FIRST REVIEWS

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ELLIS CLARK 'BLACK FIVE'



HORNBY magazine

Issue 202 **April 2024**

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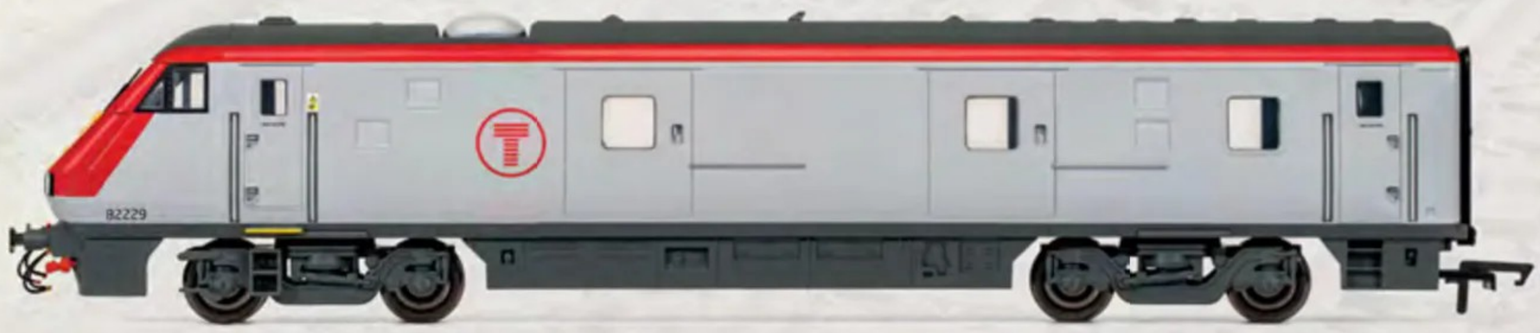
R40187A Transport for Wales, Mk4 Standard, 12454 - Era 11



R40189 Transport for Wales, Mk4 Standard/Kitchen, 10328 - Era 11
R40189A Transport for Wales, Mk4 Standard/Kitchen, 10325 - Era 11



R40194 Transport for Wales, Mk4 Standard (End), 12219 - Era 11
R40194A Transport for Wales, Mk4 Standard (End), 12225 - Era 11



R40190 Transport for Wales, Mk4 DVT, 82229 - Era 11
R40190A Transport for Wales, Mk4 DVT, 82226 - Era 11

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HORNBY magazine

April 2024

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PRINTING

Printers: William Gibbons Ltd., Willenhall, UK.
Distribution: Seymour Distribution Ltd., 2 Poultry Avenue, London EC1A 9PP

Hornby Magazine, ISSN 1753-2469 (USPS 22550), is published monthly by Key Publishing Ltd, PO Box 300, Stamford, Lincolnshire, PE9 1NA, UK.

The US annual subscription price is $72.99. Airfreight and mailing in the USA by agent named World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals Postage Paid at Brooklyn, NY 11256.

US Postmaster: Send address changes to Hornby Magazine, Air Business Ltd, c/o World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA.

Subscription records are maintained at Key Publishing Ltd, PO Box 300, Stamford, Lincolnshire, PE9 1NA, UK. Air Business Ltd is acting as our mailing agent.

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abc Audit Bureau of Circulation 24,017 newsstand and digital sales.

Hornby Magazine is published on the first Thursday of each month preceeding the cover date.

ISSUE 202

ISSN 1753-2469

HORNBY magazine
LATEST OFFERS
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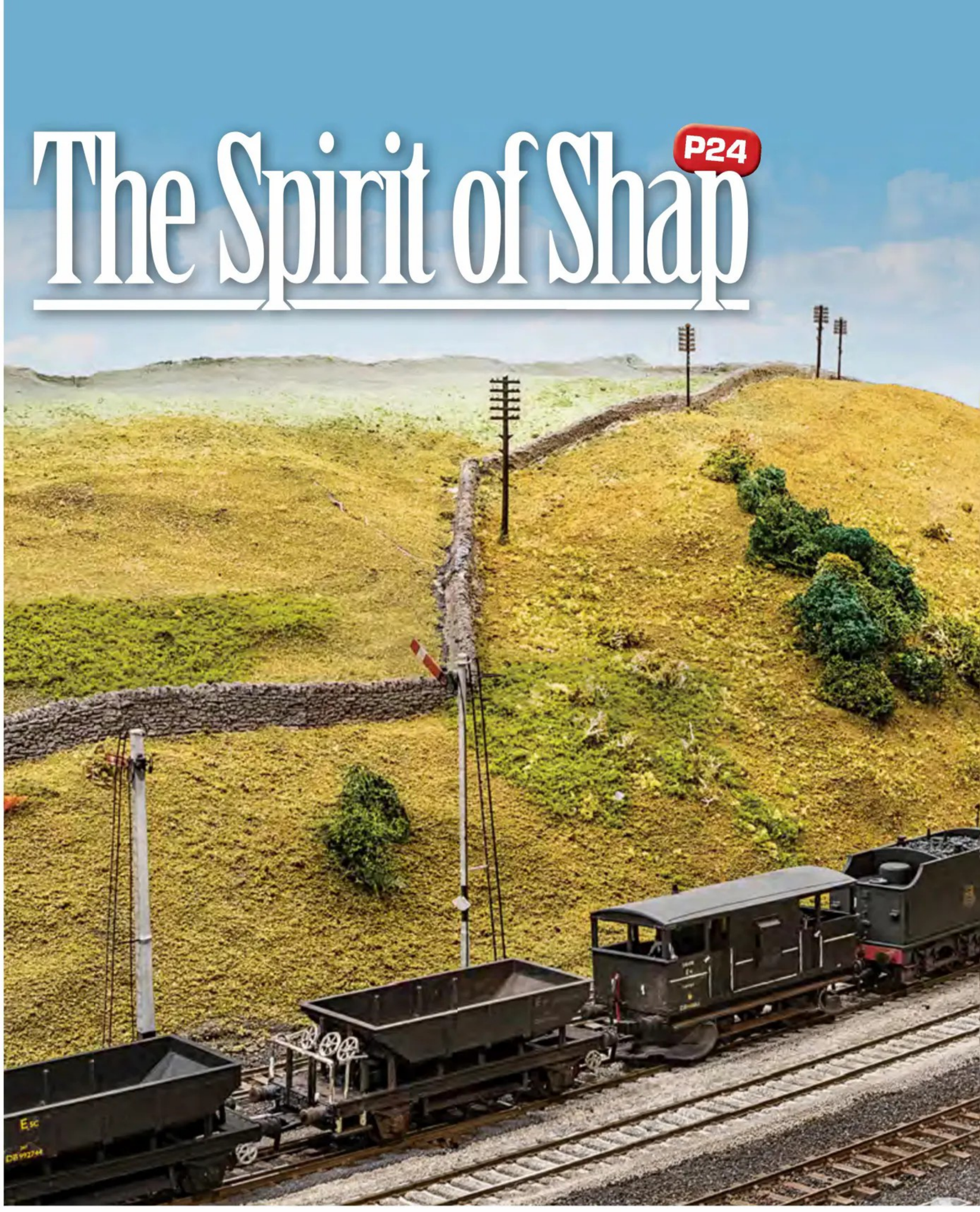

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ALSO REVIEWED

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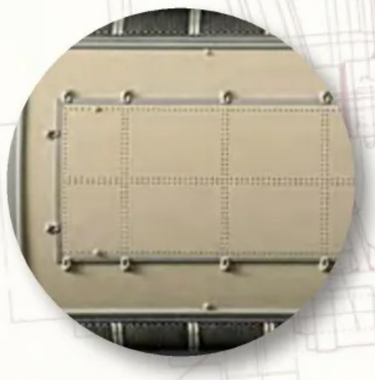

SEVERAL MODELS ARE ALREADY SOLD OUT

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**, shipping over the next few weeks, is set to raise the bar even higher with a truly impressive feature list.

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NEW D 5234 BR Green (with boiler)



SOLD OUT!

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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)



GOING FAST

D 7672 *Tamworth Castle*



25 322 'Ice Cream Van'



25 260 BR Green (full yellow ends)



GOING FAST

97 252 *ETHEL 3* Blue/Grey



D 7666 British Rail Blue (pre-TOPS)

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. It has been another busy month behind the scenes as we prepare layouts for upcoming exhibition appearances. As you read this, our annual visit to Model Rail Scotland will have been and gone – a show which is a personal highlight for me, as some of the layouts on display are rarely seen elsewhere. I also took the opportunity to visit the ScotRail network to update my photographic archive of the present-day scene and travel on the Glasgow subway which is undergoing a transformation right now with new trains being introduced.

On the subject of new trains, Revolution Trains revealed plans for its all-new 'OO' gauge Class 320 and 321 Electric Multiple Units at Model Rail Scotland, the Class 320 being particularly appropriate to travellers to the show. You can read more about what's in store on page 14.

With the new year in full swing, there are more shows and plenty of excitement to come as we prepare for further exhibition appearances. We will be returning to Statfold Country Park in April for its annual model railway exhibition weekend, which includes layouts, displays, traders and an awesome collection of narrow gauge locomotives and rolling stock – a great day for the whole family. See more on pages 20-21.

This is rapidly followed a couple of weekends later by our new Model World LIVE National Modelling Exhibition at the NEC in Birmingham which promises to be a must-visit weekend of model railways, scale modelling, radio control and more. Amongst the manufacturers set to attend are Accurascale, Airfix, Bachmann, Cavalex Models, Heljan, Hornby, Oxford Diecast, Revolution Trains and a super selection of traders and demonstrations. See pages 18-19 for the latest news and information on this tremendous event, which will be a real showstopper.

Pete Waterman and the Railnuts are feverishly preparing for their monster layout challenge – Making Tracks: The Final Frontier – which will debut at Model World LIVE. If you thought their appearance at the Great Electric Train Show last October was ambitious when they linked Making Tracks 1,2 and 3 together, you really can't afford to miss their appearance at Model World LIVE this year – promising more than 250ft of scenic West Coast Main Line action in 'OO'! That's 100ft more scenery than its last appearance. We have an exclusive behind-the-scenes peek at how things are going so far on pages 34-37.

In this jam-packed issue, we have three superb layouts including Graham Nicholas' outstanding 'OO' gauge layout Hills of the North – The Spirit of Shap, together with four step-by-step modelling guides, historical features, the concluding instalment of our What Next? series on missing main line steam locomotives in 'OO', plus our pick of the latest modelling news and all-new model releases. So, sit back with a cuppa and enjoy one of our most exciting editions yet!





Mark Chivers
Acting Editor

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Locomotion No 1

HORNBY has received the first working Engineering Prototype (EP) sample of its 'OO' gauge model of Stockton & Darlington Railway 0-4-0 *Locomotion No. 1* (Cat No. R30346) for evaluation.

Announced as part of the new Hornby 2024 catalogue range (HM200), this all-new 'OO' gauge model will feature a three-pole motor, Next18 Digital Command Control (DCC) decoder socket and all-wheel pick-ups. It will also make much use of metal parts, as well as featuring working parallel motion. The development team says the model will now be supplied with magnetic chain couplings and Era one style Hornby couplings. A pair of period footplate figures has also been developed for this model.

Following extensive testing, several modifications are set to be made to the parallel motion to improve its strength and reliability, while the manufacturer is also set to incorporate a cube speaker within the tender for digital sound installations.

Priced at £169.99, Hornby's all-new 'OO' gauge S&DR *Locomotion No. 1* is scheduled for release later this autumn.

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

Hornby's newly-tooled 'OO' gauge model of *Locomotion No. 1* has arrived for evaluation by the company's product development team.

WIN! A PAIR OF



HORNBY MAGAZINE is offering the chance to win a pair of Hornby RailRoad Plus 'OO' gauge Class 67 diesels, modelling 67005 *Queen's Messenger* in DB Royal Train claret (Cat No. R30323) and 67029 *Royal Diamond* in DB branded silver (R30178), worth £194.

This super Hornby pairing utilise the manufacturer's RailRoad tooling for the Class 67 and each features enhanced decoration, separately supplied metal nameplates, three-pole motor, 8-pin Digital Command Control (DCC) decoder sockets and working directional lights.

To be in with a chance of winning these colourful 'OO' gauge Hornby releases, all you have to do is answer the accompanying question by April 25 2024.

Even if you don't win, Hornby's RailRoad Plus Class 67s are available at *www.hornby.com* and from Hornby stockists now. Good luck!

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

HORNBY 'TT:120' TTA TANKERS ARRIVE



Hornby's 'TT:120' scale range is bolstered with the arrival of several newly-tooled 45ton TTA tank wagons.



Liveries include Esso, Total and BP branded options.



Hornby's tooling suite for the new 'TT:120' TTA tank wagons allows for early and late variants.

HORNBY'S new collection of 'TT:120' scale 45ton TTA tankers is in stock now at the Key Model World shop.

The TTA tankers are the first post-steam era goods wagons to be released by Hornby for 'TT:120' scale and make an ideal partner to its Class 08 diesel shunter and forthcoming Class 50 and 66 diesels.

One of the most widespread types of tanker to run on Britain's railways, the TTA forms an exciting addition to Hornby's growing range of 'TT:120' freight wagons. The TTAs were designed in the 1960s to supersede ageing tank wagons and continued into the 21st century. The last BP examples were disposed of in 2022.

Constructed to transport a range of mainly flammable types of liquid, the TTAs continued the trend of tankers being owned and run for independent companies by British Rail and could be seen in very short or long block trains.

The new TTA tankers are available in Esso (Cat No. TT6022), Total (TT6023) and BP (TT6024) colour schemes with a choice of early single ladder wagons and later twin ladder vehicles.

All have turned metal wheels and buffers, together with standard 'TT:120' scale couplings clipped into NEM pockets.

The Recommended Retail Price per wagon is £24.49 and they are available now from the Key Model World shop at £22.99 each.

● **Visit *www.keymodelworld.com/shop* for more details.**

Back in black

HORNBY has revealed further decorated sample images of its all-new 'OO' gauge LMS 'Black Five' 4-6-0, finished as 5200 in LMS black with red lining and silver embellishments.

The newly-tooled models are set to feature a five-pole skew-wound motor, 21-pin Digital Command Control decoder socket, flickering firebox, sliding roof ventilator, working lamps and Hornby's new tender-to-locomotive power coupling.



The latest all-new 'OO' gauge Stanier 'Black Five' 4-6-0 to arrive for evaluation is 5200 in LMS black with red lining.

5200 in LMS lined black (Cat No. R30224) is one of four 'Black Fives' due to be released this year. The remaining three will model 44755 – a website exclusive with Caprotti valve gear - in BR lined black with early crests (R30227), 45157 *Glasgow Highlander* in BR lined black with late crests (R30226) and 44726 in BR lined black with late crests which will feature Hornby's new steam generator system and a HM7000 Triplex Sound profile for the 'Black Five' (R30225SS).

Prices are set at £229.99 for DCC ready models and £292.99 for the steam generator fitted example. The first releases are expected in mid-2024.

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

ROYAL CLASS 67s



WORTH £194

QUESTION

Where were the Class 67 Bo-Bo diesels built?

A.Vienna **B.**Valencia **C.**Verona

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 March 7 2024 and the closing date for entries is April 25 2024 at 5pm GMT. The winner will be notified no later than May 1 2024.

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.



All-new Class 31 for 'OO' heads Bachmann's

SPRING 2024 LINE-UP

BACHMANN has developed all-new Class 30/31 diesels in 'OO' gauge and LMS pioneer diesels in 'N', along with other versions of existing models.

The news came as part of its Spring 2024 British Railway Announcement in February. It will also be producing a newly-tooled 'N' gauge South Eastern & Chatham Railway (SECR) 'Dance Hall' brake van.

BACHMANN BRANCHLINE

Leading the charge for Bachmann's 'OO' gauge range this quarter is an all-new tooling for the Class 30/31 A1A-A1A diesel locomotive. Ten different models are planned for the initial batch of releases, which will reflect the prototypes through their lengthy career.

Built by Brush Traction in the late 1950s and early 1960s, the Type 2 locomotives were built with Mirrlees engines, but these were later replaced with English Electric engines. Under BR's Total Operations Processing System (TOPS) they were designated Class 30 (Mirrlees) and Class 31 (English Electric). They were allocated to BR's Eastern, London Midland and Western regions.

Class 30 and Class 31 examples will be offered in original and later refurbished conditions. The specification includes a die-cast metal chassis, five-pole twin-shaft motor, twin flywheels, all-wheel pick-up, die-cast gearboxes, PluX22 Digital Command Control (DCC) decoder socket and a wealth of separately-fitted detailing and lighting functions including directional lighting (illuminated headcode panels and high-intensity headlights, where appropriate), engine room and cab interior lighting, plus a choice of single or double red tail lights when operating light engine (on DCC).



Bachmann's forthcoming newly-tooled 'OO9' narrow gauge Baguley-Drewery 70hp diesel shunter is set to appear soon with three additional colour schemes added, including British Industrial.

Bachmann's tooling suite will cater for many of the detail variations to the fleet through the years and includes Mirrlees or English Electric engine block detailing and roof exhaust ports, original or refurbished bodies, gangway doors, washer jet covers, open or plated boiler ports, open or plated bodyside steps, battery boxes with or without safety clips, original or reinforced windscreens, multiple high-intensity light positions and more, depending on the locomotive modelled.

As with some existing models in the Bachmann Branchline 'OO' gauge range, three tiers of model will be available – DCC Ready, DCC sound-fitted ('SF' suffix) and DCC sound-fitted deluxe ('SFX' suffix), which will additionally feature an independently driven motorised fan, tinting to the driver's and secondman's windscreen and an all-new DCC operated auto-release uncoupling system. This new uncoupler has been designed to work with all tension lock style couplings and can be activated by selecting a single function button on a digital control system.

On activation, a pre-recorded shout from the shunter can be heard and the locomotive then squeezes up to the carriage and the couplings are automatically released, before the locomotive pulls away and stops. The auto-release coupler is factory-fitted at both ends of the SFX models, but can be unplugged and released from the NEM coupler pocket at one end of the locomotive for modellers who wish to detail the buffer beam.

Ten models are planned initially finished as D5564 in as-delivered BR green with late crests, D5617 in BR green with late crests, 31123 and 31293 in BR blue, 31149 and 31180 in BR Railfreight 'red stripe', 31304 and 31319 in BR Railfreight Petroleum sector, 31435 in BR blue and 31407 in Mainline Freight blue.

Accompanying the Class 31, Bachmann is also releasing a new selection of classic diesel traction for 'OO' including Class 20 Bo-Bos D8032 and D8102 in BR green – the former with factory-fitted tablet catchers and the latter with separately supplied examples - while six new Class 44/45/46 1Co-Co1 locomotives join the line-up as D2 *Helvellyn* in BR green with small yellow panels, 44007 *Ingleborough* in BR blue, D49 *Manchester Regiment* in BR green with small yellow panels, D25 in BR plain green with small yellow panels, D138 in BR green with small yellow



Bachmann's 'OO' gauge Branchline range is set to be bolstered with a raft of newly-tooled Class 31 diesels this spring.



Bachmann has also tooled all-new 'N' gauge South Eastern & Chatham Railway 25ton 'Dance Hall' brake vans for its Graham Farish range.

panels and 46045 (sealed beam headlights) in weathered BR blue. See Table 1 for more details.

Bachmann's rolling stock range is bolstered with several new BR Mk 1 carriages, which have been upgraded with new bogies and revised vestibule ends, which will now be offered with or without steps, depending on the era modelled. The company has also developed new BR1 and Commonwealth bogies for its Mk 1 carriages. In addition, each of this quarter's releases will be available with or without pre-fitted seated passengers. The new Mk 1s will be available as Tourist Second Opens (TSOs) in BR carmine and cream, BR maroon, BR blue and grey, BR InterCity 'Executive' and West Coast Railway Company maroon and also as Brake Corridor Seconds in BR carmine and cream, BR maroon, BR blue and grey and BR InterCity 'Executive'. See Table 2 for more details.

In terms of wagons, the Bachmann Branchline range gains new TTA tank wagons in Charrington Hargreaves, Esso unbranded grey, Shell/BP grey, BP green and Ciba Geigy blue, with a mix of pristine and weathered examples, while the 102ton bogie TEA tank wagons return in debranded Jet-Conoco light grey and debranded Murco grey, with weathered finishes.

Bachmann's 'OO' gauge OBA open wagons also return to the range this spring in standard form finished in BR Railfreight brown, EWS maroon and civil engineers' 'Civil Link' yellow and grey (with 'BASS' moniker). The high-ended OBAs are also set to appear in BR Railfreight red and grey and Plasmor Blockfreight guises, while the OTA returns in BR Railfreight red with a timber load. See Table 2 for further details.

GRAHAM FARISH

Bachmann's Graham Farish 'N' gauge range gains two newly-tooled projects this year, headlined by the LMS' pioneer diesel-electrics 10000/01.

Built in the 1940s, they were the first main line diesel locomotives built in Britain, operating between 1947 and 1966. Whilst primarily intended for the London Midland route, they were also trialled on the Southern Region for a spell

TABLE 1 - BACHMANN 'OO' MOTIVE POWER – SPRING 2024

DESCRIPTION	CAT NO.	PRICE
Class 20/0 D8032, BR green	35-352	£224.95
Class 20/0 D8032, BR green (DCC Sound)	35-352SF	£324.95
Class 20/0 D8102, BR green with roundel	35-352A	£224.95
Class 20/0 D8102, BR green with roundel (DCC Sound)	35-352ASF	£324.95
Class 30 D5564, BR green	35-801	£199.95
Class 30 D5564, BR green (DCC Sound)	35-801SF	£309.95
Class 30 D5564, BR green (DCC Sound Deluxe)	35-801SFX	£359.95
Class 30 D5617, BR green	35-801A	£199.95
Class 30 D5617, BR green (DCC Sound)	35-801ASF	£309.95
Class 30 D5617, BR green (DCC Sound Deluxe)	35-801ASFX	£359.95
Class 31/1 31123, BR blue	35-805	£199.95
Class 31/1 31123, BR blue (DCC Sound)	35-805SF	£309.95
Class 31/1 31123, BR blue (DCC Sound Deluxe)	35-805SFX	£359.95
Class 31/1 31293, BR blue	35-805A	£199.95
Class 31/1 31293, BR blue (DCC Sound)	35-805ASF	£309.95
Class 31/1 31293, BR blue (DCC Sound Deluxe)	35-805ASFX	£359.95
Class 31/1 31180 (refurbished), BR Railfreight 'red stripe'	35-821	£199.95
Class 31/1 31180 (refurbished), BR Railfreight 'red stripe' (DCC Sound)	35-821SF	£309.95
Class 31/1 31180 (refurbished), BR Railfreight 'red stripe' (DCC Sound Deluxe)	35-821SFX	£359.95
Class 31/1 31149 (refurbished), BR Railfreight 'red stripe'	35-821A	£199.95
Class 31/1 31149 (refurbished), BR Railfreight 'red stripe' (DCC Sound)	35-821ASF	£309.95
Class 31/1 31149 (refurbished), BR Railfreight 'red stripe' (DCC Sound Deluxe)	35-821ASFX	£359.95
Class 31/1 31319 (refurbished), BR Railfreight Petroleum sector	35-823	£199.95
Class 31/1 31319 (refurbished), BR Railfreight Petroleum sector (DCC Sound)	35-823SF	£309.95
Class 31/1 31319 (refurbished), BR Railfreight Petroleum sector (DCC Sound Deluxe)	35-823SFX	£359.95
Class 31/1 31304 (refurbished), BR Railfreight Petroleum sector	35-823A	£199.95
Class 31/1 31304 (refurbished), BR Railfreight Petroleum sector (DCC Sound)	35-823ASF	£309.95
Class 31/1 31304 (refurbished), BR Railfreight Petroleum sector (DCC Sound Deluxe)	35-823ASFX	£359.95
Class 31/4 31435 (refurbished), BR blue	35-825	£199.95
Class 31/4 31435 (refurbished), BR blue (DCC Sound)	35-825SF	£309.95
Class 31/4 31435 (refurbished), BR blue (DCC Sound Deluxe)	35-825SFX	£359.95
Class 31/4 31407 (refurbished), Mainline Freight	35-830	£199.95
Class 31/4 31407 (refurbished), Mainline Freight (DCC Sound)	35-830	£309.95
Class 31/4 31407 (refurbished), Mainline Freight (DCC Sound Deluxe)	35-830	£359.95
Class 44 44007 *Ingleborough*, BR blue	32-652A	£189.95
Class 44 44007 *Ingleborough*, BR blue (DCC Sound)	32-652ASF	£289.95
Class 44 D2 *Helvellyn*, BR green with small yellow panels	32-653	£189.95
Class 44 D2 *Helvellyn*, BR green with small yellow panels (DCC Sound)	32-653SF	£289.95
Class 45 D49 (Split H/C) *The Manchester Regiment*, BR green with small yellow panels	32-678A	£189.95
Class 45 D49 (Split H/C) *The Manchester Regiment*, BR green with small yellow panels (DCC Sound)	32-678ASF	£289.95
Class 45 D25 (Split H/C), BR green with small yellow panels	32-679A	£189.95
Class 45 D25 (Split H/C), BR green with small yellow panels (DCC Sound)	32-679A	£289.95
Class 46 D138 (Centre H/C), BR green with small yellow panels	32-702A	£189.95
Class 46 D138 (Centre H/C), BR green with small yellow panels (DCC Sound)	32-702ASF	£289.95
Class 46 46045 (Sealed beam headlights), BR blue (weathered)	32-704	£199.95
Class 46 46045 (Sealed beam headlights), BR blue (weathered) (DCC Sound)	32-704SF	£299.95

where they gained additional headcode lamps and lamp brackets.

Bachmann's new 'N' gauge models will reflect the detail differences through their careers, as well as those between the two locomotives. The specification includes a die-cast metal chassis block, coreless twin-shaft motor, twin flywheels, all-wheel pick-up and drive, Next18 DCC decoder socket, factory-fitted speaker, separately fitted lamp irons, detailed cab interior, NEM coupler pockets, switchable directional lighting, cab interior illumination and passenger or freight mode options. DCC sound-fitted models will feature a ZIMO MS590N18 sound decoder and bespoke sound profile.

Five different models will be available, with the option of DCC ready or DCC sound fitted examples for each, including LMS 10000 in black and silver with LMS lettering and bodyside steps and LMS 10001 in black and silver, without LMS lettering or bodyside steps, reflecting the latter's appearance following nationalisation. BR liveried examples will appear as 10000 and 10001 in BR lined green with cream roof and late crests - both with additional headcode lights and full complement of SR lamp brackets. A final example will appear as 10001 in later BR green with grey roof and small yellow panels, together with overhead warning flashes. See Table 3 for more details.

Rolling stock is not forgotten with a further selection of 'N' gauge Mk 1 carriages with Restaurant First Opens in BR carmine and cream, BR maroon and BR chocolate and cream, together with First Opens in BR chocolate and cream, BR InterCity 'Executive' (Charter) and West Coast Railway Company maroon – these latter vehicles carrying the names *Diana* and *Alexandra*.

BR Mk 3 carriages gain a reissue with three twin-vehicle packs offered, modelling GWR's present-day 'Night Riviera' sleeper train. Pack A contains a Mk 3 sleeper with pantry (SLEP) and Brake First Open, Pack B features a SLEP and Trailer Second Open and Pack C includes a SLEP and Kitchen Buffet First.

In addition, a selection of BR Mk 3 sleeper coaches will also be available in BR blue and grey, BR InterCity 'Swallow' and ScotRail Caledonian Sleeper colour schemes.

Bachmann's third all-new tooling models the South Eastern and Chatham Railway (SECR) 'Dance Hall' brake vans. These 25ton brake vans were built by the SECR and gained their distinctive moniker due to the spacious cabins provided for the guards.

Four different colour schemes are planned, with two running numbers offered for each – eight standard models in total. Liveries include SECR grey (vehicles 11902/11905), SR brown with red ends (55462/55458), BR grey (S55457/S55460) and BR departmental olive green (DS55466/55464). A ninth version in departmental olive green with wraparound yellow ends and Crane Mess Van markings will also be available exclusively to Bachmann Collectors Club members.

Completing the 'N' gauge rolling stock roster is a selection of HEA hopper wagons in BR bauxite and BR Railfreight Coal Sector dark grey. Two in each colour scheme will appear. See Table 3 for full details of the new Graham Farish rolling stock plans.



Several re-issues are set to appear this spring including new versions of the company's 'OO' gauge 'Peak' diesels with Class 44s, 45s and 46s.

BACHMANN NARROW GAUGE

Bachmann's forthcoming all-new 'OO9' Baguley-Drewry 70hp diesel is set to appear in three additional colour schemes this spring with the announcement of a new lined crimson example, together with one in ICI orange and grey and British Industrial Sands white. This newly-tooled model is due to appear with retailers soon and will feature a coreless motor, flywheel, all-wheel pick-ups, detailed and decorated cab interior and a Next18 DCC decoder socket and NEM coupler pockets. See Table 4 for more details.

EFE RAIL AND ROAD

Bachmann's EFE Rail range has recently gained a new motorised 'OO' gauge London Underground four-car unit in the form of 1959 stock, commissioned exclusively by the London Transport Museum. The new four-car set is available now and comprises Driving Motor Car 1212, Trailer Car 2212D, Non-Driving Motor Car 9213 and Drving Motor Car 1213, finished in an aluminium finish.

EFE's newly-motorised unit features all-wheel pick-ups and a coreless motor in the driving cars at each end, PluX22 DCC decoder sockets (x2), provision for a cube speaker and NEM coupler pockets. Priced at £399.95, it is available now from the LT Museum shop.

The EFE Road range has recently gained a newly-tooled 1:76 scale Cravens RT double decker bus in authentic early and later London Transport liveries. A new twin-bus set (E99943) featuring Ensignbus' RT's, RT1431 in red and cream and RT1499 in green and cream, is due for release shortly, priced at £89.95 per pack.

TABLE 2 - BACHMANN 'OO' ROLLING STOCK – SPRING 2024

DESCRIPTION	CAT NO.	PRICE
BR Mk1 TSO, BR blue and grey	39-050H	£59.95
MK Mk1 TSO, BR blue and grey (passengers fitted)	39-050HPF	£69.95
BR Mk1 TSO, BR blue and grey	39-050J	£59.95
BR Mk1 TSO, BR blue and grey (passengers fitted)	39-050JPF	£69.95
BR Mk1 TSO, BR crimson and cream	39-025H	£59.95
BR Mk1 TSO, BR crimson and cream (passengers fitted)	39-025HPF	£69.95
BR Mk1 TSO, BR InterCity Executive	39-055A	£59.95
BR Mk1 TSO, BR InterCity Executive (passengers fitted)	39-055APF	£69.95
BR Mk1 TSO, West Coast Railway Company maroon	39-059A	£59.95
BR Mk1 TSO, West Coast Railway Company maroon (passengers fitted)	39-059APF	£69.95
BR Mk1 TSO, BR maroon	39-060	£59.95
BR Mk1 TSO, BR maroon (passengers fitted)	39-060PF	£69.95
BR Mk1 TSO, BR maroon	39-060A	£59.95
BR Mk1 TSO, BR maroon (passengers fitted)	39-060APF	£69.95
BR Mk1 BSK, BR blue and grey	39-075E	£59.95
BR Mk1 BSK, BR blue and grey (passengers fitted)	39-075EPF	£69.95
BR Mk1 BSK, BR crimson and cream	39-077G	£59.95
BR Mk1 BSK, BR crimson and cream (passengers fitted)	39-077GPF	£69.95
BR Mk1 BSK, BR InterCity Executive	39-080A	£59.95
BR Mk1 BSK, BR InterCity Executive (passengers fitted)	39-080APF	£69.95
BR Mk1 BSK, BR maroon	39-084	£59.95
BR Mk1 BSK, BR maroon (passengers fitted)	39-084	£69.95
BR 45ton TTA tank wagon, Esso grey unbranded (weathered)	37-594	£37.95
BR 45ton TTA tank wagon, Esso grey unbranded (weathered)	37-594A	£37.95
BR 45ton TTA tank wagon, 'Shell-BP' grey (weathered)	37-577B	£37.95
BR 45ton TTA tank wagon, 'Shell-BP' grey (weathered)	37-577C	£37.95
BR 45ton TTA tank wagon, 'Ciba-Geigy' blue	37-584A	£34.95
BR 45ton TTA tank wagon 'Ciba-Geigy' blue (weathered)	37-584B	£37.95
BR 45ton TTF tank wagon, 'BP Lubricants' green	37-590	£34.95
BR 45ton TTF tank wagon, 'BP Lubricants' green (weathered)	37-590A	£37.95
BR 45ton TTA tank wagon, 'Charrington Hargreaves/Mobil' red	37-592	£34.95
BR 45ton TTA tank wagon, 'Charrington Hargreaves/Mobil' red (weathered)	37-592A	£37.95
BR OBA open wagon low ends, EWS	38-040B	£35.95
BR OBA open wagon high ends, BR Railfreight red and grey	38-041D	£35.95
BR OBA open wagon high ends, BR Plasmor Blockfreight	38-044A	£35.95
BR OBA open wagon low ends, BR (Railfreight) freight brown	38-044A	£35.95
BR ZDA 'Bass' open wagon low ends, BR engineers 'Civil Link' grey and yellow	38-047	£35.95
BR 102ton TEA bogie tank wagon, debranded (ex-Jet-Conoco) light grey (weathered)	38-109B	£74.95
BR 102ton TEA bogie tank wagon, debranded (ex-Murco) grey (weathered)	38-119B	£74.95
BR OTA timber wagon, BR Railfreight red (with timber load)	38-300B	£47.95



New Bachmann Scenecraft additions include this 'N' gauge Pagoda shed which will be available in a choice of two colour schemes.



Bachmann's Graham Farish range gains newly-tooled 'N' gauge models of LMS pioneer diesels 10000 and 10001.

BACHMANN COLLECTORS CLUB

Several new models have been added to the Bachmann Collectors Club (BCC) exclusive range including BR XP64 liveried Class 47 D1733 for 'N' gauge in the eye-catching BR experimental blue colour scheme carried by the prototype 60 years ago. Available DCC ready and DCC sound-fitted, the new 'N' gauge Class 47 is priced at £161.96 and £261.96 respectively.

As briefly mentioned, the all-new Graham Farish 'N' gauge 25ton SECR 'Dance Hall' brake van will be available in an exclusive livery for BCC members, finished as DS55466 which was based at Stratford depot in London for breakdown train use. It was the last of its type in use at the time and carried olive green with wraparound yellow ends. Priced at £31.46, it is available exclusively to BCC members.

For 'OO' gauge BCC members, a new 45ton TTA tank wagon in Gulf orange and grey livery has been produced. Due imminently, it is priced at £31.46.

SCENECRAFT

Bachmann's Scenecraft range of resin cast buildings and detailing accessories gains a selection of 'N' gauge and 'OO' gauge models this quarter.

New 'N' gauge items include a Pagoda shed and store in GWR chocolate and cream or salmon and cream, the Somerset & Dorset Joint Railway's (S&DJR) Midsomer Norton South signalbox in chocolate and cream or green and an Air Raid Precautions signalbox with a choice of blue or red doors and handrails. Further lineside items include an Eastern Region water crane, Southern Region water column and arm and some SR lineside huts. Wigmore farm house completes the 'N' gauge line-up. This latter building will be available with white or blue porch.

For 'OO' gauge, the Scenecraft range will feature Oakworth station building with green or red doors, while a S&DJR wooden station and wooden canopy will be available in chocolate and cream or green. Four more low relief terraced houses are also being added to the Scenecraft range, with two left-hand and two right-hand examples – each displaying a different door colour.

A selection of 'OO' gauge figure packs have also been added with garage staff and fitters, service personnel, Edwardian figures and steam era signalling staff already with retailers, while several packs of post-war figures are due to arrive shortly, together with a pack of hikers and dog walkers.

Completing the Scenecraft range plans, a 'OO9' narrow gauge blacksmith's and wagon works has also been revealed. This will be available in red or green. For more details on the Scenecraft range releases this spring, see Table 5 for more details.

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

TABLE 3 - GRAHAM FARISH 'N' GAUGE MOTIVE POWER AND ROLLING STOCK - SPRING 2024

DESCRIPTION	CAT NO.	PRICE
LMS 10000, LMS black and silver	371-910	£184.95
LMS 10000, LMS black and silver (DCC Sound)	372-910SF	£284.95
LMS 10001, black and silver	371-911	£184.95
LMS 10001, black and silver (DCC Sound)	371-911SF	£284.95
LMS 10000, BR lined green	372-916	£184.95
LMS 10000, BR lined green (DCC Sound)	372-916SF	£284.95
LMS 10001, BR lined green	372-917	£184.95
LMS 10001, BR lined green (DCC Sound)	372-917SF	£284.95
LMS 10001, BR lined green with small yellow panels	372-918	£184.95
LMS 10001, BR lined green with small yellow panels (DCC Sound)	372-918SF	£284.95
BR Mk1 RFO, BR crimson and cream	374-807A	£47.95
BR Mk1 RFO, BR maroon	374-808A	£47.95
BR Mk1 RFO, BR (WR) chocolate and cream	374-810A	£47.95
BR Mk1 FO, BR (WR) chocolate and cream	374-818A	£47.95
BR Mk1 FO, BR InterCity Executive (Charter)	374-820	£47.95
BR Mk1 FO, BR InterCity Executive (Charter)	374-820A	£47.95
BR MK1 FO *Diana*, West Coast Railway Company maroon	374-821	£47.95
BR MK1 FO *Alexandra*, West Coast Railway Company maroon	374-821A	£47.95
BR Mk3 SLEP (with pantry), ScotRail Caledonian Sleeper	374-476B	£34.95
BR Mk3 SLEP (with pantry), ScotRail Caledonian Sleeper	374-477A	£34.95
BR Mk3 SLEP (with pantry), InterCity Sleeper BR blue and grey	374-477A	£34.95
BR Mk3 SLEP (with pantry), InterCity Sleeper BR blue and grey	374-477B	£34.95
BR Mk3 SLEP (with pantry), BR InterCity 'Swallow'	374-478	£34.95
BR Mk3 SLEP (with pantry), BR InterCity 'Swallow'	374-478A	£34.95
BR Mk3 'Night Riviera' two-coach pack, GWR green (FirstGroup) Pack A	374-997	£69.95
BR Mk3 'Night Riviera' two-coach pack, GWR green (FirstGroup) Pack B	374.997A	£69.95
BR Mk3 'Night Riviera' two-coach pack, GWR green (FirstGroup) Pack C	374.997B	£69.95
BR HEA hopper wagon, BR bauxite	373-502D	£20.95
BR HEA hopper wagon, BR bauxite	373-502E	£20.95
BR HEA hopper wagon, BR Railfreight Coal Sector	373-502C	£20.95
BR HEA hopper wagon, BR Railfreight Coal Sector	373-502D	£20.95
SECR 25ton 'Dance Hall' brake van, SECR grey	378-025	£34.95
SECR 25ton 'Dance Hall' brake van, SECR grey	378-025A	£34.95
SECR 25ton 'Dance Hall' brake van, SR brown	378-026	£34.95
SECR 25ton 'Dance Hall' brake van, SR brown	378-026A	£34.95
SECR 25ton 'Dance Hall' brake van, BR grey	378-027	£34.95
SECR 25ton 'Dance Hall' brake van, BR grey	378-027A	£34.95
SECR 25ton 'Dance Hall' brake van, BR departmental olive green	378-028	£34.95
SECR 25ton 'Dance Hall' brake van, BR departmental olive green	378-028A	£34.95

TABLE 4 - BACHMANN 'OO9' NARROW GAUGE MOTIVE POWER - SPRING 2024

DESCRIPTION	CAT NO.	PRICE
Baguley-Drewry 70hp diesel, lined crimson	392-027	£119.95
Baguley-Drewry 70hp diesel, ICI orange and grey	392-028	£119.95
Baguley-Drewry 70hp diesel, British Industrial Sands white	392-029	£119.95

TABLE 5 - BACHMANN SCENECRAFT RELEASES - SPRING 2024

DESCRIPTION	GAUGE	CAT NO.	PRICE
Pagoda shed and store, chocolate and cream	'N'	42-0055C	£34.95
Pagoda shed and store, salmon and cream	'N'	42-0055S	£34.95
Midsomer Norton signalbox, chocolate and cream	'N'	42-0100C	£54.95
Midsomer Norton signalbox, green	'N'	42-0100G	£54.95
ARP signalbox, blue	'N'	42-010B	£59.95
ARP signalbox, red	'N'	42-010R	£59.95
Wigmore farmhouse	'N'	42-0132	£39.95
Wigmore farmhouse, blue	'N'	42-0132B	£39.95
Eastern Region water crane	'N'	42-0519	£24.95
Lineside huts (x2)	'N'	42-0523	£19.95
SR water column and arm	'N'	42-120Z	£24.95
Oakworth station, green	'OO'	44-000G	£79.95
Oakworth station, red	'OO'	44-000R	£79.95
S&DJR wooden station building, green and cream	'OO'	44-0187A	£69.95
S&DJR wooden station building, chocolate and cream	'OO'	44-0187B	£69.95
S&DJR wooden canopy, green and cream	'OO'	44-0188A	£44.95
S&DJR wooden canopy, green and cream	'OO'	44-0188B	£44.95
Low relief stone terraced left-hand, white door	'OO'	44-0219A	£34.95
Low relief stone terraced left-hand, brown door	'OO'	44-0219B	£34.95
Low relief stone terraced right-hand, red door	'OO'	44-0220A	£34.95
Low relief stone terraced right-hand, green door	'OO'	44-0220B	£34.95
Post-war era figures set A	'OO'	36-427	£13.95
Hikers and dog walkers	'OO'	36-429	£13.95
Post-war era figures set B	'OO'	36-442	£13.95
Post-war era figures set C	'OO'	36-443	£13.95
Narrow gauge blacksmith's and wagon workshop, green	'OO'/'OO9'	44-0198G	£114.95
Narrow gauge blacksmith's and wagon workshop, red	'OO'/'OO9'	44-0198R	£114.95

‘OO’ Class 320/321 EMUs

REVOLUTION TRAINS is to produce all-new ‘OO’ gauge Class 320 and 321 25kV AC Electric Multiple Units (EMU).

Built at British Rail Engineering Ltd’s York Works in the late 1980s/early 1990s, these Mk 3-derived trains appeared in three-car (Class 320) and four-car (Class 321) formations. The Class 321s were used on East Anglia workings from London Liverpool Street, outer suburban West Coast Main Line operations between London Euston and Birmingham New Street and some areas of Yorkshire. The Class 320s were destined for Central Scotland for use on Strathclyde routes.

Most recently, two Class 321/4s were modified for use with Varamis Rail’s high-speed parcels service between Birmingham International and Mossend in Scotland. Revolution Trains also has permission to produce this version.

Revealed at Model Rail Scotland in Glasgow in late February, Revolution Trains’ all-new ‘OO' gauge models will be available in Class 320 and 321 forms – the latter will reflect the Class 321/4 sub-class. Identities and liveries are still to be confirmed.

Each three- and four-car model will feature a 21-pin Digital Command Control (DCC) decoder socket, directional lighting, interior illumination, 14-pin power connectors between vehicles and motorised pantograph on DCC. They will be available DCC ready and DCC sound-fitted.

Prices are estimated around £300 for three-car units and £350 for four-car sets, with DCC sound-fitted examples priced around £400 and £450 respectively. A release date is yet to be confirmed.

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



Revolution Trains plans to produce the Class 320/321 family of 25kV AC Electric Multiple Units in ‘OO’. On February 15 2023 ScotRail 320307 departs from Clydebank with 2R34, the 1.10pm Dalmuir to Motherwell. Paul Biggs.

Rapido reveals Caledonian Railway vans for ‘OO’

RAPIDO TRAINS is to produce all-new ‘OO’ gauge Caledonian Railway Diagram 67 (Dia.67) vans.

Production of these vans started in 1903 and when it came to an end in 1918 more than 1,300 vehicles had been built. Aside from the end doors being replaced with end ventilators, the vans remained largely unchanged throughout their careers with the London, Midland & Scottish Railway (LMS) and then into British Railways ownership. There are several preserved examples.

Rapido Trains UK promises an extensive level of detail with these new wagons, featuring full external and underframe detail, brass bearings, NEM coupling pockets and high quality livery application. The tooling suite also caters for two different wheel styles, Morton handbrakes, dual or vacuum brakes and three axle box and spring variants.



Rapido Trains UK’s next ‘OO’ gauge wagon project will be a collection of Caledonian Railway Diagram 67 vans.

Liveries planned include Caledonian Railway brown, LMS grey (pre-1936), LMS dark brown (post-1936), BR brown and BR grey. Additional identities are also planned reflecting National Coal Board, Port of London Authority, Royal Naval Armaments Depot and Cadbury’s ownership and operation.

Currently at the design stage, they are priced at £34.95 each.

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

Rapido plans fireless Andrew Barclay 0-4-0 for 'OO'



Rapido Trains UK has announced that its next new tooling project is the Andrew Barclay 'Caledonia' 0-4-0 fireless locomotive for 'OO'.

RAPIDO TRAINS is developing newly-tooled Andrew Barclay 'Caledonia' 0-4-0 fireless industrial locomotives in 'OO' gauge.

Fireless locomotives receive steam from an external source rather than a fire, making them suitable for work in locations where there is a high risk of fire such as chemical plants – and also found use at military installations. Several have survived in preservation with examples such as *Imperial No. 1* on display at Locomotion in Shildon.

Rapido's all-new locomotives will feature a new ESU E24 decoder socket. The tooling suite will incorporate detail variations to cater for different reservoir support buffer guides, reducing valves and variations with an extra tank and injector.

Development is at an advanced stage with the models currently at the tooling stage. A variety of colour schemes is planned, including Bowaters (Kent) dark green, Caledonian lined blue, Croda Chemicals white and green, Shell Mex yellow, Bowaters (Ellesmere) red, Boots green with 'wasp stripes', Doon Valley Railway (as preserved) lined green, Gloucester Corporation lined grey, CEGB dark green and lined maroon.

Prices are set at £139.95 DCC ready and £249.95 DCC sound-fitted. A release date has yet to be confirmed.

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



The first Engineering Prototype (EP) sample of Cavalex Models' all-new 'OO' gauge Class 60 Co-Co diesel has arrived with the manufacturer for assessment.

Cavalex Class 60 EP arrives

CAVALEX MODELS has received the first Engineering Prototype (EP) sample of its forthcoming newly-tooled 'OO' gauge Class 60 diesel.

Announced in February 2023, Cavalex Models' all-new 'OO' gauge Class 60 has been developed using works drawings and surveys of the prototypes, with detail variations incorporated within the tooling suite to reflect the prototypes accurately throughout their careers.

The extensive specification includes a heavy die-cast chassis, five-pole motor, twin flywheels, 21-pin Digital Command Control (DCC) decoder socket, photo-etched grilles, separately fitted detailing, two styles of roof-mounted air horns, on-board power-bank for uninterrupted running characteristics, fully independent lighting control, illuminated cab interior and more. Etched nameplates will also be included where appropriate.

Fourteen different models are planned including Key Publishing's exclusive model of 60029 *Ben Nevis* in DCR grey, together with 60027 *Joseph Banks* in BR Railfreight Petroleum, 60061 *Alexander Graham Bell* in BR Railfreight Coal Sector, 60049 *Scafell* in BR Railfreight Metals and 60017 *Arenig Fawr* in BR Railfreight Construction colour schemes. Also planned are 60059 *Swinden Dalesman* in Loadhaul orange and black, 60018 in EWS maroon and gold, 60010 in debranded DB Cargo red, 60076 in Colas Rail Freight livery, 60087 in GB Railfreight (GBRf) colours and 60028 in Cappagh blue.

