FIRST REVIEWS

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HORNBY magazine

Issue 208 **October 2024** **£5.75**

STUNNING LAYOUTS

HIGH WEALD

Southern steam in the 1930s

ULVERTON

Scottish diesels in the 1980s

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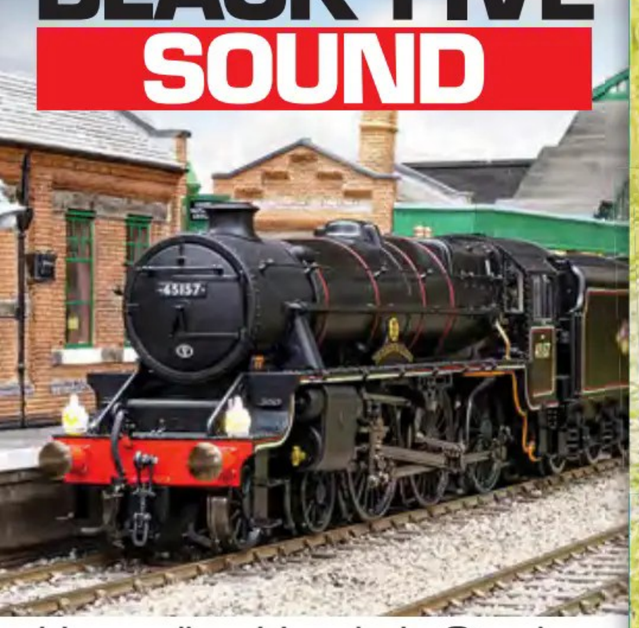

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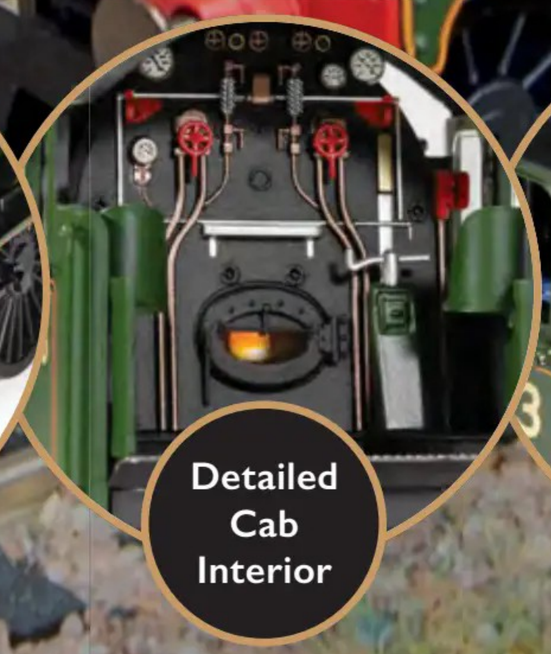

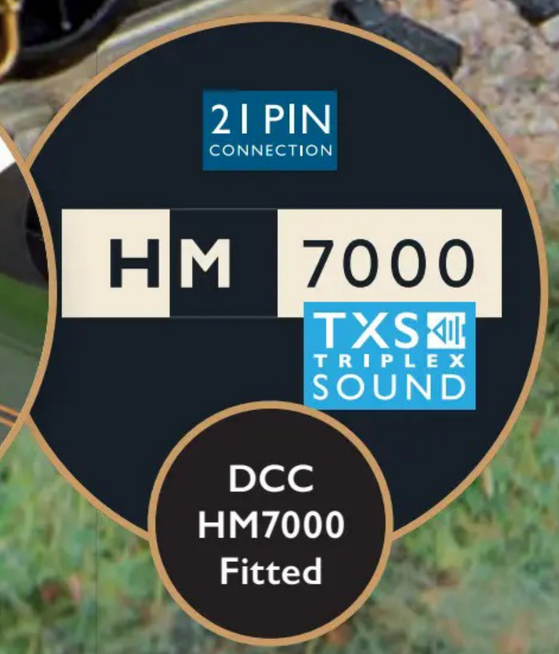

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HORNBY magazine

October 2024

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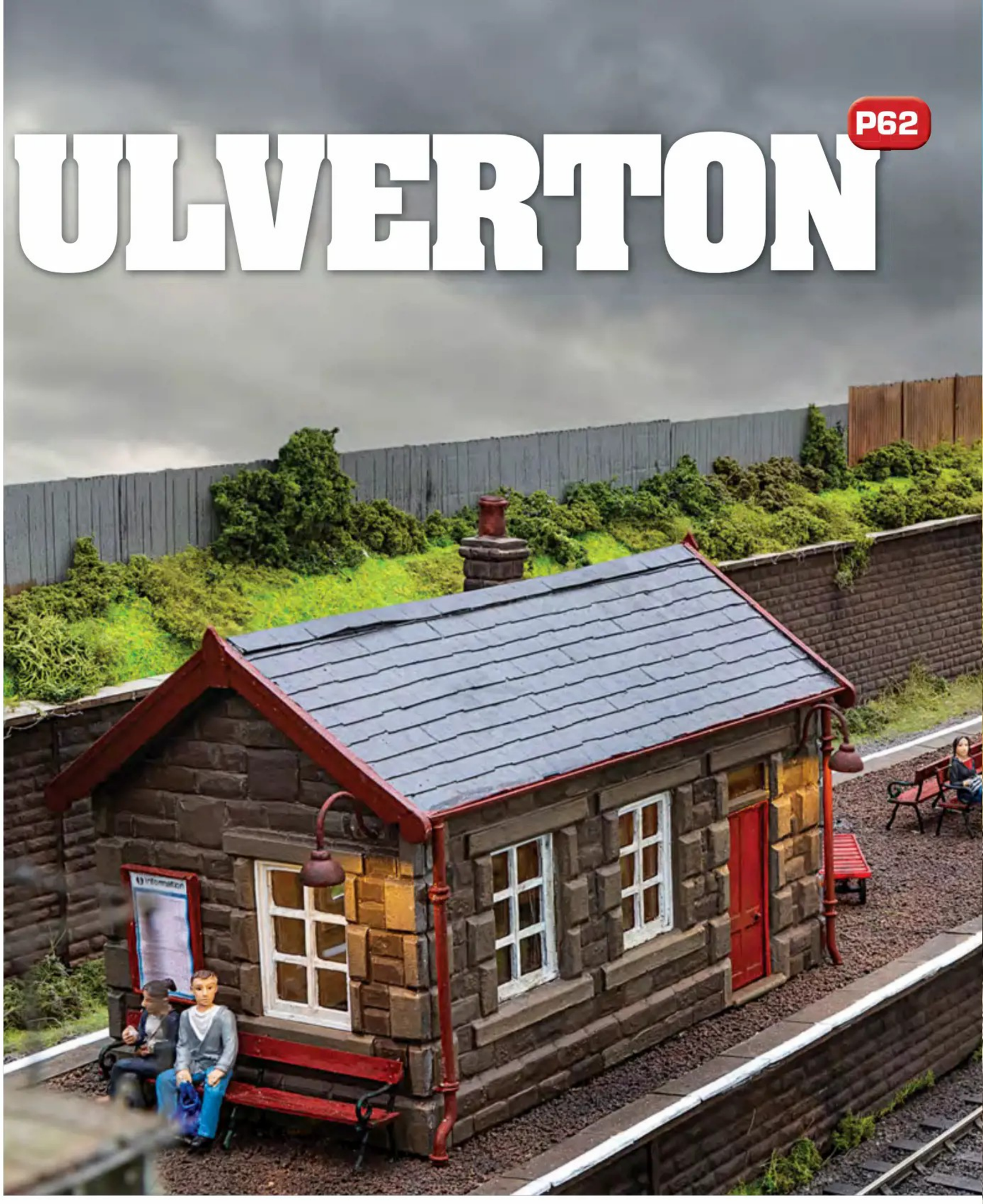
HORNBY magazine
LATEST OFFERS
See pages 20-21 for full details.

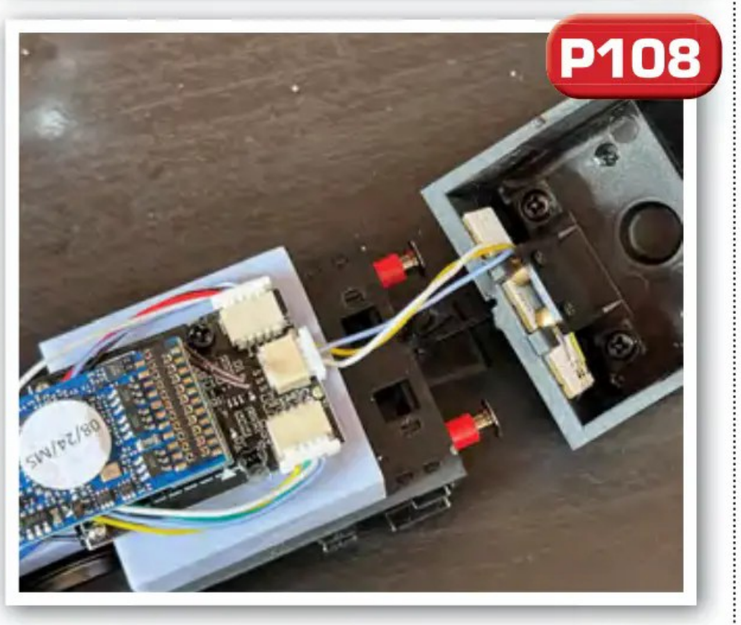


WE SHOW YOU HOW!

