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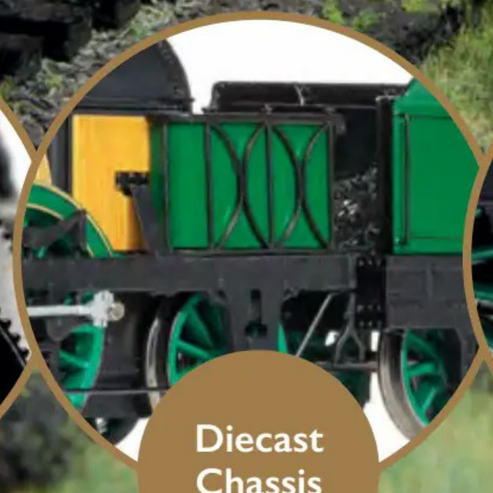

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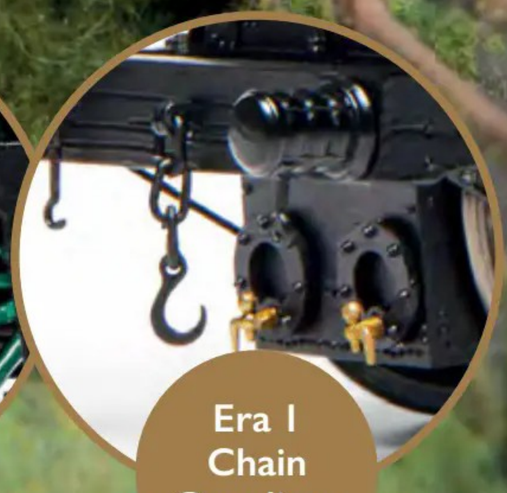

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HORNBY magazine

May 2024

Acting Editor: Mark Chivers
Associate Editor: Jonathan Newton
Staff Writer: Ben Church
Senior Designer: Steve Diggle
Sub-editor: Andrew Bowes-Roden
Contributors: Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Julia Scarlett, Trevor Jones, Dan Evason, Richard Hall, John Gay, Ian McCreadie, Callum McCreadie, Philip Coggan and John Buck.

EDITORIAL ADDRESS

Hornby Magazine, Key Publishing, PO Box 100, Stamford, Lincs PE9 1XQ
Tel: 01780 755131
E-mail: *hornbymagazine@keypublishing.com*
Website: *www.keymodelworld.com*

ADVERTISING

Phone: 01780 755131
Head of Consumer Sales: Brodie Baxter
E-mail: *brodie.baxter@keypublishing.com*
Advertising Manager: Matt Sinclair
E-mail: *matt.sinclair@keypublishing.com*
Senior Ad Production Controller/Designer Becky Antoniades
E-mail: *rebecca.antoniades@keypublishing.com*
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Hornby Magazine, Key Publishing Ltd,
PO Box 100, Stamford, Lincolnshire PE9 1XQ

SUBSCRIPTIONS/MAIL ORDER

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Telephone: 01780 480404
E-mail: Subscriptions - *subs@keypublishing.com*
E-mail: Mail Order - *orders@keypublishing.com*

PUBLISHING

Publisher, Modelling: Mike Wild
Print Procurement Manager: Andrew Svoboda
Head of Design and Production: Lee Howson
Head of Consumer Sales: Brodie Baxter
Head of Sales and Marketing: Suzanne Taylor
Head of Finance: Peter Edwards
Group CEO: Adrian Cox
Registered Office: Units 1-4, Gwash Way Industrial Estate, Ryhall Road, Stamford, Lincolnshire PE9 1XP

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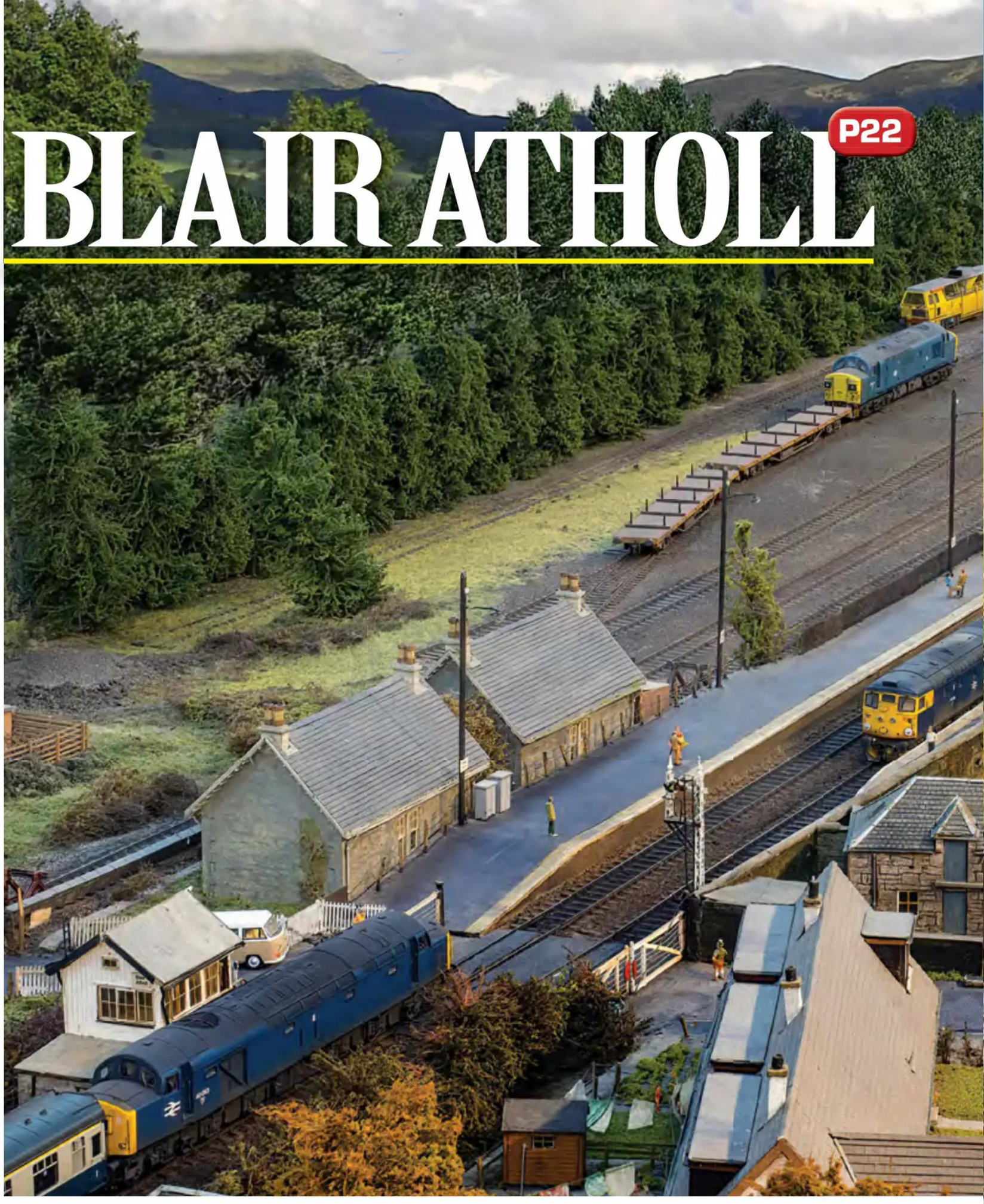
LATEST OFFERS

See pages 20-21 for full details.



BLAIR ATHOLL

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THE EDITOR'S PAGE

Welcome

WELCOME to the latest issue of *Hornby Magazine*, and as I write this, there are just a few weeks to go before our brand-new Model World LIVE exhibition at the National Exhibition Centre (NEC) in Birmingham on the weekend of April 27/28. Excitement is building as we pull the final elements together for an event which promises to be a phenomenal showcase for model railways, scale modelling and beyond.

One of the headline layouts set to attend Model World LIVE is Blair Atholl, which appears on pages 22-31. This superb 32ft x 15ft 'OO' gauge layout has been a firm exhibition favourite for more than three decades, yet amazingly, this is its first venture south of the border. As a fan of the Scottish railway scene I am really looking forward to seeing it at Model World LIVE. If you happen to be looking out for me over that weekend, there's a good chance I'll be in the crowd catching a glimpse of BR blue diesels or contemporary Inter7City HST sets, depending on the era operating at the time.

Further headline layouts include Pete Waterman and the Railnuts' latest Making Tracks: The Final Frontier project, which is set to debut at Model World LIVE. This is going to be another destination layout at the show and will dominate the hall at more than 200ft long. The scenic section of the layout will extend around the corner at one end as there is no need for a 208ft storage yard on the opposite side. This means the team must complete more than 100ft of new scenic West Coast Main Line splendour in time for the show. There will be THREE full scale-length stations (Milton Keynes Central/ Watford Junction/Bushey) as well as tunnels, cuttings and exquisite overhead catenary. Will they complete it all in time? Come along and find out for yourself.

In addition, the show promises an outstanding selection of stunning layouts (including some overseas outline model railways), scale modelling displays, demonstrations and full-size vehicles too – see the event guide included with this issue for more details.

Hornby Magazine will be on hand with our 'TT:120' Twelvemill Bridge and 'OO' gauge Natford Diesel Depot layouts, which you can have a go at operating. We'll be offering chances to 'pass out' as a driver on the 'TT:120' layout and setting a shunting puzzle to solve with the diesel depot with a prize to be won!

We have another exciting issue for you this month, which includes an exclusive printed copy of Hornby's new 'TT:120' scale catalogue, together with highlights of the new additions to the range, plus three superb layouts – Blair Atholl, Pen-y-Bryn and Hope Street. With five step-by-step modelling guides, historical features, new model announcements and a super selection of new releases there's a lot to see in what we think is one of our busiest and best issues yet. I hope you enjoy it.





Mark Chivers
Acting Editor

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LNER 'J50' Next

HORNBY'S TT:120 scale plans for 2024 include an all-new London and North Eastern Railway (LNER) 'J50' 0-6-0T, new Touax Sffgmss IFA wagons and a series of reliveries of existing toolings.

MOTIVE POWER

Spearheading the new 2024 range, the LNER 'J50' 0-6-0T will appear as 2793 in LNER black (Cat No. TT3025M), 68983 in BR black with early crests (TT3024M) and 68965 in BR black with late crests (TT3026M).

Currently in the early stages of development, first test shots from the tooling have already been received for evaluation, with Engineering Prototype (EP) samples due imminently. This particular model will complement the existing Eastern Region themed express passenger locomotives in the 'TT:120' scale range. The 'J50s' were found far and wide across LNER territory from the early 1920s until the early 1960s.

The specification includes a three-pole motor, all-wheel pick-ups and six-pin Digital Command Control (DCC) decoder socket. Priced at £139.99 each, release is currently slated for November 2024.

Keeping the Eastern Region theme - albeit with a more modern twist – is an Inter-City 125 High Speed Train (HST) set, comprising a pair of HST power cars in their original blue, grey and yellow colour scheme together with two Mk 3 trailer cars.

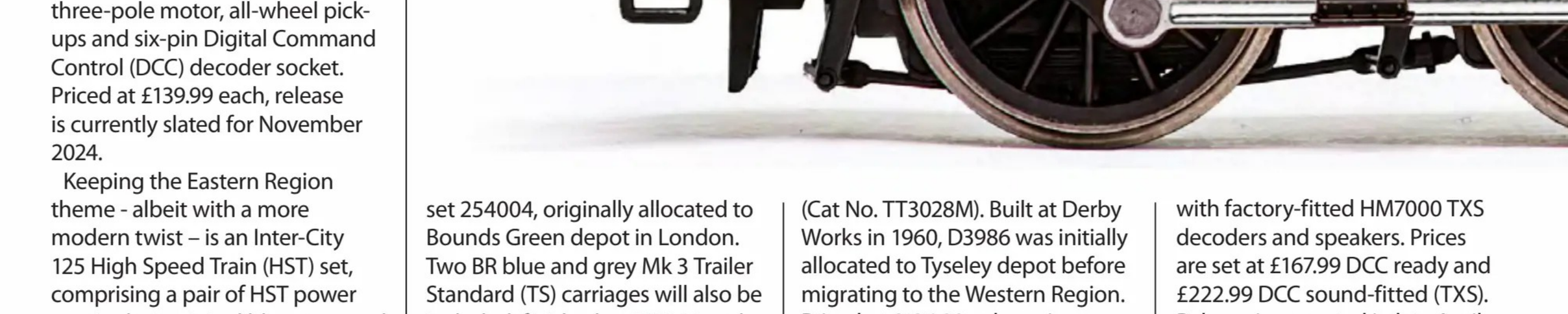
This new set will be available DCC ready (TT1004M) and DCC sound-fitted with Hornby's latest HM7000 Bluetooth and DCC Triplex Sound decoders (one per power car).

Both train sets will feature power cars E43062 and E43063, which were built at Crewe Works in 1977 and part of Eastern Region HST set 254004, originally allocated to Bounds Green depot in London. Two BR blue and grey Mk 3 Trailer Standard (TS) carriages will also be included, finished as E42064 and E42065. The sets will also include a transformer, train controller, buffer stop, track and a re-railer. Prices are set at £249.99 DCC ready and £339.99 DCC sound-fitted (TXS), with release anticipated in October this year.

A new BR Class 08 diesel shunter has also been added, finished as D3986 in BR green with 'wasp stripes' and red coupling rods (Cat No. TT3028M). Built at Derby Works in 1960, D3986 was initially allocated to Tyseley depot before migrating to the Western Region. Priced at £136.99, release is currently slated for the autumn.

Hornby's forthcoming newly-tooled 'TT:120' scale Class 50 Co-Co diesels are expected to arrive shortly and digital sound-fitted examples have also now been added to the schedule. 50007 *Sir Edward Elgar* in GW150 lined green (TT3013TXSM) and 50040 *Leviathan* in BR large logo blue (TT3014TXSM) will be offered with factory-fitted HM7000 TXS decoders and speakers. Prices are set at £167.99 DCC ready and £222.99 DCC sound-fitted (TXS). Release is expected in late April.

In the future, Hornby aims, where practical, to offer sound-fitted versions of motive power produced in the TT:120 range. The company's Stanier 'Princess Coronation' 4-6-2s and Class 66 Co-Co diesels are already set to benefit from factory-fitted TXS versions, with release due later this summer. The company is also easing back on the phased roll- »



Pullman cars have proved popular in the 'TT:120' range, with two additional First Class Kitchen cars planned.

for 'TT:120'

Big plans for Hornby's smaller scale are on the cards. **MARK CHIVERS** reveals the latest announcements.

Leading the charge for Hornby's new 'TT:120' announcements is a newly-tooled LNER 'J50' 0-6-0T.

A new expandable 'TT:120' level crossing joins the range, with additional road sections and an option for traditional gates or modern barriers.



Hornby's 'TT:120' Inter-City 125 High Speed Train will be available as a complete train set in DCC ready and DCC sound-fitted (TXS) forms.

out of its 'TT:120' range, preferring to take a more specific approach to releases in the future, with more products expected to be announced later in the year.

ROLLING STOCK

Hornby's expanding 'TT:120' range of carriages and wagons receives a boost with several reworkings of existing toolings including two additional 'TT:120' Pullman First Class Kitchen Cars, modelling *Medusa* (TT4003C) and *Iolanthe* (TT4003D). As with previous releases, they will carry Pullman umber and cream livery and feature detailed interiors, printed curtains and interior illumination. Meanwhile, the company's newly-tooled 'TT:120' Stanier LMS carriages are expected to be released shortly.



Two additional 12ton tank wagons have been added to this year's releases in BP/Shell and Benzol By-Products liveries.

Two new 12ton tank wagons are set to bolster the roster, finished in BP/Shell silver (TT6028) and in Benzol & By-Products livery (TT6029), while for modern era modellers, a new Sffgmss IFA intermodal bogie wagon will be joining the ranks. This particular model is from the Arnold European 'TT:120' range and reflects contemporary wagons in use with Touax on the UK rail network. Three models are planned in the first batch of releases, each with different UK outline 45ft containers in DFDS (TT6025), Hapag-Lloyd (TT6026) and Hanjin (TT6027) guises. These containers are different to those on the Arnold releases. Each model will feature a die-cast chassis, detailed wheelsets with fine flanges and close coupler mechanisms.

ACCESSORIES

Hornby's 'TT:120' range of accessories is set to include an all-new selection of working signals and a level crossing.

Four new semaphore signals join the collection with a Home signal (TT8045), Distant signal (TT8046), Junction Home signal (TT8047) and Junction Distant signal (TT8047). Each is set to feature operating arms.

Hornby is also adding a new universal 'TT:120' level crossing (TT8044) to the range. As supplied the pack will contain enough parts to complete a single track level crossing with traditional gates or modern era barriers, but is being produced with future expansion in mind. A separate add-on centre section will also be available to enable multi-track crossings to be created. Further functionality is also being considered, with motorisation options possible in the future.

Finally, a pack of 'TT:120' isolating fishplates (TT8042) is also set to join the range. These enable isolated sections of track to be installed, particularly useful for motive power depots and the like on analogue layouts. The new packs will contain 12 isolating fishplates.

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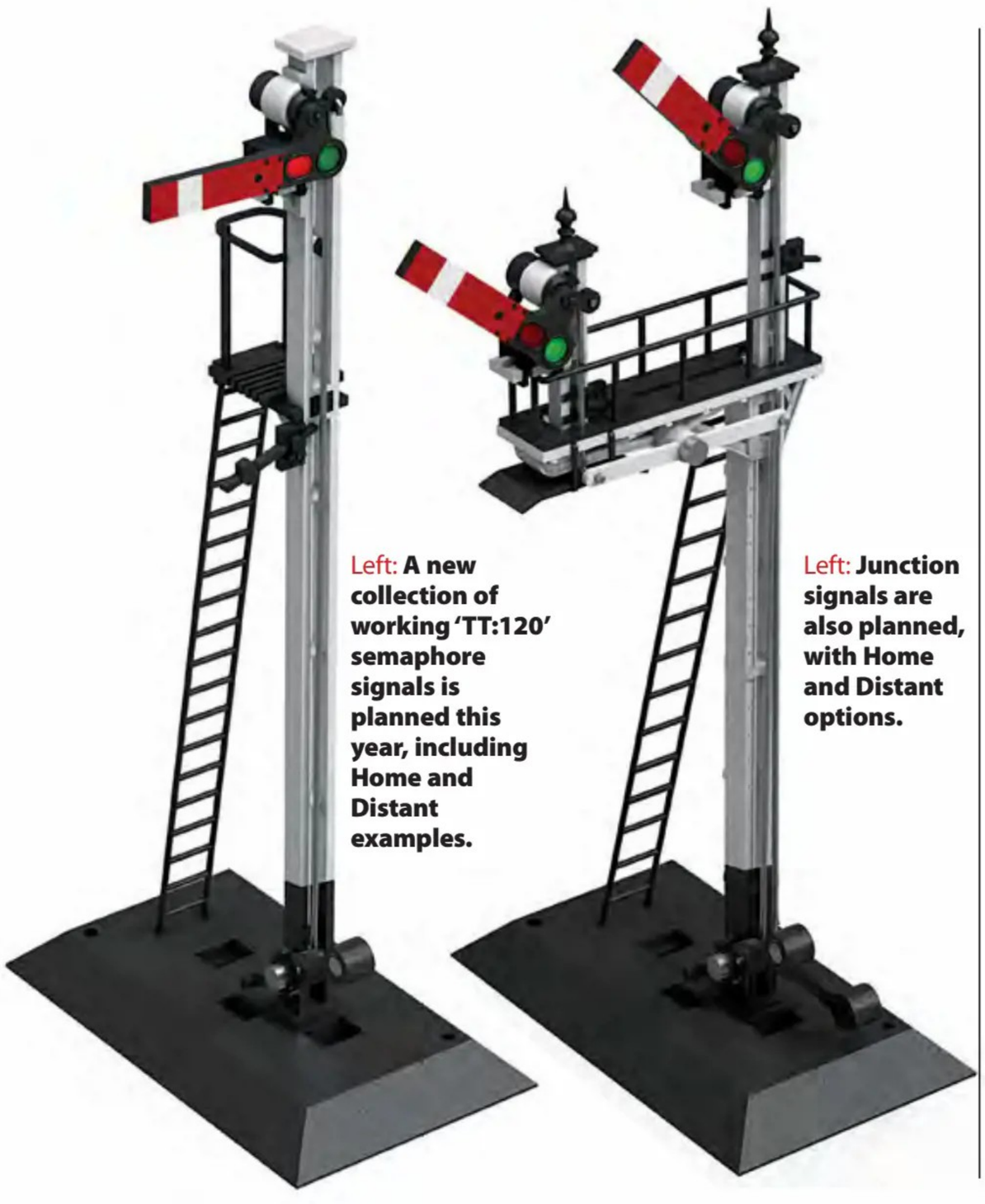


Left: **A new collection of working 'TT:120' semaphore signals is planned this year, including Home and Distant examples.**

Left: **Junction signals are also planned, with Home and Distant options.**

‘Duchess’ gains colour

Hornby has received a decorated sample of its forthcoming ‘TT:120’ Stanier ‘Princess Coronation’ modelling 46243 *Duchess of Abercorn* in BR lined green with late crests.

HORNBY has received a decorated sample of its all-new ‘TT:120’ LMS ‘Princess Coronation’ 4-6-2.

Revealed at Model Rail Scotland in Glasgow in late February, Hornby’s newly-tooled model of 46243 *Duchess of Abercorn* was on display at the Hornby stand and on *Hornby Magazine’s* ‘TT:120’ exhibition layout, Twelvemill Bridge.

The tooling will cater for single and double chimney variations, examples with and without smoke deflectors and the model will have a five-pole motor, separately fitted detailing and a Next18 Digital Command Control (DCC) decoder socket located in the tender. DCC ready examples will be fitted with HM7000 Triplex Sound (TXS) decoders.

The model will be available as 6231 *Duchess of Atholl* (single chimney) in LMS crimson lake (Cat No. TT3010M), 46232 *Duchess of Montrose* (double chimney) in BR lined green with early crests (TT3011M) and 46234 *Duchess of Abercorn* (double chimney) in BR lined green with late crests (TT3012M).

Priced at £167.99 DCC ready and £222.99 DCC sound fitted, they are anticipated for a summer 2024 release.

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

Class 37 progresses



Hornby’s new ‘TT:120’ Class 37 Co-Co diesel is at the design stage with early CAD renders of the new project revealed.

HORNBY’S forthcoming ‘TT:120’ Class 37 Co-Co diesel has progressed to the design stage of the development process.

The all-new ‘TT:120’ model was revealed as part of Hornby’s initial launch of the new range in October 2023, as part of phase three of the fledgling range’s plans.

Currently at the early CAD stage, a 3D prototype model has been assembled for evaluation by the company’s development team. No specific variants or running numbers have been confirmed yet, but the specification will include a five-pole motor, dual flywheel, all-wheel drive and pick-ups, directional lighting, illuminated headcodes, cab lighting and Next18 Digital Command Control (DCC) decoder socket. Additionally, each model will be available DCC ready and DCC sound-fitted (TXS).

Prices and availability have yet to be confirmed.

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

KFA CAD breaks cover



Hornby is developing a new KFA container flat wagon for the ‘TT:120’ range.

HORNBY'S ‘TT:120’ wagon range is set to expand with several new wagons including a selection of all-new KFA container flat wagons.

Currently at the CAD stage of development, the prototypes were built in Finland in the late 1980s for leasing company, Tiphook.

More than 200 were constructed for carrying intermodal traffic and have been operated by DB Cargo, Freightliner, GB Railfreight and others.

The specification includes a die-cast chassis, rectangular metal buffers and close coupling mechanism.

Prices and availability have yet to be confirmed.

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

LNER 'U1' RUN



HELJAN'S newly-tooled 'OO' gauge London and North Eastern Railway (LNER) Beyer-Garratt 'U1' 2-8-0+0-8-2 is progressing well with a running Engineering Prototype (EP) sample arriving for evaluation.

The solitary LNER 'U1' was Britain's largest and most powerful steam locomotive. It was built to bank trains up the arduous Worsborough Bank in Yorkshire. It was tested by British Railways on the Lickey Incline and was also converted to burn oil, but was withdrawn and scrapped in 1955.

Heljan's all-new 'OO' gauge model will cater for coal fired and oil burning variations and will also feature twin motors with flywheel, LED lamps, factory-fitted speakers, sprung buffers,

Class 142 decorated samples surface

REALTRACK MODELS has taken delivery of decorated samples of its all-new 'OO' gauge Class 142 'Pacer' Diesel Multiple Unit (DMU) for assessment.

Seven different colour schemes are planned with models set to appear in BR Provincial, BR chocolate and cream, Greater Manchester PTE, Merseyrail, Northern, First Great Western and Arriva Trains Wales liveries. Each colour scheme will be available with a choice of two different running numbers. Amongst the liveries received so far for checking are BR Provincial and BR chocolate and cream.



Realtrack Models' newly-tooled 'OO' gauge Class 142 DMU is set to be available in 'Skipper' form as 142020 in BR chocolate and cream.



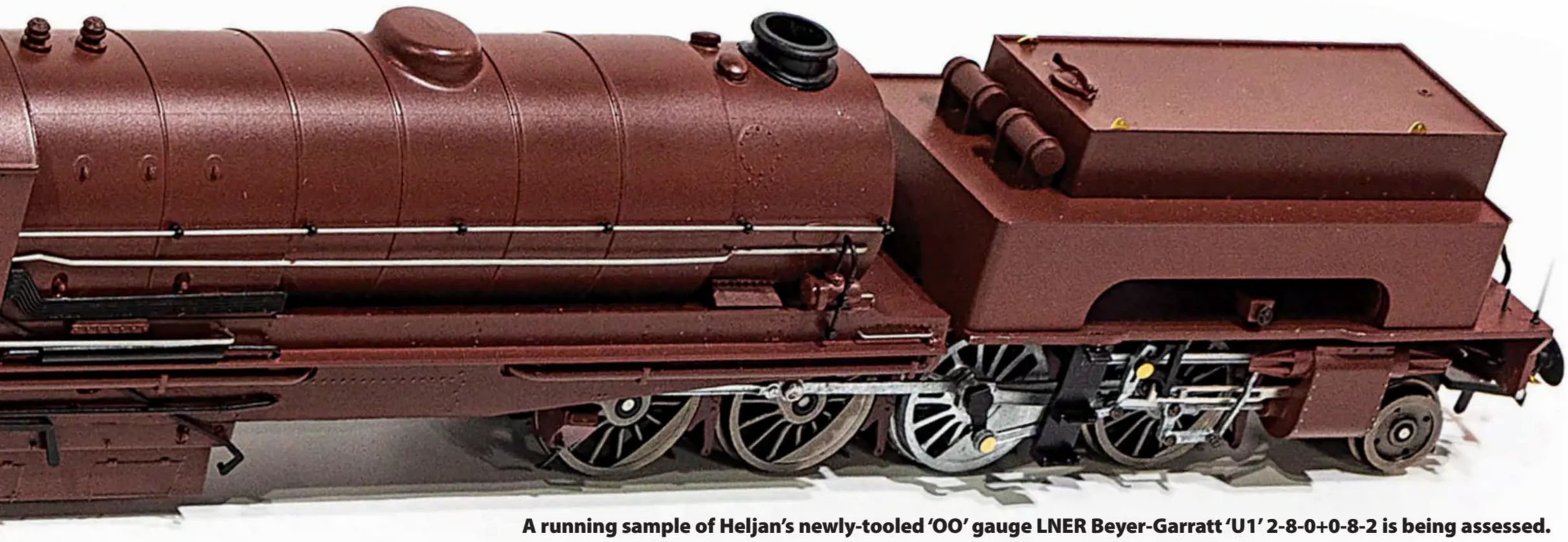
Decorated samples of Realtrack Models' all-new 'OO' gauge Class 142 'Pacer' DMUs have arrived for evaluation, including 142067 in BR Provincial colours.

Realtrack's Class 142 DMUs will be available in original condition with four-piece doors and in later condition with two-piece doors. Interior lighting will be fitted as standard, as well as directional lighting, door lights and cab lights. A low-profile mechanism will allow for the interior floor to be modelled in full relief and extensive underframe detailing is promised.

Priced at £280 each (DCC ready), release is anticipated later this year.

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

NING SAMPLE



A running sample of Heljan's newly-tooled 'OO' gauge LNER Beyer-Garratt 'U1' 2-8-0+0-8-2 is being assessed.

removable cab roof, headlamps, firebox glow, 21 pin Digital Command Control (DCC) decoder socket and compatibility with smoke generators. Additionally, the model will cater for two types of smokebox, original or short water tank breather pipes and two types of coal bunkers.

Heljan is catering for all liveries and variations the prototype appeared in, with the model set to appear in LNER photographic grey (a Locomotion/Rails exclusive), LNER black (as built), LNER black as 9999 (post-war), BR black with serif lettering and BR black with early crests in coal fired or oil burner with headlight forms.

Priced at £399 DCC ready and £520 DCC sound-fitted, the model is planned for release in 2025.

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

Bachmann reveals new 'Palvan' for 'OO'

BACHMANN is developing a selection of newly-tooled 'OO' gauge BR 12ton 'Palvan' pallet vans.

With an increase in palletised goods by the early-1950s, British Railways experimented with modified doors on Great Western Railway and London Midland & Scottish Railway van designs to accommodate the necessarily increased openings, before deciding on its own Diagram 1/211 design in 1954.

Around 2,400 vehicles were constructed with a door on the left-hand side that provided an 8ft 6in opening, as opposed to the standard 5ft offered by existing vans. This enabled pallets to be loaded from either side of the van.



Bachmann has revealed a collection of newly-tooled 'OO' gauge BR 12ton 'Palvan' pallet vans.

Development is at an advanced stage with First Engineering Prototype (EP) samples received recently for evaluation.

The extensive tooling suite will enable a wide selection of variants to be produced with Morton brakes or later eight-shoe clasp brakes, oil axle boxes, roller bearing axle boxes, spindle, self-contained or Oleo buffers, three -hole, spoked and split-spoke wheels, as well as options for advertising boards fitted to some vans.

The specification also includes a wealth of separately applied parts including handrails, chalk boards, lamp brackets and coupling hooks. A full complement of brake gear will also appear on the chassis including optional brake pulls and safety loops where appropriate.

Liveries, prices and availability will be revealed during the company's next British Railway Announcements in early May.

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

New 'N' anchor-mounted tanks for Graham Farish

BACHMANN has unveiled a series of all-new 'N' gauge anchor-mounted tank wagons for its Graham Farish range.

Designed in the 1940s, the wagons were developed following an agreement between private operators, the Petroleum Board and the railway companies. They differed from previous designs in that a central anchor was used to secure the tank to the chassis.

Currently at the First Engineering Prototype (EP) sample stage of development, Bachmann is planning 14ton and 20ton versions.



Bachmann is to produce a selection of newly-tooled anchor-mounted tank wagons for its Graham Farish 'N' gauge range.

The new models will be produced in Class A and Class B forms and will include the bottom outlet pipe and associated handwheel on top of the tank, with or without steam heating inlet valve and with a straight or cranked vent. The tooling will enable the top catwalks and filler to be depicted either centrally or offset, together with options to be modelled with or without etched metal ladders for access to the catwalk.

Detailing will include separately fitted filler cap with securing clamps, brake gear and brake levers, while the models will also offer an unobstructed view through the frames when viewed from above with the underframe replicating the prototype's metal section construction. They will also be available with metal spoked or three-hole disc wheels.

Liveries, prices and availability will be revealed during Bachmann's Summer 2024 British Railway Announcements in May.

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

HELJAN LMS INSPECTION SALOON EDGES CLOSER

Heljan's all-new 'O' gauge LMS inspection saloon is nearing completion with decorated samples arriving for inspection, including this BR crimson and cream example.



DECORATED SAMPLES of the London, Midland & Scottish Railway (LMS) inspection saloon developed by Heljan for 'O' gauge are being assessed by the company's development team.

The first three samples to arrive represent BR crimson and cream, BR Southern Region departmental blue and EWS red and gold. Other liveries planned include LMS crimson, BR lined maroon, BR blue and grey, ScotRail, Regional Railways, Loadhaul and LMS crimson (1980s).

Each saloon will feature sprung buffers, separately fitted components, interior illumination, accurate bogies, fully detailed interior and a magnetic roof.

Priced at £319 each, release is expected later this year.

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



Detailing for Heljan's newly-tooled 'O' gauge LMS inspection saloons extends to the interior with tables, chairs and a well appointed kitchen area.

Rapido/Rails SECR seven-plank open wagons

RAPIDO TRAINS UK has unveiled production samples of the new exclusive range of South Eastern & Chatham Railway (SECR) and Southern Railway (SR) themed seven-plank open wagons for Rails of Sheffield in 'OO' gauge.

Three triple wagon packs will be available exclusively from Rails of Sheffield and use the new RCH 1907 private owner tooling from Rapido.

These new additions will be available in three liveries covering early SECR light grey (Cat No. 967235), late SECR dark grey (967236) and Southern Railway (SR) brown (967237). Each of the three liveries will have detail differences appropriate for each livery, including variations to the bodyside, wheels and more.

Each triple wagon pack is priced £99.95 and release is expected in the third quarter of 2024.

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



Rapido Trains UK has teamed up with Rails of Sheffield to produce an exclusive selection of SECR and Southern Railway themed seven-plank open wagons.

Dapol reveals decorated JHA samples



Dapol's newly-tooled 'OO' gauge PDS JHA aggregate hopper wagons are nearing completion and will be available in ARC and Hanson colour schemes.

DAPOL has unveiled samples of its forthcoming Powell Duffryn Standard (PDS) JHA hoppers in 'OO' gauge.

Dapol's all-new 'OO' gauge models will feature an extensive tooling suite allowing for prototypical train formations to be assembled.

Two wagon variants are set to appear enabling inner and outer wagons to be represented with inner examples featuring buckeye couplings at both ends, but without buffers, while outer wagons will have a working tail lamp at one end, NEM pockets, sprung buffers at one end and a buckeye coupling and no buffers at the 'inner' end.

Other features such as a die-cast chassis, close coupling mechanism, profiled wheels and more will also be included.

The working tail light will have directional functionality on DC and will also flash when used on Digital Command Control (DCC) with a six-pin decoder.

Available in a choice of two liveries - ARC olive and grey or Hanson blue and grey – prices are set at £60 for outer wagons and £55 for inner examples. Release is expected during the second half of 2024.

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

Oxford Rail developments



Development of Oxford Rail's new 'OO' gauge LNER 'J26' 0-6-0s is advancing, with the project at the CAD stage of the process.

OXFORD RAIL'S forthcoming 'OO' gauge LNER 'J26' 0-6-0 and Cowans Sheldon 15ton crane are moving closer to production, with design work starting.

The 'J26' has now progressed to the CAD stage of the development process, with renders of the reworked project revealed.

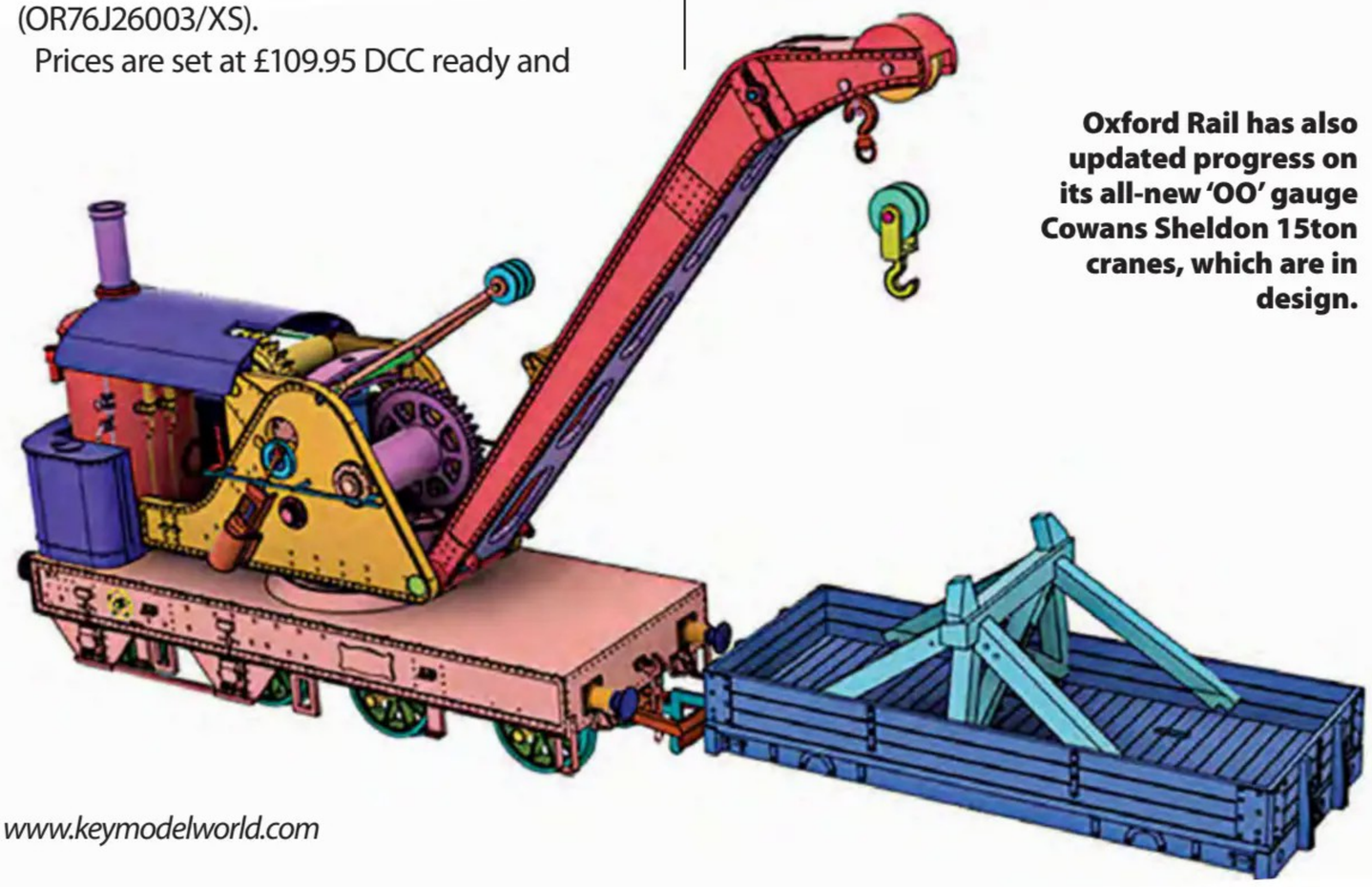
Four different liveries are planned (with DCC ready and DCC sound-fitted options available), modelling North Eastern Railway (NER) 'P2' 0-6-0 1678 in NER lined black (Cat No. OR76J26004/XS) and 'J26' 0-6-0s 1057 in London and North Eastern Railway (LNER) plain black (OR76J26001/XS), 65767 in BR plain black with early crests (OR76J26002/XS) and 65736 in BR plain black with late crests (OR76J26003/XS).

Prices are set at £109.95 DCC ready and £209.95 DCC sound-fitted, with release anticipated during the final quarter of 2024.

Meanwhile, CAD development has now started for the 'OO' gauge Cowans Sheldon 15ton crane with several amendments necessary for a new mechanism and match truck.

Four models are planned, modelling Sunderland-based 901628 in LNER livery (OX76SCS2002), Wellingborough's 243 in LMS livery (OX76SCS1002), Stewarts Lane allocated DS316 in BR livery (OX76SCS2001) and Stoke MPD's RS1023/15 in BR livery (OX76SCS1001). Release is still anticipated during 2024.

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



Oxford Rail has also updated progress on its all-new 'OO' gauge Cowans Sheldon 15ton cranes, which are in design.

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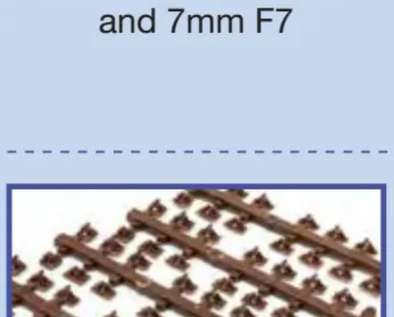

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EXCLUSIVE CROSSCOUNTRY

HST TRAIN PACK

Key Publishing has teamed up with Hornby to offer a limited edition train pack featuring CrossCountry HST power cars 43184 and 43366 in 'OO' to celebrate the end of long-distance HST operation, exclusively available from the Key Model World Shop.

PRE-ORDERS are open now for Key Publishing's latest limited edition which models CrossCountry power cars 43184 *Laira Diesel Depot* and 43366 *HST 40* in 'OO' gauge to commemorate the end of long-distance HST operation with CrossCountry in September 2023.

This limited edition is being produced exclusively for Key Publishing by Hornby and uses the latest HST power car tooling from the manufacturer. Production is limited to 350 units split between 200 DCC Ready (Cat No. R30385) and 150 DCC sound fitted (R30386TXS).

The two power cars were amongst the last in service with CrossCountry, which withdrew its final HST sets in September 2023. The two power cars in the pack were used to power Key Publishing's *Modern Railways* and CrossCountry 'Severn Valley Adventurer' special from Leeds to Kidderminster on September 27 2022. The trip marked 40 years of HST operation on CrossCountry's North East to South West route and saw 43366, which was one of the first power cars to be used on CrossCountry services in the early 1980s, named *HST 40*.



43366 was named *HST40* on September 27 2022 during a *Modern Railways* magazine tour from Leeds to Kidderminster. During the tour, 43366 leads the formation into Kidderminster terminus on the Severn Valley Railway. John Titlow.

Following operation on the 'Severn Valley Adventurer', 43184 and 43366 remained in regular front line service with CrossCountry, operating across the network from Penzance to Edinburgh. 43184 was named *Laira Diesel Depot* in March 2023.

The new limited edition will model the two power cars with 43184 powered and 43366 a dummy power car. Both will feature correct livery details and body features for the real Class 43s as well as a five-pole motor, all-wheel drive, directional lighting, 21-pin decoder socket, working roof fans and twin factory fitted speakers.

Prices are set at £359.99 for the DCC Ready versions and £399.99 for DCC sound fitted models – the latter equipped with Hornby's Bluetooth Triplex Sound decoders from the factory.

The new CrossCountry HST limited-edition train pack is available to pre-order NOW from the Key Model World Shop with a non-refundable £10 deposit. Delivery is expected in the third quarter of 2024.

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

WIN! A SOUND-FITTED

HORNBY MAGAZINE is offering the chance to win a Bachmann Collectors Club exclusive 'OO' gauge Class 90 Bo-Bo electric in DB Cargo red, factory-fitted with Digital Command Control (DCC) sound (Cat No. 32-616KSF), worth £329.95.

This striking 'OO' gauge release from Bachmann is finished as 90028 *Sir William McAlpine* and features a die-cast metal chassis, five-pole motor, twin flywheels, all-wheel drive and pick-ups, servo-operated pantograph, etched metal nameplates, factory-fitted speaker and a bespoke Class 90 digital sound profile.

To be in with a chance of winning this colourful 'OO' gauge exclusive Bachmann release, all you have to do is answer the accompanying question by May 25 2024.

Even if you don't win, Bachmann's model of 90028 *Sir William McAlpine* is available exclusively to members of the Bachmann Collectors Club now – *visit www.bachmann-collectorsclub.co.uk* to find out more.

Good luck!



QUESTION

How many BR Class 90 Bo-Bo electrics were built at Crewe Works?

A.25 **B.**40 **C.**50

First Hornby 'TT:120' HSTs arrive

HORNBY'S 'TT:120' scale collection has expanded with the arrival of the Class 43 HST power cars and Mk 3 carriages in InterCity 'Swallow' livery. This classic 1990s era colour looks superb on the power cars and trailers and a full set of vehicles is available to create a 2+8 formation, as seen on the main line network.

The InterCity liveried power cars model Class 43s 43194 and 43103 *John Wesley* and feature working directional lights, Next18 decoder sockets in each power car plus NEM coupling pockets fitted with standard 'TT:120' scale couplings. They are supplied as a twin pack containing one powered and one dummy Class 43.



The latest arrivals for Hornby 'TT:120' scale are the HST power cars and Mk 3 trailers. The InterCity sets were due to be followed by BR blue and grey and GWR green power cars in late March.

A full set of eight Mk 3 trailer coaches is also available to match the power cars with a choice of First, Buffet, Standard and Guard vehicles, and enough number variations on the First and Standard class vehicles to create a scale length 2+8 train formation.



A full set of Mk 3 trailer coaches is available for each colour scheme with individually numbered First and Standard Class vehicles.

Retail prices are set at £219.99 for the power cars and £37.49 for each Mk 3 carriage and they are available to purchase from the Key Model World Shop now.

The InterCity liveried HST stock was expected to be followed soon by BR blue and grey and GWR green formations which will be released on the Key Model World Shop in late March as this issue closed for press.

Look out for our video on these new arrivals and read our full review on Hornby's new 'TT:120' HST on pages 80-82.

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

DB CARGO CLASS 90

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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 April 4 2024 and the closing date for entries is May 25 2024 at 5pm GMT. The winner will be notified no later than June 1 2024.

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

GET SET FOR THE GREAT ELECTRIC TRAIN SHOW

The first layouts have been revealed and advance tickets are on sale now for the 2024 Great Electric Train Show at the Marshall Arena in Milton Keynes on October 12/13.

THE 2024 Great Electric Train Show is set to take place at the Marshall Arena in Milton Keynes on the weekend of October 12/13 bringing together 30 top quality hand-picked model railway layouts, more than 50 trade stands and exclusive modelling demonstrations.

Advance ticket sales are now open offering a discount over on the door prices – as well as early entry to the show from 9.30am each day. Advance ticket prices are £16 for adults (£14 for subscribers), £9 for children (Saturday only) and £50 for the popular VIP ticket which includes two-day entry to the show, £25 of Key Publishing magazines, access to the VIP lounge and more.

On-the-day ticket prices will be £20 for adults and £10 for children offering a saving of £4 on adult tickets when they are purchased in advance. As in previous years, on Sunday up to two children will be admitted free with each paying adult at the show.

The first layouts to be revealed for the show are Winchester Railway Modellers' stunning Southern Region 4mm scale layout Redbridge Wharf (HM201), Charwelton into the '80s in 4mm





Left: ***The Hornby Magazine*/Key Model World stand displays will include a revitalised Seven Mill Depot which is being brought out of storage for the show.**

Bottom: **For 'N' gauge modellers, Newvaddon Parkway models the modern era and is travelling to the show from Cornwall.**

scale by the CBM Diesel Group, Newvaddon Parkway from Redruth Model Railway Club in 'N' gauge (HM188), Ebsworth Street by Greg Marshall – feature coming soon - Steeple Bumpleigh by Norman Raven in 'OO' gauge, Kreuzweg modelling Swiss metre gauge railways and *Hornby Magazine*'s Seven Mill Depot (HM152) and Natford TMD (HM190-HM193).

These layouts will be joined by more than 50 trade stands for a feature-packed weekend of railway modelling. Further layouts and trade stands will be announced in future issues of *Hornby Magazine*.

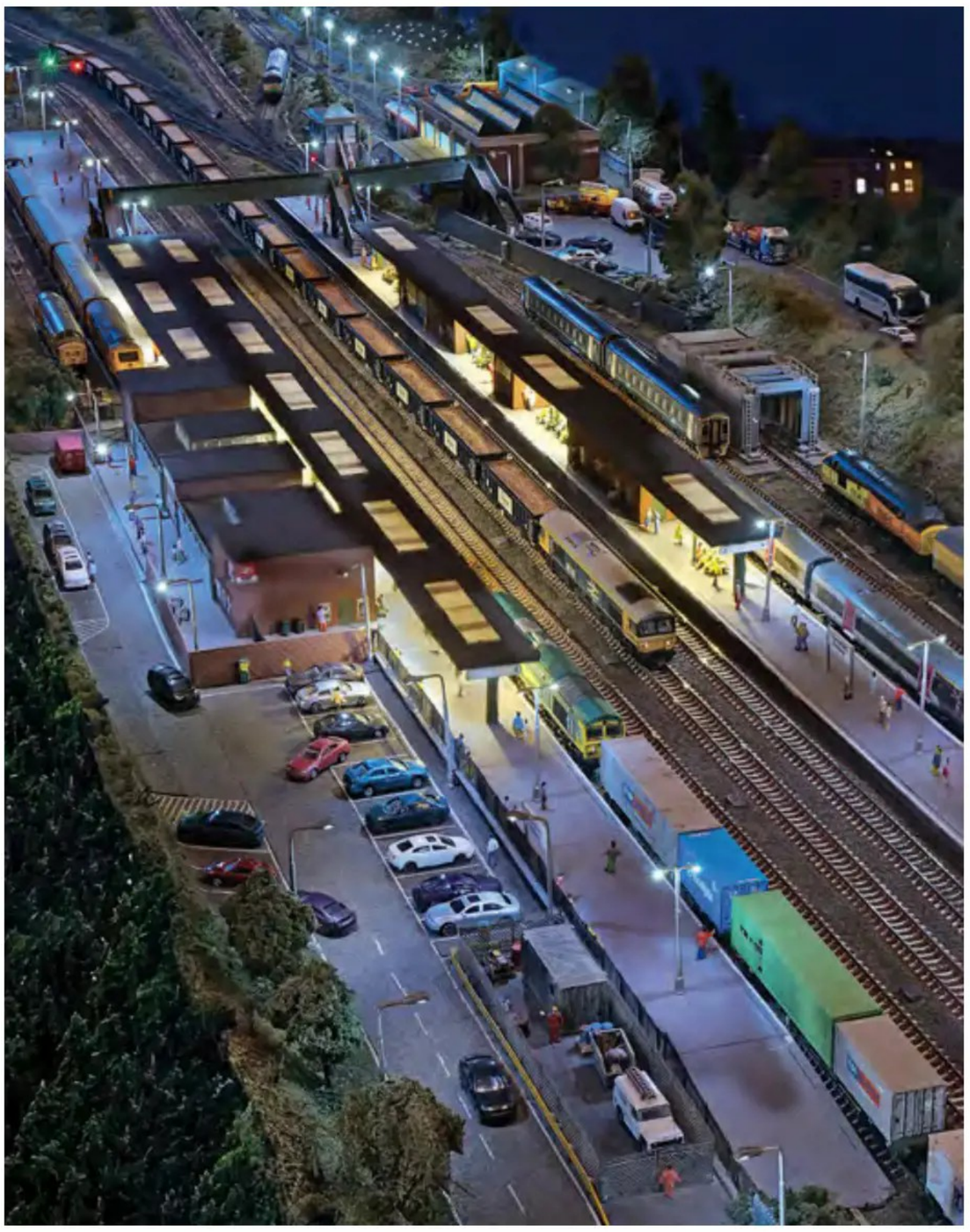
Parking is available on site at the venue car park where parking charges will apply. At busy times parking can be limited on site. Alternative parking includes Milton Keynes Central railway station (free shuttle buses will be running throughout the event from the station) or you can use parking apps, including those listed on the Great Electric Train Show web pages to source local parking around the venue.

