with another's.

MIX 'N' MATCH – A MET-CAMM MISCELLANY

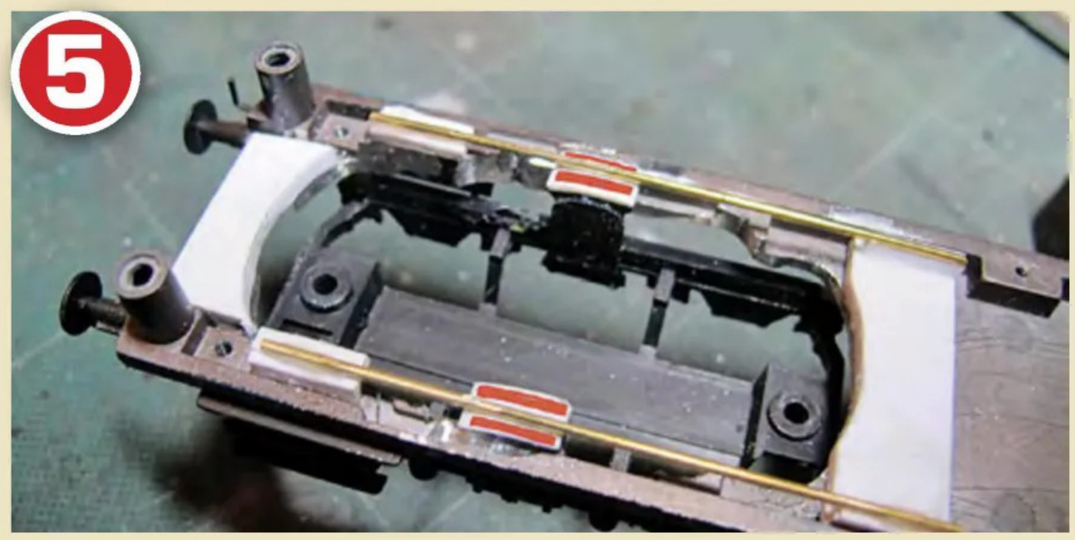
Bachmann's Class 101 is a good, detailed model but its bodyside windows can look a little odd – not so noticeable on units in plain blue or green but very obvious on post-refurbishment liveries. The Lima/Hornby version, on the other hand, has an excellent bodyshell but is let down by its crude underframe. Could I combine the two and create a hybrid 'power twin'?

1 There's no comparison between Bachmann's meticulously detailed, fully three-dimensional underframe on the right and the one-piece moulded section Hornby inherited from Lima.

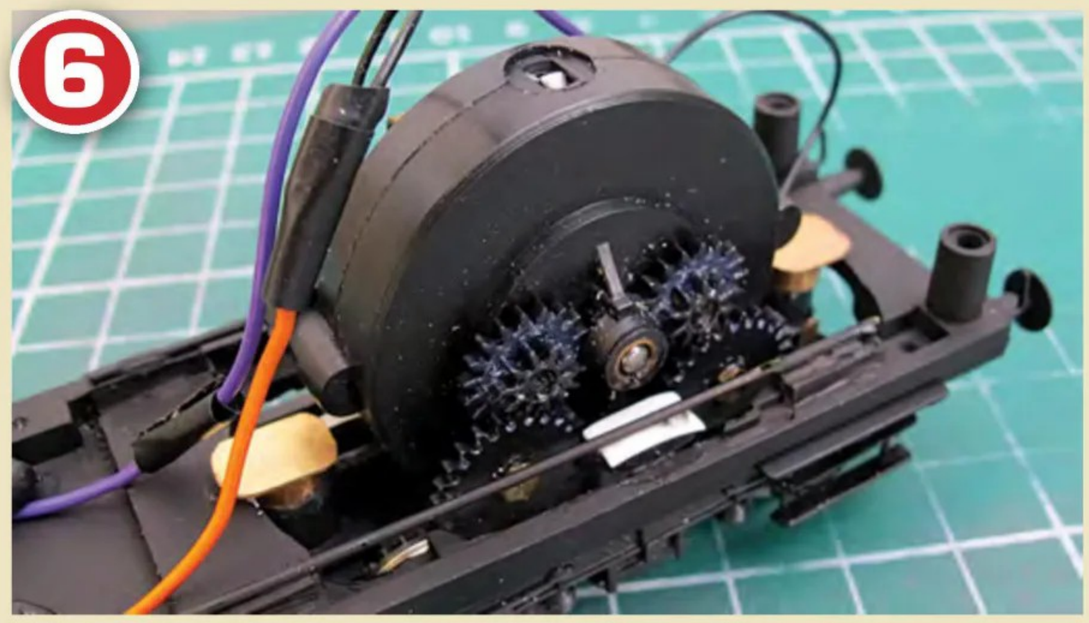
2 Bought as spares, these cast-alloy Bachmann power-car chassis fit the Lima bodyshells perfectly. A couple of minor modifications are needed to adapt them to take Lima bogies – on what will be the non-powered car, the motor bogie end needs to be infilled and the raised stud at the trailing end filed flush.

3 To achieve the correct ride height, I cut a 3mm section out of the moulded bogie mounting pillar and then, having filed the edges smooth, glued them back together with cyanoacrylate.

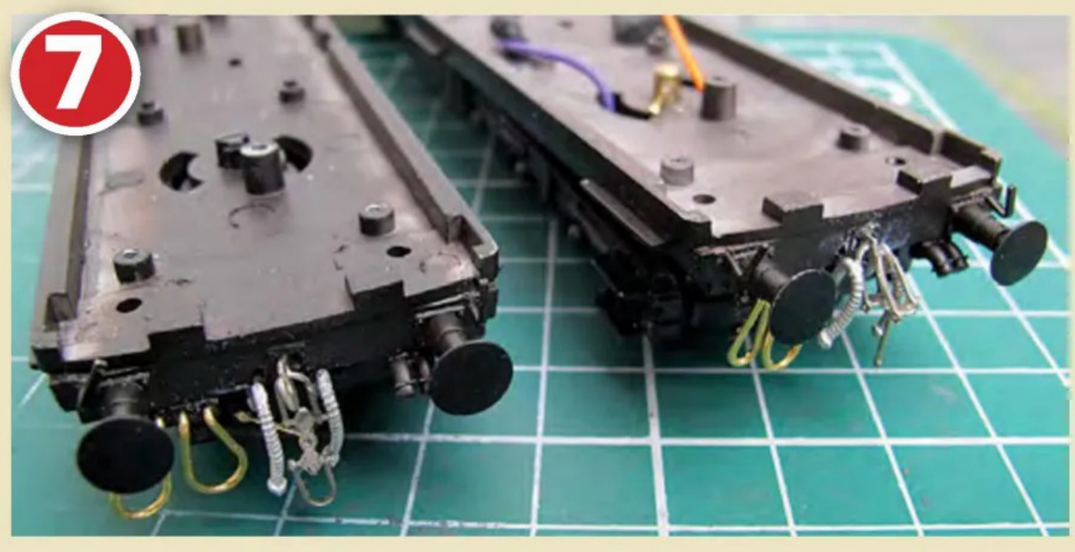
4 To get the Lima mechanism to fit, I needed to enlarge the oval space for the power bogie to approximately 52mm x 26mm. The best tool for this is a burr in a Dremel. With the power tool running at high revs it's the work of seconds to cut through the soft alloy.



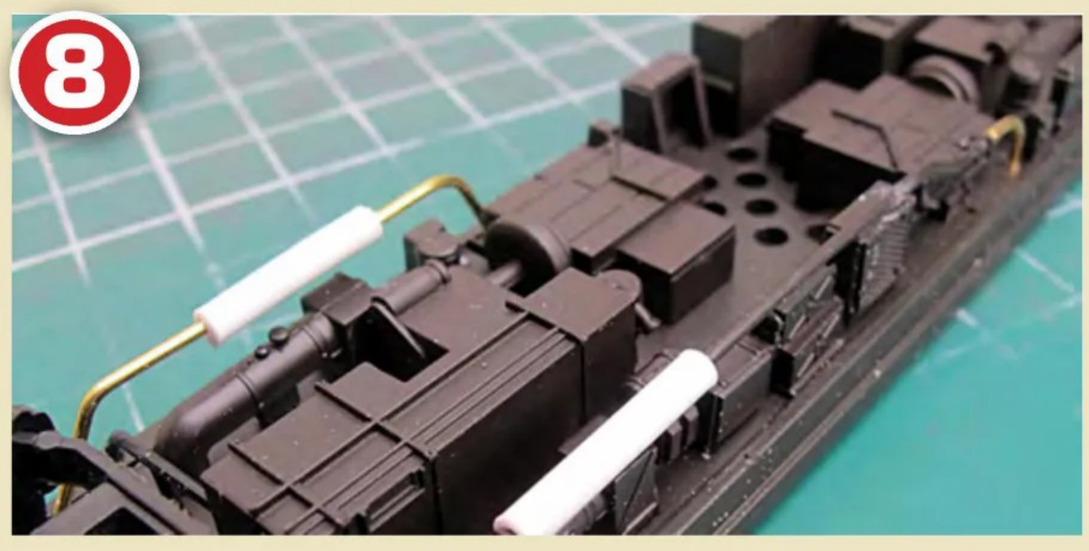
5 Seating the power bogie in the chassis took rather longer – a matter of trial and error. Longitudinal brass rods sit on moulded pads (marked in red) that are integral with the bogie keeper plate – this is what determines the ride height of the chassis. The upper half of the power bogie drops in from above and is then screwed to the keeper plate.



6 The Lima power bogie – retrofitted with Ultrascale wheels – is now screwed into position and wires carrying current from the trailing bogie can be soldered to the motor terminals.



7 Like weathering, buffer beam detail is best built up in stages until you have the outcome you want – if the components are anything less than true scale, it's easy to mess up this area, resulting in an overcrowded appearance. Vacuum pipes are by MJT, jumper cables from 0.7mm wire (still awaiting multiple working connections) and screw couplings by Ian Macdonald.

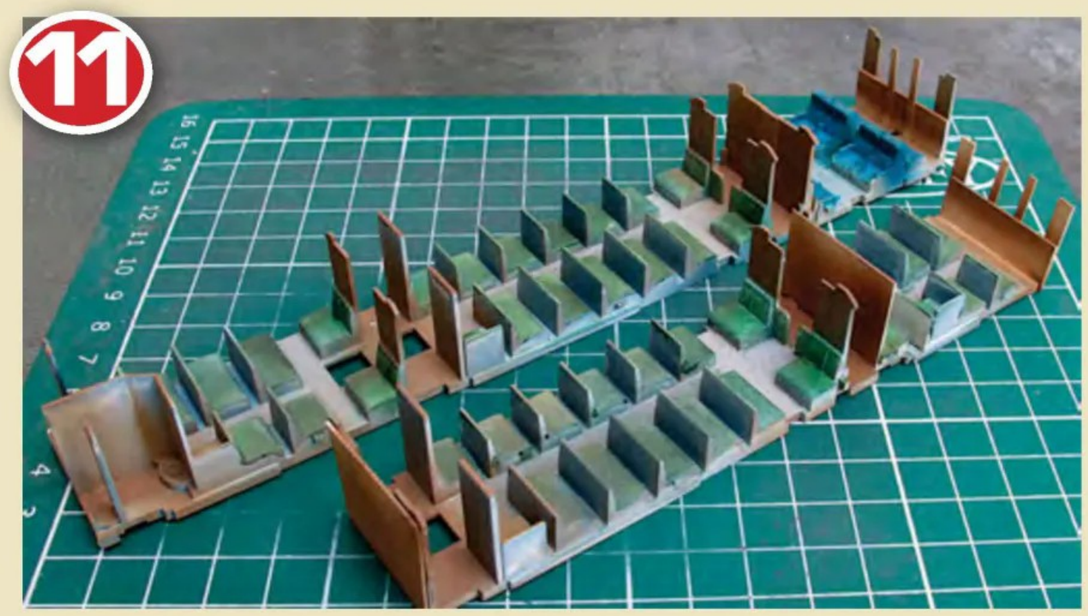


8 Metro-Cammell underframe fittings came in a bewildering and ever-changing variety so I backdated the one-size-fits-all Bachmann version to represent the pre-refurbishment design with the original-pattern exhaust and silencer arrangement. This is simple enough to effect with 0.9mm brass wire and 2.5mm plastic rod.

Intermediate
Beginner SKILL LEVEL Advanced

Now on to the bodywork. For an unrefurbished unit, the radio roof pods need to come off – I used a cutting burr in a mini-drill followed by progressively finer abrasives.

Bachmann's 3+2 seating arrangement is reversed so it's a mirror image of what it should be, but it's an easier fit on the underframe castings than the correctly-oriented Lima interiors. After a bit of modification, I sprayed the outcome with Stynylrz white primer.



It's not a good plan to paint small-scale upholstery in rich, solid colours. Soft, diffused, patterns look far more convincing when seen through a carriage window. I got this effect by spraying thin paint at low pressure.

Pacific Models' DMU destination blinds are available in a dozen different regional variations and, being self-adhesive, are easy to change if necessary. They can be cut out with a craft knife and straight edge.

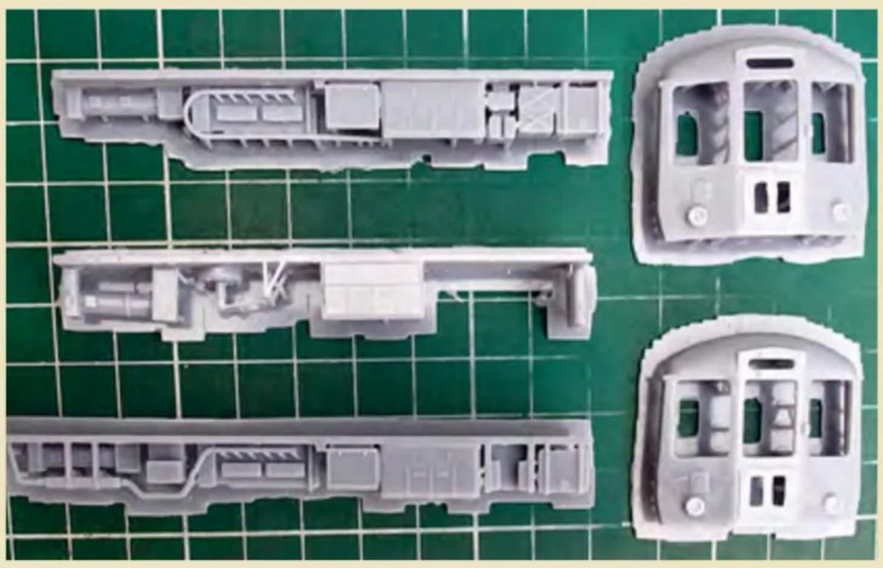
With no tension-lock couplings to get in the way, I can go to town with further front-end detailing, which adds hugely to the character of any unit. Wipers are by Shawplan, while the air horn and tail lamp are from Iron Mink Designs.

USEFUL LINKS

Alan Gibson	*www.alangibsonworkshop.com*
Albion Hobbies	*www.albionhobbies.com*
Bachmann	*www.bachmann.co.uk*
Dremel	*www.dremel.com*
Hornby	*www.hornby.com*
Humbrol	*www.hornby.com*
Ian Macdonald	*ian@nmacdonald.co.uk*
Iron Mink Designs	*www.thingiverse.com/ironmink/designs*
MJT Scale Components	*www.dartcastings.co.uk*
Pacific Models	*www.pacificmodels.co.uk*
Railmatch	*www.howesmodels.co.uk*
Replica Railways	*www.replicarailways.co.uk*
Ultrascale Products	*www.ultrascale.uk*
Shawplan Model Products	*www.shawplan.com*
Stynylrez	*www.badgerairbrush.com*

LOOKING AHEAD – MULTIPLE MATTERS

While we're in the mood, Replica Railways' 64ft non-corridor coach is perfect for turning a Bachmann Class 205 (2H) 'Thumper' Diesel Electric Multiple Unit into a three-car set. A few tweaks to the roof and underframe and a repaint are all that's necessary – we might well come back to this one in the near future.



The shape of things to come – 3D-printed Class 104 cab ends downloaded (for free) from Jonny Duffett's amazing *www.thingiverse.com/ironmink/designs* – the source of the Dolomite container wagon we featured in HM 174, December 2021.

BUILDING A '009' MICRO LAYOUT

PART ONE

With a new influx of models in this narrow gauge scale, **DAN EVASON** shows how you can create a grand scene the size of a pizza.

Dan Evason's latest creation is this superb '009' micro layout modelling a remote Welsh branch line.

WITH A MAJOR INFLUX of new and exciting 'OO9' gauge locomotives and rolling stock from Bachmann, Heljan and Peco recently, I have wanted to try my hand at building a new narrow-gauge layout for some time. The desire to develop a layout was further heightened with the discovery of a range of suitable 3D-printed buildings from MS Models. These delightful structures feature a realistic stone and slate finish, which will certainly look the part once painted and detailed.

With a busy household and a full-time business to run, as well as space limitations too, a large layout is out of the question at the moment, so the idea of a compact 'OO9' gauge layout certainly appealed. This was further refined after I happened across some impressive mini micro layouts during a search on the internet. Sometimes referred to as 'pizza' layouts due to their size and shape, what I really liked about these micro layouts was how quickly they could be built – and you could really go to town on the details and scenics.

Another benefit to building a layout of this size and scale is that I could also see it being a great way for learning the process of developing a model railway if you are new to the hobby, without any major commitment or expense.

The following step-by-step guide demonstrates just how straightforward the process of building a mini micro layout can be, using a selection of modelling tools and materials, resulting in a stunning layout which requires very little space to operate – you could even set it up on the dining room table! **HM**

● Part two of Dan Evason's 'OO9' micro layout adventure continues in the October 2023 issue of *Hornby Magazine* (HM196). You can also read more step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.

The new layout features a selection of 3D-printed 'OO9' scale buildings from MS Models.

USEFUL LINKS	
B&Q	*www.diy.com*
Daler-Rowney	*www.daler-rowney.com*
Halfords	*www.halfords.com*
Hobbycraft	*www.hobbycraft.co.uk*
MS Models	*www.msmodels.co.uk*
Peco	*www.peco-uk.com*
The Range	*www.therange.co.uk*
WWScenics	*www.wwscenics.com*

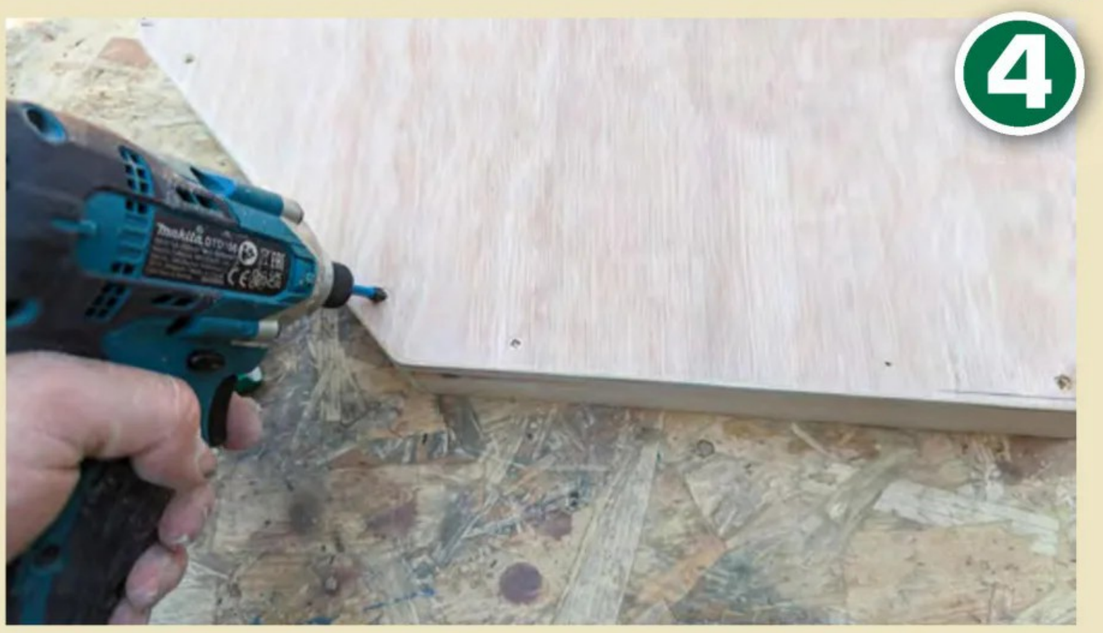
PLEASE TURN FOR STEP BY STEP GUIDE

BUILDING A 'OO9' MINI MICRO LAYOUT

To begin, using some leftover 9mm plywood, a 2ft square was marked. I then measured 6in each way from the centre. Each of the four 6in lines were then connected to create an octagonal shaped baseboard. This helped keep things simple for cutting with a hand saw and adding a supporting board.

For this next stage, a drop saw set at 22.5 degrees was used to cut four 12in lengths and four 8in lengths of 2in x 1in timber. These will make the supporting sides to the layout. Take extra care and wear the right protection when using power tools.

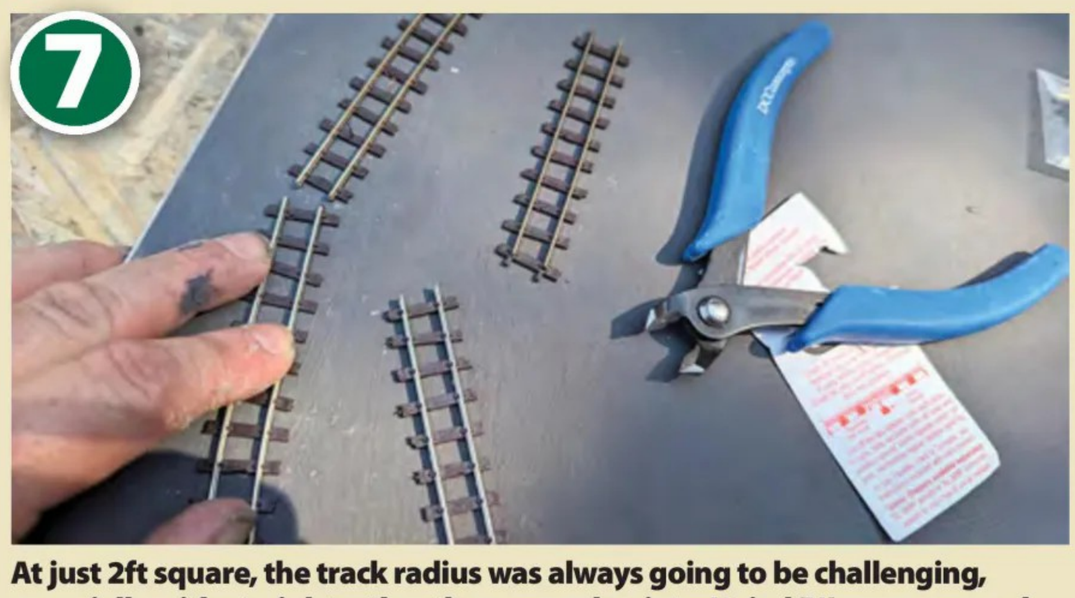
As this layout was all about quality and detail, I adopted a methodical approach to the baseboard construction. I also wanted the frame to appear to be screwless. To achieve this, resin wood glue and a heavy duty staple gun were used to hold it together. Once the glue has dried the frame will be strong.



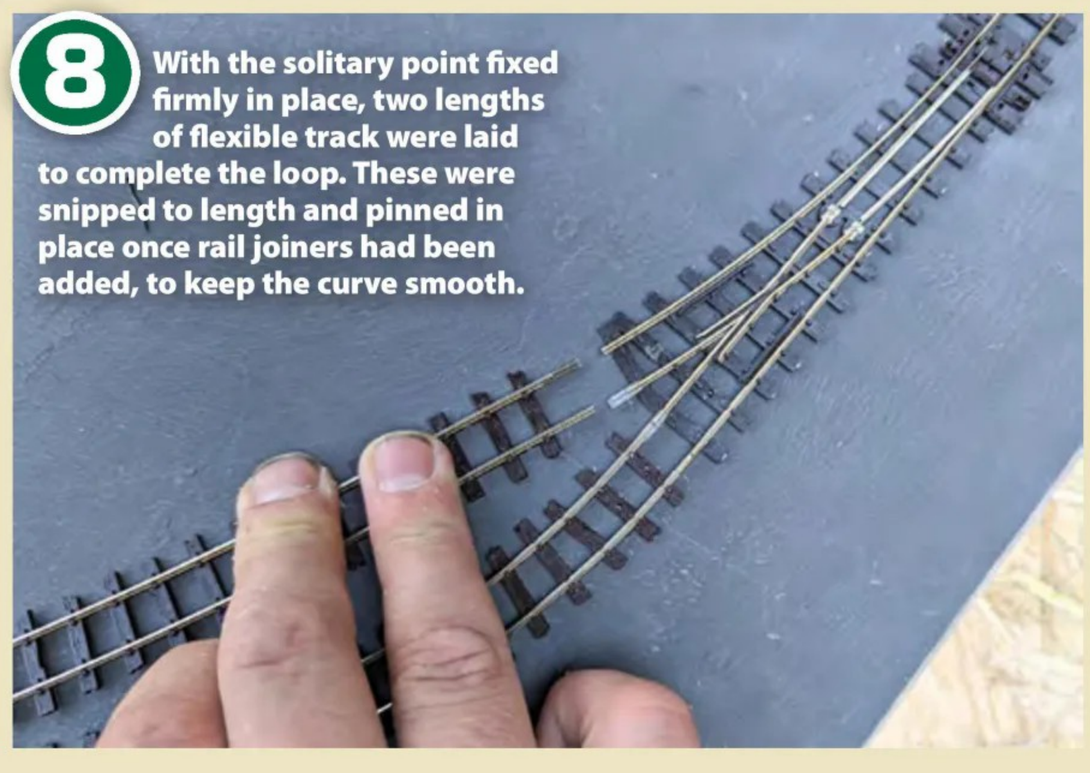
Next, the baseboard top is attached to the framework. Again, this is glued and, as much of the surface won't be seen because it will be covered by scenery, screws were used to secure it for added strength.

Once the glue has set, the edges of the completed board were sanded using 60-grit abrasive paper to keep everything looking smart.

Grey wood paint was then applied to the baseboard to help hide the light coloured plywood when applying the textured surfaces to the board in subsequent stages.

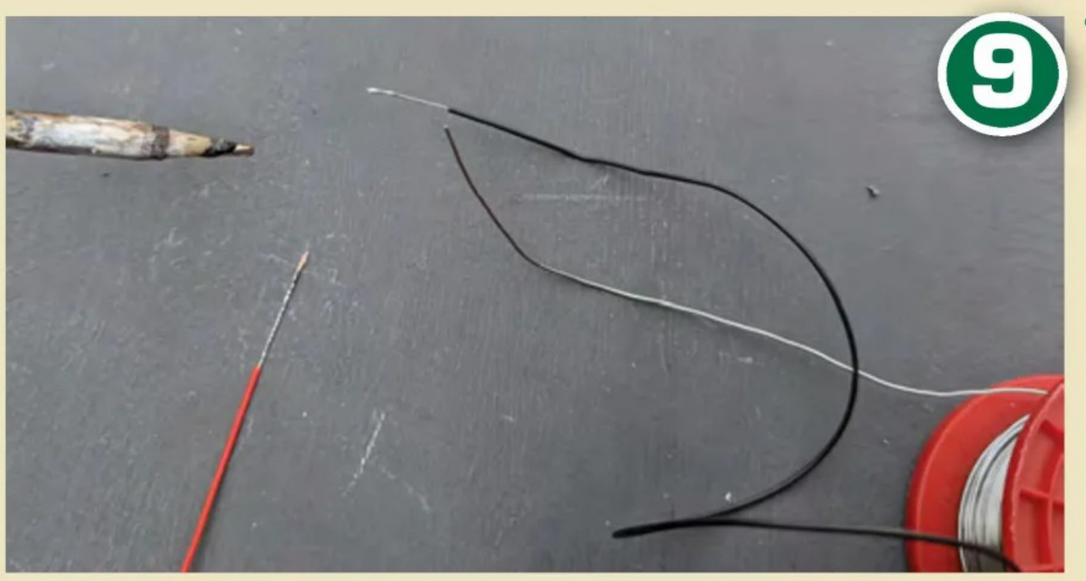


At just 2ft square, the track radius was always going to be challenging, especially with straight rather than curved points. I tried 'N' gauge curved points, but the radius was too large and after much head-scratching, a plan was hatched. As the layout is set to be digital, I used live frog points and isolating track joiners on the vee of the frog before pinning the track down.

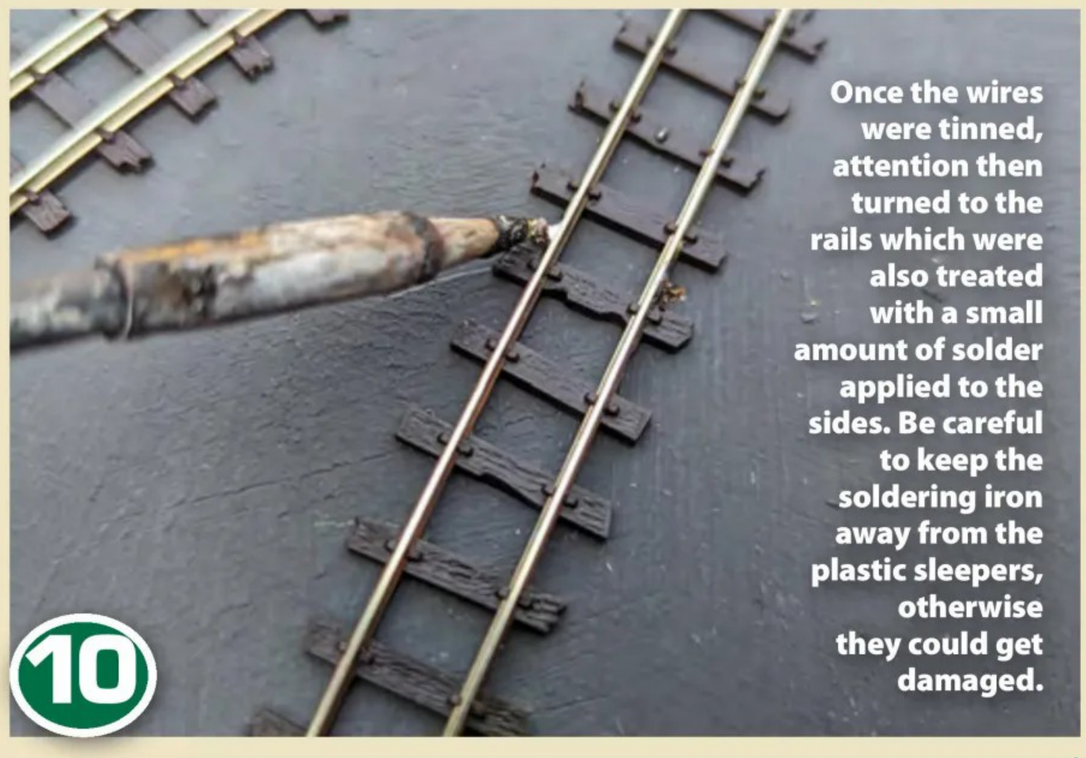


With the solitary point fixed firmly in place, two lengths of flexible track were laid to complete the loop. These were snipped to length and pinned in place once rail joiners had been added, to keep the curve smooth.

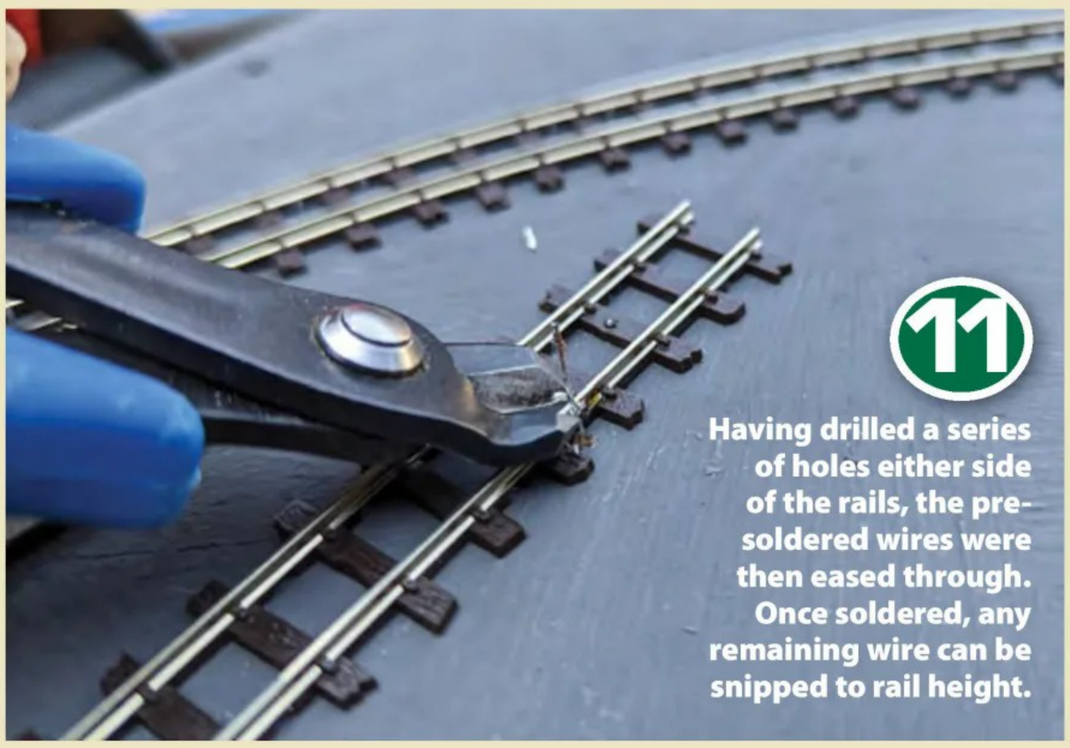
Intermediate
Beginner SKILL LEVEL Advanced



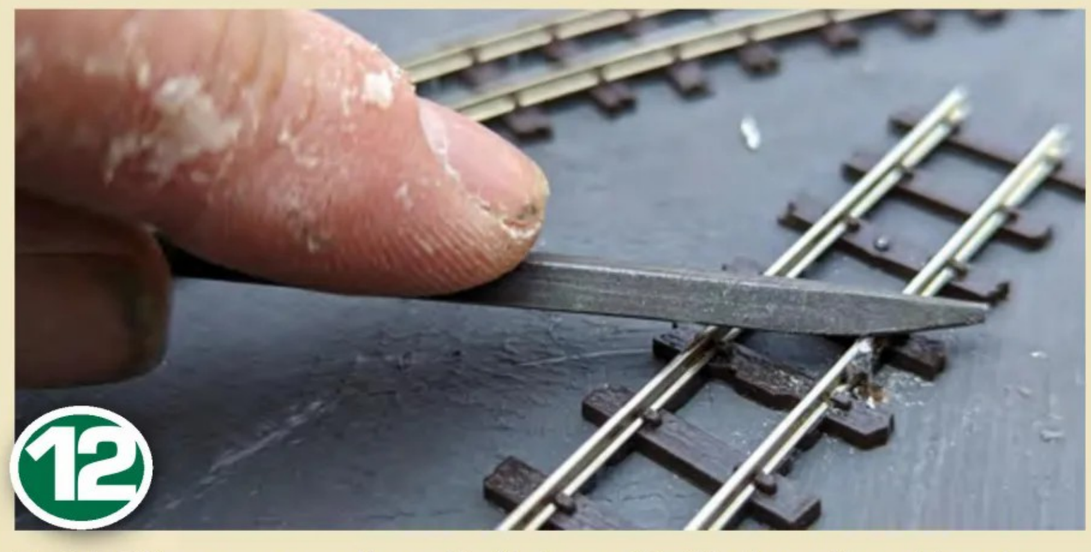
As the layout is quite small, there isn't a great deal of wiring involved, but nevertheless it is good to apply tried and tested techniques. I tend to strip more insulation from the wire than is strictly required and then tin the wires with solder.