32 **DIESELS IN THE '60S'**
Tim Shackleton weathers a trio of 'N' gauge diesel locomotives, recreating the varying states British Railways' new diesels appeared in throughout the 1960s – from main line giants to shunting locomotives.

54 **MAKING A SCENE**
A trip to Dinorwic slate quarry coincided with Bachmann's all new 'NG7' range, prompting Dan Evason to lay the foundations for an all-new layout, taking full advantage of the scale's ability to offer high levels of detail in a small space.

108 **DIGITAL CONTROL**
Hornby's all-new 'OO' gauge model of the Stanier 'Black Five' spurred Mike Wild to upgrade the model's digital sound capabilities, installing an ESU sound decoder and fitting an Alz Soundz 3D-printed speaker.



KEY STORE FINDER
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Mark Chivers introduces the latest issue.

8 **UPDATE**
The latest model railway news, including Bachmann's Autumn 2024 announcements, new model projects revealed and the launch of *Hornby Magazine's* Model Railway Awards 2024. Plus, you could be in with a chance to win a model of Hornby's all new 'OO' gauge 'B17/5' 2859 *East Anglian* worth £250 in our exclusive competition.

22 **HIGH WEALD**
A two-decade-long build has resulted in Mike Scott's evocative Southern Railway era layout, recalling the days before extensive electrification and showcasing a mix of prototypical and planned motive power – all the way from Australia.

38 **£500 LAYOUT CHALLENGE**
Can you REALLY build a model railway for £500? This question spurred Mike Wild to put together a small Scottish Region shunting layout where he attempts to demonstrate that a highly detailed 'OO' layout is possible, even with a highly constrained budget, in one of *Hornby Magazine*'s most exciting challenges yet.

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ALSO REVIEWED

The latest releases from Bachmann, Hornby, Scale Model Scenery, Peco and more.

THE DEFINITIVE 4mm:1ft SCALE MODEL OF THE
BRITISH RAIL CLASS 25 DIESEL

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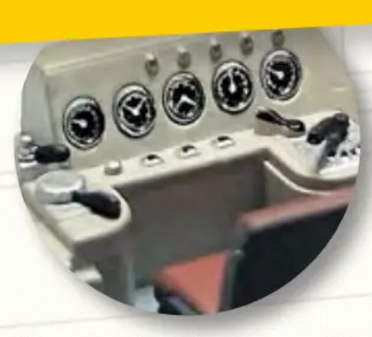
HORNBY MAGAZINE MODEL REVIEW SEPTEMBER 2024

"On arrival of the SLW Class 25, we had an expectation of quality based on experience with the Class 24, but these new locomotives surpass that in every respect.

The attention to detail, assembly, choices, running and especially the sound performance make this the best Class 25 we have ever seen.

Is it the definitive model? We think so... and we think you will agree when you see and hear one yourself."


Illuminated instruments

Finescale wheelsets

Incredible bulkhead detail

Fuel tank and sump

Rivetted roof panels

Miniature snowploughs

ORDER OUR 'EARLY BODY' CLASS 25/1 TODAY
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With the new **Sutton's Locomotive Workshop Class 25** now in the process of being despatched and already earning rave reviews, we are delighted to announce the follow-up. The 'early' bodystyle **Class 25/1** is a much requested model filling the obvious gap between the previous Class 24 and our most recent release. Using our proven smooth-running chassis and unbeatable DCC sound system, it is the ideal stable-mate for the 'flat-sided' Class 25/3. The new models are already in production and are expected to be shipped out later this year.

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NEW 25042 British Rail Blue

NEW D5195 British Rail Blue (Early)

NEW 5184 British Rail Blue (Early)

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THE EDITOR'S PAGE

Welcome

AMAZINGLY, it's that time of year we start gearing up for the new modelling and exhibition season. Indeed, as this issue hits the newsstands, we will be putting the finishing touches to the display layouts and preparing for an exciting weekend at the Nene Valley Railway on September 7/8 for the GB Railfreight (GBRf) Gala Weekend which is set to be very special.

Organised in conjunction with our sister title *Modern Railways*, GBRf, the Nene Valley Railway (NVR) and *Rhythm and Booze*, the *Hornby Magazine* and Key Model World team will be there in force with three of our exhibition layouts - Twelvemill Bridge ('TT:120'), West Coast Cement ('OO') and Natford TMD ('OO') – each also displaying a GBRf theme to them. For those wondering about its geographical suitability, West Coast Cement will be operating in *East Coast Cement* mode for the weekend. The Key Model World Shop will also feature a host of special offers on subscriptions, exclusive models and modelling accessories – and we might have a special announcement too…

We are really excited about the weekend as GBRf is providing the motive power for the passenger trains both days, with classes 47, 57, 66 and 69 in attendance, while Peterborough yard based 08632 is due to operate on selected sections of the NVR, and holders of Depot Access tickets will get to see behind-the-scenes at GBRf's Peterborough depot. It promises to be a fantastic weekend which will raise money for the MS Society and Great Ormond Street Hospital Children's Charity. Tickets can be purchased in advance and on-the-day – for more details visit *www.keymodelworld.com/gbrfgala*. We look forward to seeing you there.

So, to this issue – and we have another packed edition with three feature layouts, step-by-step modelling guides, prototype articles and more, including our brand new £500 Challenge layout. Could we build a working model railway layout within such a tight budget? Well, you'll have to visit pages 38-44 to find out. It has certainly been a fascinating challenge and it is set to make its exhibition debut at the Great Electric Train Show in Milton Keynes on October 12/13 at the Marshall Arena.

This year's event features a stellar line-up of layouts travelling from around the UK, as far afield as Scotland and Cornwall. Pete Waterman and the Railnuts will be showcasing Making Tracks 4 in its latest updated form, plus there's an amazing array of trade support too. So, please make a date for your diary – October 12/13 – and book your advance tickets at special prices now. As in previous years, it promises to be another railway modelling spectacular. Visit *www.keymodelworld.com* for full details.

Finally, we launch our annual *Hornby Magazine* Model Railway Awards in this issue – don't forget to cast your vote. Full details can be found on pages 18-19. I hope you enjoy the new issue!

Mark Chivers
Acting Editor

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DUBLO *DELTIC*

Development of Hornby's all-new 'OO' gauge Hornby Dublo English Electric DP1 is progressing well, with a first running sample arriving with the company's development team.

HORNBY'S DEVELOPMENT team have taken delivery of the first shots and a running sample of the company's all-new 'OO' gauge Hornby Dublo English Electric DP1 *Deltic* for inspection.

First announced in 2023, Hornby's all-new model is being developed for the company's Hornby Dublo range and will feature a die-cast body, together with five-pole skew-wound motor, twin flywheels, 21-pin Digital Command Control (DCC) decoder socket, etched metal roof fan grilles, metal handrails, NEM coupler pockets and highly-detailed bogies with separately fitted brake actuating chains.

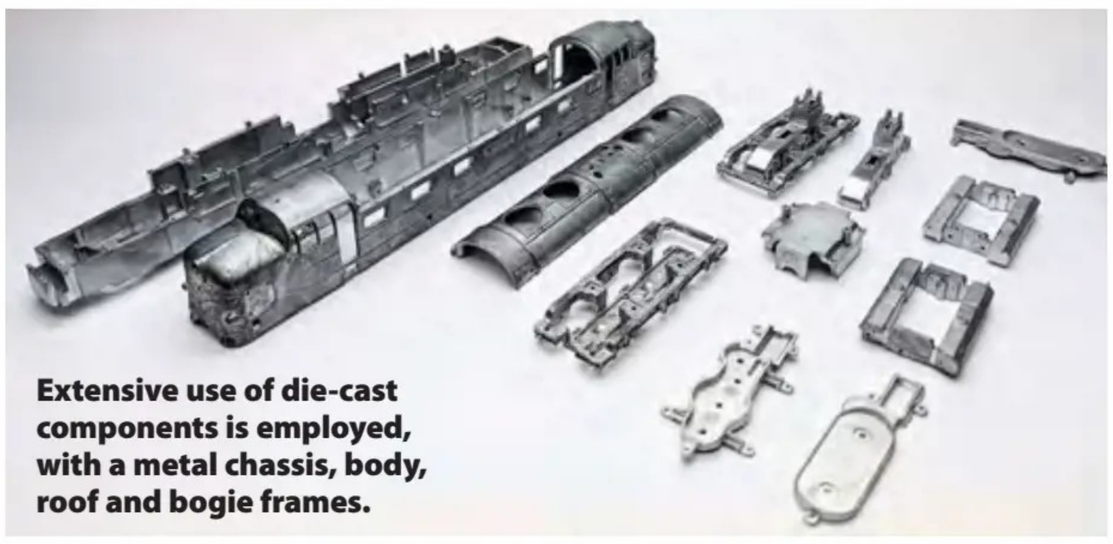
Additionally, the feature-rich model is set to feature independently-controlled roof fans, cab lighting, directional lights, cab console illumination and engine bay lighting. While space for a Mars light was provided on the prototype – but never fitted – Hornby has opted to include this as a fictional 'extra', which will be supplied in the 'off' position by default, but selectable via a switch on DCC Ready models or through a function on the company's Triplex Sound (TXS) fitted models. Non-working headlamps will also be supplied for customer fitment.

Hornby's tooling suite will cater for several variations to the prototype through its short career. Two versions of the Hornby Dublo model are being produced initially in DCC Ready (Cat No. R30297) and DCC sound-fitted form (R30297TXS), the latter incorporating Hornby's Bluetooth and DCC TXS decoder and factory-fitted speaker set-up, with dual EM1 and cube speakers. These releases will reflect the locomotive in its as-delivered 1955 appearance.