Full event details are available at *www.keymodelworld.com/greatelectrictrainshow* including advance ticket purchases, layout information, trade stand listings and more. **HM**

Redbridge Wharf will be a star attraction at the 2024 Great Electric Train Show. It models the Southern Region station and sleeper works at Redbridge Wharf in 4mm scale.



THE DETAILS	
When:	October 12/13 2024
Where:	Marshall Arena, Stadium Way, Milton Keynes MK1 1ST
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
Website:	*www.keymodelworld.com/greatelectrictrainshow*
Contact:	01780 480404
Tickets:	Adult advance £16, child advance £9 (Saturday only), adult subscriber £14, VIP £50. Adult on the day £20, child on the day £10 (Saturday only). Up to two children admitted free with each paying adult on Sunday only.



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From the Publisher
Mike Wild

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BLAIR ATHOLL

TOWARDS DRUMOCHTER

For the first time in its 35 year lifetime, Blair Atholl is going to an exhibition outside Scotland when it heads to Model World LIVE on April 27/28 2024. **IAN** and **CALLUM McCREADIE** explain how Scotland's finest Highland Main Line layout was built and what the future holds.

PHOTOGRAPHY, ARRAN AIRD AND CALLUM McCREADIE



GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	32ft x 15ft	SCOTTISH	1970s-PRESENT DAY	ANALOGUE DC

WITH THE MODEL now in its 35th year, the genesis of this layout was a brief stay hotel in North Berwick in 1972 which led to my family purchasing a caravan and finding our way to the Perthshire village of Blair Atholl.

The following year, I was eight and we made our first trip to Blair Atholl and became regular visitors. My railway interests were well established by the time I reached secondary school. My grandfather was a retired Polmadie depot driver, so many school holiday depot trips were made on his 'Priv' pass.

In around 1977, as the line between Blair and Dalwhinnie was being redoubled, I was invited into Dalwhinnie signalbox for a look. Signalman Marcel Graham let me have a go with the levers and crossing gate wheel and the next three years' holidays were spent there when he was on shift working everything except the Pitlochry tokenless block instrument.

My father had built card models of houses we had lived in and by 1981, we started exhibiting our first layout at shows across Scotland. At around this time the touring caravan had been exchanged for a holiday home on the Blair Castle site and it was whilst there he built the model of the station building. This was followed by the signalbox, railway cottages and the Atholl Arms Hotel.

At the time, many layouts at exhibitions were of fictitious locations, but we felt a real place would look much better. And so, the concept for Blair Atholl towards Drumochter was born.

With no more than an Ordnance Survey map of the village, tape measure and camera, my father set about recreating the buildings in the immediate vicinity of the station and by 1988 we had a 32ft x 15ft replica of the village and the main line north. Following our first exhibition at Model Rail Scotland in 1989, the village was further extended by adding the hall and bank buildings before returning for a second visit in 1990.

To fit into a reasonable space, sections outside the village have been compressed and beyond the Banvie Burn bridge heading north, the model leaves the 'actual' for the 'typical' with the scenery »



1 The northbound Class 47-hauled 'Clansman' rolls through Blair Atholl on the final leg of the journey to Inverness from London, while a Class 20 prepares an engineer's ballast working for an overnight possession at Dalnaspital.

dominated by the A9 road, River Garry and double-track Highland Main Line. This section was sculpted from sand contained between 18in x 9in concrete blocks on our back patio until we were happy with the contours. Card sheets were inserted at 18in intervals to obtain contour templates from which the baseboards were constructed.

50 years on, I am still a very regular visitor to Blair Atholl which now feels like a second home. It is always amusing when checking in at the caravan site to be asked whether I have been before. Fast forward to 2015 when my father died, and with my son Callum now aged ten and showing much the same enthusiasm I had at his age, we moved the model to a storage facility closer to us and began a major renovation project.

Trackbeds on the Drumochter section had suffered from the ravages of temperature extremes found in an attic and the scenery was faded. After some fairly radical rebuilding and re-wiring we took the model to the Perth 2017 exhibition and like all good projects I was still soldering first thing on the transport and set-up day. Since then we have attended a further four Scottish shows and between them continue to make improvements.

My son Callum and I have done most of the work. While I run a specialist lighting and electrical contracting company, Callum is a second year engineering apprentice at ScotRail. We are both volunteers at the Bo'ness and Kinneil Railway, and at shows we are assisted by friends and members of other Scottish model railway clubs.

CONSTRUCTION

The baseboards are mostly open frame softwood with ply for trackbeds, roads and riverbeds. The model breaks up into 15 sections which are housed in racks for transportation. Custom-made trestles support the boards and these trestles are being improved to regulate height better.

The model is, despite appearances, end to end and not continuous running as the northbound tracks rise by 150mm resulting in a double-deck storage yard with 12 tracks on the North (Inverness) end and 11 tracks on the South (Perth) end.

The yards are laid with Peco code 100 flexible track and live frog points for robustness. The main lines were originally SMP code 75 flexible track but as relaying progresses, we are switching to Peco code 75 concrete with sleepers re-spaced to scale for the main lines - and new SMP in the yard. The main crossover and yard points are Peco code 75 live frog examples and turnout 13 onto the single track line south remains hand-built due to its radius.

The infill landscape between them is chicken wire with glass reinforced plastic (GRP), chopped strand matting and resin. This unusual choice has proven very hard wearing over the years. I can't recall the exact selection process but it was born from a local club whose plaster scenery detached whilst in transit to a show.

All landscape areas are covered with fibre type carpet underlay and cork adhesive which is extremely messy. After the adhesive has set, most of the underlay is pulled back off and trimmed with hair cutters, leaving a base for further detailing with scenic products. Recently we have added static grass as we renew areas, including the village boards.



Above: **A pair of BR blue Class 26's head an Inverness to Edinburgh train across the turreted River Tilt bridge.**

Left: **Further north, 37401 passes a southbound engineer's train. The West Lodge to Blair Castle can been seen in the distance.**



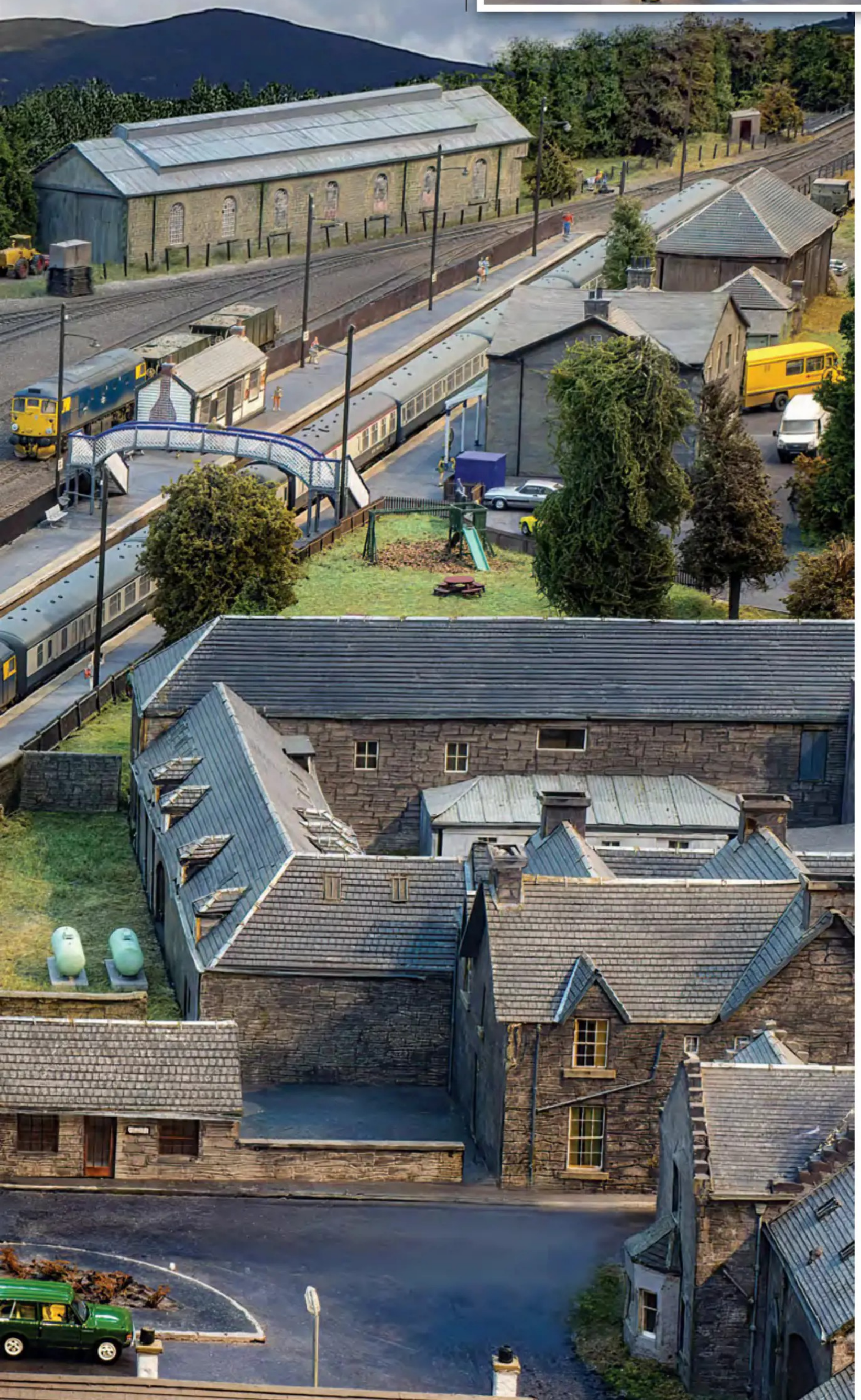
4 Left: **An aerial view of 1E13, the 'Highland Chieftain' as it passes Blair Atholl signalbox bound for London Kings Cross.**

5 Right: **Built in 1832, The Atholl Arms Hotel is a popular stopping point for tourists bound for Inverness and beyond. A Wallace Arnold tour has just arrived with a load of drouthy passengers for lunch.**

6 Below: **It's 1980 and a pair of Class 26s wait for the single line to Pitlochry to clear with the 8:30am Inverness to Glasgow Queen Street, as a Haymarket based Class 40 arrives with a service from Edinburgh.**

On the model we have the River Tilt near the station and on the Drumochter section the River Garry. There is also the Banvie Burn just north of the station. These have been created with fine stone chippings taken from the River Tilt with sieves to obtain scale size boulders and stones. The water is resin which has a peat colour to it. Our chilly render of late autumn snowfall is created with Woodland Scenics' Snow Powder, and viewers will spot the snowplough *Gritty Gritty Bang Bang* on the A9.





We have lost count of how many trees there are, but estimate more than 1,500. They are mostly made in the style of bottle brushes from sack ties and polypropylene rope twisted, teased and sprayed brown before adding scenic powders. Autumn colours are achieved by overspraying with car paint in red, yellow and orange.

BUILDINGS

All original structures were created using picture framing mounting board and back boards as we had a free supply of off-cuts from a friendly framer. Stonework is scribed using a modified cuticle tool and treated to washes of acrylic paint to simulate the stone colours. Roof slates are cut as strips from 130gsm card and applied in offset rows.

Since the start of 2023, I have developed 3D resin printing skills and many of the detail parts are now being upgraded. Of particular note is the turret on the West Lodge which was damaged in transit from a show. This is now a 3D printed part with paper slates and a very neat ball and spike finial. The station footbridge is also 3D printed as a single part. There are three in different colour schemes to suit periods.

New for 2023 to coincide with refurbishing the yard, sufficient space was created to add the Highland Railway locomotive shed which used to be home to banking locomotives for heavy trains up the gradient in steam days. With the help of the Atholl Country Life Museum, I was able to contact the current occupier who uses it as a construction materials store and arranged a survey visit.

Constructed in the traditional manner, this is my first large building project having now taken on my late father's role as custodian of buildings. The roof has around 340 separately cut corrugated metal sheets. Window frames, sliding door tracks and downpipes are 3D printed.

For added interest on the Drumochter side, two structures were installed in 2015. First is the road overbridge at the old Dalanraoch signalbox which is a typical Highland Railway stone construction with curved and battered retaining walls. Second is the Errochty »



Left: **Overlooking the stunning townscape at Blair Atholl, a Class 47 heads the northbound 'Clansman' from London. A train of empty grain hoppers from Burghead waits for the road south.**

Right: **A GNER HST forming 1E13, the 'Highland Chieftain', slows for a special call at Blair Atholl station.**

Below: **Early morning mist is starting to clear as this LoadHaul Class 56 restarts its domestic coal train bound for Millburn Yard, Inverness.**

hydro-electric intake dam on the River Garry. This was constructed as a lay-in tray so most of the work could be done at home before blending into the landscape with glass fibre repair paste.

The last major structure upgrade will be the side panels of the River Tilt Viaduct. The existing sides were cut from card but lack the internal lattice detail. A 3D model has been created and a test print completed proving it is possible so all that remains is to add the countless rivets and get them printed. We hope to have this done by the time it appears at Model World LIVE.

SIGNALLING

Within station limits, semaphores remain the staple means of signalling with ours hand-built from etched brass parts. Heading north, the BA5 distant and BA32 and BA32R intermediate block signals are two-aspect colour light signals with track mounted infra-red control to return to a caution or danger aspect after the train passes. Currently the model features the four-gate level crossing present until the early 1980s. It is planned to automate this and provide an alternative option of full barriers for running later era services.

Blair Atholl is analogue controlled and will probably remain so, in the main due to the cost of converting a fleet of more than 150 motive power units. Relocating the control panel to the storage yard would also make it complex to communicate decoder addresses and locomotive directions to the operators, making it more of a hindrance than help. At shows, there is so much to see that the lack of sound goes mostly unnoticed. All sections of the model can be controlled by one of three handheld controllers with a fourth available for shunting the yard.

Points are operated by servos and since 2017 we have used Megapoints control boards and their excellent route setting system for our storage yards. The control panel itself is somewhat of a monster at 6ft long and has been recreated from a vinyl print of the actual Blair Atholl signalbox track diagram. Using Adobe Illustrator, a picture of the diagram was sized to fit the existing panel box, overdrawn with all elements and embellished with control switches.

The 17-lever frame has been replicated by using long lever automotive switches so is accurate to the prototype. It is so accurate we could probably take a Blair Atholl signaller to a show and not have to give any instruction.

With the relaying of the yard to make it functional, a separate panel has been built. This also has the local ground frame to control access to the main line and the shunt signal. Each board has one or more multicore cables that connect from the panels. These are stored in the base of the control panel during transport and should a fault develop, it is usually contained to only one board.

LIGHTING

Due to the unusual shape of the model, it was impossible to suspend lighting pelmets from within the operating well so we have 12 poles that support a 200mm deep pelmet fitted with a lighting track and 40 GU10 7.5W spotlights. To

"With no more than an Ordnance Survey map of the village, tape measure and camera, my father set about recreating the buildings in the immediate vicinity of the station and by 1988 we had a 32ft x 15ft replica of the village and the main line north."

IAN MCCREADIE



accentuate the autumnal colours we have used extra warm white (2,700K) lamps with the exception of the snow scene which has daylight (6,500K) to add an extra chill factor.

Underboard areas are concealed by black platform cloth panels on Velcro. The storage yard is completely concealed and its screens feature articles on how elements of the model were made and a video presentation of scenes around the prototype and trains on the Highland Main Line.

OPERATION

In the main, very little has changed visually in 50 years at Blair Atholl, so with a small degree of flexibility and swapping some structures such as the footbridge we can operate in any era from the late 1970s to present day. »





10 Blair Castle's West Lodge was built by the Highland Railway Company to appease the Duke of Atholl.

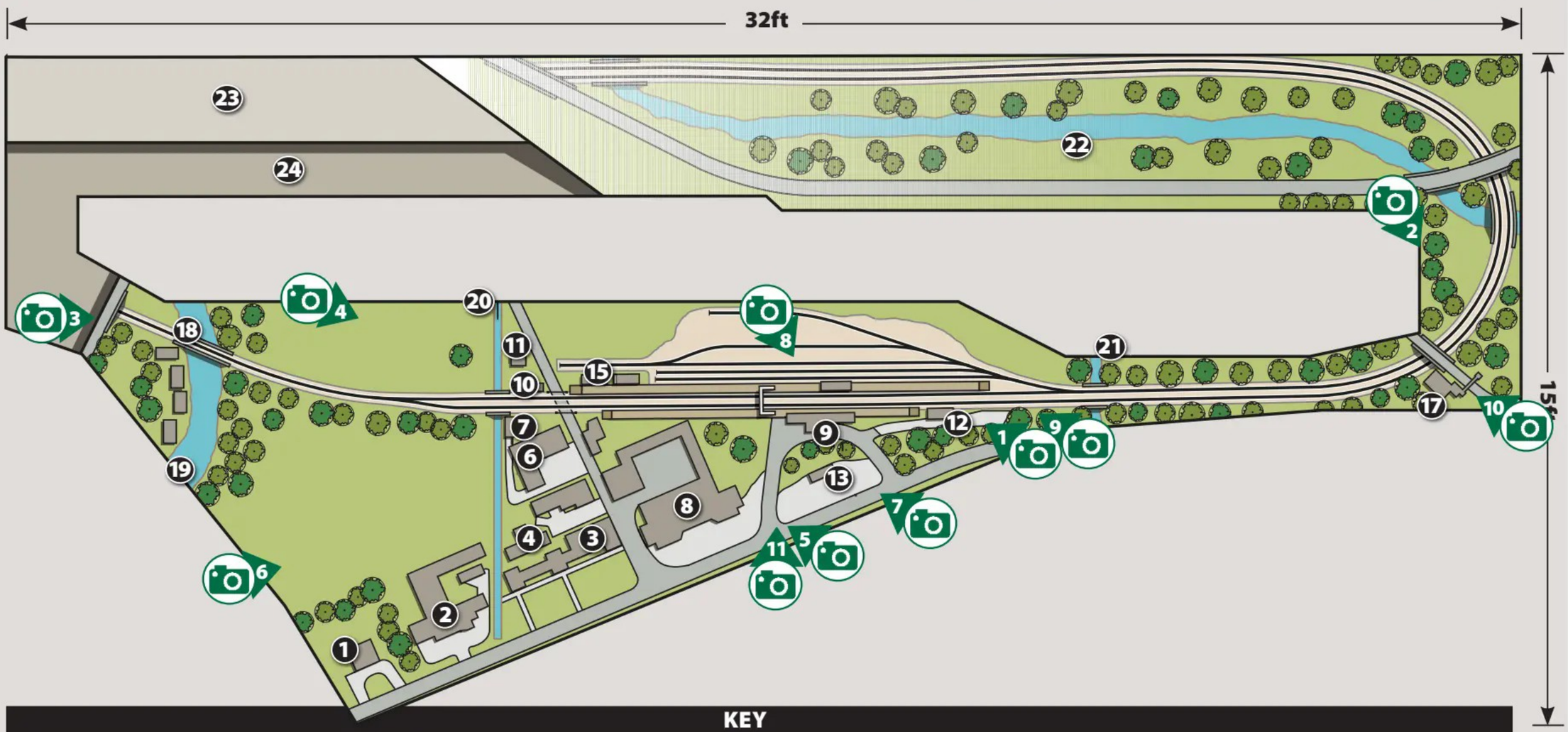
Our usual format at shows is to start with BR blue diesels and progress forward in time over the first day of a show and then run the second day as 2000 onwards.

Train formations to suit eras are set up on the 18 main storage yard tracks - referred to as North 1-8 and South 1-8. Normal operation will see 1-1, 2-2 and so on until 8-8 is reached, then the pattern repeats. Locomotives are usually swapped around so an Edinburgh to Inverness rake is likely to return with a different locomotive than it went north with. In between we have the facility to use North 9 to run specials. Our aim is provide a variety of trains travelling on the Highland Main Line that would be seen in either of the time periods.

ROLLING STOCK

Rolling stock is very much Callum's domain, and he continues to detail and weather a very considerable amount of locomotives, carriages and wagons.

BLAIR ATHOLL TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 Bank of Scotland	7 Old Mill garage	13 Bookshop	19 River Tilt
2 Village hall	8 Atholl Arms Hotel	14 Riverside lodges	20 Mill Lade
3 Blair cottages	9 Station	15 Lineside cottages	21 Banvie Burn
4 The Old Smiddy	10 Signalbox	16 Northbound waiting room	22 River Garry
5 BBC film set	11 Mill cottage	17 Blair Castle West Lodge	23 Upper storage yard
6 The Square	12 Goods shed	18 River Tilt viaduct	24 Lower storage yard



For the most part we run with Kadee knuckle couplers which facilitate easy removal of locomotives in the storage yard from inbound services. Most models are ready-to-run and while the original fleet of Lima and pre-2015 Hornby locomotives has been retired, many of the original coaches and wagons are still in regular use with upgraded wheels and repaints.

3D printing has brought the opportunity to recreate stock that is not commercially available, such as the Class 73/9s for the present-day Caledonian Sleeper, refrigerated containers for the 1990s Safeway intermodal trains, Liquid Petroleum Gas TTAs (regularly seen on Speedlink freights) and, most recently, replacement bodysides for Mk 1 coaches to produce a Griddle Car, which was a regular catering vehicle on Scottish Inter-City workings of the late 1970s.

ON TOUR

A bit like the Forth Bridge, by the time we get to the end of refreshing things in the village it will be time to revisit the other side and start again. 3D printing has been a game changer, allowing me to measure actual parts of the prototype and recreate them accurately.

In the early days, my father had notices explaining humorous cameo scenes around the layout. These were always well received by the viewers and will be reintroduced as time permits.

This year will see us attend three shows, with one in Blair Atholl as a village fundraiser, plus 2024 marks a new moment in history for the layout, as Model World LIVE on April 27/28 at the NEC in Birmingham will be the first time that we have taken it to an event outside Scotland. It is a huge undertaking to transport such a large layout so far, but we have been working behind the scenes to continue enhancing Blair Atholl for its debut in England.

Exhibiting in 'Blair' always has its moments. We get comments such as: "Davy's garden never looked that tidy" and we once attracted the attention of the 10th Duke of Atholl, Iain Murray. On his Sunday morning visit he chastised one of our operators for not stopping the 'Highland Chieftain' at the station. "I think you'll find that should have stopped - I should know: It was I who requested it for my return to London after the weekend," he told the unfortunate operator!

Revisiting and revamping Blair Atholl to Drumochter has been a wonderful experience for Callum and me - and we hope that for those who've not yet enjoyed the Highland Main Line, the layout provides the inspiration to take a ride on it. **HM**

Left: Mid-afternoon sees Class 37 37401 *Mary Queen of Scots* arrive with the lunchtime departure from Edinburgh for Inverness.

● Blair Atholl is set to appear at Model World LIVE at the National Exhibition Centre, Birmingham on April 27/28 2024.

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MODELLING A WEST COAST RAILTOUR

Railtours are a superb way of bringing variety to a layout. In the first of two step-by-step guides, RICHARD HALL shows how to recreate the railtour carriages – which can be very different.

HERITAGE RAILTOURS are a popular sight in all corners of the modern UK rail network, breaking up an increasingly monotonous stream of multiple units with preserved locomotives. However, building an accurate railtour presents a difficult task for railway modellers, as every main line registered Mk 1 coach has unique livery details, bogies and modifications, making really accurate recreations a challenge.

The smart lined maroon livery of West Coast Railway Company (WCRC) has long been popular on main line railtours and the inspiration to accurately replicate a set in 'OO' gauge came in 2013 after seeing Ben Ando's superb WCRC railtour project in 'N' gauge. It was this 2mm scale benchmark that pushed me to detail this 4mm version as far as I could, but I do not envy those replicating this in 'N'!

My under construction modern image layout depicts the York to Leeds route and WCRC operated a number of railtours throughout my 2017-2020 modelling era, most regularly 'The Waverley'. YouTube and the Six Bells Junction website (*www.sixbellsjunction.co.uk*) were invaluable for selecting an accurate 11-coach formation for the route (see panel), but Flickr and Shed83a (*www.shed83a.smugmug.com*) proved equally important sources to research individual coach details.

The extent of conversion shown here creates what I classify as 'layout carriages' – models which will really earn their keep on the layout rather than spending their lives in a display cabinet. Even this basic detailing work would be adequate for many modellers. A future step-by-step guide will cover the extra detailing carried out to these carriages and show how you can improve almost any Mk 1 with coach lighting, custom passenger figures and detailed weathering effects.

All of the Mk 1s featured here are Bachmann, offering kinematic NEM couplings, readily available replacement bogies and a tooling that is easy to modify. The most difficult part of the project came from needing to incorporate the correct diagram of Mk 1 First Open (only offered by Hornby) into the chassis, ends and roof of a Bachmann Mk 1, but this difficult stage can be avoided by simply using a Hornby FO.

While the next article will cover all of the lighting added to the carriages in detail, the DCC Concepts working table lamps fitted to the three heavily modified Mk 1 FOs are a standout feature. It was not straightforward or cheap to install all 42, but it was ultimately worth the careful soldering – although I now need more to upgrade the Bachmann Metro-Cammell Pullmans to match!

After window filling and changes, the maroon Mk 1s required repainting to match as a set and this was achieved purely with Railmatch enamel aerosols, built up in multiple light layers to ensure the best finish to a colour accurate for WCRC Mk 1s.

This rake of 11 Mk 1s was converted in the three weeks leading up to their appearance at the Great Electric Train Show 2023, and my thanks go to Pete and the Railnuts Team for their kind words and accommodation on Making Tracks 3. Keep an eye out for more appearances in the future.

While this WCRC railtour set performed well on the astounding model of Milton Keynes and drew positive comment, the next round of weathering, passenger fitting and detailing beckons… **HM**

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

TOOLS

- Cotton buds
- Cocktail sticks
- Scalpel
- Photo-etch cutters
- Flat nosed pliers
- Xuron sprue cutters
- Tweezers
- Steel rules
- Files and sanding sticks (assorted grades)
- Paintbrushes (sizes 000-1)
- Soldering iron, flux and solder
- Micro Phillips screwdrivers



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
0.5mm brass rod	*www.albionalloys.com*	BR1
1.0mm brass rod	*www.albionalloys.com*	BW10
1mm Tamiya masking tape	*www.tamiya.com*	87206
6mm Tamiya masking tape	*www.tamiya.com*	87030
99.8% Isopropyl Alcohol	*www.amazon.co.uk*	N/A
Acrylic paints and weathering powders	Various	See text
Decoder wire (32 gauge)	*www.dccconcepts.com*	DCW-32BK
Deluxe Materials Plastic Magic	*www.deluxematerials.co.uk*	AD77
Deluxe Materials Glue 'n' Glaze	*www.deluxematerials.co.uk*	AD55
MTK BR ridged dome ventilators (x30)	*www.dartcastings.co.uk*	2942
Orange cantrail lining	*www.railtec-models.co.uk*	4mm-1088
Overhead live wire warning flashes (1998)	*www.fox-transfers.co.uk*	F4214/2
Phoenix Precision thinned gloss varnish	*www.phoenixprecision.co.uk*	PAV62
Pick-up springs – 2.0mm axles (48 pack)	*www.dccconcepts.com*	DCF-PS2.0
Plasticard sheet – various thicknesses	*www.slatersplastikard.com*	Various
Plastruct 4.8mm plasticard angle	*www.agrmodelrailwaystore.co.uk*	AFS-6P
Railmatch acrylic paints and varnishes	*www.howesmodels.co.uk*	Various
Railmatch enamel spray and satin varnish	*www.howesmodels.co.uk*	See text
Rectangle A4 labels	*www.amazon.co.uk*	LL1_WTP
Vacuum pipe magnetic couplings (20mm)	*www.hornby.com*	R7399
West Coast Railways coach detailing	*www.railtec-models.co.uk*	4mm-3320
West Coast Railways logos: coaches	*www.railtec-models.co.uk*	4mm-3321
West Coast Railways coach numbers/names	*www.railtec-models.co.uk*	4mm-3322
West Coast Railways coach lining (Mk 1/2)	*www.railtec-models.co.uk*	4mm-3323
West Coast Railways umber/cream Pullman transfers	*www.railtec-models.co.uk*	4mm-3325
Working Pullman table lamps	*www.dccconcepts.com*	DML-RCTL
Vacuum pipe magnetic couplings (20mm)	*www.hornby.com*	R7399

LEEDS-YORK ROUTE WCRC RAILTOUR FORMATION

CARRIAGE TYPE	NUMBER	NAME	LIVERY	BOGIES	MANUFACTURER
BSK	99723		Lined maroon	CMW	Bachmann
FO	13320	*Anna*	Lined maroon	CMW	Bachmann
PSP	99352	*Amethyst*	Pullman U&C	CMW	Bachmann
RB(R)	1961		Lined maroon	CMW	Bachmann
PSP	99351	*Sapphire*	Pullman U&C	CMW	Bachmann
PSP	99350	*Tanzanite*	Pullman U&C	CMW	Bachmann
FO	3093	*Florence*	Lined maroon	B4	Bachmann/Hornby
FO	99122	*Alexandra*	Lined maroon	CMW	Bachmann/Hornby
RMB	1861		Lined maroon	CMW	Bachmann
TSO	4994		Lined maroon	CMW	Bachmann
TSO	99327		Lined maroon	CMW	Bachmann
BCK	99304		Lined maroon	CMW	Bachmann

NOTES

CMW	Commonwealth bogies
B4	B4 bogies
U&C	Umber and cream
BSK	Brake Second Corridor
FO	First Open
PSP	Pullman Second Parlour
RB(R)	Restaurant Buffet (Rebuilt)
RMB	Restaurant Miniature Buffet
TSO	Tourist Second Open
BCK	Brake Corridor Composite

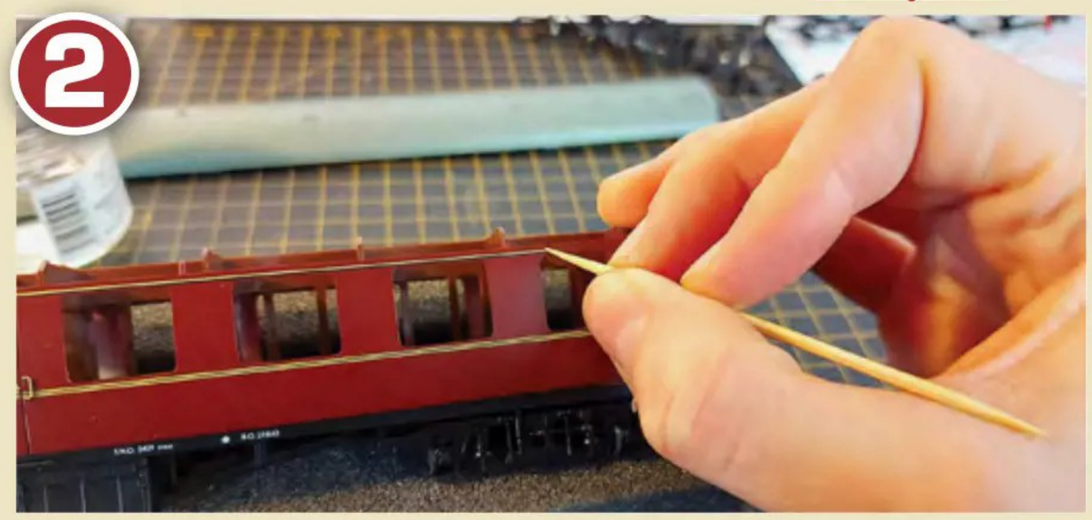
Below: **Modelling an accurate modern image railtour takes a significant amount of work but is satisfying and worth the effort – especially as a splash of colour to accompany the high standard of ready-to-run heritage locomotives is now available. Class 37 37706 rounds the corner on approach to Quorn Magna station on *Hornby Magazine's* GCR inspired office test layout.**

MODELLING A WEST COAST RAILWAYS CHARTER SET





Bachmann's Mk 1 tooling dates back to the early 2000s and features the most common versions. It still holds its own and is easy to fully disassemble. All of the maroon Mk 1s in the set required repainting to consistently match, which meant removing glazing was important. When converting multiple carriages, labelling the parts from each carriage is vital and makes reassembly far easier.



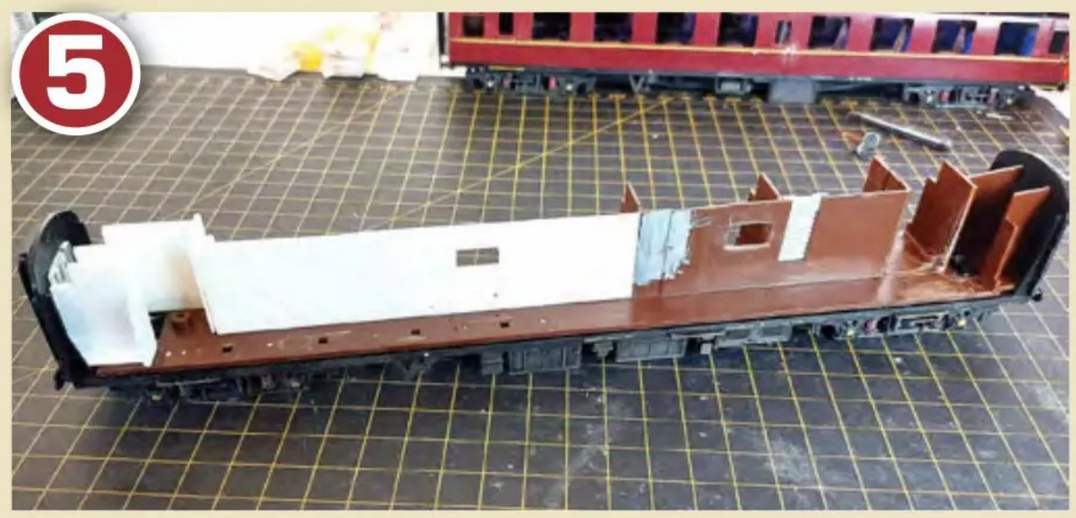
Depending on the vehicles chosen, it is possible to make a good representation of a WCRC railtour set without repainting. As the upper yellow/black carriage lining and BR numbering doesn't feature on WCRC maroon carriages, this can be cleanly removed with a cocktail stick. Older Bachmann releases and Hornby Mk 1s often have more stubborn printing: this needs white spirit to loosen lining and lettering beforehand.



A visible improvement to any Hornby or pre-2010 Bachmann Mk 1 involves removing the overly prominent roof ribs. This is a tedious job made easier with a fresh flat blade in a scalpel that can skim the ribs flush to the curve of the roof. Any imperfections can then be removed with a light plastic filler and fine grades of sanding sticks.



Window filling entailed securely gluing the glazing into each 'filled' window, before adding a layer of Slaters 0.25mm plasticard and finally applying Deluxe Materials Plastic Putty to sand each window flush. The top two carriage sides belong to RBR 1961 and show the significant changes needed to replicate the kitchen car from an RU. By contrast, the bottom First Open only needed two vestibule windows filling in order to reproduce ex-FK conversion 13320 *Anna*.



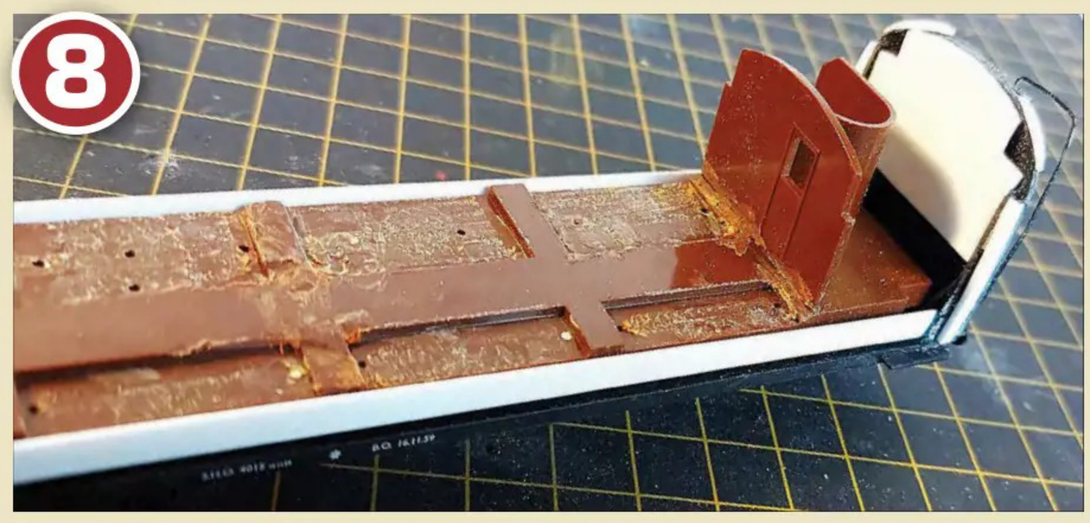
Research for a typical WCRC railtour set running to York revealed that RBR 1961 was usually in the formation and this needed altering from a Bachmann RU donor. The saloon end seating was removed with strong pliers and a basic interior was added on top (much like the real RBR) which was built using Slaters 1.5mm plasticard and blended into the brown 'kitchen' end of the proprietary RU.



The most difficult part of the project arose because of personal stubbornness from wanting a set of matching Bachmann Mk 1s with consistent profiles, coupling systems and replacement bogies. As only Hornby produces the correct diagram of First Open (with centre doors), the top Hornby FO would donate its sides onto the partially stripped Bachmann Mk 1 (centre). The bottom FO was converted first and would become B4 bogie-fitted 3093 *Florence*.

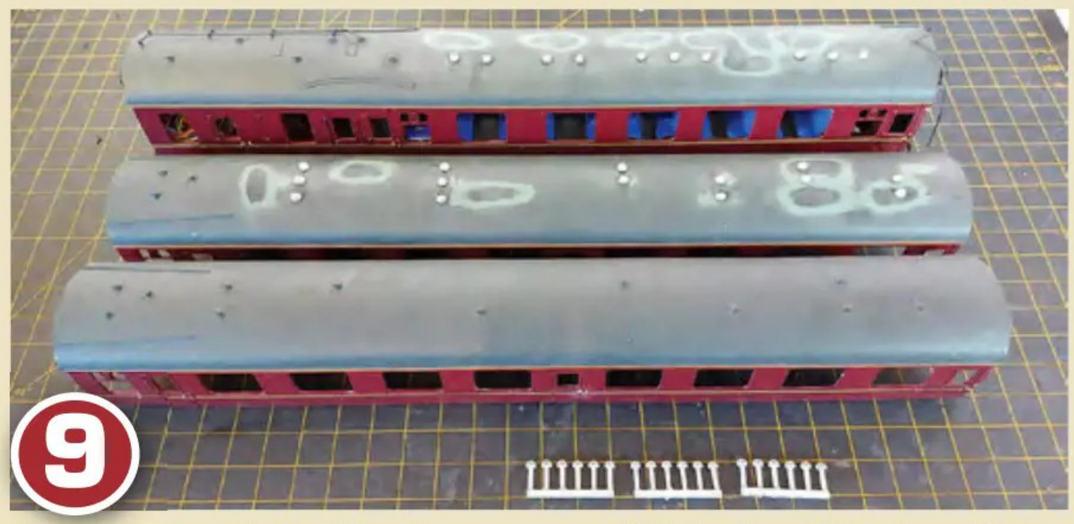


An exploded view of the Hornby-Bachmann FO for 99122 *Alexandra* showing the Hornby sides which were carefully cut along the roof above the cantrail with a slitting disc in a minidrill and sanded square. The minidrill was also used to cut the Hornby Mk 1 seating from the one-piece moulding so the interior correctly lines up with each window.



To give a strong bond for the Hornby sides to adhere securely along the modified Bachmann FO's chassis, strips of Plastruct 4.8mm angle are added. The new 'chassis rails' are glued with Deluxe Materials Plastic Magic underneath the separate interior moulding. New plasticard 'clips' added to both carriage ends leave the roof removable and also allow the interior to be secured with the same three screws under the chassis.

West Coast Railway Company's (WCRC) Class 37 37706 brings up the rear of 1Z82 Kings Cross to Scarborough at Gamston on August 2 2014. A WCRC Class 47 headed the railtour in lieu of Gresley 'A4' 60019 *Bittern* because of the fire risk at the time.
Alan Padley.



The arrangement of roof vents on preserved Mk 1s often differs from the as-delivered patterns produced ready-to-run. The moulded vents are cut away with sprue cutters and smoothed flush with sanding sticks, while replacement BR ridged dome ventilators (2942) are from MJT. Finding the accurate locations for these vents on each carriage is another area where photographs and videos taken from above are exceedingly useful.



Thorough masking dictates the final finish of a repaint and can also save further repainting later, such as painting each carriage end maroon while retaining the factory-applied black on each carriage chassis. The two rebuilt FOs needed each window individually masking with 6mm Tamiya masking tape - this was because the glazing has to be part of the sides to be integral to the Bachmann chassis and fit flush to the ends.



Railmatch enamel aerosols were used outside on a warm day and multiple thin coats ensured a smooth finish. To achieve the characteristic maroon used by WCRC, two coats of BR crimson (1311) undercoat were applied, followed by two coats of maroon (1306) across all sides and carriage ends. 1mm Tamiya masking tape was used to preserve the position of lining, but it can also save lining in its entirety, as demonstrated by the BCK.



The three Metro-Cammell Pullmans in the set needed gloss varnishing before transfers were applied. Phoenix Precision PAV62 ready-thinned varnish is ideal for airbrushes but also achieves a flat finish when applied evenly by a brush. The same varnishing process was then repeated on all maroon Mk 1s after a coat of Railmatch aerosol satin varnish (1408) to seal the base maroon.

Intermediate
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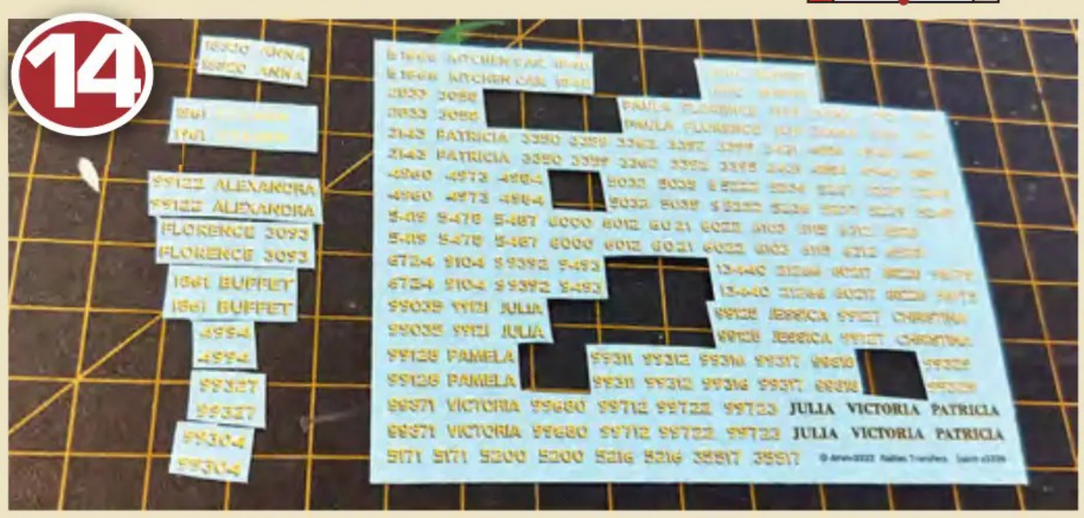
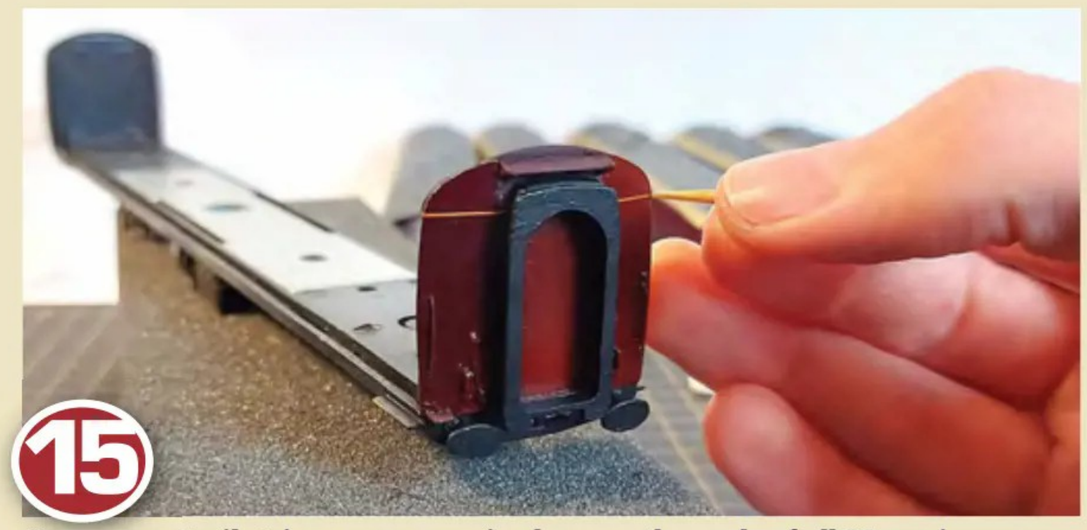
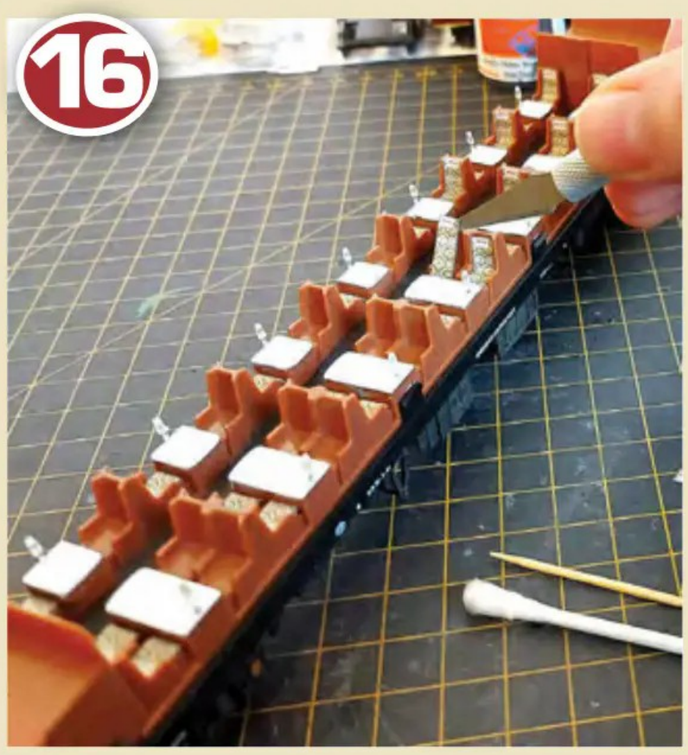
While 1mm Tamiya masking tape helped preserve the position of lining, re-lining was necessary to make the whole set match, as four carriages had removed handles for 'locked out' centre doors, two Mk 1s had lining removed by filling windows and the two donor Hornby FOs had narrower lining. 10cm sections of Railtec 4mm-3323 were used for consistency. Regularly looking down each carriage and checking alignment was vital to keep the lining straight.



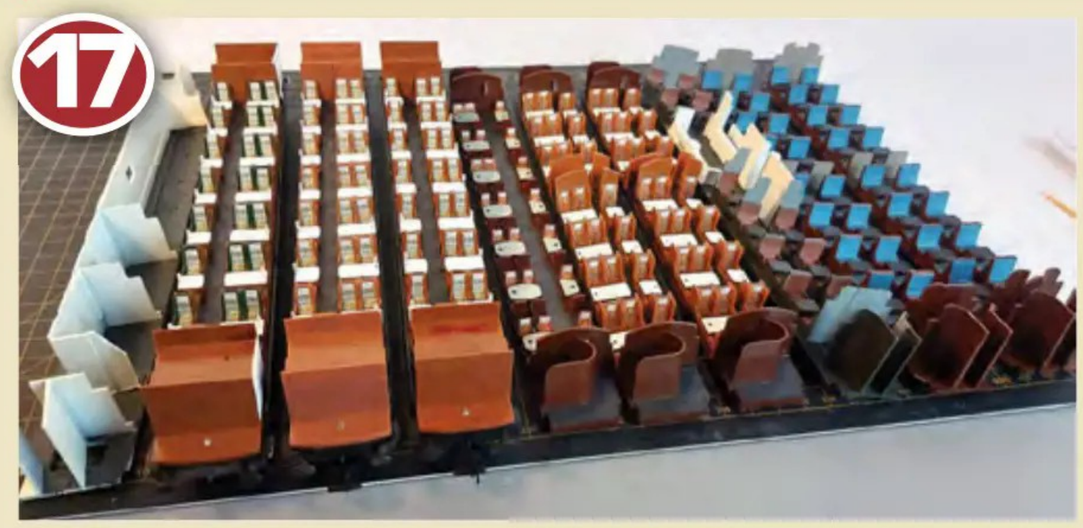
An important component that made this project possible was the availability of WCRC rolling stock numbering, detailing and branding from Railtec Transfers. Shown here, sheet 4mm-3322 features each carriage from the core WCRC Mk 1 and Mk 2 fleets and highlights the nine maroon Mk 1 identities selected for this set. The transfers have very little carrier film and only require underlying and sealing gloss varnish layers for the best finish.



Orange cantrail stripes were required across the ends of all 11 carriages and Railtec (4mm-1088) transfers were used for the ends: as with all other transfers, water and cocktail sticks were used to align them into position. This photograph also shows the difference applying Phoenix gloss varnish makes to the initial aerosol maroon shade: both sides have one coat of varnish, while the gangway door does not - the difference is remarkable!



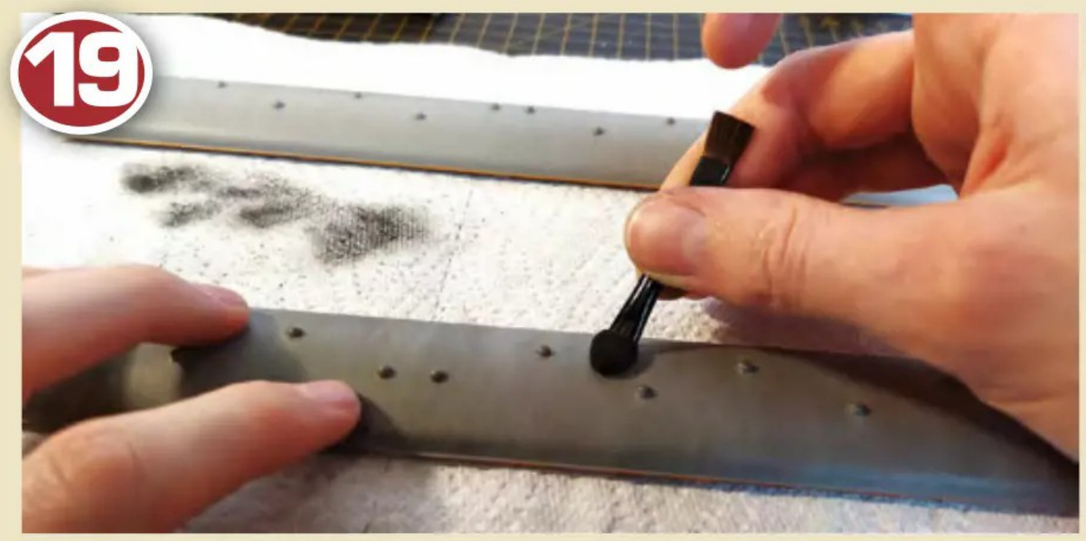
Perhaps the most time-hungry part of the whole project was designing, cutting out and individually applying accurate moquette to each seat. After researching the moquette pattern of each carriage, photographs from fabric stockist websites were laboriously edited together, even including tiny First Class antimacassars on each seat! A4-sized computer printer labels were used for ease, sealed with aerosol varnish and cut out with a sharp scalpel.