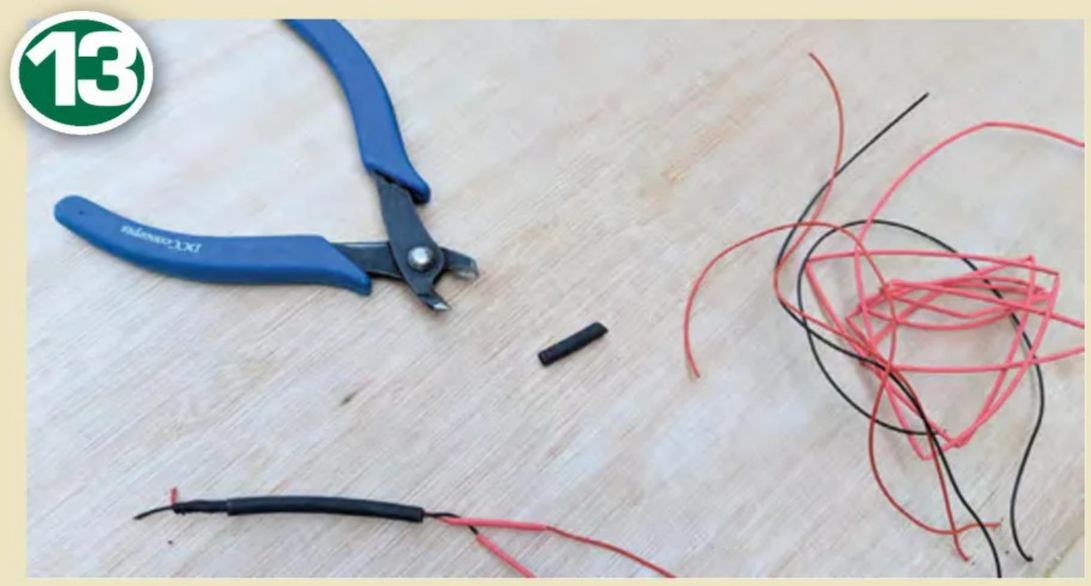
Once the wires were tinned, attention then turned to the rails which were also treated with a small amount of solder applied to the sides. Be careful to keep the soldering iron away from the plastic sleepers, otherwise they could get damaged.



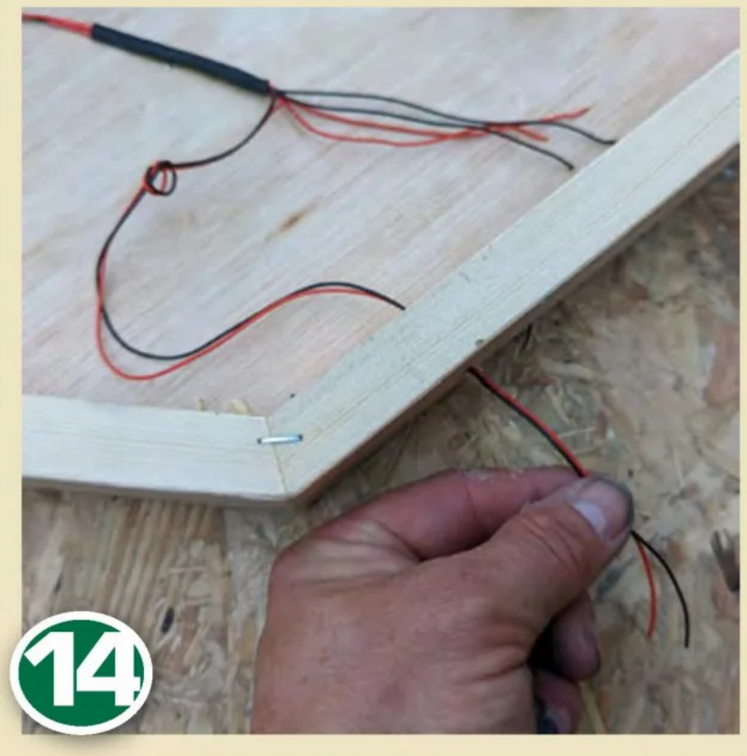
Having drilled a series of holes either side of the rails, the pre-soldered wires were then eased through. Once soldered, any remaining wire can be snipped to rail height.



To tidy things up, a small needle file is used to file down the soldered joints, being careful not to damage the rails as this could cause running issues in the future. Once complete, it is worth running a finger along the rail to check for any potential rough spots. Even the slightest bump could cause a wheelset to derail.



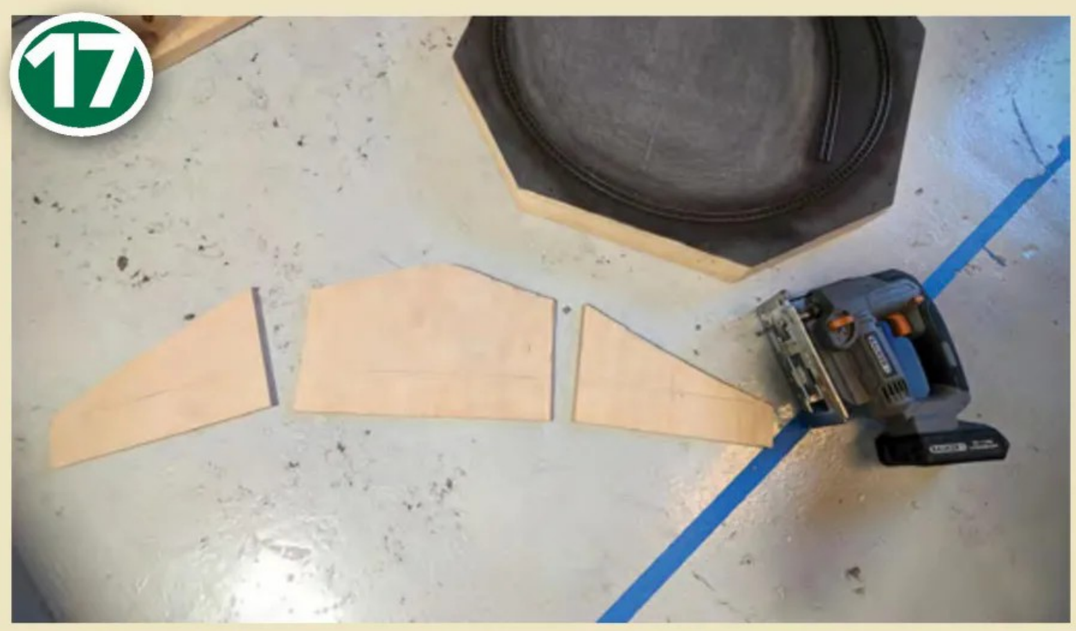
Turning the baseboard over, the power feeds were connected next. There should be four or six wires depending on whether you have added wires to every section of track to aid conductivity. All of the dropper feeds were soldered to a main bus wire, which is connected to the controller.



As I wanted to keep the wiring tidy, a small hole was drilled in the rear of the framework through which the wires were threaded. A loose knot was then tied in the two cables, which is intended to act as a stopper should these accidentally get snagged or pulled when the baseboard is being moved around, perhaps to or from storage. The baseboard can then be upturned ready for the next stage.

With wiring complete, the track and electrics were tested. Particular concerns to watch out for are whether the locomotives will traverse the tight curves and whether the wagons' buffers might lock. There is something special about watching a locomotive navigate freshly laid track: it is always a milestone achievement on any layout.

Once testing was over, attention turned to weathering the track. For this, Halfords Camouflage Brown ultra matt aerosol was selected, as I find it gives a great looking hard finish to the rails and sleepers. To ensure good ventilation I worked outside, given the layout is so portable.

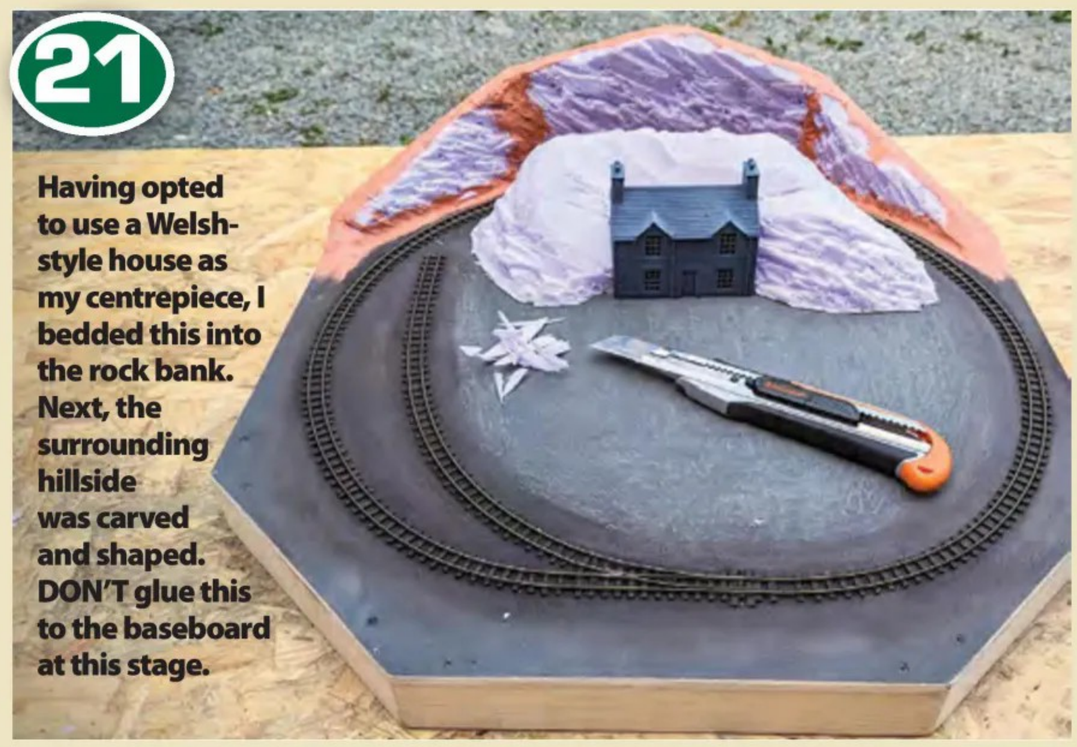


As we're modelling a remote Welsh setting, some rocky outcrops and a suitable backdrop were needed. With power tools to hand, a rear face and two sloping sides were cut from 9mm ply.

Having glued and screwed the backdrop to the baseboard sides for added strength, thin slabs of foam were then cut to help create a rocky backdrop as space between the track and backscene was limited. These were then set into place with the hot glue gun.

Creating the rock texture is next. The best tool for this is a cheap retractable knife. Simply carve the knife in at an angle and extract the foam to create your desired effect. Work methodically and take care when using a sharp blade. Remember to leave sufficient clearance for the locomotive as it edges past.

With the rock face now created, I was keen to hide the joints between the foam, and to make the rock face look a little more natural. For this, DAS air dry modelling clay was used. This was pressed into the foam and blended in to help create a seamless, more natural appearance. Once happy, the clay was left to dry.



Having opted to use a Welsh-style house as my centrepiece, I bedded this into the rock bank. Next, the surrounding hillside was carved and shaped. DON'T glue this to the baseboard at this stage.

With the DAS clay now dry, the rock faces – including the loose hillside from the previous step – can be painted dark grey to create a base colour. Chalk paint was used as it dries matt and has a great texture to it. This was then left to dry, before progressing to the next stage.

For realistic looking rock, a series of shades were applied for the right appearance. A patchy effect of light grey chalk paint is initially added to the rock surfaces. Don't attempt to cover it all – the patchier the better.

As rocks aren't just grey, Daler-Rowney Yellow Ochre and Burnt Sienna were added, using a large pre-wetted brush to stipple and add hints of colour in amongst the rocks. This was then followed by a black wash using acrylic paint thinned down with water.

Intermediate
Beginner SKILL LEVEL Advanced

Having let the black wash run into the crevices, excess watery paint is likely to have gathered on the baseboard, so gently dab away with a tissue to remove some of this. Work your way up the rock faces, dabbing the high points on the rocks to add to the overall rocky appearance.

WHAT WE USED

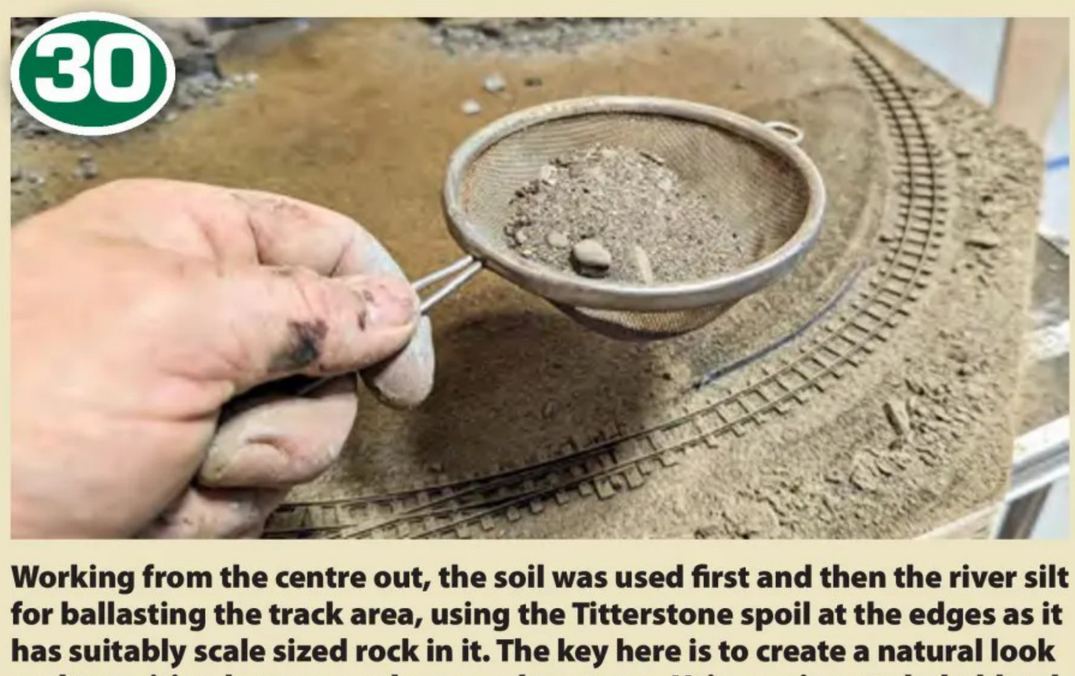
PRODUCT	SUPPLIER	CAT NO.
'OO9' flexible track	Peco	SL-400
'OO9' narrow-gauge buildings (various)	MS Models	Various
'OO9' small radius right-hand turnout	Peco	SLE-491
Ballast Bond glue	Deluxe Materials	AD75
Basing glue	WWScenics	WWS002
Black acrylic paint	Daler-Rowney	026
Burnt Sienna acrylic paint	Daler-Rowney	221
Camouflage Brown spray paint	Halfords	252036
DAS air dry modelling clay	The Range	P418958
High density foam/polystyrene sheet	B&Q	Various
Yellow Ochre acrylic paint	Daler Rowney	690
Nickel silver rail joiners	Peco	SL-310
PVA glue	Hobbycraft	6485951000
Rust-Oleum chalk paint (Graphite)	B&Q	5013296031301

Highlights are added next to the high points and edges of the rocks. Again, using a large brush, I set about the task of dry brushing. For this, Daler-Rowney Buff Titanium was used – gently catching the rock edges with downwards passing brush strokes for the desired effect.

For the finishing touch, MS Models' 3D-printed slate station building was installed. To create a suitable platform, an offcut of card was used as a template and trimmed to suit the curve of the track. I then checked clearances with the longest locomotive in my fleet. The template was used to cut a section of 5mm thick Foamex, which was then glued in place.

To help blend the completed platform into its surroundings, DAS air dry modelling clay was used once again. I also added a ramp for what will eventually become a level crossing area just above the platform.

With the rock surface completed, the centre section was glued into position. Next, stone ballast was added to the remaining scene. There are many options when it comes to achieving the right texture, but I looked close to home for my 'ballast' mix – from right to left – Clee Hill soil, Titterstone blue stone spoil from the old quarry and some silt from the River Wye.



Working from the centre out, the soil was used first and then the river silt for ballasting the track area, using the Titterstone spoil at the edges as it has suitably scale sized rock in it. The key here is to create a natural look and transition between colours and textures. Using a sieve to help blend it prevented any unwanted overscale deposits being discharged.

Once happy with your ground cover, it can be damped down using a water spray bottle with a spot of detergent to help break the water tension when the glue is applied. Deluxe Materials Ballast Bond was applied to the entire area. Once added, don't be tempted to touch the ballast until it is completely dry. In Part Two (HM196), I will show you how the scene was completed with buildings, vehicles and figures added.

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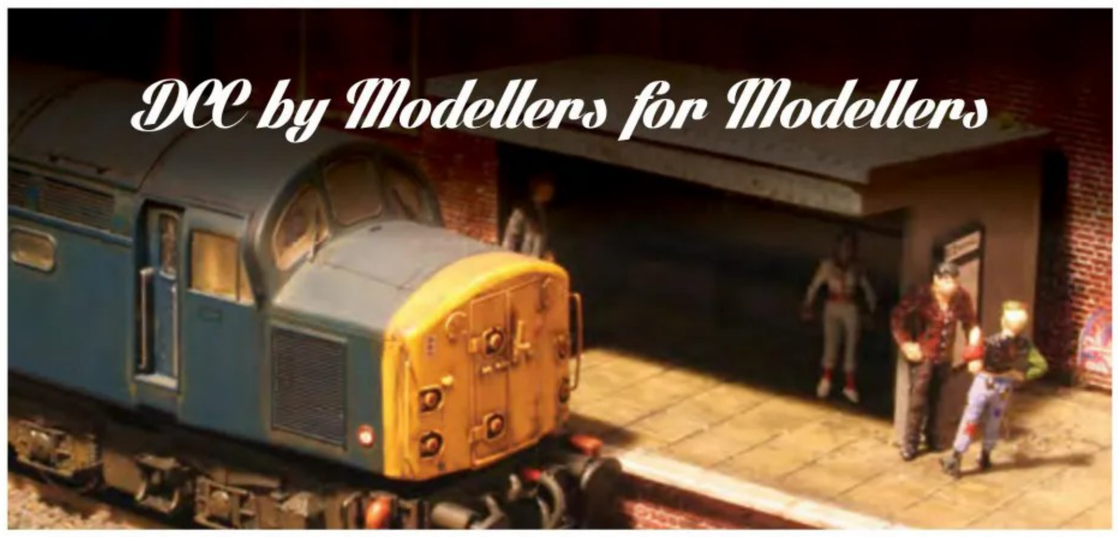

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CLASS 66 £9.99 RRP £30.00

Fred Kerr's book seeks to show, as at October 2019, the range of services that have been operated by class members, including the occasional passenger services despite the locomotives not being fitted with any heat generating equipment.

MFR:Code
9781526776259

TINTAGEL CASTLE £87.49 RRP £96.99

GWR operate a small fleet of Class 57 locomotives primarily to haul their Night Riviera services in addition to the occasional stock movements and special trains. Each locomotive is named after a castle found in either Devon or Cornwall.

MFR: Code
R30181

ANTICS SPECIAL CHADBORN

Antics Commissioned Model - Chadborn, Son & Taylor, coal merchants at 'Docks, Gloucester' wagon 2 Chadborn, Son & Taylor were a firm of merchants and stevedores at Sharpness and Gloucester docks, noted for introducing floating steam powered winches for cargo handling. This model is limited to 50 wagons. MFR: Code 7F-073-A03

£53.00

THE TITFIELD TRAIN PACK

Rapido Trains The Titfield Thunderbolt train pack features the Titfield Thunderbolt locomotive, Dans House coach on Loriot wagon and Toad brake van. To be released for the 70th anniversary of the film's release

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WORKSTAINED DRS CLASS 37/4

The arrival of the all-new Accurascale Class 37/4s for 'OO' gauge prompted **MIKE WILD** to give DRS-operated 37425 an equally detailed weathered finish. He explains all in this step by step guide.

LOCOMOTIVE WEATHERING is immensely satisfying and with the vast array of paints, pigments and washes available to the modeller today, even the subtlest of colours and stains can be recreated in miniature.

Accurascale's new 'OO' gauge model of the Class 37/4 was a 'must weather' project. In pristine condition the detailing is superb, but we could see that with the right colours and a little restraint this could be enhanced even further.

The real 37425 *Concrete Bob* is operated by Direct Rail Services (DRS) and has carried Regional Railways livery since 2020 and on the whole it has been kept in clean condition, with the exception of its time working Railhead Treatment Trains (RHTTs) which change any locomotive livery to filthy brown very quickly. We did consider an RHTT style weathering job – particularly after seeing an image where the locomotive had been cleaned as far as the cab doors at each end – but we decided to tackle a clean in-service look.

Weathering can often be misunderstood for applying loads of dirt and grime, but there are many levels which can be explored. This project is very much a case of less is more and when it came to the bodysides barely any paint was applied at all. What we applied was taken back to subtle streaks for the final finish.

The following step by step guide explains how we gave 37425 a finish to replicate its appearance in service making it ideal traction for engineering trains and Network Rail test trains on a post-2020 set layout.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Lifecolor Frame Dirt acrylic	*www.airbrushes.com*	UA719
Lifecolor Grey Shadow Liquid Pigment	*www.airbrushes.com*	LPW35
Soot Liquid Pigment	*www.airbrushes.com*	LPW15
Lifecolor Tensocrom Smoke	*www.airbrushes.com*	TSC208
Lifecolor Dirty Grease Effect	*www.airbrushes.com*	UA262
Lifecolor Reflecting Agent Pigment	*www.airbrushes.com*	PG110
Lifecolor Burned Black	*www.airbrushes.com*	UA736

PLEASE TURN FOR STEP BY STEP GUIDE

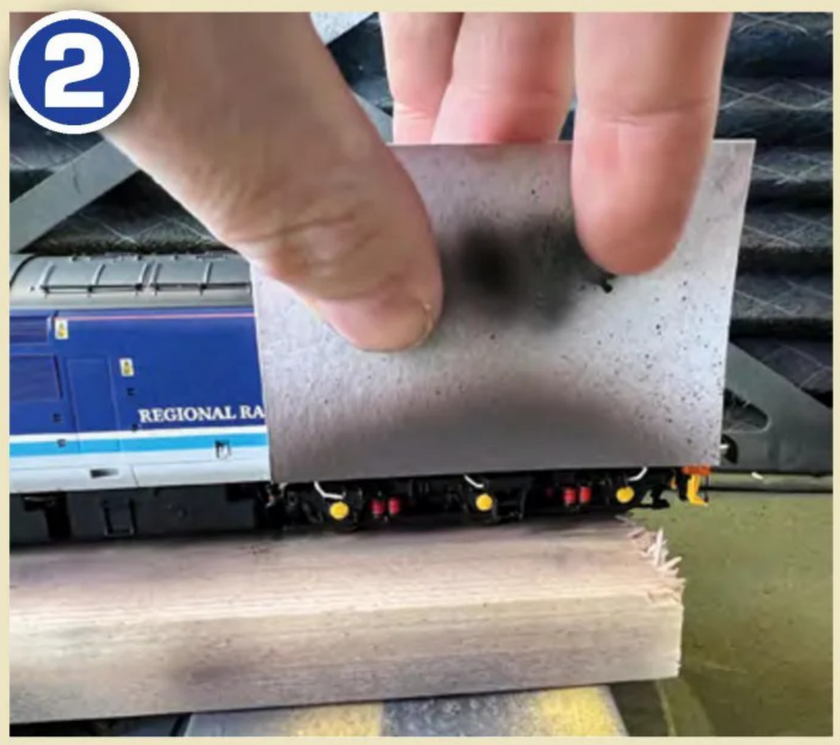
"Weathering can often be misunderstood for applying loads of dirt and grime, but there are many levels which can be explored."

MIKE WILD

The completed model of 37425 takes a turn at the head of a rake of Dapol JNA-T spoil wagons representing a typical working for the locomotive since its repaint into Regional Railways colours in 2020.

WEATHERING AN ACCURASCALE 'OO' GAUGE CLASS 37/4

The Accurascale Class 37 is superbly detailed, but its realism can be further enhanced with sympathetic weathering. Photographs of 37425 show it well kept by DRS, but with some staining from road dirt and cleaning patterns.



The starting point is to weather the underframe. I'm keen to focus the weathering away from the bodyside for which I used a business card as a mask and work close to the locomotive with Frame Dirt (UA719) applied with an airbrush.

The Frame Dirt is let down with Lifecolor acrylic thinners and applied to the underframe only. You can see here the subtle difference between the weathered (left) and pristine (right) halves of this bogie.

An essential step is to apply the same colour to the upper edges of the bogies at both ends. Turn them to the side, then using a business card again as a mask, apply Frame Dirt to the top edges via an airbrush.

The Iwata Eclispe CS airbrush that I'm using for this project allows close control of the paint. To ensure the lower edges of the bogie and details are reached with Frame Dirt, the model was inverted and the paint applied freehand with the airbrush. Note that the fuel tank faces have also been weathered with the same colour.

The underframe is now complete with a base coat of Frame Dirt including a light application across the miniature snowploughs and buffer beam components. The body has no weathering on it at this stage.

Next, the bonnet front is tackled using Lifecolor Grey Shadow (LPW35) Liquid Pigment wash. The initial application looks a little odd, but each of the Liquid Pigment sets comes with a Remover which can be used to manipulate the paint after application.

Intermediate
Beginner SKILL LEVEL Advanced

8 The Remover allows the paint to be pulled into the panel lines and joints around components. It takes a couple of attempts to get the paint looking just so and it is worth wiping the brush clean after each application.

9 You can see the result here with the paint sitting around the high-intensity light and at the bottom of each opening on the bonnet front. It's a subtle finish, but adds greatly to the model's appearance.

10 The same process is now repeated on the bodyside applying the same Grey Shadow wash around the panel lines and door lines. Again it looks rough and ready here, but the paint will be manipulated into position with a brush and the Remover.

11 Now the paint remains just in the panel lines and gives them greater depth and realism without being overdone. The technique is as simple as dipping a small brush in the Remover and lightly working the paint into position, wiping off any excess from the brush as you go.

12 Next, we start work on the roof and bonnet tops using Soot Liquid Pigment (LPW15) from the railway set. This is loaded straight from the pot into an airbrush for application and then sprayed across the bonnets one at a time. Then using the Remover, the paint is adjusted with streaking to represent the effects of cleaning.

13 The main roof is treated in the same way, but with a gradual build-up of layers. The first layer is streaked with a small flat brush straight before the paint has dried using a tiny amount of Remover. This adds depth to the Soot colouring.

14 Successive applications and streaking of the Soot colour builds up detail on the main roof and adds texture to the finished paint, for a more realistic in-service appearance.

15 Exhaust stains are easy to overdo, but for a subtle effect we like Lifecolor Tensocrom Smoke (TSC208). This can be airbrushed without dilution and provides a very pleasing finish.

Now we are moving onto the details of the bogies. Using Lifecolor Reflecting Agent (PG110) pigment, bare metal on the step treads can be simulated to represent where boots would scuff the metal. Brush on a small quantity then rub with a brush to bring out the effect.

The same pigment was brushed and buffed on the brake actuators to highlight their appearance. A small, subtle but neat detail.

The buffer heads and screwlink coupling centres are painted with Lifecolor Dirty Grease Effect (UA262) using a stippling action to reflect the appearance of grease in these areas.

A small change to the weathering on the bonnet tops, which I felt was too heavy, was to wipe across each one with a thumb. This takes off the surface paint when it hasn't fully set and leaves a residue behind which is much more realistic in this case.

Now for the finishing touch – bodyside weathering. We have left this until last with the first stage being a light application of Lifecolor Burned Black (UA736) let down with Lifecolor acrylic thinners. This is sprayed on with an airbrush.

The Burned Black is just heavy enough to notice, but as applied isn't realistic at all and looks very flat. A simple technique radically improves this.

Moisten a flash brush with airbrush cleaner and wipe it down the bodyside from top to bottom. This creates the effect of a locomotive which has been cleaned, but with stains gathering at the bottom and in specific areas.

Intermediate
Beginner SKILL LEVEL Advanced

Photographs of 37425 shows streaks of dirt running down from the bodyside griles and with careful use of the flat brush moistened with airbrush cleaner these effects can be recreated.

Take your time over this stage and always work in a downward motion to recreate the effects of rain or cleaning, washing dirt down the locomotive body. Keep a cleaning cloth to hand and regularly wipe the brush to take away paint from the model.

37425 is taking shape well with the cabsides having a cleaned appearance, just like the real locomotive. This type of weathering is much more focused on the paint you take off, rather than what you put on.

At the centre of the body on one side, dirt has been allowed to gather in a vertical streak next to the door and below each grille. The Burned Black also remains in the grilles highlighting their detail.

The finished look for 37425 captures the appearance of a locomotive which works hard, but is well maintained. It has clearly been cleaned recently, but is perhaps getting ready for another visit to the wash plant soon.

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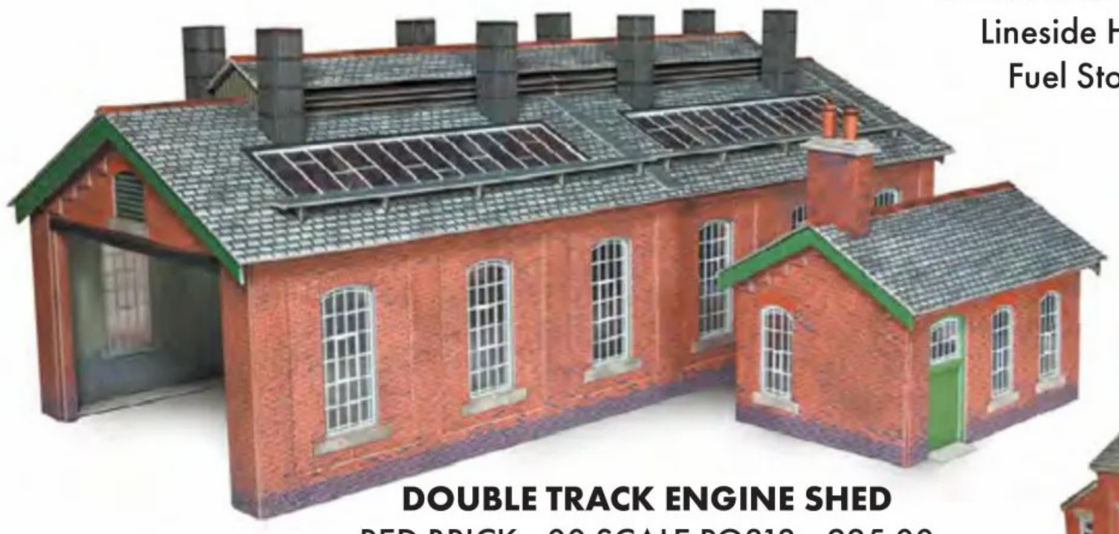

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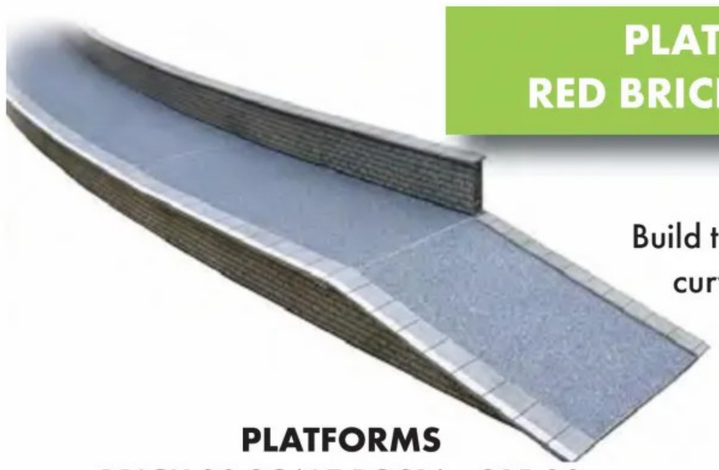

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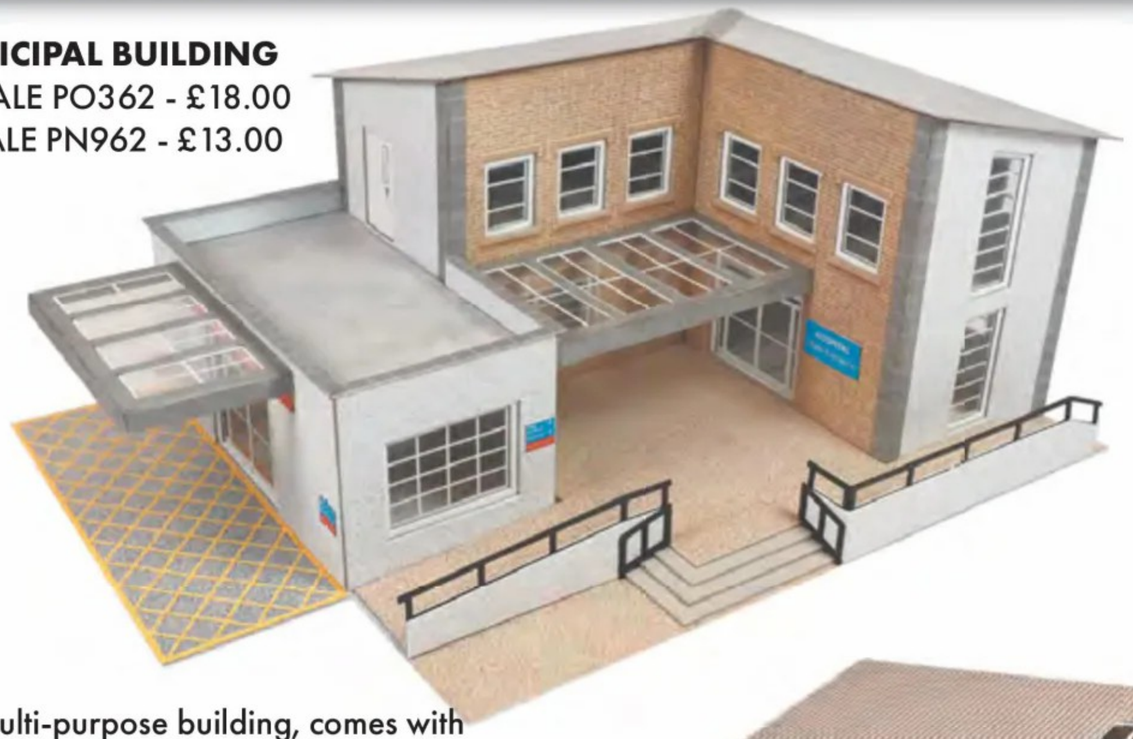

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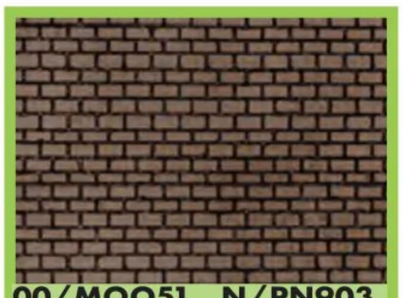
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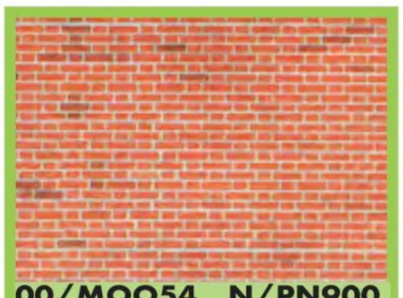
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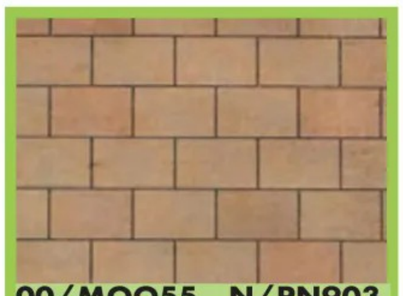
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St John's

PAUL WARDEN opted to 'Go Great Western' with his first ever layout, recalling summer Saturdays in Glorious Devon in the 1930s and 1960s in 'OO' gauge.