Following evaluation of the early running sample, further modifications will be made to the tooling and the overall paint shade will be improved (that shown was to test the fitment of moulded parts). Amongst the amendments, rivet detail will be added, while the central roof vents will also be corrected and the fit and finish of detailing parts improved.

Prices are set at £320.99 for DCC Ready models and £350.99 for DCC sound-fitted examples. Release is currently slated for spring 2025.

● **Visit *www.hornby.com*.**



Extensive use of die-cast components is employed, with a metal chassis, body, roof and bogie frames.

WIN! HORNBY'S

HORNBY MAGAZINE is offering the chance to win one of Hornby's newly-tooled 'OO' gauge streamlined LNER 'B17/5' 4-6-0s, finished as 2859 *East Anglian* in LNER lined green (Cat No. R30136).

The prize consists of 'OO' gauge streamlined 'B17/5' 2859 *East Anglian* in LNER lined green, worth £249.99.

This new 'OO' gauge model from Hornby features a sleek, die-cast streamlined body, five-pole skew-wound motor and 21-pin Digital Command Control (DCC) decoder socket.

To be in with a chance of winning this latest 'OO' gauge steam locomotive from Hornby, all you have to do is answer the accompanying question by October 25 2024.

Even if you don't win, these newly-tooled 'OO' gauge 'B17/5' 4-6-0s are available from Hornby stockists now – find out more at *www.hornby.com*. Good luck!

Colour for 'TT:120' Class 66s

HORNBY'S ALL-NEW 'TT:120' scale Class 66 Co-Co diesels edge ever closer to arrival in the UK with decorated samples arriving for approval with the development team.

Five newly-tooled 'TT:120' Class 66s form the initial batch of releases, available DCC Ready and DCC sound-fitted with Hornby's Bluetooth and Digital Command Control (DCC) Triplex Sound (TXS). Due for release this autumn are 66714 *Cromer Lifeboat* in GB Railfreight (GBRf) orange and blue (Cat No. TT3016M/TXSM), 66097 in DB Schenker red (TT3017M/TXSM), 66779 *Evening Star* in GBRf British Railways-style lined Brunswick green (TT3018M/TXSM), 66850 *David Maidment OBE* in Colas Rail Freight colours (TT3019M/TXSM) and 66789 *British Rail 1948-1997* in GBRf/BR large logo blue (TT3020M/TXSM).

Hornby's Class 66 tooling suite will cater for detail differences between sub-classes, together with a five-pole skew-wound motor, twin flywheels, Next18 DCC decoder sockets, full lighting package and space for a speaker and stay alive power bank. Detail differences between class members include light clusters, roof configurations, grille styles, window layouts and more.

Prices are set at £129.99 DCC Ready and £189.99 DCC sound fitted (TXS).

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

Hornby's newly-tooled 'TT:120' scale Class 66s have progressed to the final stages of development with decorated samples arriving for inspection.

'TT:120' IFA WAGONS EDGE CLOSER

DECORATED PRE-PRODUCTION samples of Hornby's new 'TT:120' TOUAX Sffgmss IFA bogie container flat wagons have been received by the company's development team for evaluation.

Hornby's 'TT:120' scale IFA bogie container flat wagons originate from the company's European Arnold 'TT' range, which is to the same scale as Hornby's UK range and are set to feature typical 45ft containers seen operating in the UK including DFDS blue (Cat No. TT6025), Hapag Lloyd orange (TT6026) and Hanjin light blue (TT6027) examples.

Hornby's forthcoming 'TT:120' TOUAX IFA bogie container flat wagons are due to appear later this year, with three different container options including this 45ft DFDS example.

Having now approved the samples for production, the three wagons are set to appear later this autumn, priced at £47.99 each.

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

LNER 'B17/5' 4-6-0

WORTH £250

QUESTION

In what year did the LNER's streamlined 'B17' 4-6-0s gain their distinctive casing?

A. 1937
B. 1945
C. 1948

HOW TO ENTER

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Online entries open at 9am on September 5 2024 and the closing date for entries is October 25 2024 at 5pm GMT. The winner will be notified no later than November 1 2024.

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

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Bachmann reveals Autumn 2024 LINE-UP

EFE Rail is releasing an all-new 'OO' gauge Rail Express Systems NAA Propelled Control Vehicle (PCV).

BACHMANN'S AUTUMN 2024 British Railway Announcements include all-new 'N' gauge LNER 'V2' 2-6-2s, newly-tooled 'OO' gauge BR Class 08/09 diesel shunters (HM207) and Rail Express Systems (RES) Propelled Control Vehicles (PCVs).

BACHMANN BRANCHLINE

Leading the charge for 'OO' in the Bachmann Branchline range is an all-new collection of BR Class 08 and 09 diesel shunters. These will feature a die-cast metal chassis block, five-pole motor, flywheel, all-wheel pick-ups, PluX22 Digital Command Control (DCC) decoder socket and fully functional front and rear lights – with two, four or six lights according to the prototype being modelled. Bachmann also promises a detailed cab interior, full-relief detailed underframes, separately-fitted metal grab handles, windscreen wipers, light conduits, sand boxes and sand pipes, lifting points and sprung metal buffers.

In addition, each model will feature prototype-specific detailing to match the real thing, together with a factory-fitted speaker and stay alive system for uninterrupted operation, while lighting options will include working shunting lights. Models will be offered DCC Ready, DCC sound-fitted ('SF' suffix) and DCC sound-fitted deluxe ('SFX' suffix). These latter models will additionally feature Bachmann's new auto-release hands-free magnetic uncoupling system.

Bachmann's initial batch of releases is set to include D3785 in BR green with red buffer beams, 08329 in BR blue, 08617 *Steve Purser* in 'retro' BR blue, 08761 in BR Provincial livery, 08923 in weathered BR green, 08928 in BR Railfreight 'Red Stripe', 09009 in BR blue and 09106 in unbranded DB red. See Table 1 for more details.

Bachmann's diesel roster is also due to be bolstered with a new selection of BR Class 117 three-car Diesel Multiple Units (DMUs) and Class 121 single diesel railcars. The Class 117s will appear as set R334 in BR green with small yellow panels and 'clipped' buffers, L412 in BR blue and 117308 in BR Regional Railways. Meanwhile, four new Class 121s are set to appear, with the additional option for fitted passengers, finished as W55028 in BR green with small yellow warning panels, W55033 in BR blue, 55022 in original BR Network SouthEast colours and W55034 in BR white and blue.

Steam era modellers will benefit from three new Great Western Railway (GWR) 'Hall' 4-6-0s finished as 5900 *Hinderton Hall* in GWR lined green with GW crest, 4953 *Pitchford Hall* in BR lined black with early crests and 4936 *Kinlet Hall* in BR lined green with late crests. See Table 1 for full details of Bachmann's Autumn 2024 motive power releases.

In terms of rolling stock, Bachmann's BR Mk 1 carriage fleet is set to increase with 36 new 'OO' gauge releases including a raft of BR chocolate and cream examples including a Full Brake (BG), Brake Corridor Composite (BCK), Corridor Composite (CK), Corridor First (FK), Restaurant Unclassified (RU) and Second Open (SO). All bar the BG will also be available with the option of fitted passengers. BR maroon examples will similarly be offered with or without passengers (where appropriate) and will appear in BG, BCK, CK, FK, RU and Restaurant Miniature Buffet (RMB) forms, while a lone BR (SR) green BG will also be available.

BR blue and grey is set to adorn the BR Mk 1 BG, RMB and RUO vehicles, while the RMB will also appear in InterCity livery for the first time. As with other colour schemes, populated and unpopulated options will be available. Additionally, BR Mk 1 BGs will also be released in BR Provincial, BR Blue (Newspapers) and Rail Express Systems colour schemes, while two BR Mk 1 General Utility Vans (GUVs) will be available in BR blue (Newspapers) and Rail Express Systems liveries. Bachmann's 'OO' gauge LMS Inspection Saloon is also set for a return to the range with two new colour schemes planned finished as DM45020 in BR ScotRail livery and TDM 395280 in BR blue.

Bachmann's Graham Farish 'N' gauge range gains all-new LNER 'V2' 2-6-2s this autumn, including 4843 *Kings Own Yorkshire Light Infantry* in LNER lined green.