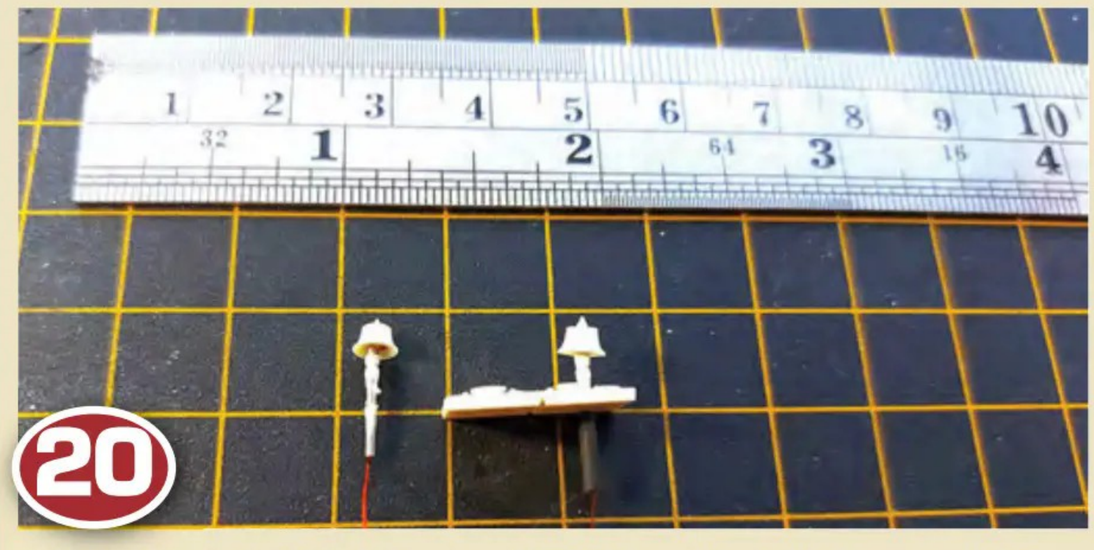
The three Pullmans (left) featured a different floral moquette pattern and colour compared to the FOs (centre). The FO and PSP patterns were the most difficult to research and edit, and also time consuming to apply on individual seats. The RMB and TSOs (right) required standard British Rail square moquette and these were straightforward to manually draw up on Microsoft Publisher.



Hand painting the main orange cantrail stripe is my preference, as aligning a transfer on the thin surface is difficult and is prone to being dislodged through handling. A 5/0 size brush is ideal to apply the orange stripe (Revell 36130 acrylic) and it is easiest to paint with the carriage inverted at an angle, or with the roof removed completely.



Unlike the dark grey roofs on the maroon Mk 1s, WCRC outshops umber and cream Pullmans with standard BR mid-grey roofs that weather quickly. The grey was replicated with Railmatch aerosol Universal Grey primer and Coach Roof Light Grey (313), while a thin Dark Grey wash and streaks of Tamiya Soot weathering powder replicated the base weathering.



A distinctive and visible feature on WCRC FOs are the table lamps and this was a key feature I wanted to recreate initially on the three maroon Mk 1 FOs. Packs of 10 working Pullman table lamps are offered by DCC Concepts (DML-RCTL) and to ensure the table height was not raised higher into the window, the cast resin 'table top' was carefully removed leaving 42 individual lamps.

At home, the 11-coach WCRC rake almost fills my main line scenic section, but it was utterly dwarfed by the vast Making Tracks 3 storage yard! Working on any set of carriages absorbs a huge amount of time with repeated processes, but seeing the set operate flawlessly all weekend was immensely satisfying and made three frantic weeks worthwhile. Richard Hall.

21

The reason for retaining Bachmann's design of separatable interiors for the hybrid Hornby FOs is shown here, as each table lamp required a 10kΩ resistor and careful soldering to copper tape, but table lighting was definitely worth the effort. A future step-by-step article will document the components and lighting arrangement for these carriages as the interior and table lighting was a significant part of the project.

22



This rear view of BCK 99306 shows the 'end' of the railtour set, including dropped buckeye coupling, vacuum pipe and working flashing tail lamp from DCC Concepts (DML-EOTS3). Many would be satisfied with this fully repainted finish alone, but for me this is the detail level of a 'layout carriage'. The next stage includes detailed weathering effects, improved First Class curtains and 350 seated passengers.

WOODLAND ON A BUDGET

Model trees are readily available, but **DAN EVASON** reckons you can make them yourself for pennies – as he demonstrates in this latest 'OO' gauge scene.

MOST MODEL RAILWAYS will need trees on them, and often more than expected. Blair Atholl to Drumochter (pages 22-31) is reckoned to have more than 1,500 – and while that is a very high number, even a relatively small layout could easily get into double figures.

However, even the cheapest 'ready to plant' models get expensive if you are buying a lot of them.

I am always on the lookout to see if I can make items myself to save a few pennies – with the added bonus that you can create something individual that really suits your scene.

After being inspired by a family woodland walk and studying Scots Pines, I decided to have a go at creating my own. For this I used some very basic off-the-shelf items to create what I think to be good looking and realistic trees, along with some finer details from Scale Model Scenery and Modelu to really help set the scene. You may have similar items already in your toolbox, which makes these cheaper still – but even if you don't, the bits aren't expensive, and many will have a multitude of other uses.

While not as quick as buying readymade items, the principles here can be applied to any trees, with variations according to species. As ever, use photographs of the real things to get the most realistic look – and remember that if you're modelling a layout set in autumn, winter or early spring, deciduous trees won't have a full cover of leaves.

I'm pleased with the results of this small scene, which shows just how easy it is to make truly 'tree-rific' trees. **HM**

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

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
6mm North European static grass	*www.wwscenics.co.uk*	WWS313-P
6mm Dead Grass static grass	*www.wwscenics.co.uk*	WSG6-053
Balsa wood strips	*www.herefordmodels.com*	N/A
Basing glue	*www.wwscenics.co.uk*	WWS002
Bracken/ferns	*www.scalemodelscenery.co.uk*	LX432-00-summer
Bracken/ferns	*www.scalemodelscenery.co.uk*	LX432-00-autumn
Farmer and dog	*www.modelu3d.co.uk*	1663
Florist wire (Oasis)	*www.hobbycraft.co.uk*	Various
Hanging basket liner	*www.diy.com*	Various
Layering spray	*www.wwscenics.co.uk*	VAR005
Muddy Ground acrylic paint	*www.migjimenez.com*	A.Mig-2105
Woodland Scenics Coarse Turf	*www.bachmann.co.uk*	T62

"I am always on the lookout to see if I can make items myself to save a few pennies – with the added bonus that you can create something individual that really suits your scene."

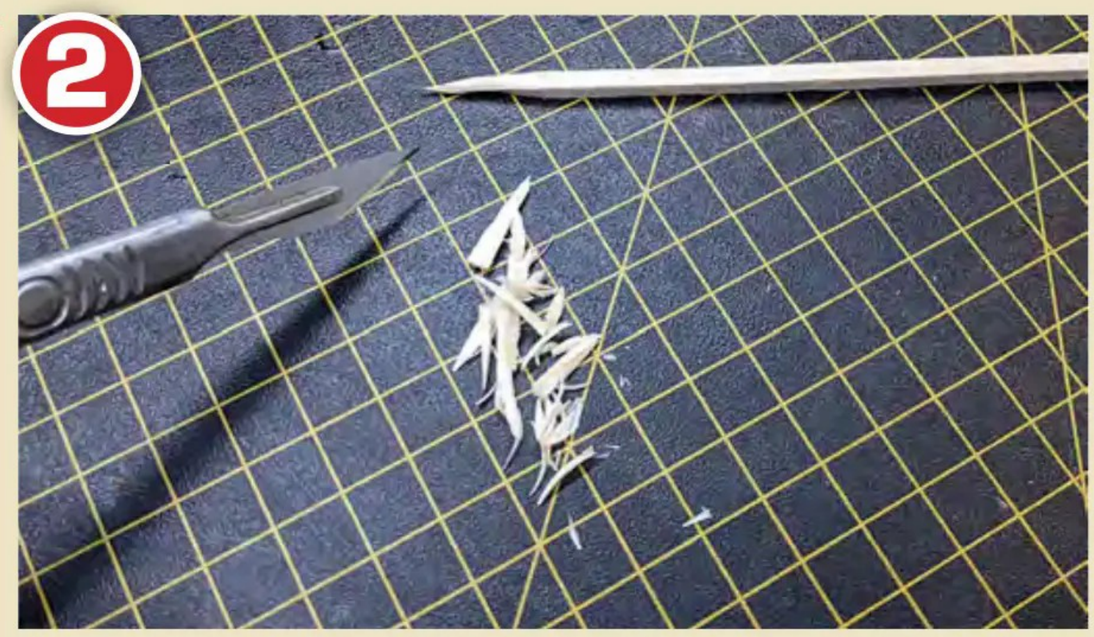
DAN EVASON

PLEASE TURN FOR
STEP BY STEP GUIDE

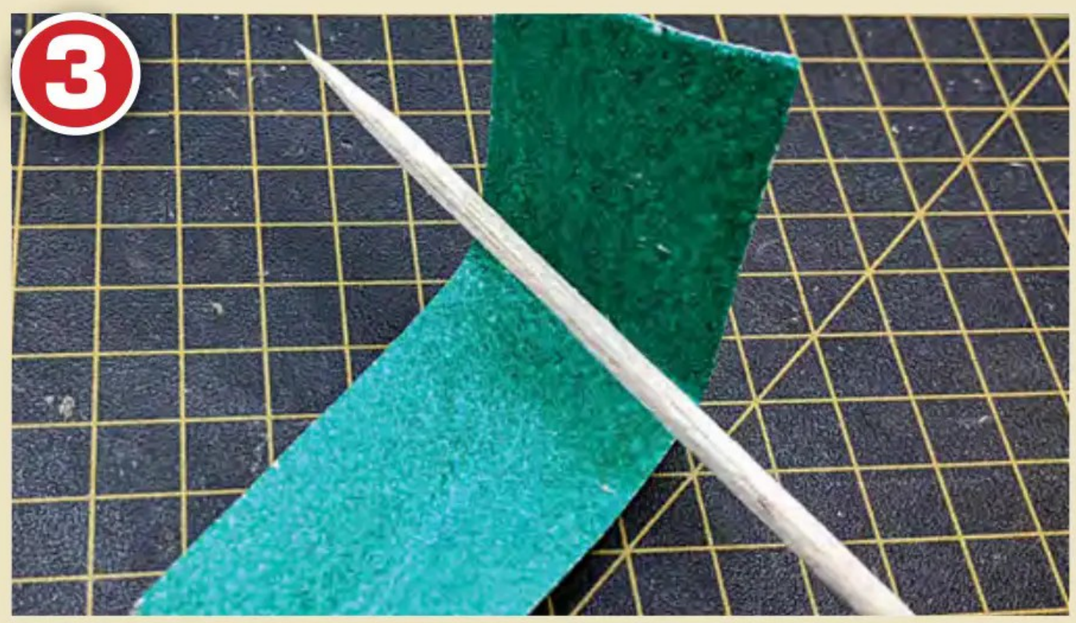
For his latest mini diorama, Dan Evason shows how to create realistic looking trees on a budget.



To create the tree trunks, I used 5mm square balsa wood cut to appropriate lengths, remembering that Scots Pines can grow up to 70ft tall, or 280mm in 4mm:1ft scale.



Using a sharp scalpel, carve the end of the balsa wood into a point: the wood is soft enough so you can squeeze the tip into the desired shape once ready: this will become the top of your tree.



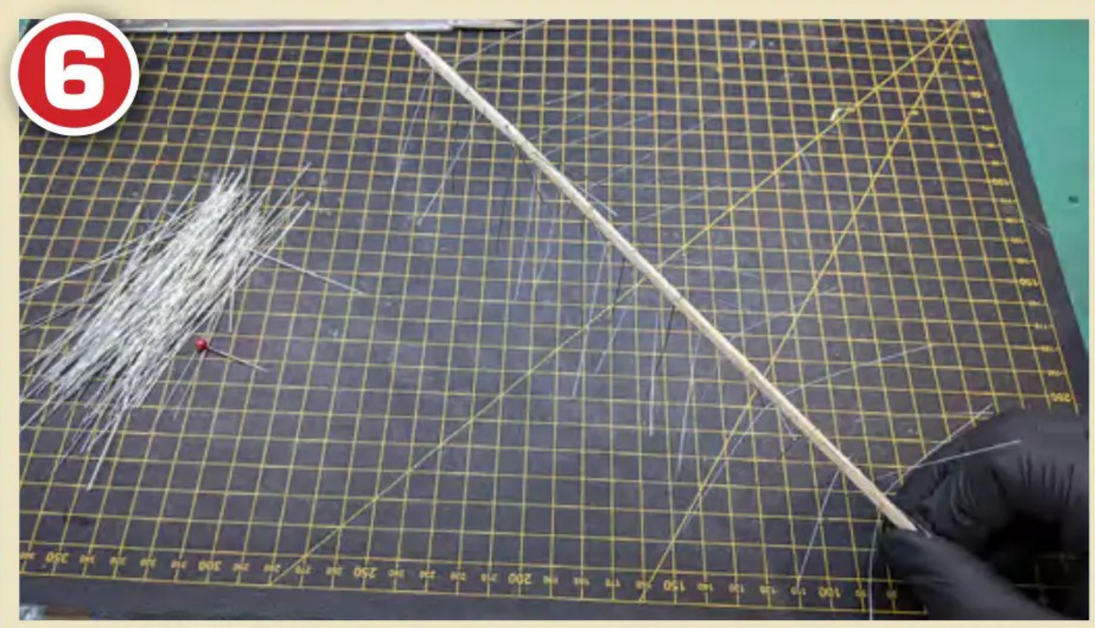
With the top of the tree created, the trunk is then sanded to shape using some 80 grit sandpaper. This creates a realistic bark texture if you gently rub it up and down the trunk.



Wire is used to create the branches. Flower arranging wire is about the right thickness: snip it into lengths.



A dress maker's pin was all it took to press a hole through the main trunk for the wire to pass through. Starting at the bottom, I spiralled my way to the top inserting the metal wire after each hole and using cyano glue to hold the branches in place. I tightened the spiral nearer the top, which will also help when adding foliage.



With the wire branches in place, these were then trimmed so they appeared more realistic. At the bottom, the branches were trimmed to be almost stubs, widening at first and tapering to a point at the top.



For bark texture, MIG Ammo Muddy Ground paint was used as this has a gritty finish to it. I applied it in a stippling action all over the tree using a large cheap paintbrush and left it to dry.



Tamiya Flat Earth was then lightly dry-brushed over to provide additional texture and variety in appearance.

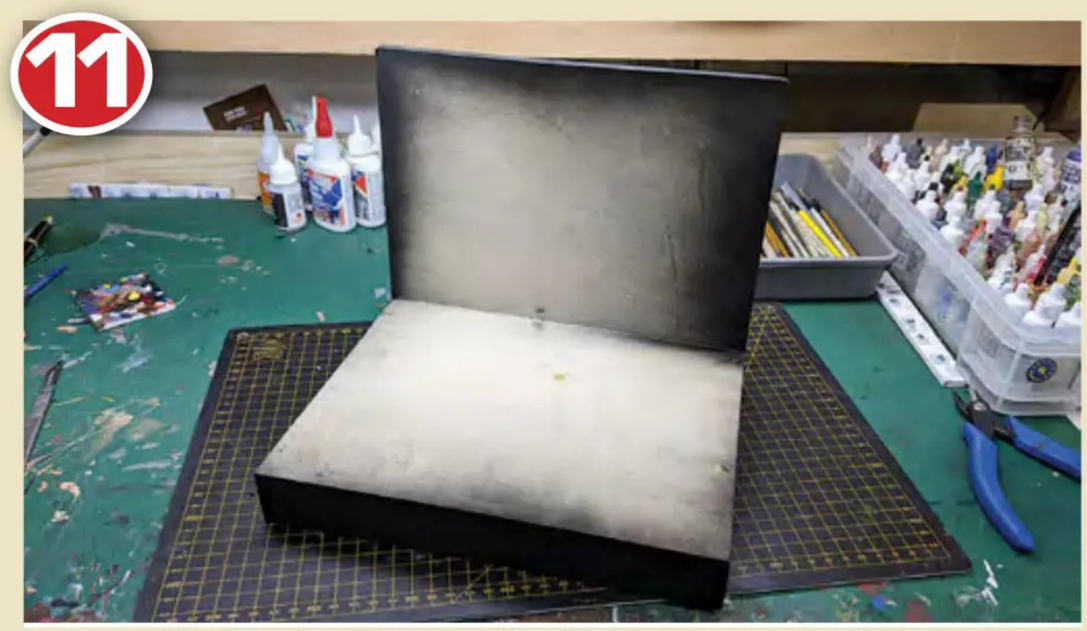
Intermediate
Beginner SKILL LEVEL Advanced



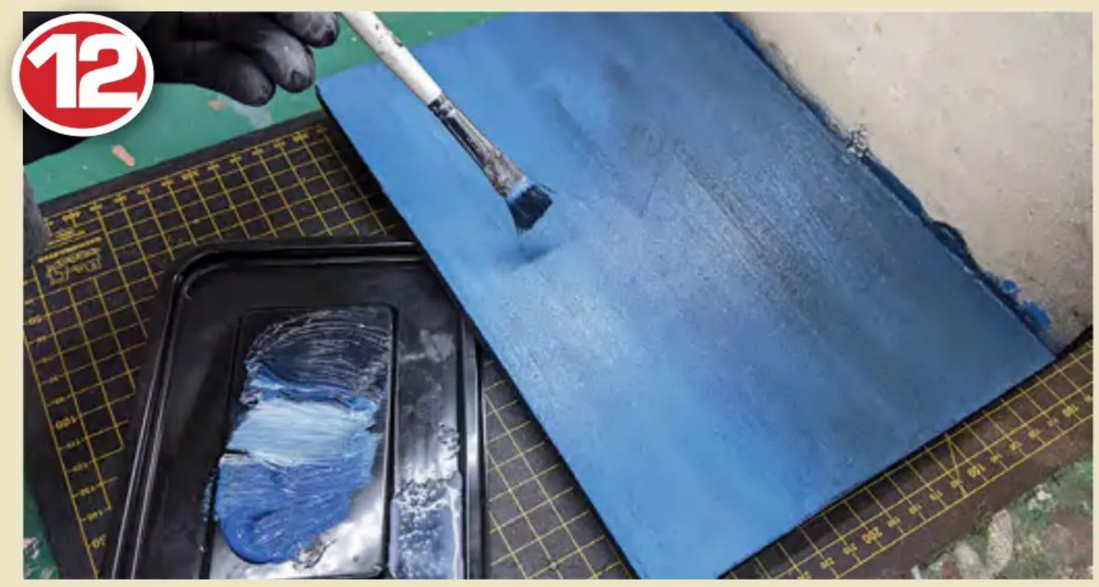
To prepare the tree for the foliage, I brushed PVA onto each branch individually, ensuring all were covered. I could use spray glue, but it doesn't give total control.



A static grass applicator makes applying foliage to the branches easy, although you could sprinkle it on by hand for a similar effect. I used WWS North European 6mm static grass as I found this to be a close match to the real thing. When using an applicator, the static grass jumps to the glued areas of the tree, creating a suitable pine look.



For this project I needed a baseboard, which I made with 9mm birch plywood and a similar rear section for the backscene. The edges of the board were then sprayed black at this stage to aid the final presentation.



Next, the backscene was painted in a graded blue, starting with light blue at the top and working down to darker blues at the bottom. This should give the effect of a much larger forest fading into the background, and low relief trees against the backscene would help the effect further.



I wanted to give this scene some height, so I carved some leftover foam using a large retractable craft knife. Be methodical and take care when using a sharp blade.



The foam hillside was then attached to the scene using a hot glue gun to speed the drying process. PVA would work just as well, but takes longer to dry.



For rough ground cover, I use hanging basket liner as it offers a good base to build on with static grasses, flocks and other materials. I cut a piece out and glued it into place.



A section of the hanging basket liner was removed where the woodland was set to be and brown acrylic paint applied to the area.



With the paint dry, Scale Model Scenery fine Forest Floor scatter was applied over a patch of PVA glue. Once the glue was dry, the excess scatter was tapped off.



Next, 6mm Dead Grass was applied using a static grass applicator, followed by patches of North European static grass to vary the texture and height.



Woodland Scenics coarse turf was added to continue the layering process. This was fixed into place with WWS layering spray.



These brilliant Fern and Bracken sets from Scale Model Scenery really add height and shape to a scene. Using a sharp scalpel, gently snip the laser cut tags off the frets.



Bend the leaves into shape, and after applying a spot of glue, use tweezers to place them.

Intermediate
Beginner SKILL LEVEL Advanced



I made five trees for this project, with three at the back for a tight fit. Bending the rear branches back on themselves gave the trees a fuller look and helped create the illusion of a bigger forest.



After piercing the hanging basket liner, I then placed the remaining trees at the front of the scene. Because they are made of balsa, they can be fragile.



To add some life to the scene, this 4mm scale gentleman and his dog from the Modelu range were carefully painted with acrylics.



When dry, the figures were placed into the scene, completing the appearance and really bringing the whole diorama together.

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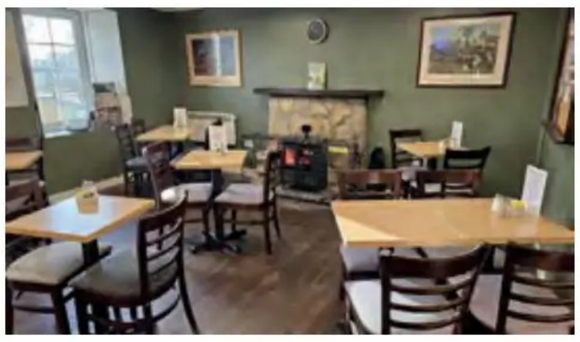



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PAINTING A GNR

SIGNALBOX

One of 2024's additions to the PJM Models collection of laser-cut kits available from the Key Model World Shop is this Great Northern Railway signalbox. **MIKE WILD** explains how he painted the structure.

PAINTING doesn't have to be difficult, and buildings are a great way to build up painting techniques using aerosol cans and brushes. This guide focuses on the steps taken to paint a PJM Models laser-cut kit of a Great Northern Railway signalbox for 'OO' gauge – but the methods are readily applicable to other scales.

The laser-cut kit was built as per the instructions with the exception of the window frames and glazing which were omitted to allow spray painting of the base colour and frames.

Spray painting is a great way to get an even finish on a simple structure like this, and you don't need an airbrush either. We use Halfords spray paints for priming and base colours as they are easily sourced and offer good spray control from the nozzle. The most important points to remember with spray painting are to work outside or with an extractor and always wear a mask, even when outside, to prevent inhalation of paint particles. In addition, always start spraying before the subject and release the spray nozzle after so you don't end up with pools of paint at the start and finish of a stroke.

Once the base white primer colour had been applied, attention turned to brush painting the brick and stone details. For this we used MIG AMMO Urban Diorama acrylic colours which come in a handy six pack offering all the main shades you need. The brick colouring was built up with three shades – a base of Red Primer Light Base followed by dry brushing of Dark Rust and Earth Brown to highlight the brick faces.

The finishing touches were installation of the glazing and window frames – the latter spray painted white before adding to the model.

The completed signalbox looks the part and took just a couple of evenings to complete (allowing for drying times), making it ready for assembly of a full interior at a later date.

The following step by step guide explains the process from start to finish and you can see our full collection of PJM Models laser-cut kits on the Key Model World Shop.

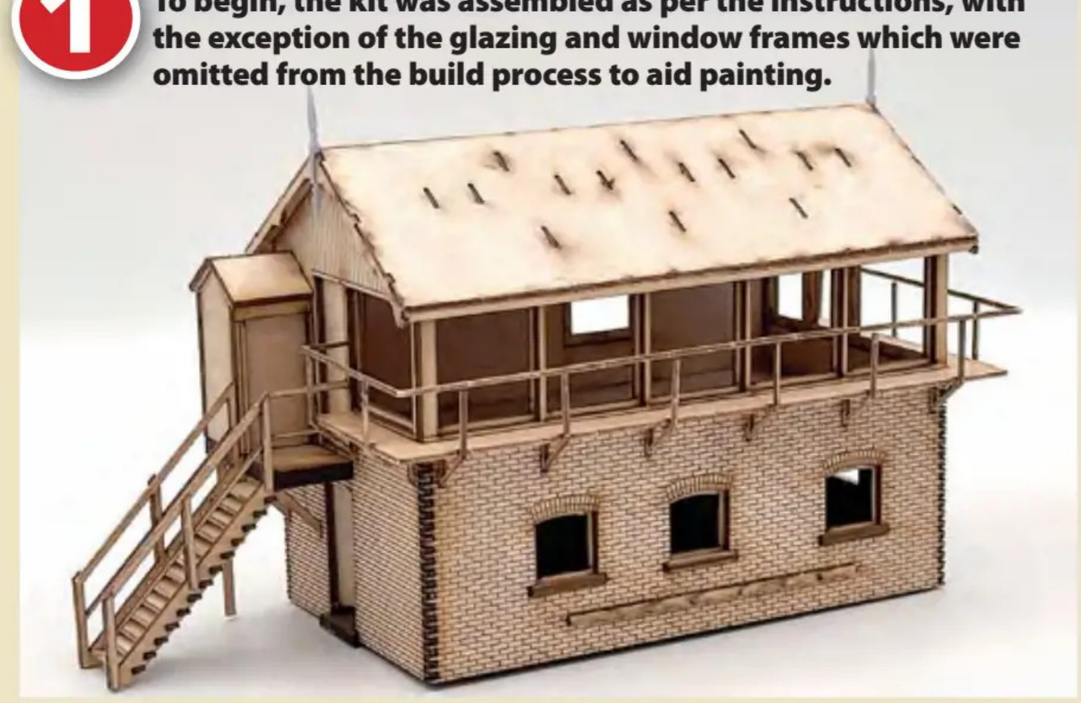
● **Visit *www.keymodelworld.com/shop* for more information.**

WHAT WE USED	
PJM Models laser-cut GNR signalbox kit	MOD125
Halfords White Primer aerosol	473124
MIG AMMO Urban Dioramas paint set	A.MIG-7177
Lifecolor Burned Black	UA736

STEP BY STEP PAINTING A LASER-CUT SIGNALBOX KIT IN 'OO'

Intermediate
Beginner SKILL LEVEL Advanced

1 **To begin, the kit was assembled as per the instructions, with the exception of the glazing and window frames which were omitted from the build process to aid painting.**



2



The whole structure was given several coats of white primer to build up the depth of colour. Applying one single heavy coat would saturate the wood, whereas multiple paint applications allow the detail to be retained.

3 **Next, the brickwork on the lower half was brushed over with MIG Ammo Red Primer Light Base from the Urban Dioramas set (A.MIG-7177) as a basic brick colour.**



4



This first brick colour was then followed with dry brushing of Dark Rust and sparing amounts of Earth Brown to bring highlights to the bricks and increase the depth of colour.

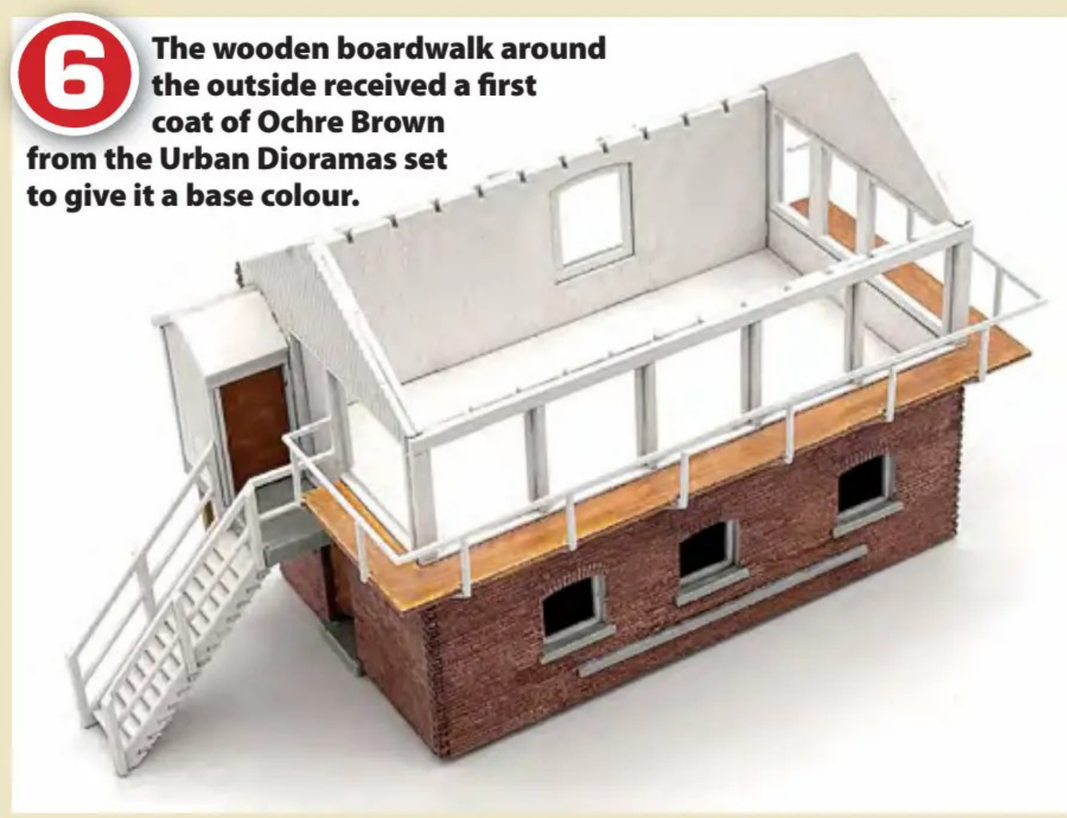
5



The window frames, steps and staircase top were all picked out with Stone Grey (A.MIG-0075) from the Urban Dioramas set to given them an authentic colour.

6

The wooden boardwalk around the outside received a first coat of Ochre Brown from the Urban Dioramas set to give it a base colour.

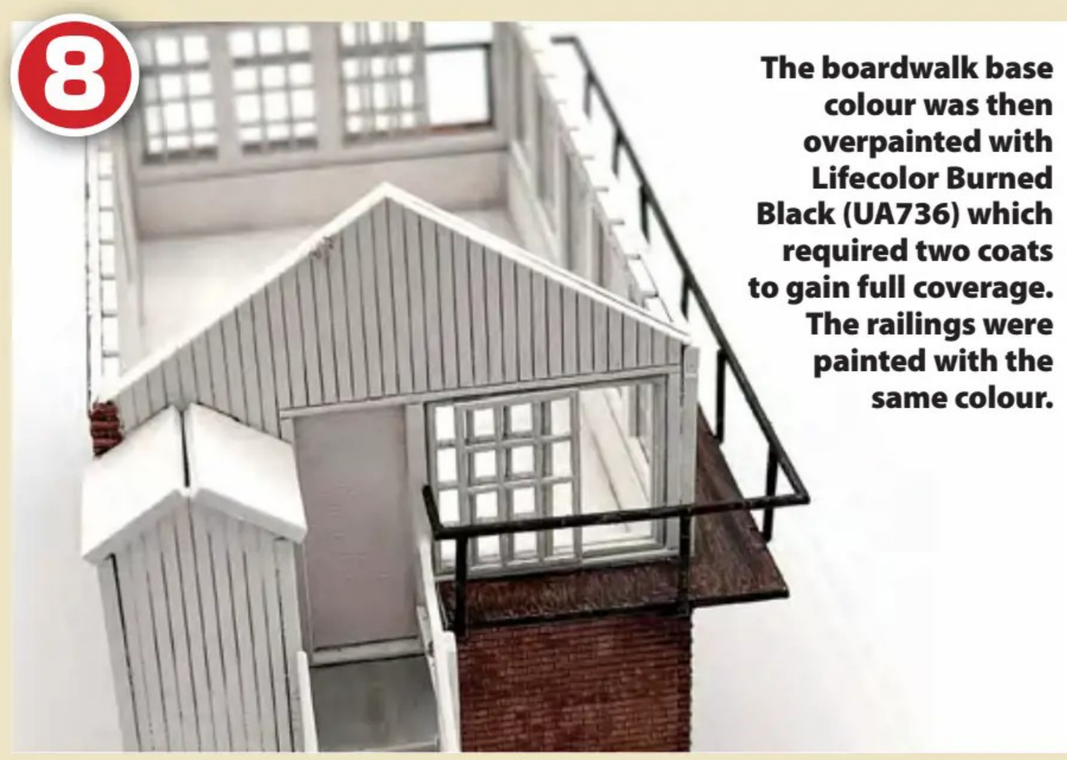


7



Installation of the glazing and window frames followed next. All the window frames were spray painted with the same white primer as the main structure for a consistent finish.

8



The boardwalk base colour was then overpainted with Lifecolor Burned Black (UA736) which required two coats to gain full coverage. The railings were painted with the same colour.

9



To ensure the white primer doesn't show through the first row of roof tiles, a band of Lifecolor Burned Black (UA736) was added to the bottom of edge of the roof.

10



Roof tile strips are then added from the bottom up and gradually cover the roof panels. Remember to stagger the roof tiles so that each layer sits half a tile to the left or right of the row below.

11



The floor of the signalbox cabin was then painted with the same stone grey as the outer details and gained a vinyl flooring look by washing the paint thinly over the top of the white primer.

12



Finally, the roof is mounted onto the signalbox - completing the model and making it ready for installation on a model railway.

CLASS 104 CONVERSION

PART 2

Having already rebuilt the underframes as part of his Class 104 conversion, **TIM SHACKLETON** turns his attention to the bodywork. 3D-printed components come to his aid, as he explains.

AFTER LAST MONTH'S TUSSLES with underframes designed the best part of 50 years ago, it's time for the pretty bits – the bodyshells. You might ask why, with the Heljan model well on its way, I wanted to go to so much trouble to create a decent-looking model of a Class 104 Diesel Multiple Unit (DMU). Firstly, why not? and secondly, owning a '104' was always going to be peripheral in budgetary terms.

There's always a risk element when it comes to making major alterations to an as-bought model but with the constituent parts so cheaply available as spares, I felt pretty safe in reaching for the razor saw and heavy blades. People have been turning Hornby Class 110s into Class 104s for as long as the base model has been on the market but what has never been available previously, as we saw in the previous instalment (HM202), are accurate 3D-printed components that simplify the work of conversion and add much-needed detail authenticity.

I might add here that the scope of this kind of cut-and-shut project isn't limited to one specific class of DMU. The Lima Class 117 is particularly versatile and can be picked up cheaply, opening up the doors to lookalike Pressed Steel and Birmingham RC&W designs as well as the products of BR's Derby Works. Quite a few years ago now, long before the release of commercial models of the Western Region 'bubble cars', I chopped one up to create a Gloucester RC&W Class 122 in original condition with all the trimmings in 'P4' scale (18.83mm gauge and 4mm:1ft scale). **HM**

● **Read our full collection of step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.**

USEFUL LINKS	
Bondo	*www.3m.com*
Hornby	*www.hornby.com*
Iron Mink Designs	*www.thingiverse.com/ironmink/designs*
Railmatch	*www.howesmodels.co.uk*
Tamiya	*www.tamiya.com*



A three-car Class 104 DMU arrives at Stockport in 1962 with a Crewe to Manchester (London Road) train. Dazzlingly bright electric head and tail lamps were not a feature of the steam era railway, or for many years afterwards – they are essentially a feature of the mid/late 1980s and beyond. Rail Online.

Repainted at Cowlairs depot the previous year, Class 104 DMU 104325 (53424 and 53434) in its special ScotRail livery passes Clifton on the approach to Tyndrum Lower with an Oban to Crianlarich summer shuttle on June 24 1986. John Chalcraft/ Railphotoprints.uk.

"There's always a risk element when it comes to making major alterations to an as-bought model but with the constituent parts so cheaply available as spares, I felt pretty safe in reaching for the razor saw and heavy blades."

TIM SHACKLETON

CREATING A CLASS 104 DMU IN 'OO' – PART 2



Some of you might remember the Craftsman Models detailing and conversion kits for DMUs. They were very basic but offered a good start and, with care, could produce a satisfactory result. Underframe detail was largely ignored apart from front-end pipework.

TIP

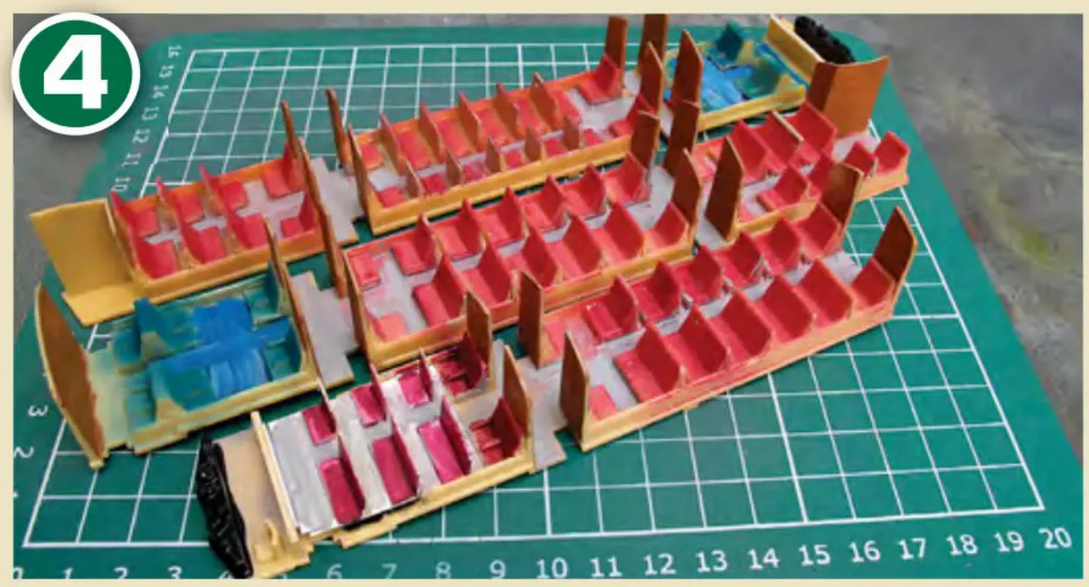
When sanding detail from a model, be methodical and do so gradually, a little at a time. It is far easier to stop, check and then file more material away, rather than discovering you have taken too much away!



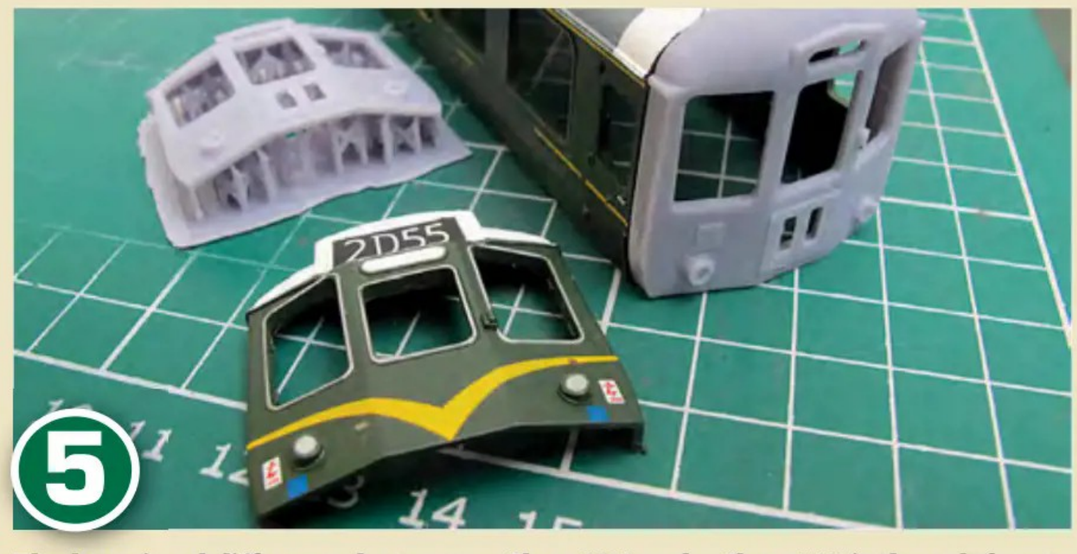
Turning at last to the bodyshells, I used emery board nail files to round off the sharp angle in the lower bodysides and remove the prominent window frames, which were a feature of the Class 110s but not the Class 104s.



At this stage the three bodyshells appear to be in a very sorry state, but that's the worst of it over with and now we can start the rebuilding process, including a lick of paint.



The next task is to sort the interiors. The ones supplied by Hornby are substantially correct for a Class 104, and oddly less so for the Class 110 for which they're intended! I made a new Second Class section to go behind the driver on the Motor Brake Second.



The key visual difference between a Class 104 and a Class 110 is the cab front. Here I've carefully sawn off the existing moulding along the front edge of the driver's door and replaced it with a 3D print from ironminkdesigns that has the correct outline for the earlier units. A mitre block would be handy but I prefer to make a rough cut first and then trim back with files.



These days I use an American-made automotive putty called Bondo for gap-filling. It can be hard to find over here but it's superb stuff - very fine and easy to work with. Unlike other fillers, it doesn't sag when dry.



Self-coloured plastic doesn't need priming but an undercoat is desirable, especially if you want to move from a darker colour to a lighter one. I used Tamiya XF-19 Sky Grey.



I experimented with different shades and blends of green in order to recreate the bright, almost malachite shade on some DMUs and railbuses in the mid and late-1950s. Here are four DMU colours from the Railmatch range of acrylics.

Intermediate
Beginner SKILL LEVEL Advanced



9

Factors such as roof colour and the presence (or absence) of lining and even 'speed whiskers' can affect our perception of colours. In the event I think Southern Region malachite was the right choice for this interim shade – there was no such thing as a standard DMU green.



10

Lining out by hand is very satisfying but it's a skill that takes time to acquire, and you certainly won't get everything right first time – some touching-in is always necessary. I have a selection of pens, including a 120-year-old ivory handled mapping one and a modern lining example. In this particular application I find enamel paint flows more easily than acrylics.



11

Glazing was completed using 0.5mm styrene. Photographing my models at every stage of their creation can be painful at times but it does allow me to pick up errors and correct them.



12

At this late stage I received a set of 3D-printed roof vents that suit various types of DMU, including classes 104 and 110 (and Class 20 locomotives!). Having marked the exact centre of the existing vents, I drilled through 1.0mm, snipped off the remains with cutters, filed smooth and then drilled again with a 1.5mm bit. Once I'd cleaned out the holes, I glued the printed vents in place with solvent. I thought the whole operation would be far more difficult than it turned out to be.

13

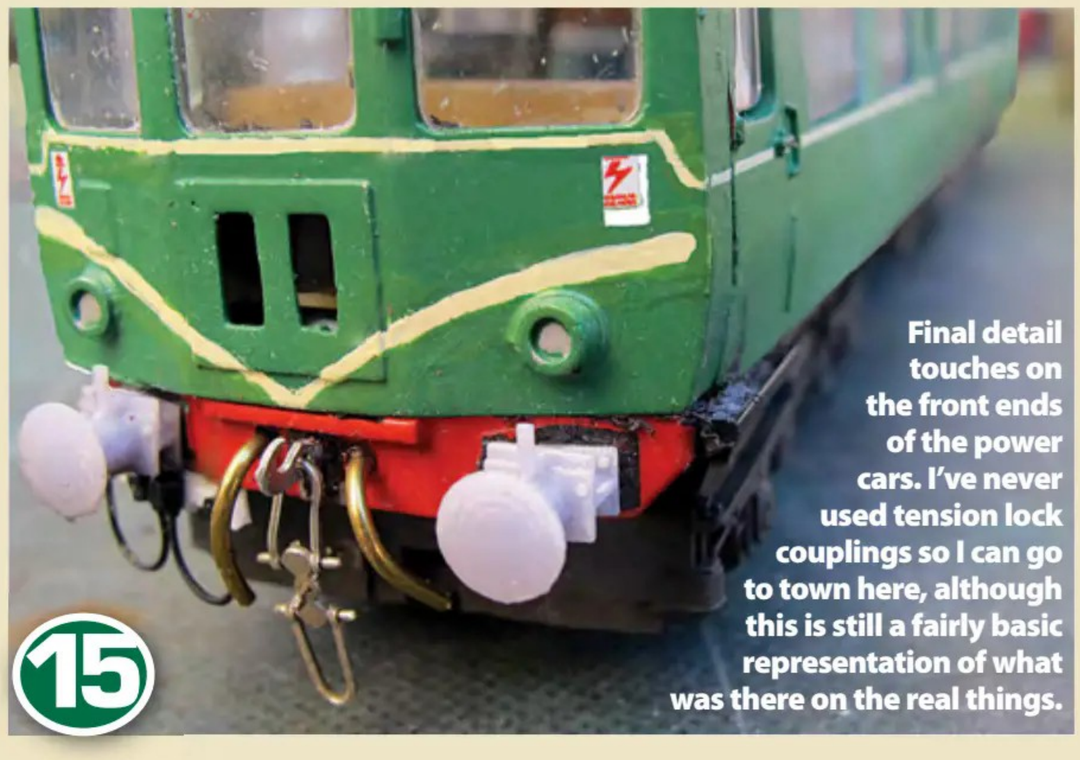
The centre car was the first to be finished. The correct wheelbase and the scale-sized roof vents make a considerable difference to the model's appearance.





14

The power cars soon followed. The old lion-and-wheel crest was still being applied to units delivered in 1957, so that's what I used here. These coaches wouldn't be repainted for a few years yet, and I haven't seen a photograph of a bright-green set with yellow warning panels. Painting the interior seating in the correct colours makes quite a difference.



15

Final detail touches on the front ends of the power cars. I've never used tension lock couplings so I can go to town here, although this is still a fairly basic representation of what was there on the real things.

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Pen-y-Bryn

The South Wales collieries inspired **PHILIP COGGAN** to revisit his memories of working in them and create this compact scene in 'OO' gauge.

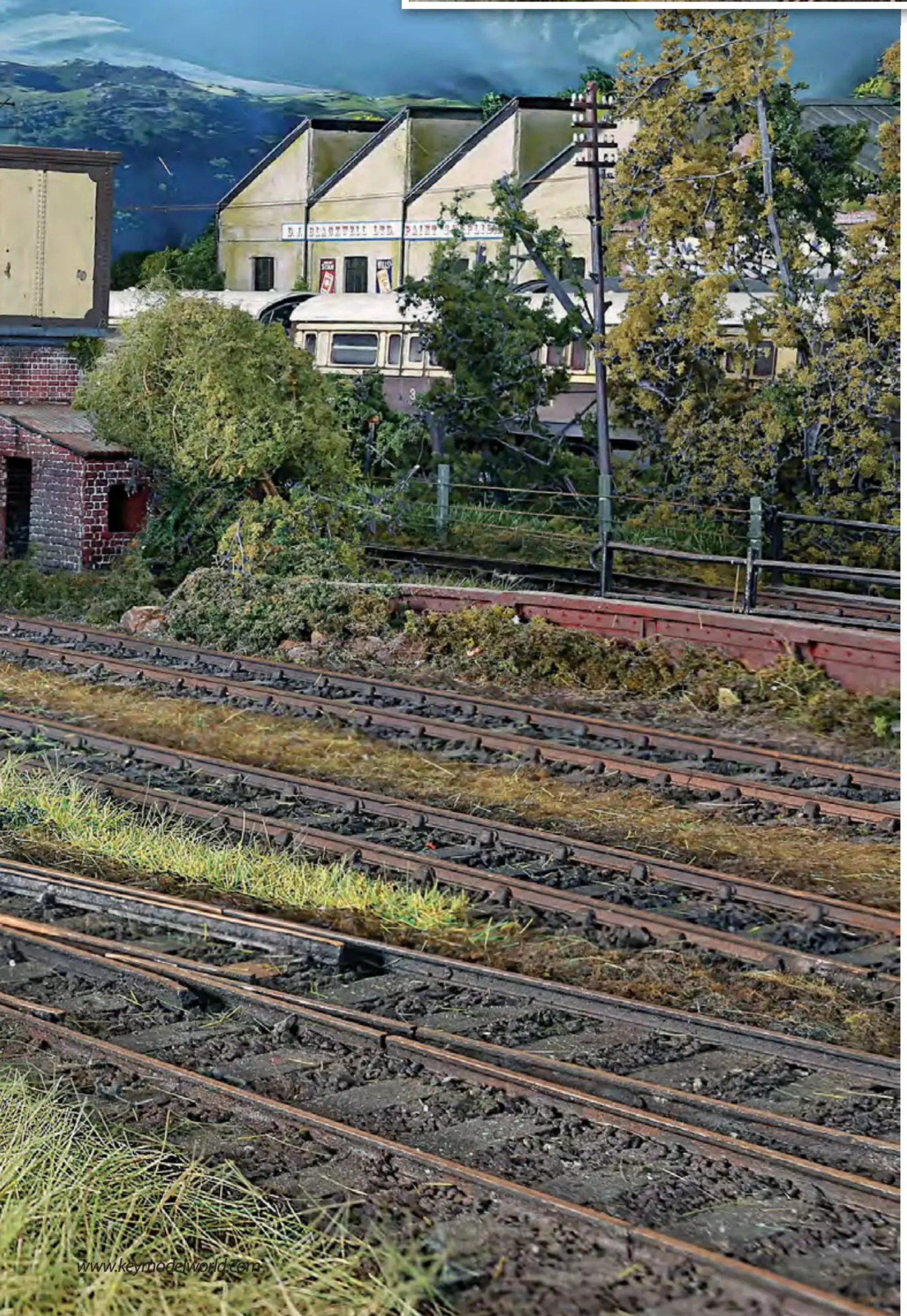
PHOTOGRAPHY, PHILIP COGGAN

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	18ft x 10ft	WESTERN	1950s-1960s	DCC



1 Right: **The colliery sidings appear busy as wagons are loaded with coal beneath the complex's screens at Pen-y-Bryn.**

2 Below: **Depot staff engage in conversation at Pen-y-Bryn shed as several locomotives stable between duties including a GWR '57XX' 0-6-0PT and '43XX' 2-6-0, plus a BR '5MT' 4-6-0 and '4MT' 2-6-4T.**



PEN-Y-BRYN was a project that started about 30 years ago. I wanted to create a 4mm scale layout based in South Wales and of my memories of when I was a young man working at Ogilvie and Oakdale collieries as a hydraulic roof prop repairer and a painter, signwriter and glazier.

