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HORNBY magazine

Issue 196 **October 2023** **£5.99**

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Heljan's '0' gauge Class 58 diesel



Rapido *Lion* roars for 'OO' gauge

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HORNBY magazine

October 2023

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ISSUE 196

ISSN 1753-2469

HORNBY magazine

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ADVANCED PASSENGER TRAIN 7-CAR TRAIN PACK



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R40210/B BR, Class 370 Advanced Passenger Train 2-car TRBS Coach Pack, 48401 & 48402 / 48403 & 48404 - Era 7
R40211/C BR, Class 370 Advanced Passenger Train 2-car TU Coach Pack, 48301 & 48302 / 48303 & 48304 - Era 7
R40212/D BR, Class 370 Advanced Passenger Train 2-car TF Coach Pack, 48501 & 48502 / 48503 & 48504 - Era 7
R30105 BR, Class 370 Advanced Passenger Train (NDM), 49002 - Era 7

For more information please visit your local Hornby stockist or go to **hornby.com**



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

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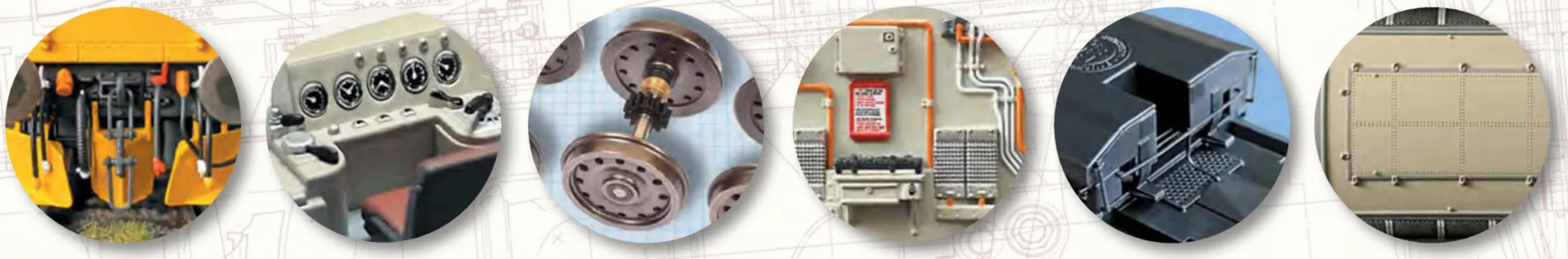
The latest releases from Bachmann, Flangeway Models, Modelu, Peco and Kernow Model Rail Centre.

THIS SUMMER FROM SLW: THE DEFINITIVE

BRITISH RAIL CLASS 25 DIESEL



NEW: BOILER-FITTED CLASS 25/2s ADDED



Don't delay - Four runs of our Class 25 are already sold out before delivery has even started. To avoid disappointment we have added three new steam-heat versions to the line-up!

The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line at long last! The **Sutton's Locomotive Workshop Class 25**, expected to arrive at the end of this Summer, is set to raise the bar even higher with a truly impressive feature list. Look for the photo-etched grilles and independent lighting functions. The latest cutting-edge decoder technology provides true CD-quality sound through our proven dual-speaker system. And it all comes to you, ready-to-run, straight out of our famous biscuit tin!



NEW 25 912 'Ice Cream Van' (25/9)

NEW D 5234 BR Green (with boiler)

NEW 25 083 BR Blue (with boiler)

NEW 25 086 BR Blue (with boiler)

NEW 25 904 British Rail Blue (25/9)

D 7552 BR Green (full yellow ends)

D 7661 Experimental Blue (pre-TOPS)

D 7672 *Tamworth Castle*

25 322 'Ice Cream Van'

25 260 BR Green (full yellow ends)

97 252 *ETHEL 3* Blue/Grey

D 7666 British Rail Blue (pre-TOPS)

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'BLACK FIVE' EP



Above: **Engineering Prototype samples of Hornby's all-new 'OO' gauge Stanier 'Black Five' 4-6-0 have arrived for inspection.**

HORNBY has received the latest Engineering Prototype (EP) samples of its forthcoming all-new 'OO' gauge Stanier 'Black Five' 4-6-0 for evaluation by the company's project development team.

Launched in January 2022, several newly-tooled 'OO' gauge models are planned for the initial batch of releases including 5200 in LMS black (Cat No. R30224), 45157 *Glasgow Highlander* in BR lined black with late crests (R30226) and Caprotti valve gear fitted 44755 in BR black with early crests (R30227) – the latter model available exclusively from the Hornby website. Also planned is 44726 in BR lined black with late crests, which will include factory-fitted digital sound utilising Hornby's new Bluetooth Triplex Sound (TXS) system and a newly-developed steam generator (R30225SS).

Hornby's extensive new tooling suite will enable the manufacturer to select from around 800 or so examples to model, while the specification includes a die-cast chassis, five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, flickering firebox, close tender-to-locomotive coupling, hinged footplate, separately applied handrails, sprung metal buffers and working lamps.

Prices range from £229.99 for DCC ready models to £269.99 for the sound and steam fitted example, with release expected in mid-2024.

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



Left: **Hornby's new models are also set to include an intricate cab interior, hinged etched metal footplate and detailed tender.**

SCAN HERE

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

WIN! HORNBY'S ALL-



HORNBY MAGAZINE is offering the chance to win one of Hornby's all-new 'OO' gauge LNER 'P2' 2-8-2 locomotives, worth £254.99.

The prize consists of Hornby's newly-tooled 'OO' gauge model of the A1 Steam Locomotive Trust's new-build 'P2' 2-8-2 2007 *Prince of Wales* in LNER lined green (Cat No. R3983).

This superb new release from Hornby features a die-cast chassis, five-pole skew-wound motor, brass flywheel, 21-pin Digital Command Control (DCC) decoder socket, sprung metal buffers and fully detailed cab interior.

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

Even if you don't win, Hornby's newly-tooled 'OO' gauge LNER Gresley 'P2' 2-8-2s are available at *www.hornby.com* and from Hornby stockists now. Good luck!

Colour for 'TT:120' HST

Decorated samples of Hornby's newly-tooled 'TT:120' scale Class 43 InterCity High Speed Train power cars and BR Mk 3 trailers have been received for inspection.

The initial arrivals model Class 43 power cars 43103 *John Wesley* and 43194 in InterCity 'Swallow' livery (Cat No. TT3022M/TT3022TXSM), together with matching Mk 3 Trailer Standard and Trailer Guard Standard carriages. Further examples of the power cars are planned in original InterCity yellow, blue and grey (TT3021M/TT3021TXSM) and GWR (First Group) green (TT3023M/TT3023TXSM).

Each pair of power cars will be available in DCC ready or DCC sound-fitted formats featuring Hornby's recently-introduced Bluetooth Triplex Sound (TXS) system. The specification includes a five-pole skew-wound motor, Next18 Digital Command Control (DCC) decoder sockets and directional lighting.

Matching BR Mk 3 carriages are also planned, including eight InterCity 'Swallow' liveried examples with two Trailer Firsts (TT4029/A), a Trailer Retaurant First Buffet (TT4030), four Trailer Standards (TT4027/A/B/C) and a Trailer Guard Standard (TT4028).

Prices are set at £219.99 DCC ready and £329.99 DCC sound-fitted for the power cars and £37.49 each for the matching Mk 3 carriages. The InterCity 'Swallow' liveried power cars are expected to appear in late 2023/early 2024, while the Mk 3 carriages are due in mid-2024. Other liveries are expected in mid-2024.



Hornby's all-new 'TT:120' scale InterCity 125 High Speed Train has progressed to the decorated sample stage.

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

'TT:120' CLASS 50 RUNNING SAMPLE

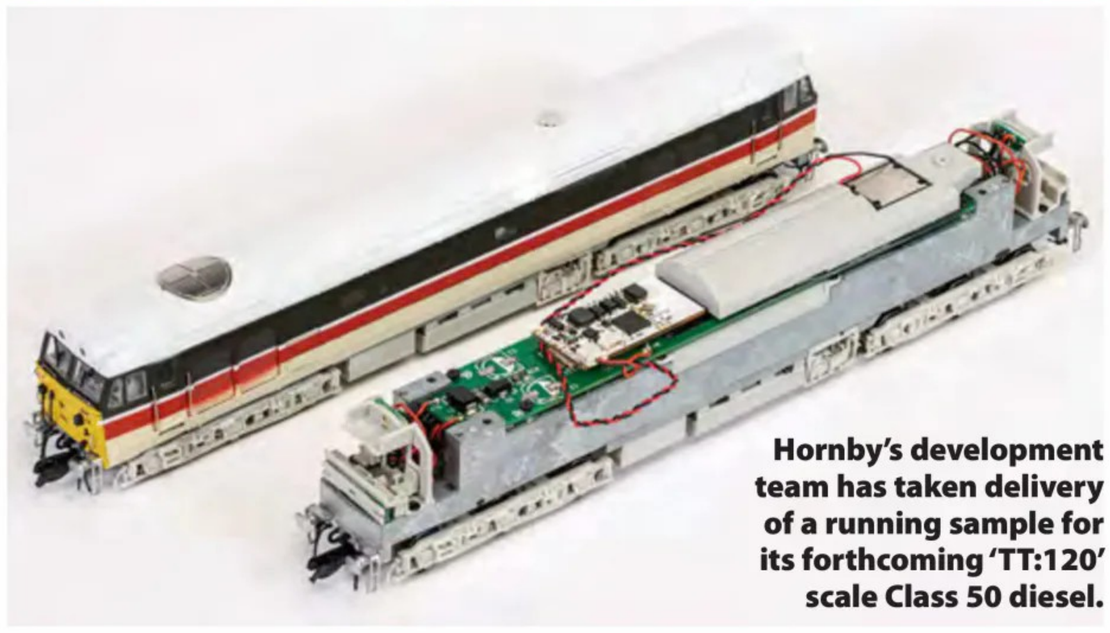
A running sample of Hornby's newly-tooled 'TT:120' scale Class 50 Co-Co diesel has been received by the company's design team. This latest arrival will enable the development team to assess the running characteristics of the model.

Three Class 50s are set to be released initially finished as 50007 *Sir Edward Elgar* in Great Western Railway 150th anniversary lined green (Cat No. TT3013M), 50040 *Leviathan* in BR large logo blue (TT3014M) and 50049 *Defiance* in GB Railfreight blue and orange (TT3015M). The InterCity style scheme on the sample is not one of the liveries announced so far.

The Class 50s will feature a five-pole skew-wound motor, die-cast metal chassis, directional lighting and a Next18 Digital Command Control (DCC) decoder socket.

Priced at £167.99 each, release is expected during spring 2024.

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



Hornby's development team has taken delivery of a running sample for its forthcoming 'TT:120' scale Class 50 diesel.

-NEW 'OO' GRESLEY 'P2'



WORTH £255

QUESTION

In which railway town is the A1 Steam Locomotive Trust's new-build 'P2' 2-8-2 currently under construction?

A. Derby **B.** Darlington **C.** Doncaster

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 September 7 2023 and the closing date for entries is October 25 2023 at 5pm GMT. The winner will be notified no later than November 1 2023.

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

THE EDITOR'S PAGE

Welcome

HELLO AND WELCOME to the latest issue of *Hornby Magazine*. Isn't it amazing how quickly time flies? It really doesn't seem a year since we were welcoming visitors to the 2022 Great Electric Train Show in Milton Keynes yet we are just a few weeks away from the 2023 event, which gets under way at the Marshall Arena on the weekend of Saturday and Sunday October 14/15!

This year's marks the 10th anniversary of the show and we have pulled out all the stops to make sure it will be an unforgettable event. Headlining this year's Great Electric Train Show is Pete Waterman's latest Making Tracks 3 layout. However, rather than keeping things relatively straightforward, as regular readers will know, following a conversation with Pete, this year's display will feature all three layouts joined together to form a 152ft long depiction of the West Coast Main Line in 'OO', comprising Making Tracks 1, 2 and 3! We are really looking forward to seeing it assembled and helping to operate it alongside Pete and the Railnuts team who have worked tirelessly to pull this project together.

In addition to Making Tracks, there will be 30 sensational layouts and more than 50 traders attending this year's event, including several manufacturers. We really are looking forward to welcoming you to the show and the *Hornby Magazine* team will be on hand across the weekend to answer any questions or queries you may have. We'll be taking two layouts - Natford TMD in 'OO' and a yet-to-be-named TT:120 layout which shows some of the potential of this fascinating scale. Our bumper preview with full details on how to get there, parking – which is different this year - opening times and more is on pages 36-41: we can't wait to see you there!

This issue also coincides with the arrival of Key Publishing's exclusive 'OO' gauge Bachmann Class 40 40145 *East Lancashire Railway* in BR large logo blue. This stunning new addition to the Key Model World shop really does look the part and is available to order now in DCC ready form. We also have a special bundle deal on Hornby's 'OO' gauge Rail Charter Services HST and have just launched our latest Key Publishing exclusive 3D-printed kit – Larssen steel piling for 'OO'. You can find out more on page 21 and at *www.keymodelworld.com/shop*.

Also, I hope you enjoy the exclusive Sankey Scenics BR Railfreight depot signage included with this issue. These have been produced in 'OO', 'N', 'O' and 'TT:120' and I'm looking forward to receiving your photographs of the signage in use. Inside this month's issue, we have a bumper selection of all-new models ranging from Heljan's 'O' gauge Class 58 to Hornby's diminutive 'TT:120' Class 08 shunter, plus three super layouts from a range of eras and regions, five inspirational modelling guides, prototype articles and much more.

I do hope you enjoy the issue!





Mark Chivers
Acting Editor

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Further new tooling from EFE Rail includes a selection of 'OO' gauge London & South Western Railway (LSWR) covered vans, including this 10ton Somerset & Dorset Joint Railway liveried example with sliding doors.



EFE Rail's new 'OO' gauge LSWR 10ton covered vans reflect three different diagrams with prototypical detail differences incorporated, including this 10ton ventilated example in SR brown with hinged doors.

will be available in DCC ready and DCC sound-fitted formats, priced at £339.95 and £439.95 accordingly.

Bachmann's 'OO' gauge BR Mk 1 57ft suburban carriages are also set to make a welcome return to the range in a selection of colour schemes, including three in BR Midland Region crimson (Second, Composite and Brake Second), three in BR Western Region lined maroon (Second, Composite and Brake Second) and four in BR blue with Eastern Region numbers (Second and Brake Second). Each is priced at £34.95 each.

A series of new DCC decoders is set to arrive this autumn, with the previously-announced 8-pin and 21-pin examples developed in partnership with ESU due soon, together with new Next18 and PluX22 decoders produced by ZIMO. See Table 1 for full details of Bachmann's planned 'OO' gauge releases.

EFE RAIL

Bachmann's EFE Rail brand continues to expand with the addition of several new models this autumn, including the all-new 'OO' gauge Newton Chambers two-tier Car Transporter vehicles announced earlier this Summer (HM194). Available in as-built vacuum braked form in BR maroon and in later dual braked condition with through Electric Train Heating (ETH) cabling in BR blue and grey, four versions of each colour scheme are planned, two pristine and two weathered. Each is priced at £59.95.

Also due to appear from EFE Rail this autumn are two four-car sets of London and South Western Railway (LSWR) cross-country carriages. Bearing the hallmarks of the three-car sets (HM190), these latest releases will feature an all-new eight compartment coach to complement the existing tooling.

Bachmann has developed new tooling to replicate refurbished examples of its popular 'OO' gauge Class 411 4-CEP EMUs, including 3-CEP 1199 in South West Trains livery.



SCAN HERE

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

TABLE 1 - BACHMANN 'OO' LOCOMOTIVES AND ROLLING STOCK AUTUMN 2023

DESCRIPTION	CAT NO.	PRICE
BR '9F' 2-10-0 92060, BR black with late crests and BR1B tender (Tyne Dock) (W)	32-862	£249.95
BR '9F' 2-10-0 92060, BR black with late crests and BR1B tender (Tyne Dock) (W) (DCC Sound)	32-862SF	£349.95
BR '9F' 2-10-0 92097, BR black with late crests and BR1B tender (Tyne Dock) (W)	32-862A	£249.95
BR '9F' 2-10-0 92097, BR black with late crests and BR1B tender (Tyne Dock) (W) (DCC Sound)	32-862ASF	£349.95
Class 37/0 37260 *Radio Highland*, BR large logo blue	35-309	£249.95
Class 37/0 37260 *Radio Highland*, BR large logo blue (DCC Sound)	35-309SF	£349.95
Class 37/0 37260 *Radio Highland*, BR large logo blue (DCC Sound Deluxe)	35-309SFX	£379.95
Class 37/0 37371, BR Railfreight (red stripe)	35-305	£249.95
Class 37/0 37371, BR Railfreight (red stripe) (DCC Sound)	35-305SF	£349.95
Class 37/0 37371, BR Railfreight (red stripe) (DCC Sound Deluxe)	35-305SFX	£379.95
Class 158 two-car DMU 158839, Transport for Wales	31-497	£339.95
Class 158 two-car DMU 158839, Transport for Wales (DCC Sound)	31-497SF	£439.95
Class 158 two-car DMU 158844, Northern	31-499	£339.95
Class 158 two-car DMU 158844, Northern (DCC Sound)	31-499SF	£439.95
Class 158 two-car DMU 158884, South West Trains	31-495	£339.95
Class 158 two-car DMU 158884, South West Trains (DCC Sound)	31-495SF	£439.95
Class 158 two-car DMU 158856, Central Trains	31-516A	£339.95
Class 158 two-car DMU 158856, Central Trains (DCC Sound)	31-516ASF	£439.95
Class 411/9 refurbished 3-CEP EMU 1199, South West Trains	31-420	£469.95
Class 411/9 refurbished 3-CEP EMU 1199, South West Trains (DCC Sound)	31-420SF	£569.95
Class 422/7 refurbished 4-TEP EMU 2703, BR blue and grey	31-424	£589.95
Class 422/7 refurbished 4-TEP EMU 2703, BR blue and grey (DCC Sound)	31-424SF	£689.95
BR Mk 1 57ft suburban Second W46135, BR maroon	34-604D	£34.95
BR Mk 1 57ft suburban Second E46098, BR blue	34-607B	£34.95
BR Mk 1 57ft suburban Second E46159, BR blue	34-607C	£34.95
BR Mk 1 57ft suburban Second M46095, BR crimson	34-608A	£34.95
BR Mk 1 57ft suburban Brake Second E43159, BR blue	34-629B	£34.95
BR Mk 1 57ft suburban Brake Second W43104, BR maroon	34-630C	£34.95
BR Mk 1 57ft suburban Brake Second M43293, BR crimson	34-631A	£34.95
BR Mk 1 57ft suburban Composite W41057, BR maroon	34-700D	£34.95
BR Mk 1 57ft suburban Composite M41009, BR crimson	34-703A	£34.95

Note: (W) Weathered edition

TABLE 2 - EFE RAIL NEW 'OO' AND 'N' GAUGE RELEASES - AUTUMN 2023

DESCRIPTION	GAUGE	CAT NO.	PRICE
LNER 'J94' 0-6-0ST 68075, BR black with late crests	'N'	E85501	£124.95
LNER 'J94' 0-6-0ST 68043, BR black with early crests	'N'	E85502	£124.95
Hunslet 'Austerity' 0-6-0ST No.12, National Coal Board Kent lined blue	'N'	E85503	£124.95
Hunslet 'Austerity' 0-6-0ST *Amazon*, National Coal Board lined green	'N'	E85504	£124.95
Hunslet 'Austerity' 0-6-0ST 85, Manchester Ship Canal lined grey	'N'	E85505	£124.95
Hunslet 'Austerity' 0-6-0ST No.15, Wemyss Private Railway brown	'N'	E85506	£124.95
Class 143 two-car DMU 143603, GWR green (First Group)	'OO'	E83021	£249.95
Newton Chambers Car Carrier E96293E, BR maroon	'OO'	E86003	£59.95
Newton Chambers Car Carrier E96294E, BR maroon	'OO'	E86004	£59.95
Newton Chambers Car Carrier E96296E, BR maroon (W)	'OO'	E86005	£59.95
Newton Chambers Car Carrier E96297E, BR maroon (W)	'OO'	E86006	£59.95
Newton Chambers Car Carrier E96291E, BR blue	'OO'	E86007	£59.95
Newton Chambers Car Carrier E96294E, BR blue	'OO'	E86008	£59.95
Newton Chambers Car Carrier E96298E, BR blue (W)	'OO'	E86009	£59.95
Newton Chambers Car Carrier E96299E, BR blue (W)	'OO'	E86010	£59.95
LSWR cross-country four-coach pack Set 63, LSWR salmon/brown	'OO'	E86011	£279.95
LSWR cross-country four-coach pack Set 134, SR lined olive green	'OO'	E86012	£279.95
LSWR 10ton ventilated van 11111, LSWR brown	'OO'	E87051	£32.95
LSWR 10ton covered van 1213, S&DJR grey	'OO'	E87052	£32.95
LSWR 10ton ventilated van 42679, SR brown (early)	'OO'	E87053	£32.95
LSWR 10ton ventilated van 42232, SR brown (late)	'OO'	E87054	£32.95
LSWR 10ton ventilated van S43405, BR grey	'OO'	E87055	£32.95
LSWR 10ton ventilated 44366, SR brown (early)	'OO'	E87056	£32.95

Note: (W) Weathered edition

'OO' refurbished CEP EMU heads BACHMANN AUTUMN ANNOUNCEMENTS

Bachmann has revealed its autumn 2023 release plans with a raft of newly-announced models across its 'OO', 'N' and 'OO9' ranges, including new tooling and fresh identities for existing items.



Bachmann is adding two new weathered variants of its 'OO' gauge BR '9F' 2-10-0, with newly-tooled Westinghouse pump equipment on the right-hand running plate.

BACHMANN BRANCHLINE

Headlining this quarter's British Railway Announcements is a refurbished version of the British Rail (BR) Southern Region Class 411 4-CEP Electric Multiple Unit (EMU), reflecting variants of the main fleet. Two models are planned initially finished as Class 411/9 3-CEP 1199 in South West Trains livery and Class 422/7 4-TEP 2703 in BR blue and grey.

BR's Class 411 4-CEP and 4-BEP fleet underwent refurbishment at Swindon Works between 1979 and 1984. On completion, most had been outshopped as 4-CEP units, with seven 4-BEP units completed for use on the London Waterloo to Portsmouth Harbour route. They were reconfigured inside and out with new tinted glass, hopper window vents and relocation of the two guard's compartments to a single, central location.

As a temporary measure in the mid-1980s four refurbished 4-CEP sets were reformed with an unrefurbished BEP buffet car to provide cover for Brighton Lover's Walk depot's 4-BIG EMU fleet which was also undergoing refurbishment. In later years, 18 of the four-car South Eastern 4-CEPs were reduced to three-car sets (1101-1118), while South West Trains also reduced two 4-BEP units to three-car status (1198/1199), with removal of the buffet cars, for use on Brockenhurst to Lymington shuttles.

Bachmann's new 'OO' gauge models of the refurbished units will feature newly-tooled bodyshells and utilise existing chassis, with interior lighting, 21-pin DCC decoder socket and conductive couplings within each unit. Additionally, the four-car 4-TEP will reflect the prototype by incorporating an original 4-BEP buffet car in place of the refurbished Trailer Second car, while the three-car 3-CEP will feature high-intensity headlights. Each will be available in DCC ready and DCC sound-fitted formats, priced at £469.95/£569.95 for the three car sets and £589.95/£689.95 for the four-car set.

Bachmann's 'OO' gauge BR Standard '9F' 2-10-0 is set to appear in new guises this autumn with new tooling to reflect the examples which operated on the heavy Tyne Dock to Consett iron ore trains in the 1960s. They featured distinctive Westinghouse pump equipment installed on the off-side locomotive running plate.

Two new models are planned finished as 92060 with BR1B tender in BR black with late crests and 92097 with BR1B tender in BR black with late crests. Both will feature a weathered finish and sound-fitted models will include a bespoke sound project. Prices are set at £249.95 DCC ready and £349.95 DCC sound-fitted.

The manufacturer's fleet of recently retooled 'OO' gauge Class 37 diesels is set to be bolstered with two additional examples in the form of Class 37/0s 37371 in BR Railfreight (red stripe) and 37260 *Radio Highland* in BR large logo blue and Scottish 'car headlamp' mounted on the cab front above the headcode panel. As with previous releases, three different versions of each will be available in DCC ready, DCC sound-fitted and DCC sound-fitted deluxe, priced at £249.95, £349.95 and £379.95 respectively.

Four new 'OO' gauge Class 158 two-car Diesel Multiple Units (DMUs) can also be expected this autumn finished as 158839 in Transport for Wales livery, 158844 in Northern Trains colours, 158884 in South West Trains livery and 158856 in Central Trains green. Each



Two versions are planned in LSWR salmon/brown (with new second/third composite coach) and lined Southern Railway olive green (with new all third coach). Each set is priced at £279.95.

A further 'OO' gauge Class 143 two-car DMU is also planned, finished as 143603 in GWR green with Exmouth/Paignton destination blinds, priced at £249.95.

EFE Rail's range is also set to feature a series of all-new London & South Western Railway covered vans, reflecting examples built between 1885 and 1922. Vehicles planned include Diagram 1410, 1408 and 1406 examples with prototypical height differences between diagrams and all combinations of brake style incorporated within the tooling suite, together with ventilated or non-vent ends, flush and non-flush roof combinations, sliding and hinged doors, to enable a comprehensive selection of models to be produced over time.

Amongst the new releases are three Diagram 1410 vans in LSWR brown, Somerset & Dorset Joint Railway grey and SR 1936 brown, two increased height Diagram 1406 vans in late SR brown and BR grey, together with a Diagram 1408 van in early SR brown. They are priced at £32.95 each.

In 'N' gauge, EFE Rail has revealed an all-new Hunslet 'Austerity'/LNER 'J94' 0-6-0ST, with six models planned for the initial releases finished as *Amazon* in National Coal Board (NCB) lined green, WPR 15 in Wemyss Private Railway lined brown, 68043 in BR black with early crests, 68075 in BR black with late crests, MSC 85 in lined grey and 12 in National Coal Board lined blue.

Detail differences have been incorporated within the tooling suite covering smokebox doors, boiler pipework, chimneys, handrails, footsteps, cabs and bunkers, while each will also feature a micro six-pin DCC decoder. Prices are set at £124.95 each. See Table 2 for full details of EFE Rail's Autumn 2023 releases.



EFE Rail's recently tooled 'OO' gauge LSWR cross-country carriages receive a second run, this time in four-car sets with a new eight compartment vehicle included in LSWR and Southern Railway colour schemes.

GRAHAM FARISH

Bachmann's 'N' gauge Graham Farish range gains a selection of new train sets this autumn, in the run-up to Christmas. Four sets are due to appear including a Western Rambler set containing a Great Western Railway 0-6-0PT, two wagons and a brake van and a Suburban Sulzer set with a Class 24 Bo-Bo diesel in BR green, along with two suburban Mk 1 carriages in lined BR maroon. Also planned is a Thanet Flyer set which features a Southern Railway 'N' 2-6-0 in SR malachite green,



Tooling for Bachmann's all-new 'N' gauge Graham Farish Class 158 two-car DMU is now complete, with further releases added including 158766 in GWR green.

Hornby Rail Charter Services HST bundle available now!

The Key Model World Shop range has expanded with the addition of an exclusive bundle featuring Hornby's 'OO' gauge Rail Charter Services HST and five trailer coaches, as well as Key Publishing's *HSTs Around Britain, 1990 to the Present Day* book.

The new 'OO' gauge bundle contains Hornby HST power cars 43058 and 43059 (Cat No. R30204) which use the latest Hornby HST tooling together with Mk 3 Trailer Guard First 44081 (R40353), Trailer First 41166 (R40352), Trailer First Disabled 41160 (R40352B), Trailer Restaurant First Kitchen 40804 (R40354) and Trailer First 41187 (R40352A) plus the book.

The bundle is limited to 24 packs which are available now priced at £499.99 on the Key Model World Shop – a saving of £100 compared to buying all the items separately at full retail price.

The Rail Charter Services HST formation was created in 2021 following the success of the 'Staycation Express' in 2020. It operated over the Settle & Carlisle line from Skipton to Carlisle and return from July 19 to September 9 2021, and there are reports suggesting that the set could be used for services on the Central Wales line in the future. The train was maintained at Crewe and the initial repaint was carried out at Eastleigh Works.

The new Rail Charter Services HST bundle is available to purchase now from the Key Model World Shop.

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



Hornby's new 'OO' gauge Rail Charter Services HST is now available as an exclusive bundle from the Key Model World shop.

SCAN HERE

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

Steel sheet piling kits for 'OO' gauge



PJM Models' new 3D-printed Larssen steel piling for 'OO' gauge is now available, exclusively from the Key Model World shop.

New to the Key Publishing Exclusives range from PJM Models are triple packs of Larssen steel piling for 'OO' gauge using a combination of 3D printed and laser-cut parts.

The 'OO' scale triple packs contain either 100mm or 50mm high steel piling wall sections which have been 3D printed. Each section is 185mm long with the total length per pack covering 555mm. Each pack also has three strips of matching length concrete tops made from laser-cut MDF and a pack of 10 wall anchor bolts which are used with the piling to pin it back. The original design for this kit was created for Pete Waterman's Making Tracks layout modelling Milton Keynes station.

The 3D printed walling can be cut to different heights and angles using a fine hand saw while contact adhesive or hot glue can be used to fix the walling in place.

Prices for the Larssen piling packs are £22.99 for the 100mm high and £14.99 for the 50mm high triple packs. Both are available now for immediate despatch from the Key Model World Shop.

● **Visit *www.keymodelworld.com/shop* to view our full range of exclusive PJM Models 3D-printed detailing parts and laser-cut kits.**



Limited edition **40145** in stock now

Key Publishing's Bachmann limited edition Class 40 modelling 40145 in BR large logo blue is now in stock in DCC ready format. The production sample of 40145 paid a visit to Pete Waterman's Making Tracks layout in Chester Cathedral at the head of a railtour set in early August. Visit *www.keymodelworld.com/shop* to place your order today.



and cream and BR maroon colour schemes, while the Thompson Full Brake appears in the Graham Farish range for the first time in LNER teak effect, BR crimson and cream, BR maroon and BR blue. The Mk 1 coach is priced at £47.95, while the Thompson coaches are priced at £48.95 each. See Table 3 for more information.

BACHMANN NARROW GAUGE

Bachmann's expanding 'OO9' range gains a selection of newly-tooled Dinorwic slate wagons, offered with or without sides. Supplied in triple wagon packs, those without sides are offered in plain grey, while those in red carry individual names – *Twll*



Above: **20 new 'OO' gauge Bachmann Scenecraft structures are due for release this autumn, including an all-new Somerset & Dorset brick station and trainshed.**



Bachmann's new 'OO' Class 37/0 is set to appear in two further colour schemes including BR large logo blue as 37260 *Radio Highland* with cab front mounted Scottish 'car headlamp'.



Bachmann's narrow gauge 'OO9' range is bolstered with a selection of new Dinorwic slate wagons including two triple wagon packs without sides in grey and red.



Four new 'N' gauge train sets are expected this autumn, including a Moving Mountains set which includes Class 60 60001 *Steadfast* in BR Railfreight

CLASS 153 RAILCAR

HELJAN is developing an all-new 'O' gauge Class 153 Diesel Multiple Unit (DMU), with the project already at the Engineering Prototype (EP) stage of the process.

Originally built for British Rail as two-car Class 155 DMUs by Leyland Bus in the late 1980s, 35 of these second generation units were converted to Class 153 single railcars in the early 1990s for branch line and rural use, with the class eventually totalling 70 vehicles. They became a familiar sight across the national network, although the number in regular use has reduced in recent years. Several have been repurposed for use on ScotRail's Highland routes and with Network Rail.

Heljan's newly-tooled models are set to include the characteristic panel lines and rivets so prevalent on the prototypes, together with separately fitted interior seats, tables and partitions, detailed cab interiors (standard and micro), variations to the underfloor radiator grille mesh, detachable BSI auto-couplers, snowploughs and optional NRN radio roof pods. Eight separately switchable lighting functions will also be available in Digital Command Control (DCC) mode with directional headlights (day and night settings), tail lights, interior saloon illumination, cab lighting, working bodyside door locking indicator lights, illuminated door button and illuminated destination blinds. Original and revised headlight units have also been tooled to accurately represent vehicles according to the period and colour scheme carried.



Heljan has revealed plans to produce an all-new Class 153 diesel railcar for 'O' gauge.



Heljan's new model is set to feature working door lock indicator lights and a wealth of separately applied engine components.

Six different identities are planned initially, five of which will be offered DCC ready or DCC sound-fitted, finished as 153301 in Regional Railways livery (Cat No. 53201/53203), 153311 in East Midlands Trains (Stagecoach) colours (53241/53243), 153351 in Northern 'swoosh' livery (53251/53253), 153906 in Transport for Wales grey and red (53271/53273) and 153356 in London Midland City livery (53291/53293). 153380 in GWR green completes the line-up as a Gaugemaster Collection exclusive in DCC ready format only (GM7240701).

Prices are set at £399 DCC ready and £519 DCC sound-fitted, with release anticipated during the second quarter of 2024.

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



Six models are planned initially, reflecting these long-lived and widely travelled single car units.

Dapol launches Class 87 for 'N'

DAPOL has announced plans for an all-new 'N' gauge BR Class 87 Bo-Bo electric locomotive.

Built at British Rail's Crewe Works in the early 1970s, 36 Class 87 AC electric locomotives were introduced in connection with the extension of electrification on the northern section of the West Coast Main Line to Glasgow. They remained in front-line service on passenger (and freight in early years) until 2005, when Virgin Trains' new tilting Class 390 Pendolino electric units took over passenger workings. Three examples have since been preserved, while more than 20 of the class were exported for further use in Bulgaria.

Dapol's newly-tooled model will reflect the prototype through the years, with the tooling suite enabling the manufacturer to produce models from 1973 to the present day, with detail differences incorporated to the front ends and roof. High-speed and cross-arm pantographs will also be tooled. Dapol's tooling will also include an accurate roof to model unique thyristor-controlled 87101 *Stephenson*.



Dapol is developing an all-new Class 87 Bo-Bo electric for 'N' gauge.

The specification includes a five-pole super-creep motor, all-wheel drive and pick-up, Next18 Digital Command Control (DCC) decoder socket, posable (non-functional) pantographs, separately fitted detailing, directional lighting, NEM couplings and an accessory pack containing optional detailing for customer fitment.

Eight models are planned initially finished as 87031 *Hal o' the Wynd* in BR blue (Cat No. 2D-087-001), 87017 *Iron Duke* in InterCity 'Swallow' livery (2D-087-002), 87035 *Robert Burns* in Virgin Trains colours (2D-087-003), 87022 in DRS blue (2D-087-004), 87101 *Stephenson* in BR blue (2D-087-005), 87002 *Royal Sovereign* in Caledonian Sleeper livery (2D-087-006) and a twin-pack containing 87006 *City of Glasgow* in BR large logo grey and 87012 *Coeur de Lyon* in BR Intercity 'Executive' schemes (2D-087-007).

Prices for individual locomotives are set at £155 DCC ready and £190 DCC fitted, while the twin-pack is priced at £300 DCC ready and £370 DCC fitted. Release is currently slated for the third quarter of 2024.

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



Eight different models are planned initially including a twin pack containing 87006 *City of Glasgow* and 87012 *Coeur de Lyon*.



One of the stop-gap four-car EMUs introduced for use on Southern Region Central Division services in the mid-1980s is also set to appear this autumn for 'OO', in the form of 4-TEP 2703 with an unrefurbished BEP buffet car in the formation.

Mwg, *Abyssinia*, *Hafod Owen*. For carrying finished slates, the side-fitted wagons are finished in plain grey or red with weights painted on each side – 7.3.0, 7.3.0, 7.0.0 – and also feature separately-fitted slate loads. Prices are set at £49.95 for the wagons without sides and £54.95 for those with sides and loads. See Table 4 for more details.

The Scenecraft 'OO9' slate wagon loads are also available separately in packs containing four loads.

BACHMANN SCENECRAFT

A new selection of buildings from Bachmann's Scenecraft range is also set to appear in coming months with two new versions of Shillingstone goods shed in 'N' gauge, with the return of the building in green together with a red option too, while the building will also appear in similar guises for 'OO' too.

A new 'OO' gauge Somerset & Dorset brick station is also planned, based on that at Burnham-on-Sea, together with a complementary brick trainshed. The two structures will be available in green and cream and chocolate and cream colour schemes.

Further additions include a Great Central lamp hut in green or maroon and cream, a platform mounted signal box in brown and cream or green and cream, a shunter's hut with blue or white trim and a modern fire station.

Low relief structures also return for 'OO', with raised offices in blue or green and a selection of terraced houses in left and right hand configurations, together with a low relief alleyway. For more information, see Table 5.

BACHMANN COLLECTORS CLUB

Finally, Bachmann has revealed a new 'OO9' model of Penrhyn Mainline Hunslet *Linda* in 2-4-0STT form in Ffestiniog Railway midnight blue, exclusively for Bachmann Collectors Club (BCC) members, at a discounted price. This year's free BCC membership wagon is a Conflat A with BR container featuring Patons Flair branding in 'N' and 'OO', while the 'OO9' offering is a Factory Breakdown Van, based on the RNAD example in the narrow gauge range.

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

TABLE 4 - BACHMANN NARROW GAUGE 'OO9' NEW RELEASES - AUTUMN 2023

DESCRIPTION	CAT NO.	PRICE
Penrhyn Mainline Hunslet 2-4-0STT *Linda*, Ffestiniog Railway midnight blue (BCC)	391-135K	£206.96
Penrhyn Mainline Hunslet 2-4-0STT *Linda*, Ffestiniog Railway midnight blue (BCC) (DCC Sound)	391-135KSF	£296.96
Dinorwic slate wagons without sides, grey (triple pack)	393-225	£49.95
Dinorwic slate wagons without sides, red (triple pack)	393-226	£49.95
Dinorwic slate wagons with sides, grey (triple pack, with loads)	393-227	£56.95
Dinorwic slate wagons with sides, red (triple pack, with loads)	393-228	£56.95

Note: (BCC) Bachmann Collectors Club exclusive edition

TABLE 5 - BACHMANN SCENECRAFT NEW RELEASES - AUTUMN 2023

DESCRIPTION	GAUGE	CAT NO.	PRICE
Shillingstone goods shed, green	'N'	42-170	£59.95
Shillingstone goods shed, red	'N'	42-170R	£59.95
Fire station	'OO'	44-0177	£94.95
GCR lamp hut, green	'OO'	44-0178G	£29.95
GCR lamp hut, maroon and cream	'OO'	44-0178M	£29.95
S&DJR brick station, green and cream	'OO'	44-0179A	£79.95
S&DJR brick station, chocolate and cream	'OO'	44-0179B	£79.95
S&DJR train shed, green and cream	'OO'	44-0180A	£119.95
S&DJR train shed, chocolate and cream	'OO'	44-0180B	£119.95
Shunter's hut, blue	'OO'	44-0182B	£29.95
Shunter's hut, white	'OO'	44-0182W	£29.95
Platform mounted signalbox, brown	'OO'	44-0184B	£42.95
Platform mounted signalbox, green	'OO'	44-0184G	£42.95
Low-relief raised office, blue	'OO'	44-0212B	£79.95
Low-relief raised office, green	'OO'	44-0212G	£79.95
Low relief rear of terrace, right-hand door, white	'OO'	44-0216W	£29.95
Low relief rear of terrace, right-hand door, yellow	'OO'	44-0216Y	£29.95
Low relief rear of terrace, left-hand door, blue	'OO'	44-0217B	£29.95
Low relief rear of terrace, left-hand door, green	'OO'	44-0217G	£29.95
Low relief alleyway	'OO'	44-0218	£14.95
Dinorwic slate load (x4)	'OO'/'OO9'	44-0542	£11.95
Shillingstone goods shed, green	'OO'	44-170	£89.95
Shillingstone goods shed, red	'OO'	44-170R	£89.95



Two triple packs of 'OO9' Dinorwic slate wagons with sides and pre-fitted with slate loads are also planned in plain grey and in red – the latter examples with weights marked.



Construction livery and six Redland liveried PGA hopper wagons.



EFE Rail has unveiled an all-new 'N' gauge Hunslet 'Austerity'/LNER 'J94' 0-6-0ST, with six models available initially, including *Amazon* in National Coal Board lined green.



'OO9' gauge Penrhyn Mainline Hunslet *Linda* is due to appear in 2-4-0STT form for its latest appearance as a Bachmann Collectors Club exclusive model in Ffestiniog Railway lined midnight blue.

together with a pair of matching Bulleid corridor coaches, while a Moving Mountains freight set will be offered with a Class 60 Co-Co diesel and six PGA wagons in Redland livery. While each will be offered as analogue DCC ready sets with controllers and track, the Thanet Flyer and Moving Mountains sets will also be available in DCC sound-fitted form too. Prices range from £189.95 to £374.95.

Making a welcome return is the LMS 'Black Five' 4-6-0 for 'N' gauge with six versions set to appear finished as 5000 in LMS lined black and 5004 in LMS lined black, each with riveted tenders, together with 45307 *The Lancashire Fusilier* in BR lined black with early crests and contemporary overhead warning labels, 45427 in BR lined black with early crests, 45195 in BR lined black with late crests and 45198 in BR lined black with late crests – each with a welded tender.

Two further digital sound-fitted versions of the company's upgraded Class 14 0-6-0DH finished as D2/9531 in NCB British Oak orange and black and D9523 in as-preserved BR maroon with 'wasp stripes' are set to arrive, to complement the already announced DCC ready examples. Prices are set at £254.95 each.

Graham Farish's new Class 90 AC electric locomotives feature highly again this autumn with five additional releases planned including 90006 *High Sheriff* in InterCity 'Swallow' livery, 90139 in Railfreight Distribution grey, 90017 *Rail Express Systems Quality Assured* in RES red and grey, 90002 *Mission Impossible* in Virgin Trains livery and 90048 in Freightliner Genesee and Wyoming orange. Each will be available in DCC ready and DCC sound-fitted formats, priced at £194.95 and £294.95 respectively.

The tooling for Graham Farish's all-new Class 158 DMUs is now complete and the company has added sound-fitted options for the previously-announced models of 158849 in Regional Railways livery and 158711 in ScotRail Saltire colours. In addition, 158856 in Central Trains livery, 158766 in GWR green and 158844 in Northern Trains colours have also now been added in DCC ready and DCC sound fitted options. Each will feature a coreless motor, Next18 DCC decoder socket, tinted glazing, directional lighting, fine underframe detailing, factory fitted speaker, interior seating, tables and more. Prices are set at £284.95 DCC ready and £384.95 DCC sound-fitted.

In terms of 'N' gauge rolling stock, a BR Mk 1 Corridor Brake Second has been added finished as Laboratory 11 in BR Railway Technical Centre (RTC) red and grey (RDB975046). A series of Thompson corridor coaches are also making a welcome return in LNER teak effect, BR crimson

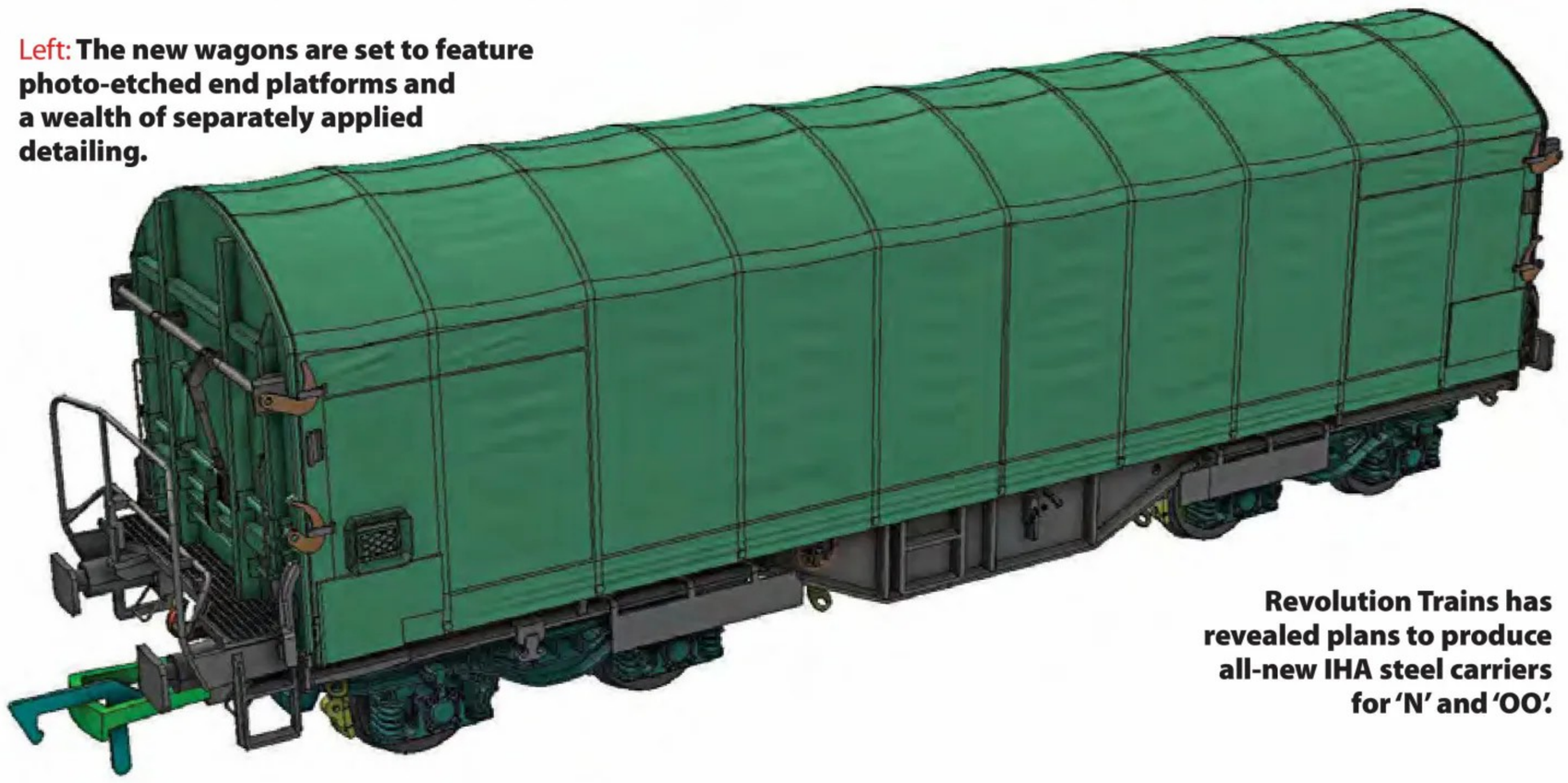
TABLE 3 - GRAHAM FARISH 'N' GAUGE RELEASES - AUTUMN 2023

DESCRIPTION	CAT NO.	PRICE
Western Rambler train set	370-052	£189.95
Suburban Sulzer train set	370-062	£209.95
The Thanet Flyer train set	370-165	£274.95
The Thanet Flyer train set (DCC sound)	370-165SF	£374.95
Moving Mountains train set	370-221	£259.95
Moving Mountains train set (DCC sound)	370-221SF	£359.95
LMS 'Black Five' 4-6-0 5000, LMS lined black (riveted tender)	372-135A	£174.95
LMS 'Black Five' 4-6-0 5004, LMS lined black (riveted tender)	372-135B	£174.95
LMS 'Black Five' 4-6-0 45407 *The Lancashire Fusilier*, BR lined black with early crests (welded tender)	372-136A	£174.95
LMS 'Black Five' 4-6-0 45247, BR lined black with early crests (welded tender)	372-136B	£174.95
LMS 'Black Five' 4-6-0 45195, BR lined black with late crests (welded tender)	372-137A	£174.95
LMS 'Black Five' 4-6-0 45198, BR lined black with late crests (welded tender)	372-137B	£174.95
Class 14 0-6-0DH D2/9531, NCB British Oak orange and black	372-954SF	£254.95
Class 14 0-6-0DH D9523, BR maroon with wasp stripes	372-955SF	£254.95
Class 90/0 90006 *High Sheriff*, BR InterCity 'Swallow'	371-780A	£194.95
Class 90/0 90006 *High Sheriff*, BR InterCity 'Swallow' (DCC Sound)	371-780ASF	£294.95
Class 90/1 90139, BR Railfreight Distribution	371-781A	£194.95
Class 90/1 90139, BR Railfreight Distribution (DCC Sound)	371-781ASF	£294.95
Class 90/0 90017 *Rail Express Systems Quality Assured*, RES livery	371-782A	£194.95
Class 90/0 90017 *Rail Express Systems Quality Assured*, RES livery (DCC Sound)	371-782ASF	£294.95
Class 90/0 90002 *Mission Impossible*, Virgin Trains (original)	371-783A	£194.95
Class 90/0 90002 *Mission Impossible*, Virgin Trains (original) (DCC Sound)	371-783ASF	£294.95
Class 90/0 90048, Freightliner Genesee and Wyoming	371-785A	£194.95
Class 90/0 90048, Freightliner Genesee and Wyoming (DCC Sound)	371-785ASF	£294.95
Class 158 two-car DMU 158856, Central Trains	371-862	£284.95
Class 158 two-car DMU 158856, Central Trains (DCC Sound)	371-862SF	£384.95
Class 158 two-car DMU 158849, BR Regional Railways (DCC Sound)	371-850SF	£384.95
Class 158 two-car DMU 158711, ScotRail Saltire (DCC Sound)	371-851SF	£384.95
Class 158 two-car DMU 158766, GWR green (First Group)	371-857	£284.95
Class 158 two-car DMU 158766, GWR green (First Group) (DCC Sound)	371-857SF	£384.95
Class 158 two-car DMU 158844, Northern	371-858	£284.95
Class 158 two-car DMU 158844, Northern (DCC Sound)	371-858SF	£384.95
BR Mk 1 BSK RDB975046 Laboratory 11, BR RTC (revised)	374-198	£47.95
LNER Thompson Full Brake E15E, LNER teak effect	374-860	£48.95
LNER Thompson Full Brake E13E, BR crimson and cream	374-861	£48.95
LNER Thompson Full Brake E19E, BR maroon	374-862	£48.95
LNER Thompson Full Brake E11, BR blue	374-863	£48.95
LNER Thompson First Corridor 136, LNER teak effect	376-200A	£48.95
LNER Thompson First Corridor 141, LNER teak effect	376-200B	£48.95
LNER Thompson First Corridor E11174E, BR crimson and cream	376-201A	£48.95
LNER Thompson First Corridor E11182E, BR crimson and cream	376-201B	£48.95
LNER Thompson First Corridor E11176E, BR maroon	376-202	£48.95
LNER Thompson First Corridor E11185E, BR maroon	376-202A	£48.95
LNER Thompson Composite Corridor 147, LNER teak effect	376-225A	£48.95
LNER Thompson Composite Corridor 145, LNER teak effect	376-225B	£48.95
LNER Thompson Composite Corridor E1230E, BR crimson and cream	376-226A	£48.95
LNER Thompson Composite Corridor E1239E, BR crimson and cream	376-226B	£48.95
LNER Thompson Composite Corridor E1236E, BR maroon	376-227	£48.95
LNER Thompson Composite Corridor E1229E, BR maroon	376-227A	£48.95
LNER Thompson Third Corridor 1006, LNER teak effect	376-250A	£48.95
LNER Thompson Third Corridor 1452, LNER teak effect	376-250B	£48.95
LNER Thompson Third Corridor E1568E, BR crimson and cream	376-251A	£48.95
LNER Thompson Third Corridor E1513E, BR crimson and cream	376-251B	£48.95
LNER Thompson Second Corridor E11029E, BR maroon	376-252	£48.95
LNER Thompson Second Corridor E1435E, BR maroon	376-252A	£48.95
LNER Thompson Brake Third Corridor E1915, LNER teak effect	376-275A	£48.95
LNER Thompson Brake Third Corridor E1920, LNER teak effect	376-275B	£48.95
LNER Thompson Brake Third Corridor E1917E, BR crimson and cream	376-276A	£48.95
LNER Thompson Brake Third Corridor E1931E, BR crimson and cream	376-276B	£48.95
LNER Thompson Brake Second Corridor E16857E, BR maroon	376-277	£48.95
LNER Thompson Brake Second Corridor E16859E, BR maroon	376-277A	£48.95

Revolution reveals IHA steel carrier



Left: **The new wagons are set to feature photo-etched end platforms and a wealth of separately applied detailing.**



Revolution Trains has revealed plans to produce all-new IHA steel carriers for 'N' and 'OO'.

REVOLUTION TRAINS (RT) is to produce all-new IHA steel carrier wagons in 'N' and 'OO' gauges.

Built in several batches by French manufacturer Fauvet Girel between 1991 and 2002, around 250 examples are in service on steel traffic from Wales to the north of England, the Midlands, France and Belgium. They are also used on imported steel flows from Tilbury, Boston, Immingham and Hull to domestic steel terminals.

Owned by wagon leasing company Ermewa, these distinctive vehicles feature red bogies, underframes and ends, together with grey canvas covers.

RT's all-new models will feature photo-etched end platforms, separately-moulded lashing loops and locking equipment, underfloor brake equipment and kinematic NEM coupler pockets. On the 'OO' gauge models, the Y25 bogies will also feature moveable brake blocks to enable straightforward conversions to 'EM' or 'P4' standards.

Design work is now complete and tooling is currently under way, with release expected in mid-2024. Liveries, identities and prices have yet to be confirmed.

● **Visit *www.revolutiontrains.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.

Rapido teases 'S160' for 'OO'

RAPIDO TRAINS UK has revealed a teaser campaign for an all-new 'OO' gauge United States Army Transportation Corps (USATC) 'S160' 2-8-0 steam locomotive.

More than 2,000 'S160s' were built for use during the Second World War, primarily across Europe, although they did also operate in Africa, Asia and South America. 800 were shipped to the UK in the early 1940s for use during the war effort before they were deployed abroad. The first batch of 400 was shared between the 'Big Four' railway companies for running-in, while the second batch was stored pending deployment.

Specification, identities and prices for these anticipated new 'OO' gauge models had yet to be confirmed as this issue of *Hornby Magazine* closed for press. Full details will appear at *www.keymodelworld.com* when they are officially confirmed.

● **Visit *www.rapidotrains.co.uk***



Rapido Trains UK has hinted that it is to produce a USATC 'S160' 2-8-0 for 'OO' gauge. In 1945, USA Transportation Corps 'S160' 2454 passes Sudbury Hill (Harrow) as it leaves London on the GC/GW joint line. Railphotoprints.uk Collection.