TABLE 1 - BACHMANN 'OO' MOTIVE POWER - AUTUMN 2024

DESCRIPTION	CAT NO.	PRICE
GWR 'Hall' 4-6-0 4953 *Pitchford Hall*, BR lined black with early crests	32-002B	£189.95
GWR 'Hall' 4-6-0 5900 *Hinderton Hall*, GWR lined green	32-004A	£189.95
GWR 'Hall' 4936 *Kinlet Hall*, BR lined green with late crests	32-008	£189.95
Class 08 D3785, BR green	35-901	£209.95
Class 08 D3785, BR green (DCC Sound)	35-901SF	£319.95
Class 08 D3785, BR green (DCC Sound Deluxe)	35-901SFX	£349.95
Class 08 08928 BR Railfreight (Red Stripe)	35-906	£209.95
Class 08 08928 BR Railfreight (Red Stripe) (DCC Sound)	35-906SF	£319.95
Class 08 08928 BR Railfreight (Red Stripe) (DCC Sound Deluxe)	35-906SFX	£349.95
Class 08 08761 BR Provincial	35-910	£209.95
Class 08 08761 BR Provincial (DCC Sound)	35-910SF	£319.95
Class 08 08761 BR Provincial (DCC Sound Deluxe)	35-910SFX	£349.95
Class 08 08617 *Steve Purser*, BR blue	35-915	£209.95
Class 08 08617 *Steve Purser*, BR blue (DCC Sound)	35-915SF	£319.95
Class 08 08617 *Steve Purser*, BR blue (DCC Sound Deluxe)	35-915SFX	£349.95
Class 09 09009, BR blue	35-921	£209.95
Class 09 09009, BR blue (DCC Sound)	35-921SF	£319.95
Class 09 09009, BR blue (DCC Sound Deluxe)	35-921SFX	£349.95
Class 08 08329, BR blue	35-925	£209.95
Class 08 08329, BR blue (DCC Sound)	35-925SF	£319.95
Class 08 08329, BR blue (DCC Sound Deluxe)	35-925SFX	£349.95
Class 08 08923, BR green (weathered)	35-926	£224.95
Class 08 08923, BR green (weathered) (DCC Sound)	35-926SF	£334.95
Class 08 08923, BR green (weathered) (DCC Sound Deluxe)	35-926SFX	£364.95
Class 09 09106, DB red (unbranded)	35-930	£209.95
Class 09 09106, DB red (unbranded) (DCC Sound)	35-930SF	£319.95
Class 09 09106, DB red (unbranded) (DCC Sound Deluxe)	35-930SFX	£349.95
Class 117 three-car DMU R334, BR green with small yellow panels	35-503	£459.95
Class 117 three-car DMU R334, BR green with small yellow panels (DCC Sound)	35-503SF	£569.95
Class 117 three-car DMU L412, BR blue	35-504	£459.95
Class 117 three-car DMU L412, BR blue (DCC Sound)	35-504SF	£569.95
Class 117 three-car DMU 117308, BR Regional Railways	35-505	£459.95
Class 117 three-car DMU 117308, BR Regional Railways (DCC Sound)	35-505SF	£569.95
Class 121 railcar W55028, BR green with small yellow panels	35-528	£189.95
Class 121 railcar W55028, BR green with small yellow panels (Passengers fitted)	35-528PF	£204.95
Class 121 railcar W55028, BR green with small yellow panels (DCC Sound)	35-528SF	£299.95
Class 121 railcar W55033, BR blue	35-529	£189.95
Class 121 railcar W55033, BR blue (Passengers fitted)	35-529PF	£204.95
Class 121 railcar W55033, BR blue (DCC Sound)	35-529SF	£299.95
Class 121 railcar 55022, BR Network SouthEast (Original)	35-530	£189.95
Class 121 railcar 55022, BR Network SouthEast (Original) (Passengers fitted)	35-530PF	£204.95
Class 121 railcar 55022, BR Network SouthEast (Original) (DCC Sound)	35-530SF	£299.95
Class 121 railcar W55034, BR white and blue	35-531	£189.95
Class 121 railcar W55034, BR white and blue (DCC Sound)	35-531SF	£299.95

TABLE 2 - BACHMANN 'OO' CARRIAGES - AUTUMN 2024

DESCRIPTION	CAT NO.	PRICE
BR Mk 1 Tourist Second Open W3802, BR chocolate and cream	39-054D	£59.95
BR Mk 1 Tourist Second Open W3802, BR chocolate and cream (Passengers fitted)	39-054DPF	£72.95
BR Mk 1 Restaurant Unclassified W1905, BR chocolate and cream	39-102C	£59.95
BR Mk 1 Restaurant Unclassified W1905, BR chocolate and cream (Passengers fitted)	39-102CPF	£72.95
BR Mk 1 Restaurant Unclassified SC1949, BR maroon	39-103D	£59.95
BR Mk 1 Restaurant Unclassified SC1949, BR maroon (Passengers fitted)	39-103DPF	£72.95
BR Mk 1 Corridor Composite SC16192, BR maroon	39-126H	£59.95
BR Mk 1 Corridor Composite SC16192, BR maroon (Passengers fitted)	39-126HPF	£72.95
BR Mk 1 Corridor Composite W15801, BR chocolate and cream	39-129D	£59.95
BR Mk 1 Corridor Composite W15801, BR chocolate and cream (Passengers fitted)	39-129DPF	£72.95
BR Mk 1 Corridor First SC13249, BR maroon	39-151G	£59.95
BR Mk 1 Corridor First SC13249, BR maroon (Passengers fitted)	39-151GPF	£72.95
BR Mk 1 Corridor First W13079, BR chocolate and cream	39-154D	£59.95
BR Mk 1 Corridor First W13079, BR chocolate and cream (Passengers fitted)	39-154DPF	£72.95
BR Mk 1 Gangwayed Brake (NDV) M80693, BR blue and grey	39-175G	£59.95
BR Mk 1 Gangwayed Brake (NDV) E80847, BR blue and grey	39-175H	£59.95
BR Mk 1 Gangwayed Brake SC84362, BR maroon	39-176G	£59.95
BR Mk 1 Gangwayed Brake E84370, BR maroon	39-176-H	£59.95
BR Mk 1 Gangwayed Brake S84039, BR green	39-178D	£59.95
BR Mk 1 Gangwayed Brake W81242, BR chocolate and cream	39-179C	£59.95
BR Mk 1 Gangwayed Brake (NEA) E92089, BR Provincial	39-181A	£59.95
BR Mk 1 Gangwayed Brake (NCV) M80560, BR blue (Newspapers)	39-182C	£59.95
BR Mk 1 Gangwayed Brake (NEX) 92303, Rail Express Systems	39-183B	£59.95
BR Mk 1 Brake Corridor Composite SC21018, BR maroon	39-226F	£59.95
BR Mk 1 Brake Corridor Composite SC21018, BR maroon (Passengers fitted)	39-226FPF	£72.95
BR Mk 1 Brake Corridor Composite W21168, BR chocolate and cream	39-229D	£59.95
BR Mk 1 Brake Corridor Composite W21168, BR chocolate and cream (Passengers fitted)	39-229DPF	£72.95
BR Mk 1 Restaurant Unclassified Open E1036, BR blue and grey	39-255	£59.95
BR Mk 1 Restaurant Miniature Buffet SC1839, BR maroon	39-261C	£59.95
BR Mk 1 Restaurant Miniature Buffet SC1839, BR maroon (Passengers fitted)	39-261CPF	£72.95
BR Mk 1 Restaurant Miniature Buffet E1824, BR blue and grey	39-264B	£59.95
BR Mk 1 Restaurant Miniature Buffet E1824, BR blue and grey (Passengers fitted)	39-264BPF	£72.95
BR Mk 1 Restaurant Miniature Buffet 1848, BR InterCity (Executive)	39-267	£59.95
BR Mk 1 Restaurant Miniature Buffet 1848, BR InterCity (Executive) (Passengers fitted)	39-267PF	£72.95
BR Mk 1 General Utility Van (NOX) 95151, Rail Express Systems	39-270B	£59.95
BR Mk 1 General Utility Van (NLV) W86719, BR blue (Newspapers)	39-272D	£59.95
SR PMV Parcels and Miscellaneous Van S1108S, BR green	39-527A	£47.95
SR PMV Parcels and Miscellaneous Van S1062S, BR green	39-527B	£47.95
SR CCT 'COVCAR' Covered Carriage Truck 1737, SR Maunsell green	39-531	£47.95
SR CCT 'COVCAR' Covered Carriage Truck 1760, SR Maunsell green	39-531A	£47.95
SR QVV (ex-PMV) Staff Tool Van ADB975960, BR departmental yellow	39-533	£47.95
LMS 50ft Inspection Saloon DM45020, BR ScotRail	39-783	£89.95
LMS 50ft Inspection Saloon TDM395280, BR blue	39-784	£89.95

Bachmann's all-new 'OO' gauge Class 31 A1A-A1A will appear as 31190 *Gryphon* in West Coast Railways maroon as a limited edition exclusive for the Bachmann Collectors Club.

Completing the non-passenger carrying line-up for 'OO', five models of the company's popular Southern Railway Parcels and Miscellaneous Van/Covered Carriage Truck (PMV/CCT) will appear this autumn as PMVs S1108S and S1062S in BR green and 'COVCAR' CCTs 1737 and 1760 in SR Maunsell green, together with a departmental former PMV as QVV Staff Tool Van ADB975960 in BR departmental yellow. See Table 2 for more information.

This quarter is also set to see a large injection of BR steam era rolling stock to the Bachmann Branchline 'OO' gauge range with new identities on the five-plank china clay wagons, GWR 12ton Fruit and Ventilated box vans, 16ton steel mineral wagons, GWR 'Toad' and LNER 20ton brake vans.

The company's venerable five-plank china clay open is set to reappear in GWR grey with tarpaulin covers, along with versions in weathered BR (TOPS) bauxite with distinctive light blue hoods. Two running numbers on each colour scheme are planned, while a triple pack of pristine BR bauxite wagons with tarpaulin covers will also be released.

Bachmann's GWR 12ton vans also return to the range this autumn with 13 different wagons scheduled to appear in various forms, including 12ton 'PARTO' vans, 12ton Fruit vans, 12ton 'MOGO' motor car vans and standard 12ton ventilated vans. A raft of GWR and BR colour schemes have been revealed, including a couple of weathered examples.

Keeping with the wagon theme, several BR 16ton steel mineral wagons will also arrive with retailers during the autumn, each with top flap doors. Single wagon colour schemes include BR grey (pristine and weathered) and an NCB black example with Cadley Hill Colliery lettering. Two triple wagon packs will also be released – one in BR bauxite (TOPS) and one in early BR grey. Slope-sided examples haven't been forgotten either, with four versions planned – two with loads and two without – in pristine and weathered finishes.