PHOTOGRAPHY JONATHAN NEWTON

1 A pair of GWR '57XX' 0-6-0PTs sweep along the sea wall at St John's as they approach journey's end at the head of a two-coach passenger train.

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GAUGE **'OO', 16.5mm** | SCALE **4mm: 1ft** | SIZE **16ft x 2ft 6in** | REGION **WESTERN** | PERIOD **1930s/1960s** | CONTROL **DCC, Lenz LH100**

WELCOME to the South Devon harbour town of St John's. This layout was a double first for me because after 40 years of modelling, it was the first layout I have built for myself and is also my debut exhibition layout.

The idea for St John's came about after losing my late father, John Warden. John was a keen modeller and dedicated *Hornby Magazine* reader with whom I had built 'OO' gauge layouts at home over the years. When the time came to dismantle his final layout, it felt like a part of my modelling life was about to be lost, so I decided to build a layout in his memory; hence the name St John's. As my father was born in 1931, I decided the layout should be set in that year and focussed around his beloved Great Western Railway as it would allow for a rural location and where possible I could use items from his layout as a lasting memory.

I have always liked the Great Western, especially the pannier tanks, so a small branch line set in Devon was chosen with a fictitious extension of the line from Brixham to a small coastal harbour town. Ideas were formed for the layout to be more about depth and capturing an area that would be pleasing to the eye and not having too many railway features, with a basic track plan to make it realistic as well as being interesting to operate and attractive to those viewing it.

At 16ft x 2ft 6in the new 'OO' gauge layout would comprise four 4ft long boards which would provide enough space for a decent track plan and at the same time make it manageable for movement to exhibitions. Multiple sketches were drawn up over a couple of days with various ideas focusing on being simple but realistic. When I was happy with the final track configuration, I then prepared a full-size plan by cutting sheets of lining paper to the size of each baseboard and placing them on the lounge floor to form the footprint of the layout. Buildings and »

GWR '57XX' 8715 is on shunting duties as the driver manoeuvres vans around St John's goods yard.

points were then positioned and once happy with the design, everything was outlined to form templates which would eventually be used to cut out during the build. It was then time to start developing St John's, which took around 14 months.

CONSTRUCTION

This is where the first issues were encountered, due to the baseboards being of a multi-level design. They had to incorporate a harbour, beach, track and contours at different levels and feature a small valley with a stream flowing to the sea under a railway bridge.

Scale drawings for each of the boards were created to enable the strongest design and also calculate where support would be needed and not obstruct any of the features above. The boards were assembled with 6in timbers across the front and rear and reduced down on the front elevation to form the harbour, beach and breakwater.

Cross-timbers were cut and shaped to follow the various levels with notched out channels to allow the electrical trunking to be fitted underneath. These areas were then topped with 6mm plywood.

The lining paper templates were then cut out, positioned on each board and outlined to form the cuts for the harbour, beach and main boards. Supporting the layout are five sets of legs made from 3in x 2in timber. The ends of the boards have been topped with 6mm MDF for a hard-wearing surface which also allows for location dowels to be recessed for aligning the boards during assembly at shows.

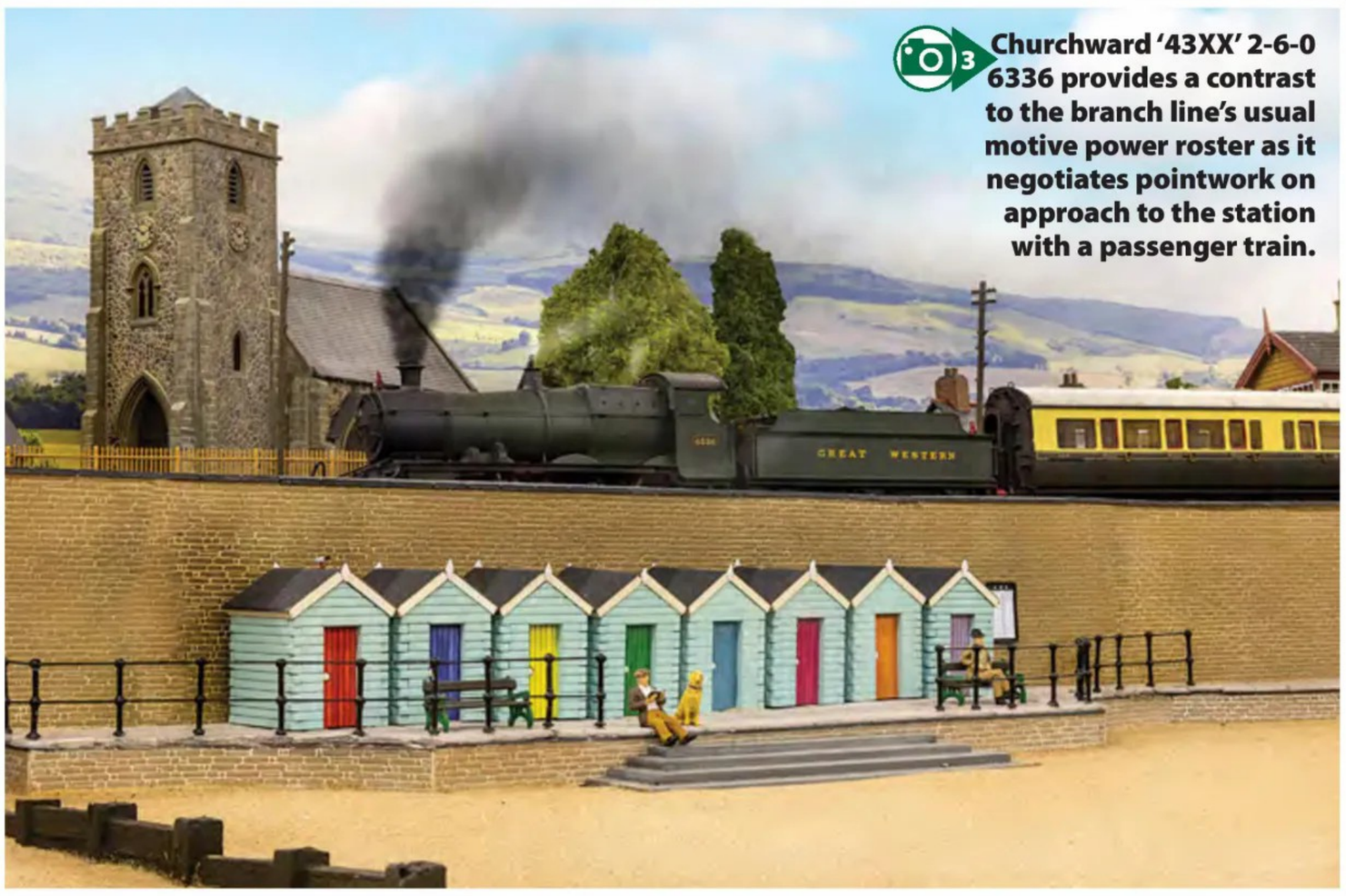
Once complete, the baseboards were assembled to enable the 9mm MDF boards to be added to the rear and side elevations, creating the backscenes. These boards were painted gloss white in readiness for the custom-made photographic backscenes to be applied.

Track laying followed next. Peco code 100 nickel silver track was applied to surplus cushion flooring which provided sufficient depth for the ballast shoulder and bonded nicely. The points are live frog medium radius turnouts in the yard and large radius examples in the station. All are operated by Peco point motors mounted directly underneath and controlled by passing contact buttons on the control panel boosted by a Capacitor Discharge Unit (CDU). On completion of the track laying, a test was carried out with the running of all the locomotive types with various rolling stock to make sure all the track geometry was correct, with no defects and all clearances were in order.

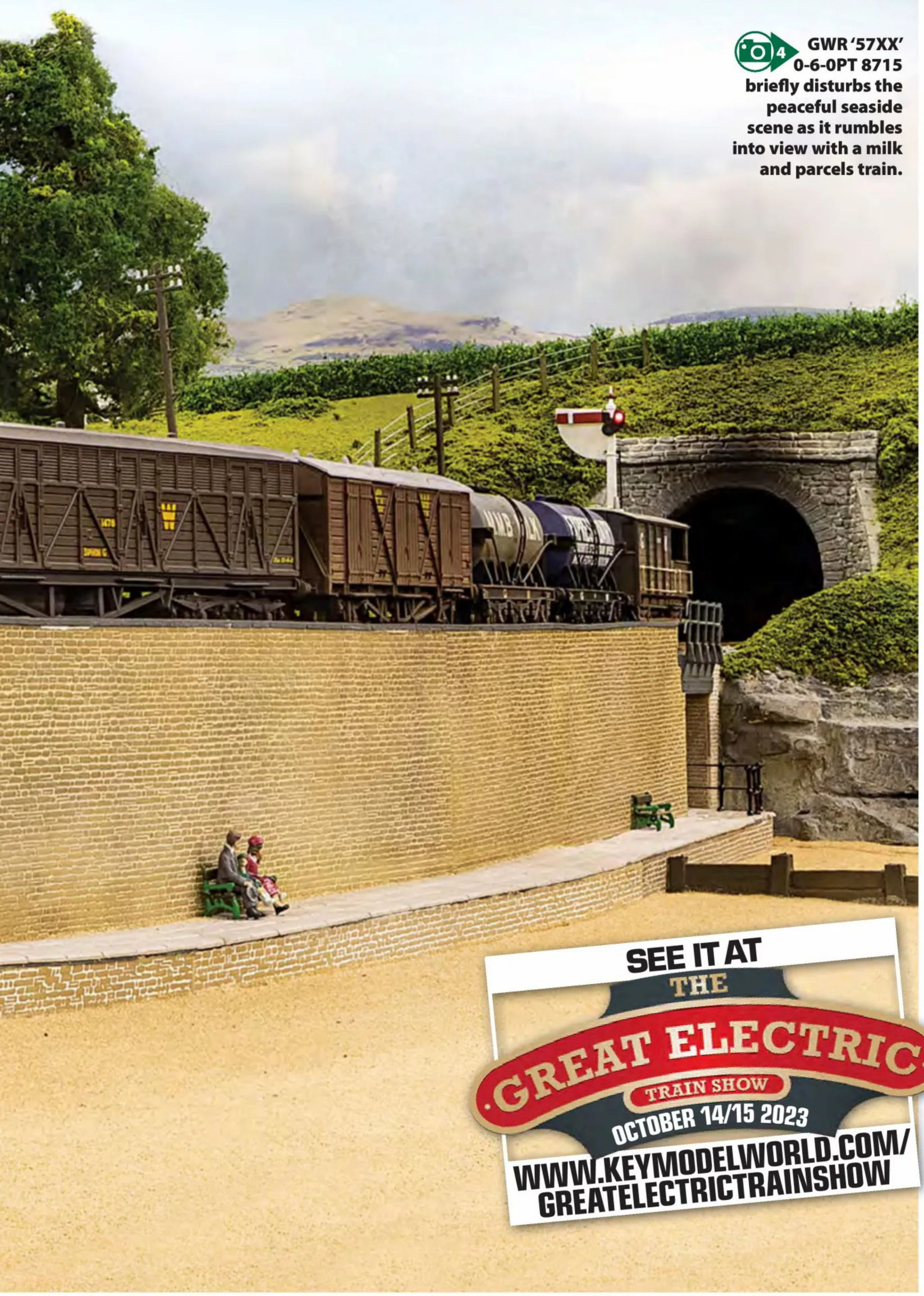
Signals were then installed before ballasting. These are Dapol's ready-built square post type for the main signals, with dummy ground shunt signals. Control of the main signals is – as with the points – through passing contact buttons and powered by 12V DC. I had planned to use the Dapol bracket signal on the approach to the station but unfortunately this was not available at the time so I decided to use a Ratio round post bracket signal kit whilst awaiting the Dapol product. This was built as a non-operational signal (with 'X' on the arms) positioned next to a hand signalman and work gang, representing the installation of a new metal post signal. There was a plan to change to the new Dapol signal when released but the interest in this feature has now made me contemplate retaining the scene as not many layouts feature signals being installed.

BUILDINGS

The layout structures are a mixture of 4mm scale ready-made items and kits with some featuring interiors and lights. The station and signalbox are Bachmann Scenecraft models of the wonderful Highley station on the Severn Valley Railway and have been adapted to include interiors, working lights and figures. Several of the houses were built for me by Julie Wetherall using Petite Properties kits which were assembled and then coated »



3 Churchward '43XX' 2-6-0 6336 provides a contrast to the branch line's usual motive power roster as it negotiates pointwork on approach to the station with a passenger train.



4 GWR '57XX' 0-6-0PT 8715 briefly disturbs the peaceful seaside scene as it rumbles into view with a milk and parcels train.

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with repair plaster and once fully dried had the stonework hand engraved and painted. Wills plastic roof sheets were added and various weathering applications carried out.

The semi-detached houses are also from Petite Properties with Wills corner stones applied. The walls were coated with fine sand and spray painted to give a rendered look. Some of these houses have had fully furnished room 'pods' built and again feature a working interior light. The use of the pod design allows the room to be assembled separately before being placed behind a selected window and only that room is illuminated rather then the whole house! Julie also created the gardens for these houses using Noch and Busch plants and vegetables creating some eye-catching features including a Hornby greenhouse which has an interior with seed trays and garden tools.

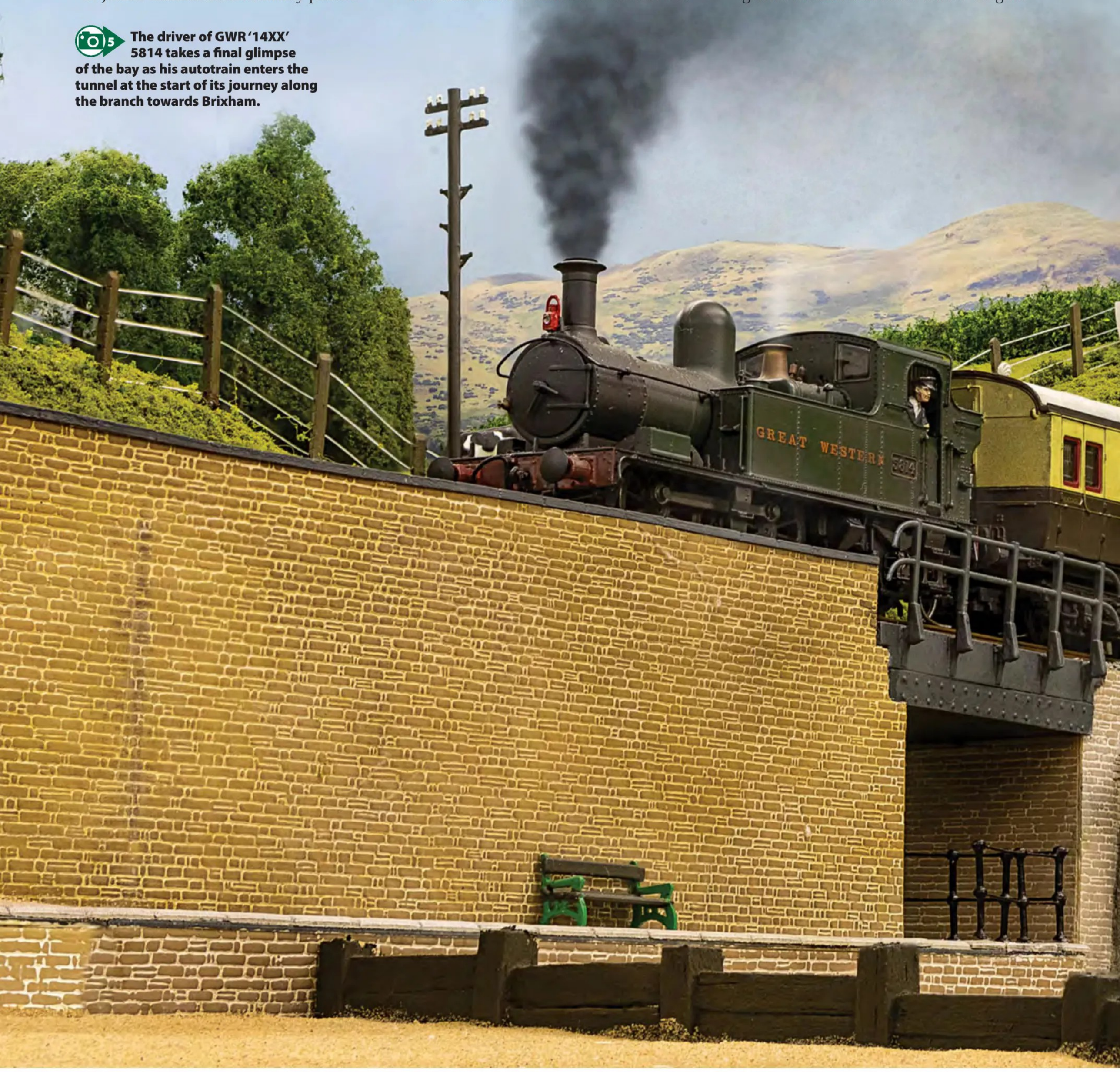
St John's Church is the Hornby plastic kit and was from my late father's layout. Julie hand painted each stone, picking out the individual tones, then added interior lights to illuminate the stained glass windows. A laser cut wooden lychgate was also included to complement Wills stone walling around the church grounds.

SCENICS

Scenery has been crafted from polystyrene blocks, cut and shaped to form the contours and valley for the stream, glued to the baseboard and coated with repair plaster with PVA added. Once dry, this was coated with water based brown paint and covered with two applications of Woodland Scenics ground foam using three green tones and three different grades. The stream is a feature I particularly like, with the flow coming under the railway bridge where it changes from a muddy bed to flowing across the sand and is a familiar scene on UK beaches, but is rarely modelled.

Ballast was applied to the track using a medium grade and fixed using the water and PVA method, together with a dash of detergent. Once dried, the rails had a rust colour applied using a Woodland Scenics pen after which all the track was airbrushed with a grime colour and areas picked out with greasy black where locomotives have been standing.

It was decided to model the harbour with the tide out and only one boat loaded and waiting to depart. The boat chosen for this was a Langley 'Clyde Puffer' kit, as it would represent a reasonably-sized coastal freighter with it not being too large in physical size on the layout. The harbour walls are constructed of embossed plastic sheets capped with laser-cut wood slabs and 10mm square wood cut to length and applied to the front. The seabed was added using real garden soil mixed with different grades of sand and fixed with PVA glue



5 The driver of GWR '14XX' 5814 takes a final glimpse of the bay as his autotrain enters the tunnel at the start of its journey along the branch towards Brixham.

applied to the baseboard. This was then sprayed with a similar water/PVA mix used for the ballast application and whilst drying a few areas were pressed down to create pools.

To give the whole seabed a wet look, an application of E-Z water was brushed over the area and then allowed to build up in the pools with seaweed being added (before this cured) using different grades of Woodland Scenics materials. Once complete and dry, the walls had the tide line added using a special paint mixture applied with an airbrush. So as not to be too high, the water level had to be worked out on a drawing prior to application to maintain a real level in line with the beach.

I regularly get asked if the sand is real, to which the answer is an emphatic 'yes'. I needed to apply a grade of sand that wouldn't appear too coarse. After a bit of research, I discovered a very fine grade of sand that war gamers were using on their dioramas and it had just the right look. The groynes were made using balsa wood and were installed before the sand. The rocks were cast using Woodland Scenics' rubber casting moulds and then sculpted and glued to the baseboard. Finally, filling plaster was applied and shaped to fill any gaps.

The beach has not been populated with bathers because the layout represents a time just before dusk when most beachgoers would have left to go home. This was preferred as an over-populated beach would have looked very crowded and could distract the eye from looking at the other features present. Another consideration was that with two different eras being operated, the swimwear styles would be very different in 1931 and 1960.

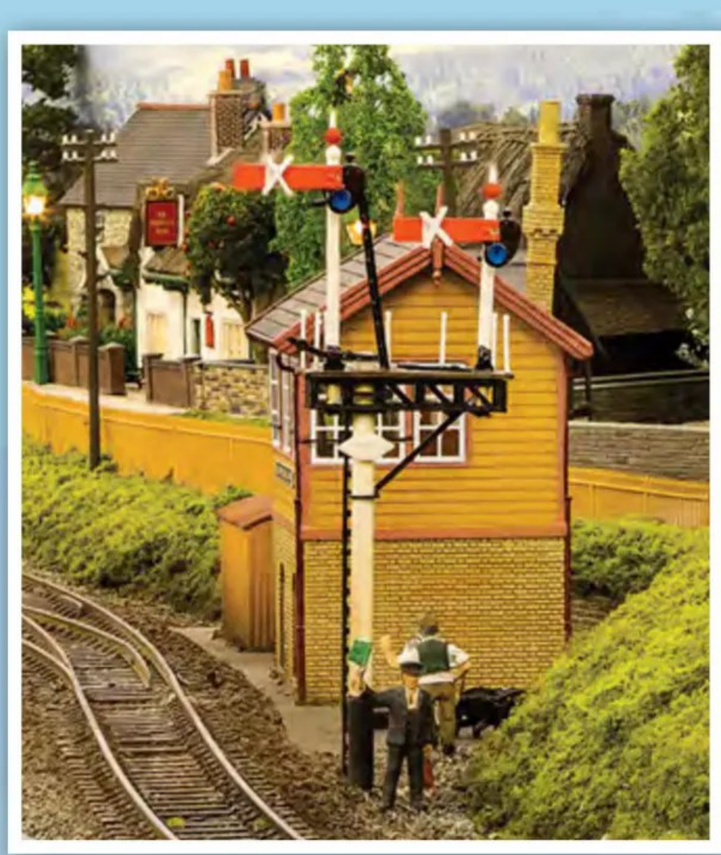
6 The tide appears to be out at St John's harbour, as the driver of a GWR '57XX' 0-6-0PT shunts vans in the yard above.

OPERATION

The operation of the layout now features two eras, as previously outlined. This came about following a show where only two operators were available across an entire weekend. We considered that two days of limited operations needed to be enhanced, so the decision was taken to change the rolling stock and vehicles after day one, making the second day different. This also gives exhibition managers the option of either or both eras over a two-day exhibition.

All locomotives are Digital Command Control (DCC) sound-fitted and have Loksound decoders installed with Southwest Digital sounds or factory-installed sound. These are controlled using a Lenz DCC system with LH100 hand controls. The DCC system is only used for the operation of the locomotives, with points and signals operated from a control panel and, in order to make it easier for new operators, uncoupling is controlled by permanent magnets so as not to interrupt movements.

Most of the rolling stock is ready-to-run with a few kit-built wagons all having been fitted with NEM Kadee type couplings to enable uncoupling when positioned above »



7 **With work continuing to replace the wooden signal post at St John's with a new metal example, the signalman handsignals arrivals and departures at the seaside resort.**

8 **A mixed goods train topped by GWR '57XX' 0-6-0PT 5764 slows for a signal check on approach to the goods yard at St John's.**

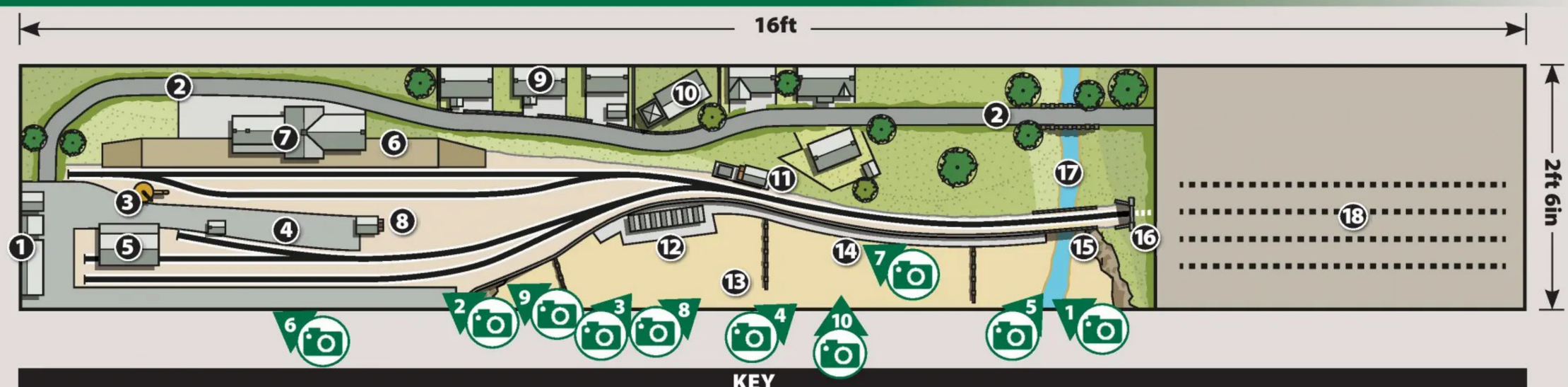
the under ballast magnets. When running as 1930s Great Western, the locomotives are represented by '14XX' 0-4-2Ts, '57XX' 0-6-0PTs and a Dapol '43XX' 2-6-0. The 'Mogul' is one of my favourite locomotives to run, as it is nicely weathered, features an open cab with crew and includes factory installed sound adding to its superb running qualities. The BR 1960s era features '57XX' and '43XX' locomotives and I am currently awaiting the arrival of Accurascale's all-new 'OO' gauge GWR 'Manor'. Diesels are represented by Class 22 and Class 33s, along with a Class 122 single car Diesel Multiple Unit.

Operations are not run to any particular sequence or timetable. Usually I operate a one train in section system (which would be more prototypical), however, when we have a lot of interested show visitors viewing the layout, we try to make operations more interesting and sometimes have one of the pannier tanks shunting in the yard while passenger workings can be run in between movements.

Various types of train are represented with freight, parcels/milk and both local and holiday special passenger workings (such as a Class 33 appearing on a BR Southern Region holiday train in the

9 **As evening falls, passengers make a last-minute dash for the branch autotrain, ahead of its departure from the coastal resort.**

ST JOHN'S TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Low Relief Buildings	4 Hardstanding	7 Station Buildings	10 Church	13 Beach	16 Tunnel
2 Road	5 Goods Shed	8 Goods Office	11 Signalbox	14 Retaining Wall	17 Stream
3 Water Tower	6 Platform	9 Houses	12 Beach Huts	15 Bridge	18 Cassette Storage Yard

1960s period). At the end of the exhibition, the final train of the day (when running in 1931 guise) features double-headed pannier tanks - one of my favourite trains to operate as the locomotives sound great when running slightly out of synchronisation with each other.

WHAT NEXT?

St John's has been a pleasure to build and the reactions and interest from show visitors has surpassed what I was expecting. The layout was designed with visitors in mind to offer more than just trains and railways to look at. I feel it has the depth to draw the interest of families and have them looking into the layout rather than just looking at it.

I have had many people asking questions and offering suggestions at shows. Where possible, some of these suggestions have been added and in doing this the layout will continue to evolve. One such feature is the inclusion of a gentleman sat reading alongside his dog near the beach huts which was a suggestion from a lady attending a show in Crewe last year.

Huge thanks must go to Julie Wetherall for her superb work on the buildings and figures (especially the new man and his dog) and Andrew Chapman who, at the very beginning, helped with the cutting and assembly of the baseboards. Also, a massive thank you to the Ivanhoe Club members for their suggestions, support and assistance with transporting and operation of St John's.

I am currently working on a new large 'O' gauge layout with a fellow Ivanhoe Club member and also have work in progress with my 'O' gauge Toton Traction Maintenance Depot diorama seen in *Hornby Magazine* earlier this year (HM190).

Look out for St John's at this year's Great Electric Train Show in Milton Keynes on October 14/15 and enjoy a trip back to the seaside in the golden years of steam and rekindle holiday memories. **HM**

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

10 **A local artist quietly goes about capturing the idyllic scene at St John's.**

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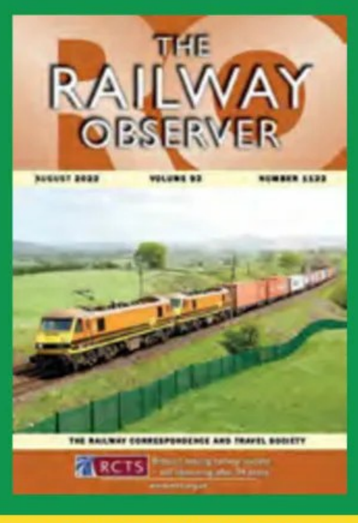

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FIRST REVIEW

Heljan's NBL PROTOTYPE 10800

Prototype diesels have been a popular subject choice in 'OO' gauge over the past decade, but it was hard to imagine the short-lived Ivatt designed Bo-Bo being produced. Heljan's all-new model is here and **MIKE WILD** takes a closer look.

THE INTEREST in prototype diesel locomotives never ceases to amaze. It's not that many years ago that we were impressed by the likes of Brush prototypes *Falcon* and *Kestrel* being produced by Heljan. Then Dapol/Hattons as well as Bachmann released the LMS twins 10000/01, while more recently KR Models has carved itself a niche with the likes of English Electric's GT3 and the unique Fell 2-D-2 diesel.

Now the American-inspired lines of the Ivatt designed prototype Bo-Bo diesel for secondary and branch line duties has been recreated for 'OO' gauge by Heljan and the attractive results are on our review desk.

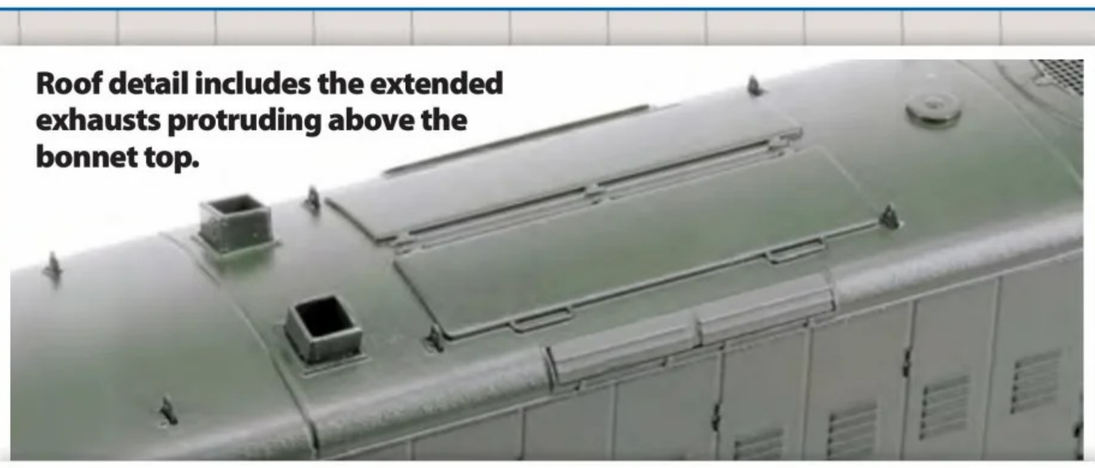
The real locomotive was designed in 1945 by HG Ivatt during his tenure as Chief Mechanical Engineer on the London Midland & Scottish Railway (LMS). However, the North British Locomotive Company-built diesel-electric wasn't completed until 1950. It employed an 827hp Paxman engine together with BTH electrical equipment and set a template which would be used for the Pilot Scheme BTH Class 15 and NBL Class 16 Bo-Bo diesels.

Its design was led by American influence with a long bonnet ahead of the cab containing the engine and generator equipment while a second short bonnet was positioned behind the cab to contain steam heating equipment. The layout wasn't that dissimilar to a 'Prairie' or 2-6-4T engine, with the long bonnet replacing the boiler and the steam heating boiler the bunker.

Just one was built and following initial trials in Scotland it also worked on the Midland, Southern and Eastern regions, ending its days under LMR control. Withdrawal came in 1959, but it was saved from the cutter's torch until 1976 for use in testing equipment with Brush at Loughborough. Sadly that wasn't long enough to keep 10800 for preservation.

THE MODEL

Heljan is already well versed in modelling early BR Type 1 Bo-Bo diesels having produced models of the Class 15 and Class



Roof detail includes the extended exhausts protruding above the bonnet top.

The bogies are neatly detailed with correct sandbox shapes front and rear.

TECHNICAL DETAILS

Manufacturer:	*www.heljan.co.uk*
Cat No:	1083
Description:	NBL prototype Bo-Bo 10800, BR green
Builder:	NBL, Glasgow
Region:	Midland, Southern and Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	168mm (over buffers)
Price:	£254.95 (DCC ready)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	15mm x 11mm cube speaker
Exterior lights:	Directional lamps
Interior lights:	Cab light
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic, secondary and branch lines
Haulage capacity (expected):	Six-eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

Heljan's latest 'OO' gauge locomotive release models NBL prototype 10800.

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16 diesels in the past. However, 10800 presented an entirely new challenge, not least because of the limited amount of images available of the real locomotive. Add to that the array of fine handrails and ladders and there was plenty for the team to get its teeth into.

The full collection of Heljan models capture 10800 in its main three liveries during its short operational career - BR black with early crests and silver bogies (Cat No. 1080), BR black with early crests and black bogies (1081 weathered and 1082 pristine) and BR green with late crests (1083). Our review sample is the BR green version which models the locomotive during its final years of service on »

Cab interior light LED.

Main Printed Circuit Board.

Boiler water tank filler.

Bogie gearbox.

Separately fitted handrails.

Detailed BR crest.

the London Midland Region prior to withdrawal in 1959.

From the box, the intricacies of 10800 are clear to see on the Heljan model including its external lighting conduits, multiple handrails, factory fitted buffer beam detail parts, sprung buffers and etched metal shades on each side of the cab.