Being able to visit all parts of the colliery – including underground – helped a lot with the model building but it had to be greatly reduced in size. Pen-y-Bryn fictional colliery was a bit of a challenge as I only had about 3ft in which to construct it. I have managed to fit the scratchbuilt headgear in which had to be built rather flat, as it was positioned against a wall. The offices, machine/engine/blacksmith/electric shops, screens, washery and yard are all there, albeit in a tight space.

The whole layout area would not be large enough to cover all the colliery – we forget how big these places were. To put it in context, the yard and sidings alone would take at least 18ft to model.

As a boy, I remember many visits to Fochriw signalbox. It was a quick trip from my house down to the bottom of the street, through a fence, over the track and up the platform ramp, then up the signalbox steps. Dai Ballard was the signalman. He had many hobbies - photography and playing accordion amongst them. The signalbox was always warm with a glowing coal fire. There were two large well-worn chairs and a dartboard behind the door.

It was a good experience watching Dai operate the point and signal levers and passing the token to the locomotive drivers. I remember him fixing detonators on the track for New Year's Eve, which I am sure he shouldn't have done but there was very little health and safety back then! I spent many happy hours in that signalbox and I will always remember that experience as it set me up later for railway modelling. »



SEAM OF INSPIRATION

The layout baseboard which is permanently fixed down was built from 2in x 1in timber and chipboard.

The era is loosely based on the 1950s and early '60s, with my approach being to seek an accurate-looking scene. I have photographed all areas from all conceivable angles, and I like to shoot it when the light is particularly good. Photographing the layout changes it from a model into something more tangible. Editing software allows me to add extra detail to the skyline and smoke and steam to the locomotives. Converting the images to monochrome can really provide extra character.

Pen-y-Bryn is built around a room above a double garage and measures 10ft x 18ft, with SMP phosphor bronze flexible track. This is great, especially after a few months when it darkens in colour to a dark rust, so there is no need to paint it. For a realistic layout it is very important to get the rails as close to scale as possible: in my view, many great layouts are spoiled with having overscale rails. Some pictures show workers standing next to a track where the height of the rails are up to their knees!

All of the points including the three-way turnout and a double-slip are hand-built and soldered to copper-clad sleepers. If I were building them today, they would be much more detailed with extra chairs, but these were not available at the time of building (the same with a lot of modelling products we take for granted now), so it was a case of making a lot more by scratchbuilding. As an example, corrugated sheets were made from toothpaste tubes which were lead based instead of plastic and could be formed with the corrugations easily.

Control started as analogue with a H&M controller, followed by a ScaleSpeed system which was a little more sophisticated having automated acceleration and braking. A few years ago, all the wiring was changed from isolated sections to a basic setup for Digital Command Control (DCC). The control panel also had to be upgraded as all isolated track sections had switches, which were not needed on DCC. Point movement is with two-way unlatched centre-off switches, so a simple flick of the switch moves the point blades either way. The locomotives were also upgraded with sound decoders which makes things a lot more realistic.

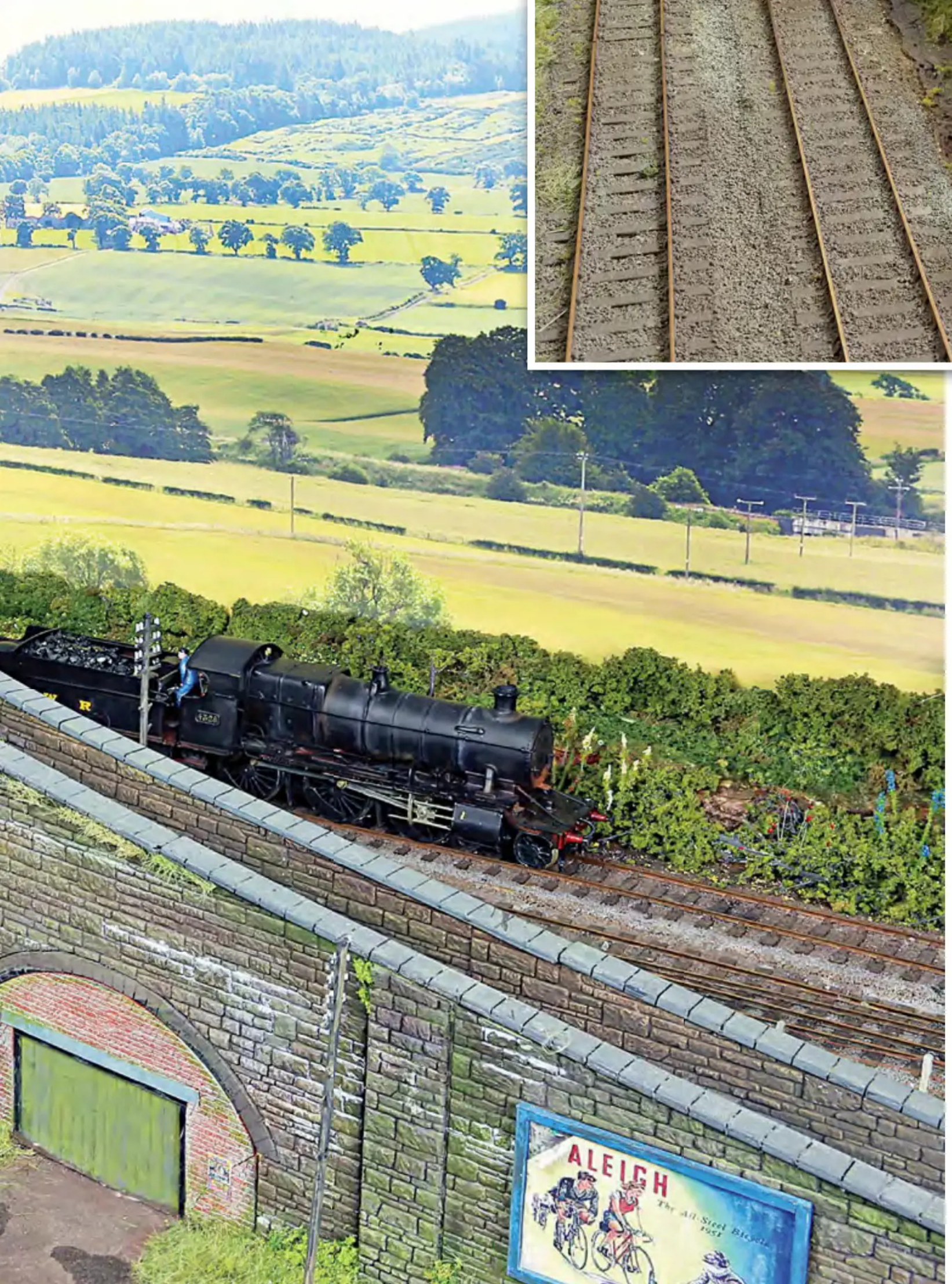
The point motors are mainly H&M which still work perfectly after all these years. Peco under-baseboard motors are also used which provide a realistic look as there is no need to hide the mechanisms. »



3 Left: **Problems on the colliery tramway as an empty wagon appears to have derailed. Two members of the colliery crew attempt to fix the issue.**

4 Right: **A Collett '61XX' 2-6-2T interrupts the tranquility as it emerges from the tunnel at the head of a short coal train.**

5 Below: **Churchward '43XX' 2-6-0 4326 skirts beneath the colliery with a collection of empty wooden planked open wagons.**





Left: **The signalman surveys the scene at Pen-y-Bryn station as a light engine awaits a clear route from Plaform 1.**

Below: **Standard ‘4MT’ 2-6-4T 80002 pulls away from Pen-y-Bryn station with a passenger train while a former GWR ‘57XX’ 0-6-0PT oversees shunting duties in the yard.**

STRUCTURES AND SCENERY

Most of the layout buildings are scratchbuilt, including the bridges, built mainly from thick card covered with brick or stone sheet. The exceptions are the engine and goods sheds which are Scalescene card kits clad with Wills stone sheet and slates. All buildings have lighting, mostly bulbs as LEDs were not readily available when the layout was started.

The miner’s cottages are based on the houses where I was brought up. These were two-up, two-down buildings with a lean-to kitchen, no central heating or hot water and an outside toilet and coal shed. My father later added a copper tank behind the kitchen fire so we could have hot water for a newly installed bath. I remember the pipes banging when the water got to boiling point. Before that we had to bathe in a tin bath in front of a fire.

I decided to build the four-house street on a hill to give a better effect. The rainwater from the downpipes would have originally run, flooding the pavement. This was

“As a boy, I remember many visits to Fochriw signalbox. It was a quick trip from my house down to the bottom of the street, through a fence, over the track and up the platform ramp, then up the signal-box steps.”

PHILIP COGGAN

overcome by cutting channels in the slabs to divert the flow to the gutter. Each house had a water stopcock sunk under the paving stones in front of the front door.

I have just a few Bachmann locomotives to run on the layout. The '57XX' 0-6-0PT was modified with an etched brass chassis and a Mashima motor and flywheel. Two of my other locomotives are kits - a South Eastern Finecast '61XX' 2-6-2T with a Mashima motor geared to a 60:1 ratio and a Malcolm Mitchell '43XX' 2-6-0 with a Portescap motor. Weathering was added with an airbrush and powders. A few years ago I started to change the standard couplings to Sprat and Winkle, but I still have a long way to go.

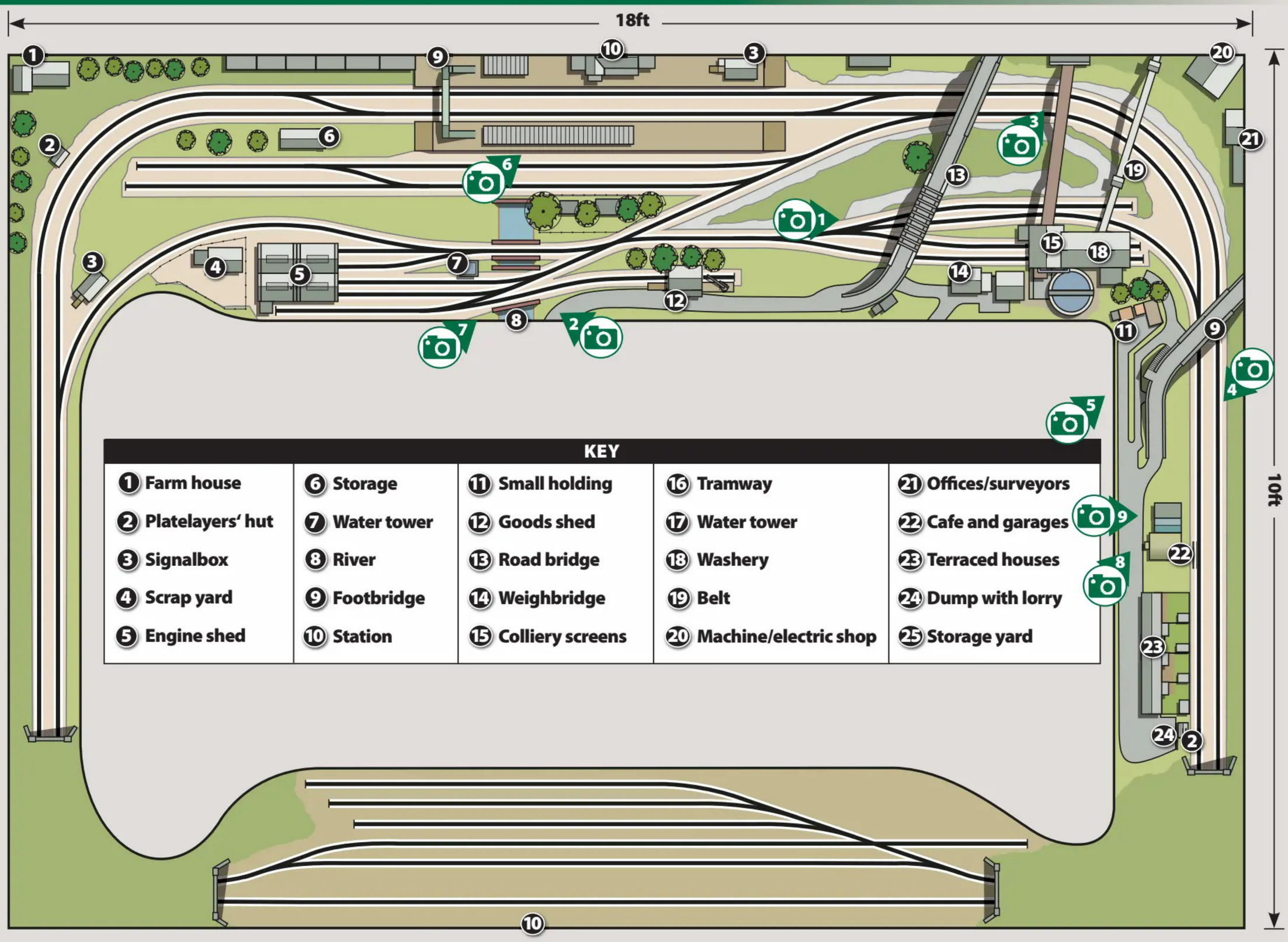
The layout has many cameos. Out of all of them I very much like the scrapped car and stables area. The cars were quite time consuming to do, but well worth the effort. I used a jeweller's piercing saw to remove bonnets, boots and doors and needle files to tidy up, but besides that, lots of items were added. On the Ford Anglia, an engine, radiator, starter motor, coil, regulator, dynamo, battery, inside door handles, gear stick and dashboard with instruments were added which really makes it look better.

The area between the houses and the scrapped cars and stables took some thinking about as to what to put there. A chapel was one idea, so I took pictures of the area and digitally superimposed a chapel just to see. I wasn't sure it looked interesting enough, and I eventually decided on some private garages and a Nissen hut. There used to be one in my »

8 **A Collett '57XX' 0-6-0PT rounds the corner beneath the colliery workings while heading a local stopping train formed of non-corridor stock.**

9 **Owners of two recently repaired cars are deep in conversation as GWR '61XX' 2-6-4T 6106 rumbles past with a rake of empty coal wagons. The dismantled vehicles appear in a sorry state.**

PEN-Y-BRYN TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Farm house	6 Storage	11 Small holding	16 Tramway	21 Offices/surveyors
2 Platelayers' hut	7 Water tower	12 Goods shed	17 Water tower	22 Cafe and garages
3 Signalbox	8 River	13 Road bridge	18 Washery	23 Terraced houses
4 Scrap yard	9 Footbridge	14 Weighbridge	19 Belt	24 Dump with lorry
5 Engine shed	10 Station	15 Colliery screens	20 Machine/electric shop	25 Storage yard



village which was converted into a cafe, so I based mine on this, building it from thin flexible corrugated sheet.

I added a some cars to give more interest. I opened the door on one and found a Modelu figure in the right pose with his hand on the door handle. Three more figures were added, one leaning against a garage door, one over an oil drum and another with a cane and labrador. At the rear of the engine sheds was an empty area. It was small but worth modelling, so I decided to create a scrapyard. An office building was built and plenty of old scrap added to make this area more complete.

Most of my time spent on the layout today is modelling buildings and really adding to the scene. Recently, I have replaced most of the figures with Modelu versions, which in my opinion, give that extra bit of realism, I have seen a lot of great realistic layouts spoiled by unrealistic figures - some even look cartoon-like. Modelu figures really help to make the layout look more convincing: the company has done the modelling world a real favour in providing such a wide range of realistic people to populate our layouts.

I hope Pen-y-Bryn provides a sense of what the famous collieries in South Wales looked like in the steam era: it is all long gone now, but the spirit lives on. **HM**

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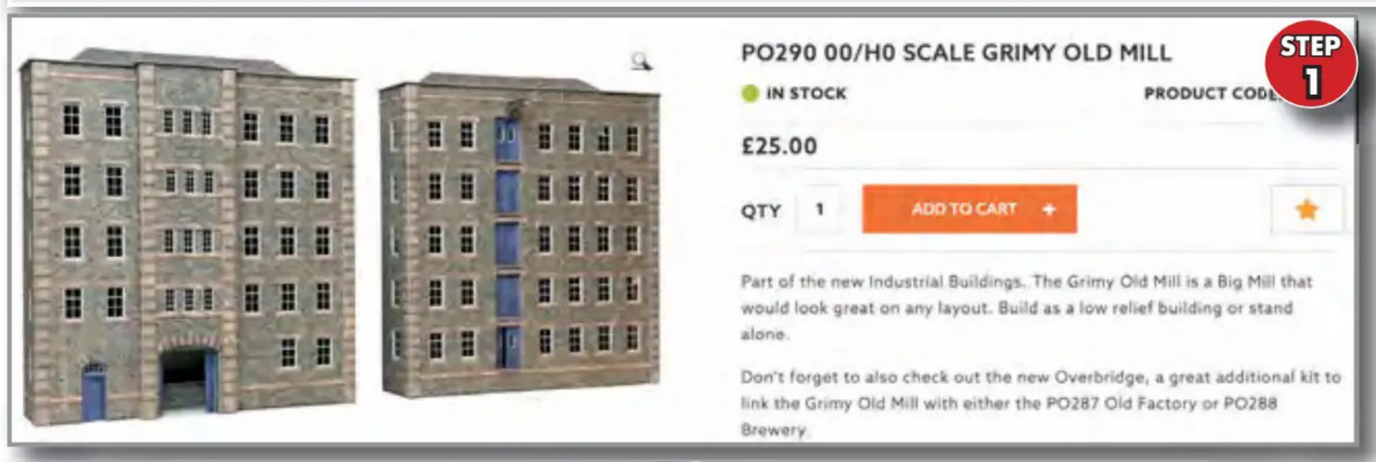

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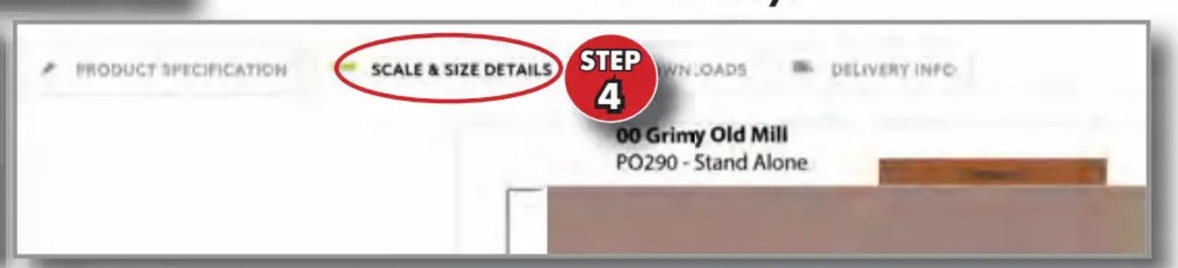

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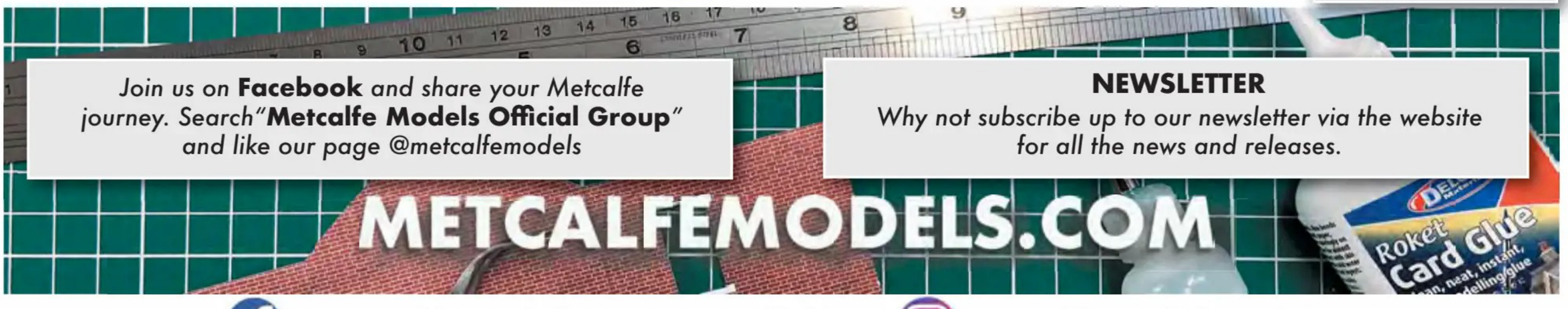

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FIRST REVIEW

Heljan's all-new

BRUSH TYPE 4

The long-lived and versatile Class 47s are a popular choice for ready-to-run models with a wide range of colour schemes. Heljan has delivered its brand-new offering for 'OO' gauge - **MIKE WILD** finds out how it measures up.



The face of the Heljan Class 47 appears to be narrower than the real locomotives.

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IF THERE IS ONE LOCOMOTIVE every main line layout from the 1960s to the present day needs, it's a Class 47. 512 were built by Brush Traction and BR at Crewe Works and there are still examples in daily use on the national network today with GB Railfreight, West Coast Railways and Locomotive Services Limited.

Over the years the Class 47s have worn many different colour schemes and travelled to all points of the country, making them perfect candidates for a ready-to-run model. We've seen examples by Hornby, Lima, Bachmann and Heljan in 'OO' gauge as well as Graham Farish in 'N' gauge and Heljan in 'O' gauge.

On our review desk now is the latest 'OO' gauge model from Heljan – an all-new product which owes nothing to its predecessor which was over-width on the body.

Heljan set out its stall early for the Class 47 and has been working on the development of a tooling suite which can cover all major variations with fine detailing. The first batch contains 10 different locomotives as well as an 11th as a special edition for the Gaugemaster Collection modelling 47596 *Aldeburgh Festival* in Network SouthEast colours – the subject of our review sample.

THE MODEL

The package offered by Heljan is a huge upgrade over the previous edition. For starters, it is the first model from the manufacturer to be offered both DCC ready and DCC sound fitted from the factory while it also contains a modern circuit board with independent control of the head and tail lights, engine room lights and cab lights as well as factory fitted twin speakers to play



The cab interior is superbly detailed with painted, printed and moulded components.

TECHNICAL DETAILS	
Manufacturer:	*www.heljan.co.uk*
Cat No:	GM4240202 (DCC ready)/ GM4240222 (DCC sound-fitted)
Description:	Class 47 47596 *Aldeburgh Festival*, BR Network SouthEast (late)
Builder:	Brush Traction
Region:	All, except Southern Region
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	254mm (over buffers)
Price:	£249.95/£389.95
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	Twin speakers
Exterior lights:	Directional head and tail lights, high intensity headlamp
Interior lights:	Cab and engine room
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Mixed traffic
Haulage capacity (expected):	10 carriages
Haulage capacity (actual):	10 carriages (maximum tested)



The all-new Heljan 'OO' gauge Class 47 is here. Our review sample models 47596 *Aldeburgh Festival* in Network SouthEast colours.

the Legomanbiffo sound file on an ESU 21-pin sound decoder – more on that later.

The specification for the new Heljan Class 47 is stellar. Highlights include nine different cabs to model all main variations and the ability to use different cabs at each end, original and cutaway buffer beams, seven options for the No. 2 boiler roof panel, original fixed and Serck radiator shutters for the No. 1 end, highly detailed cab interior including the internal framing and more than 150 separately fitted parts.

The body tooling is brand-new and features attractive differences to its predecessor with a hugely improved body to bogie relationship, but there is something curious about the cab front. We've spent many hours poring over photographs and drawings of the Class 47 and came to the conclusion that the taper of the cab sides is too steep, making the cab front too narrow. The three-quarter side view is much more accurate and captures the looks of the locomotives well with all major dimensions matching the real locomotive in terms of length, height and width of the main body.

Putting this aside, there is plenty to appreciate on the new Class »

47 from Heljan including neatly fitted metal handrails, superbly detailed cab interior – even down to the decoration of the bulkhead – while there is even painted detail behind the engine room windows, finely engraved roof grilles, correct underframe tanks for each locomotive sub-class and neatly detailed multi-part bogies.

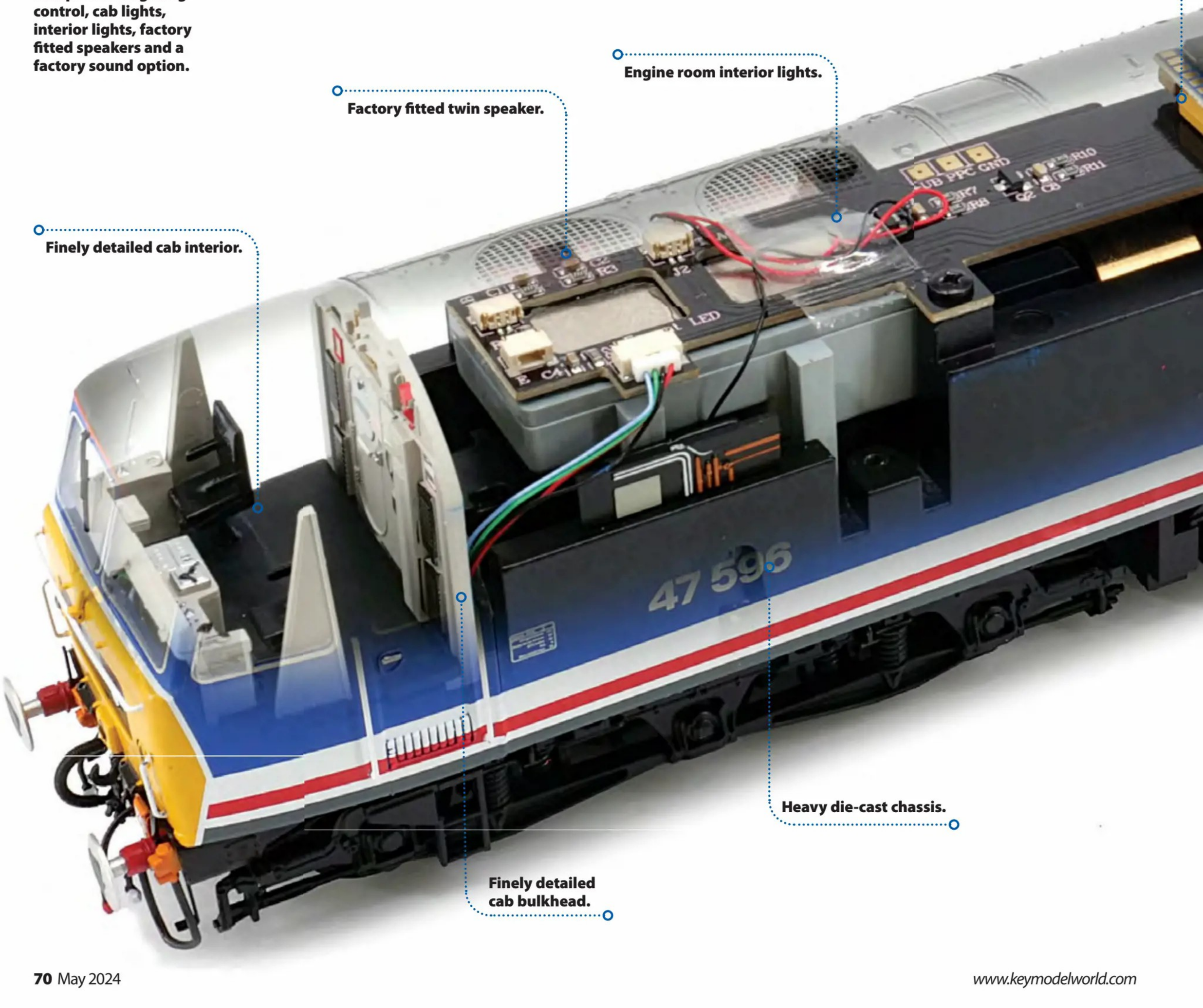
Sprung buffers are fitted as standard while buffer beam pipes are factory fitted and there are small tension lock couplings which can be fitted at each end as well as optional miniature snowplough. These have screw-mounts to the underside of the chassis to keep them separate from the bogies.

Our review sample of 47596 was superbly decorated with fine application of the Network SouthEast livery carried by the locomotive in the late 1980s and



Correct fuel tanks are paired with each locomotive sub-class for a realistic appearance.

Inside, the Class 47 is Heljan's most advanced locomotive to date with independent lighting control, cab lights, interior lights, factory fitted speakers and a factory sound option.



"The body tooling is brand-new and features attractive differences to its predecessor with a hugely improved body to bogie relationship."

MIKE WILD



Buffer beam parts are fitted at the factory while the bogies are made up of multiple parts.

Comprehensive circuitboard for lighting.

Powerful five-pole motor.

Cab interior lights factory fitted.

Four-axle drive and floating centre axles.

Correct fuel tanks and battery boxes.

early 1990s. This includes correct colours, fine printing of the logos, numbers and data panels plus printed nameplates – although there are no replacement etched plates included in the box.

PERFORMANCE

Heljan has always provided a smooth running and powerful mechanism in its 'OO' gauge locomotives, and this Class 47 is no exception. We ran 47596 in for 30 minutes in each direction before moving on to loaded testing. Throughout all our tests, the model ran smoothly and silently at all speeds and offered flawless track holding – helped by the floating centre axle on each bogie.

The four-axle drive system has been common to Heljan six-axle diesel locomotives throughout and has no impact on their haulage capacity. We tasked our sample with a hefty 20-wagon container train – it didn't bat an eyelid – and it was equally happy at the head of a scale length 10-coach train of BR Mk 2 stock.

This locomotive is also Heljan's most feature-rich to date and the first to be offered factory sound fitted. The sound schemes have been developed by Legomanbiffo specifically for the Heljan model and include full onboard control of all lighting features as well as a full suite of sounds which replicate the real prime mover and ancillary features.

The sound is quieter than some, but certainly not underdone: in fact, it suits the size of the model. With a critical hat on, it could perhaps do with a little more bass in its soundtrack for our ears, but others may differ.

Still, we thoroughly enjoyed the functionality of the sound profile which includes features such as Heavy Load which changes the response from the throttle while it also has different door sounds for Mk 1, 2 or 3 stock, train mode which turns off the tail lights, interior lighting, brakes and much more besides to make it a great driving experience.

OVERALL

We always have high expectations for every new model which arrives in the office and the Heljan Class 47 is one we have been really looking forward to. The cab profile will be an issue for some, but with its comprehensive package, finely applied colour schemes and excellent running characteristics, it has plenty to offer. This is a great step forward from Heljan and a model that we would be more than happy to add to our own collections. (MW)

Class 47s'

SECOND LIVES

The Class 47s have been displaced from front-line duties but still remain active on the main line on a surprising variety of alternative roles, as **EVAN GREEN-HUGHES** explains.



THE HISTORY OF THE CLASS 47 can be traced back as far as 1955, when British Railways (BR) announced its intention to modernise and, in the process, rid itself of steam traction. A pilot scheme was launched which led to a number of different diesel classes being built for evaluation. Amongst these were a number in the 2,000hp range intended for heavier work, such as express passenger or heavy freight. These appeared as huge and heavy 16-wheel machines from builders such as English Electric and Derby Works, with these later becoming Class 40 and 44-46.

These were considered sub-optimal, mainly because of their weight caused by being built of heavy frames with a body structure mounted on the top. In the meantime, locomotives were being built by private contractors which used lighter integral construction providing the same power output on two six-wheel bogies.

None of these offers, though, was exactly what BR wanted. The best features were combined with proven mechanical and electrical components intended for another batch of Class 46s, producing what was to become known as the Class 47.

INTO TRAFFIC

Following the first examples in 1962, orders were eventually placed for many more, with 512 built by Brush and BR's Crewe Works. A staple of front line express and freight duties for two decades, those on the Eastern Region were replaced by High-Speed Trains in the 1970s and 1980s, moving on to other duties throughout the regions.

Withdrawals began in 1986 and at first concentrated on non-standard locomotives or those incompatible with more modern rolling stock. These included the first 20 which had different brakes and train heating systems to the rest of the fleet. By the end of 1992, 61 had been withdrawn, and from then on, the pace increased with 86 more going in the next three years. Around 15 more were taken out of service each year after. Privatisation increased the rate as new franchise holders, such as Virgin Trains, quickly replaced Class 47s with Class 220/221 Voyager units in the early 2000s.

These withdrawals resulted in some of the best locomotives moving to other duties. In particular, many of the train-heating equipped examples were put onto parcels work with Rail Express Systems (RES), which in the 1990s ran an extensive network of parcels trains and which was modifying ex-EMU vehicles into push-pull driving cars that could be used to aid propelling into new rail hubs. However, their time on this work was short due to the general decline in parcels traffic.

Other '47s' cascaded to freight operators also fell by the wayside, in this case being replaced by new Class 66s. As a result, it seemed as though there was no long-term future for the class, apart from perhaps a handful that had been upgraded and rebuilt with more modern General Motors power units, becoming Class 57s.



EWS 47744 *Royal Mail Cheltenham* hauls the Up Venice Simplon Orient Express from Folkestone Harbour to Victoria shortly after passing Charing on April 17 2003. Class 37 37372 was on the rear. Brian Stephenson.



GB Railfreight Class 47 47727 *Edinburgh Castle* with 47739 at the rear pass East Goscote, near Syston East Junction, with Greater Anglia Class 720 720542 running as the 6.03am Ferme Park to Worksop Down Yard on November 2 2020. Paul Biggs.

INDEPENDENT OPERATION

This changed in the early 2000s when privatisation enabled a number of independent operators to set up, initially aiming to service the charter market, which at one time had been catered for by a specialist section of British Railways.

Amongst the first was West Coast Railways of Carnforth, which was granted a licence to operate its own trains in June 1998. Initially these were steam-orientated but the company purchased diesel locomotives for stock movement purposes and to assist its own trains for shunting moves or where additional power was required. Class 47s soon became an integral part of this fleet, with a distinctive maroon livery introduced in 2005. The actual locomotives have varied from time to time and have also included some that were previously considered to be preserved but usually number about 12 in all. These can now be seen all over the network, often supporting steam excursions or moving rolling stock.

The company also has a contract to »



Left: **47810 *Crewe Diesel Depot* and 47712 *Lady Diana Spencer* head through Joan Croft in the last light of the day with 1Z51 Inverness to Kidsgrove – the 'Lord of the Isles Statesman' railtour – on August 28 2023.** Alan Padley.

Below: **Colas Rail Freight Class 47s 47749 *Demelza* and 47739 *Robin of Templecombe* head a Dollands Moor to Didcot train of new car carrier wagons near Pluckley on July 21 2013.** Brian Stephenson.

provide 'Thunderbird' rescue locomotives at various locations, particularly on the East Coast Main Line. It usually has locomotives stabled at strategic points for this work. These are usually Class 47s, but nowadays some of this work is undertaken by its Class 57s.

A more recent entrant into the charter market has been Crewe-based Locomotive Services (LSL), which favours Class 47s for its charter work. Granted a network licence in 2017, it obtained Class 47s from Direct Rail Services, mainly for assisting steam charters. Since then, the '47s' have been seen as assets in their own right and often work charters themselves.

The company currently has three active '47s' - two in BR green and one in large logo blue – as well as a couple more stored. LSL has also operated a couple of privately-owned Class 47s, including 47712, which was fitted with push-pull equipment for Glasgow to Edinburgh trains and which is retained alongside a rake of coaches from that operation that can still be used in push-pull mode. LSL Class 47s can be seen as double-headers, top-and-tail mode with diesel or steam and, as highlighted, in push-pull configuration which makes this small fleet particularly interesting to those looking for a varied and unusual prototype.



The ultimate short train formation? Direct Rail Services 47818, plus inspection saloon *Caroline*, pass Woodhouse Mill with the 5Z02 Derby to York on July 14 2015. Alan Padley.



Rail Operations Group was set up in 2016 to move rolling stock for train operators. Initially obtaining a small fleet of Class 37s the company was soon able to add five Class 47s to its fleet which undertook the company's first passenger work, relief London to Birmingham services in August 2017.

Later the company began to specialise in the movement of new-generation multiple units which it initially carried out using barrier vehicles but later by fitting some of its locomotives with Dellner automatic couplings. Use of the Class 47s ceased in 2021 with the locomotives passing to West Coast Railways, but not before the fleet was adorned with a very attractive blue livery, which made a colourful combination when hauling EMU or DMU sets around.

GB Railfreight (GBRf) was another operator that purchased three Class 47s, again with the intention of using them to move rolling stock. This work involves moving units from depots to works and from manufacturers to storage facilities and then on to commissioning. All of these are from the former Class 47/7 batch with long range fuel tanks and Dellner couplings so barrier vehicles do not have to be used. Livery is allover blue with large GBRf lettering and numbering.

These three machines had previously been owned by Colas Rail where they had been used on general freight duties from which they had been displaced by newer traction. During this period of ownership the three were painted in Colas' striking yellow and orange livery, which certainly came as a shock on a 50-year-old locomotive!

There are also other Class 47s nominally preserved but registered for the main line still. These include 47701 owned by Nemesis Rail and 47828 of D05 Preservation and which has seen service with both West Coast and LSL. Before that it had been used on the Dartmoor Line to Okehampton when this was under the control of British American Railway Services.

Today, Class 47s can still be seen on many different types of duty, including light engine as route learners, assisting failed trains, hauling new or repaired rolling stock, in top-and-tail mode on excursions, acting as power supply for electrically heated steam excursions and even working in push-pull mode at express train speeds. They still exhibit a staggering array of different liveries and there are many different variations of the locomotives still at work.

How long these venerable locomotives will go on is anyone's guess, but already some have been replaced by their upgraded cousins, the Class 57s, while others are having considerable amounts spent on them to keep them on the rails. Their current varied duties make for some interesting train formations and certainly assist in keeping interest in this by now small class of locomotives well and truly alive. **HM**



West Coast Railways' 47826 passes Charing with a 5.40am Carnforth to Canterbury West charter on December 12 2018. Brian Stephenson.

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Graham Farish LMS 'TWINS'

FIRST REVIEW

The London, Midland & Scottish Railway's pioneering diesel-electric 'twins' 10000/10001 are the latest arrivals from Bachmann's 'N' gauge Graham Farish range. **MARK CHIVERS** assesses these new additions to the roster.



Bachmann's Graham Farish 'N' gauge range is bolstered by this pair of the LMS' pioneering diesel-electrics 10000/10001.

DESIGNED by London Midland & Scottish Railway (LMS) Chief Mechanical Engineer H.G. Ivatt in 1946, diesel-electric locomotives 10000/10001 were built at Derby Works with English Electric supplying the prime movers.

The first locomotive – 10000 – rolled out of the Works in late 1947, just ahead of nationalisation, while 10001 didn't enter service until the following May. Both appeared in a distinctive black and silver scheme with chrome numbers on the cabsides, while 10000 also bore metal LMS lettering on the bodyside. As 10001 was outshopped under British Railways' tenure, it appeared without LMS lettering.

Both locomotives were intended for trials on express passenger workings on the Midland and West Coast Main Lines, although they ventured to the Southern Region for testing too. For this they gained extra marker lights and lamp brackets for the region's use of head signals to identify its trains.

THE MODELS

Bachmann revealed its plans for newly-tooled 'N' gauge models as part of its Spring 2024 British Railway Announcements (HM202), with the company producing examples of the 'twins' in black and silver, BR lined green with late crests and BR lined green and small yellow panels (10001 only).

Our review samples were finished as 10000/10001 in BR lined green with late crests (Cat No. 372-916/372-917) in their post-Southern Region condition with additional marker lights and six lamp bracket positions at each end.

Weighing in at 128grams each, they really look the part, capturing the distinctive appearance of the prototypes well. The specification includes a die-cast metal chassis, coreless motor, twin flywheels, all-wheel pick-ups and drive, Next18 Digital Command Control (DCC) decoder socket, separate metal bearings to each axle, separately fitted lamp irons, roof horns, detailed cab interior and superb detailing throughout.

Such is Bachmann's commitment to reflecting specific details where possible, both models feature boiler water scoops and six-position lamp brackets, while 10000 also includes a set of bodyside steps to the roof. By contrast, 10001 has a smoother bodyside appearance without the steps. The moulded bodyshells capture the rounded noses and subtle curves to the solebar tumblehome well too, together with crisp rivet and grille slat detail too. Glazing is flush and clear throughout.

Application of the BR lined green colour scheme to our samples was superb with an evenly applied paint finish on each locomotive, crisp orange lining and off-white roofs. Numbers, builder's plates and BR late crests were equally well-applied, while handrails and door handles are neatly picked-out in appropriate colours.

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	372-916/372-917
Description:	LMS 10000/10001, BR lined green with late crests
Builder:	Derby Works
Region:	Midland
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	127mm (over buffers)
Price:	£184.95 DCC ready
Couplings:	Rapido style in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	8mm x 12mm cube
Exterior lights:	Directional
Interior lights:	Cab lights (DCC)
Minimum curve radius:	Second
Motor type:	Coreless motor
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Express passenger
Haulage capacity (expected):	10 coaches
Haulage capacity (actual):	10 coaches (maximum tested)

Our BR green review samples model the locomotives in post-Southern Region condition with six-position lamp brackets.



Right: **The all-new 'N' gauge models feature a coreless motor, twin flywheels, Next18 DCC decoder sockets and factory-fitted cube speaker amongst the impressive specification.**

"Such is Bachmann's commitment to reflecting specific details where possible, both models feature water scoops and six-position lamp brackets."

MARK CHIVERS

PERFORMANCE

Underneath is no less impressive with exquisite detailing to the bogie frames and separately applied parts to the underframe. Wheels are darkened metal with powered drive to each axle, while the lighting suite enables the user to switch the directional lights on or off at either end using a switch (DC) or via Digital Command Control (DCC). Switches are provided on top of the chassis, with the third switch offering a choice between freight or passenger modes. To access this, simply unclip the bodyshell from the four chassis clips. Cab lighting is also selectable, although this is while on digital control only.

On test, our review samples operated smoothly and quietly through the speed range on analogue control, while each will also be available in factory sound-fitted form with a ZIMO MS590N18 sound decoder. All models come fitted with an 8mm x 12mm cube speaker as standard.

Couplings are standard 'N' gauge types clipped into NEM pockets as part of the bogies, while a small details pack is included containing buffer beam pipes, cosmetic couplings and six white Southern head signal discs.

OVERALL

These latest additions to the Bachmann range certainly reflect the characteristic appearance of these pioneering diesel-electrics and it is great to see them with this level of detail in 'N' gauge. That detail differences have also been incorporated is outstanding. Sure to prove popular for modellers of the early-to-mid-1950s Southern and Midland scenes. (MC)

Bachmann Baguley-Drewry 70HP DIESEL

Bachmann's long-awaited 'OO9' gauge Baguley-Drewry diesel locomotives are here five years after they were first announced, but have they been worth the wait? **BEN CHURCH** takes a closer look.

BACHMANN'S all-new 'OO9' Baguley-Drewry 70hp diesel shunter arrived in the *Hornby Magazine* office in early March, bolstering the company's expanding narrow gauge range.

These diminutive diesel locomotives were built for use in Royal Naval Armaments Depots (RNAD) and rated at 70HP with a diesel-hydraulic transmission. They were among the last diesel locomotives built at the Baguley-Drewry plant in the early 1980s. Some survive today and can be seen on heritage narrow gauge railways.

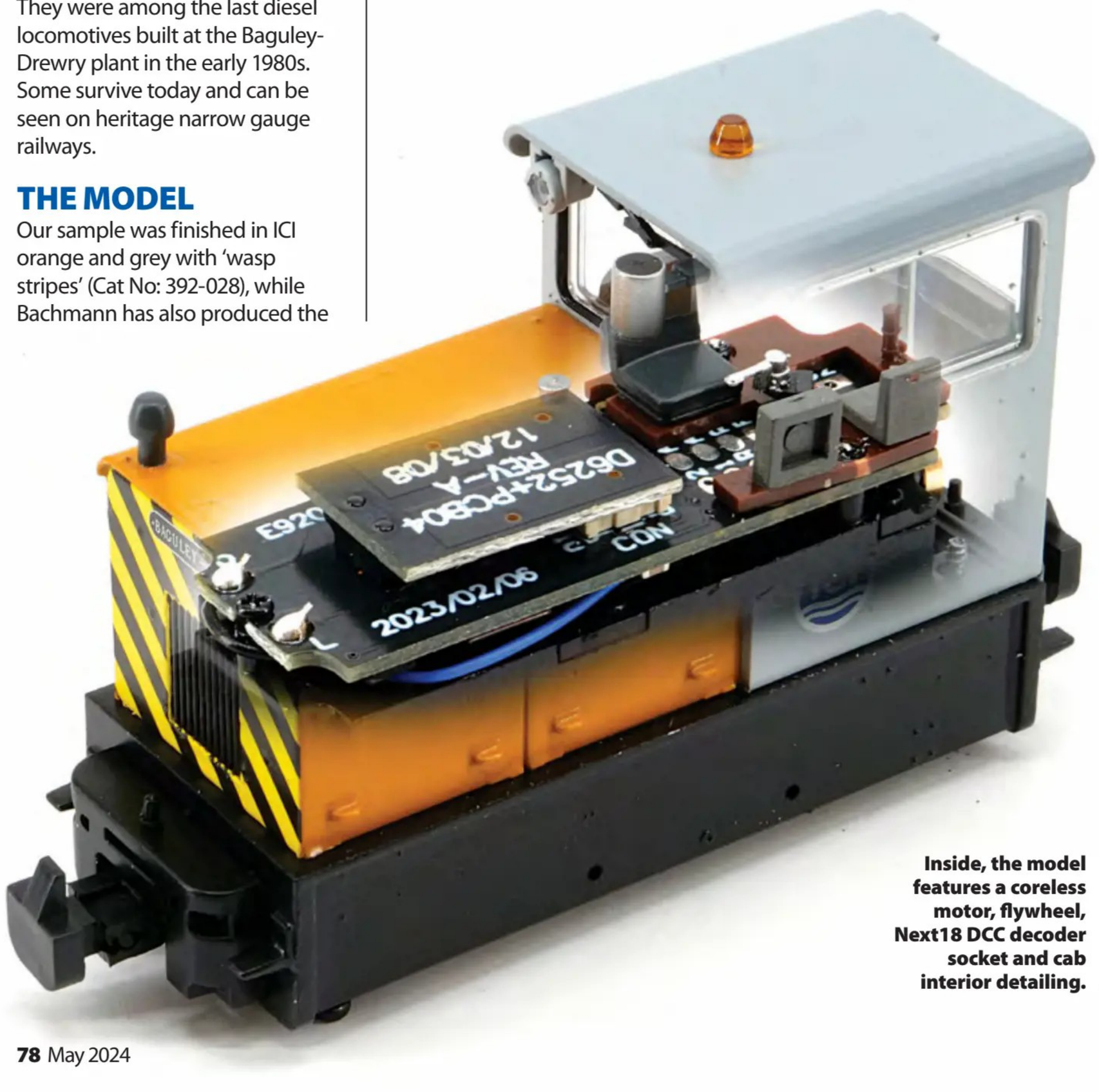
THE MODEL

Our sample was finished in ICI orange and grey with 'wasp stripes' (Cat No: 392-028), while Bachmann has also produced the model in RNAD Dean Hill yellow with 'wasp stripes' (Cat No: 329-025), plain green (Cat No: 392-026), lined crimson (392-027) and British Industrial Sands white (Cat No: 392-029).

The boxy proportions of the prototype have been captured well, with good detailing on the body and moulded detail such as rivets and the front grille well executed.

Bachmann's all-new model also features a series of separately fitted items such as non-working lamps on the front and rear of the cab, orange beacon on the cab roof, windscreen wipers, air filter and exhaust conditioner - all moulded accurately and elevating the look of the model. Cab detailing includes clear flush glazing with a seat and interior control, together with access beneath to speaker solder pads for digital sound installations (speaker not included).

Decoration of our sample was excellent, with a neatly applied yellow and grey colour scheme, while liberal use of die-cast metal gives the model a realistic sheen. Printed detailing is just as good with the locomotive's number, ICI decals, fuel gauge and Baguley-Drewry plate all legible.



Inside, the model features a coreless motor, flywheel, Next18 DCC decoder socket and cab interior detailing.

PERFORMANCE

Moving underneath, the die-cast chassis gives the locomotive more weight than its size would suggest, weighing in at 44grams. 'OO9' gauge couplings are located in NEM pockets: the couplings can be removed and a full buffer beam weight fitted instead. The chassis also features moulded riveted detail and tiny sand pipes that can just be seen protruding next to the wheels. Inside, the locomotive is fitted with a Next18 Digital Command Control (DCC) decoder socket which is accessed by removing the buffer beam weight and four screws underneath the locomotive.

On test, our sample's performance was very good, the coreless motor and flywheel delivering smooth silent performance throughout the speed range on our 'OO9' office test track. The all-wheel pick-up and drive of the locomotive meant that in spite of its diminutive size tractive effort was good.

OVERALL

This model has been five years in the making and has resulted in a delightful locomotive simply brimming with character, which we can see making appearances on many 'OO9' gauge layouts. (BC)

New for 'OO9' is Bachmann's all-new Baguley-Drewry 70hp diesel shunter.





Bachmann has captured the boxy proportions of the prototype well.

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	392-028
Description:	Baguley-Drewry 70hp diesel, ICI orange and grey with 'wasp stripes'
Builder:	Baguley-Drewry
Region:	Industrial
Gauge:	'OO9', 9mm
Scale:	4mm:1ft
Length:	59mm (over couplings)
Price:	£119.95
Couplings:	'OO9' couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	None fitted
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	First
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	4wDH
Purpose:	Shunting
Haulage capacity (expected):	12 wagons
Haulage capacity (actual):	13 wagons (maximum tested)

Hornby's 'TT:120' HIGH SPEED TRAIN

FIRST REVIEW

The unmistakable lines of the Class 43 High Speed Train have been immortalised in 'TT:120' scale by Hornby. **MIKE WILD** reviews the first arrivals in InterCity 'Swallow' and GWR green liveries.



End detail on the Mk 3 carriages is superb.





The second arrival is the GWR green liveried pack containing 43187 and 43188 with 'The Welshman' branding on each power car.

THE IMPACT of the Hornby 'TT:120' HST scale pre-production samples at the 2023 Great Electric Train Show was quite astounding. As soon as we placed the models on our brand-new 'TT:120' scale layout, people flocked to see them. Perhaps its was the brand-new nature of the product, or maybe it was the attraction of the InterCity 'Swallow' livery.

Either way, we've been looking forward to the final production models arriving for review and they are also now in stock with Hornby 'TT:120' official stockists, including on the Key Model World Shop.

The real HSTs have been in the limelight of late with the final withdrawal of the CrossCountry sets in September 2023 bringing down the curtain on almost 50 years of long-distance express work by the fleet – the first entering service in 1976. Now only ScotRail and GWR operate short formation HSTs for daily passenger use while Locomotive Services



Kinematic coupling mounts deliver close coupling between vehicles.

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	TT3022 and TT3023TXSM (reviewed)
Description:	Class 43 HST power cars and Mk 3 trailers
Builder:	BREL Crewe (power cars), BREL Derby (trailers)
Region:	All
Gauge:	'TT:120', 12mm
Scale:	2.54mm:1ft
Length:	147mm (power car), 193mm (trailer)
Price:	£219.99 (DCC ready), £329.99 (DCC sound fitted), £37.49 (trailer coaches)
Couplings:	'TT:120' couplings in NEM pockets
DCC:	Next18 decoder socket
Speaker:	15mm x 11mm cube speaker
Exterior lights:	Directional head and tail lights
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Express passenger
Haulage capacity (expected):	2+8 formation
Haulage capacity (actual):	2+8 formation (maximum tested)



The first of Hornby's new 'TT:120' scale HST power cars and Mk 3 trailers arrived in March carrying InterCity livery.

and the 125 Group have main line operating sets for special trains. In addition, Network Rail uses Class 43 power cars and trailer coaches for its New Measurement Train while Rail Adventure has made use of buffer fitted HST power cars for rolling stock movements on the main line network.