Brake vans round off Bachmann Branchline's autumn 2024 plans for 'OO' with a choice of 20ton brake vans in traditional LNER and BR colour schemes, along with a Rail Express Systems variant and a striking London Transport barrier vehicle example. Meanwhile, Bachmann's GWR 20ton 'Toad' »

A new batch of Bachmann 'OO' gauge Class 121 diesel railcars is planned this autumn, including W55034 in BR white and blue.

brake van will appear in GWR dark grey (Slough), BR grey (Banbury) and BR bauxite (Avonmouth), while a departmental yellow example – DW35724 – is also planned. See Table 3 for further details.

EFE RAIL

New to the expanding EFE Rail range is an all-new 'OO' gauge Rail Express Systems (RES) NAA Propelled Control Vehicle (PCV). These were introduced for use on parcels trains in the mid-1990s to help reduce overheads. Converted from redundant Class 307 EMU driving cars, they were usually located at each end of a four or five-coach train and were used to release a train from a mail terminal or siding without the need for a second locomotive. They could operate at low speed when being propelled by the train locomotive in this manner at a mail terminal, while also capable of being hauled by a locomotive at line speed on the main line.

EFE Rail's all-new 'OO' gauge NAA PCV features separately fitted detailing parts including windscreen wipers, jumper cables, handrails, lamp brackets and ETH connections, together with a speedometer at the cab end of the vehicle with representation of the cable that connects it to the solebar. The models also feature B5 bogies and underframe detailing including battery boxes and brake equipment. Working directional lighting is also fitted, together with day and night modes, which can be selected in analogue (through switches) or digital mode, plus cab interior illumination, which is only selectable through Digital Command Control (DCC) operation. A Next18 DCC decoder socket is provided on the chassis.

Four models form the initial batch of releases finished as NAA 94344 in Rail Express Systems (Royal Mail) livery, NAA 94308 in Rail Express Systems (Royal Mail) livery, NAA 94320 in Rail Express Systems livery (no Royal Mail branding) and NAA 94340 in weathered Rail Express Systems (Royal Mail) livery.

EFE Rail is also planning the first general release of its motorised 1962 four-car Underground train in early 1990s Central Line livery. Representing Driving Motors 1648 and 1649, Trailer Car 2648 and Non Driving Motor 9649, the unit also carries West Ruislip destination blinds at each end. See Table 4 for further information.

GRAHAM FARISH

Bachmann's Graham Farish 'N' gauge range gains an all-new London and North Eastern Railway (LNER) Gresley 'V2' 2-6-2 this autumn with five general release models set to form the initial batch.

The Gresley 'V2' 2-6-2s were mixed traffic locomotives with 184 built at Doncaster and Darlington Works between 1936 and 1944.

Bachmann's new tooling features a die-cast chassis block, coreless motor, metal bearings to all driving wheels, all-wheel pick-ups, Next18 DCC decoder socket and factory-fitted cube speaker. An optional traction-tyred wheelset is also included to aid haulage capability.

Available DCC Ready and DCC sound-fitted, the all-new Gresley 'V2' will appear as 4791 in original LNER lined green and 4843 *Kings Own Yorkshire Light Infantry* in LNER lined green, both with original monobloc cylinders and 4,200gallon group standard tender, 60845 in BR lined black with early crests in simlar vein with smokebox number plate and higher position lamp bracket, 60964 *Durham Light Infantry* in BR lined green with late crests, original monobloc cylinders and high front, high rear group standard tender, and finally, 60847 *St Peter's School* in BR lined green with late crests, which features three separate cylinders (replacing the monobloc cylinders) and high front, high rear group standard tender.

Additionally, Locomotion Models (*www.locomotionmodels.com*) has commissioned an exclusive model

TABLE 3 - BACHMANN 'OO' WAGONS - AUTUMN 2024

DESCRIPTION	CAT NO.	PRICE
Five-plank china clay wagon with hood (TOPS) B743806, BR bauxite (weathered)	33-085C	£24.95
Five-plank china clay wagon with hood (TOPS) B743029, BR bauxite (weathered)	33-085D	£24.95
Five-plank china clay wagon with tarpaulin cover 94054, GWR grey	33-088B	£22.95
Five-plank china clay wagon with tarpaulin cover 92822, GWR grey	33-088C	£22.95
Five-plank china clay triple wagon pack with tarpaulins (B743077, B743011, B743073), BR bauxite	33-091A	£67.95
GWR 20ton 'Toad' brake van W114985 (Banbury), BR grey	33-306E	£25.95
GWR 20ton 'Toad' brake van W17416 (Avonmouth), BR bauxite	33-307B	£25.95
GWR 20ton 'Toad' brake van 114971 (Slough), GWR dark grey	33-309A	£25.95
GWR 20ton 'Toad' brake van DW35724, BR departmental yellow	33-311A	£25.95
BR 16ton steel mineral wagon, top flap doors, B42759, BR grey	37-227C	£23.50
BR 16ton steel mineral wagon, top flap doors, B43103, BR grey (weathered)	37-227D	£24.95
BR 16ton steel mineral wagon, top flap doors, 11 Cadley Hill Colliery, NCB black	37-229	£23.50
BR 16ton steel mineral wagons, top flap doors, triple pack (B569425, B554737, B577548), BR bauxite	37-238A	£69.95
BR 16ton steel mineral wagons, top flap doors, triple pack (B569323, B569346, B569398) (with loads)	37-265	£74.95
16ton steel slope-sided mineral wagon, BSCO 20665, BSC grey (with load)	37-400B	£26.95
16ton steel slope-sided mineral wagon, BSCO 20631, BSC grey (weathered) (with load)	37-400C	£27.95
16ton steel slope-sided mineral wagon, rivetted doors, B7456, BR grey	37-450C	£24.95
16ton steel slope-sided mineral wagon, rivetted doors, B7464, BR grey (weathered)	37-450D	£26.95
BR 20ton brake van B950903, BR grey	37-528E	£37.95
BR 20ton brake van B951105, BR grey (weathered)	37-528F	£39.95
LNER 20ton brake van 182895, BR bauxite	37-529C	£37.95
BR 20ton brake van B950938, BR bauxite (TOPS)	37-532A	£37.95
BR 20ton brake van B953755, BR bauxite (weathered)	37-532B	£39.95
BR 20ton brake van B954735, Rail Express Systems	37-540	£37.95
BR 20ton brake van B954645, London Transport Barrier Vehicle red and white	37-541	£37.95
GWR 12ton 'PARTO' ventilated van 112761, GWR grey	37-727A	£24.95
GWR 12ton 'PARTO' ventilated van 112772, GWR grey (weathered)	37-727B	£26.95
GWR 12ton ventilated van 134066, GWR grey	37-730D	£24.95
GWR 12ton ventilated van 134070, GWR grey (weathered)	37-730E	£26.95
GWR 12ton ventilated van W124851, BR bauxite	37-732	£24.95
GWR 12ton ventilated van W124855, BR bauxite (weathered)	37-732A	£26.95
GWR 12ton Fruit van 134184, GWR grey	37-751E	£24.95
GWR 12ton Fruit van 134233, GWR grey	37-751F	£24.95
GWR 12ton Fruit van W134294, BR bauxite	37-754E	£24.95
GWR 12ton Fruit van W134303, BR bauxite	37-754F	£24.95
GWR 12ton 'MOGO' motor car van 126359, GWR grey	37-778E	£24.95
GWR 12ton 'MOGO' motor car van W126366, BR bauxite	37-780B	£24.95
GWR 12ton 'MOGO' motor car van W105714, BR bauxite (weathered)	37-780C	£26.95

The popular 'OO' gauge LMS Inspection Saloon is set to be released as Departmental TDM395280 in BR blue on route learning duties.

Bachmann's all-new 'OO' gauge Class 08 diesel shunter is set to appear this autumn, including this striking model of 08761 in BR Provincial livery.

of the National Collection's 'V2' 4771 *Green Arrow* in present day lined LNER green, with DCC Ready and DCC sound fitted options.

Bachmann's Graham Farish rolling stock range will also benefit from a series of 'N' gauge GWR Hawksworth coaches in GWR chocolate and cream (Brake Corridor Third, Corridor Third, Corridor Composite and Full Brake) and BR maroon (Brake Corridor Second, Corridor Second, Corridor Composite and Full Brake). A BR carmine and cream Full Brake (BG) is also planned, along with Hawksworth Autotrailer W220W in the same colour scheme, while several vehicles will also appear in BR blue and grey, with two Corridor Seconds and a BG. Additionally, a GWR Hawksworth Corridor Second in Railway Techincal Centre red and blue is also set to appear as Test Car 4 (DW1501927), along with GWR Hawksworth Autotrailer DW150375 Test Car 1. See Table 5 for further details.

SCENECRAFT

Bachmann's Scenecraft range of resin cast buildings and detailing accessories will feature several reintroductions, together with a selection of all-new models to bolster the collection.

'OO' gauge reintroductions include a diesel depot servicing point, diesel fuelling point, fuel storage tanks and mechanical wash, while further highlights include an entrance ticket kiosk in black or green, North Eastern Railway footbridge in red or brown, Wigmore level crossing (curved – second radius) and a low-relief dispensing chemist in white or green.

For 'OO9' modellers, Tan-Y-Bwlch station house is a new addition, with a choice of green or brown embellishments, while a pair of station cottages will also be available in green or brown.