The shaping of the bonnets is excellent and includes the high level filler points on the short bonnet as well as a single exhaust for the steam heating boiler and twin exhausts for the engine – the latter protruding above the bonnet.

The bodysides are neatly detailed with engraved grilles with the 'cupboard door' vent looking just a touch lighter than those on the real locomotive. On top is an etched metal roof fan grille while ahead of the cab is the single air horn on top of the bonnet.

Livery application on our BR green example was excellent with smooth application of the BR green base colour – accurate in shade and topped off with neat BR late crests, cab side numbers, works plates, electrification warning flashes and fuel tank gauges on the leading end of the bonnet.

The shape and profile of the unique locomotive is superbly captured by the Heljan model.

PERFORMANCE

The new NBL Type 1 features a five-pole motor with twin flywheels at its heart which provides drive to all four axles. All wheels have electrical pick-ups to aid reliability while the starting voltage for the motor is 2.5V on conventional analogue DC layout control.

On the track our sample ran smoothly and silently – impressively so – throughout the speed range in both directions and after light engine testing on a rolling road we moved the locomotive across to our test track for loaded running. Here the 276gram Bo-Bo acquitted itself well hauling an eight-coach train of Mk 1 stock with ease – plenty for a locomotive of this size and design.

Our main loaded running tests were with DCC control using a DCC Concepts Zen Black decoder. A basic 15mm x 11mm cube speaker is installed in the model from the factory, making this a straightforward upgrade to sound. The only complexity is removing the body which requires careful attention to the handrails next to the cab doors to release and refit them.

Below: **Inside, the Bo-Bo diesel has a 21-pin decoder socket, a 15mm x 11mm cube speaker and independent lighting circuits.**

The short bonnet features correct handrails, ladders and an exhaust on top for the steam heating boiler.

Lighting connections.

15mm x 11mm speaker.

Sprung buffers.

21-pin decoder socket

Moulded bodyside grilles.

10800 has a full range of lighting functions, all of which can be controlled through a DCC handset. Depending on the decoder used, the model's circuit board is designed so F0 turns the headlamps on and off, F1 controls the cab interior lights, F2 the top headlamp at the No. 1 end and F5 the headlamp at the No. 2 end.

OVERALL

The addition of 10800 to the Heljan 'OO' gauge range is excellent news for modellers and collectors as it will allow a new choice of motive power to be introduced to a range of early steam era layouts as well as building a collection of prototype diesels.

Heljan has done a good job of replicating this unique locomotive in miniature and we can see its arrival being very popular (MW)

● **Visit *www.keymodelworld.com/heljan* to read all our Heljan product reviews.**

"10800 has a full range of lighting functions, all of which can be controlled through a DCC handset."

MIKE WILD

BR's North British 10800

Although many people think that BR's Modernisation Plan was the start of the diesel era, there had been several attempts to introduce alternative traction prior to that, with one of the least successful being 10800, which was, as **EVAN GREEN-HUGHES** relates, ordered before nationalisation.

IN THE YEARS IMMEDIATELY following the end of the Second World War, all four of the UK's railway companies required a considerable number of new locomotives to replace those that had been worn out during the conflict. Leading the charge was the London, Midland & Scottish Railway (LMS).

Under the guidance of Chief Mechanical Engineer H.A. (George) Ivatt the company was introducing a number of improvements to steam locomotives but was also aware of the successful use of diesels, particularly in America. Ivatt wanted to obtain comparable data between diesels and the latest steam locomotives and for this reason he commissioned three main line prototypes. These were the 1,700hp 'twins' 10000/01 (HM55) and a solitary Bo-Bo of 827hp designed to be capable of taking over the duties of smaller tank engines and to be particularly useful for suburban duties, trip freights and branchlines. This locomotive was to become 10800.

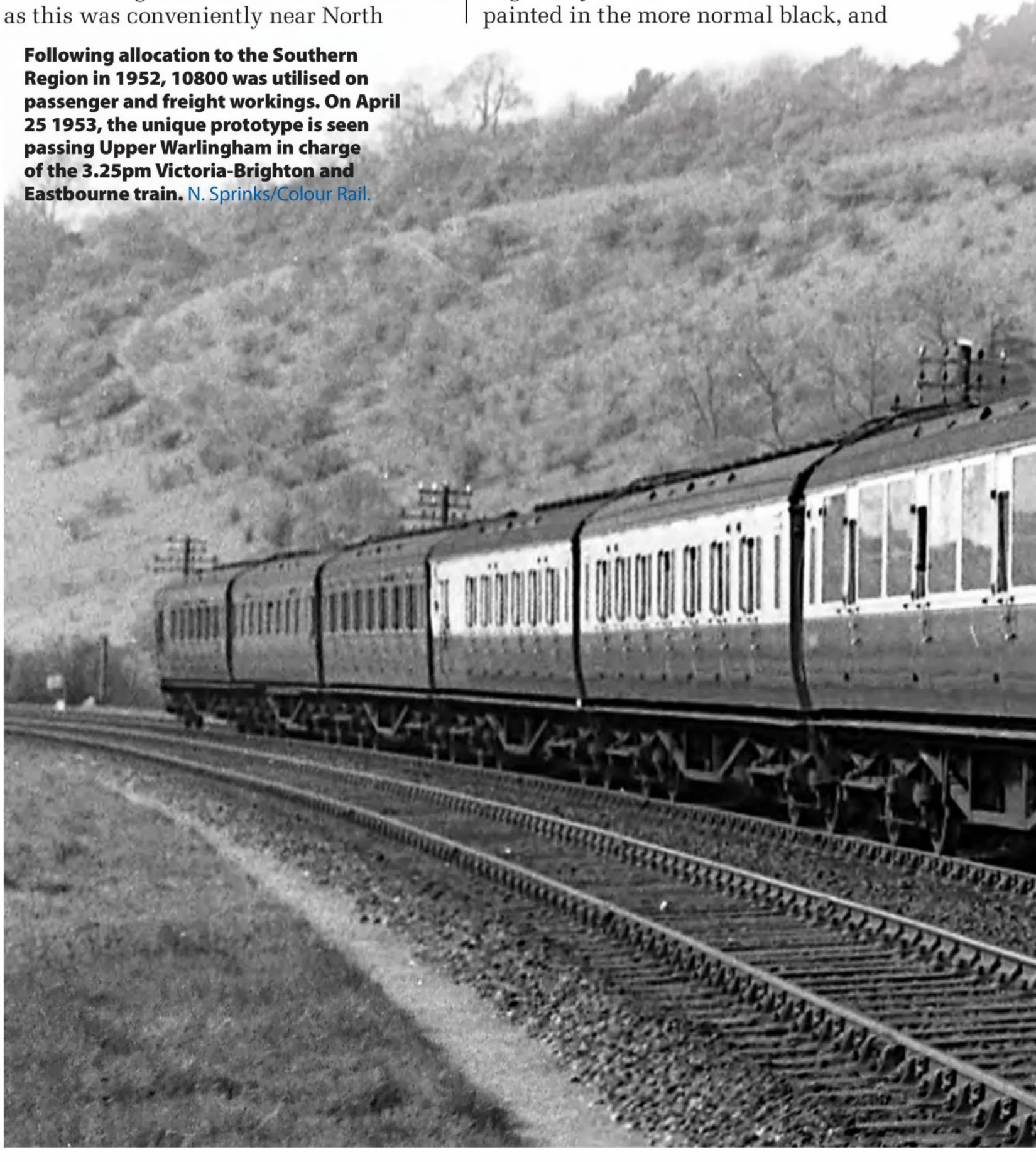
The design of 10800 was closely based on the American 'switcher' ('shunter' in UK parlance) in that it had the engine, generator and radiators under a bonnet at one end and the control cubicle and train heating boiler in another but shorter one at the other end. The cab was situated in the middle but unlike the American designs this was only as high as the bonnets which meant visibility was fairly restricted for the crew whichever way it was running. Construction was sub-contracted to the North British Locomotive Company, which had some experience in this field, with the order being placed prior to nationalisation. However, due to issues during the construction 10800 was not completed until 1950 and entered service as a British Railways project.

The power unit selected for the locomotive was the Paxman 16-cylinder RPHXL which was a logical choice, as Paxman had been supplying units for rail use since 1928. This was coupled to a main and an auxiliary generator, both of which came from British Thomson Houston, which then powered four traction motors, one on each axle. The locomotive was fitted with a Clarkson steam-heating boiler and was painted black with silver frames and bogies. An instantly recognisable feature was the ladders running up the bonnet sides at the 'short' end which allowed the crew to access the fillers for the water tanks for the steam heating boiler, which could be filled up from a conventional steam locomotive-style water column.

TESTING BEGINS

Initial testing was carried out in Scotland, as this was conveniently near North British's Glasgow Works and once this was completed the locomotive moved south, being allocated at first to Willesden shed. It was initially allocated to work suburban passenger trains from Euston and usually worked as far as Bletchley, with this occupying the first two years of its life. However, it was generally considered to be inferior in power to the steam locomotives it had replaced and as might have been expected with a one-off prototype, it also developed a reputation for being unreliable.

In 1952 it was moved to the Southern Region, by this time with the frames painted in the more normal black, and



Following allocation to the Southern Region in 1952, 10800 was utilised on passenger and freight workings. On April 25 1953, the unique prototype is seen passing Upper Warlingham in charge of the 3.25pm Victoria-Brighton and Eastbourne train. N. Sprinks/Colour Rail.

North British Type 1 Bo-Bo 10800 eases away from Birmingham New Street on May 6 1955 at the head of a passenger train to Rugby. Ranwell Collection/Rail Photoprints Collection.

FACTS AND FIGURES	
Introduced:	1950
Wheel arrangement:	Bo-Bo
Number built:	1
Number series:	10800
Builder:	North British Loco Co, Glasgow
Designer:	H G Ivatt,/LMS
Engine:	Paxman 16RPHXL
Cylinders:	16
Horsepower:	827 at 1,250 rpm
Generator:	British Thomson-Houston DC Type
Traction motors:	British Thomson-Houston 159 x 4
Train heating:	Clarkson, steam heating
Brakes (locomotive):	Vacuum
Brakes (train):	Vacuum
Maximum tractive effort:	34,500lbs
Length:	41ft 10½in
Width:	9ft 2in
Weight:	69t 16cwt
Wheel diameter:	3ft 6in
Maximum speed:	70mph
Fuel capacity:	300gallons
Boiler fuel capacity:	90gallons
Boiler water capacity:	300gallons
Withdrawn from main line service:	1959
Scrapped:	1976

was allocated to Norwood, which had some experience of diesels, having a number of shunters allocated there. After a number of test runs it was put to work on a regular diagram that involved suburban passenger work between London Bridge and Brighton as well as Victoria to Tunbridge Wells, but it struggled to keep time with a six-coach set, and was completely unsuitable for anything longer. It was also tried out on goods trains, working between Norwood and Purley. In this period reliability, which had never been good, declined considerably and the locomotive spent a lot of time at Brighton works under repair.

POOR PERFORMANCE

Clearly 10800 was not a match for the Southern's class 4 steam engines, which was not surprising as it had been designed to compete with the equivalent of '3MTs', and as a result it was moved on to the Eastern Region, arriving in East London at Plaistow shed in December 1954. There it was put to work mainly on transfer freights but was also tried out on Fenchurch Street to Southend commuter trains. A further move to the London Midland Region followed in 1955 where Rugby shed used it for cross-country passenger and freight trains during which time it was seen in Birmingham, Cambridge, Norwich and Oxford, amongst other places.

Throughout its service life 10800 was plagued with problems. The Paxman engine suffered from design deficiencies that limited its power, which led to modifications with those alterations then resulting in cylinder head problems. This in turn meant that the heads were being changed almost every day. Combustion was also reported as being poor, meaning that the engine emitted a lot of smoke, »

10800 was allocated to the Southern Region from August 1952 until late 1954. On April 13 1953 the unique Type 1 rests between duties at Norwood Junction.
T.B. Owen/Colour Rail.

and the unburned fuel deposits ended up in components such as the turbocharger, which then suffered. The Clarkson steam heat boiler was also problematic and had to be replaced by a Clayton type. Not surprisingly, these issues led to the early withdrawal of the locomotive, which was taken out of use by 1959.

However, salvation came from the Brush Traction Company which was looking for a testbed for the development of the use of AC power in railway propulsion, and it purchased 10800. For test purposes the original Paxman engine was removed and was replaced with a Bristol-Siddeley-Maybach MD655, a spare from the D0280 *Falcon* project, to which was added an alternator and up-to-date control gear. The revamped locomotive, which was completed in 1964, was then named *Hawk* and received a coat of BR's Sherwood green, this being one of the two greens then being used on new main line diesels. There was also considerable modification to the

Whilst allocated to Rugby shed, unique North British built Type 1 Bo-Bo 10800 is stabled alongside a makeshift diesel fuel point in May 1955. Ranwell Collection/ Rail Photoprints Collection.

bodywork, which lost a lot of the louvered side grilles of the original.

The following year trial running began on the Great Central main line between Leicester and Nottingham and this was followed by more tests at the Rugby test centre. Unfortunately, the electronics necessary for this type of propulsion to be an economic proposition had not yet been sufficiently developed and this, coupled with a lack of finance, caused further work to be curtailed in 1968, following which 10800 was placed in store.

Four years later Britain's miners were on strike and there was a requirement for a standby mains generator at the Brush Works, with the result that the power unit and alternator were removed from 10800. Other parts were gradually removed from the locomotive for use on other projects and after a further period the remains were finally disposed of for scrap.

Although 10800 had failed to fulfil its original design objectives, there was

By the late 1950s, the North British prototype was put to store at Derby, where it is seen in company with BR's Fell Diesel 10100 which had seen better days by the time of this November 1958 view. Robin Barbour/Colour Rail.

sufficient confidence in the concept for British Railways to order ten further and very similar locomotives from North British in 1955. What was to become the Class 16 continued the principle of using a Paxman power unit but this time GEC electrics were specified. Unfortunately, the new version of the locomotive shared the same engine issues as had 10800, with these amplified by inadequate ventilation being provided. These, too, were a failure and all were gone by 1969, having had barely ten years' service.

Despite 10800's lack of success, it paved the way for the large number of mid-power single-cab diesel locomotives that followed it and its design laid down the principles under which most of those classes were built. Some of its lack of success, though, was down to it being deployed on duties that Ivatt had not originally intended, and for which it was not powerful enough.

As a test locomotive later in its life 10800 provided useful experience in the use of alternators for rail applications and also allowed a great deal of development work to take place to the invertor components and rectifiers. It was, however, to be a further ten years before electronics were sufficiently developed for the alternator to find widespread deployment. Today this technology is almost universal, a roll-out that might not have been possible without the contribution made by 10800.

Given the huge contribution that 10800 made to future developments it is surprising that it has remained relatively unknown, while its main line cousins, 10000 and 10001, have achieved fame. Perhaps this is because it faded into obscurity at Brush at a time when most enthusiasts were still chasing after the remaining steam locomotives or trying to see the hundreds of new diesels then entering service. Whatever the reason 10800 played a very important part in the development of diesel traction in the United Kingdom and as such a model of it is more than welcome, and may help bring this unfortunate locomotive's story to a wider audience. **HM**

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In later life 10800 was acquired by Brush Traction. Following a revamp in 1964, it was named *Hawk*, although this was never actually carried. Just its running number and the wording EXPERIMENTAL LOCOMOTIVE were added. It received a repaint in Sherwood green with small yellow warning panels and BR late crests and is seen gleaming alongside a similarly pristine Brush Type 4. Tim Shackleton Collection.

Hornby's all-new 'P2'

The stunning Gresley 'P2' 2-8-2s are the subject of a brand-new model from Hornby. **MIKE WILD** gets to grips with this enticing new offering.

The cab interior features a fully detailed backhead. A pre-painted crew is also included in the accessory pack.

EXCLUSIVE FIRST REVIEW

STEAM LOCOMOTIVES don't get much more impressive than the Gresley 'P2' 2-8-2s. These giants were built at Doncaster Works between 1934 and 1936 with six emerging to take on the challenging route from Edinburgh to Aberdeen hauling increasingly heavy express trains.

The first was numbered 2001 and named *Cock O' The North* and included a front end based on the Gresley 'W1' 4-6-4 styling as well as being the first Gresley locomotive to be built with a V-shaped cab front to aid the view of the road ahead for the crew.

Following initial trials on the East Coast Main Line, 2001 travelled north to Edinburgh and was joined by the rest of the fleet with 2002 featuring unique additional smoke deflectors to assist in lifting drifting steam away from the cab while 2003-2006 all emerged with 'A4' style streamlined smokeboxes.

Sadly none of these impressive and powerful locomotives were to survive. The death of Sir Nigel Gresley in 1941 did nothing for the fortunes of the 'P2s' which suffered from instability of the front pony truck at low speeds, drifting steam, cracked axle failures and high coal consumption. As such his successor Edward Thompson undertook rebuilding of the six locomotives to create the 'A2/2' 4-6-2 class in 1943-1944, bringing to an end the 'P2' story.

That is until the A1 Steam Trust stepped forward in 2013 to reveal that it would be building a brand-new seventh 'P2' 2-8-2 as a follow-up to its highly-popular Peppercorn 'A1' 4-6-2 60163 *Tornado*. The plan included revision of the pony truck, correction of the air flow at the front and modifications to the locomotive to make it more efficient. That journey is in progress at a newly opened facility in Darlington with a current plan to have 2007 *Prince of Wales* in steam in 2025. You can read our full 'P2' class history and our full interview with A1 Steam Trust Chairman Steve Davies online at *www.keymodelworld.com/gresley-p2-2-8-2*

"First and most importantly this model owes nothing to its predecessor produced by Hornby from 2014."

MIKE WILD

THE MODEL

First - and most importantly - this model owes nothing to its predecessor produced by Hornby from 2014. The design team has gone back to the drawing board to start from scratch and offer a comprehensive suite of tooling options that allow the full class to be modelled in 'OO' gauge. That means 2001, the unique features of 2002, the streamlined casing of 2003-2006 and, importantly, the new build locomotive 2007 *Prince of Wales*.

The first production run contains four locomotives. They will model 2002 *Earl Marischal* in LNER lined »

The imposing lines of the Gresley 'P2' are captured from all angles.

The 'P2' employs a new locomotive to tender coupling design which clips together and is kinematic, allowing closer coupling while still maintaining its ability to operate on second radius curves.

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R3983
Description:	LNER Gresley 'P2' 2-8-2 2007 *Prince of Wales*
Builder:	LNER, Doncaster Works
Region:	Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	297mm (over buffers)
Price:	£254.49 (DCC ready)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	15mm x 11mm cube speaker
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	2-8-2
Purpose:	Express passenger
Haulage capacity (expected):	10-12 coaches
Haulage capacity (actual):	12 coaches (maximum tested)

Joining Hornby's 'OO' gauge collection is this all-new model of the Gresley 'P2' 2-8-2 modelling new build locomotive 2007 *Prince of Wales*.

apple green in original condition (Cat No. R3984), 2003 *Lord President* in LNER lined apple green with a streamlined smokebox (R3985), 2007 *Prince of Wales* in LNER lined apple green (R3983) and, as a Collector Club Exclusive, 2005 *Thane of Fife* in LNER lined apple green with a streamlined smoke box (R30130). In addition, a steam generator equipped model of 2007 (R3982SS) is also on the cards, though it will be late 2023 before that becomes available.

Our sample model is the first to arrive – 2007 *Prince of Wales*. This first batch was expected for delivery to Hornby customers in early August and we were eager to get our hands on this model, not least because we had just seen the real locomotive under construction in Darlington.

Because 2007 is still under construction there are a few small details which will be differences on the finished main line registered 2-8-2, but there is no doubting that this is a compelling model of the Gresley locomotive. The looks and shaping have been captured superbly and with the addition of the optional accessory pack which contains front steps, guard irons, cylinder drain cocks, metal nameplates, dummy couplings and crew, the locomotive takes on the persona of the real machines.

Overall dimensions are correct at 297mm over buffers (74ft 3in at 4mm scale) with the join between the locomotive and tender benefitting from a new kinematic clip-together power coupling which saves space and improves the relationship between the locomotive and tender.

The front end of the 'P2' has been recreated superbly.

Moving around the locomotive, highlights include modelling of the complex hinges on the angled smokebox door, lamp irons and sprung buffers while the double chimney and whistle are also both neatly produced. Separately fitted handrails run along the boiler barrel while, just like the new build locomotive, the feed water heaters are now steam turbine generators used to create electricity for the onboard track safety systems and electric lights required on the modern railway.

The Lentz rotary cam-poppet valve gear is also modelled well, although our sample had the crank positions set at quarters rather than thirds, highlighted by the A1 Steam Trust. This small niggle is soon overlooked as the large wide firebox is next prior to the superbly detailed cab which includes a comprehensively detailed backhead where even the gauge faces have detail printed on them. The addition of the pre-painted crew supplied in the accessory pack completes this area.

The tender paired with this model is based on the design for 'A1' 60163 *Tornado* as, again, the real tender for 2007 is yet to be completed. The tender design incorporates the larger water space included for main line running as well as a full relief coal space covered by an easily removable plastic coal load. The tender also has a full set of lamp irons, equipment boxes with gauges at the back of the cab and sprung buffers.

Decoration of the 'P2' was nothing short of excellent. The white-black-white lining of the LNER lined apple green livery was achieved to the highest standard while there are many separately painted pipes and oil filling points as well as finely finished LNER and 2007 legends on each side with full shading.

PERFORMANCE

On the track the 'P2' is a mighty locomotive. It offers smooth running and powerful haulage while modellers have the choice of running it in DCC ready mode for analogue layouts or, with the addition of a 21-pin decoder in the tender, on digital layouts.

During our running tests we found that the long wheelbase chassis was too rigid for our

Die-cast chassis.

Steam generator casing.

Double chimney.

Sprung metal buffers.

Detailed metal motion.

Steam generator casing for future versions.

layout, but that was easily solved by slackening off the front two keeper plate securing screws to allow the front axle to have a small amount (at most 1mm) of vertical movement which meant that its on-track performance became totally reliable.

In the tender there is space for both a 21-pin decoder and a 15mm x 11mm cube speaker. There is space – although it is not designed for this purpose - for a second speaker inside the locomotive boiler should you wish to expand on its sound performance as the steam generator enclosure is included in all versions which provides large space below the chimney ripe for installation of a big speaker.

The 21-pin decoder makes connection of a chip wire-free, but the firebox flicker effect is still a permanent feed from the track where it would benefit from being a separate connection through the decoder to allow the function to be switched with a coal shovelling sound on DCC.

The locomotive's drive mechanism is built around a five-pole motor with a single flywheel which provides drive to the third axle. This gives the 'P2' plenty of traction with our tests adding a maximum load of 12 coaches behind the drawbar – plenty for the vast majority of layouts.

OVERALL

Hornby's return to the Gresley 'P2' to create a fully detailed modern model of this stunning design is excellent news for 'OO' modellers. The previous 2014-introduced model will be left in the shade by this new release in both detail and performance and we can't wait to see the smoke generator fitted version arrive on our desk later this year for review.

The 'P2' is an important part of railway history and future and this model does it justice. An excellent addition which modellers, even of the present day railway system, can add to their collection. (MW)

21-pin decoder socket.

Opening cab roof vents.

Safety valves.

Tender weight with 15mm x 11mm speaker mount.

Fully detailed cab interior.

Five-pole motor and brass flywheel.

Above: **Inside, the 'P2' has a well for a steam generator – for use in future releases – as well as a five-pole motor, flywheel, firebox flicker, speaker space and a 21-pin decoder socket.**

Right: **The accessory pack contains steps, guard irons and dummy screw link couplings as well as etched metal nameplates. They make a big difference to the 'P2' once fitted.**

2007 *Prince of Wales* is one of four new versions coming through which will also model 2002 with its unique smoke deflectors as well as the locomotives with streamlined smokeboxes.

FLYING SCOTSMAN GAINS SOUND IN 'TT:120'

The famous Gresley 'A3' 4-6-2 is now available in 'TT:120' scale with Hornby's new Triplex Sound installed from the factory. **MIKE WILD** inspects this new arrival.

With its optional accessory pack fitted the 'TT:120' scale 'A3' is a smart replica.

THE GRESLEY 'A3' was always going to be a must-have addition to the Hornby 'TT:120' product range because of the world's most famous steam locomotive 60103 *Flying Scotsman*. New to the 'TT:120' range is this version of the locomotive in single-chimney form carrying its LNER number 4472 which is now factory fitted with Hornby's new Bluetooth TXS sound chip.

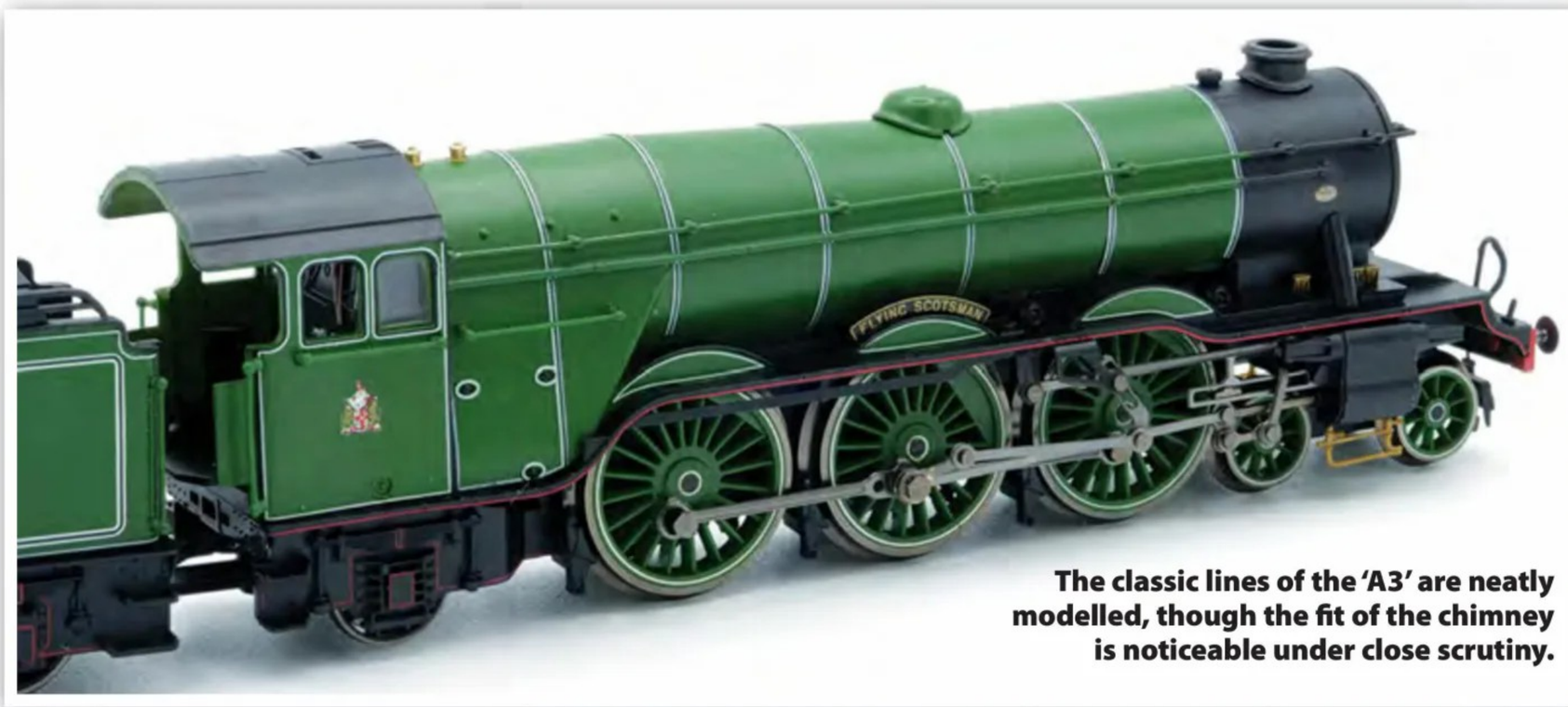
This is also our first opportunity to look over a 'TT:120' model of the Gresley 'A3'. The first versions arrived in trainsets at the end of 2022, but now the single locomotives are available, there is the choice of 4472 *Flying Scotsman* in LNER lined apple green (TT3004M/TT3004TXSM), 60078 *Night Hawk* in BR lined green with early crests (TT3005M/TT3005TXSM) and 60084 *Trigo* in BR lined green with late crests (TT3006M/TT3006TXSM). All three are out now with the choice of DCC ready (£167.99) and DCC sound fitted (£222.99) locomotives.

From the box, our sample model of 4472 is superbly presented with excellent livery application including the fine white-black-white LNER lining. This also extends to red frame lining and even lining of the wheels which look particularly smart.

Printing of the locomotive numbers, tender lettering and nameplates is also neatly done while the view inside the cab presents even more detail to take in. Backhead features are modelled and picked out in appropriate colours including pipework and gauges.

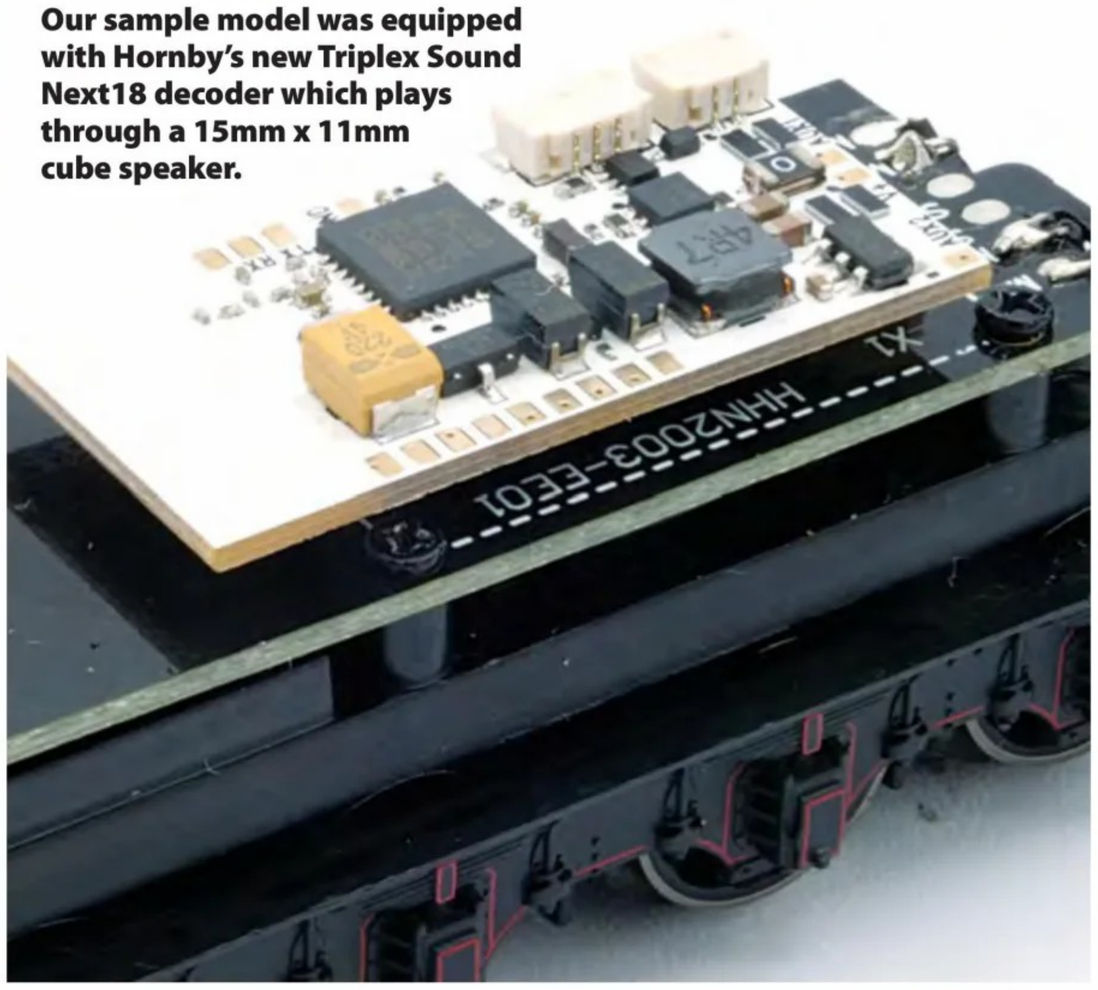
The overall looks and shape of the Gresley 'A3' are modelled well in 'TT:120' scale and prospective owners will be pleased to see separately fitted handrails, open coal rails on the tender, turned metal buffer heads, fine metal valve gear and brake shoes in line with the wheels. An optional accessory pack also contains cylinder drain cocks, brake pipes and brake rigging. The only negative we saw on our sample under close scrutiny was the fit of the single chimney, though it was barely noticeable from normal viewing distances.

Right: **The Gresley 'A3' looks superb finished as 4472 *Flying Scotsman* in LNER lined apple green.**



The classic lines of the 'A3' are neatly modelled, though the fit of the chimney is noticeable under close scrutiny.

The factory fitted Hornby Bluetooth Triplex Sound chip is pre-loaded with Gresley 'A3' sounds and set to address 3. To manage the decoder's settings and initial driving you will need the Hornby Bluetooth control app – HM DCC – which is available on the Apple App Store and Google Play – the latter for Android device users. Once it has been configured via the HM DCC app, control can be switched between conventional DCC and Bluetooth using the app.



Our sample model was equipped with Hornby's new Triplex Sound Next18 decoder which plays through a 15mm x 11mm cube speaker.

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	TT3004TXSM
Description:	Gresley 'A3' 4-6-2 4472 *Flying Scotsman*, LNER lined apple green
Builder:	LNER, Doncaster Works
Region:	Eastern
Gauge:	'TT:120', 12mm
Scale:	2.54mm:1ft
Length:	184mm (over buffers)
Price:	£222.99 (DCC sound fitted)
Couplings:	'TT:120' couplings
DCC:	DCC sound fitted, TXS Next18 chip
Speaker:	15mm x 11mm cube speaker
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	4-6-2
Purpose:	Express passenger
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

Sound performance delivers a high-quality audio file played through a compact 15mm x 11mm cube speaker in the tender which is linked to the Next18 TXS sound chip. However, as noted in our initial review of the new TXS steam sounds in HM191, the exhaust beat doesn't match the wheel revolutions of the 'A3' which means it doesn't function exactly like the real thing.

Nevertheless, there are 20 sound functions available on the chip together with a series of four auxiliary outputs for lighting and four operational functions covering shunting mode, creep mode, brake and auto function play. Running qualities are excellent with fine slow speed control on DCC.

The Gresley 'A3' for 'TT:120' certainly looks the part and will be a great addition to run alongside the streamlined 'A4' 4-6-2s reviewed in HM193. We are looking forward to seeing the late BR version too as this features German-style smoke deflectors as well as a later full height eight-wheel tender. (MW)

The SECR 'D1' 4-4-0

FIRST REVIEW

Optional steam heat pipes and guard irons are included in the accessory pack to further enhance the appearance of the 'D1'.