THE MODEL

For review we had the opportunity to inspect power cars in InterCity 'Swallow' and GWR green liveries with the third original BR blue and yellow sets expected to arrive as this issue closed for press. In addition, we had examples of the Trailer First, Trailer Restaurant First Buffet, Trailer Standard and Trailer Guard Standard coaches in InterCity livery to check over.

Hornby is already well-versed in creating models of the Class 43 power cars and Mk 3 coaches in its 'OO' gauge range, and these new 'TT:120' scale versions offer a similar level of detail, just smaller. One of the advantages of the smaller scale is that it is easier to make space for a full 2+8 formation – Hornby offers a full set of coaches with individual numbers to achieve this in 'TT:120' scale.

The InterCity power cars model 43103 *John Wesley* (powered) and 43194 (unpowered) while the GWR liveried power car pack contains 43187 and 43188 with 'The Welshman' branding on each side. Livery application is superb in both cases with fine application of each bodyside colour including crisp edging and excellent printing of numbers, data panels, warning labels and nameplates. In addition, the slip detector boxes are picked out in orange while the electrical connections are also highlighted in the same colour.

Body detail is excellent too with separately fitted parts throughout including the headlights, windscreen wiper, handrails, exhaust covers and more. Also notable are detail differences between the different eras with the GWR versions having revised light clusters, exhaust cowls, »



Inside, the HST is fitted with a Next18 decoder socket, five-pole motor and flywheels plus directional lighting. There is space for a 15mm x 11mm cube speaker and a stay alive can be added in the guard's compartment at the

van grilles and removal of the original guard's compartment side windows.

Moving onto the carriages, and these are superb scale length replicas of the BR Mk 3 HST trailers. Correctly these have no buffers, but they do have moulded buckeye couplings on the buffer beam, finely reproduced BT10 bogies featuring the correct standard BR pattern wheelslip detection boxes. Inside these are turned metal wheels which are faced, as on the power cars, with representations of the brake discs.

Each coach presents the correct window arrangement for the vehicle in question and it is great to see that Hornby hasn't shied away from offering all of the coaches needed to create a scale length train including two individually numbered Trailer Firsts and four Trailer Standards. The livery also matches the power cars in each case in both colour and presentation.

PERFORMANCE

On the track the 'TT:120' HSTs are superb runners. Each pair of power cars contains a powered and dummy vehicle, just like in 'OO' gauge, with twin flywheels, a five-pole motor and all-wheel drive. Current collection is via all wheels. The power cars run superbly at all speeds on both analogue and digital control and provide more than enough power to haul a scale length train at scale speeds.

They are fitted with standard 'TT:120' couplings clipped into NEM pockets which offer close coupling between vehicles as they are on kinematic mounts.

The chassis caters for DCC with the inclusion of a Next18 decoder socket, space for a 15mm x 11mm cube speaker plus directional exterior lighting as well as cab lights. All of the lighting can be controlled with a Hornby Triplex Sound decoder or a suitable aftermarket chip from either ESU or ZIMO.

OVERALL

The HST could be the game changer for British outline 'TT:120' scale that it was for the main line railway network. Its sleek looks, stylish liveries and the impending arrival of the Class 50s and 66s during 2024 to run alongside the HSTs all make this a very attractive release from Hornby which is sure to stir a new wave of interest in this new scale. Excellent and available now. (MW)

● **Visit *www.keymodelworld.com/shop* to add the new Hornby Class 43 HST power cars and Mk 3 trailers to your collection.**
All versions in stock now.



A full set of vehicles is available to recreate a scale length train with individually numbered carriages. The vehicle types offered are Trailer First, Trailer Restaurant First Buffet, Trailer Standard and Trailer Guard Standard.

"The HST could be the game changer for British outline 'TT:120' scale that it was for the main line railway network."

MIKE WILD

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FLANGEWAY 'O' GAUGE
ZZA SNOWPLOUGH

These distinctive vehicles are now available in 'O'. MARK CHIVERS checks them over to see if they cut any ice for 7mm scale modellers.

- **Gauge:** 'O' gauge
- **Price:** £99.95
- **Cat No:** O-IS001-010
- **Site:** *www.flangeway.com*
- **Era:** 5-11



Production of Flangeway's new 'O' gauge ZZA snowploughs is complete.

THE FIRST PRODUCTION samples of Flangeway Models' all-new 'O' gauge ZZA snowploughs arrived in the *Hornby Magazine* office during March, with the main run due to arrive in late April.

Measuring 196mm (over dumb buffers) and weighing 284grams, these all-new 'O' gauge models are lovely and reflect their functional 'sharp' appearance superbly. Flangeway has tooled two variants in as-built and later 1990s era conditions. The original as-built version is slightly plainer in appearance (with options from the 1960s and 1980s), relieved by the separately fitted white handrails, lamp irons and black and yellow striping front and rear.

The 1990s era versions feature the refinements made to the prototypes in later life including the lower front access doors with separately fitted handles picked out in white. The peak of the plough also features an additional pointed section, together with an extra lamp iron on top.

Livery application to our samples was superb throughout, with a high quality matt black paint finish to each, along with different embellishments according to the prototype. Each also features either plain yellow or yellow/black striping to the plough blade, while the modern version features additional raised sections to aid cutting through the snow. The rear of each vehicle also displays a different execution of the 'wasp stripes', depending on the era modelled, while the Inverness examples also feature a grey painted base and side sections.

Printed detail is crisp and legible throughout, the pre-1990s examples featuring the older style of lettering, overhead warning flashes and Scottish depot motifs (where appropriate), while the modern examples feature the later labelling, together with either Railtrack or Network Rail branding.

As with the real things, the model's leading pair of wheels are smaller than the other two pairs, while each plough is also supplied with a small pack containing the four-piece ice breakers which can be glued in place on the roof.

Five different livery executions form the initial batch of releases, with two different numbers for each scheme – ten models in total – enabling modellers to recreate a typical train formation comprising a locomotive (or two) together with a pair of 'ploughs topping and tailing them. Superb additions to the range. (MC)



Ten differently numbered models are planned ranging from the 1960s to the present day Network Rail branded examples.

Accurascale Mk 2b COACHES ROLL IN

FIRST REVIEW

Can Accurascale maintain its record with these important new coaches? **MARK CHIVERS** checks out these latest BR Mk 2s in 'OO'.



The distinctive concertina end gangway doors are neatly painted red with hinges picked out in silver.

ACCURASCALE'S eagerly-awaited newly-tooled 'OO' gauge BR Mk 2b carriages have arrived, with 23 different vehicles forming this initial batch of releases.

British Rail's Mk 2bs were built in the late 1960s at Derby Litchurch Lane Works and were a development of the previous Mk 2a design. Amongst the improvements, they featured new wider wraparound passenger doors at each end and were slightly longer at 64ft over headstocks as they were designed to accommodate air conditioning equipment, which in the event wasn't fitted until the Mk 2d design appeared in the early 1970s.

THE MODELS

Accurascale's all-new 'OO' gauge models were first announced in 2021 (HM172). Three main BR Mk 2b vehicle types have been tooled with Tourist Standard Open (TSO), First Compartment (FK) and Brake First Compartment (BFK) coaches appearing. In addition, a Standard Compartment (SK) vehicle is also in the line-up - this prototypically utilising the FK tooling to represent these declassified carriages.

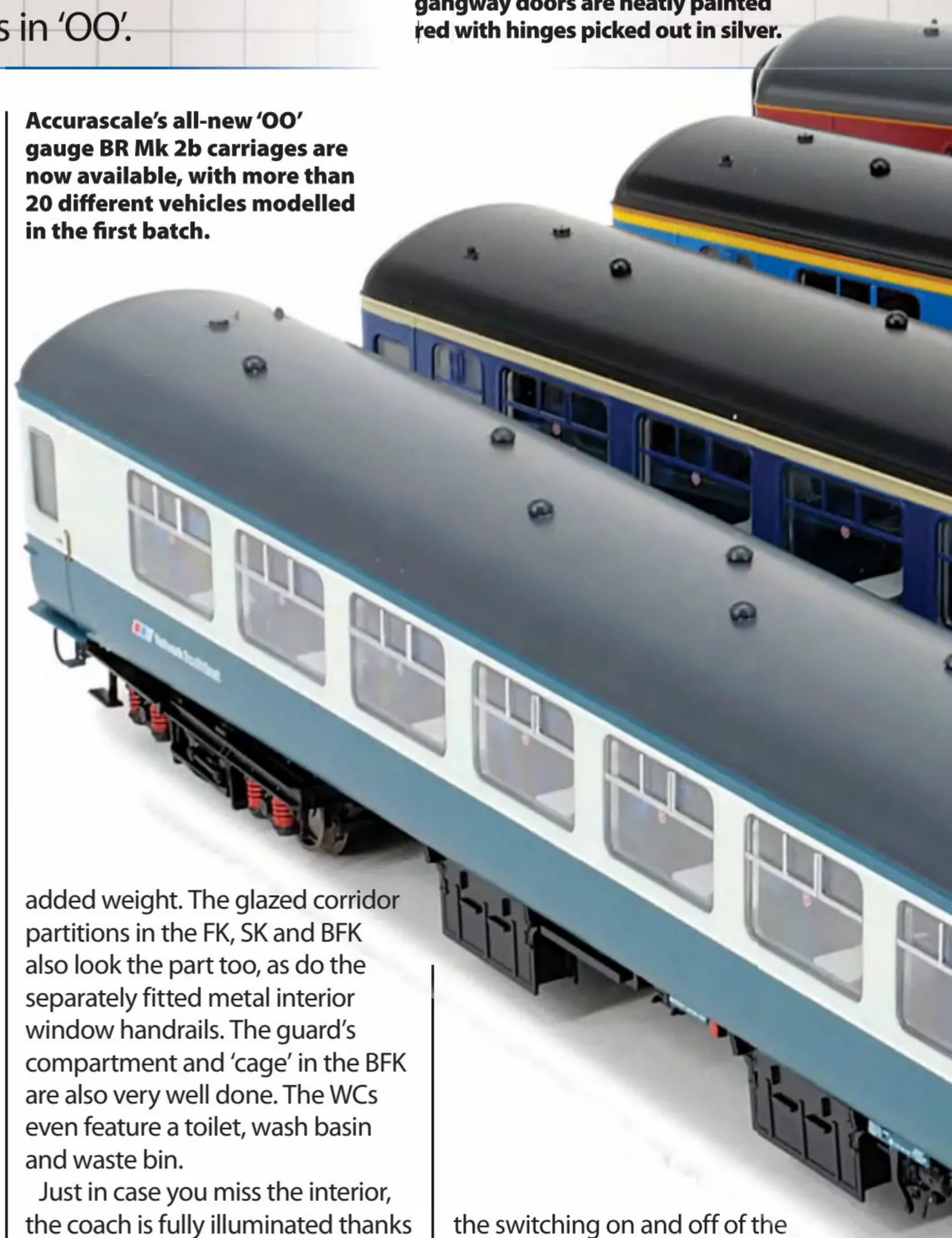
For review, we received a collection of samples from across the range in BR blue and grey, Network SouthEast, Trans-Pennine, BR Railway Technical Centre (RTC) blue and red (Accurascale Exclusive limited edition) and West Coast Railways colour schemes.

Weighing in at 155grams each, straight from the packaging these really do feel like something special with a wealth of detailing inside and out. Each carriage features a clip-fit one-piece moulded body shell allied to a superbly detailed chassis. The body features separately fitted roof vents, vestibule end handrails, door grab handles, clear flush glazing to the passenger saloons and compartments, while the toilet windows are neatly 'frosted' with the characteristic two clear 'dots' along the top of the glazing. Window vents and surrounds are commendably fine.

Each bodyshell also neatly captures the wraparound end passenger doors, which were to a different design and wider than those on the earlier BR Mk 2/Mk 2a coaches. Inside, the vehicles feature superbly modelled interiors reflecting the prototypes with their characteristic blue seating with winged headrests in the Standard Class vehicles and the orange and black seating with white antimacassars in First Class.

In addition, the Standard Open vehicles feature tables to each bay of four seats, while the plastic floor is fitted above a metal bar that runs the length of the chassis for added weight. The glazed corridor partitions in the FK, SK and BFK also look the part too, as do the separately fitted metal interior window handrails. The guard's compartment and 'cage' in the BFK are also very well done. The WCs even feature a toilet, wash basin and waste bin.

Accurascale's all-new 'OO' gauge BR Mk 2b carriages are now available, with more than 20 different vehicles modelled in the first batch.



Just in case you miss the interior, the coach is fully illuminated thanks to a series of LEDs along the ceiling line on the underside of a full length PCB. This also incorporates a magnetic on/off switch enabling the switching on and off of the lighting using the supplied 'wand' device, while a 'stay-alive' capacitor is also neatly hidden to keep the lights flicker free. On test, this enabled the lights to remain on for several minutes after removal from the track.

FINE DETAIL

As you might imagine, the decoration to each vehicle is up to the usual high standard that we have come to expect from the manufacturer with evenly-applied paint finishes, crisp definition between colours (where applicable) and neatly printed lettering and numbers – even on



Amongst the first batch of BR Mk 2b releases is this pair of BR Railway Technical Centre Test Cars, produced as an Accurascale website exclusive edition.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.com*
Cat No:	ACC2660-2681
Description:	BR Mk 2b carriages (BFK, FK, SK (ex-FK), TSO)
Builder:	BR, Derby Litchurch Lane
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	269mm
Price:	£59.95 each
Couplings:	Small tension locks in NEM pockets
	Magnetic NEM couplings also included
Minimum radius:	Second
Purpose:	Express and secondary passenger traffic



Detailing packs include buffer beam pipes, cosmetic buckeye couplings and a set of extended buffers. Etched metal destination boards are also included, where appropriate.



Detailing abounds inside and out, with accurate interiors according to the vehicle type.

First Class compartment seating reflects the orange and black colour scheme to the prototypes and even includes white antimacassars.



the tiny underframe panels. Roofs were finished in grey or black, depending on the colour scheme, with a degree of sheen to them, which would no doubt benefit from a touch of weathering to reflect a typical in-service vehicle.

The underframes are equally well detailed with battery boxes, cylinders, conduit and pipework, together with tiny footsteps beneath each buffer and fine Electric Train Supply cables and sockets on the ends. The bogies are also neatly detailed with brake shoes in line with the wheels and plenty of parts that would otherwise go unnoticed while on the rails.

As supplied, the vehicles come with small tension lock couplings in kinematic NEM coupler pockets and we did notice that there was a tendency for 'bounce' between vehicles when using the tension lock couplings, helped in part by the incredibly free running nature of the turned metal wheels. A pair of magnetic NEM couplings is also supplied separately.

A small detailing pack containing buffer beam pipes and a set of extended buffers – the coaches come with retracted versions fitted as standard – is also included, while some of the BR blue and grey coaches also include a set of fine metal yellow destination boards, as carried by the prototypes for a period.

OVERALL

Accurascale's newly-tooled 'OO' gauge BR Mk 2b carriages are superbly modelled and amongst some of the best vehicles we have seen to date, reflecting a long-lived prototype, some of which are still in use on charter trains today. They have definitely been worth the wait and certainly bode well for the arrival of the BR Mk 2c variant shortly. Just add passengers to complete the appearance. (MC)

EWS CHARTER
TRAIN PACK

The main train pack contains an EWS Class 67 along with a Mk 2e First Open and two Mk 2f Second Open carriages in EWS lined maroon.



Above: **An add-on coach pack contains four further Mk 2f vehicles with two First Opens, a Second Open and a Brake Second Open.**

Above: **Modellers of the post mid-2000s era will be buoyed with the release of this EWS charter train formation from Hornby.**

- **Gauge:** 'OO' gauge
- **Price:** £299.99 (train pack)/£169.99 (coach pack)
- **Cat No:** R30251 (train pack)/R40374 (coach pack)
- **Site:** *www.hornby.com*
- **Era:** 10

HORNBY'S LATEST 'OO' gauge train pack is billed as the 'EWS Business Train' and models the air-conditioned Mk 2 carriages EWS repainted in the early 2000s for charter trains. The vehicles were used on railtours as well as on regular peak-hour relief services for ScotRail, operating on the Fife Circle route.

Also included is Hornby's high-fidelity model of the Class 67, which looks just as good now as it did upon its initial release in 2012. Decoration of our sample was impressive - the EWS livery has been captured well with the distinctive yellow 'thunderflash' crisply applied. Good exterior and interior detailing add an extra level of depth to the model while its die-cast chassis provides tremendous pulling power and adhesion. Directional lighting is also included.

The Mk 2 coaches are finished to the same standard, with the EWS maroon appearing very pleasing to the eye. Other printed details such as the crisp, straight gold stripes, EWS logos and numbers are also clear and well picked out.

The main train pack comprises 67002 *Special Delivery*, together with Mk 2e First Open (FO) 3255 and Mk 2f Tourist Standard Opens (TSO) 5922 and 5959. An additional coach pack containing four further Mk 2fs is also available, featuring FOs 3318/3279, Brake Standard Open 9531 and TSO 6139 to bolster the rake, creating a very impressive train. (BC)

Ruston 88DS GOES GREEN

- **Gauge:** 'OO' gauge
- **Price:** £113.99
- **Cat No:** R3896
- **Site:** *www.hornby.com*
- **Era:** 5/6



Hornby has released more examples of its newly-tooled 'OO' gauge Ruston & Hornsby 88DS, including this model of 84 in BR lined departmental green.

MORE LIVERY variations of Hornby's petite 'OO' gauge Ruston & Hornsby 88DS shunters (HM201) are now available, with the British Railways green example arriving for review.

Of the 271 88DS locomotives built, only six were destined for British Railways service. The locomotive modelled here is 84, which was initially allocated to the North Eastern Region. It worked at York's Central Concrete Depot, where the present-day National Railway Museum's car park is sited.

Application of the BR departmental green colour scheme on our review sample was impressive and featured a satin finish. The intricate off-white lining complements this, offsetting an otherwise basic colour scheme. The bright white of the roof contrasts with the dark colour pallette of the rest of the model and highlights crisp moulded roof detail.

On the side of the cab, the late BR crests are reproduced well, along with the running number and 'departmental locomotive' text. The front of the model features a very finely etched grille and a printed Ruston plate, while the front and rear buffer beams feature large circular buffers and give the locomotive a striking presence when viewed head-on.

Handrails, horns and lamps are separately fitted and picked out in black, while the front lamp is also a separate part.

Unlike our previous review sample, this model isn't fitted with the side-mounted chassis weights, giving the underframe a rather different outline. The sand pipes and brake shoes are neatly represented and round off a well-detailed exterior. A detail pack is included featuring tension lock couplings and red painted blanking plates for the front and rear coupling sockets.

On test, our review sample performed well, the die-cast chassis and three-pole skew-wound motor aiding its tractive effort. The 6-pin Digital Command Control (DCC) decoder socket is straightforward to access, although fitting digital sound will require careful planning due to the limited space available.

This latest rendition of the 88DS from Hornby provides a wealth of detail and maintains the same quality and character of the original release. (BC)

ASPINALL CLASS 27

NEW TO THE OO WORKS range of handmade ready-to-run 'OO' gauge locomotives is the London Midland & Scottish Railway (ex-Lancashire & Yorkshire Railway) Aspinall Class 27 0-6-0.

Built at Horwich Works between 1889 and 1918, more than 380 were completed for use primarily on freight duties, although they were also used on passenger trains.

The first withdrawals began in the early 1930s, while the last survived until late 1962. One – 52322 (LMS 12322) – has been preserved.

For review, we received a 'OO' gauge model of preserved 12322 in LMS black. This veteran was built in late 1895, entering service early the following year. In BR days, the locomotive was allocated to Nuneaton, Wigan Springs Branch, Sutton Oak, Newton Heath and Lees Oldham. It was withdrawn in 1960 and purchased privately before being restored by apprentices at Horwich Works.

OO Works' all-new model features a die-cast metal body, chassis and tender chassis, together with etched and turned metal parts providing significant weight to aid its haulage capabilities.

Each model is handbuilt and features a high-torque coreless motor, gearing to the rear driving wheels, separately fitted safety valves, whistle, handrails, lamp irons, bufferbeam pipes, footsteps,

HM7000 Bluetooth Legacy Dongle



Hornby's new HM7040 Bluetooth Legacy Dongle has been designed to connect to compatible DCC systems with XpressNet connectivity, such as Hornby's Elite and Select controllers.

When first released last year, Hornby's new HM7000 system provided an innovative new way to control your model railway by embracing the capabilities of present-day smart devices.

One drawback to the system was that unless your locomotive was equipped with a HM7000 Bluetooth enabled Digital Command Control (DCC) decoder it was unable to be selected through the HM|DCC app. This new HM7040 Legacy Dongle addresses that issue, enabling modellers to control

Below: **OO Works' latest handcrafted 'OO' gauge release is this Aspinall Class 27 0-6-0.**



Right: **A selection of models in LMS black, BR black and plain black have been produced, including this example of preserved 12322 in LMS black.**



TECHNICAL DETAILS	
Manufacturer:	*www.ooworks.co.uk*
Cat No:	N/A
Description:	LMS (ex L&YR) Aspinall Class 27 0-6-0
Builder:	Horwich Works
Region:	Midland
Gauge:	'OO', 16.5mm
Scale:	2mm:1ft
Length:	194mm (over buffers)
Price:	£325, plus p&p
DCC:	None
Couplings:	Small tension locks
Minimum radius:	Second
Purpose:	Freight

and neatly detailed cab interior which includes sight glasses and separately fitted regulator handle. Underneath, it features fine metal coupling rods and brake shoes in line with the wheels. Small tension lock couplings are secured with screws at each end.

Underneath the boiler is a prototypical gap between it and the frames, while the inside motion is represented, painted red. The reverser is a separately fitted metal part too.

Decoration is up to the standard we have grown accustomed to from the manufacturer with our example featuring a satin black paint finish with hand-applied LMS lettering and cabside numbers, together with red buffer beams.

As with previous OO Works releases, the model is intended primarily for analogue DC use, although a Digital Command Control (DCC) decoder could be hardwired to the motor (and accommodated within the boiler). However, bear in mind this will invalidate the warranty as you will need to unsolder the wire between the locomotive and tender before unscrewing the body from the chassis.

On test, our review sample proved a smooth runner during trials on *Hornby Magazine's* office layout, whilst haulage capacity was impressive thanks in part to its overall weight.

Whilst not perhaps to the high-fidelity specification we have come to expect from the major manufacturers, this latest hand-built ready-to-run release from OO Works offers a super looking example of a workaday locomotive that can find use on many layouts set over a huge time period. (MC)

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non-Bluetooth decoders with the app for the first time.

Using the XpressNet port located on control systems such as a Hornby Select or Elite DCC controller, you simply plug the dongle into the socket and power up the system. Then, the HM|DCC app can be connected to the dongle using Bluetooth on a smart device.

Once the dongle is linked to the app, non-Bluetooth DCC decoders will be controllable via the app in the same manner as HM7000 series decoders. Simply input a locomotive's DCC address to the app, select it and off you go!

Functions for DCC sound-fitted models can also be manually input into the app to populate the function buttons for the selected locomotive. During our tests, this took just a few minutes per locomotive. In all, the process was straightforward to set up from start to finish.

Instructions are included to guide you through the connection and linking process. Once you have added your locomotives to the app, they should appear above the throttle control on the screen, so that you can select them. We tried the dongle with two DCC sound-fitted locomotives and both operated independently of each other with ease and performed as expected when selected. Photographs can also be taken of models to help you identify them.

This latest development from Hornby fills a large gap in the functionality of the HM|DCC app and enables users to control their existing locomotive fleet alongside HM7000 Bluetooth enabled models direct from a smart wireless device for the first time. A most welcome addition to Hornby's HM7000 range. (MC)

- **Gauge:** Any
- **Price:** £39.99
- **Cat No:** R7362
- **Site:** *www.hornby.com*



The new HM7040 Bluetooth Legacy Dongle enables users to control conventional DCC fitted locomotives through the HM|DCC app.

COLLECTORS CLUB CLASS 90



As well as factory-fitted digital sound, this edition of 90028 *Sir William McAlpine* features a working pantograph and raft of working light functions.

DCC sound-fitted Class 90 90028 *Sir William McAlpine* in DB Cargo's striking red colour scheme is available now, exclusively to Bachmann Collectors Club members.

● **Gauge:** 'OO' gauge ● **Price:** £329.95 ● **Cat No:** 32-616KSF
● **Site:** *www.bachmann-collectorsclub.co.uk*
● **DCC:** DCC sound-fitted, 21-pin socket ● **Era:** 11



Bachmann Collectors Club members can now acquire this striking 'OO' gauge Class 90 Bo-Bo electric. **MARK CHIVERS** finds out whether it 'sparks' his admiration.

BACHMANN'S high-fidelity 'OO' gauge model of the Class 90 Bo-Bo electric is available with factory-fitted digital sound as 90028 *Sir William McAlpine* in DB red as an exclusive edition for Bachmann Collectors Club members.

The eye-catching prototype received its new name in early 2019 during a ceremony at the National Railway Museum in York to honour the memory of Sir William McAlpine. Following its high profile naming, the locomotive was subsequently used on freight and charter trains, as well as performing stand-in duties for LNER passenger services on the East Coast route prior to the rollout of 'Azuma' services.



Bachmann's 'OO' gauge model was first revealed at Model Rail Scotland in 2022 and is supplied with a factory-fitted 21-pin ESU LokSound V5 Digital Command Control (DCC) sound decoder and 11mm x 15mm cube speaker (8ohm/1watt), together with bespoke Class 90 sound project.

The specification also includes a five-pole motor, twin flywheels, all-axle drive, all-wheel pick-up, die-cast metal chassis, switchable directional lighting (day or night options), cab illumination and functional servo-driven metal pantograph. In addition, this particular model features prototypical silvered rectangular freight buffers, Time Division Multiplex (TDM) cables fitted to the buffer sides, original slatted twin horn grilles, screw link couplings, small battery charger and ribbed hinged access panels to the battery boxes and switch.

Decoration thoughout is exemplary with a rich DB Cargo red and light grey paint finish and neatly printed white DB logos and numbers in the correct font. Printed *Sir William McAlpine* nameplates appear on each side, with etched metal examples supplied separately. Small details such as bogie footsteps and conduit are picked out in white, while battery box catches are highlighted yellow.

The sound profile brings this model to life, featuring 23 different functions including battery and compressor sounds, single and two-tone warning horns, speed related flange squeal, coupling and uncoupling sounds, a fire alarm test and more. Even the sounds of the light switches sound when the lights come on and go off. Press F6 and the pantograph raises and there are sounds to accompany this, while F2 activates the brake. This immersive interaction really elevates the model to a different level.

Bachmann's 'OO' gauge Class 90 is already an outstanding model, enhanced further with the digital functionality afforded by the factory-fitted decoder and sound profile for 90028 *Sir William McAlpine*. Available exclusively to members of the Bachmann Collectors Club. (MC)

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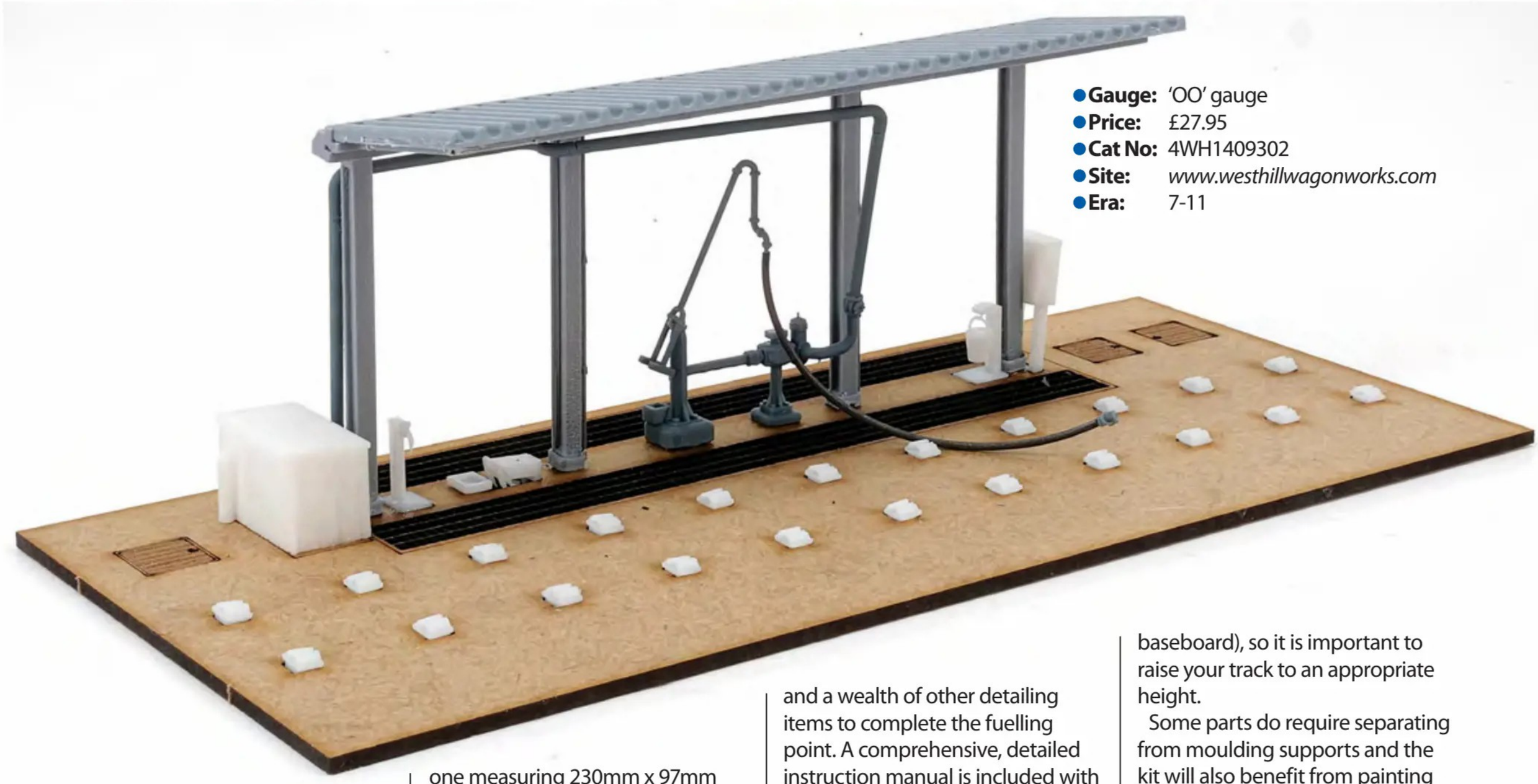
DIESEL FUELLING POINT



- **Gauge:** 'OO' gauge
- **Price:** £27.95
- **Cat No:** 4WH1409302
- **Site:** *www.westhillwagonworks.com*
- **Era:** 7-11

THIS DIESEL FUELLING point from West Hill Wagon Works, offers a simple way to easily incorporate an important – and distinctive – scene into a modern-era layout.

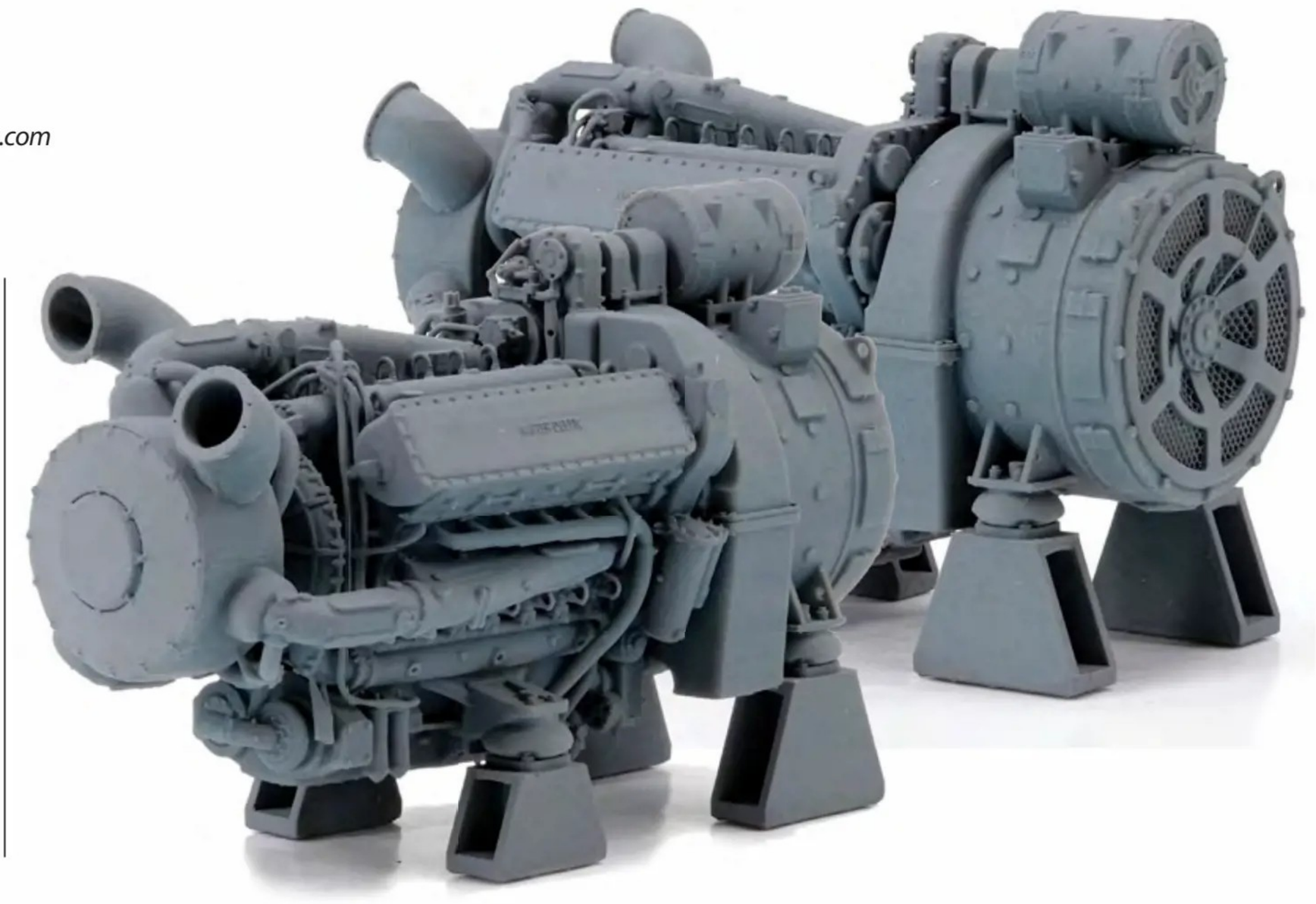
The mixed media kit comprises two sheets of MDF, with the larger one measuring 230mm x 97mm forming the foundations of the kit and the smaller one measuring 140mm x 32mm which contains parts to complete the assembly. Also included are 3D printed pillars and framing for the canopy, rail chairs (the kit can be purchased for code 100 or 75 rail), track, pump units, rubber hose, piping runs and a wealth of other detailing items to complete the fuelling point. A comprehensive, detailed instruction manual is included with easy to understand step-by-step instructions together with a full parts list.

Assembly is straightforward, with the entire kit being built onto the MDF foundation. This also raises the fuelling point off the baseboard by 2mm (unless you decide to cut a suitably sized space into the baseboard), so it is important to raise your track to an appropriate height.

Some parts do require separating from moulding supports and the kit will also benefit from painting as it is assembled. Items such as the fuel filler boom and the rubber hose can be posed to suit scenes as required and there is provision for the inclusion of lights under the canopy, too. When finished, the complete kit provides a perfect addition to any modern era diesel depot. (BC)

West Hill 'Deltic' power plant

- **Gauge:** 'OO' gauge
- **Price:** £11.95
- **Cat No:** 4WH1411601
- **Site:** *www.westhillwagonsworks.com*
- **Era:** 6-11



BRITISH RAIL'S legendary Class 55 'Deltic' diesel locomotives gained their distinctive nickname from their twin Napier 'Deltic' engines which West Hill Wagon Works has recreated in detail for 'OO' gauge.

The level of 3D printed detailing exhibited here is highly credible with a myriad of pipework, etched and riveted parts present. Even the text 'Napier Deltic' is legible on the sides of the power unit.

As supplied, the engine needs separating from the moulding supports and would benefit from painting before being placed in a diesel depot scene. (BC)

3D printed rabbits

- **Gauge:** 'OO'
- **Price:** £2.49
- **Cat No:** 4WH0604701
- **Site:** *www.westhillwagonworks.com*
- **Era:** Any



HOP TO IT with this pack of 3D-printed 4mm scale rabbits from West Hill Wagon Works, providing plenty of choice when it comes to incorporating these fluffy animals into a scene.

Each pack contains 12 rabbits in a variety of poses and sizes with eyes, ears and tail accurately represented (although carrots are not included). Each rabbit will need freeing from the moulding supports and painting. Naturally, they are tiny so care will need to be taken when removing from the moulding supports and plastic – we suggest painting them before fully removing from the base.

Characterful – and sure to look the part with careful placement on a layout. (BC)

ModelU CATTLE





- **Gauge:** 'OO' gauge (4mm)
- **Price:** £10.80 (dairy cattle)
- **Cat No:** 31220-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** Any

CONTINUING the animal theme, ModelU has added a selection of 3D-printed farm figures to its range, including this pack of 4mm scale cows.

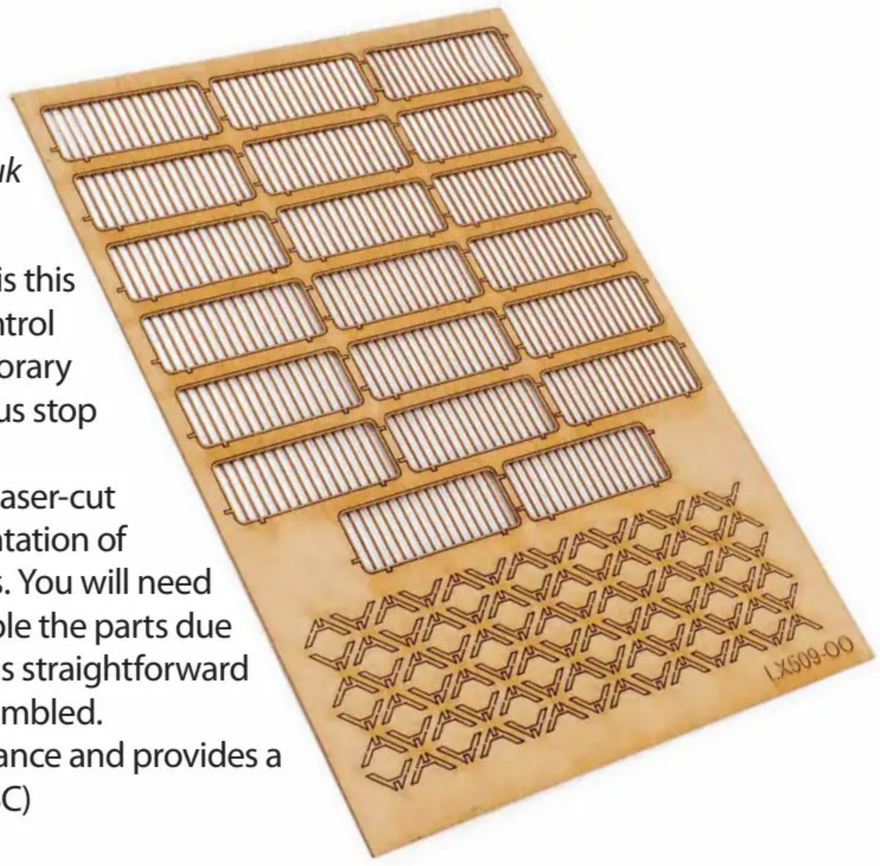
Our review pack contained three examples, each in a different pose for easy placement in a field or farmyard scene. A 3D printed bull is also available separately.

As with the company's human figures, ModelU has accurately reproduced each of the cows in miniature. Simply remove the printing supports and, after a quick paint, they can be put out to pasture.

Available now and in a variety of scales. (BC)

SMS crowd control barriers

- **Gauge:** 'OO' gauge
- **Price:** £7.99
- **Cat No:** LX509-00
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** 7 – 11



NEW FROM SCALE MODEL SCENERY is this pack of 4mm scale laser-cut crowd control barriers – ideal for creating a contemporary worksite, festival or rail replacement bus stop queue at a station.

Each pack contains 20 self-assembly laser-cut barriers, which offer a faithful representation of these popular crowd control measures. You will need tweezers and a steady hand to assemble the parts due to each barrier's size but construction is straightforward and they really look the part once assembled.

Silver paint will complete the appearance and provides a fantastic prop to use on your layout. (BC)

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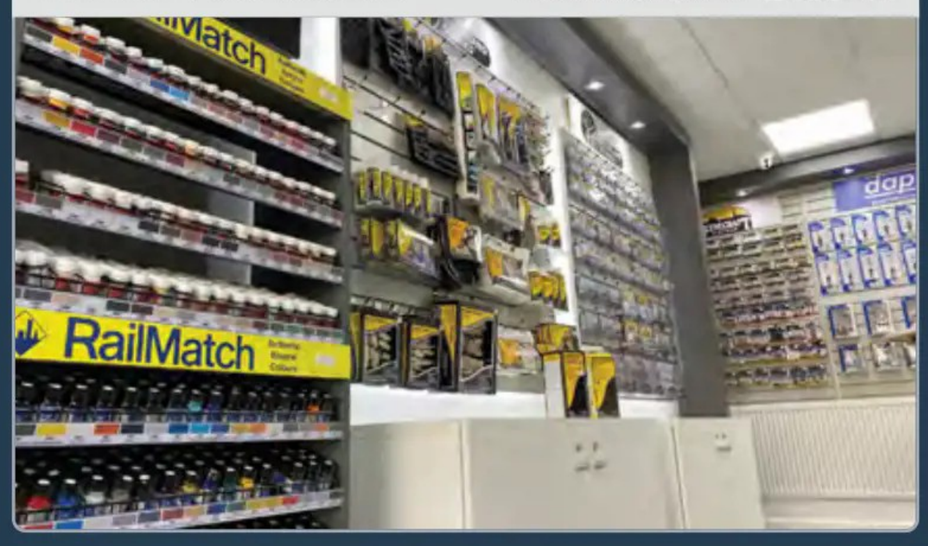



Credit: Harry Rawding



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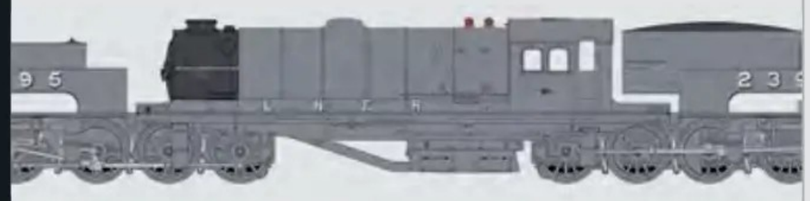

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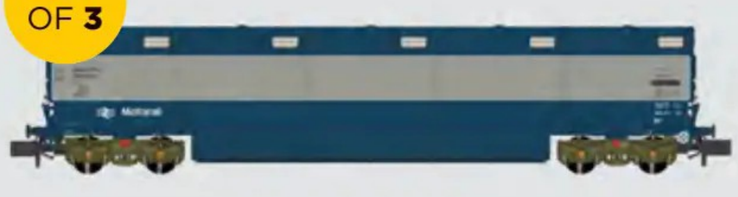

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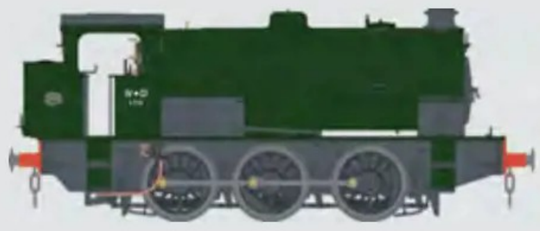

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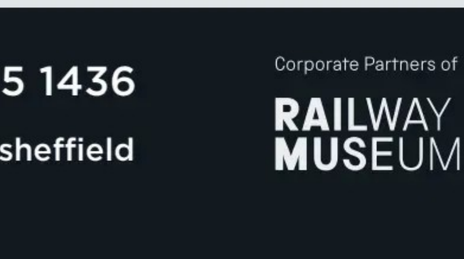

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QUARRY HUNSLET DIGITAL SOUND

Fitting DCC sound in Bachmann's *tiny* 'OO9' gauge model is difficult – but as **JOHN GAY** explains, is possible, bringing it to life beautifully.

TOOLS & MATERIALS

- Crosshead screwdriver
- Soldering iron and solder
- Black Tack adhesive
- Insulation tape
- Scissors
- Pin vice
- 1.5mm drill bit
- Mini power drill
- ZIMO MS490 digital sound decoder
- 9mm x 16mm micro speaker
- Tantalum capacitors

I REMEMBER seeing Bachmann's diminutive 'OO9' gauge 'Quarry Hunslet' locomotives for the first time on the *Hornby Magazine* exhibition layout Fairlie Syniad Da at the Statfold Barn Model Railway Show in 2022.

It is a beautiful model that really captures the character of these small and charismatic locomotives which can still be seen in operation on narrow gauge railways around the country. They are a delight to see in motion, and to hear working hard.

This prompted me to ask: "What are the chances of getting DCC sound in these?" – the reply was, "unlikely". At the time I thought it was a shame. I really wanted *Britomart* and *Nesta* to add to my personal 'OO9' collection, but wasn't happy they were just going to be DCC only and without sound.

Just before the 2022 Warley National Model Railway Exhibition, Bachmann released *Britomart* and upon closer inspection I remember thinking that there must be a way to recreate that distinctive sound of a 'Quarry Hunslet' in action. After extensive experimentation, five models later, I found a way and in the following step-by-step guide, I'll demonstrate how it was achieved. **HM**

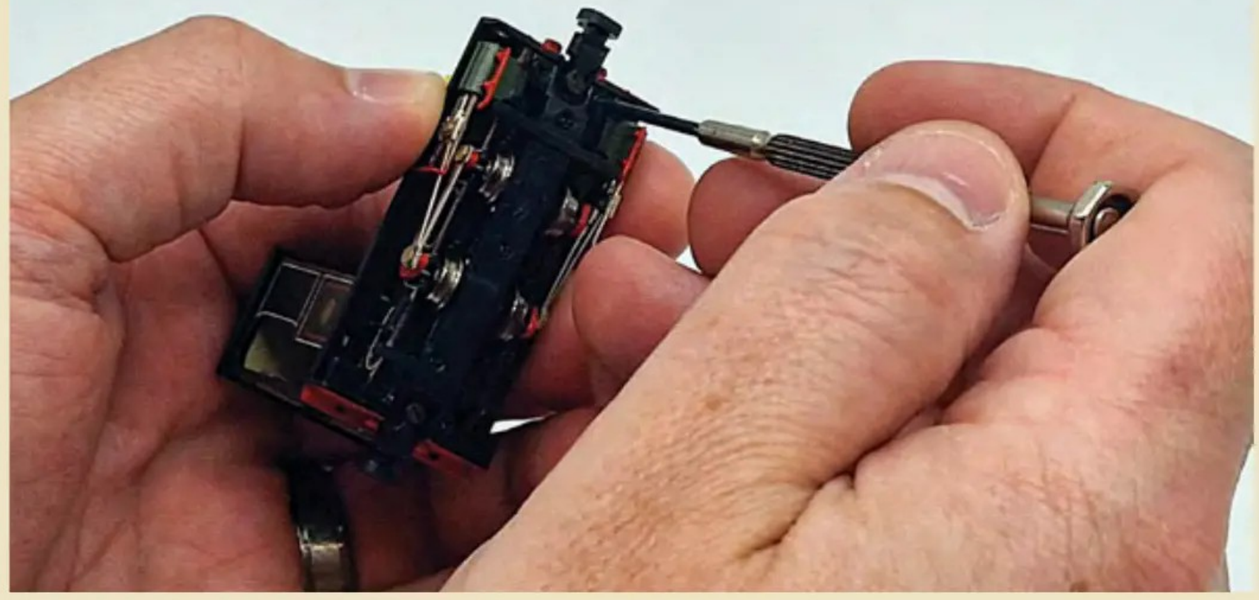
STEP BY STEP

BACHMANN 'OO9' QUARRY HUNSLET SOUND UPGRADE



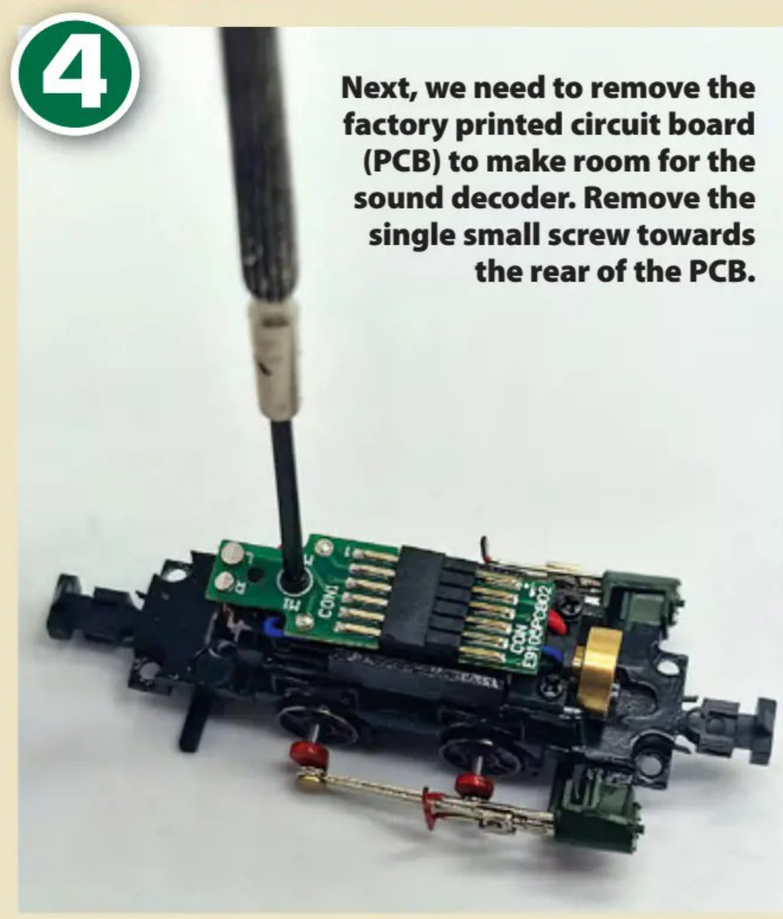
1 To start, we'll be using a ZIMO MS490 sound decoder. Long and thin, it is ideal for fitting inside the saddle tank of the model. A DSS237 16mm x 9mm speaker driver is also required, along with some tantalum capacitors.