Finally, a new influx of 'O' gauge Scenecraft accessories is set to appear this autumn with ballast bins (x2), concourse machines (x3), commercial lid skips (x4), a concrete bus shelter, platform kiosk and straight pavements (x4). See Table 6 for full Scenecraft release details.

BACHMANN COLLECTORS CLUB

Following a recent change to Bachmann Collectors Club (BCC) model availability, these formerly exclusive items are now available to all customers, with BCC members receiving a 10% discount on the full price.

Two brand new limited editions have been added to the BCC range including 'OO' gauge Class 31 31190 *Gryphon* in West Coast Railways maroon and a 'N' gauge anchor-mounted tank wagon in Regent livery.

Bachmann has produced 500 models of 31190, with DCC Ready, DCC sound-fitted and DCC sound-fitted deluxe options available, while the 'N' gauge tank wagon will be available singly and in a triple-wagon pack.

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

Bachmann's new 'OO' gauge Class 08 tooling suite also caters for the higher-geared Class 09 variants, with BR blue 09009 amongst those expected this autumn.

TABLE 4 - EFE RAIL 'OO' RELEASES - AUTUMN 2024

DESCRIPTION	CAT NO.	PRICE
NAA Propelled Control Vehicle (PCV) 94344, Rail Express Systems (RES) (Royal Mail)	E86016	£74.95
NAA Propelled Control Vehicle (PCV) 94308, RES (unbranded) (Royal Mail)	E86017	£74.95
NAA Propelled Control Vehicle (PCV) 94320, RES (unbranded)	E86018	£74.95
NAA Propelled Control Vehicle (PCV) 94340, Rail Express Systems (Royal Mail) (weathered)	E86020	£74.95
Four-car 1962 Tube stock (DM 1648, 1649, T 2648, NDM 9649), early 1990s Central Line set (motorised)	E99942	£399.95

TABLE 5 - GRAHAM FARISH 'N' RELEASES - AUTUMN 2024

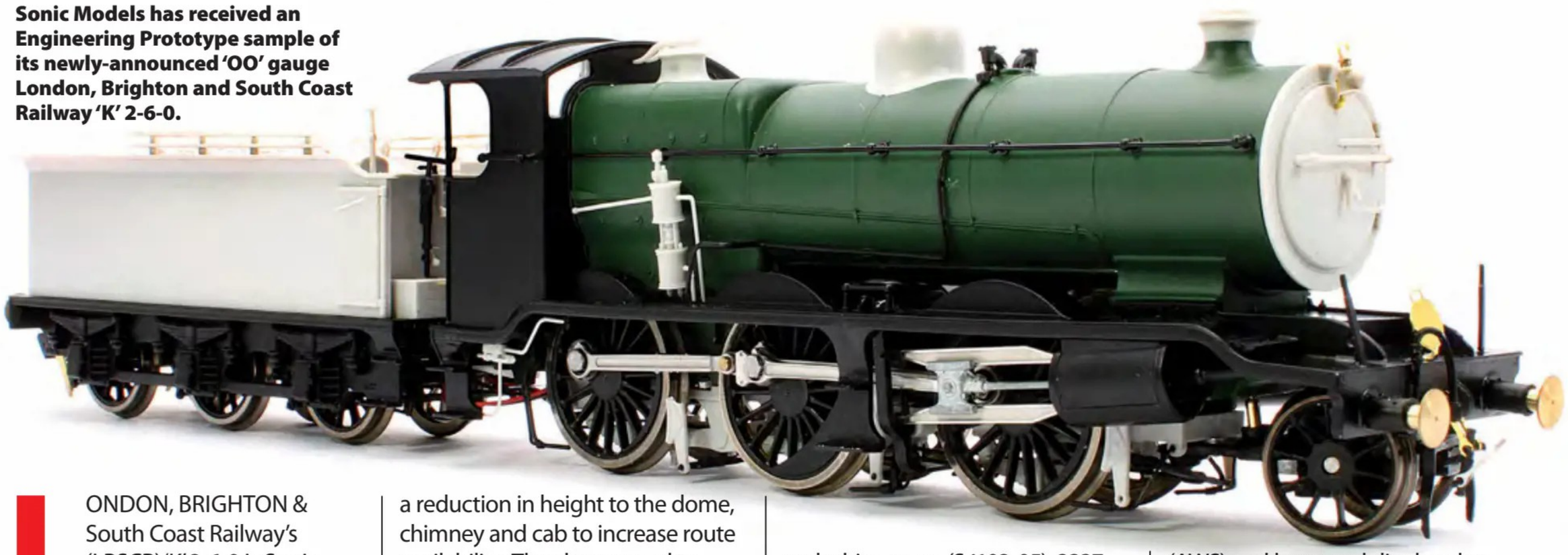
DESCRIPTION	CAT NO.	PRICE
LNER 'V2' 2-6-2 4791, LNER lined green (original)	372-610	£219.95
LNER 'V2' 2-6-2 4791, LNER lined green (original) (DCC Sound)	372-610SF	£329.95
LNER 'V2' 2-6-2 4843 *Kings Own Yorkshire Light Infantry*, LNER lined green	372-611	£219.95
LNER 'V2' 2-6-2 4843 *Kings Own Yorkshire Light Infantry*, LNER lined green (DCC Sound)	372-611SF	£329.95
LNER 'V2' 2-6-2 60845, BR lined black with early crests	372-612	£219.95
LNER 'V2' 2-6-2 60845, BR lined black with early crests (DCC Sound)	372-612SF	£329.95
LNER 'V2' 2-6-2 60964 *Durham Light Infantry*, BR lined green with late crests	372-613	£219.95
LNER 'V2' 2-6-2 60964 *Durham Light Infantry*, BR lined green with late crests (DCC Sound)	372-613SF	£329.95
LNER 'V2' 2-6-2 60847 *St Peter's School*, BR lined green with late crests	372-614	£219.95
LNER 'V2' 2-6-2 60847 *St Peter's School*, BR lined green with late crests (DCC Sound)	372-614SF	£329.95
GWR Hawksworth Brake Corridor Third 837, GWR chocolate and cream	374-511A	£48.95
GWR Hawksworth Brake Corridor Third 846, GWR chocolate and cream	374-511B	£48.95
GWR Hawksworth Corridor Third 859, GWR chocolate and cream	374-536A	£48.95
GWR Hawksworth Corridor Third 855, GWR chocolate and cream	374-536B	£48.95
GWR Hawksworth Corridor Composite 7254, GWR chocolate and cream	374-561A	£48.95
GWR Hawksworth Corridor Composite 7257, GWR chocolate and cream	374-561B	£48.95
GWR Hawksworth Full Brake 316, GWR chocolate and cream	374-590	£48.95
GWR Hawksworth Full Brake W305, BR carmine and cream	374-585A	£48.95
GWR Hawksworth Corridor Second W792W, BR maroon	374-537A	£48.95
GWR Hawksworth Corridor Second W1723W, BR maroon	374-537B	£48.95
GWR Hawksworth Brake Corridor Second W851W, BR maroon	374-512A	£48.95
GWR Hawksworth Brake Corridor Second W1772W, BR maroon	374-512B	£48.95
GWR Hawksworth Corridor Composite W7821W, BR maroon	374-562A	£48.95
GWR Hawksworth Corridor Composite W7818W, BR maroon	374-562B	£48.95
GWR Hawksworth Full Brake W318W, BR maroon	374-586A	£48.95
GWR Hawksworth Corridor Second W1719W, BR blue and grey	374-538	£48.95
GWR Hawksworth Corridor Second W2283W, BR blue and grey	374-538A	£48.95
GWR Hawksworth Full Brake DW150354, BR departmental blue and grey	374-589	£48.95
GWR Hawksworth Corridor Second DW150192 Test Car 4, RTC red and blue	374-588	£48.95
GWR Hawksworth Auto-Trailer W220W *Thrush*, BR carmine and cream	374-610A	£52.95
GWR Hawksworth Auto-Trailer DW150375 Test Car 1, RTC red and blue	374-613	£52.95

TABLE 6 - BACHMANN SCENECRAFT RELEASES - AUTUMN 2024

DESCRIPTION	SCALE	CAT NO.	PRICE
Diesel fuelling point	'OO'	44-040	£29.95
Fuel storage tanks	'OO'	44-016	£64.95
Servicing point	'OO'	44-0053	£69.95
Wigmore level crossing (curved - second radius)	'OO'	44-0135	£49.95
Electric substation	'OO'	44-0175	£119.95
NER footbridge (brown)	'OO'	44-0186	£84.95
NER footbridge (red)	'OO'	44-0186A	£84.95
Narrow gauge Tan-Y-Bwlch station house (brown)	'OO9'/'OO'	44-0193B	£49.95
Narrow gauge Tan-Y-Bwlch station house (green)	'OO9'/'OO'	44-0193G	£49.95
Narrow gauge station cottages (brown)	'OO9'/'OO'	44-0194B	£49.95
Narrow gauge station cottages (green)	'OO9'/'OO'	44-0194G	£49.95
Low-relief dispensing chemist (green)	'OO'	44-0021G	£37.95
Low-relief dispensing chemist (white)	'OO'	44-0021W	£37.95
Entrance ticket kiosk (black)	'OO'	44-0535B	£29.95
Entrance ticket kiosk (green)	'OO'	44-0535G	£29.95
Mechanical wash plant	'OO'	44-184	£59.95
Station modernisation pack	'OO'	44-502	£21.95
Station signage set	'OO'	44-548	£13.95
Corrugated metal shed	'OO'	44-558	£12.95
Lineside cabinets (x4)	'OO'	44-560	£12.95
Straight pavements (x4)	'OO'	44-563	£15.95
Concrete bus shelter	'OO'	44-593	£15.95
Ballast bins (x2)	'O'	47-0510	£11.95
Platform ticket kiosk	'O'	47-0511	£24.95
Concourse machines (x3)	'O	'47-0525	£34.95
Commercial lid skips (x4)	'O'	47-501	£24.95
Straight pavements (x4)	'O'	47-563	£29.95
Concrete bus shelter	'O'	47-593	£27.95

Sonic Models reveals LBSCR 'K' class 'MOGUL'

Sonic Models has received an Engineering Prototype sample of its newly-announced 'OO' gauge London, Brighton and South Coast Railway 'K' 2-6-0.