Rails of Sheffield's latest partnership with Dapol has delivered a first ever ready-to-run model of the SECR 'D1' 4-4-0 for 'OO'. **MIKE WILD** finds out more about this attractive new Southern Region locomotive.

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

THE ARRIVAL of the SECR 'D' 4-4-0 in July 2021 was a big moment for Southern Railway and Region modellers. The elegant lines of the Wainwright 4-4-0 were captured superbly by Dapol and that led to the announcement in February 2022 of a first-ever ready-to-run model of the SECR 'D1' 4-4-0s.

The new 'D1' model has been produced exclusively for Rails of Sheffield by Dapol and models the class from introduction in 1921 through to its final years with BR in the early 1960s.

These charming 4-4-0s were developed by rebuilding 21 of the 1901-introduced 'D' 4-4-0s with a larger super heated boiler, **Belpaire firebox and new cylinders** to increase their performance. Initially they worked on the Kent Coast services where their greater power output allowed them to haul heavier trains prior to electrification. In later life some were reallocated to Eastleigh on the South Western section of the Southern with the last being withdrawn in 1961.

Sadly none of the 'D1' 4-4-0s were saved for preservation, though one of the original 'D' class – 31737 (SECR 737) – is part of the National Collection.

Read our full collection of Southern Region related features, including the 'D' class profile, at *www.keymodelworld.com/southern-region*

The cab interior is brimming with physical and printed detail.

TECHNICAL DETAILS	
Manufacturer:	*www.railsofsheffield.com*
Cat No:	4S-028-004 (reviewed)
Description:	SECR 'D1' 4-4-0 31741 BR lined black
Builder:	SECR, Ashford Works
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	220mm (over buffers)
Price:	£199.95 (DCC ready), £324.95 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm (locomotive), 40mm x 20mm (tender)
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	4-4-0
Purpose:	Express and secondary passenger
Haulage capacity (expected):	Six-eight coaches
Haulage capacity (actual):	Six Hornby Maunsell coaches (maximum)

The new Dapol model of the SECR 'D1' 4-4-0 has been produced exclusively for Rails of Sheffield, and it is delightful.

THE MODEL

For review we received a sample of BR lined black liveried 31741 with small early crests on the tender sides (Cat No. 4S-028-004), but there are five further identities to choose from modelling locomotives 735 in SECR wartime grey (4S-028-001), 1749 in Southern Railway olive green (4S-028-002), 1741 in Southern Railway olive green (4S-028-003), 31246 in BR lined black with late crests (4S-028-005) and 31487 in British Railway black with sunshine lettering (4S-028-006). All are available DCC ready or DCC sound fitted.

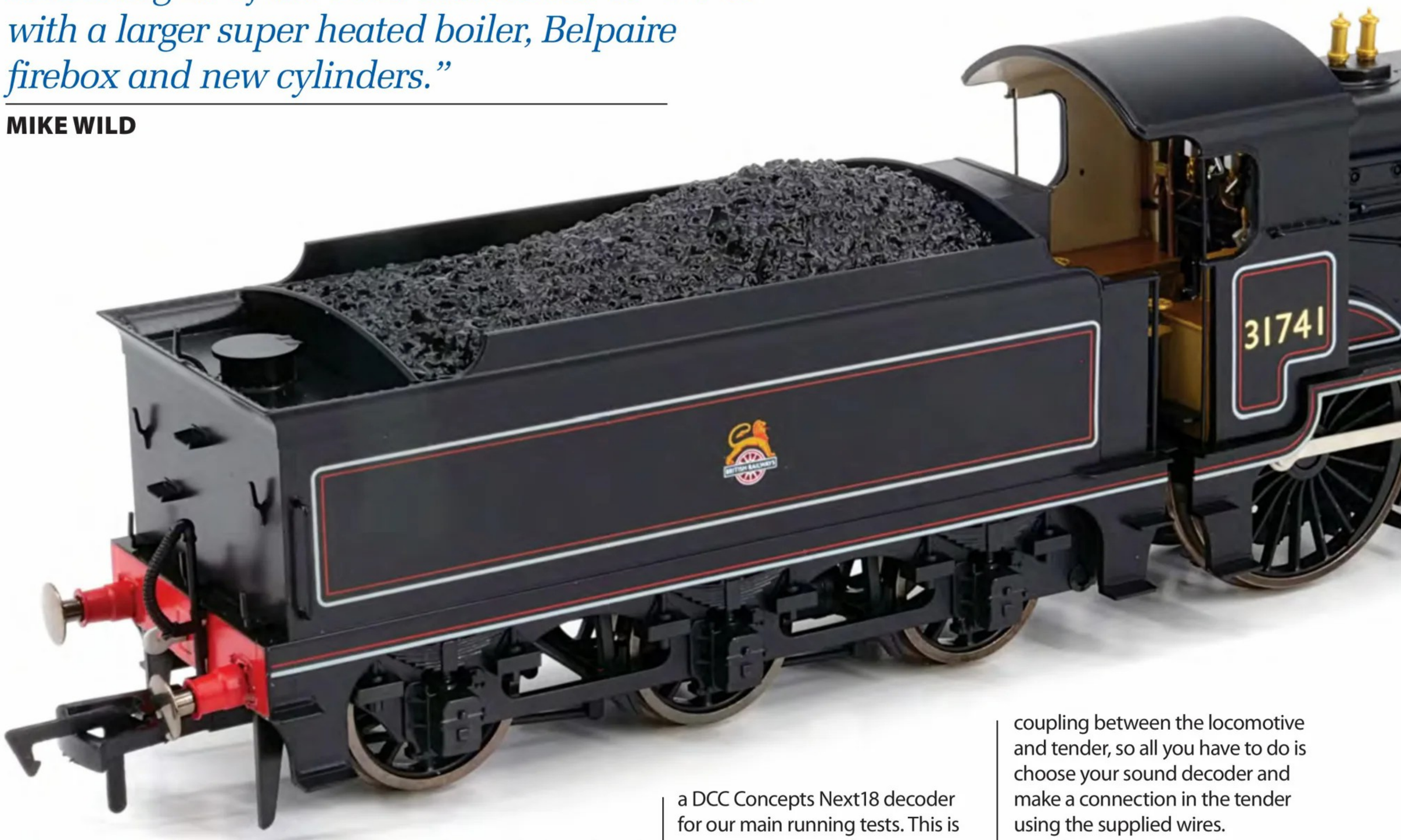
Following on from the 'D', our expectations were high for this new release and its arrival didn't disappoint. Dimensionally the 'D1' scales out correctly at a scale 55ft 0in (220mm over buffers) and better still it is packed full of detail.

At the front the smokebox door is neatly fitted out with a full set of Southern Region lamp irons as well as separately fitted handrails while above is a well proportioned chimney. The high-set boiler barrel reveals an impressive representation of the inside valve gear and the correct Belpaire firebox design has been modelled too, right down to the correct number of washout plugs along the upper quarter.

The cab interior is fully furnished too and includes a firebox glow feature which operates constantly »

"These charming 4-4-0s were developed by rebuilding 21 of the 1901-introduced 'D' 4-4-0s with a larger super heated boiler, Belpaire firebox and new cylinders."

MIKE WILD



under power on analogue and through function switching on DCC. Beneath the frames the wheels are die-cast and feature the correct profile while there are also sand pipes, brake shoes in line with the wheels, the firebox ashpan and full brake rigging.

The tender is equally well made and like the locomotive it has turned metal wheel tyres as well as sprung buffers, full brake rigging and a full relief coal space below the removable plastic coal load.

The accessory pack contains optional parts to enhance the front end including steam heat pipes, guard irons (which we found suitable for use on second radius curves) and a crossbeam for the front of the bogie. In addition Dapol's plastic tool for removal of the smokebox door and PCB is also included in the accessory pack.

Livery application was to a high standard throughout on our sample, though we did note that there are only two colours in the BR mixed traffic lining rather than the full arrangement of three.

PERFORMANCE

Following initial running in on analogue control, we plugged in a DCC Concepts Next18 decoder for our main running tests. This is a simple process as the new 'D1' follows Dapol's tool free installation process which sees the decoder socket mounted on a slide-out Printed Circuit Board (PCB) in the smokebox. Pop the smokebox door off with the supplied plastic tool and slide out the PCB and it is but a moment's work to add a decoder.

For those looking to add sound at home it is equally simple. A 15mm x 11mm cube speaker enclosure is provided on one face of the slide-out PCB while there is a second optional space for a 40mm x 20mm speaker in the tender. This is pre-wired through the wire-free power coupling between the locomotive and tender, so all you have to do is choose your sound decoder and make a connection in the tender using the supplied wires.

On the track our sample was smooth and quiet, but it was a little light on its feet. There are no traction tyres on the 'D1' – unlike the 'D' – and this appeared to impact its haulage capacity. Our standard rake of test stock is eight Bachmann BR Mk 1s, but we found our sample could only reliably haul four of these. Switching to a set of Hornby Maunsell coaches and we could increase the load to six before it started to slip.

However, it ran through all the points and crossings on our test track and was comfortable on second radius curves, even with the

In profile the model captures the high-set boiler barrel of the real locomotives.

Left: **Close coupling between locomotive and tender is possible due to Dapol's neatly-designed clip-together power coupling.**

guard irons fitted which make a big difference to the appearance of the locomotive.

OVERALL

The arrival of the 'D1' 4-4-0 is excellent news for Southern Region modellers as it provides a new choice of medium size motive power. With careful stock choices these new locomotives run well and their use on the South Eastern and South Western sections make these 1920s 4-4-0s a great choice. We can see modellers being very happy to add one of these to their collection. (MW)

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Right: **Dapol's slide-out PCB design makes installing a decoder and speaker a simple task. There is also space in the tender for a 40mm x 20mm second speaker.**

Scottish 'CAR HEADLIGHT' Class 37/0s arrive

- **Gauge:** 'OO' gauge
- **Price:** £169.99 DCC ready/£259.99 DCC sound-fitted
- **Cat No:** Various (see text)
- **Site:** *www.accurascale.com*
- **DCC:** DCC ready, 21-pin socket
- **Era:** 8

ACCURASCALE'S latest batch of all-new 'OO' gauge Class 37 Co-Co diesels (HM192) have arrived, with the latest releases modelling the early Scottish 'car headlamp' style Class 37/0 variants.

These distinctive headlamps were applied to a collection of Class 37/0s allocated to British Rail's Scottish Region in 1982, in a bid to improve visibility for drivers on the region's Highland routes. Additional headlamps had already proved useful for several years on other classes and this new addition to the Class 37/0s was rolled out on locomotives at Eastfield and Inverness depots.

On split headcode Class 37/0s the new headlamps were mainly installed on one of the nose end doors – usually on the driver's side, although there were variances.

THE MODEL

Accurascale's first batch of all-new Class 37/0s feature the headlamp on the driver's side nose end door level with the headcode boxes. The first three models to arrive include 37027 *Loch Eil* in BR blue with white bodyside stripe (Cat No. ACC230537027/DCC), 37026 *Shap Fell* in BR Railfreight Distribution triple grey (ACC230537026/DCC) and 37051 in BR Railfreight Metals triple grey (ACC231137051/DCC). 37027 represents a short period in the early 1980s when it carried a white bodyside stripe, while 37026 and 37051 represent late 1980s/early 1990s condition. 37043 *Loch Lomond* in BR large logo blue (ACC230537043/DCC) has also just arrived, which carries the eye-catching scheme applied in 1985.

Our review samples weighed in at a respectable 687g each, thanks to a heavy die-cast metal chassis, five-pole motor and twin flywheels. As with the modernised Class 37/4s, each displays an amazing level of detailing from tiny grab handles on the headcode boxes to lamp irons, air horn covers, nose end door detailing, separately fitted etched roof fan grille, roof grab rails, exquisite cab glazing, metal handrails, detailed cab interior and decoration to the cab interior bulkheads.

Left: **Detail differences include open and plated-over boiler ports on the roof.**

Bogie detailing is equally outstanding with lots of separately-fitted detail, sand pipes, etched steps and tiny separately applied brake actuator chains between the bogies and chassis. Underframe tanks are also neatly detailed with pipework and fillers. Accurascale has also incorporated detail differences where appropriate – for example, 37026 and 37051 feature open boiler ports, while 37026 features a plated-over example.

Decoration to each of our samples was exemplary with evenly applied paint schemes – the white bodyside lining at solebar level on the BR blue example was particularly crisp and straight, as were numbers, lettering, logos and

Accurascale's latest batch of newly-tooled 'OO' gauge Class 37 arrivals model the early Scottish 'car headlamp' fitted split headcode box Class 37/0s.

BR blue Class 37/0 37027 *Loch Eil* carries the white bodyside stripe applied to the prototype by Eastfield depot for a short period in the 1980s.

BR arrows. Roof fans are painted red, while the new headlamp on each features a small black mounting fitted to a small cutaway in the driver's side front end nose door panel.

PERFORMANCE

Inside, the chassis is packed with technology – some of which is accessible through a magnetic lift-off roof section, which provides access to the 21-pin Digital Command Control (DCC) decoder socket and tiny microswitches for lighting options – depending on decoder choice (or not). The body is a clip-fit, should you wish to remove it to add a driver. Our review samples also included Accurascale's new Class 37/0 sound project on an ESU LokSound V5 decoder with Accurathrash speaker and onboard powerpack capacitor.

Each featured fade on/fade off directional lighting, cab and engine bay interior lighting and driver's console illumination. With DCC operation the new headlamp can also be switched off while the headcode boxes remain on and the tail lights can also be extinguished when hauling a train.

The Class 37/0 digital sound project has a great deal of presence, especially when in full power mode! Normal start-up is via function 1 (F1), while selecting F8 followed by F1 provides an authentic cold start. Playable high and low horn tones are on F3 and F4 respectively, while F5 and F6 simulate heavy and light locomotive modes. The heavy mode is impressive if you ramp up the speed steps and let the locomotive ease forward with plenty of noise.

In normal mode, our samples started to move at around speed step 8, with brake sounds kicking in once the speed steps were returned to zero and the locomotive coasted to a stop. Other sound functions include two-tone horns, short high and low tones, rail

Bogie detailing includes BR TIMKEN lettered axleboxes, sandpipes, etched footsteps and separately fitted brake actuator chains.

joint sounds, carriage door slams, cab door slam, radiator fan noises and more. Flange squeal is also selectable and proved effective when on test on *Hornby Magazine's* office test track, thanks to a hall sensor which activates the sounds on curves if F11 has been selected, then goes silent on straighter sections of track – repeating as necessary until you switch F11 off.

Sprung oval buffers feature at each corner, while small tension lock couplings are fitted to the self-centring NEM coupler pocket cams.

An abundance of small detailing parts are also supplied for customer fitment including a choice of snowploughs and buffer beam pipework, as well as etched metal nameplates and/or plaques.

Our review samples ran as well as they looked, with smooth and powerful running characteristics. Documentation includes a useful exploded view of the new model and a superb booklet recalling the history of the early Scottish Class 37/0s. All-in-all, another outstanding release. (MC)

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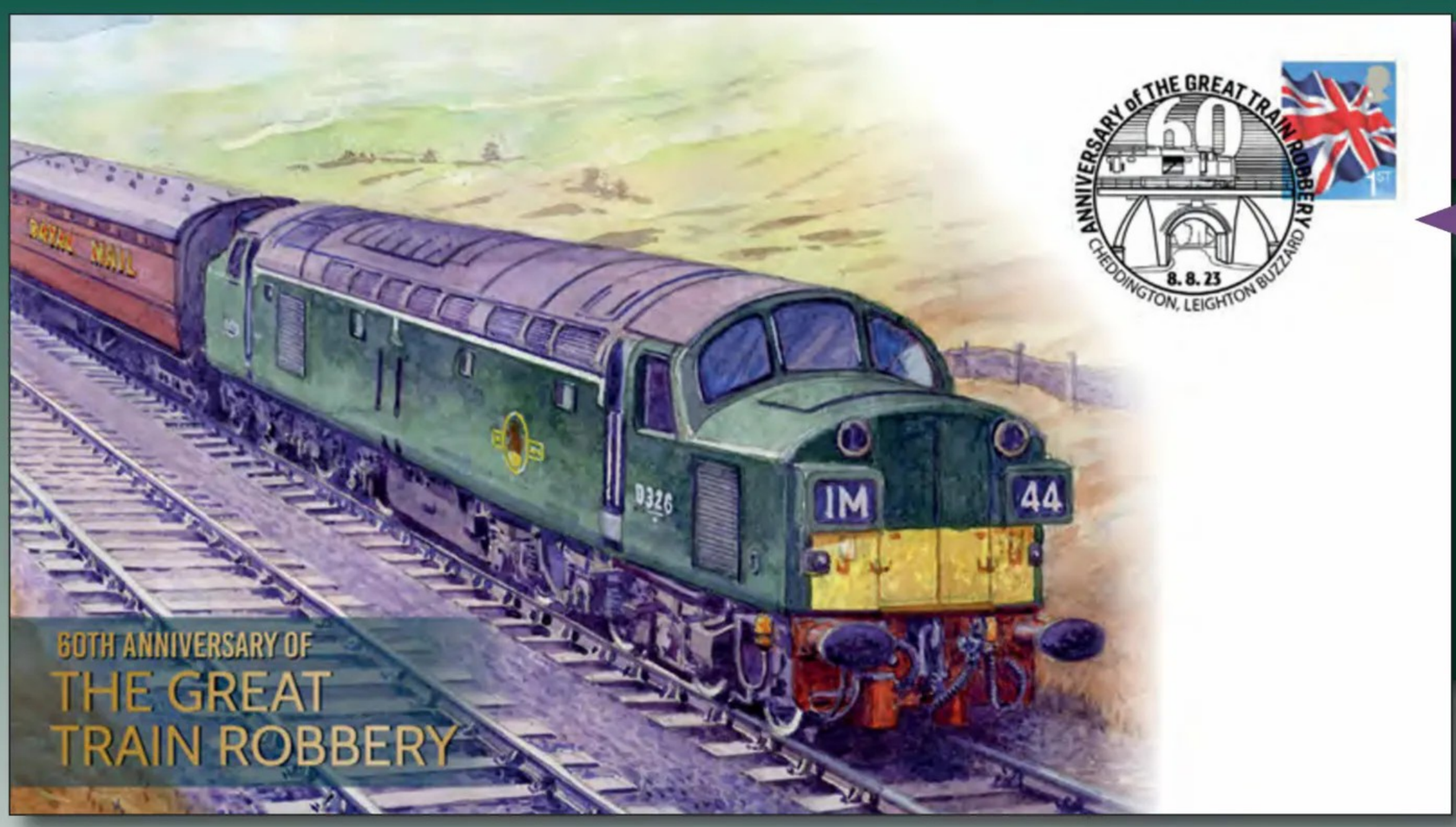

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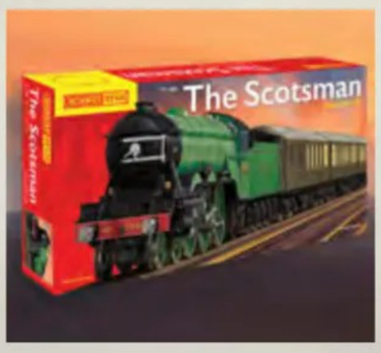

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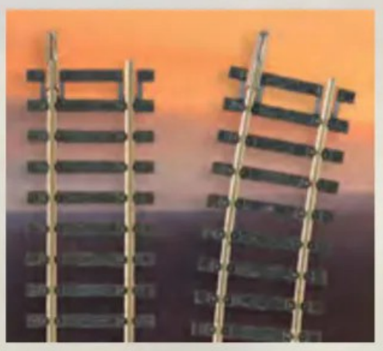

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RAPIDO TRAINS' SECR SIX-WHEEL BRAKE VAN

These distinctive and important vehicles are now available. MARK CHIVERS puts Rapido's new 'OO' gauge model under the microscope.

FIRST REVIEW

Rapido Trains UK has released its all-new 'OO' gauge 20ton South Eastern and Chatham Railway six-wheel brake vans.

RAPIDO TRAINS UK's range of 'OO' gauge wagons expands with the release of this South Eastern & Chatham Railway (SECR) 20ton six-wheel brake van.

These distinctive six-wheel vehicles were a development of the original late 1890s South Eastern Railway (SER) design of van, although they featured verandas at both ends. The original Midland Railway inspired design featured a covered veranda at one end and an open platform at the other.

A small batch of original design brake vans was built initially by the SER, while the SECR built further examples between 1900 and 1909. In 1910, the design was modified (later becoming SR Diagram 1558) with 50 double veranda vehicles built, while 25 single-ended veranda brake vans were subsequently rebuilt with dual verandas.

Rapido Trains UK's all-new 'OO' gauge SECR six-wheel brake vans are based on these post-1910 vehicles, with modified design and rebuilt variants incorporated within the tooling suite – ten standard models form the initial batch, plus several limited editions. The manufacturer has also produced the original SER single veranda examples exclusively for Rails.

For review, we received a model of S55429 in Southern Railway (SR) post-1936 livery with vermillion ends and BR markings (Cat No. 931007). Weighing in at 36g, our review sample represents one of the batch of 50 dual veranda vans built by the SECR and features sublime detailing with separately fitted handrails, lamp irons (ends and corner posts), veranda steps, full length footboards, glazed guards van and – impressively – a fully detailed interior with exquisite cream painted bracing detail, together with a full-length bench, seat, brake handle, stove, chimney and desk.

However, to view this superb detail you may have to break the glue seal holding the roof in place – this isn't as difficult as it may sound due to the roof only being lightly glued in place. You may have to glue it back in place afterwards though, as the roof on our example was then a loose fit without the glue holding it in place.

Decoration is superb with a high quality brown and vermillion paint finish and crisply printed lettering, with handrails and lamp irons painted white, while the roof was finished in grey.

On test, our sample ran smoothly on *Hornby Magazine's* office test layout, negotiating second radius curves and a selection of turnouts without issue. Underneath, the model features brake rigging and shoes in line with the turned metal split spoke wheels. Due to space limitations the manufacturer has utilised short small tension lock couplings with NEM363 fittings to fit ahead of the axles. A small pack of tiny etched wagon label clips is also included for customer fitment. (MC)

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	931007
Description:	SECR six-wheel brake van, S55429
Builder:	South Eastern & Chatham Railway
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	84mm (over buffers)
Price:	£39.95 each
Couplings:	Small tension locks
Minimum radius:	Second
Purpose:	Freight

These delightful new brake vans feature separately fitted handrails, lamp irons, footboards and split-spoke turned metal wheels.

GWR DIAGRAM AA20

FIRST REVIEW

'TOAD' LANDS

A newly-tooled 'OO' gauge GWR 'Toad' brake van is here. **MARK CHIVERS** casts a glance at this latest release for the scale.

NEW from Rapido Trains UK is this eagerly-awaited all-new 'OO' gauge 20ton Great Western Railway (GWR) 'Toad' brake van.

The GWR's 'Toad' brake vans first appeared in the mid-1890s with many variants appearing in subsequent years, up until the 1950s. The 'Toad' name was applied by the GWR as the telegraphic code for this type of brake van and remained in use into BR days.

Rapido's new model reflects the GWR Diagram AA20 design built in 1934 and has been developed from Works drawings, with an extensive tooling suite that will enable several variants to be modelled with differences incorporated for rainstrip style, footboard positioning and wheel types. Its development owes much to the manufacturer's plans for the forthcoming *Titfield Thunderbolt* train packs, of which this vehicle type played a significant part.

Our review sample was finished as W114764 in BR grey, marked for Restricted Use (RU) and based at Yeovil Pen Mill (Cat No. 918008). This particular model features a long rainstrip, high footboards, spoked wheels and weighed 41g. Further combinations include short rainstrips, low footboards and disc wheels, while colour schemes include GWR grey with large GW lettering, GWR grey with small lettering, BR grey, GW grey with BR lettering, BR grey, BR departmental grey and BR engineers' yellow. Ten standard models form the initial batch of releases.

Rapido Trains' new 'OO' gauge GWR AA20 'Toad' brake vans are with retailers now.

Detailing throughout is top-notch with finely moulded planks and rivets, separately applied door and bodyside handrails, lamp irons, footboards and brackets, footsteps, sand pipes and chimney, while the guard's veranda is populated with a brake lever, sand boxes and levers.

Ordinarily that would probably be enough, but Rapido has provided a fully glazed and detailed interior with bench type seating (and hinge detail to the storage lockers below), a desk, more areas to sit, rear wheel sand boxes and some very fine conduit linking the sanding equipment to the lever on the veranda. A detailed stove – with chimney – is also included, as is plank detailing, bracing to the rear of the interior door and even a door latch! If that wasn't enough, it has also been decorated with a brown lower half and cream upper half.

Decoration in general is superbly applied, with our review sample featuring an evenly-applied BR grey paint finish with black data panels, which feature white running numbers and allocation details. Each of the handrails and the associated handrail knobs are neatly painted white, as are the tips of the sander levers and brake handle.

Access to the interior is straightforward, as the roof is held in place by four magnets located at each corner of the interior compartment, although the manufacturer has explained in the supplied leaflet that this means of securing the roof may lead to some gapping between the body sides and roof section towards the centre. This was minimal on our review sample, but can be overcome by applying glue to the affected area if required. We found that once the roof was clipped firmly back in place, there was a little play if you applied a finger to the roof in this area.

Underneath, brake gear was mainly limited to the wheels, with in-line brake shoes and fine sand pipes adding to the finesse, while small tension lock couplings are fitted to NEM coupler pockets. Free-running turned spoked metal wheels provide the finishing touch.

This is yet another super new release from Rapido Trains UK, which has excelled in the detail included within the guard's compartment, especially as from normal viewing angles it is difficult to see this. I imagine projects to add subdued interior lighting will be forthcoming in the not-too-distant future. (MC)

TECHNICAL DETAILS

Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	918008
Description:	GWR AA20 'Toad' brake van, W114764
Builder:	Great Western Railway
Region:	Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	108mm (over buffers)
Price:	£39.95 each
Couplings:	Small tension locks
Minimum radius:	Second
Purpose:	Freight

Removing the magnetic roof reveals a fully-detailed and decorated guard's compartment.

Accurascale FNA-D ROLLS IN

These distinctive wagons are now with retailers - but do they make **MARK CHIVERS** go nuclear with delight?

ACCURASCALE'S eagerly-awaited all-new 'OO' gauge FNA-D bogie nuclear flask carriers have arrived.

Built across three batches between 2014 and 2019 by WH Davis of Shirebrook, 40 of these new generation of nuclear flask carriers are now in service with the Nuclear Decommissioning Authority (NDA) and Direct Rail Services (DRS). They are numbered in the series 11 70 9229 001-4 to 11 70 9229 040-4, with the hoods featuring a corresponding four-figure number (9001-9040) on top, and are used for transporting spent fuel and irradiated material from nuclear power stations and decommissioned sites around the rail network for storage at Sellafield.

Neatly moulded Barber BER22.5 'Easi Ride' bogies feature rotating axleboxes.

THE MODEL

Accurascale first announced plans to model the FNA-D for 'OO' at the 2022 Great Electric Train Show and just nine months later the models are here. Ten individually numbered FNA-Ds form the initial batch of releases, supplied across five twin-wagon packs, with each pack containing one vehicle fitted with a working battery-operated tail lamp.

Our review sample pack contained vehicles 11 70 9229 002-4/11 70 9229 016-4 (9002/9016) finished in the distinctive teal and white colour scheme (Cat No. ACC1115 – Pack A).

Measuring 163mm (over buffers) x 34mm and weighing in at 134g (with tail light) and 132g (without), each features a die-cast chassis with a wealth of etched metal and plastic moulded parts, including metal end handrails, bogie brake handwheels, fine hood locking mechanism, warning label holders, lamp irons, corrugated hood detailing and panelling, plus exquisite treadplate detailing to the decking.

Decoration is excellent throughout with a high quality teal paint finish to the chassis and handrails and white finish to the hood. Printed detail is also sublime with crisp, legible panels, lettering, labels and numbers, especially on the hood.

One wagon per pack includes a working flashing red tail lamp, powered by two CR927 button batteries.

PERFORMANCE

As with all the FNA-D twin wagon packs, one vehicle is permanently fitted with a working flashing end of train lamp, while the other isn't. Our review sample of 9002 featured the neatly moulded light fitting on one of the lamp irons, while the associated electronics were concealed within the flask hood area. To access this, the flask can be carefully eased away from the die-cast chassis. There are a couple of fine plastic locking devices that hook over

Available in twin wagon packs, each FNA-D features a die-cast metal chassis, metal handrails and sprung buffers.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.com*
Cat No:	ACC1115
Description:	FNA-D 'New Generation' nuclear flask carrier x2 (9002/9016)
Builder:	WH Davis
Region:	Any
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	163mm (over buffers)
Price:	£74.95 per pair
Couplings:	Small tension locks in NEM pockets
Minimum radius:	Second
Purpose:	Nuclear traffic

Accurascale's newly-tooled 'OO' gauge FNA-D nuclear flask carriers have arrived.

"There are a couple of fine plastic locking devices that hook over spigots on one end of the hood which can be released so you can then gently lift up the hood at the other end to disengage the plastic moulding."

MARK CHIVERS

spigots on one end of the hood which can be released so you can then gently lift up the hood at the other end to disengage the plastic moulding. This reveals the internal PCB and battery holders, which require two CR927 lithium batteries (not included). These need to be inserted with the positive markings uppermost.

Carefully replace the hood and the rear lamp can then be turned on and off by wafting a magnet to one side of the well area on the wagon. This activates the flashing red tail lamp. The interior of the second wagon is empty.

Underneath, further refinements include a mix of moulded and separately applied pipework and brake equipment, together with impressive Barber BER22.5 'Easi Ride' bogies, rotating axleboxes and brake shoes in line with the wheels. Turned metal disc wheels, small tension lock couplings in self-centring NEM pockets and sprung buffers complete the package, although a couple of the buffers on our samples refused to sit quite squarely. A small details pack containing buffer beam pipework, coupling hooks and fine screw link couplings is also included.

OVERALL

Accurascale has developed a significant range of 'OO' gauge nuclear related vehicles, with these latest offerings bringing the story of nuclear transportation by rail right up to date. In an increasingly multiple-unit driven railway, one or two of these wagons headed by a pair of DRS Class 68 diesels adds welcome variety to the modern railway scene and will certainly prove popular with modellers of the contemporary scene. (MC)

Rainbow's Revolutionary TUA TANKS

A new wagon option is available for 1970s and 1980s modellers. **MARK CHIVERS** takes a close - but not caustic - look at the TUAs.

RAINBOW RAILWAYS' exclusive 'OO' gauge 51tonne TUA caustic soda liquor tanks touched down in the *Hornby Magazine* office during June.

Built in 1977 by Standard Railway Wagon Company of Heywood to Diagram TU013A, 28 of these two-axle tank wagons were supplied to Tiger Rail Leasing for use on ICI caustic soda traffic from the company's Mond Division Works in Cheshire.

In the late 1980s, 12 TUAs were used on china clay slurry traffic between the West Country and Aberdeen, gaining English China Clay's (ECC) bright blue colour scheme and branding.

THE MODEL

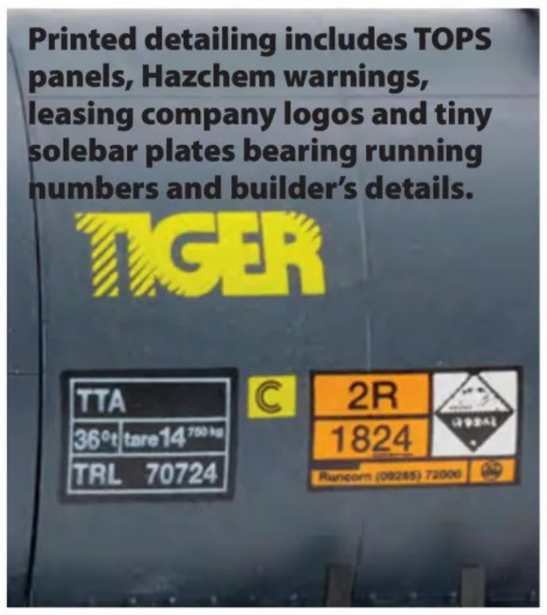
Rainbow Railways first announced plans to develop the Revolution Trains produced TUA tank wagons for 'OO' in mid-2021 (HM169). 19 different models have been produced initially covering a selection of the livery variations carried through the years, from original ICI Mond Division dark traffic blue with orange solebars to ECC blue. Within these colour schemes are variations to the Tiger Rail Leasing (TRL) branding, including a TLG branded example, and a slightly lighter shade of grey with options for various painted-out ICI markings, with or without ATO branding.

19 different 'OO' gauge models have been produced for Rainbow Railways by Revolution Trains.

For review, we received examples of TRL70724 in ICI Mond Division dark traffic blue with TIGER branding (Cat No.REV-OO-TUA-009) and TRL70717 in grey with ATO branding over painted-out patches and TIGER branding (REV-OO-TUA-202). Both feature orange solebars.

Measuring 116.3mm over buffers and weighing in 52g each, the models feature a metal weight in the tank barrel which is neatly formed and captures the flat-ended appearance of the prototypes well, together with crisp panel lines – especially to the capped ends. Each also features

This ATO branded TUA features a patch-painted area beneath the company logo.



Printed detailing includes TOPS panels, Hazchem warnings, leasing company logos and tiny solebar plates bearing running numbers and builder's details.

TECHNICAL DETAILS	
Manufacturer:	*www.rainbowrailways.com*
Cat No:	REV-OO-TUA-009/202
Description:	TUA caustic soda tank ICI Mond Tiger/ATO Tiger
Builder:	Standard Railway Wagon Company
Region:	Any
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	116.3mm (over buffers)
Price:	£40 each
Couplings:	Small tension locks in NEM pockets
Minimum radius:	Second
Purpose:	Caustic Soda/China Clay slurry

Rainbow Railways' exclusive all-new 'OO' gauge TUA tank wagons are now available.

orange painted ladders to the left-hand end on opposing sides, along with superbly etched walkway and crisply moulded manlids and valves. Revolution Trains has tooled two versions of the manlid – our review samples reflecting these differences.

Further detailing includes options with or without separate hazard warning panels – early examples include them, while later vehicles retain the fixing posts but include labels affixed to the tank barrel. Each also includes separately fitted lamp irons, handbrake levers, sprung buffers, coupling hooks and tank saddle with fine rivet detailing to the underside of the barrel.

PERFORMANCE

Decoration is excellent, with an evenly applied paint finish to each and a wealth of neatly printed lettering, numbers, logos, labels and warning panels – even the distinctive appearance of the ICI lettering has been captured well on the barrel. Paint shades appear to match well with photographs of the real things, while small details such as the ATO labels on one of our samples pasted over the top of painted-out patches appeared convincing. The bright solebars feature printed wagon plates, builder's plates and Tiger Rail labels.

Underneath, the detail continues with discharge equipment, pipework and cylinders, well-formed Gloucester pedestal suspension, brake shoes in line with wheels, brake gear and more.

On test, our wagons ran smoothly, aided by their hefty weight and turned metal disc wheels, while small tension lock couplings are fitted to NEM pockets, screwed to the underside of the chassis. A small detailing pack containing buffer beam pipework is also included for customer fitment.