Three models commissioned by Rails of Sheffield complete the line-up including 60062 *Steel on Steel – Sonia* in DB Cargo 'steel' livery, 60081 *Isambard Kingdom Brunel* in GWR green and 60098 *Charles Francis Brush* in BR Railfreight Construction Sector livery (in partnership with the National Railway Museum).

Prices for each (apart from 60062) are set at £194.95 DCC ready and £294.95 DCC sound-fitted. Delivery is currently slated for late 2024.

● **Visit *www.cavalexmodels.com* *www.keymodelworld.com/shop* and *www.railsofsheffield.com* for more information.**

Accurascale reveals 'O' gauge 88DS decorated samples



Accurascale's new 'O' gauge Ruston and Hornsby 88DS models come in a wide range of liveries.

ACCURASCALE has received decorated samples of its 'O' gauge Ruston and Hornsby 88DS locomotives (HM198).

First announced at the Great Electric Train Show in October 2023, Accurascale's all-new models are set to appear in a selection of BR and industrial liveries, while a new 'Accurascale Exclusive' model has also been added to the line-up in the form of Ruston 655/29/38, which was the last 88DS to be built and subsequently delivered to Tarmac Roadstone's southern division plant at Hayes in Middlesex. It will be finished in Tarmac's distinctive olive colour scheme.

Priced at £229.99 DCC ready and £319.99 DCC sound fitted, the model remains on schedule for release in early 2025.

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

A special edition of the 'O' gauge Ruston 88DS will appear in Tarmac livery as an Accurascale Exclusive.

Hattons Originals tooling acquired by Accurascale



The former Hattons Originals 'OO' gauge 'Warwell' wagons are currently at the decorated sample stage.

ACCURASCALE has acquired the Hattons Originals tooling for the 'OO' gauge 'Warwell' military flat wagon, South Eastern & Chatham Railway (SECR) 'P' 0-6-0T and Andrew Barclay 0-4-0ST.

Each of these 'OO' gauge models will be integrated within the Accurascale range and the company will oversee production of batches already in the pipeline.

All three models are currently at different stages of production with the 'Warwell' now complete and due to arrive in the UK during April, while the next batch of 'OO' gauge Andrew Barclay 0-4-0STs is currently at the decoration stage, with production scheduled to commence imminently. Also at a similar stage are the 'P' 0-6-0Ts with production slated to get under way soon.

Further Hattons Originals tooling has also been acquired by Accurascale and an update on these is expected later in the year.

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

SRPS reveals exclusive Accurascale Class 37/4



An exclusive 'OO' gauge Accurascale model of Class 37/4 37403 *Isle of Mull* in present-day BR large logo blue condition has been commissioned by the Scottish Railway Presrrvation Society.

THE SCOTTISH RAILWAY Preservation Society (SRPS) is commissioning an exclusive 'OO' gauge model of Class 37/4 37403 *Isle of Mull* from Accurascale.

Built as D6607 in 1965, the locomotive went on to become one of 31 locomotives refurbished at Crewe Works in the mid-1980s for use on passenger workings (and some freight) in Scotland and Wales.

This exclusive model of *Isle of Mull* represents the prototype in its present-day condition in BR large logo blue and will feature original tail lights, high-intensity headlights, Electric Train Heating (ETH) buffer beam configuration, Western Region lamp brackets, optional snowploughs, centre headcode with marker lights, cast bogies and 21-pin DCC decoder socket.

Priced at £169.99 for DCC ready examples and £259.99 for DCC sound fitted models, they can be pre-ordered through the SRPS website. Release is scheduled for late 2025.

● **Visit *https://shop.srps.org.uk* for more information.**

Pre-order deadline: March 31st 2024



Decorated samples shown. Fit and finish to be refined for production

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Sponsors, new layouts, make and take and more join

Model World LIVE

The Model World LIVE event line-up continues to expand with FIVE sponsors confirmed - together with new layouts, make and take stands and more.



Hillingdon Railway Modellers will be exhibiting its stunning 'O' gauge layout Grindley Brook at Model World LIVE on April 27/28 2024. Mike Wild.

ACCURASCALE, Bachmann Europe, Model Collect Create, House of Hobbies and The Model Centre are confirmed sponsors for Key Publishing's new Model World LIVE event at the NEC in Birmingham on April 27/28 2024.

The event, which has already been expanded into the 10,000sqm arena of Hall 12, will see each sponsor bring unique features to the show. Bachmann Europe will be hosting separate stands for its railway and scale modelling brands plus a dedicated stand from its retail store, Model Collect Create, offering Make and Take for visitors and Woodland Scenics demonstrations. The Make and Take area will include a build, paint and race area for PineCars with prizes for the best finished and fastest cars together with a Woodland Scenics make and take area for visitors to get hands-on with scenic products.

In addition, House of Hobbies will be operating a plastic modelling Make and Take on its stand while The Model Centre will be offering advice to modellers throughout the weekend.

New layouts are also being revealed to extend the line-up for the show. The latest additions are Hillingdon Railway Modellers' stunning 'O' gauge layout Grindley Brook (HM148), steam era 'O' gauge motive power depot 82G (HM74) and Northbridge in 'OO' from the Warley Model Railway Club, Fairport Wharf in 'OO' gauge from Fareham Model Railway Club and Fence Houses in 'OO' gauge by Ian Forsyth (HM164). Also joining the roster are Paul Stapleton's stunning 'HO' scale model of Beijiao with a Chinese Railway theme, Providence Colliery by Theo Thomas modelling a Dean Forest colliery scene and Neil Mason's new 'O' gauge nuclear flask terminal – Patrick Lane Flask Terminal.

Plus, Pete Waterman's Making Tracks: The Final Frontier will be the centrepiece layout with more than 250ft of scenery on the 208ft x 14ft layout – see pages 34-37 for more information on this huge expansion of the Making Tracks layout.

The show trade stand line-up now features 10 manufacturers across railway and scale modelling with the latest additions being Hornby and Airfix. These join Accurascale, Bachmann, Beacon Models, Cavalex Models, Ellis Clark Trains, Heljan, Oxford Diecast and Revolution Trains.

The guest list for scale modelling displays continues to expand while visitors will also now be able to enjoy a radio controlled vehicle display from Tamiya Trucking including working excavators, lorries and more.

For military modellers there will be two full size vehicles on display supplied by Midland Military Vehicles – an FV107 Scimitar CVR(T) with full bar armour and a BATUS FV434 ARV with more exciting features to be announced in March and April for the event.

Advance tickets are on sale now for Model World LIVE offering early entry to the show each day and a saving over on-the-door prices. Discounted advance ticket prices are £16 for adults (£14 for subscribers) and £9 for children (Saturday) while a VIP ticket is available for £50 offering two-day entry to the show, £25 of Key Publishing publications and more. On-the-day prices are £19 for adults and £10 for children. On Sunday, up to two children will be admitted free with each paying adult.

NEC parking prices are £18.95 on the day, but parking can be paid for in advance of the show offering a £5 discount for exhibition visitors. Advance parking purchases are open now through the NEC website.

● **Visit *www.keymodelworld.com/modelworldlive* for full event details and to book advance tickets.**

THE DETAILS

When:	April 27/28 2024
Where:	Hall 12, National Exhibition Centre, Birmingham B40 1NT
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
Website:	*www.keymodelworld.com/modelworldlive*
Contact:	01780 480404
Tickets:	Adult advance £15, child advance £9 (Saturday only), adult subscriber £14, VIP £50. Adult on-the-day £19, child on-the-day £10 (Saturday only). Up to two children under 16 admitted free with each paying adult on Sunday only.



Bachmann's Model Collect Create retail arm will be providing a Make and Take and demonstration stand throughout the weekend with Woodland Scenics products and a PineCar race track.

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THE RAILWAY TOURING COMPANY

HORNBY MAGAZINE and Key Model World subscribers can now get discounted tickets on Railway Touring Company steam-hauled day trips in 2024. The new offer is available to all existing and new subscribers to print and digital products from Key Publishing.

The Railway Touring Company operates steam-hauled day trips across the UK with trains originating from London, Manchester, York and other major cities to destinations including York, Chester, Stratford-upon-Avon, Whitby, Edinburgh, Bath and more.

The full list of 2024 trains is available on Key Model World and at the Railway Touring Company website and the discount code will be supplied to Key Publishing subscribers for use in online bookings with the train operator.

Publisher, Modelling, Mike Wild said: "We are excited to be working with the Railway Touring Company and to be able to offer subscribers reduced pricing. There is nothing like the thrill of main line steam and there are plenty of trips to chose from during 2024 with a range of motive power at the head."

The new offer is available from March 2024. Current subscribers should look out for an email from Key Publishing with further details.

● **Visit *www.keymodelworld.com/railwaytouringcompany* for more information.**

Rusty Rails 3D printed models from Key Model World



Rusty Rails Modelling 3D printed products are now available from the Key Model World Shop including these lineside telephones for 'OO' gauge.

THE RUSTY RAILS MODELLING collection of 3D-printed model railway products is now available from the Key Model World Shop.

The initial collection focuses on lineside accessories including static depot signals, lineside cabinets, point heaters, static modern point motors, trackside phones, walkway troughs and more.

Further items from the Rusty Rails Modelling collection will be added to the store in March including its collection of 3D-printed engine blocks.

● **Visit *www.keymodelworld.com/shop* for more information.**

New 3D-printed GSM-R RADIO MASTS

GSM-R masts are the latest addition as an exclusive product from PJM Models on the Key Model World Shop. They are sold in twin packs and add a modern lineside detail to the collection.



THE RADIO MASTS used by Network Rail for its Global System for Mobile Communications - Railway (GSM-R) are now available for 'OO' gauge with release of the PJM Models 3D-printed model on the Key Model World Shop.

The radio masts were originally designed for Pete Waterman's Making Tracks layout and will be supplied as a twin pack.

The real masts deliver secure communication between drivers and signallers to increase safety on the railway and improve performance of train operations. Network Rail has invested £1.86 billion in the system.

The 3D-printed masts are 245mm tall and have a 15mm square base. They require removal from the print supports, painting and installation on a layout to complete.

The twin pack is available now priced at £5.99 exclusively from the Key Model World Shop.

● **Visit *www.keymodelworld.com/shop* for more information.**

FINAL PREPARATIONS
for Statfold Model Railway Exhibition 2024

FINAL PREPARATIONS are under way for the annual Statfold Model Railway Exhibition which is due to take place on April 13/14 2024 at Statfold Country Park near Tamworth.

Sponsored by *Hornby Magazine* and Tony's Trains, this popular two-day event will feature a wide selection of model railway layouts and traders, including several which have appeared in *Hornby Magazine*. Amongst those booked to attend this year's event are Beckenham and West Wickham Model Railway Club's 'OO' gauge BR Southern Region terminus Beckwick (HM180), Chris Morris' superb 'N' gauge Dawlish Warren (HM180) and *Hornby Magazine's* 'TT:120' scale Twelvemill Bridge (HM197-HM201), together with Adam Miles' 'OO' gauge Glenadam Distillery micro layout, John Issitt's 'O' gauge Fenn Street Yard, Tracey Lappin's 'O' gauge Lappin Yard, Tim Williams' 'OO'/'OO9' Port Dinorwic, Leigh Thompson's 'N' gauge Leigh St George and more.

The *Hornby Magazine* team will be on hand all weekend, while the *Hornby Magazine*/Key Model World shop will also be there with special show-only offers on subscriptions, bookazines and books, together

Right: ***Hornby Magazine*** **will be at the 2024 Statfold Model Railway Exhibition with our latest 'TT:120' scale exhibition layout Twelvemill Bridge on display.** Mike Wild/*Hornby Magazine.*

Below: **Chris Morris' superb 'N' gauge model of Dawlish Warren station is amongst the model railway layouts booked to attend the event at Statfold Country Park on April 13/14.** Mike Wild/*Hornby Magazine.*





with our full range of exclusive laser-cut kits, 3D-printed and limited edition models.

Bachmann Europe will be attending again, displaying its new releases and latest development samples of forthcoming projects, while trade support includes Culcheth Model Railways, Elaine's Trains, Footplate Models, H&A Models, Hobbytools4U, Invicta Model Rail, Latem Designs, Layouts4U, L Cut Creative, Malc's Models, Ten Commandments, TTC Diecast, West Hill Wagon Works, WM Collectables and more.

In addition to the model railway event, visitors can also view the UK's largest collection of narrow gauge steam locomotives at the extensive 1,000 acre site, which includes entry to the outstanding roundhouse museum, unlimited steam train rides, and vintage swing chairs amongst other attractions.

Locomotives due to be in use across the weekend include Peckett 2050 *Harrogate*, Hudswell Clarke 972 *Fiji*, Hudswell Clarke 1056 CSR No.19, Quarry Hunslets 921 *Sybil Mary* and 3903 *Jack Lane*, while Burton and Ashby Tram No.14 will also be offering tram rides.

For those wishing to try their hand at driving a steam locomotive, the popular 'Driver for a Fiver' returns with Hudswell Clarke 1172 *Alpha* expected to be in steam at Oak Tree station.

The event takes place at Statfold Country Park, Ashby Road, Tamworth with free parking on-site, while a free bus shuttle provided by Transport Museum Wythall will operate between the venue and Tamworth railway station on both days – see the website for full details.

Discounted advance tickets are £16 for adults, £13 for concessions, £8 for children and £39.50 for families. Weekend admission tickets will also be available.

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



Beckenham and West Wickham Model Railway Club's 'OO' gauge BR Southern Region terminus Beckwick is also amongst this year's line-up of model railway layouts. Trevor Jones/*Hornby Magazine.*

THE DETAILS	
Event:	Statfold Model Railway Exhibition
When:	April 13/14 2024
Where:	Statfold Country Park, Ashby Road, Tamworth, Staffordshire B79 0BU
Times:	Sat 10am-4pm, Sun 10am-4pm
Website:	*www.statfold.com*
Prices:	Adults £16, concessions £13.50, children £8, family £39.50 (advance tickets)

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The Spirit of Shap

This legendary West Coast Main Line outpost is the subject of **GRAHAM NICHOLAS'** stunning 'OO' gauge layout. He explains how he recreated it – including its famous banking locomotives.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE **'OO', 16.5mm** | SCALE **4mm: 1ft** | SIZE **30ft x 15ft** | REGION **MIDLAND** | PERIOD **1930s-1960s** | CONTROL **ANALOGUE**

"THE LONELY LOST CALL of the curlew; the harsh syncopated cackle of a northbound 'Patriot' being thrashed; the eerie bleatings of mountain sheep in a dawn mist". These are the wonderfully descriptive opening words of Derek Cross' introduction to *London Midland Steam Over Shap* (Bradford Barton, 1973), the first railway book I ever owned and still a much cherished – and dog-eared – possession.

I already knew the name 'Shap', thanks to my father regularly enthusing over the work of the peerless Stanier 'Duchess' 4-6-2s over the famous northern incline – something he had witnessed and captured on colour cine film in 1964.

Bringing the story up to date, I am now firmly engrossed in my layout of a lifetime project to capture something of the grandeur of BR(LMR) steam age operations in my beloved north country scenery, centred on Carlisle. Both the Settle & Carlisle and the West Coast Main Line (WCML) over Shap feature. But whereas there have been – and continue to be - many splendid depictions of the Midland Railway's great main line railway through the Pennines, the same cannot be said of the erstwhile Lancaster & Carlisle Railway, including the legendary climb of Shap fell.

Shap was once a 'go to' place for railway enthusiasts. A combination of stunning north country scenery, an intensive train service using some of the most powerful steam locomotives in the country and the entertaining spectacle of banking engines at work up the punishing four-mile 1-in-75 incline made it irresistible to generations of railway photographers.

Shap's pièce de résistance is undoubtedly the long, gently curving embankment at Shap Wells, a perfect grandstand with an awe-inspiring backdrop. Generations of railway enthusiasts and photographers thus gravitated to this spot, making it surely the most photographed section of the line. I felt that this would make a fine basis for an exhibition layout. Since its electrification in the 1970s, first the Class 87s and then the Class 390 Pendolinos climb Shap without pausing for breath – but it remains a challenge for freight trains and the occasional steam charter.»

1 Fowler designs meet head-on as '4F' 0-6-0 44026 leads an engineers train down gradient as 'Patriot' 4-6-0 45518, still retaining LMS livery, heads a heavy mixed freight towards the summit.



2 Left: **Stanier 'Princess Royal' 6201 *Princess Elizabeth* rounds the corner at Shap Summit heading the Up 'Mid-day Scot' in the late 1930s.**

3 Bottom: **Recalling the early 1950s scene, Stanier semi-streamlined 'Duchess' 46224 *Princess Alexandra* in BR express passenger lined blue sweeps into view at Shap Summit with the 'Royal Scot' formed of a rake of new BR Mk 1 carriages in BR carmine and cream.**

4 Below: **Fowler '4P' 2-6-4T 42314 in British Railways black assists a heavy mixed freight up Shap Bank, headed by a 'Patriot' 4-6-0.**

CONSTRUCTION

Construction took 20 months, initially making use of the storage yard from my other exhibition layout Grantham - a purpose-built storage yard has subsequently been constructed.

Many folks are quite surprised at how short a construction time it was, but I work on the basis that I only have one lifetime in which to complete my larger Carlisle magnum opus (of which Shap is a component part) and have consequently developed an approach that provides the level of detail that I am comfortable with whilst allowing for fairly quick construction.

First and foremost is the use of the Peco Streamline track with some subtle adaptations of the pointwork to capture prototypical track formations and alignments. To be fair there isn't exactly a lot of complex pointwork on my Shap layout and the main scene past Shap Wells is just a plain length of double track. In truth, the creation of Shap was largely an exercise in carpentry and chicken wire.

The Shap Wells scene is a 20ft long section of Shap Bank which is part of my Carlisle 'master plan'. This is configured as four 5ft long boards which pack together for transportation in pairs. Each is constructed as a 9mm ply 'T' section beam for lightness and rigidity: – the scenic structure is cantilevered off this. A further two boards were then constructed, configured to take the railway round a gradual 90-degree curve past the Shap Summit scene – these two boards are for exhibitions only.

The otherwise conventional Peco code 75 track is all laid to the standard prototype 11ft 2in track centres dimension, which scales out at approximately 45mm, as opposed to the more typical 'OO' gauge spacing of 50mm. To me, laying the tracks slightly closer like this makes a huge visual difference in seeking to convey the distinctive British look to a double track formation.

Eagle-eyed readers might also spot the use of foam ballast underlay. I have used

this for many years and have developed an approach to suit my purposes. Chief amongst this is a 'spray before you lay' approach. This takes away the slight sheen and otherwise unconvincing colour of the foam as supplied and, as a by-product, the spray paint also provides a protective layer to natural ultra-violet light that is a contributor to the well-documented degrading process.

As well as helping to speed up the creation of the permanent way, the use of the foam ballast has the further twin benefits of quiet, smooth running (often commented upon at exhibitions), as well as replicating the neat ballast 'shoulders' so typical of the steam era. A final task is to infill the central section with a similar colour ballast to complete the trackbed effect.

SHAP'S SCENERY

In creating the landscape of Shap Wells and Shap Summit, I was keen to capture the look and feel such that any observer with knowledge of the area could readily identify it. An important aspect for me is the sense of a railway driven through the landscape. As part of this, as well as the distinctive Shap Wells embankment that is the centrepiece of the main scene, the depiction of the deep cutting on the approach to the summit was equally important, helping to accentuate the undulating, random nature of the surrounding landscape in sharp contrast to the carefully engineered, man-made railway alignment.

Attention has also been paid to the natural drainage in the area. A site visit (staying at the Shap Wells Hotel itself) yielded the details of Bridge 116, a drainage culvert underneath the railway in the middle of the Shap Wells embankment, lost in a little copse of trees. Nearby was an attractive footbridge taking a footpath across the stream. All of this has been worked into the model, including the attendant trees that have grown up close to the source of water (trees are otherwise very few and far between on the exposed moorland).

The scenic treatment seeks to depict the coarse and clumpy windswept grass, with the occasional large boulder and smaller stones scattered around. Some moorland sheep inhabit one of the fields of Salterwath farm.

Behind the railway, the shape of the scenery gradually slopes up towards the backscene as part of the attempt to convey »



5 Streamlined LMS 'Princess Coronation' 6221 *Queen Elizabeth* leads a uniform rake of matching coaches with the Down 'Coronation Scot' up the gradient at Shap.

the vastness of the landscape within what is in fact a small space. This has been prioritised such that the profile of the distant hills is correct from the classic viewing location at Shap Wells. This background scenery deliberately has very little texture applied as it is in truth depicting hillsides that are anything up to ten miles or more away. Such 'softening' of the background scene can help increase the illusion of depth.

Amongst the most distinctive features of the area are the drystone walls and I spent quite a bit of time on them. I felt that merely sticking ready to plant drystone wall segments together would not do them justice. Instead, the very structures of the walls are built into the scenery around them, being 3mm balsa strips cut into 16mm tall lengths. These are then

Below: **An English Electric Class 40 hauls a mixed rake of Mk 1s north up grade as then unnamed 'Britannia' 4-6-2 70022 coasts downhill, with a Stanier 'porthole' coach immediately behind the tender.**

partially snapped as necessary to follow the natural undulations of the land around them. Strips of Mod Roc are placed over them and allowed to dry. Upon this base, a coloured mix of plaster, textured with fine ballast, is applied and scribed whilst it is curing. I found I could generally manage about a 4in length at a time – with 51ft of drystone wall on the layout, that's an awful lot of scribing sessions!

Amongst the things I noticed from the study of real drystone walls was that, despite their apparently higgledy-piggledy-ness, the lines of stones are generally horizontal, even if the wall is on a slope; also that the walls taper in cross section, being wider at the bottom than the top. Both of these features have been commented upon favourably by knowledgeable exhibition viewers!



Above: **A northbound passenger working headed by an English Electric Type 4 1Co-Co1 with nine carriages in tow climbs Shap Bank as a photographer attempts to capture the scene atop the lineside hut in the near distance.**

THE SHAP BANKERS

They say all layouts should have a signature feature. For Shap, this had to be the famous banking arrangements, including setting the layout on an actual gradient and the bankers 'dropping off' the rear of their train at the summit. For younger readers, banking locomotives were used to give trains a push up steep inclines such as Shap. On reaching the top, they would slow down to let the train ease away and then be returned to the bottom of the gradient for their next duty.

Extensive thought went into how to actually configure the gradient, as every part of the rise round the scenic part of the layout has to be lost again by the time trains reached the storage yard. In the end, I concluded that the real gradient of 1-in-75 would be a bit too much and I compromised at 1-in-90 instead. This gives an end-to-end height differential of 85mm. Most of this is lost along the boards that link the storage yard to the scenic section of the layout. Through the storage yard the drop is only 5mm per board.

A frequent remark at exhibitions when observing the banking operations is that operation must be via Digital Command Control (DCC). However, we are DC analogue control traditionalists and the banking operations were designed into the DC control system from the outset. One controller powers both locomotives whilst climbing the bank; the trick was to find a combination of train and banking locomotives that were reasonably compatible. In some cases, resistors have been wired in series with the locomotive motor to slow down either banker or train engine, the ideal situation being the train engine hauling two-thirds of the train and the banker pushing the rest. All of the banked goods trains have a brake van with a pusher bar fixed across the buffers to prevent any buffer locking.

At the summit, the 'dropping off' arrangement is achieved by switching the summit track section once the train engine has cleared it. The operator at Shap Summit has a dual Gaugemaster controller and thus uses his second controller to 'catch' the banker and bring it to a smooth stop alongside the signalbox once the train

engine has cleared the final signal at Shap summit (the Down Starter). The returning of this signal to danger is linked to a relay which switches the summit track power from controller A to controller B. Simple, but effective.

THE TRAINS

Many of the trains that run on the layout at exhibitions are recreations of – or at least based upon – prototype photographs and other references. We run a total of 19 in the uphill direction and 14 in the downhill direction, with the returning banking engines making the numbers up. We run a chronological sequence, taking the viewer from the immediate pre-war heyday of the London, Midland & Scottish Railway (LMS) in 1937 to the death throes of steam in 1967. There is therefore hopefully something for everyone in the 35-40 minutes it typically takes to cycle round the sequence.

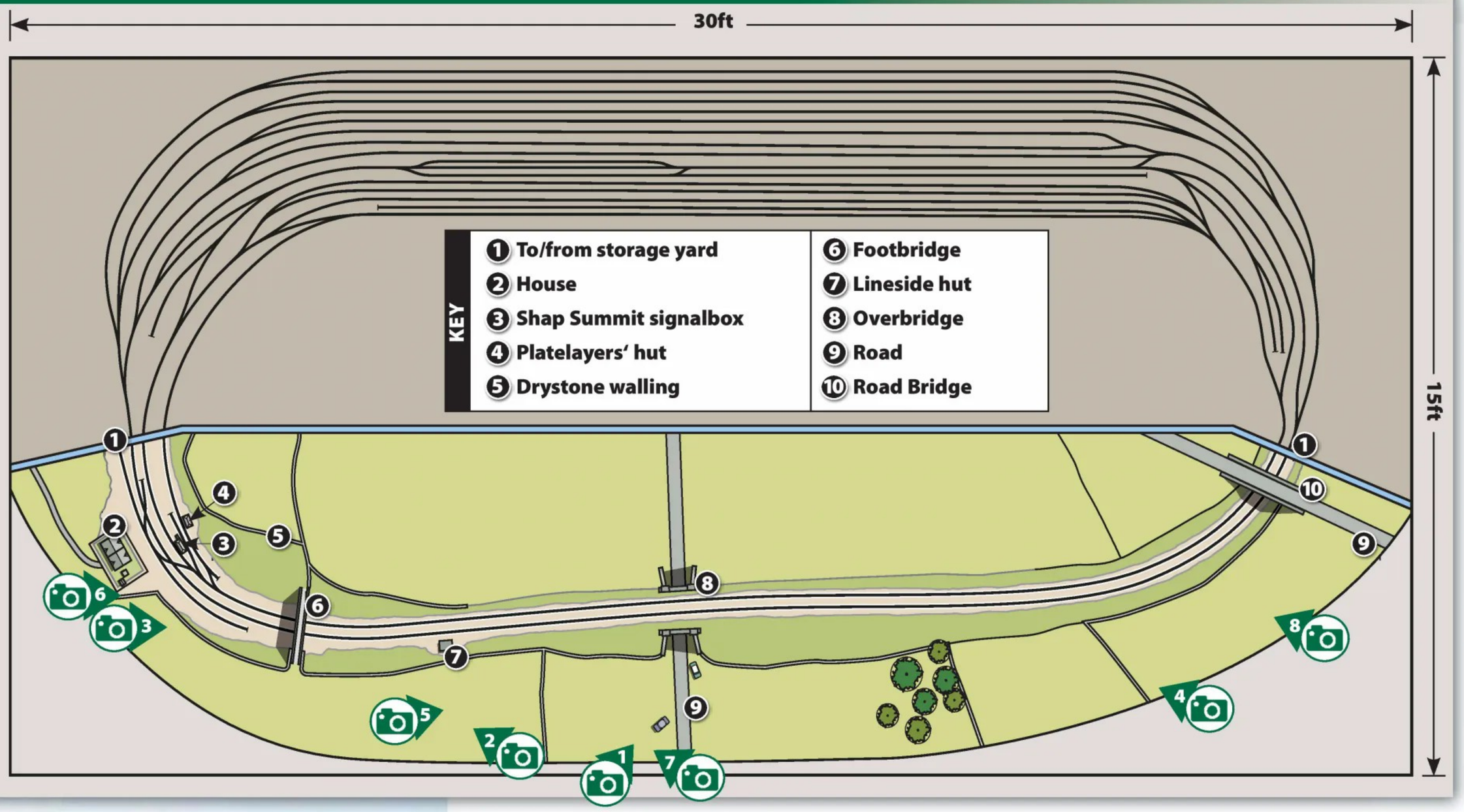
It would take far too long to describe all the trains individually, but amongst my favourites are:

- 1937 'Coronation Scot' – There are various classic views of this short-lived streamlined train on Shap, mainly courtesy of the camera of Eric Treacy. Models are all 'out of the box' Hornby products and they are a perfect curtain raiser.
- 1937 'Mid-day Scot' – coming downhill in the opposite direction is a vision in Crimson Lake. The new 'Coronation Scot' ran in the path of the principal 'Mid-day Scot' so the train depicted ran as a sort of relief, multi-portioned express, a most interesting train. It has been good fun to build up a mixture of kit-built and ready-to-run stock to depict it, complete with two non-passenger carrying coaching stock vehicles at the front of the train.
- 1953 'Royal Scot' – another 'must have' train, I was drawn to the fact that the 'Royal Scot' was one of the earliest BR services to be equipped as a full Mk 1 set of coaches, the so-called 1951 'Festival of Britain' sets in the then new carmine and cream. Most of the vehicle types are available as ready-to-run items but the catering core of the train involved using etched brass sides from Comet or Wizard on donor Lima coaches to create the full kitchen car and Restaurant Third vehicles. At the business end, a Hornby semi-streamlined 'Duchess' in BR express passenger blue livery is in charge – a most striking livery combination.
- Mid-1950s fully fitted van train – the sort of high value, time sensitive traffic that was so typical of the Shap route in the pre-Freightliner era. Studying numerous photographs of fully-fitted van trains, I was struck by how no two vehicles in these long assortments looked quite alike - the variety appeared endless. My depiction features a combination of different Parkside van kits I have built up over many previous years, muddled in with a variety of ready-to-run offerings.



8 **Reflecting the new order in the late 1960s, a Brush Type 4 heads a southbound Freightliner container train.**

HILLS OF THE NORTH – THE SPIRIT OF SHAP TRACK DIAGRAM (NOT TO SCALE)





The inevitable 'Black Five' 4-6-0 heads up the banked train.

● 1964 Euston-Perth express – This is my recreation of the memorable sighting Dad captured on his cine camera of rebuilt 'Jubilee' 4-6-0 45736 *Phoenix* storming up to the summit at Shap Wells. He was hoping for a 'Duchess'. However, it was brilliantly illuminated by the setting evening sun, and with a full-on exhaust, it was a memorable sighting nonetheless. Parked up at the side of the Shap Wells Hotel road is Dad's blue Ford Anglia and he is there on the hillside with others in the photographers' 'gallery' to record the scene.

● 1960s Ford Car Train – Inspired by a superb colour picture of the service headed by Crosti-boilered '9F' 92022, being banked up the final half mile to the summit, this was a 'must have' train. It is an homage to the well-known flow of new Ford cars from Merseyside's Halewood plant to the Scottish distribution centre in Bathgate (Edinburgh). The introduction of Oxford Rail's new car carrier vehicles was perfectly timed, and we duly stocked them with Anglias and Cortinas.

● 1967 Euston-Glasgow relief – This is firmly based on pictures of trains such as these in the summer of 1967, headed by one of the rapidly dwindling numbers of 'Britannias' and 'Black Fives'. Enthusiasts flocked to take a ride on such trains for one last experience of steam over Shap (or so it was thought at the time). The formation pictured took its inspiration from two different photographs of the same train (remarkably enough), showing run-down Britannia 70029 *Shooting Star* on such a working climbing Shap. The leading vehicle is an LMS Stanier 'porthole' brake coach, repainted in the then new BR corporate blue and grey livery, one of only a handful that was so treated.

● 1967 'Royal Scot' – to complete the full circle, we run one complete blue and grey rake, headed by then brand-new English Electric D400 diesels (later Class 50s). Despite their more famous period running double-headed, for their first few years on the route the D400s ran single-headed so our depiction is accurate.

I can't sign off without giving due credit to my fellow modelling friends who helped out with Hills of the North – The Spirit of Shap's construction. Barry Oliver ballasted the non-underlay areas of track and has contributed a large amount of rolling stock, Andrew Burchell developed the control system, Paul Bolton worked on the scenery, and Tom Dewdney painted and detailed the figures on the layout.

Barring 25kV power lines, the railway is recognisable today. And, if you time it right, the sight and sound of a 'Duchess' working hard as it climbs this famous gradient can roll the years back to the days this layout replicates. **HM**

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

"Shap's pièce de résistance is undoubtedly the long, gently curving embankment at Shap Wells, a perfect grandstand with an awe-inspiring backdrop."

GRAHAM NICHOLAS

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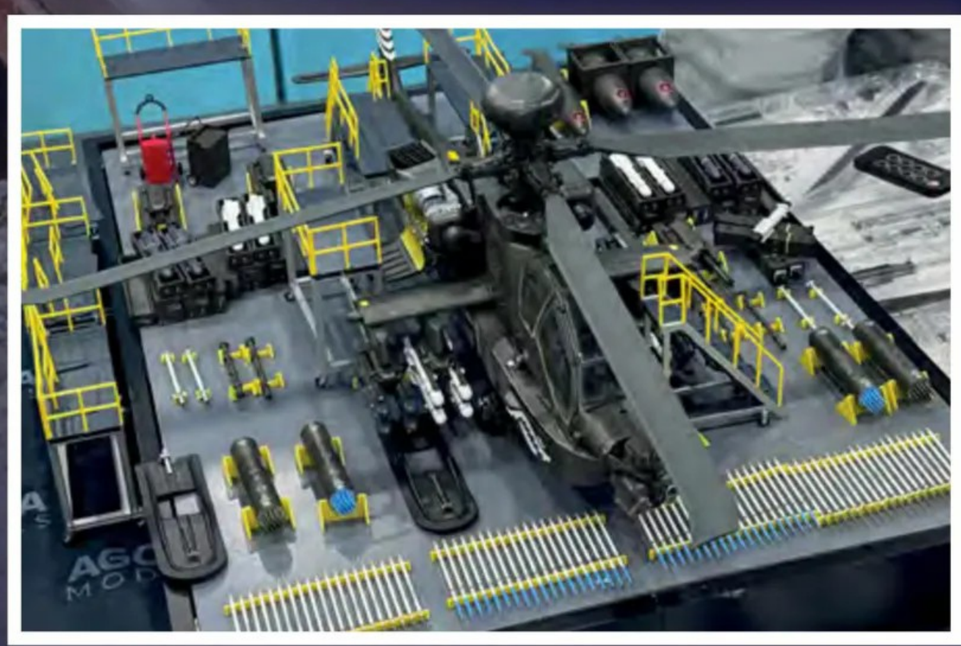



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KEY EVENTS

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Model World LIVE

The centrepiece of our brand-new modelling event at the NEC in Birmingham on April 27/28 is Making Tracks: The Final Frontier which challenges Pete Waterman and the Railnuts team to expand this 'OO' gauge layout beyond expectations. **MIKE WILD** goes behind the scenes to find out more.

MAKING TRACKS has become a big name in the world of model railways through its summer-long exhibitions in 2021-2023 at Chester Cathedral. However, in 2023 the team went a step further when they took on the challenge to put all three layouts together for one weekend at the Great Electric Train Show in Milton Keynes.

The combination of Hillmorton Junction, Milton Keynes Central and Tring Cutting to Watford Tunnel created a single 152ft-long model of the West Coast Main Line – the biggest ever portable 'OO' gauge layout. When it came to the launch of Model World LIVE at the NEC in Birmingham, there was only one thing to do: make it bigger.

The plan for Making Tracks: The Final Frontier was hatched in the run-up to the 2023 Great Electric Train Show. On paper, it sounded simple as it 'only' required another 56ft – another seven 8ft long baseboards – to create the planned 208ft length, but then Pete realised it didn't need a

Accurascale Class 66 66004 *I am a Climate Hero* poses on the newly laid track at Bushey station with Watford Junction behind. Making Tracks: The Final Frontier adds more than 100ft of scenery to the Grand Challenge layout seen at the 2023 Great Electric Train Show. Mike Wild.

matching 208ft-long storage yard on the other side and that the scenery could sweep around one end to create an even longer scenic section.

The original plan set the total scenic length at around 240ft of the total 430ft circuit, but as the project has developed, the goal has increased with the current target being that visitors to Model World LIVE will be able to see a continuous scenic frontage stretching to more than 250ft! The Grand Challenge of 2023 will now be eclipsed by a huge 100ft, all in just six months.

THE PLAN

Exhibiting the Grand Challenge layout at the Great Electric Train Show shaped Pete's ideas for the Final Frontier project. For Pete, the balance north and south of Milton Keynes wasn't quite right – there was less railway after the station heading south than there was on its approach.

Secondary to this was the desire to show a complete picture and the Final Frontier layout will have THREE full scale-length stations with Milton Keynes Central joined by Watford Junction and Bushey. Both of these have platform lengths in excess of 13ft and while they are smaller four-platform concerns, they each have a charm of their own and distinctive features. »





Above: **Pete Waterman checks the track spacing at Bushey with laser-cut gauges which set the distance from the platforms to each track as well as the track spacing.** Mike Wild.

Left: **Track laying on Making Tracks is aided by laser-cut templates for straight and curved sections. These ensure the track is laid quickly and accurately.** Phil Moreton.

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Watford Junction and Bushey station account for a significant amount of track space each, but there are also new plain line sections and a double-track section north of Milton Keynes with a model of Blisworth. Here, the rear pair of tracks will disappear behind the backscene leaving the front pair visible to represent one of the two track sections of the West Coast Main Line.

The final component is the end scene between Watford and Bushey stations with a model of Bushey Viaduct with its distinctive angled roads below modelled to complete the collection.

The final arrangement will take trains into the scene at the north at Hillmorton Junction after which they will pass through Kilsby Tunnel before reaching Blisworth. Next will be Milton Keynes Central followed by Tring Cutting, Northchurch Tunnel, Watford Tunnel, Watford Junction station, Bushey Viaduct, Bushey station and finally Carpenders Park bridge before trains re-enter the storage yard at the rear of the layout. It is set to be truly outstanding.

PROGRESS

At the end of February, Pete Waterman and the Railnuts were working rapidly through the build. All the new baseboards had been built and assembled by the beginning of the year with the first two months of 2024 seeing all track laid and ballasted as well as the first bespoke laser-cut buildings arriving for construction.

All the platforms have been designed and built with laser-cut components for speed and accuracy of assembly. Watford Junction's platforms came first,

"The Grand Challenge of 2023 will now be eclipsed by a huge 100ft, and all in just six months."

MIKE WILD

delivering four faces on the four-track main line. These were installed and painted quickly to ensure all track was correctly aligned and ready for ballasting and testing.

Meanwhile, Blisworth's track was laid and ballasted together with the tamper siding while the baseboards for Bushey Viaduct were put together to allow track laying and installation of the new structure.

Next, PJM Models' Phil Moreton created the unique Bushey Viaduct. It has been reduced from seven to five arches to suit the Making Tracks layout, but models the unusual angled brick arches of the front two tracks and the concrete and metal structure added to it to carry the widening of the WCML to four tracks. This huge laser-cut structure was assembled in five hours and painted fully by Pete over the next two days to give it a realistic finish.

With swift progress made on the viaduct, attention turned to Bushey station so the team had all of the new scenic baseboards assembled in the busy workshop at the same time. This allowed the new laser-cut platforms for Bushey to be assembled and fixed in place around the sweeping curves. Bushey is particularly interesting on the model as it has a short disused platform on the Fast line which has had a section removed to allow road rail vehicles to access the WCML during engineering works, all of which is being modelled on Making Tracks.

By the end of February, the basics of the scenery were in place and the team was focusing on the details which make Making Tracks stand out including custom-made PJM Models laser-cut houses, laser-cut overhead catenary gantries, lineside vegetation and more.

NEXT STEPS

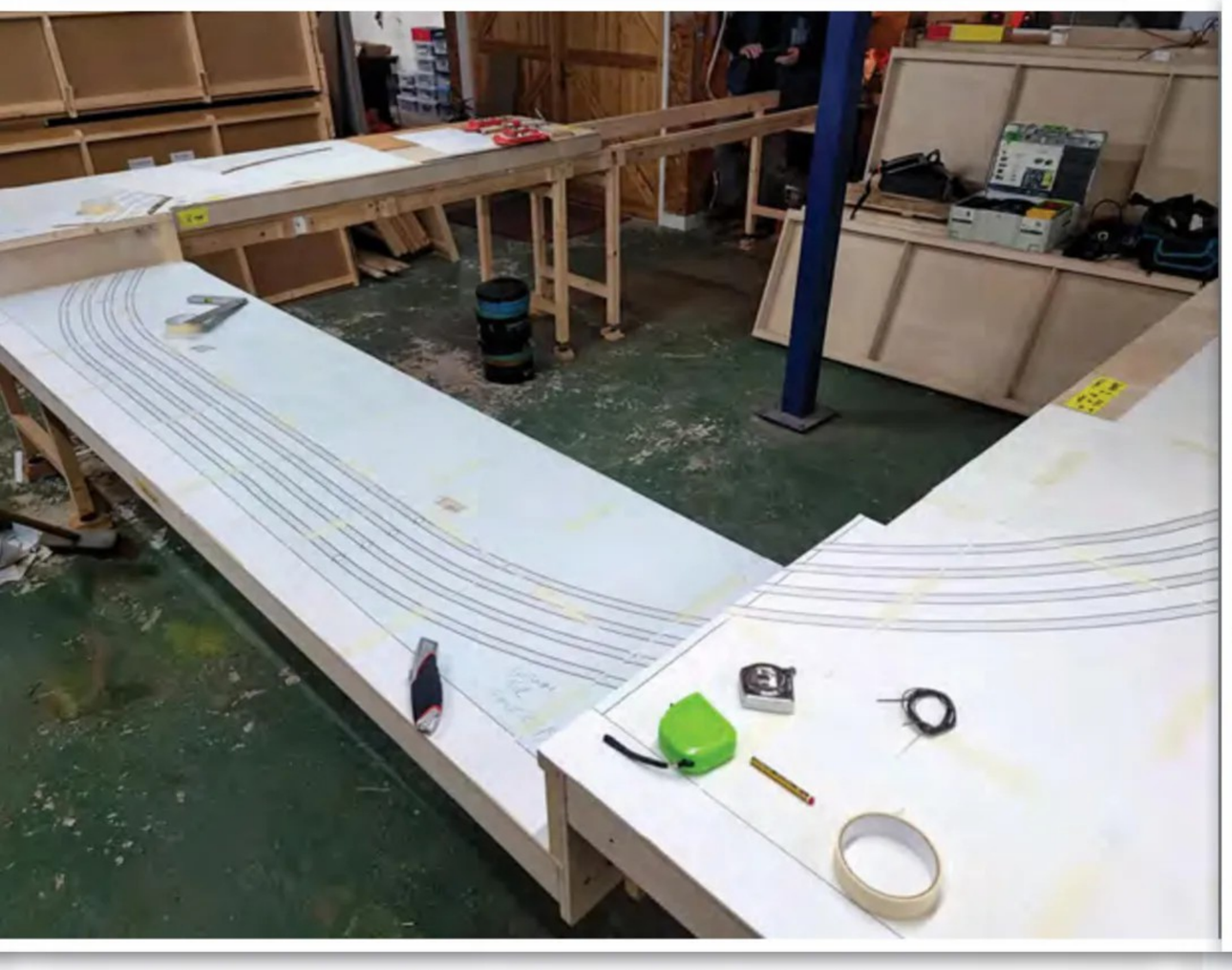
With less than eight weeks to go until Model World LIVE opens its doors by the time you read this, Pete and the Railnuts will be working to the wire to get Making Tracks: The Final Frontier ready for its debut – but what a layout it will be! Just imagine being able to move around this layout and see three stations, stopping trains calling at each one, expresses flying past at full speed and a collection of scale length freight trains running in between.

To create a layout like this is a huge undertaking and will require even more operators than at the Great Electric Train Show to keep the trains flowing. We can't wait to see the results and you can keep up to date with our latest video updates from the Making Tracks workshop with Pete Waterman at *www.keymodelworld.com/making-tracks*.

For now though, we are counting down the days until we can see the biggest ever portable 'OO' layout become even bigger for Model World LIVE on April 27/28 2024 at the NEC in Birmingham. **HM**



With the modern office block dominating the skyline at Watford Junction, Class 70 70016 passes through with a northbound Felixstowe-Lawley Street intermodal on July 25 2014 as a Class 390 Pendolino rushes south on the Fast lines. This is one of the two new stations being created in 'OO' gauge for Making Tracks: The Final Frontier. John Whitehouse.



The scenery on Making Tracks: The Final Frontier will wrap around the end creating a three sided layout at the southern end. Phil Moreton.



A Pendolino poses on the newly constructed Bushey Viaduct prior to it being painted. Mike Wild.





Pete Waterman and Andy Gyde work on the scenery around Bushey Viaduct using an oscillating saw to cut the foam blocks. Mike Wild.



Kevin Treeby assembles the laser-cut platforms for Watford Junction. Phil Moreton.

CLASS 104 CONVERSION

PART 1

In a classic piece of hands-on modelling, **TIM SHACKLETON** takes a brutal-looking selection of saws, files and knives to an elderly Hornby model. In the first part, he tackles the chassis.

On a cold, damp mid-winter morning, three-car Class 104 DMU set BX484 led by M53496 makes a smoky departure from Buxton with a working to Manchester Piccadilly in February 1986.
Brian Robbins/Railphotoprints.uk.

THE GRAND OLD SPORT of 'kit bashing' is nothing like as popular as it once was, but then neither is it strictly necessary these days. At one time, sawing up Lima or Kitmaster coaches was the only way to get hold of otherwise unobtainable Mk 1s such as a 57ft full brake or a buffet restaurant but now pretty well everything you could possibly want is available off-the-shelf.

This must come as a considerable relief to those who don't particularly enjoy building things for their own sake but for those who do, some of the sparkle might lately have gone out of the hobby. For die-hards like me, however, there'll always be a project that calls for a razor saw and files, a selection of adhesives and above all determination and a willingness to take risks.

Here's a classic example of what we do and why. First launched in 1982, Hornby's venerable Class 110 has been in production for more than 40 years – and the most recent release now includes an upgraded motor bogie and 8-pin Digital Command Control (DCC) decoder socket (HM201).

Hornby's model has many good points – it's basic but fundamentally accurate. It was one of the earliest ready-to-run models to have semi-flush glazing, and it is mechanically and electrically very simple – but it also has several negatives, chief among which are the angular bodysides, incorrect bogie spacings and the underframe detail.

So I thought I'd do what I could to correct these anomalies and at the same time take the opportunity to convert one of my sets to the earlier Class 104 configuration. I could have saved my pennies for the forthcoming Heljan Class 104, but that's not what hands-on modelling is about.

I'll leave it to others to identify and describe the best ways to modify older models like this with lighting, digital sound and other state-of-the-art refinements that might be felt necessary. Once I've got them running nicely, my concern is solely with the appearance and accuracy of my models, but this goes a long way beyond fitting tail lamps and crew figures.