LONDON, BRIGHTON & South Coast Railway's (LBSCR) 'K' 2-6-0 is Sonic Models' next all-new 'OO' gauge locomotive project.

17 of these Billinton-designed 2-6-0 'Moguls' were built from 1913 to 1921. They were the first 'Moguls' to run on the LBSCR and quickly proved to be powerful mixed traffic locomotives. When the 1923 grouping occurred the decision was made not to continue building the class and three being built were abandoned.

The 'K' 2-6-0s underwent modifications and experiments throughout their service, notably a reduction in height to the dome, chimney and cab to increase route availability. The class passed to British Railways, with all being withdrawn in November/December 1962, none surviving.

Currently at the First Engineering Prototype (EP) sample stage, Sonic Models is producing ten variations as part of its initial line-up. LBSCR and Southern Railway (SR) era models are set to appear as 346 in LBSCR unlined black (Cat No: S4102-01), 342 in LBSCR umber with black and chrome yellow lining (S4102-02), 343 in SR dark olive green (S4102-03), 2346 in SR dark olive green (S4102-04), 2353 in SR malachite green (S4102-05), 2337 in Maunsell experimental SR light olive green (S4102-06) and 2352 in SR wartime black (S4102-07).

Post nationalisation-era models are set to appear as 32348 in BR plain black (S4102-08), 32342 in BR lined black with early crests (S4102-09) and 32353 in BR lined black with late crests (S4102-10).

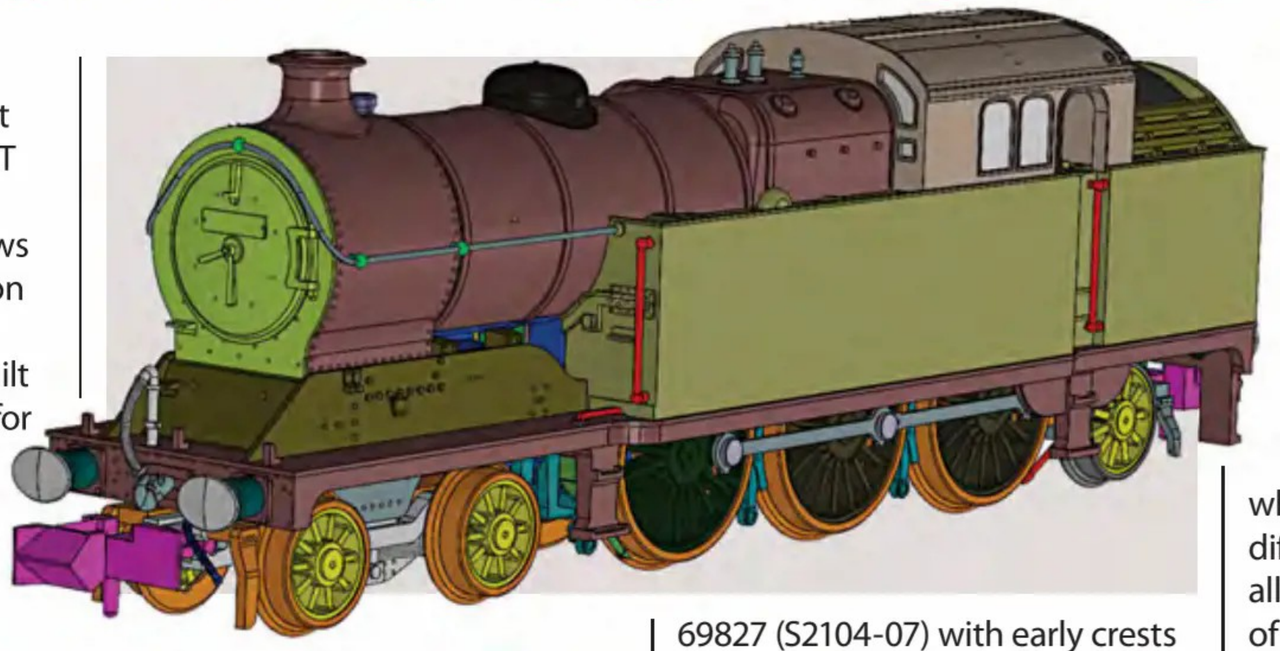
The new models' specification includes detail differences to the tender body, chimney, dome, cab, safety valves and the option of a Westinghouse pump, water heater, Automatic Warning System (AWS) and lamp and disc bracket variations.

In addition, models will include, a die-cast metal boiler, flywheel, 21-pin Digital Command Control (DCC) socket in the tender, factory-fitted cube speaker, electrical pickup on all driving and tender wheels, adjustable locomotive to tender drawbar, full cab detail, firebox illumination and more.

Prices are yet to be confirmed, but release is currently slated for September 2025.

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

Sonic confirms GCR 'A5' 4-6-2T in 'N'



Having already produced the Great Central Railway 'A5' 4-6-2T in 'OO', Sonic Models has announced plans to produce the class in 'N' gauge form.

SONIC MODELS is to produce an 'N' gauge model of the Great Central Railway (GCR) 'A5' 4-6-2T for release towards the end of 2025. The announcement follows the news of a second production run of its 'OO' gauge version.

A total of 34 'A5' 4-6-2Ts were built by the Great Central from 1911 for passenger services from London Marylebone with a further ten constructed by the London and North Eastern Railway (LNER) following the 1923 Grouping.

Eight versions are planned, with 373 in GCR lined green (Cat No: S2104-01), 5167 in LNER GCR green (S2104-03), 5045 in LNER lined green (S2104-02) and 5024 in LNER lined black (S2104-04) forming the pre-nationalisation examples. Those for British Railways are 69804 (S2104-05) and 69827 (S2104-07) with early crests and 69820 (S2104-06) and 69814 (S2104-08) with late crests.

Sonic's all-new 'N' gauge model is set to feature a six-pin Digital Command Control socket, firebox glow, NEM coupling pockets and pick-up on all six driving wheels and rear pony truck. Detail differences will be catered for allowing accurate representations of the locomotives throughout their service lives.

Prices are set at £139.95 with an anticipated delivery of December 2025.

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

New 'OO' Class 153 and '155' DMUs for Heljan

Heljan is developing all-new 'OO' gauge second generation Class 153 single railcar and Class 155 two-car Diesel Multiple Units.

HELJAN is to produce all-new 'OO' gauge models of the Class 153 and 155 second generation Diesel Multiple Units (DMU).

Built between 1987 and 1988, the 42 Class 155s replaced first generation DMUs, but most were later converted into single-car Class 153s with the addition of a smaller cab at the luggage ends of each vehicle. Seven Class 155s ordered by West Yorkshire Passenger Transport Executive remain in service with Northern.

Heljan's all-new Class 153 and 155s will be available in DCC Ready and DCC sound-fitted forms with the latter featuring appropriate route-specific station announcements for the livery and era of the model. All will feature a factory-fitted speaker, magnetic BSI autocouplers mounted on kinematic coupling arms, interior detailing, low-profile motor driving all axles on the powered car, 21-pin Digital Command Control (DCC) socket and more.

All models will also feature saloon and cab lights, day and night mode for head and tail lights, illuminated destination blinds, bodyside door lock lights and illuminated door buttons. Original or revised headlight units will also feature, along with original or modified gangway doors.

Class 153s are set to appear in Regional Railways, Stagecoach East Midlands, Northern 'Swoosh', Transport for Wales red and grey, London Midland City and Great Western Railway colour schemes, while the Class 155s will appear in Provincial Sprinter livery, West Yorkshire PTE red, cream and yellow, revised West Yorkshire PTE red and cream and Northern livery.

Class 153s are priced at £199 for DCC Ready models and £299 for DCC sound fitted examples, while Class 155s are set at £299 DCC Ready and £399 DCC sound fitted. Delivery of both models is anticipated during the second half of 2025.

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

Rapido's GWR 'Tube' wagon for 'OO'

Rapido Trains UK's next 'OO' gauge wagon project is the GWR O19 Open C 'Tube' wagon, with 13 different models planned for the initial batch of releases.

RAPIDO TRAINS UK is developing an all-new 'OO' gauge model of the Great Western Railway (GWR) Diagram O19 Open C 'Tube' wagon.

In 1907 the first of the GWR Open Cs were built with a 15ft wheelbase and intended to transport timber. The design was further developed and in 1914 the Diagram O19 emerged. This version was produced until 1927 with the wagons being recoded for carrying steel tubing and upgraded to carry 15tons by the onset of the Second World War. They lasted in service beyond nationalisation with some examples surviving in preservation.

Rapido is set to produce 13 different models with nine in GWR grey with small or large GW lettering. Additionally, models are set to appear in BR Western Region grey, Port of London Authority orange and BR grey.

The model is set to feature two types of wheels and separately-fitted lashing rings, along with tooling variations to cater for flat-sided and sack truck door versions. All models will have metal bearings.