K-Type Pullman Car breaks cover

Ellis Clark Trains (ECT) has received the first Engineering Prototype (EP) sample of its forthcoming 'O' gauge all-steel K-Type Pullman cars.

These all-new Pullman cars have been fully designed by Ellis Clark Trains and are being produced by Darstaed, with research and CAD work carried out in-house in the UK.

The coaches will feature roller ball bearings as standard, working magnetic couplers and ambient lighting to reflect the prototypes. Each coach is set to feature a hand-painted finish, fully decorated interior wall sections, well appointed interiors, working table and ceiling lighting, compensated metal bogies, super-detailed chassis and underframe, sprung buffers, coach destination boards and Ellis Clark working drophead buckeye couplings.

The first EP to arrive for evaluation is an unrefurbished Brake Third. Five vehicles are in development which will also include a Parlour Third, Kitchen Third, Parlour First and Kitchen First.



First EP samples of Ellis Clark Trains' all-new 'O' gauge K-Type Pullman Cars have arrived for inspection.

The release schedule includes 33 individual Pullman cars, each with different numbers or names, as well as a series of themed carriage packs including 'The Bournemouth Belle' (1966), 'Ocean Liner' sets, two different 'Queen of Scots' packs, a 'Yorkshire Pullman' pack and a Keighley & Worth Valley presentation pack.

Prices are set at £399 per coach, reduced to £375 when purchasing three or more vehicles. Coach packs range from £795 for a two-car pack to £3,750 for the ten-car 'Queen of Scots' set.

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



The new Pullman Cars display fine detailing inside and out, together with individually illuminated table lamps.



Each coach will feature separately applied roof vents, handrails, door handles, destination boards, footsteps, lamp irons and more.

'O' gauge Ruston 48DS

Heljan is to produce an all-new 'O' gauge model of the Ruston and Hornsby 48DS industrial shunter.

This diminutive addition to the Heljan 'O' gauge range will feature a compact five-pole motor, flywheel, low gearing, Next18 Digital Command Control (DCC) decoder socket, separately switchable headlamps, detailed cab interior, wire mesh radiator grille, metal handrails and factory-fitted speaker within the radiator section. The all-new tooling suite will also incorporate cab and buffer beam variations.

With design work complete, the model is now at the tooling stage of the process. 3D prototype samples of the new model were expected to be on display at the Gauge O Guild's Guildex event on September 2/3.

Five versions are planned initially, finished in factory lined green with open cab (Cat No. 9030), yellow with 'wasp stripes' and enclosed cab (9032), BR Southern Region green as D1169 with open cab (9035), dark green as *William McAlpine* with enclosed cab (9037) and Express Dairy blue with open cab (9038).

Priced at £199 each, release is due in the third quarter of 2024.

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



Heljan has announced plans for a newly-tooled 'O' gauge Ruston and Hornsby 48DS diesel shunter in early and later forms.

SCAN HERE

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

Accurascale announces

ALL-NEW 'OO' BR 16TON STEEL MINERAL WAGONS



Accurascale is to produce all-new 'OO' gauge models of the prolific BR 16ton steel mineral open wagon.

ACCURASCALE has revealed its latest all-new 'OO' gauge wagon project – the ubiquitous BR 16ton steel mineral open wagon.

The history of the 16ton mineral wagon can trace its origins back to two designs in the mid-1940s. Following nationalisation two new standard designs were introduced – 1/108 (welded bodywork) and 1/109 (riveted bodywork) – and between 1951 and 1959 more than 220,000 examples were built, representing the biggest wagon building programme in the history of Britain's railways.

Plugging a significant gap in its Powering Britain range, Accurascale's all-new 'OO' gauge 16ton steel mineral wagons will initially follow the development of the unfitted Morton braked examples in the first batch of releases, modelling Diagram 1/108, 1/109 and MCO rebodied versions.

Accurascale's extensive tooling suite will enable the welded and riveted bodies to be produced and will also include three types of end door (a fabricated example and two pressed steel variants), three types of buffer housing (including Dowty hydraulic buffers), BR standard and square axle journals, standard and pressed steel handbrake handles and Morton unfitted and double unfitted independent brakes.

Already at the Engineering Prototype sample stage, the new wagons will feature a die-cast metal chassis, moulded body, separately-fitted side, top and end doors and a wealth of factory applied detailing parts including wire handrails, side-door handles, grab handles, lamp brackets, brake gear, metal three-hole wheels and turned metal sprung buffers.

Offered in individually numbered triple-wagon packs, identities are yet to be confirmed, but a selection of never-before produced versions together with popular examples are set to appear in a variety of livery and running gear combinations.

Following assessment of the EP samples, areas of improvement have been identified and will be addressed before progressing to the next stage.

Priced at £74.95 per triple wagon pack, release is anticipated during the third quarter of 2024.

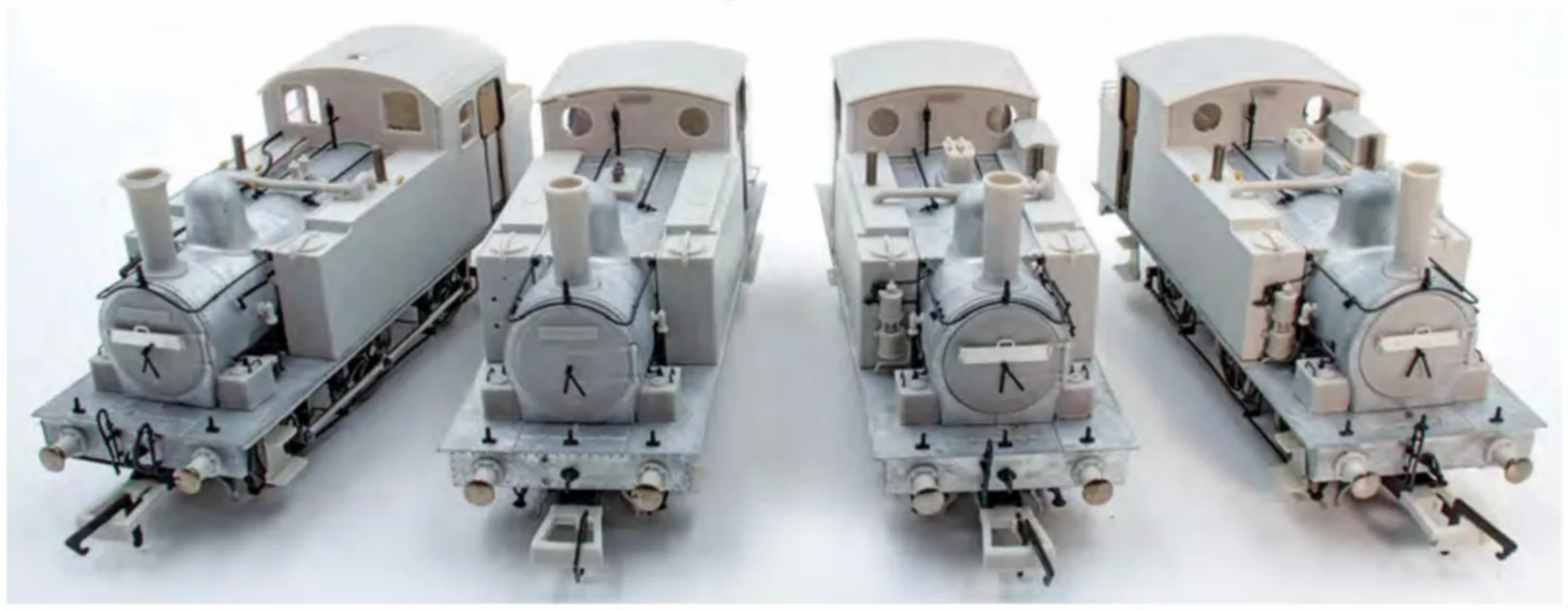
● **Visit *www.accurascale.com* for more information.**

Accurascale Great Eastern 'Buckjumper' EPs revealed

Accurascale has received First Engineering Prototype samples of its forthcoming newly-tooled 'OO' gauge Great Eastern 'Buckjumper' 0-6-0Ts for assessment by the company's project team.

Collectively known as 'Buckjumpers' due to their lively running characteristics, these former Great Eastern Railway locomotives were reclassified 'J67', 'J68' and 'J69' by the London and North Eastern Railway following a complex series of alterations.

Accurascale's extensive tooling suite will enable all the main design variables to be produced over time, with these first EP samples demonstrating the detail differences possible. Further refinements will be required before production can commence with several areas noted for improvement including the cab beading area, the fit of the cab sheets and the removable magnetic cab roofs. Brake rigging and the fit of the chimney will also need refining.



First EP samples of Accurascale's newly-tooled 'OO' gauge Great Eastern Railway 'Buckjumper' 0-6-0Ts are currently being evaluated by the company's design team.

Accurascale's new models are set to feature a die-cast metal chassis and boiler, large coreless motor, helical gearbox, all-wheel pick-up, Next18 Digital Command Control (DCC) decoder socket, stay alive arrangement, separately fitted metal and plastic detailing, sprung metal buffers and more.

Five colour schemes are planned initially, finished as 'J69' 359 in L&NER black (Cat No. ACC2427/ACC2440-DCC), 'J67' 68535 in BR plain black with early crests (ACC2434/ACC2447-DCC), 'J69' 68619 in lined dark blue (Liverpool Street shed) with BR late crests (ACC2449/ACC2442DCC), 'J68' 68646 in BR plain black with late crests (ACC2428/ACC2441DCC) and 'J67' 84 in Great Eastern Railway lined ultramarine (ACC2426/ACC2439-DCC).

Prices are set at £139.99 DCC ready and £239.99 DCC sound fitted. Release is expected during the second quarter of 2024.

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

3 **56099 leaves a smoke trail as it works hard at the head of its loaded rake of HAA hoppers at Heaton Lodge Junction.**

6 The sheer scale of this magnificent 'O' gauge layout is evident here as a Class 45 approaches the dive-under tunnel with scale length HEA and HAA coal trains above on the higher level.

GAUGE **'O', 32mm** | SCALE **7mm: 1ft** | SIZE **196ft x 50ft** | REGION **MIDLAND** | PERIOD **1980s** | CONTROL **DCC, DIGIKEIJS**



1 37222 passes Yorkshire Water's treatment plant as it approaches the junction from the Calder Valley line.

HEATON LODGE JUNCTION has previously featured in HM156 and HM Yearbook No.13, and for those not in the know, it recreates this famous Yorkshire location in the 1980s. The figures are staggering. It has more than three miles of track, with full-length passenger and freight trains operating. To fit this, a length of 196ft is needed – and the width, well, that's a little less, at a mere 50ft.

The track layout for the current scenic section is based on that in the 1980s after British Rail replaced flat crossings and returned the old dive-under tunnels to use, allowing Leeds-bound trains to pass under the Calder Valley Line.

It has proved immensely popular with the general public, and Simon now plans to do something very different with the extensive storage yard (so large it can host 28 50ft long trains) to make that a scenic section too.

GRAND PLAN

Taking us on a tour from the left-hand end of the layout, Simon explains: "We »

2 Class 56 56099 powers over the crossovers at Heaton Lodge Junction as it joins the Calder Valley line with its rake of HAA hoppers. On the left, a Class 45 takes charge of a parcels train heading for Huddersfield on the dive under.

Voting for the 2023 *Hornby Magazine* Model Railway Awards is now open! **MARK CHIVERS** reveals some of this year's nominees.



Above: **Vote for your favourite models now in the *Hornby Magazine* Model Railway Awards 2023.**

MANUFACTURER OF THE YEAR

- Accurascale
- Bachmann
- Cavalex Models
- Dapol
- EFE Rail
- Ellis Clark Trains
- Flangeway
- Hattons Originals
- Heljan
- Hornby Hobbies
- Irish Railway Models
- Kernow Model Rail Centre
- KR Models
- Lionheart Trains
- Minerva Model Railways
- OO Works
- Oxford Rail
- Peco
- Planet Industrials
- Rails Of Sheffield
- Rapido Trains UK
- Realtrack Models
- Revolution Trains
- Sonic Models
- Sutton's Locomotive Works

GO ONLINE TO VOTE FOR YOUR FAVOURITES AND WIN!

- Visit *www.keymodelworld.com* to vote for the *Hornby Magazine* Model Railway Awards 2023 and you could win a Hornby 'TT:120' scale digital train set – The Scotsman (Cat No: TT1001TXSM) – containing LNER 'A1' 4-6-2 2550 *Blink Bonny* with factory-fitted Triplex Sound and three Pullman carriages, plus a pair of tickets to the 2023 Great Electric Train Show in Milton Keynes on October 14/15, worth £334.99. Five runners-up will also receive two tickets to the Great Electric Train Show worth £30 per pair. See *www.keymodelworld.com* for full terms and conditions.

You can vote for your favourite models in the motive power and carriage and wagon categories, as well as Innovation of the Year, Layout of the Year, Retailer of the Year, Model Railway You Tuber of the Year and Manufacturer of the Year 2023 – select your favourites from the online shortlist.

Voting opens at 9.00am on Thursday September 7 and closes at 11.59pm on September 25.

CARRIAGE AND WAGON AWARDS 2023

BEST 'OO' GAUGE CARRIAGE

- Bachmann Bulleid carriages (HM185)
- Hattons Originals Genesis four and six-wheel carriages (HM185)
- EFE Rail LSWR cross-country carriages (HM190)
- Accurascale Mk 5 Caledonian Sleeper carriages (HM190)
- Accurascale Mk 5 TransPennine Express carriages (HM190)
- Accurascale GWR Siphon G vans (HM192)
- Revolution Trains SR General Manager's Saloon/*Caroline* (HM196)

BEST 'OO' GAUGE WAGON

- Accurascale Chaldron waggons (HM185)
- Accurascale low level nuclear waste PFA wagons (HM185)
- Accurascale MHA open ballast wagons (HM187)
- Cavalex HAA MGR hopper wagons (HM187)
- Rapido Trains UK SECR 10ton covered vans (HM187)
- Rapido Trains UK SECR open ballast wagons (HM187)
- Revolution Trains Ecofret container flats (HM188)
- Revolution Trains IPA car carriers (HM188)
- Hornby GWR 'Loriot Y' machinery truck (HM190)
- EFE Rail 'Sea Urchin' open wagons (HM190)
- KR Models 'Palbrick' open wagons (HM191)
- Cavalex CDA china clay hopper wagons
- Rapido Trains UK VIX Ferry vans (HM191)
- Rapido Trains UK GWR Iron Mink vans (HM191)
- Bachmann MXA 'Lobster' bogie open wagons (HM192)
- Sonic Models VIX Ferry vans (HM193)
- Revolution Trains/Rainbow Railways TUA tank wagons (HM195)
- Accurascale FNA-D nuclear flask carrier wagons (HM195)
- Rapido Trains UK AA20 GWR 'Toad' brake vans (HM195)
- Rapido Trains UK SECR six-wheel brake vans (HM195)
- Rapido Trains UK GWR four-plank open wagons
- Rapido Trains UK SR eight-plank open wagons
- Rapido Trains UK 'Loriot Y' macinery truck (HM196)
- Revolution Trains UK FNA-D nuclear flask carrier wagons

BEST 'O' GAUGE CARRIAGE

- Heljan BR Mk 1 Covered Carriage Trucks (HM186)
- Ellis Clark Trains LNER Thompson corridor carriages (HM188)
- Dapol LBSCR Stroudley four-wheel coaches

BEST 'O' GAUGE WAGON

- Dapol 14ton anchor-mounted tank wagons (HM186)
- Kernow Model Rail Centre LSWR Dia. 1410 vans (HM186)
- Kernow Model Rail Centre CDA china clay hopper wagons (HM193)
- Dapol HBA/HEA hopper wagons
- Dapol GWR 12ton box vans
- Dapol GWR Fruit Van A
- Dapol LMS 12ton box van
- Dapol GWR MOGO box van
- Dapol SR 12ton elliptical roof vans
- Dapol HAA MGR covered hopper

BEST 'N' GAUGE CARRIAGE OR WAGON

- Revolution Trains JNA/MMA bogie box wagons (HM186)
- Peco seven-plank open wagons (HM188)
- Rapido Trains UK Conflat-P wagons (HM189)
- Revolution Trains Class A tank wagons (HM192)
- Revolution Trains MTV/ZKV 'Zander' open wagons (HM192)
- Revolution Trains IIA-D Drax biomass wagons

BEST 'OO9' CARRIAGE OR WAGON

- Peco Ffestiniog Railway Type 3 Quarryman's coaches (HM187)
- Bachmann RNAD box vans (HM189)
- Bachmann RNAD flat wagons (HM189)
- Bachmann RNAD brake vans
- Bachmann RNAD open wagons

BEST 'TT:120' CARRIAGE OR WAGON

- Hornby BR Mk 1 carriages (HM193)
- Hornby Pullman cars (HM193)
- Hornby seven-plank open wagons
- Hornby LNER/BR ventilated vans
- Hornby LNER 'Toad B'/'Toad E' brake vans

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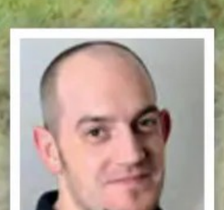

From the Publisher Mike Wild

Here at *Hornby Magazine* we are all at the heart of the hobby and in every issue we bring you the latest model railway news, product reviews and features you won't find anywhere else.

Each issue of the magazine is packed full of inspirational modelling articles from our dedicated team to give you all the information you need to build your own model railway or inform you about your next purchase.

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616/23

Next steps for HEATON LODGE JUNCTION

One of the biggest model railways in the UK is set to expand further with conversion of its storage yard into a facility recreating the likes of Tinsley and Healey Mills yards. Owner **SIMON GEORGE** talks to **MIKE WILD** about the latest evolution of this 'O' gauge behemoth.

PHOTOGRAPHY, MIKE WILD AND JONATHAN NEWTON

will have a Motive Power Depot based on Knottingley, West Yorkshire, which is going to have stabling room for about 30 or 40 locomotives and next to it will be a cement works."

The cement works is going to be built on steel trolleys which will widen the fiddle yard by 3ft at each side. "I'm making the extensions out of steel because the cost of timber these days makes it cheaper to use steel," he says.

"In essence, the whole of this marshalling yard is going to double in width and it's going to be around 12ft to 13ft wide all the way down its 196ft length. As we move along the layout, the marshalling yard then remains broadly as it is. It's all going to be ballasted and have its own signalling system, so it's going to look a lot more like a real marshalling yard with all the portable structures and buildings we all used to see when we were spotting at Tinsley or Healey Mills and so on.

"My goodness, though – how much ballast am I going to need? I have no idea, but it'll be an awful lot – I'll have to ring Blue Circle and see if they can help me out with that!"

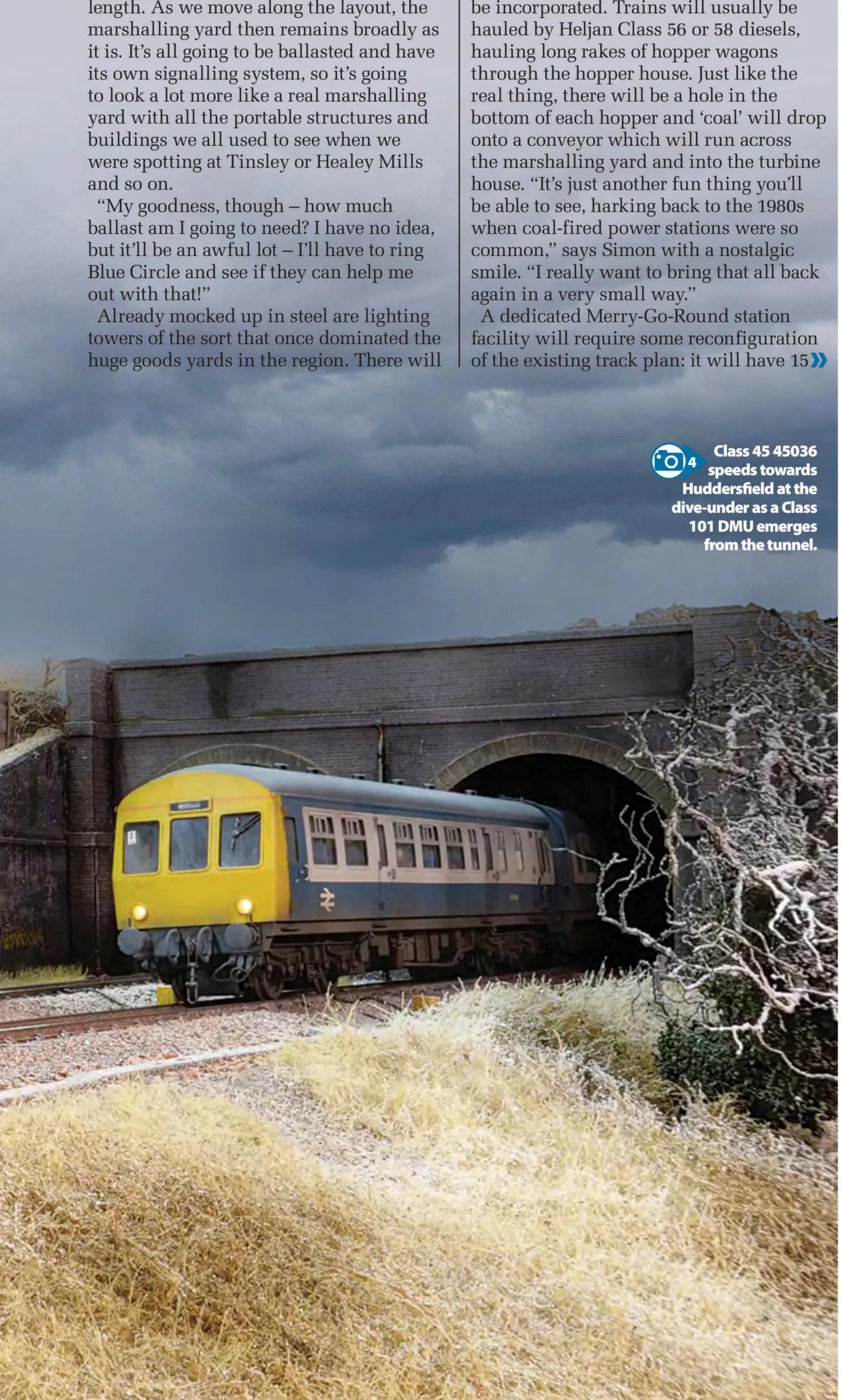
Already mocked up in steel are lighting towers of the sort that once dominated the huge goods yards in the region. There will be five in total, a scale 120ft high – almost 3ft – tall.

TOWERS OF POWER

The first 'new' section will be the power station, consisting of three 3.2m high cooling towers made of glass fibre. Only when the layout is on tour will they be displayed though as they are too high for the layout's normal basement location.

Next to these will be the turbine house. This 1.2m high, 3.2m long structure will also tower above the tracks, like the real buildings did. A Merry-Go-Round train unloading facility will also be incorporated. Trains will usually be hauled by Heljan Class 56 or 58 diesels, hauling long rakes of hopper wagons through the hopper house. Just like the real thing, there will be a hole in the bottom of each hopper and 'coal' will drop onto a conveyor which will run across the marshalling yard and into the turbine house. "It's just another fun thing you'll be able to see, harking back to the 1980s when coal-fired power stations were so common," says Simon with a nostalgic smile. "I really want to bring that all back again in a very small way."

A dedicated Merry-Go-Round station facility will require some reconfiguration of the existing track plan: it will have 15 »



4 Class 45 45036 speeds towards Huddersfield at the dive-under as a Class 101 DMU emerges from the tunnel.

HEATON LODGE JUNCTION
THE NEXT STEPS



Simon George's expansive 'O' gauge layout is set to get even bigger! The yard area is set to double in width for its entire length with a new Traction Maintenance Depot, cement works, marshalling yard and coal fired power station.



Knottingley Traction Maintenance Depot provides the inspiration for a new depot area which is set to be modelled at this end of Heaton Lodge Junction's current storage yard.



A cement works is also set to appear here, together with a power station in the middle distance with turbine house, cooling towers and a working MGR unloader conveying coal across the railway.



At this end of the layout coal train stabling sidings will dominate the scene, with two large girder bridges leading to a brand new London & North Western Railway station.



The coal-fired power station will feature a working MGR coal unloading point, turbine house and several 3.2m glass fibre cooling towers that can only be displayed when the layout is on tour as they are too tall for the layout's normal basement location.

sidings full to the brim with HAA wagons – Simon reckons around 150 vehicles are needed to achieve this.

Next to that comes a road system with radio-controlled 'O' gauge die-cast trucks, trailers, and mechanical shovels all moving coal around to bring constant life to what historically were always very busy locations.

SUPER STATION

Astoundingly, the scenic interest does not end there. Two big girder bridges are set to be installed and there will also be a large station based on the London & North Western Railway structure in Dewsbury, West Yorkshire. Simon reckons this will be around 20ft long.

Many of these projects would represent years of dedicated work in their own right, but Simon has a rather tighter timescale – around 18 months. Thankfully he can call on much more help than when he built the existing side – and Heljan's support on the rolling stock has been invaluable – which given that deadline is going to be essential.

Already the rolling stock fleet has expanded massively from our previous visits with a healthy collection of Heljan Class 56s – a firm favourite from Simon's spotting days at Heaton Lodge Junction – in BR blue and large logo blue joining the

"It's all going to be ballasted and have its own signalling system, so it's going to look a lot more like a real marshalling yard with all the portable structures and buildings we all used to see when we were spotting at Tinsley or Healey Mills."

SIMON GEORGE

equally expanded collection of Class 25s, 31s, 37s, 40s and 47s that form the core fleet. The new Heljan Class 58s are joining the fleet too, even though they were rare visitors to Heaton Lodge, while you can also revel in the nostalgia of Class 101 DMUs on stopping passenger trains as well as special workings such as BR '9F' 2-10-0 92220 *Evening Star* on a rake of blue and grey Mk 1s.

The rolling stock fleet has grown and continues to grow as Simon makes full use of the impressive ready-to-run models of the HAA and HEA coal hoppers from Dapol – the HAA being a staple of freight trains on the layout – while he has also stepped into the model commission business with Realism Redefined to offer an exclusive ready-to-run 'O' gauge model of the PCA depressed centre cement tanks which will play a big part in the public appearances for Heaton Lodge Junction.

To create a model railway of this size to any degree of quality at all would be a heroic achievement, but Simon's largely solo efforts on the Heaton Lodge Junction side of it show what can be done with dedication, time and money. He's now going for the dream many of us railway modellers have: a fully modelled railway system with origins and destinations for many if not all of the trains which run on it.

TRANSFORMATION

Watching the storage yard transform into a fully scenic and detailed model railway is going to be a fascinating process, and one which should progress quickly if Simon's deadline is to be achieved.

From replicating a much-loved section of railway, Simon is going one step further »



The busy junction allows long coal trains to sweep through at scale speeds. A pair of Class 37s lead empty HEAs from the Calder Valley line as a Class 56 takes the route to Huddersfield with loaded HAAs.

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KEY Publishing

Hornby Magazine Model Railway Awards



THE *HORNBY MAGAZINE* Model Railway Awards are back for 2023 – and voting is open from September 7 2023 at 9am on *www.keymodelworld.com*.

With more than 35 all-new and retooled locomotive projects released over the past 12 months across 'OO', 'O', 'N', 'OO9' and – for the first time – 'TT:120', it really has been another outstanding year. Factor in almost 50 new wagon and 12 new carriage projects completed across the scales and it has the potential for being one of the best yet.

Categories remain the same as in previous years, although we have split out some of the carriage and wagon nominations this year to better reflect the upsurge in rolling stock projects coming to fruition. You can also vote for the Manufacturer of the Year and Layout of the Year, as well as Innovation of the Year, Retailer of the Year, Specialist Retailer of the Year and You Tuber of the Year which can be found at *www.keymodelworld.com*, where you can vote for your favourite now. A shortlist of nominees for these latter categories has been selected for you to cast your vote.

Voting is open from 9.00am on Thursday September 7 and closes at 11.59pm on Monday September 25.

This year's winners of the *Hornby Magazine* Model Railway Awards will be revealed during a special ceremony at the Great Electric Train Show on Saturday October 14, online at *www.keymodelworld.com* and in the following issue of *Hornby Magazine*.

By casting your vote in the *Hornby Magazine* Model Railway Awards you could also win one of Hornby's latest 'TT:120' scale Bluetooth digital train sets – The Scotsman – featuring LNER 'A1' 4-6-2 2550 *Blink Bonny* in LNER lined green with factory-fitted Triplex Sound (TXS) and three Pullman cars, together with a pair of tickets to the Great Electric Train Show at the Marshall Arena, Milton Keynes on October 14/15 – worth more than £330!

Five runner-up prizes comprising pairs of tickets to the Great Electric Train Show worth £30 will also be awarded.

● Visit *www.keymodelworld.com* and show your support for manufacturers, retailers, layout owners and modellers alike. Voting is open until September 25 at 11.59pm.

MOTIVE POWER AWARDS

BEST 'OO' GAUGE LOCOMOTIVE

- Heljan Class 45 1Co-Co1 (HM185)
- Hornby BR Standard '9F' 2-10-0 (HM185)
- Hornby Liverpool and Manchester *Lion* 0-4-2 (HM186)
- Planet Industrials Kerr, Stuart 'Victory' 0-6-0T (HM186)
- Locomotion Models/Rails/Heljan NER ES1 electric (HM187)
- Accurascale Class 92 Co-Co (HM187)
- Hornby Class 43 High Speed Train power cars (HM188)
- Dapol Class 59 Co-Co (HM189)
- Rapido Trains UK Hunslet 16in 0-6-0ST (HM190)
- Hornby Liverpool and Manchester *Tiger* 0-4-2 (HM191)
- Sonic Models GCR 'A5' 4-6-2T (HM191)
- Hornby Dublo LNER 'A4' 4-6-2 (HM192)
- Heljan Ruston 165DE shunter (HM192)
- Accurascale Class 37/4 (modernised)/Class 37/0 Co-Co(HM192/HM195)
- The Model Centre/Bachmann LNER 'G5' 0-4-4T (HM194)
- Dapol SECR 'D1' 4-4-0 (HM194)
- Hornby 'P2' 2-8-2 (HM195)
- Heljan North British Prototype 10800 (HM195)
- Rapido Liverpool and Manchester *Lion* 0-4-2 (HM196)
- Accurascale GWR 'Manor' 4-6-0 (HM196)

BEST 'O' GAUGE LOCOMOTIVE

- Heljan Class 26 Bo-Bo (HM188)
- Heljan Class 27 Bo-Bo (HM188)
- Ellis Clark Trains Wickham Type 27 trolley (HM193)
- Dapol LSWR 'B4' 0-4-0T (HM194)
- Heljan Class 58 Co-Co (HM196)
- Dapol GWR streamlined diesel railcar

BEST 'N' GAUGE LOCOMOTIVE

- Rapido Trains UK Metro-Vick (Class 28) Co-Bo (HM189)
- Graham Farish Class 90 Bo-Bo (HM191)
- Sonic Models 'J50' 0-6-0T (HM194)
- Dapol LSWR 'M7' 0-4-4T

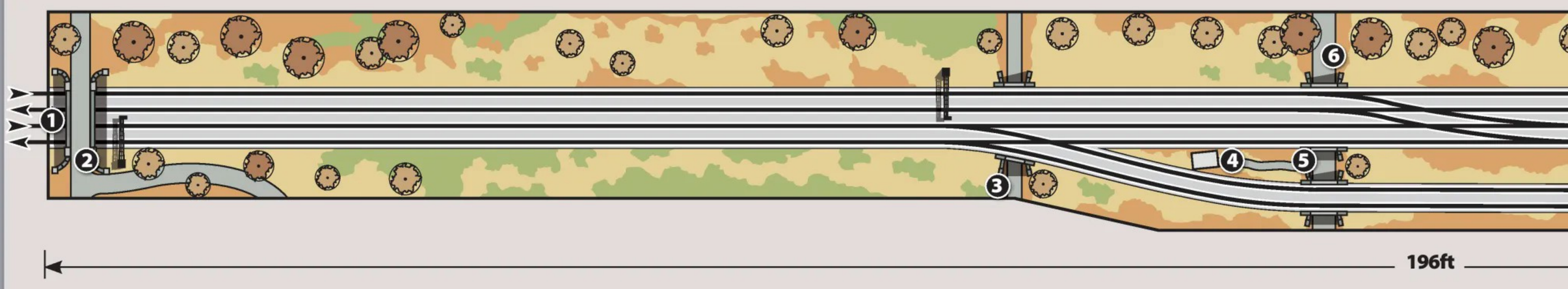
BEST 'OO9' NARROW GAUGE LOCOMOTIVE

- Bachmann Mainline Hunslet 0-4-0ST (HM187)
- Bachmann Quarry Hunslet 0-4-0ST (HM189)
- Bachmann Mainline Hunslet 2-4-0STT (HM196)

BEST 'TT:120' GAUGE LOCOMOTIVE

- Hornby LNER 'A1'/'A3' 4-6-2 (HM195)
- Hornby LNER 'A4' 4-6-2 (HM193)
- Hornby Class 08 diesel shunter (HM196)

HEATON LODGE JUNCTION TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from Leeds/Wakefield	3 Waterway	5 Track	7 Lineside hut
2 Road overbridge	4 Compound	6 Road underbridge	8 Footbridge and path

7 The extensive scenery around the junction offers an amazing vista to watch the trains pass. 37222 takes charge of a rake of empty HEAs as it crosses the River Calder.

TABLE 1 – 2023 LAYOUTS
Burntisland 1883, 'P4' gauge, Scottish Region, 1880s
Byway MPD, 'OO' gauge, Midland Region, 1950s
Dublingham, 'OO' gauge, Midland Region, 1960s
Five Elms MPD, 'OO' gauge, Southern Region, 1960s
Fordon Hill Railway, 'N' gauge, Midland Region, 1980s
Gordon's Lane, 'OO' gauge, Southern Region, 2010-2023
Hills of the North - Spirit of Shap, 'OO' gauge, Midland Region, 1960s
James Street, 'N' gauge, Midland Region, 1960s
Kinlochewe, 'OO' gauge, Scottish Region, 1970s
Lemanis Light Railway, 'OO9' gauge, preservation era
Live Steam Roadshow, 'OO' gauge, live steam
Lockdown Sidings, 'OO' gauge, Military depot, 1950s
Making Tracks 1-3, 'OO' gauge, West Coast Main Line, 2000-2023
Natford TMD, 'OO' gauge, Scottish Region, 1980s
Narrow Gauge, 'OO9' gauge, Welsh Highland Railway, 1950s
New Dalby, 'N' gauge, Midlands, 2010-2020
Polcombe Regis, 'N' gauge, Southern Region, 1960s
Ranelagh Bridge, 'OO' gauge, Western Region, 1970s
Rosebury Goods, 'OO' gauge, Midlands, 1980s
Scarlington, 'N' gauge, North West, 1980s-1990s
Staple and Ash, 'OO' gauge, Southern Region, 1960s
St Johns, 'OO' gauge, Western Region, 1930s
St Paddy, 'OO' gauge, Western Region, 1990s
Tamcester, 'N' gauge, Midland Region, 1980s-1990s
TT:120 by *Hornby Magazine*, 'TT:120', Eastern Region, 1960s
Thorne Yard, 'OO' gauge, Midland Region, 1980s
Tulloch Bridge, 'OO' gauge, Scottish Region, 2000s
Wardwood, 'OO' gauge, North Eastern Regions, 1970s
White Meadow Quarry, 'N' gauge, Southern Region, 1960s

TABLE 2 – 2023 TRADE STANDS
AGR Model Railway Store
ABC Brushes (Pro arte)
Accurascale – 2023 event sponsor
Aspire Gifts and Models
Cavalex Models
Cheltenham Model Centre
C&L Finescale
DCC Concepts
DCC Train Automation
DC Kits, Legomanbiffo sound, Realtrack Models and C=Rail Intermodal
Digitrains
Don Bishop Photography
Double O Gauge Association
Elaine's Trains
EKM Exhibitions
Ellis Clark Trains
Flexgenix
GloForce
H&A Models
Hattons
Hobbytools 4U
Hornby Hobbies Ltd
Hornby Magazine/Key Model World
Isinglass Models
James Green Artish
JS Models
Kernow Model Rail Centre
KMS Railtec
KR Models
Kytes Lights
Latem Design
Layouts 4U
L-Cut Creative
Locomotion Models
TTC Diecast
Midland Railway Society
On the Rails Prints
Primo Models
Rapido Trains UK
Railway Philatelic Group
Revolution Trains
Ron Conner Model Rail Signs
Saddle Tank Books
Severn Models
Shedring Hobbies
Ten Commandments
TMC
Trainsporters
Transport Treasury Publishing
Tony's Trains
War World Scenics
The Wagon Yard
West Hill Wagon Works – 2023 event sponsor
WM Collectables

USEFUL LINKS	
Great Electric Train Show	*www.keymodelworld.com/greatelectrictrainshow*
Marshall Arena, Stadium MK	*www.stadiummk.com*
Avanti West Coast	*www.avantiwestcost.co.uk*
London Northwestern Railway	*www.londonnorthwesternrailway.co.uk*
Great Electric Train Show tickets	*www.keymodelworld.com/greatelectrictrainshow/tickets*

Left: **Malcolm Bentley's recreation of Ranelagh Bridge stabling point on the approach to Paddington is sure to stir the memories with its extensive fleet of diesel-hydraulics.** Mike Wild.

SPONSORED BY:

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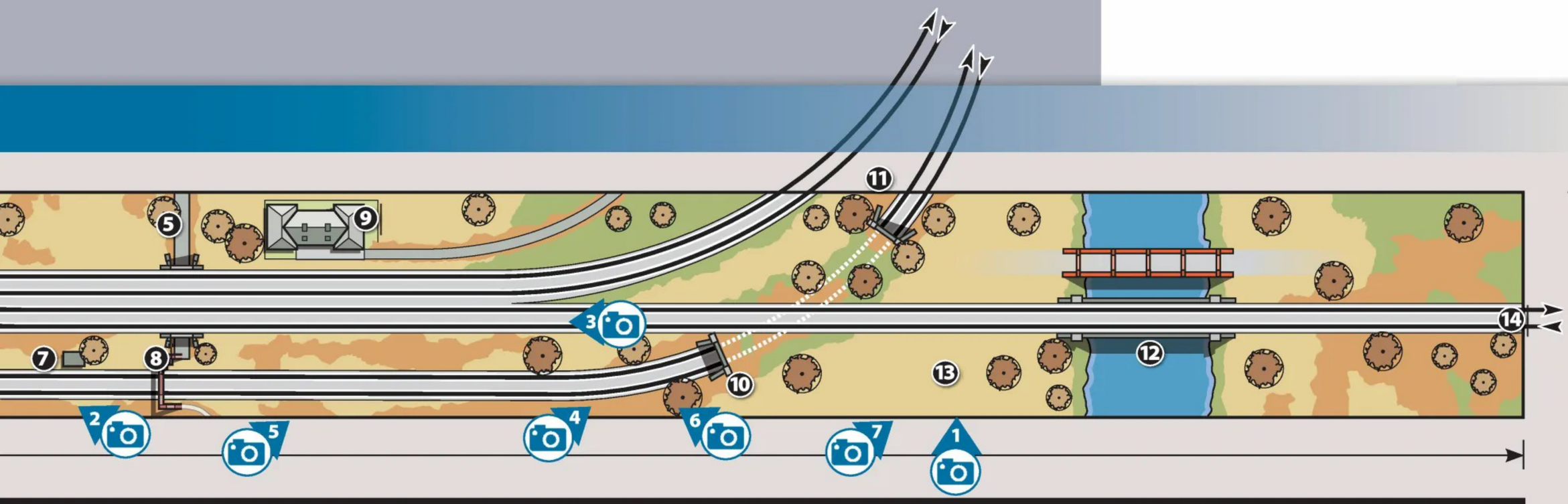
WEST HILL WAGON WORKS

Scarlington by the NOEL Group is a busy 'N' gauge main line scene set in the 1980s and 1990s. It featured in HM192. Jonathan Newton.

Below: **Steam enthusiasts will not want to miss out on Graham Nicholas' stunning Hills of the North – Spirit of Shap in 4mm scale. A Stanier 'Black Five' leads a milk train down the bank.** Graham Nicholas.



	9 Cottages 10 Dive-under	11 To/from Huddersfield 12 River bridge	13 Sewage works 14 To/from Halifax/Todmorden



and recreating the feel of the railways in West Yorkshire that are very different today – and likely to be even more so in the future if aspirations for new and upgraded routes are fulfilled. It looks like it is going to be utterly magnificent. **HM**

● **You can follow the Heaton Lodge Junction story in HM156 and HM Yearbook No. 13. See more at *www.keymodelworld.com/layout-features*.**

HEATON LODGE JUNCTION
THE NEXT STEPS



A new 20ft long London & North Western Railway station based on that at Dewsbury in West Yorkshire is set to complete the new scenic areas on Britain's Biggest Model Railway.



The station is set to sweep around the final curve to join with the start of the existing scenic section at the Leeds/Wakefield end of the layout.



Realignment works are under way to accommodate the new station area. Beyond the Motorail car flats in the distance is the start of the existing scenic section.

The 2023 Great Electric

On October 14/15, the doors will open to the 2023 Great Electric Train Show at the Marshall Arena in Milton Keynes. With so much packed into the 10th anniversary show, **MIKE WILD** explores the full line-up.

THE 2023 GREAT ELECTRIC Train Show is just a few weeks away and amazingly this year marks ten years since we opened the doors to the first event in 2013. How time flies - and we couldn't have predicted then that what we have lined up a decade later will make this our biggest, most challenging and exciting Great Electric Train Show yet.

For the past two years we have been working with Pete Waterman and the Railnuts team to give the Making Tracks model railways from Chester Cathedral one last chance to be seen at the Great Electric Train Show. This year the team is going to the next level: all three layouts from 2021-2023 are being combined together for the October 14/15 event to put together one of the largest ever portable 'OO' gauge layouts.

Making Tracks for the Great Electric Train Show will measure 152ft x 14ft as a single layout with a scale model of Milton Keynes Central station as its centrepiece. This giant layout will cover Watford Tunnel, Northchurch Tunnel, Tring Cutting, Milton Keynes Central and Hillmorton Junction on the approach to Rugby with a four-track main line running the length of the scene. Scale length trains modelling West Coast Main Line formations from the privatisation era will be the main theme of the layout, recreating what many visitors could have seen on their journey to Milton Keynes by rail.

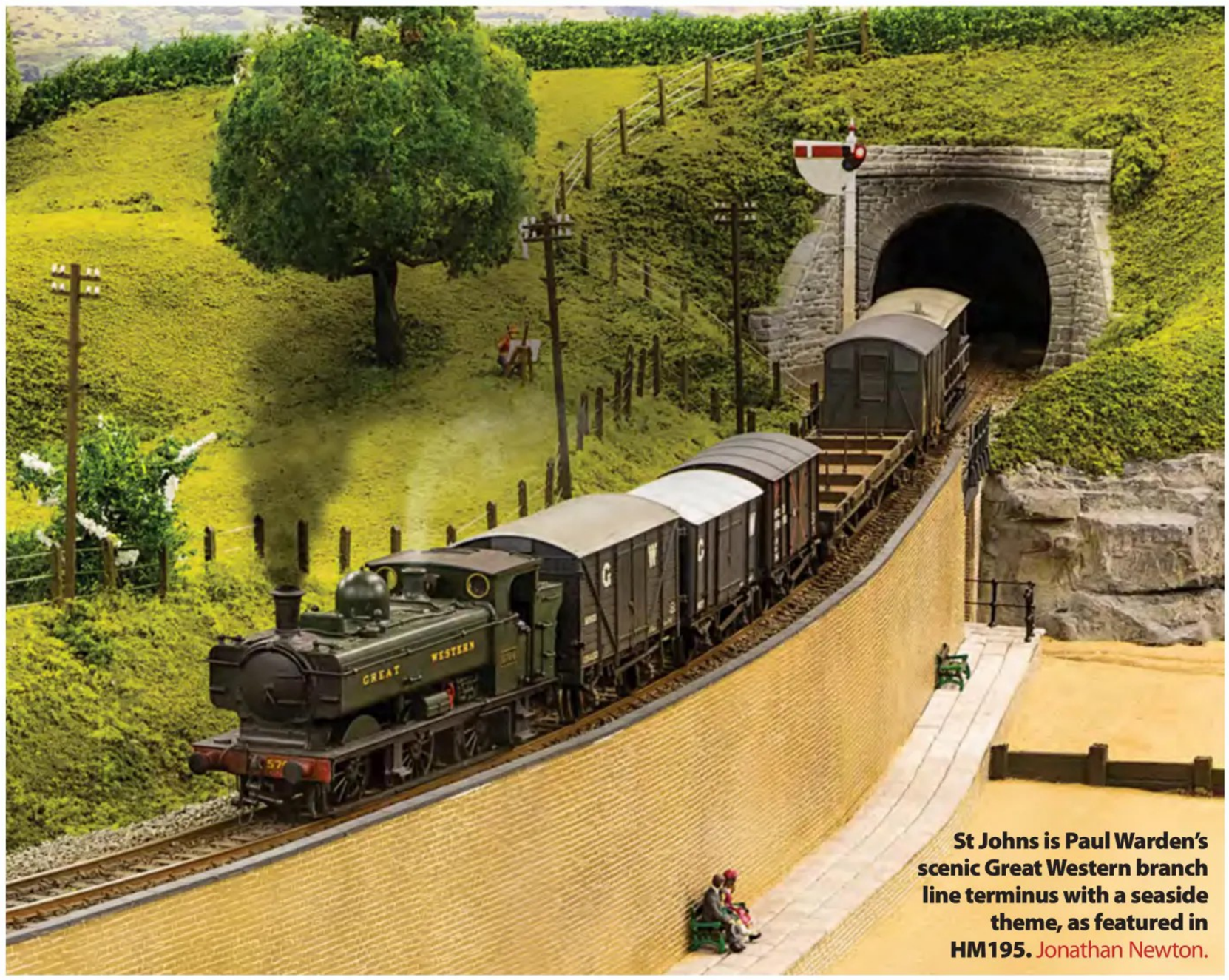
The joining of the three layouts is a huge undertaking, and we can't wait to see the whole layout in action when all three are combined. The Railnuts group are working on upgrades for Making Tracks 1 and 2 to bring the scenery up to the same standard as Making Tracks 3 while also changing the signalling system and upgrading the electrics to match the latest arrangement.

THE LAYOUTS

Making Tracks is just one of a stellar line-up for outstanding model railway layouts booked to take part in the 2023 Great Electric Train Show. Headline acts include the East of Scotland 4mm Group's wonderful Burntisland 1883 in 'P4' modelling the pre-grouping railway scene in Scotland (HM190), Hills of the North – the Spirit of Shap in 'OO' gauge by Graham Nicholas, Steve Wright's amazing 'N' gauge layout James Street and a 20th anniversary display from the OO Live Steam Club including the opportunity to take the controls of one of the Hornby live steam locomotives.

Extending the listing further, we have the NOEL Group's 'N' gauge layout Scarlington (HM192) and 'OO' gauge Scottish terminus Kinlochewe, Martin

Pete Waterman and the Railnuts will be back at the Great Electric Train Show for the third year running, but this time all three layouts will be combined to create a single 152ft long 'OO' gauge model of the West Coast Main Line. Milton Keynes Central station will be at its heart. Mike Wild.



St Johns is Paul Warden's scenic Great Western branch line terminus with a seaside theme, as featured in HM195. Jonathan Newton.

on Monday October 9 through *www.keymodelworld.com/greatelectrictrainshow/tickets*. The advance tickets offer early entry to the show from 9.30am each day as well as a saving of £2 over on the day ticket prices.

This year, Saturday sees the MK Dons football stadium in full use for a football match which means that parking for the Saturday will be at the Milton Keynes Bowl. This is located five minutes' drive from the venue and we will be providing a free shuttle bus service throughout the Saturday to transport visitors to the show on arrival. The Bowl is open for parking from 8.00am on Saturday October 14 and closes at 6.30pm.

Because of the football match, we will also be honouring Saturday advance tickets on Sunday October 15 when on-site parking will be available as usual around the venue. There have been changes to the parking arrangements since last year, but free parking is available to Great Electric Train Show visitors by entering your vehicle registration»

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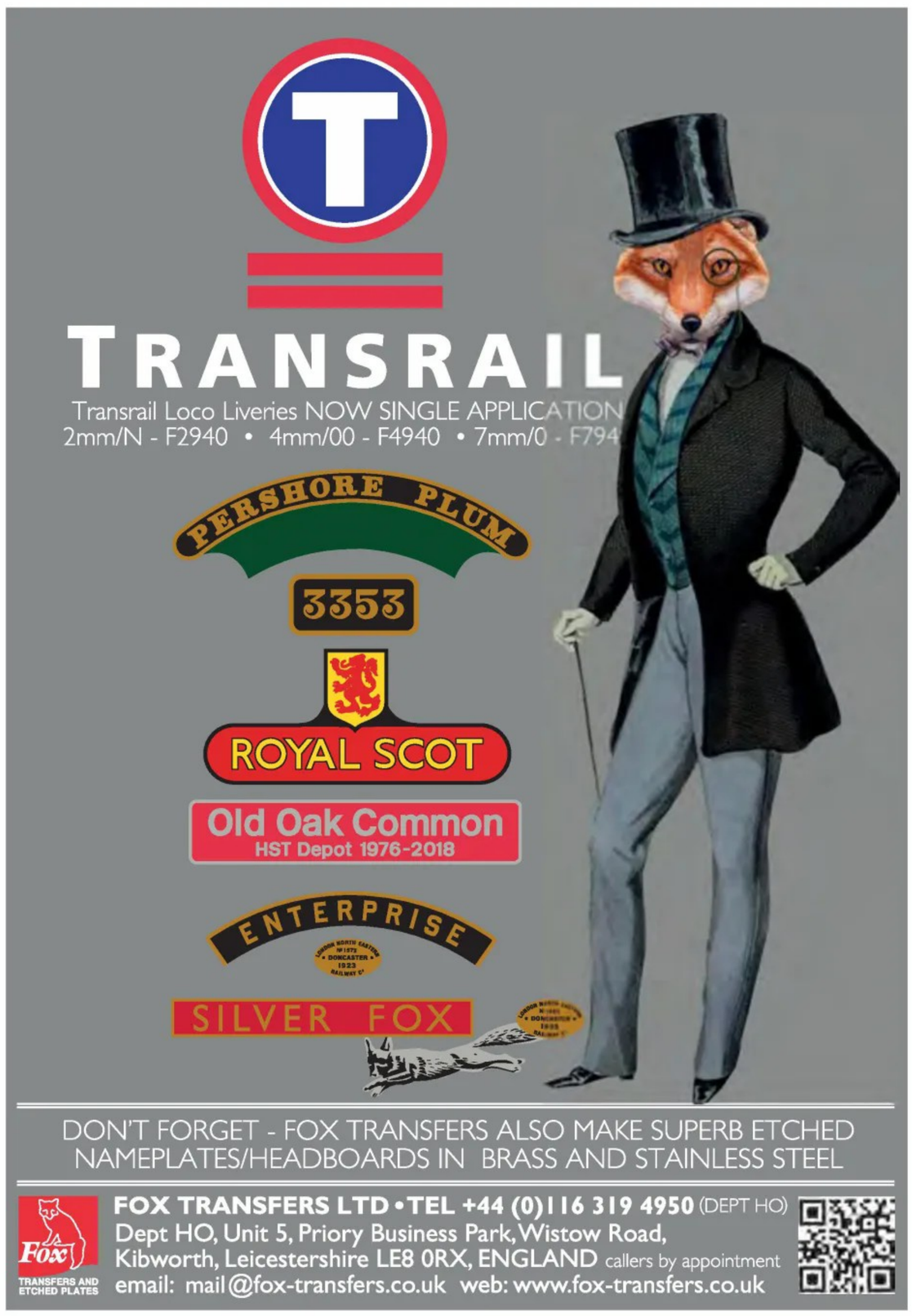

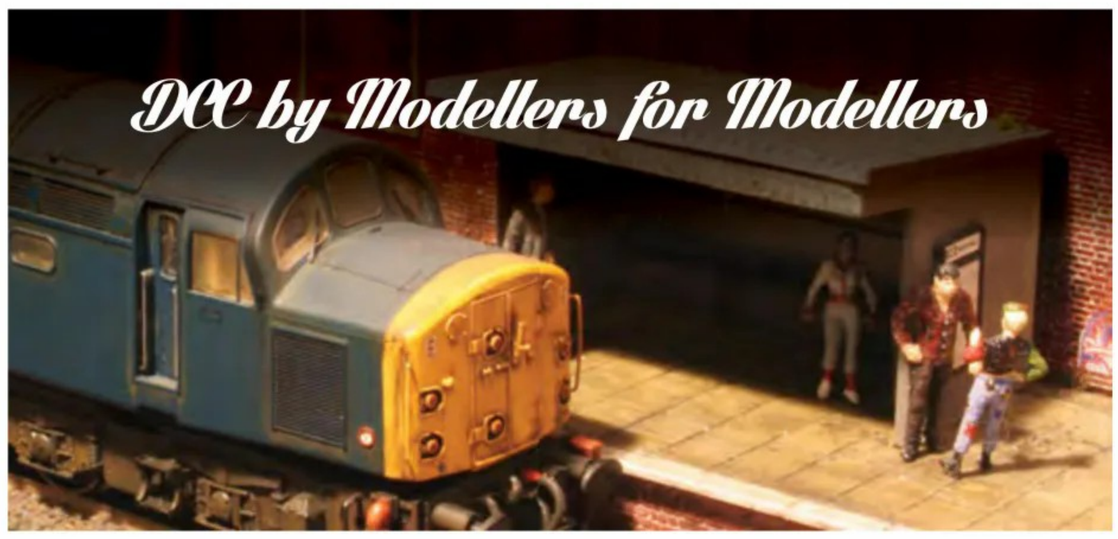

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number into the tablets inside the venue before departure. Our friendly team will be on hand to assist visitors on both days with parking.

Doors are open to the show from 10.00am to 5.00pm on Saturday October 14 and 10.00am-4.00pm on Sunday October 15, with entry from 9.30am for advance ticket holders.

Full event information including the free shuttle bus timetable from Milton Keynes Central station for visitors arriving by rail is available online at *www.keymodelworld.com/greatelectrictrainshow* together with more layout information.

The 10th anniversary of the Great Electric Train Show is an event not to be missed and all of the *Hornby Magazine* and Key Model World team are looking forward to opening the doors and welcoming you to the show. See you there!