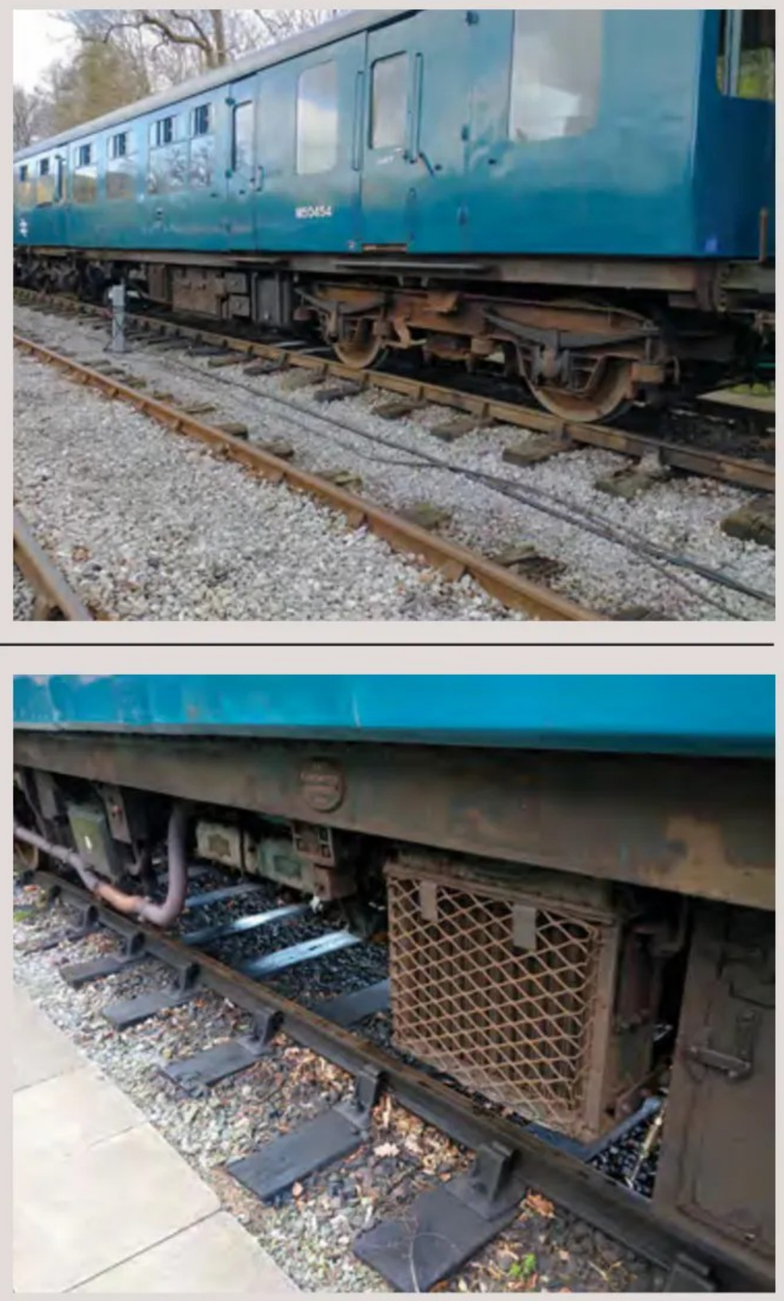
A measure of courage and a sense of adventure come with the territory but hacking bodyshells and underframes is one of the many pleasures I get from railway modelling, at least matching the satisfaction I experience from seeing the end result. Why do I do it? Because it is terrific fun, I can assure you! **HM**

- **In part two (HM203), Tim Shackleton demonstrates how he created the body for his hybrid Class 104 DMU.**

DETAILED VIEWS

You can never have too many detail photographs to work from, although you need to be aware that fittings may have been altered during preservation. This small selection of BR blue Class 104 reference photographs were taken on a visit to the Llangollen Railway by Martin Plumb and show some of the main underframe details including bogie detail, speedometer cable, fuel tank, battery box, air horn placement, buffer beam pipework, buffers, distinctive exhaust pipe and more.









DMU DELIBERATIONS

What colour were first-generation DMUs painted, before they first began to emerge in Rail Blue in 1966? It's a question that's puzzled many modellers and historians and though there seem to be many misapprehensions, I don't think there's a sure answer.

What follows is my interpretation, with the usual caveats about film emulsion, lighting conditions and the effects of the elements and disregarding any visual distortions brought about by the presence or not of lining and/or yellow panels. I think I've identified four distinct shades, excluding any variations from different workshops:

- The dark BR locomotive green (Brunswick green) seen at first on the earliest DMUs such as Metropolitan-Cammell and 'Derby Lightweight' sets but then seemingly abandoned in favour of a lighter shade. With its distinctive bluish tint, it starts to reappear almost randomly in the late 1950s/early 1960s.
- A bright, almost malachite shade applied to some early classes with or without 'speed whiskers'. Examples include Classes 103 (Park Royal), 104 (BRCW), the Cravens sets, the 122 (Gloucester) single units, the AC Cars railbuses and some ex-GWR railcars.
- A sombre green with a marked bronze tinge, unlined, applied to Derby Class 116 units in South Wales and London area Pressed Steel Class 117s. This seems to be predominantly but not exclusively a Western Region phenomenon.
- The default setting, a dark green with a yellowish tint not dissimilar to GWR locomotive green that could be found on most classes from the late 1950s. This is the nearest we get to a standardised DMU green and it's not the same colour that main line diesels were painted in. I associate it with the arrival of small yellow panels but units were clearly being repainted into this colour at an earlier date.

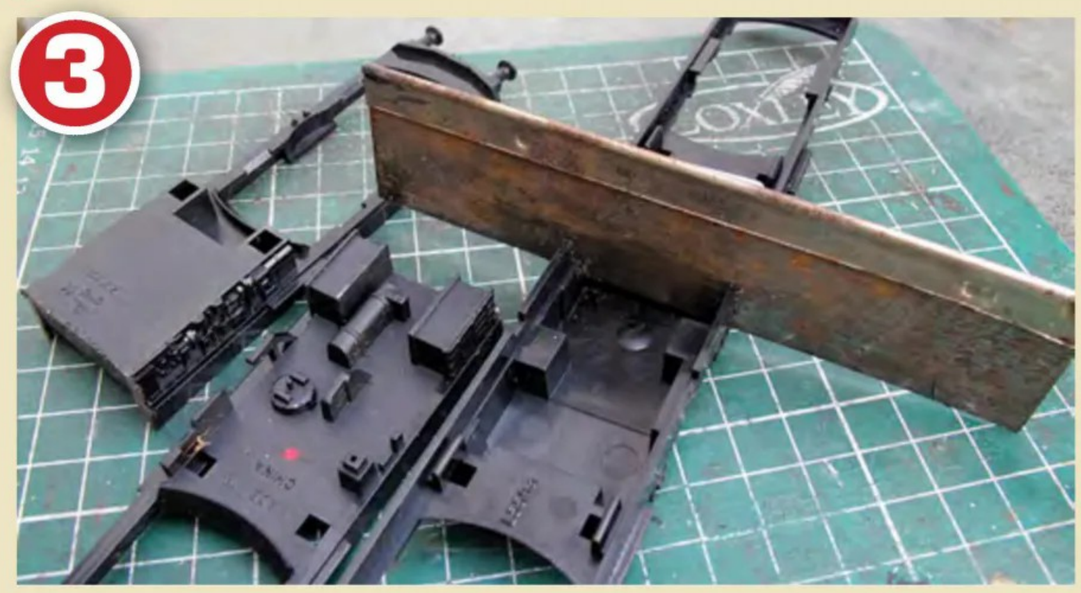
CREATING A CLASS 104 DMU IN 'OO'



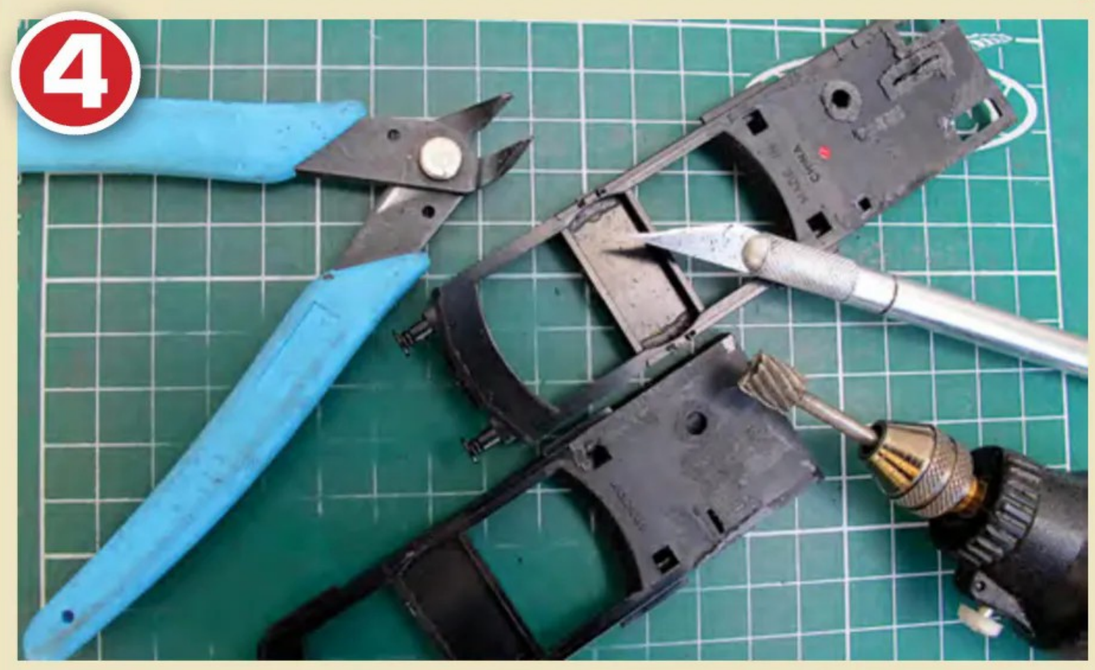
A three-car Hornby Class 110 dismantled into its constituent parts, ready for conversion to a Class 104. The glazing has been removed and put safely away. This is one of the China-made sets from the early noughties but models dating back to the early 1980s seem little different. The most recent examples feature an upgraded motor bogie and 8-pin DCC decoder socket.



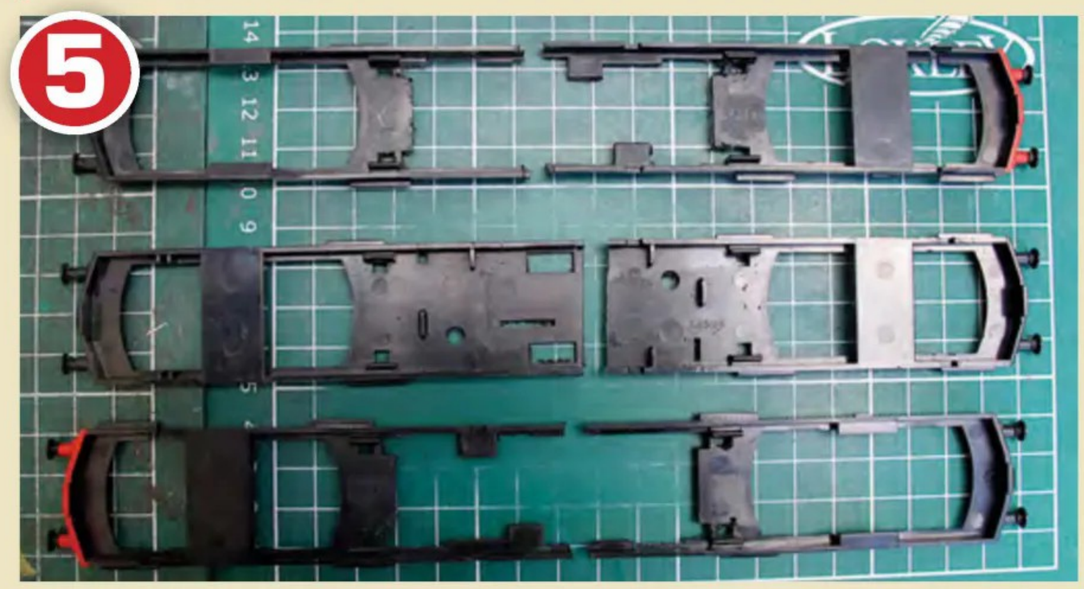
Accurate 3D-printed underframe detail for the Class 104 is available as a free download from *www.thingiverse.com/ironmink/designs*. This is a prototype version – the mounting plate is now substantially reduced in thickness. With complex one-piece shapes like this, everything has to be attached to the main structure – you can't have free-standing elements, hence the forest of supports.



The first thing that needs adjustment on the Hornby model is the wheelbase – specifically the bogie centres, which at 154mm are 6mm less than they should be. This shortfall has quite an effect on the appearance of the underframe. The first step is to saw each chassis unit in two.



Using a variety of tools I've completely removed the existing underfloor detail, starting with the unpowered centre car.



On the power car underframes, the detail comes in the form of a moulded box I removed with a combination of chain-drilling and sawing. With the resulting sea of plastic filings swept neatly away it looks quite tidy but at the time it was rather less so.



The two halves of each underframe are then reattached with the bogie mountings carefully lined up at 160mm centres. To preserve the structural integrity of the chassis, I infilled them with 60thou styrene sheet.

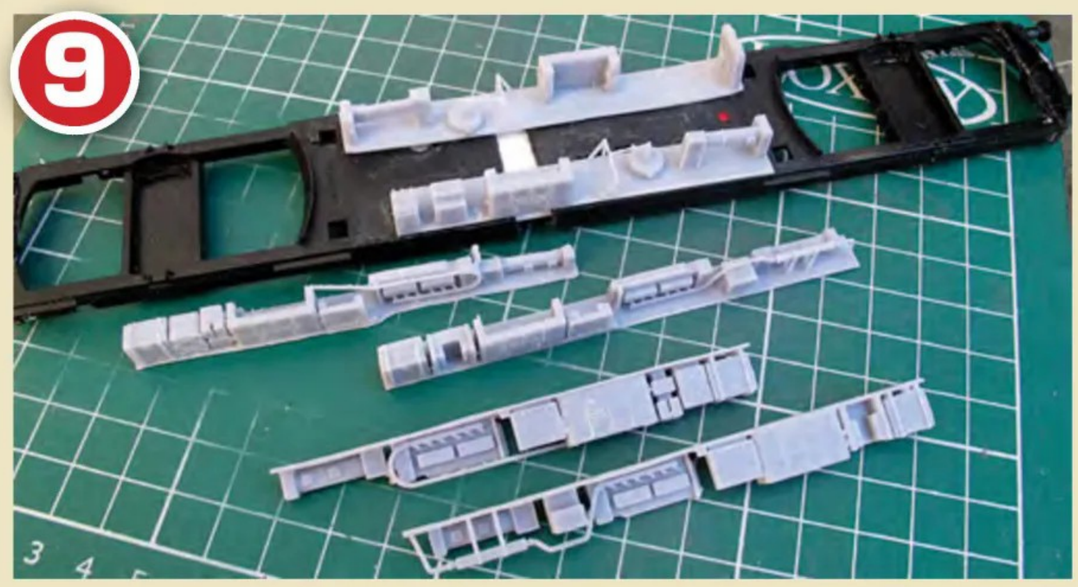


This process leaves each underframe 3mm too long at each end, so the way to lose the excess is first to saw off the headstocks.



Having shortened each end of the underframe by the required amount, I can reconnect the buffer beams so the chassis is the correct overall length – 228mm over headstocks. I used cyanoacrylate gel for this, strengthening the corners and filling in any gaps with a two-part epoxy, Loctite Super Steel.

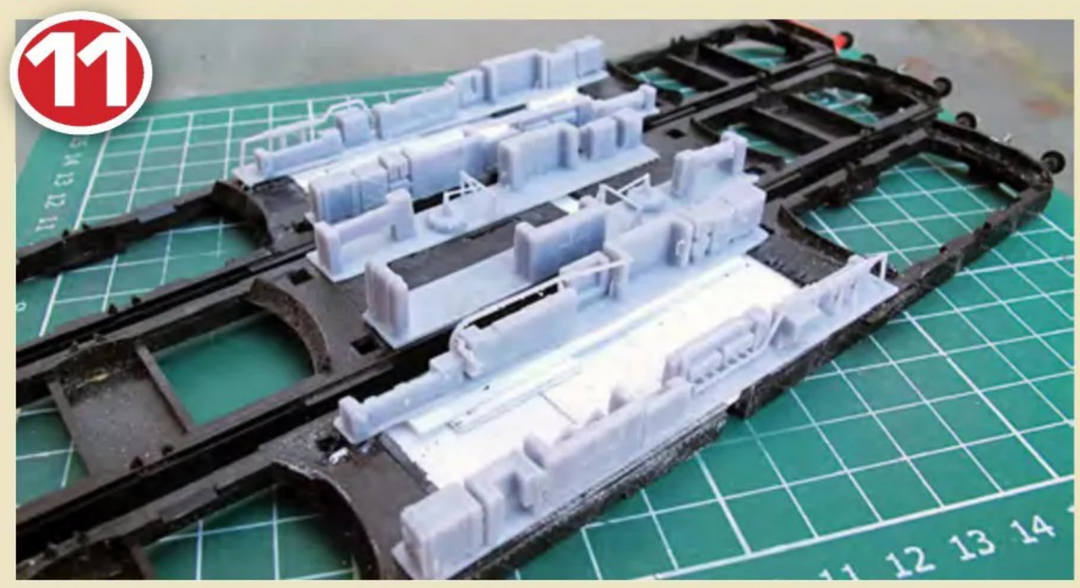
Intermediate
Beginner SKILL LEVEL Advanced



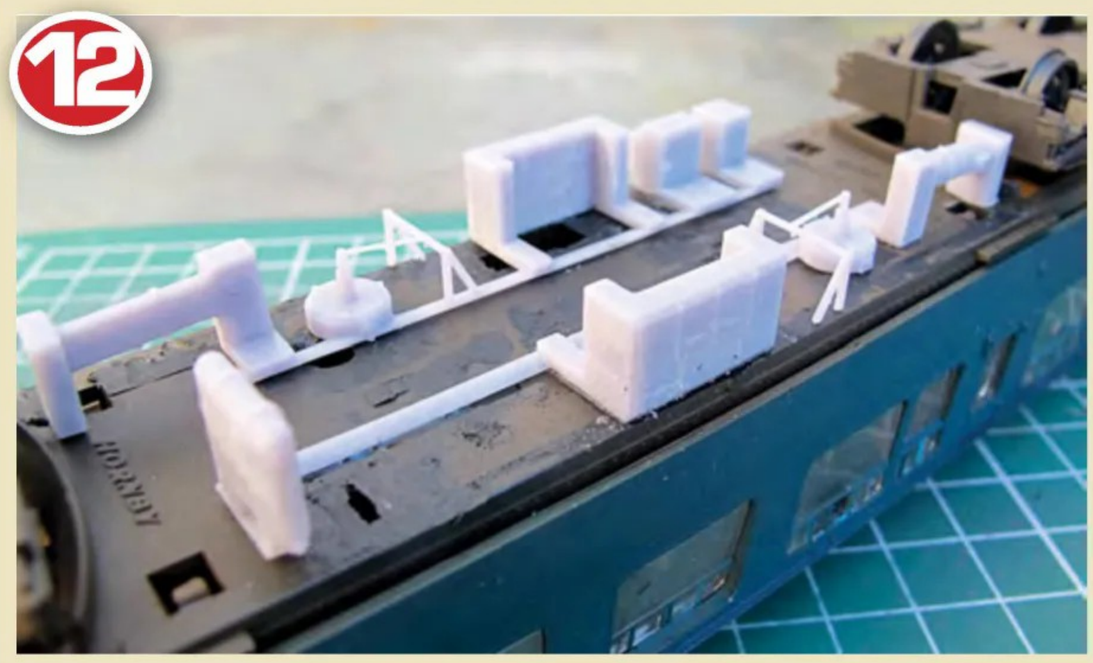
Now to detail each of the underframes in turn. The first task is separating the 3D-printed components from their supports – I used Xuron side-cutters for this. My test-fit of the underframe components on the unpowered centre car has gone well.



Using offcuts of styrene sheet – there's no point wasting good plastic on areas that can't be seen – I've built up the false floors of the power cars level with the solebars, ready to take the detailing components. The savagery of the dismembering process is readily apparent here.



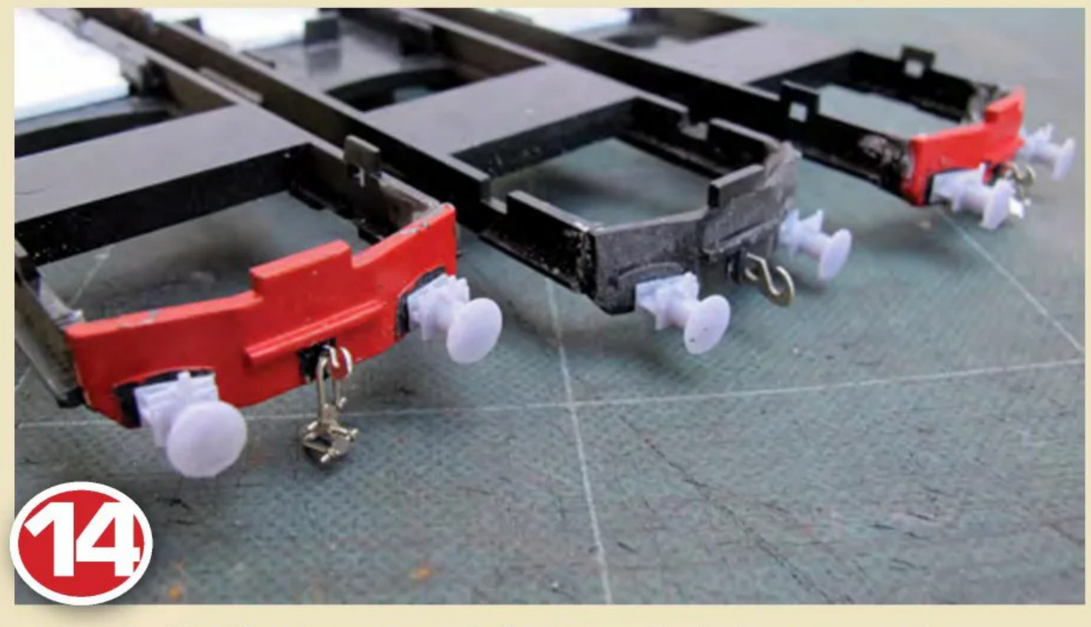
Still with some cleaning-up to do – I also want to chamfer the edges of the mounting plates – I've glued the printed details to the modified Hornby underframes. It's an impressive result, certainly compared to an unconvincing one-piece box!



This is a revised version of the underframe print – the centre car in this case – showing an even more unobtrusive way of fixing it to the moulded chassis.



The right-hand footsteps on each car will now be in the wrong position – snip them off with side cutters, clean up and then use styrene strip to create new steps directly under each door.



3D-printed buffers from 'Iron Mink' designs look the part – and are reassuringly tough. They come with integral 1.5mm mounting stubs so locating holes have to be drilled.



The coarse-scale wheels have been discarded and the bogies retro-fitted with scale 3ft diameter DMU wheels from Alan Gibson. I retained the Hornby motor bogie: its looks and running qualities are greatly improved with Ultrascale wheels.

"For die-hards like me, however, there'll always be a project that calls for a razor saw and files, a selection of adhesives and above all determination and a willingness to take risks."

TIM SHACKLETON

USEFUL LINKS	
Hornby	*www.hornby.com*
Iron Mink Designs	*www.thingiverse.com/ironmink/designs*

Creating a WATERFALL

For a very different feature on a layout, **DAN EVASON** shows how to create a stunning waterfall scene.

ON A RECENT TRIP TO mid-Wales, I couldn't help but notice and be in awe of the power and movement of water in the swollen streams, flooded rivers and the very impressive gushing waterfalls off the mountains. The waterfalls were walls of white raging froth and foam as the water smashed over the rock faces on their descent.

Most waterfalls are as far from the scale of the Niagara Falls as you can imagine. Look closely on any train journey past rock faces or mountains after it's rained and the chances are that you'll see water falling down them - sometimes mere trickles, but in hilly or mountainous terrain, often rather bigger and more spectacular. In fact, if you're planning to model a railway set in the likes of Snowdonia, the Highlands of Scotland, the Pennines or even Dartmoor, a small waterfall can really help place the scene geographically and add a feature we seldom see modelled.

It doesn't necessarily have to be as wild as this - you could model a grass-surrounded pond at the bottom with families having picnics or taking a dip if you wanted to add some people to the scene. How about some sheep taking a drink from the pool? The possibilities are almost limitless.

All this got me thinking about how could I recreate a raging torrent of water in 4mm scale. With lots of products on the market, I decided to give myself a challenge and use cling film instead. It may sound an unpromising starting point, but look closely at it scrunched up and you can see the potential for a low cost but effective way of modelling the features.

Did it work? I'll leave that for you to judge, but I'm rather impressed with how easy it was to recreate one of the sights I saw in Wales. **HM**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
2mm Dead Grass static grass fibres	WW Scenics	WSG2-051
4mm North European static grass fibres	WW Scenics	WWS303-P
Basing glue	WW Scenics	WWS002
Burnt Grass coarse turf	Woodland Scenics	T62
Burnt Grass fine turf	Woodland Scenics	T44
Burnt Green coarse scatter	WW Scenics	WSLF001
Cling film	B&Q	N/A
Dark grey chalk paint	B&Q	N/A
Grime wash	Flory Models	FMW008
Layering spray	WW Scenics	VAR008
Light grey chalk paint	B&Q	N/A
Light wash	Flory Models	FMW003
Olive Green coarse scatter	WW Scenics	WSLF019
Rubberised horse hair	WW Scenics	WWS291
Sand wash	Flory Models	FMW005
Snow	Woodland Scenics	SN140

USEFUL LINKS

B&Q	*www.diy.com*
Flory Models	*www.florymodels.org*
Woodland Scenics	*www.bachmann.co.uk*
WW Scenics	*www.wwscenics.com*

● **You can read more step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.**

STEP BY STEP **CREATING A WATERFALL**



1 With all of my dioramas I make a wooden base to begin with. The base of this was made with 9mm birch plywood.

2 Using some high-density foam and a fine razor saw, blocks of foam were cut to fit the dimensions of the base. Although they were a tight fit, I secured them with PVA glue.

3 With the foam now glued into place, it was time to start planning where and how the waterfall was going to fit into the scene. Using a sharp pen, I marked it out with a narrow top down into a bowl at the bottom where the water would cascade into.

4 With the waterfall marked out, it was time to turn this coloured foam into jagged Welsh rocks. Using a craft knife, the foam was scored in a diagonal pattern with more scores going one way than the other to signify the strata of the rocks. The knife was then used to start digging out the scored foam, which gives a great rock effect.



With the rock face created, a little more foam was added at the bottom. Smaller pieces were glued in place and shaped with a knife.



Happy with the rock formation, I used some 80 grit sandpaper to smooth the river bed ready for the next stage.



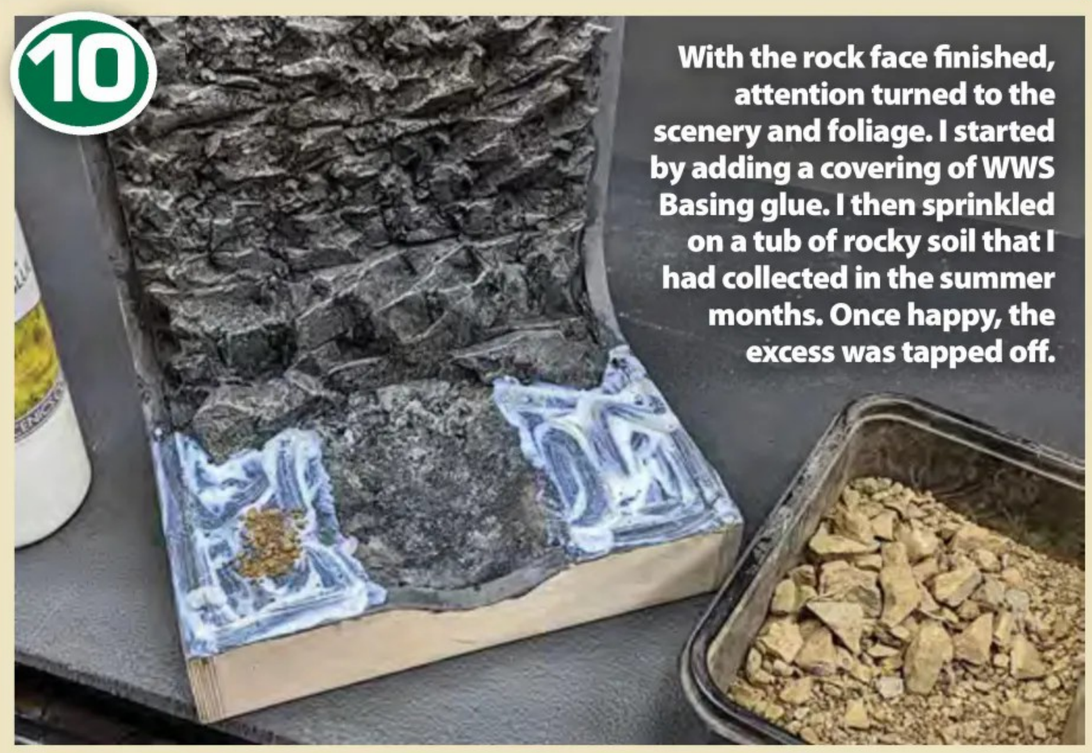
Using Light and Dark Grey chalk paint, I set to work on the rock face. Using these two colours at the same time gave me great tones and shades as every brush stroke was slightly different. Once fully painted it was left to dry.



Three Flory wash colours were used to make the rock face look more realistic. Sand, White and Grime colours were dappled on in random patches. It looks messy on application but when dry (I used a hairdryer to speed this) the colours look very natural.



With the Flory washes dry, a very watery black wash was then added, using a blob of black acrylic paint and tap water in a disposable cup, making sure the paint was mixed well with the water.



With the rock face finished, attention turned to the scenery and foliage. I started by adding a covering of WWS Basing glue. I then sprinkled on a tub of rocky soil that I had collected in the summer months. Once happy, the excess was tapped off.



There were a few bare patches and as the glue was still wet I used some Woodland Scenics Burnt Grass scatter and went over it again. This was left to dry and the excess tapped off for full coverage.



With the basic ground cover done, static grass was added using 4mm North European and 2mm Dead Grass, using WWS layering spray in between applications.

Beginner Intermediate Advanced SKILL LEVEL

13

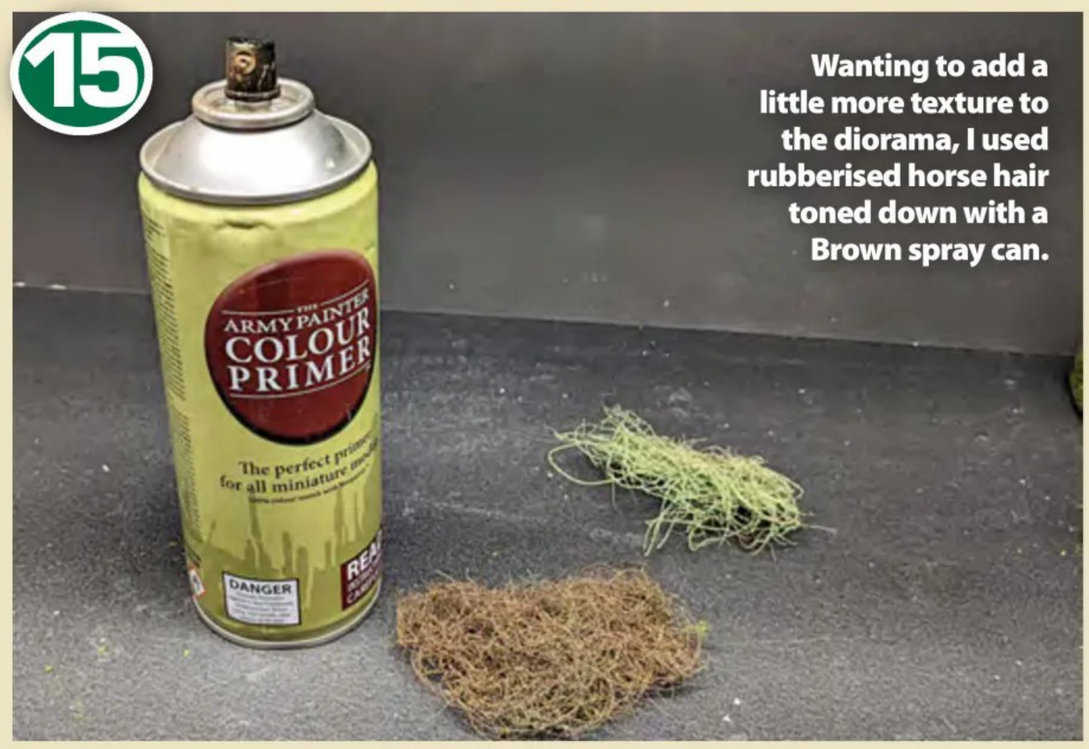
I gave the areas one more coat of layering spray and lightly sprinkled WWS Burnt Green and Olive flocks over the areas to add a realistic texture.

14



Another favourite of mine is Woodland Scenics Coarse Burnt Grass. This comes in a single piece that can be ripped apart and stretched. This product is great for making thin coverings of foliage. Using a hot glue gun, I started to tack strands of this down the rock face.

15



Wanting to add a little more texture to the diorama, I used rubberised horse hair toned down with a Brown spray can.

16



With the rubberised horse hair looking more bush like, I gave it a coat of layering spray and then a light mix of WWS Olive Green and Burnt coarse flock for foliage.

17



Once the bushes were dry, they were then arranged and glued into place using a hot glue gun.



I wanted to add some small trees, and used pieces of sea foam to create them. They were sprayed brown and then given a sprinkle of Olive and Burnt scatter. These were then applied to the top of the diorama.



Using fragments of left over sea foam, these were added around the diorama to add texture and colour. The sea foam can be inserted into the foam base easily.



For the water, I have noticed that Basing Glue dries hard and shiny. I gave the area a good coating of glue, and using a large art paintbrush, worked it into all the areas of the rock to make them appear wet.



Cling film was used to create the waterfall effect. This was torn into small pieces and applied with a hot glue gun, with the aim of recreating the effect of raging water cascading down the fall.



Adding more and more layers, I felt the water effect was starting to get there. Using my trusty tweezers, I added quite a lot at the bottom of the fall – this would be the base for the froth where the water crashed into the rocks.

Intermediate
Beginner SKILL LEVEL Advanced



23 Happy with the cling film effect, I now needed to recreate the froth. Using Woodland Scenics Snow and WWS Basing glue, I stirred this into a paste ready to apply.



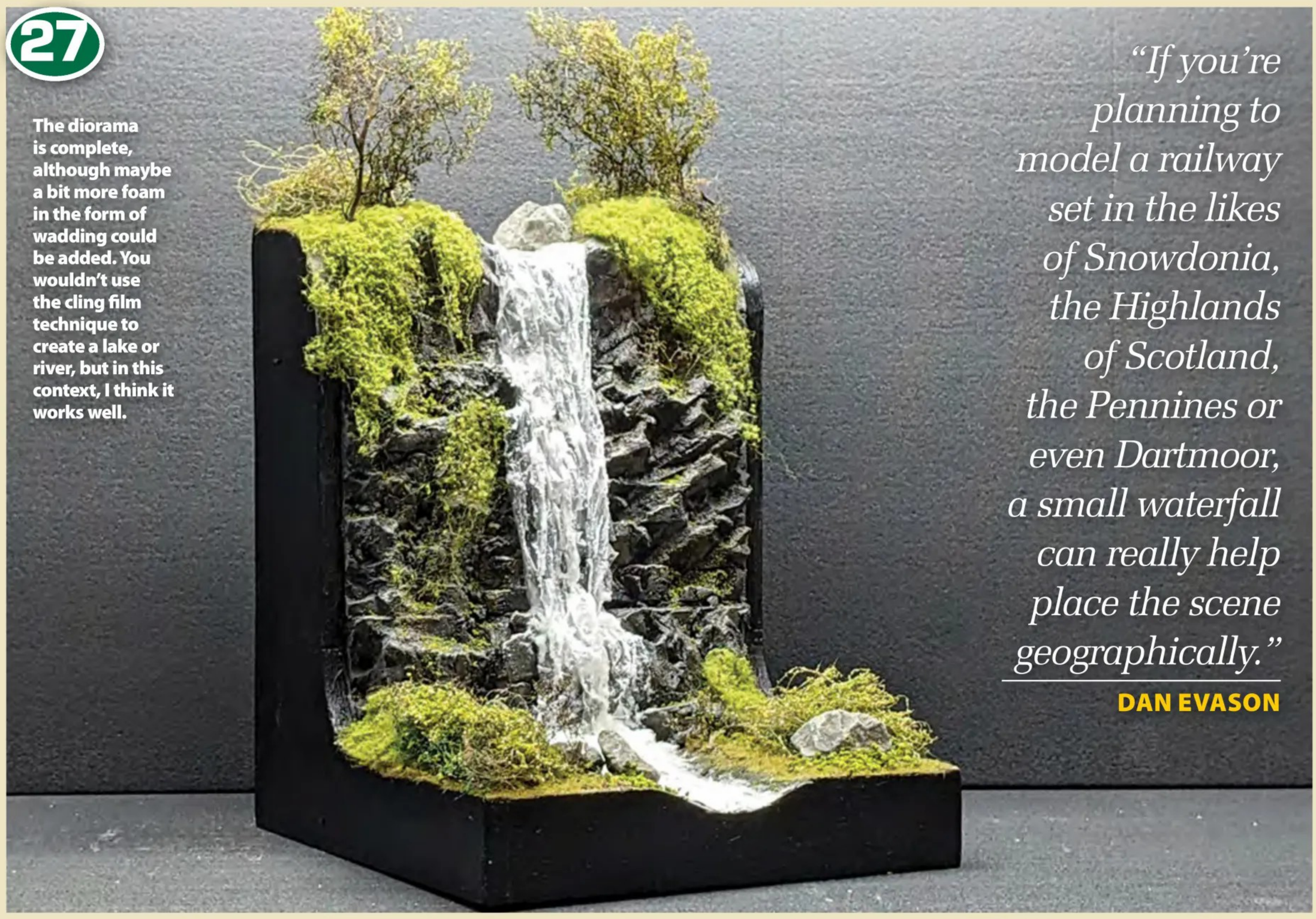
24 Starting on the waterfall, the home made 'froth' was applied little by little on the edges of the cling film and where rocks were jutting out and catching the water on the way down. At the bottom, much more paste was added to suggest a torrent of fast-moving water.



25 Highlights were then added to the water scene using gloss white paint for dramatic effect. This can make a real difference to the appearance of the water.



26 I felt more rocks were needed at the bottom, and a few were sealed into place on a bed of flock, allowing the stones to sink into place and look more natural.



27 The diorama is complete, although maybe a bit more foam in the form of wadding could be added. You wouldn't use the cling film technique to create a lake or river, but in this context, I think it works well.

"If you're planning to model a railway set in the likes of Snowdonia, the Highlands of Scotland, the Pennines or even Dartmoor, a small waterfall can really help place the scene geographically."

DAN EVASON

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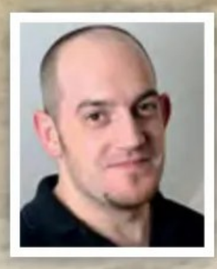

From the Publisher
Mike Wild

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WHAT NEXT?

BR STANDARDS

In the concluding part of the series looking at gaps in the range of ready-to-run main line steam locomotives in 'OO' gauge, **TREVOR JONES** and **BEN CHURCH** examine the BR Standards.





Above: **BR Caprotti '5MT' 4-6-0 73145 heads a Glasgow Buchanan Street to Perth slow, climbing Kinbuck Bank north of Dunblane in April 1965.** W.J. Verden Anderson/Rail Archive Stephenson.

Below: **Allocated to Guildford shed on the Southern Region for its final year or so in service, BR '3MT' 2-6-0 77014 passes Staines Central with the Locomotive Club of Great Britain (LCGB) 'South Western Suburban' railtour bound for Windsor and Eton Riverside on Sunday February 5 1967.** Brian Stephenson.



ON FORMATION IN 1948, British Railways inherited a disparate fleet of locomotives from the former 'Big Four'. Some were very modern, some very old, and most had been worked very hard during the Second World War.

A final new generation of steam locomotives was envisaged before replacement by diesel and electric equivalents, but before detailed design work started, BR wanted to understand the capabilities of its most capable inherited locomotives.

The 1948 locomotive exchanges tested select designs from the former 'Big Four' on lines and routes to which they were not native, allowing BR to gain an understanding of what features worked best. It was also - and perhaps of more use than the results obtained - a way of demonstrating that the old regional order had been replaced by a national railway. Chief Mechanical Engineer Robert Riddles picked out some of the best features to design a standardised, easy to maintain, cheap to build, efficient and effective fleet of steam locomotives, able to work on all regions and replace older locomotive classes.

Robert Riddles was originally from the London Midland & Scottish Railway (LMS) and during the Second World War designed 2-8-0 and 2-10-0 freight locomotives for the Ministry of Supply, cementing his reputation. The first result of the Standard steam locomotive designs came in 1951 with the first of a fleet of '7MT' 4-6-2s, nicknamed 'Britannias' after the first of the class. They had a distinctly LMS appearance, but Riddles incorporated some successful features from the London and North Eastern Railway and Southern Railway (most of the best GWR features had been adopted by Stanier on the LMS and incorporated into more modern designs in the 1930s). By 1954, the BR Standards encompassed 12 types, and most of these have been produced in ready-to-run form in 'OO'.

The current offerings of BR Standards in model form are excellent with Bachmann and Hornby combined catering for ten of the 12 classes in ready-to-run form. The only outliers are the '2MT' 2-6-2Ts and '3MT' 2-6-0s.

Bachmann has offered the '3MT' 2-6-2T, '4MT' in 2-6-4T, 2-6-0 and 4-6-0 forms, '5MT' 4-6-0 and '9F' 2-10-0. Hornby has also produced the '9F', in addition to the '2MT' 2-6-0, '4MT' 4-6-0, 'Clan' 4-6-2, 'Britannia' 4-6-2 and one-off '8P' 71000 *Duke of Gloucester*.

With just two classes missing from the ready-to-run roster, what were the '2MT' 2-6-2Ts and '3MT' 2-6-0s? »

TABLE 1 BR STANDARD MOTIVE POWER SURVEY

COMPANY	PURPOSE	CLASS	TOTAL IN CLASS
BR	Mixed Traffic	'2MT' 2-6-2T	30
BR	Mixed Traffic	'3MT' 2-6-0	20
BR	Mixed Traffic	Caprotti '5MT' 4-6-0	30
BR	Mixed Traffic	Westinghouse '7MT' 4-6-2	2



On April 24 1962, 71000 *Duke of Gloucester* reverses out of Euston after arriving with an express from Liverpool Lime Street.
Patrick Russell/Rail Archive Stephenson.

VERSATILE DESIGNS

The BR '2MT' 2-6-2T was a class of 30 locomotives built between 1953 and 1957 to replace pre-Grouping locomotives on branch lines and local services. They drew much of their design from the earlier LMS Ivatt 2-6-2T and the most obvious visible differences were smaller cabs and standard fittings to enable use on routes with restricted loading gauges. They were also heavily based on the 2-6-0 tender locomotives.

The first 20 built at Crewe in 1953 were used on the Midland Region and in 1957 a second batch of ten was built at Darlington for use on the Southern Region. Some were used on push-pull workings and worked alongside the Ivatt '2MT' 2-6-2Ts. The class was considered for work on the Isle of Wight, but this never happened due to route closures and electrification of the island's remaining railway. Demonstrating how standardised these locomotives really are, '2MT' 2-6-0 78059 is being converted to a '2MT' 2-6-2T at the Bluebell Railway.

The '3MT' 2-6-0s were a class of 20 locomotives, all built in 1954 at Swindon Works. In a break from Riddles' generally LMS-based design, the '3MT's' boiler was based on the Swindon standard No.2 boiler used in '56XX' 0-6-2Ts and '5101' 2-6-2Ts but with a shorter barrel and regulator in the dome. Other aspects were inspired by the LMS Ivatt '4MT' 2-6-0s.

Most of the '3MTs' spent their careers on the North Eastern and Scottish regions where they proved competent performers. However, the Beeching cuts and dieselisation meant much of their work disappeared before they were even a decade old. One locomotive, 77014, was transferred to the Southern Region in April 1966 from Northwich, and distinguished itself on July 9 1967 by hauling the very last scheduled steam working, a van train from Bournemouth.

VARIATIONS ON A THEME

In spite of there already being a wide selection of models available, there are variations on already available types we think might be popular. Most notable among these is the Caprotti valve gear version of the BR Standard '5MT' 4-6-0. Of the 172 '5MTs', 30 were fitted with Caprotti valve gear and poppet valves. These locomotives performed well in service and looked very distinctive. With 73129 preserved, they could make an excellent addition to the roster of Standards.

A short-lived alteration to the 'Britannias' has not yet been modelled either. 70043 and 70044 were fitted with a pair of Westinghouse air brake compressors on ether side of the smokebox in place of the large smoke deflectors to compare performance against BR's standard vacuum braking system. This dramatically altered the appearance of the locomotives and remains a variation yet to be represented.

71000 *Duke of Gloucester* has been available in model form since 2013 from Hornby and has proved very popular. However, we feel that as with the Gresley 'P2' 2-8-2s which received a new highly detailed model release in 2023, an updated model of this unique locomotive would be an





Brand-new BR 'Britannia' 4-6-2 70044, fitted with Westinghouse brake pumps, runs light out of Shrewsbury station on June 11 1953.
R.O. Tuck/Rail Archive Stephenson.

Crosti '9F' 2-10-0 92021 passes Brentingby Junction, south of Melton Mowbray, with a Toton to Brent coal train on August 2 1955. Gordon Hepburn/Rail Archive Stephenson.

exciting new release. An updated version of Hornby's RailRoad Crosti boilered '9F' (although strictly speaking they were rated as '8Fs') could also be a welcome addition after the introduction of the Tyne Dock variant in 2023.

None of the BR Standards had long lives in front-line service, all being withdrawn at most around halfway through their planned service lives (for many much sooner) - the victims of a rapid-fire modernisation not envisaged when they were designed.

However, many of these versatile locomotives have found second lives in preservation, with their ease of maintenance, efficiency and operation demonstrating that the last generation of steam locomotives was amongst the best of all. If these gaps were filled, a complete set of Standards in 'OO' gauge would surely be very welcome. **HM**

TABLE 2 – BR STANDARD MODELS AVAILABLE SINCE 2000

CLASS	MANUFACTURER
BR '2MT' 2-6-0	Hornby
BR '3MT' 2-6-2T	Bachmann
BR '4MT' 2-6-4T	Bachmann
BR '4MT' 2-6-0	Bachmann
BR '4MT' 4-6-0	Bachmann
BR '4MT' 4-6-0	Hornby
BR '5MT' 4-6-0	Bachmann
BR 'Britannia' 4-6-2	Hornby
BR 'Clan' 4-6-2	Hornby
BR '8P' 71000 *Duke of Gloucester*	Hornby
BR '9F' 2-10-0	Bachmann
BR '9F' 2-10-0	Hornby
BR '9F' Tyne Dock 2-10-0	Bachmann
BR '9F' Tyne Dock 2-10-0	Hornby
BR '9F' (Crosti-boiler) 2-10-0	Hornby RailRoad

Below: **BR Standard '2MT' 2-6-2T 84007 heads away from Seaton under the Midland Railway main line with a train for Stamford on April 30, 1960.** T.G. Hepburn/Rail Archive Stephenson.

BRANCH LINE ALBUM

Recalling fond childhood memories, **PAUL A. LUNN** shows how Clayton West can be modelled at home in 'OO' gauge.

FOR ALL MY TEENAGE and early adult life I lived just under 12 miles from Clayton West in West Yorkshire and was a frequent visitor. In time, my regular appearance became well known amongst railway staff and, as a considerate enthusiast (not all were!), was welcomed with open arms.

Many happy hours were spent in the signalbox, chatting about the line, watching trains go by and, on occasion, walking down to the station, token in hand to give to a Diesel Multiple Unit (DMU) driver… just perfect. Much of what is contained here is a reminder from that time and, particularly in those photographs around the signalbox, you can see just how much freedom I had.

The 3½-mile-long line branched off the Huddersfield to Penistone route serving two collieries, and was opened on September 1 1879, by the Lancashire and Yorkshire Railway (LYR), closing on January 24 1983. It was built to double track standards and there were plans to extend the line from Clayton West to a junction between Haigh and Darton stations, but nothing came of it.