OVERALL

These latest 'OO' gauge tank wagons from Revolution Trains, produced exclusively for Rainbow Railways, represent a small but distinctive batch of wagons which will provide added variety to freight train formations, especially Speedlink type operations. They appear to have travelled quite widely on the national network operating to locations in Cumbria, County Durham, Essex, Scotland and the West Country. Excellent and available now. (MC)

WEST HIGHLAND LINE BUILDINGS

● **Gauge:** 'OO' ● **Price:** £15.95-£26.95 ● **Cat Nos:** LK-202/203/204
● **Site:** *www.peco-uk.com* ● **Era:** 2-11

PECO HAS LAUNCHED A collection of new 'OO' gauge laser-cut building kits based on structures on the West Highland Line in Scotland.

The buildings are modelled on those at Arisaig on the Mallaig extension, north of Fort William. Opened by the North British Railway in 1901, it is the westernmost station on the National Rail network.

Peco's new buildings include a West Highland Railway Extension signalbox (Cat No.LK-202), station building (LK-203) and platform shelter (LK204). Each kit is flat-packed and comprises laser-cut wooden parts and plastic detailing.

Parts are supplied on a series of fine laser-cut wooden frets, with each section held in place with tiny tabs. Assembly of our review samples was straightforward with the signalbox and platform shelter taking no more than a couple of evenings to complete – a set of easy-to-follow instructions is included. PVA glue was used to assemble our models. The supplied plastic packaging doubles as glazing material for the completed structures – we have plans to glaze and paint our samples shortly.

Given the popularity of Scottish subjects – especially on the West Highland Line – this particular set of laser-cut buildings is timeless and will enable you to assemble a complete prototypical station scene in no time at all, no matter the period. (MC)

Peco has introduced a series of new 'OO' gauge laser-cut wooden building kits modelling West Highland Line prototypes, including a signalbox, platform shelter and station building.

3D printed buffer beam detailing

● **Gauge:** 'OO' gauge
● **Price:** £2.79-£3.79
● **Cat Nos:** N/A
● **Site:** *www.westhillwagonworks.co.uk*
● **Era:** 4-11

WEST HILL WAGON WORKS (WHWW) has added a selection of 3D-printed 'OO' gauge buffer beam detailing packs for locomotives and carriages to its range.

Amongst the review samples received were pipes and cables for BR Mk 1 coaches, dummy drawhooks and pipes and cables for BR Class 37 and Class 45 locomotives. Packs for BR Class 43 High Speed Train power cars, Mk 3 carriages and several other diesel and steam locomotive classes are also now available.

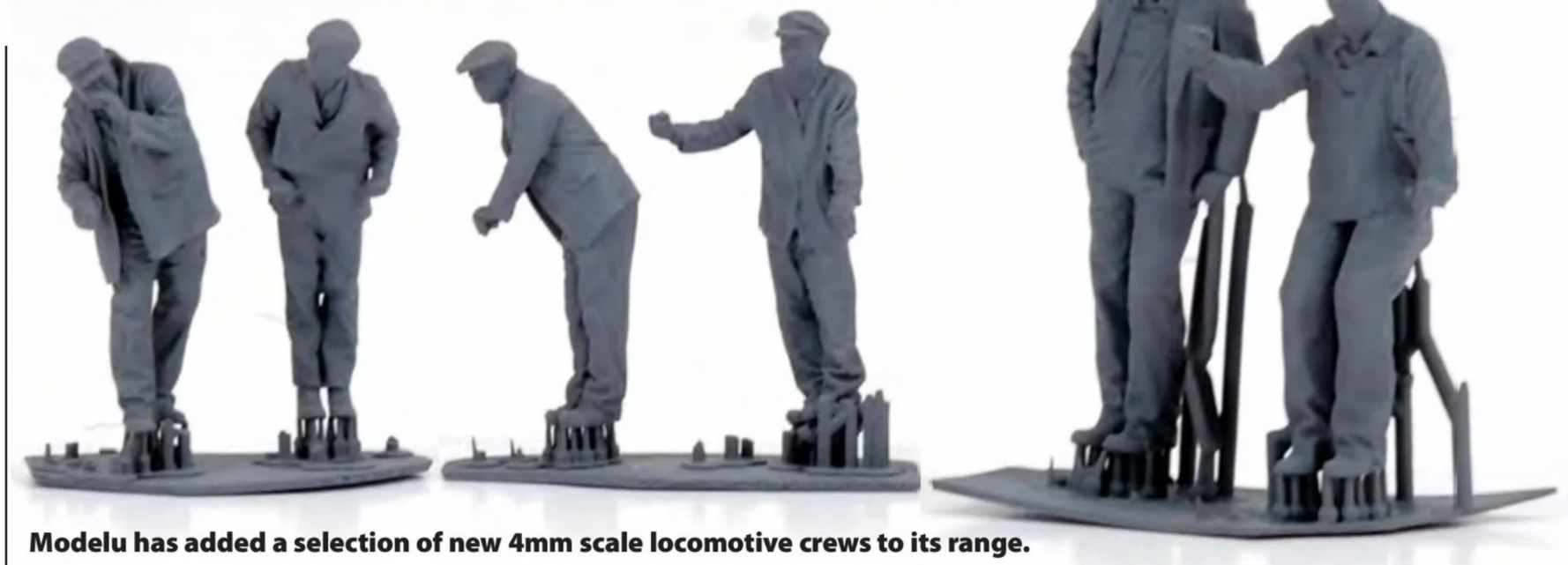
Each of the pipe and cable packs contains sufficient items to populate buffer beams at each end, with the 3D-printed parts secured on the fret by the feed pipes. Supplied in white plastic material, we lightly sprayed our samples with a grey undercoat before painting the parts while on the sprue. Each pipe features a 0.7mm pip for locating in suitably pre-drilled holes in the buffer beams.

The Mk 1 pack contains air pipes, main reservoir pipes, vacuum pipes, steam heating pipes, Electric Train Heating (ETH) cables and ETH receptacles – with enough parts to cover vacuum, air-braked or dual braked stock and steam, electric or dual heated vehicles. The locomotive packs contain a similar selection of pipes and cables and WHWW has included some photographs and guidelines to application on its website.

Given the limited availability of spare detailing parts such as this, especially if those originally fitted become lost over time, these new pipe and cable packs will be especially welcome. (MC)

Model locomotive crews

- **Gauge:** 'OO' gauge
- **Price:** £7.20 per pack
- **Cat Nos:** 11222/11223/11224-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** Any



Modelu has added a selection of new 4mm scale locomotive crews to its range.

NEW TO MODELU'S RANGE OF 3D-printed finescale figures are these twin-figure packs designed for Bachmann's recent 'OO9' Mainline Hunslet 0-4-0ST/0-4-0STT and Rapido Trains UK's 16in Hunslet 0-6-0ST.

Each of the packs is supplied on a 3D-printed base containing a driver and fireman figure, together with the process's feed pipe structure still attached to provide added protection. Once this has been cut away, the figures can be undercoated and painted in your desired colours before removal from the sprue and installation.

Packs have been developed for open and closed cab variants of the locomotives. The third pack has been designed with Rapido Trains UK's 16in Hunslet 0-6-0ST in mind.

Detailing is superb throughout with realistic poses and well-defined uniforms, together with creases, boots, caps and the like. Just add paint to complete. (MC).

Kernow's GWR style platform shelter

- **Gauge:** 'OO' gauge
- **Price:** £34.99
- **Cat No:** 44-001X
- **Site:** *www.kernowmodelrailcentre.com*
- **Era:** 9-11

KERNOW MODEL RAIL CENTRE'S (KMRC) range of exclusive West Country themed 'OO' gauge models is bolstered with the recent addition of a contemporary GWR platform shelter.

Commissioned exclusively from Bachmann, this latest Scenecraft resin structure is based on a present-day prototype at Penryn on the Truro to Falmouth Docks branch line.

With a 68mm x 62mm x 46mm footprint, the brick-built structure is neatly painted with terracotta bricks and cream coloured mortar, together with a grey roof with green edging and a cream awning. The lower base on which the structure sits is finished in grey.

On the underside of the roof, three small sockets have been moulded in the roof beams for locating the three separately supplied canopy supports, which are painted green and cream. A lengthy 'wooden' platform seat is included for locating within the shelter, once in place.

Whilst based on a specific prototype, similar structures exist at other locations and this would add the finishing touch to a West Country themed station platform – or somewhere further afield. (MC)

Platform water crane

- **Gauge:** 'OO' gauge
- **Price:** £23.99
- **Cat No:** 44-183Z
- **Site:** *www.kernowmodelrailcentre.com*
- **Era:** 3-5

Kernow Model Rail Centre's range of exclusive West Country themed models includes this delightful 'OO' gauge Great Western platform water crane.

ANOTHER ADDITION TO KERNOW Model Rail Centre's range of 'OO' gauge exclusives is this Bachmann Scenecraft Great Western Railway (GWR) water crane.

At just 70mm x 24mm x 63mm, it has been designed for adding to a platform and sits on a small concrete plinth with metal drain grates beneath the main crane and the receptacle.

Detailing is very good with neatly moulded fittings, together with a fine chain fixed to the water filler end.

Decoration has been superbly applied with GWR dark and light stone paint where appropriate, together with a black painted tube at one end representing the flexible water pipe. The drains are picked out in a lighter grey.

Perfect for completing a steam-era end-of-platform scene. (MC)

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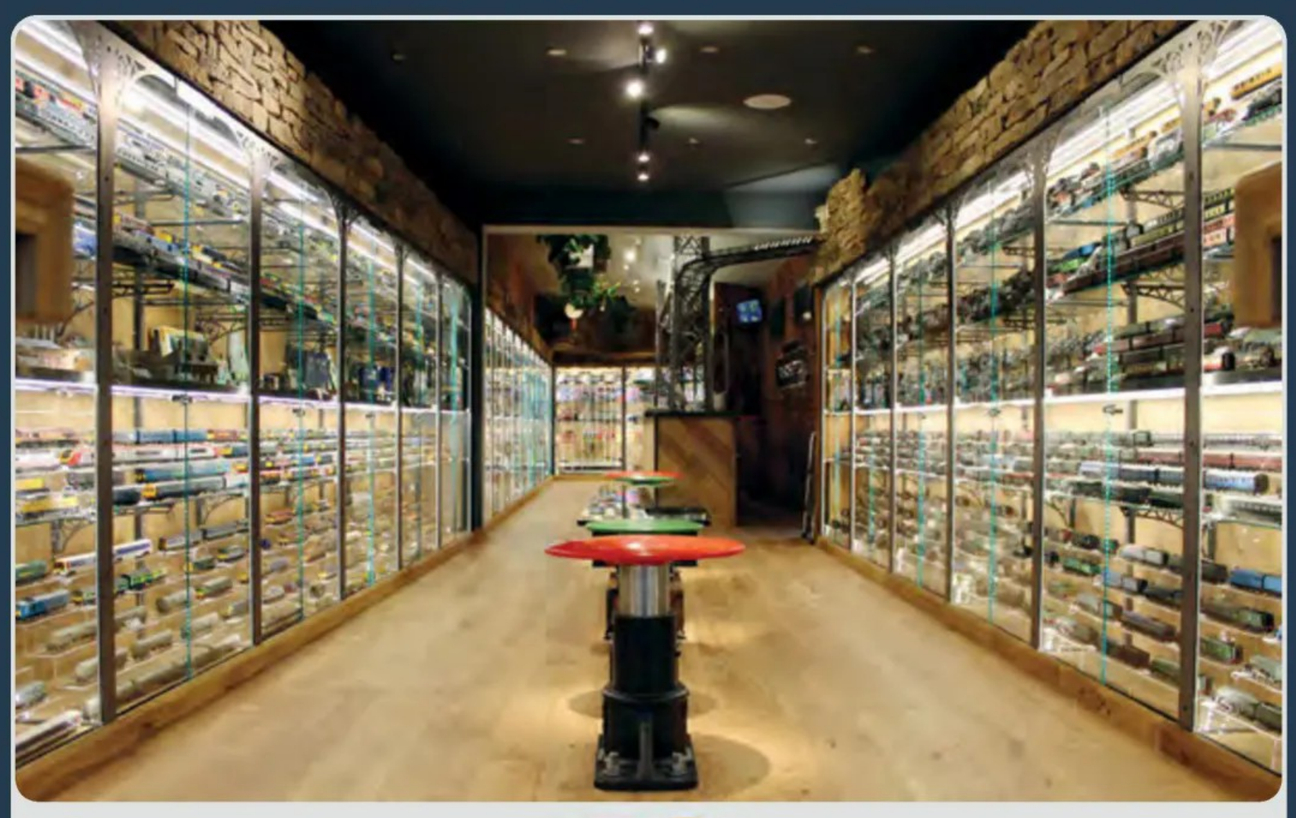

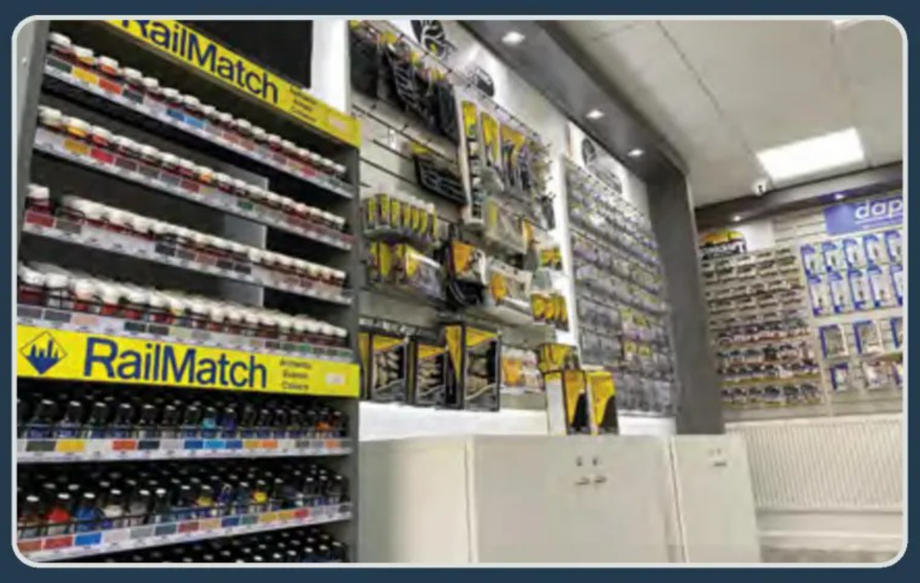

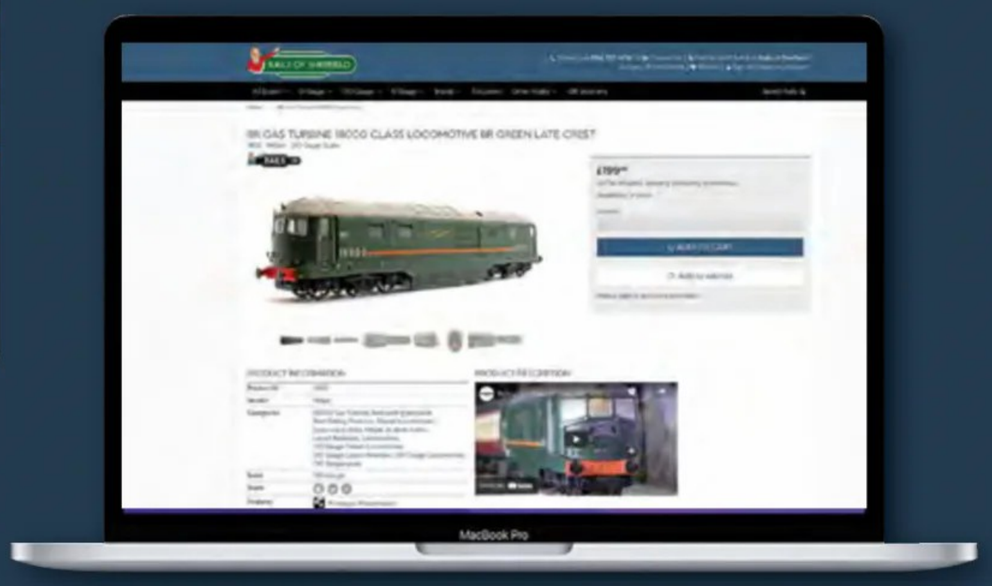

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PART 2

In part two of our visit 'down under', **GLENN JONES** explains how he built the scenery of the layout's extension in memory of fellow modellers, and how this atmospheric tribute to the Southern Region is finally complete.

PHOTOGRAPHY, JONATHAN NEWTON

1 **Rebuilt Bulleid 'West Country' 34108 *Wincanton* drifts through Vale station with a through train from London Waterloo to Catherwood.**

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

Drummond 'M7' 0-4-4T 30029 simmers in Vale yard as the driver prepares to shunt a rake of vans.

IN the first of this two-part feature (HM194), I explained the inspiration for Catherwood from my grandparents' memories of England before they emigrated to Australia and how it got to an operationally if not scenically complete layout. One of the joys of building a model railway is that – mostly – you can do it at your own pace.

SETTING THE SCENE

I'd like you to sit back, relax and imagine a simple country scene. You're waiting on a small single-platform station on the edge of a village in southern England. It's one of those glorious sunny summer's days where the grass is lush, the birds are tweeting and a gentle breeze is rustling through the trees. On a small hill is a chapel with the vicar talking to a parishioner outside, overlooking the slightly overgrown graveyard. Over in the simple goods yard »

3 Left: **The local dairy's Ruston and Hornsby 48DS 0-4-0 diesel shunter is kept busy shunting tank wagons for replenishment, ahead of departure on the daily milk train to London.**

4 Below: **The branch pull-push set slows for the Vale stop on its journey to Catherwood, which also includes a pair of through coaches from London Waterloo coupled to the rear of the formation.**

– a single siding with a loading bay for an agricultural merchant – a 'USA' 0-6-0T sizzles quietly while produce is loaded into wagons for later attachment to the daily pick-up goods. The scene is one of unhurried but still purposeful activity.

The bell rings in the simple signal cabin, calling attention to the signalman. After a few minutes, the sound of an 'M7' 0-4-4T chuffing up from nearby Catherwood station can be heard, and soon, a waft of textbook light grey smoke seen. The Southern Railway veteran pulls into the platform with its push-pull train and waits for the Waterloo train to pass it on the station's loop line. Station duties are unhurried while we wait for the line to clear, and soon a Bulleid 'Pacific' hoves into view, trundling slowly past the station. With the section ahead clear, the 'M7' gets the 'right away' to continue its journey, and as the sound of the trains fades, the timeless routine of this little station resumes. That was the feel I wanted to evoke with the extension to Catherwood - that sense of having all the time in the world and not being rushed by anything.

VALE

When it came to building the extension, that feeling changed in early March 2023 when I was contacted by *Hornby Magazine's* Jonathan Newton to say he would be in Australia in April and would like to photograph it. He had previously visited in 2022 before he moved to the UK. The die was cast when he asked if it was complete. With some degree of overconfidence, as it turns out, I replied that it would be.

This led to a six-week frenzy of gluing, painting, and everything else involved with bringing the 6ft 6in x 2ft 4in extension beyond Catherwood station to life.

I decided to call this station Vale as a tribute to my friend, Catherwood operator and fellow British Railway Modellers of »

5 **'2H' DEMU 1115 takes on passengers at Vale, as an 'N' 2-6-0 rolls into the loop with a van train bound for Catherwood yard.**

Australia (BRMA) member Paul who died in 2017, and all other BRMA members who have passed. Paul had unbeknownst to me bequeathed his model railway collection to me. I had also purchased lots of buildings, rolling stock, white metal kits and scenic materials from the estate sales of other members. I wanted to use as many of these items as I could to aid in completing the scene as quickly as possible and to allow the memory of these modellers to live on.

The small single platform station serves a small off-scene village and consists of a passing loop with a single goods/coal yard siding. This station is operated from its own control panel using push-to-make switches and a second slave NCE Controller. All branch line passenger trains call at the station but through trains from Waterloo continue non-stop to Catherwood. The daily mixed goods calls at the station to pick up or set down wagons as required.

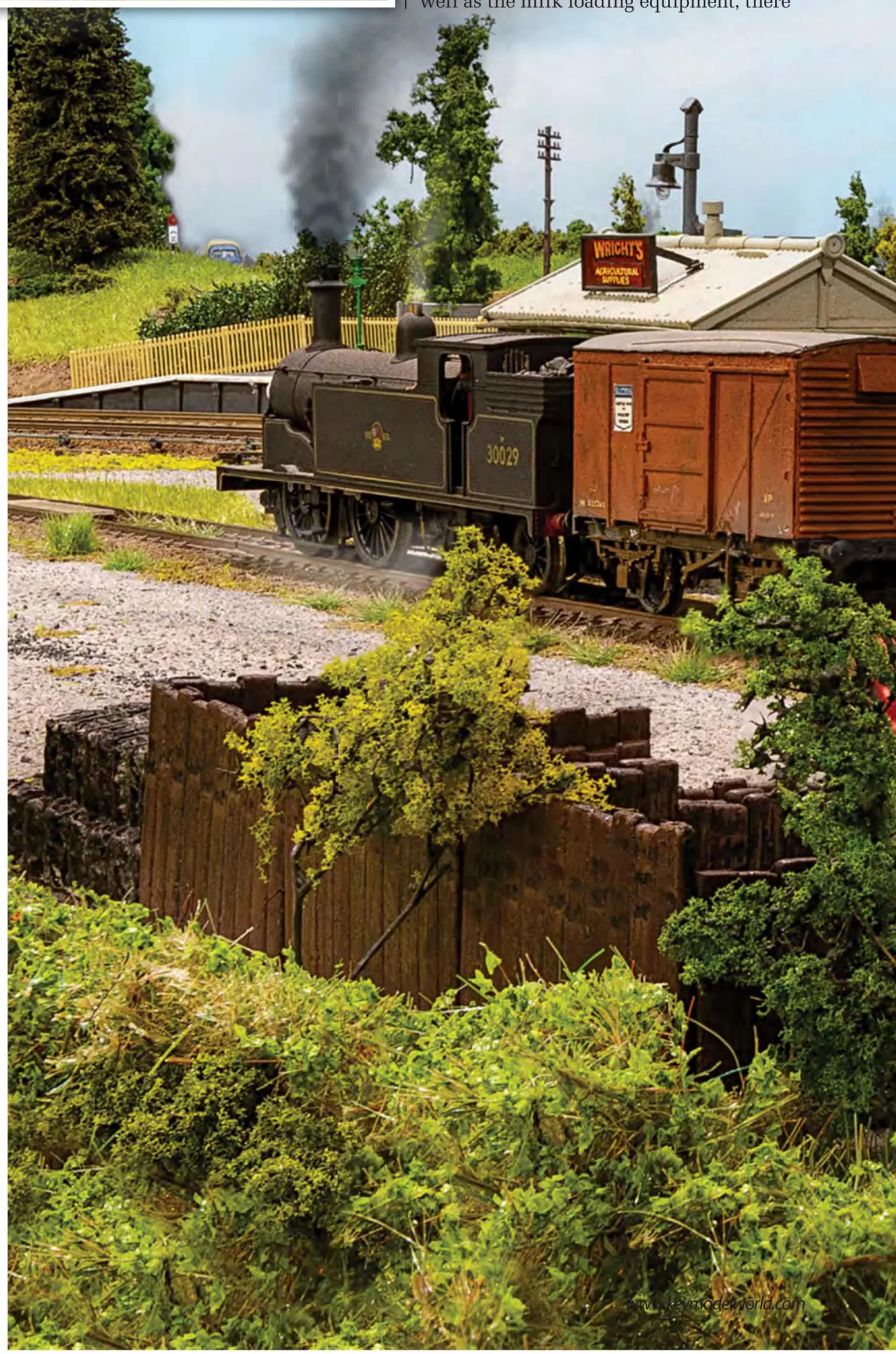
BUILDINGS

The main structures include a brick-built station building with neatly formed awning, together with a wooden waiting room alongside, while the signalbox is a small ground level example, based on the Ratio plastic kit which has been painted in Southern colours to match the scene. Point rodding has also been included between the signalbox and the various points within the Vale station area. This has been neatly threaded beneath the running rails, where appropriate, for maximum effect and really looks the part. Southern style semaphore signals are installed at each end of the station, together with strategically positioned ground signals too.

The simple yard at Vale is formed of a single siding from the main line and includes a concrete provender store and a small yard crane. I added a rough area of ballasted ground for use by visiting vans and lorries that would be dropping and collecting goods at the station, together with a few coal staithes for the local coal merchant. For further effect I scattered some of the coal beyond the staithes and across the rails to highlight the odd spillage from wagons.

At the Catherwood end of the station, the single track route continues across a four-span viaduct, with a stream running through one span and a small country road through another. A lone fisherman is stood on a rock attempting to catch that evening's supper, while one of the local Bristol Lodekka buses emerges from beneath the viaduct.

As the line starts to curve right towards Catherwood, I've also included a small dairy – once a common sight on the railway – with sufficient space for three or four tank wagons to be loaded at a time, before they are collected and transported on the daily departure to London. As well as the milk loading equipment, there



6 Right: **Vans are moved about the yard by a Drummond 'M7' 0-4-4T, in readiness for the daily pick-up goods**

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is also a short platform for loading milk churns and the like into vans. A small Ruston and Hornsby 48DS diesel shunter provides the means for shunting the wagons within the dairy complex.

From here the single track line runs parallel with the route to/from the dairy, until the lines converge on the outskirts of Catherwood station, just opposite the small motive power depot.

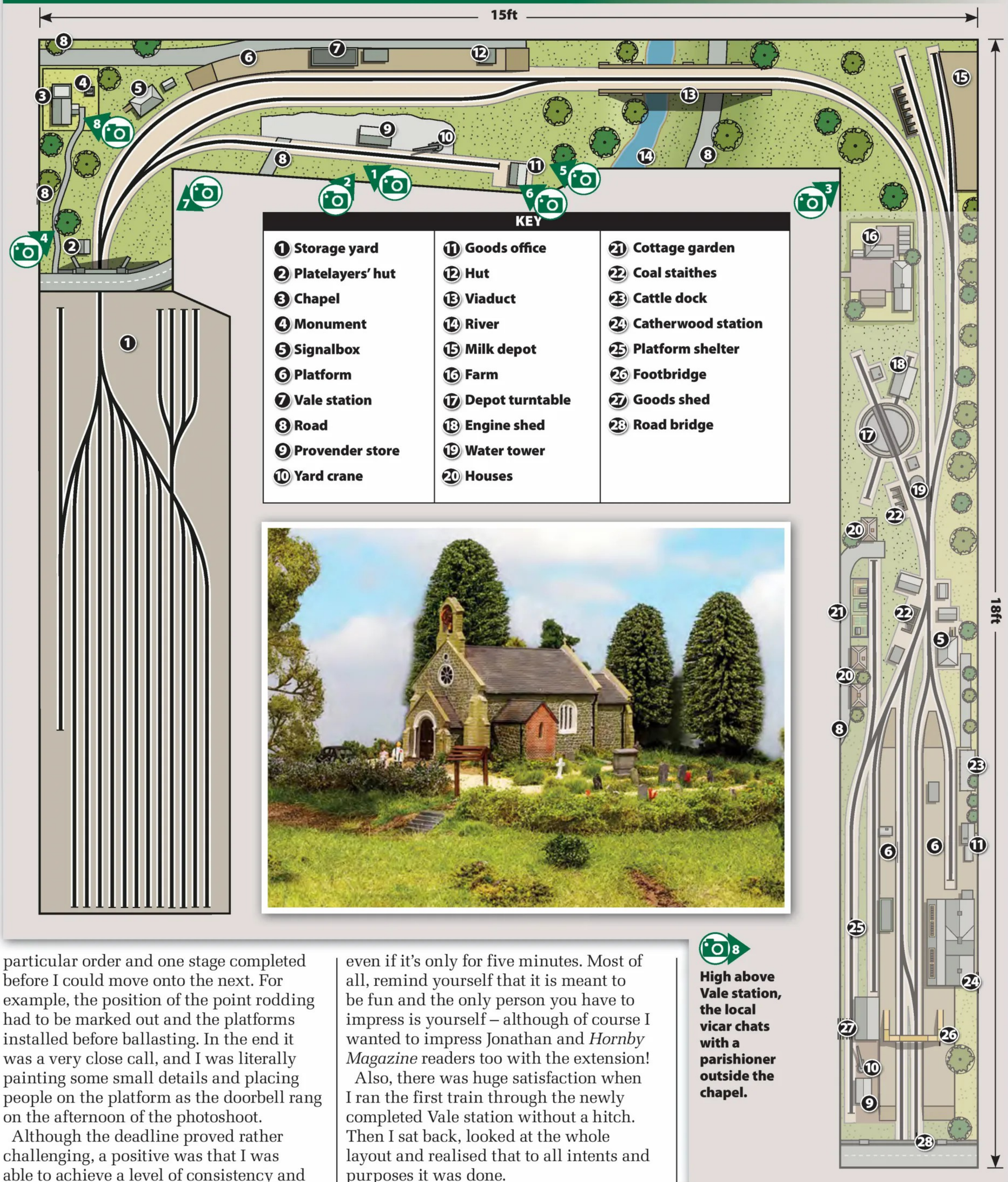
METHODICAL APPROACH

As you might imagine, completing this scene to the same standard as that at the Catherwood end of the layout in a short period of time certainly focused the mind. On quite a few occasions during those six weeks, I felt overwhelmed and daunted by what I had to achieve. I work long hours as a chef and I was modelling before work, after work and on my days off.

Everything had to be completed in a »

7 BR Class 205 '2H' Diesel Electric Multiple Unit (DEMU) 1115 rolls past Vale signalbox on approach to the station, bound for Catherwood.

CATHERWOOD AND VALE TRACK DIAGRAM (NOT TO SCALE)



High above Vale station, the local vicar chats with a parishioner outside the chapel.

particular order and one stage completed before I could move onto the next. For example, the position of the point rodding had to be marked out and the platforms installed before ballasting. In the end it was a very close call, and I was literally painting some small details and placing people on the platform as the doorbell rang on the afternoon of the photoshoot.

Although the deadline proved rather challenging, a positive was that I was able to achieve a level of consistency and finish that I wouldn't have otherwise. I am sure that on several occasions Paul was watching me and having a good laugh - but I think he would approve of the result.

REWARDING

From the Vale section to the whole layout itself, I've learned to never give up, challenge yourself and reward small victories along the way. If you find yourself getting discouraged or losing interest, try to do something on your layout every day, even if it's only for five minutes. Most of all, remind yourself that it is meant to be fun and the only person you have to impress is yourself – although of course I wanted to impress Jonathan and *Hornby Magazine* readers too with the extension!

Also, there was huge satisfaction when I ran the first train through the newly completed Vale station without a hitch. Then I sat back, looked at the whole layout and realised that to all intents and purposes it was done.

There have been issues with creepy-crawlies – Catherwood is based in Australia after all – which I will draw a veil over, but which have also led me to always keep a can of insecticide in the garage, although generally Catherwood has mercifully given few unpleasant surprises.

The next priority is to develop a suitable timetable and complete the weathering and detailing of rolling stock. There is no hurry on this in keeping with the feeling of Vale station, so the main focus is simply to enjoy operating the layout. Next up is an ambition to create a continuous run layout where those fabulous Bulleid 'Pacifics' can really stretch their legs. That, though, is firmly for the future. **HM**

● Catherwood (Part one) featured in the August 2023 issue of *Hornby Magazine* (HM194). You can read more layout articles at *www.keymodelworld.com/trains/layout-features*.

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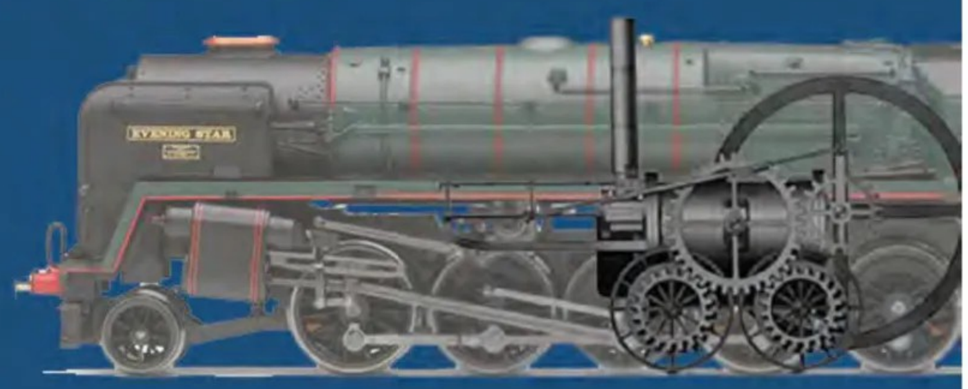

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Making Buildings from Scratch

PART 4

When the shell of a building is finished, you can consider modelling the inside where it will be visible. **MALCOLM BRIGGS** explains how he creates realistic interiors - and what can be left out.

MY FAVOURITE part of modelling buildings is detailing the interiors as you can really go to town, if you wish. I blame Pendon Museum for my fascination with interiors, although whilst I have spent many hours on them, you then discover that they can rarely be seen once the model is in place, even when illuminated.

When planning an interior, the key points to think about are what can be seen from the window, how large the window is and if it is to be illuminated. If lighting is not required – and I only illuminate a limited number of rooms as nobody has all their lights on at once – I don't put anything inside apart from curtains. For these, I use coloured strips of paper fixed to the very edge of each side of the window, as only a tiny amount should be showing. Then I build a black box or paint the internal walls black and that is quite acceptable to the eye.

Whilst the interior of this engine shed is fairly sparse, the brickwork has been treated to several finishes starting with an off-white wash and a greeny-black coating lower down to suggest damp conditions. Interior lighting adds to the moody appearance.

OFFICES

If they are Victorian buildings, the windows tended to be quite high, making it difficult to see anything inside, so I tend to simply fix a single layer of strong tissue across the rear of the window opening and then the light will shine through but give the impression that the room is occupied.

If the buildings are more modern, they are likely to have larger windows, so we need to do something for the interior. However, because we are scenic artists, we tend to display our layouts in a size hierarchy with the larger buildings at the back, enabling us to cheat even more!

I look for pictures of the inside of a similar building and stick them in place, rather like we did when creating the interior of the yard hut in the second article in this series (HM190).

For slightly more open structures such as this brewery loading stage, more in the way of physical content is necessary. Here there are pallets of boxes (Scale Model Scenery), crates and wooden trays of bottled beer awaiting collection, along with sacks of barley on the right (Wills).

INDUSTRIALS

Some buildings - especially industrial premises - have very open frontages. Engine sheds, bus depots, loading bays and storage or servicing plants spring to mind. These need more detailing which fall into two categories – the building itself and the contents.

An engine shed won't have much in it apart from maybe a small workbench or some jacks and spanners on the wall, but it will be possible to see the inside walls from the open doors. In cases like these, I make the walls scale thickness using method two of the construction techniques featured previously (HM192) and apply a layer of black to the inside face, with windows cut out as normal.

Next, I paint the brick a dirty white colour and then add a layer of greeny-black up to window height to simulate general oil/grease/damp that would spread upwards in a building with no damp proof course or cavity wall construction. However, conscious that viewers might look at the engine shed from a low angle, I also install prototypical roof beams from laminated Plastikard strip for added authenticity.