HOW TO GET THERE

● Milton Keynes is the central point between London and Birmingham located just off the M1 via Junction 13 from the south (A5) and Junction 14 (A421) from the north and east. It is connected to the two cities by rail via the West Coast Main Line.
Once you get to Milton Keynes, the Marshall Arena and the Great Electric Train Show is a 10-minute drive from Junction 14 of the M1 and seven minutes from Junction 13, or you can follow the A5 to the venue. The Marshall Arena is built onto Stadium MK, so if you see signs for the Stadium, you are heading the right way.

SATURDAY PARKING AT THE BOWL

● Parking for Saturday October 14 is at the Milton Keynes Bowl which is located five minutes drive from the venue. This is free to park at for the 2023 show and is open and manned by Marshall Arena and Key Publishing staff from 8.00am-6.30pm. A free shuttle bus will operate at regular intervals to transport visitors to the Marshall Arena as the parking at the venue is reserved for the football match taking place in the Stadium on Saturday October 14. The postcode for the Milton Keynes Bowl parking is MK5 8AA.

SUNDAY PARKING AT THE VENUE

● Parking for Sunday October 15 is at the Marshall Arena in the venue car park. The car park is located around the arena hall and is now managed for paid parking. Great Electric Train Show visitors can still have free parking on the event day by entering their vehicle registration number into the tablets at the venue. This can be done at any time prior to departure, but must be done before leaving the venue as ANPR cameras now monitor traffic in and out of the Marshall Arena car park.

TRAVELLING BY RAIL

● If you're travelling by train to Milton Keynes Central railway station, a free bus service will be operating every 30 minutes throughout each day to the Marshall Arena for the Great Electric Train Show. It will depart from the bus stands immediately outside Milton Keynes Central railway station (see website for timetable and confirmation of the stand number).



Train Show

THE GREAT ELECTRIC TRAIN SHOW

THE DETAILS	
When:	October 14/15 2023
Where:	Marshall Arena, Stadium Way, Milton Keynes MK1 1ST
Times:	Saturday 10.00am-5.00pm, Sunday 10.00am-4.00pm (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.



Rosebury Goods by Neil Woodbine is one of a number of compact layouts attending the show which prove that even with limited space a realistic and interesting layout can be built. Trevor Jones.



Stewart's impressive and compact Tulloch Bridge in 'OO', Malcolm Bentley's Ranelagh Bridge – full feature coming next issue, Ian Woodward's Wardwood (HM189), Greg Marshall's Southern Region modern era layout Gordon's Lane (HM181) as well as a selection of popular layouts from recent issues including John Gay's Byway MPD (pages 66-71), Ray Taylor and Anna Bass' White Meadow Quarry (pages 112-119) and Paul Warden's St Johns (HM195).

On the *Hornby Magazine* stand we will be showcasing our recent diesel depot layout Natford TMD in 'OO' gauge as well as debuting a brand-new 'TT:120' scale layout which is under construction in the *Hornby Magazine* workshop right now.

The full list of attending layouts is in Table 1 and we will also have demonstrations from the Wirral Finescale Railway Modellers, layout design specialist Paul Lunn, our Making a Scene scenic specialist Dan Evason and, on Saturday only, Malcolm Briggs on model building construction following on from his series in *Hornby Magazine* this year.

TRADE STANDS

The trade stand list for the 2023 event stands at more than 50 with sponsorship from Accurascale and West Hill Wagon Works. The extensive list includes rolling stock manufacturer stands from Hornby, Accurascale, Cavalex Models, Ellis Clark Trains, Rapido Trains UK and Revolution Trains as well as stands from TMC, West Hill Wagon Works, DCC Train Automation, DCC Concepts, Digitrains, War World Scenics, C&L Finescale, Kytes Lights, Layouts 4U, Kernow Model Rail Centre, KMS Railtech, DC Kits and many more.

No matter what you are looking for, the Great Electric Train Show caters for all model railway products from locomotives and rolling stock right down to accessories, details, digital decoders, tools and glues.

The *Hornby Magazine* and Key Model World stand will also be showcasing new releases in our range of exclusive laser-cut building kits as well as the latest pre-production samples of limited edition locomotives and the opportunity to buy the latest arrivals from the Key Model World Shop in person.

For the full list of trade stands, see Table 2.

ESSENTIAL INFORMATION

Advance tickets for the 2023 show will be on sale until 5.00pm »

Intermediate
Beginner SKILL LEVEL Advanced



Don't forget the inner ends. They will hardly be visible when the cars are close-coupled but a hint of road dirt always adds believability.



The exhaust pipes of first generation units are invariably heavily corroded. Paint or powders (or both) can be equally effective but, as ever, try not to go overboard!



As we said earlier, the abiding characterisics of a DMU underframe are an abundance of brake-block dust and – on power cars at least – oil spillage from the engine and transmission. The best way to reproduce this with any subtlety is with hand-brushed weathering powders, added on top of the acrylics we applied earlier.



With the airbrushing part of the process already completed, work on the three-car Class 108 underframes continues with them inverted in foam cradles, ready for the application of weathering powders.
Once again, this is a three-way process.



First off, MIG Dark Mud (PO33) is brushed on liberally, concentrating on the solebars and bogies. This application of brake block dust further modulates the effects achieved with acrylic paint.



Now add some Black (PO23) on areas where dried-on oil would accumulate, such as around the axle boxes and brake fittings.



Finally try adding Gunmetal (P231) to simulate the thin film of oil that permeates the engine area. If you're wondering why I'm still using original MIG products rather than the more recent Abteilung 502 products with the same reference numbers, it's because I use so little powder in each application that a single pot will last me many years!

All the weathering methods that I've demonstrated here are applicable to first generation units of any era. Here we have a two-car Bachmann Class 108 set of the immediate post-transition era.



With the ballast and the ground cover now dry, I wanted to create the effect of where the ground had been driven over repeatedly causing it to be of a smoother texture and possibly a lighter shade. As the ground cover had set hard, I used 80 grit sand paper in the direction the vehicles would have driven, and gently sanded it.



I wanted this mighty little layout to be crammed with detail and features including a level crossing. I chose the LX484-00 crossing gates laser cut kit from Scale Model Scenery. This simple kit has hinges so the gates can be operated.



Gates were only fitted to one side of the level crossing as the outer one was in a prime position to get knocked off, being right on the edge of the layout. The fence posts were marked, drilled and then glued in place with PVA.



To bring the landscape to life brown acrylic paint was applied to provide an earthy base to the hilltops at the rear and the main hill feature in the middle, before grass is added. This was then left to dry.



A layer of WW Scenics basing glue was applied after which I applied a mixture of 4mm North European static grass and 2mm Dead Grass. I tend to do a 60:40 mixture to get the right look.



Once the main areas are grassed I added tufts, aiming to create an overgrown sort of feel. I used a small paintbrush and applied dabs of PVA to random areas. Then, using a static grass applicator, more static grass was added over these areas with more Dead Grass this time.



The first of four 3D printed buildings from MS Models could now be placed after painting. I wanted to add a worker's cottage and Rhoslyn Cottage from MS Models fitted the bill perfectly. Once painted with a selection of acrylics, this was glued into place using PVA.



This lovely cottage also comes with an added bonus of a pair of walls to create a front garden. I dry-fitted the walls and then using a pencil marked the area I wanted to create into a lawn.

9



The final part of the three-way process is a hint of brown derived from adding a percentage of Tamiya Red Brown (XF-64), exploiting the fact that it's a slightly different shade to the Mr Hobby Mahogany. If you can't tell where one colour ends and the next begins, then I think we've achieved something.

10

Probably my favourite part of the whole process of weathering DMUs is adding the heavy sooting always apparent on the roofs in the area of the exhausts. This is one of the few times I'll ever use a neat matt black paint. For best results, bring your airbrush down to roof level – and be sure to practice first.



11



Any speckled overspray that creeps under the card mask can be removed using airbrush cleaner and a stiffish flat brush. Take care around the glazed areas of the model.

12



This is where the airbrushing side of the formula comes to an end. I'm happy mixing my own colours because I know exactly what I want – if you're less certain of these things then you might prefer to use proprietary ready-mixed weathering paints. LifeColor and Railmatch are well spoken of.

13



DMUs regularly passed through washing plants so their bodysides tended to be pretty clean, although hard-to-shift dirt accumulated around the door fittings and window frames. Mixing the paint exactly as before, I touched a thin wash of dark browny-grey enamel on to these areas and immediately washed it off again with white spirit, being careful to avoid the windows.

14



Another way to tone down the bodysides is to randomly sprinkle on light speckles of weathering powder and then wash them off with liberal amounts of white spirit.

15



This is akin to creating a wash using weathering powders and it's a very satisfying method to try. The ones I've used here are Black (PO23) and Dark Mud (PO33) from the MIG range. At first the outcome will look a bit over the top but keep on with the white spirit and the finish will start to tone down nicely.

16

Paint-based washes are useful too. Here a well-tinned thin mix of dark browny-grey enamel – I used Revell Leather Brown (84) and Matt Black (6) – has been applied to the ends and immediately washed off again with white spirit, being careful to avoid the glazed areas.



STEP BY STEP

WEATHERING 'OO' GAUGE DIESEL MULTIPLE UNITS

Intermediate
Beginner SKILL LEVEL Advanced



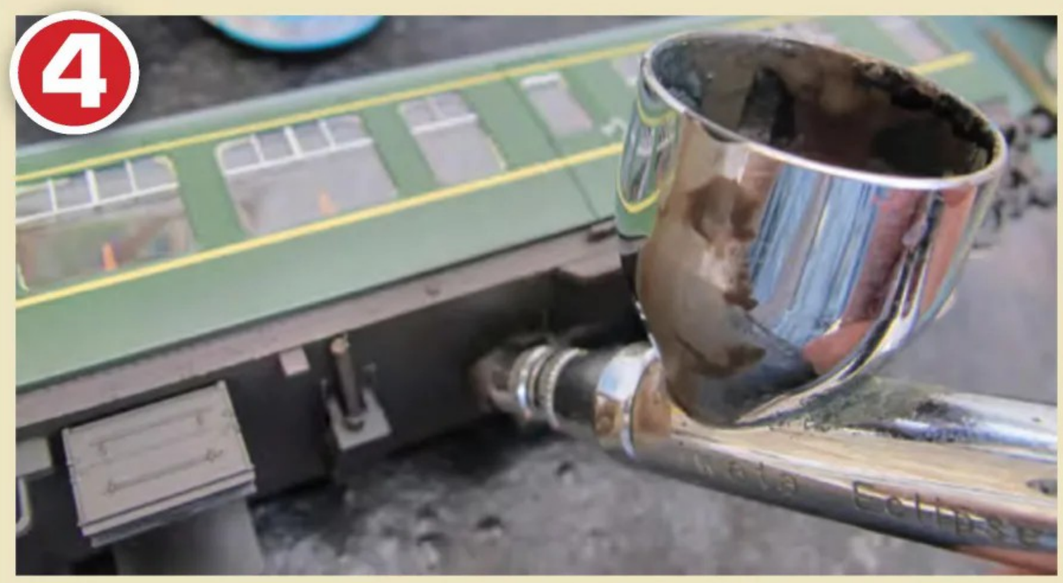
1 There were two abiding and unmissable features of DMU underframes – a thick coating of brake dust, and an excess of oil spillage from the engines. Replicating this involves several stages, and we'll start with the vehicles inverted in foam cradles ready for preliminary airbrushing with Mr Hobby Aqueous paints.



2 Underframe weathering doesn't consist of a single, unwavering intensity of colour. It's patchy and it's variable, even if it's all from the same part of the spectrum. My three-way approach starts with a 60:40 mix of Mahogany (84) and Flat Black (12), sprayed freely but lightly over the details. A card mask keeps overspray off the bodysides.



3 I then lighten the mix by increasing the proportion of brown, spraying this into areas such as the solebars and the more prominent external details. Later on, we're going to pick out salient details using weathering powders.



4 Finally, an altogether darker mix goes into the hidden areas under the floor. Three-way weathering (dark-medium-light) using the same core mix will help build tonal variety without the risk of producing startling and unlikely contrasts.



5 I used up the remains of my dark mix on the roof – DMU roofs were thickly coated in a blanket of soot and other by-products accumulated by exposure to exhaust fumes, passing through tunnels and other environmental hazards. The blackening process began as soon as a unit left the paint shop. 'Roof grey' lasted a matter of days in service.



6 Now for an even darker mix, specifically concentrating on areas of raised detail such as the exquisitely rendered wiring conduits on the roof. This will help them stand out more once lighter shades are applied.



7 Watch where the paint goes – we want to avoid creating paint shadow behind the roof vents, so it's important to spray from all points of the compass and not just from one side. Treating your model as an anonymous object without a defined shape will help you achieve a good paint coverage.



8 Now comes a much lighter shade to create three-dimensional modelling on the roof panels. I added a generous dollop of Tamiya Sky Grey (XF-24) to the Mr Hobby paint in the colour cup. Paints from these two leading brands mix extremely well.

DMU WEATHERING MULTIPLE OPTIONS

Continuing his series on improving models of Diesel Multiple Units, **TIM SHACKLETON** outlines some innovative methods for weathering first-generation vehicles.

THE FIRST DECENT DIESEL MULTIPLE Unit (DMU) model I saw in the flesh was at the Manchester model railway exhibition a good 30-odd years ago. It was a 'Derby Lightweight' set built (by a friend of mine as it happens, though I didn't know it at the time) from one of the famously unco-operative MTK kits. I was so surprised that I stood through the entire operating sequence just so I could take a photograph of it when it came around again.

Someone else I know had built an equally convincing model of a Metropolitan-Cammell set, but I'd only seen pictures of it. It was made by chopping up Tri-ang cars into dozens of separate slices and reassembling them in the right order and to the correct scale length. Alas, an unexpected encounter with a concrete floor had caused it to explode back into its constituent parts and it was never properly rebuilt.

Back then we didn't seem to care too much about how appropriate – or not – a DMU was to the area being modelled. It was enough just to see one in action, although you could no more justify running a Hornby 'Calder Valley' set on a layout set in East Anglia than you could reasonably expect to see an Airfix Park Royal railbus on the Southern Region.

Today it's all very different, both for modellers of the traditional green and blue eras and of the multi-coloured period that followed, in that we can be very particular about what we see and where. As a layout-watcher I still see some unlikely arrivals and departures, but the truth is that many DMUs were as region- or area-specific as any steam locomotive and this is even more true today in the era of privatised train operating companies.

On the whole, we're remarkably well served by the ready-to-run manufacturers, who've already given us most of the major varieties of first-generation DMUs with the promise of more to come. To my mind there's little that plainly needs improving and what most of these products lack in terms of bringing them to life is a coat of weathering. That is exactly what I'm going to look at here.

In many ways, giving a DMU an 'in-service' finish is more akin to working with coaching stock than diesel locomotives, and that's where my approach has its most obvious roots. As always, we get our ideas from a close study of the real thing, never from our imaginations, and there's some great colour reference material available both online and in books and magazines. So once you've decided exactly what it is you're after, it's time to make a start. **HM**

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

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Airbrush cleaner	Iwata	650016
Black weathering powders	MIG	P023
Dark Mud weathering powder	MIG	P033
Flat Black aqueous acrylic paint	Mr Hobby	12
Gunmetal weathering powders	MIG	P231
Leather Brown enamel paint	Revell	84
Mahogany aqueous acrylic paint	Mr Hobby	84
Matt Black enamel paint	Revell	6
Red Brown acrylic paint	Tamiya	XF64
Sea Grey acrylic paint	Tamiya	XF14

USEFUL LINKS

Abteilung 502	*www.ak-interactive.com*
Ammo MIG	*www.migjimenez.com*
Iwata	*www.airbrushes.com*
Mr Hobby	*www.albionhobbies.com*
Revell	*www.revell.de*
Tamiya	*www.tamiya.com*

Seen on Hornsey Broadway, Kier Hardy's 'EM' gauge recreation of Eastern Region life in North London, this Rolls Royce-engined Class 125 diesel-hydraulic DMU is a heroic conversion involving components from a Bachmann Class 117 and a lot of scratchbuilding, especially around the underframe areas. Kier Hardy.

Intermediate
Beginner SKILL LEVEL Advanced



PVA was applied very carefully to the marked-out areas. As I wanted this to be a neat, well maintained area, Woodland Scenics Burnt Grass was used. This was sprinkled on and the excess removed once dry.



With the lawn in place, the walls could now finally be glued down. The area was then flooded with glue to remove any void between walls and the surface and Woodland Scenics Burnt Grass was poured over to disguise any gaps.



Small tufts of greenery were then added around the walled garden, gently blending out into the bare road dirt by first dotting and dabbing basing glue where I wanted it. More static grass was applied and the effect built up.



Because there is a slight bank between the platform area and the road level I wanted to add another area of rough greenery. The same technique as in step 11 was used, remembering to leave a bare patch for access to the platform.



I was keen to add a station fence, and Peco's white fencing was perfect for this. As this area is built up with Foamex, holes can be formed easily in the base using a pointed object such as a modeling pin which made the job easy. With a spot of superglue, the fence was soon in place.



This lovely looking station building was planted on to a cushion of glue and Burnt Grass was sprinkled around it, left to dry and the excess removed.



With the layout starting to come together, my plan for the centre of the scene had changed. Originally I was just going to leave it bare but to add some visual interest a turning circle was created. I painted the area out with PVA and added rocks where required.



With the stones in place and glue still wet, out came the static grass applicator again and the area was filled with a 50:50 mix of Dead and North European grass along with a splash of Woodland Scenics Burnt Grass. This was then left to dry.

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Dan Evason's latest detailed diorama is a 'OO9' micro layout with a pizza-style footprint.



Having completed the base layer and laid the track to his new narrow gauge micro-layout, **DAN EVASON** adds further fine detail and buildings to the 'OO9' pizza-style scene.

LAST ISSUE (HM195), I outlined how I created the basics of my small but perfectly formed narrow gauge 'OO9' micro layout. This time, I put the finishing touches to the scene to complete the overall appearance which is set to include a station building, engine shed and a delightful cottage, all within the pizza-style circular board.

As I mentioned previously, the amazing selection of new ready-to-run 'OO9' locomotives and rolling stock – combined with limited space at home – were the catalyst for creating a layout within such a small footprint.

The buildings are mainly 3D-printed structures from MS Models' 'OO9' range which really look the part once painted and installed. The printed detail to each of the buildings is outstanding and it is worth spending time to bring this out with your painting skills.

The following step-by-step guide shows you how I went about completing this space-saver layout, adding a mix of coloured flocks, static grasses and tufts to the scene. Various buildings were then bedded in, resulting in a realistic rustic setting on which to watch the detailed 'OO9' motive power and rolling stock run. **HM**

● **Part one of Dan Evason's micro layout build appeared in the September 2023 issue of *Hornby Magazine* (HM195). You can also read more step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.**

PLEASE TURN FOR STEP BY STEP GUIDE

BUILDING A ‘009’ MICRO LAYOUT

PART TWO



This delightful Welsh narrow gauge scene showcases a series of 3D-printed ‘OO9’ scale buildings from the MS Models range.

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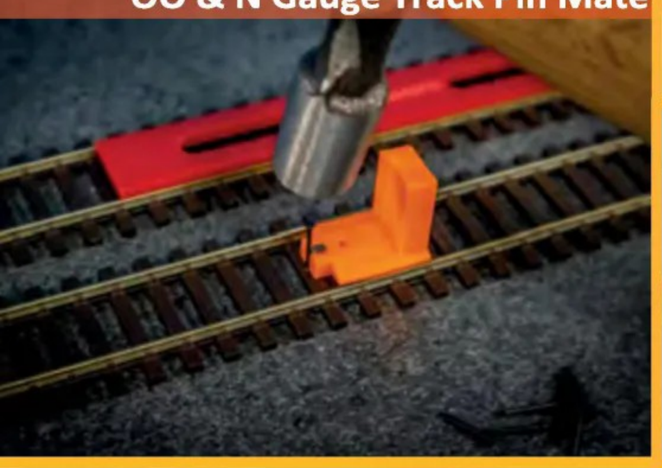







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A small engine shed from MS Models was added over the siding: you can choose whether to fit the doors or not. I glued and blended it into place and also used some WW Scenics Burnt and Olive flock scatters to add texture and colour.



As a signalbox would have been too much for this tiny layout, a Peco dummy point lever was perfect for the job. A quick coat of paint, followed by Flory wash weathering helped take away the factory-fresh look, and it was ready for instalment on the layout.



Using a small flat blade screwdriver, I marked the area where the point lever was going to be placed. The ground cover was then scraped away and the lever glued into place.



At this point the water tank was painted and then added to the layout, securing it in place with glue . Again, this was from the MS Models range. Dabs of glue were then applied ahead of adding more ground cover.



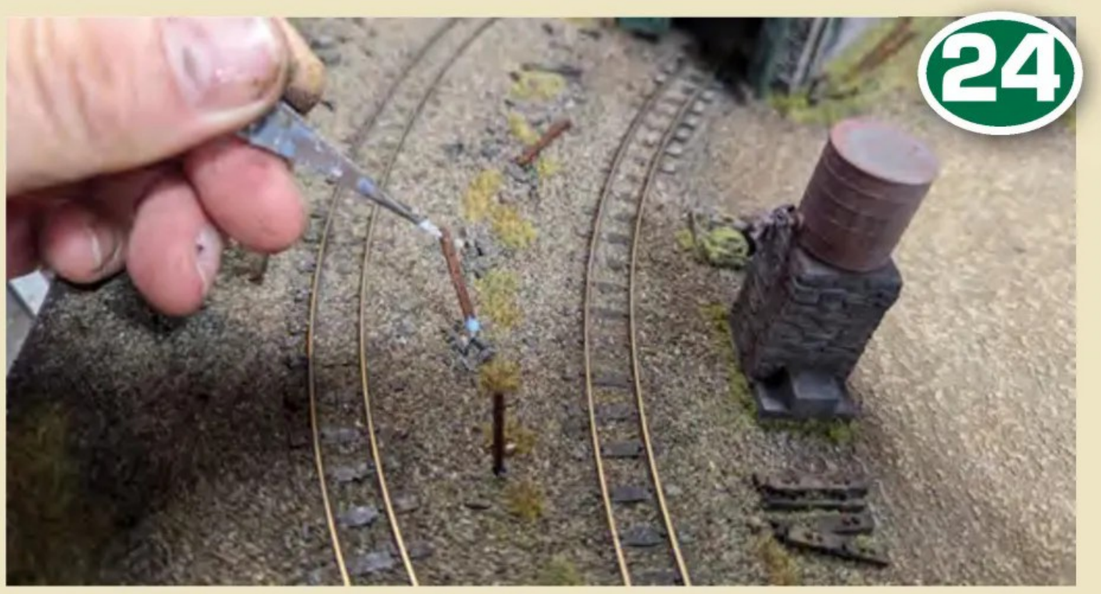
Sections of rail and sleepers formed from off-cuts of track were then prepared. Using Town and Country Rust, I painted the rails. The sleepers were painted Tamiya Flat Brown and dry brushed with Tamiya Flat Earth. The chairs were then picked out with Town and Country rust for added effect.



I superglued the sleepers and rails into place and pressed down until they were secured otherwise the static grass can just lift the rails and leave them looking like they are floating on top.



I found some leftover wheels and leaf springs from Scale Model Scenery's Farm Scrap pack. These had Town and Country rust paint applied to them and were glued in place around the engine shed.



I wanted to give the layout a slightly run down appearance and maybe a touch of an unloved look about it, so using some leftover fence posts I set about inserting some in small rows, as if there was a fence there at one point that has simply rotted away.

Intermediate
Beginner SKILL LEVEL Advanced



Keen to add colour and texture to the scene, some 10mm Dead Grass self-adhesive tufts from WW Scenics were used which can be peeled from the backing and stuck into place. Always plant them in odd numbers and don't be afraid to give them a little stub with your thumb to splay them out a little and vary the height and width.



With the turning circle grass dry, a single Ratio telegraph pole was added to the scene. This would give the grassed area a reason to be there. I also decided to add a support wire to the telegraph pole using a small length of thin wire and a spot of superglue to hold it in place.



With the scenery almost complete, gorse bushes were fabricated using WW Scenics rubberised horse hair, coated with a layer of layering spray, and WW Scenics Olive flock and some fine yellow scatter to create the flower buds. Once the bushes were dry, these were hot glued in place.



28 **Vehicles include an Oxford Diecast tractor and a Land Rover which were given a quick mucky wash and glued to the scene.**



29 **To really bring this layout to life, a few 3D-printed figures from the Modelu range were painted, then added to the yard area and the platform to complete the scene.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
2mm Dead Grass tufts	WW Scenics	C4-LJMW-IPTC
4mm North European static grass fibres	WW Scenics	WWS303
10mm Dead Grass tufts	WW Scenics	WWS202
'OO9' Ddualt slate station building	MS Models	MSNGSS-009
'OO9' Pendre Works water tower style two	MS Models	MS102
'OO9' slate built engine shed	MS Models	MSSES-OO9
'OO' Rhoslyn cottage	MS Models	MSRC-OO
Basing glue	WW Scenics	WWS002
Burnt Green flock	WW Scenics	WSLF-042
Burnt grass	Woodland Scenics	T44
Dark Rust paint (Rust-it)	Town and Country Scenics	240-416
Dummy point lever	Peco	SL-428
Field rollers and farm junk	Scale Model Scenery	LX436-OO
Flat Brown acrylic paint	Tamiya	XF-10
Flat Earth acrylic paint	Tamiya	XF-52
Layering spray	WW Scenics	WWS004
Light Rust paint (Rust-it)	Town and Country Scenics	240-417
GWR station fencing, white	Ratio	420
Olive Green flock	WW Scenics	WSLF-017
Rubberised horse hair	WW Scenics	WWS291
Telegraph Pole	Ratio	452
Yard crossing gate	Scale Model Scenery	LX484-OO

USEFUL LINKS

MS Models	*www.msmodels.co.uk*
Peco	*www.peco-uk.com*
Ratio	*www.peco-uk.com*
Scale Model Scenery	*www.scalemodelscenery.co.uk*
Tamiya	*www.tamiya.com*
Town and Country Scenics	*www.squirestools.com*
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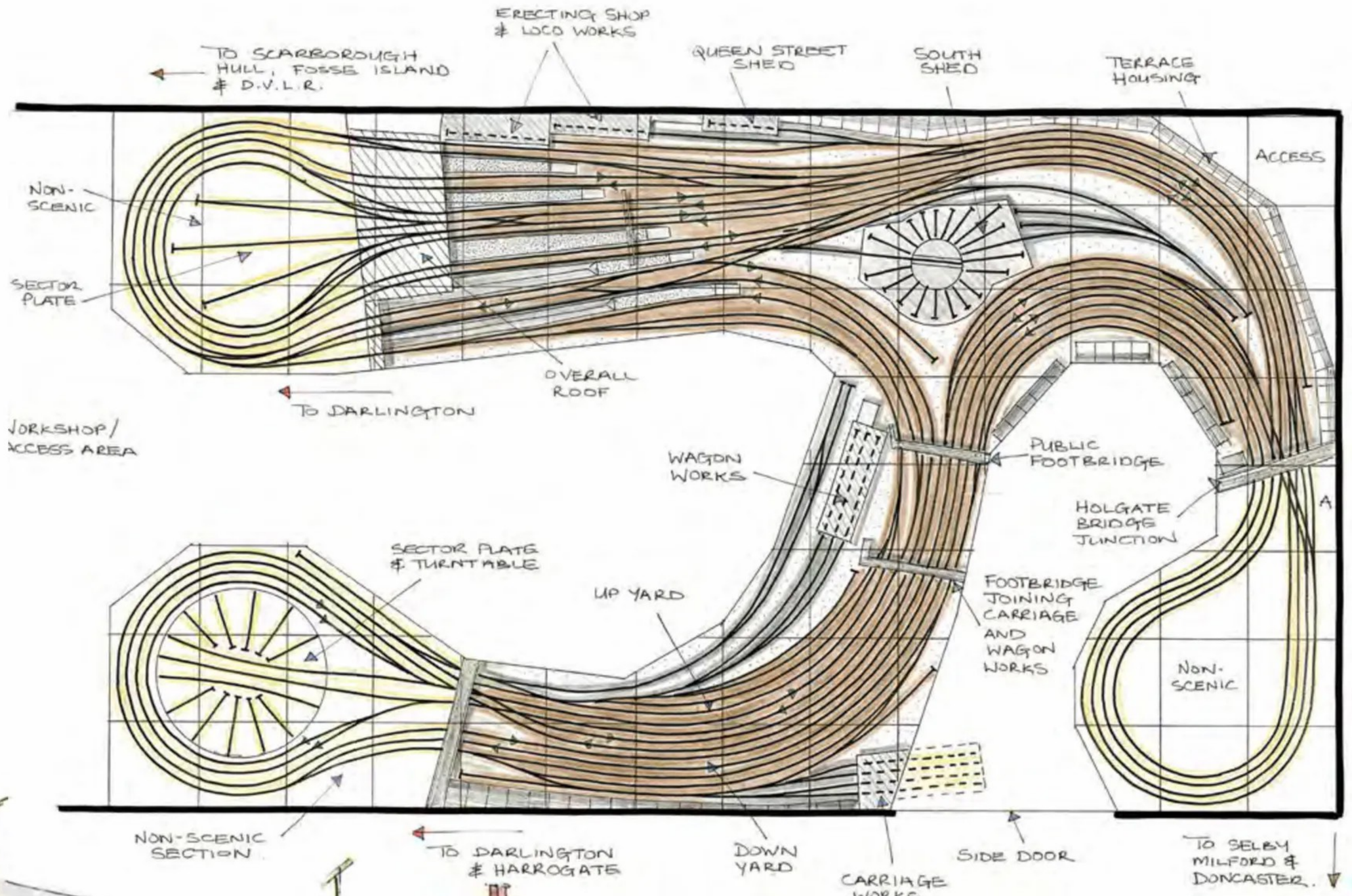
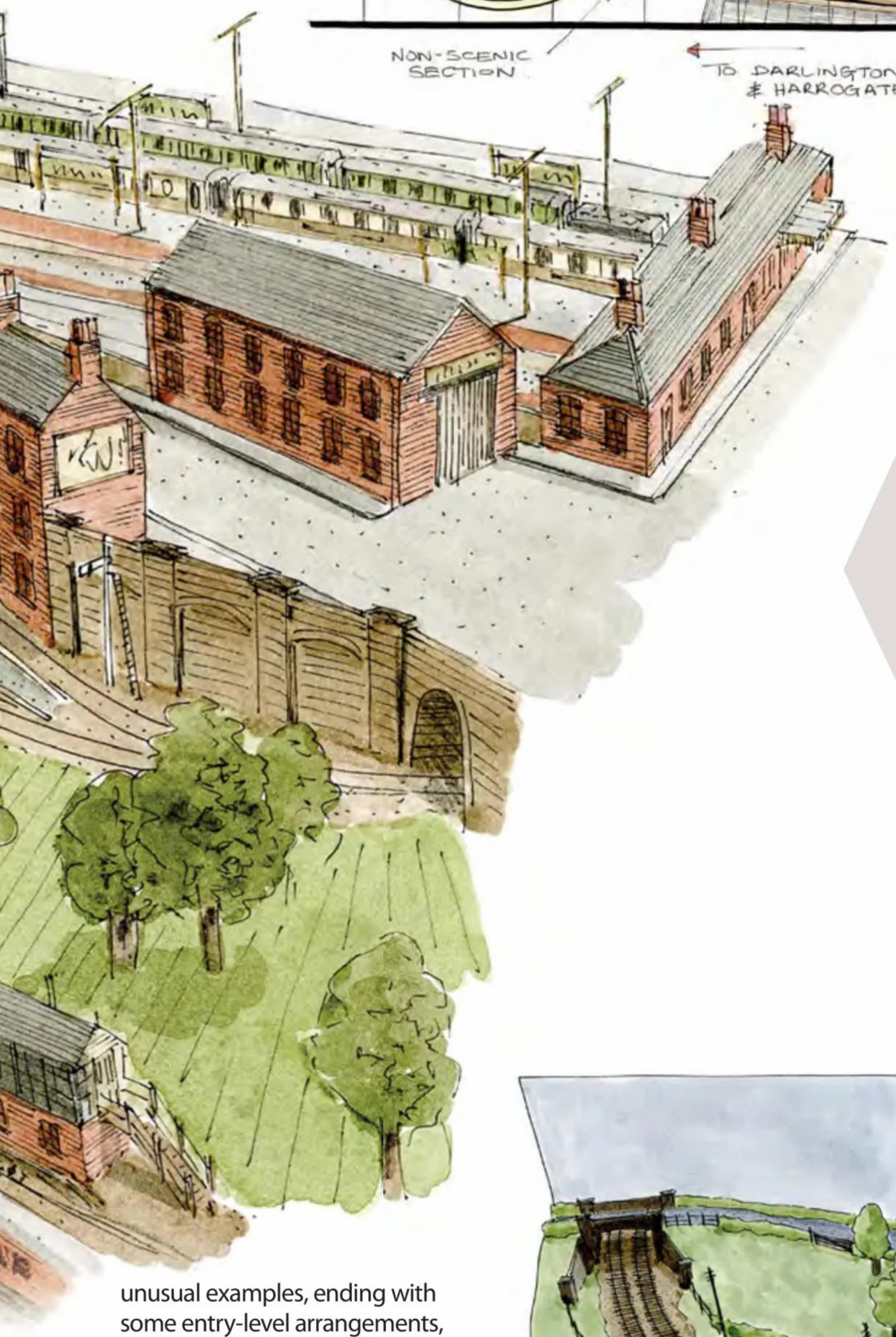




unusual examples, ending with some entry-level arrangements, bearing in mind everything could be re-purposed for advanced modellers. **HM**

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

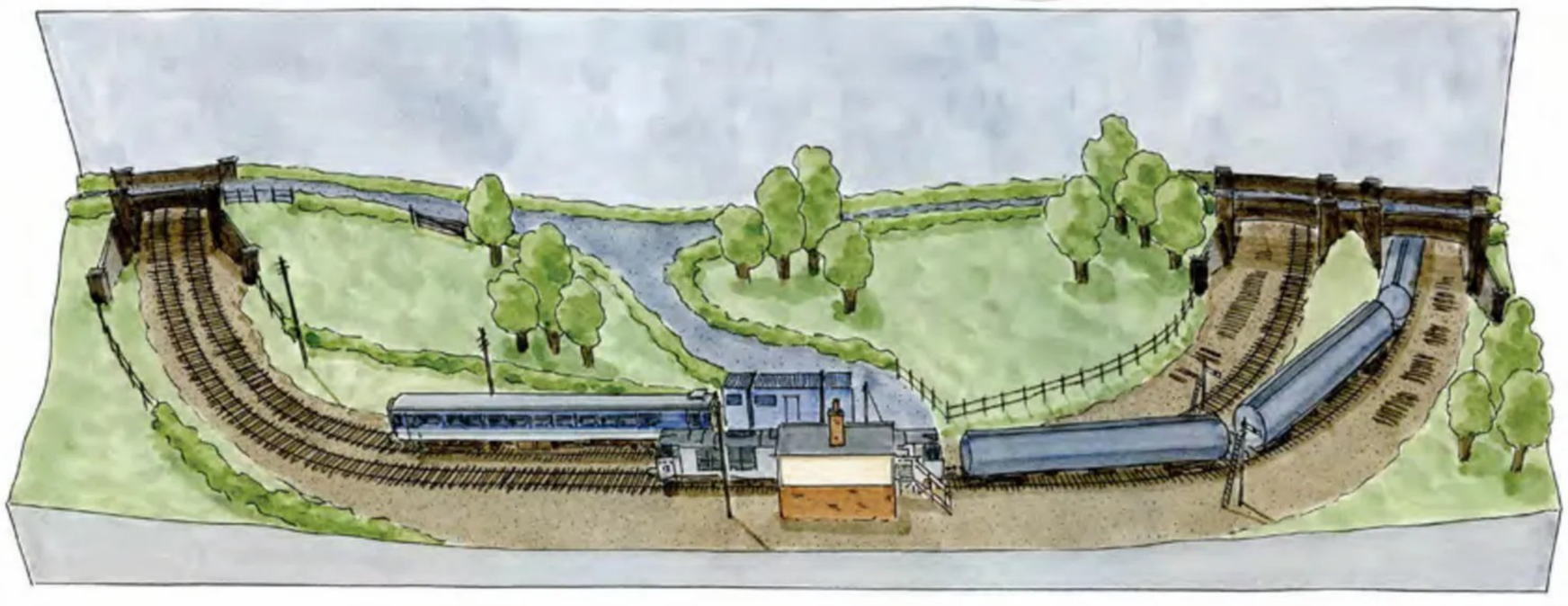
YORK

The south end of York station in 'N' gauge has to be one of my largest and most satisfying designs. There are multiple junctions and some complex movements to recreate the intensive service of the prototype. Whilst it could be operated by a solitary modeller, several operators would undoubtedly fare better with an intensive service.

I designed this layout several years ago for a modeller who'd been having difficulty coming up with a solution. There were several issues, and he wanted to build the layout in two large parts. If you draw a line across the baseboard from the coaling tower, centre rear, to the farthest end of the foreground barge, then everything you see to the right including partial oval and high-level through station would make up the first section. This would mean laying in two junctions at the left-hand end ready for future expansion, with all nearby points on the first baseboard and none positioned over the joint.

CLARBESTON ROAD

By contrast to York, Clarbeston Road Junction is about as simple as you can get. The 'N' gauge track plan consists of two points, toe-to-toe, with double track to the left and two single lines - right rear to Milford Haven and foreground to Fishguard Harbour. Despite its simplicity, trains included High Speed Trains to Fishguard Harbour, armaments to RNAD Trecwn and fuels from Esso, Amoco and Gulf near Milford Haven. Local passenger services, in later years, were in the hands of Diesel Multiple Units.



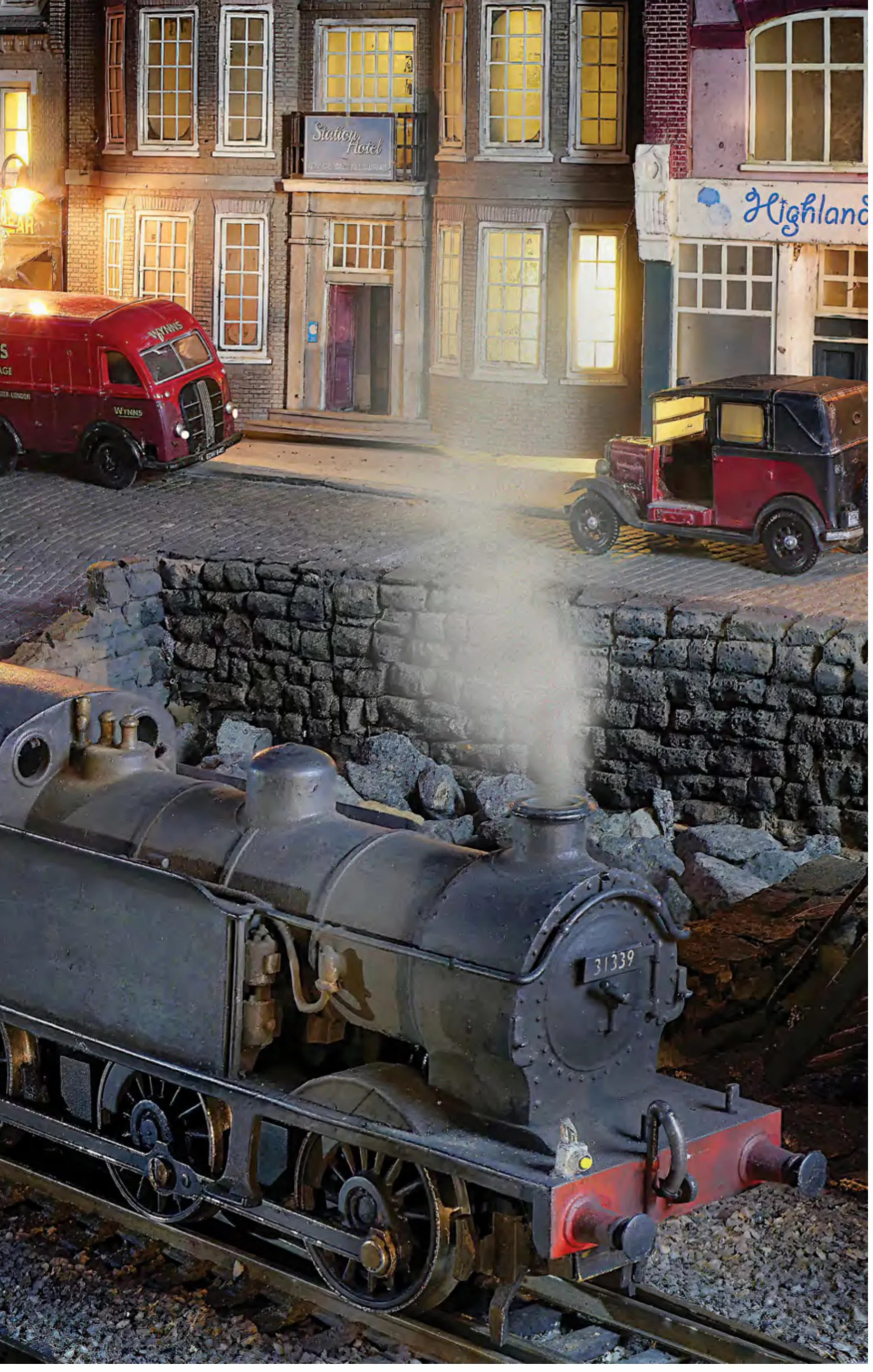
GREAT WAKERING CRAB & OYSTER COMPANY

A long-lost railway with operational restrictions provided all the incentive **TREVOR JONES** needed to create a new branch line train hauled by a 3D printed SER 'R1' 0-6-0T. Trevor explains all.



Above: **As dusk falls, the Great Wakering Crab and Oyster Company's fish train rolls into Flackwell Heath. The working headlamp, firebox glow and coach lighting are seen to advantage.**

Left: **SER 'R1' 0-6-0T A147, one of several class members modified with reduced height chimney, cab and boiler fittings, waits to leave Canterbury West with a train for Whitstable Harbour around 1926.** Rail Archive Stephenson.





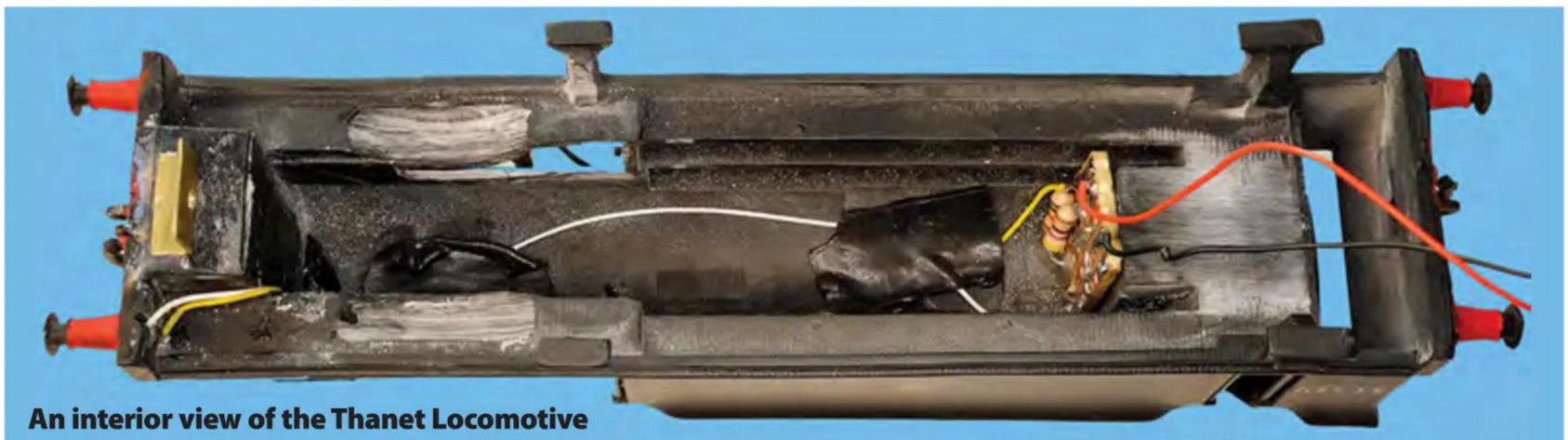
The newly-constructed fuel pipeline is secured in place and shows the restricted height clearance at this location, necessitating the use of a modified 'R1' 0-6-0T on the branch.

WHILE NOT AS high-profile as the Liverpool and Manchester Railway (L&MR), which opened to passengers and freight in September 1830, the Canterbury and Whitstable Railway (C&W) in Kent, or 'Crab and Winkle Line' as it became known, actually preceeded the L&MR's opening by several months, in May 1830.

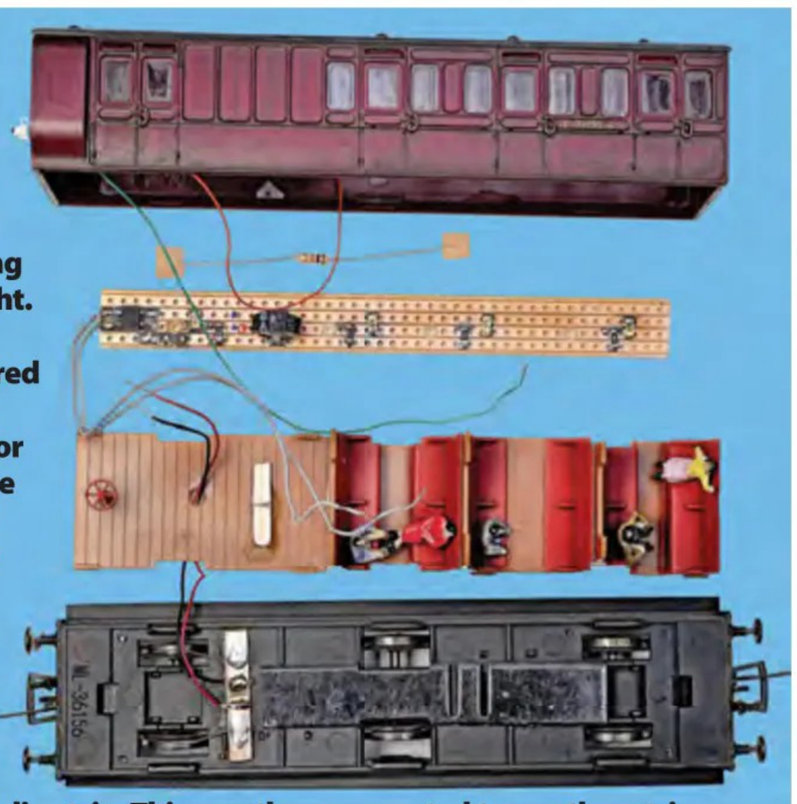
The C&W was designed to carry passengers and freight from the start. Unlike the L&MR it used cable haulage by stationary steam engines over much of its length, with steam locomotives restricted to the level stretch. The company's first locomotive, *Invicta*, now resides in the Whitstable Community Museum. Passenger traffic ceased in 1932 and freight in 1952, but it had a short reprieve in 1953 when, because of the east coast floods, it was used as a diversionary route.

However, its colloquial name struck a chord and this, together with the fact that due to its tight loading gauge South Eastern Railway (SER) 'R1' 0-6-0Ts with cut-down cabs were the motive power, got me thinking.

To date, the only ready-to-run 'OO' gauge model of the SER 'R1' 0-6-0T is the venerable Hornby Dublo (and later G&R Wrenn) example, although CDC Designs and Thanet Locomotive Works have produced a 3D-printed model which fitted a Hornby 'OO' Fowler 'Jinty' 0-6-0T chassis. »



An interior view of the Thanet Locomotive Works 'R1' body, showing the installation of wiring and resistances for the headlamp and firebox glow lamp. The front fixing for the chassis includes a plastic sheet spacer and angled brass bracket. As I used an older Hornby 'Jinty' chassis, I also had to grind away the inside of the splashers' steps and the underside of the cab.



This exploded view of the six-wheeled coach shows how the components are placed within the vehicle, including the attached tail light. The red and green cables will be soldered to the paxolin strip mounted on the floor of the coach with the red lead connected via the resistor. The stay alive coach lighting strip was then stuck to the underside of the roof and the two grey cables also soldered to the paxolin strip. This was then connected to another strip on the chassis, while electrical pick-up connections were also completed. Surplus cable was gathered in the guard's van area.

in *Photoshop*. To further enhance running characteristics of the short wheelbase locomotive, pick-ups were added to the wagon and linked to the 'R1' 0-6-0T which would ensure good electrical continuity on the steep harbour track.

For the passenger carriage, I selected one of Hornby's recent six-wheeled brake coaches finished in BR maroon. A stay alive lighting unit from Express Models was then installed. The company manufacture these to customers' requirements, putting the LEDs in the appropriate position; the stay-alight capability was important as it was to have pick-ups on just one wheelset.

Completing the layout scene, the pipeline structure was manufactured from brass 'I' section with soldered corner reinforcement where it was bent through 90 degrees. A plastic lattice section was then stuck to the 'I' section to support the pipelines. These pipelines and valves were from Model Scenery Supplies. A plastic open frame girder was then installed over the section above and just below the water line to protect the pipeline from collision by fishing boats.

Once everything was in place, I'm pleased to report that clearances were fine and the Great Wakering Crab and Oyster Company was officially in business with regular workings to and from the harbour. **HM**



Above: **A comparison view of SER 'R1' 0-6-0Ts 31010 (stored) and 31047 at Folkestone shed on October 18 1958. 31010 was modified in the late 1930s for use on the Canterbury and Whitstable branch.** K.L. Cook/Rail Archive Stephenson.

Right: **South Eastern Railway 'R1' 0-6-0T 31339 passes under the wartime refuelling pipes as it climbs away from Great Wakering harbour with the evening fish departure. A DMU summer-only service awaits departure time in the platform.**

Given my extensive 'OO' gauge outdoor layout – the Great Wakering, Flackwell Heath and Whitefield Railway – has a harbour station (Great Wakering), which features a steep slope down to the harbour, this was all the justification I needed - a fish train could be added to the roster. And so, The Great Wakering Crab and Oyster Company was born.

To justify having to use a cut-down SER 'R1' 0-6-0T, a fuel pipeline was added that crossed over the harbour line, built during the war for refuelling navy vehicles at sea (or the pond, in my case). The pipeline created the restricted loading gauge to the harbour.

Taking the idea further, the Great Wakering Harbour Board has a Sentinel 4wVBT at its disposal for shunting duties, which could also travel down to the harbour. So why would the Great Wakering Crab and Oyster Company run its own train? Well, naturally, they signed a long standing 99-year agreement with the Great Wakering Harbour Board and the pre-1948 Southern Railway.

My version of the train is set in the British Railways era and consists of one ventilated fish van - an ex-London, Midland & Scottish Railway (LMS) example, a six-wheeled coach and a SER 'R1' 0-6-0T – reflecting 'R1' 31339 which had been modified in 1938 for use on the branch.

Each day, the train leaves the harbour in the early evening bound for a station on the main line (Flackwell Heath) where the wagon is then attached to a fast passenger train to London. In addition, workers from the fishery company make use of the six-wheeled coach in the formation, as the last passenger service departs well before the workers finish their shift. As the daily pick-up freight arrives and departs in the morning, it is vital to get the seafood to the London market for sale in the early hours of the following day. So, there you have my excuse for buying, running and converting the train.

The CDC Designs/Thanet Locomotive Works 'OO' gauge 'R1' body was originally designed to fit a recent Hornby LMS 'Jinty' 0-6-0T chassis. However, I had a spare early model and a surplus MMW five-pole motor, a direct replacement for the Hornby/Triang XO3. Some chassis carving was necessary and brass locating lugs were fashioned to fasten the body and chassis together. A firebox glow LED was then installed along with a working tail lamp, as the train would normally run at dusk towards the end of a summer day's running session, bound for Flackwell.

An LMS six-ton fish van from the Cambrian Kits range was selected, which was subsequently painted in LMS maroon while an advertising board for The Great Wakering Crab and Oyster Company was created



Above: **Close-up view of the mounting made to fasten the rear of the chassis to the body. Some of the metal chassis was ground/filed away locating the chassis and the cab floor to the correct height. A block of filler was used to support a brass bracket aligning the chassis with the inside of the bunker. This was threaded to allow a small self-tapping screw to be fastened through the bunker.**

Right: **Pick-ups beneath the Cambrian fish wagon have been soldered in place, while a pair of wires provide an electrical connection to the locomotive.**



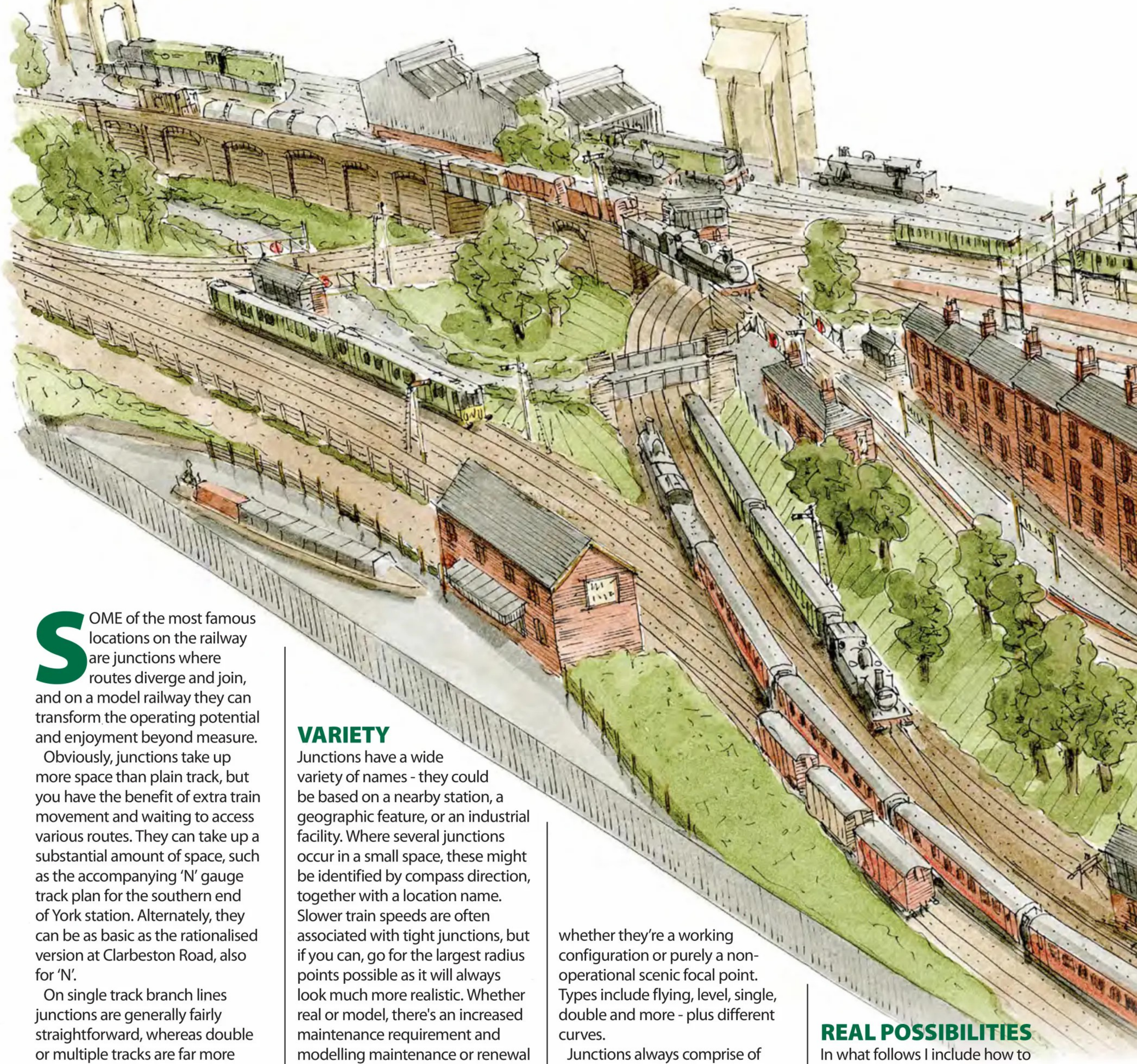
This underside view from the rear of the chassis shows the brass bracket for the coupling mounting. A supporting block of epoxy putty for the rear mounting bracket is underneath. The two-pin plug for electrical connectivity to the fish wagon pick-up has been glued in place. The new pick-up on the locomotive can be seen with its use of paxolin strip to solder the connections to the motor.