2 Start by removing four small screws underneath the model - two behind the front buffer beam and two in front of the rear buffer beam. I have a small plastic tray in which I keep all the screws once removed.

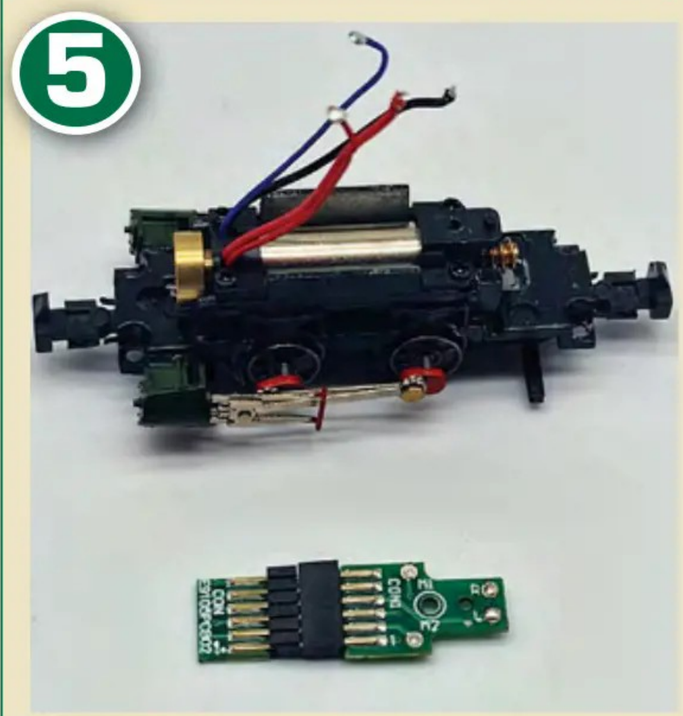




3 Once all four screws have been removed, gently wiggle the chassis down and away from the body. Place the body to one side while you work on the chassis.



4 Next, we need to remove the factory printed circuit board (PCB) to make room for the sound decoder. Remove the single small screw towards the rear of the PCB.

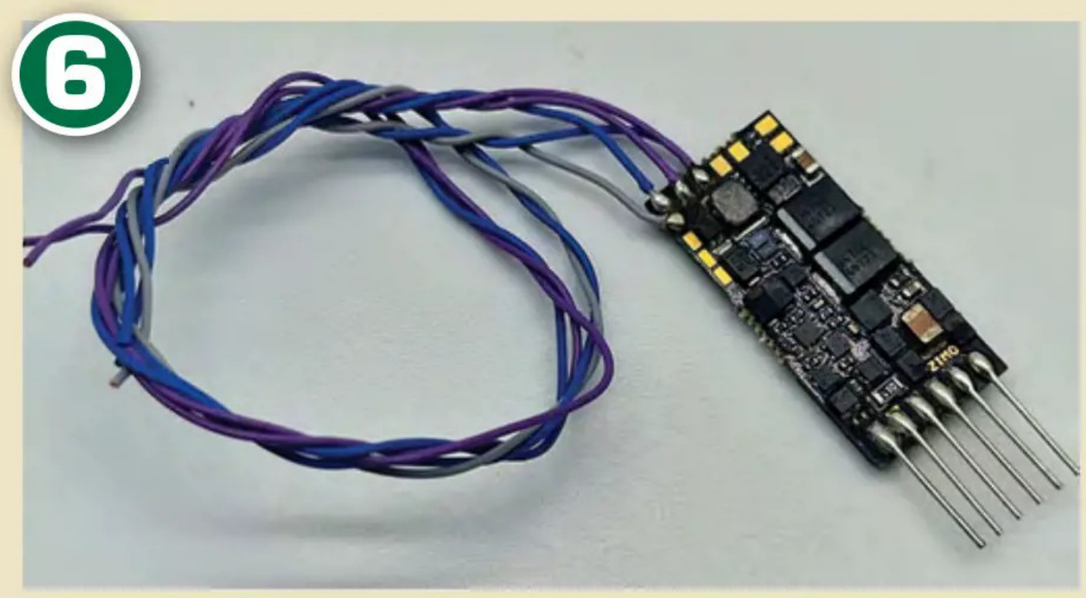


5 Lift the PCB away from the chassis and with your soldering iron, heat from the top of the PCB and remove the four small wires. Two of these wires are thinner than the others: these connect to the motor.

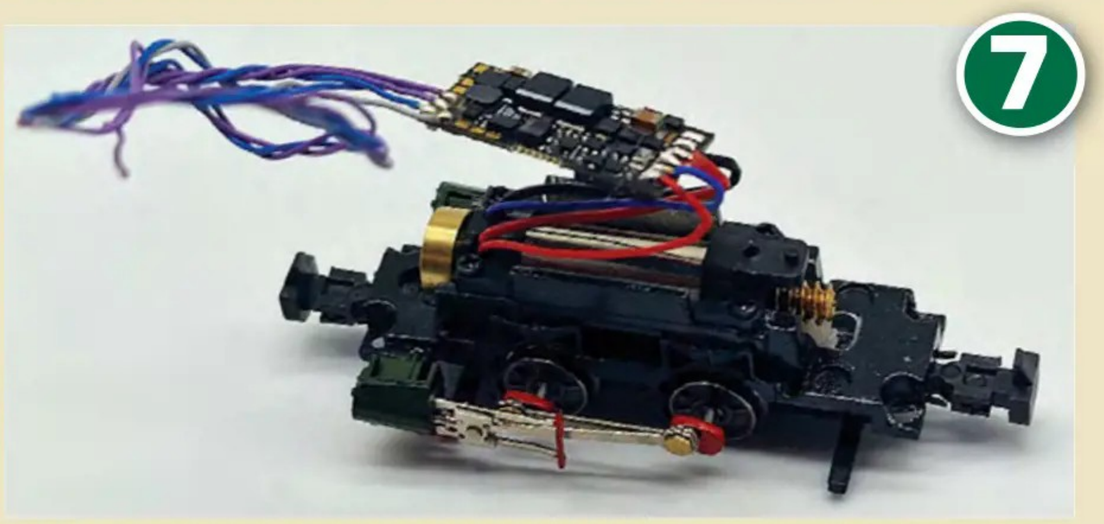


For those who thought it impossible to install digital sound in Bachmann's delightful 'OO9' Quarry Hunslet, John Gay shows you how in our latest step-by-step modelling guide.

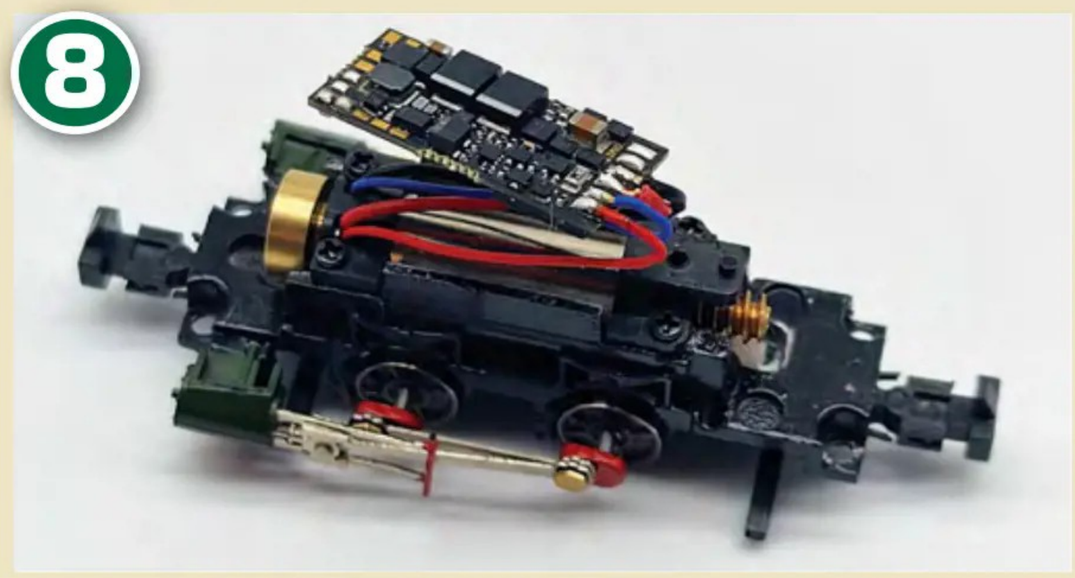
BACHMANN 'OO9' QUARRY HUNSLET SOUND UPGRADE



6 The sound decoder we are using is the ZIMO MS490N, but any version will do just as long as it is an MS490. We need to remove the six pins from the decoder – or wires if you have the MS490R or MS490F versions. The soldering iron will be useful again here.



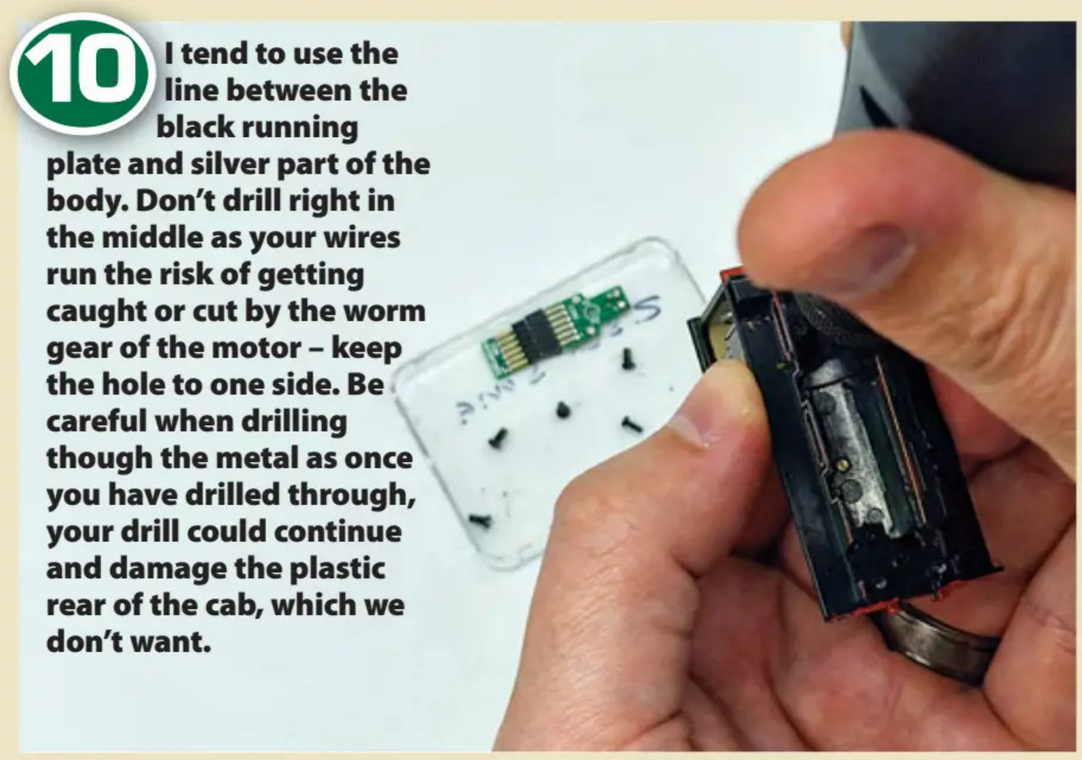
7 Attach the sound decoder to the wires on your chassis. With the decoder solder pads face down towards you, from left to right pads 1 and 2 are for the motor. Pad 1 will be the thinner red wire from the motor and pad 2 will be the thin blue wire from the motor. Pads 3 and 4 are the power pick-ups. For these, pad 3 will be the thicker red wire and pad 4 will be the thicker black. Pads 5 and 6 are not used.



8 Now we need to fit the speaker and tantalum capacitors inside the body. It is easier to remove the rest of the wires from the opposite end of the decoder. Make sure to keep hold of the two violet wires and a blue and grey wire which will be needed in the next few steps.



9 We need to make two small holes in the body of the locomotive to pass some pairs of wires through. The wires on the MS490 are very thin so we don't have to make too large a hole. A 1.5mm drill bit will be fine for this. We need to make a hole along the back on the left-hand side of the body.



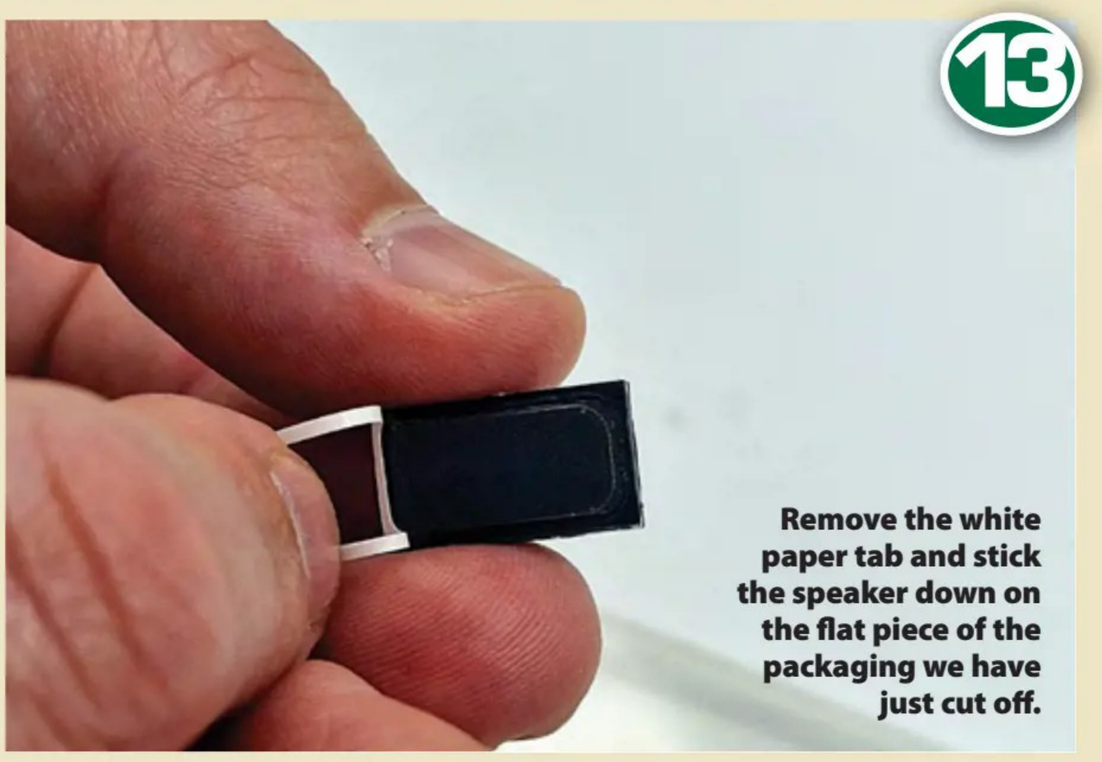
10 I tend to use the line between the black running plate and silver part of the body. Don't drill right in the middle as your wires run the risk of getting caught or cut by the worm gear of the motor – keep the hole to one side. Be careful when drilling though the metal as once you have drilled through, your drill could continue and damage the plastic rear of the cab, which we don't want.



11 Next, a hole needs to be made in the plastic safety valve dome, just left of centre, again with the chimney forward. Try to drill around '7 o' clock' of the black circle – this is to avoid damaging the cab front.



12 Now we can work on the speaker. The decoder packaging is very useful here: cut off the back flat piece of the packaging.



13 Remove the white paper tab and stick the speaker down on the flat piece of the packaging we have just cut off.

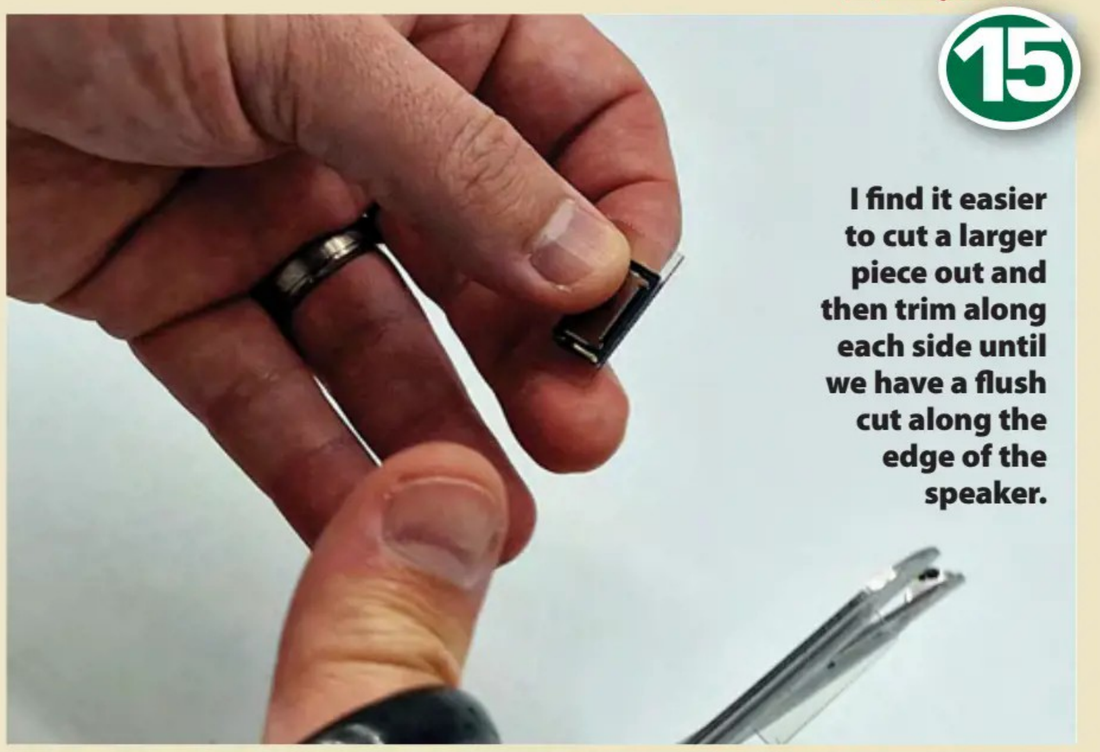
Intermediate
Beginner SKILL LEVEL Advanced

14



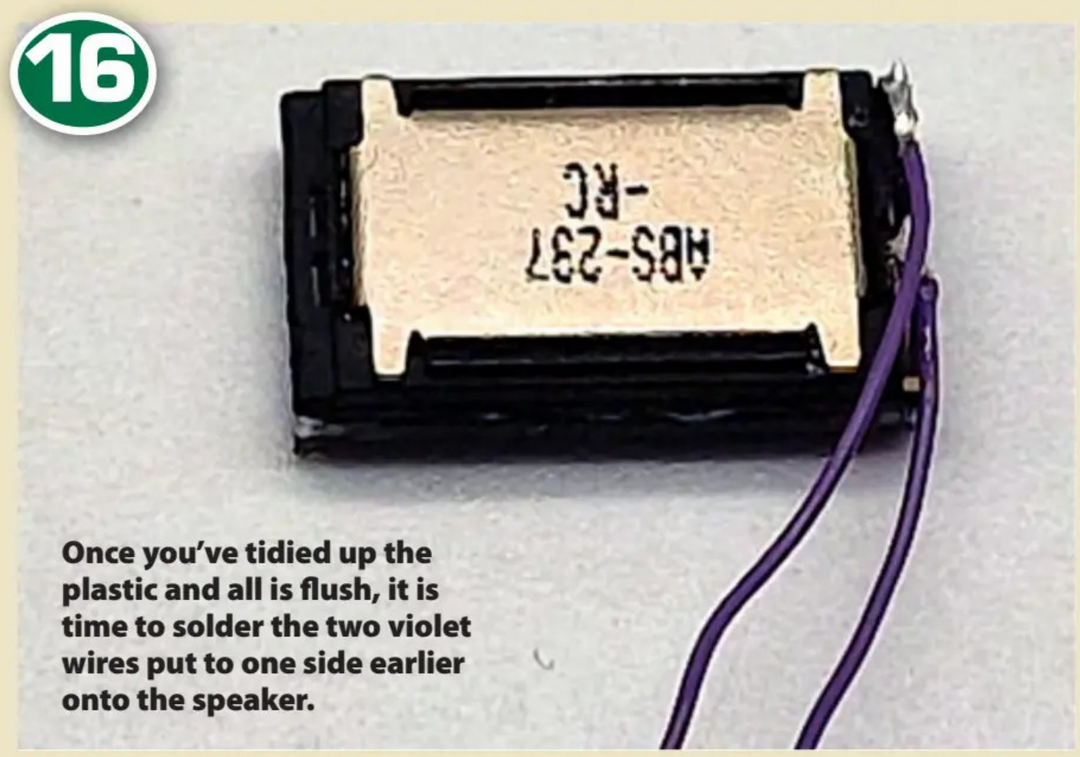
Next, cut around the edge of the speaker carefully. The reason for this is to ensure the speaker has an airtight seal to work against. This will give us better and louder sound.

15



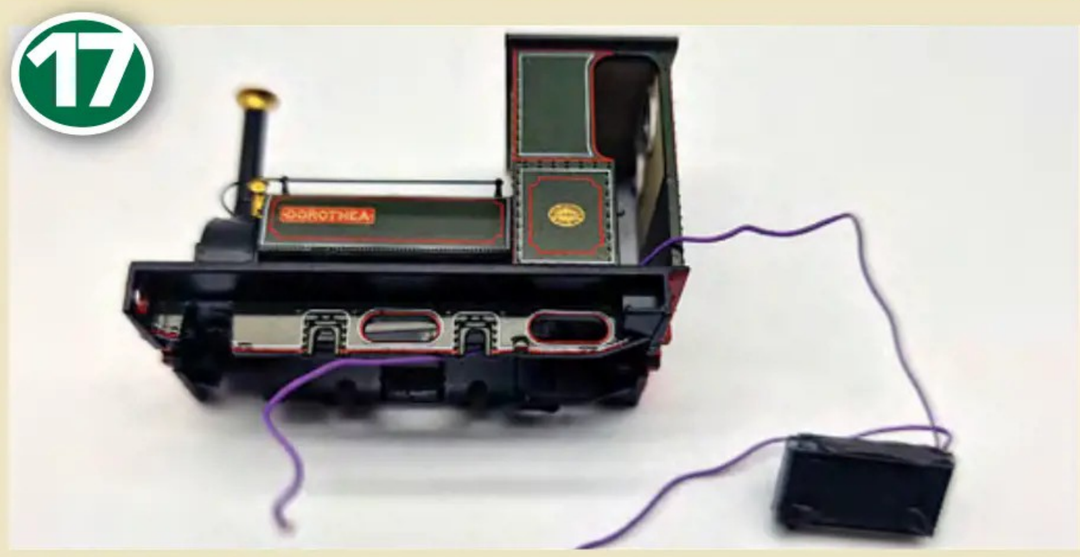
I find it easier to cut a larger piece out and then trim along each side until we have a flush cut along the edge of the speaker.

16



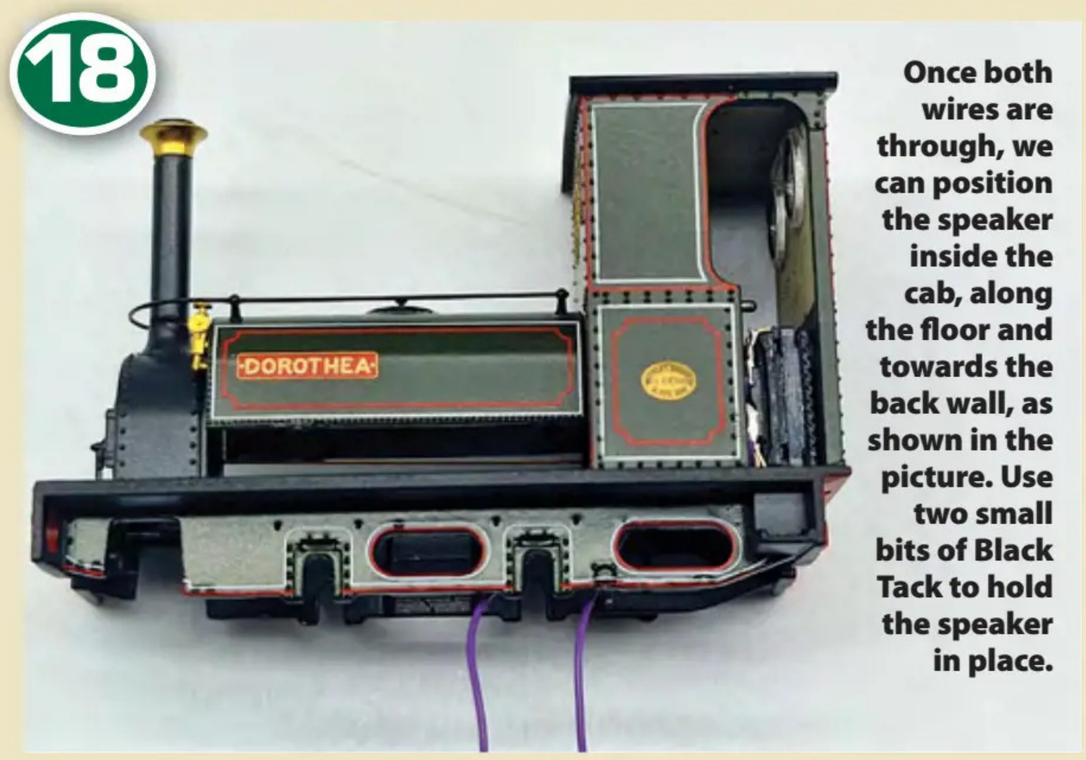
Once you've tidied up the plastic and all is flush, it is time to solder the two violet wires put to one side earlier onto the speaker.

17



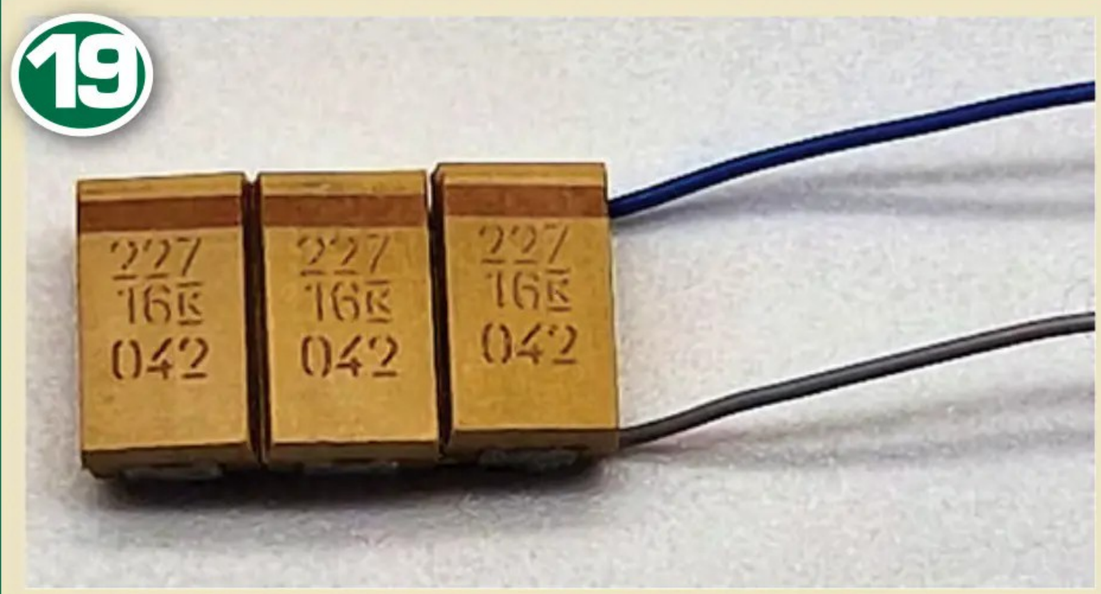
This is where the fun starts! The wires need to be passed through the small hole we made at the bottom of the cab. Tweezers are your friend here. You could pass the wire through from the inside and solder your speaker on once they are both through, but be careful with your soldering iron – don't get too close to the plastic body.

18



Once both wires are through, we can position the speaker inside the cab, along the floor and towards the back wall, as shown in the picture. Use two small bits of Black Tack to hold the speaker in place.

19



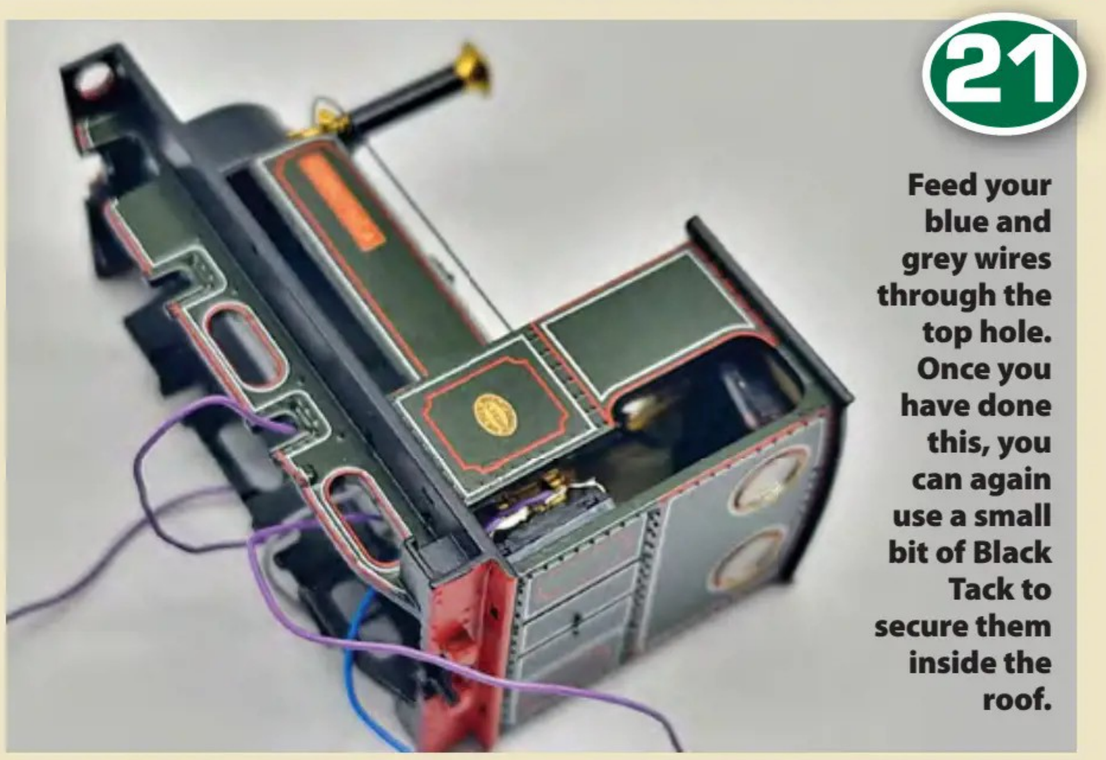
You will need three Tantx4 or tantalum capacitors. Line them up with the band across the top: this is the positive side of the capacitor. Solder your blue wire across all three on the band side. Then solder the grey wire on the other side of all three capacitors.

20



To hide them better inside the cab, you can use a small bit of black tape as shown or paint them.

21

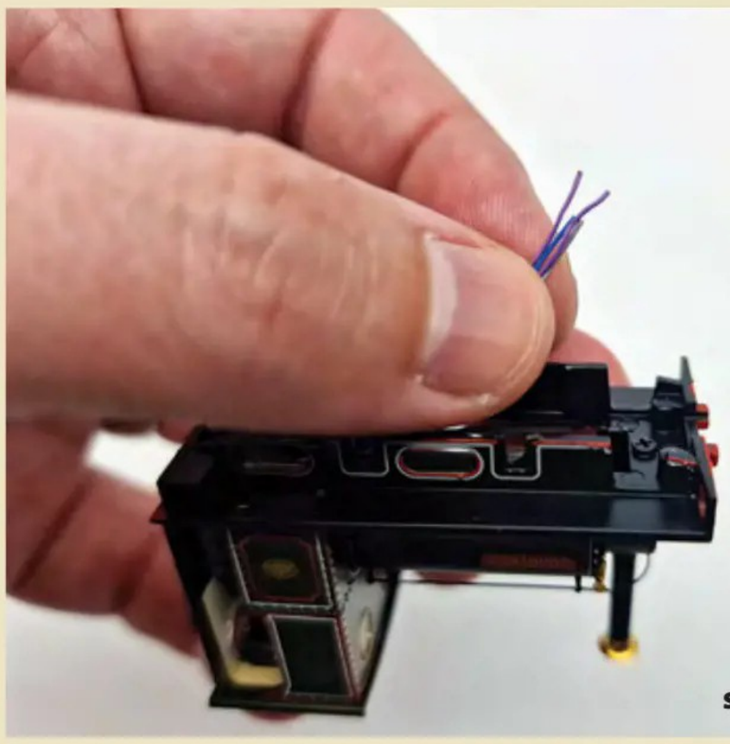


Feed your blue and grey wires through the top hole. Once you have done this, you can again use a small bit of Black Tack to secure them inside the roof.

STEP BY STEP

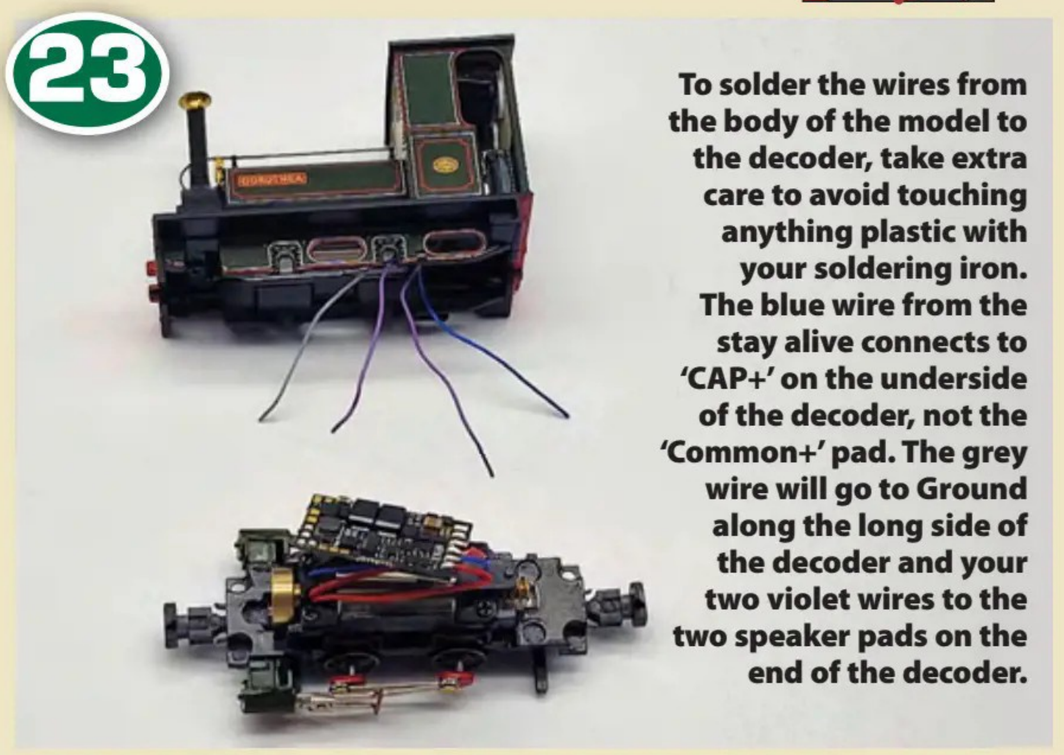
BACHMANN 'OO9' QUARRY HUNSLET SOUND UPGRADE

Beginner — Intermediate — Advanced — SKILL LEVEL



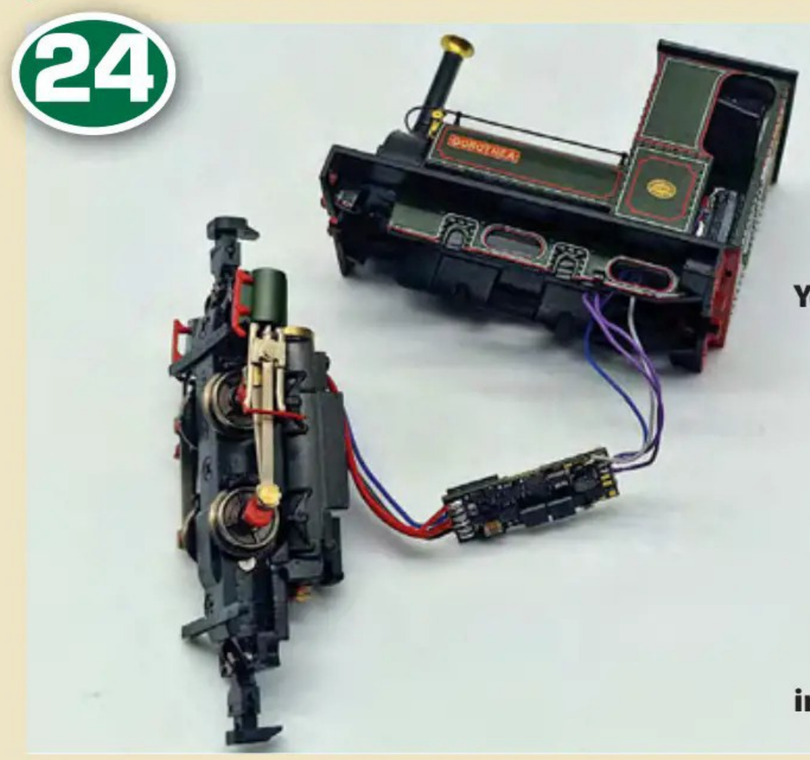
22

With speaker and stay alive capacitors fitted, we need to trim the wire. Space inside this model is very tight so we need to make the wiring as short as possible. Bring all the wires forward and cut them in line with the front buffer beam. You should be left with something like this.



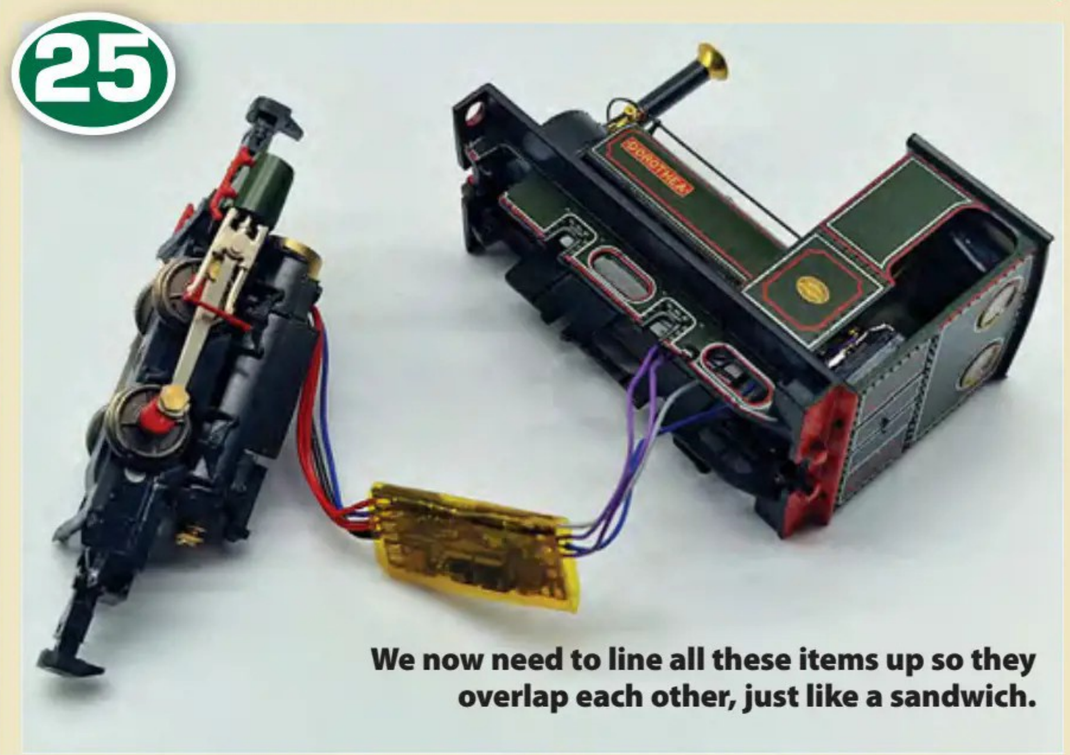
23

To solder the wires from the body of the model to the decoder, take extra care to avoid touching anything plastic with your soldering iron. The blue wire from the stay alive connects to 'CAP+' on the underside of the decoder, not the 'Common+' pad. The grey wire will go to Ground along the long side of the decoder and your two violet wires to the two speaker pads on the end of the decoder.



24

You should now have a model that looks like this. We need to protect the decoder from touching anything metal inside the body, so it is covered in insulating tape.



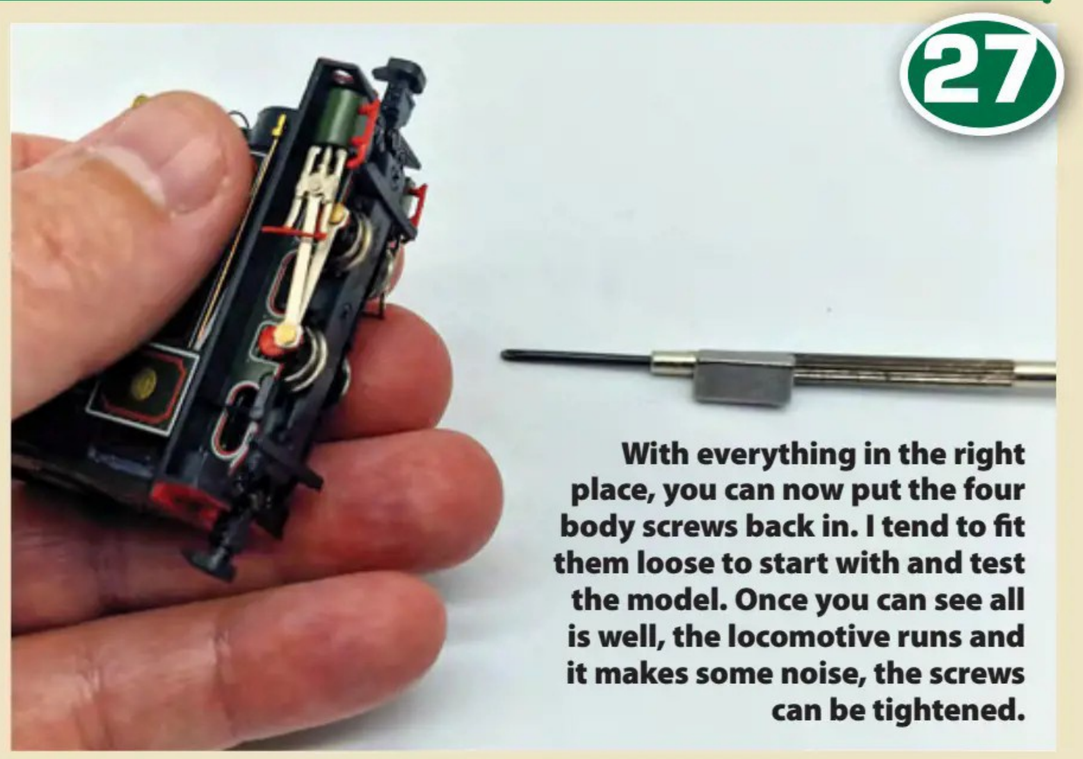
25

We now need to line all these items up so they overlap each other, just like a sandwich.



26

It may take a few attempts to get the decoder to sit between the smokebox and back edge of the saddle tank but it should all fit. Even small movements of the decoder can make the difference between it sitting correctly or the front or back sticking up from the chassis.



27

With everything in the right place, you can now put the four body screws back in. I tend to fit them loose to start with and test the model. Once you can see all is well, the locomotive runs and it makes some noise, the screws can be tightened.



28



If you wish to fit a crew which will hide the speaker inside the cab, you will need to remove the inside leg of the figure. That way the remaining leg goes down the side of the speaker and the leg you have cut off sits on top.

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Limited edition run of (250), D326: **The Great Train Robbery Class 40.**

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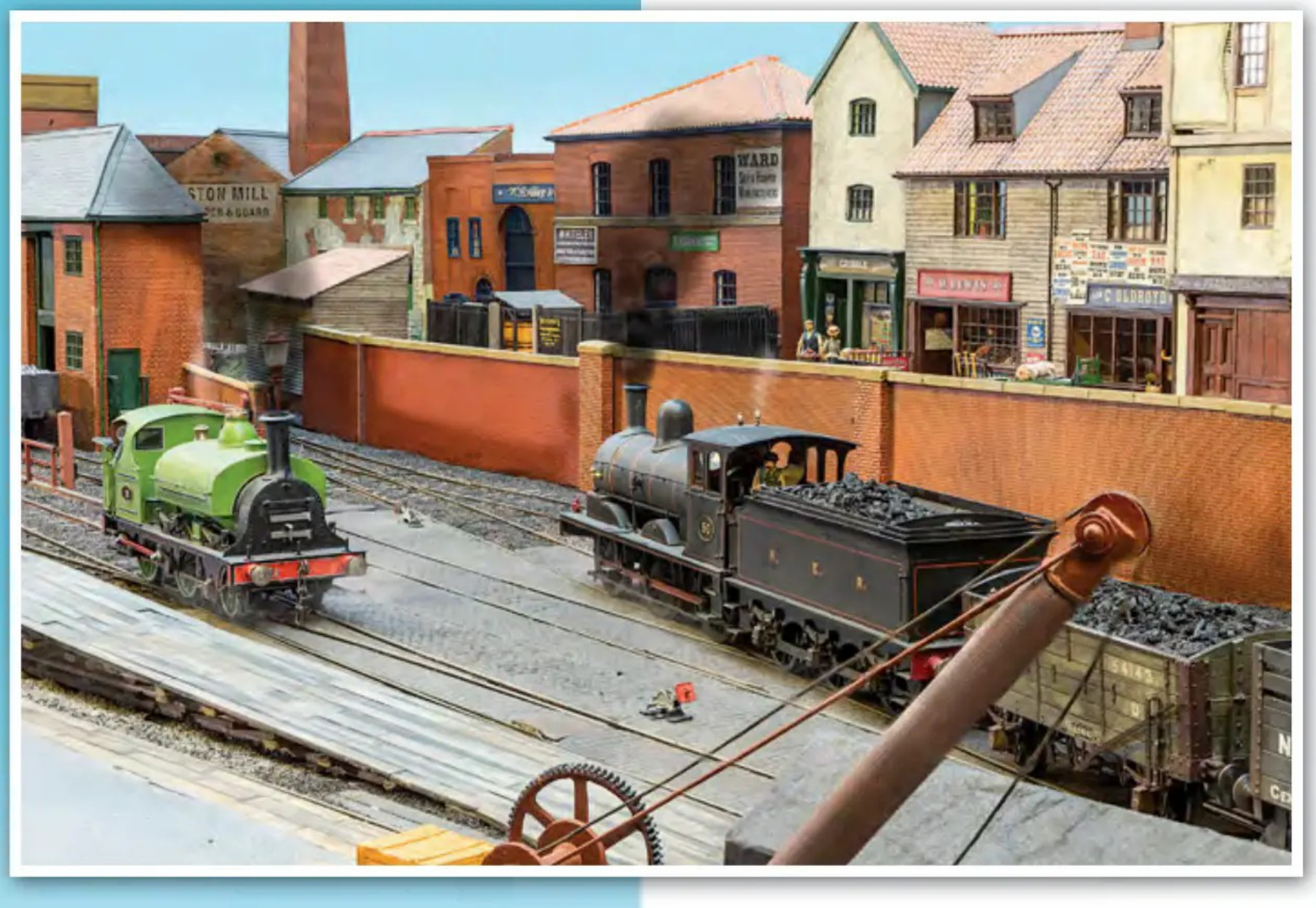
Hope Street

A pre-Grouping goods station is the setting for **JOHN BUCK'S** evocative 'O' gauge layout, which brings to life a long-gone but once commonplace scene.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm: 1ft	11ft x 3ft	NORTH EASTERN	1900s	ANALOGUE/RADIO CONTROL



1 Class '84' 0-6-0ST 19 simmers in Hope Street yard as NER 'C' 0-6-0 50 arrives with a train of loaded coal wagons bound for the cells.

2 Yard staff are in deep conversation as former '1001' Stockton & Darlington long boiler 0-6-0 2081 prepares to manoeuvre wagons above the coal cells in Hope Street yard.



HOPE STREET IS AN 'O' gauge project that had been brewing in my mind for many years. I had been involved with a number of layouts before I had the opportunity to start building my own solo project. The plan was for a pre-Grouping North Eastern Railway (NER) urban layout. It would have none of the bucolic, rural idyll of a country branch line - I wanted to reflect something of urban life at the beginning of the Edwardian period.

It soon became clear it was impossible to fit even a small urban station in the 11ft I had available for scenic boards. However, looking at historic maps revealed the NER ran goods facilities that were not directly attached to passenger stations. A small urban yard or part of a larger complex was possible. It would still require some compression to fit it into the available space but a lot less than a passenger station would.

Fortunately, while I was limited to length, I had more flexibility with depth. I decided that 3ft was the optimum as it gave me enough room to fit in some convincing buildings while not making the boards too unwieldy. I had to be able to extract them from my cellar where they were built and move them to Keighley Model Railway Club's (KMRC) club room where the layout now resides.

RESEARCH

Having a good general knowledge of NER practice I was surprised at how little information is available about goods facilities – in particular, good detail photographs. Smaller yards attached to passenger stations are reasonably well covered but not those in urban areas. This meant the yard had to be built up from a number of typical NER features. The main NER features are a goods shed with office and coal drops.

Hope Street owes its name to the Hope Inn, an old Georgian inn formerly situated at the top of Vicar Lane in Leeds. I found a photograph dated 1872 of the building in a »



3 Left: **Shopkeepers look on as Hope Street's NER 'K' 0-4-0T shunts wagons in the goods yard below.**

4 Below: **NER '84' 0-6-0ST 19 rolls into the yard with a small rake of loaded coal wagons, while a 'K' 0-4-0T awaits a clear route out of the goods shed siding.**

book called *Changing Leeds*, published in the early 1940s.

Having got the initial inspiration I then came across a photograph of three old buildings on Gateshead High Street. I just had to model them. Looking online I quickly found more vernacular buildings in the same area. There was no going back.

The images form part of a collection of photographs taken in the Gateshead/ Newcastle area before extensive slum clearances in the 1920s and 1930s. The collection is housed in Newcastle City Libraries and can be found online. Finding pictures of old buildings online is not difficult, but it is important to remember vernacular architecture varies considerably from area to area.

Even after the coming of the railways, local materials and styles persisted. Things like roofing materials, brick or stone type, colour and mix - even the style of timber framing - vary from area to area. A good piece of advice is to pick an area and try to stick with it and remember that buildings can last a long time. The core of some of the Hope Street buildings would have been around 300 years old when demolished.

Having worked out the space available, I then had to design a track plan that would look right and be interesting to operate. In addition to the goods shed and coal drops, I incorporated an open loading platform and an industrial siding with a loop to provide for running locomotives around their trains.