The trick is to add enough levels of detail so that people think it looks quite complicated, whereas, in reality, there isn't all that much there – it just looks like there is.

DWELLINGS

We all know what the inside of a house looks like and so the mind will helpfully fill in details. We only need to include a few items and it will be assumed that everything else is there. A table suggests eating – we don't have to model tiny cutlery. An open cupboard door will suggest contents inside, even if there aren't any. For carpets, I usually download images from the internet and reduce the image in size to fit the space.

For the interior of the half-timbered cottage shown in the first instalment (HM188), it was lavishly detailed inside and you can see practically none of it from outside. I made that 18 years ago and it taught me that less is more when it comes to interiors. That is unless you are planning on making the roofs removable, which is what I did with the two bungalows seen previously. They are right on the front of the »

Interior detailing can make such a difference to buildings, such as the window displays in this parade of shops on Malcolm Briggs' 'OO' gauge North Cornwall Brewery exhibition layout (HM163). Mike Wild/ Hornby Magazine.

layout and I felt that it was better for a whole roof to be dislodged by an over-enthusiastic visitor leaning over it than a chimney breaking off.

INTERIOR DESIGN

When detailing interiors, think about the practicalities. I tend not to detail bathrooms as they often have frosted glass anyway – which is achieved either by fogging the glazing with plastic glue or by sticking tissue paper to it with the same glue.

In terms of furniture, three-piece suites can be created from scraps of plastic sheet, as can beds. For that finishing touch, tissue paper is useful for representing bedding, while the pillows can be formed from rolled-up tissue.

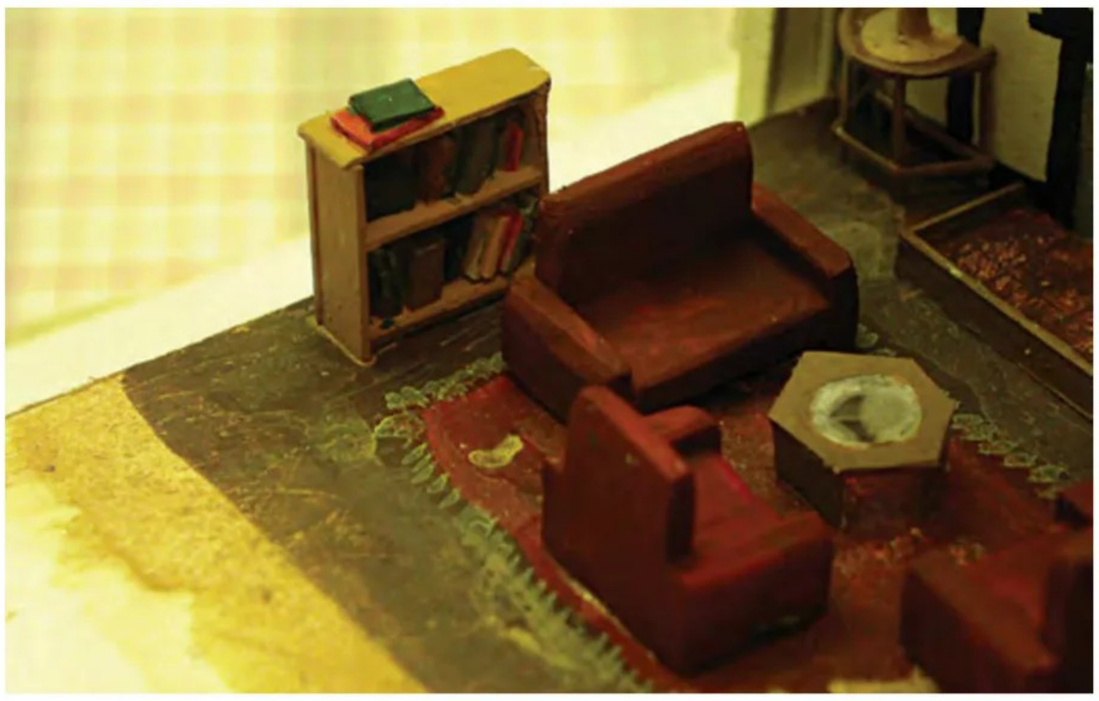
For items such as a dining table and chairs, Scale Model Scenery produces a suitable pack of laser-cut parts, which really look the part once assembled. Other examples from my interior repertoire include old-style gas cookers made up from small boxes of plastic sheet with a raised back. Painting a few black spots on it may appear crude, but when viewed through the windows it suggests enough detail to convey the impression.

Before the days of wall-mounted flat-screen televisions, most houses had a bulbous TV and some were housed in heavy wooden cabinets. For other items such as carpets

Some structures lend themselves to including a hint of what may be inside. You might just be able to make out the interior of this low-relief cooperage, which in reality is an image of the inside of a barrel-making factory.

Given the limited viewing angles, house interiors need only to feature a small selection of furnishings to suggest more plush surroundings. This close-up view of the rudimentary cooker and flooring will look fine once enclosed.

Scrapbox items come in useful for interior modelling. The bed was made from small pieces of plastic sheet, while the bedding and pillows were made up from tissue paper.



This interior scene was developed many years ago and it taught me that less is more when it comes to interiors, as you can hardly see any of it from outside!

This is the inside of a public house looking down through where the ceiling and upper floor will be. The public and saloon bars are modelled, as is a basic kitchen area. Once the roof is back in place you won't notice much of this detail, but with lights added the scene will come to life.

In this view of the builder's merchants from my 'OO' layout Knight's Hill (HM87), the yard features a couple of piles of bricks (Harburn Hobbies) under the corrugated iron sheds, together with paving slabs, concrete blocks and bags of cement – mostly made from odds and ends and bits of scrap. Trevor Jones/Hornby Magazine.

The aroma of fish and chips draws a crowd… Look closer and you'll spot the fryer in the fish and chip shop, as well as a table and chairs. Mike Wild/Hornby Magazine.

TV's *Open All Hours* was the inspiration for this hardware store interior, with brooms, buckets, pots, pans, dustbins and more on display. Again, much of this detail may be missed by the casual viewer at exhibitions, but interior illumination will enhance the appearance.

The rear wall of this tobacconist's is a photograph, while the floor design was created using 3D software on a computer. Further detailing includes bottles and jars formed from plastic tubing and microstrip.

or rugs, I find suitable patterns or images and then reduce them to scale size and print them out. I could never paint the patterns that well. The same approach can be used for framed pictures and paintings.

Modelling the inside of houses is very satisfying but, like a stage prop, it only needs to be suggestive of a lot more and can be relatively simple.

SHOPS

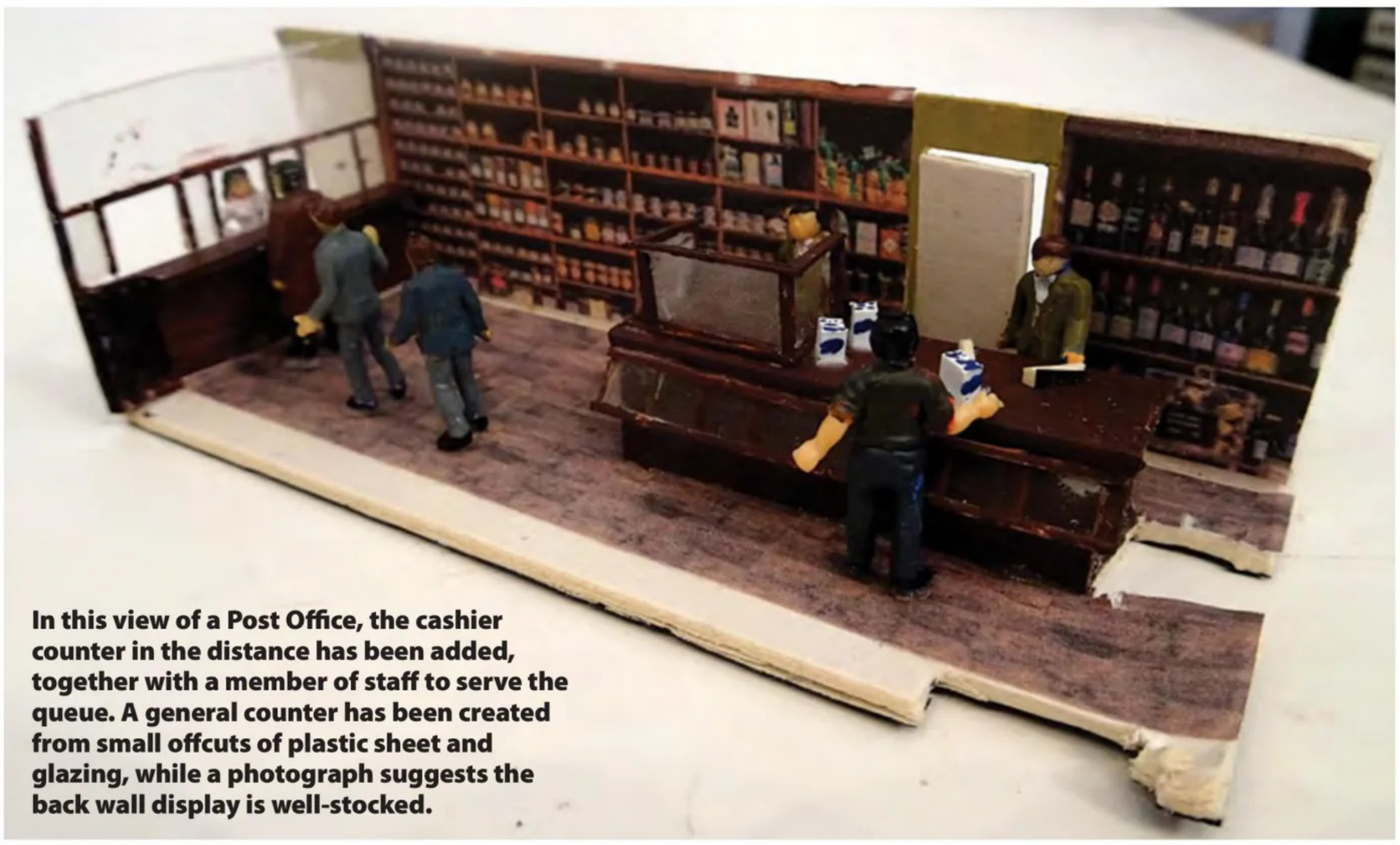
Shops, by their very nature, tend to have a large window and when it comes to populating them, we need to be more thorough. Here are a few suggestions to improving their appearance:

Firstly, you need to consider what you are attempting to model. For one particular shop on my layout, I had television series *Open all Hours* in mind and this ended up with shelves, a counter and window display. I believe the majority of items on the far wall were castings, possibly from the Langley range, and the rest were scratchbuilt from plastic sheet and oddments. There were a few sacks on the floor and a shiny new dustbin beyond the display. When the lights went on, the contents were clear to see and an empty shop would have looked terrible.

When adding detail to a paper shop and tobacconist's, I used a photograph for the back wall and the flooring was created with 3D design software *SketchUp* and then reduced in *Word*. I then added various bottles and jars in the window made from small plastic parts – the red ones utilised some tubing and the orange pieces were 40thou x 40thou microstrip.

When I detailed a tiny haberdashery, the pattern book drawers were created from 40thou plastic sheet offcuts, sanded to give rounded edges and then mounted in a plastic box. To simulate wood grain, a large paintbrush loaded with watery paint was used. Then, simply drag it over the item in question and hey presto!

Building items from scratch really is immensely satisfying – for the haberdashery I created a sewing machine by hand carving an old 10mm plastic sprue. Items such as skirting boards can be created from microstrip to complete the interior walling. »



In this view of a Post Office, the cashier counter in the distance has been added, together with a member of staff to serve the queue. A general counter has been created from small offcuts of plastic sheet and glazing, while a photograph suggests the back wall display is well-stocked.

This is a Wills kit of fuel tanks and brick supports with some piping made from plastic sprue, plus a couple of fuel pumps from Langley Models. The trick is to add enough levels of detail so that people think it looks quite complicated, whereas, in reality, there isn't enough there – it just looks like there is. Mike Wild/Hornby Magazine.

THE EXTRA MILE

Other buildings that have benefitted from interiors include several bakery stores. To create the interior counters for these I used clear window glazing material to build up the counter shelves together with a wooden planked frontage, while individual loaves of bread were then added – made from small chunks of plastic material topped with Blu-Tack. Cakes can also be made from Blu-Tack, which can be glued in place with contact adhesive.

While on the subject of food, one of my favourite interior builds was a fish and chip shop based on a real-life building in East Acton, London. I'm not sure if it is still open but it oozed the atmosphere I was looking for and had large windows through which to display the interior.

I made the building first and the interior was a separate unit. I do this quite often as it is easier to work on detailed interiors that way. The shop window was a separate piece which was fitted after the interior module had been installed. For the interior walls, I created a tiled print on the computer and then built the rest of the interior. A tiled floor was added in a similar way, while Scale Model Scenery tables and chairs were also included together with painted customers. The fish fryer and matching counter were built from pieces of plastic sheet for the boxes and painted. The fryers were then formed from tubing with Microstrip wrapped around.

Finally, for my butcher's shop scene, I orginally thought I would see if I could buy a butcher's interior kit as I thought making 4mm scale carcasses might be a little tricky. However, an internet search provided the insight needed to be able to replicate an accurate depiction of a butcher's in miniature. Using similar techniques to the shop, the details were placed in the interior. For the finishing touch, a white lining pen was used to write 'Chops 1/6d' on the window.

Nothing about creating model interiors is particularly difficult or requires great skill: it just takes a bit of ingenuity and an artist's eye. A suggestion of something makes people think it is really there.

One of my inspirations for modelling shops was George Iliffe Stokes. His building and tree modelling in the early 1960s left a deep impression on me, even though I didn't start railway modelling until I was about ten, in 1965.

Six decades on, his modelling is still astounding – not so much for the technical merit which now looks a little dated with card models and handwritten signage, but the sheer atmosphere he created – especially in black and white.

USEFUL LINKS

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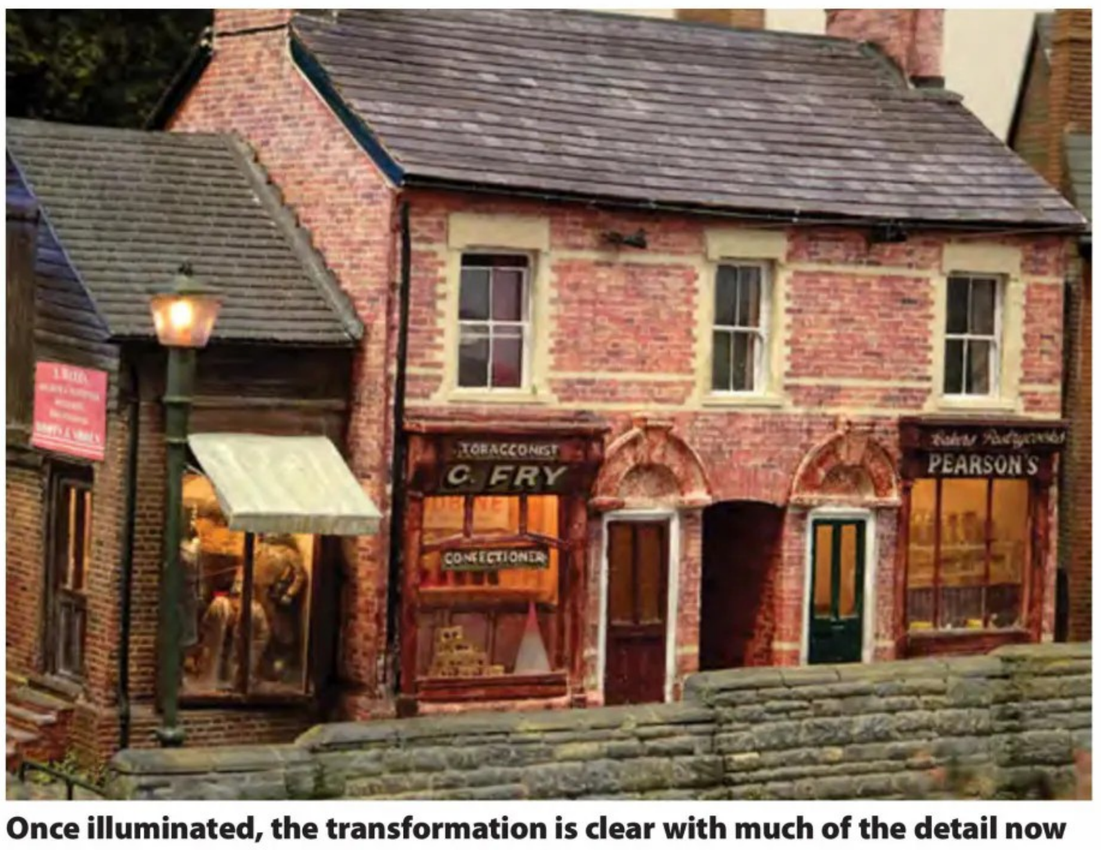
Langley Models	*www.langleymodels.co.uk*
Scale Model Scenery	*www.scalemodelscenery.co.uk*
SketchUp	*www.sketchup.com*
Slater's Plastikard	*www.slatersplastikard.com*
Wills	*www.peco-uk.com*

ILLUMINATION

Today, there is a trend to use Light Emitting Diodes (LEDs) to light models. It makes a lot of sense as they are cheap, virtually never go

Interior illumination can make a real difference to the detailing. In this view the lights have yet to be switched on within this parade of shops.



Once illuminated, the transformation is clear with much of the detail now plain to see and one's imagination comes into play.

wrong and consume little power. Personally, I'm not a fan – and here's why.

Until around 2000, Britain was primarily lit by incandescent, fluorescent or sodium lights and they were quite dim in comparison to LEDs, which give off a very intense light that is often quite white. Some more muted ones are available but I find they are usually still far too bright or have too much blue in them. Britain's houses and shops were largely yellow-lit, not white and so I tend to use yellow grain of rice bulbs.

My method for installing lights has been honed over the years, guided by an article I read on how they were installed at Pendon museum. Bulbs give off heat and bearing in mind a model house or shop is usually a box, it is advisable to provide some form of ventilation. This also has an added benefit in that should a bulb fail, you can also access the building to replace it.

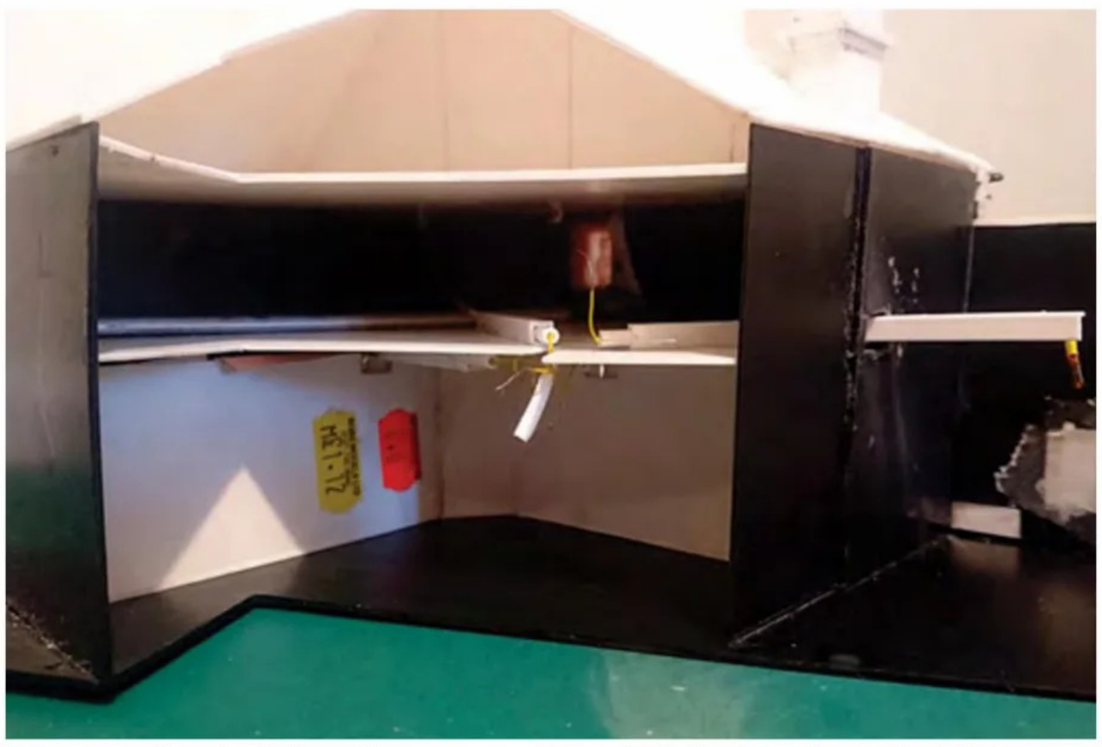
All that's required are two different sizes of plastic tube – either Evergreen or Plastruct. The outer one is square and the inner example is round and they need to be an interference fit within each other.

When constructing buildings, space is left to insert the square section tube inside the structure. The tubes are left open at the bottom with a section taken out of two sides at the top for the light to shine out. They are then glued into a square hole in the bottom of the building and with a further hole drilled in the baseboard, air can reach the bulb from under the layout and you can change the bulb if necessary.

Underneath the baseboard, it is worth making sure all the bulbs are labelled as it can get very confusing if you have, as I do, about 100 interior and street lights!

Next time, we'll look at how to bring together all the techniques we have covered so far to construct a much larger building. **HM**

● **Part five of Malcolm Briggs' series on constructing buildings from scratch will continue in the November 2023 issue of *Hornby Magazine* (HM197).**

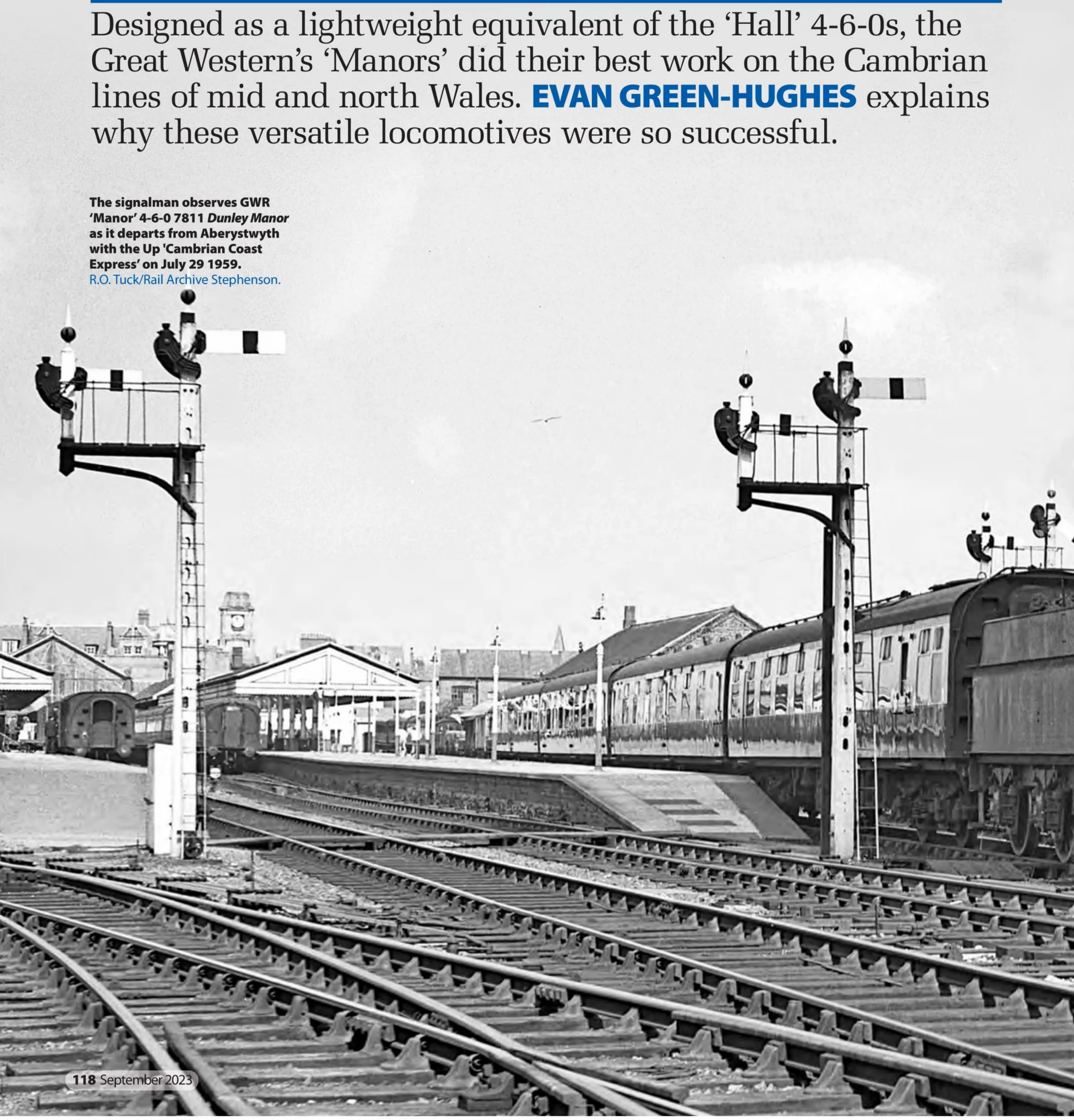


For most of my buildings I have created special light bars through which traditionally wired bulbs are threaded through to strategic points within the structure. These are formed from two sections of plastic tube – one square section and the other round – and are an interference fit.

Finally, if after attempting to create a shop interior you feel it doesn't quite work, you could always close the store and recreate this image, taken in North Cornwall in 1999.

‘Manors’ ON THE CAMBRIAN

Designed as a lightweight equivalent of the ‘Hall’ 4-6-0s, the Great Western’s ‘Manors’ did their best work on the Cambrian lines of mid and north Wales. **EVAN GREEN-HUGHES** explains why these versatile locomotives were so successful.



The signalman observes GWR ‘Manor’ 4-6-0 7811 *Dunley Manor* as it departs from Aberystwyth with the Up 'Cambrian Coast Express' on July 29 1959.
R.O. Tuck/Rail Archive Stephenson.

IN THE 1950S AND 1960S MANY enthusiasts made the trek to Wales to try and capture the sight and sound of the 'Manors' at work. Particularly at holiday weekends, these rugged locomotives would be filmed thrashing up to summits such as Talerddig, near Machynlleth, with their lengthy trains full of holidaymakers, or winding their way along the sinuous Dee Valley on their way to the coast. Some of the trains had evocative names such as the 'Cambrian Coast Express', which made the spotting even more special.

Despite their then well-known status, the 'Manors' were neither the biggest nor the fastest engines in the Great Western's fleet. They were a relatively new design of mixed traffic 4-6-0 specifically intended for secondary routes such as the Cambrian where the heavier and more powerful 'Halls' and 'Granges' were barred. When originally built they were not particularly successful but design modifications unleashed their potential.

With two corridor coaches and a van in tow, 7801 *Anthony Manor* heads a Pwllheli to Machynlleth train near Towyn on April 18 1963.
D.M.C. Hepburne-Scott/ Rail Archive Stephenson.

The reason that the 'Manors' came about was because in the Great Western Railway's portfolio were a large number of railways built by different companies over a long period of time to varied standards and often with weight restrictions. Amongst these was the group of routes that had become the Cambrian Railway which stretched from Oswestry in Shropshire to the coast at Aberystwyth and then north along Cardigan Bay to the resort of Pwllheli. These routes had been promoted in the mid-19th century with an eye on Anglo-Irish traffic but later to tap the mines, quarries and particularly the flannel traffic in this part of Wales. »

Substantial holiday traffic developed later.

Building south from Oswestry, the first component was the Oswestry and Newtown Railway, much of which paralleled the Shropshire Union Canal, and which made an end-on connection with the Llanidloes and Newtown and Newtown and Machynlleth Railways at Newtown. At Machynlleth there was a connection to the Aberystwyth and Welsh Coast Railway, which eventually opened up a route to the Welsh coast. Later there was another connection to England when a line was built from Barmouth to Dolgellau and which connected with the Great Western's own metals which ran from Ruabon, near Wrexham.

The problem with all these routes was that, once it was realised that there was never going to be any major Irish traffic, there was a chronic shortage of money for construction. In most cases, the contractors had to take some of their payment in the form of railway shares or loans.

Because of this shortage of money, the route's engineers had to build to a tight budget. Earthworks were kept to a minimum, resulting in gradients as steep as 1-in-50. Bridges also were built to an economical design, meaning that all but the lightest locomotives were barred from the route. This was not an issue for many years after construction because locomotives were much lighter then. By the time the Great Western and the Cambrian railways amalgamated in 1922, the issue of how to work such lines with more modern motive power was of considerable concern.

ELEGANT 4-4-0S

The needs of the Cambrian lines were at first satisfied by using Victorian-era 'Duke' 4-4-0s and later, when they were worn out, by creating a hybrid using the frames of redundant 'Bulldogs' and with the cab and boiler from withdrawn 'Dukes'. These were later supplemented by '43XX' 2-6-0s, but a longer-term solution would be needed. This led to the development of the 'Manors'.

The Great Western's Chief Mechanical Engineer, Charles Collett, preferred locomotives using the 4-6-0 wheel arrangement for mixed-traffic duties having found that existing 2-6-0s had a tendency to 'hunt' from side to side, while 4-4-0s were too small for modern traffic requirements. In 1936 he introduced his 'Grange' 4-6-0, which was a useful all-purpose engine utilising an existing boiler design and incorporating a number of second-hand parts including the tenders from older engines.

Unfortunately, with their 18ton axle load, the 'Granges' were only suitable for more heavily-laid lines, something that prevented their use on the extensive Cambrian system. 80 of these useful and much-loved machines were eventually built, being successful immediately after construction and throughout their working lives.

On a wet summer's day, 7810 *Draycott Manor* heads the Up 'Cambrian Coast Express' at Dovey Junction on July 24 1963.
Brian Stephenson.

LIGHTWEIGHT 'GRANGE'

Clearly a lighter locomotive than the 'Grange' was required and as a result Collett designed a smaller version, which was to become the 'Manor'. Although he tried to continue the GWR's policy of standardisation of parts as much as possible, it was necessary to design a completely new boiler. This ended up at around three-quarters the size of the Standard No. 1 boiler fitted to the 'Granges' and was designated 'No. 14'. To save money, the wheels and motion from withdrawn 2-6-0s were used, as were low-sided tenders of Churchward design. The whole locomotive was slightly shorter than its predecessor and the axle weight was a ton less than the bigger locomotive.

The first batch was built in 1938 and sent to work Banbury-Cheltenham-Swansea trains while subsequent examples went to depots in Wolverhampton, Shrewsbury and Gloucester. A total of 20 were completed before the war brought production to a halt. Unfortunately, performance was somewhat lacklustre, and well short of what was being achieved with the 'Grange', with steaming difficulties under heavy load.

The Cambrian's first experience with the class was in October 1938 when 7805 *Broome Manor* underwent tests on the cross-country route between Ruabon and Barmouth. These tests were very successful and as a result Oswestry gained three locomotives, Machynlleth two and Croes Newydd at Wrexham one, primarily being employed on principal trains on the former Cambrian network.

At this point though, most 'Manors' were allocated to Devon and Cornwall where they were mainly used on pilot and banking duties. Such was the demand for the class that a further ten were ordered from Swindon Works, appearing in 1950. Built to the same basic design, these were all new. Unfortunately, the design defects that affected the steaming of the original batch were copied with the result that these engines were also indifferent performers.

REDRAUGHTING THE 'MANORS'

In 1951, as a result of complaints from the operating department, Swindon Works

7819 *Hinton Manor* leaves Moat Lane with an Aberystwyth to Crewe train on September 18 1961.
M.J. Fox/Rail Archive Stephenson.

"Although not specifically intended for the Cambrian network, the 'Manors' will forever be associated with that route, and in particular with the 'Cambrian Coast Express' which was heavily photographed at that time."

EVAN GREEN-HUGHES

GWR 'Manor' 7819 *Hinton Manor* waits with a four-coach Up 'Cambrian Coast Express' at Borth on August 19 1963.
M.J. Fox/Rail Archive Stephenson.

undertook a comparison test between a new BR Standard '4MT' 4-6-0 and 7818 *Granville Manor* which revealed that the original chimney and blastpipe design was deficient on the 'Manor', throttling its power. This was subsequently amended with the addition of a narrower chimney and alterations to the blastpipe, transforming the type's steaming abilities, effectively making them breathe much more easily. All were modified by 1954 and after that time they became very reliable and powerful performers, being recognised as then being ideal for the former Cambrian routes.

By 1959, 21 of the 30-strong class were based in Wales where they were primarily used on passenger trains, although finding use on other duties when needed. Regular work included very heavy weekend holiday trains that ran to places such as Butlin's in Pwllheli and the daily 'Cambrian Coast Express' which was worked through from Shrewsbury to Aberystwyth after being brought from London by a 'King' or other large express type. It was for these duties that the 'Manors' became best known, although this was only for a short period as the first of the class was withdrawn from Shrewsbury in 1963, with the rest following over the next two years. The youngest members of the type were then only 15 years old.

With the advent of diesel traction, with its lower overall and axle weights, the issues surrounding the Cambrian lines disappeared and it was no longer necessary to provide special traction for them and for other lightly-laid routes. In any case, the former main lines between Oswestry and Newtown and Ruabon and Barmouth were soon closed, leaving only the Shrewsbury to Aberystwyth and the coast sections which are still open today, predominantly worked by Diesel Multiple Units.

Although not specifically intended for the Cambrian network, the 'Manors' will forever be associated with that route, and in particular with the 'Cambrian Coast Express' which was heavily photographed at that time. We are fortunate that nine 'Manors' survived into preservation and that at least one of them was allowed to haul the revived version of the 'Cambrian Coast Express' as a tourist train in 2007-2010. Although their working lives were short in Wales, the vision and sound of a classic GWR 4-6-0 working hard on the steep gradients made an impact which is remembered still. **HM**

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

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.

August 2023

5 BREDGAR AND WORMSHILL RAILWAY MODEL RAILWAY SHOW

Hosts: Bredgar and Wormshill Railway
Location: The Warren, Swanton Street, Bredgar, Kent ME9 8AT
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £20 (£15), children £10 (£7.50), family (2+3) £50 (£40) – online ticket prices shown in brackets
Website: *www.bwlr.co.uk*
Features: Layouts, trade support, train and tractor rides, 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 MRC
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 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 CARNFORTH MODEL RAILWAY WEEKEND

Hosts: Carnforth Heritage Centre
Location: Carnforth Railway Station, Warton Road, Carnforth, Lancashire LA5 9TR
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Admission by donation
Website: *www.carnforthstation.co.uk*
Features: Seven layouts, trade support, refreshments and parking

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.

19/20 EXPO EM SUMMER 2023

Hosts: EM Gauge Society
Location: Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield WF2 7EL
Times: Sat 10.30am-5pm, Sun 10am-4pm
Prices: Two day ticket £11, EMGS members £9
Website: *www.emgs.org*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

19/20 INVERNESS MODEL RAILWAY EXHIBITION

Hosts: Inverness and District Model Railway Club
Location: Leonardo Hotel (formerly Jurys Inn), Millburn Road, Inverness, IV2 3TR

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children £2, family (2+2) £10
Website: *www.invernessmrc.org.uk*
Features: Eight layouts, trade support, parking and disabled access.