JUNCTIONS

By their very nature, junctions are fascinating, especially where multiple route permutations are possible. **PAUL LUNN** selects a few real-life examples and shows how you can replicate them in model form.

ARTWORK AND PHOTOGRAPHY BY PAUL A. LUNN, UNLESS STATED OTHERWISE



SOME of the most famous locations on the railway are junctions where routes diverge and join, and on a model railway they can transform the operating potential and enjoyment beyond measure.

Obviously, junctions take up more space than plain track, but you have the benefit of extra train movement and waiting to access various routes. They can take up a substantial amount of space, such as the accompanying 'N' gauge track plan for the southern end of York station. Alternately, they can be as basic as the rationalised version at Clarbeston Road, also for 'N'.

On single track branch lines junctions are generally fairly straightforward, whereas double or multiple tracks are far more complex and it is perhaps wisest to choose a type to suit available space. This is why you often see branch lines diverging from a layout's 'main line' rather than another double-track route.

VARIETY

Junctions have a wide variety of names - they could be based on a nearby station, a geographic feature, or an industrial facility. Where several junctions occur in a small space, these might be identified by compass direction, together with a location name. Slower train speeds are often associated with tight junctions, but if you can, go for the largest radius points possible as it will always look much more realistic. Whether real or model, there's an increased maintenance requirement and modelling maintenance or renewal of a junction on a layout can make it stand out as being different.

With space and variety in mind I'll be looking at a wide range of prototype examples, outlining what they offer and whether they're a working configuration or purely a non-operational scenic focal point. Types include flying, level, single, double and more - plus different curves.

Junctions always comprise of points and often but not always diamond crossings and slips. They also bring a wealth of added scenic interest; signal boxes, ground frames, point rodding, signals and so on.

REAL POSSIBILITIES

In what follows I include how to convert a real track plan junction into rigid track geometry, such as track pieces offered by Hornby, Peco and others. The selection includes a diverse range of straightforward and highly

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GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'00', 16.5mm	4mm: 1ft	4ft 6in x 1ft	MIDLAND	Late 1950s/1960s	DCC, Uhlenbrock Daisy II

BYWAY Motive Power Depot (MPD) was originally developed as a demonstration board to show off my work as John's Model Centre, and after taking it to shows as a trader, I was often asked if I would consider taking it to exhibitions just to show the layout. Byway MPD has subsequently progressed from there.

The plan came about at my local model railway club, High Wycombe Model Railway Society. Members of the club suggested I should have a small layout to demonstrate the installation work I was doing in locomotives, such as Digital Command Control (DCC) sound installations, firebox glow, working lamps and additional lighting. An Ian Futers track plan design was decided upon and proved quick and simple to create.

The baseboard is a simple 4ft 6in x 1ft affair, comprising a 2in x 1in frame topped with plywood, and took just a couple of months to build as I needed it to be completed for a model railway show later that year - that was just the board at the time. It took around six months to change it all around and create a full exhibition layout. »



2 Johnson '3F' 43620's crew position their steed alongside the depot's coaling stage.

1 As the sun begins to rise over Byway MPD, footplate crews prepare their locomotives ready for the day's duties.

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3 Left: **BR Standard '3MT' 2-6-2T 82001 gently simmers on depot, while Ivatt '2MT' 2-6-0 46460 is similarly prepared for duty.**

4 Right: **The driver of Fowler '4F' 0-6-0 44044 eases his locomotive over the pit at Byway MPD.**

5 Below: **As sleepers creak under the weight of Fowler '3F' 0-6-0T 47472 in the yard, Johnson '3F' 43620 drifts away from the depot bound for its next working.**

BYWAY

MPD

This compact ‘OO’ gauge depot layout is set on the Midland Region in the late 1950s/early 1960s. Builder **JOHN GAY** reveals how it was built and its high-tech operation.

PHOTOGRAPHY, JONATHAN NEWTON



6 Right: **Steam is raised as staff go about their duties at Byway MPD preparing an Ivatt '2MT' 2-6-0, BR Standard '2MT' 2-6-2T and Johnson '1P' 0-4-4T.**

7 Below: **As dusk falls, Fairburn '4P' 2-6-4T 42062 rests alongside the new order – Class 03 diesel shunter D2388.**

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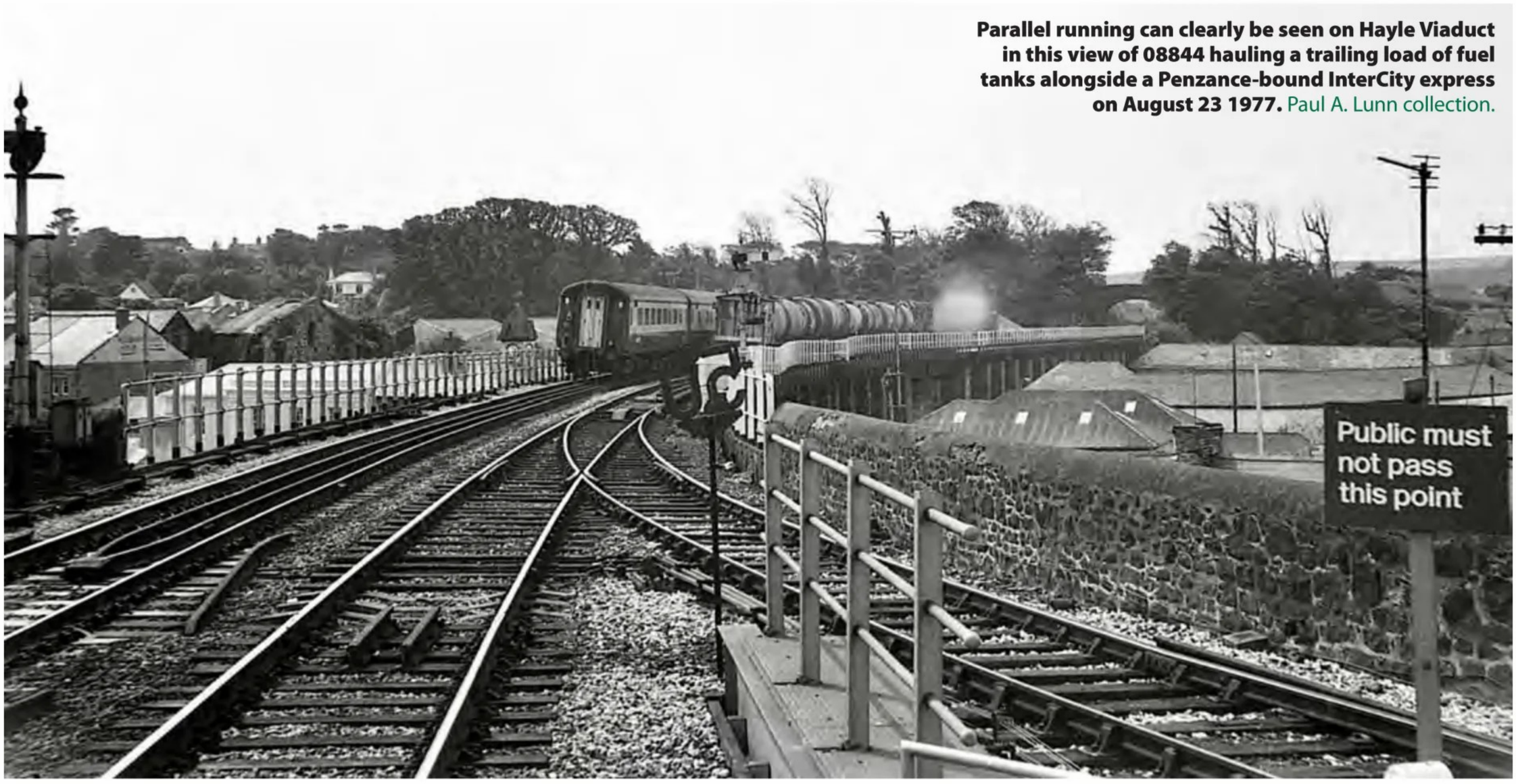
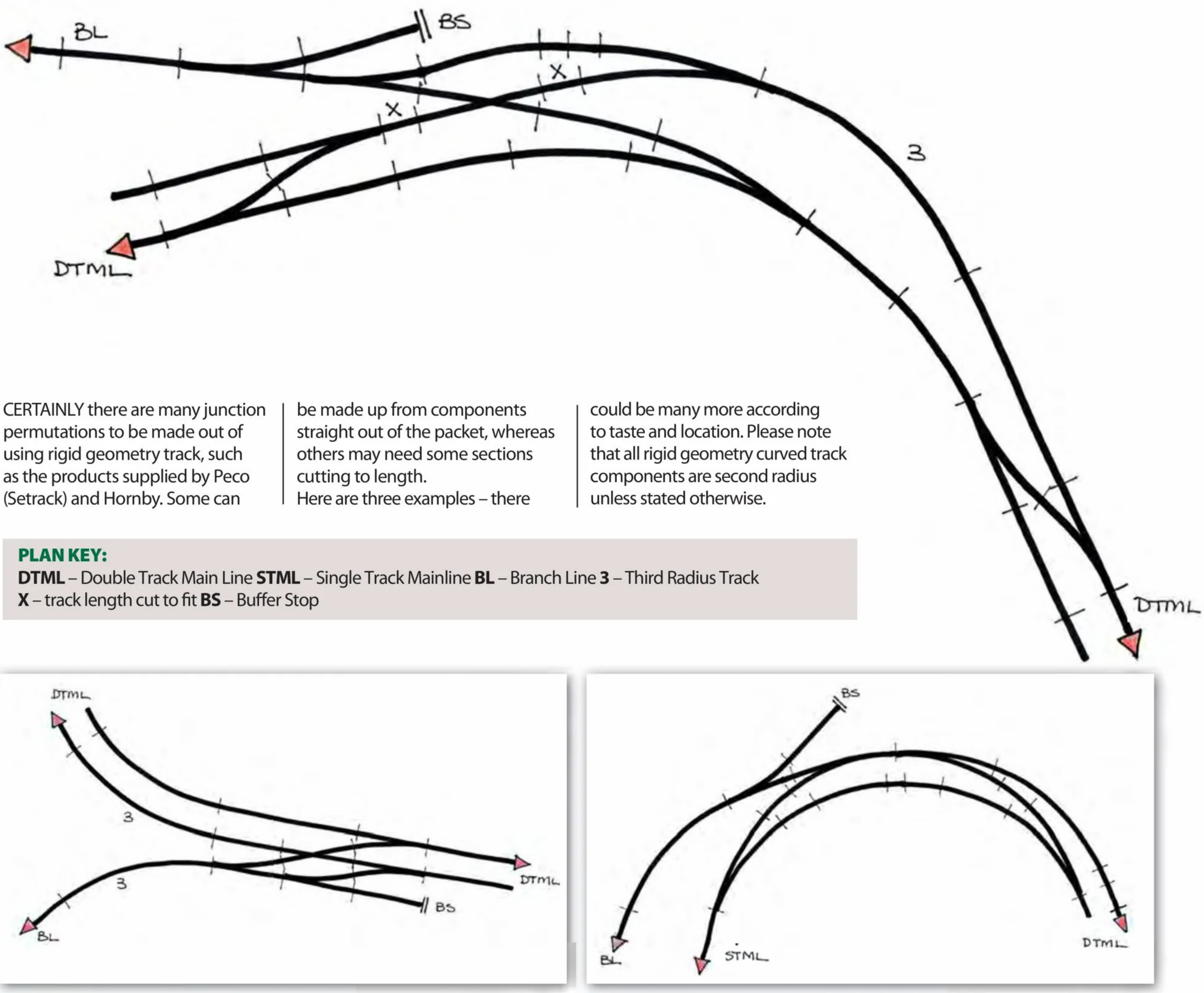


Parallel running can clearly be seen on Hayle Viaduct in this view of 08844 hauling a trailing load of fuel tanks alongside a Penzance-bound InterCity express on August 23 1977. Paul A. Lunn collection.

SIMPLY RIGID

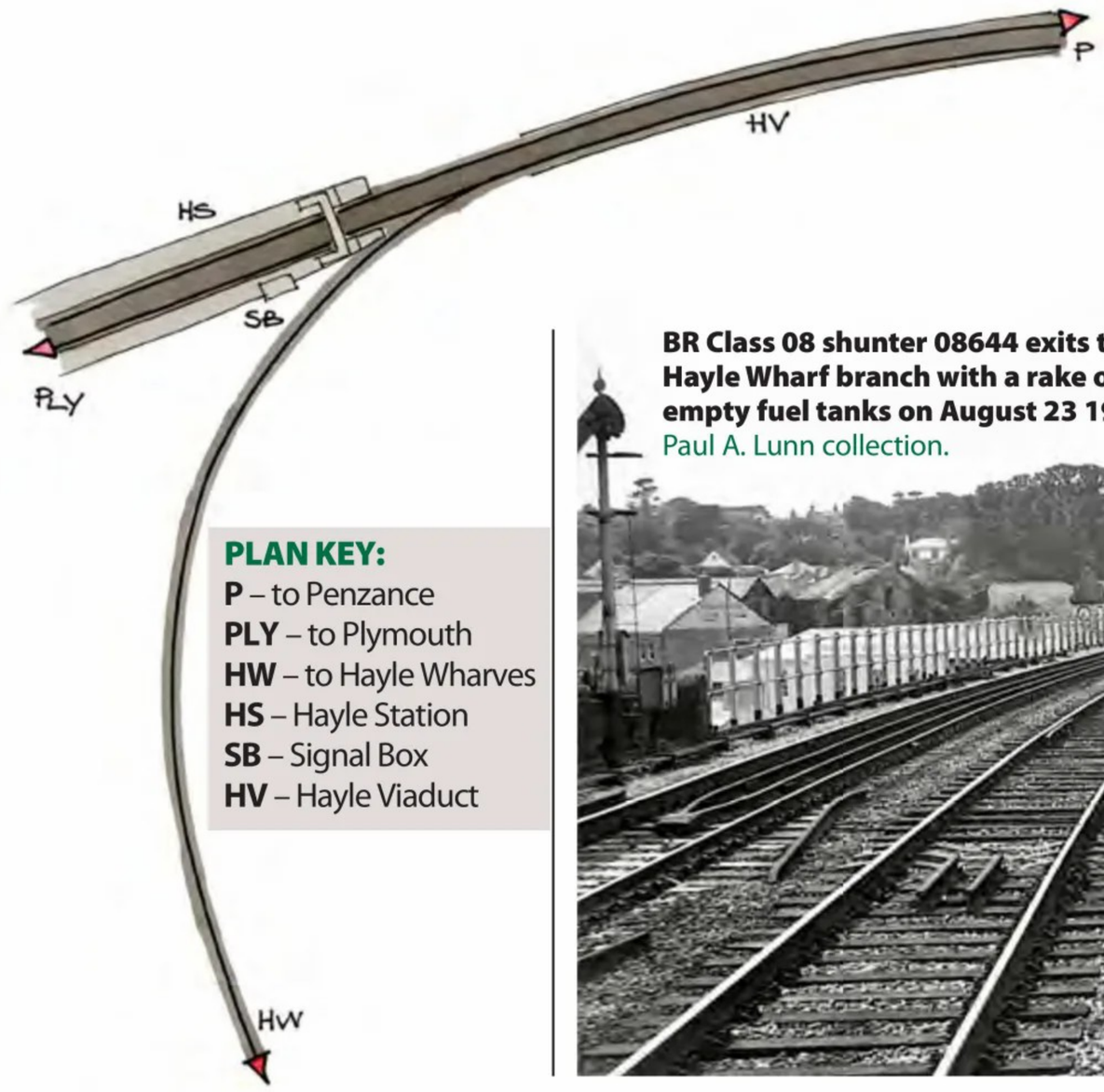


CERTAINLY there are many junction permutations to be made out of using rigid geometry track, such as the products supplied by Peco (Setrack) and Hornby. Some can be made up from components straight out of the packet, whereas others may need some sections cutting to length.

Here are three examples – there could be many more according to taste and location. Please note that all rigid geometry curved track components are second radius unless stated otherwise.

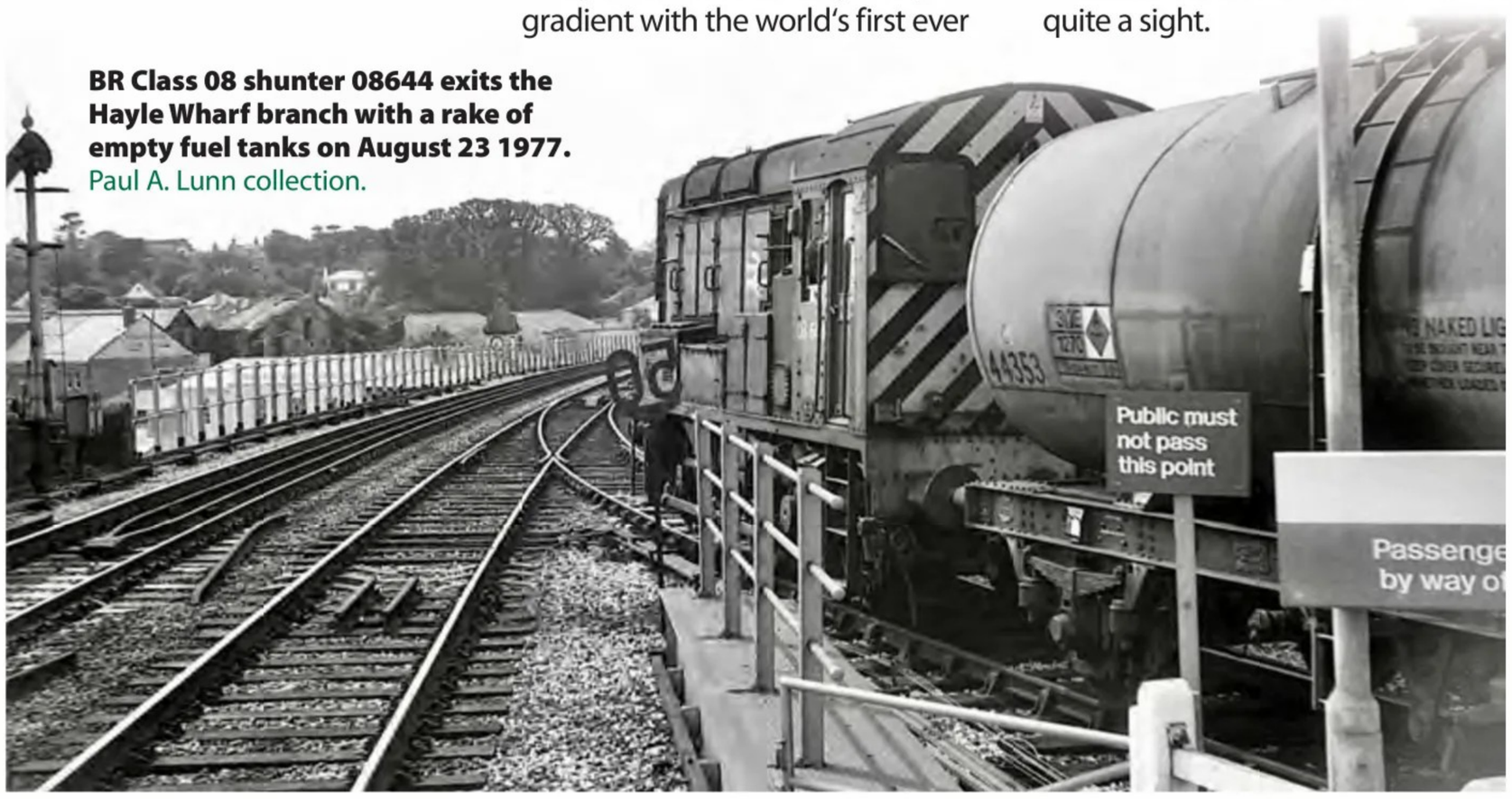
PLAN KEY:
DTML – Double Track Main Line **STML** – Single Track Mainline **BL** – Branch Line **3** – Third Radius Track
X – track length cut to fit **BS** – Buffer Stop

HAYLE WHARVES



PLAN KEY:
P – to Penzance
PLY – to Plymouth
HW – to Hayle Wharves
HS – Hayle Station
SB – Signal Box
HV – Hayle Viaduct

HEADING further west, the junction to Hayle Wharves was largely on a steeply graded, tightly curved, single track line which branched off the Up Main Line from Penzance to Plymouth down a very steep gradient with the world's first ever sand drag on it. Operation was slightly unusual in that, in later years, a section of the main line was occasionally treated as two parallel tracks, with both trains heading in the same direction, which could be quite a sight.



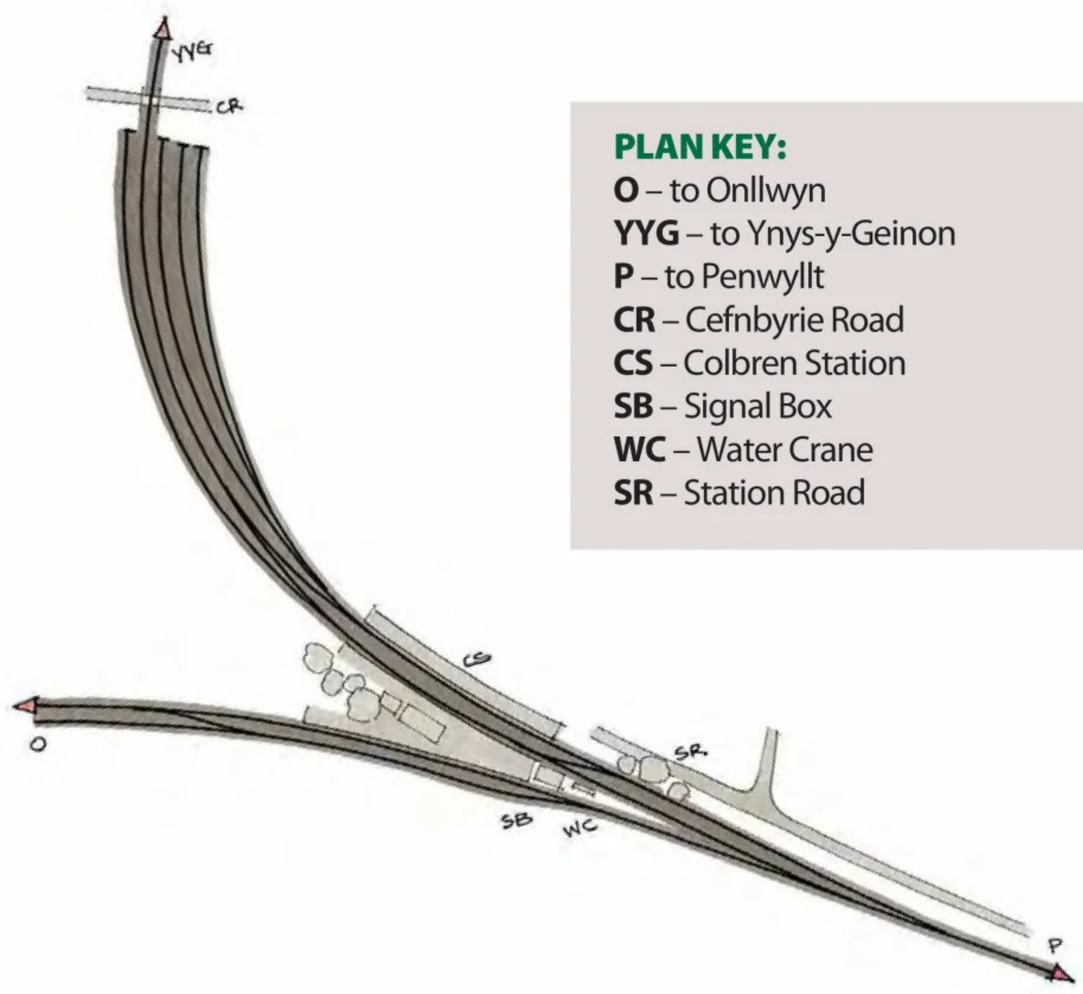
BR Class 08 shunter 08644 exits the Hayle Wharf branch with a rake of empty fuel tanks on August 23 1977. Paul A. Lunn collection.

COLBREN JUNCTION

SET in the heartland of Welsh colliery lines this is a particularly attractive station with 'V' shaped platform on the Neath to Brecon line with the track, right, leading to Abercrave. It lends itself to modelling in most scales.



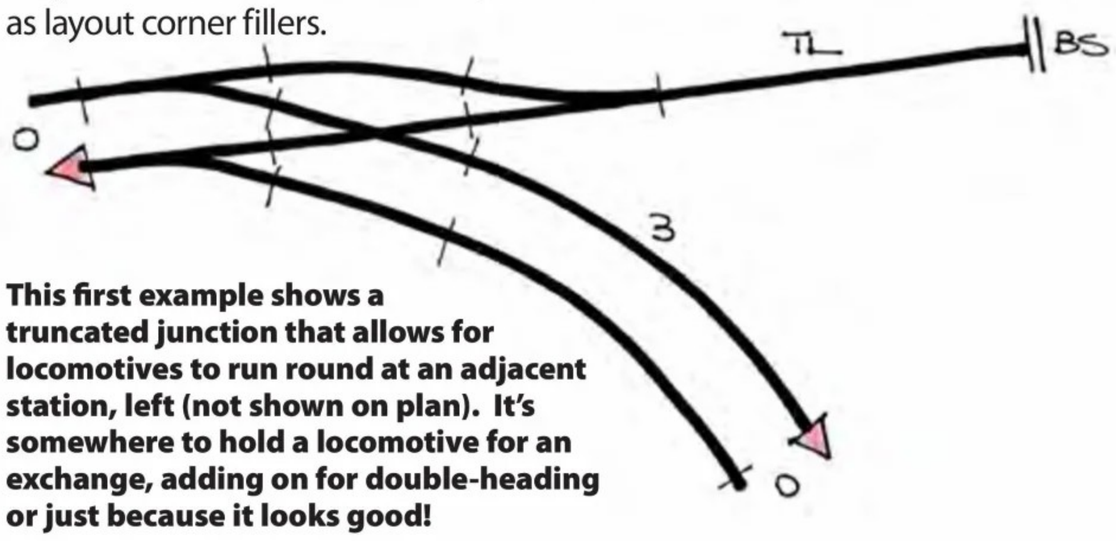
GWR '57XX' 0-6-0PT 4657 pauses for water at Colbren Junction whilst heading a train bound for Brecon. Paul A. Lunn collection.



PLAN KEY:
O – to Onllwyn
YYG – to Ynys-y-Geinon
P – to Penwyllt
CR – Cefnbyrie Road
CS – Colbren Station
SB – Signal Box
WC – Water Crane
SR – Station Road

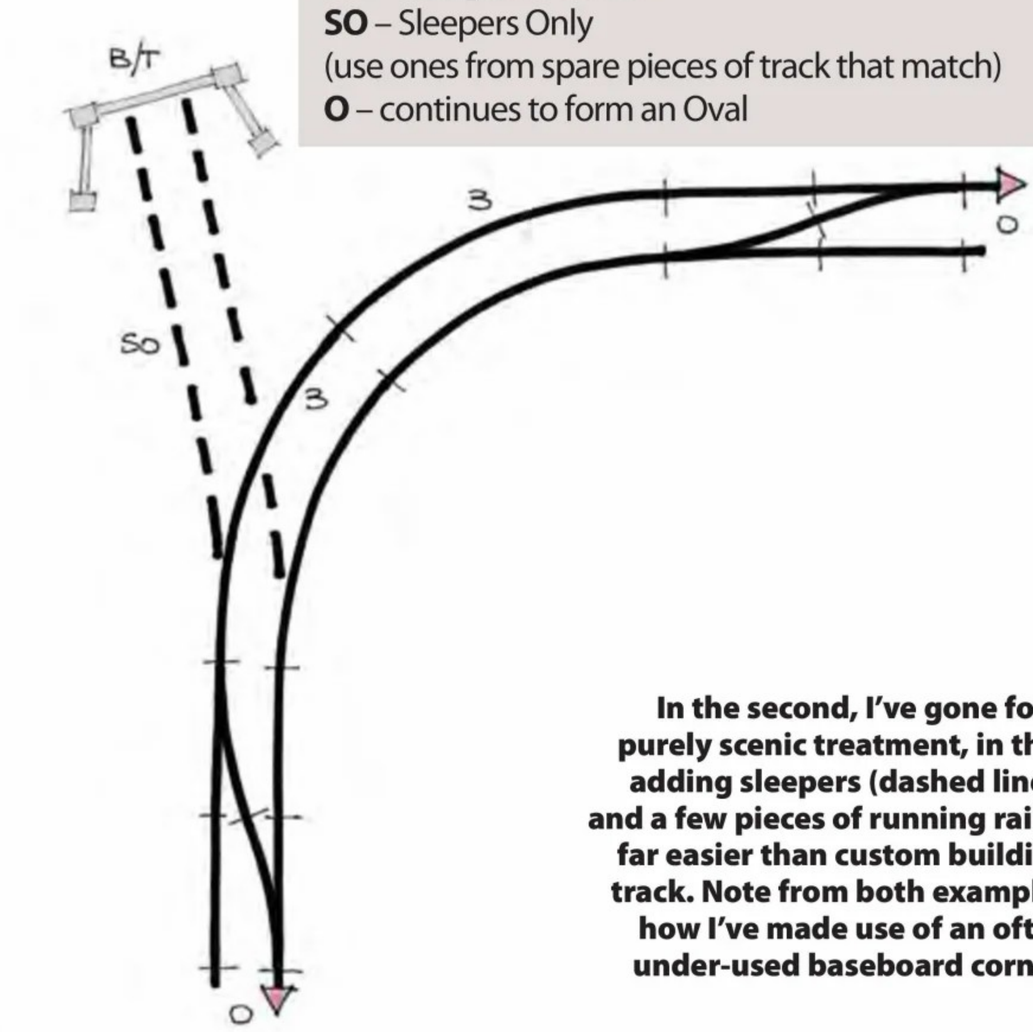
NOT ENOUGH SPACE?

CLEARLY junctions can take up quite a bit of space and therefore are missing from many layouts. However, I want to leave you with a few thoughts on some generic examples for minimum space scenic treatment only and some with additional operational value. These two would be ideal as layout corner fillers.



This first example shows a truncated junction that allows for locomotives to run round at an adjacent station, left (not shown on plan). It's somewhere to hold a locomotive for an exchange, adding on for double-heading or just because it looks good!

KEY TO BOTH PLANS:
TL – Truncated Line
BS – optional Buffer Stop or mask end with weeds
B/T – Bridge or Tunnel
SO – Sleepers Only
(use ones from spare pieces of track that match)
O – continues to form an Oval



In the second, I've gone for a purely scenic treatment, in that adding sleepers (dashed lines) and a few pieces of running rail is far easier than custom building track. Note from both examples how I've made use of an often under-used baseboard corner.

SCENIC DETAILS

The setting is urban and it is not based on a particular prototype but it is distinctly steam era, with a Midland Region 1960s theme. The first train ran on the day I started building the layout, such is the constructional simplicity. Since then, practically everything apart from some wiring underneath the layout has changed.

In terms of scenery, space is at a real premium, so I have made extensive use of low-relief structures. The shed along the back is an old Airfix kit that I had discovered at my old model railway club, which was assembled but unpainted. I took the complete model over to the bandsaw and cut through it, leaving me two halves which worked well as a long low relief building.

Byway has a good deal of quirky working features. The water crane moves, as does the coaling stage crane. They always get a mention whenever someone watching suddenly spots them working for the first time. I also recently installed a speaker and a strobe light to add thunder and lightning effects – atmosphere is so important on a small layout.





Signals are controlled with a Digital Command Control (DCC) touchscreen or Wi-Fi controller, whichever is in use at the time. The layout has four small ground signals for moving around within the scenic area and I have a Call On signal which leads trains off the layout into a small single road storage yard. I love the small fenced-off area over by the coaling stage, which looks rather different. The backscene, painted on a small piece of card, displays a few houses and I think this also works very well. Finally, I have a small ModelU 3D-printed figure of my wife watching the locomotives run in and out of the layout.

At the rear of the layout, a few shelves have been added to store the locomotives – handling is much simpler than for complete trains, as only locomotives run on Byway MPD. Despite the depot being small, it boasts an impressive motive power roster including a Stanier 'Mogul', Johnson '3F' 0-6-0, Midland '3F' 0-6-0T, Johnson '1532' 0-4-4T, Fairburn '4P' 2-6-4T, BR Standard '3MT' 2-6-2T, Ivatt '2MT' 2-6-0, Fowler '4F' 0-6-0, Fowler '3F' 0-6-0T, Stanier '8F' 2-8-0, BR Standard '9F' 2-10-0 and – representing the future – a Class 03 diesel shunter. »

"Control of the whole layout - locomotives, points and more - is done with iPads and iPod touch computers. This gives me wireless control and the freedom to move around the layout."

JOHN GAY

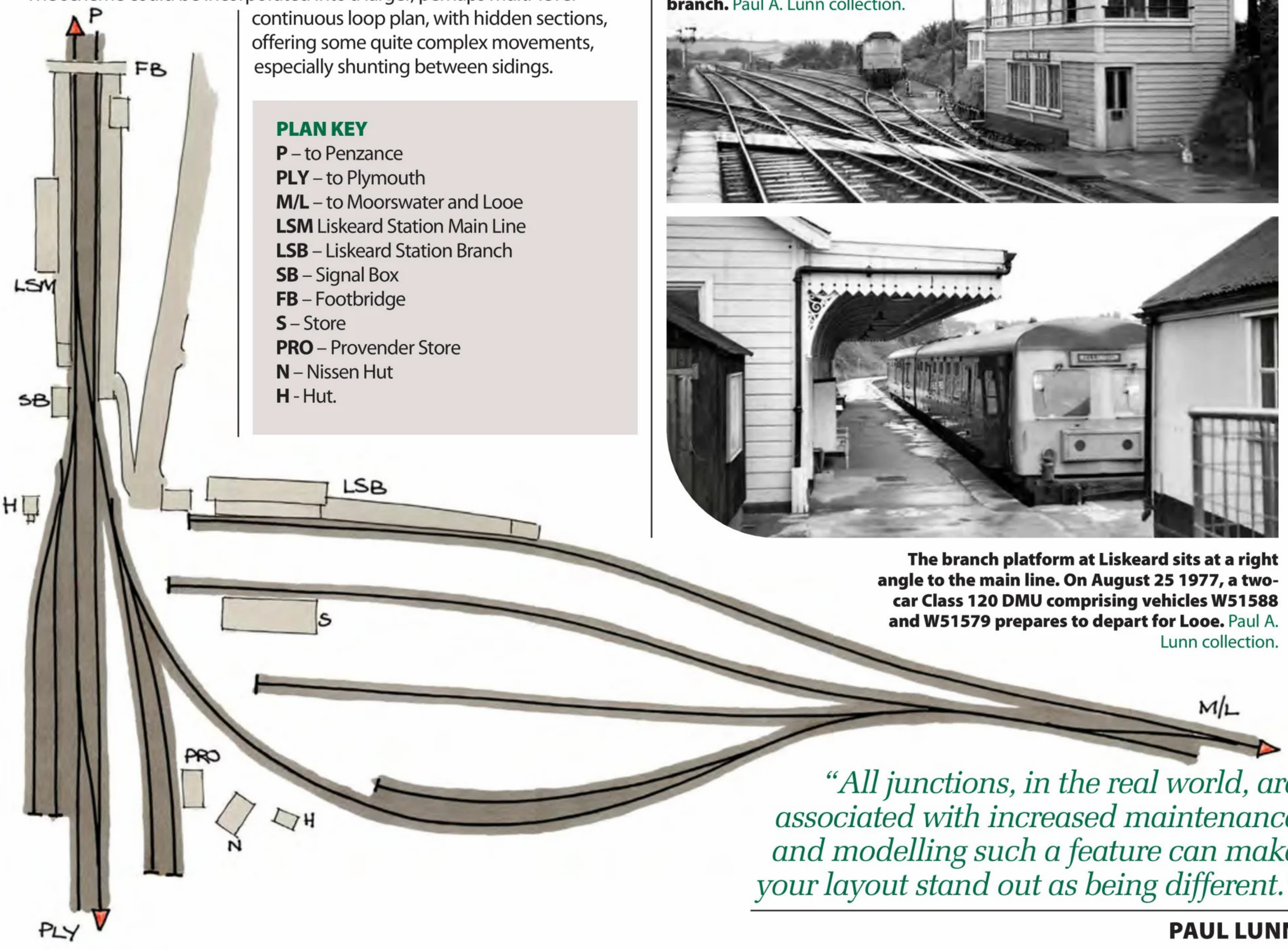


LISKEARD

FOR ME, this falls into the really unusual category. It's really two stations in close proximity to each other, but at right angles, necessitating a sharp linking curve between the two. Liskeard station is on the Plymouth to Penzance line, with a spur to Moorswater and Looe branching off. The scheme could be incorporated into a larger, perhaps multi-level continuous loop plan, with hidden sections, offering some quite complex movements, especially shunting between sidings.

PLAN KEY

P – to Penzance
PLY – to Plymouth
M/L – to Moorswater and Looe
LSM Liskeard Station Main Line
LSB – Liskeard Station Branch
SB – Signal Box
FB – Footbridge
S – Store
PRO – Provender Store
N – Nissen Hut
H - Hut.



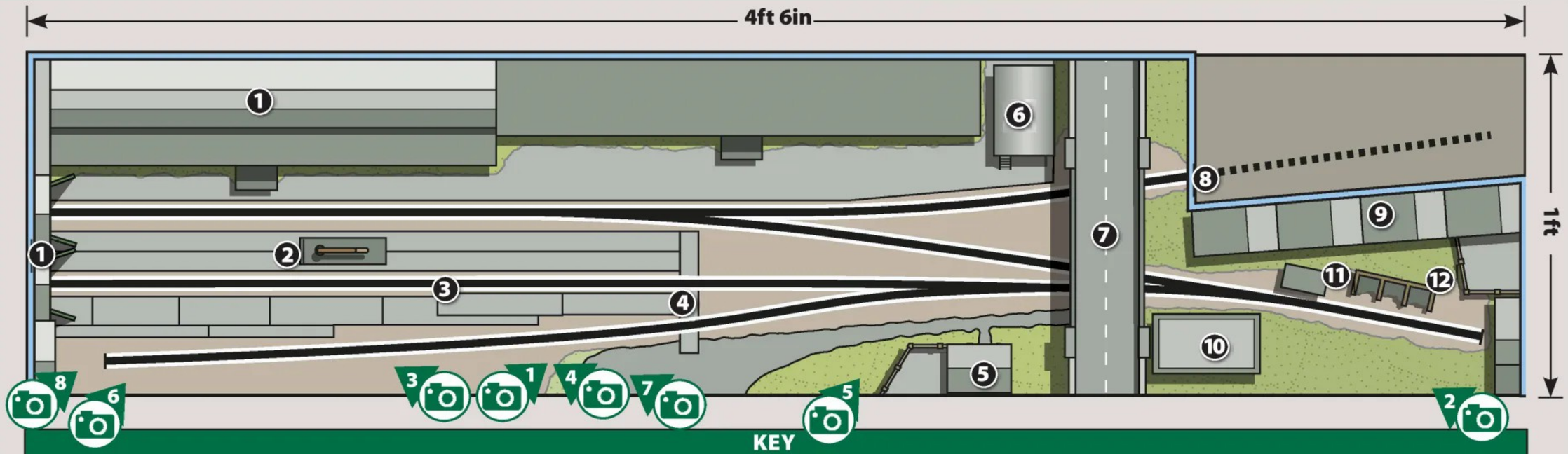
BR Class 25 25155 exits the siding at Liskeard on August 25 1977 with a short freight for Moorswater China Clay. It will cross the main line and propel the Presflo wagon onto the branch. Paul A. Lunn collection.

The branch platform at Liskeard sits at a right angle to the main line. On August 25 1977, a two-car Class 120 DMU comprising vehicles W51588 and W51579 prepares to depart for Looe. Paul A. Lunn collection.

"All junctions, in the real world, are associated with increased maintenance and modelling such a feature can make your layout stand out as being different."

PAUL LUNN

BYWAY MPD TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Low relief depot buildings	4 Walkway	7 Road bridge	10 Stores
2 Water crane	5 Offices	8 To/from storage yard	11 Coaling stage
3 Pit road	6 Water tower	9 Low relief warehousing	12 Coal staithes



Incidentally, most of the locomotives have DCC sound with extras such as lamps, firebox glow, cab lights and so on. I have a particular soft spot for my '8F' 2-8-0 which sounds fantastic, and the Class 03 which with all the lights on looks magnificent in night-time mode.

DIGITAL OPERATION

Byway is rather unusual in the way it operates. A Raspberry Pi minicomputer running JMRI software is mounted in the front of the layout with a 5in touchscreen. The Raspberry Pi has a USB interface plugged in which is then connected via Loconet to the DCC system. Only a low power system is required for this small layout, so I use the 2amp Uhlenbrock Daisy 2 System.

Control of the whole layout - locomotives, points and more - is done with iPads and iPod touch computers. This gives me wireless control and the freedom to move around the layout. Because the DCC system has Loconet, any compatible handset can be used with this layout, which is helpful should the Wi-Fi start to play up, which can happen from time to time. Also, because Byway is a small layout, with a crowd it can be hard to monitor movements at exhibitions so I use block detection to show where the models are to avoid collisions and derailments.

I really enjoy interacting with visitors at shows. It's fun handing the wireless iPad and iPod controllers over to the public to 'have a go'! It particularly makes it easier to engage with the younger generation who think it's pretty 'cool' and handle it with ease as they are so used to using wireless tablets and devices.

Byway has been a huge learning curve for me. Over the years I've experimented and tested many DCC modules, which have led me to the setup it now has. I am also indebted to Ron North, who has taught me lots over the years on techniques such as weathering buildings and painting the scenery. This has been a massive help with my home layout – and future layouts to come. Thanks also go to David Fryer for always offering to help operate at shows.

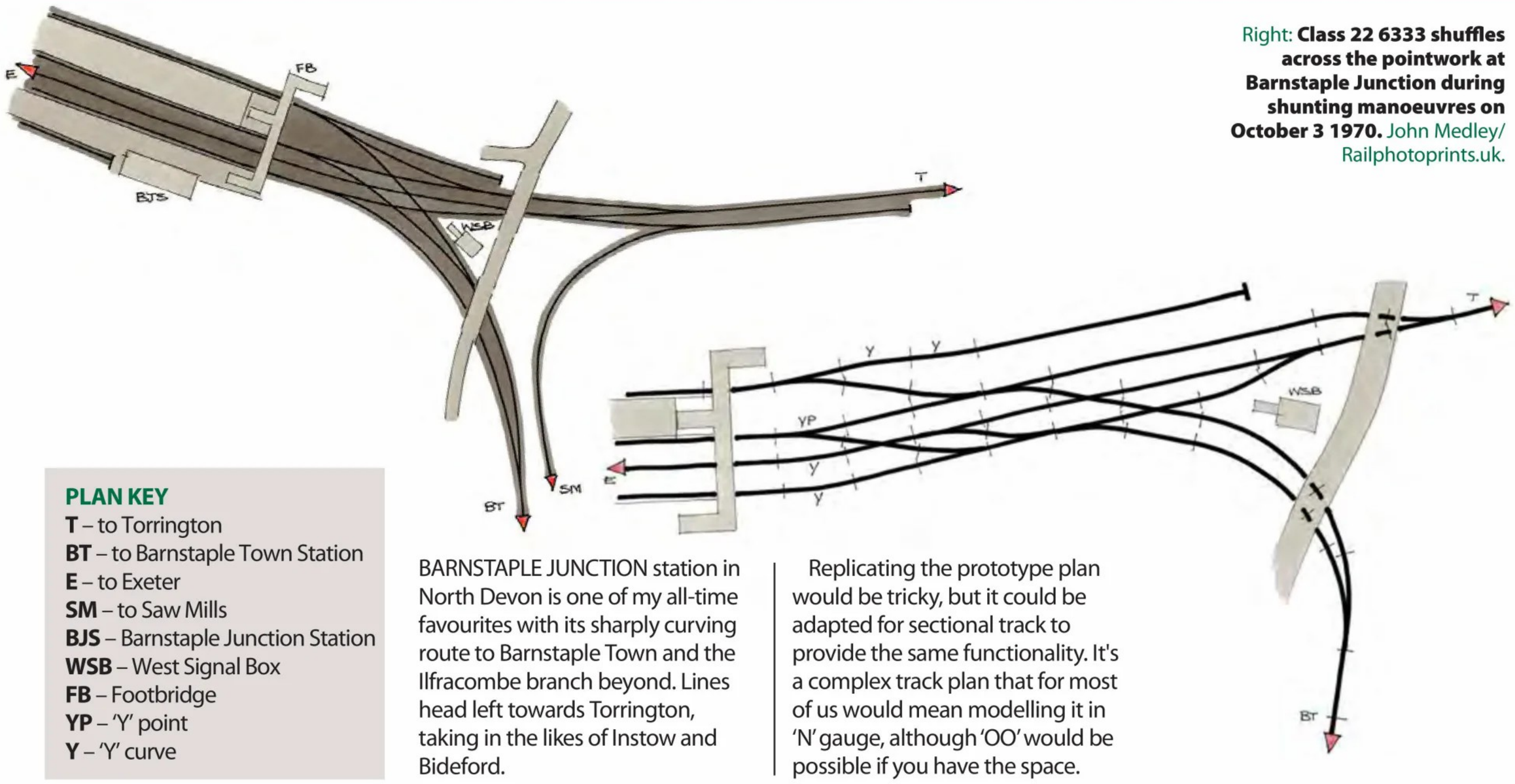
For my next project, Byway's size limitations have encouraged me to double the size with a larger depot scene. As it takes shape, I'll be sure to update *Hornby Magazine* readers. **HM**

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



8 A Midland '1F' 0-6-0T sits over the illuminated pit road outside the shed, while the driver of a Fowler '3F' awaits his turn. Meanwhile, Johnson '3F' 43620 awaits a clear road to the main line.

BARNSTAPLE JUNCTION



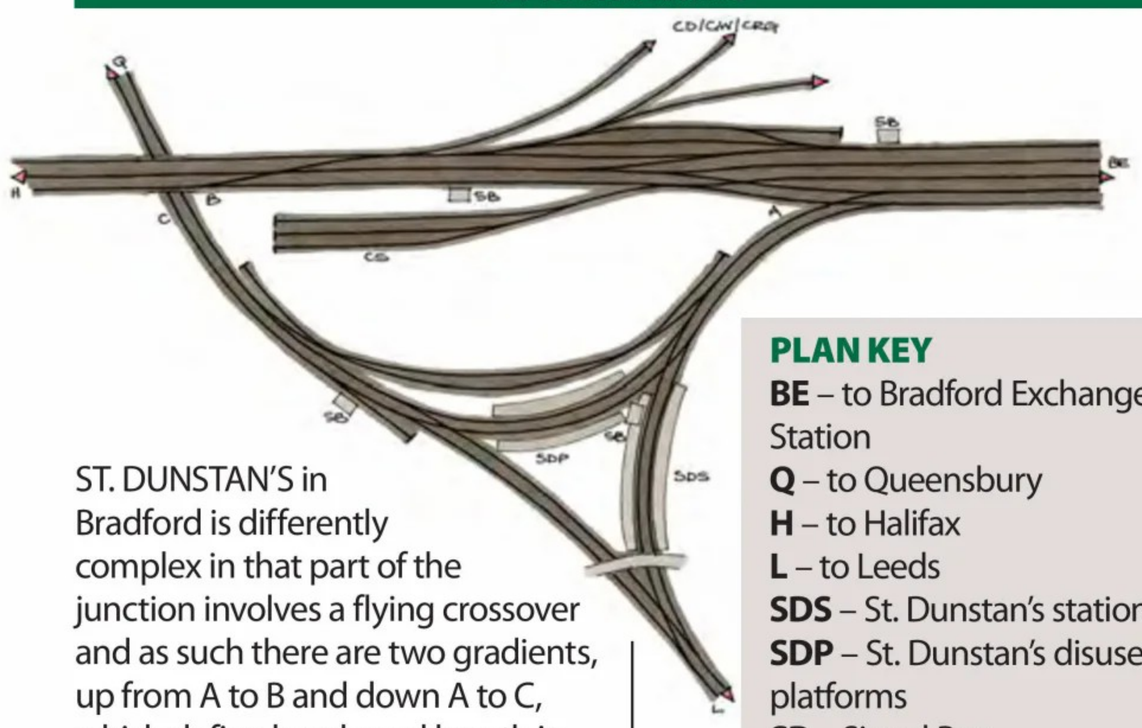
Right: **Class 22 6333 shuffles across the pointwork at Barnstaple Junction during shunting manoeuvres on October 3 1970.** John Medley/ Railphotoprints.uk.

PLAN KEY
T – to Torrington
BT – to Barnstaple Town Station
E – to Exeter
SM – to Saw Mills
BJS – Barnstaple Junction Station
WSB – West Signal Box
FB – Footbridge
YP – 'Y' point
Y – 'Y' curve

BARNSTAPLE JUNCTION station in North Devon is one of my all-time favourites with its sharply curving route to Barnstaple Town and the Ilfracombe branch beyond. Lines head left towards Torrington, taking in the likes of Instow and Bideford.

Replicating the prototype plan would be tricky, but it could be adapted for sectional track to provide the same functionality. It's a complex track plan that for most of us would mean modelling it in 'N' gauge, although 'OO' would be possible if you have the space.

ST DUNSTAN'S



PLAN KEY
BE – to Bradford Exchange Station
Q – to Queensbury
H – to Halifax
L – to Leeds
SDS – St. Dunstan's station
SDP – St. Dunstan's disused platforms
SB – Signal Box
CS – Carriage Sidings and
CD/CRG/GW – Coal Depot, City Road Goods and Gas Works respectively.

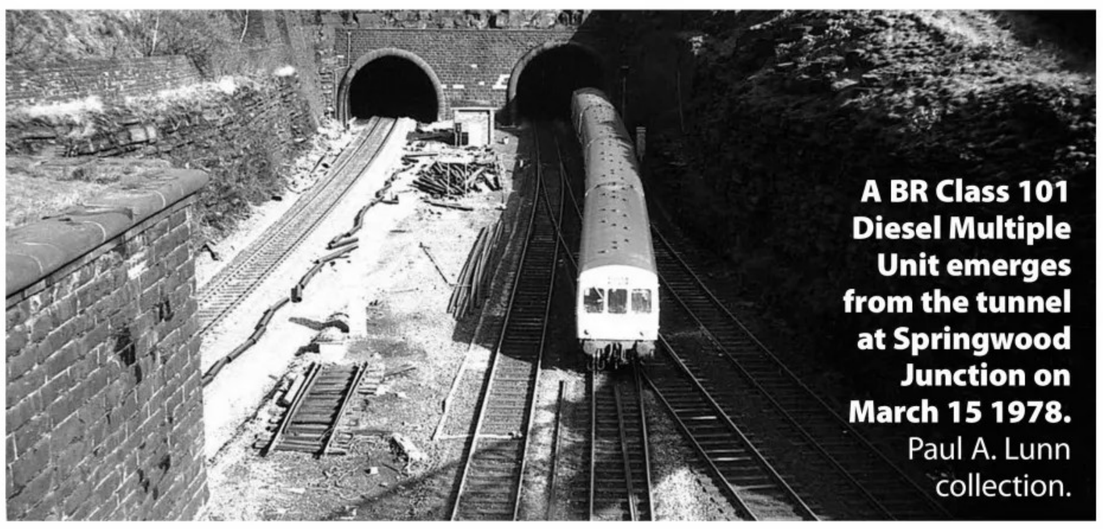
ST. DUNSTAN'S in Bradford is differently complex in that part of the junction involves a flying crossover and as such there are two gradients, up from A to B and down A to C, which define baseboard length in order to create necessary clearance. Again, I'd suggest modelling this location in 'N' gauge. Additionally, there are multiple double junctions and carriage sidings which, for obvious reasons, need to be on the level. Please note I have been unable to find exact details for these and suspect they were more in number and that at least one might not have been parallel to the main line. If you set the period before 1952, then you'll be able to justify all lines and keep all four signalboxes in operational condition.

Fairburn '4P' 2-6-4T 42145 rounds the curve past St Dunstan's signal box and through the station with a short rake of BR Mk 1 carriages on May 27 1967. Paul A. Lunn collection.