CONSTRUCTION

I have a long 11ft x 2ft 9in worktop and this was cleared to make way for the layout. I lack the skills to plan out scale track, so instead I invested in a set of track templates from Marcway. The templates consist of a full set of photocopies of all its track. It was then simply a case of placing the templates on the worktop until I had a workable plan.

The baseboards are relatively simple, although not very conventional. I made three boards rather than two to make removal from the cellar easier. The ends

are of 9mm x 3ft x 4in plywood, the sides of 3.6mm x 4in ply backed by 10mm x 4in balsa wood, (I am of an age where mixing imperial and metric measurements comes easily).

The goods yard area of the top was covered with 3.6mm ply supported on cross lengths of 10mm x 3in balsa with extra lengths of the same directly under the track. Although not the cheapest materials the combination of thin ply and balsa is strong and light. The back area of the boards was left open to fit the buildings that would be built on separate boards. I also built in a dropped section for the coal cells.

Cabinet makers' dowels were used to align the baseboards and a nut and bolt added to lock them together. I have since found that catches at the baseboard joints are easier and quicker to use.

The legs consist of two full length timber girders supported on two adjustable metal trestles. The girders are 2in x 5in and split in the middle for transporting. This combination gives a strong stable base for the layout, is easy to transport and is relatively light. It is also more stable and easier to adjust on uneven floors. Lighting is provided by a warm LED light strip. Being very light, the strip is fixed to a pelmet that spans the full length of the layout. »





TRACK

My intention was to hand build it all but at that time my track building experience was limited. Having used Marcway templates it seemed churlish not to give the company some business. The first point was a three-way, so I decided to buy this from Marcway and build the rest myself. This gave me the impetus to start laying without having to ponder the difficulties of building a three-way point. C&L track components and copper-clad sleepers were then used for the rest of the track. As most of the sleepers were to be covered by setts, I saw little point in using scale sleepers and chairs.

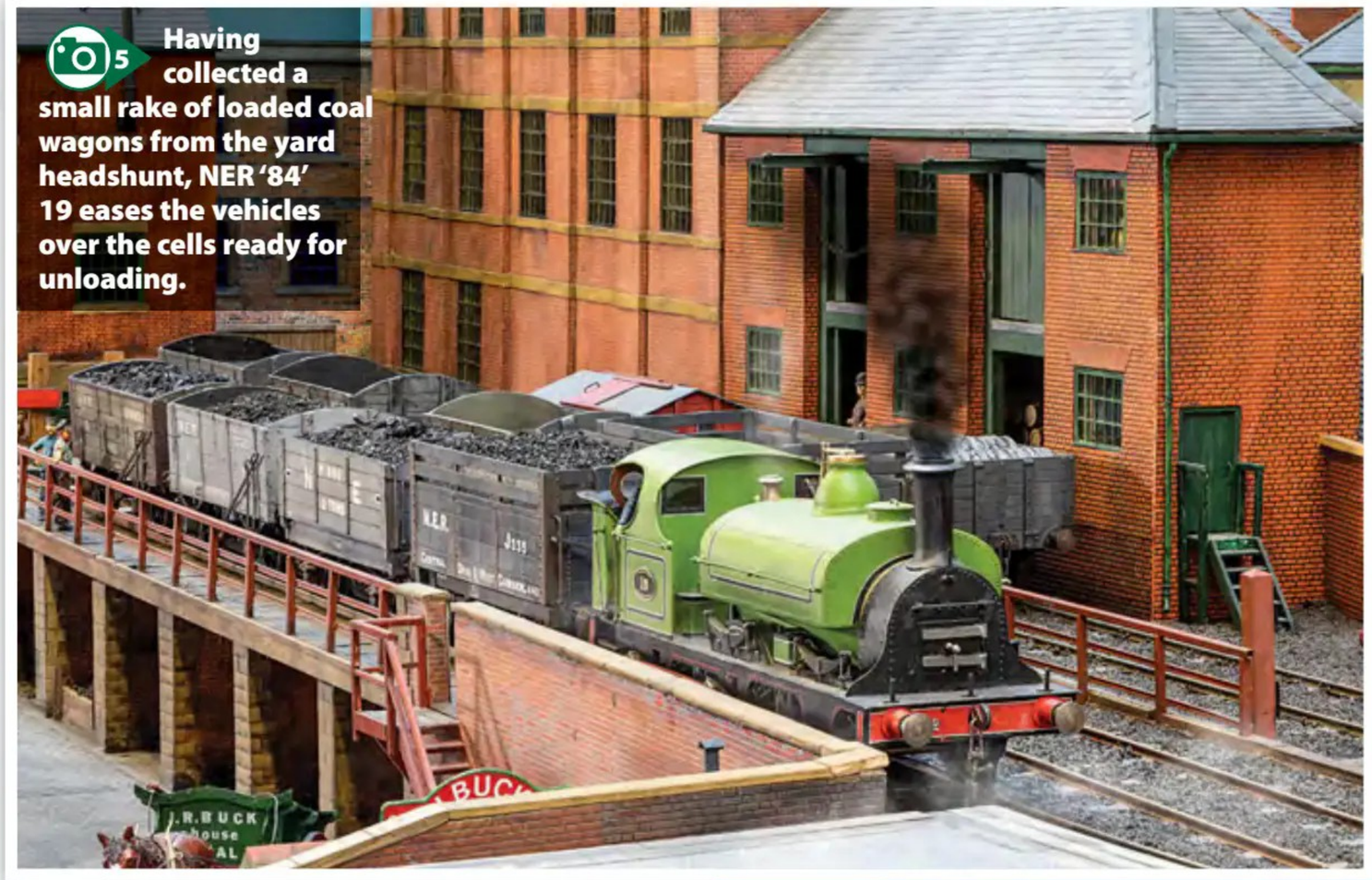
I am happy with the look and flow of the track, but with the benefit of hindsight wish I had used a different tie-bar system. Reasoning that it would be hidden from view, the time-honoured sliding sleeper method was used. This worked well until I covered the yard area with DAS setts and ballast. The tie-bars became bedded into the scenery and had to be dug out and still stick occasionally at the start of operations.

In future I will make the tie-bars out of rod that does not scrape across the baseboard. My move to radio control (more on this later) will make this easier because there will be no power in the track to cause a short circuit. Initially, the layout was wired for analogue control - it still is, although no longer powered. Tortoise motors provide power for the points.

BUILDINGS

Although I started building the buildings at the same time as the track work, they took considerably longer to complete. The first bit of construction came early in the process. I had to build the coal drops so the tracks could run over them. The walls are built of foam board covered with embossed plasticard. The track bed is strip wood.

The goods shed is NER in origin, based on Pocklington. The open part is built to scale though the enclosed area is considerably truncated. The coal cells are typical North Eastern, with the actual measurements based on those formerly at Alston.



5 Having collected a small rake of loaded coal wagons from the yard headshunt, NER '84' 19 eases the vehicles over the cells ready for unloading.

Before starting any building, it is a good idea to study it and try to work out its dimensions. If working from a photograph, this takes a little guesswork. A good starting point is to work out a floor plan to build up from. The actual houses and shops on Hope Street were built at different times over a long period of time but the floor plans were still, in 1900, largely medieval.

Peter Guillery's painting 'The small house in eighteenth-century London' proved very useful in establishing floor plans. It gives floor plan dimensions for many small working class properties which can usefully be used. If building a period layout in the London area, it also gives some wonderful buildings to work with.

The carcasses of the buildings are constructed of foam and mounting board. Foamboard was used mainly for the sides, back, internal floors and walls, and bracing. Properly braced foamboard makes a light and rigid structure. The mounting board is the type used by picture frames and is about 1mm thick.

The front of the building is drawn out on the flat. While drawing the obvious outside features, such as doors and windows, I also lightly mark out internal features. By working out where internal walls and floors will go, I gain a better idea of the scale of the building. This is especially important if working from photographs.



6 The coal merchant chats with a colleague as bags of domestic coal are loaded onto the horse and cart belong to S. Dawkins, for delivery around the town.



7 Hope Street's 'K' 0-4-0T eases a covered wagon about the yard, as NER 'B' 0-6-2T 531 prepares to remove several unloaded coal wagons from the elevated coal cell lines.

Once drawn, windows, doors and any other openings are cut out. Cladding varies depending on the original material used. Slaters and South Eastern Finescale embossed bricks are used in different bonds, although not stretcher bond, which came into use at a later date. Using different makes and bonds allows for subtle variation while maintaining a common look.

The walls are then assembled: I seldom model the backs that can't be seen. Roofing is mainly Redutex pantiles. These are better than anything I can make and are easy to use. The Welsh slates used on other buildings are first drawn up in a grid on the computer and then printed out on good quality grey paper. The size of the individual tiles is 10mm x 5mm, approximating a 'Wide Countess' (slates were sold by name in the past). The grid is cut into long strips and then glued to a sub-roof. The second strip covers half the first and so on, in the time-honoured way. I do not lay individual slates as this produces an uneven line. Take a look at any slate roof and you'll see that unless the building is derelict the slates will be laid in straight even lines.



8 NER 'B' 0-6-2T 531 eases back from the raised coal cells having deposited a pair of wagons for unloading.

Shop signage was produced on a computer by my wife Shirley. Where possible the original proprietors are named, although a few reference KMRC club members.

The yard is largely covered with setts. These were made by covering the appropriate area with DAS modelling clay, levelling it to just below rail height in »



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the space between the tracks, and to rail height in other areas. Some old Peco 'OO' track was fitted inside the running rails to provide a form for the clay which made it easy to maintain the correct height and keep the clay from fouling the running rails. After drying, the setts were carved into the surface. Once dry and carved, it was a simple matter of painting the surface. In future I will pre-colour the DAS before painting as the surface is easily scratched to reveal the white clay.

ROLLING STOCK

The locomotives on the layout are all NER and include some less common types, such as the '85' 2-4-0ST originally intended for light branch duties. The last one was reduced to shunting before being cut up in 1896. '964' 0-6-0ST 1644 is one of 50 built by Edward Fletcher from 1875.

Better known '1001' Stockton & Darlington long boiler 0-6-0 tender engine 2081 features prominently. The long boiler locomotives dominated the Stockton & Darlington Railway goods and mineral traffic. All were built from Medley Models/NER Days kits. They produced a very useful range of NER locomotive kits, which are unfortunately no longer available.

The rolling stock roster has grown through the years from a variety of kits with some scratchbuilt items. The beer van, my first scratch build, was made by making multiple photocopies of a drawing of the original. These were then cut out and layered with card to make the body. The underframe uses Slater's 'W' irons and parts.

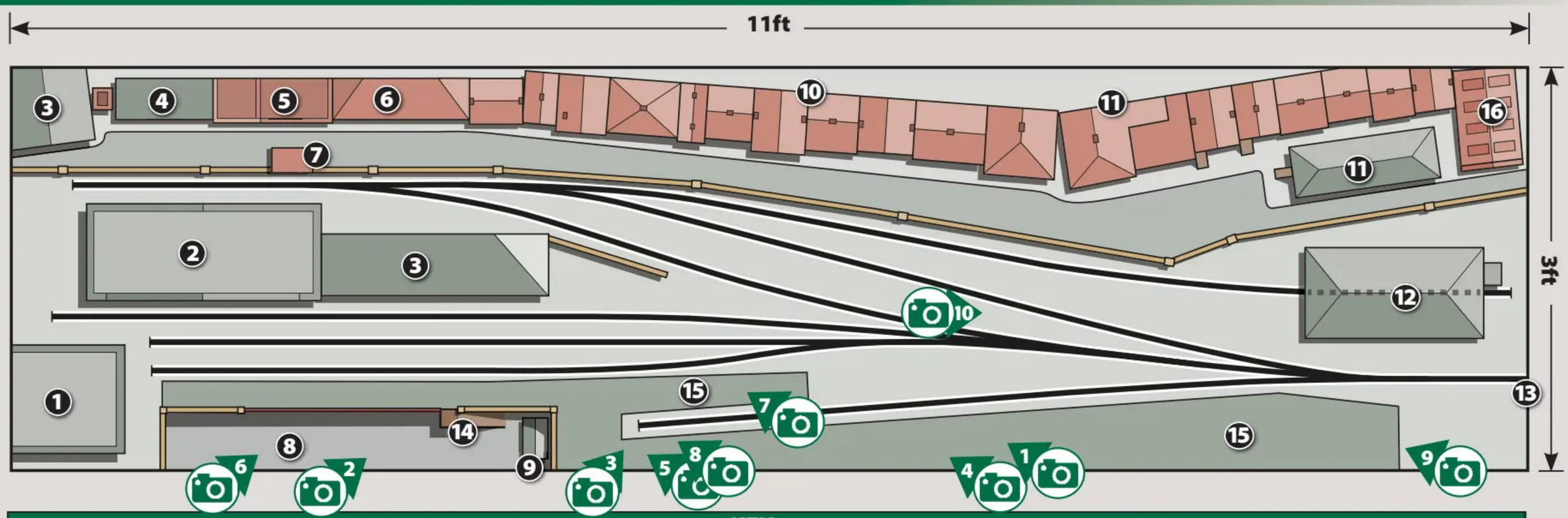
The two NER P3 coal hoppers (8102/15908) involved a bit more work. The dimensions came from *NER 1904 Diagrams of Wagons* available from the



9 **Having just arrived with more wagons for unloading, the yard shunter unhooks NER 'B' 531 from its mixed goods train.**

10 **The driver of NER '964' 0-6-0ST 1644 gently propels a pair of wagons towards the goods shed for unloading.**

HOPE STREET TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 R.F. Brett & Co.	5 W.R. Allsop & Co.	9 Coal merchant	13 To/from 5ft storage yard
2 Warehouse	6 Whiteley Casks	10 Shops	14 Steps
3 Paper mill	7 Hut	11 Flats/houses	15 Loading/unloading platform
4 Warehouse	8 Coal staithes	12 Goods shed	16 Public house

NER Association. These were aided by a photograph in the NER Association's *North Eastern Record Vol 2*. The body was then built up from plasticard. The nut and bolt detail is made up from Grant Line plastic mouldings. Each required a 0.4mm hole into which the bolt was inserted. It cost a fortune in broken drill bits. I think in future I will try a different technique, as you can only see the fine detail with a magnifying glass.

The North British Railway (NBR) six-wheel floor cloth wagon is an unusual vehicle that was built to transport linoleum from the Kirkcaldy factory across Britain. This wagon is built in plasticard from a photograph and drawing found in a very old model railway magazine.



CONTROL

All the locomotives on the layout have been converted to radio control (RC). This approach came about because of my frustration with maintaining good track/pick-up connection. RC eliminates the need for pick-ups, track cleaning and wiring, except for the point motors.

In order to test the viability of this approach I started by converting one of my smaller locomotives, the NER '85'. The main difficulty with converting a finished model is avoiding doing damage that will require a lot of extra work. I was able to fit a battery pack of four AAAs in the boiler and the receiver went in the coal bunker. So far, so good.

The charging socket and switch proved more difficult, and they ended up between the front pair of wheels. They are a little awkward to get at but are out of sight when operating. Although the four AAA batteries only deliver 4.8V, the Class '85' was fitted, like most of my locomotives, with an ABC gearbox and Maxon motor and will happily trundle around the layout all day at scale shunting speeds.

The next candidate was the 'C' (LNER 'J21') 0-6-0. As it is a tender locomotive, conversion was relatively easy, although I did have to remove some of the bracing inside the tender to fit the batteries - eight AAAs in this case. The receiver charging socket and switch all fitted in the coal space, leaving me with two wires to take to the engine. Again, the less than 9.6V power supply was more than enough to power the locomotive.

I tested the 'C' on Ravensbeck (KMRC's big continuous circuit layout) with a scale freight train. It was still going strong after two hours - more than enough for my small layout. The only negative, if it is one, is that neither locomotive will go much faster than scale speed for an unfitted freight/shunting locomotive. I assume a bigger main line passenger locomotive will require more battery power. However, such locomotives have more space so it may not be a problem.

The little 'K' - the NER's smallest locomotive - initially posed a problem in that I could not fit a battery pack without major surgery. Luckily, I came across a photograph of one working in Hull Docks with a small match truck. I scratchbuilt a similar truck, fitted a small coal bunker to house the receiver and two AAA batteries. Two more batteries were strapped underneath and the switch and charge socket fitted into a small tool box.

Since completing Hope Street I have been introduced to a new type of modelling sheet. Foamed PVC – or 'Palight' – is available in 1mm, 2mm and 3mm thicknesses. This sheet is similar to card but more stable with no grain. It doesn't curl and it can be carved and sanded with ease. However, it can only be glued with superglue and needs to be primed with car primer before painting. The gluing and priming do demand a little more planning but the stability of the material more than compensates for this. In practice, the primer sticks so well that detail parts can be superglued after priming.

CONCLUSION

Hope Street was a great pleasure to build. Being my first solo project, I initially approached it with trepidation but by taking my time and doing the research I produced a layout that is interesting to operate and, I hope, to view.

Hope Street is housed at the KMRC club rooms in Keighley where it can be seen in operation on club open days. You can find out more by visiting the club's website at *www.keighley-mrc.org.uk* for further details. **HM**

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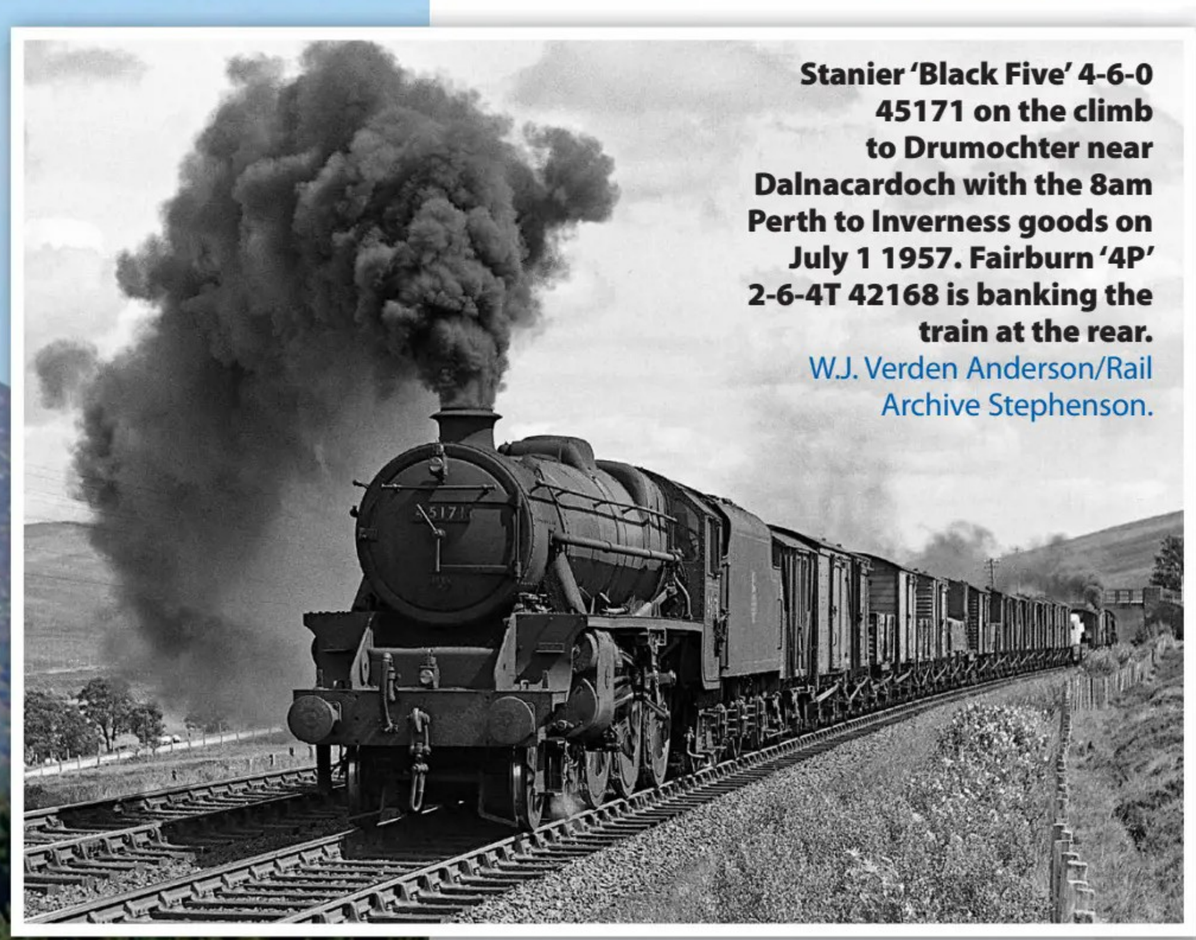
THE HIGHLAND MAIN LINE

Stretching across 118 spectacular miles, the Highland Main Line is a vital artery linking the Far North for more than 150 years, as **EVAN GREEN-HUGHES** explains.



Stanier 'Black Five' 4-6-0 45171 on the climb to Drumochter near Dalnacardoch with the 8am Perth to Inverness goods on July 1 1957. Fairburn '4P' 2-6-4T 42168 is banking the train at the rear.
W.J. Verden Anderson/Rail Archive Stephenson.

SITTING in the comfort of an LNER 'Azuma' or ScotRail Inter7City HST on the Highland Main Line today, you still get a sense of how isolated the area between Perth and Inverness was at the start of the 19th century.

In 1801, the population of Inverness was only 8,732. People had lived there since prehistoric times and the town (it only became a city much later) had a castle and was prominent in the governance of the area. Its location, at the mouth of the River Ness, had made it an ideal location for many industries, including shipbuilding, rope making, tanning and wool production. However, its remoteness from the more affluent central belt meant that many of these industries were stifled by the cost and difficulties of moving goods to places where they could be sold.

The area's transport needs had been partially answered by the construction of the Caledonian Canal, connecting the east and west coasts and providing a better route for shipping to places such as Glasgow – but it was still slow and expensive.

Better links with other parts of the country were needed and naturally, in 1845 and at the height of the railway mania, the idea of a railway between Inverness and the central belt was promoted. Unusually for a major proposal, the idea for this came from businessmen in Inverness themselves, rather than interested parties in Edinburgh or England.

FOLLOWING TELFORD

The initial suggestion was for a line linking Inverness with Aberdeen, 100 miles further down the coast, which would then connect with other railways and provide a somewhat lengthy route into the central belt.

However, a second proposal came from engineer Joseph Mitchell, Chief Inspector of Highland roads, who indicated that a more direct route was possible, which would largely follow the same path as the former military road, by then upgraded by Telford, and which ran from Perth via »

The splendour of the Highland Main Line can be seen to full effect as LNER Class 800 800101, working 1E21 9.40am Inverness to London King's Cross, sweeps past Crubenmore on September 27 2020.
Jamie Squibbs.

the Drumochter Pass to Aviemore, over the hills to Carrbridge and then on to Inverness.

A bill to promote it met stiff opposition in Parliament and it was thrown out, partly because it was thought the locomotives of the period would be unable to work the gradients. It was also said that 'a railway 120 miles long through desolate countryside with no towns, no coal, no industry and very few people' could not succeed. Instead the promoters were urged to throw their weight behind the scheme for an Inverness to Aberdeen link.

Five years later, and with little progress from the Aberdeen direction due to financial issues, Mitchell re-surveyed the direct route, looking for improvements in gradient and construction costs. At Pitlochry he revised the line so a previously-proposed 1-in-26 slope became 1-in-100 and at Aviemore he revised the proposal so the railway would now follow the River Spey across Dava Moor and then down the Findhorn Valley to Forres, near Nairn, providing an easier and cheaper route.

The first phase of this new line was authorised in 1854, and was optimistically called the 'Inverness-Perth Railway section from Inverness to Nairn'. This opened the following year and was soon busy with passenger traffic, although the uptake for goods was a little more modest.

EXTENSIONS

By 1858 this line had been extended towards Keith, where it would meet the line from Aberdeen end-on, but there was still a will amongst local businessmen for a more direct route, resulting in a bill to construct the Inverness and Perth Junction Railway being laid before Parliament. This time, with improvements to locomotive technology and Mitchell's improved route, the line's gradients were considered acceptable and permission was granted with construction starting in 1861.

Building a railway through such mountainous country was an expensive business, but the company was well supported by landowners who hoped that opening up some of these remote areas would bring prosperity and allow industries such as sheep farming and distilling to expand.

The line required building eight viaducts, 126 bridges over streams, 119 road bridges and the movement of 3.4 million cubic yards of material as well as the provision of deep drains designed to remove surface water along the route. In the Pass of Killiecrankie, retaining walls 26ft high and 690yards long were required to support the railway, while at Dunphail a 447ft long and 105ft high viaduct was required. Tunnelling was minimal with one of 128yards at the Pass of Killiecrankie and one of 350yards near Dunkeld. Maximum gradients were around 1-in-70.

The entire route was 144 miles long and did not contain any passing places, with double track only being provided at each end, and this arrangement was soon overwhelmed. It took 40 years before doubling of the section north of Blair Atholl commenced, with progressive improvements being carried out until 1911 when the longest remaining single-track section was by then only three miles long. By this time the route had become part of

Stanier 'Black Five' 4-6-0 45157 *The Glasgow Highlander* crosses the River Tilt as it leaves Blair Atholl with an Up slow on April 9 1957. D.M.C. Hepburne-Scott/Rail Archive Stephenson.

the Highland Railway company.

There was a major advance when a more direct route between Aviemore and Inverness was authorised, with this opening in 1898, shortening the journey by a useful 20 miles. This section was largely built to ward off proposals from other companies, particularly those that hoped to reach Inverness via the Great Glen, and which might have been able to provide a better service to Inverness. Initially partially single track, major features included a viaduct and deep cutting at Slochd summit and the 29-arch Culloden viaduct over the Nairn valley. From this period on, the original line between Aviemore and Forres remained open, but as a secondary route.

LOFTY AMBITIONS

The route boasted two summits, one of 1,484ft in the Pass of Drumochter and another of 1,315ft at Slochd on the direct section between Aviemore and Inverness. These involved sections of up to eight miles at 1-in-70 and would onwards always provide a formidable operating challenge.

David Jones of the Highland Railway designed powerful locomotives for the line, including his famous 'Jones Goods' 4-6-0 of 1894, one of which still survives in the Glasgow Transport Museum, and considerable numbers of powerful 4-4-0s, which nevertheless would require banking up some of the gradients. Another enemy of the operating department was the weather, with the line often affected by snow and floods, requiring specialist equipment to always be on hand, especially during the winter months.

The route attracted considerable traffic and it came into its own in the First World War when it was called upon to carry heavy coal traffic intended to supply the Royal Navy base at Scapa Flow. There were processions of trains daily. There was also the famous 'Jellico Express' which ran between London Euston and Thurso, taking more than 21 hours to cover the 717 miles involved. This was intended for the use of naval personnel and others involved in the war effort.

With an eye to the future, the Highland Railway also launched marketing efforts towards leisure travel, and even offered a car-carrying service from 1908, along with special trains to cater for the gentry, who traditionally travelled north for recreation activities such as the shooting season. However post-war years saw a rise in road transport which soon began to impact on the Highland Main Line, in particular affecting the viability of some of the smaller stations.



GB Railfreight Class 66/7 66733 *Cambridge PSB* passes over Slochd Viaduct at the head of 'The Royal Scotsman' – the 8.39am Kyle of Lochalsh to Carrbridge – on June 22 2016. John Chalcraft/Railphotoprints.uk.

In 1922 the line passed to the London, Midland & Scottish Railway, and from the 1930s, traditional classes gave way to Stanier's 'Black Five' 4-6-0s which proved to be an outstanding success. These held sway until the diesels arrived after nationalisation when the route became famous for its use of Birmingham Railway Carriage and Wagon Class 26s and 27s. They were later displaced by English Electric Class 37s.

DECLINE AND REBIRTH

The 1960s were not kind to the Highland Main Line. Much of the route was singled during this period and the original line between Aviemore and Forres was abandoned, despite attempts to reduce costs by the use of four-wheel railbuses. Fortunately, further cuts were avoided by the discovery of North Sea oil and the traffic this generated, while tourism blossomed - particularly around Aviemore. This resulted in a reversal of previous policy and from 1978 onwards sections of double track were reinstated, beginning with Blair Atholl to Dalwhinnie.

Since then, the Highland Main Line has flourished and been upgraded further. Multiple units, in particular the Class 170s, arrived along with faster journey times and a more frequent service, while in 2019 Network Rail completed works designed to increase capacity and also to accommodate HSTs which were then introduced on the longer-distance services. The line has also continued to support trains to and from England, as well as the daily 'sleeper' services. In the future the Scottish Government has committed to electrifying the whole route.

The Highland Main Line has a colourful history and still retains a fascinating variety of workings. Today you can see anything from steam charters, HSTs, the latest Azuma units, locomotive-hauled sleeper trains and Class 66-worked freights. At Aviemore, the Strathspey Railway runs from the main line station on part of the original Highland route towards Boat of Garten and Broomhill.

Despite its main line status, much of the Highland Main Line's infrastructure, such as stations, are of modellable size – and worthy of consideration for anyone looking to recreate something truly spectacular. **HM**

● **Read more from the Railway Realism archive at *www.keymodelworld.com/railway-realism.***



Inverness depot's Class 47/4 47517 *Andrew Carnegie* in BR large logo blue rolls off Culloden Viaduct with the Up 'Clansman' from Inverness to Euston on June 28 1986. Bruce Galloway.

TRACK GANG

It's all about track on the rebuild of Topley Dale with a combination of lifting old rails, relaying and new track installation, as **MIKE WILD** explains.

SINCE the last time I wrote about Topley Dale's rebuilding in HM200, the primary focus has been on the track to bring the layout back into full service. The storage yard for the upper level has been a hotspot for activity, but to keep things fresh for me as the builder, I'm also working on the relaying of the scenic section.

Starting at the back, the big job is installation of the 12-track upper level storage yard. My original plan set out 10 tracks for off-scene train storage, but with careful positioning and attention to the tolerances on curves, I've been able to expand that by one track in each direction. That might not sound like much, but one of the things I have noticed is that with modern trains it is very easy to fill an 18ft long storage road with a single train!

As I type there are five tracks laid for the outer circuit and three for the inner – a grand total of 52 yards of track and 16 points - all of which have been equipped with live wiring to suit Digital Command Control (DCC) operation. There are no isolation points anywhere on the main line that you would need if this were an analogue DC layout.

The advantage (or disadvantage when it comes to the pace of construction!) is that I can finally bring out rolling stock that I've added to the collection over the past 18 months and enjoy running it in between track laying sessions.



As far as possible, the original materials are being recycled, including using redundant ballast as spoil loads for JNA Falcon wagons.



HSTs line up in the new storage yard sidings. There will be 12 tracks across this 2ft wide set of boards to complete the train staging.

TRACK WORKS

The next part of the project has been started which is removal of the original wooden sleeper track from the scenic section so it can be replaced by concrete sleeper track. This can be an unforgiving task for the original track, but wherever possible I'm reclaiming the plain line for reuse and retaining the original point positions.

It is difficult removing the original track as it is fixed down well, but with an oscillating saw fitted with a chisel bit I've been able to take away all the old ballast to take the landscape back to the bare boards beneath to ensure the new track can be laid to a high standard. The added advantage is that I've been

Two track running has been restored on Topley Dale for the first time in more than 18 months. Class 37 37114 *City of Worcester* follows the new alignment over the second bridge deck with a military train loaded with Scorpion and Scimitar CVR(T)s from the Key Model World Shop.





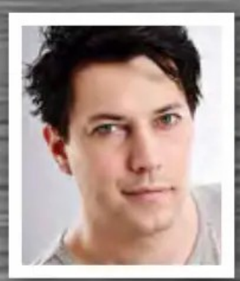
MIKE WILD

Mike has been tackling civil engineering duties on his new version of Topley Dale, reworking the permanent way and installing new trackwork as he creates his grand plan.



MARK CHIVERS

With an imminent exhibition appearance of *Hornby Magazine's* 'OO' gauge West Coast Cement layout, Mark has been detailing his Class 90 electric fleet in readiness.



JONATHAN NEWTON

Jonathan has started construction work for his new 7mm scale exhibition layout, modelling Holbeck steam motive power depot in Leeds during the 1950s and 1960s.



The original wooden sleeper track on the scenic side is being replaced with concrete sleeper track. Removal has involved an oscilating saw which makes quick work of the original ballast and cork underlay.



At the station end of the layout, the new track arrangement for the junction is coming together and will be overseen by the Norton Bridge signalbox laser-cut kit from the Key Model World Shop.

using the old ballast as a spoil load to improve the look of my rake of JNA Network Rail wagons which looked decidedly empty. Nothing goes to waste if it has another purpose.

An interesting part of the relaying process has been the installation of the new bridges at the centre of the scenic section. The first of the two GCR 'Birdcage' bridges from the Key Model World Shop's exclusive PJM Models range was installed on straight tracks, but it meant the second one would require the inner main line and loop to slew off the original straight alignment. This took a little time to get right – and still needs final adjustment as it is laid loose for the time being.

DOUBLE TRACK

The final piece of good news for Topley Dale (it still needs a new name!) is that double track running has been restored with completion of the inner main line and its first three storage yard loops. It has been rewired where necessary and brings back the sight of trains sweeping past each other.

The next steps are to complete the inner upper level storage yard tracks – hopefully a couple of hours one weekend will see that finished – after which I'll be moving on to work on the track for the new diesel depot area which is already looking both complex and fun. **HM**

● **Visit *www.keymodelworld.com/staff-projects* to see more.**



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.

April 2024

5/6 SUTTON COLDFIELD MODEL RAILWAY SHOW

Hosts: Sutton Coldfield Railway Society
Location: Trinity Centre, Church Hill, Mill Street, Sutton Coldfield B72 1TF
Times: Fri 1pm-6pm, Sat 9.30am-4.30pm
Prices: Adults £5, children free
Website: *www.scrs.club*
Features: Layouts, trade support, societies, parking and disabled access.

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
Website: *www.abbeypumpingstation.org*
Features: Layouts, narrow gauge railway (small fee for rides), refreshments and parking.

6 FORDINGBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Rotary Club of Fordingbridge
Location: Avonway Community Centre, Shaftesbury Street, Fordingbridge SP6 1JF
Times: 10.30am-4.30pm
Prices: Adults £6, children £1, family £12
Website: *www.fordingbridge-rotary.org.uk/fmr/*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

6 HILLINGDON RAILWAY MODELLERS' TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church, Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: £6
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Test track in 'O', 'OO' and 'N' gauges, plus refreshments.

6 HORSHAM MODEL RAILWAY CLUB OPEN DAY

Hosts: Horsham Model Railway Club
Location: St Leonard's Church Hall, Cambridge Road, Horsham RH13 5ED
Times: 10am-4pm
Prices: Adults £2, children £1
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: Adults £6, children free
Website: *www.norhams.org.uk/wordpress*
Features: 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 GWR Modellers Group
Location: St Margaret's 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, Woodview, Cotgrave, Nottinghamshire 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
Website: *www.hmrg.net*
Features: Club test track in 'N', 'OO', 'O' and 'G' gauges, club shop and refreshments.

13 NEWGOG – SOUTH WALES 'O' GAUGE SHOW

Hosts: NEWGOG
Location: Lysaght Institute, Orb Road, Newport NP19 0RA
Times: 10am-4.30pm
Prices: Adults £8, concessions/children £6
Website: *www.newgog.wordpress.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

13 NORTH EAST OF ENGLAND N GAUGE SOCIETY MODEL RAILWAY EXHIBITION

Hosts: NE England Group of the 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 ROYSTON MODEL RAILWAY EXHIBITION

Hosts: Royston and District Model Railway Club
Location: Bassingbourn Village College, Brook Road, Bassingbourn SG8 5NP
Times: 10am-4pm
Prices: £2
Website: *www.roystondmrc.co.uk*
Features: Layouts, trade support, societies, demonstrations, refreshments, parking and disabled access. Heritage bus service to/from nearby bus and railway stations.

13/14 CALNE MODEL RAILWAY SHOW

Hosts: Bentley Model Railway Group
Location: Calne Community Campus, White Horse Way, Calne, Wiltshire SN11 0SP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3, family £15
Website: *www.bmrg.org.uk*
Features: Layouts, trade support and parking.

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 SHEFFIELD MODEL RAILWAY EXHIBITION

Hosts: Sheffield Model Railway Enthusiasts
Location: Birkdale School, Oakholme Road, Sheffield S10 3DH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, 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 'OO' gauge West Coast Cement exhibition 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, under 14s free
Website: *www.32amrc.co.uk*
Features: 14 layouts, trade support, societies, demonstrations, disabled access, refreshments and parking.

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 £5, children £2
Website: *www.dhmrs.co.uk*
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.

27 CRAWLEY MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Crawley Model Railway Society
Location: Milton Mount School, Grattons Drive, Pound Hill, Crawley RH10 3AG
Times: 11am-4pm
Prices: Adults £3 children free
Website: *www.crawleymrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

27 COVENTRY AND WARWICKSHIRE GAUGE 0 MODELLERS OPEN DAY

Hosts: Coventry and Warwickshire Gauge O Modellers
Location: The Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE
Times: 10am-3pm
Prices: Free
Website: *www.covgog.co.uk*
Features: Test track, trade support, demonstrations and refreshments.

27 ILFORD AND WEST ESSEX MODEL RAILWAY CLUB EXHIBITION

Hosts: Ilford and West Essex Model Railway Club
Location: Marshalls Park Academy, Pettits Lane, Romford RM1 4EH
Times: 10am-5pm
Prices: Adults £8, children £4, family £20
Website: *www.iwemrc.org.uk/home.asp*
Features: Layouts, trade support and parking.

27 KING'S LYNN MODEL RAILWAY CLUB OPEN DAY

Hosts: King's Lynn Model Railway Club
Location: Grimston Village Hall, Cliffe-en-Howe Road, Pott Row, King's Lynn PE32 1BY
Times: 10am-4pm
Prices: Free
Website: *www.klmrc.co.uk*
Features: Layouts, trade support and refreshments.

27 NARROW GAUGE SOUTH 2024

Hosts: Wessex Narrow Gauge Modellers
Location: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5ZA
Times: 10am-5pm
Prices: Adults £10, children £3, family £23
Website: *www.narrowgaugesouth.org.uk*
Features: Layouts, trade support, societies, parking and disabled access.

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.

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.

28 GUILDFORD O GAUGE GROUP SPRING OPEN DAY

Hosts: Guildford O gauge Group
Location: Normandy Village Hall, Glaziers Lane, Normandy, Guildford, Surrey GU3 2DT
Times: 10am-4pm
Prices: £4
Website: *www.gogg.co.uk/home.html*

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.

Features: Layouts, test track, trade support, refreshments and parking.

May 2024

4 EAST KENT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: East Kent Model Railway Society
Location: The Centre, Alpha Road, Birchington, Kent CT7 9EG
Times: 10am-4pm
Prices: Adults £5, children free
Contact: *ekmrswhitstable@gmail.com*
Features: Layouts, trade support, refreshments and nearby parking.

4 INDUSTRIAL AND NARROW GAUGE EXHIBITION

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

5 FARNHAM AND DISTRICT MODEL RAILWAY CLUB 'OO' GAUGE GROUP OPEN DAY

Hosts: Farnham and District Model Railway Club
Location: Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham GU9 8TG
Times: 10am-4pm
Prices: Free admission
Website: *www.farnhammrc.org.uk*
Features: Club 'OO' layouts, test track, club stand, refreshments, parking and disabled access.

5 SUTTON RAILWAY GROUP MODELLERS FAIR

Hosts: Sutton Railway Group
Location: Meridale Hall, High Street, Sutton on Sea LN12 2ET
Times: 10am-4pm
Prices: £2
Website: *www.suttononsea.info/sutton-railway-group*
Features: Layouts, trade support, club stand, static exhibits and refreshments.

6 CLEVELAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Saltburn-by-the-Sea TS12 2LQ
Times: 10am-4pm
Prices: Adults £2, children 50p.
Website: *www.clevelandmrc.club*
Features: Club test track, club shop, refreshments, parking and disabled access.

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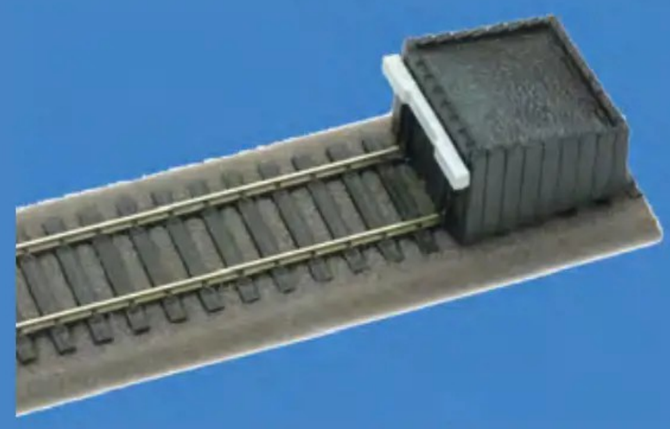

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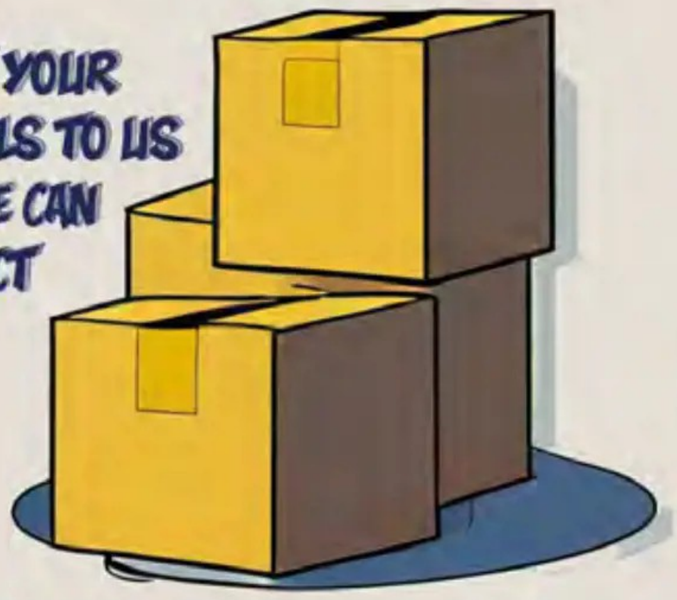

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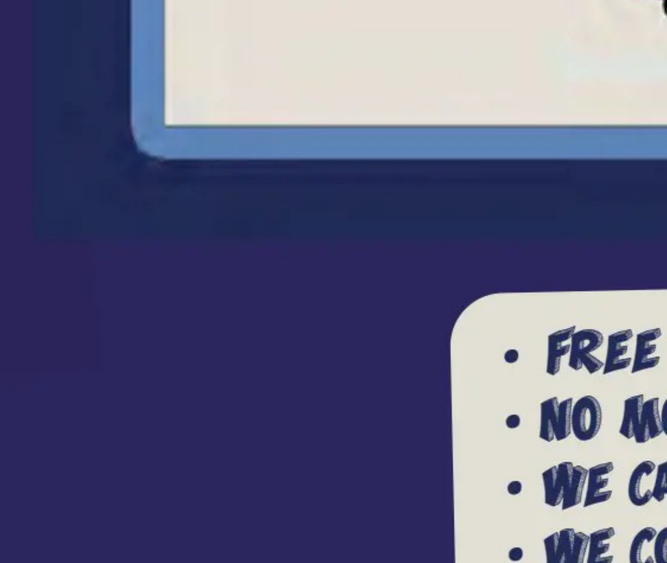

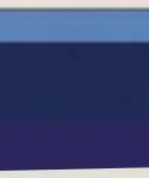

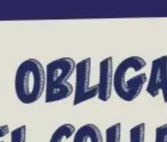



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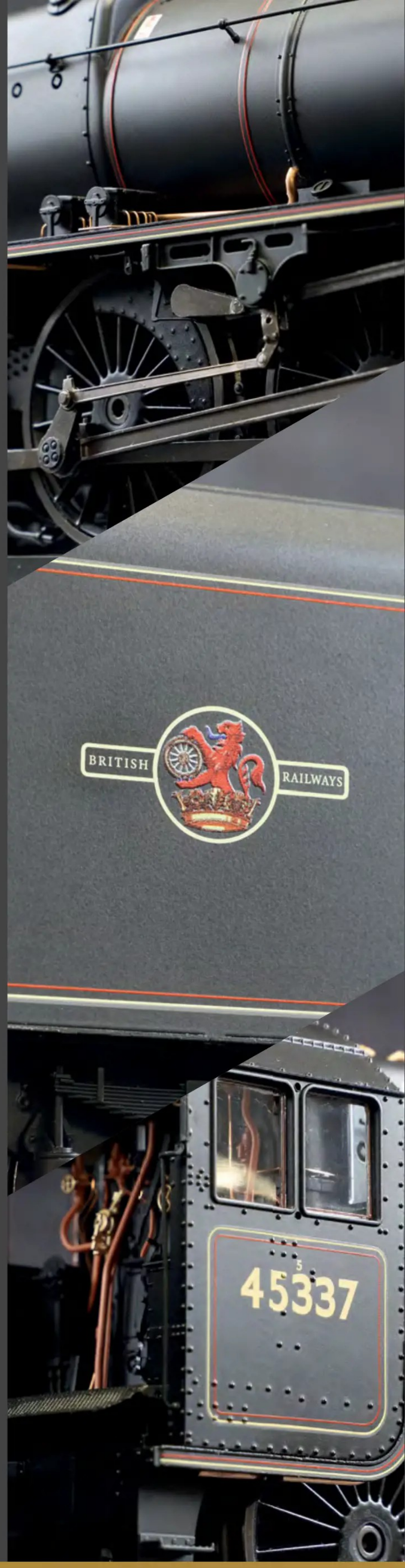

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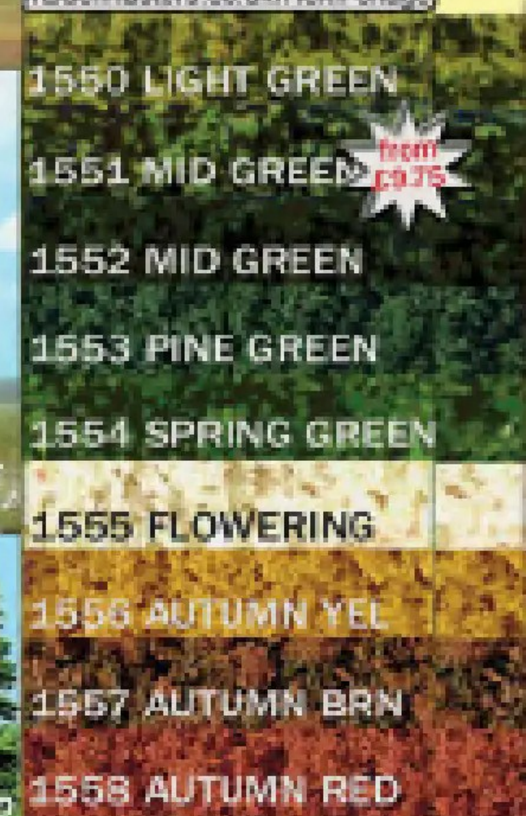

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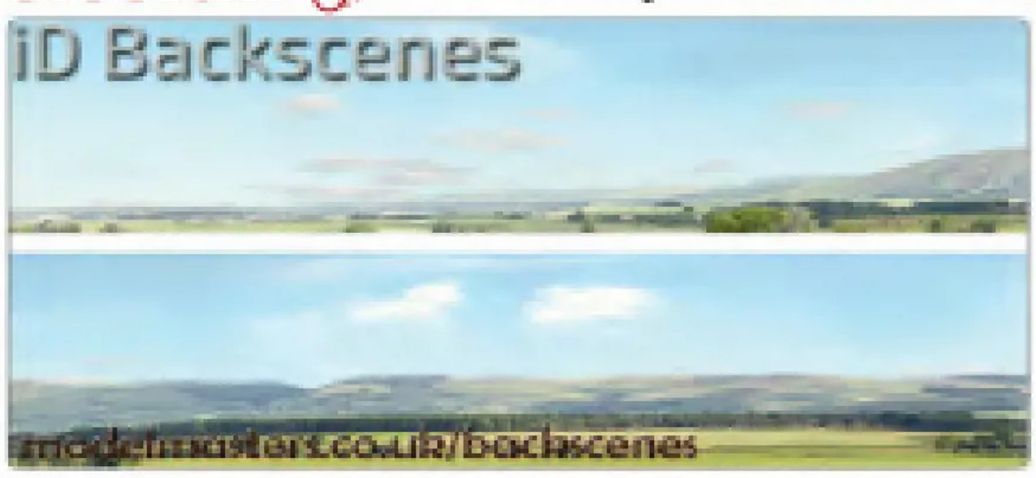



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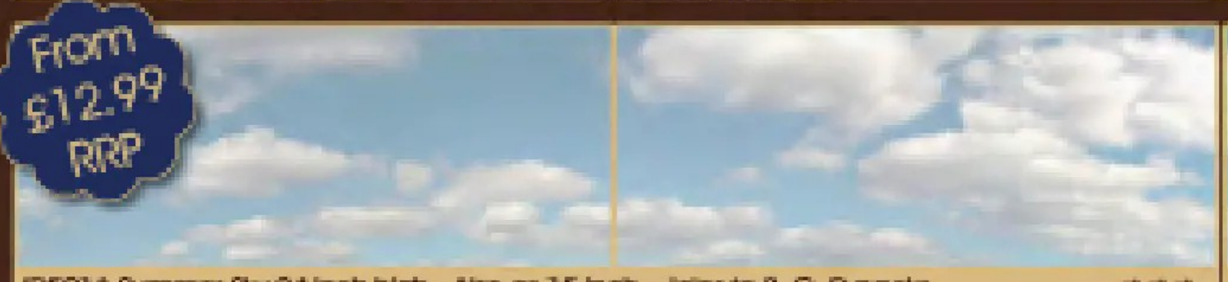

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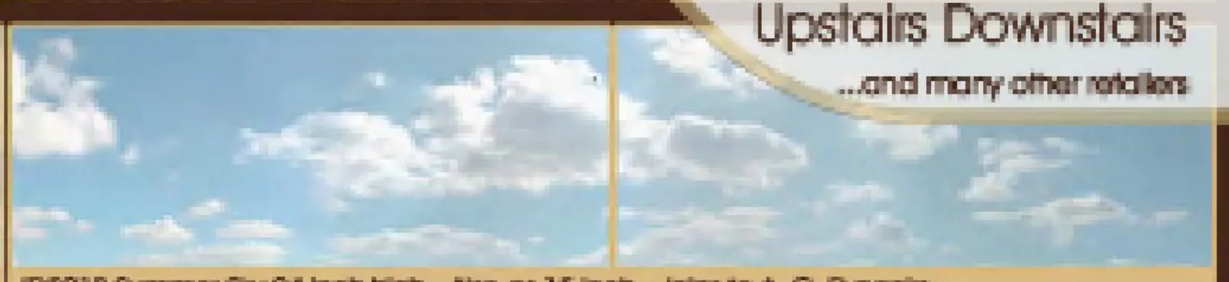