19/20 PICKERING 2023 MODEL RAILWAY SHOW

Hosts: Scarborough and District Railway Modellers
Location: Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA
Times: Sat 10am-5pm, Sun 10am-3.30pm
Prices: Adults £6, accompanied children free
Website: *www.sdrmweb.co.uk*
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

19/20 ROSS ON WYE MODEL RAILWAY SHOW

Hosts: Rotary Ross on Wye
Location: John Kyrle High School, Ledbury Road, Ross on Wye, Herefordshire HR9 7ET
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £5, family £14
Features: Layouts, trade support, refreshments, parking and disabled access.

23 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.

26 BOURNVILLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Austin Sports and Social Club, Tessall Lane, Longbridge, Birmingham B31 2SF
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free, family £9
Website: *www.bournvillemrc.co.uk*
Features: Layouts, trade support and demonstrations.

26/27 CORRIS RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Corris Railway Society
Location: Y Plas, Machynlleth SY20 8ER
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £4, children £2
Website: *www.corris.co.uk*
Features: Layouts, trade support, refreshments and parking.

26/27 HIGHBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Burnham and District Model Railway Club
Location: King Alfred School, Burnham Way, Highbridge, Somerset TA9 3EE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, children free
Website: *www.bdmrc.co.uk*
Features: 16 layouts, trade support, demonstrations, refreshments and parking.

27 BROADLAND MODEL RAILWAY CLUB SHOW

Hosts: Broadland Model Railway Club
Location: Stalham Poppy Centre, Recreation Road, Stalham, Norwich NR12 9BH
Times: 10am-3.30pm
Prices: Adults £3, accompanied children free
Website: *www.broadlandmodelrailwayclub.co.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

27 HODDESDON MRC MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £3, children £1
Website: *www.hoddesdonmrc.org.uk*
Features: Layouts, trade support, R/C models, children's rides, refreshments and parking.

28 HARROGATE MODEL RAILWAY EXHIBITION

Hosts: Harrogate Model Railway Group
Location: Constance Green Hall, St. Aidan's School, Oatlands Drive, Harrogate, HG2 8JR
Times: 10am-4pm
Prices: Adults £6, children £2, family (2+2) £12
Website: *www.harrogate-modelrailwaygroup.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

30 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.

31 BEXLEY CHARITY TRAIN FAIR

Hosts: Association of Bexley Charities '78
Location: Falconwood Community Centre, The Green, Welling, Kent DA16 2PG
Times: 5.30pm-9.30pm
Prices: Adults £1.50, accompanied children free
Website: *www.bexleych.wix.com/bexley-charities-78*
Features: Charity event with sales stands, refreshments, parking and disabled access.

September

2 BRIDLINGTON MODEL RAILWAY SHOW

Hosts: Trainshed – Bridlington MRG
Location: Emmanuel Church Hall, Cardigan Road, Bridlington YO15 3JT
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.bridmodelrail.org.uk*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

2 M&GNJR SOCIETY MODEL RAILWAY SHOW

Hosts: Midland and Great Northern Joint Railway Society
Location: Sheringham High School, Holt Road, Sheringham NR26 8ND
Times: 10am-4pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: 01692 404342
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

2 TADWORTH AUTUMN MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AE
Times: 10am-5pm
Prices: Adults £6, concessions £5, children £3
Website: *www.ndmrc.info*
Features: 27 layouts, trade support, refreshments, parking and disabled access.

2/3 GUILDEX STAFFORD 2023

Hosts: Gauge O Guild
Location: Bingley Hall, Stafford County Showground, Weston Road, Stafford, ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Members £10 (£15), non-members £15 (£20) – advance ticket prices, two-day price in brackets
Website: *www.gaugeoguild.com*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

2/3 LIVERPOOL MODEL RAILWAY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: *www.lmrs.org.uk*
Features: Layouts, trade support, refreshments and parking. Free vintage bus operating between venue and Waterloo rail station.

3 ILFORD AND WEST ESSEX MODEL RAILWAY CLUB OPEN DAY

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

9 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.

9/10 INTERNATIONAL N GAUGE SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, The Fosse, Fosse Way, Nr Leamington Spa CV31 1FE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £13, concessions £12, children £5.50
Website: *www.ngaugeshow.co.uk*
Features: Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access. Shuttle bus operating on Saturday only between venue and Leamington Spa railway station (£4 fare payable each way).

FULL LISTING ONLINE!

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

PLANNING AN EXHIBITION?

● Is your club or society planning a model railway exhibition? *Hornby Magazine's* Show Guide is a free listing that allows you to promote a forthcoming model railway show. If you have a show to add to the Show Guide, contact us at *Hornby Magazine* by e-mailing: *hornbymagazine@keypublishing.com* and please ensure you include appropriate contact details for the public as we are unable to publish listings without this.

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www.cheltenhammodelcentre.com

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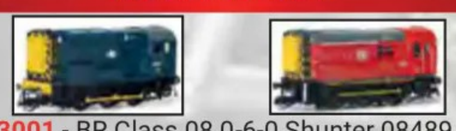
TT1001TXS - The Scotsman **Triplex Sound Fitted**.....£274.49

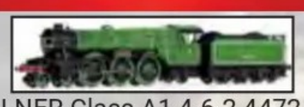
TT1002 - The Easterner.....£175.49
TT1002TXS - The Easterner **Triplex Sound Fitted**.....£224.99

TT BR Class 08 Shunters - Available Now



TT3001 - BR Class 08 0-6-0 Shunter 08489 BR Blue.....£123.29
TT3002 - BR Class 08 0-6-0 Shunter 08623 DB Schenker.....£123.29

TT LNER A1s & A3s Available Now



TT3004 - LNER Class A1 4-6-2 4472 *'Flying Scotsman'* LNER Green.....£159.29
TT3004TXS - LNER Class A1 4-6-2 4472 *'Flying Scotsman'* LNER Green **Triplex Sound Fitted**.....£208.79

TT3006 - LNER Class A3 4-6-2 60084 *'Trigo'* BR Green Late Crest.....£151.19
TT3006TXS - LNER Class A3 4-6-2 60084 *'Trigo'* BR Green Late Crest **Triplex Sound Fitted**.....£200.69

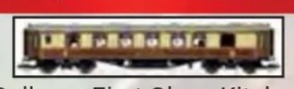
TT LNER A4 Available Now

TT3008 - LNER Class A4 4-6-2 60016 *'Silver King'* BR Green Early Crest.....£147.59
TT3008TXS - LNER Class A4 4-6-2 60016 *'Silver King'* BR Green Early Crest **Triplex Sound Fitted**.....£197.09

TT BR Mk1 Coaches Available Now

TT4001 - BR Mk1 Composite Corridor Coach E15459 BR Maroon.....£33.74
TT4001A - BR Mk1 Composite Corridor Coach E15468 BR Maroon.....£33.74
TT4001B - BR Mk1 Composite Corridor Coach E15474 BR Maroon.....£33.74

TT Pullman Coaches (With Lights) Available Now



TT4003 - Pullman First Class Kitchen Car *'Octavia'* Umber & Cream.....£48.14
TT4003A - Pullman First Class Kitchen Car *'Plato'* Umber & Cream.....£48.14
TT4003B - Pullman First Class Kitchen Car *'Zenobia'* Umber & Cream.....£48.14

TT Wagons Available Now

TT6001 - 7 Plank Wagon George & Matthews No.5.....£19.34
TT6007 - BR 12 Ton Vent Van BR Bauxite B777345.....£48.14
TT6011 - LNER Toad B Brake Van LNER Bauxite.....£25.19

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HORNBY

OO Gauge APT Train Packs

R30104 - Class 370 Advanced Passenger Train Sets 370001 and 370002 5 Car Pack.....£430.19

R30229 - Class 370 Advanced Passenger Train Sets 370003 and 370004 7 Car Train Pack.....£528.29

OO Gauge APT Coach Packs

R40209 - APT 2 Car TS Coach Pack 48201 & 48202.....£98.09
R40209A - APT 2 Car TS Coach Pack 48203 & 48204.....£98.09
R40210 - APT 2 Car TRBS Coach Pack 48401 & 48402.....£98.09
R40210A - APT 2 Car TRBS Coach Pack 48403 & 48404.....£98.09
R40211 - APT 2 Car TU Coach Pack 48301 & 48302.....£98.09
R40211A - APT 2 Car TU Coach Pack 48303 & 48304.....£98.09
R40212 - APT 2 Car TF Coach Pack 48501 & 48502.....£98.09
R40212A - APT 2 Car TF Coach Pack 48503 & 48504.....£98.09

KATO

N Gauge Big Boy

K126-4014 - Union Pacific Big Boy Steam Locomotive 4014.....£327.25

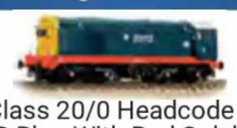
PECO

New OO Gauge Kit

LK-205 - GW Wooden Station Building Laser Cut Wood Kit.....£22.45

GRAHAM FARISH by BACHMANN

N Gauge Class 20s



371-042 - Class 20/0 Headcode Box 20172 'Redmire' BR Blue With Red Solebar..£135.96

371-029 - Class 20/0 Disc Headcode 20064 *'River Sheaf'* BR Green With Red Solebar.....£135.96

dapol

OO Gauge Westerns

4D-003-019 - Class 52 Western D1004 *'Western Crusader'* BR Green Small Yellow Panels.....£160.65
4D-003-020 - Class 52 Western D1033 *'Western Trooper'* BR Blue.....£160.65
4D-003-021 - Class 52 Western D1009 *'Western Invader'* BR Maroon Small Yellow Panels.....£160.65
4D-003-023 - Class 52 Western D1015 *'Western Champion'* BR Golden Ochre With T Style Small Yellow Panels As Preserved.....£160.65

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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

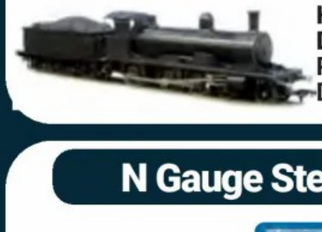
LMS Turbomotive 4-6-2
Due: Q3 2023
Price: from £239.84
Digital: 21-pin

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: Q4 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: Q3 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: Q4 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

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: Aug 2023
Price: £28.01 each
Digital: N/A

RCH 1907 Plank Wagons
Due: TBC 2024
Price: £28.50 each
Digital: N/A

GWR 5-Plank Wagons
Due: TBC 2024
Price: £28.01 each
Digital: N/A

GWR Mink A Vans
Due: Q1 2024
Price: £28.01 each
Digital: N/A

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: Jul 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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OO Gauge (1:76 Scale)

Steam locos

R30233 Liverpool & Manchester Railway 0-4-2 No.58 'Tiger' Train Pack three granite wagons (Hor). . . . £206.99

Diesel locos

1401 Class 14 14029 in BR Blue - as preserved (Hel) (RRP £199). . . . . BARGAIN. . . . £160

1417 Class 14 D9524 in British Petroleum light green (Hel) (RRP £199) . . . . . BARGAIN. . . . £136

R3880 Class 31/1 31147 'Floreat Salopia' in Civil Engineers 'Dutch' grey and yellow (Hor) (RRP £217.99)BARGAIN . £129

R30186 Class 47/8 47803 in Infrastructure yellow and white - Railroad Plus range (Hor) NEW £87.29

4D-005-001 Class 59/1 59103 "Village of Mells" in ARC (Dap) (RRP £173.20). . . . . BARGAIN. £129.95

4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power (Dap) (RRP £173.20) . .BARGAIN. £129.95

R3943 Ruston 48DS 235511 in Express Dairy Co. Ltd blue (Hor) (RRP £111.49) . . . . . .BARGAIN. £81

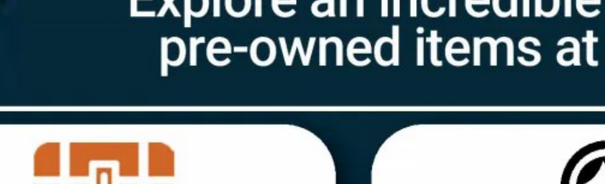
Electric locos

R3893 Class 91 91117 "Cancer Research UK" in GNER (Hor) (RRP £217.99) . . . . . .BARGAIN. . . .£158

HSTs

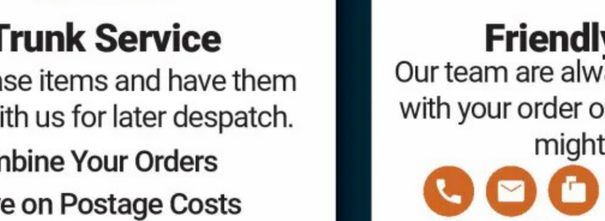
R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains (Hor) . . £326.69

R30099 Pair of Class 43 HST Power Cars 43314 and 43315 in East Coast Trains (Hor) £326.69



R30218 Pair of Class 43 HST Power Cars 43400 and 43484 in RailAdventure (Hor) £326.69

DMUs



R30011 Class 153 single-car DMU 153377 in ScotRail Highlands (Hor) NEW £137.24
R30146 Class 153 single-car DMU 153305 in ScotRail Highlands (Hor) .£137.24

19402 GWR AEC diesel railcar W21W in BR crimson and cream grey roof (Hel) £177.65

EMUs

R30229 Class 370 APT 7 car pack 370003 & 370004 in Intercity APT black window surrounds (Hor) NEW £528.29

Bi-Modal Multiple Units

R3827 Class 800 IEP five car pack 800104 'Celebrating Scotland' in LNER 'Azuma' (Hor) £391

Train sets - analogue

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

R40006 ex-Mk1 SK Ballast cleaner train staff coach DB 975805 in BR departmental olive green (Hor) (RRP £42.49)BARGAIN£19
R40008 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975804 in BR departmental olive green (Hor) (RRP £42.49) . . . . .BARGAIN £19

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). . £40.49

R4974 Mk1 RB restaurant buffet IC1667 in Intercity Executive (Hor) (RRP £42.49). . . . . .BARGAIN. £19
R4974A Mk1 RB restaurant buffet IC1653 in Intercity Executive (Hor) (RRP £42.49). . . . . BARGAIN £19

Public Service vehicles

76VEO001 Volvo FL Emergency One Pump Ladder in West Yorkshire FIre & Rescue red (Oxf) £26

Commercial vehicles

76SNG002 Scania S Series Curtainside in Pollock Ltd red and blue (Oxf) NEW £25.50

76SEN001 Sentinel Flatbed in LMS maroon (Oxf) NEW. £15

OO9 Narrow Gauge

Steam locos

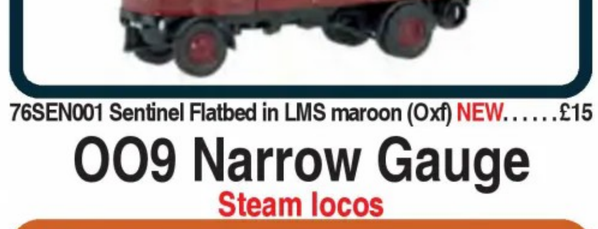
51-251-F Ffestiniog 'Small England' 0-4-0TT 1 "Princess" in Ffestiniog Railway green (Pec) (RRP £150)BARGAIN. . . £125

O Gauge (1:43 Scale)

Steam locos

7S-018-003D LSWR Class B4 0-4-0T 88 in SR lined black - Digital fitted (Dap) NEW £242.28

7S-018-002 LSWR Class B4 0-4-0T 90 "Caen" in Southampton Docks brown (Dap). £213.78



7S-018-006S LSWR Class B4 0-4-0T 91 in LSWR lined green - Digital sound fitted (Dap) NEW £330.48

Diesel locos

1753 Class 17 'Clayton' D8607 in BR green small yellow panels - weathered (Hel) (RRP £569) . .BARGAIN. . . .£349

1750 Class 17 'Clayton' in BR green small yellow panels - unnumbered (Hel) (RRP £569). . . . . .BARGAIN. . . .£387

2683 Class 26/1 26025 in BR railfreight red stripe orange cantrail stripe and Eastfield dog logo - weathered (Hel) (RRP £669). . . . . .BARGAIN. . . .£512

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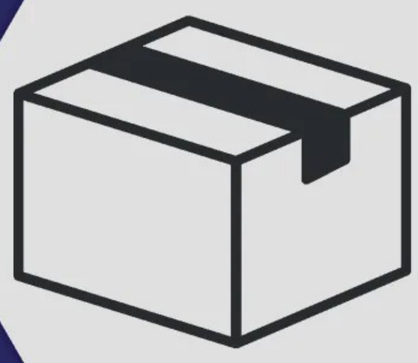

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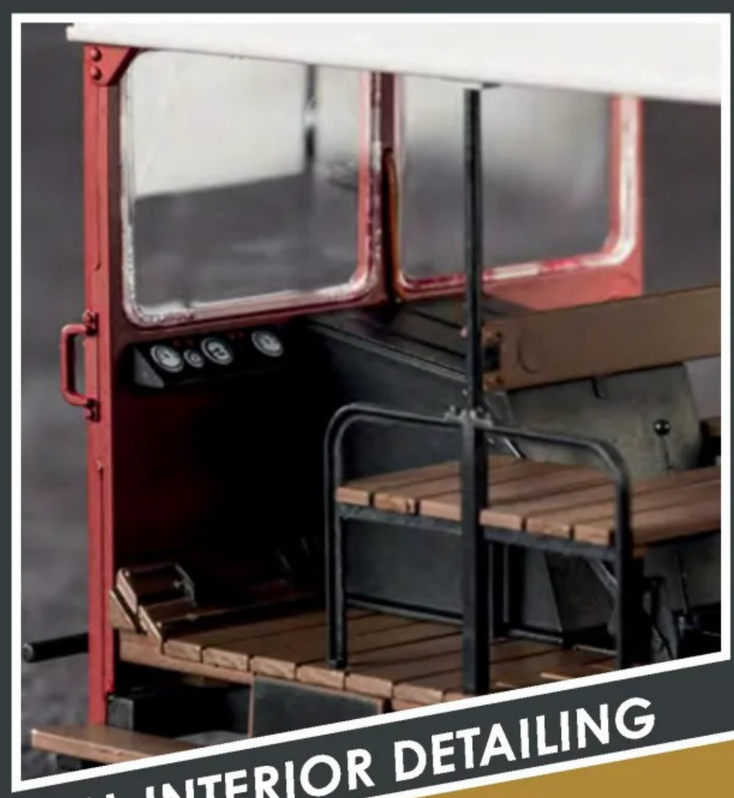

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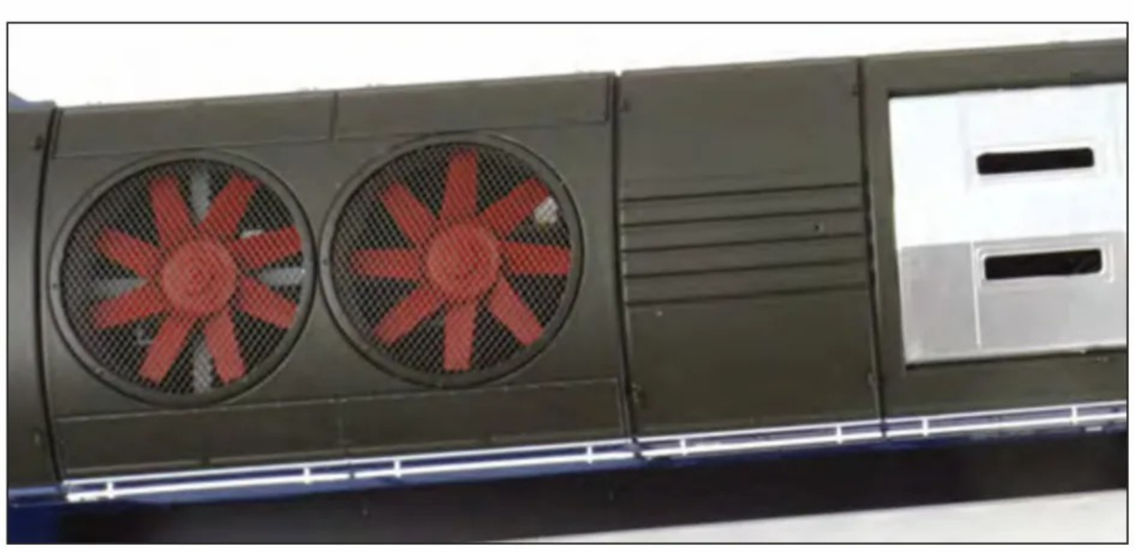

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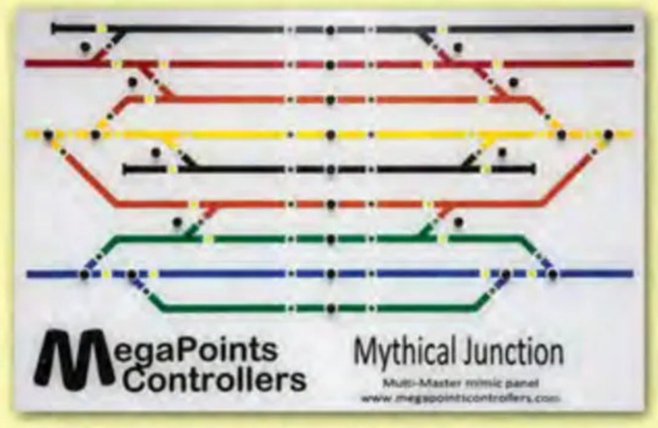

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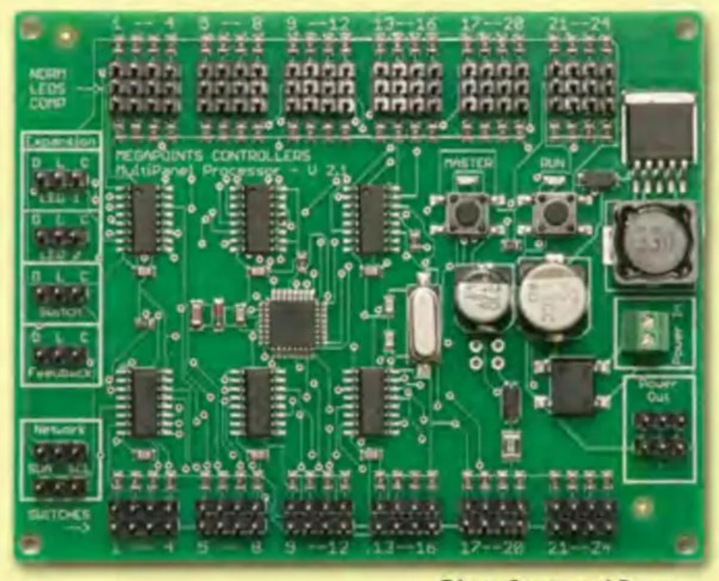

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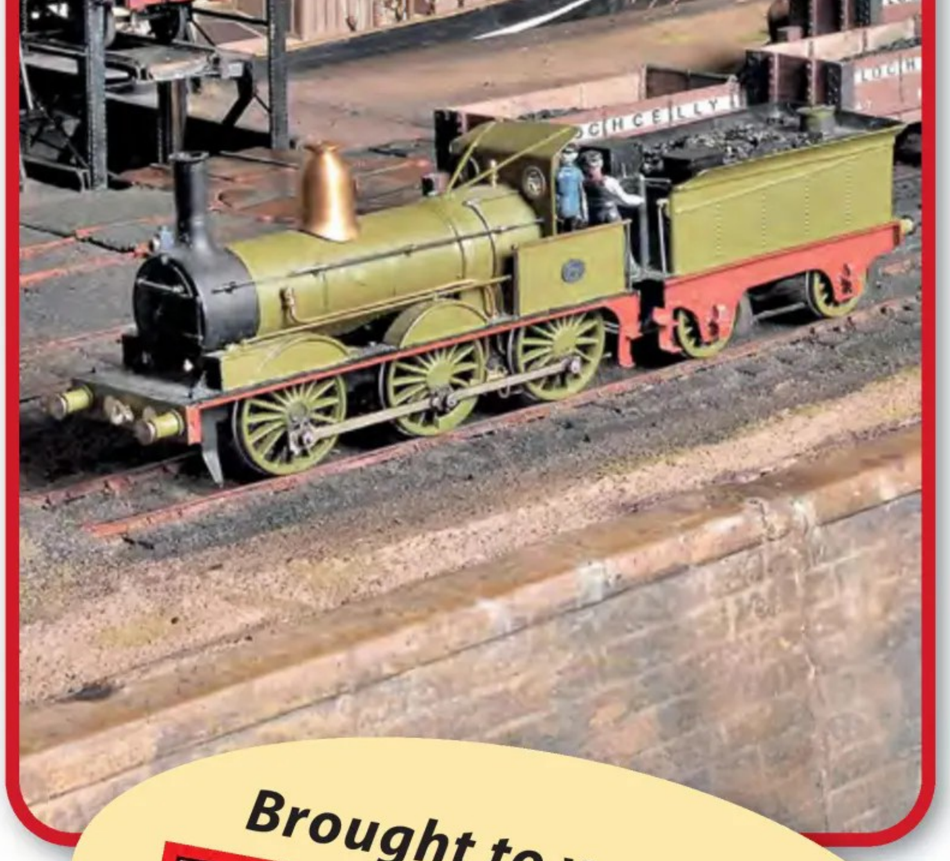

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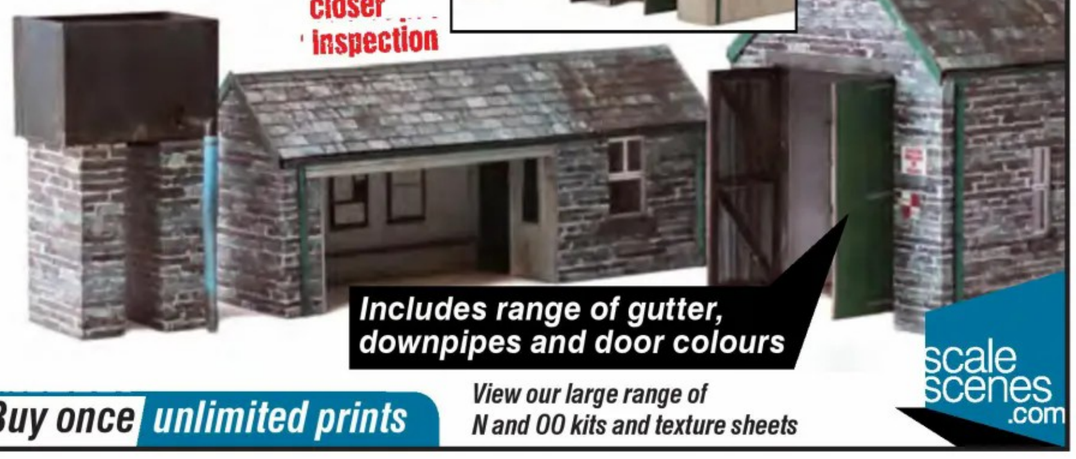

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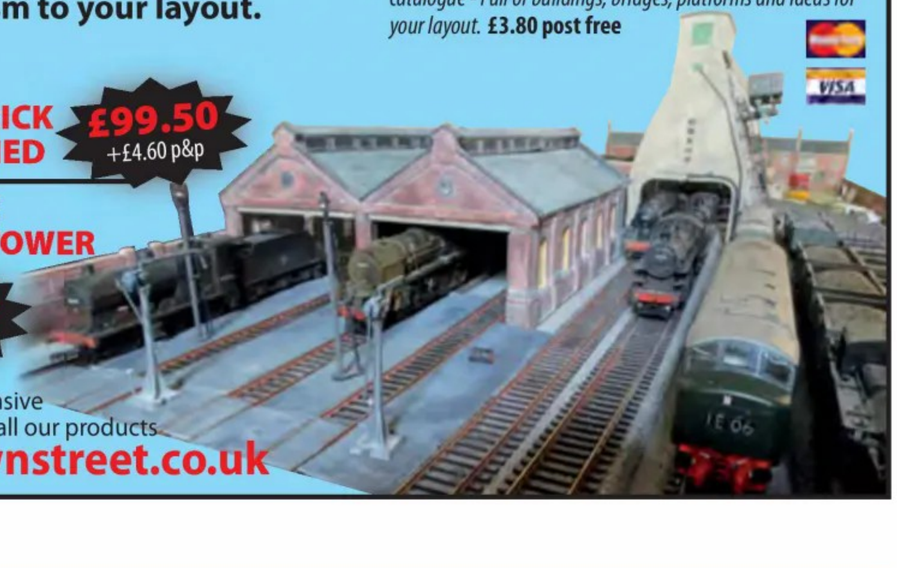

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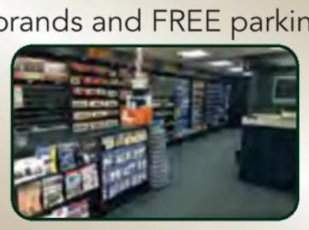

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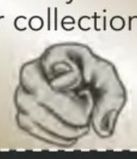

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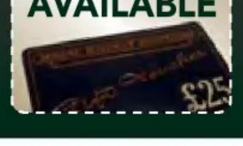

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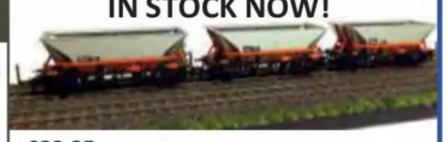

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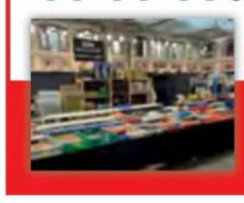

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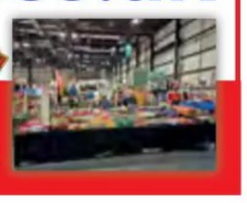

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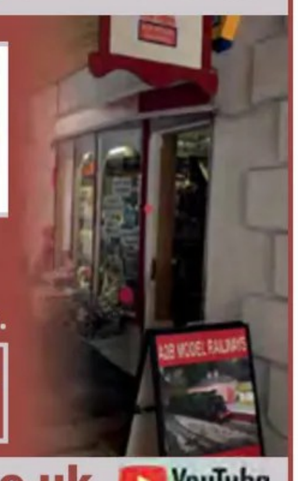

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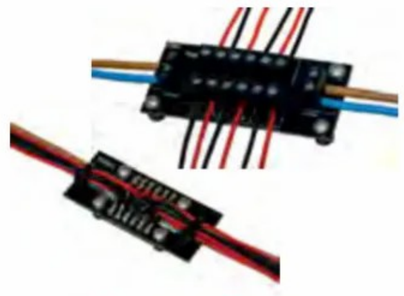

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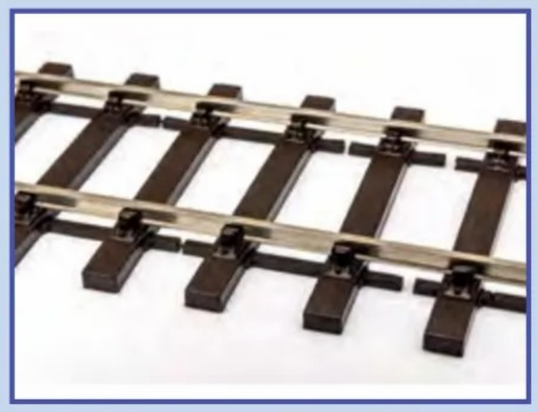

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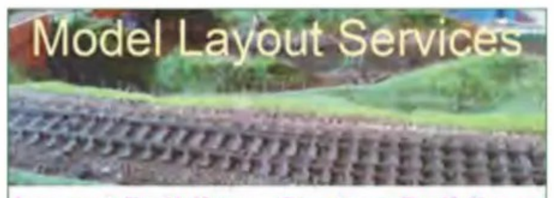

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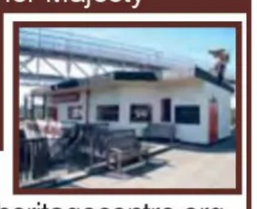

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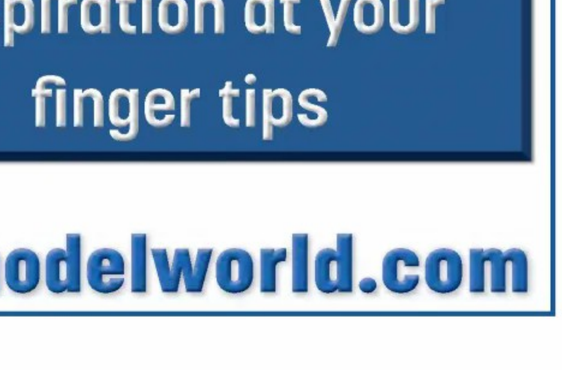

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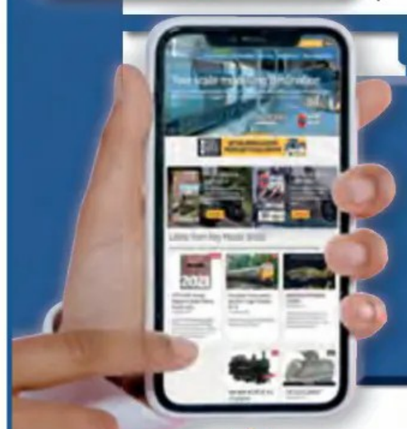

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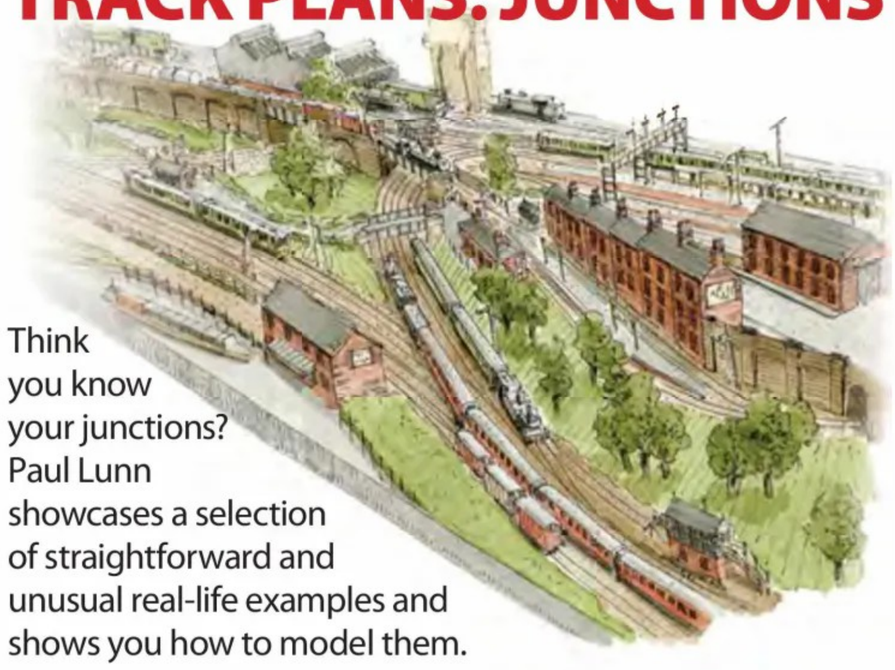

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