Most service trains were between Clayton West and Huddersfield, although some went on to Bradford. Main commodities were coal, agriculture and woollen textiles. Since closure, the 15in gauge Kirklees Light Railway (renamed Whistlestop Valley in 2021) has occupied the trackbed from 1989, opening on October 19 1991, extending to Skelmanthorpe in 1992 and to Shelley in 1997.

The accompanying 3D designs and track diagrams aim to demonstrate how you can model this long gone branch line in 'OO' gauge and incorporate key locations along the route, illustrated with a small selection of photographs I took at the time of my early visits when growing up in the area. **HM**

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

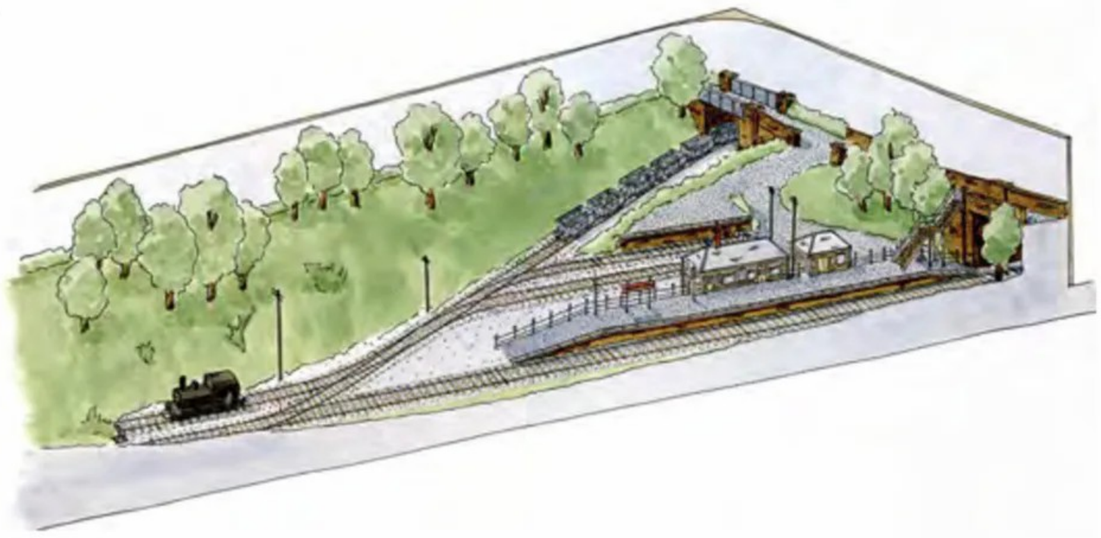
The driver of a Metro-Cammell two-car DMU slows at Clayton West Station Cabin for the token exchange on September 9 1971. It can be a potentially dangerous job handing over a token to a passing train however slow it's travelling and whilst I passed over many a token, it was always done on the station platform when trains were stationary.
Paul A. Lunn Collection.



STATION INSPIRATION

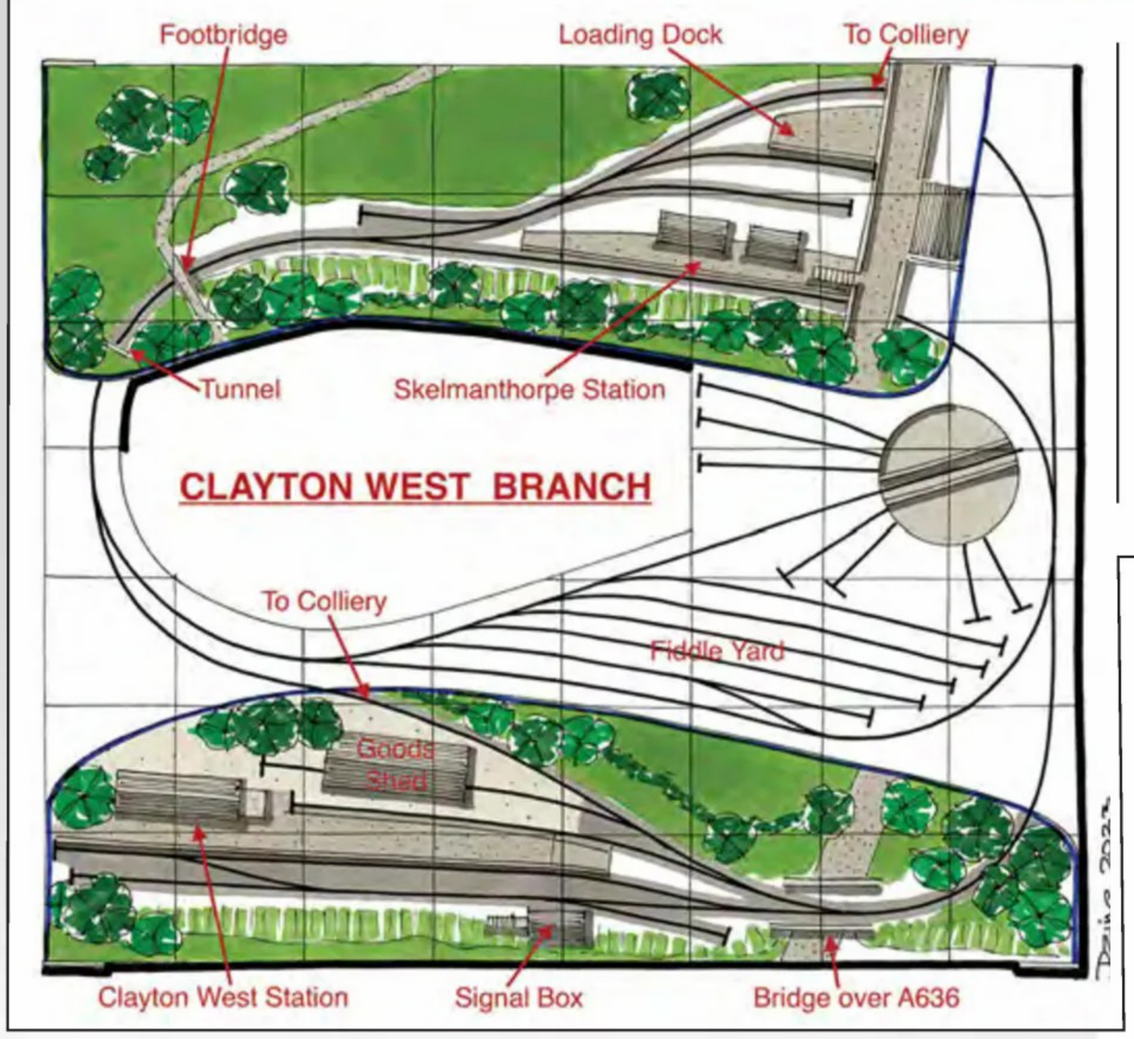


Our first 3D design for Clayton West shows the station in its most compressed linear state, with a reduced number of sidings, one loop removed and a split backscene with non-scenic section for unloading coal wagons.



Skelmanthorpe station's plan is less compressed and as well as a reduced number of sidings has a reconfigured rear curve, unlike the prototype, that would conveniently link into non-scenic sidings.

COMBINING THE TWO



Whilst both stations on this plan are similar to the 3D illustrations, in all other respects the overall layout is considerably different. This is an updated and modified plan based on a 7ft x 6ft design of mine dating back to when first radius curves were widely accepted.

By increasing to 8ft x 7ft I've managed to ease out all curves and, most importantly, extend platform length at Clayton West. I anticipate the layout being sited up to a wall along the left-hand edge, with a minimum extra access of 2ft on the three other sides, in a room 10ft x 11ft. Note my early designs omitted the complexity of modelling colliery screens, providing only a hint, by way of a solitary track to hidden non-scenic sidings.

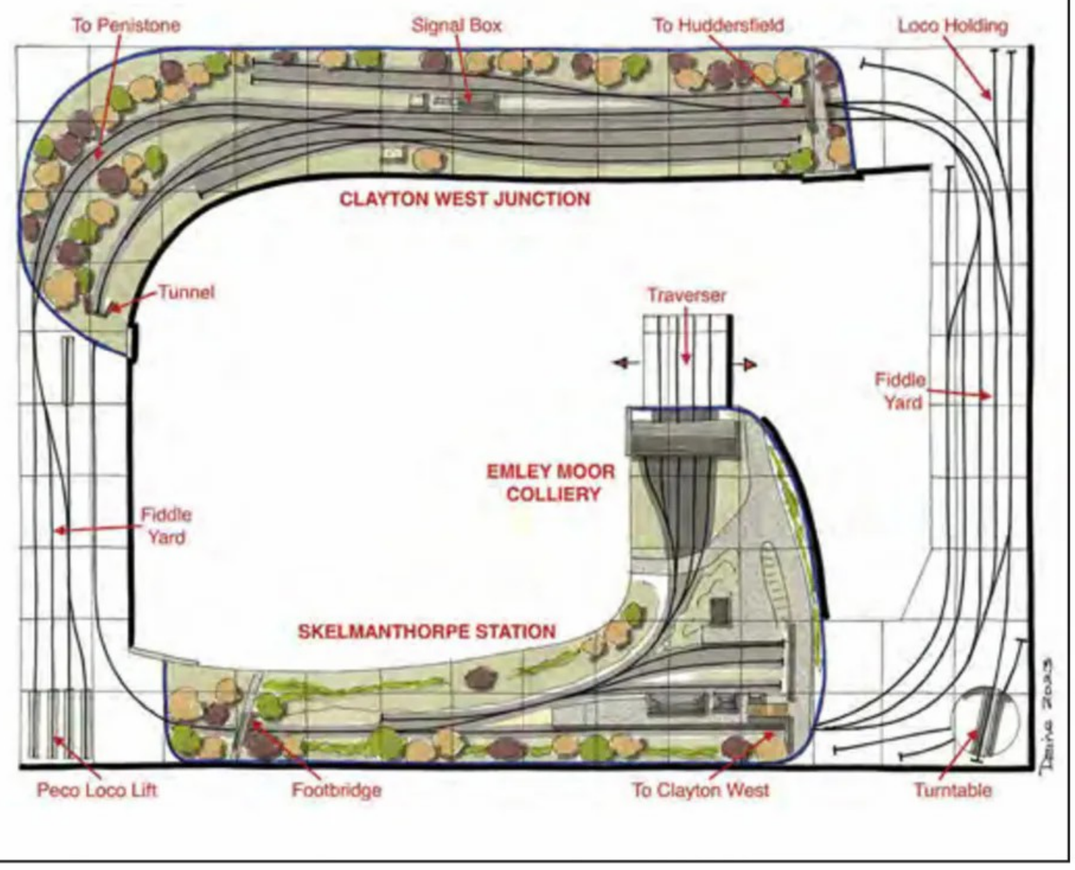


LOCATION BY LOCATION

CLAYTON WEST JUNCTION SIGNALBOX

Adding a junction and one of the collieries to a layout significantly increases operation and, with the latter, some contrasting scenic treatment. There was a standard LYR timber signalbox with gabled roof, containing a 44-lever frame, dating from 1915. It controlled access to the branch and a set of exchange sidings either side of the main line. The signalbox closed on April 23 1989 and was subsequently sold locally, but caught fire before being rebuilt as a house.

The accompanying layout design, for 'OO' gauge in a space of 14ft x 10ft, consists of two key scenes - Clayton West Junction and Skelmanthorpe station/ Emley Moor colliery. I anticipate track will be a combination of code 100 Peco Streamline and Setrack, especially for non-scenic curves. Note the autumnal colour scheme in an attempt to encourage modellers to model more than just a summer's day.



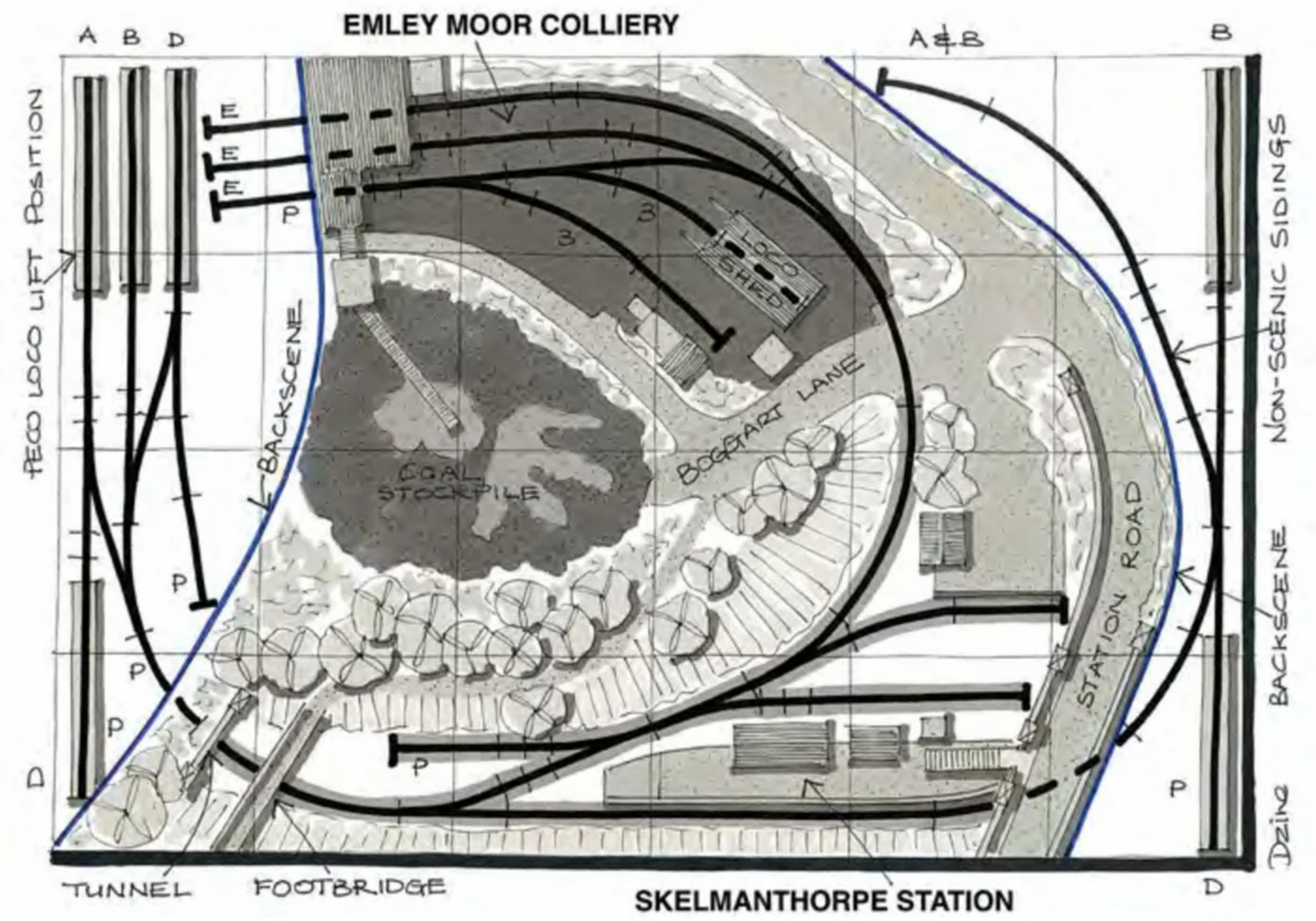
The signalbox, officially named Clayton West Station Cabin, was always a great vantage point. You could see almost everything in a 180-degree sweep of the site and of particular note was a substantial gradient beyond the road bridge and up to Skelmanthorpe.
Paul A. Lunn Collection.

SKELMANTHORPE STATION AND EMLEY MOOR COLLIERY

Skelmanthorpe station platform was earth-filled within a sleeper construction. Basic buildings were of timber boarding. There were four sidings, a small goods shed, loading platform and ground frame.

Emley Moor colliery was at the end of a short branch from the main line near Skelmanthorpe station, closing on December 20 1985, with screens demolished in 1986. There were five locomotives here at various times and these, along with much other detail, are amply described in *Industrial Railways of Yorkshire Part A*, produced by the Industrial Railway Society (ISBN: 978 1 901556 26 3).

KEY	
A & B	Capable of holding a two-car DMU or similar
D	Locomotive only
E	For adding wagon loads
P	Power supply for DC
3	Third radius curve, all other curves are 2nd radius

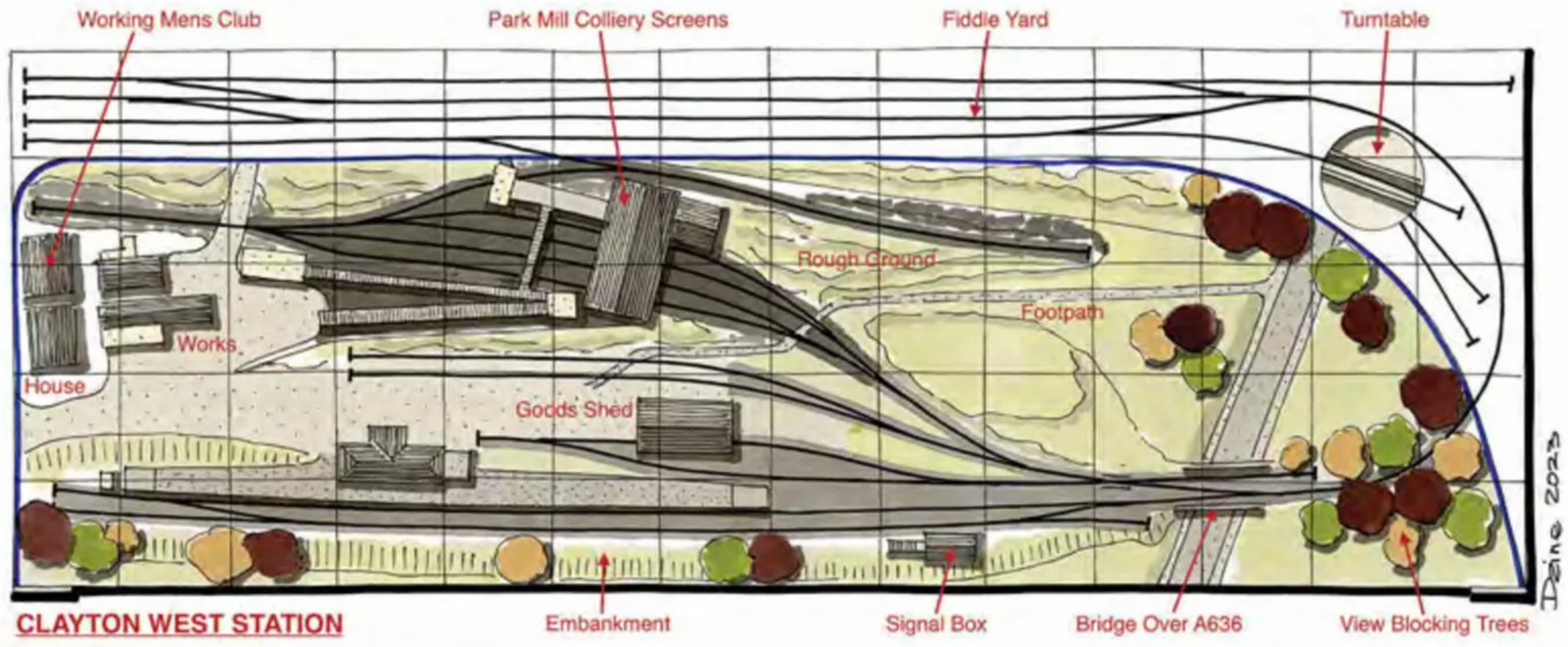




SIMPLIFIED SETRACK

At entry level, there's nothing more satisfying than trying to squeeze the essence of a prototype location into what, at 6ft x 4ft, is a fairly small space. There are compromises - it can hold a maximum of a two-car DMU or tank locomotive, a couple of 57ft coaches for passengers and six or so wagons and perhaps a Type 2 diesel for freight. In addition there's space for a couple of colliery locomotives. The layout itself includes a compressed version of the station and the colliery line turns back on itself to fit within baseboard confines, rather than 90 degrees, as per the prototype.

CLAYTON WEST STATION AND PARK MILL COLLIERY



The accompanying 'OO' gauge 14ft x 5ft track plan is as near to prototype as possible within a reasonable space and includes station loop, goods shed loop, two yard sidings and several lines serving Park Mill colliery. The latter is positioned closer to the station in order to fit a maximum baseboard width, as long as access is provided from both long sides.

My only other comments relate to the track plan in that the end semi-circle needs to be either third or fourth radius, depending on available space and there is a double slip at the entrance to all sidings.

There was a sandstone station building with hipped roof, demolished in 2000, and hipped canopy, removed in the 1950s. The yard had a large sandstone goods shed and nearby five ton yard crane with a Saxby & Farmer signalbox beyond, its original frame replaced by BR, with a 20-lever McKenzie and Holland. The colliery was next to Clayton West's goods yard sidings and remained in use to the 1980s, closing in 1989. There were two standard gauge locomotives on site, the last surviving to 1972.

Full details can also be found in *Industrial Railways of Yorkshire Part A*.

FURTHER INSPIRATION

I think it's always helpful to consider how a layout might fit in a modest spare room (above). I've kept the colliery arrangement fairly simple although you could add a basic representation of Emley Moor colliery screens instead of the traverser, swinging the whole board diagonally towards the door and gaining extra running length.

LOCOMOTIVES AND STOCK

Lancashire & Yorkshire 2-4-2Ts with three-coach compartment sets dominated initially. In later years, these were operated with Ivatt and BR Standard '2MT' 2-6-2Ts before being superseded by DMUs. In my time, freight was nearly always hauled by Class 37 locomotives, though there were exceptions, such as a Class 45 on one such occasion. **HM**

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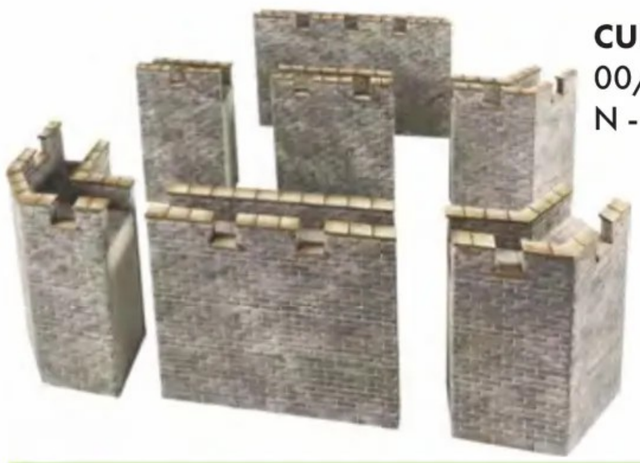

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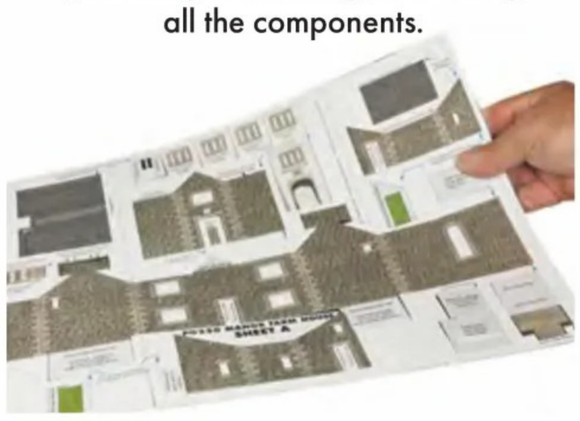

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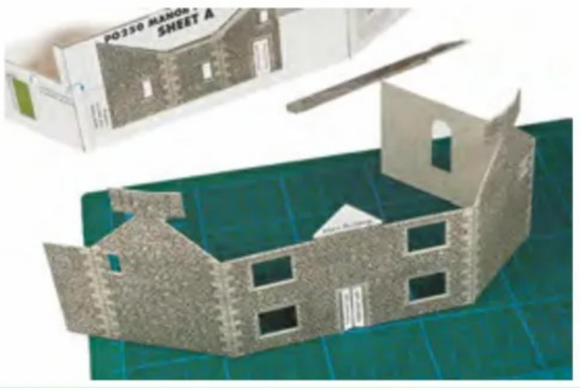

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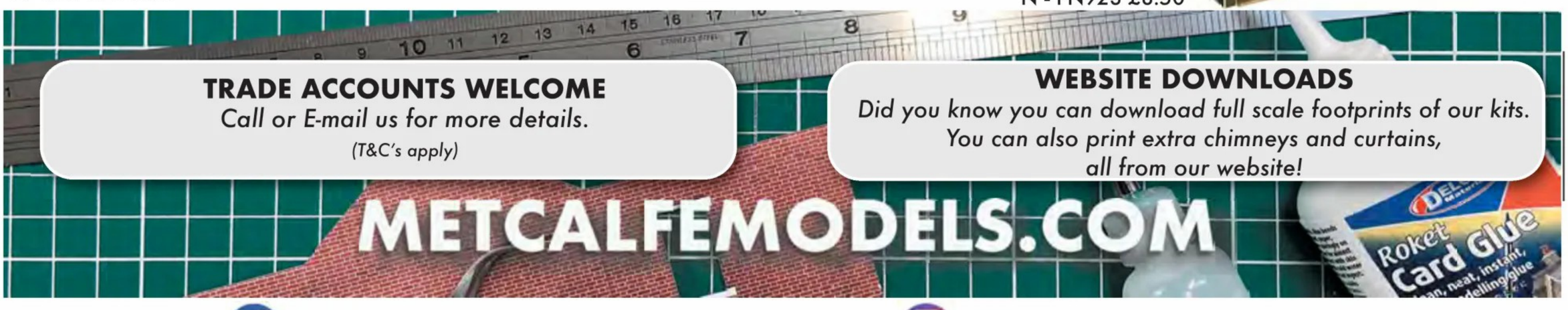

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Folly Lane

This 1990s Southern Region layout was acquired last year by members of Beckenham and West Wickham Model Railway Club. **GREG MARSHALL** explains how this fascinating 'OO' gauge layout brings the Britpop era back to life.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	20ft x 7ft	SOUTHERN	1990s	DCC, LENZ

FOLLY LANE was designed and built by Jason Hannant, loosely based on Haslemere in Surrey and is set in the mid-to-late 1990s. This 20ft x 7ft Digital Command Control (DCC) layout was completed in just one year and features a fully automatic level crossing, automatic signalling, DCC operated points with interlocking and a scratchbuilt full size sub-station in 'OO' gauge. Under Jason's ownership, it attended a series of exhibitions in South West England between 2018 and 2023.

Folly Lane was sold by Jason in July 2023 to eight members of the Beckenham & West Wickham Model Railway Club (MRC), three of whom first saw the layout's sale whilst on 'The Chessy Ned' railtour, which was run in memory of GB Railfreight's Paul Taylor, who sadly lost his battle with prostate cancer. A week later, the layout was under our ownership. Special thanks must go to Jason for the smooth and fault free handover.

Folly Lane consists of a third-rail double track main line. We decided to keep the operating era to the late-1990s as we have other third-rail layouts in the club that focus on the Wessex main line in the more recent South West Trains era. With the group being more South East based, we have focussed the setting on South East London towards Kent and Sussex. We felt this would be a nice change from the norm and give the layout an interesting feel at shows as there are not many third-rail models in ready-to-run form. Some of us have had some rolling stock built and converted to be able to run on the layout for this era, particularly thanks to the excellent work of Dan Havlik. »



1 Royal Mail Class 325 325002 sweeps through Folly Lane station with a parcels train, while a Network SouthEast Class 438 4-TC unit calls to pick up passengers and an ARC Class 59 is stabled in the aggregates yard.



LAYOUT AND CONTROL

Starting from the storage yard, trains enter via a small industrial estate and then pass over a working level crossing and into the three-platform station. The station consists of Up and Down main line platforms with a platform loop to allow trains from either direction to reverse there. This allows for varied operation with trains either reversing or being looped there to allow other trains to pass. Behind the station is a small aggregates siding which can be accessed by a reversal just outside the station from the Up line. The main line then continues from the station through a cutting towards London. With the late-1990s timeframe, we can run a good variety of BR Southern Region slam-door Electric Multiple Units (EMU).

With new ownership and very limited knowledge of the Z21 DCC system on the layout, we decided to change the control system from Z21 to Lenz as most of the Beckenham & West Wickham MRC layouts and members of the club use that »

NETWORK HISTORY

For those who don't remember it, Network SouthEast (NSE) was one of the three passenger sectors of British Rail created in the 1980s. It started out as the London and South East (L&SE) sector in 1982, before relaunching under the striking NSE banner in 1986. It mainly operated commuter trains in Greater London and inter-urban services in densely-populated South East England. The network spread as far west as Exeter on the old London & South Western Railway main line and also covered the inner East of England.

In April 1990, British Rail Chairman Bob Reid announced that sectorisation would be made complete, with regions disbanded by 1991–92 and the individual sectors becoming directly responsible for all operations other than a few long-term planning and standards functions. Network SouthEast went from a business unit of around 300 staff to a major business operation with 38,000 staff and a £4.7 billion asset value – large enough to be ranked as the 15th biggest business in the UK.

Like the other sectors, NSE was given primary responsibility for various assets (rolling stock, tracks, stations), and control resided with the primary user of those assets. Other sectors could negotiate access rights and rent facilities using their own resources from NSE. It was able to exert much greater control and accountability over both its operating budget and service quality than BR ever could under its regions - at a time of rail reform, there are strong arguments for a return to something like the sector model.

Relations were generally good between NSE and other sectors, although operating pressures sometimes forced staff to use equipment and assets belonging to other sectors to meet immediate needs. On 1 April 1994, Network SouthEast was disbanded with its operations transferred to train operating units ready for privatisation.

Left: **A steam charter hauled by LMS 'Princess Coronation' 4-6-2 6233 *Duchess of Sutherland* passes through the station and under the bridge at Folly Lane.**

Right: **A Foster Yeoman Class 59/0 slows on approach to Folly Lane station with a loaded aggregates train. It will then ease forward and set back into the stone terminal siding alongside the station.**

Below: **Four-car Class 455 EMU 5835 coasts into the loop platform at Folly Lane as a Class 73/1 electro-diesel rumbles through the station at the head of a rake of BR Mk 1 carflats containing new Ford Transit vans.**





company's products – my exhibition layout Gordon's Lane (HM181) also runs with JMRI software. This allows both wired and wireless controllers to be used on the layout and standardises control with other layouts.

The JMRI system allows all the models to be accessible from each wireless handset, which are repurposed smartphones running *WiThrottle* for iPhones or *Engine Driver* on Android devices, as well as allowing a signaller to set routes throughout the layout. Following issues with using Wi-Fi at some shows, we have also fitted Lenz LA152 plates to the storage yard boards to allow us to plug in Lenz wired controllers. As a result, if the wireless connection suffers from interference from traders' credit card machines, we can still operate by using the



5 Left: **Network SouthEast colours abound as a Class 47 restarts from its station stop and a 2-HAP EMU rounds the curve on approach to Folly Lane level crossing.**

6 Right: **A busy period for the signaller as a Class 423 4-VEP EMU departs Folly Lane station in the distance, while a Class 73 electro-diesel and a Class 455 EMU wait in Platforms 1 and 3 respectively.**

7 Below: **A police officer peers over the bridge as a Railfreight Distribution Class 47 passes with a breakdown crane train below.**

wired controllers.

The software is also used for route setting with a simple layout diagram having sensors on to set each individual route. The JMRI only controls the points and shunt signals. The rest of the layout's signalling uses TrainTech three-aspect signals operated using Express Models MAS sequencers interlocked with the points and level crossing. This means the layout operates in as close a manner to the real railway as possible, with operators having to drive to any aspect restrictions. The points are motorised using DCC Concepts Cobalt point motors operated through DCC.

The level crossing is automated using Heathcote Electronics' IRDOT system. The train activates an infrared sensor on departing the storage yard which starts the crossing sequence and then, once clear of the crossing, a second infrared sensor raises the barriers. The platform starting signals are also interlocked with the crossing so that the barriers must be in the lowered position before the signal can change up to a proceed aspect. The level crossing also has a separate override function so the signaller can raise or lower the gates manually when required.

ROLLING STOCK

The rolling stock operated on the layout consists primarily of Network SouthEast era stock, with BR Railfreight liveried locomotives including Class 33s, 37s, 47s, 58s and 73s. All eight owners have contributed to the stock for the layout, so we have a large collection of models to choose from for exhibitions.

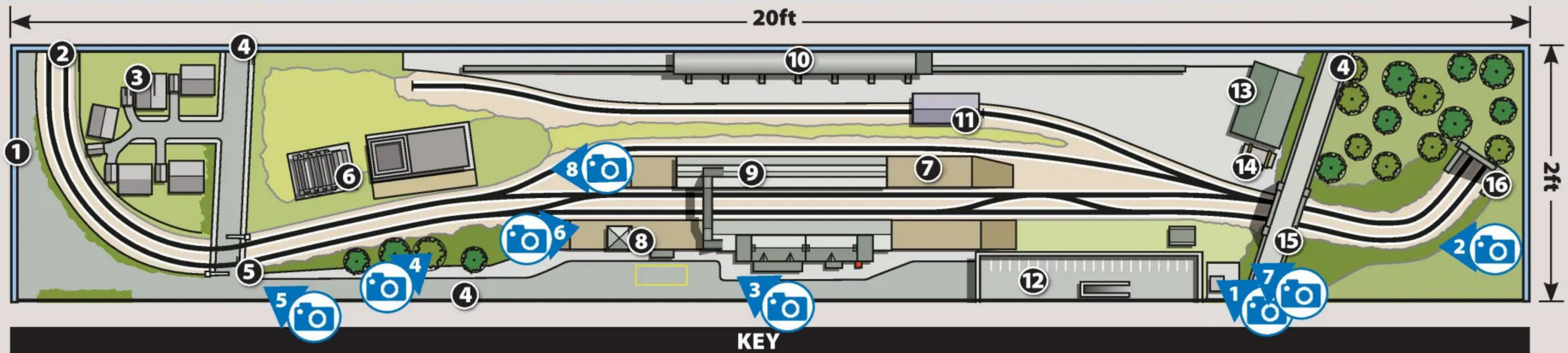
Passenger services are primarily left in the capable hands of 2-H Diesel Electric Multiple Units (DEMU) and 4-CEP, 4-VEP, 4-EPB and 2-HAP first generation EMUs alongside more modern Class 442, 455, 456 and 465 EMUs. Locomotive-hauled 4-TC units in liveries ranging from British Rail blue and grey to the striking NSE colour scheme also appear. They are supplemented by a locomotive-hauled Mk 1 set in NSE colours, cross-country InterCity 125 High Speed Trains and the occasional Diesel Multiple Unit on inter-regional work. »

Freight services include ballast, cement, tanker, steel and Speedlink trains. The latter can have a wide variety of wagons, and regular ballast trains serve the yard behind the station too. Keep your eye out for the occasional visit by the weedkilling train during the summer to help keep the pesky buddleia at bay, and also the General Manager's inspection saloon with a Class 33 or 73 propelling.

We have no plans to make any major changes on the layout but we want to improve on small areas, such as the level crossing operation. We also plan to install some more ground shunt signals to give us more prototypical operation, fit a NSE Folly Lane sign, provide polo shirts for the team operating at exhibitions, pair up some of the baseboards to make it easier for transportation, and undertake many more odd jobs including some repairs

Below: **Folly Lane models a busy fictional location in the South East of England during the mid-to-late 1990s.**

FOLLY LANE TRACK DIAGRAM (NOT TO SCALE)



to track in the storage yard and shunt signals.

We would also like to make it easier to set up and break down as we are taking it on the road to numerous exhibitions. We are very lucky that we have a lot of experience within our small group of people – seven out of the eight owners all work on the real railway.

As a group there are several other small projects on the go, along with a new bigger layout that Greg is making and a club layout called The West Exchange Siding, which features a four-track main line with huge sidings. There is also a new 'OO9' gauge layout and some loft layouts.

You may also have seen the club on television in October 2023 in *Little Trains and Big Names with Pete Waterman* in the episode with Francis Rossi showcasing the amazing community we have here at Beckenham & West Wickham MRC. The club meets every Thursday night in Beckenham and more details about its activities can be found at *www.bwwmrc.co.uk*. We look forward to welcoming potential new members soon. **HM**

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

8 With one of the distinctive concrete electricity sub-stations towering above, a Class 442 five-car 'Wessex Electric' EMU approaches Folly Lane. A Fragonset Class 33 diesel waits in the adjacent platform.



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FIRST REVIEW

Kernow GWR STEAM RAILMOTOR

A decade after its announcement, **BEN CHURCH** reviews this distinctive GWR train and asks whether the wait has been worthwhile.



The all-new 'OO' gauge models feature directional lighting and are supplied with a set of appropriate destination panels for customer fitment.

THE GREAT WESTERN RAILWAY (GWR) steam railmotors were some of the most unusual vehicles to ever emerge from Swindon Works - and a generation ago the thought of one of these being available ready-to-run seemed impossible. Kernow Model Rail Centre (KMRC) rose to the challenge and after being announced in 2014 the long wait is finally over, with these 'OO' gauge models arriving into stock in early 2024. How has KMRC recreated this unusual piece of Great Western history in miniature and has the model been worth waiting for?

The GWR steam railmotors were a fleet of 99 vehicles produced from 1903 to 1908, combining a steam locomotive and carriage into one vehicle. Their purpose was to provide better local services on lesser used routes and stations and compete with suburban tramway services in some areas. Designed by George Jackson Churchward, the first units entered service in 1903, with the coach featuring a power bogie at one end with a distinctive vertical boiler: the coach could be driven from either end, eliminating the need to run locomotives around their train.

Other railways introduced similar concepts at around the same time. Push-pull autocoaches propelled or pulled by small tank locomotives superseded them, offering more power, easier maintenance and more space for passengers. Many railmotors were converted into autocoaches with the last operating in 1935. One railmotor, converted to its original condition from an autocoach, survives as 93 at Didcot Railway Centre. Read more about the history of the railmotors in Reality Check on pages 74-77.





Detail abounds inside and out, including fine motion to the power bogie and the distinctive vertical boiler with legible gauge and levers inside.

TECHNICAL DETAILS	
Manufacturer:	*www.kernowmodelrailcentre.com*
Cat No:	K2305
Description:	GWR Diagram O steam railmotor 61, GWR chocolate and cream
Builder:	GWR Swindon/Kerr, Stuart and Co./ Gloucester RC&W
Region:	Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	298mm (over buffers)
Price:	£189.99 DCC ready/ £299.99 DCC sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, PluX22 decoder socket
Speaker:	25mm round
Exterior lights:	Directional head and tail lamps
Interior lights:	Passenger saloon
Minimum curve radius:	Second
Motor type:	Coreless motor
Flywheel:	One
Wheel arrangement:	0-4-0
Purpose:	Branch and suburban passenger
Haulage capacity (expected):	1 carriage
Haulage capacity (actual):	2 carriages (maximum tested)

Kernow Model Rail Centre's long-awaited 'OO' gauge GWR steam railmotors have arrived.

THE MODEL

For review, we received a sample of railmotor 61 (Cat No: K2305) which models a Kerr, Stuart and Company Diagram O vehicle in Great Western Railway chocolate and cream. Other models available are Diagram R 85 in GWR lined crimson lake (K2304), 97 in simplified GWR chocolate and cream (K2302) and 93 in its current preserved condition (K2301). Also available is 63 in GWR lined brown (K2303).

First impressions of our review sample are good. The chocolate and cream livery is accurately applied, with intricate gold lining around the panels of the coach. The separately fitted brass-painted metal handrails appear fine and match the gold lining on the rest of the bodyside. Application of the livery and lining was excellent with no paint bleed on our sample and colours recreated accurately: numbers and other printed detail similarly were printed to the same standard. Subtle red window surrounds add another level of detail to the excellently applied paint scheme.

A detailed carriage interior is visible through the clear windows with seats painted and in the correct tram style orientation. Cabs at both ends are finished to the same standard and are fully detailed with appropriate controls. A regulator handle is prominent at the non-powered end and visible through the large window. The interior lights enhance this detail giving off a warm glow to the interior without being too bright. Red painted GWR lamps are factory fitted at either end which illuminate red or white depending on direction of travel. Necessarily they appear a tad overscale, but certainly look very effective when in use.

The vertical die-cast boiler of the locomotive and detail such as pipes, dials and levers has been modelled well, and rotates with the power bogie just like on the prototype. Inside the boiler, a vertically-mounted coreless motor and flywheel provide drive to the four-wheel bogie. Roof detail is just as good, with a nice off-white colour. The shade highlights the roof ventilators and ribbing on the roof and makes the black area where the boiler is housed on the roof stand out. The copper-capped chimney and metal whistle look very effective too.



Decoration is superbly applied throughout with crisply printed lining, lettering, numbers, builder's plates and gauge dials.

Underneath, the chassis maintains the superb level of detail, with pipes and cables separately fitted to the chassis: other details such as valve gear scrolls, metal steps, long sprung metal buffers and other brake equipment continue

Kernow Model Rail Centre has produced five 'OO' gauge GWR steam railmotors initially, modelling Diagram O and R examples through their GWR careers.

Ceiling height PCB

Die-cast boiler and vertically mounted motor

Sliding cab roof vent

Working directional oil lamps

Factory-fitted 25mm diameter speaker

Intricate metal valve gear

the comprehensive detailing. The power bogie and the carriage bogie are superbly detailed with the intricate valve gear of the power bogie recreated effectively. The non-powered bogie features superb moulded detail with axle boxes, springs and blackened wheels to the same high standard.

A detail pack is supplied, including different valve gear scrolls for smaller radius curves, front pipework, front coupling hook with chain, and destination boards. Each model of the railmotor has different destination boards and sound-fitted examples feature matching audio that can be selected to reflect the supplied destinations.

PERFORMANCE

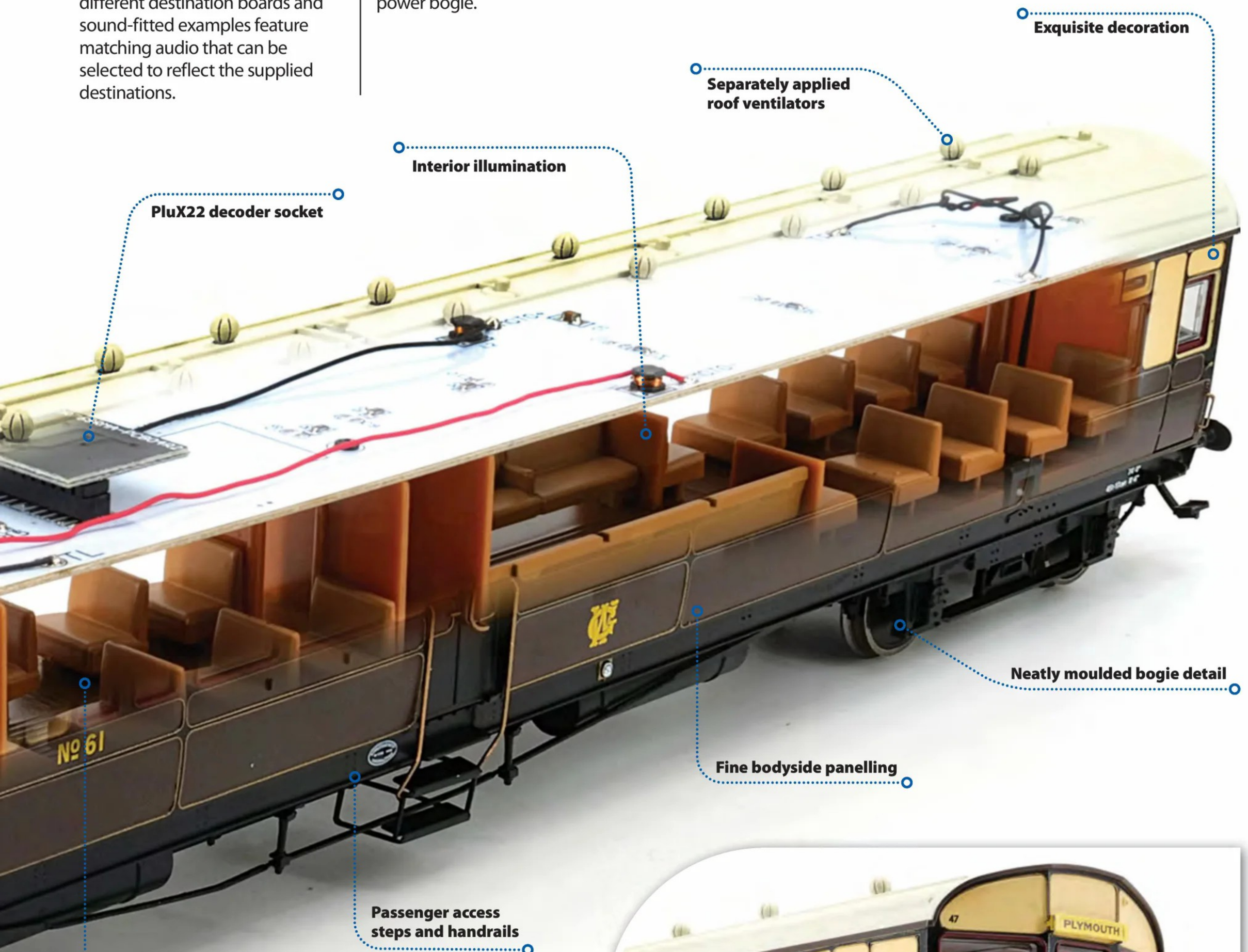
Fitting Digital Command Control (DCC) to our model was relatively easy (our review sample was DCC ready). Once the passenger steps are unclipped, four bodyside clips on each side need to be released to free the body from the chassis. The PluX22 decoder socket is located on a PCB strip at ceiling height and installation is straightforward. The factory-fitted speaker on our sample proved capable with no distortion of sounds, aided by the holes in the chassis under the power bogie.

Straight from the box, our review sample ran superbly, aided by all-wheel pick-ups – and the valve gear is a wonder to behold in motion. Throughout the speed range our railmotor ran smoothly and hauled two coaches with ease on our test track – sufficient for any potential prototypical loads.

OVERALL

Having waited for almost a decade for this model to arrive, we had high expectations. After finally getting our hands on this latest release, those expectations have been met and even exceeded, with this model recreating the prototype in miniature beautifully, resulting in a superbly detailed package that looks stunning.

The GWR steam railmotor is another superb release from Kernow Model Rail Centre and adds to the impressive portfolio of exclusive models available from the retailer. Outstanding in all respects. (BC)



"The vertical die-cast boiler of the locomotive and detail such as pipes, dials and levers has been modelled well, and rotates with the power bogie just like on the prototype."

BEN CHURCH

Right: **The trailing end is no less detailed with separately fitted buffer beam steps and grab handles. The characteristic oil lamps illuminate according to the direction of travel.**

GWR STEAM RAILMOTOR

Railways have always faced the problem of how to work their most lightly used routes cheaply. One solution that found much favour in Victorian times was the steam railmotor, as **EVAN GREEN-HUGHES** explains.

IN THE EARLY YEARS OF THE 20th century, British railways faced increasing competition from other forms of transport. In urban areas trams were creaming off many of the short-distance passengers while in more rural districts motorised road transport was beginning to establish a foothold. At the same time, costs were rising sharply, adding pressure.