SPRINGWOOD JUNCTION

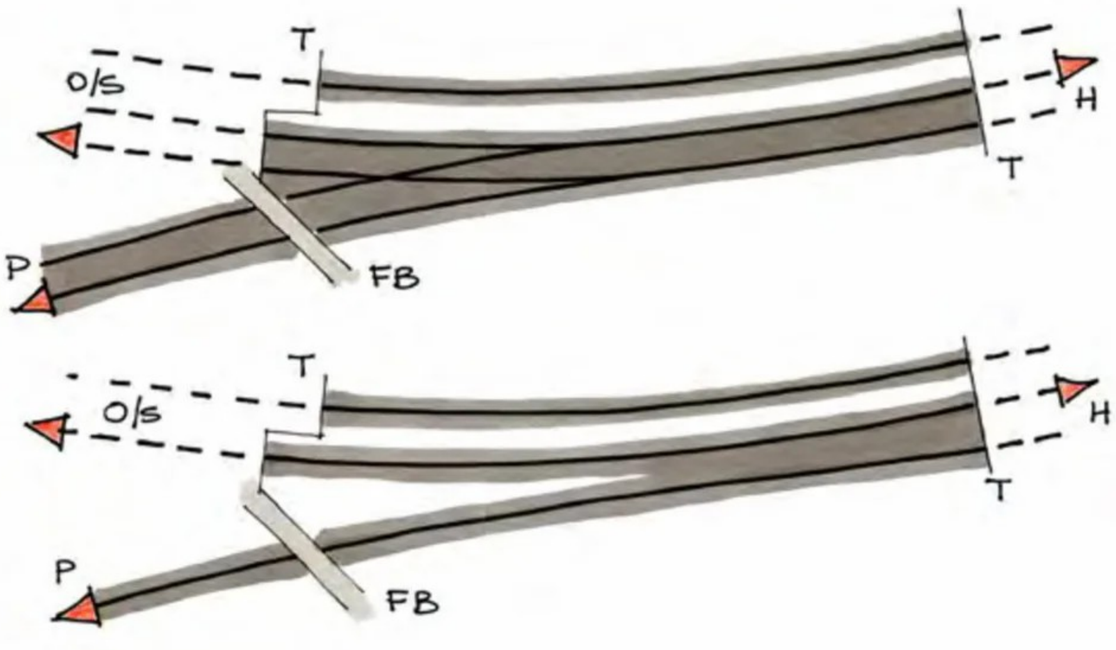
CERTAINLY a junction without track complexity, particularly in terms of points and diamond crossings, yet complex in scenic arrangement. It's as if a section of a continuous tunnel has been removed to allow a secondary line to Penistone (on the right) to turn away from the main Huddersfield to Oldham/ Stalybridge route.
I have included two track plans here. The first is based on my survey from 1978 and the second, more simplified arrangement, reflects the site as it is now with the actual junction nearer to Huddersfield station.

Whilst the prototype is contained within two long rock 'walls', I'd omit or reduce that along the front for increased viewing from a baseboard edge.



A BR Class 101 Diesel Multiple Unit emerges from the tunnel at Springwood Junction on March 15 1978. Paul A. Lunn collection.

PLAN KEY
H – to Huddersfield **O/S** – to Oldham and Stalybridge **P** – to Penistone
T – Tunnels **FB** – Footbridge.



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On the track our tests were carried out on Heaton Lodge Junction – Britain's Biggest Model Railway – where we were able to take the controls to test Heljan Class 58s hauling rakes of up to 30 Dapol HEA coal hoppers – a load the models handled with ease, even on the gradient climbing from the dive-under. They also ran smoothly and quietly throughout the speed range and negotiated a range of points and crossings faultlessly.

OVERALL

The arrival of the new Class 58 from Heljan delivers an excellent choice of locomotive to run alongside the recent Class 56s as well as the likes of the Class 60s and modern era Class 37s. Our sample was finished to the highest standard and with the addition of the optional cab steps and handrails would look just the ticket at the head of a long rake of HAA or HEA coal hoppers. All we need now is to build a layout big enough to replicate those trains! Excellent and available now. (MW)



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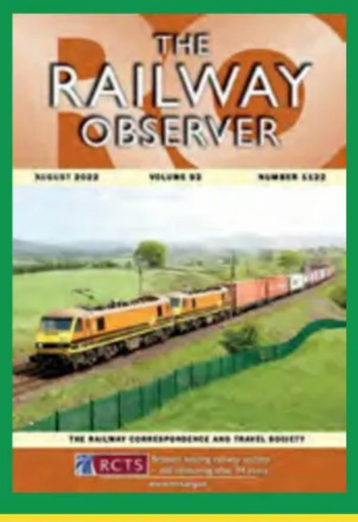

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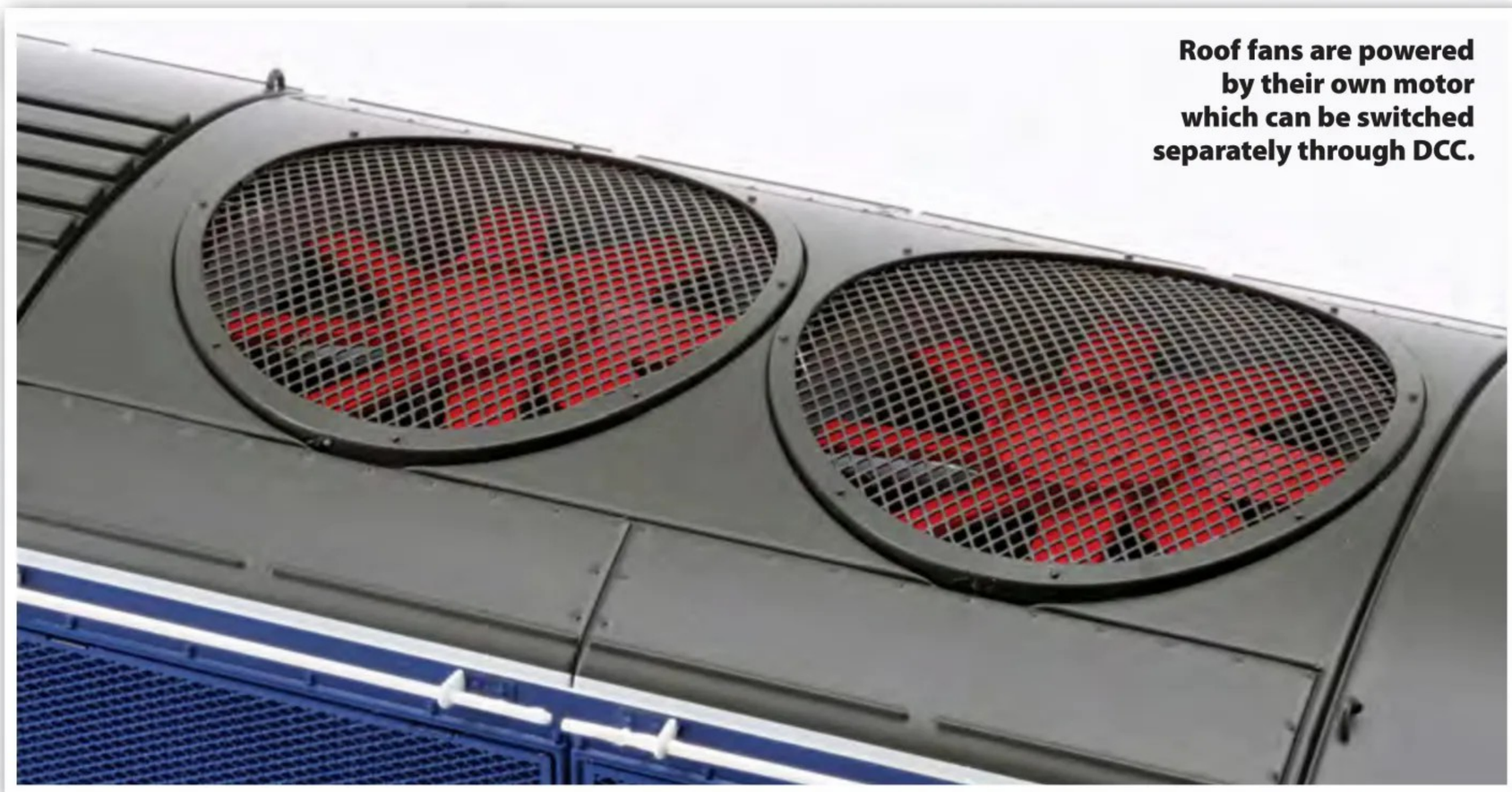
From the front the locomotive is fully appointed with buffer beam parts including a full working screw link coupling and sprung buffers. Glance beyond the pipes and you will also see the traction motor cable modelled below the cab in front of each bogie while the bogies themselves are superb replicas and are either original (as per 58021) or fitted with the sandboxes added to the later locomotives. Even the bogie-to-chassis links are modelled on each side with the top loop open to cater for model railway operation.

The cab front and sides are again very accurate while the modular body panels are all correct, replicating with larger panel gaps between the main sections. The handrails are also split into sections rather than being one single continuous piece.

Completing the Class 58 is a set of full-relief underframe components while on top the large exhaust silencer is clear to see together with the powered roof fans.



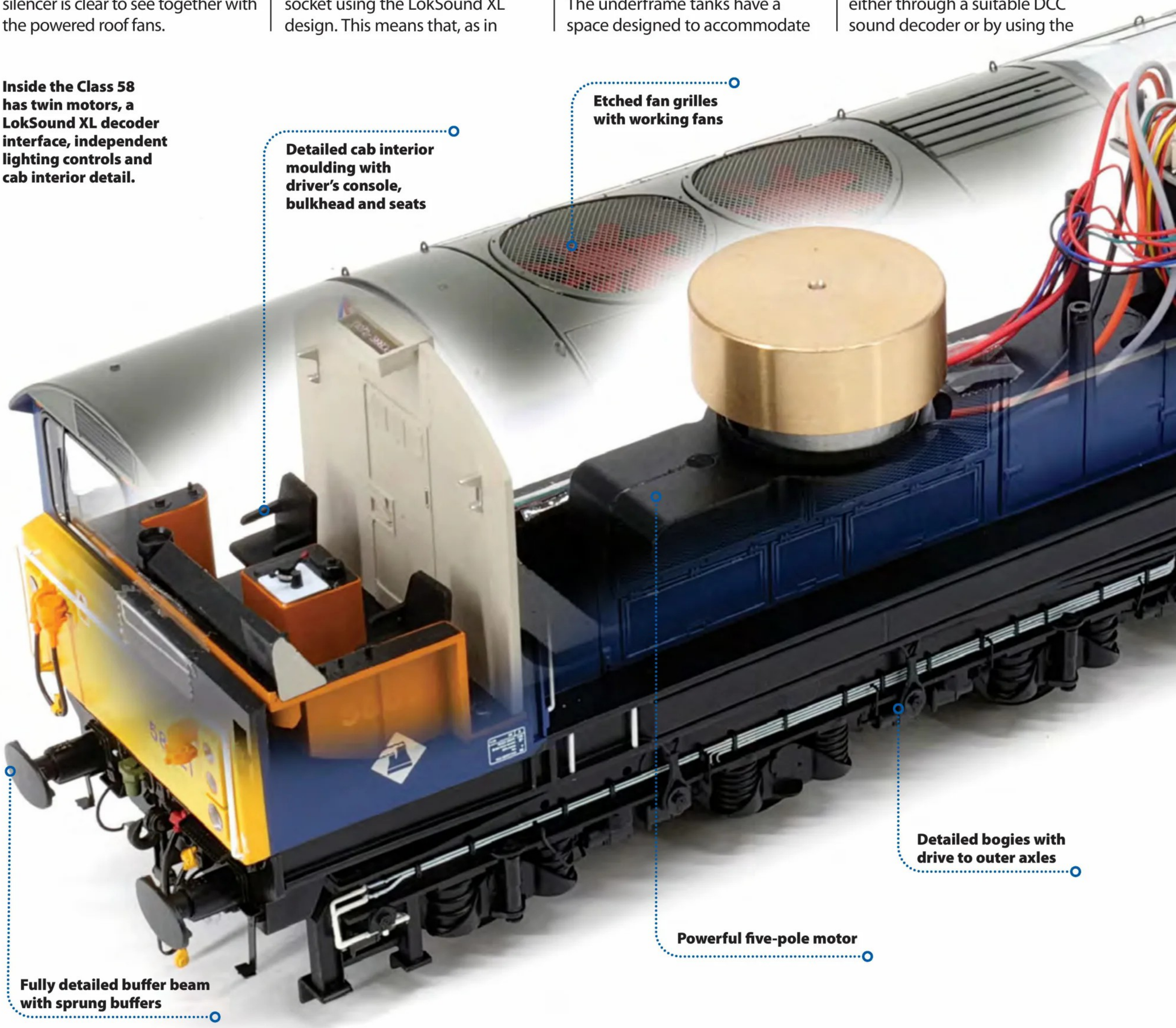
Roof fans are powered by their own motor which can be switched separately through DCC.

PERFORMANCE

The Class 58 uses Heljan's latest specification for its chassis which combines its traditional twin-motor with flywheel setup with a plug-and-play DCC decoder socket using the LokSound XL design. This means that, as in the small scales, a blank can be removed to allow a LokSound large scale decoder (Cat No. 58515) to be plugged in to take control of the lighting motor and, with a speaker, sound functions as well. The underframe tanks have a space designed to accommodate a 66mm x 29mm EM2 speaker for sound projects.

The circuit board allows for independent switching of the head, tail and cab lights at each end of the locomotive either through a suitable DCC sound decoder or by using the

Inside the Class 58 has twin motors, a LokSound XL decoder interface, independent lighting controls and cab interior detail.



BR'S BRILLIANT CLASS 58s

One of the most recognisable British-built diesel locomotives is the Class 58 - a successful design which never quite achieved its potential, as **EVAN GREEN-HUGHES** explains.

BR Railfreight liveried Class 58 58013 passes through Stamford on the Leicester to Peterborough line with a Ratcliffe to Fletton fly ash train on May 30 1985. John Chalcraft/Railphotoprints.uk.

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£170 DCC Ready &
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FACTS AND FIGURES	
Built by:	British Rail Engineering, Doncaster
Route Availability:	7
Introduced:	1983-1987
Withdrawal:	1999-2002
Number series:	58001-58050
Wheel arrangement:	Co-Co
Bogie type:	CP3
Engine:	Ruston Paxman 16RK3ACT
Cylinders:	16
Horsepower:	3,300hp
Alternator:	Brush BA1101B
Traction Motors:	6 Brush TM 73-62
Train heating:	Not fitted
Brakes (locomotive):	Air
Brakes (train):	Air
Maximum tractive effort:	60,000lbs
Length:	62ft 9in
Width over cabs:	8ft 11in
Weight:	126 tons
Wheel Diameter:	3ft 8in
Max Speed:	80mph
Fuel capacity:	985 gallons
Number built:	50
Preserved:	4 (plus one being converted into 10000)



The last locomotive class to be built at Doncaster Works was the Class 58. On June 29 1986, 58044 is nearing completion at 'The Plant'. John Chalcraft/Railphotoprints.uk.

IN THE LATE 1970S THERE WAS dissatisfaction within British Rail's freight fleet, which was largely as a result of the poor performance and prolonged acceptance period of the new Class 56s.

These locomotives were of integral construction with no separate frames and their power unit and all other equipment was within a full-length body derived from the earlier Class 47s. This meant access to equipment was difficult and the locomotives were costly to produce.

As a result, in 1977, Derby Works' design office was asked to investigate an alternative design with conventional frames onto which would be bolted modules containing power and electrical equipment, as well as driving cabs. This type of locomotive, it was thought, would be cheaper to construct, easier to maintain, and would also have export potential.

Derby came up with a design with a strong load-bearing frame onto which were mounted six modules - cab, radiator, power unit, turbocharger, electrical cubicle and the second cab. This method of construction, unusual in the UK, meant the mechanical parts of the locomotive were accessed from outside rather than from the interior, an arrangement more common in the USA than in Europe. The proposal promised savings of around 13% in construction compared with previous designs, with reductions in maintenance costs due to the ability to change complete modules quickly when required.

The British Railways Board approved the design and placed an order for 35 locomotives. This required a reorganisation at Doncaster Works where new equipment was needed to deal with the frames and the modular method of construction. As a result of this and difficulties with component supply, it was not until December 1982 that the first locomotive was completed.

INTO SERVICE

The new locomotives utilised the same power unit, alternator and traction motors as the Class 56s with slight modifications. There were updated bogies and electronics. The cabs and other modules were very angular in design and in view of their freight-only nature, the locomotives lacked train heating equipment. They also exclusively had air brakes rather than dual air/vacuum systems.

It was hoped that 13 would be ready by the end of 1984 but only nine had been completed. The initial members of the class were allocated to Toton where they were easier to commission and more reliable than the Class 56s. Although intended for use on coal trains, the new »



Mainline blue 58013 heads west through Newton Meadows with the Calvert to Bristol Barrow Road 'Avon Binliner' waste empties on September 15 1997. John Chalcraft/Railphotoprints.uk.









TECHNICAL DETAILS	
Manufacturer:	*www.heljan.co.uk*
Cat No:	GM7240601
Description:	Class 58 Co-Co 58021 *Hither Green Depot*, Mainline blue
Builder:	BREL Doncaster
Region:	Midland/Southern
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	442mm (over buffers)
Price:	£729.00 (DCC ready)
Couplings:	Sprung working screw link couplings
DCC:	DCC ready, LokSound XL decoder interface
Speaker:	66mm x 29mm EM2
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole, one per bogie
Flywheel:	One per bogie
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	25-30 wagons
Haulage capacity (actual):	30 wagons (maximum tested)

Heljan's all-new 'O' gauge Class 58 is here, and it's magnificent. Our review sample models 58021 *Hither Green Depot* in Mainline blue.



THE CLASS 58 diesel-electrics were a break from longstanding locomotive design and a big step in development on their introduction in 1983. The modular body gave quick access to the main components in a bid to reduce downtime for maintenance and overhauls and provide increased availability and reliability.

They were introduced in 1983 with 50 built by British Rail Engineering Limited (BREL) at Doncaster Works, the last being completed in 1987. They were initially used on Merry-Go-Round coal traffic from the Nottinghamshire coalfields, but could also be found on fly ash and cement traffic. In later life their operational sphere increased to cover Southern Region turf as well, by which time they were seen on traffic types as diverse as clay slurry tanks, Ministry of Defence trains, LPG tanks, cement and 'binliner' container trains.

Privatisation brought the curtain down earlier than many expected with the entire class being withdrawn by 2002. Some were sent abroad for further work. Many have since been scrapped but five have entered preservation. For more on the history of the Class 58s, see Reality Check on pages 80-83.

THE MODEL

Heljan revealed its plans for an 'O' gauge model of the Class 58 at the Warley National Model Railway Exhibition in November 2022. Progress has been swift, as even at the time of its announcement the model had reached the decorated sample stage.

Seven versions have been released in the first batch modelling the class throughout its career in liveries covering original Railfreight red stripe, triple grey (with and without sector logos), Mainline blue and EWS maroon and gold. Our sample model is 58021 *Hither Green Depot* in full Mainline blue (GM7240601) which has been released as part of the Gaugemaster Collection.

Like all recent Heljan 'O' gauge locomotives, the Class 58 comes mounted on a wooden plinth inside its box for safe transit. Two crosshead screws hold it securely in place. Also included is an accessory pack containing optional door handrails to suit different periods in the class's history.

The Mainline blue livery applied to 58021 is completed to an excellent standard and includes a faultless silver bodyside stripe and finely printed Mainline logos on the central section of each bodyside. Equally well done are the numbers and printed nameplates, although the latter will benefit from replacement with etched metal plates. There is also detailed painting of the cab interior including the control desk, interior panels, conduits and gauges.

External detailing is excellent and Heljan has done a fine job of replicating the Class 58 in 7mm:1ft scale in dimensions and appearance. The shaping of the locomotive is spot-on and in 'O' gauge those extra details like the small instep at the back for the cab, exhaust panel details and roof lifting eyes all come to life. »

The cab interior is fully appointed and even has the tip-down seats modelled for the driver and fireman. The firebox glow can be controlled on DCC and operates permanently on analogue.



TECHNICAL DETAILS

Manufacturer:	*www.accurascale.com*
Cat No:	ACC2500-7812
Description:	GWR 'Manor' 4-6-0
Builder:	GWR, Swindon Works
Region:	Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	250mm (over buffers)
Price:	£169.99 (DCC ready), £269.99 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube speaker x3
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	4-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Ten coaches (maximum tested)

"Slow speed control was excellent on both analogue and digital control while the firebox glow was very effective."

MIKE WILD

Accurascale 'Manor' DEBUT

The GWR 'Manor' 4-6-0 is the first ready-to-run steam locomotive to be produced by Accurascale. **MIKE WILD** inspects a DCC ready and DCC sound fitted version to find out what is in store.

FIRST REVIEW

THE GREAT WESTERN Railway 'Manor' has long been in need of a fresh version and it was an exciting moment when Accurascale announced in February 2021 that it would be the manufacturer's first venture into ready-to-run steam locomotives.

However, Accurascale already had competition as Dapol announced in March 2020 that it was also working on a new 'OO' gauge model of the 'Manor', making it a two-horse race. Now both products are available, and we have the opportunity to inspect a DCC sound and DCC ready version of the new locomotive from Accurascale.

The 'Manors' were introduced in 1938 with a batch of 20 being built initially at Swindon Works. So successful were the 'Manors' that a second batch was ordered and built in 1950 leading to a total of 30 locomotives numbered 7800-7829.

The premise of the 'Manor' design was to create a lighter version of »



New for 'OO' gauge from Accurascale is this stunning model of the GWR 'Manor' 4-6-0.



Above: **The Class 08 has a small motor with a 6-pin decoder socket mounted above.**

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	TT3001M
Description:	BR Class 08 0-6-0 08489, BR blue
Builder:	English Electric and additional Works
Region:	All
Gauge:	'TT:120', 12mm
Scale:	2.54mm:1ft
Length:	74mm (over buffers)
Price:	£136.99 (DCC ready)
Couplings:	'TT:120' scale couplings
DCC:	DCC ready, 6-pin socket
Speaker:	No space provided
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Three-pole
Flywheel:	None
Wheel arrangement:	0-6-0
Purpose:	Shunting
Haulage capacity (expected):	Five Mk 1 coaches
Haulage capacity (actual):	Five Mk 1 coaches (maximum tested)



even with a basic 12v DC controller, although the insulated frogs in the Hornby points were just long enough to stall the Class 08 at low speeds. At higher speeds it would run through them.

Inside is a 6-pin decoder socket mounted on top of the chassis and while there is no specific space designed into the model for a speaker, with careful component selection it would be possible to add digital sound to this locomotive as well.

Couplings are the standard European 'TT:120' style which, while reliable in keeping vehicles coupled aren't the easiest to manage when uncoupling vehicles. There are other options and we have a couple of ideas to make full use of the NEM coupling mounts on this model in the future, although we need to test them first.

OVERALL

The Class 08 is an ideal new addition to Hornby's growing 'TT:120' collection and a locomotive which many layout owners can use. We hope there will be a BR green version in the future, as that early livery would be a perfect partner to BR era Gresley 'Pacifics' and future steam models of the BR '9F' and LMS 'Duchess'. Available now. (MW)

Rapido's LION

FIRST REVIEW

In our first look at Rapido's all-new model of Liverpool and Manchester Railway 0-4-2 *Lion*, **MIKE WILD** discovers what it has to offer.





The 0-4-2 has a coreless motor and flywheel in the locomotive together with a Next18 decoder socket and hidden 15mm x 11mm cube speaker in the tender.

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Hornby's Class 08 shunts into 'TT:120'

FIRST REVIEW

The humble Class 08 0-6-0 diesel shunter is now available for 'TT:120' scale from Hornby. **MIKE WILD** takes a closer look at this compact new arrival for the scale.

EVERYONE can make space for a Class 08 diesel shunter on their layout if it is set after 1952. More than 1,000 of the English Electric 350hp 0-6-0s were built to provide motive power to goods yards and stations to shunt rolling stock for main line trains.

The design originated in 1944 with the LMS and English Electric, setting the template for the BR standard design that has remained in continuous service over seven decades with British Rail and privatisation era operators. Even today they are still at work with main line railway companies while more than 85 have entered preservation where they continue to provide essential service managing rolling stock and hauling permanent way trains.

You can read more about the Class 08 diesel shunters at *www.keymodelworld.com/class-08*

THE MODEL

Models of the Class 08 have been around since the 1960s and today we are spoilt for choice with options for 'N', 'OO', 'O' gauge and now 'TT:120' scale. The Hornby 'TT:120' model was announced in its first wave of locomotives for the new scale in October 2022 with a choice of three locomotives modelling 08489 in BR blue (Cat No. TT3001M), 08623 in DB Schenker red (TT3002M) and 08818 in GBRf blue and orange (TT3003M).

Our review sample is the classic BR blue example – 08489. The real locomotive was built in 1958 at Horwich Works and its first number was D3604. It entered service at Old Oak Common depot and spent much of the 1960s and 1970s allocated to Western Region depots including Reading, Cardiff, Laira and Ebbw Vale before moving north to Bescot in the early 1980s. Records show it remained a Bescot locomotive until withdrawal in 2008 and it was later scrapped in 2009 after 49 years in service.

The Hornby model is neatly packaged and looks just like a scaled down 'OO' gauge model in its box. it comes with an accessory pack containing the buffer beam pipes and air tanks to position underneath the front of the locomotive either side of the coupling block.

With these added, the Class 08 really looks the part with the dimensionally accurate body matching that of the real locomotives superbly. Highlights include metal buffers, a finely produced front radiator grille, separately fitted bodyside handrails and whistle, neatly modelled bonnet doors and a cab with a detailed interior and exterior.





Right: **New to Hornby's 'TT:120' collection is the Class 08 diesel shunter. Our review sample models 08489 in BR blue.**

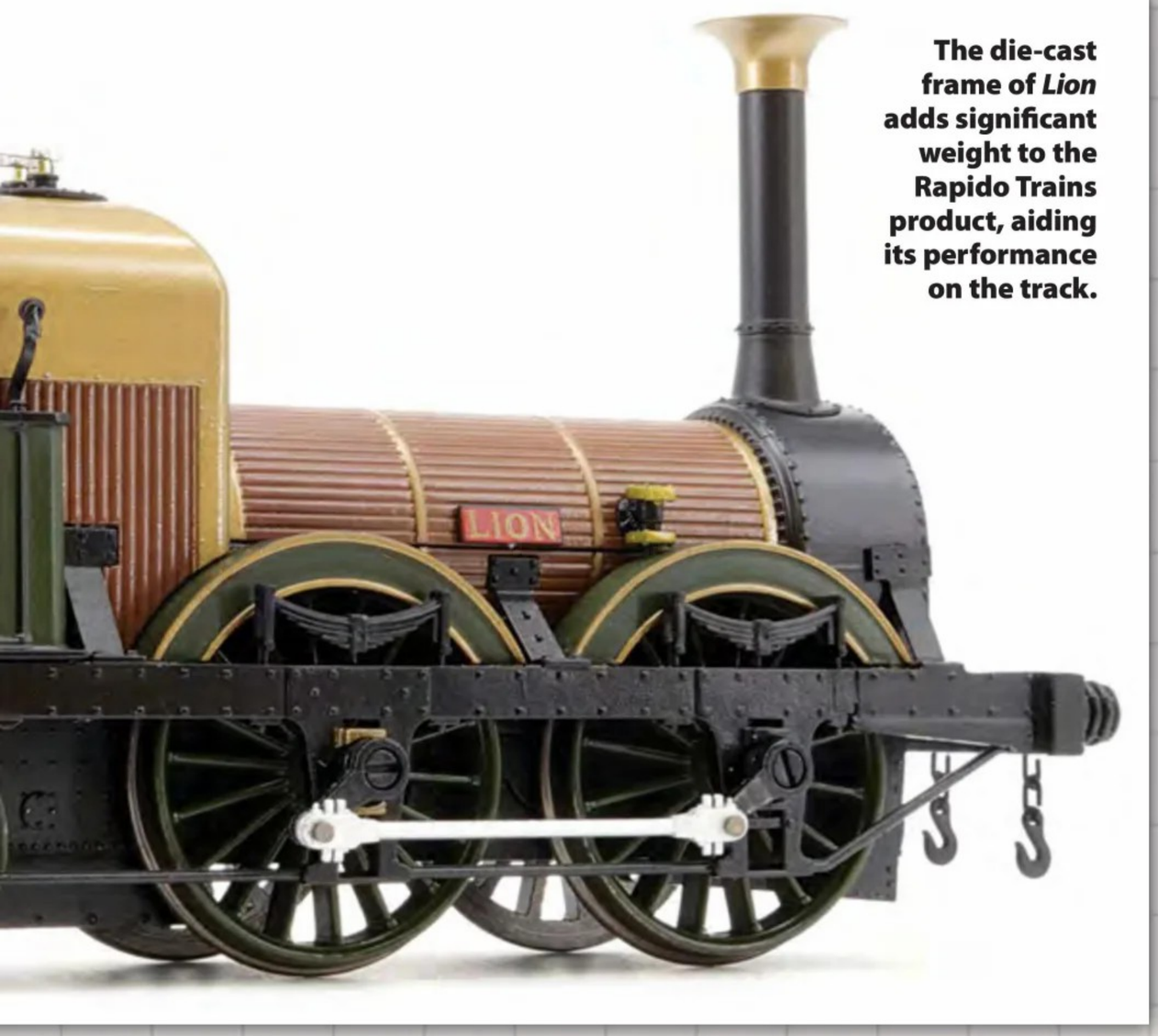
Below left: **The cab is neatly detailed with correct blue coloured light casings.**

The underframe is also produced to a high standard with fine metal coupling rods and detailed outside frames which are so important to the appearance of a Class 08.

PERFORMANCE

We set our sample to work on a simple test track of Hornby 'TT:120' track using analogue control. After running in for 30 minutes in each direction, we added a selection of wagons to the drawbar with the largest load of our tests being five BR Mk 1 coaches from the Hornby 'TT:120' range. It handled these with ease.

Slow speed control was excellent,



The die-cast frame of *Lion* adds significant weight to the Rapido Trains product, aiding its performance on the track.

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	913002
Description:	Todd, Kitson and Laird 0-4-2 *Lion*, 1980s condition
Builder:	Todd, Kitson and Laird
Region:	Liverpool & Manchester Railway
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	135mm (over buffers)
Price:	£179.95 (DCC ready), £279.95 (DCC sound)
Couplings:	Small tension lock in NEM pocket (tender only)
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm factory fitted
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-4-2
Purpose:	Luggage engine
Haulage capacity (expected):	10-15 wagons
Haulage capacity (actual):	20 wagons (maximum tested)

THE Liverpool & Manchester Railway's Todd, Kitson and Laird 'Luggage Engine' 0-4-2 is here from Rapido Trains offering a compelling choice for those looking to add this 1838-built locomotive to their collection.

Following construction *Lion* was used on the Liverpool and Manchester Railway for goods trains and was later taken into the stock of the Grand Junction Railway in 1845 before becoming London North Western Railway owned in 1846. It saw out its final years on ballast duties prior to being sold to Mersey Dock and Harbour Board in 1859 for internal use.

After a period in steam it became a stationary boiler and was later rescued in the 1920s to begin a life in preservation. The locomotive was already significantly important for its place in railway history, but it gained fame as *Thunderbolt* in the 1953 comedy *The Titfield Thunderbolt*. More recently, *Lion* has been a static exhibit and is currently based at the Museum of Liverpool.

We covered the history of *Lion* and the Hornby model in HM186 and you can read more online at *www.keymodelworld.com/hornby.* »

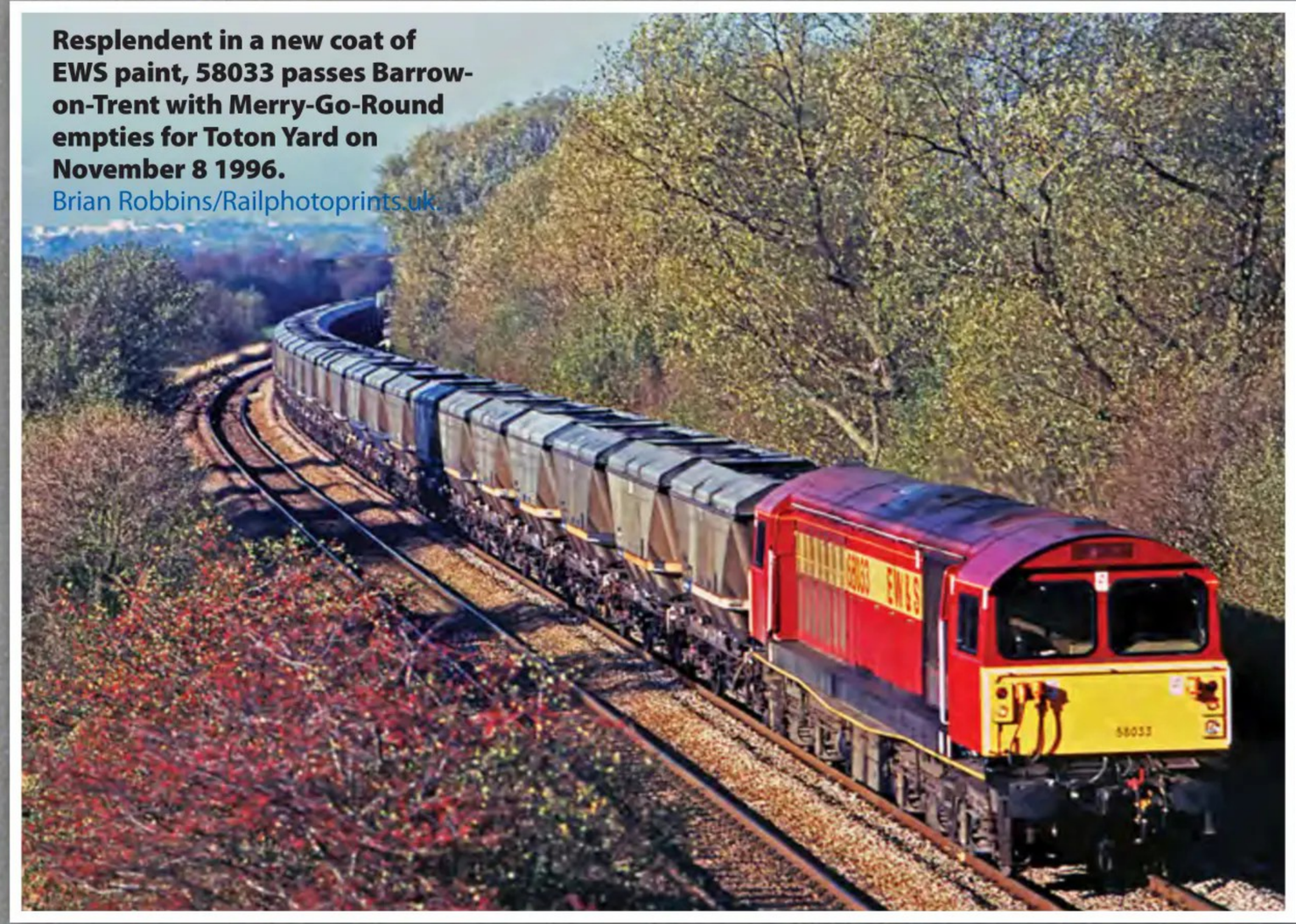
sold by 2016.

However, it was not all doom and gloom as four were saved for preservation. 58016 was purchased by the Class 58 Locomotive Group and taken to Barrow Hill for restoration. A move to UKRL's premises at Leicester has taken place more recently and it is intended to return the locomotive to full main line working order. This group also bought 58045 to strip for spares, which took about eight years to complete, with the remains of the locomotive cut up by 2010.

Two more entered preservation in 2016 - 58012 and 58023 - with both taken to the Battlefield Line for restoration. 58023 became the first of the class to be started in preservation but it has now been moved to Leicester, alongside 58016, where it is maintained in operational condition. A final example, 58048, went to the Battlefield Railway, and it is currently non-operational.

A fifth was purchased for preservation but not in the conventional way. 58022 has passed to the Ivatt Diesel Recreation Society which is building a replica of pioneer main line diesel 10000. The locomotive has been dismantled so its frames can be converted to accept the new replica body. This can be seen at the Society's shed at Wirksworth on the Ecclesbourne Valley Railway, along with one of the original cabs, which is on display next to the main shed.

It seems likely the survivors that remain will be used mainly in passenger service at heritage lines. Such workings were rare in the type's main line days but for several years the type was used to drag electric



Resplendent in a new coat of EWS paint, 58033 passes Barrow-on-Trent with Merry-Go-Round empties for Toton Yard on November 8 1996. Brian Robbins/Railphotoprints.uk.

passenger trains around engineering work on the West Coast Main Line, mainly in the Nuneaton area. A few have also seen service on railtours with the first of these in September 1983 when 58002 worked between Nuneaton and Matlock.

The full potential of the Class 58s was probably never reached due to the collapse of the coal traffic they were built for and the policy of EWS to replace all its heavy freight locomotives with a single design. All were withdrawn well before they were worn out (although 30-odd years is not a bad innings) but many gave good service in Europe in the harsh world of infrastructure construction.

The design never achieved its potential as an export product and the 50 built for British Rail remained the only examples. However, the basic concept was extremely sound and achieved the objectives British Rail set out for it. The '58s' were popular with operators and enthusiasts and Heljan's new model is sure to be popular as modellers recreate the spectacle of these distinctive and handsome locomotives.

HM

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

Coal sector 58004 draws a rake of HAA Merry-Go-Round hoppers through Bentinck Colliery loading silo before departure as 7A28 14.20 to Ratcliffe Power Station on January 22 1994. Steve Turner/ Railphotoprints.uk.



Grimy Mainline grey 58011 *Worksop Depot* passes through St. Denys with the Fawley to Plymouth fuel tanks on September 3 1999.
John Chalcraft/Railphotoprints.uk.

machines arrived in the same year the National Union of Mineworkers went on strike, which initially meant that there was no work for them to do and later, with the rundown of the coal industry, that work disappeared altogether.

Construction of the remainder of the class continued and 15 extra locomotives were added to the order, with the last of these coming off the production line in 1987. This locomotive, 58050, was initially fitted with Sepex wheel control, which was not adopted for the rest of the fleet but later appeared on the Class 60s.

The rundown of the coal industry meant other work had to be found for these new locomotives and as a result some were employed on duties such as distribution, steel and container trains. On those duties they were considered to be inferior to the Class 56s with drivers complaining of wheelslip issues, largely attributed to the change in bogie design.

SECTORISATION

While this was happening, the railways were in the throes of change, with sectorisation seeing all the Class 58s allocated to the coal sector, despite an earlier proposal to split them between coal and Speedlink. This eventually resulted in repaints in coal sector grey and after privatisation some acquired Mainline blue, although their duties remained much the same. By this time, although allocated to Toton for heavy maintenance, some were outstationed at Didcot, Eastleigh, Hither Green and Stewarts Lane where they delivered good performance and availability.

In 1996 Mainline Freight became part of English, Welsh & Scottish Railway (EWS) which involved another livery change. EWS found the locomotives to be very satisfactory but, as with all other classes, they were affected by the widespread introduction of 250 new Class 66s with the result that three years later the decision was taken to place 58017 and 58022 in store, followed by eight more shortly afterwards. Class 66s replaced the '58s' on East Midlands coal trains in 2001, with the result that 20 locomotives were reallocated to Eastleigh for use in the south and the Midlands. This, however, did not last long and the end came in 2002 when 58047 performed its final duty, an Eastleigh to Wembley car train.

FOREIGN SERVICE

While this might have been the end for the class, there was a surprise when the Dutch freight company ACTS hired 58038-39/44/49 to use on a new freight shuttle between Rotterdam and Veendam with all being in service between 2005 and 2009. They were then hired off to work in France, where they were used to haul construction trains on under-construction high-speed lines.

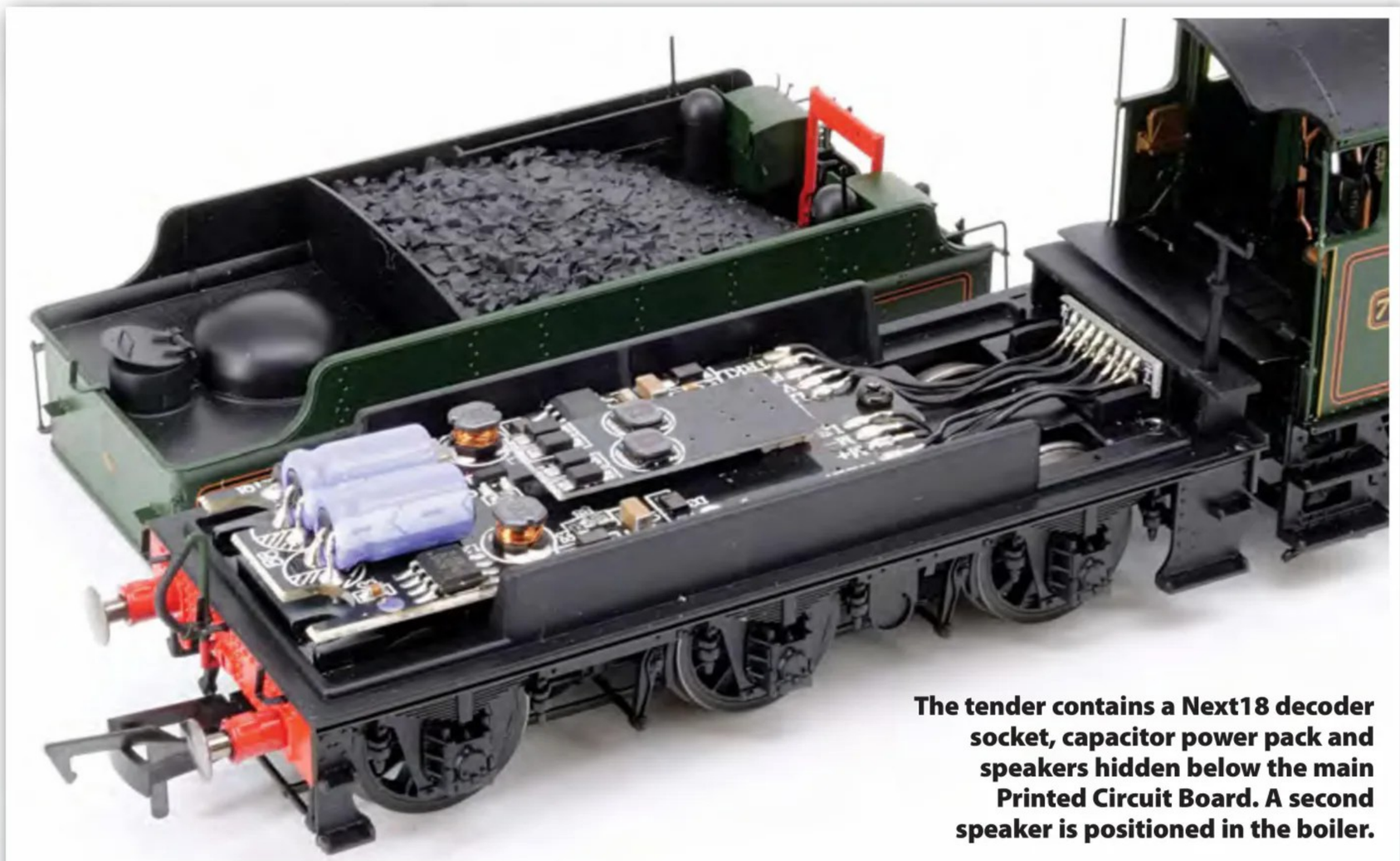
Similar work was performed by eight more which passed to Spanish infrastructure operator GIF for use on high-speed line construction. After that, more locomotives went to France and Spain where they were used by Fertis, TSO and Seco Rail. Some returned from France in 2007 but were returned two years later for use by operators TSO and ETF. Eventually some of the Spanish examples were placed in store and a start was made in scrapping them in 2019.

PRESERVATION

Of the Class 58s that remained in the UK, seven were put on a tender list in 2010 with six of them being scrapped. A further five were disposed of in 2015 while the rest that had not been sent abroad had been

"The appearance and major dimensions of the 'Manor' match with the real locomotives and offer a compelling and realistic model of the 4-6-0."

MIKE WILD



The tender contains a Next18 decoder socket, capacitor power pack and speakers hidden below the main Printed Circuit Board. A second speaker is positioned in the boiler.

Bachmann Mk 1s proving that a formation of eight coaches was no match for the powerful five-pole motors. The largest load during our tests was ten coaches – plenty for a 'Manor' in every setting.

Slow speed control was excellent on both analogue and digital control while the firebox glow was very effective under DCC control where the coal shovelling sound plays at the same time as the glow.

As standard, a small tension lock is clipped into an NEM socket at the rear of the tender while an optional front coupling is included in the box which replaces the front bogie panel for tender-first train operation.

Inside is a Next18 decoder socket in the tender together with a twin capacitor pack and pair of 15mm cube speakers – one below the main Printed Circuit Board in the tender and a second in the smokebox to deliver digital sound. If you opt for the DCC ready locomotives, they are pre-fitted with speakers making it a simple locomotive to upgrade to digital sound by clipping a Next18 decoder into place inside the tender. Locomotive body removal isn't recommended due to the complex nature of the model's assembly.

Sound performance from our sample of 7812 was good, but didn't have the same tonal range as the new Accurascale diesels as all sounds are played through cube speakers. While the main running sounds are clearly authentic – and very nice too - they didn't have the depth that we were anticipating while driving characteristics meant that a significant reduction in speed was required to change the sound set from exhaust to coasting sounds.

While the overall volume was lower, the actual sounds were still of excellent quality with all functions playing clearly and without distortion from the LokSound Next18 decoder. Highlights include braking on Function 2, heavy train mode on Function 5, light engine mode on Function 6 and an uncoupling cycle linked to Function 12 to work with Kadee magnetic couplings and under-track magnets.

Beyond this is a suite of well recorded and balanced sound recordings for whistles, coal shovelling, injectors, guard's whistle, doors closing, safety valves and more.

OVERALL

The new Accurascale 'Manor' is a stunning addition to its 'OO' gauge collection and an illustration of just how much detail can be invested into a characterful model like this. From buffer to buffer, chimney to rail, this model brims with accurate detail and unique features to suit individual locomotives making it one of the best ready-to-run steam locomotives we have seen.

On the track throughout our tests, our sample ran faultlessly offering ample haulage capacity and superb speed control as well. An outstanding addition produced to the highest standards. (MW)



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the mixed traffic 'Grange' 4-6-0 which would be able to work on a larger number of routes while replacing the GWR Churchward '43XX' 2-6-0s. The 'Manors' received a new Swindon No. 14 boiler and used the wheels and motion from withdrawn 'Moguls'.

On introduction, the class was split between Wolverhampton, Bristol, Shrewsbury and Westbury while examples were also allocated to South Wales. Soon after introduction tests were carried out on the Cambrian Coast route beginning a long lasting association with the former Cambrian Railways.

In service they were seen hauling trains on their own as well as being used as pilot engines over the Devon Banks. The majority of the class's duties were passenger, but they were also used for parcels and freight traffic.

Withdrawals started in 1963 with the last being stood down in 1965. Happily nine of the class have been preserved - 7802 *Bradley Manor* and 7812 *Erlestoke Manor* with the Erlestoke Manor Fund as well as 7808 *Cookham Manor* at Didcot Railway Centre, 7819 *Hinton Manor* at the Severn Valley Railway, 7820 *Dinmore Manor* at the Gloucestershire Warwickshire Railway, 7821 *Ditcheat Manor* and 7828 *Odney Manor* at the West Somerset Railway, 7822 *Foxcote Manor* at the Llangollen Railway and 7827 *Lydham Manor* at the Dartmouth Steam Railway.

THE MODEL

The arrival of Accurascale's first steam locomotive has taken a little longer than originally planned, but the first production run arrived in early August offering a choice of GWR and BR period locomotives. Our sample is Erlestoke Manor Fund owned locomotive 7812 *Erlestoke Manor* which is part of the main production run. It is DCC sound fitted, but each locomotive produced by Accurascale is also available DCC ready.



In profile the Accurascale 'Manor' has it all. The motion is impressively finished.

The 4-6-0 is superbly presented in Accurascale's now standard locomotive box. Inside, the 'Manor' is neatly packaged in a plastic blister with a set of accessories which include additional buffer beam and tender parts, optional etched metal nameplates and optional 'Cambrian Coast Express' headboards – one with and one without the crest.

The locomotive and tender come pre-coupled on delivery with a neat eight-wire plug and socket mounted above the drawbar to take power between the locomotive and tender. The drawbar itself is kinematic, allowing close coupling between the two parts while also meeting the need to negotiate second radius curves.

The appearance and major dimensions of the 'Manor' match with the real locomotives and offer a compelling and realistic model of the 4-6-0. They are exceptionally well detailed with sprung metal buffers at all four corners, separately fitted brake pipes and lamp irons while even closer inspection reveals the BR smokebox numberplate is a separate etched metal component fitted to two supports on the smokebox door. There are also wire handrails throughout, excellent rivet detail on the running boards, sanding gear operating rods, representation of the inside motion, etched metal reversing beams and much more.

One of the really impressive areas is the cab interior which is fully furnished with tip-down seats – the driver's one in the down position and the fireman's up – full backhead detail, regulator and screw reverser. The firebox door is open giving a clear view of the fire glow which operates permanently on analogue control and through function 8 (AUX 1) on the DCC sound fitted version.

Detailing of the tender is just as impressive as the locomotive. A plastic coal load is fitted which can either be covered with crushed coal or removed – though the latter isn't easy as it is hooked underneath the fire iron tunnel. If anything, the coal load is the only piece of the 'Manor' which doesn't look 100% realistic, but it could easily be covered with crushed coal for that extra finishing touch. In addition the tender has an opening water filler, separately fitted GWR pattern lamp irons, sprung buffers and metal handrails to complete the package.

Underneath, the locomotive and tender is fully detailed with brake rigging, brake shoes, sand pipes and more. The axleboxes and springs on the tender are separately fitted parts which make a real difference to its appearance.

Completing the picture is excellent decoration of the sample locomotive. The BR green base colour is applied to the highest standards and overlaid with superbly finished BR orange-black-orange lining. The crests, cabside numbers and boiler bands are all finished to the same high standard, while the accessory pack contains etched metal name and numberplates to apply over the top of the printed elements. Another neat touch is the matt finish to the smokebox which enhances the appearance of these new Accurascale 'Manors'.

PERFORMANCE

On the track, our sample was subjected to light engine running to bed in the mechanism. Following this they were loaded with our standard rake of



Detailing of the Accurascale 'Manor' is superb from front to back.

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Correct vehicle end details have been produced for the vehicle in its original and refurbished condition. All lights are operational and can be switched with DCC control.

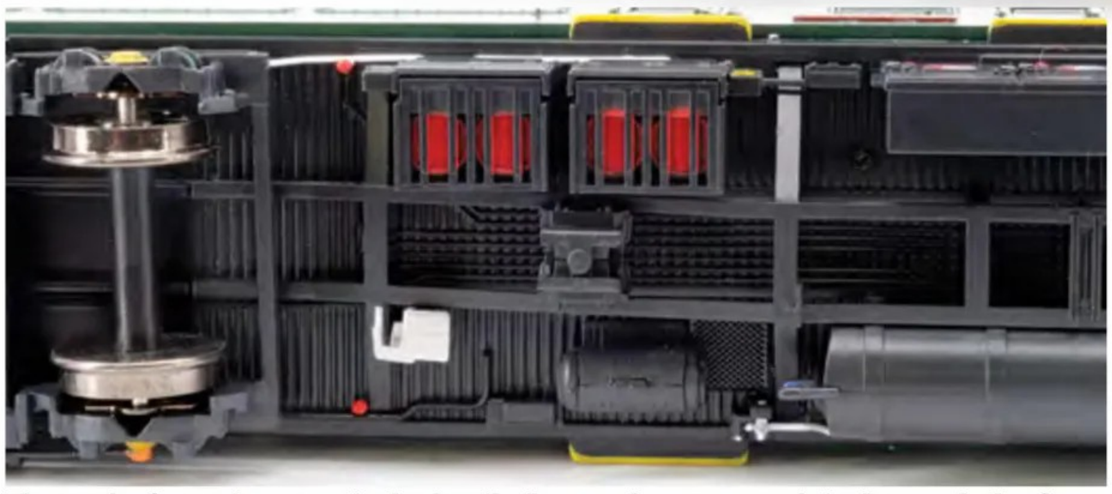
TECHNICAL DETAILS	
Manufacturer:	*www.revolutiontrains.com*
Cat No:	OO-SGMIS-003
Description:	SR General Manager's Inspection Saloon, green
Builder:	Stewarts Lane TMD
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	269mm (over buffers)
Price:	£159.99
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	None provided
Exterior lights:	Directional head, tail, solebar and search lights
Interior lights:	Saloon lights
Minimum curve radius:	Second



detailed wall inside the guard's compartment. It really is superb. Removal of the body to access the interior is simple with a multi-pin socket connecting the roof lighting and decoder socket to the rest of the coach.

Our tests were carried out with a Dapol Imperium 21-pin six-function decoder which managed all the lighting functions on the coach which even includes solebar footstep lights. These can also be switched on and off using the microswitches in the undeframe.

The new SR General Manager's Inspection Saloon is an excellent arrival from Revolution Trains and will make a great addition as a complete single vehicle train to pair with Class 33, 37, 57 and 73 locomotives, depending on your era of choice. Excellent and available now. (MW)



The underframe is extensively detailed, even down to conduits beneath the floor.



Disc headcode 40097 comes with a full complement of painted buffer beam details, as well as a separate pack of decorated discs in open and closed form.

40097 is also supplied with optional etched bodyside frost grilles for customer fitment.



TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	32-489/SF (40097)
Description:	Class 40 40097, BR blue
Builder:	English Electric Vulcan Foundry
Region:	Midland/Eastern/Scottish
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	281mm (over buffers)
Price:	£229.95 DCC ready/ £329.95 DCC sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Plux22 socket
Speaker:	Factory-fitted twin speakers (11mm x 15mm)
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	1Co-Co1
Purpose:	Mixed traffic
Haulage capacity (expected):	10-12 coaches
Haulage capacity (actual):	10 coaches (maximum tested)



Decoration of our sample of 40097 was exemplary with the right shade of BR blue, along with yellow ends, red rotating (but unpowered) roof fan and black underframe, plus a full accompaniment of buffer beam detailing including multiple working equipment and pipework.

Our analogue DCC ready review sample was smooth and quiet on test and its haulage capabilities were also impressive thanks in part to this wondrous 'Whistler's' 631g heft. A small details pack is included which contains a selection of painted open and closed headcode discs for customer fitment, while small tension lock couplings are provided in NEM sockets.

An excellent upgrade ensuring Bachmann's latest iteration of the Class 40 can hold its own alongside more recently retooled models in the range. (MC).

Flangeway Models has produced a new batch of its 'OO' gauge 14ton 'Mermaid' side-tipping ballast wagons.

Kernow ENGINE HOUSE

- **Gauge:** 'OO' and 'N' gauge
- **Price:** £35.99/£26.99
- **Cat Nos:** 44-058Z/42-058Z
- **Site:** *www.kernowmodelrailcentre.com*
- **Era:** Any

KERNOW MODEL RAIL Centre's range of exclusive West Country themed models includes these specially commissioned 'OO' and 'N' gauge Scenecraft Cornish Engine Houses.