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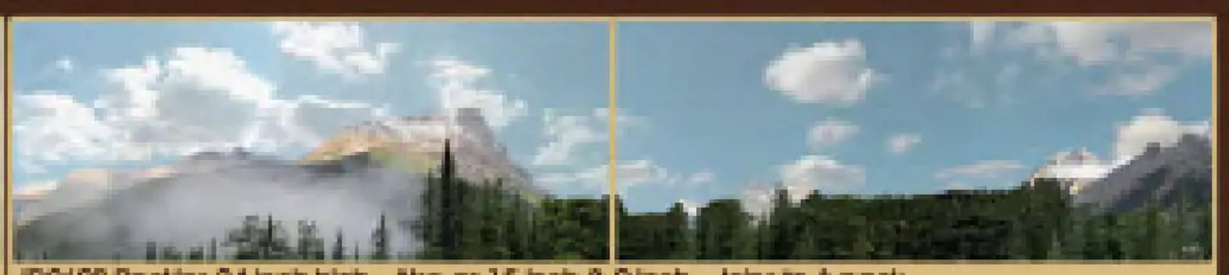

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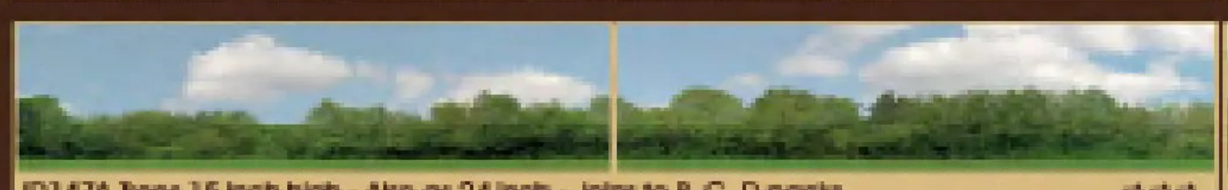

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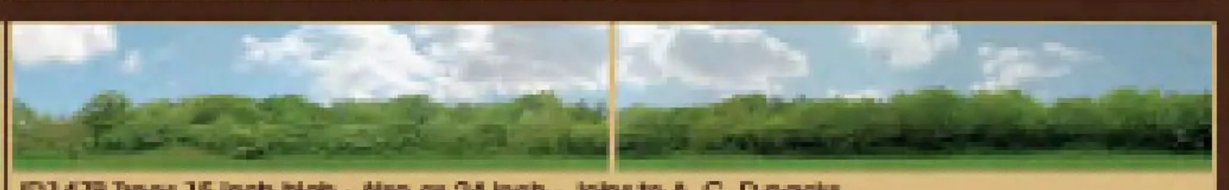

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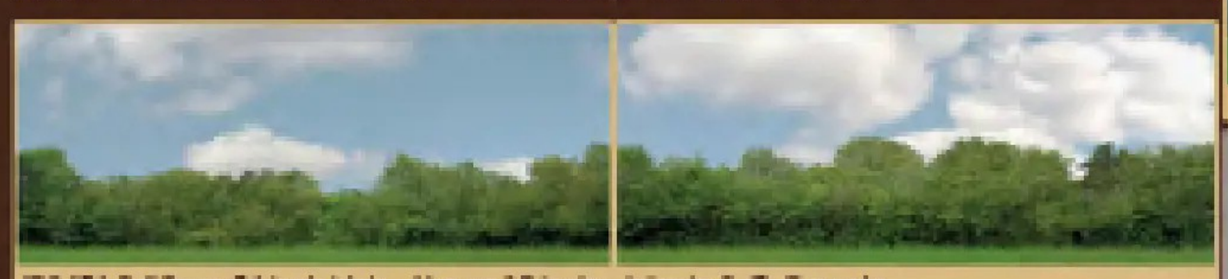

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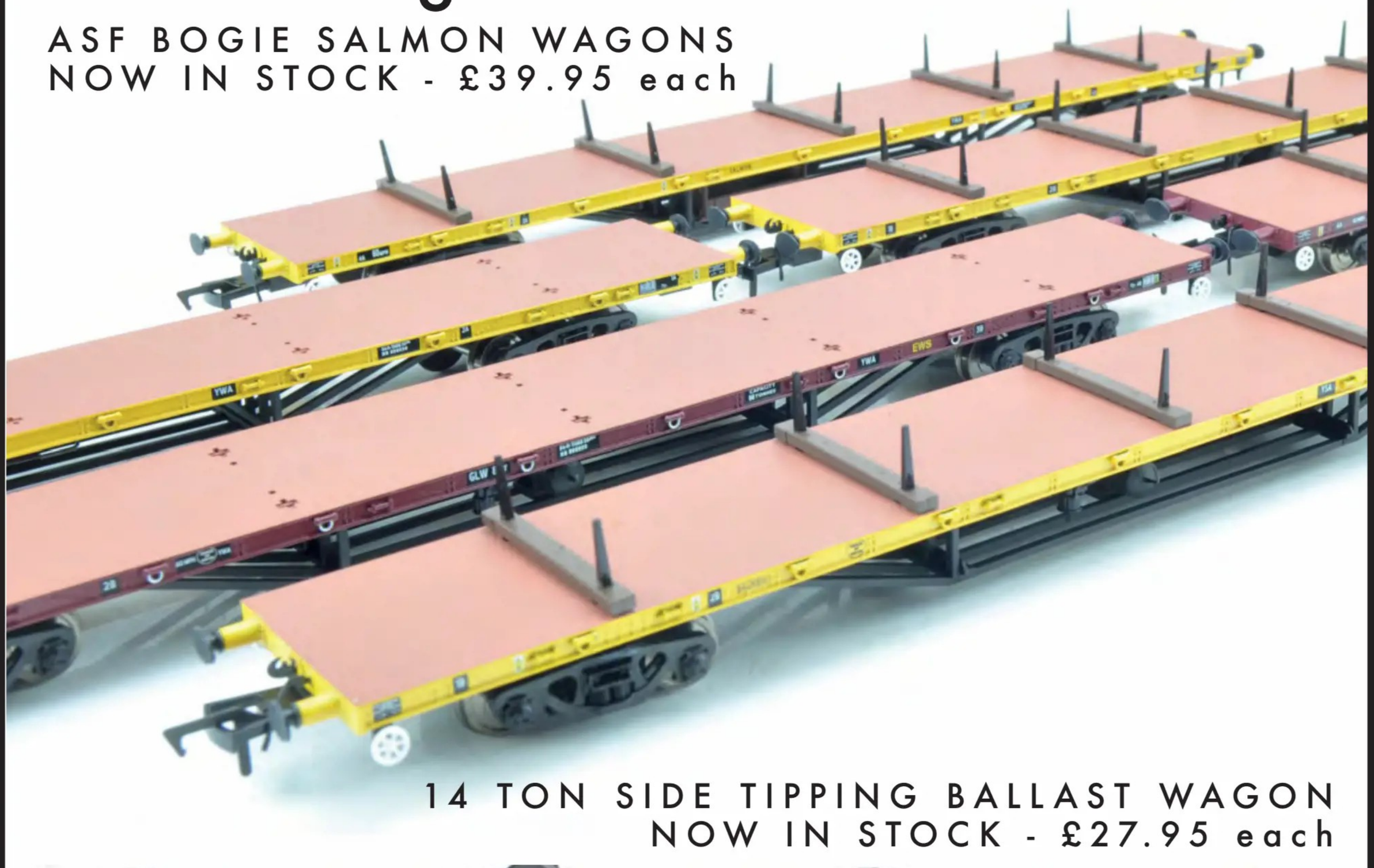

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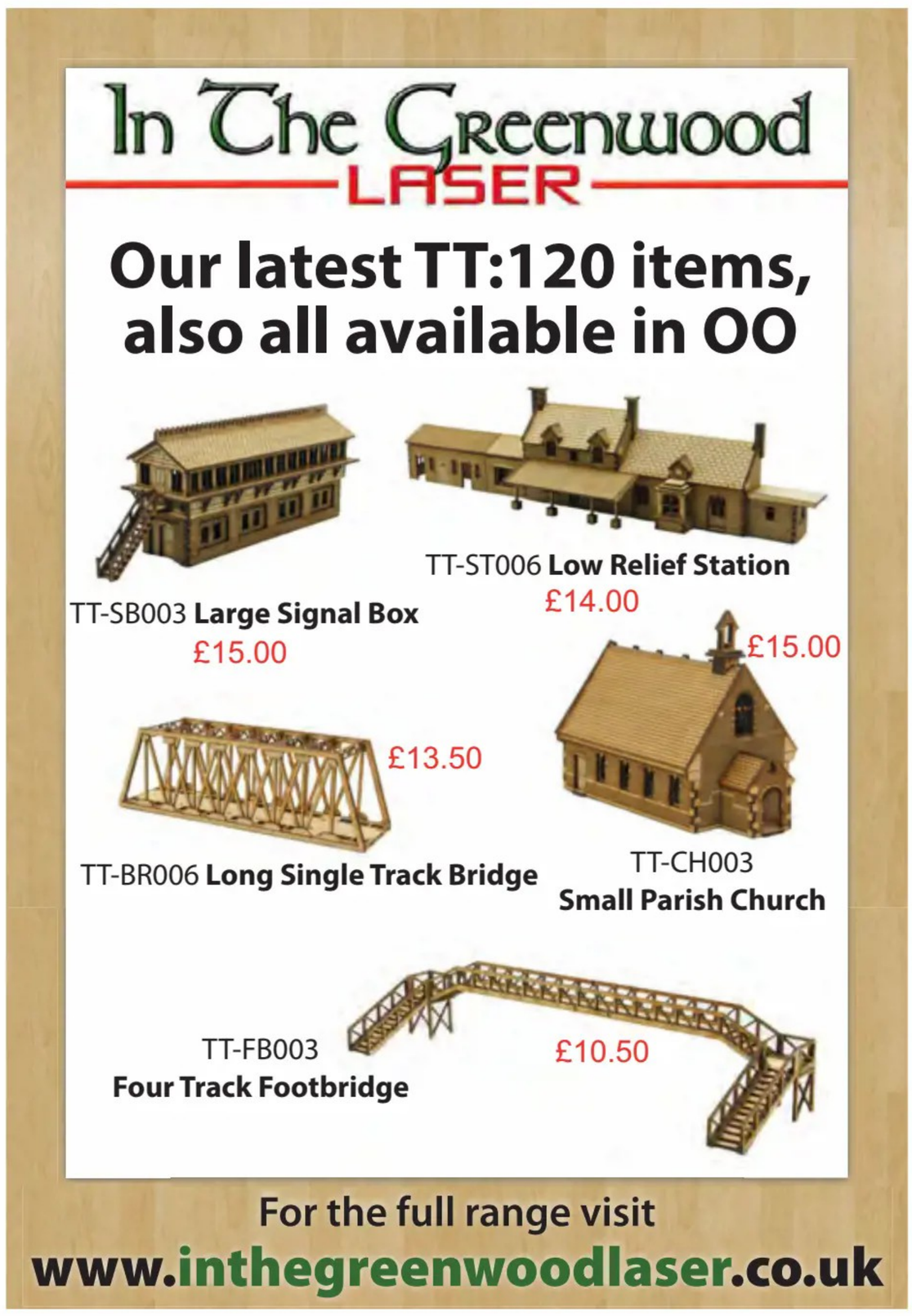

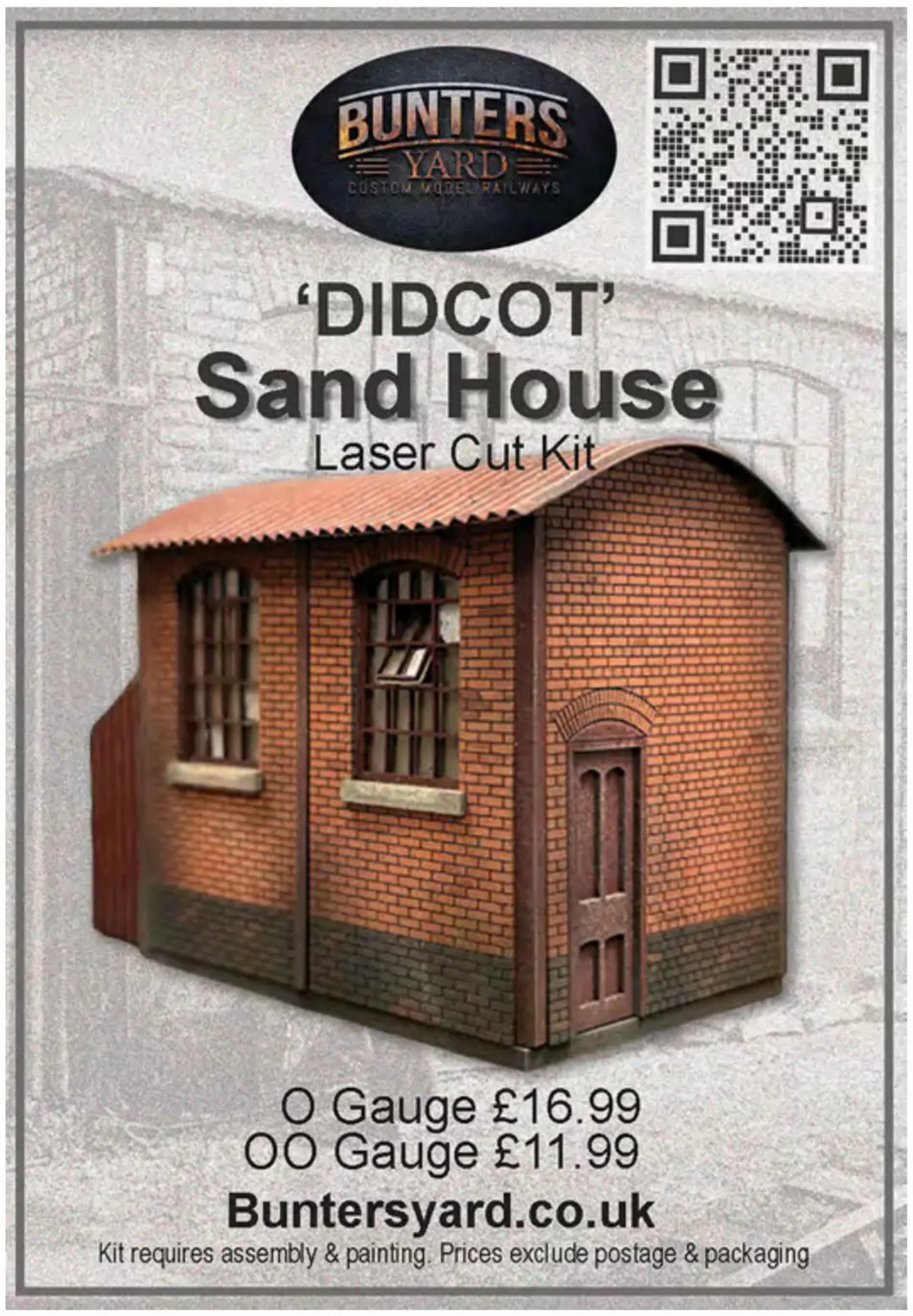

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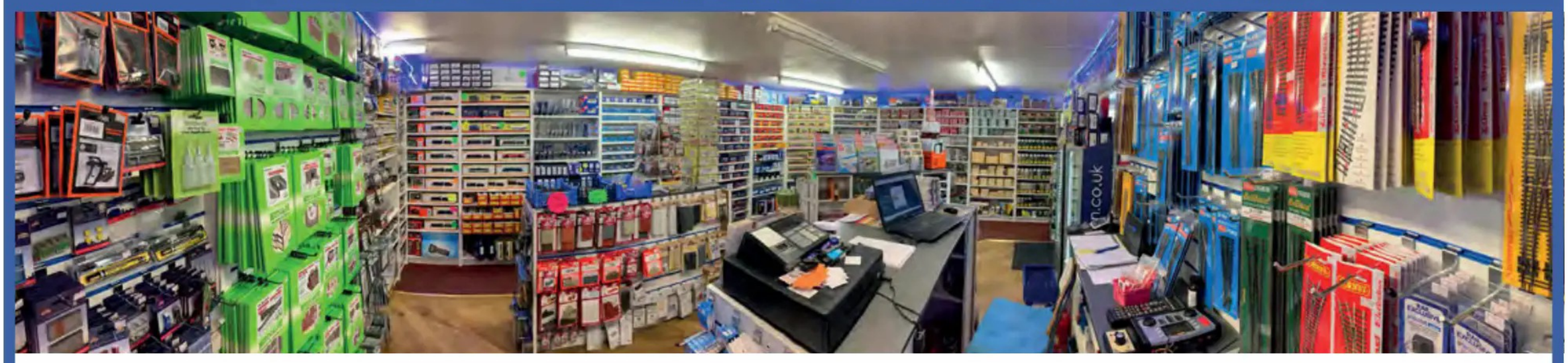

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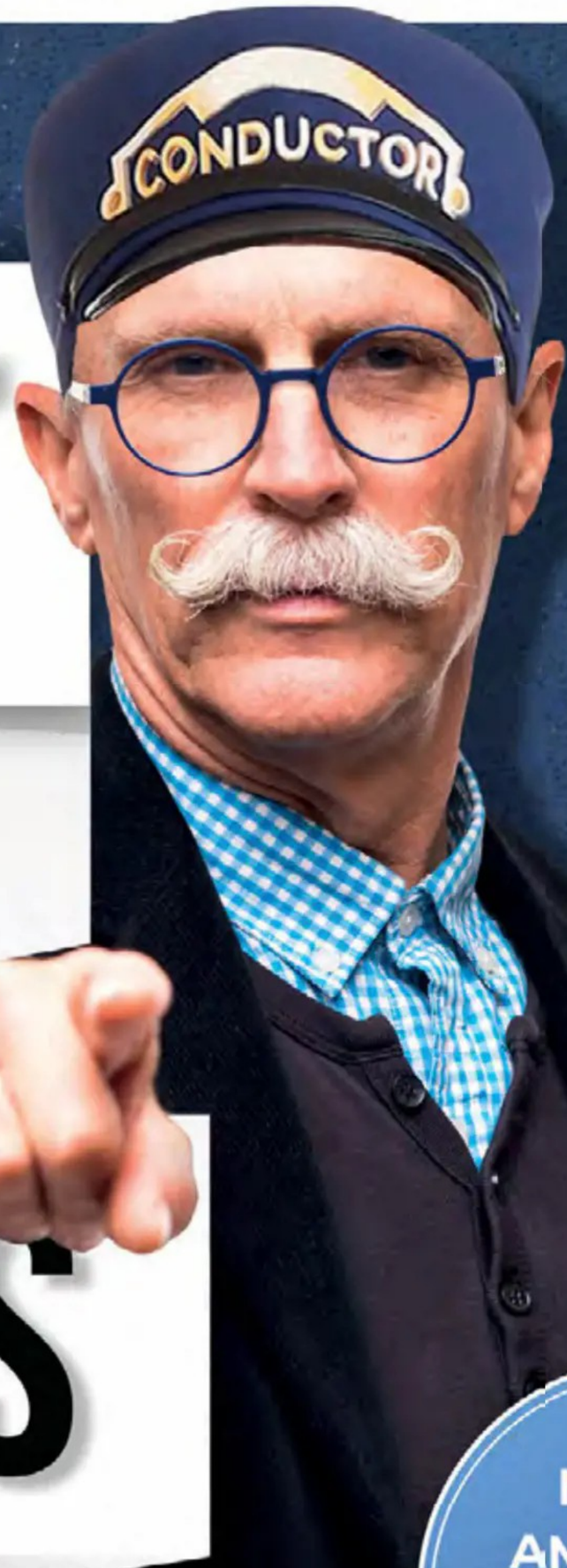

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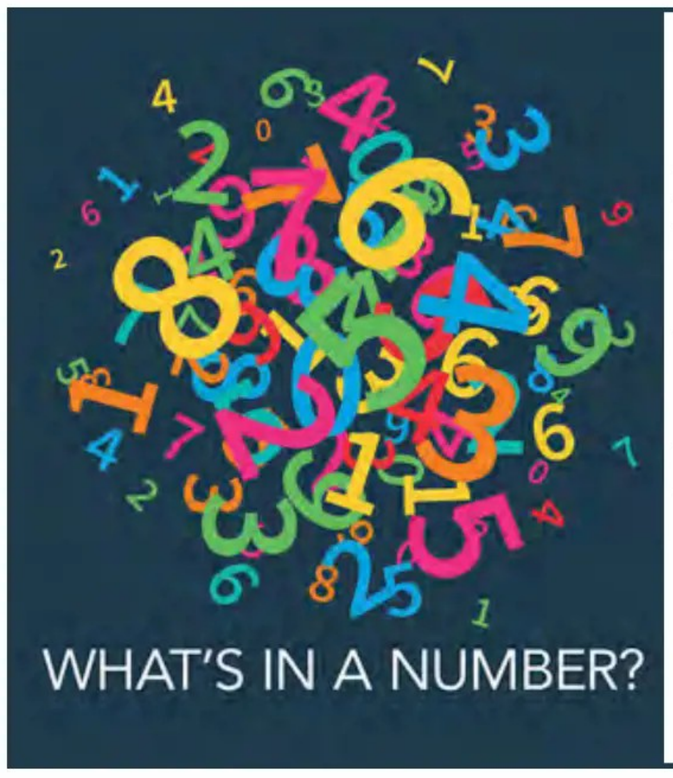

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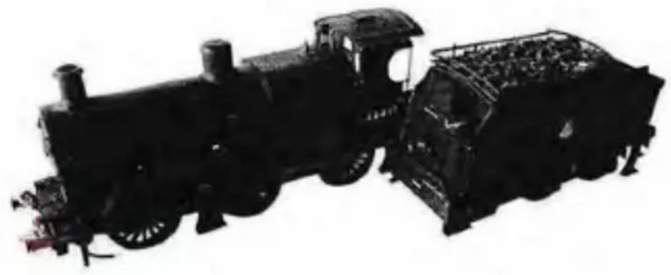



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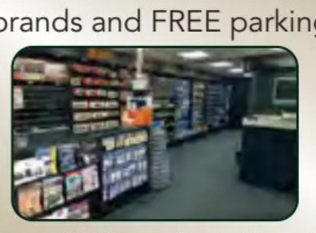

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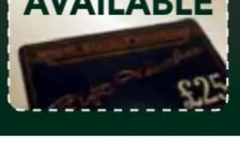

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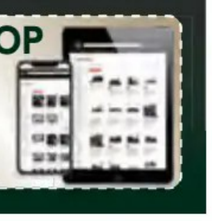

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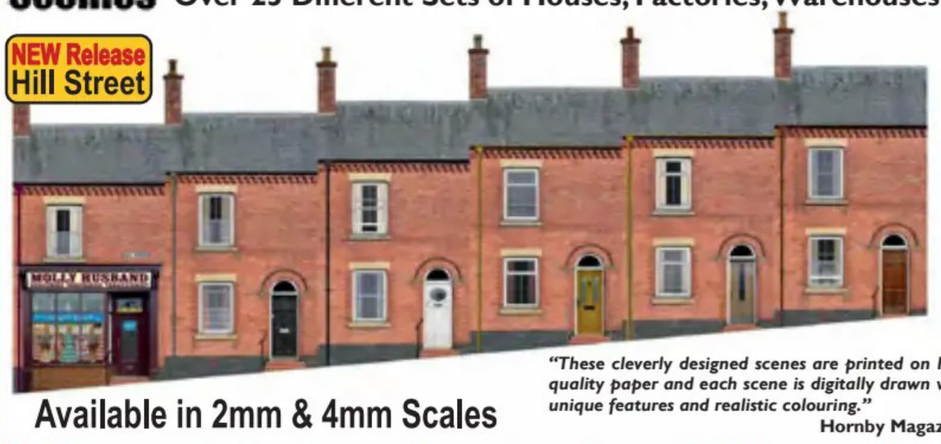

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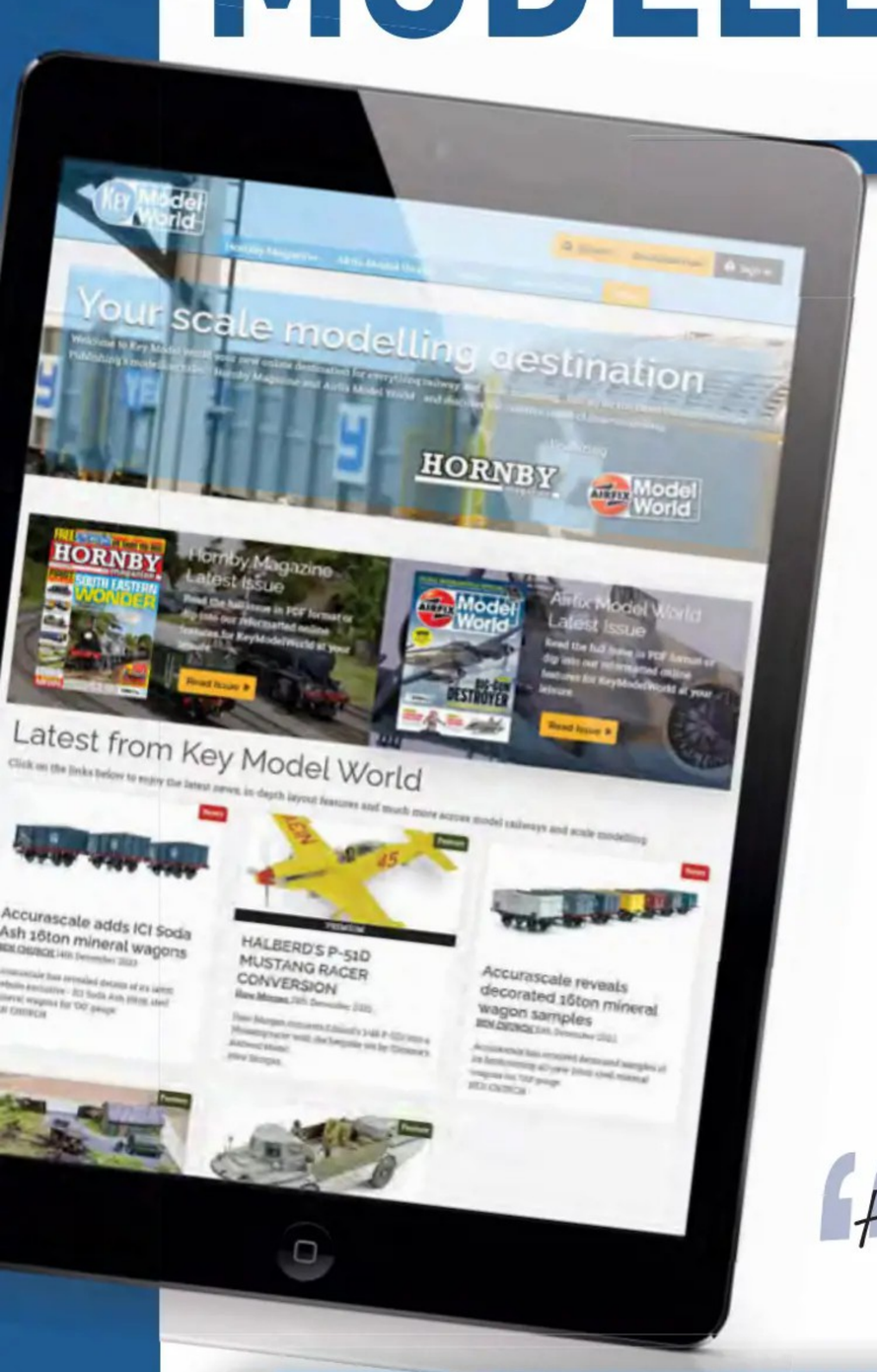

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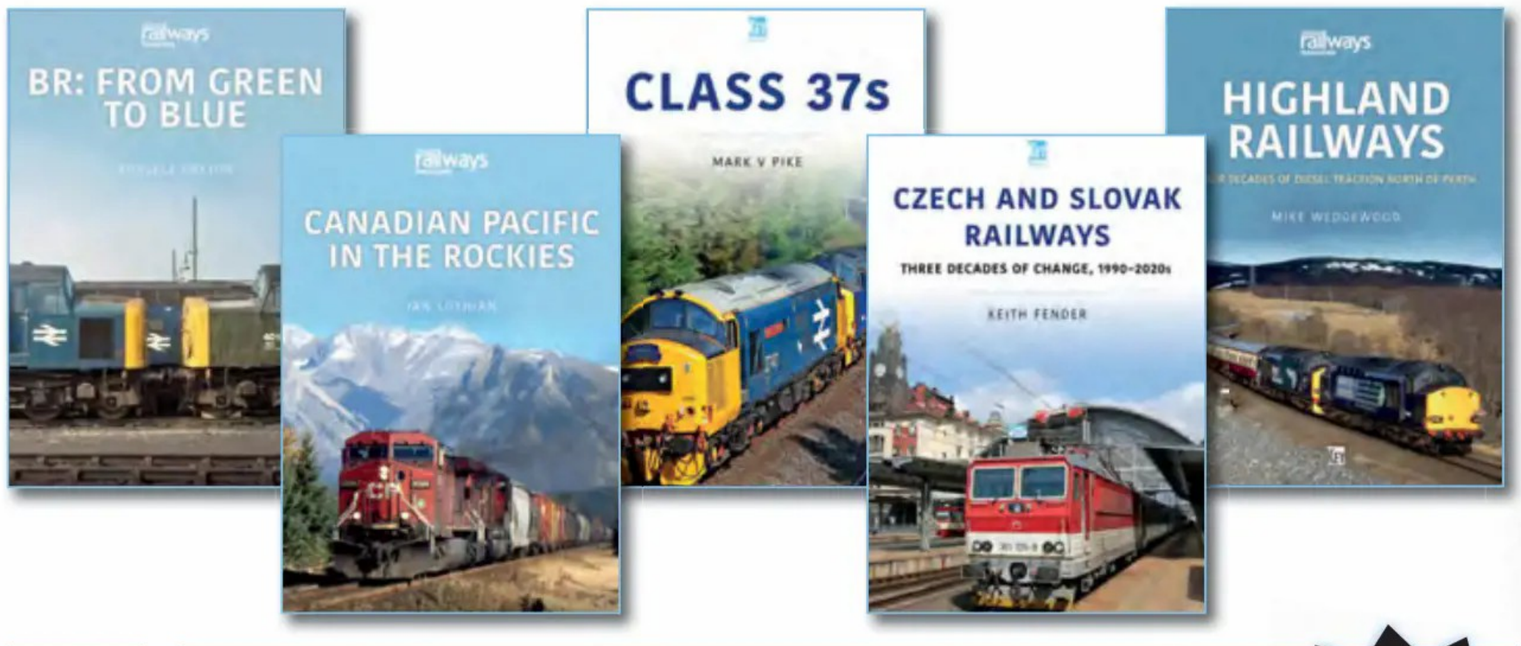

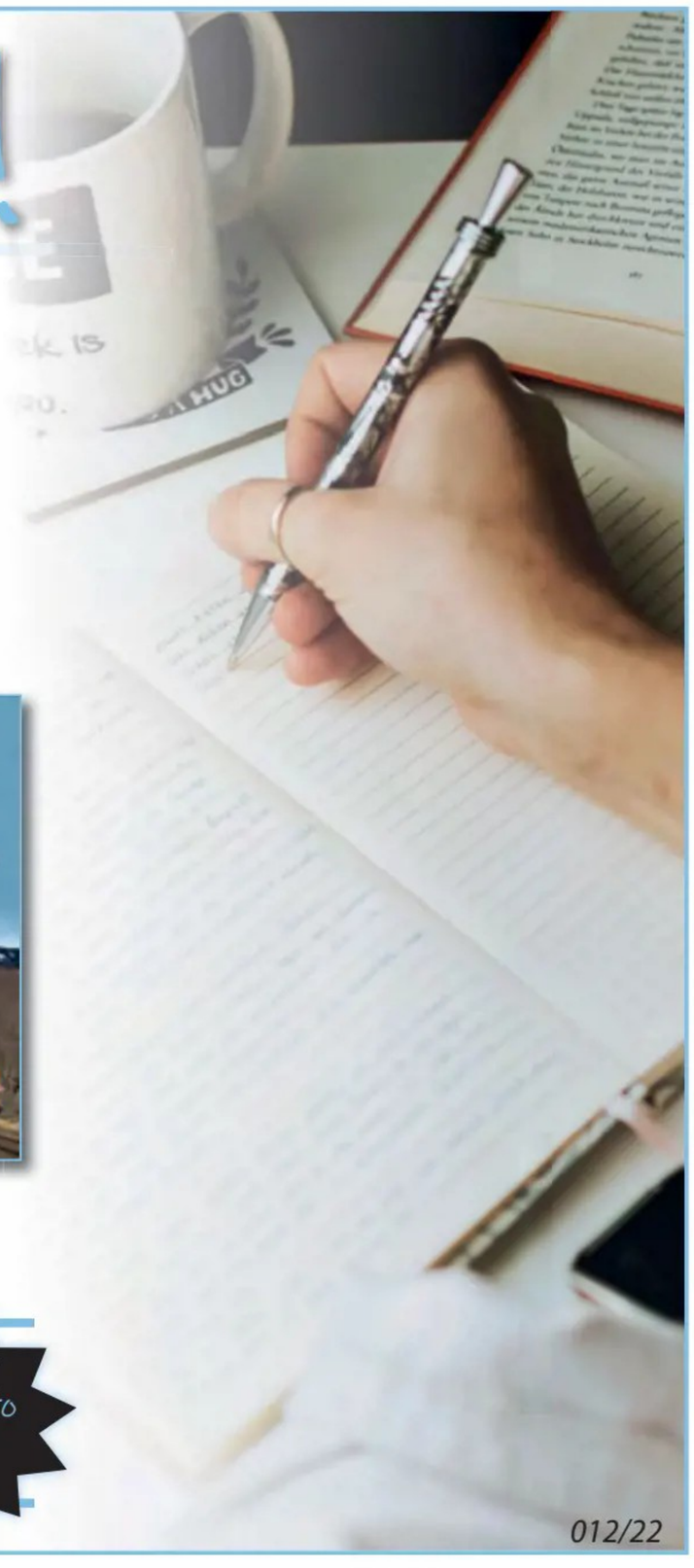

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NEXT ISSUE

FAIRWOOD JUNCTION

Next issue, we visit Steve Jones' latest 'OO' gauge exhibition layout modelling this important junction near Westbury. With passenger and freight traffic galore, this recreates the modern railway superbly. Join us next month.



PLUS

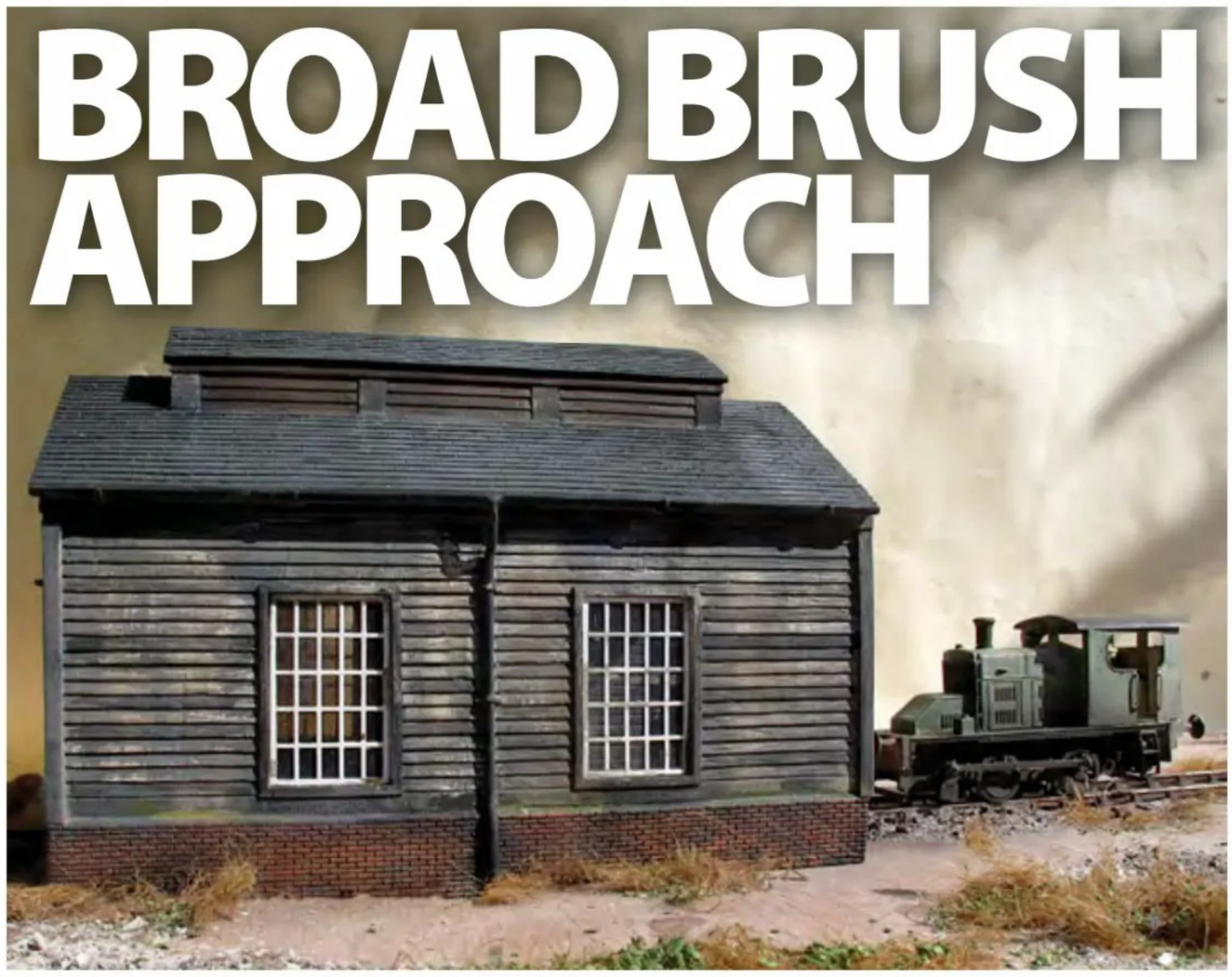
- The latest reviews
- Exclusive competition
- Railway history
- Staff Projects
- The latest news
- Step by step guides
- Inspirational layouts
- Show Guide
- All scales and gauges

GREEN ARROW MAKEOVER



Richard Hall details and personalises Bachmann's recently retooled 'OO' gauge model of the famous LNER 'V2' 4771 *Green Arrow* to stunning effect. View the outcome next issue.

BROAD BRUSH APPROACH



Tim Shackleton shows that you don't need the skills of a portrait miniaturist to weather your models convincingly. Sometimes simple methods and materials are all that is required, as he demonstrates in a step by step guide.

THE NEXT ISSUE OF HORNBY magazine

On sale May 2

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GMC-COMBI Single Track Controller/Transformer
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Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

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Did you know...

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Panel Mounted Controllers (Orange text shows transformer required)

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April 27/28 2024

NEC, Birmingham

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PLANNING YOUR VISIT TO
Model World LIVE

Site Map



Key

- P1/P2 Piazza entrances
- A1/A3 Atrium entrances
- Welcome desk
- The NEC woodland
- Car parks
  - South: S1-S7
  - East: E1-E5
  - North: N1-N12
  - West: West car park
  - Moxy Hotel and Bear Grylls Adventure car park
  - Only in use when directed by NEC signs/traffic staff
- A VIP parking
- B Disabled parking
- C NEC Express 1
- D NEC Express 3
- E West Midlands bus stop
- G1 G2 G3 G4 G5 Gates
- Taxi rank
- PH Private hire taxi pick up / drop off
- EV Charge Bays - Pre-bookable via the NEC Parking Booking Engine
- EV Charge Bays - First come first served. Only available when these car parks are in use
- Car park toilets (Including accessible toilet)
- Airport
- Train
- Box office & Arena entrance
- Shuttle bus to halls
- Arena bus stop (to East Car Parks)
- Pedestrian routes
- Walking route to railway station for when Piazza main entrance is closed (between 0001hrs to 0500hrs)
- Pedestrian routes subway

BY ROAD: The National Exhibition Centre is signposted from all motorways and major routes including the M42, M40 and M6 - just pop B40 1NT in your sat nav to get to the NEC Site. Once on site please stop using your Sat Nav and follow the digital screens to direct you to the car park. The postcode will not take you to the car park for the event, so please ignore your Sat Nav and follow signage instead.

Parking is available on site managed by the NEC. Parking prices have been updated by the NEC as of January 25, 2024. On the day parking costs £18.95 per day. Pay for your parking in advance for Model World LIVE and **save £5**. Visit **www.thenec.co.uk/visitors/parking-at-the-nec/** to book discount advance parking.

BY RAIL: The National Exhibition Centre is connected directly to the main line railway network at Birmingham International station. Direct services run all day through the station with connecting trains available from Birmingham New Street for those travelling from further afield. New Street station is less than 15-minutes by rail and the location of Model World LIVE will be signposted through the venue to get you to the right hall. For more information, visit **National Rail** or call them on **08457 484950**.

BY AIR: The National Exhibition Centre is located adjacent to Birmingham International Airport with regular flights arriving from across Europe and beyond. On arrival use the fast and free air-rail link to reach Birmingham International station from the upper level of Terminal 1 and you can then follow the signs to walk to Hall 12. The train runs every two minutes and only takes 90 seconds.

BOOK YOUR PARKING IN **ADVANCE** AND **SAVE!**

The NEC offers discounted pricing for pre-booked parking

Visit **www.thenec.co.uk/visitors/parking-at-the-nec/** to **SAVE £5** over on the day parking price of £18.95. The parking price includes full use of the NEC shuttle bus service which is available to transport visitors from the car park to the show every 10 minutes from the North 2-5 Car Parks in use for ***Model World LIVE***.

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***Children 16 and under go FREE on Sunday, but must be accompanied by a paying adult. Maximum of two free children with each paying adult.*

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MODEL RAILWAY LAYOUTS

Model World LIVE features more than 35 of the best model railways seen on the exhibition circuit including favourites from *Hornby Magazine,* from 'N' to Gauge 1 including one of the biggest you will ever see – **Pete Waterman's *Making Tracks: The Final Frontier measuring 208ft x 14ft.***

Layouts from across the country have been selected for the show and our first event at the NEC will be the debut of Ian and Callum McCreadie's stunning Highland Main Line 'OO' gauge model of Blair Atholl outside Scotland. It will be joined by the likes of Grindley Brook from Hillingdon Railway Modellers in 'O' gauge (HM148) and Allerby Steve Thompson in 'O' gauge (HM200) as well as the wonderful Scarlington (HM192) in 'N' gauge and many more.

Plus, we are bringing in overseas layouts with models representing Austria, America, China and Germany at the 2024 show.



- 82G Templecombe Road (HM74) - **'O' gauge**
- Allerby (HM200) - **'O' gauge**
- Beckwick (HM180) - **'OO' gauge**
- Beijiao (China) - **'HO' gauge**
- Blair Atholl towards Drumochter (HM203) - **'OO' gauge**
- Bury, Thorn and Son - **'O' gauge**
- Dagnell End (HM32) - **'OO' gauge**
- Dobson Bridge (Gauge 1 MRA) - **Gauge 1**
- Dublingham Goods (DOGA) - **'OO' gauge**
- Fairlie Syniad Da (HM175-HM176) - **'OO9' gauge**
- Fairport Wharf - **'OO' gauge**
- Fence Houses (HM164) - **'OO' gauge**
- Fordon Hill Railway (Junior modeller) - **'N' gauge**
- Halland (HM188) - **'OO' gauge**
- Greston (Austria) - **'HOe' gauge**
- Grindley Brook (HM148)- **'O' gauge**
- I'Ad That vintage layout - **'OO' gauge**
- Inglenook shunting puzzle (DOGA) - **'OO' gauge**
- Kinlochloggan - **'N' gauge**
- Making Tracks: The Final Frontier (HM202) - **'OO' gauge**
- Mothecombe (HWDMRS Junior Section) - **'OO' gauge**
- Melin Llechi (HM202) - **16mm gauge**
- Natford TMD (HM190-HM193) - **'OO' gauge**
- Newvaddon Parkway (HM188) - **'N' gauge**
- Norman Colliery (HM201) - **'O' gauge**
- Northbridge - **'OO' gauge**
- Old Elm Park and The Yard (HM142) - **'O' gauge**
- Patrick Lane Nuclear Flask Terminal - **'O' gauge**
- Providence Colliery - **'OO' gauge**
- Rumbling Bridge (HM94) - **'OO' gauge**
- Ruston and Hornsby Works - **'OO' gauge**
- Scarlington (HM192)- **'N' gauge**
- Sparkel (Germany) - **'HO' gauge**
- Stodmarsh (Gauge O Guild) - **'O' gauge**
- Twelvemill Bridge (HM197-HM201) - **'TT:120' gauge**

Scan the QR code to view the full details of all the attending layouts online at

keymodelworld.com/modelworldlive

MODEL WORLD LIVE TRADE STANDS 2024

- ABC Brushes
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- Cheltenham Model Centre
- Craft Lighting
- DCC Concepts
- DCC Train Automation
- DC Kits Models and Books plus Legomanbiffo, Realtrack and C=Rail

SCALE MODELLING DISPLAYS

Model World LIVE brings together railway and scale modelling and we have a huge line-up of Scale Modelling Displays booked to attend the first event at the NEC in Birmingham, including modelling groups from the International Plastic Modellers Society and Special Interest Groups dedicated to specific areas of interest. In total there will be more than 500ft of scale modelling displays!

The display will showcase the best in the world of scale modelling and feature aviation, military, maritime, automotive, figures, sci-fi and more. There will be demonstrations on selected stands and the modellers will be on hand all weekend to explain their processes for construction of the models.

Modellers are travelling from across the country to display their with highlights including a huge 50ft long display from the Caen Model Club, as well as the Royal Spithead Review featuring more than 850 ships covering 5,000 years of maritime history, a 1:72 scale model of Duxford, displays from the West Midlands Police Model Club, RAF Brize Norton, the Harrier SIG, F-14 Tomcat SIG and many more.

Model World LIVE 2024 - SCALE DISPALYS

- Bolton IPMS
- Caen Model Club
- Chelmsford Model Club
- East Midlands Model Club
- F-14 Tomcat SIG
- Great War SIG
- Harrier SIG
- IPMS Coventry and Warwickshire
- IPMS Brampton Scale Model Club
- IPMS Fenland and Spalding
- IPMS Hinckley
- IPMS Gloucester
- IPMS: Kitmaker
- IPMS London Branch
- IPMS UK
- IPMS (UK) Training Aircraft SIG
- Letchworth Scale Model Club (IPMS)
- Models for Heroes
- Panavia Tornada SIG
- Powered Model Boats
- RAF Brize Norton Scale Model Club
- Royal Spithead Review
- Solihull Scale Model Club
- Sutton Coldfield Model Makers Society
- Tiny Flying Legends (Duxford in 1:72 scale)
- West Midlands Police Model Club
- West Norfolk IPMS
- Whaf-if SIG











Meet the

AIRFIX Model World

MODEL MAKERS

Our scale modelling displays for **Model World LIVE** feature a unique opportunity to meet the builders from *Airfix Model World* and see the kits they have built for features in the magazine first hand. Joining the show are Mike and Ethan Williams, Chris Jones, Garry Tobiss, Kev Baxter, Duncan Cooke, Gary Radford, Richard Spreckley and David Oliver.

Plus you can see the models built by AMW's Stu Fone and Chris Clifford on the Key Model World stand.





Scan the QR code to view the full details of all the attending scale displays online at

keymodelworld.com/modelworldlive

- Digitrains
- DMG Technical
- Don Bishop Photography
- Double O Gauge Association
- Elaine's Trains
- Ellis Accessories
- Ellis Clark Trains
- Footplate
- Frome Model Centre
- Gaugemaster
- Gauge O Guild
- Glo-Force
- H&A Models
- Heljan
- Hornby
- *Hornby Magazine*, *Airfix Model World* and *Key Model World*
- House of Hobbies
- JS Models
- Kernow Model Rail Centre

SPECIAL FEATURES

Model World LIVE will feature unique exhibits each year and in 2024 we have lined up a stunning collection of full-size exhibits and special features to make your day even better.

SURPRISE GUEST!



A huge addition to the line up!

Midland Military Vehicles



FV107 Scimitar with bar armour

Midland Military Vehicles



BATUS FV434 ARV

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Recreating the famous RC kit

Tamiya Trucking



Huge working RC truck display

Radio Control aircraft



Stunning radio control aircraft

- Kit Form Services
- KMS Railtech
- Kytes Lights
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- Magnet Insurance
- Malc's Models
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- On the Rails
- Oxford Diecast
- Pocketbond
- Primo Handcraft
- Railtec Transfers
- Rainbow Railways
- Revolution Trains
- Road Transport Images
- Ron Conner signs

INTERACTIVE EXHIBITS

GET HANDS ON AT **MODEL WORLD LIVE**



Make and Take – PineCar racing

Visit the Model Collect Create stand to build and race your own wooden PineCar – there will be prizes for the best decorated and fastest cars, sponsored by Bachmann Europe and its Model Collect Create store.



Make and Take – Woodland Scenics

The Model Collect Create stand will also feature Woodland Scenics modelling giving you the chance to try out modelling products at the show and learn new techniques to use at home on your own layout.



Make and Take – Plastic Kits

Visit the House of Hobbies stand to learn the basics of scale modelling with plastic kits. The team will help you develop skills and introduce you to the world of scale model construction.

MODELLING DEMONSTRATIONS

Modelling demonstrations will be taking place throughout the weekend at **Model World LIVE** with *Hornby Magazine* model makers as well as on trade stands around the show. Confirmed demonstrations for **Model World LIVE** include:

- **Dan Evason** – figure painting and scenic modelling
- **Paul Lunn** – layout planning clinic
- **Adrian Constable** – scale modelling (IPMS London)
- **Malcolm Briggs** – scratch-built structures
- **David Wright** – scenic and structure modelling
- **Richard Hall** – rolling stock detail and enhancement
- **Airbrush Company** – Airbrushing basics with Jason Lake
- **Model Collect Create** – Woodland Scenics modelling
- **War World Scenics** – Scenic modelling demonstrations
- **House of Hobbies** – Scenic and scale modelling
- **Double O Gauge Association** – 'OO' rolling stock
- **Gauge O Guild** – 'O' gauge modelling
- **IPMS Fenland** – Plastic kit construction





Become a certified 'TT:120' driver

Hone your driving skills on our 'TT:120' scale layout Twelvemill Bridge and learn how to use DCC control. Can you execute a perfect station stop with our express train to become a certified 'TT:120' driver?



Become a certified shunter on Natford

Visit the Key Model World stand to take on our shunting puzzle on Natford TMD. There will be prizes each day for the fastest shunt in the shortest number of movements. Can you unravel the puzzle to become a certified shunter?

KEY - Rail: Scale: Radio Control: Road Vehicles: Books:

- Saddle Tank Books
- Shedring Hobbies
- Squires Tools
- Ten Commandments
- The Airbrush Company
- The Wagon Yard
- Tiger Hobbies
- TMC
- Tony's Trains
- Train Trax
- Trainsporters
- Transport Treasury Publishing
- TTC Diecast
- UK Departure Boards
- Visual Impact
- War World Scenics
- West Hill Wagons Works
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NEW SHOW!

KEY Publishing

Model World LIVE

THE NATIONAL MODELLING EXHIBITION

April 27/28 2024

Hall 12, NEC, Birmingham



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