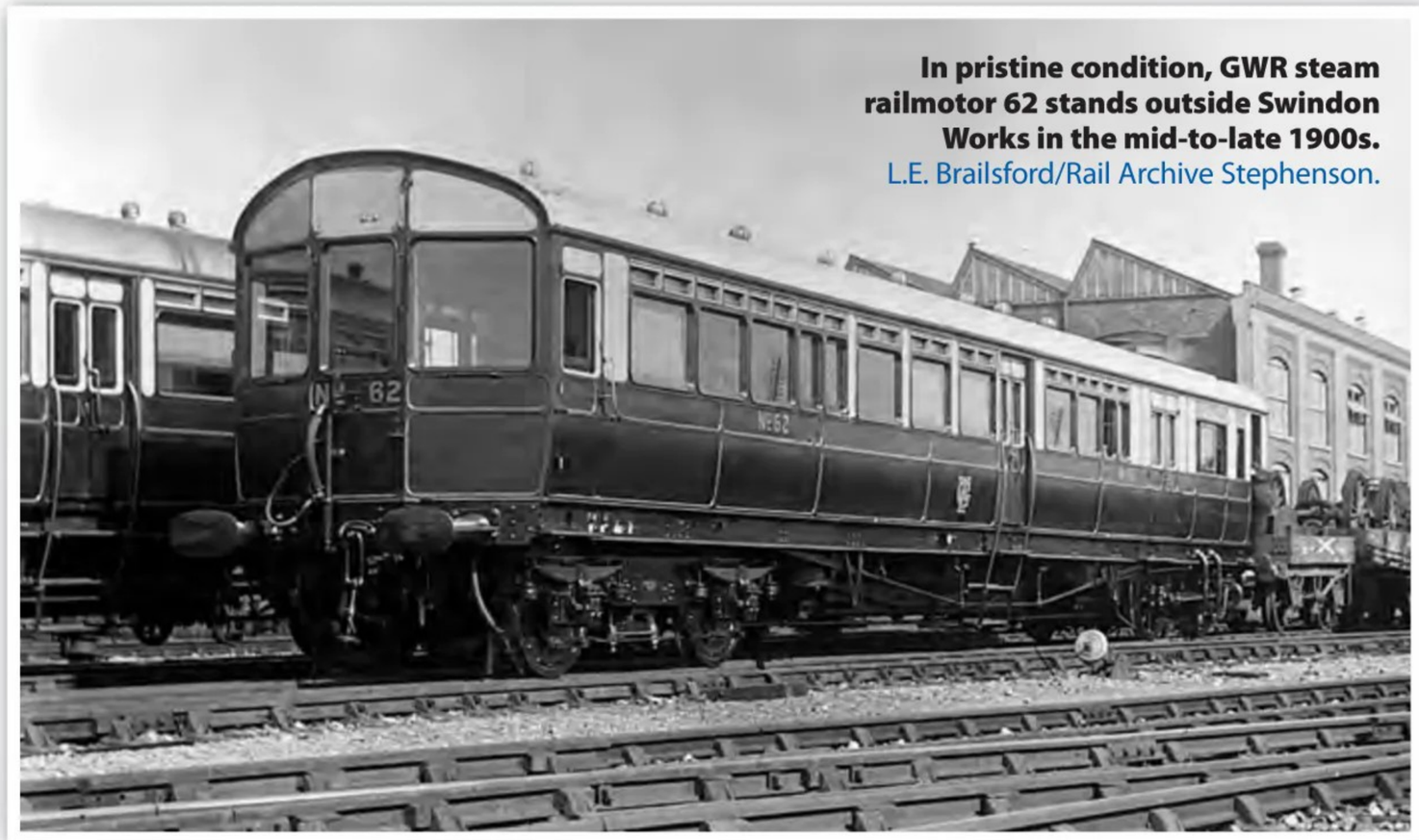
As a result of such competition, ways of cutting costs were sought, with particular emphasis placed on the efficient use of locomotives and rolling stock, which at that time often spent much of its time unproductive. A particular issue was branch line trains which typically travelled only a few miles before their locomotive had to be run around its coaches, a lengthy and time-consuming business.

A solution to this problem was offered in 1902 when Dugald Drummond of the London & South Western Railway produced two self-propelled steam carriages, which consisted of a small locomotive attached onto a coach body and which could be driven from either end. These were deployed on the Fratton to Southsea line from 1903 and, while underpowered in their original form, did slash operating costs.

This development was of substantial interest to the Great Western Railway (GWR), which agreed in 1903 to borrow the first of Drummond's vehicles, by now known as railmotors, and subsequently conducted a series of trials on the Chalford-Gloucester line resulting in the company ordering its own version, construction of which commenced almost immediately at Swindon Works.

SWINDON'S RAILMOTORS

The Great Western's first railmotors were much more elegant than the Drummond version, as the bodywork was continued over to cover the locomotive portion, thus appearing as if it was a complete carriage. A vertical boiler was used which sat immediately above a small 0-4-0 chassis provided with outside valve gear. This was mounted inside one end of the body and was free to rotate, much as a bogie would, which meant that features such as the firebox door would move as the railmotor went round corners. The first two vehicles were completed in 1903 and were put to work on the same route as previously used for the tests, with six new halts being provided at ground level and accessed by folding steps. Each coach was 57ft long and did not contain any separate accommodation for the guard or luggage, this type of body later being known as the 'suburban'.



In pristine condition, GWR steam railmotor 62 stands outside Swindon Works in the mid-to-late 1900s.
L.E. Brailsford/Rail Archive Stephenson.

Further railmotors followed in 1904 with 12 more entering service. These were broadly similar to the first two but were 2ft longer. Although there were some issues with these units they were broadly considered to be a success, so much so that further batches were commissioned over the following four years, until there were 99 in service. All followed the same basic design but varied in length with most of the earlier ones being between 59ft and 60ft long and later models 70ft.

The first 16 did not contain any space for luggage but from 17 onwards the design was modified so a guard's compartment was included, with this type being known as the 'branch'. Driving wheels were at first of 3ft 5in diameter but later engine units were fitted with 4ft driving wheels and larger cylinders to give them greater speed and power. Interestingly, the power units could be removed from the coach portions and this meant that each railmotor did not necessarily retain the same engine unit throughout its life. There actually were more engine portions than carriages, which enabled a reduction in downtime when heavy maintenance was required.

The bulk of construction was undertaken by Swindon Works but Kerr, Stuart and Company built two batches, while the Gloucester Carriage and Wagon Company provided some in 1906. There were also considerable visual differences between the Swindon-built batches themselves and also those built by the outside manufacturers.

WIDESPREAD USE

Railmotors were deployed all over the GWR system, in part to provide rapid frequent-stop services to rival the tramways and in others to enhance rural routes, where additional stops could be provided and served by the unit's retractable steps. Notable uses included the area around the present Severn Valley Railway at Kidderminster, suburban services round Southall in London, branches in the Bath and Bristol area and branch services from Croes Newydd shed in Wrexham, North Wales.

Unfortunately, the railmotors soon exhibited characteristics that would »

BUILD DETAILS				
NUMBERS	DATE BUILT	BUILDER	TYPE	LENGTH
1-2	1903	GWR Swindon	Suburban	57ft 0in
3-14	1904	GWR Swindon	Suburban	59ft 6in
15-16	1905	Kerr, Stuart	Suburban	56ft 0in
17-28	1904	GWR Swindon	Branch	59ft 6in
29-36	1905	GWR Swindon	Branch	59ft 6in
37-40	1905	GWR Swindon	Branch	70ft 0in
41-42	1905	GWR Swindon	Branch	59ft 6in
43-52	1905	GWR Swindon	Branch	70ft 0in
53-58	1906	GWR Swindon	Branch	70ft 0in
59-60	1905	GWR Swindon	Branch	70ft 0in
61-72	1906	Kerr, Stuart	Branch	70ft 0in
73-80	1906	Gloucester C&W Co	Branch	70ft 0in
81-83	1907	GWR Swindon	Branch	59ft 6in
84-99	1908	GWR Swindon	Branch	70ft 0in

Restored GWR steam railmotor 93 with autotrailer 92 in tow approaches Glyndyfrdwy on the Llangollen steam railway on April 20 2013. Phil Metcalfe/Alamy.

ultimately lead to their demise. As with all other small fixed-length trains they suffered from being unable to cope with crush loadings at busy times of the day, with this leading to some specially-designed trailers being introduced. They also proved poor steamers if not handled properly. From an operational point of view they were almost impossible to fire on the move and it also proved difficult to keep the carriage portions clean due to the location of the boiler and the necessity to look after the whole unit at a steam shed, rather than a carriage facility.

After 1908 there was a change of heart amongst GWR management and from then the company returned to locomotive-hauled trains for light work, in the process developing its famous autocoach concept in which a conventional locomotive could be driven from a driving cab-equipped coach, this not requiring to run round at each end of the journey. This had the advantage that locomotives and coaches could be considered as separate units and serviced accordingly, also the locomotives could be deployed on other work as required.

DECLINE AND CONVERSION

Subsequently, use of the railmotors declined with withdrawals beginning in 1914 and continuing until 1935. However, most of the coach portions were then rebuilt into locomotive-hauled autocoaches, gaining a conventional bogie in place of the engine portion and they continued in service for many more years.

It was this conversion process that has remarkably enabled one of these trains to survive. Railmotor 93 had been constructed in 1908 as one of 35 virtually identical units which entered service between September 1905 and February 1908. Built at Swindon, it initially went to Southall, but subsequently was allocated all over the GWR system, including to Bristol, Croes Newydd, Taunton and Yatton, amassing 479,000 miles in its working life.

Taken out of service in November 1934, its carriage portion was then adapted to become an autocoach, entering service as 212 in May the following year. A further 22 years' service then followed before a second withdrawal, in May 1956, when it was converted into what was described as a 'work study coach' and given the internal user number 079014. It then went to Birmingham for static use as an office, remaining there until 1970.



One of 12 vehicles completed in 1904, GWR steam railmotor 3 awaits its next turn of duty, displaying a Southall destination panel. Rail Archive Stephenson.

The coach then came to the attention of the Great Western Society which was successful in purchasing it, before moving it to its base at Didcot. Almost 30 years were then to pass before a scheme to return it to its original condition was able to get under way, largely due to a large grant that had been obtained from the Heritage Lottery Fund.

A brand-new replica power bogie was commissioned from Tyseley Works in Birmingham and work on this commenced in 2000, taking around eight years to complete. Meanwhile the body was taken from store and moved to the Llangollen Railway where a thorough strip down and rebuild was undertaken, with all post-1934 modifications reversed. One interesting part of this rebuild was that a set of seats, identical to those originally fitted and which had been manufactured in Slough, was located in Australia where they had been fitted to a tramcar. These were purchased when the tram was being scrapped and were shipped back, refurbished and refitted to the railmotor.

The two parts of the railmotor were united at Llangollen in 2009 and the project was completed in March 2011, with the railmotor making several runs in Wales before being returned to Didcot for public service, which commenced in May that year.

Remarkably, 93 was to be allowed to venture out on the national network, despite a ban on the use of wooden-bodied vehicles being in force, and from June 2012 onwards it worked a number of special duties, including two days on the Liskeard to Looe branch in Cornwall. The following few years included appearances at many of our prominent heritage railways, including back at Llangollen in 2013 when it was reunited with trailer 92, which had been restored at that railway's Pentrefelin carriage facility on behalf of the Great Western Society.

The railmotor is stored at Didcot once again, its boiler certificate having expired, but it is almost inevitable, due to its unique nature, that this train will steam once again.

The steam railmotor was to some extent a dead end in railway development, being soon rendered obsolete by internal combustion powered vehicles, but it laid the foundation for the development of the multiple unit train, which has become the backbone of the railways that we have today. That one has survived, let alone in running order, is nothing short of a miracle, and its rebuild and subsequent re-entry into service is a great credit to the heritage movement. **HM**

● **Read our extensive collection of prototype Reality Check articles at *www.keymodelworld.com/reality-check*.**

"Railmotors were deployed all over the GWR system, in part to provide rapid frequent-stop services to rival the tramways and in others to enhance rural routes."

EVAN GREEN-HUGHES

With its valve gear removed, GWR steam railmotor 71 awaits attention alongside the shed at an unknown location.
Rail Archive Stephenson.

FACTS AND FIGURES

Introduced:	1908
Built:	GWR Swindon
Designer:	G J Churchward
Length:	70ft 0in
Width:	9ft 0in
Weight:	45t 11cwt
Driving wheel diameter:	4ft 0in
Cylinders:	Two outside, 12in x16in
Boiler pressure:	160psi
Tractive effort:	6,530lbs
Coal capacity:	0tons 3cwt
Water capacity:	450 galls
Withdrawn and converted to autocoach:	1934
Converted to mobile study coach:	1956
Preserved:	1970
New power bogie:	Tyseley Loco works, Birmingham - 2000
Converted back to railmotor:	Llangollen Railway - 2009
Returned to main line:	2012
Current location:	Didcot Railway Centre

During one of its special appearances on the national network, the Great Western Society's GWR steam railmotor 93 recreates days gone by as it forms a Liskeard to Looe train at Combe Junction on November 18 2012.
John Vaughan/Railphotoprints.uk.

Ellis Clark Trains' stunning Stanier '**BLACK FIVE**'

Ready-to-run 'O' gauge has a new benchmark with the arrival of Ellis Clark Trains' impressive LMS Stanier 'Black Five' 4-6-0. **MIKE WILD** pays close attention to this enticing addition.

FIRST REVIEW

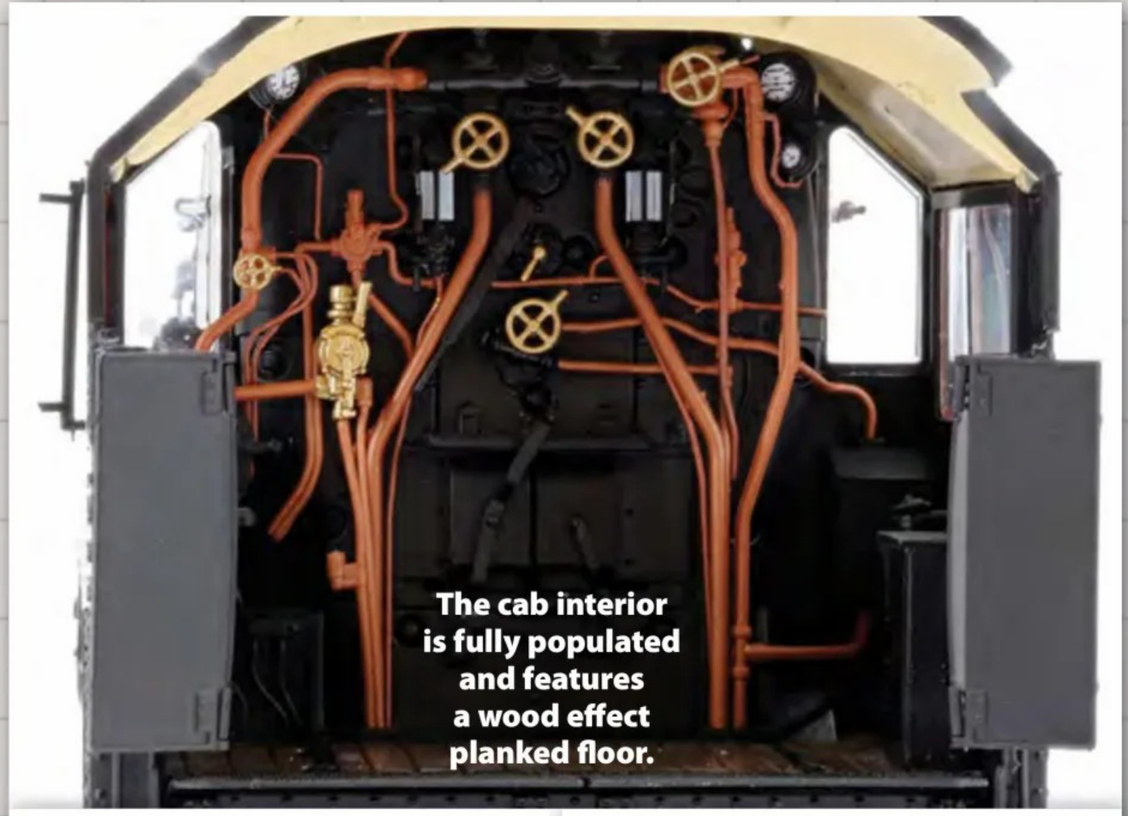


YOU CAN CHOOSE ANY livery you like on this London Midland & Scottish Railway (LMS) 4-6-0, so long as it's black – LMS or British Railways – but while the colour schemes may be limited, this model is far from being a one-trick pony.

Its journey started in November 2020 when Ellis Clark Trains revealed it would be producing the Stanier 'Black Five' 4-6-0 as its first ever ready-to-run 'O' gauge locomotive. It had already cut its teeth on rolling stock including the Darstaed Mk 1s in 63ft and 57ft formats as well as Thompson corridor stock and the award winning BR 22ton Presflo cement hopper wagons.

However, the 'Black Five' presented an altogether bigger

The all-new 'O' gauge Stanier 'Black Five' 4-6-0 from Ellis Clark Trains is simply stunning.



The cab interior is fully populated and features a wood effect planked floor.



Attention to detail follows through to builder's plates and warning flashes.



The cab has optional wind deflectors and folding doors which can be fitted from the accessory pack.

TECHNICAL DETAILS

Manufacturer:	*www.ellisclarktrains.com*
Cat No:	E1007S
Description:	LMS Stanier 'Black Five' 4-6-0 45337, BR black
Builder:	LMS Crewe, Derby and Horwich plus outside contractors
Region:	London Midland Region
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	453mm (over buffers)
Price:	£949 (DCC ready), £1,175 (DCC sound fitted)
Couplings:	Functioning screw link couplings
DCC:	DCC ready, ZIMO large scale decoder
Speaker:	Two ZIMO 'Boomer' 18mm x 13mm x 13mm speakers
Exterior lights:	Directional head and tail lamps
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Maxon five-pole with ABC helical gearbox
Flywheel:	None
Wheel arrangement:	4-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	10 carriages
Haulage capacity (actual):	10 carriages (maximum tested)

challenge, and one which the team has risen to, delivering a stunning 7mm:1ft scale model of the mixed-traffic Stanier 4-6-0.

The real locomotives were introduced from 1934 with 842 being completed by 1951. They were built at Crewe, Derby and Horwich by the LMS as well as by outside contractors at Vulcan Foundry and Armstrong Whitworth with many variations. Detail differences included firebox length, tender build style, valve gear and more making these popular locomotives a complex challenge for any manufacturer.

THE MODEL

In total, 25 different versions across 10 liveries are available in the first batch offering customers a choice »



of LMS and BR liveries from the different periods of the 'Black Five' story as well as with and without numbers from the factory. There are also DCC ready and DCC sound fitted versions, adding to the spectrum of choice available.

Our sample is 45337 finished in unlined BR black with late crests on the tender sides. The model comes neatly packaged in a quality box – we'd expect nothing less from Ellis Clark Trains – with the locomotive securely mounted on a display plinth inside. Allen keys are included in the box to allow removal from the plinth and allowing further inspection of the wonderful locomotive inside.

Straight away our attention is drawn to the front of the locomotive which captures the well-known looks of these 4-6-0s to a tee. As you would expect, there are separately fitted parts everywhere from the sprung buffers to the functioning sprung screw link coupling, vacuum brake pipe, handrails, lamp irons, smokebox door dart and handrails.

Equally impressive is the rivet detailing on the running plate which is superbly moulded. Much of the locomotive body is made from die-cast parts giving it substantial weight and presence when handled. This also adds to the paint finish which is immaculately applied to the 4-6-0.

Other highlights of the body include fine separately fitted pipework, a stunning underframe which even includes open framing behind the leading two driving axles, as per the prototype, while the firebox and ashpan cleverly conceal the motor and gearbox driving the rear axle.

The impressive standards of detail continue through the wheels, metal motion and cylinder blocks while at the rear, the cab interior is fully detailed with all the controls and pipework that you would find inside a real Stanier 'Black Five'.

The tender with our sample is a welded Stanier 4,000gallon design which even includes a spare lamp positioned next to the cupboard at the rear of the cab as well as superb notices next to each handle. At the back, another working lamp is provided while in between is a full relief coal space on top of the finely detailed tender chassis containing a full set of brake rigging, brake shoes and a water scoop.



The tender of 45337 is a welded Stanier 4,000gallon type.

"In total 25 different versions are available in the first batch offering customers a choice of LMS and BR liveries from the different periods of the 'Black Five' story."

MIKE WILD

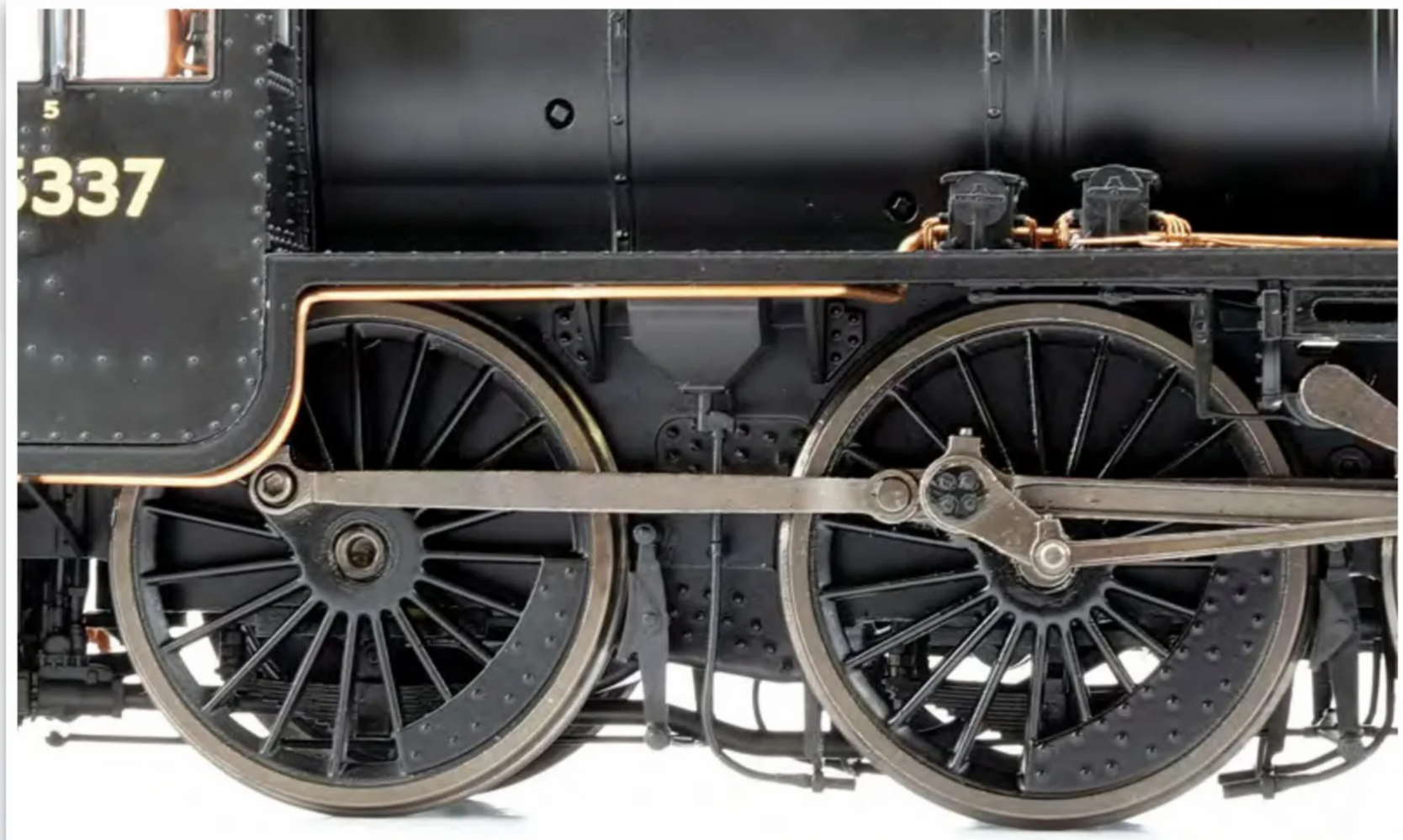
PERFORMANCE

Our sample of 45337 was equipped with DCC sound using a ZIMO decoder connected to a 'Boom Box' speaker mounted in the locomotive for sound from the correct area of the model. This plays an authentic 'Black Five' sound profile with more than 20 realistic functions to create a fully immersive driving experience on the track while also offering exceptionally fine speed control and control of the factory-fitted working lamps at each end.

The sound profile replicates the Stanier sound track well and even has different driving modes to simulate the driver notching back to second valve while it also includes the ability to switch between heavy and light train modes. Unusually the working lamps are controlled by function 20, while function 0 has to be engaged to operate the coal shovelling sound and firebox flicker effect.

All in all it's an enthralling driving package and it can be enhanced even further by switching on function 22 – Maintain Steam Feature – which means you have to keep on top of coal and water supply to the boiler, otherwise the locomotive will come to a stop. A great new feature which adds to the authentic sound recorded from 45407 on the 'Jacobite' and 45231 on 'The Lakelander'.

The 'Black Fives' also feature sprung axleboxes on the tender and leading two driving axles for improved track holding, firebox glow, a chassis designed to work on second radius curves and an optional accessory pack containing miniature snowploughs, front steps (suitable for larger radius curves), full relief cylinder covers, a speedometer drive and more.



The underframe is sublime – just look at the detail in the wheels and motion.

OVERALL

Ready-to-run 'O' gauge steam hasn't seen a mass-produced steam locomotive like this before. There have been high-end limited run brass models – and there still are – but the quality of this new model of the 'Black Five', particularly for the price, puts it in another league.

Ellis Clark Trains has created a stunning model of the versatile Stanier 'Black Five', and one which will provide a serious temptation to attract modellers to the steam era in 7mm scale. It is without doubt the best we have seen yet for its genre and we can't wait to see what Ellis Clark Trains produces next in 'O' gauge. (MW)

"This plays an authentic 'Black Five' sound profile with more than 20 realistic functions to create a fully immersive driving experience on the track while also offering exceptionally fine speed control."

MIKE WILD

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

Our review sample models 45337 in BR unlined black. It features working lamps, factory-fitted sound, firebox flicker and 650 separately fitted parts!

EXCLUSIVE **FIRST REVIEW**

Accurascale's CLASS 66 REVIVAL

The Class 66 is a locomotive virtually no modern layout can be without. Accurascale has taken on and re-worked the Hattons Originals product for 'OO' gauge – **MIKE WILD** takes an exclusive look at the first production samples.



THE ARRIVAL of the first EWS Class 66 in 1998 was an exciting addition to the British railway scene, but soon opinions changed as the tidal wave of maroon and gold Type 5s swept across the country removing old favourites including the Class 37s, 56s, 58s and 60s.

Fast-forward 25 years to the present day and that view has changed once again. They are now the most numerous freight locomotive on the main line railway, but there is huge variety in their appearance and colour schemes making them a highly collectable model – particularly, if like me, you are easily swayed by the bright new and unique liveries of the present day railway.

You can read more about the Class 66s at *www.keymodelworld.com/class-66*.

In model form, the Class 66 has been catered for by the former Lima product (now with Hornby) and a longstanding Bachmann model - while in 2020 Hattons delivered its all-new model of the type. It received strong reviews, but there were a few niggles with features like the rotating axleboxes, operation of the lights on specific examples and position of the cables over the speaker space.

However, in February 2023 Accurascale revealed it had purchased the Hattons Originals Class 66 tooling and would be overhauling it for a new lease of life for 'OO' gauge modellers.

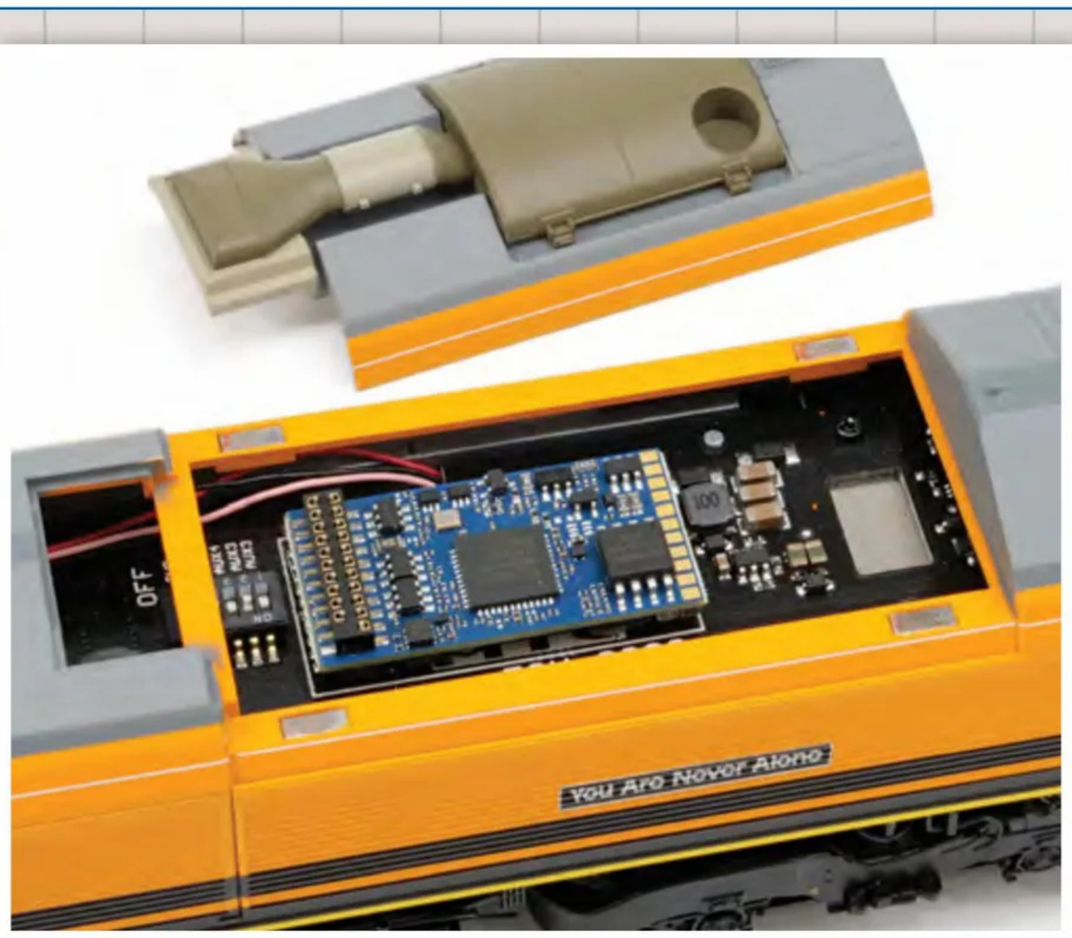
A year later and the first production run under new ownership is due to arrive towards the end of March 2024.

THE MODEL

For review, we had the opportunity to inspect a collection of six different locomotives modelling



Accurascale's new 'OO' gauge Class 66s will be available in a kaleidoscope of colour schemes.



Above: **Access to the 21-pin DCC decoder socket and internal switches has been improved with an all-new removable magnetic roof section.**

Left: **Accurascale's new 'OO' gauge Class 66 has received significant upgrades for its debut. This production run includes ten different identities which are due to arrive in the UK during March.**

TECHNICAL DETAILS

Manufacturer:	*www.accurascale.com*
Cat No:	Various
Description:	Class 66 Co-Co diesel electric
Builder:	General Motors, Electro-Motive Division, Ontario, Canada/Indiana, USA
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	282mm (over buffers)
Price:	£169.99 (DCC ready), £259.99 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	15mm x 11mm cube (all models) and 55mm x 25mm EM1(DCC sound fitted)
Exterior lights:	Directional head and tail lamps
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	20+ container flats
Haulage capacity (actual):	20 container flats (maximum tested)

examples operated by EWS, DB Cargo, Direct Rail Services, Freightliner and GB Railfreight. One of the most impressive features of this collection is the range of colour schemes on display, illustrating just how vibrant the modern railway is.

The Class 66 tooling produced by Accurascale has seen a significant number of upgrades introduced to make what was already the best looking model of the EMD locomotives even better. Upgrades include modified rotating axleboxes which run true on the axle ends and remained attached in all our testing, repositioning of the cab step handrails so they are chassis rather than body mounted for easier removal of the body, correction of the cab interior, new tooling options for the lighting units, modelling of wrap around and pedestal cab interiors, improved etched roof grilles and more.

The appearance of the Accurascale Class 66 is without doubt the best on the market, backed up by superb detailing and quality assembly. All of our samples exhibited a superb high standard of construction from the factory while each can be enhanced with additional parts from its accessory pack for the buffer beam to make it even more realistic.

Livery application was equally superb across all locomotives with the artwork on 66004 *I am a climate hero* being an outstanding example. There are also limited editions coming from Accurascale including first and last built locomotives 66001 in EWS maroon and gold and 66779 *Evening Star* in GBRf BR lined green plus two locomotives which have been made to support charities: 66415 *You Are Never Alone* in Freightliner orange and black and 66769 in its Prostate Cancer UK scheme.

Beyond those, there are models in Freightliner green and yellow, DRS blue, GBRf Europorte and DB red coming in the first batch offering a mixture of unique and standard colour schemes. The tooling suite caters for all variations within the Class 66 fleet including original and low-emission locomotives, so each locomotive chosen for release can be offered with the correct details and body features. »



"The longest train we put behind our samples was a 20 wagon rake of container wagons which they handled with ease."

MIKE WILD



A raft of brightly coloured 'OO' Class 66s form this batch of releases including EWS/DB examples 66167 in DB red, 66171 in EWS maroon and gold and 66004 in DB 'Climate Hero' green.

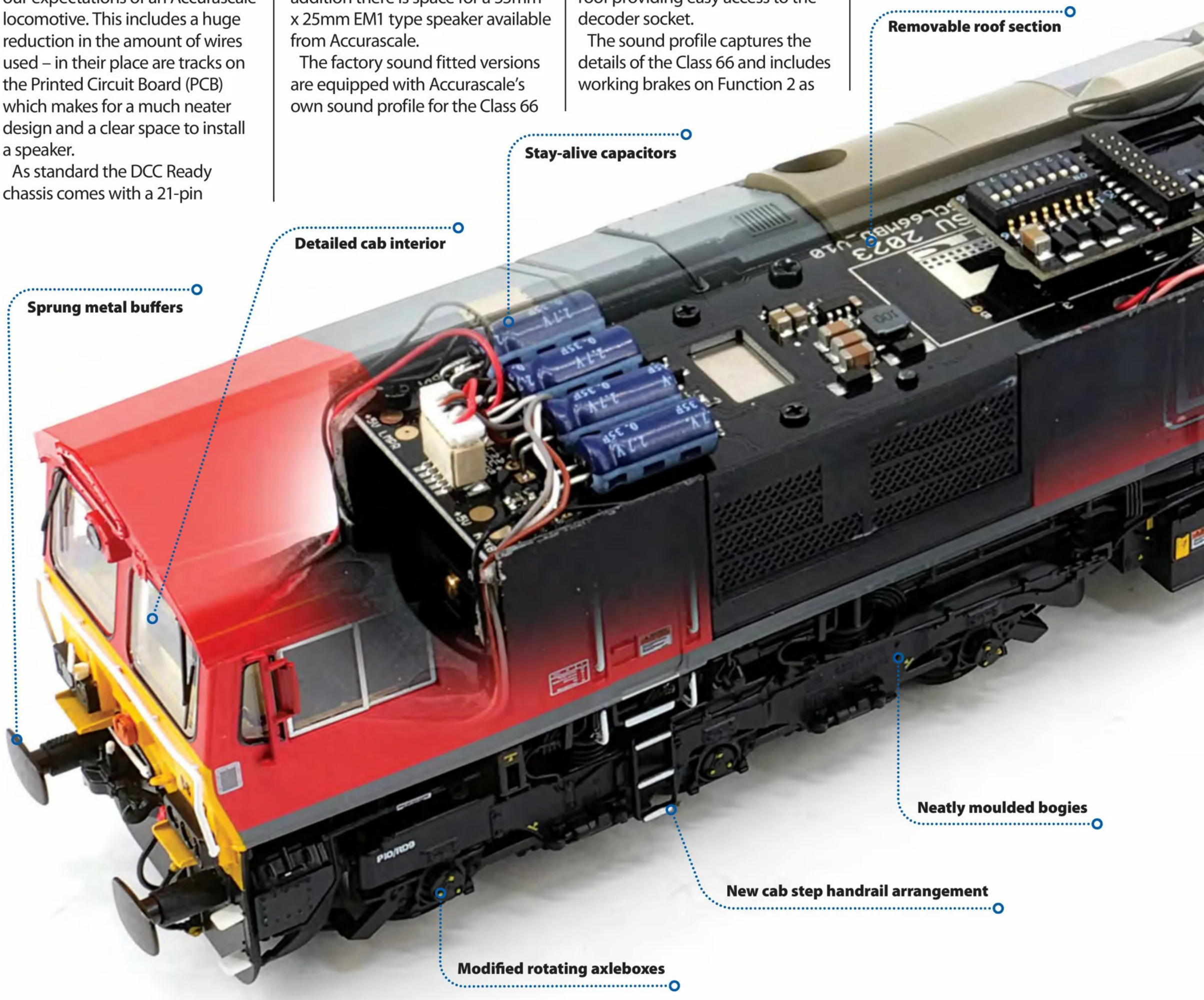
PERFORMANCE

The chassis inside the Class 66 takes the original created for the Hattons Originals product and brings its specification up to match our expectations of an Accurascale locomotive. This includes a huge reduction in the amount of wires used – in their place are tracks on the Printed Circuit Board (PCB) which makes for a much neater design and a clear space to install a speaker.

As standard the DCC Ready chassis comes with a 21-pin decoder socket, a 15mm x 11mm cube speaker, four capacitors and a bank of auxiliary switches which allow control of the lighting functions on analogue control. In addition there is space for a 55mm x 25mm EM1 type speaker available from Accurascale.

The factory sound fitted versions are equipped with Accurascale's own sound profile for the Class 66 loaded onto an ESU LokSound V5 decoder, together with additional 55mm x 25mm speaker. This is positioned underneath the removable exhaust section of the roof providing easy access to the decoder socket.

The sound profile captures the details of the Class 66 and includes working brakes on Function 2 as well as a range of horn sounds, ancillary functions and more. Highlights include a function activated hall sensor for flange squeal, drive lock and independent



control of the lighting at each end allowing realistic operation.

On the track our samples were excellent runners throughout our testing. They ran smoothly and quietly throughout the speed range and offered excellent speed control on analogue and digital systems. In terms of haulage capacity, the longest train we put behind our samples was a 20-wagon rake of container wagons which they handled with ease. We've also seen the samples hauling longer trains consistently on Pete Waterman's Making Tracks layout.

OVERALL

Accurascale's overhaul of the former Hattons Class 66 has delivered a superb result making what was already the best model of the EMD freight locomotives even better. The amendments to the tooling, circuit board upgrades and DCC functionality combined with a stunning level of detail in the livery application make this an attractive model – and a very collectable one too with its extensive collection of colour schemes. (MW)

"In February 2023 Accurascale revealed it had purchased the Hattons Originals Class 66 tooling and would be overhauling it for a new lease of life."

MIKE WILD

EXCLUSIVE VIDEO ONLINE!
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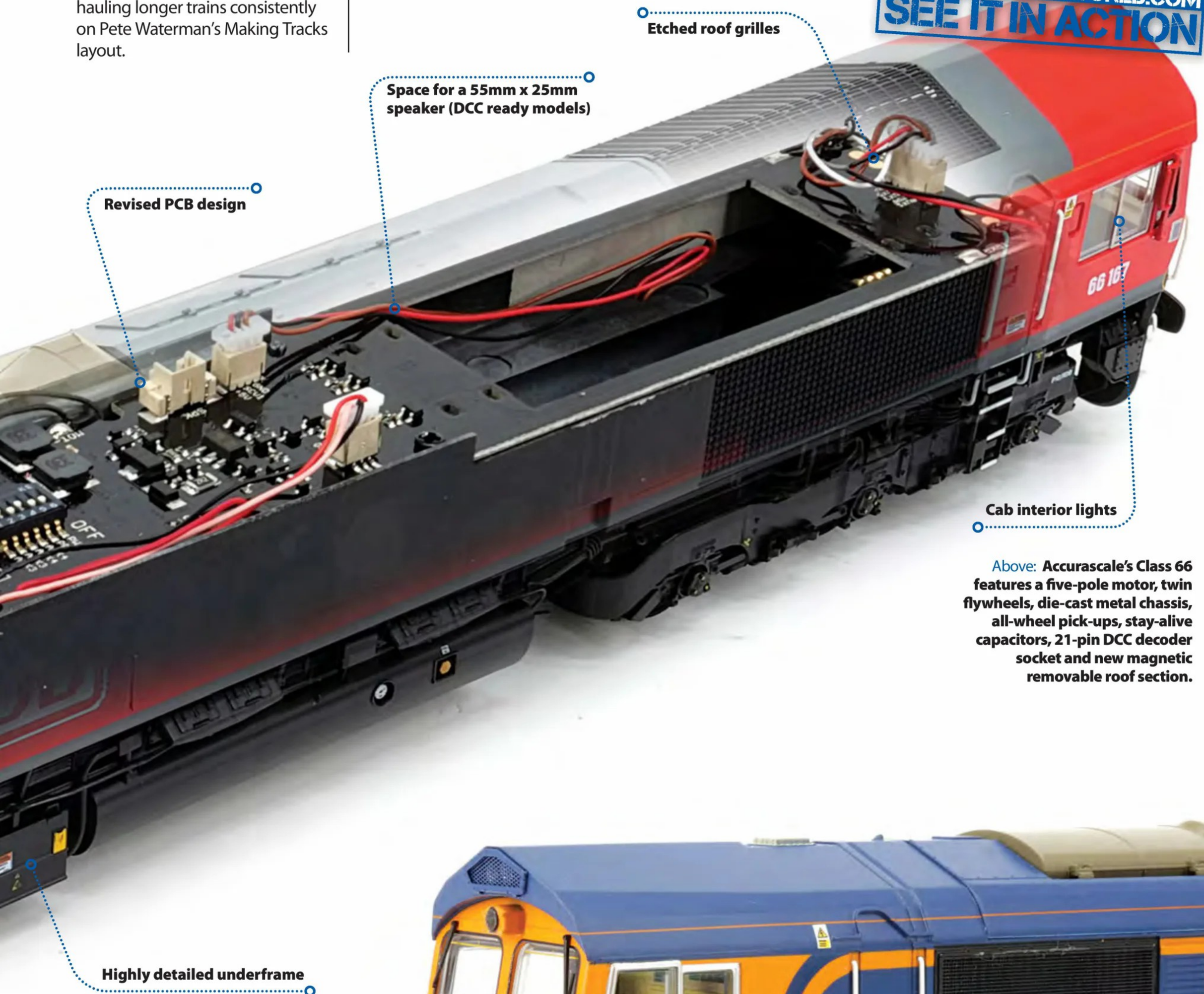
SEE IT IN ACTION



Above: **Accurascale's Class 66 features a five-pole motor, twin flywheels, die-cast metal chassis, all-wheel pick-ups, stay-alive capacitors, 21-pin DCC decoder socket and new magnetic removable roof section.**



Right: **Detailing is outstanding with improved roof grilles, revised cab step handrail arrangement, new lighting options, accurate cab interiors, and redesigned rotating axle boxes.**

REVISED HORNBY 4-VEP ARRIVES

With a preserved example recently raising the profile of these important EMUs, **BEN CHURCH** assesses Hornby's latest version of the 4-VEP in 'OO'.

HORNBY'S PREVIOUS iterations of these classic BR Southern Region (SR) EMUs from 2011 and late 2014 are already firm favourites in the *Hornby Magazine* office. We have been anticipating the new updated 4-VEP since its announcement as part of the 2022 range, looking forward to seeing how Hornby has resolved some issues of previous releases and improved the model further.

The 4-VEP (Class 423) was a 194-strong fleet of four-car Electric Multiple Units (EMU) built from 1967. They formed the backbone of commuter services south of the capital for decades, with the initial batch of 4-VEPs concentrated on the South Western Division's newly-electrified Bournemouth route out of London Waterloo. Further batches were allocated to all three SR divisions.

The units were refurbished between 1988 and 1995 which included the addition of fluorescent lighting and the rebuilding of the Motor Brake Standard Open



(MBSO) vehicle with two bays of seating in space formerly used for luggage. All units passed to rolling stock leasing companies on privatisation and remained in use into the mid-2000s with the last run of a 4-VEP in revenue service in late-2005. Two units have survived into preservation, including 4-VEP 3417 *Gordon Pettitt* (named after the last General Manager of the Southern Region) which passed to the Bluebell Railway and which is now under the custodianship of the Southern Electric Traction Group

Hornby's revised 'OO' gauge model is available in two colour schemes - Southern Railway (Cat No: R30106) and South West Trains (Cat No: R30107). Both model refurbished units.

For review, we received 3514 in the Southern Railway livery applied to the prototype. This was the only 4-VEP to receive the green and white colour scheme of the revived Southern Railway.

SUBTLE UPGRADES

There were several areas of the previous Hornby 4-VEP releases that were highlighted for improvements and these have, in the main, been executed well. Firstly, the front ends have been improved with amendments to the cab windows and corridor connections. The front door was an area where the old model didn't quite look right and the new iteration is an improvement in this regard with the door being set further forward than before, although comparing with photographs it still looks as though it would benefit being slightly further forward or the corridor connection compressed more. Roof vents have also been improved, while window glazing is flush, with nicely printed details throughout.

Another area that has received further improvement is the Motor Brake Standard Open vehicle, which has seen significant reworking. The motor has been moved to the former luggage compartment area and a new seating unit for the main bulk of the passenger compartment has been installed. Therefore, there is no longer any seating in the refurbished area but for any pre-refurbishment models (which have yet to be confirmed) this will be less intrusive. The body is significantly easier to remove from the chassis than before.



Weighing in at 425grammes, the new die-cast metal chassis incorporates the revised positioning of the motor bogie, a 21-pin DCC decoder interface and space for a cube speaker and enclosure.

To aid traction, a new die-cast metal chassis (weighing 425grammes) has been developed which completely replaces the previous moulded plastic example. As a result, there are no longer any traction tyres and the opportunity has been taken to fit a 21-pin DCC socket on top of the motor bogie rather than in the roof.



Within the four-car set, amended four-pin conductive couplings help make the coupling/uncoupling process easier.

Further enhancements include easier to locate four-pin conductive couplings between vehicles and new pinpoint wheels, replacing the previous type used, which results in less rolling resistance through the bogies across the four-car set.

Livery application is very good throughout with a vibrant dark green with lighter green stripe paint finish, although we did notice some minor paint bleed on our sample. The white and grey on the lower portion of the body is also applied well. The ends carry their distinctive yellow and black finish, while the roof is neatly painted black. Completing the appearance is a sheet of self-adhesive headcodes for applying to the headcode panels at each end.

The interior lights look very effective, offering a bright interior view of the seating and compartment areas of the unit, although some internal wiring is still visible through the windows.

When coupling more than one unit together, Hornby has incorporated a new touch-sensitive area above each cab which enables you to switch the relevant cab end lights on or off just by touching the roof – very useful if more than one unit is coupled together, allowing the lights between units to be extinguished. On this aspect, a new fixed bar coupling which replaces the supplied tension locks in the NEM pocket has been developed for coupling two four-car units together in more realistic fashion.

The former luggage area can be fitted with the supplied housing for a cube speaker, and a new Hornby Triplex Sound audio profile is planned for use with its 21-pin decoder.

On test our sample performed well, fitted with a Dapol Imperium six-function 21-pin MTC decoder. The heavy die-cast chassis and the absence of traction tyres enabled the unit to run smoothly throughout the speed range on *Hornby Magazine*'s office test track, including through pointwork.

Hornby has significantly improved the 4-VEP for 'OO', solving several issues from the earlier releases. It certainly runs well, captures the feel of these characteristic units and is sure to please Southern Electric modellers. (BC)



- **Gauge:** 'OO'
- **Cat No:** R30106
- **Price:** £362.99
- **DCC:** 21-pin decoder socket
- **Era:** 9
- **Site:** *www.hornby.com*

Left: **Hornby's 'OO' gauge Class 423 4-VEP Electric Multiple Unit (EMU) returns to the range following a series of modifications to the tooling.**



Hornby has made modifications to improve the 4-VEP's characteristic front-end appearance.