Based on Baronet's Engine House at Pennance mine in Cornwall, these sturdy structures feature neatly rendered stonework to the walls and chimney, together with ornate brick arches to the window and door openings. The chimney to each features a few bricks missing at the top.

Formed from cast resin, the 'OO' gauge engine house measures 57mm x 70mm x 149mm, while the 'N' gauge example measures 30mm x 35mm x 77mm, and each features a weathered finish throughout and a black painted bar between the upper openings at the rear. Both models are effectively hollow, ready for an interior to be added if desired, or can be left as-is to represent an abandoned or derelict example. (MC)



Streamline small radius curved turnouts

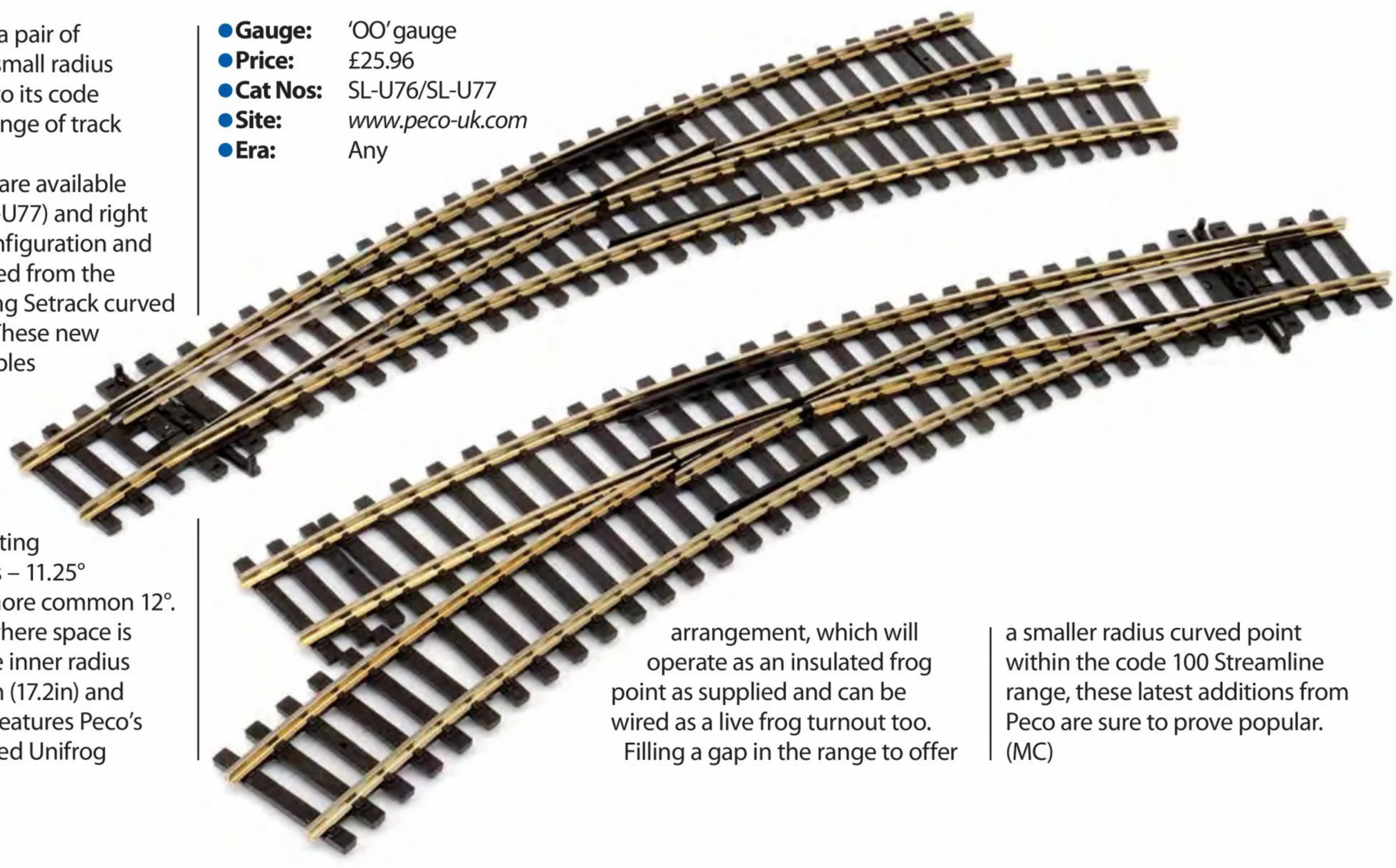
- **Gauge:** 'OO' gauge
- **Price:** £25.96
- **Cat Nos:** SL-U76/SL-U77
- **Site:** *www.peco-uk.com*
- **Era:** Any

PECO has added a pair of new 'OO' gauge small radius curved turnouts to its code 100 Streamline range of track components.

The new points are available in left (Cat No. SL-U77) and right (SL-U76) hand configuration and have been adapted from the company's existing Setrack curved radius turnouts. These new Streamline examples are compatible with existing code 100 track and feature a slightly different frog angle to existing Streamline points – 11.25° rather than the more common 12°.

Ideal for areas where space is at a premium, the inner radius measures 438mm (17.2in) and the turnout also features Peco's recently introduced Unifrog arrangement, which will operate as an insulated frog point as supplied and can be wired as a live frog turnout too.

Filling a gap in the range to offer a smaller radius curved point within the code 100 Streamline range, these latest additions from Peco are sure to prove popular. (MC)



Revolution's SR INSPECTION SALOON

FIRST REVIEW

The unique lines of the Southern Region General Manager's Inspection Saloon have been recreated in 'OO' gauge by Revolution Trains. **MIKE WILD** takes a closer look at this highly-detailed coach.



Buffer beam details are partially fitted from the factory with additional parts for the brake pipes to be added. The holes needed opening out to accept these components on the tiny plastic mouldings.

REVOLUTION Trains' eagerly awaited 'OO' gauge model of the Southern Region General Manager's Inspection Saloon is here – and with a choice of colour schemes from 1969 to the present day.

The real vehicle started life as a buffet car in a Hasting Gauge Class 203 6-B Diesel Electric Multiple Unit (DEMU) which was withdrawn in 1964 and transferred to Stewarts Lane depot in early 1969 for conversion. Works involved adding a driving console based on the Southern's 1963 EMU design, three-piece windscreens at each end, headcode boxes, lights and standard multiple working cables to operate with Southern Region Class 33 and 73 locomotives as well as multiple units.

It entered service in November 1969 and continued in service into the 1990s after which it spent a period in store and was sold to VSOE. It was then bought by Serco in 2003 and refurbished which saw the coach carry a new SR green colour scheme which was followed by a period in turquoise and more recently BR green which it has carried since 2015.

Revolution Trains' new model has been produced in BR blue and grey, Network SouthEast and Network Rail BR green liveries for the first production with our sample representing the most recent colour scheme. Each has correct detail differences with the earlier period models featuring SR headcode panels and multiple working cables while the post-2015 green version has modern light clusters and plated cab fronts.

The slab-sided design of the Hasting's gauge bodyshell is recreated well and when checked against measurements of the real vehicle – 12ft 3in high, 49mm in 4mm:1ft scale – the vehicle height is also correct, although it does stand a little taller than a BR Mk 1 coach from Bachmann.

Windows are all neatly detailed and feature flush glazing while the underframe is fitted out with full-relief equipment – you can even see the cylinders in the base of battery compartments – and an impressively detailed floor. The bogies too are well built and have separately fitted cables as well as turned metal wheels with metal pick-up strips to power the interior and exterior lighting.

Inside, the coach has a full set of seating and interior units including the kitchen and a comprehensively



Revolution Trains has delivered its new 'OO' gauge model of the Southern Region's unique General Manager's Inspection Saloon.



Inside, the inspection saloon is fully appointed with seating, kitchen units and lighting.

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

Rapido's 'Loriot Y' ROLLS IN!



Rapido Trains UK's all-new 'OO' gauge GWR 'Loriot Y' is now available.

RAPIDO TRAINS UK's eagerly-awaited 'OO' gauge model of the Great Western Railway 'Loriot Y' machinery truck has arrived.

Just two of the wagons were built – 41989 and 41990 – the first appearing in 1937, while the second followed a couple of years later. They differed from previous 'Loriot' wagons in that they were built from I-beam girders rather than rolled beams. They were designed for transporting earth-moving machinery by rail, aided by their low slung deck.

In the early 1950s, 41989 gained notoriety as a supporting cast member of *The Titfield Thunderbolt* film, in which it was featured carrying Dan's house. This vehicle is believed to have been scrapped after its big screen debut, although 41990 continued in service with British Rail into the 1990s and is preserved at the Severn Valley Railway.

Rapido's model is available finished as 41989 in GWR grey (Cat No. 917001), 41990 in GWR grey (917002) and ZXO DW41990 in BR departmental livery (917003). A *Titfield Thunderbolt* version complete with Dan's house is also being produced as part of the 70th Anniversary train packs (922001/922002).

Our review sample of 41989 was finished in GWR dark grey and weighs 26grammes. The body is moulded, while a metal framework has been inserted beneath the decking to provide extra weight. Detailing is excellent with self contained buffers, crisply moulded planks and rivet detail. The decking and buffer beams also feature separately fitted tie-down points with fine metal rings, which have been factory-fitted - a real bonus.

The limited brake linkage equipment is visible from the buffer beam and the well, while brake shoes sit in line with the turned metal spoked wheels. Spring, axlebox and brake handle detailing is also very good.

Decoration is excellent with a high quality, evenly-applied GWR grey paint finish, together with crisply printed white lettering and numbers. An example is the script lettering at each end above the wheels, with instructions to marshall the vehicle at the end of a train formation. Finely printed builder's plates and tiny legible 'Return to GWR Not Common User' lettering are also included, although there did appear to be a small typo in the 'Empty to Swindon' lettering on the sides of our sample.

Small tension lock couplings are fitted directly to an NEM 363 dovetail shaped receiver, with the coupling bar itself swivelling as opposed to a cam mechanism. Running characteristics, though, proved excellent, with the wagon running smoothly through turnouts and second radius curves.

Given that just two 'Loriot Y' wagons were ever built, it seems incredible they have been the subject of two manufacturers' 'OO' gauge projects in close succession. A super new addition that will add variety to engineers' trains and much more. (MC)

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	917001
Description:	GWR 'Loriot Y', 41989
Builder:	GWR
Region:	Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	142mm (over buffers)
Price:	£39.95
Couplings:	Small tension locks in NEM 363 receivers
Minimum radius:	Second
Purpose:	Departmental



Detailing includes separately fitted metal tie-down loops, brake gear and finely-printed lettering.

Modelu Head Signals

- **Gauge:** 'OO' gauge
- **Price:** £4.50 each
- **Cat Nos:** 2084-076/2083-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** 3-6



NEW FROM MODELU are these 3D-printed 'OO' gauge London and North Eastern Railway (LNER) and Southern Railway (SR) Head Signals.

Head Signals were displayed on steam locomotives to identify the train or a particular route a train was travelling, depending on the railway company. The Southern Railway's system utilised various configurations of 15in white discs and six lamp bracket positions on the front of its locomotives to indicate the duty and route the train was taking. Other train companies used the Head Signals to indicate the type of train being hauled. This system lasted into BR days.

Modelu's latest releases include a set of LNER and a set of SR discs supplied in grey plastic. The SR discs feature finely rendered loops at the top, while the LNER examples feature an oblong cut-out at the top and square cut-out lower down. Each pack contains five finely-printed discs.

While our review samples were produced for 'OO', they are also available to order in a selection of other scales too. (MC)

End of platform steps

- **Gauge:** 'OO' gauge
- **Price:** £13.95
- **Cat No:** N/A
- **Site:** *www.westhillwagonworks.com*
- **Era:** 9-11



WEST HILL WAGON WORKS has released a pair of 4mm scale Glass Reinforced Polymer (GRP) end of platform steps to complement its new collection of contemporary platforms and platform furniture.

For review, we received a pair of pre-painted steps for placement at the end of a modern platform and intended for use by staff to access restricted areas of the railway. Measuring 33mm x 15mm x 37mm, each of the steps is neatly finished with impressive treadway and step detailing, supports and safety handrails.

Decoration is first rate with a silver paint finish to the steps, supports and stanchions, while the handrails feature a highly visible and neatly applied orange finish.

As well as their intended use, these steps could also be used as part of a modern rail depot scene for access to multiple units or locomotives. Excellent and available now. (MC)

4mm scale CUTTING CREW

- **Gauge:** 'OO' gauge
- **Price:** £10.80/£4.50
- **Cat Nos:** 14400-076/2743-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** 8-11



MODELU has added a 4mm scale oxyacetylene cutting crew to its range of 3D-printed finescale figures.

The pack contains three suitably attired crew with cutting equipment and an oxyacetylene tank. Each of the crew has been finely crafted – two with hard hats and a third with a soft cloth cap – and are posed so they can be placed in a suitable layout track cutting scene or diorama.

In addition, a separate oxyacetylene trolley is also available comprising two neatly printed tanks and associated pipework secured to a two-wheeled trolley.

Both packs are ideal for a track maintenance or scrapyard scene. (MC)

FIRST REVIEW

Bachmann Collectors' Ffestiniog 2-4-0STT *LINDA*

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

The latest Bachmann Collectors Club limited edition offers the first chance to own one of the Ffestiniog Mainline Hunslets in 2-4-0STT format. MIKE WILD reviews this new arrival.

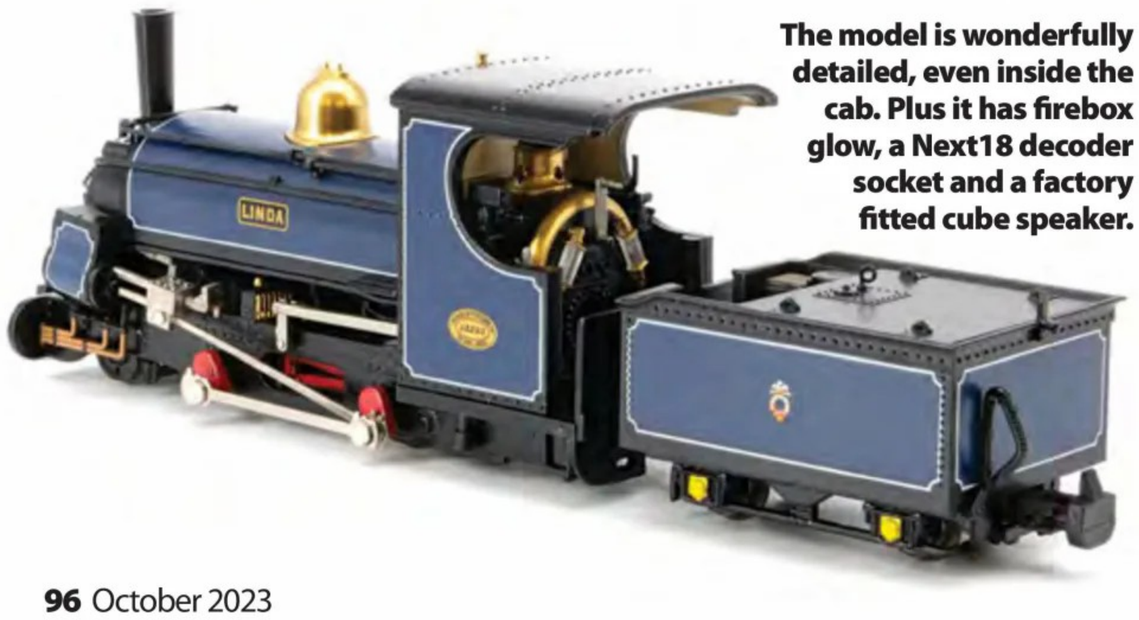


New to the Bachmann Collectors Club is this limited edition of Ffestiniog Railway 2-4-0STT *Linda* in Midnight Blue with a stovepipe chimney and oil tender.

NARROW GAUGE modellers will be delighted to see the first 2-4-0STT version of the Bachmann 'OO9' gauge Mainline Hunslet arrive. This first release is available exclusively to Bachmann Collectors Club members and here you can find out more about this exciting new release.

The Mainline Hunslets first arrived in the Bachmann narrow gauge range in December 2022 (HM187) modelling the locomotives in original condition. Two were later bought by the Ffestiniog Railway in North Wales – *Linda* and *Blanche* – and were rebuilt first as 0-4-0STTs and then as 2-4-0STTs. The 0-4-0STT version is available from Bachmann retailers now, but this model of *Linda* is the first to model them in their most commonly recognised 2-4-0STT format.

The real *Linda* was completed in 1893 by the Hunslet Engine Company. It worked on the Penrhyn Quarry Railway until the early 1960s, after which it was bought by the Ffestiniog Railway after a shorter period on hire. Following purchase, it was rebuilt with a four-wheel tender and carried Ffestiniog Railway green, but subsequently went through rebuilding for oil firing, then gas-producing coal firing with a Lempor exhaust and stovepipe chimney before reverting back to oil firing.



The model is wonderfully detailed, even inside the cab. Plus it has firebox glow, a Next18 decoder socket and a factory fitted cube speaker.

THE DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	391-153K
Description:	Mainline Hunslet 2-4-0STT *Linda*, Midnight Blue
Price:	£206.96
Era:	8
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 8mm cube speaker

During its 1990-1991 overhaul, *Linda* was repainted in Midnight Blue with black edges and white lining and continued in this colour scheme until the middle of the decade. At that time, it retained oil burning and a stovepipe chimney and it is in this form Bachmann has modelled the locomotive for this Collectors Club exclusive.

Presentation of the locomotive is excellent with impeccable livery application and detailing throughout, just as we saw with the original condition Mainline Hunslets. Nameplates and worksplates are printed onto the 2-4-0STT while etched metal replacements are included in the box to enhance it after purchase.

Also impressive are the tooling options as *Linda* comes with the correct stovepipe chimney as well as an oil tank tender, matching the appearance of the real locomotive in this colour scheme.

Completing the picture is a Next18 decoder socket, factory fitted 15mm x 8mm speaker and firebox glow in the locomotive while the tender also has pick-ups to keep the locomotive on the move. Plus, the all important pony truck is present bringing the already attractive Mainline Hunslet tooling into the post-1970 era when *Linda* and *Blanche* were rebuilt in this form.

The Midnight Blue edition of *Linda* is available exclusively to Bachmann Collectors Club members and is out now, limited to 300 units. (MW)

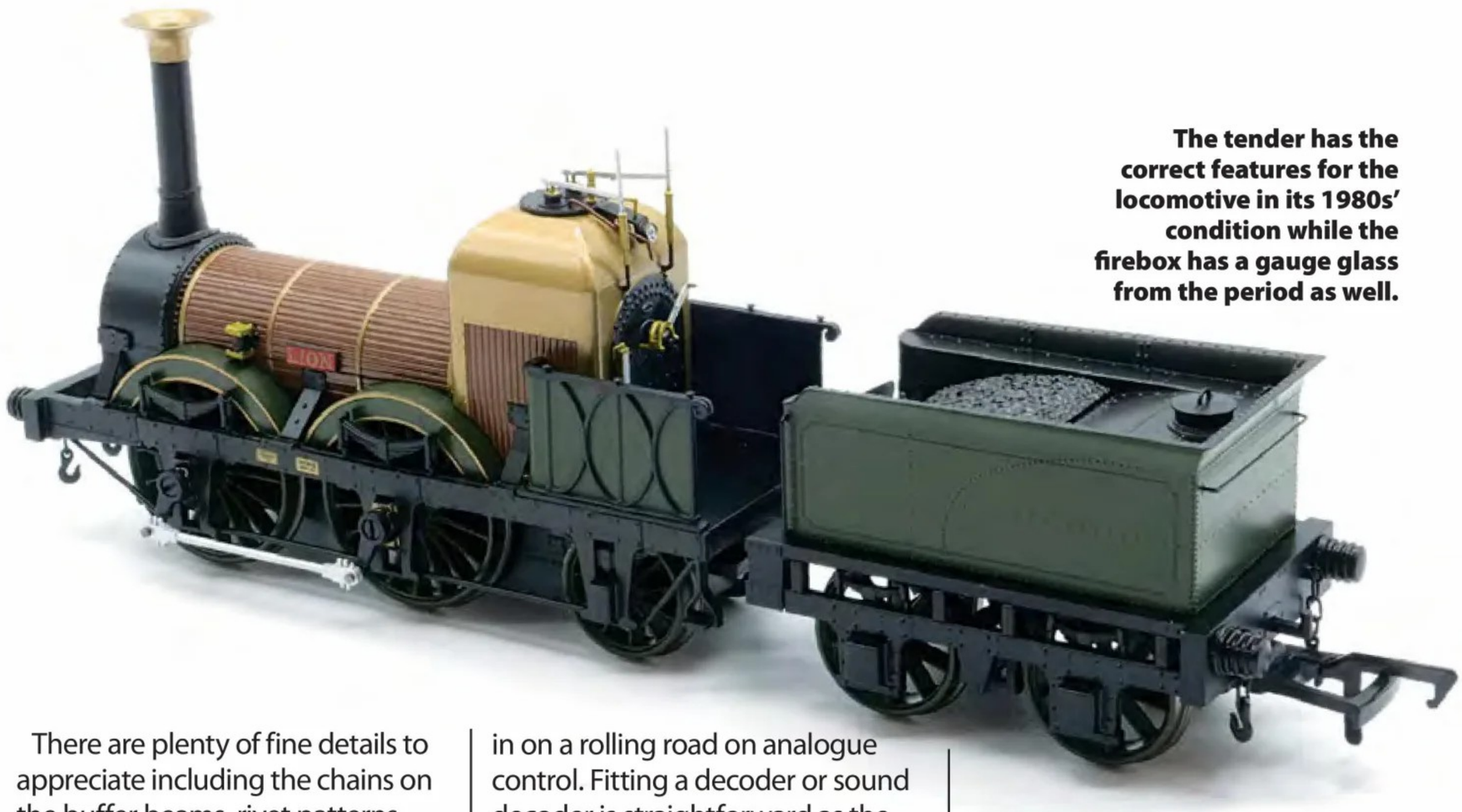
THE MODEL

Rapido's model of *Lion* is the second to grace our review desk following Hornby's release of the same locomotive in late 2022. Our review sample models the locomotive in its 1980s condition when it was seen during the Liverpool & Manchester Railway (LMR) 150th anniversary celebrations as well as making appearances at the Keighley & Worth Valley Railway, Southport Steam Centre and Birmingham Railway Museum towards the end of the decade.

The Rapido model is delivered in the manufacturer's traditional packaging with a firm cardboard outer and the model held in a plastic blister set into foam. It is supplied with the locomotive and tender disconnected, but it is a simple push fit to join them together using the neat six-pin power coupling between the two parts.

Decoration is instantly impressive with correct colour choices for the splashers, cab sheets and tender, while the wooden cladding to the boiler is also suitably coloured. The firebox has a metallic brass paint finish and there are also neatly printed nameplates, backhead fittings and more to appreciate.

The physical appearance of *Lion* is equally well done. The locomotive is modelled with 1980s period features including the gauge glass on the firebox and open frames above the axleboxes on the tender. Dimensions match that of the prototype with the locomotive measuring 135mm over buffers – a scale 33ft 9in.



The tender has the correct features for the locomotive in its 1980s' condition while the firebox has a gauge glass from the period as well.

There are plenty of fine details to appreciate including the chains on the buffer beams, rivet patterns around the smokebox, open splashers and spring detail while the coupling rods are impressively fine, but do require care in handling.

Just like the locomotive, the tender is finely detailed and has an NEM coupling socket and small tension lock coupling fitted to the rear to make it compatible with contemporary ready-to-run rolling stock.

PERFORMANCE

Lion is fitted with a powerful coreless motor which provides drive to the leading axle of the locomotive. Pick-ups are provided on all the driving and tender wheels leading to a smooth running and quiet locomotive.

Our tests were carried out on DCC control following running in on a rolling road on analogue control. Fitting a decoder or sound decoder is straightforward as the tender body is clip-fitted to the chassis and gives easy access to the Next18 decoder socket for a digital upgrade. There is also a factory fitted 15mm x 11mm cube speaker in the tender chassis. However, the only small downside is that we found it difficult to refit the tender body correctly as it has very tight tolerances to fit around the mouldings on the tender chassis.

Once on the track we were instantly impressed. Our sample ran silently and faultlessly around our test track on DCC control and hauled a 20 wagon goods train with ease. It also negotiated all the points and crossings fuss free and provided excellent slow speed control.

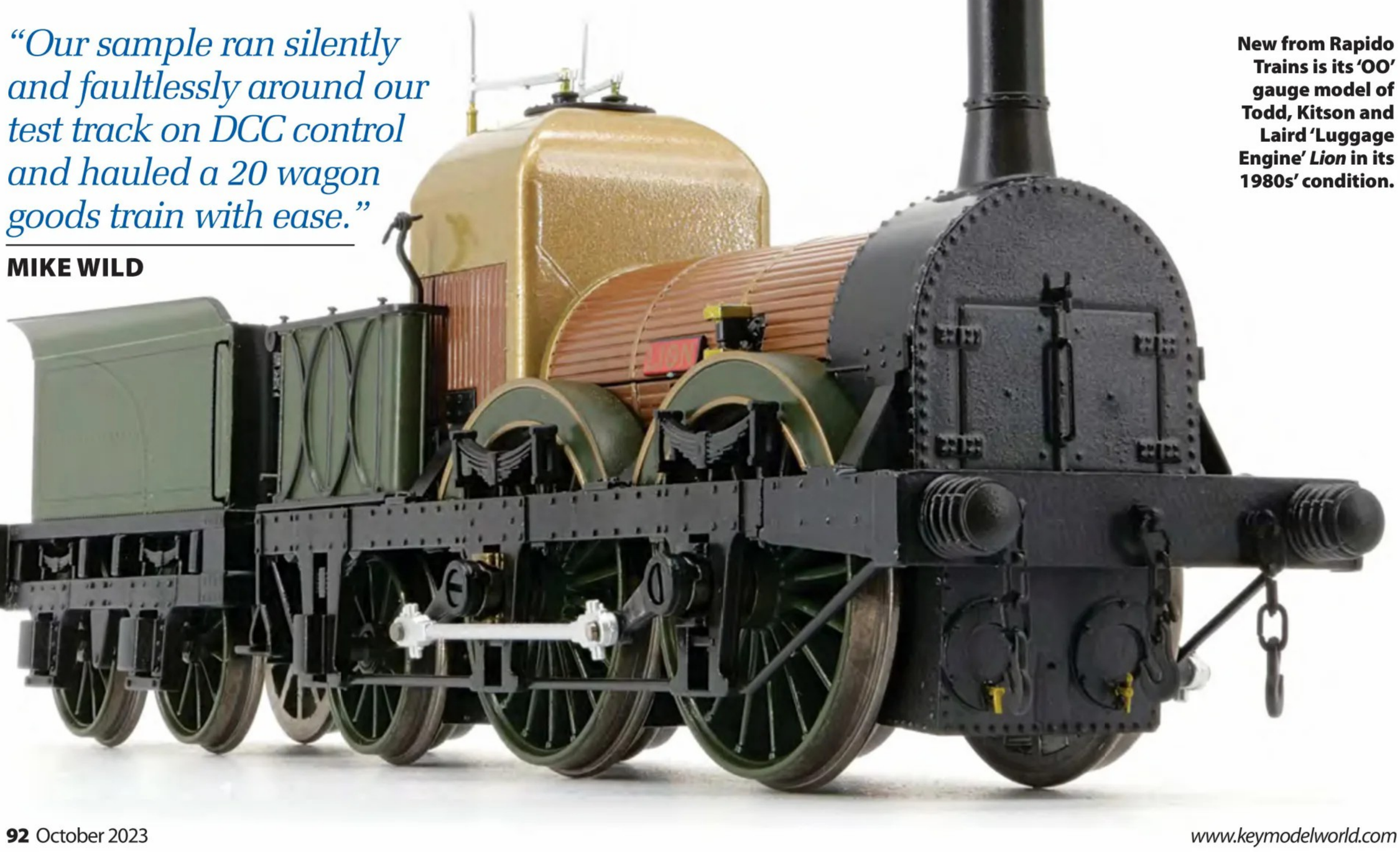
OVERALL

So, to the big question: if you want a model of *Lion,* which manufacturer's product do you choose? It's nip and tuck on the details. For example, where Rapido's model has better safety valves in our eyes, the buffer beam of Hornby's offering has a full wood grain effect and while the decoder access is simpler on the Rapido model, refitting the tender body correctly is difficult.

The area of difference from our tests is in performance where in our experience from the reviews of both models, the Rapido *Lion* runs better in all situations. Ultimately it is exciting to see two choices for such an important and historic locomotive and both have been delivered to a high standard. (MW)

"Our sample ran silently and faultlessly around our test track on DCC control and hauled a 20 wagon goods train with ease."

MIKE WILD



New from Rapido Trains is its 'OO' gauge model of Todd, Kitson and Laird 'Luggage Engine' *Lion* in its 1980s' condition.

Bachmann's upgraded 'Whistler'

The latest iteration of Bachmann's 'OO' gauge Class 40 has arrived, sporting tooling and circuitry upgrades. **MARK CHIVERS** casts a glance at this new and improved release.

BACHMANN'S POPULAR 'OO' gauge BR Class 40 1Co-Co1 diesel returns to the Branchline range following a series of upgrades.

Ordered as part of British Railways' bid to modernise its motive power fleet in the mid 1950s, 200 English Electric Type 4s were eventually built.

Bachmann's latest 'OO' gauge offerings benefit from a digital upgrade as well as several tooling modifications. Six new models are now available – four disc headcode examples and two centre headcode models – finished as D213 *Andania* in present-day BR green condition with small yellow warning panels and high-intensity headlights (Cat No. 32-487/SF), D292 in BR plain green with late crests (32-488/SF), 40097 in BR blue (32-489/SF), Scottish Region 40063 in BR blue (32-490/SF), 40039 in weathered BR green with full yellow ends (32-492/SF) and preserved 40145 in BR large logo blue with high-intensity headlights (32-489Z/SF – Key Publishing exclusive edition).

For review, we received dual-braked disc headcode-fitted 40097 in BR blue, which in addition to features of previous releases also includes a series of locomotive-specific detailing covering nose-top and corner handrails, Clayton boiler port (an optional boiler plug is also included), multiple working equipment and is also supplied with optional etched frost grilles for customer fitment. It also includes separately applied metal handrails, sprung buffers, windscreen wipers, bogie footsteps, speedometer cable, sandpipes and a driver at one end.

These latest Class 40 releases also benefit from a circuitry upgrade with new Plux22 Digital Command Control (DCC) decoder socket, factory-fitted twin speakers, switchable directional lighting (via chassis switches on DC), cab lighting, all-wheel pick-up, five-pole twin-shaft motor and twin flywheels. The upgraded electronics benefit the model in DCC mode with improved functionality, such as lighting with the ability to switch the various functions on and off for directional and cab lighting, as well as high-intensity headlights (where fitted).

Additional detailing has also been tooled for other class members including the distinctive square-cornered headcode boxes on Scottish Region 40063 for the first time and the high-intensity headlights fitted to D213 and 40145 for their post-preservation main line runs.



Bachmann's upgraded 'OO' gauge BR Class 40s are now available in a choice of six different identities.

Flangeway 'Mermaid' returns

● **Gauge:** 'OO' gauge ● **Price:** £27.95 each ● **Cat Nos:** ME14/17/21 ● **Site:** *www.flangeway.com* ● **Era:** 4-9

FLANGEWAY MODELS has received a new batch of its exclusive 'OO' gauge 14ton ZJV 'Mermaid' side tipping ballast wagons.

This latest production run comprises 12 different running numbers across four colour schemes – three each in departmental BR Gulf red, BR engineers' black, BR olive green and BR 'Dutch' grey and yellow.

Our review samples were finished as DB989604 in BR Gulf red (Cat No. ME14), DB989521 in BR engineers' black (ME17) and DB989239 in BR 'Dutch' livery (ME21) – further running numbers in each colour scheme are available.

As with previous releases, each features a neatly moulded body, with non-working door levers and metal chains fitted at each end. Underneath, the body is secured to the side-tipping roller guides, while the chassis features end footsteps, handbrake levers, vacuum brake cylinders and brake shoes in line with the turned metal disc wheels, which feature darkened three-hole inserts.

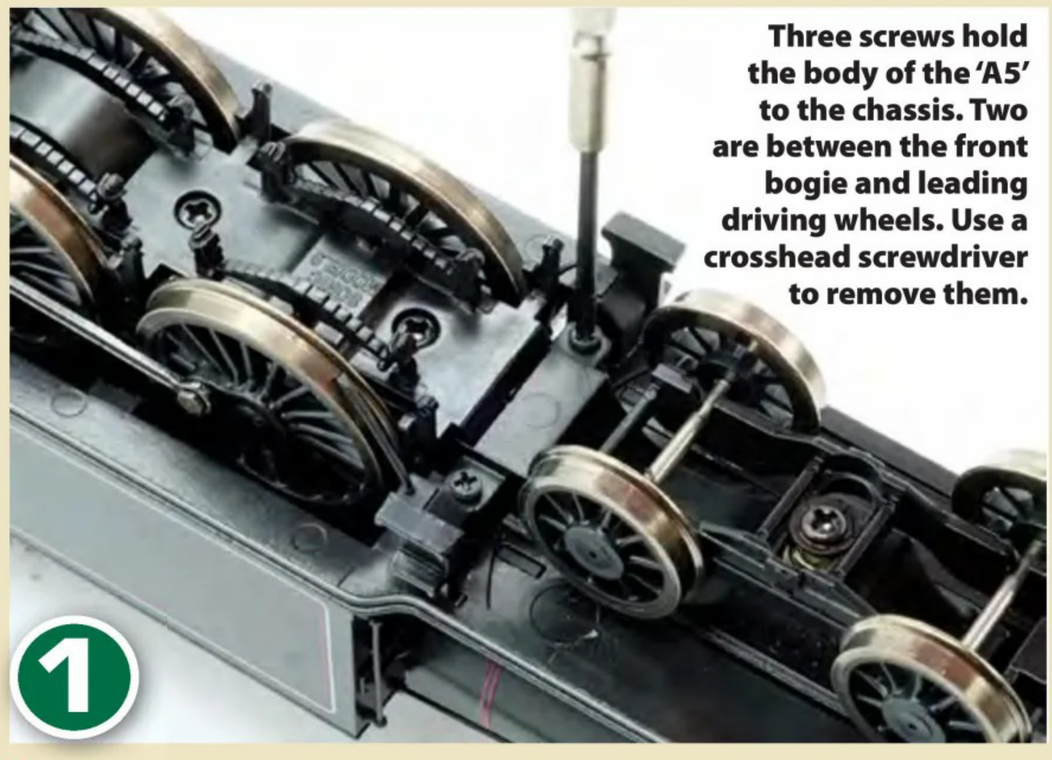
Decoration was evenly applied to each of our samples with a neat matt paint finish and crisply printed numbers, lettering and data panels to the body and solebar of each wagon, while the underframes were painted matt black.

Weighing in at 46g each, our review samples ran freely on test, while small tension lock couplings in self-centring NEM pocket cams and a small detailing pack containing brake pipes complete the package. (MC)

STEP BY STEP

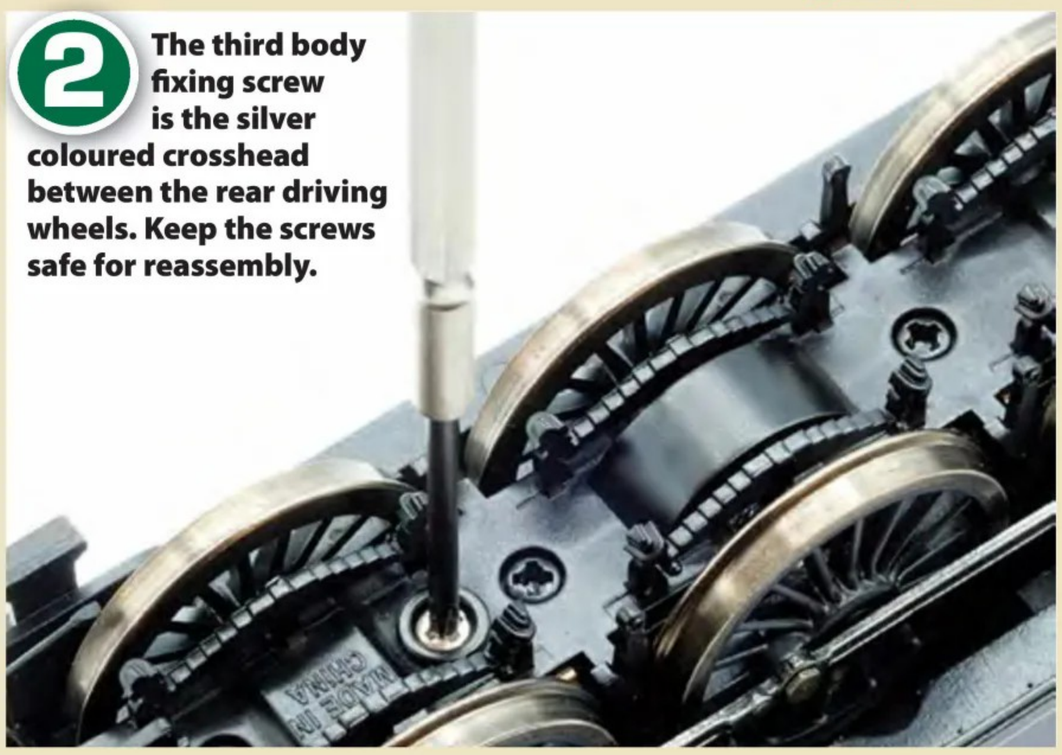
INSTALLING SOUND IN SONIC MODELS' GCR 'A5' 4-6-2T

Intermediate
Beginner SKILL LEVEL Advanced



1

Three screws hold the body of the 'A5' to the chassis. Two are between the front bogie and leading driving wheels. Use a crosshead screwdriver to remove them.



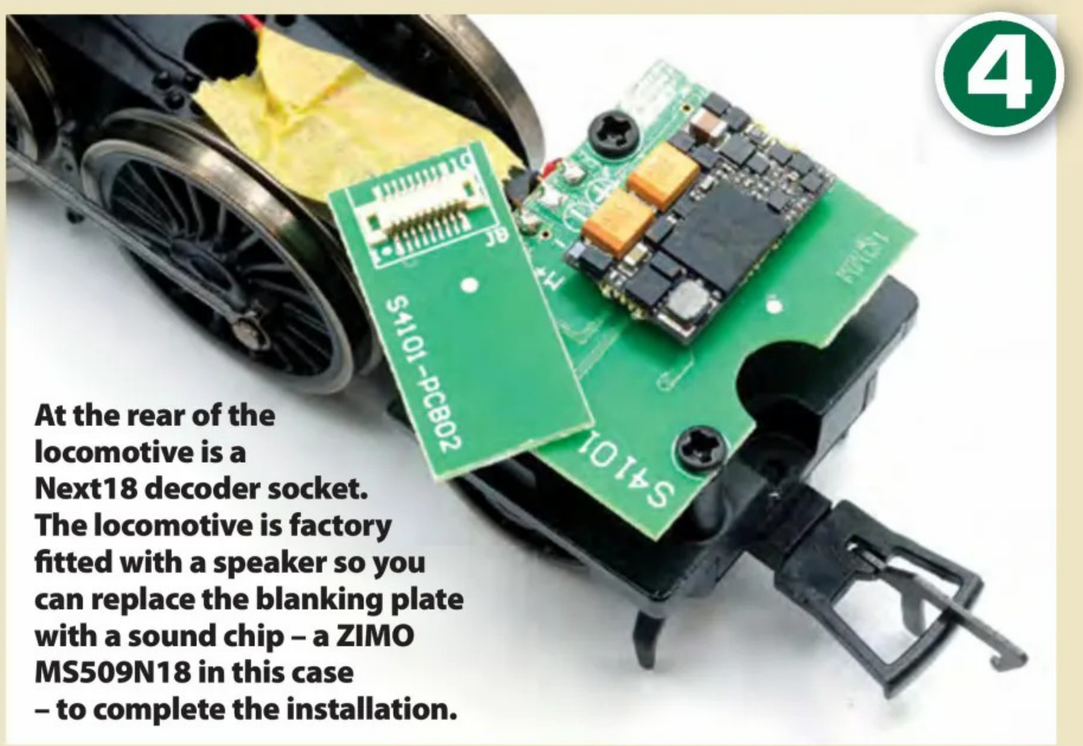
2

The third body fixing screw is the silver coloured crosshead between the rear driving wheels. Keep the screws safe for reassembly.



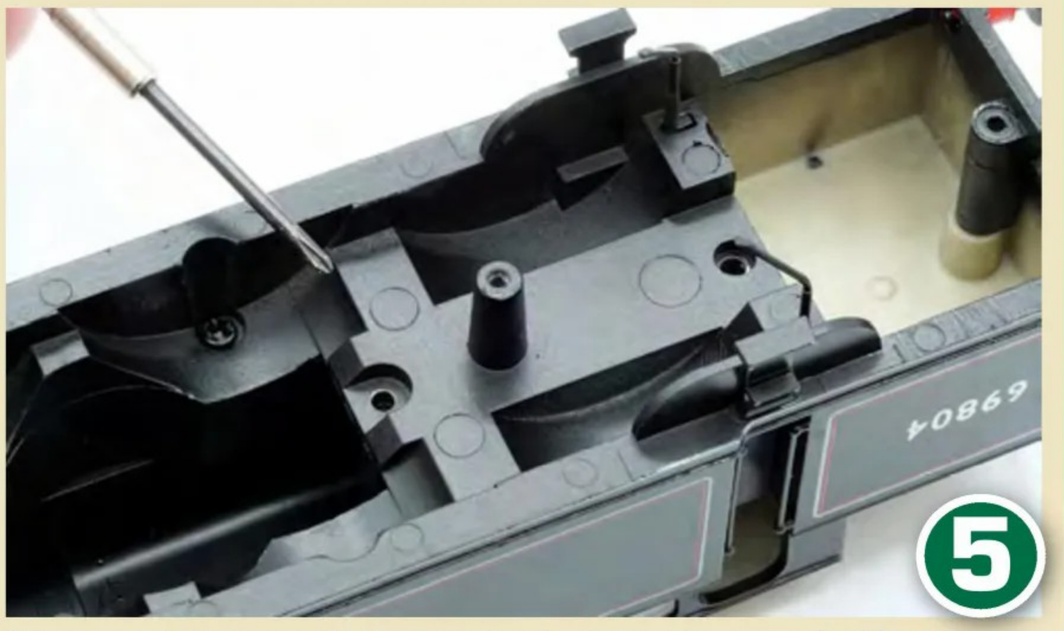
3

With the screws removed, the body lifts off the chassis. Take care not to snag the sand pipes on the wheels.



4

At the rear of the locomotive is a Next18 decoder socket. The locomotive is factory fitted with a speaker so you can replace the blanking plate with a sound chip – a ZIMO MS509N18 in this case – to complete the installation.



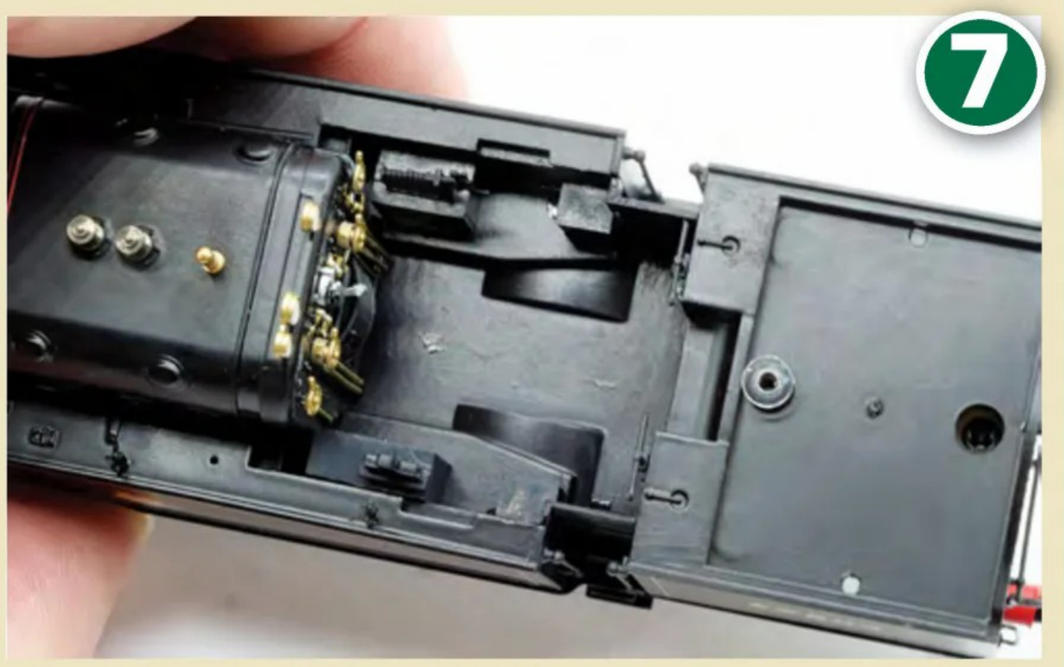
5

It is possible to upgrade the speaker by using the space inside the cab to provide a larger device for improved audio quality. To start the process, remove the two cab fixing screws from inside the locomotive.



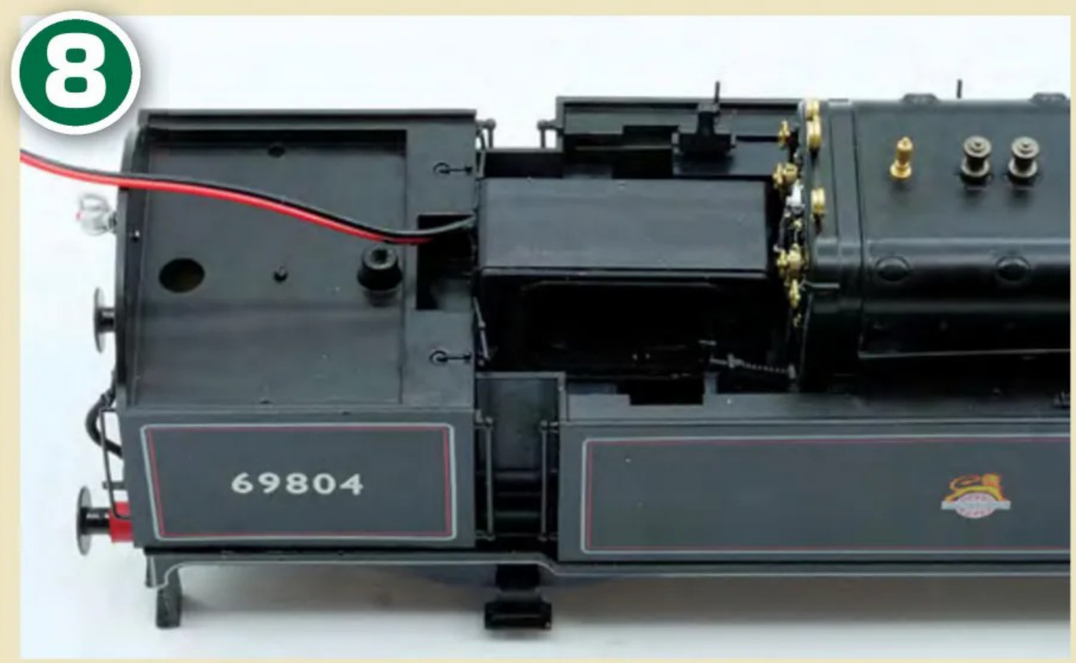
6

A third screw holds the rear of the cab in place. It is located under the removable coal load which can be popped out of the bunker.



7

The cab floor provides a large space in which a speaker can be added in place of the factory fitted device in the bunker.



8

We used a 25mm x 15.5mm x 11mm Midi Bass Slim speaker from DC Kits which fitted along the centre of the cab floor with its screw mounts removed.

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UPGRADING

Sonic Models' GCR 'A5'

Sonic Models' GCR 'A5' 4-6-2T has been designed for simple sound installation, but with simple upgrades it can be enhanced further. MIKE WILD shows how.

THE ROBINSON 'A5' 4-6-2T is a standout addition from Sonic Models for 'OO' gauge as it models one of the few tank engines with this wheel arrangement. From our own perspective, the type's Great Central Railway origins made it a must-have addition for our running sessions on Quorn Magna and Swithland Sidings and to make the most of it we wanted to add sound as well.

The 'A5' has been designed with sound in mind from the start. It has a Next18 decoder socket in the bunker together with a compact 15mm round speaker, and you can make a sound upgrade as simple as taking the body off, replacing the Next18 blank with a suitable sound chip and refitting the body. However, we wanted to go a step further as we felt the factory-fitted speaker could be improved upon.

To make the upgrade takes a few more steps, and while this is a big tank engine, there aren't that many free spaces inside the boiler where you can install a larger speaker. Our compromise is making use of the large cab interior to install a bigger, more powerful speaker.

The advantage of the cab is that it is large on the 'A5' and there is space along the floor to install one of DC Kits' Midi Bass Slim 25mm x 15.5mm speakers when the screw mounts are removed from each end. It is a 'just fits' installation, but with the addition of a Master Piece Figures crew either side of the speaker, from most normal viewing angles the new device in the cab is almost invisible – you have to look to see it.

The full process takes around 30 minutes to complete, but be aware that the changes we are proposing will invalidate the warranty. We have, otherwise, aimed to keep the project simple.

The Digitrains sound file is full of driving features and includes the active braking function on F2 as well as playable speed dependent whistles on functions 3 and 4. These whistles make the driving experience more realistic as the sound played adjusts with the speed of the locomotive meaning that you don't have the same whistle sounds at all speeds. There are also obligatory coal shovelling and injector sounds – correctly balanced in the sound profile – reverser settings on function 5 to change between heavy and lighter exhaust sounds, a light engine mode, shunting mode and more.

Driving the completed model is a great pleasure and filled with features. You can see a full video sound demonstration of the completed model online at *www.keymodelworld.com/digital-sound*. **HM**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MS590N18 sound decoder	*www.digitrains.co.uk*	MS590N18
GCR 'A5' Proto Drive sound file	*www.digitrains.co.uk*	ZS0523P
25mm x 15.5mm x 11mm Midi Bass Slim speaker	*www.dckits-devideos.co.uk*	DC3618

SOUND FUNCTIONS

F0	Lights on/off (if fitted)
F1	Sound on/off
F2	Active brakes
F3	Speed-dependent whistle
F4	Speed-dependent whistle
F5	Reverser setting
F6	Coal shovelling
F7	Injector
F8	Blower
F9	Flange squeal
F10	Safety valves
F11	Functioning handbrake
F12	Water filling
F13	Automatic wagon snatching
F14	Light engine mode
F15	Cylinder drain cocks
F16	Speed related detonators
F17	Guard's whistle and response
F18	Shunt mode
F19	Fade all sounds
F27	Volume down
F28	Volume up

Sonic Models' GCR 'A5' 4-6-2T is an impressive locomotive and with an upgraded speaker and ZIMO Next18 decoder installed, it sounds superb.



STEP BY STEP

INSTALLING SOUND IN SONIC MODELS' GCR 'A5' 4-6-2T

Beginner — Intermediate — Advanced — SKILL LEVEL

9 To allow the speaker wires to reach the main circuit board, a 2mm hole needs to be drilled through the rear of the cab. By choosing this location, the wire will be invisible from the outside.



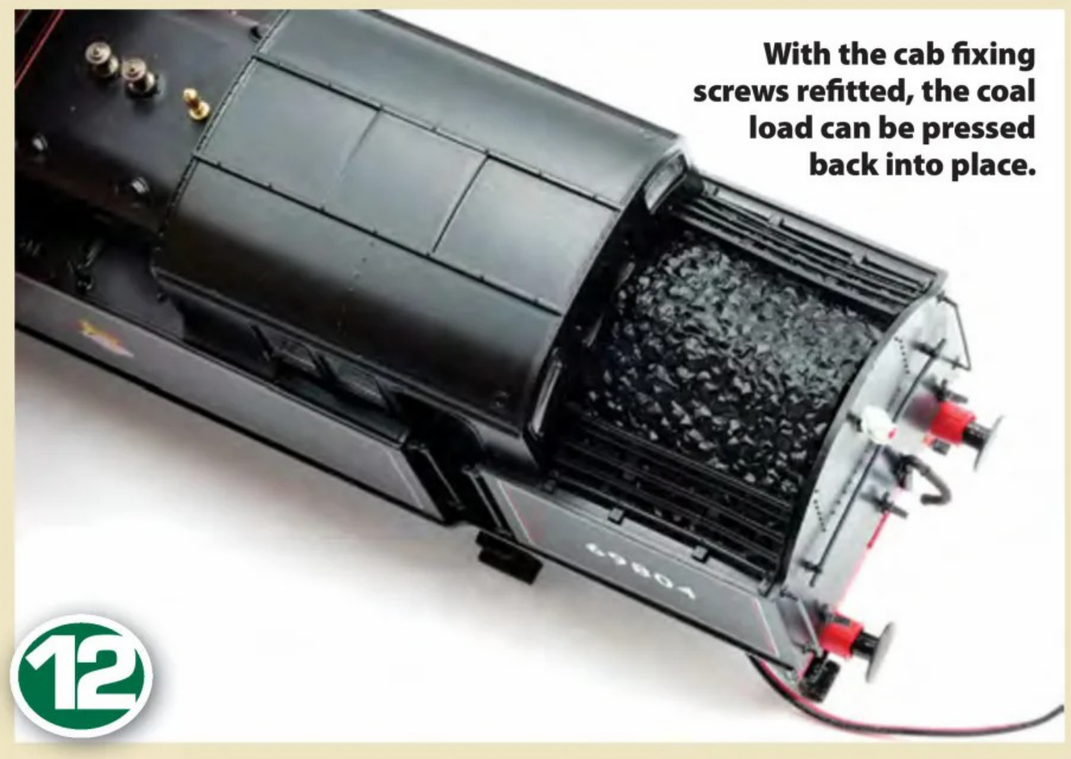
10 The speaker fits along the centre of the cab and is fixed in place with Black Tack. Adding a Master Piece crew either side of the speaker helps to disguise it.



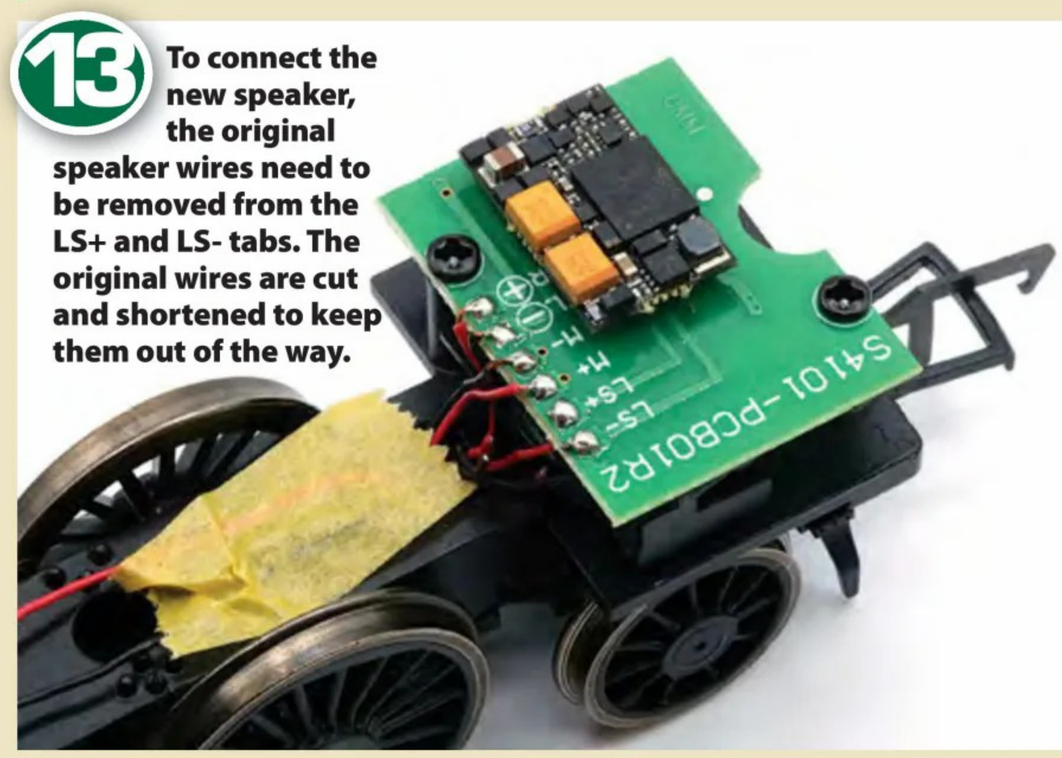
11 The cab can now be refitted to the body, taking care to ensure that its clips fit back correctly into their openings.



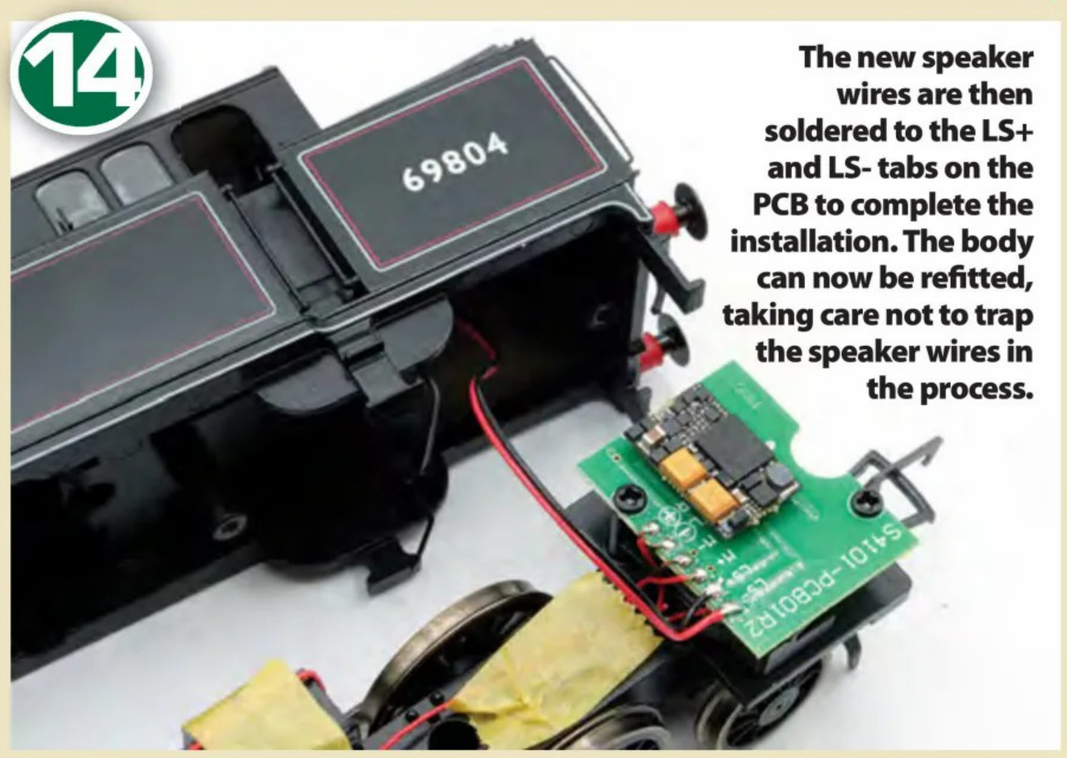
12 With the cab fixing screws refitted, the coal load can be pressed back into place.



13 To connect the new speaker, the original speaker wires need to be removed from the LS+ and LS- tabs. The original wires are cut and shortened to keep them out of the way.



14 The new speaker wires are then soldered to the LS+ and LS- tabs on the PCB to complete the installation. The body can now be refitted, taking care not to trap the speaker wires in the process.



15 The 'A5' has been reassembled. The exhaust beat was adjusted through CV267 and set to 145 to match the decoder sounds to the performance of the locomotive.



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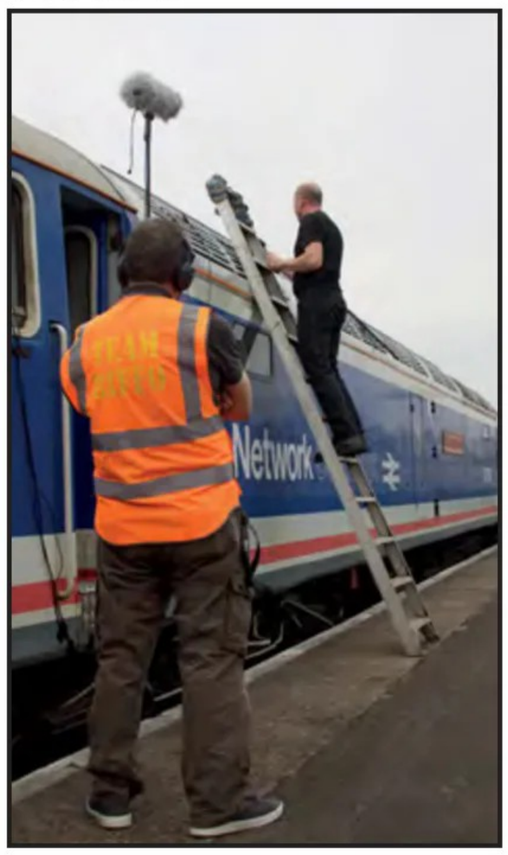



Heljan 0 Gauge Class 58



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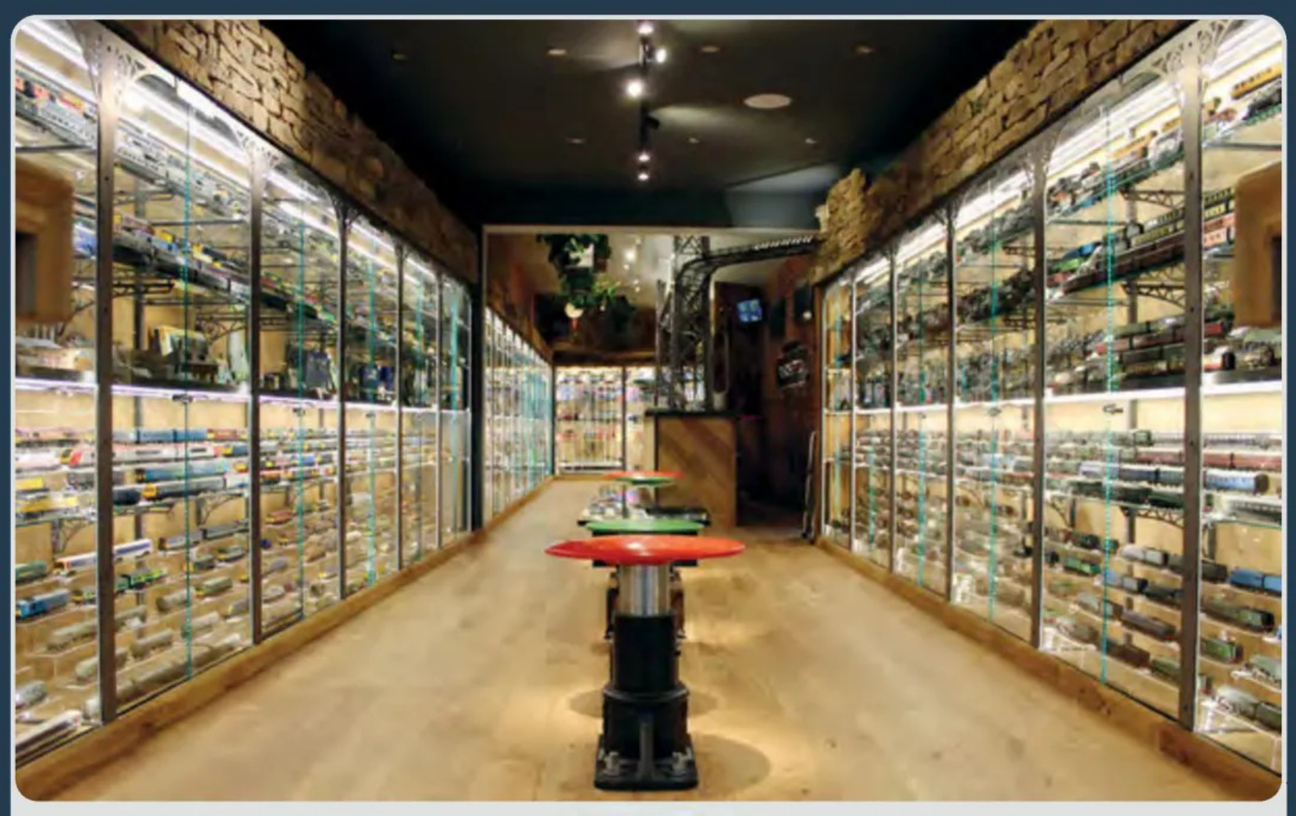

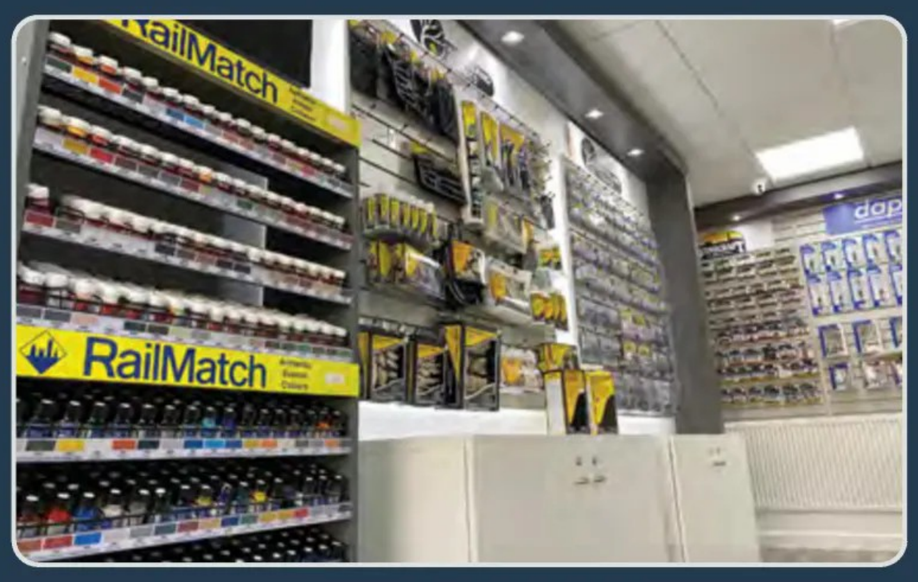

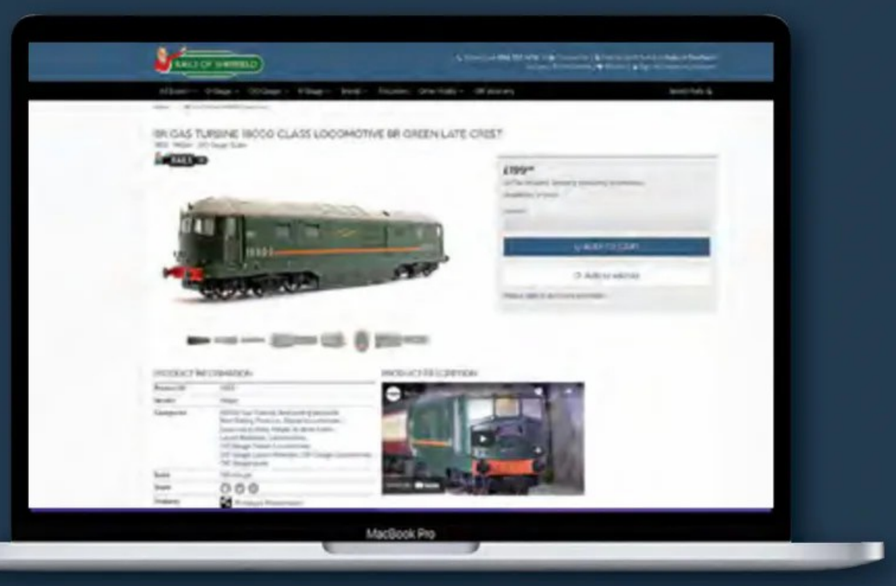

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KEY

1. To/from storage yard
2. Backscene
3. Storage yard
4. Derelict viaduct
5. Wall/demolition site
6. Chalk and Cheese Pub
7. Bus rally
8. Level crossing
9. Signalbox
10. Platform
11. Bus stop
12. Station building
13. Platform canopies
14. Pond
15. Quarry
16. Quarry store
17. Coal yard
18. Footbridge
19. House
20. Bridge

A busy scene at White Meadow station as a Class 20-hauled parcels train clatters into view and the driver of a SECR 'C' 0-6-0 prepares to restart his freight train. A Class 24 waits in the headshunt to collect wagons from the nearby quarry.

they are moved around by a Class 03 diesel shunter or a Hunslet 0-6-0DH.

STRUCTURES

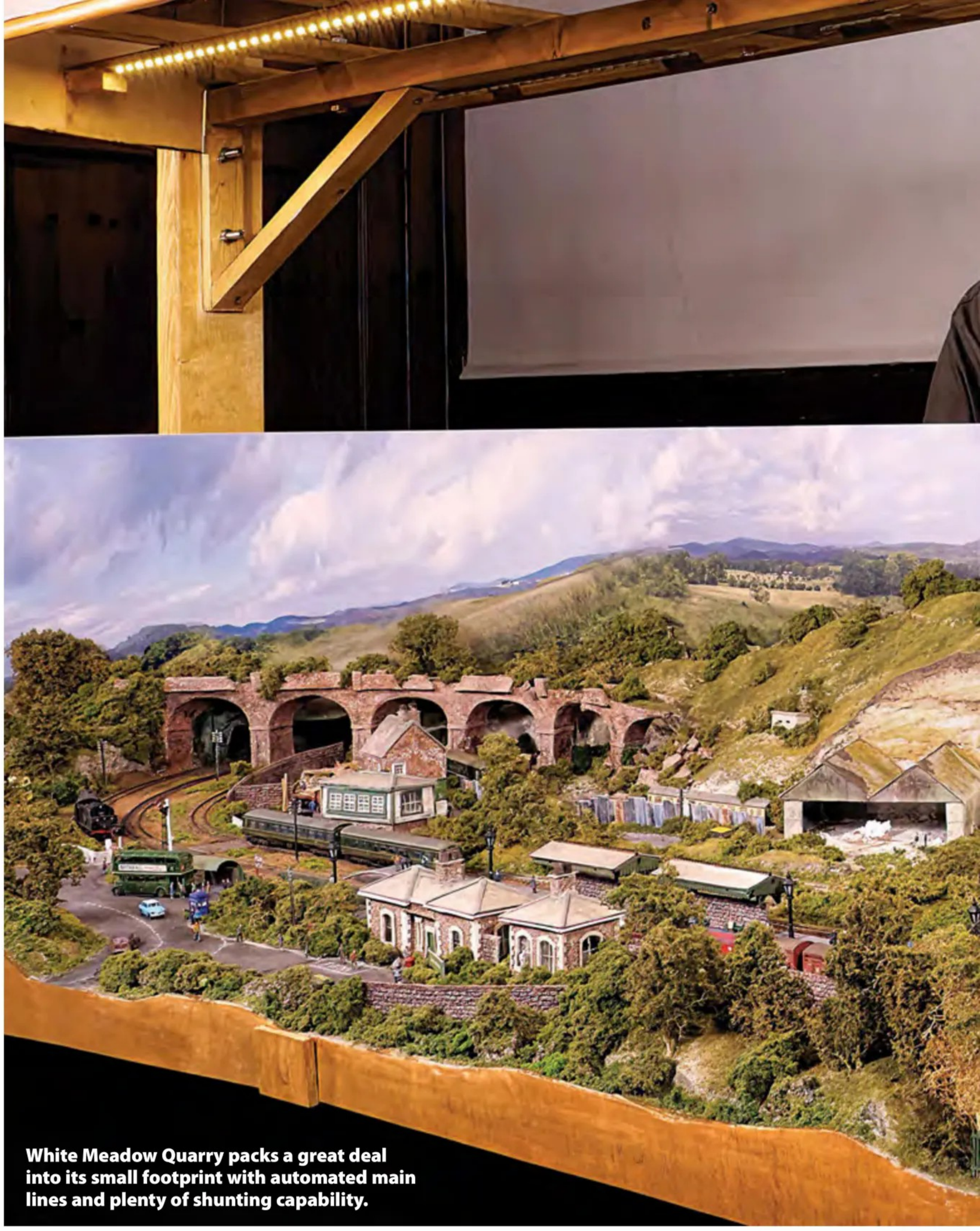
With the exception of the platform shelters and the station footbridge, all the buildings on the layout are scratchbuilt, using up-cycled cardboard (mainly from cereal boxes but anything is fair game), textured brick papers and some items left over from Metcalfe kits. The 'Chalk and Cheese' pub is our favourite building on the layout. The derelict viaduct (part of a former railway which ran across the quarry area) was constructed and then partly destroyed to give the impression of decay, while the quarry and hill are made from polystyrene, surfaced with plaster to give the cliff face a rocky texture. The backdrop is a photograph printed onto an 8ft length of 3mm foam board, which can be rolled loosely for transportation.

ACHIEVEMENT

So did the layout do what we hoped it would and allow us a bit more breathing space to chat to people at shows? Yes, I think it did – although we are not yet exactly relaxed about the automation! Hopefully that will come with more experience. In addition, sitting beside the layout feels much more sociable than standing behind it.

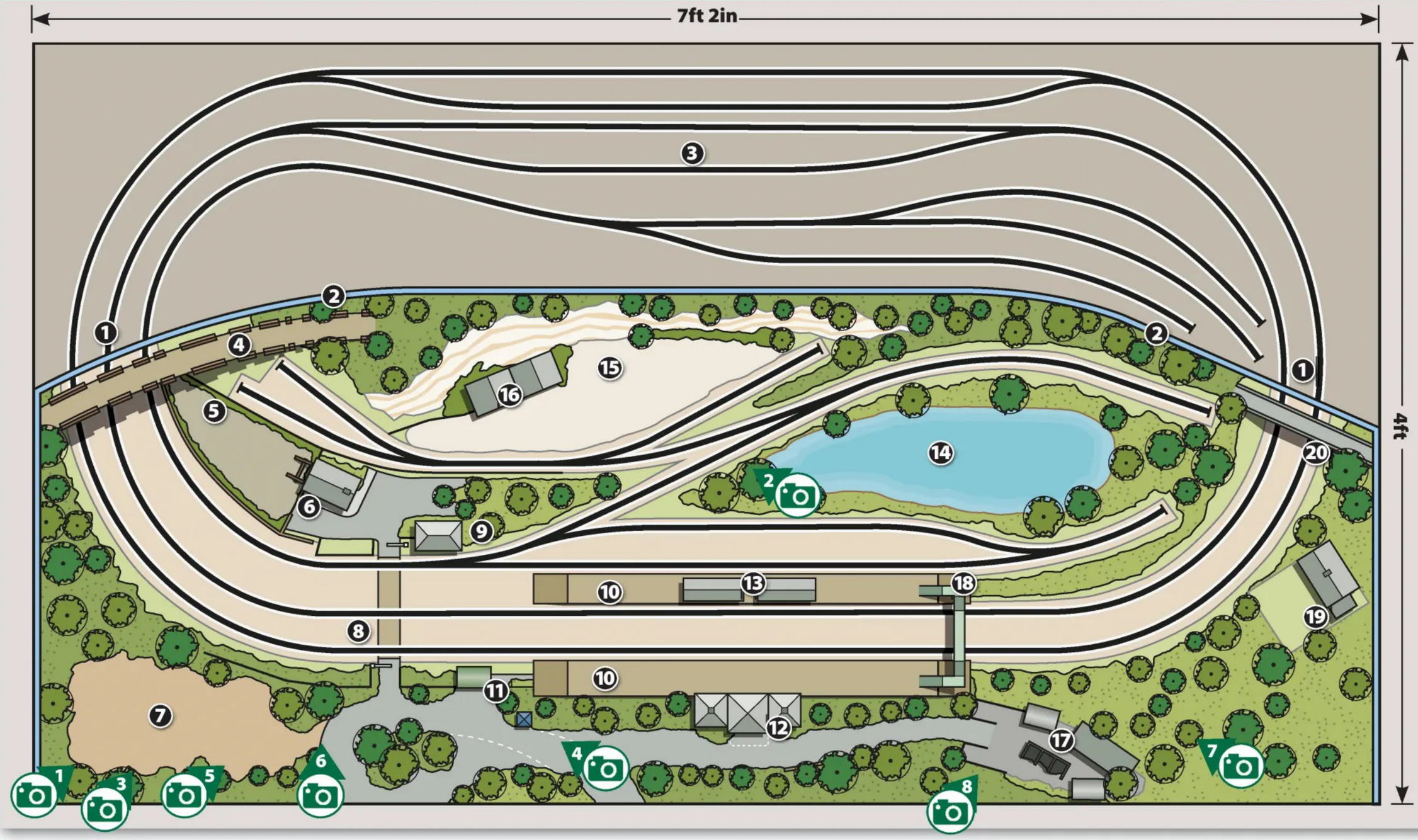
What's next for us? Well, all available space in our house is now filled with layouts in boxes, so we don't have any particular future project in mind. Having said that, we seem to have acquired a couple of items in 'O' gauge, so who knows? **HM**

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



White Meadow Quarry packs a great deal into its small footprint with automated main lines and plenty of shunting capability.

WHITE MEADOW QUARRY TRACK DIAGRAM (NOT TO SCALE)



WELCOME TO WHITE Meadow Quarry, our compact 'N' gauge exhibition layout which depicts an old quarry nearing the end of its productive life. It is still rail connected and features a couple of diesel shunters which are used to manoeuvre wagons of chalk as they are mined. The main line remains in regular use and runs past the quarry, transporting the workers and patrons of the nearby pub.

The scene is loosely based on the countryside around Croydon in South London, as Ray remembers it from his childhood; but while it's inspired by that particular location, White Meadow Quarry is fictitious and could be anywhere in Southern England. It reflects a day when a bus rally is in progress on a nearby field, and morris dancers are performing outside the pub.

AMBITIOUS PLAN

Our goal was to build a layout which mixed automation and manual running, so part of the layout would run by itself, allowing us a bit more leeway to chat with people at shows. Our first exhibition layout, Ambleton Vale (HM156), takes all our time to run, and we wondered if we could improve on that so that we didn't feel as though we were spinning plates. The combination of the timetabled main line and the sporadic quarry branch line seemed ideal for this, because the main lines could be automated while the branch line could be worked by us.

We had been discussing these ideas for quite some time and gathering ideas before work started on it early in 2019. As is usual for us, work progressed in bursts, with gaps in between while other areas of life took over. The baseboards arrived in January; the track was laid and automation was set up during the first part of the year and after that, the scenery. A year or so after we had started work, it was getting near completion.

When the world ground to a halt in March 2020, we suddenly had time on



Above: **A Hunslet 0-6-0DH waits with a short formation of wagons as they are loaded with chalk from the quarry.**

Left: **A bus rally is in full swing in the field opposite the pub, with an impressive selection of buses and even a horse-drawn omnibus on display.**

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our hands and got it finished – but then it was another two years before we had a show at which to exhibit it. As our house is very small, once we had completed the layout and put it away there was no room to put it up again, and by the time it went to a show (Manchester in December 2022) we were genuinely worried that we would have forgotten how to put it together, never mind run it. Its next outings will be the Sudbury Model Railway Exhibition in early October and shortly afterwards, the 2023 Great Electric Train Show at Milton Keynes on October 14/15.

SPACE SAVER

Given the small amount of house room we have available, 'N' gauge was an obvious choice, because to us it represents the best compromise between space saving and the ability to add detail. Even if we can't put any of our layouts up at home, they still have to be stored, so the smaller scale is a significant advantage. Also, we already own a certain amount of rolling stock and it makes sense to maintain the same scale across all our layouts.

As we were keen to keep weight to a minimum (a consideration when carrying boxes in and out of exhibition halls) we decided to buy ready-made laser cut baseboards from Grainge and Hodder instead of making them.

There are two main boards made of 6mm ply, each 3ft x 3ft so that the core of the layout is 3ft deep and 6ft wide; but there are also hand-made irregularly shaped "satellite" boards attached to the front and sides so the assembled layout is deeper and wider than this. These provide a buffer between the onlookers and the railway tracks. A crescent-shaped backdrop divides the observation area from the fiddle yard behind. The asymmetrical curved outline of the layout and the curved backdrop give it a very distinctive look. That's an aspect of the layout that Ray is particularly proud of.

Another thing that's unusual about the layout is the stand which supports it. It was based on the design of Anna's work desk, which is a drafting table suspended between two upright legs, each with a wide base which stabilises the structure. »

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WHITE MEADOW QUARRY

Childhood memories from the Croydon area inspired **RAY TAYLOR** and **ANNA BASS** to build White Meadow Quarry. This busy 'N' gauge layout combines main line and industrial railways in an unusual setting.

PHOTOGRAPHY, MIKE WILD

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'N', 9mm	2mm: 1ft	7ft 2in x 4ft	SOUTHERN	1966	DCC, Digikeijs DR5000

1 Stanier '8F' 2-8-0 48773 makes light work of a short mixed freight as it powers through White Meadow station, while a two-car Class 108 DMU rumbles into the platform from the branch line.

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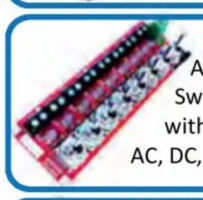

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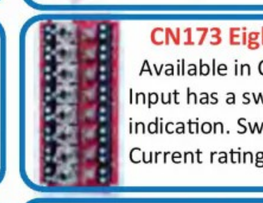

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4 **While decay appears to have taken hold of the disused viaduct, a Bulleid 'Q1' 0-6-0 sweeps into view with a two-coach passenger train while a freight, headed by a Class 17 Bo-Bo diesel, awaits a change of driver.**



5 **The diesel transition is under way with a BR Class 42 'Warship' and Brush Type 2 heading short passenger trains through the station. With passengers on board, a connecting London Transport country area RT prepares to depart.**



6 **Celebrations continue outside the Chalk and Cheese pub as morris dancers entertain the crowds.**



Ultimately, the design Ray came up with is indeed very stable and relatively easy to assemble.

OPERATION

The layout uses DCC Concepts Cobalt point motors and is controlled by a Digikeijs DR5000 Digicentral Digital Command Control (DCC) system. This connects to a laptop running TrainController software, which is responsible for the automation of

7 **Wainwright 'C' 0-6-0 31227 restarts its short train of BR Mk 1 horseboxes and a cattle wagon, following a signal check at White Meadow station.**

the two main lines.

This was our first foray into automation – both our previous layouts are manually operated – and it was a tad daunting; fortunately the extremely knowledgeable Paul Churchill was very generous with his time, spending hours on the phone advising, explaining, and at certain points, talking Ray through the setup, step by step. The inner lines are operated manually by Ray and Anna sitting at opposite ends of the layout, so White Meadow Quarry is really two separate model railways in one layout.

The automated part of the railway involves two loops - an Up and a Down line - with two different trains on each line. Each one leaves from the storage yard, stops at the station and then completes the loop back to the storage yard. The second train then does the same thing. The timings are slightly different on each line, so that the observer sees an assortment of trains and rolling stock.

The locomotives are a mix of steam and diesel on the automated main lines pulling mostly passenger carriages, but sometimes a goods train. On the branch line you may see a Southern Railway 'Q1' 0-6-0, Maunsell 'Schools' 4-4-0, BR Class 22 B-B diesel and a Class 108 DMU. A Class 24 Bo-Bo diesel brings wagons out of the quarry, while within the complex itself »

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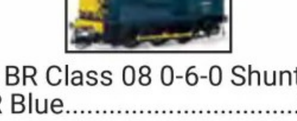

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MAJOR NETWORKS

One of the largest private systems was operated by the Mersey Docks and Harbour Board which at one time extended to more than 100 miles of track. Its lines served the docks in Liverpool, extending all the way along the River Mersey from Dingle Oil Terminal to Gladstone Dock. The two-track 'main line' ran all the way through the docks and was mainly used to transfer freight from one place to another. Because of this it had many branches and sidings, running into and between warehouses, supported by cranes and gantries of all shapes and sizes. A good portion of the line also ran below the famous Liverpool Overhead Railway. Due to its size, the railway ran a large fleet of steam locomotives and later diesels were employed.

Further north, the colliery system around Ashington in Northumberland grew to be a considerable size, starting off with a three-mile-long branch line off the Blyth and Tyne Railway at Pegswood to Ashington Colliery but later extending a few more miles north to serve Linton, Ellington and Lynemouth. This system is best known in its later years for its use of ex-British Railways Class 14 diesels and the sheer array of different types of coal wagon that were employed, many of them of quite ancient design.

However, Ashington was not the only private railway to be associated with mining. Many private lines connected collieries to the main line, with several of these lasting well into the 1960s. One of my favourites was that serving the Flushdyke Colliery near Ossett in Yorkshire. It had all the elements for a successful model, running as it did from a modestly-sized pit across a main road and then for a short distance through countryside until meeting the main line at exchange sidings, which were shunted by both colliery and main line steam locomotives.

THE MIDDLETON RAILWAY

Perhaps the most pre-eminent of the colliery railways, though, is the Middleton Railway in Leeds which started operations in 1758, first using steam in 1812, and which was built to move coal from the pits to the centre of Leeds. This hugely-interesting system continued in use, serving not only the collieries but also local industry, right until the 1950s, when it became the first standard gauge heritage railway. BR motive power could be seen for a time as could varying forms of steam and diesel locomotives. Today only leisure traffic remains but there is still much of industrial interest at the site.

Also possessing considerable private mileage was the steel industry, with most steelworks, large or small, possessing an internal system with its own motive power. One of the last surviving examples is that at Scunthorpe which consists of more than 100 miles of track, with trains used to transfer materials around the site as well as for specialist duties such as hauling molten metal from place to place. In the past steam locomotives were used, with diesels making an appearance in subsequent years, while main line traction can also be found in the exchange sidings. In a peculiar twist, a preservation society also operates on the site and is allowed to run its heritage trains, meaning that large industrial shunters and Class 66s can be seen alongside 'Austerity' saddle tanks and even a preserved 'Pacer'!

RAIL ALE

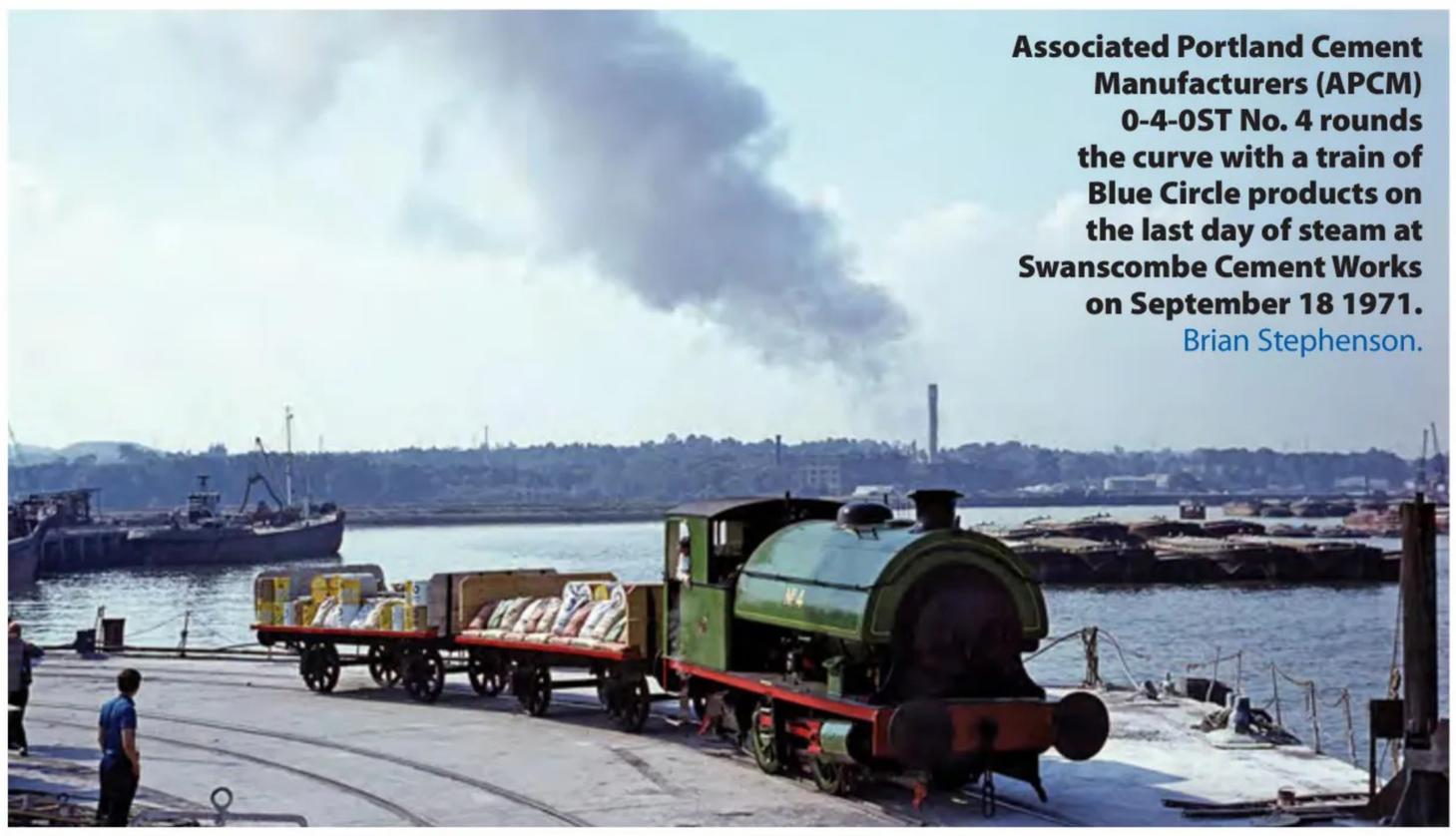
Another private system that bristles with possibilities was that built to serve the breweries of Burton on Trent. This had a great deal of track, much of it in an urban environment, and it included no fewer than 32 road crossings within the town. Of interest is that signalboxes, gated crossings and semaphore signals were all provided, despite the private nature of the system. For many years small steam tank engines could be seen shuttling up and down between houses and warehouses, with these later being joined by diesels from companies such as Sentinel and the Yorkshire Engine Company. The railway brought ingredients in to the various facilities and took finished products out to exchange sidings meaning that there was a huge variety of types of wagon to be seen, and it even had passenger carriages for VIP workings.

Railways also played an integral part in the development of the trade in liquid fuels, such as petrol, diesel and oil. Most refineries had railway connections and some had their own engines to move tankers around to filling points. However, as there was much less a requirement for internal movement of goods, this activity was not as marked as it was in other industries. There are systems that could provide inspiration, such as that which connected the oil storage facility at Hamble in Hampshire to the Southampton-Portsmouth main line.

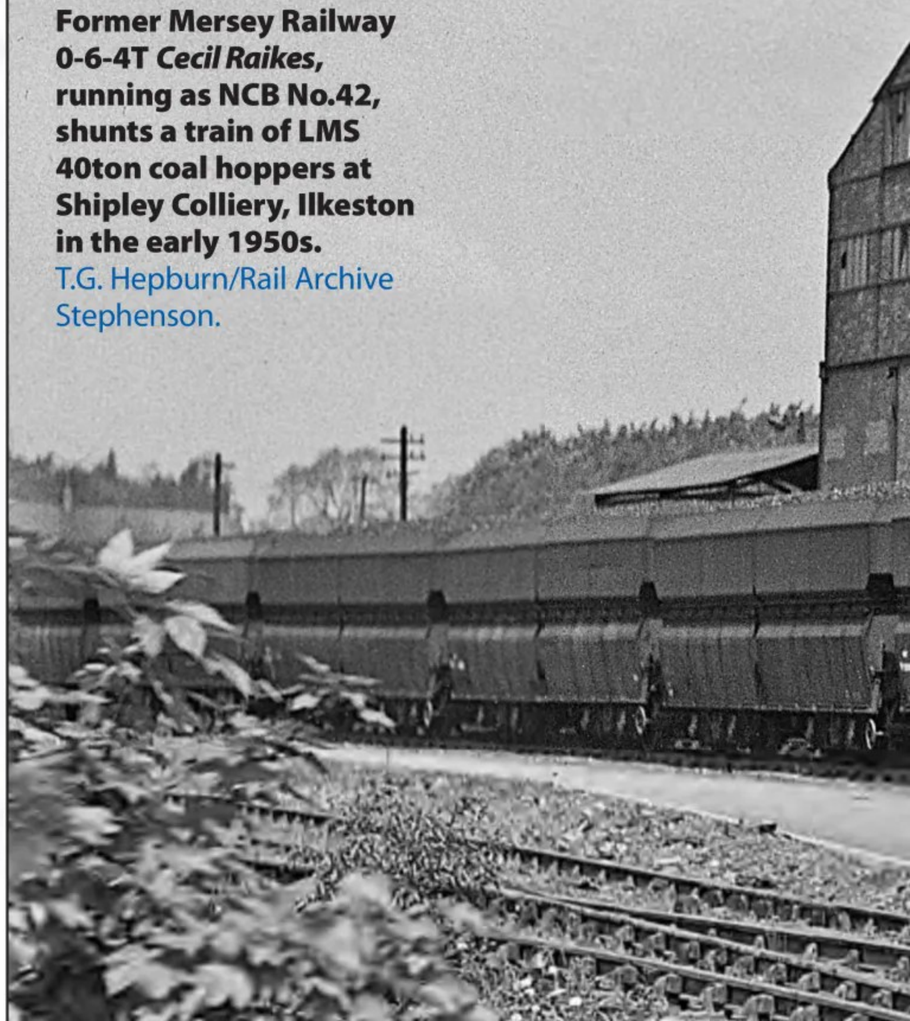
Built in 1917 for military purposes, this line saw a regular movement of tankers along a route that is partly rural in



Former BR Class 20 20056, now a Harry Needle Railroad Company hire locomotive and bearing the TATA Scunthorpe Steelworks running number 81, negotiates the steelworks' complex with a pair of loaded bogie wagons on August 16 2014. Gordon Edgar/Railphotoprints.uk.



Associated Portland Cement Manufacturers (APCM) 0-4-0ST No. 4 rounds the curve with a train of Blue Circle products on the last day of steam at Swanscombe Cement Works on September 18 1971. Brian Stephenson.



Former Mersey Railway 0-6-4T *Cecil Raikes*, running as NCB No.42, shunts a train of LMS 40ton coal hoppers at Shipley Colliery, Ilkeston in the early 1950s. T.G. Hepburn/Rail Archive Stephenson.

Hattons MODEL RAILWAYS

Forthcoming Releases

Your Guide to New Models Preorderable at Hattons Model Railways.
Visit hattons.co.uk/directory for all the latest news & updates

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

Hattons



Andrew Barclay 0-4-0ST
Due: Q3 2024
Price: £85
Digital: 6-pin



SECR P Class 0-6-0T
Due: Q3 2024
Price: £85
Digital: 6-pin

HORNBY



LMS Turbomotive 4-6-2
Due: Q4 2023
Price: from £239.84
Digital: 21-pin



NER Class Y7 0-4-0T
Due: TBC 2024
Price: from £123.20
Digital: 18-pin



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



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

dapol



Class 59 (New Batch)
Due: Q1 2024
Price: from £152.96
Digital: 21-pin



Class 68 (New Batch)
Due: Q1 2024
Price: from £153
Digital: 21-pin

HELJAN



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 (Updated Model)
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: Q4 2023
Price: £102.59
Digital: 6-pin

OO Gauge Multiple Units

HELJAN



W&M 4-wheel Railbus
Due: Q4 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 2024
Price: from £330.65
Digital: 21-pin

HORNBY



Class 423 4-VEP EMU
Due: Q4 2023
Price: £326.69
Digital: 21-pin



Class 755 FLIRT BiMU
Due: TBC 2024
Price: £326.69
Digital: 21-pin

OO Gauge Coaches & Wagons

accurascale



BR Mk1 Suburbans
Due: Q4 2023
Price: £64.95
Digital: N/A



BR Mk2B & Mk2Cs
Due: Q4 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: Q4 2023
Price: £32.13 each
Digital: N/A



JHA P&D Hoppers
Due: Q4 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

Hattons



ZZA Beilhack Snowploughs
Due: Q3 2024
Price: £70 (2-pack)
Digital: N/A



50t Warwell Wagons
Due: Q3 2024
Price: £25
Digital: N/A



Genesis 4 & 6 Wheel Coaches
Due: Q4 2023 - 2024
Price: from £33 each
Digital: 18-pin



Wisbech & Upwell Tramcar
Due: Q4 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: Q4 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locos

dapol

LMS Class 2MT 2-6-2T
Due: Q4 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: Q4 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: Q4 2023
Price: from £133.11
Digital: 18-pin

Class 43 HST (Updated)
Due: Q4 2023
Price: from £156.06
Digital: 18-pin

Class 56 (Retooled Body)
Due: Q3/ Q4 2024
Price: from £133.11
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: Q4 2023
Price: from £110.16
Digital: 18-pin

Class 87
Due: Q3 2024
Price: from £131.75
Digital: 18-pin

Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

N Gauge Multiple Units

dapol

Class 153 Sprinter
Due: Q4 2023
Price: **from** £119.30
Digital: 18-pin

Class 156 Super Sprinter
Due: Q4 2023
Price: from £146.88
Digital: 18-pin

Class 221 Super Voyager
Due: Q1 2024
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

dapol

Mk3 Packs & DVTs
Due: Q4 2023
Price: Prices vary
Digital: 18-pin

Grampus Open Wagons
Due: Q4 2023
Price: £16.48 each
Digital: N/A

LNER Dynamometer Car
Due: TBC 2024
Price: £84.95
Digital: N/A

OAA Open Wagons
Due: TBC 2024
Price: £59.45 each
Digital: N/A

SECR Freight Packs
Due: TBC 2024
Price: £84.96 (4pk)
Digital: N/A

SECR 5 & 7 Plank Wagons
Due: TBC 2024
Price: £59.46 (3pk)
Digital: N/A

SECR 10t Covered Vans
Due: TBC 2024
Price: £59.46 (3pk)
Digital: N/A

O Gauge Steam Locos

dapol

Class J94 Austerity 0-6-0ST
Due: Q4 2023
Price: from £229.50
Digital: 21-pin

BR Standard 3MT 2-6-2T
Due: Q4 2023
Price: from £527.85
Digital: 21-pin

GWR Class 55xx 2-6-2T
Due: TBC 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

Ruston 48DS Shunter
Due: Q3 2024
Price: £169.15
Digital: 18-pin

Class 02 Shunter
Due: Q4 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 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

Class 153 DMU
Due: Q2 2024
Price: from £339.15
Digital: 21-pin

O Gauge Coaches & Wagons

dapol

TTA Tank Wagons
Due: Q4 2023
Price: £78.03 each
Digital: N/A

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: Q4 2023
Price: £68
Digital: N/A

HELJAN

LMS Inspection Saloon
Due: Q4 2023
Price: TBC
Digital: 21-pin

BR Mk2/ Mk2A Coaches
Due: Q4 2023
Price: from £254.15
Digital: N/A

SR CCT/ PMV Vans
Due: Q1 2024
Price: from £211.65
Digital: N/A

35t Class B Tanks
Due: Oct 2023
Price: from £105.40
Digital: N/A

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Please note - Images shown here may not be fully representative of the final products. Errors excepted.

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OO Gauge (1:76 Scale)

Steam locos



R30216 Class A3 4-6-2 2573 'Harvester' in LNER green - diecast footplate & firebox flicker (Hor) £227.69



R30233 Liverpool & Manchester Railway 0-4-2 No.58 'Tiger' Train Pack three granite wagons (Hor) £206.99

Diesel locos



4D-003-019 Class 52 'Western' D1004 "Western Crusader" in BR green small yellow panel (Dap) NEW £160.65
4D-003-019D Class 52 'Western' D1004 "Western Crusader" in BR green small yellow panel - Digital fitted (Dap) NEW £188.19



4D-003-020 Class 52 'Western' D1033 "Western Trooper" in BR blue (Dap) NEW £160.65
4D-003-020S Class 52 'Western' D1033 "Western Trooper" in BR blue - Digital fitted sound (Dap) NEW £298.35



4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power (Dap) (RRP £173.20) . . BARGAIN . £129.95



4D-005-002 Class 59/2 59206 "John F Yeoman" in DB Schenker (Dap) (RRP £173.20) . . . . . BARGAIN . £129.95



R30157 Class 60 60002 "Capability Brown" in Railfreight Petroleum triple grey (Hor) (RRP £223.99) BARGAIN . £162



R30027 Class 60 60028 in Cappagh Group light blue (Hor) (RRP £228.99) . . . . . BARGAIN £165



R30013 Ruston 48DS 4wDM shunter 200793 "Gower Princess" in plain black flat wagon in Pontypool & Blaenavon Railway bauxite (Hor) NEW £98.09

Electric locos



R30031 Class 87 87009 "City of Birmingham" in Intercity Executive (Hor) £196.19

HSTs



R30098 Pair of Class 43 HST Power Cars 43004 "Caerphilly Castle" and 43155 "Rougemont Castle" in GWR Green (Hor) £326.69



R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains (Hor) . . . £326.69



R30204 Pair of Class 43 HST Power Cars 43058 and 43059 in Rail Charter Services green (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

EMUs



R30229 Class 370 APT 7 car pack 370003 & 370004 in Intercity APT black window surrounds (Hor) £528.29

Coaches

R40008 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975804 in BR departmental olive green (Hor) (RRP £42.49) . . . . . BARGAIN £19



R40006 ex-Mk1 SK Ballast cleaner train staff coach DB 975805 in BR departmental olive green (Hor) (RRP £42.49) BARGAIN £19



R40102 Liverpool and Manchester Railway 4 wheel third class open coaches - pack of 3 (Hor) (RRP £84.99) BARGAIN £60



R4974 Mk1 RB restaurant buffet IC1667 in Intercity Executive (Hor) (RRP £42.49) . . . . . BARGAIN £19

Public Service vehicles



76VEO002 Volvo FL Emergency One Pump Ladder South Wales Fire & Rescue Service (Oxf) NEW £25.50

Military ground vehicles



76K2001 RASC Katy Western Desert Austin K2 Ambulance (Oxf) NEW £14.50

OO9 Narrow Gauge

Steam locos



391-030 Baldwin Class 10-12-D 4-6-0T 4 in Snailbeach District Railways black - weathered (Bac) NEW . . £144.46



51-251-F Ffestiniog 'Small England' 0-4-0TT 1 "Princess" in Ffestiniog Railway green (Pec) (RRP £150) BARGAIN . . . £125



51-251-A Ffestiniog 'Small England' 0-4-0TT 1 "Princess" in Ffestiniog Railway maroon (Pec) £135

N Gauge

Steam locos



2S-011-009 Class A3 4-6-2 60077 "The White Knight" in BR green early emblem (Dap) £146.84



2S-016-010 Class M7 0-4-4T 30673 in BR lined black early emblem (Dap) £89.92

Coaches



2P-011-174 Gresley 1st Class in BR Maroon - E11035E (Dap) NEW £29.74



2P-011-076 Gresley 2nd Class in BR Maroon - E12105E (Dap) NEW £29.74
2P-011-077 Gresley 2nd Class in BR Maroon - E12108E (Dap) NEW . . £29.74
2P-011-014 Gresley 3rd Class in LNER Teak - 10044 (Dap) NEW . £29.74



2P-011-012 Gresley 3rd Class in LNER Teak - 61626 (Dap) NEW . £29.74
2P-011-013 Gresley 3rd Class in LNER Teak - 61628 (Dap) NEW . £29.74



2P-011-210 Gresley Brake Composite in LNER Teak - 5547 (Dap) NEW £29.74
2P-011-211 Gresley Brake Composite in LNER Teak - 5549 (Dap) NEW £29.74



2P-011-306 Gresley Buffet in LNER teak - 9132 (Dap) NEW . . . £29.74

O Gauge (1:43 Scale)

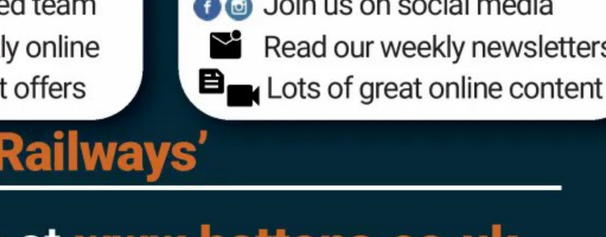
Diesel locos



1753 Class 17 'Clayton' D8607 in BR green small yellow panels - weathered (Hel) (RRP £569) . . BARGAIN £349



5855 Class 58 58034 'Bassetlaw' in Railfreight grey red stripe - weathered (Hel) NEW £653.65



5853 Class 58 in Railfreight Coal Sector triple grey - unnumbered (Hel) NEW £636.65



5851 Class 58 in Railfreight grey red stripe - unnumbered (Hel) NEW £636.65

DMUs



1900 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and monogram (Hel) (RRP £569) BARGAIN £349

Wagons



7F-068-001 12 ton 'Mogo' van in GWR grey - 126342 (Dap) NEW . . £47.18
7F-065-003 LMS 12 ton van in BR bauxite - M508580 (Dap) NEW £47.18

Cars



VA15201 Ford Ranger Raptor Special Edition in Ford Performance blue (Cor) NEW £34

Public Service vehicles



VA15202 Ford Ranger Raptor in Police Demonstrator (Cor) NEW £34.19

Commercial vehicles



43CF005 Bedford CF Ice Cream Van C J Copner (Oxf) NEW £17

All items in stock when advert created. Prices valid until 04/10/23. Errors excepted.

Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

16/17 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Redditch B98 8DS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: *www.redditch-mrc.com*
Features: Layouts, trade support, refreshments and parking.

17 CLEVELAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Day membership £1, children 50p
Website: *www.clevelandmrc.club*
Features: Meet club members and see layout projects in development, displays, refreshments, parking and disabled access.

17 OXRAIL 2023

Hosts: Oxford and District Model Railway Club
Location: Cherwell School, Ferry Marston Road, Oxford OX2 7EE
Times: 10.30am-4pm
Prices: TBA
Website: *www.oxfordmrc.org.uk*
Features: Layouts, trade support, societies, parking and disabled access.

23 BEACON RAIL 2023

Hosts: Tring and District Model Railway Club
Location: Memorial Hall, Vicarage Road, Pitstone, Bedfordshire LU7 9EY
Times: 10.15am-4.30pm
Prices: Adults £3, children £1.50, family (2+2) £7
Website: *www.tringmrc.co.uk*
Features: Eight layouts, trade support, refreshments, parking and disabled access.

23/24 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney, Lincolnshire PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family £10
Website: *http://bostonmrs.50webs.org*
Features: Seven layouts, trade support, refreshments, parking and disabled access.

23/24 SCALEFORUM 2023

Hosts: Scalefour Society
Location: Cressex Community School, Holmers Lane, High Wycombe HP12 4QA
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £12 (valid both days)
Website: *www.scaleforum.org*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

23/24 SPA VALLEY MODEL RAILWAY EXHIBITION

Hosts: Spa Valley Railway
Location: Tunbridge Wells West station, Nevill Terrace, Tunbridge Wells TN2 5QY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £15, accompanied children £7.50, family £38 (inclusive of unlimited train travel)
Website: *www.spavalleyrailway.co.uk*
Features: 30 layouts, trade support, refreshments, parking and disabled access.

23/24 STAFFORD MODEL RAILWAY EXHIBITION

Hosts: Stafford Railway Circle
Location: Bingley Hall, Staffordshire County Showground, Weston Road, Stafford ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £15, accompanied children free
Website: *www.staffordrailwaycircle.org*
Features: 50 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free bus between venue and Stafford railway station.

30 HADDENHAM MODEL RAILWAY EXHIBITION

Hosts: Risborough and District Model Railway Club
Location: Haddenham Village Hall, Banks Road, Haddenham HP17 8EE
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Website: *www.rdmrc.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

30 KEMPSTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Kempston and District MRS
Location: Kempston East Methodist Church, Bedford Road, Kempston, Bedfordshire MK42 8DA
Times: 10am-4pm
Prices: Adults £5, accompanied children under 15 free
Website: *www.facebook.com/KempstonDistrictMRS*
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

30 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St Peter's Church Hall, Church Road, Earley, Reading RG6 1EY
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £11
Website: *www.lvmrc.co.uk*
Features: Ten layouts, trade support, refreshments and limited disabled access.

30 STOURPORT MODEL RAILWAY EXHIBITION

Hosts: Wyre Forest Model Railway Club
Location: Stourport Community Centre, Lickhill Road, Stourport on Severn, Worcestershire DY13 8RW
Times: 10am-4pm
Prices: Adults £2, accompanied children under 12 free
Website: *www.wyreforestmrc.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

30 TRIMLEY ST MARTIN MODEL RAILWAY EXHIBITION

Location: Memorial Hall, Trimley St Martin, Ipswich IP11 0RJ
Times: 10am-4pm
Prices: Adults £5, children £2
Contact: 01394 284398
Features: Layouts, trade support, refreshments, parking and disabled access.