Commonwealth

- **Gauge:** 'OO'
- **Price:** £217.99
- **Cat No:** R3992
- **DCC:** 21-pin decoder socket
- **Site:** *www.hornby.com*
- **Era:** 3



IN RECENT MONTHS Hornby has released a significant number of Gresley 'A4' 4-6-2s, primarily in its Hornby Dublo range as part of the Great Gathering 10th anniversary collection. This new 'OO' gauge 'A4' arrival is from the main range, but no less exciting as it represents one of the five Commonwealth-named 'A4s' in original condition, finished as 4491 *Commonwealth of Australia*.

Hornby's latest example of the 'A4' carries a neatly applied LNER garter blue paint scheme, with numbers and LNER tender lettering picked out in silver, along with silver lining to the bottom of the valance and tender body. The Commonwealth coat of arms is printed on the cabside rather than the usual builder's plate and the locomotive features a red-backed nameplate with silver writing.

As expected, detailing is superb with rivets, lamp irons, whistle, opening cab ventilators, LNER speedometer and fully detailed cab

Flangeway updates 'Salmons'

- **Gauge:** 'OO'
- **Price:** £39.95
- **Era:** 9-11
- **Cat No:** SA014/SA016 (as reviewed)
- **Site:** *www.flangeway.com*



Flangeway Models has added to its collection of 'OO' gauge 'Salmon' bogie rail carriers with contemporary examples featuring newly-tooled ASF bogies.

FOLLOWING the initial release of its 'Salmon' bogie rail carrier wagons in 2022 (HM183), Flangeway Models has released a new contemporary-era version of the popular 'OO' gauge vehicles.

These latest versions of the YWA 'Salmon' bogie flat wagons feature updated ASF bogies and are finished in BR engineers' yellow with four running numbers – DB996140/DB996148/DB996330/DB996110 (Cat Nos. SA012-015) and in EWS maroon with two running numbers available – DB996622/DB996124 (SA016/017).

# of Australia



Hornby's 'OO' gauge Gresley 'A4' 4-6-2 appears in LNER garter blue for its latest appearance as 4491 *Commonwealth of Australia*.

interior all accurately represented. There is also a flickering firebox feature. The locomotive is paired with a correct streamlined corridor tender which houses a new 21-pin Digital Command Control (DCC) decoder socket. Also of interest is that the tender drawbar is of the new kinematic design.

A detail pack is included with brake rigging, front coupling, front hook and chain, drain cocks, driver and fireman and vacuum pipe for the front buffer beam.

For enthusiasts of the LNER or just 'A4s' in general, this is another top-notch release from Hornby. (BC)



The ASF roller bearing bogies appear with the latest BR engineers' yellow and EWS maroon examples of the 'Salmon' bogie rail wagons.

For review, we received examples in BR engineers' yellow (DB996330) and EWS maroon (DB996622). As before, these models feature a heavy die-cast metal construction, making them feel substantial. Both were finished to a high standard with good application of their respective liveries and printed detailing, especially the tiny panels on the solebars.

Underframe detailing is superb, with the air brake system represented with cylinders and associated pipework all neatly modelled on the underside. The ASF roller bearing bogies have been recreated well too, with axleboxes, springs and frame all accurately reproduced. Brake callipers are included on the inside of the bogie and can just be seen protruding from underneath the frame. A detail pack completes the appearance with hooks, chain, five bolsters, air pipes, spare white hand wheels and two tension lock couplings.

Flangeway has produced a welcome update to an already excellent model and it is good to see additional versions of these long-lived wagons modelled in ready-to-run form. (BC)

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FIRST REVIEW

Revolution Trains PCA ALUMINA POWDER TANK WAGON

Revolution Trains' newly-tooled 'OO' gauge PCA alumina tank wagons have arrived, offering a new option for modern era modellers. **BEN CHURCH** takes a closer look at these distinctive new vehicles.

REVOLUTION TRAINS' eagerly-awaited newly-tooled 'OO' gauge PCA alumina powder tank wagons are here.

Built in 1988 for British Aluminium Alcan by Powell Duffryn, 43 PC020A air-discharged powder tank wagons were constructed for use in transporting block trains of imported aluminium from Blyth bulk terminal in Northumberland to Lochaber smelter near Fort William in Scotland. They remain in regular use today on GB Railfreight workings along the picturesque West Highland line. They were famously hauled in 2011 by Class 55 'Deltic' 55022 *Royal Scots Grey* when it was hired to cover for a motive power shortage.

Revolution Trains has produced these all-new 'OO' gauge wagons in conditions and liveries representing each of the predominantly grey schemes they have carried since introduction. They are available in Alcan original and Alcan de-branded form with ladders, along with Rio Tinto Alcan, Lochaber/Liberty and Alvance liveries without ladders.

Offered in four-wagon packs, four sets are available in original Alcan livery (Cat No. RT-PCA20- 401A/B/C/D), three in the debranded version (RT-PCA20-402E/F/G), three in the Rio Tinto Alcan scheme (RT-PCA20-403H/I/J), three with Lochaber Power/Liberty branding (RT-PCA20-404K/L/M) and a single four-wagon pack containing Alvance branded vehicles (RT-PCA20-405N) - each containing wagons with unique running numbers.

The models do not skimp in terms of specification and it is impressive how much fine detail has been incorporated into every area of the wagon. The prominent photo-etched walkways on our review samples looked superb and along with the separately fitted filler caps give these wagons (especially when in long trains) a real presence when viewed from above.

Decoration is excellent throughout with the grey base livery to our samples (in Alcan and Lochaber/Liberty livery) displaying a realistic sheen. Printed detail is equally good with neatly applied warning and data panels on each side, plus other labelling, panels, numbering and company branding (where applicable). All of this was clear and legible.

Underneath, the level of finesse continues with pipe runs, brake rigging, levers, discharge valves and more. Large sprung buffers feature at each corner, while a coupling hook and lamp iron feature on the buffer beams. The buffer beam also includes provision for the separately supplied air pipes.

Each of the four-wagon packs is supplied in a stout cardboard outer box with plastic protective packaging within and you do need to be careful when placing the wagons back into the box, as while the ladders are fairly robust, they could be distorted or chipped by the packaging if not oriented correctly inside.

Revolution Trains has filled another significant gap in the 'OO' gauge rolling stock roster with its newly-tooled PCA alumina powder tank wagons. While their sphere of operation may be limited to the North East and Scotland, these distinctive vehicles have been a consistent and reliable wagon type for more than 35 years and will certainly look good in prototypical block trains, especially for West Highland line modellers. (BC)



Offered in four-wagon packs, several livery options for the new PCA tank wagons have been produced, including Alvance grey.

"The models do not skimp in terms of specification and it is impressive how much fine detail has been crammed into every area of the wagon."

BEN CHURCH

TECHNICAL DETAILS	
Manufacturer:	*www.revolutiontrains.co.uk*
Cat No:	Various (see text)
Description:	PCA alumina powder tank wagons
Builder:	Powell Duffryn
Region:	Eastern/Scottish
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	126mm (over buffers)
Price:	£169.50
Couplings:	Small tension tocks in NEM pockets
Minimum radius:	Second
Purpose:	Alumina traffic



Revolution Trains' newly-tooled 'OO' gauge Alcan PCA alumina powder tank wagons are now available.

Bachmann Collectors Club
IVATT '2MT'

Amongst the recent additions to the Bachmann Collectors Club range of exclusive limited edition models is this 'N' gauge LMS Ivatt '2MT' in BR lined maroon. **MARK CHIVERS** assesses it.

- **Gauge:** 'N' gauge
- **Price:** £148.46/£238.46
- **Cat No:** 372-625K/372-625KSF
- **Site:** *www.bachmann.co.uk*
- **DCC:** Next18 decoder socket
- **Era:** 8



The Bachmann Collectors Club 'N' gauge range includes Graham Farish LMS Ivatt '2MT' 2-6-0 46441 in BR lined maroon with late crests.

BACHMANN has been steadily expanding its range of exclusive 'OO' and 'N' gauge models for Bachmann Collectors Club members. Amongst the standout models is this Graham Farish 'N' gauge LMS Ivatt '2MT' 2-6-0, modelling 46441 in BR lined maroon with late crests (Cat No. 372-625K).

Built at Crewe Works, 46441 entered service in early 1950, allocated initially to Southport. It was saved for preservation following withdrawal in 1967 and and remained based at Steamtown, Carnforth, into the 1990s. It gained its non-standard BR lined maroon in 1992 and appeared on the main line and at heritage railways until the early 2000s when it went on static display at the Ribble Steam Museum. It is currently under restoration at the Lakeside and Haverthwaite Railway.

This Collectors Club edition of the Graham Farish Ivatt '2MT' benefits from the latest upgraded tooling and features locomotive drive, a coreless motor, all-wheel pick-ups, Next18 Digital Command Control (DCC) decoder socket, separately fitted metal handrails, factory-fitted buffer beam pipes, neatly modelled sandboxes and lubricators, lamp irons, decorated cab interior, cab glazing, turned brass safety valves and whistle and metal buffers.

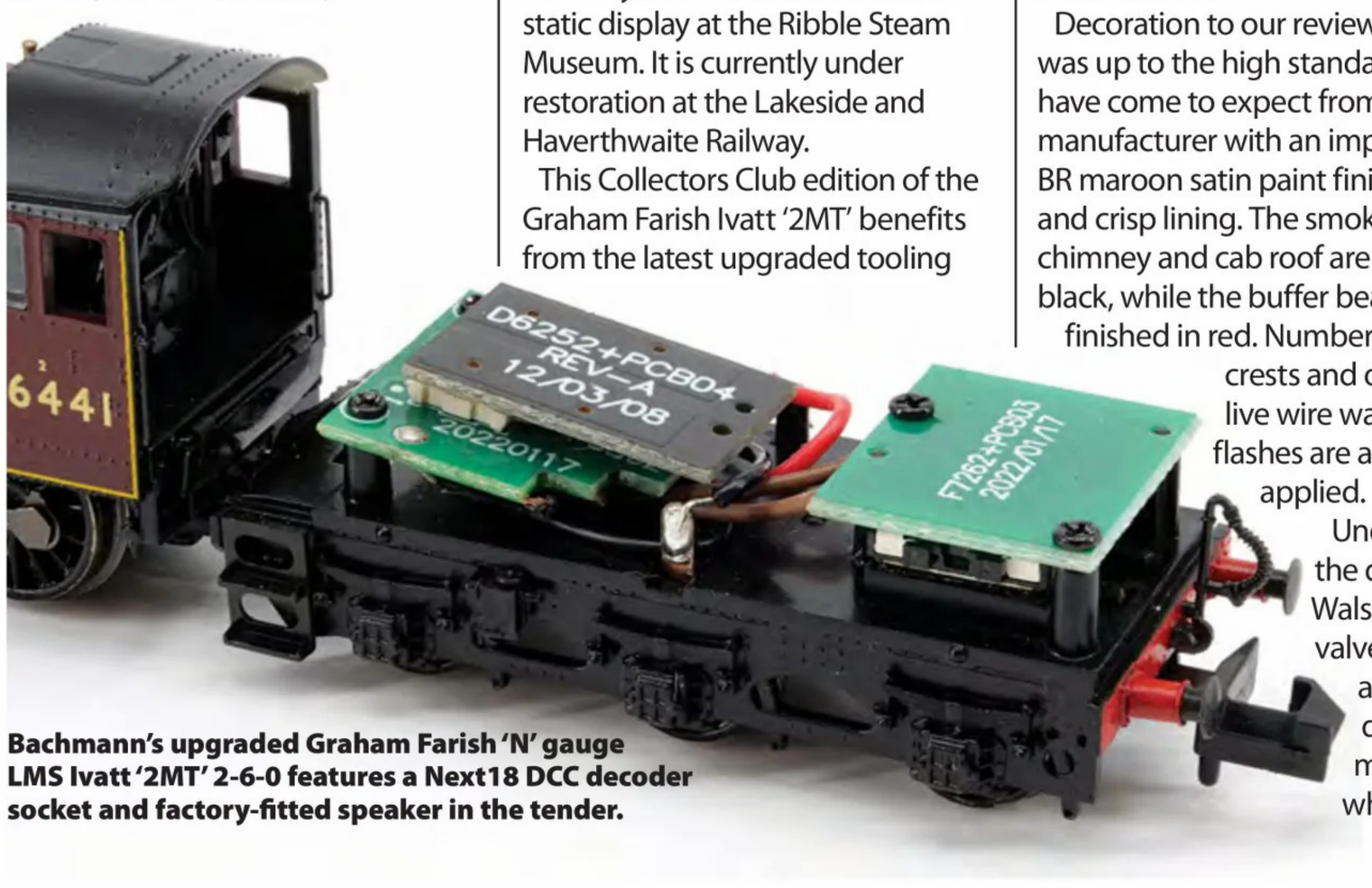
Decoration to our review sample was up to the high standards we have come to expect from the manufacturer with an impressive BR maroon satin paint finish and crisp lining. The smokebox, chimney and cab roof are painted black, while the buffer beams are finished in red. Numbers, BR late crests and overhead live wire warning flashes are also crisply applied.

Underneath, the distinctive Walschaerts valve gear appears in darkened metal, while the wheel faces are painted black. The coreless motor provides drive to the centre driving axle, while the rear pair of driving wheels feature traction tyres for better grip. There are fine sand pipes and brake shoes in line with wheels - which although tiny make a noticeable difference to the fidelity of the model.

The locomotive and tender are semi-permanently coupled via a metal bar, while the tender houses a Next18 DCC decoder socket and factory-fitted 8mm x 12mm cube speaker (0.5watt/8ohm). Sound-fitted models come with a Zimo MS590N18 and bespoke sound profile with 28 functions.

A small detailing pack is also included which contains front footsteps, footplate supports, a tender roof extension and two cab doors, while Rapido style couplings in NEM pockets complete the package.

Another delightful release, available exclusively to members of the Bachmann Collectors Club. With 200 examples available, it offers a colourful take on these classic Ivatt locomotives. (MC)



Bachmann's upgraded Graham Farish 'N' gauge LMS Ivatt '2MT' 2-6-0 features a Next18 DCC decoder socket and factory-fitted speaker in the tender.

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FIRST REVIEW

Revolution Trains MK 5A COACHES

Revolution Trains' all-new 'N' gauge TransPennine Express Nova 3 carriages have arrived. **BEN CHURCH** casts a glance over these colourful coaches.

REVOLUTION TRAINS' newly-tooled 'N' gauge Mk 5a (named Nova 3 by TransPennine Express) coach sets are now available.

Such is the rapid change on the full-size railway that despite only being just over five years old, these Mk 5s have recently been withdrawn and are currently stored. Their service career may be uncertain but they have proved popular with enthusiasts, thanks to their bright livery, distinctive appearance and locomotive haulage.

Built by Spanish manufacturer CAF, the Mk 5a fleet entered service with TransPennine Express (TPE) in 2019. Each Mk 5a set comprised five coaches, one of them a Driving Trailer (DT), and were hauled by a Class 68 diesel in a push-pull formation. They were mainly used on TPE trains between Liverpool, Manchester, Leeds, York and Scarborough. However, due to a combination of technical faults, reliability issues, a too-fragmented fleet on TPE and driver training backlogs, they were withdrawn by the end of 2023.



All vehicles reflect the complex TPE colour scheme, with our review sample featuring Scarborough destinations on one side of the set and Liverpool Lime Street on the other.

Our review sample was finished as TPE set TP04 (Cat No. RT-TPE-Mk5-pack1). At first glance, Revolution Trains has captured the sleek look and styling of the Mk 5s very well. Detailing is excellent inside and out with neatly moulded interiors and crisp see-through glazing. Vestibule end detailing is just as good, while underneath the vehicles also look the part with the distinctive inside frame bogies capturing the appearance of the real things.

Each set has three Open Standard vehicles, an Open First coach and a Driving Open Brake Standard at the outer end of each





Livery application is very good throughout, with all the colourways coming together on the Driving Trailer vehicle.



In addition to directional lighting in the Driving Trailer, each coach also features interior illumination which can be switched on and off using the supplied wand.

TECHNICAL DETAILS	
Manufacturer:	*www.revolutiontrains.co.uk*
Cat No:	RT-TPE-Mk5-pack1 (as reviewed)
Description:	Mk 5a TransPennine Express five-car set
Builder:	CAF
Region:	Eastern
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	747mm (five-car set)
Price:	£290
DCC:	Next18 decoder socket (Driving Trailer)
Couplings:	Small tension locks in NEM pockets
Minimum radius:	Second
Purpose:	Express passenger



Each five-car set comprises one First Class and three Standard Class trailer vehicles, plus the Driving Trailer Standard.

set. The Class 68 diesel was usually marshalled at the opposite end of each set directly coupled to the First Class vehicle.

Revolution Trains has particularly captured the complex curves of the Driving Trailer vehicle well. The buffers and pipework accurately protrude at the front of the Driving Trailer and give the set its recognisable outline. Each coach is given a letter as per the real thing, so a realistic formation can be created. Of note is coach E which has a corridor connection at one end only, with buffers and a small round window at the other where the Class 68 was coupled.

Given the complex nature of the TPE colour scheme, application is very good throughout, with only some very slight fuzziness on the Driving Trailer where the livery lining comes together – and not really noticeable at normal viewing distances. The silver paint finish to each vehicle has a realistic sheen to it contrasting with the matt finish of the blue and purple accents. Other printed detailing is just as good with an impressive collection of warning labels, text and other detailing incorporated into the model.

Inside, the interior is enhanced with a full complement of lights that can be turned on and off with the supplied wand. Simply touch the wand at specific points on the roof and each vehicle illuminates or extinguishes, according to its current state. Directional lighting is also included in the Driving Trailer vehicle, which also features a Next18 Digital Command Control (DCC) decoder socket.

In terms of performance, our review sample ran smoothly without issue during our tests, while the close coupling mechanisms really help to make the whole formation look the part.

These Nova 3 coach sets are superbly detailed throughout and are sure to prove popular with modellers of the recent contemporary scene - dare we expect future versions should they find a home with another operator? We hope so. (BC)



Revolution Trains' newly-tooled 'N' gauge Mk 5a Nova 3 sets certainly capture the striking appearance of the full-size trains.

Skaledale FAMILY GROCER

- **Gauge:** 'OO' gauge
- **Price:** £36.49
- **Cat No:** R7360
- **Site:** *www.hornby.com*
- **Era:** Any

HORNBY'S extensive Skaledale range continues to provide modellers with high quality 'OO' gauge resin buildings that are ready to be placed on a layout straight from the box. This recent release models a family grocer's.

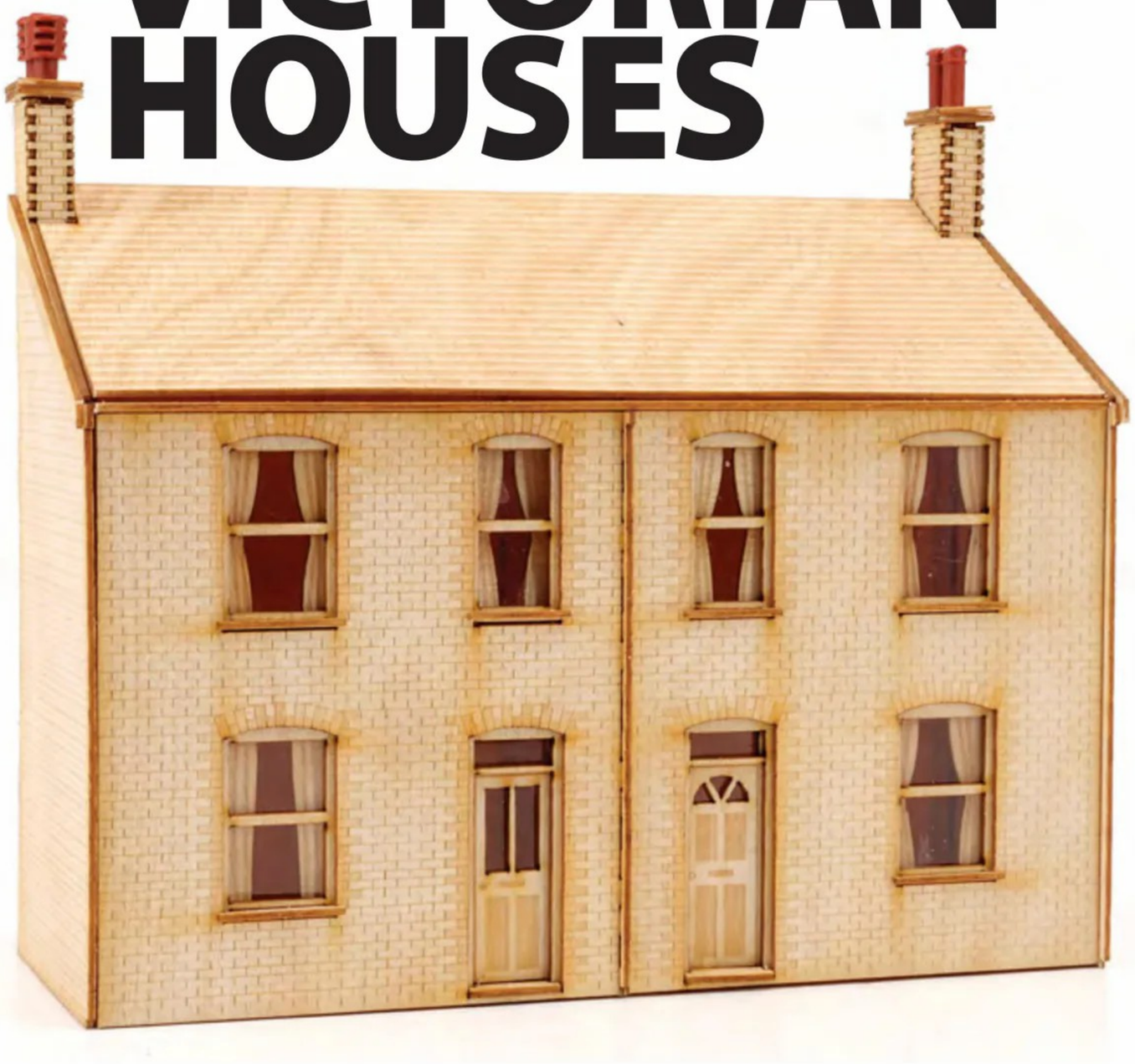
Detail and finish is very good - the building comes pre-painted and the exterior looks the part with bricks, mortar, tiles, gutters, windows and a green finish to the shopfront, all accurately painted.

Measuring 118mm x 85mm x 132mm, the building comes with a faux shop interior visible through the large windows, which could be replaced with your own bespoke interior and lighting arrangement.

Certain to add real presence to a 4mm scale high street. (BC)



Peco VICTORIAN HOUSES



- **Gauge:** 'OO'
- **Price:** LK-206 £14.50, LK-207 £15.95, LK-208 £25.99
- **Cat No:** LK-206/LK-207/LK-208
- **Site:** *www.peco.com*
- **Era:** Any

PECO has added to its range of laser-cut kit products with these 4mm scale Victorian semi-detached houses.

The new laser-cut wooden kits model a semi-detached house in full relief (Cat No. LK-208), together with two low-relief examples featuring semi-detached fronts (LK-206) and semi-detached backs (LK-207). Each of the three kits follow the same basic construction and come with clear instructions featuring diagrams and detailed directions to help make construction easier.

Etched detailing is very good throughout and for best results the kits would benefit from painting as they are constructed.

There are variations in the kits too. All but the low-relief frontage kit feature a back garden and there are optional additions such as a bay window for the frontages and a dormer for the roof. Moulded plastic chimneys are also included, adding a nice finishing touch.

Versatile kits that are sure to find a home on a layout. (BC)



3D trainspotters



● **Gauge:** 'OO' gauge ● **Price:** £18 ● **Cat No:** 1677-076, 1769-076 ● **Site:** *www.modelu3d.co.uk*
● **Era:** 5-6/7-8

MODELU'S portfolio of 3D-printed figures is bolstered with the addition of two new packs of trainspotters. The packs each contain five 1:76 scale figures and cover the 1950s/1960s (Cat No. 1677-076) and the 1970s/1980s (1769-076). ModelU can also produce these figures in different scales to suit different gauges.

Each figure is produced to a very high standard. Overall detailing is superb with facial features, clothes and other items such as books and pencils present, giving these figures character and presence. Careful painting will bring them to life, highlighting all the detail that has been provided.

Ideal for populating a footbridge or end of platform scene. (BC)

N'Tastic Ford Transit Mk3



● **Gauge:** 'N' gauge
● **Price:** £7.45
● **Cat No:** NSM-V80T302
● **Site:** *www.copperminiatures.co.uk*
● **Era:** 8-11

N'TASTIC SCALE MODELS has added a Ford Transit Mk. 3 van to its range of 2mm scale detailed resin kits.

N'Tastic offers 11 different versions of the Transit, ranging from short and long wheelbase vans to motorhome and minibus examples. Each variant features a super level of detailing to the exterior, interior, chassis and wheels.

The model is quick and straightforward to assemble, while careful painting will reward you with an eye-catching and attractive model.

Given their widespread appeal, variations and use, no contemporary era layout should be without one. (BC)

Depot detailing



● **Gauge:** 'OO'
● **Price:** £4.50-£7.50
● **Cat No:** See text
● **Site:** *www.modelu3d.co.uk*
● **Era:** 3-6

NEW TO MODELU'S range of 3D printed detailing accessories are these packs of 4mm scale steam depot detailing.

These new packs include Great Western Railway (GWR) coaling stage tubs (Cat No. 2745), GWR coaling stage ramps (2747), stores (2739) and a locomotive shed detail pack (2746).

Once removed from the support framework, painted and weathered, these items will add character and the often prevalent clutter to steam sheds.

Perfect for quickly adding the finishing touches to your depot or shed scene. Excellent and available now. (BC)

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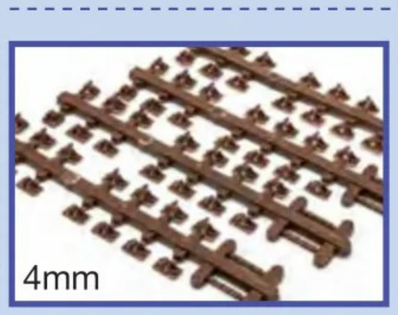

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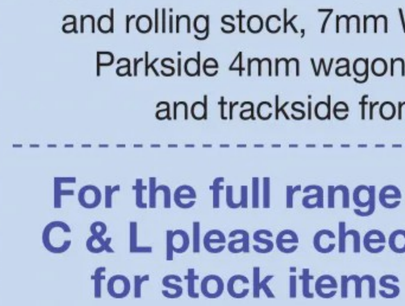

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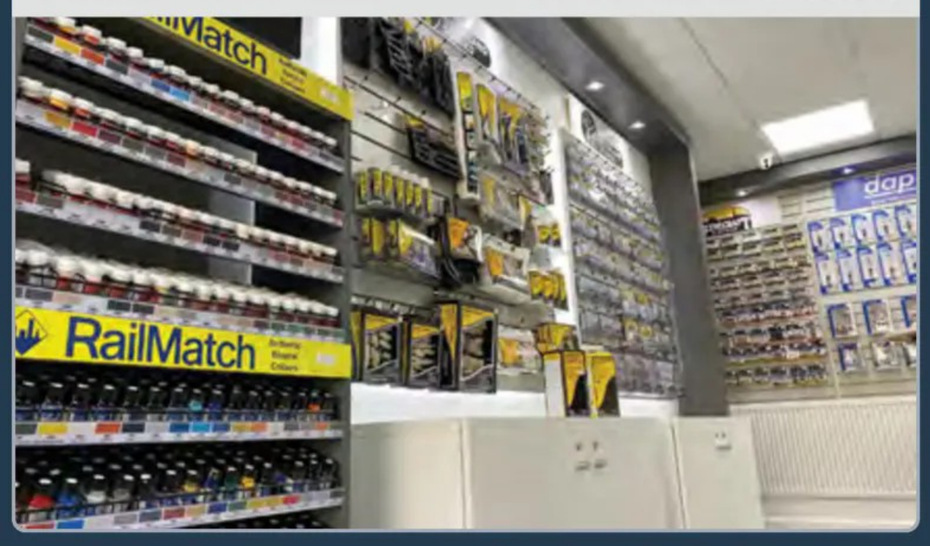



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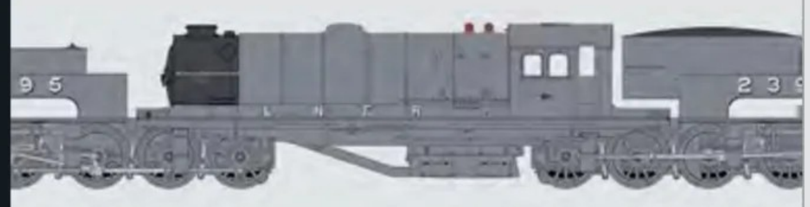

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CUSTOMISING 40145

The *Hornby Magazine*/ Key Publishing limited edition model of 40145 in large logo blue prompted **DAVID DOLMAN** to take an already good model and make it even better.

AS A YOUNGSTER SPOTTING IN the West Midlands in the early 1980s, I'd occassionally manage to see a Class 40 out and about, or catch one on shed at my regular jaunts to the likes of Bescot and Saltley depots. These big English Electric machines have such a presence, and the sound of them - especially when hard at work - is something to behold.

When I first got into modelling, the only option if you wanted a Class 40 was to get a Lima model, accept the odd proportions and then add a lot of detail. Other than that there was a model from French company Jouef, but that had a poor mechanism. Hornby took over the original Lima tooling but didn't upgrade it. Instead it reintroduced it under the RailRoad range offering different/better levels of finish and a far better drive system.

Bachmann released its first version of the Class 40 in 2003. It had a few dimensional errors here and there and some of the detail was a bit coarse - it didn't have working lights either - but it was a huge improvement at the time. Bachmann revamped it in 2014, with a few of the previous issues corrected, different liveries and this time working lights.

Fast forward to 2022 and after announcing another upgrade we now finally have the new batch of releases with better PCB wiring and lighting options, a slightly lower body than before and a new body tooling to allow for a high-intensity headlight on the preserved examples. It also has a PluX22 decoder socket and all options are available with Digital Command Control (DCC) sound played through twin factory fitted cube speakers. Who could ask for more? Well, us modellers, it seems.

We're a fickle bunch and with the best will in the world, there's no such thing as a perfect model straight out of the box. There's always room for improvement and personalisation via some subtle additions, tweaks, a bit of weathering or finer detail. As a result, I like to improve models and come up with something that's individual to me.

Having acquired a few Bachmann Class 40s over the years from various releases, my approach to all of them is pretty much the same. No matter what version of the Bachmann Class 40 you've got, all of these upgrades can be applied - even fitting DCC sound, although the decoder and speaker wiring arrangement might be slightly different.

When the new version of the Class 40s were announced, I knew I'd probably get a couple. *Hornby Magazine* and Key Publishing announcing 40145 in large logo livery was a surprise, but I didn't need any encouragement to place an order. I always wanted one in this livery, which I feel suits the Class 40 really well. It was on my list to do as a repaint - so this has saved me a lot of time. It was also a great opportunity to really go to town on the detailing. **HM**

- **You can view more step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.**

STEP BY STEP CUSTOMISING CLASS 40 40145

Intermediate
Beginner — SKILL LEVEL — Advanced



Recently introduced as a limited edition from Bachmann and Key Publishing, 40145 in its preservation era livery is based on the latest upgraded release. The real locomotive ran with this livery from 2007 to 2010 and proved popular on main line railtours and excursions.



The model captures this attractive livery well. It comes with etched nameplates showing the name it carried – *East Lancashire Railway* - and also a set of grille frost guards which were also fitted to this example. Buffer beam detail is factory fitted and includes a good representation of all the front pipes.



To start, I separated the body from the chassis. On the Bachmann Class 40 this involves removing eight screws under the baseplate. On the new versions there are a couple of electrical connections at each end for the lights, so unplug those as it'll let you move the body away and allow easier access to everything.



I wanted to detail the cab area and upgrade the driver. There is nothing wrong with the one Bachmann supplies, but I love the range of 3D printed figures you can get now, so I used one from Modelu, suitably painted and stuck in place of the original figure.

PLEASE TURN FOR MORE
STEP BY STEP GUIDE

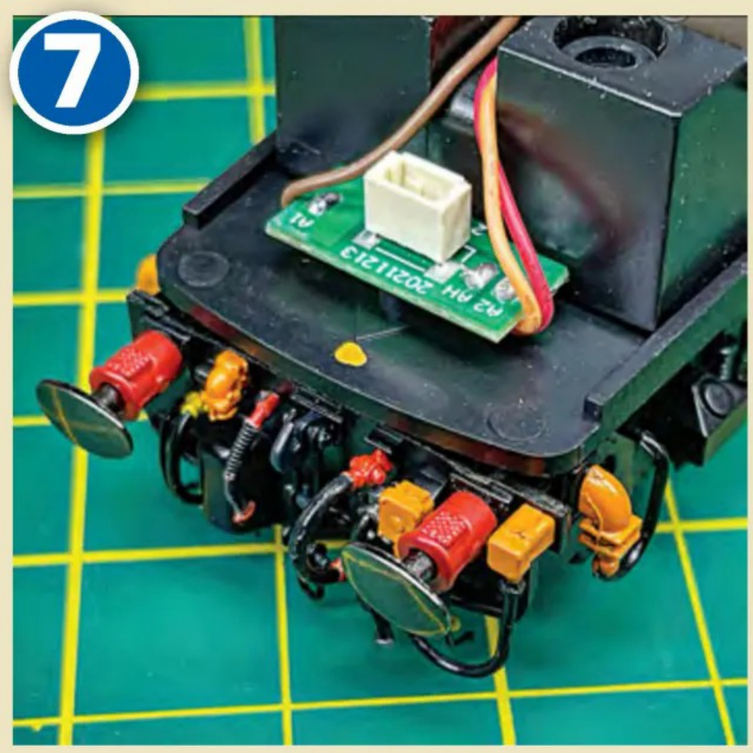
David Dolman's 'OO' gauge example of Class 40 40145 *East Lancashire Railway* models the locomotive towards the end of its spell in BR large logo blue, which the prototype carried in preservation between 2007 and 2010.



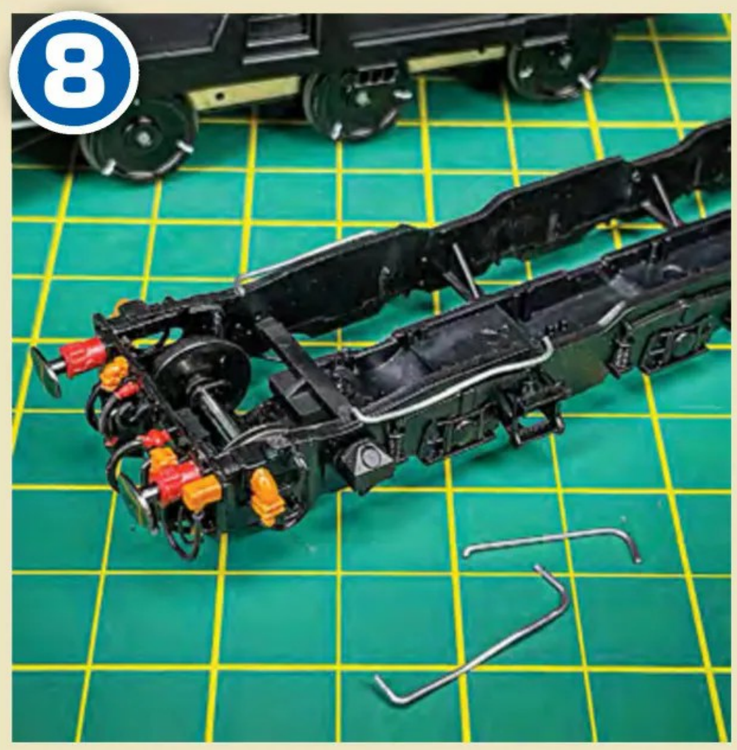
On the rear bulkhead in the leading cab I also placed the driver's high-visibility jacket as if it were hung up ready for use - you quite often see this in preserved locomotives. This was painted orange with some carefully applied white lines and glued in place. Again, this is from the Modelu3D accessory range.



Next, I turned my attention to the end detail. Bachmann has done a fine job of supplying the new Class 40 with a good complement of pipe detail. I like to fit a scale screw coupling at one end, though. The factory-fitted hook simply pulls out. I replaced it with a scale screw link coupling from the Accurascale accessory range.



There is one thing I always change on Bachmann '40s' - the buffers. In the past I've used Hornby Class 50 buffers, but as they seem to be in short supply, I've now changed to Class 31 buffers and they make such a difference to the look of the ends.



I also wanted to add the prominent pipework that can be seen on the sides of the bogies. I used lead wire (you can use solder) as this enabled me to easily match the pipe runs. I used a slightly smaller scale wire so as not to catch on the body if used on small radius curves - if that's not an issue you could use a thicker wire.



With that done, both bogies were given a coat of paint. The new buffers were painted matt black and the bogie side pipework given a coat of matt white. I also fitted a Hunt magnetic coupling from Westhill Wagon Works to the rear bogie which lets me couple to suitable coaches.



I then gave both bogies a thinned down coat of base Frame Dirt weathering. I'm modelling 40145 towards the end of its time carrying this livery and by then the bogies had collected a layer of dirt. This base coat will be further weathered back later, as it's a little too light and uniform brown for me.



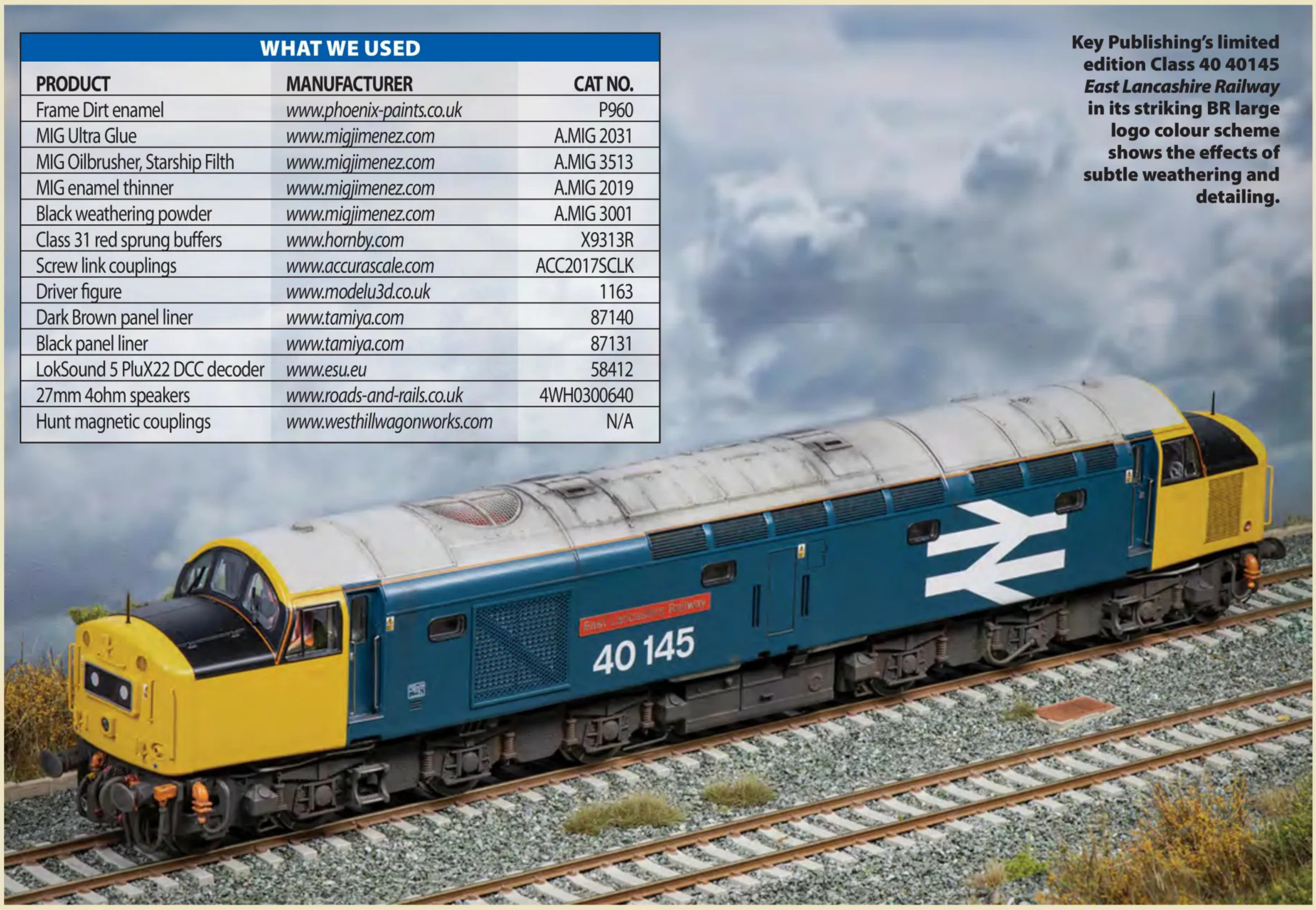
Returning to the main body, the bodyside grilles and roof grilles are picked out using Tamiya Panel Line wash. I've used Dark Brown, but you can also use black, especially if you want more contrast in the detail. Capillary action does most of the work for you and it's removed easily using a brush or cotton bud moistened with thinner. You could also use Humbrol Enamel washes for this.



Next I added the photo etch detail that comes with the model - nameplates and frost grilles. I now use MIG Ammo Ultra Glue for fitting most of my etched and transparent details. Any overspill or mishaps can be cleaned with a cotton bud soaked in water, or a cocktail stick to scrape clear the excess, with no damage to the surface.

Intermediate
Beginner SKILL LEVEL Advanced

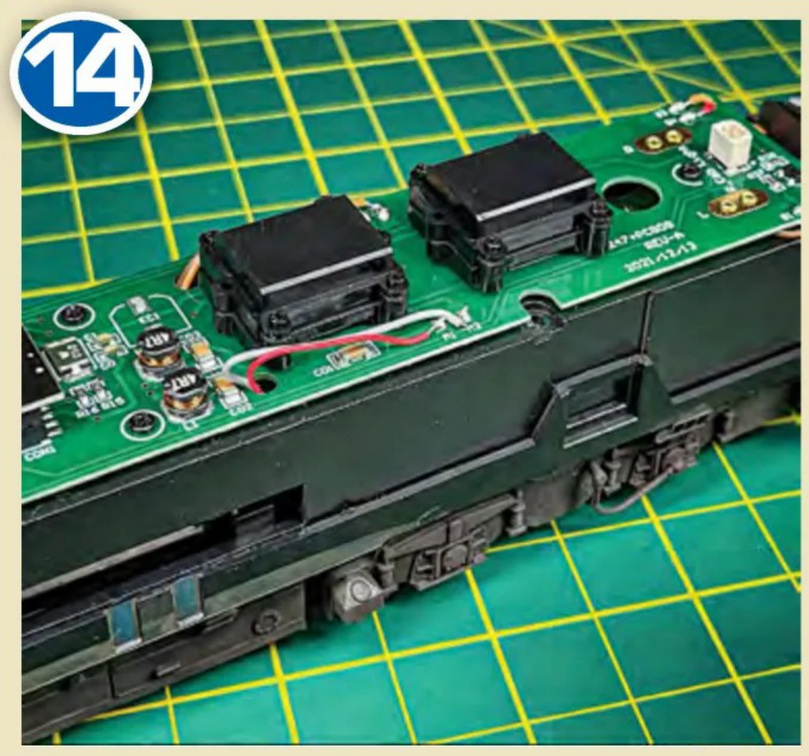
WHAT WE USED		
PRODUCT	**MANUFACTURER**	**CAT NO.**
Frame Dirt enamel	*www.phoenix-paints.co.uk*	P960
MIG Ultra Glue	*www.migjimenez.com*	A.MIG 2031
MIG Oilbrusher, Starship Filth	*www.migjimenez.com*	A.MIG 3513
MIG enamel thinner	*www.migjimenez.com*	A.MIG 2019
Black weathering powder	*www.migjimenez.com*	A.MIG 3001
Class 31 red sprung buffers	*www.hornby.com*	X9313R
Screw link couplings	*www.accurascale.com*	ACC2017SCLK
Driver figure	*www.modelu3d.co.uk*	1163
Dark Brown panel liner	*www.tamiya.com*	87140
Black panel liner	*www.tamiya.com*	87131
LokSound 5 PluX22 DCC decoder	*www.esu.eu*	58412
27mm 4ohm speakers	*www.roads-and-rails.co.uk*	4WH0300640
Hunt magnetic couplings	*www.westhillwagonworks.com*	N/A



Key Publishing's limited edition Class 40 40145 *East Lancashire Railway* in its striking BR large logo colour scheme shows the effects of subtle weathering and detailing.



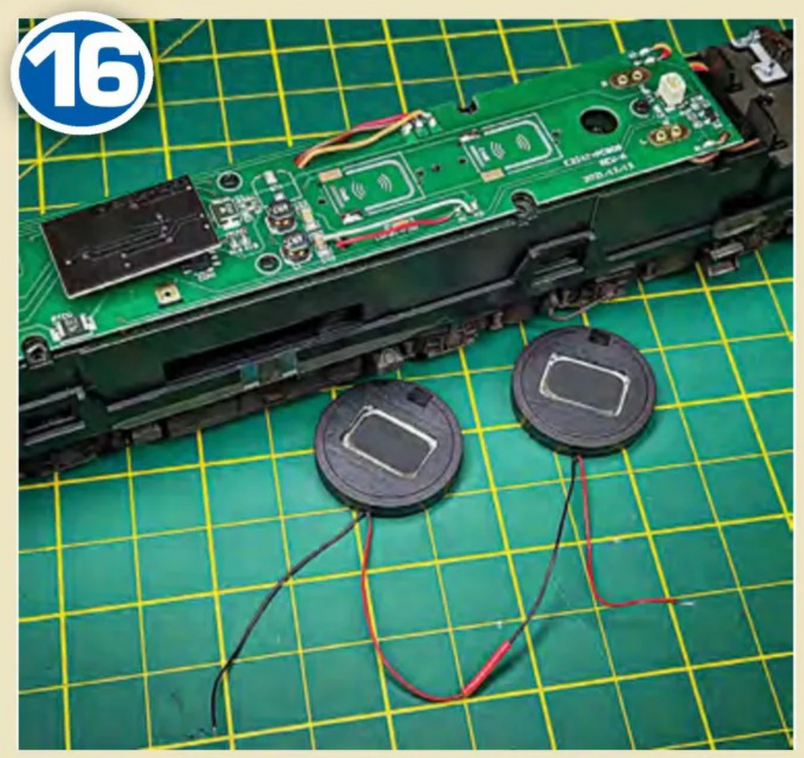
13 Whilst the glue dries on the body, the bogie sides are reattached and the underframe is painted to match. This then has some darker tones introduced using black and dark grey weathering powders as I don't want it to appear a solid colour. The steps were also dry brushed to pick out the edges in aluminium.



14 All the new release Bachmann Class 40s are available with DCC sound options and are fitted with twin cube speakers. However, I always like to source my own sound components, so I chose the DCC ready model.



15 To change the speakers, we need to remove the old ones first. To do that, simply remove the four screws holding the PCB in place. Carefully lift the board which will reveal two small screws holding each of the cube speakers in place. Once removed, place the PCB back on its mounting lugs and screw back in place.



16 With the factory speakers removed, you can see the exposed contact pads on the PCB. These make an ideal soldering point to attach the new speaker wires to. I chose bigger 27mm round speakers - supplied by Richard at Roads and Rails.

CUSTOMISING CLASS 40 40145

Intermediate
Beginner — SKILL LEVEL — Advanced



17 The speakers - wired in series - are then soldered to the opposite circuit board pads. Speaker 1 wire goes to a positive pad, speaker 2 to the negative. The speakers are then held in place using Black Tack.



18 Make sure all the wiring is tidy and tucked away so nothing catches or shorts out. The original lighting electrical connectors at the ends need to be reattached to the underfame. The body can then be reattched and the fixing screws refitted.



19 At this point I usually give the model a shakedown - testing its general running, DCC functionality and more importantly that any added detail isn't catching on anything. If thats all good, I start weathering the body.



20 The roof area needs a bit of additional weathering. I start by using a MIG Oilbrusher called Starship Filth. Allowed to flow around the roof detail, any surplus is moved/ removed with a cotton bud dipped in thinner. This creates some really nice streaking on the roof.



21 I keep working it till I'm happy with the appearance - it takes the new bare plastic look away and suggests that the locomotive has been working for a living. Photographs I have of 40145 show dirt collecting in all of the panel joints and a few runs where rain had washed some of the dirt down. I kept the roof weathering quite restrained on this model.



22 Once the wash is dry (I normally allow 24 hours) I give the roof area a light brush with weathering pigment to simulate the dirt and staining around the exhaust outlets and the roof mounted cooler fan using black and dark grey colours.



23 The final result: 40145 towards the end of its time in this livery, but still looking like a star. The Bachmann/Key Publishing version is a great model to start with. You can then enhance it with a few extra details of your own and in a couple of hours you can have your own unique Class 40.

IN STOCK NOW

- KEY PUBLISHING'S exclusive Bachmann 'OO' gauge limited edition Class 40 modelling 40145 *East Lancashire Railway* in BR large logo blue is available now in DCC ready and DCC sound-fitted formats, priced at £229.95 DCC ready and £329.95 DCC sound-fitted.
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Melin Llechi

The slate industry of North Wales is the theme of this evocative 16mm:1ft scale narrow gauge layout. **THOMAS ASHCROFT-DOMONEY** outlines its origins and operation.

PHOTOGRAPHY, JONATHAN NEWTON

NESTLING BETWEEN THE mountains around Blaenau Ffestiniog, the small mill area of an unknown quarry rumbles to the sound of slate cutting and dressing and wagons being shunted about by an eclectic mixture of motive power. Steam, diesel and even electric power can be found or have been found here through its life from first setting up in the 1900s to its eventual demise in the 1970s.

Melin Llechi (roughly translated as Slate Mill) is a 16mm scale 32mm gauge shunting layout built by Tony Hill in 2017. Having exhibited his other slate quarry layout Ravens Rock at the National Slate Museum Llanberis and then asked for a return appearance at Corris, this coincided with another layout which would later become the one you see today. Tony has a keen interest in modelling the slate quarrying areas of Wales, predominately Dinorwic for Ravens Rock and his current 16mm build Gilfach Wen, producing some very detailed scenes on how things looked. He also produced some books on how to do this along the way.

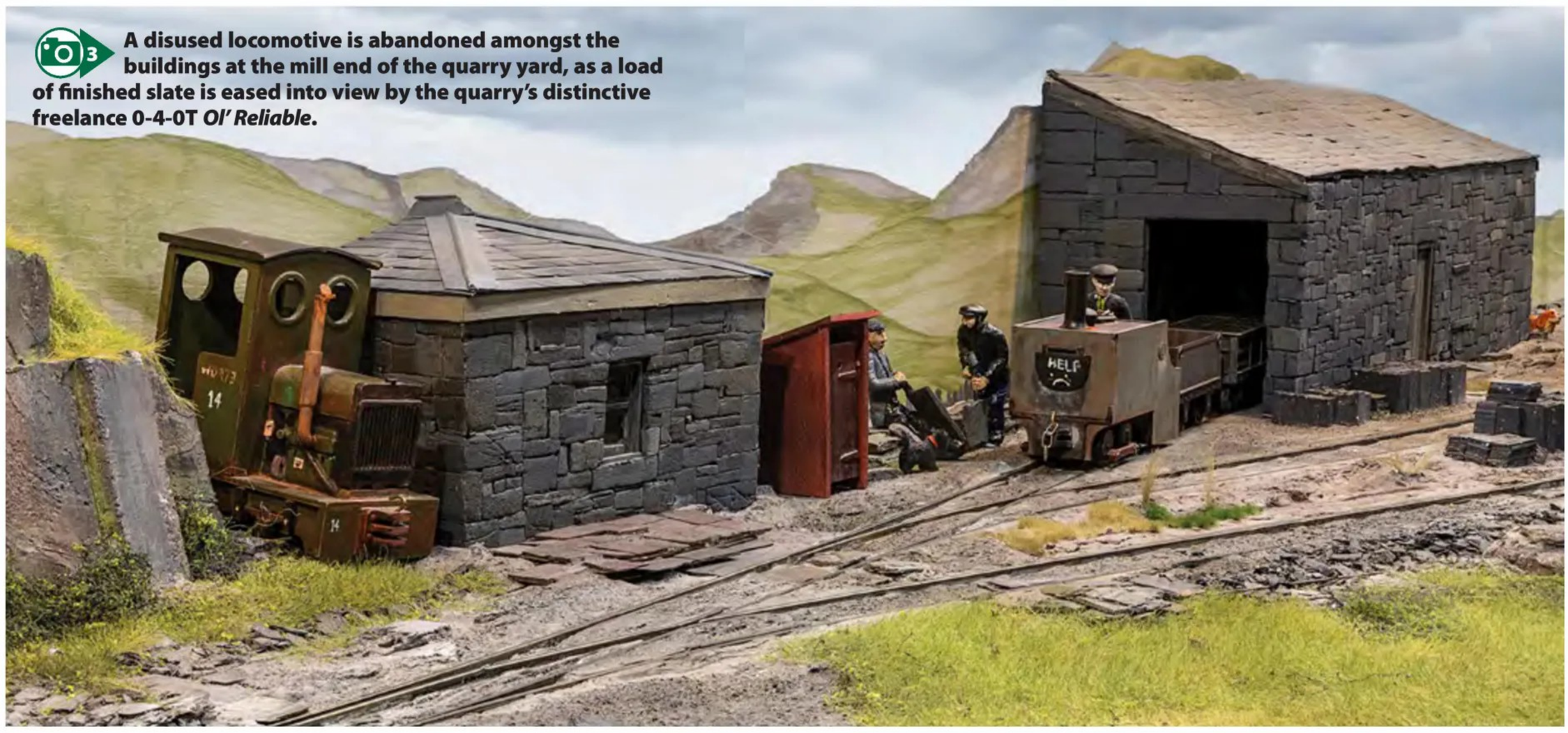
As with most quarrying concerns in reality, ownership changes happen. In 2019 Tony decided to move Melin Llechi on in order to concentrate on new projects and his garden railway. A group of 16mm modellers based at Keighley Model Railway Club was successful in giving the layout a new home and lease of life with new stock and a bright future. They got the layout back out in public again, but the Covid pandemic and other commitments meant it was becoming difficult to be able to get the layout out to shows and so the layout entered a period of hibernation. »



1 Quarry Hunslet 0-4-0ST *Rough Pup* rumbles into view as workers cut slate in the background.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'SM32', 32mm	16mm: 1ft	16ft x 2ft	NORTH WALES	1900s-1970s	RADIO CONTROL

2 While one of the Quarry Hunslet 0-4-0STs raises steam in the background, a loaded coal wagon is tripped through the yard behind a Ruston and Hornsby 20hp diesel.



A disused locomotive is abandoned amongst the buildings at the mill end of the quarry yard, as a load of finished slate is eased into view by the quarry's distinctive freelance 0-4-0T *Ol' Reliable*.

Around this time Adam Saunders and I were exhibiting our 'OO9' gauge layout Beddgelert Junction at our local club show, when we got chatting with a friend about how they would like to see a 16mm indoor layout at the Narrow Gauge North exhibition, especially one in a slate setting. Our creative juices got flowing, but little did we know things were happening in Keighley.

The following day, when browsing a popular social networking site, we noticed Melin Llechi was up for sale. Rather surprised, Adam sent a message to one of the then owning group to gain more information. As this happened, we received messages from two friends of ours from the Welsh Highland Heritage Railway (WHHR), Alex and Myles, with the same idea as us to obtain the layout. We agreed that we would club together to try and acquire it.

Enter the Melin Llechi Owners Group. Within a few hours we had the results. The custodians were happy for the sale to go through having expressed gratitude that the layout would be in safe hands and out on the exhibition circuit once more.

It was arranged to meet at Peterborough Garden Railway Show to get a feel of the layout and see how it dismantled and packed away. The day was well spent driving and shunting with plenty of questions asked about lighting, operation

"Myles and I are slate quarrying aficionados with an inkling to the humble 'Quarry Hunslet' locomotives, Adam appreciates industrial curiosities and Alex has a penchant for the different."

THOMAS DOMONEY

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and transportation. The final payment was made and the layout was officially ours. The full handover wouldn't be until a show at Elsecar. Until then we had to decide where it would be based and how we would get it to shows.

This was a challenge as two of the owning group are based in Newcastle and South Sheilds, one in Barnsley and another in Llandudno. All correspondence is done online, a new email was set up to make communication with show managers easier and Myles set up a very handy calendar to keep tabs on when shows might be and which are confirmed. We are all interested in narrow gauge. Myles and I are slate quarrying aficionados with an inkling to the humble 'Quarry Hunslet' locomotives, Adam appreciates industrial curiosities and Alex has a penchant for the different, which has lead to some interesting conversations about motive power and stock. We are also all operating members of the WHHR.



4 With sheep roaming freely around the quarry, Quarry Hunslet 0-4-0ST *Dolbadarn* is turned on the yard's tiny turntable.

5 Melin Llechi packs a lot into its 16ft length with a turntable, engine shed, slate yard and mill.

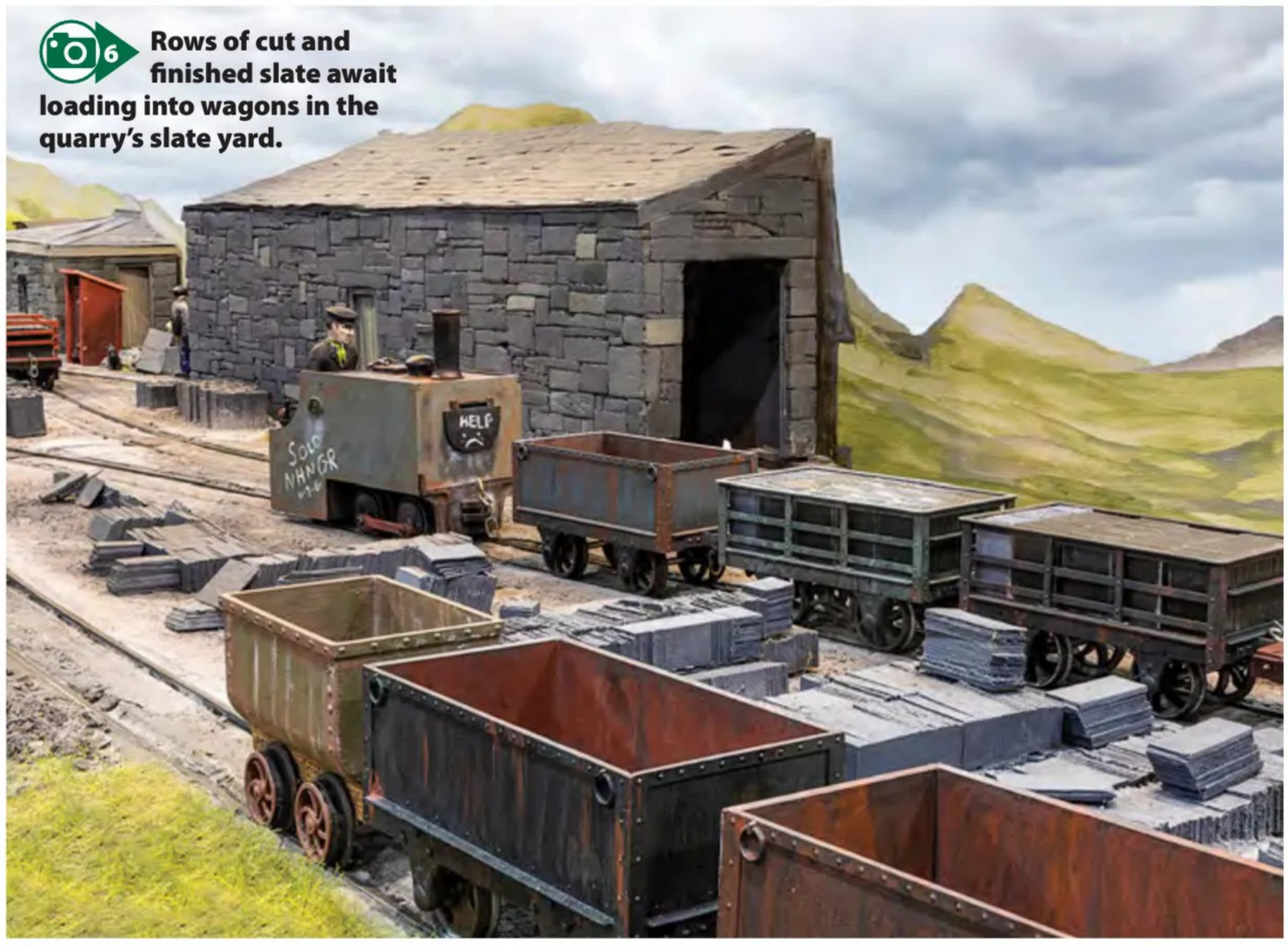
THE LAYOUT

The layout itself is built on polyurethane foam boards edged with 3mm plywood glued with high-strength panel adhesive. There are four 4ft x 2ft boards and because of their construction, these are very light. The boards sit on beams resting on trestles to give a sturdy structure. These panels also hold the lighting poles and backscene.

Track is Peco SM32 glued to the boards using PVA with sleepers covered by 6mm thick foamboard to give the buried effect. Points are controlled by wire rodding hidden in ditches and beneath some lumps of slate. Because there is no power to the track (as the locomotives are self-powered), reliability is excellent. Lighting is via 12volt LED strips on electrical tubing over five posts across the layout.

Landscaping is formed of Artex, including the track which was cleared by running a wagon round to ensure the flangeways were not obstructed. The terrain is sculptured baseboard with foam providing the basic forms: a coating of Artex and other detailing completes the picture.

One of the main questions we have been asked is about the slates. There is real slate on the layout in small crushed form to save weight, but the slate stacks waiting for shipment are cast resin formed to the various sizes which would be available from the quarry.



6 **Rows of cut and finished slate await loading into wagons in the quarry's slate yard.**

INDEPENDENT POWER

One of the joys of modelling in 16mm:1ft scale is that in most cases locomotives are large enough to hold batteries and radio control systems, meaning no power is needed to the rails at all. This enables very realistic movements, only fairly recently rendered possible in smaller scales by Digital Command Control.

Our main control of choice is Loco Remote by Chris Rennie. This system utilises a Wi-Fi module to control a locomotive from a smartphone or tablet. It also allows easy switchover as no extra controllers are needed for a model and in theory it can be kept moving as an

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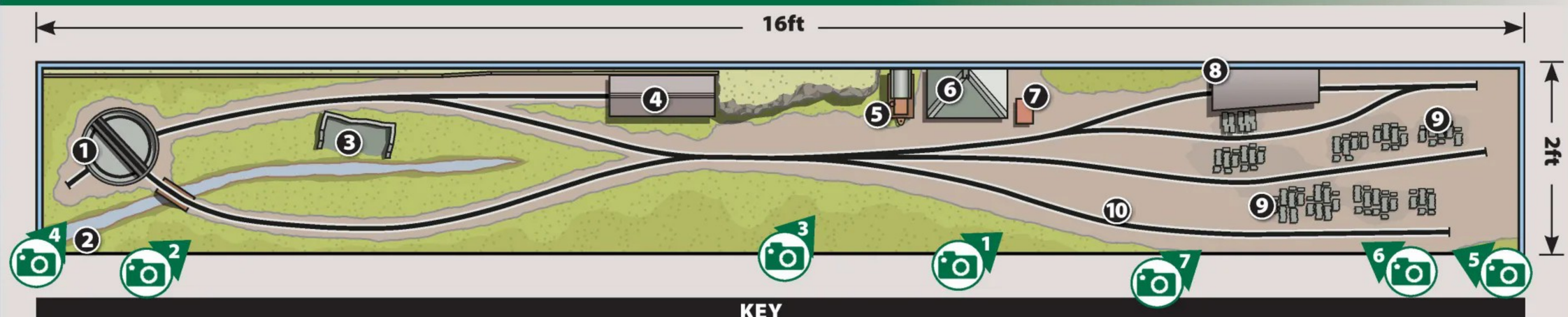
MELIN LLECHI TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Turntable	3 Derelict store	5 Disused locomotive	7 Privy	9 Slate yard
2 Stream	4 Engine shed	6 Office	8 Slate mill	10 Hardstanding

operator change happens.

Once the decision was taken as to where the layout would be kept (at present in North East England) we set about planning our first show with it at the Elsecar Heritage Centre for the Yorkshire 16mm group. Having only had a little time running the layout before we acquired it, we were still learning how to do things. It is basically a shunting puzzle, formed of a slate yard and mill at one end, and a loop with engine shed and turntable at the other. We soon found that once the slates were loaded there was nowhere to take them for unloading, so for the rest of the show we spent the time remarshalling wagons in different formations and swapping locomotives.

Melin Llechi is perfectly set up for two-engine operation which is where the fun comes in. It means there is pretty much constant running on the layout with plenty of opportunity to demonstrate how a slate mill yard would have been worked. There are empty wagons waiting for loading and loaded ones waiting to go out, coal for the engine shed and gunpowder for blasting, all of which require specific movements. It is easy to get tied in knots with two operators, leading to situations where you have to start the whole sequence again. It provides amusement for visitors at exhibitions, and we try not to take these mishaps too seriously.



7 One of the quarry's many dogs trots into view as *Ol' Reliable* shunts wagons in the slate yard.

ROLLING STOCK

The locomotives and wagons are owned by the four of us, and because the layout came without any rolling stock, we were able to start afresh and build up what we considered a suitable quarry fleet spanning the eras.

All locomotives are mainly kit built and are a mix of etched brass, wood, 3D printed components and laser-cut plastic operating on battery power with radio control. The main locomotives seen on the layout are:

- *Ol' Reliable*: a diminutive 0-4-0T built in-house and said to be the oldest at the quarry. This is a Phil Sharples laser-cut wood kit.
- *Rough Pup*: a Slaters etched brass and resin kit of the Dinorwic Quarry Hunslet 'Alice' 0-4-0ST showing an example of this popular type of locomotive.
- *Dolbadarn*: a PDF Models 3D printed and laser-cut plastic kit of a Dinorwic Quarry Hunslet 'Port' 0-4-0ST.
- Ruston 40hp: an example of the Ruston diesels found in industrial service in and around the slate industry, this is a Bole Laser Craft 3D ready-to-run model.
- Ruston 20hp: this particular variant was very popular with quarrying companies, and examples were amongst the last in employment. This is an IP Engineering white metal and etch kit.
- Brush 4WBE: a small number of these were used in the Blaenau Ffestiniog area quarries. The battery-electrics were built for the War Department in the Great War for use in areas where sparks from steam locomotives were too risky. This model is built from a Loco Remote 3D Print.
- Hudson Hunslet: although rare in slate quarries due to their weight, some were used. This is an Andel plastic kit without radio control so acts as a generator plant on the layout.
- Orenstein & Koppel diesel shunter: an example of locomotives from mainland Europe which found their way into industrial use in the UK, built from an Andel plastic kit.

The wagons are all examples of those found in the Welsh slate quarries and railways over the years. They range from the humble and numerous slate wagons for dressed and finished slates with Ffestiniog, Dinorwic & Penrhyn wagons on the layout to Croesor Tramway multi-purpose wagons.

There are also Llechwedd Quarry coal wagons, gunpowder vans, rubbish wagons to carry away the waste material to the distinctive tips which still dominate the landscape and the simple slab wagons which transported the slabs from the quarry to the mill for processing. Other wagons to be found occasionally are the manager's coach and the unusual hearse van.

ON THE ROAD

Having exhibited the show at Elsecar, Narrow Gauge North and Statfold Barn, we are looking forward to getting out to more shows in the future to keep the layout alive and in the view of the public and its many followers.

We are discussing plans for a storage yard on one end to solve the issues about where the slate can go once wagons are loaded and to show the full scope of a mill scene. We believe there is huge potential to unlock in the layout, so figures have been added in the form of workers, sheepdogs and a fox to try and bring more life to the scene.

As an ending and to bring full circle, we are thrilled to say that Tony Hill is aware of its new status of being out on the circuit again with a fresh enthusiastic group, and he is currently making an archive to send through to us of the layout's build and past use, to help explain its varied life. **HM**

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

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OO Gauge Peaks - Due June

32-652A - Class 44 44007 '*Ingleborough*' BR Blue.....£161.46
32-678A - Class 45 D49 '*The Manchester Regiment*' BR Green Small Yellow Panels Split Centre Headcode.....£161.46
32-679A - Class 45 D25 BR Economy Green Small Yellow Panels Split Headcode..£161.46
32-702A - Class 46 D138 BR Green Small Yellow Panels.....£161.46
32-704 - Class 46 46045 BR Blue Sealed Beam Headlights Weathered.....£169.96

N Gauge LMS 10000/10001 - Due June



372-910 - LMS 10000 Black & Silver..£157.21
372-910SF - LMS 10000 Black & Silver **DCC Sound Fitted**.....£242.21
372-911 - LMS 10001 Black & Silver..£157.21
372-911SF - LMS 10001 Black & Silver **DCC Sound Fitted**.....£242.21



372-916 - LMS 10000 BR Lined Green.....£157.21
372-916SF - LMS 10000 BR Lined Green **DCC Sound Fitted**.....£242.21
372-917 - LMS 10001 BR Lined Green.....£157.21
372-917SF - LMS 10001 BR Lined Green **DCC Sound Fitted**.....£242.21



372-918 - LMS 10001 BR Green Small Yellow Panels.....£157.21
372-918SF - LMS 10001 BR Green Small Yellow Panels **DCC Sound Fitted**.....£242.21

N Gauge SECR Dance Hall Brake Van - Due March



378-025 - SECR 25 Ton Dance Hall Brake Van SECR Grey 11902.....£29.71
378-025A - SECR 25 Ton Dance Hall Brake Van SECR Grey 11905.....£29.71



378-026 - SECR 25 Ton Dance Hall Brake Van SR Brown 55462.....£29.71
378-026A - SECR 25 Ton Dance Hall Brake Van SR Brown 55458.....£29.71

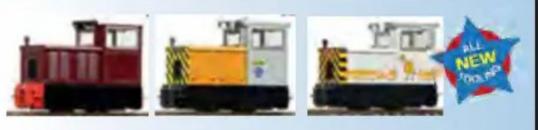


378-027 - SECR 25 Ton Dance Hall Brake Van BR Grey S55457.....£29.71
378-027A - SECR 25 Ton Dance Hall Brake Van BR Grey S55460.....£29.71



378-028 - SECR 25 Ton Dance Hall Brake Van BR Departmental Olive Green DS55466.....£29.71
378-028A - SECR 25 Ton Dance Hall Brake Van BR Departmental Olive Green DS55464.....£29.71

OO-9 Baguley-Drewry Diesel - Due June



392-027 - Baguley-Drewry 70hp Diesel Lined Crimson.....£101.96
392-028 - Baguley-Drewry 70hp Diesel ICI Orange & Grey.....£101.96
392-029 - Baguley-Drewry 70hp Diesel British Industrial Sands White.....£101.96

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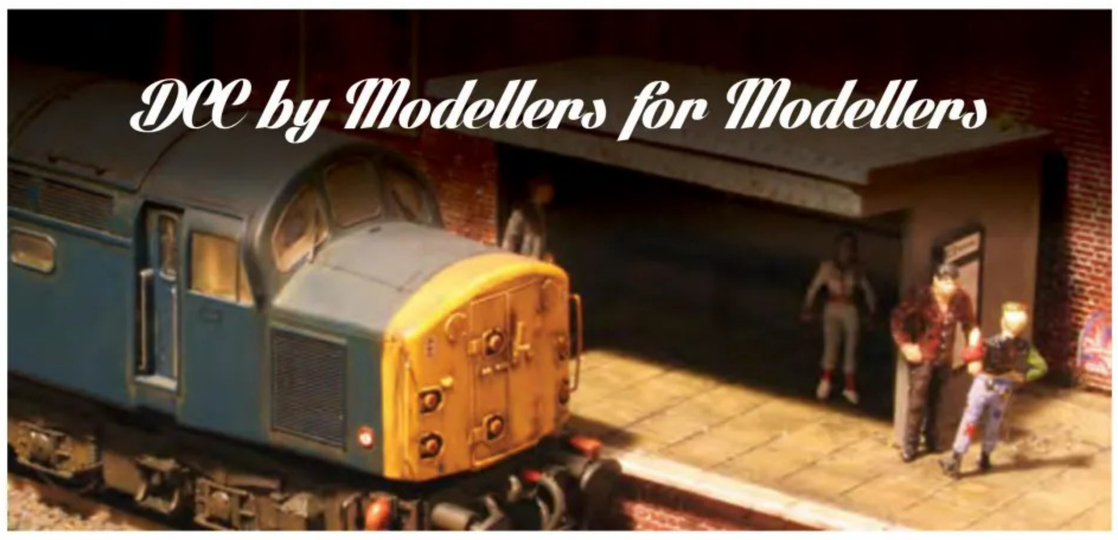

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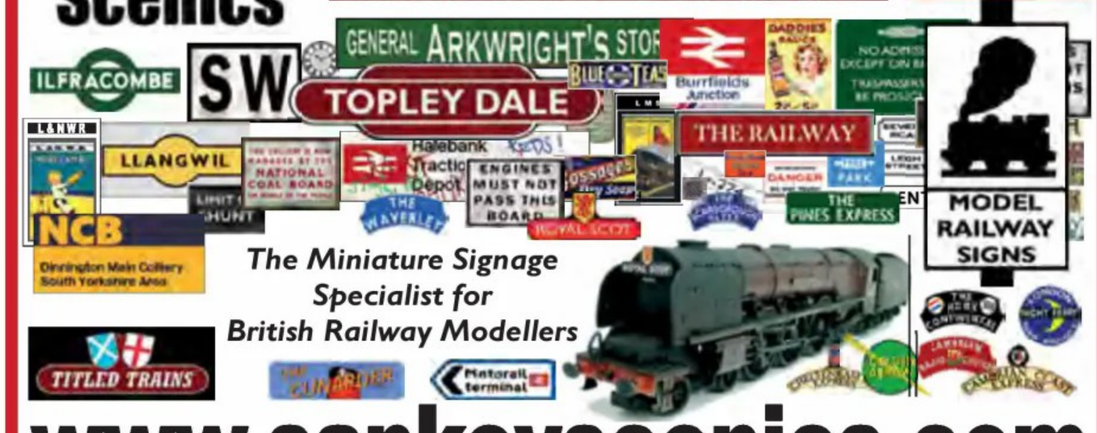

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SHAP

Shap has always been a challenge to footplate crews and a magnet for enthusiasts. **EVAN GREEN-HUGHES** explores this famous location's history and appeal.

BR Standard '7MT' 70013 *Oliver Cromwell* storms into view on the West Coast Main Line at Shap Wells heading a 'Cumbrian Mountain Express' railtour on February 25 2012. Alan Padley.

FEW ARE UNMOVED BY the sight and sound of a large steam locomotive working hard against a heavy gradient. For more than 100 years, enginemen battled against the elements to take their trains across formidable hills on routes that taxed their locomotives to the limit.

Amongst these was the line that climbed over Shap Fell, part of the northern Lake District hills which rose to more than 1,000ft. Trains travelling south were faced with gradients of up to 1-in-75 for around five-and-a half miles while those going the other way had a less severe climb at 1-in-125, but for 12 miles. Shap is the highest point on the West Coast Main Line (WCML) in England, topping out in a cutting at 916ft above sea level. Into the diesel era it provided a considerable obstacle to trains, with many requiring banking assistance to get up at all and others crawling over the summit.

Shap itself has been settled since ancient times and has had a church since the 8th century. Despite its geography it was soon established as a port of call on the main route between England and Scotland and in its day it hosted a number of coaching inns, all conveniently built at the side of the turnpike road.



Stanier 'Princess Coronation' 46237 *City of Bristol* climbs Shap with the Down 'Royal Scot' on September 14 1955. W.J. Verden Anderson/Rail Archive Stephenson.



It was natural that when proposals began to be formulated for a railway to connect northern England with Scotland the route through Shap should be considered, although it was by no means a universal choice. By 1835 a number of lines had been constructed that meant trains could travel from London as far north as Preston, and promoters had their eyes on the lucrative Anglo-Scottish traffic that would result if the route were extended northwards.

As a result, the directors of the Grand Junction Railway instructed eminent engineer Joseph Locke, at this time only 30 years old, to investigate potential routes. His proposal, for a route via the Lune Valley and tunnelling under Shap, was well received but was not acted upon.

A couple of years later, developments in Cumbria saw railways steadily built along the coastline, which when connected held the possibility of providing an alternative route from north to south. As a result of this, George Stephenson was asked to investigate whether a line could be built from Lancaster to Carlisle via Ulverston and joining the Whitehaven, Workington and Maryport Railway, providing a through route via the coast.

Stephenson's report, not surprisingly in view of his paymasters, came down in favour of an Anglo-Scottish route via the coast, which would be about 25 miles longer than a more direct route over the hills. However, he reasoned, at no point would his line be more than a few feet above sea level and therefore its gradients would be negligible, making it more economical to work.

The engineer also, rather far-sightedly, pointed out that winters on the Shap fells were long and that when snow fell there »



Fairburn '4P' 2-6-4T 42251 banks a Down goods up Shap, near Shap Wells in 1967.
T.G. Hepburn/Rail Archive Stephenson.

it was inevitably on the ground for a long time. He also pointed out that the coast route would take in a number of towns with substantial population, rather than running over wild and largely unoccupied ground.

Matters were then complicated when a third route was proposed which would have seen a railway built via Kendal, Haweswater and Penrith - but this would have required a 2½-mile-long tunnel at the head of Longsleddale and found little favour.

GOVERNMENT INTERVENTION

At this point the Government appointed a commission to look into Anglo-Scottish traffic, believing there was insufficient demand for two major routes. It recommended the coastal route be discarded due to its length and the problems of crossing Morecambe Bay and a modified version of Locke's proposal was recommended which saw the summit tunnel's length reduced and extra curves installed which would take the line through Oxenholme and Grayrigg. Interestingly, the commission failed to make up its mind as to whether the east or west coast route should be built so in the end both went ahead.

This precipitated a race amongst the developers to see who could complete their railway first. On the west coast, Locke was taken on as engineer and made some amendments to the proposed route which would make it easier and cheaper to construct. This resulted in the famous

BR Standard '7MT' 70024, formerly named *Vulcan*, climbs Shap at Greenholme with a Down express freight in autumn 1967.
Patrick Russell/Rail Archive Stephenson.

With just 2,000hp available, an unidentified Class 40 receives assistance from one of Tebay's Standard '4MT' 4-6-0s to lift its lengthy freight up Shap, as it heads north past Scout Green in November 1967.
Neville Simms/Railphotoprints.uk.



1-in-75 gradients for which the section was later to become famous and omitting the summit tunnel. The construction contract was at the time by far the largest ever awarded and contained a clause that the entire railway should be complete within two years, something that was almost achieved as the works overshot by only six months.

The summit of the line occurred near Shap village at which point a 60ft deep cutting was created, roughly at the site where the tunnel might have been had alternative proposals been adopted. To create this, and to build the rest of the line in the area, a navvy village made of sod huts accommodating 500 men was constructed near the summit. This had rows of cottages named after London streets and even had its own chapel and a school. The settlement was largely a peaceful one, unlike some other places on the new line, as main contractor Thomas Brassey handled his men well and also took care to keep the English, Scottish and Irish groups separated from each other.



IMMEDIATE EFFECT

The line was opened in 1846 and had an immediate effect on Shap. Stagecoaches disappeared almost overnight, as did cattle droving and such was the effect on the local turnpike road that it had to abolish its charges altogether. The opening day saw a special train of 14 coaches, which even then was oversubscribed.

Such severe gradients were of course beyond the capability of the locomotives of the time, which were mainly of the 2-2-2 and 2-4-0 wheel arrangements. It became necessary to provide a second locomotive to bank each train over Shap. As the line was in such remote territory this led to the development of a railway village at Tebay at which engine sheds were provided, this facility having to be extended in 1862. Further expansion allowed North Eastern Railway locomotives working in on a branch from the North East to be accommodated, with these being provided with their own shed from 1902 onwards. Eighty houses were built for railway employees.

In London & North Western Railway days, banking assistance was provided mainly by a selection of elderly 0-6-0 tender locomotives while passenger trains were piloted by 2-4-0s and occasionally 4-4-0s. These eventually gave way to tank locomotives, mainly of London Midland & Scottish Railway design, with 2-6-4Ts from Fowler and Stanier being staples in the later days of steam. Such steps might not have been necessary had an 1898 plan to build a deviation round some of Shap's steeper gradients come to fruition. This scheme got as far as permissions being obtained and some minor preparatory work before it was abandoned.

'FLATTENING' SHAP

There were major changes in 1960 when Tebay ceased to be a junction, and demand for its locomotives was reduced. More than 150 families moved away and more followed when the last of Shap's steam banking locomotives was taken out of service in 1968. However, even in the diesel era some prestige express passenger trains had to be double-headed with the pairs of Class 50 workings attracting a great deal of enthusiast interest. Freight trains could now generally be handled by a single locomotive, although there were many that were brought to a walking pace as they ascended Shap.

That the Shap route was the correct choice was perhaps emphasised when the M6 motorway was extended north from Preston in 1970, built more or less alongside the railway in this section. At around the same time as the motorway was built, the railway was electrified in a £73m scheme which, once completed, brought to an end any requirement for additional motive power to be provided to assist most trains up the bank. Electrification brought with it the ability to climb Shap without any reduction in speed, and modern Class 390 Pendolinos crest the summit at line speed.

Even with modern trains and modern aids, the unique characteristics of Shap do, however, still sometimes result in problems. In 2004 a track trolley ran away down the gradient and hit a party of track workers, fatally injuring four of them, while in 2010 the driver of a freight train found himself going backwards at 51mph as his train dragged itself back down the hill. It seems as if Stephenson's predictions of the challenges of working a railway in such hostile territory are as valid today as they were 170 years ago.

The West Coast Main Line at Shap summit has lost little of its special character, despite modernisation, due to the sheer scale of the countryside around it. It requires little imagination, visiting it today, to imagine what this special location was like in its heyday. **HM**

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

HORNBY magazine

SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. 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.

March 2024

9 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 1, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: £2 entry
Website: *www.hmrg.net*
Features: Club test track in 'N', 'OO', 'O' and 'G' gauges, club shop and refreshments.

9 NARROW GAUGE NORTH 2024

Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA
Times: 10.30am-4.30pm
Prices: Adults £10, accompanied children £1
Website: *www.narrowgaugenorth.org.uk*
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

9 SODBURY VALE MODEL RAILWAY CLUB SHOW

Hosts: Sodbury Vale Model Railway Club
Location: Yate Community Hall, Yate Parish Hall and Yate YMCA, Yate, Bristol BS37 4PQ
Times: 10.30am-4.30pm (9.30am for disabled and blue badge holders)
Prices: Adults £5, children free
Website: *www.sodburyvalemrc.co.uk*
Features: 20 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

9/10 BASINGSTOKE MODEL RAILWAY EXHIBITION

Hosts: Basingstoke and North Hants MRS
Location: Aldworth School, Western Way, Basingstoke RG22 6HQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £8, children free
Website: *www.basingstokemrs.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

16 BURY ST EDMUNDS MODEL RAILWAY CLUB EXHIBITION

Hosts: Bury St Edmunds Model Railway Club
Location: The Guild Hall, Guild Hall Street, Bury St Edmunds, Suffolk IP33 1NX
Times: 10am-4pm
Prices: Adults £6, children free
Website: *www.burystedmundsmrc.com*
Features: Layouts, trade support, demonstrations and parking.

16 FALMOUTH SOCIETY OF RAILWAY MODELLERS OPEN DAY

Hosts: Falmouth Society of Railway Modellers
Location: St Mary's Catholic Church Hall, Killigrew Street, Falmouth TR11 3PR
Times: 10am-4pm
Prices: Free entry
Website: *fsrm.weebly.com*
Features: Six layouts, societies, refreshments, parking and disabled access.

16 TADWORTH MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AE
Times: 10am-5pm
Prices: Adults £10, concessions £5, children £3
Website: *www.ndmrc.info*
Features: 25 layouts, trade support, refreshments and parking.

16/17 EAST GRINSTEAD MODEL RAILWAY EXHIBITION

Hosts: East Grinstead Model Railway Club
Location: Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children free
Website: *www.egmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

23 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION

Hosts: Beckenham and West Wickham MRC
Location: Forest Hill Boys School, Dacre Road, Forest Hill, London SE23 2XN
Times: 10.30am-4.30pm
Prices: Adults £10, accompanied children free
Website: *www.bwwmrc.co.uk*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

23 BELPER MODEL RAILWAY EXHIBITION

Hosts: Belper Model Railway Group
Location: Strutt's Centre, A6 Derby Road, Belper DE56 1UU
Times: 10am-4pm
Prices: Adults £4, children £2
Features: Layouts, trade support and refreshments.

23 NEWTON AYCLIFFE MODEL RAILWAY SHOW

Hosts: Rotary Great Aycliffe and Shildon MRC
Location: Newton Aycliffe Youth and Community Centre, Burn Lane, Newton Aycliffe DL5 4HT
Times: 10am-5pm
Prices: Adults £6, concessions £5, children free
Website: *www.rotarygreataycliffe.org*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

23/24 CARLTON RAILWAY SOCIETY ANNUAL SHOW

Hosts: Carlton Railway Society
Location: Howden School, Derwent Road, Howden DN14 7AL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7.50, children free
Website: *www.facebook.com/carltonrailwaysociety*
Features: Layouts, trade support, refreshments and parking.

23/24 MODERN IMAGE O GAUGE SHOW

Hosts: Modern Image O Gauge Group
Location: Crewe Heritage Centre, Vernon Way, Crewe CW1 2DB
Times: Sat 10am-4.30pm, Sun 10am-3.30pm
Prices: Adults £6, concessions £5, children free
Website: *www.modernimageogauge.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access. (A pair of Class 20 locomotives will be present, subject to availability)

23/24 NAILSEA MODEL RAILWAY EXHIBITION

Hosts: Nailsea and District Model Railway Club
Location: Nailsea School, Mizzymead Road, Nailsea BS48 2LE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £2, family £18
Website: *www.nailsea-district-mrc.co.uk*
Features: 15 layouts, trade support, demonstrations, parking and disabled access.

30 ILFRACOMBE MODEL RAILWAY EXHIBITION

Hosts: Ilfracombe Model Railway Society
Location: Landmark Pavilion, Seafront, Wilder Road, Ilfracombe EX34 9BZ
Times: 10am-4pm
Prices: Adults £4, children £2, family £8
Contact: 01271 864677
Features: Ten layouts, trade support, refreshments and parking.

30-1 YORK MODEL RAILWAY SHOW

Hosts: York Model Railway Show
Location: Knavesmire Stand, York Racecourse, York, YO23 1EX
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm
Prices: Adults £14 (£12), children £2 (£2), family £30 (£26) – advance ticket prices in brackets
Website: *www.yorkshow.org.uk*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

April 2024

6 ABBEY PUMPING STATION RAILWAY GALA DAY

Hosts: Abbey Pumping Station
Location: Abbey Pumping Station, Corporation Rd, Leicester LE4 5PX
Times: 11.30am-4pm
Prices: Free admission
Website: *www.abbeypumpingstation.org*
Features: Layouts, narrow gauge railway (small fee for rides), refreshments and parking.

6 HORSHAM MODEL RAILWAY CLUB OPEN DAY

Hosts: Horsham Model Railway Club
Location: St Leonards Church Hall, Cambridge Rd, Horsham RH13 5ED
Times: 10am-4pm
Prices: Adults £2, children £1, under 5s free.
Website: *www.horshammrc.org.uk*
Features: Layouts, club shop, refreshments, parking and disabled access.

6 NORWICH MODEL RAILWAY EXHIBITION

Hosts: Norwich Railway Heritage and Model Society
Location: Hellsdon High School, Middletons Lane, Norwich NR6 5SB
Times: 10am-4pm
Prices: Admission £6, children free
Website: *www.norhams.org.uk/wordpress*
Features: 20 layouts, trade support, demonstrations parking and disabled access.

6/7 ASHFORD FESTIVAL OF RAILWAY MODELLING

Hosts: Ashford International Model Railway Education Centre
Location: Various venues (see website)
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £10, children under 14 free (wristband valid at all venues both days)
Website: *www.aimrec.co.uk*
Features: 40 layouts, trade support, societies, displays, refreshments and disabled access at venues throughout the town, including *Tracks Across The Spectrum* event (connecting model railways and autism) at the Elwick Club in the town.

6/7 CHELTENHAM MODEL RAILWAY EXHIBITION

Hosts: Cheltenham Great Western Modellers Group
Location: St Margarets Hall, Coniston Road, Hatherley, Cheltenham GL51 3NU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2, family £12
Website: *www.cheltmodrail.org.uk*
Features: 14 layouts, trade support, demonstrations, displays, refreshments and disabled access.

6/7 LOTHIANS MODEL RAILWAY SHOW

Hosts: Pentland Model Railway Group
Location: St Mary's Church Hall, Dalmahoy, Edinburgh EH27 8EB
Times: Sat 10am-4.30pm, Sun 11.30am-4.00pm
Prices: Adults £4, children £1
Website: *www.lothianmodelrail.co.uk*
Features: Seven layouts, trade support, parking and disabled access.

6/7 SOUTH NOTTS MODEL RAILWAY EXHIBITION

Hosts: Bingham Model Railway Club
Location: Cotgrave Welfare, Cotgrave NG12 3PJ
Times: Sat 10am-4.30pm-Sun 10am-4pm
Prices: Adults £5, children and concessions free
Website: *www.bingham-model-rail.co.uk*
Features: 15 layouts, trade support, refreshments, parking and disabled access.

7 HORNBY RAILWAY COLLECTORS ASSOCIATION 55TH ANNIVERSARY EXHIBITION

Hosts: Hornby Railway Collectors Association
Location: Newark Showground, Lincoln Road, Newark NG24 2NY
Times: 10am-4pm
Prices: Adults £5, children free
Website: *www.hrca.net*
Features: 22 layouts, trade support, societies and displays.

13 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 1, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: £2 entry
Website: *www.hmrg.net*
Features: Club test track in 'N', 'OO', 'O' and 'G' gauges, club shop and refreshments.

13 NORTH EAST N GAUGE SOCIETY EXHIBITION

Hosts: North East N Gauge Society
Location: Gateshead Masonic Hall, Alexandra Road, Gateshead NE8 1RB
Times: 10am-5pm
Prices: Adults £5, children £3, family £12
Contact: *neil.walker64@btinternet.com*
Features: 11 layouts and trade support.

13/14 ORPINGTON MODEL RAILWAY EXHIBITION

Hosts: Orpington and District Model Railway Society
Location: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington BR6 7PQ
Times: 10am-5pm
Prices: Adults £6, children £1.50
Website: *www.odmrs.uk*
Features: Layouts, trade support, club shop, demonstrations, refreshments and parking.

13/14 ROYSTON MODEL RAILWAY EXHIBITION

Hosts: Royston and District Model Railway Club
Location: Bassingbourn Village College, Bassingbourn, Royston SG8 5NJ
Times: 10.30am-4pm
Prices: Adults £5, children free
Website: *www.roystondmrc.co.uk*
Features: 19 layouts, trade support, club shop, demonstrations, refreshments and parking.

13/14 SHEFFIELD MODEL RAILWAY EXHIBITION

Hosts: Sheffield Model Railway Enthusiasts
Location: Birkdale School, Oakholme Road, Sheffield S10 3DH
Times: Sat10am-5pm, Sun10am-4.30pm
Prices: Adults £6, children £3, family £20
Website: *www.sheffieldmodelrailwayenthusiasts.com*
Features: 12 layouts, trade support, refreshments and parking.

DON'T MISS

13/14 STATFOLD MODEL RAILWAY EXHIBITION

Hosts: Statfold Country Park
Location: Statfold Country Park, Ashby Rd, Tamworth B79 0BU
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £16, children £8, family £39.50, concessions £13.50 (advance ticket prices)
Website: *www.statfold.com*
Features: 25 layouts, trade support, unlimited rides on narrow gauge railways, roundhouse museum, soft play area, Toby's dig it, driver for a fiver, refreshments and parking. Event sponsored by *Hornby Magazine* – see our 'TT:120' Twelvemill Bridge layout in operation.

13/14 THE GREAT CORNISH MODEL SHOW

Hosts: Helston and Falmouth Model Railway Club
Location: Pool Academy, Church Road, Pool, Redruth TR15 3PZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £4, family £14
Website: *www.hfmrc.uk*
Features: Layouts, trade support, refreshments and parking.

20 32A MODEL RAILWAY CLUB EXHIBITION

Hosts: 32A Model Railway Club
Location: Bawdeswell Village Hall, Reepham Road, Bawdeswell NR20 4RU
Times: 10am-4pm
Prices: Adults £6, concessions £5, juniors £3.00, under 14s free
Website: *www.32amrc.co.uk*
Features: 14 layouts, trade support, societies, demonstrations disabled access, refreshments and parking.

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.

20 DE HAVILLAND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: De Havilland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, AL7 3PN
Times: 10am-5pm
Prices: Adults £10, child £3.00, under 5s free
Contact: 07989 688750
Features: Layouts, trade support, societies, parking and disabled access.

20/21 MACCLESFIELD MODEL RAILWAY EXHIBITION

Hosts: Macclesfield Model Railway Group
Location: Tytherington School, Manchester Road, Macclesfield, Cheshire SK10 2EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9, accompanied children free
Website: *www.macclesfieldmrg.org.uk*
Features: Layouts, trade support, societies, parking and disabled access.

DON'T MISS

27/28 MODEL WORLD LIVE 2024

Hosts: Key Publishing
Location: National Exhibition Centre, Pendigo Way, Marston Green, Birmingham B40 1NT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £16 (£19), Adult subscribers £14 (£19), children £9 (£10), children free on Sunday. On-the-day prices in brackets.
Website: *www.keymodelworld.com/modelworldlive*
Features: 35 layouts, 35 scale modelling displays, demonstrations, trade support, manufacturers, societies, full size exhibits, radio controlled vehicles, refreshments, parking and disabled access. Advance ticket holders gain entry to the event from 9.30am both days.

27 ROWLEY REGIS MODEL RAILWAY EXHIBITION

Hosts: Blackheath Central Methodist Church
Location: Blackheath Central Methodist Church, High Street, Rowley Regis B65 0EH
Times: 10am-4pm
Prices: Adults £6, children £4, family £13 concessions £4
Contact: 07854 376561
Features: 16 layouts, trade support, refreshments and disabled access.

FULL LISTING ONLINE!