30/1 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: SS Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
Times: Sat 10am-5pm, Sun 11am-4pm
Prices: Adults £4, concessions £3, accompanied children £2, family (2+2) £10
Website: *www.cdmrs.co.uk*
Features: Layouts and trade support.

30/1 DORKING AUTUMN MODEL RAILWAY EXHIBITION

Hosts: Dorking and Horsham Model Railway Clubs
Location: Ashcombe School, Ashcombe Road, Dorking, Surrey RH4 1LY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children £3, family £10
Website: *www.dadmrc.co.uk* and *www.horshammrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

30/1 NORTH EAST O GAUGE EXHIBITION

Hosts: North East O Gauge Group
Location: Nissan Sports and Social Club, Washington Road, Sunderland, Tyne and Wear SR5 3NS
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8 (£12), children £3 (£6) – two day ticket price in brackets
Website: *www.neog.uk*
Features: 12 layouts, trade support, demonstrations, refreshments, parking and disabled access.

October

1 ILFORD AND WEST ESSEX MODEL RAILWAY CLUB OPEN DAY

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

7 CRADLEY HEATH MODEL RAILWAY EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Rowley Learning Campus, Curral Road, Rowley Regis B65 9AN
Times: 10am-4.30pm
Prices: Adults £7, accompanied children £3, family (2+2) £15
Website: *www.cradleyheathmrc.co.uk*
Features: 30 layouts, trade support, outdoor train rides, refreshments, parking and disabled access.

7 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.

PLANNING AN EXHIBITION?

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

FULL LISTING ONLINE!

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

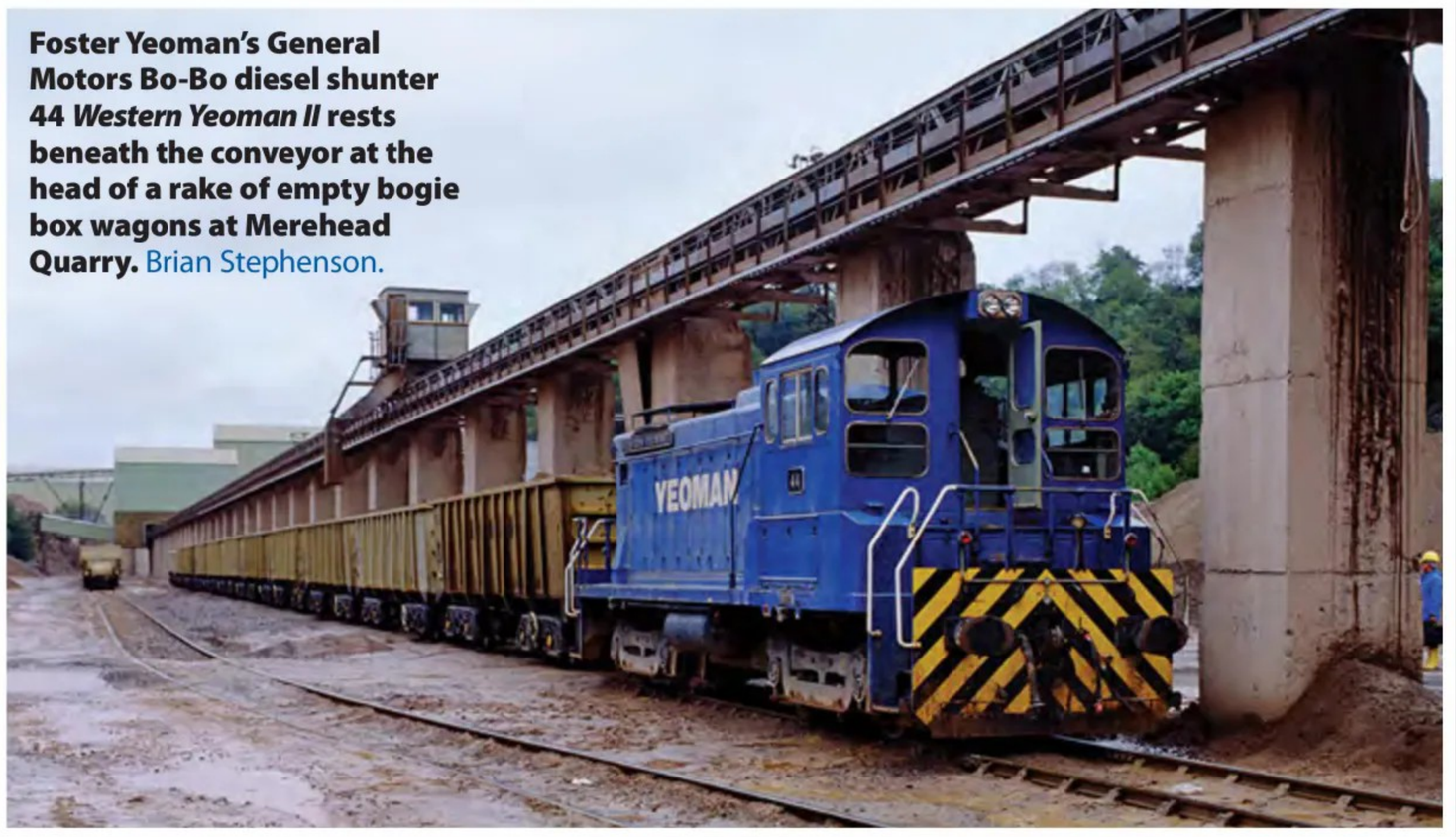
nature but which also passes allotments, level crossings and houses and perhaps uniquely ran across the runway of what was once an air training school! The line saw various loaned Southern Railway steam locomotives in the 1920s, following which a number of 0-4-0 and 0-6-0 industrials were used before diesels took over. In BR days Class 73s and Class 08s ventured down there. Unfortunately, the line is currently disused though the metals are still in place.

Private lines built to serve agriculture were usually swallowed up by the national system but one exception was the Derwent Valley Railway near York. This 16-mile-long line opened in 1912 and had ten stations, most of them with little by way of facilities. A sparse passenger service operated until the 1920s but after that the line settled down to moving goods on a sporadic basis. For most of its life, main line locomotives were used but in the late 1960s three ex-BR Class 04s and a Fowler industrial were purchased, later to be joined by a 'J72' 0-6-0T used on an ill-fated steam tourist service. The line's derelict but small stations cry out for modelling, especially for those looking for a compact prototype.

POWER TO THE PEOPLE

Power stations also provide inspiration for, in the days of coal, most had some form of internal traction to move the coal wagons from the delivery sidings to the boilers. There were some very interesting innovations on these sites with many pioneering the use of electric traction – the power for which was of course effectively free. The Lancashire Electric Power Company had a fleet of four Bo-Bo steeple cab locomotives at Kearsley power station, running off 500V DC overhead wires. Built from 1928 onwards these were rated at about 200hp and moved coal wagons until superseded by diesels.

Smaller electric four-wheel locomotives were used at many other power stations including at Spondon in Derbyshire and at Southampton, with many of these also being capable of being operated on battery power. Although these



Foster Yeoman's General Motors Bo-Bo diesel shunter 44 *Western Yeoman II* rests beneath the conveyor at the head of a rake of empty bogie box wagons at Merehead Quarry. Brian Stephenson.

locomotives are not available from any of the major model manufacturers, a layout based on one of them would be an interesting prospect.

For those seeking a really unusual industrial prototype, the private branch to the High Royds Hospital near Menston in Yorkshire would rank high on the list. A half-mile-long line was built to take supplies up to the hospital, particularly coal. This railway had interchange sidings, a small tunnel, locomotive shed and coal hoppers which had to be emptied by some of the male patients. Originally it was worked by a small industrial steam engine but because of the steep gradient this was found to be ineffective and so, in 1897, the line was electrified using the overhead system but the electric locomotive provided could only manage one coal wagon up the hill, leading to a more powerful one taking over a couple of decades later.

FACTORY SYSTEMS

In the steam era, when railways were the predominant method of transport, almost every large factory had some sort of railway connection and there are numerous photographs available showing little yards with only one or two sidings. Many of the smaller ones were shunted by horses, but even modestly-sized companies had their own steam locomotive to handle the traffic. Many of these companies were served by a daily pick-up goods which provided further variety while the larger yards sometimes had several locomotives in use.

Even today there are a surprisingly large number of private lines still carrying traffic and although the colliery railways have gone, those in the steelworks are still very active, while our docks thrive, but mainly using main line traction. One twist to the tale is that some of our heritage railways have performed the same function as the private yards of old. For many years there was a flow of lighting components over the Bodmin and Wenford Railway; coal trains have originated on the Weardale Railway and the West Somerset has provided facilities for construction materials to travel over it. One railway, the Ribble Steam Railway at Preston, has a regular flow of bitumen tanks, making it the nearest thing to one of the industrial private railways of the past.

Industrial railways offer an almost endless set of possibilities for modellers, particularly those with limited space. The introduction of so many steam and diesel locomotives suited to such layouts is most welcome and will hopefully lead to an increase in interest in this area of our history. **HM**

- **Visit our Railway Realism archive at *www.keymodelworld.com* for more historial 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.

September 2023

9 CAMBRIDGE MODEL RAILWAY EXHIBITION

Hosts: 31A (Cambridge) Model Railway Club
Location: Comberton Village College, West Street, Comberton, Cambridge CB23 7DU
Times: 10am-4pm
Prices: Adults £7, accompanied children £3
Website: *www.cambridge31a-mrc.org.uk*
Features: 13 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

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 ROMILEY METHODIST RAILWAY MODELLERS FAMILY FUNDAY

Hosts: Romiley Methodist Railway Modellers
Location: Romiley Methodist Church, Stockport Road, Romiley, Stockport, SK6 3AA
Times: 10am-4pm
Prices: By donation
Website: *http://rmrmclub.com*
Features: Layouts, trade support and refreshments.

9/10 FAVERSHAM MODEL RAILWAY EXHIBITION

Hosts: Faversham Model Railway Club
Location: The Abbey School, London Road, Faversham, Kent ME13 8RZ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children £3
Website: *www.favershammrc.org.uk*
Features: Layouts, trade support, societies, refreshments and parking.

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 running on Saturday between venue and Leamington Spa railway station (£4 each way).

9/10 LEIGH MODEL RAILWAY EXHIBITION

Hosts: Leigh Model Railway Society
Location: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Leigh, Gtr Manchester WN7 4JY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *https://leighmodelrailwaysociety.wordpress.com*
Features: Layouts, trade support, model displays, refreshments, parking and disabled access.

9/10 SWANSEA MODEL RAILWAY EXHIBITION

Hosts: Swansea Railway Modellers Group
Location: LC Swansea, Oystermouth Road, Swansea SA1 3ST
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8, accompanied children £1
Website: *www.srmg.org.uk*
Features: 21 layouts, trade support, demonstrations, refreshments, parking and disabled access.

9/10 SWINDON RAILWAY FESTIVAL

Hosts: STEAM – Museum of the Great Western Railway
Location: STEAM – Museum of the Great Western Railway, Firefly Avenue, Swindon SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £14.50, concessions £11, children £9.70, family from £30.50
Website: *www.steam-museum.org.uk*
Features: 20 layouts, trade support, demonstrations, museum displays, refreshments, parking and disabled access.

9/10 TAUNTON MODEL RAILWAY GROUP OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Bishop's Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Small admission charge
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display, refreshments and parking.

10 BURTON MODEL RAILEX 2023

Hosts: Burton Railway Society
Location: The Scout Headquarters, Station Road, Rolleston on Dove, Burton upon Trent, DE13 9AB
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.burtonrailwaysociety.co.uk*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

16 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Willand, Near Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £5, children £1.50
Website: *www.cvmrc.co.uk*
Features: 14 layouts, trade support, refreshments, parking and disabled access.

16 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: Lichfield Life Church, Netherstowe, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: *www.tvmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

16 MID ESSEX MODEL RAILWAY EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: ACL Brentwood (Bishops Hill), Rayleigh Road, Hutton, Brentwood CM13 1BD
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £15
Website: *www.midessexmrc.org*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

16/17 009 SOCIETY 50TH ANNIVERSARY EXHIBITION

Hosts: OO9 Society
Location: Statfold Barn Narrow Gauge Museum, Ashby Road, Tamworth, B79 0BU
Times: Sat 10am-5pm (members only), Sun 10am-4pm (open to public)
Prices: Adults £14, concessions £11.50, children £6, family (2+2) £37.50
Website: *www.009society.com*
Features: 50 layouts, trade support, steam rides, museum exhibits, refreshments, parking and disabled access.

16/17 AYR MODEL RAILWAY GROUP EXHIBITION

Hosts: Ayr Model Railway Group
Location: Walker and Concert Halls, South Beach, Troon KA10 6EF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £4, family (2+2) £15
Website: *www.ayrmrg.co.uk*
Features: 11 layouts, trade support, societies, demonstrations, refreshments and parking.

16/17 BALA MODEL SHOW

Hosts: Bala Lake Railway (BLR)
Location: Bala School, Ffrydan Road, Bala, Gwynedd LL23 7RU
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £1, members £3
Website: *www.bala-lake-railway.co.uk*
Features: 20 layouts, trade support, societies, live steam, refreshments and parking. Free bus operating between venue and BLR.

16/17 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: YMCA Thornton Health and Fitness Centre, Victoria Road East, Thornton-Cleveleys, Lancashire FY5 3SX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, concessions £7, accompanied children free
Website: *www.blackpoolandnorthfyldemrc.co.uk*

Private and
INDUSTRIAL RAILWAYS

Thanks to the recent introduction of several new models of industrial prototypes, interest in non-main line railways has boomed over the last couple of years. **EVAN GREEN-HUGHES** examines the world of private railways and explains how they can inspire future modelling projects.

With the Wemyss Private Railway's extensive network of track in the background, WPR 'Austerity' 0-6-0ST No.15 rumbles by with a loaded coal train at Methil, Fife on July 14 1969. Mike Fox/Rail Archive Stephenson.

THE VERY FIRST RAILWAYS to be built in this country were not constructed with long-distance passenger travel in mind. They were built to move heavy goods, often for only a few miles, and might run from the likes of a colliery to a local foundry or perhaps from a quarry to a canal.

The first locomotive to run in this country did so in 1804 on the Penydarren Tramroad, a private system built to connect ironworks around Merthyr Tydfil with the Glamorganshire Canal. Stephenson's more famous Stockton & Darlington Railway was essentially a development of the area's colliery tramways.

After that, as is well known, railways developed very quickly in the first half of the 19th century with private companies undertaking the construction and development. Many years later these lines were amalgamated into four large private companies and then finally nationalised, giving us the main line network that we have all come to recognise.



Bass Railway No. 2 and Worthington No. 16 await their next turn of duty outside the locomotive shed at Bass, Burton on Trent on June 4 1963. A Baguley diesel can just be seen inside the shed.
Hugh Ballantyne/Railphotoprints.uk.

However, outside of these developments, there developed completely separately a huge number of private railways which were never brought into the main line system, many of these serving purely local needs while others grew to be substantial enterprises. »



Ellis Clark
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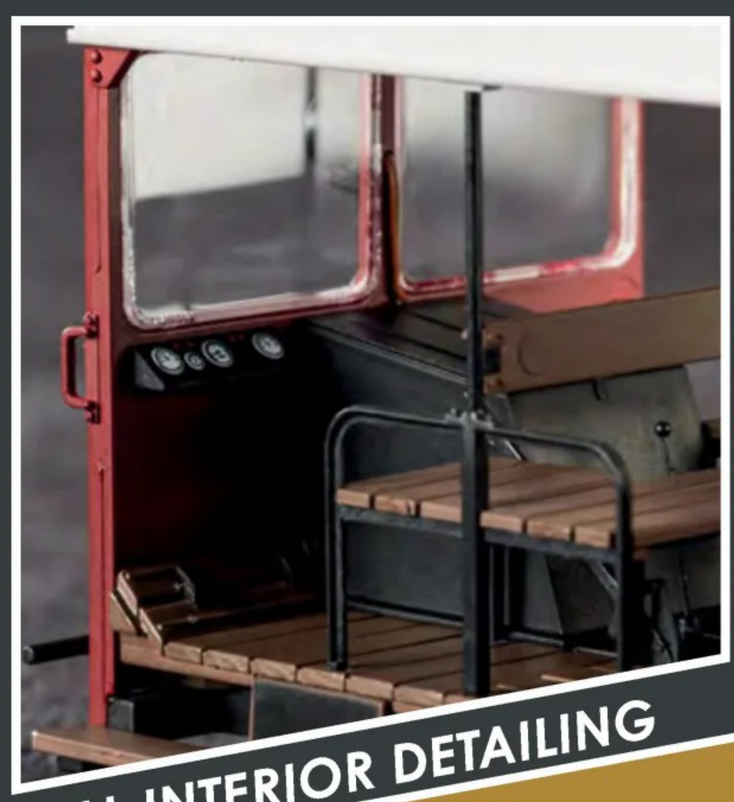

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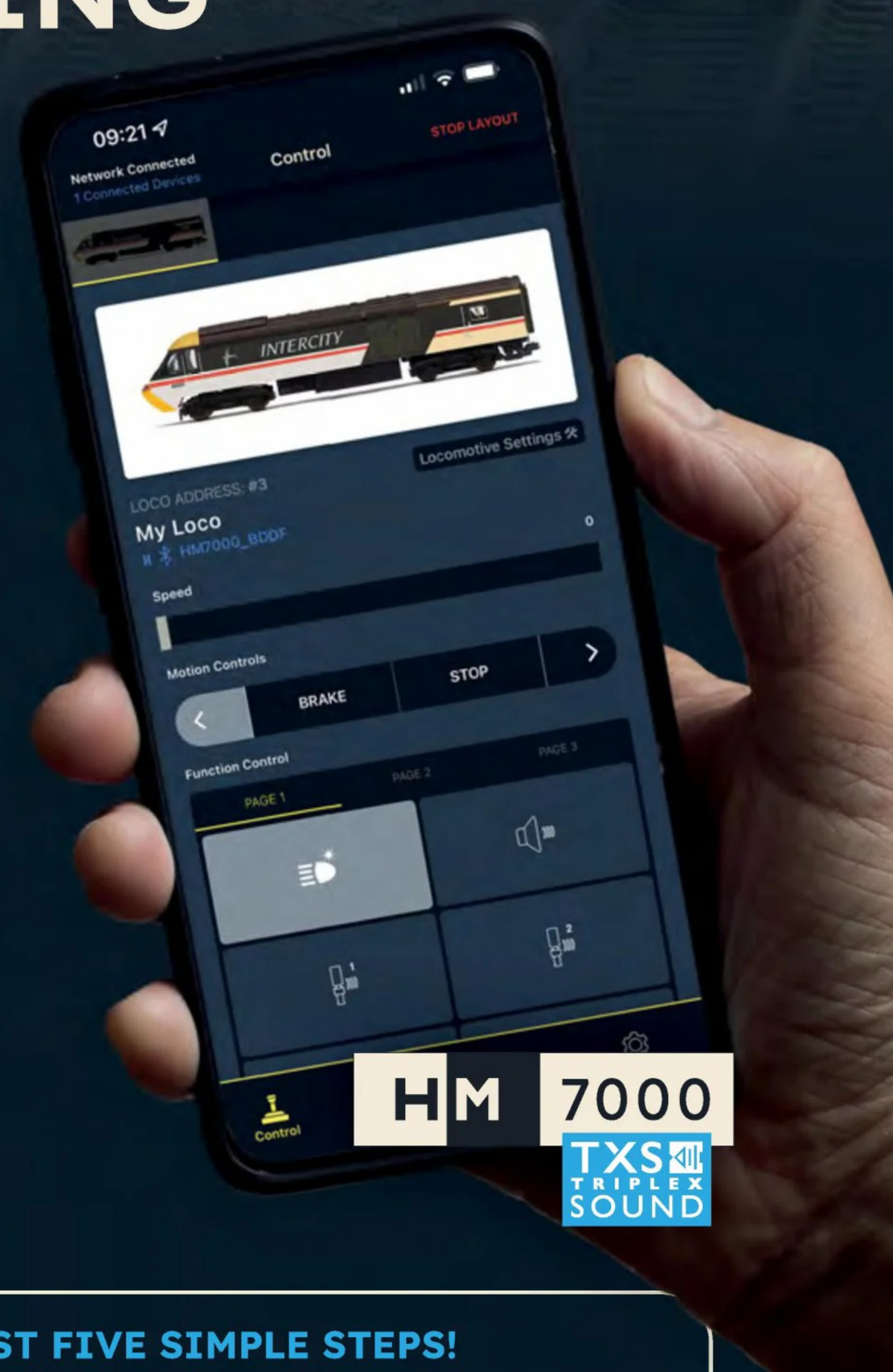

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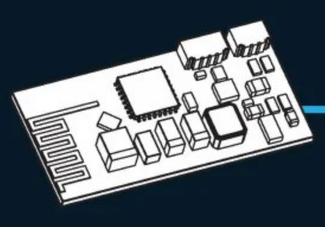

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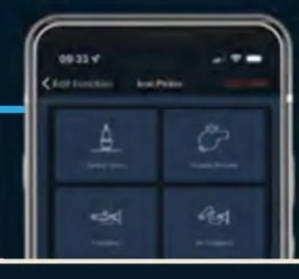

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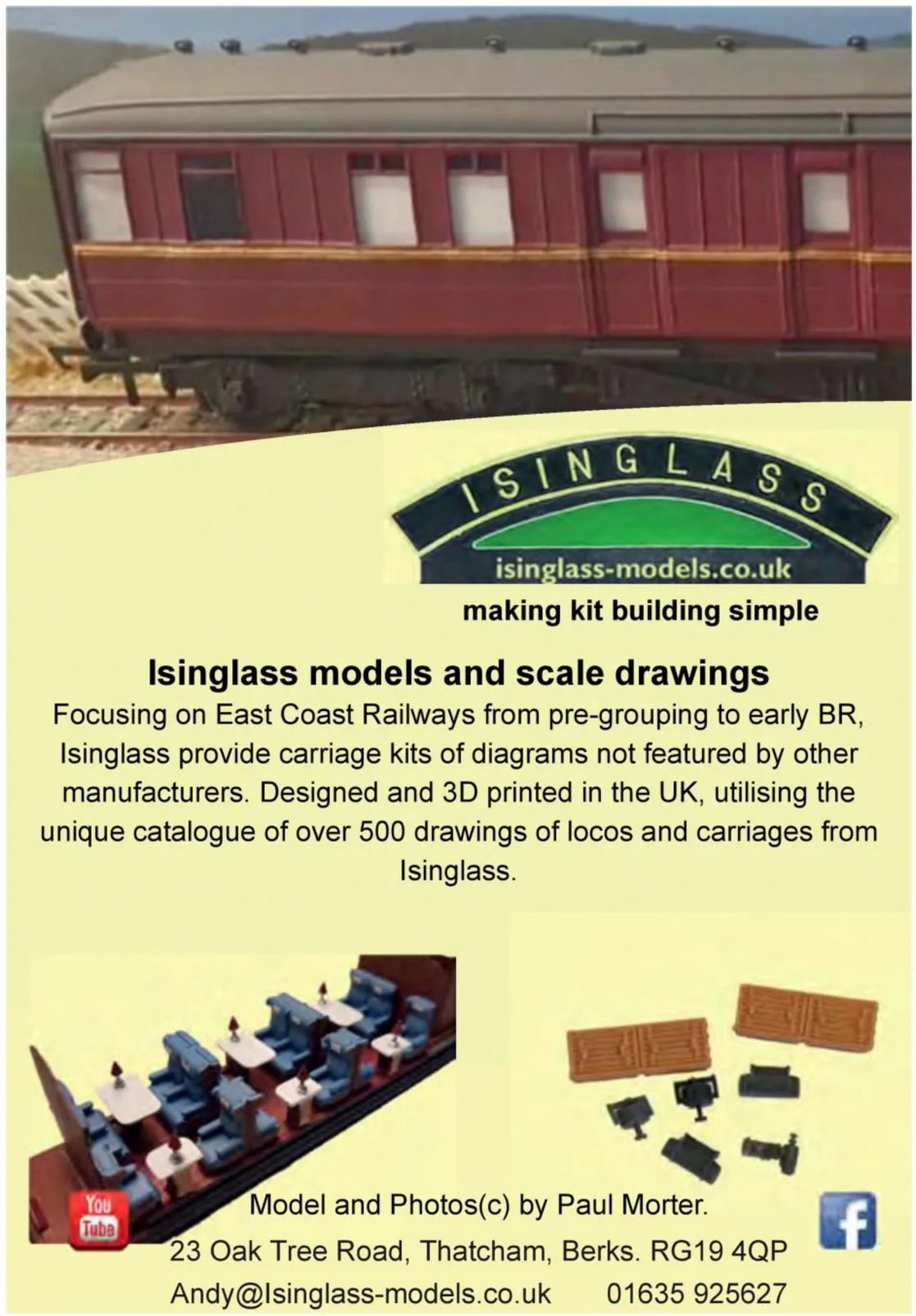

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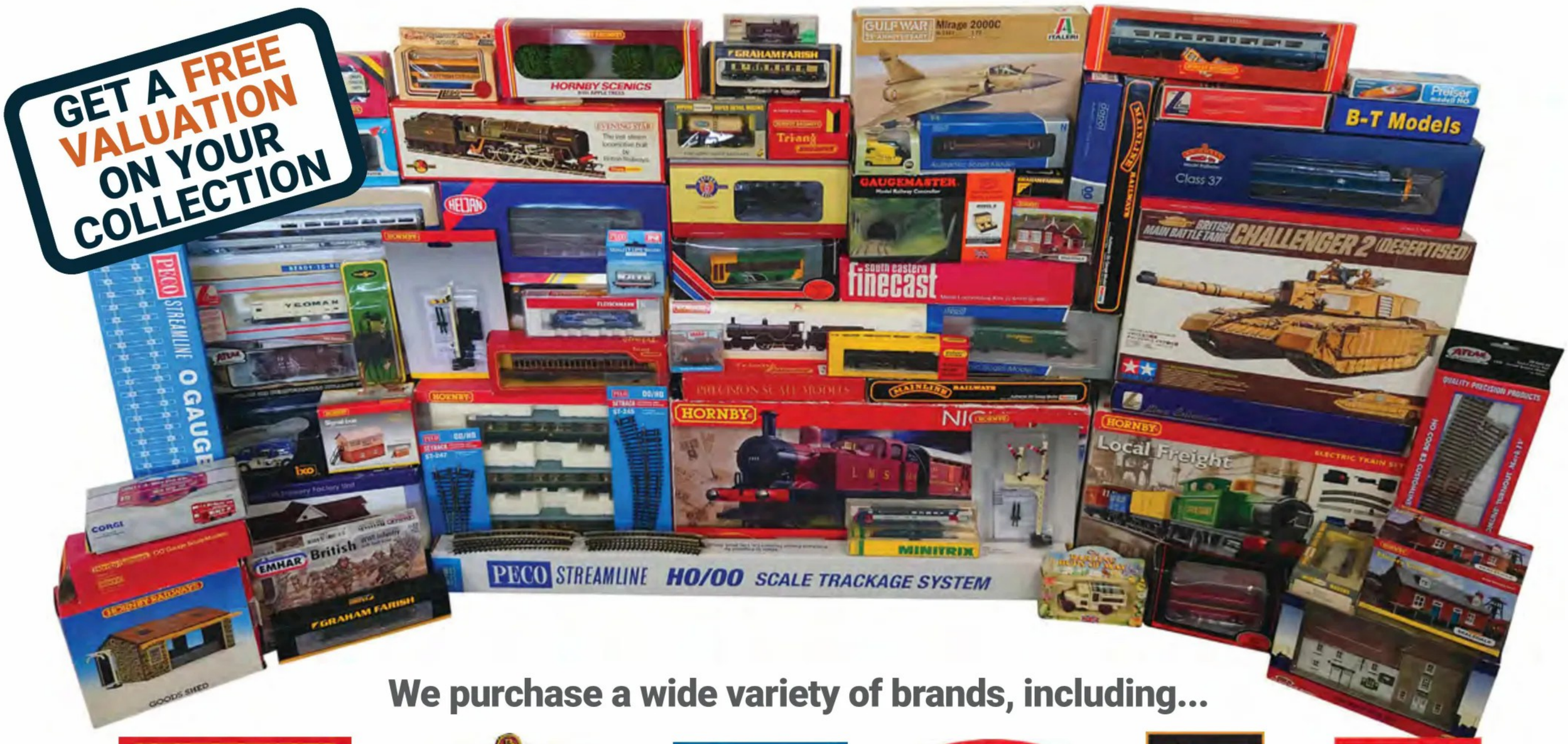

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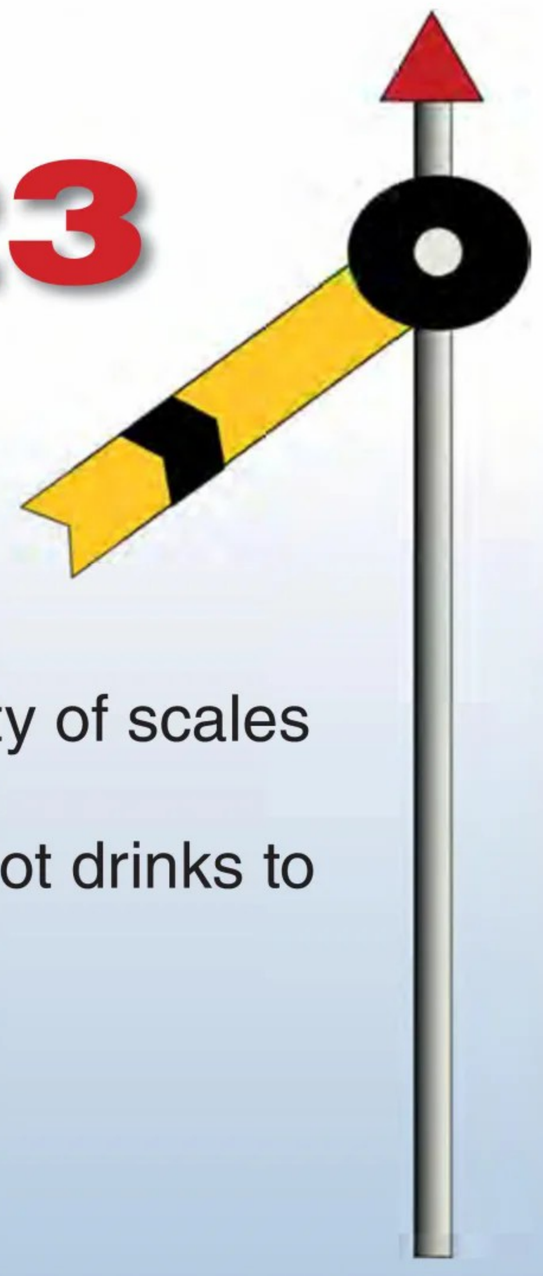

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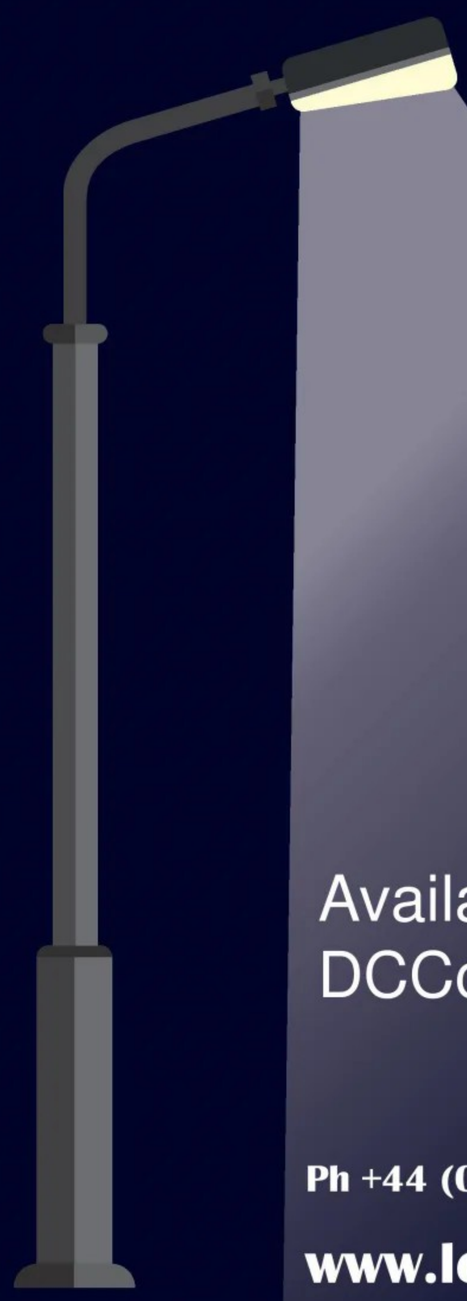

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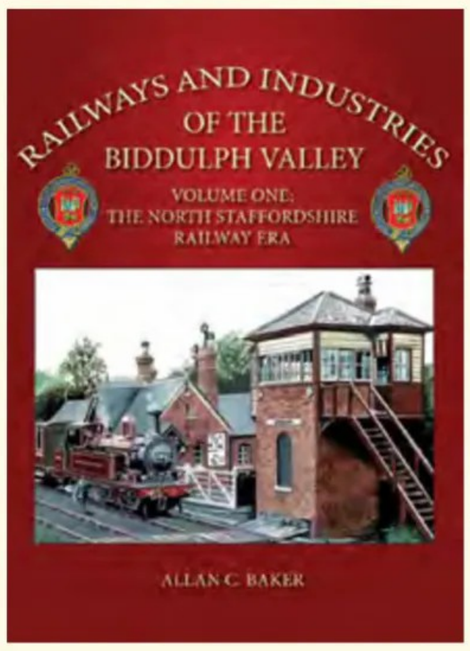

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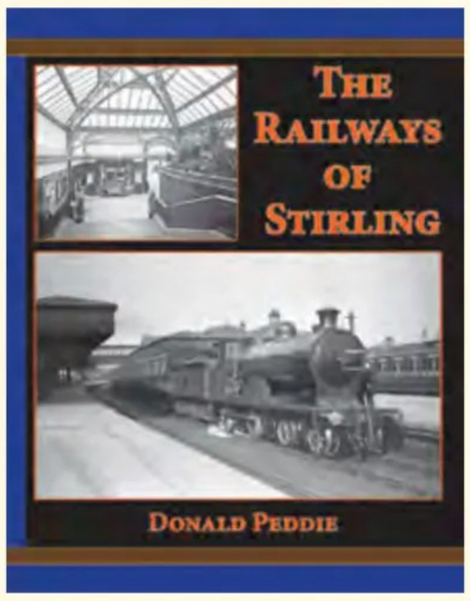

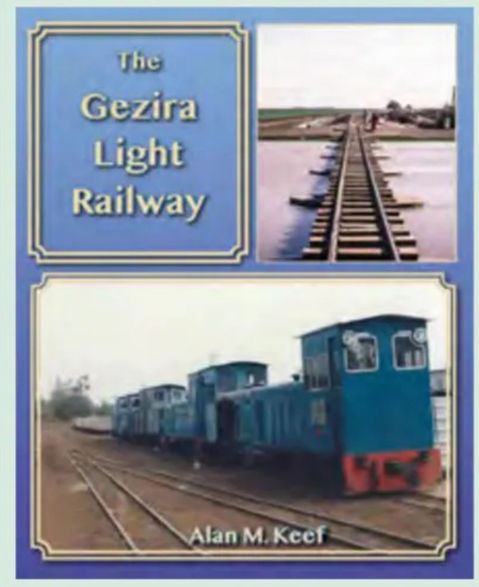

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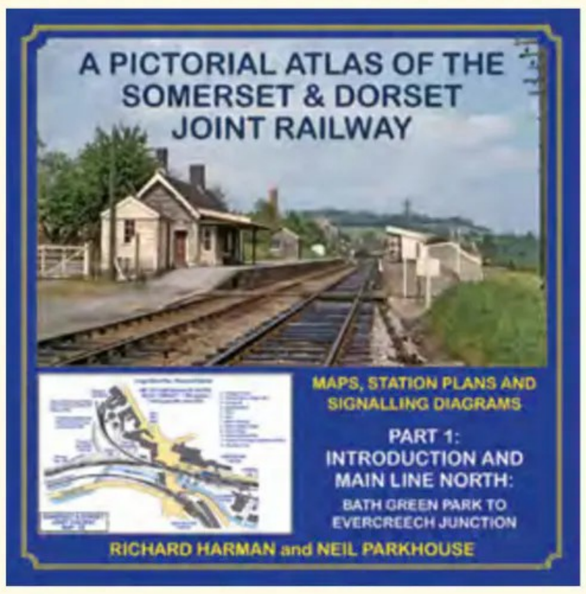

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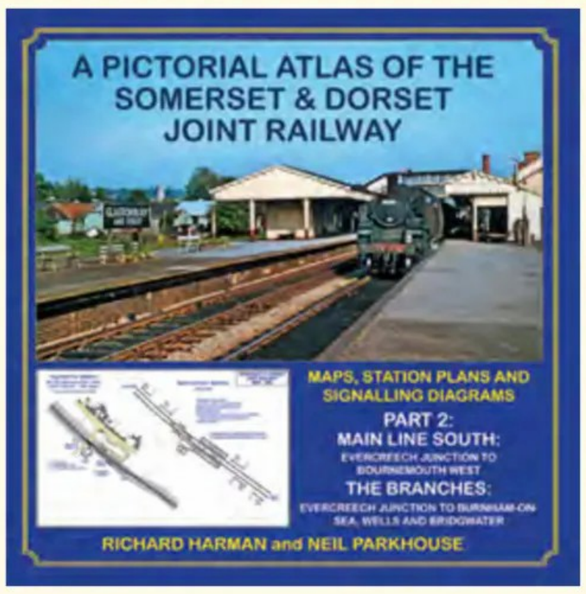

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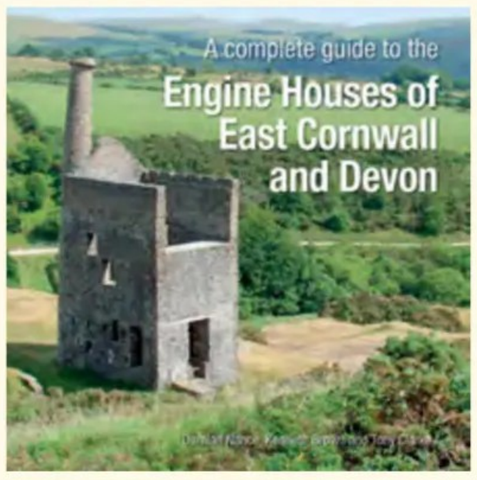

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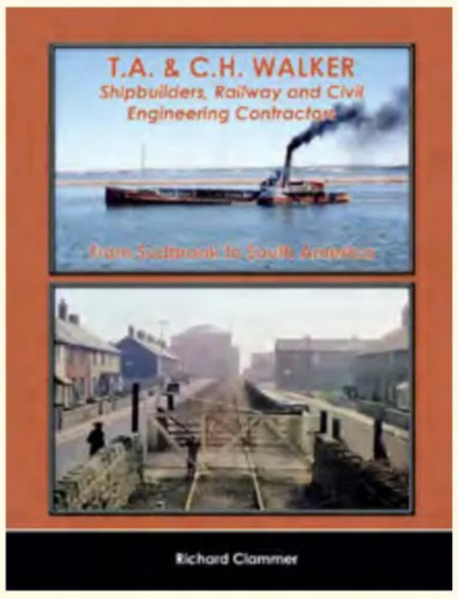

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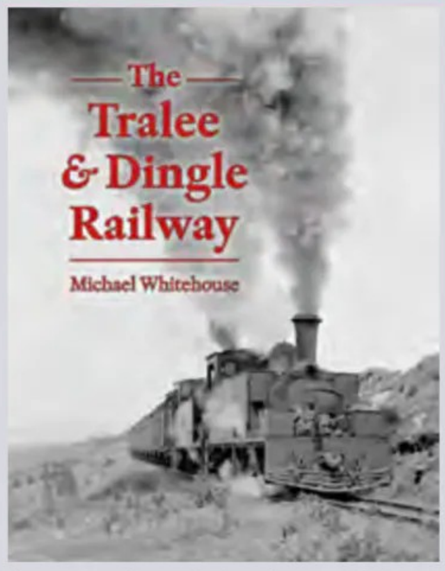

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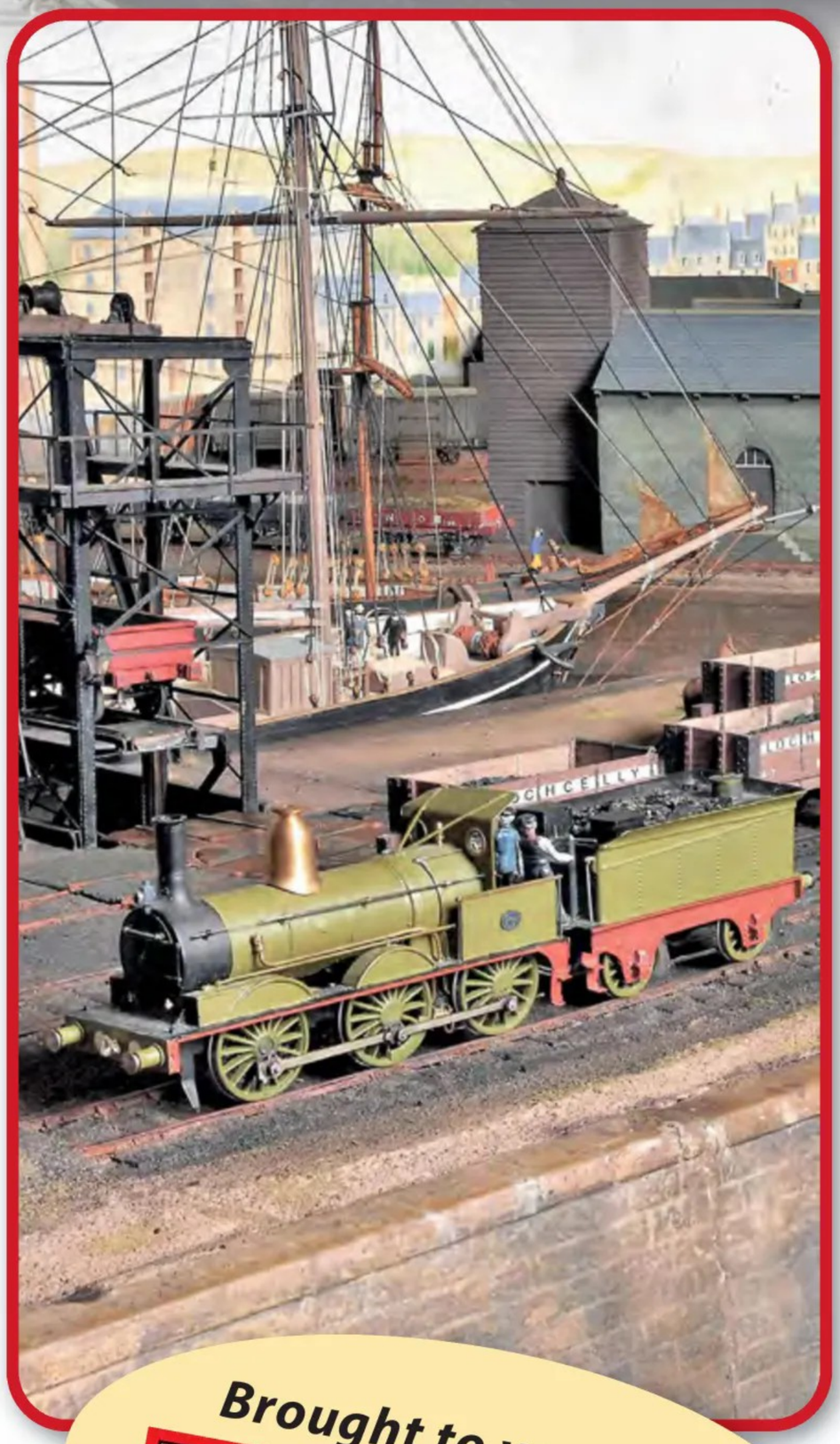

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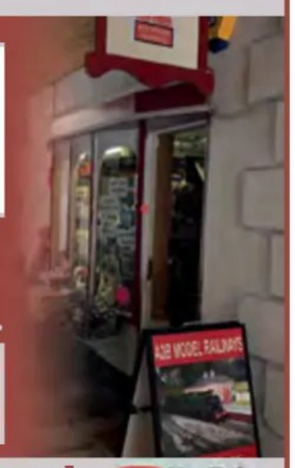

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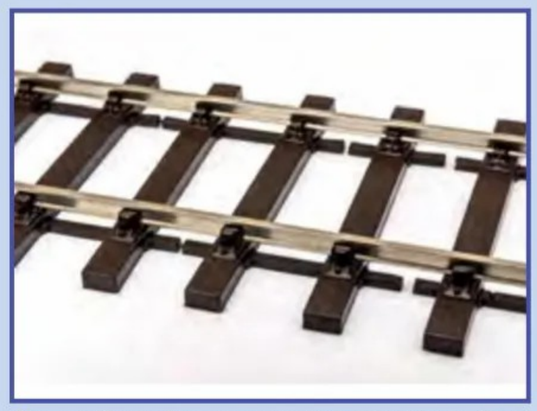

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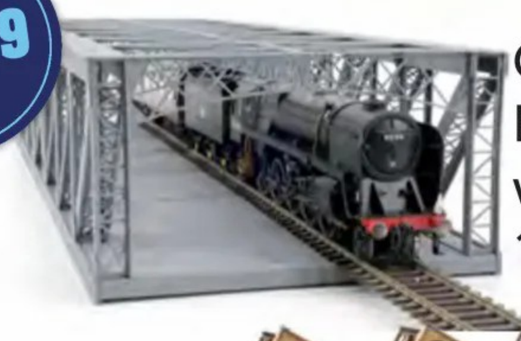

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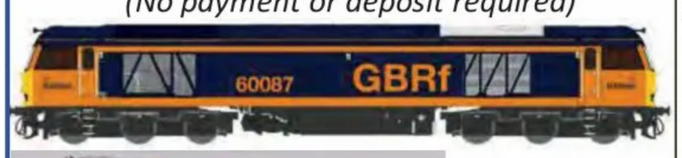



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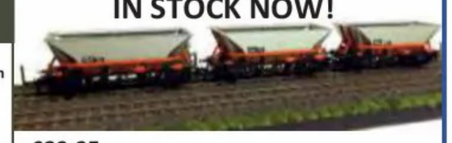

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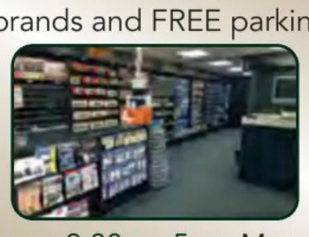

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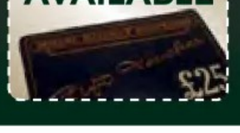

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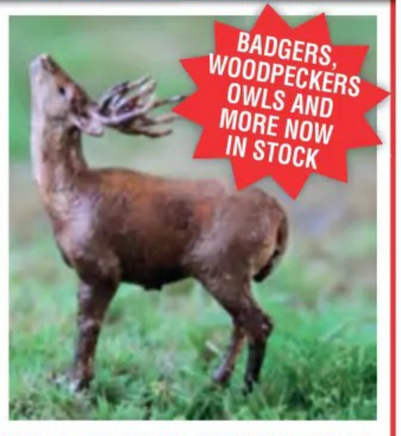

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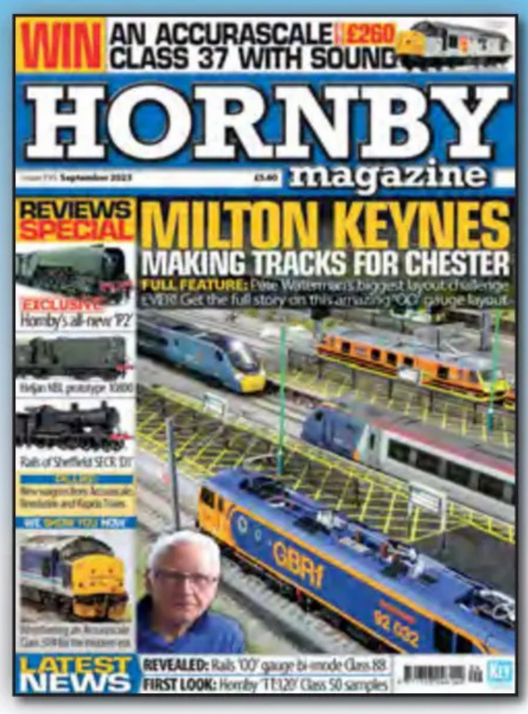

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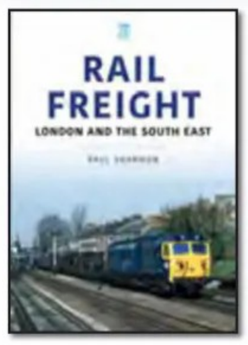

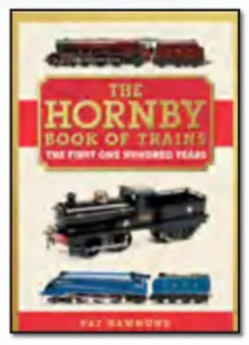



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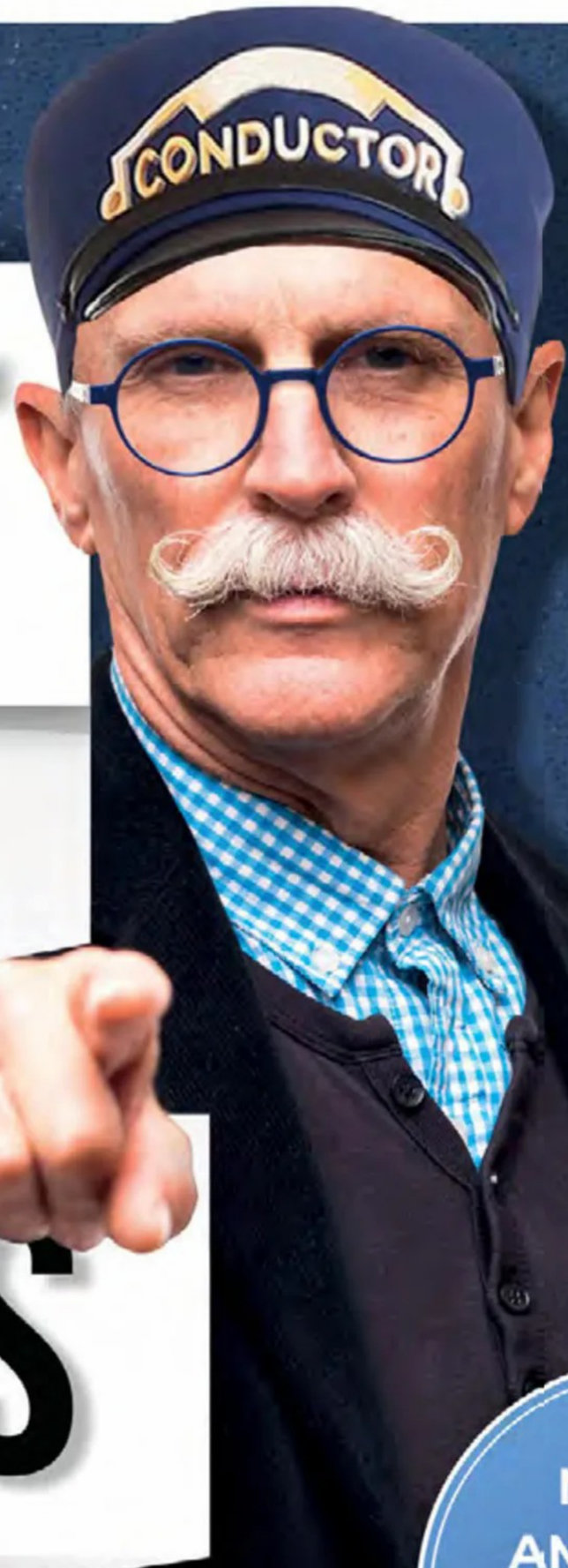

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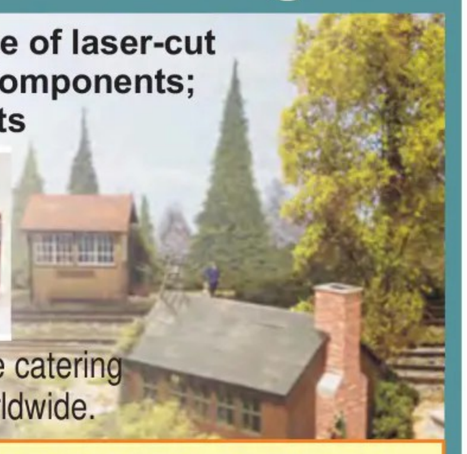

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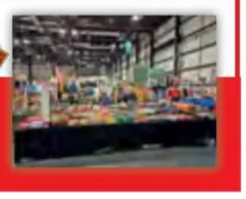

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BEST FOR Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realismwhen running locomotives.

BEST FOR Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. it has a single 12V DC track output.

BEST FOR Flexibility

Did you know...

*If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output.*
Just plug it in and connect it up!



GMC-WM1
Wall Mounted Transformer
16V or 12V DC 1.1a

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PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£50.00
GMC-100M	Single Track Controller	£125.00
GMC-100MO	Single Track Controller for O Scale	£135.00
GMC-10LGB	Single Track Controller for G Scale	£140.00
GMC-10LGB5F	Single Track Controller for G Scale with Fan	£235.00
GMC-P	Single Track Controller with Simulation	£140.00
GMC-D	Twin Track Controller	£140.00
GMC-DS	Twin Track Controller with Simulation	£220.00
GMC-TS	Three Track Controller with Simulation	£240.00
GMC-Q	Four Track Controller	£250.00

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£50.00
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£55.00
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£60.00
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£55.00
GMC-UO	Single Track Controller with Simulation for O (GMC-T2/M2)	£80.00
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£70.00
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£100.00
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£110.00

See the **GM365** Gaugemaster Catalogue (£5.00) for more details

Walkabout and Hand Held Controllers
(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£45.00
GMC-HH	Single Track Handheld Controller with Feedback	£50.00

Transformers

GMC-M1	Cased Transformer 16V AC	£65.00
GMC-M2	Cased Transformer 18V AC 2.5V	£65.00
GMC-M3	Cased Transformer 24V AC	£65.00
GMC-M4	Cased Transformer 12V AC	£65.00
GMC-T1	Open Transformer 2x 16V AC 1a	£35.00
GMC-T2	Open Transformer 18V AC 2.5a	£35.00
GMC-T3	Open Transformer 24V AC	£35.00
GMC-T4	Open Transformer 2x 12V AC 1a	£35.00
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£25.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£25.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£25.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£25.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.75
GMTFK2	Transformer Fitting Kit for T2	£15.75

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves
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