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

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July 21st	• *Free Car Park*
September 8th	• *Disabled Access*
December 15th	

Brecon
Brecon Market Hall,
4 Market Street, Brecon LD39 DA

May 4th	• *10.30am - 2.30pm*
July 6th	• *Refreshments*
September 7th	• *Disabled Access*
December 8th	

Oswestry
The Pavilion, Oswestry Showground,
Park Hall Whittington Road, Oswestry
SY114AS (just off A5)

March 16th	• *10.30am - 2.30pm*
June 22nd	• *Refreshments*
October 12th	• *Free Car Park*
	• *Disabled Access*

Llangollen
Llangollen Pavilion, Abbey Road
Llangollen LL20 8SW

May 5th	• *10.30am - 2.30pm*
August 18th	• *Refreshments*
	• *Free Car Park*
	• *Disabled Access*

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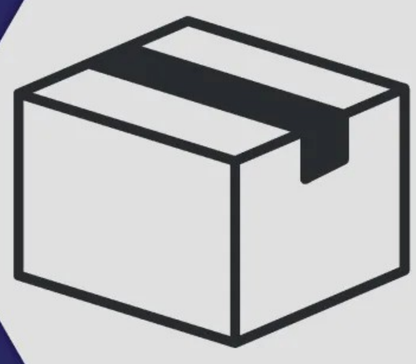

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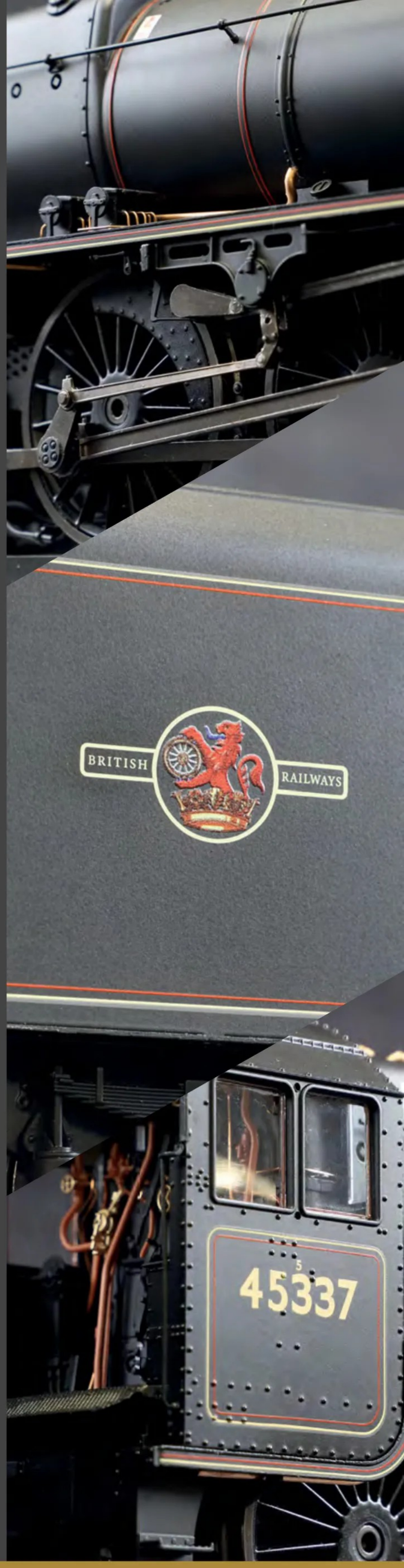

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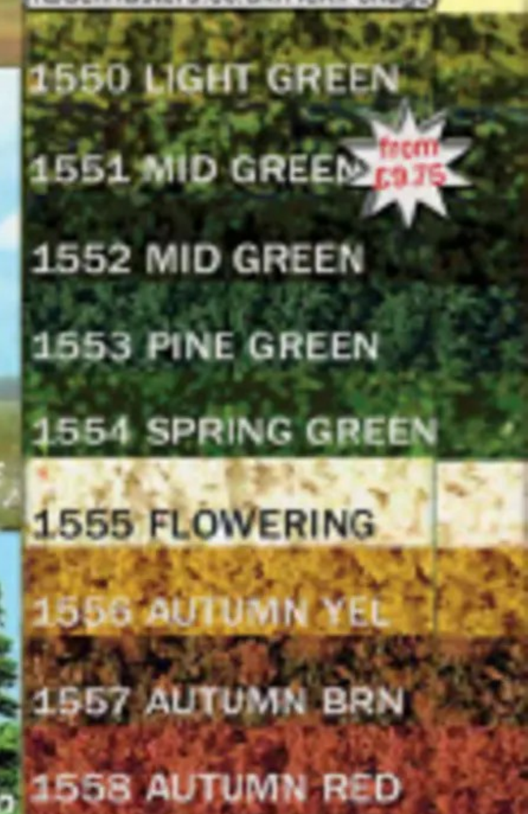





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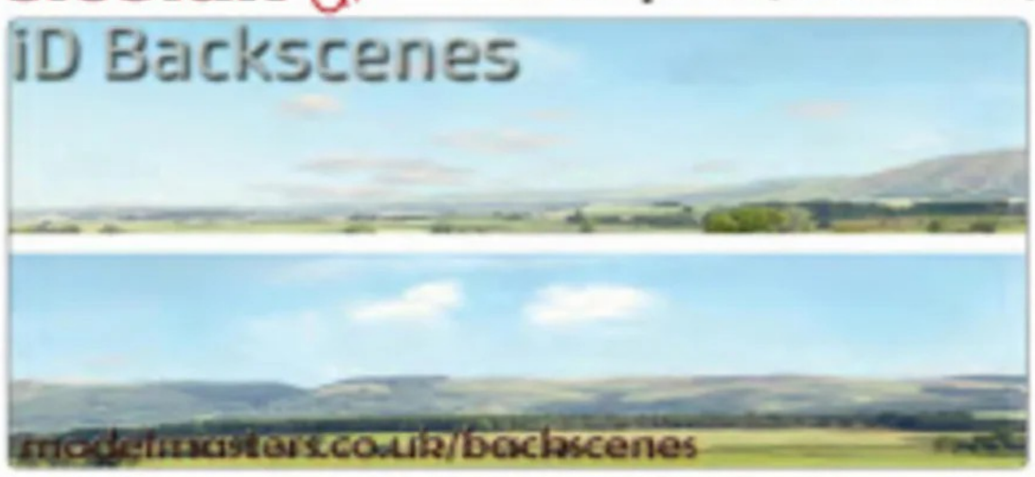



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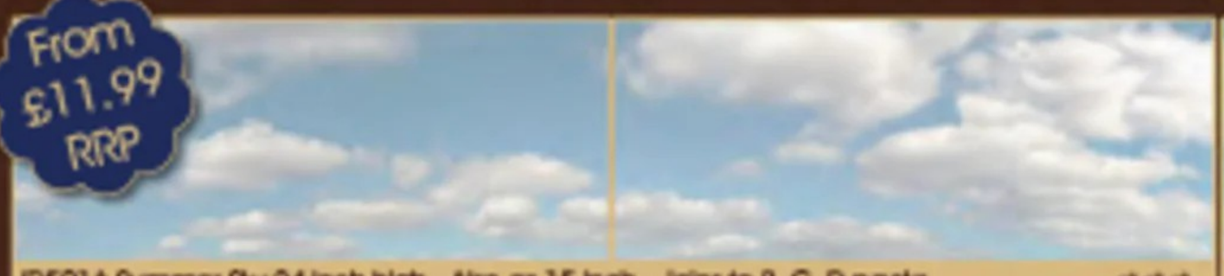

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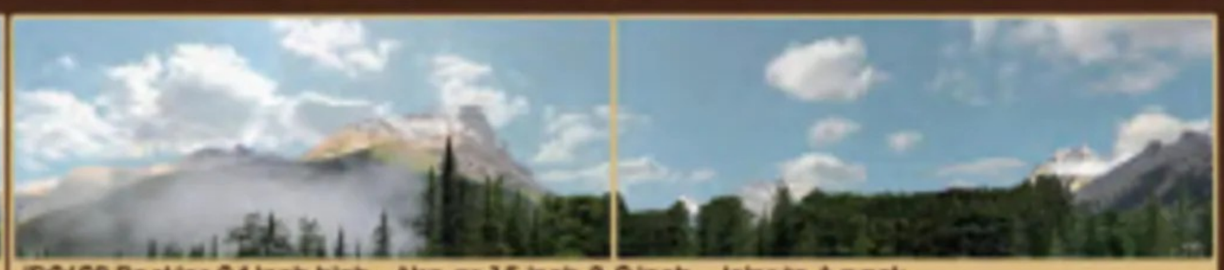

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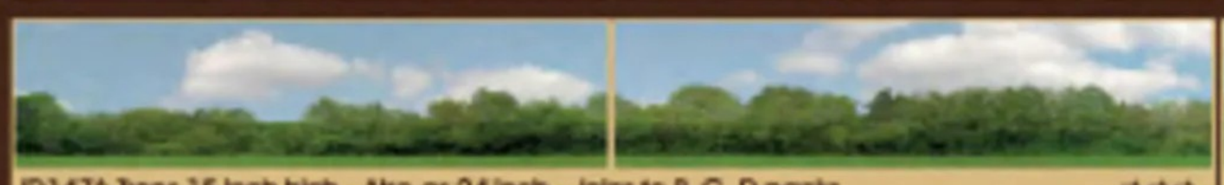

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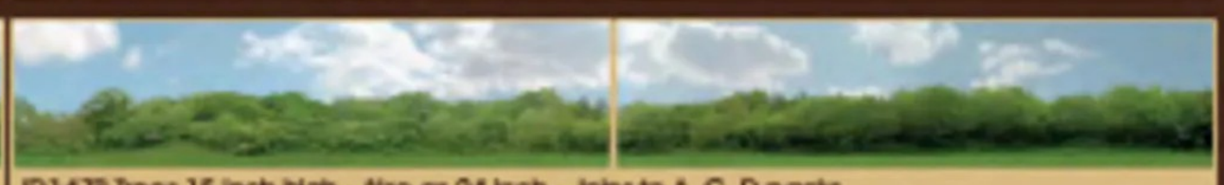

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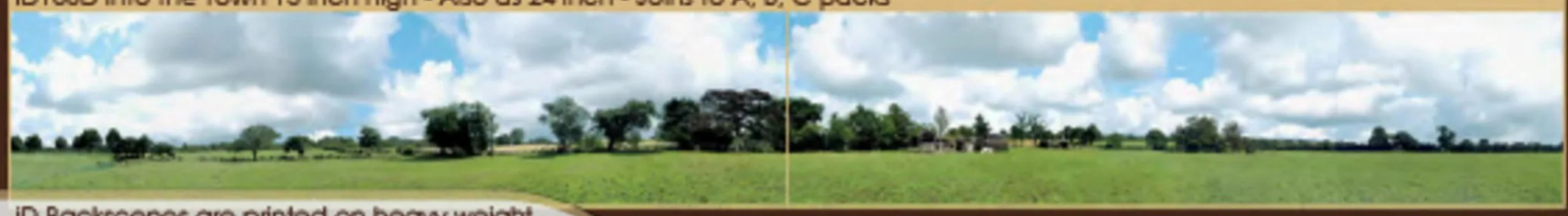

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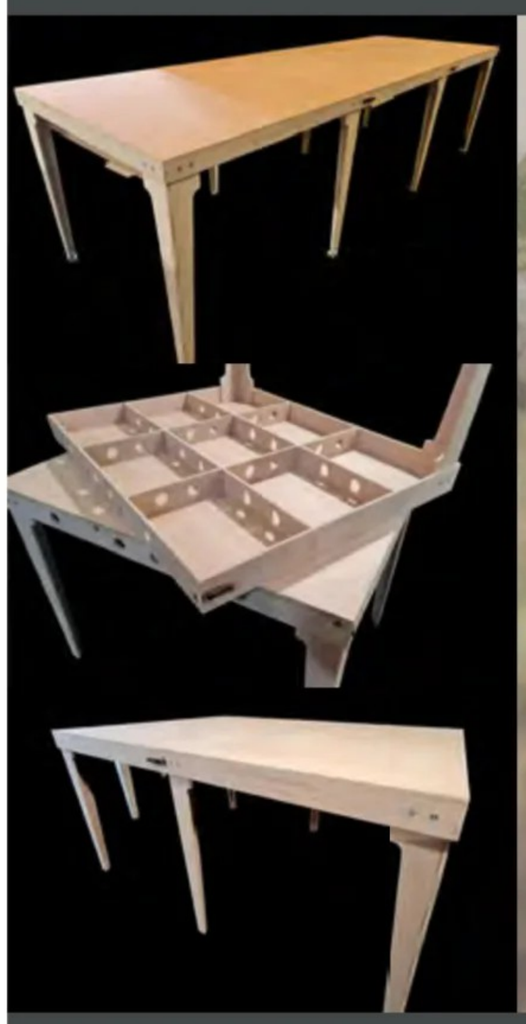

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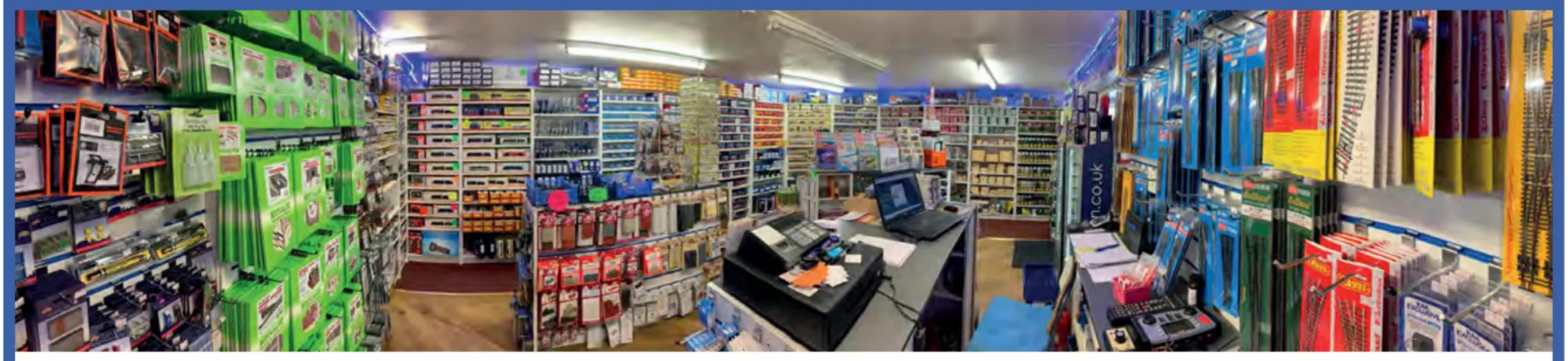

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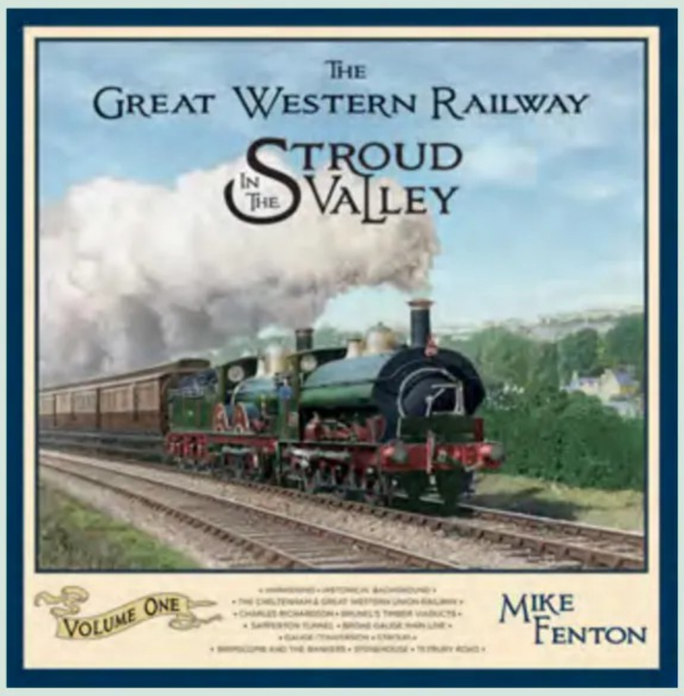

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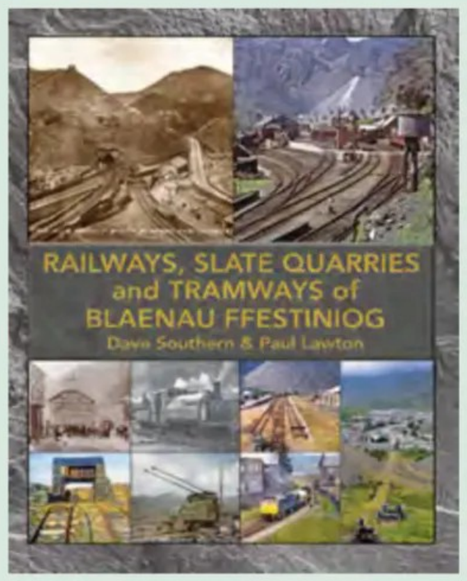

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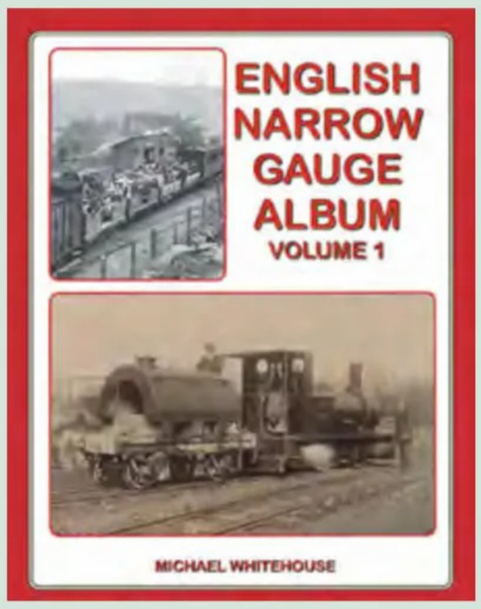

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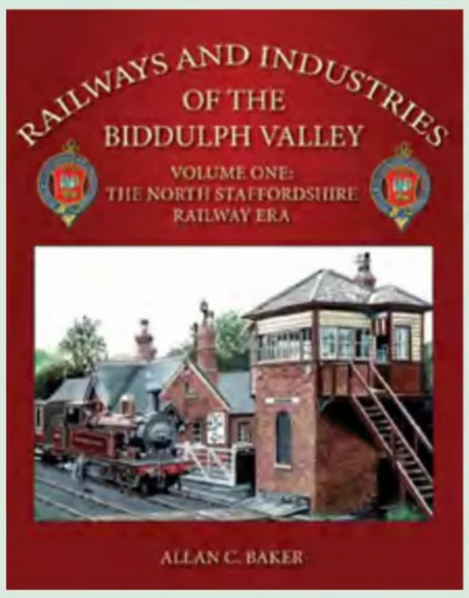

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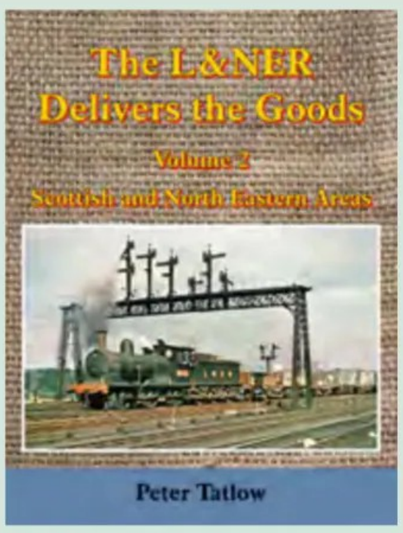

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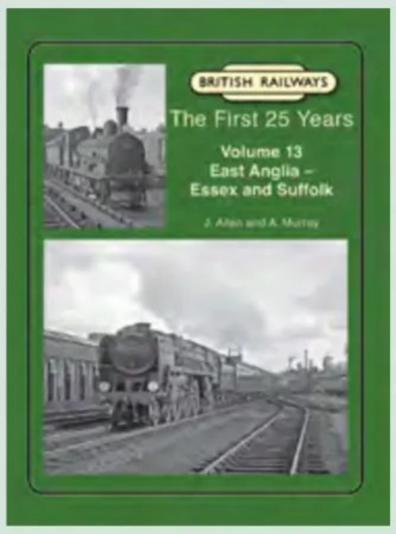

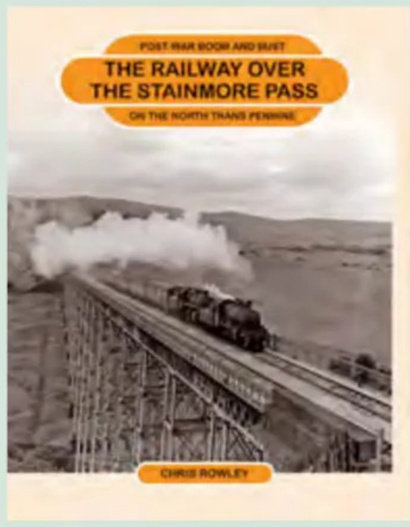

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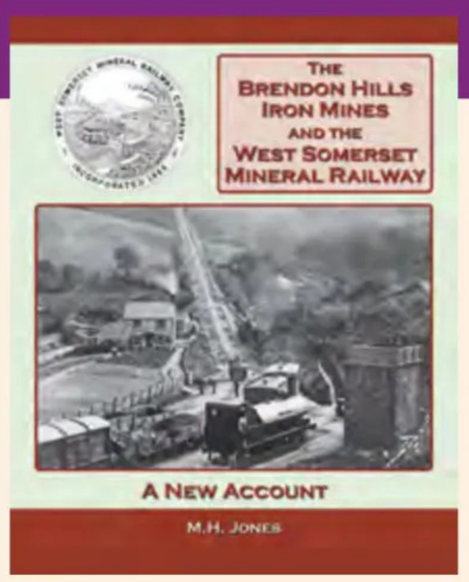

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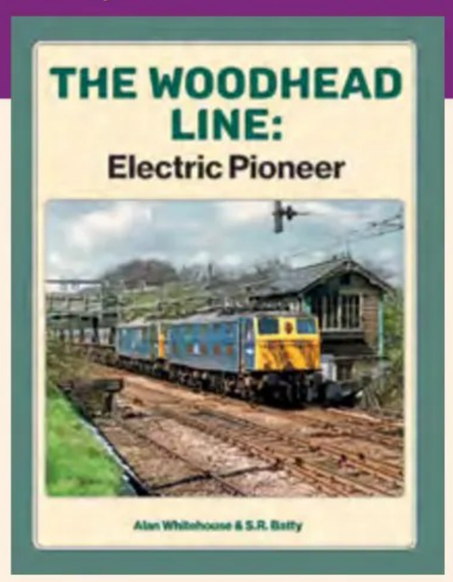

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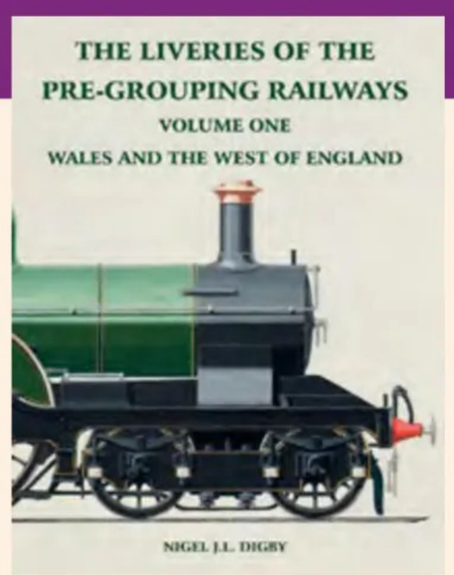

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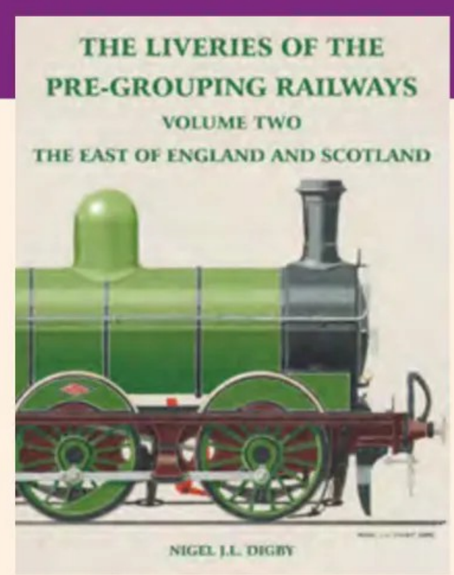

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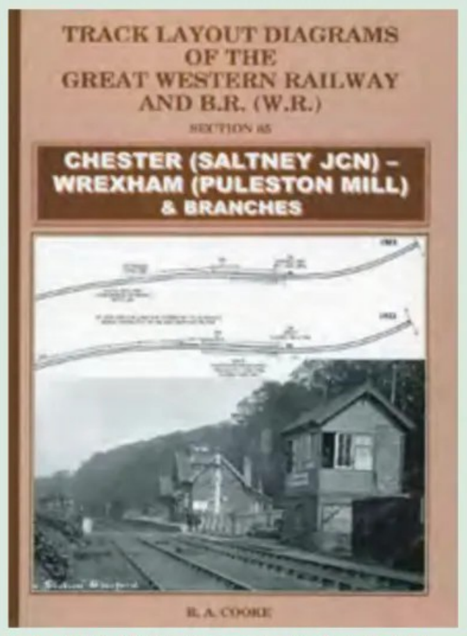

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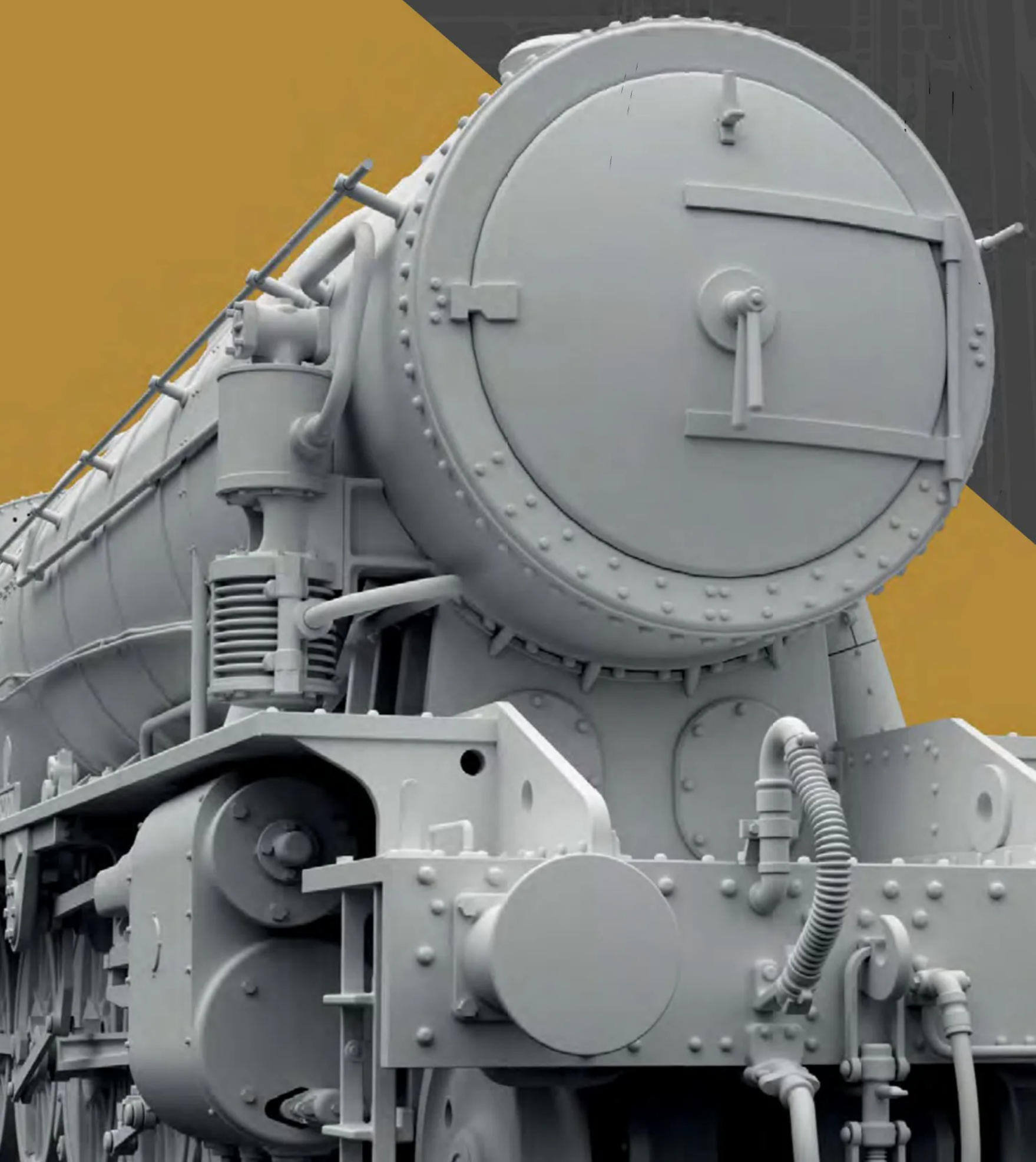

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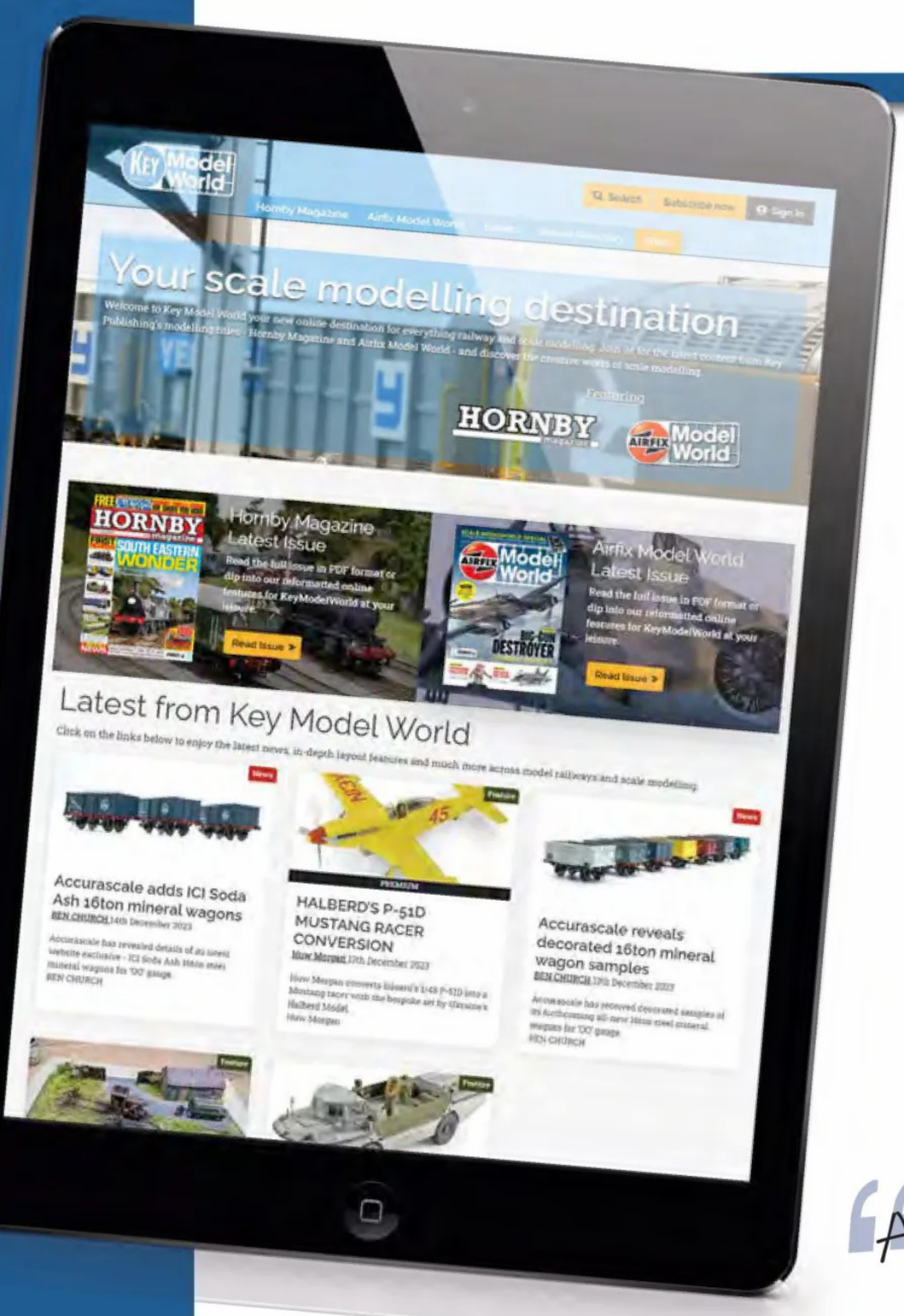

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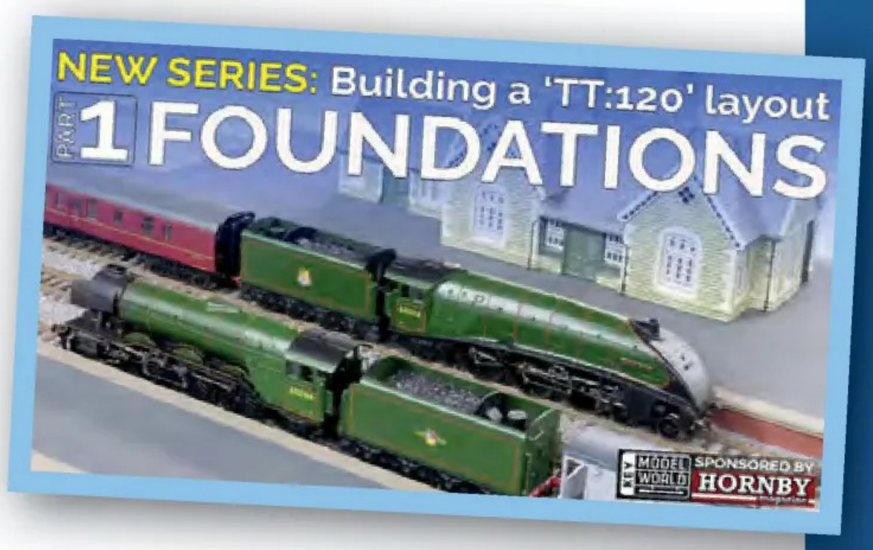

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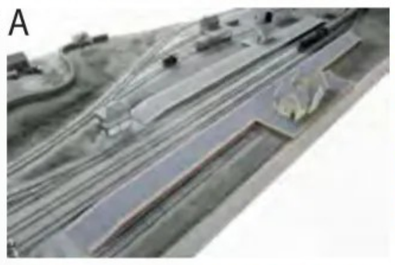

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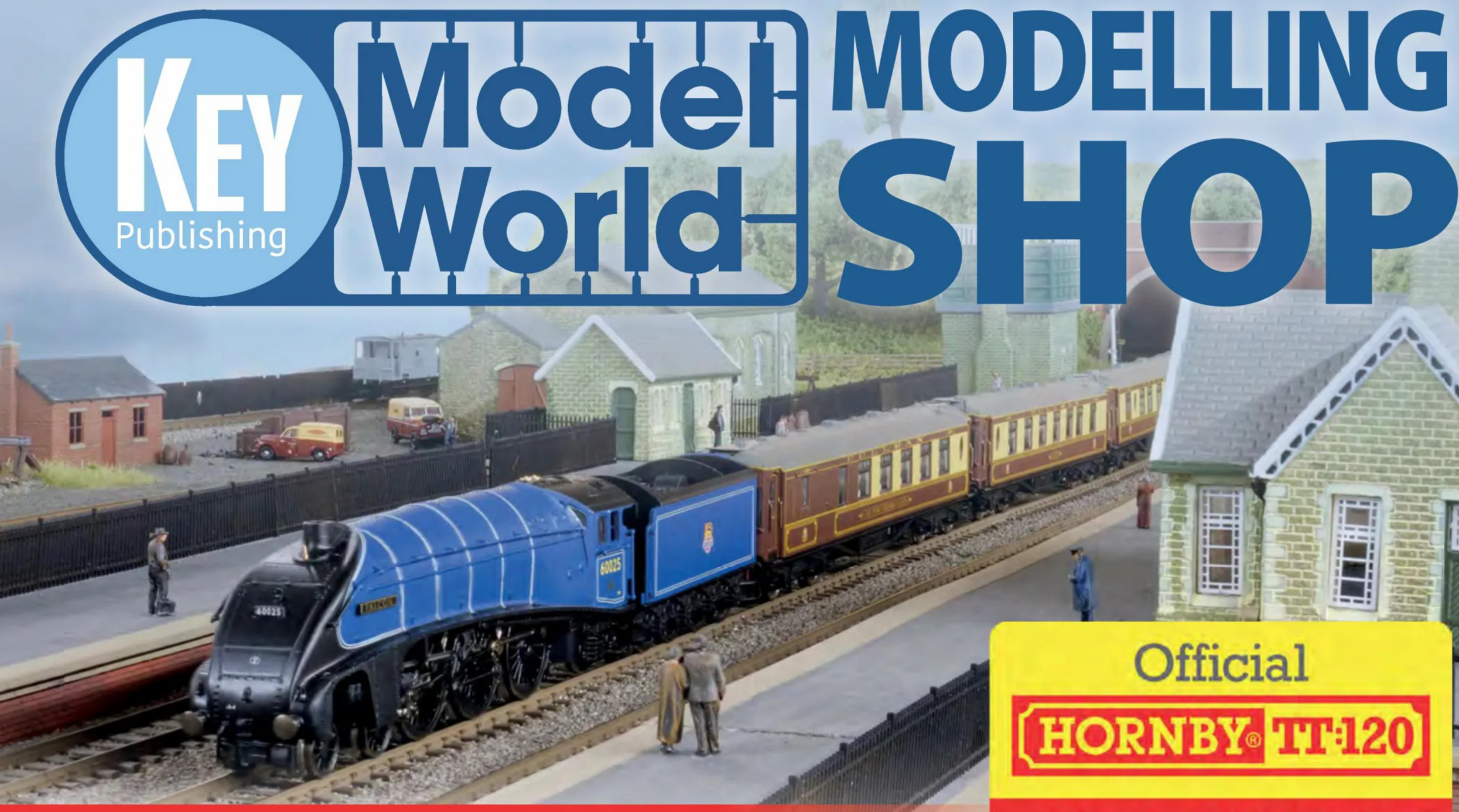

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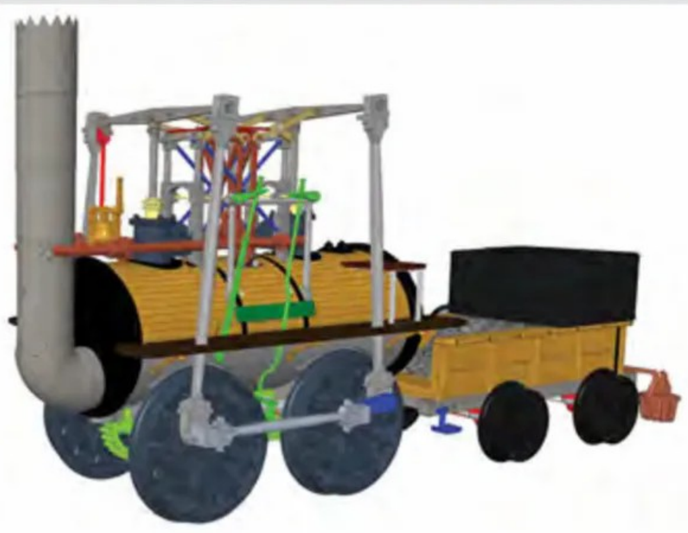



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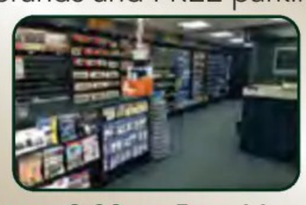

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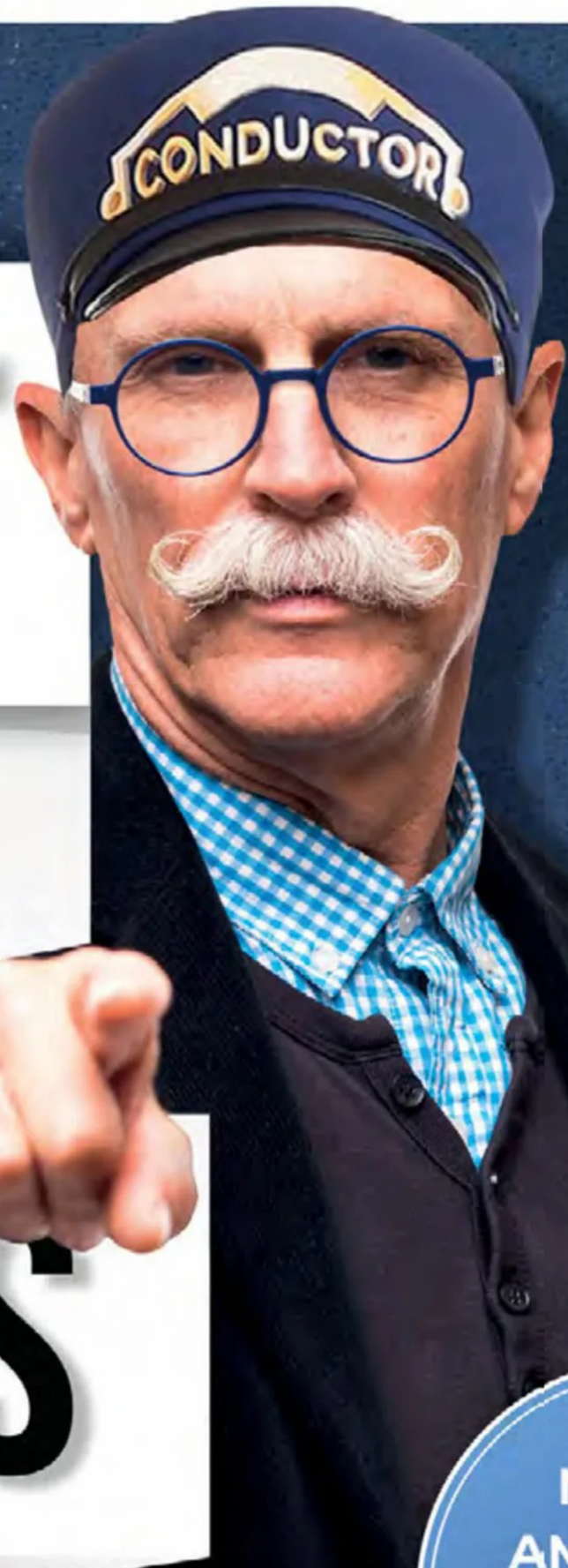

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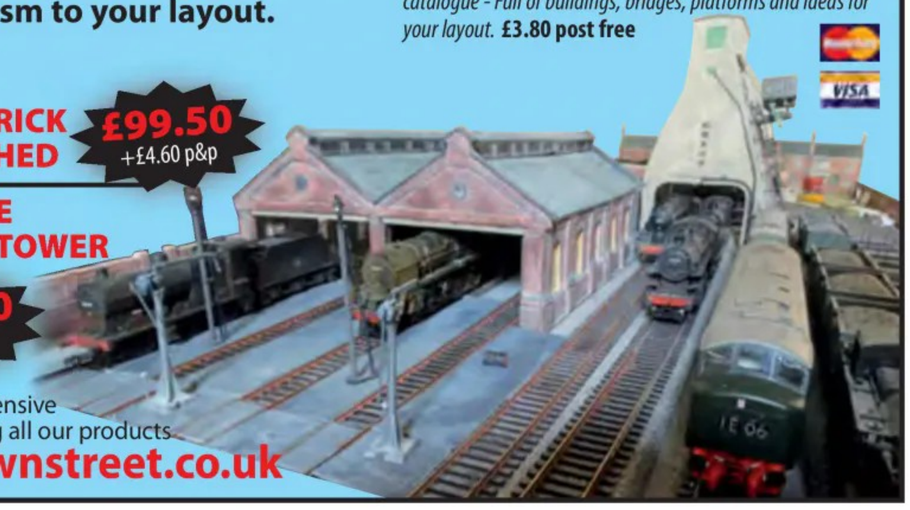

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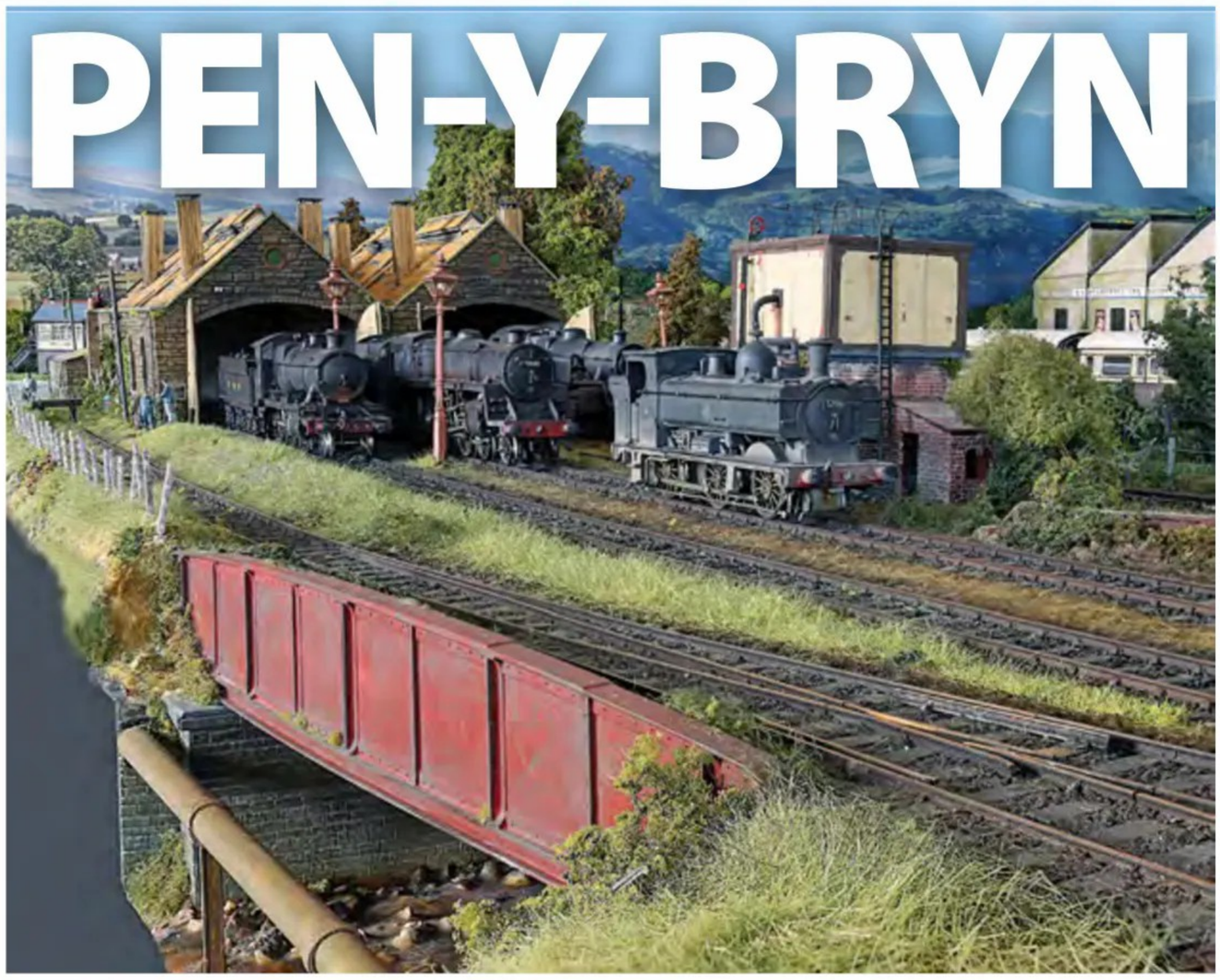

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