First Engineering Prototype samples have arrived for assessment, with individual wagons priced at £35.95 each. A release date has yet to be confirmed.

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

TABLE 1 – RAPIDO TRAINS UK 'OO' GAUGE GWR O19 'TUBE' WAGONS

DESCRIPTION	ERA	CAT NO.
GWR O19 'Tube' wagon 94856, GWR grey	3	964001
GWR O19 'Tube' wagon 94887, GWR grey	3	964002
GWR O19 'Tube' wagon 94835, GWR grey	3	964003
GWR O19 'Tube' wagon 99965, GWR grey	3	964004
GWR O19 'Tube' wagon 94737, GWR grey	3	964005
GWR O19 'Tube' wagon 94888, GWR grey	3	964006
GWR O19 'Tube' wagon 94751, GWR grey	3	964007
GWR O19 'Tube' wagon 100000, GWR grey	3	964008
GWR O19 'Tube' wagon 94901, GWR grey	3	964009
GWR O19 'Tube' wagon W99925, BR grey	4/5	964010
GWR O19 'Tube' wagon W94920, BR (WR) grey	4/5	964011
GWR O19 'Tube' wagon W94864, BR grey	4/5	964012
GWR O19 'Tube' wagon PLA D3 in Port of London Authority red	n/a	964013

Accurascale and DB Cargo join forces to RAISE £10,000 WITH CHARITY CLASS 66

Accurascale and DB Cargo have teamed up to produce a special 'OO' gauge model of Class 66 66190 *Martin House* in DB Cargo red.

ACCURASCALE and DB Cargo are working together to produce a special edition model of DB Class 66 66190 *Martin House* to raise £10,000 for Martin House Children's Hospice in Yorkshire.

The Class 66 was selected as Accurascale's third charity locomotive following 66415 *You Are Never Alone* in Freightliner orange and black and 66769 in GB Railfreight Prostate Cancer UK black in 2024.

DB Cargo has already raised over £250,000 for Martin House Children's Hospice through railtours over the last five years and following an approach by DB Cargo to Accurascale, the model of 66190 was added to the second run of Class 66s from the manufacturer.

Martin House was established in 1987 to provide care for children with life-shortening conditions and provides a place where children, young people and their families can stay along their journey with support, rest and help.

DB Cargo's 66190 was named *Martin House* at York station on June 2 2023 and travels across the network working for DB.

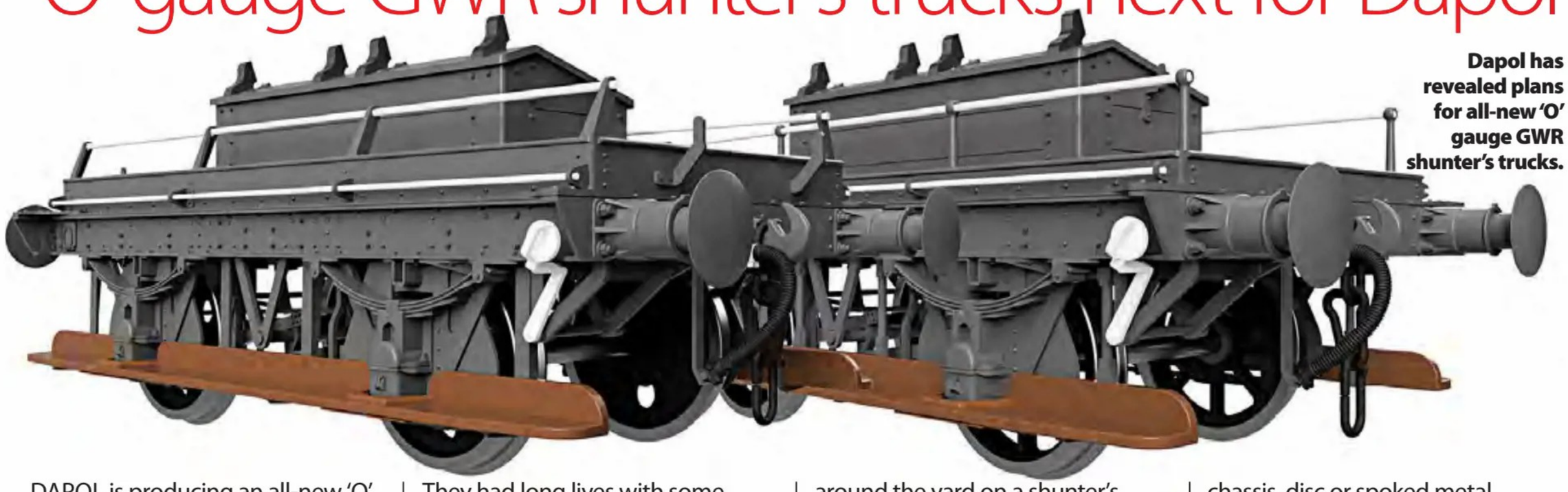
66190 is the first locomotive from the second run of Accurascale Class 66s to be announced with a special event held at Leeds station in June to bring together Accurascale, DB Cargo and Martin House to present a sample of the model to the charity. The official launch took place at Making Tracks on August 2 2024 in Chester Cathedral.

Highlights of the model include DB Cargo red and grey livery with white-walled tyres and embellishments, *Martin House* nameplate printed on the model and etched versions included in the accessory pack. An Accurascale 'a' headboard will also be included in the box which will be in presentation style and contain a limited edition certificate.

66190 is an Accurascale Exclusive available through its website only with a choice of DCC Ready and DCC sound-fitted models, priced at £179.95 and £279.95 respectively. Delivery is expected in the second quarter of 2025.

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

'O' gauge GWR shunter's trucks next for Dapol



Dapol has revealed plans for all-new 'O' gauge GWR shunter's trucks.

DAPOL is producing an all-new 'O' gauge model of the Great Western Railway (GWR) M3/M4 shunter's truck, with final CAD drawings being evaluated by the company's design team.

The GWR built 41 of the vehicles from 1912, with a further 44 of the updated M4 version from 1920. They had long lives with some remaining until the 1970s and 1980s.

Shunter's trucks were used to transport staff around often extensive goods yards: the storage box in the centre was used to house tools and equipment. It was faster and safer for staff to travel around the yard on a shunter's truck, rather than on foot or in a locomotive cab.

Dapol's all-new 'O' gauge models cover M3 and M4 types with 20 individual models planned in GWR and BR liveries, each bearing a different yard location. They are set to feature a die-cast compensated chassis, disc or spoked metal wheels, brass bearings, sprung buffers and instanter couplings, fully modelled DC III brake gear and more.

Priced at £60 each, delivery is anticipated in late 2025.

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

Roade Cutting kit joins the Key Model World Shop

The latest addition to the Key Model World Shop is this exclusive 4mm:1ft scale kit based on Roade Cutting on the West Coast Main Line in Northamptonshire.

THE LATEST KIT to join the Key Model World Shop collection from PJM Models captures the 'Birdcage' design of Roade Cutting on the West Coast Main Line (WCML) using laser-cut timber components.

The first route through Roade Cutting was built between 1834 and 1838 by the London & Birmingham Railway and bypassed Northampton to maintain a 1-in-330 ruling gradient on the WCML. The 1.5-mile-long cutting was joined by a second alignment in 1881-1882 which took the new railway down a gradient alongside the original tracks to follow a new route through Northampton.

Owing to landslides, iron girders were installed ten years later creating a 'Birdcage' frame over the top of the railway with supports driven in against each retaining wall.

The new laser-cut kit from PJM Models features a full set of laser-cut MDF and plywood parts to assemble a detailed model of the cutting. They are based on the design created for Pete Waterman's Making Tracks 4, but feature space for a double track main line.

Each kit contains two retaining walls – one for each side – with supports, an MDF base with track positions marked for a double track main line and a set of plywood components to assemble the 'Birdcage' frame. The top section of the 'Birdcage' can be left removable for access while the baseplates have a dovetail joint at each end to allow sections to be joined together to create longer cutting scenes.

The total size of each section is 440mm long, 301mm wide and 144mm high. The height can be reduced as required to suit individual layouts by cutting down the retaining wall panels.

The kits are in stock now on the Key Model World Shop, priced at £39.99.

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

The new PJM 4mm:1ft scale kit captures the 'Birdcage' design of the real thing, with a set of laser-cut MDF and plywood components to complete the distinctive structure.

Voting for the 2024 *Hornby Magazine* Model Railway Awards is now under way.

MARK CHIVERS highlights some of this year's award categories.

Voting is now open for the *Hornby Magazine* Model Railway Awards 2024.

HORNBY MAGAZINE'S prestigious Model Railway Awards return for 2024, with voting open from September 5 at 9am at *www.keymodelworld.com*.

2024 has been another spectacular year for new model releases with a wealth of all-new items delivered across 'OO', 'N', 'O', 'TT:120', 'OO9' 'O-16.5' and – new this year – 'NG7'. More than 90 newly-tooled models have been completed – 38 brand-new locomotives, railcars and multiple units, 41 wagons and 14 new carriage projects, equating to almost two releases a week!

As in previous years, voting takes place online at *www.keymodelworld.com* and we have kept the voting categories broadly similar. We've also amalgamated several categories this year, such as creating the Best Narrow Gauge Locomotive and Best Narrow Gauge Carriage or Wagon awards, bringing each of the narrow gauge scales together, where previously perhaps there was only one release in a particular genre through the year. You can also vote for Manufacturer of the Year and Layout of the Year, together with Model Railway You Tuber, Innovation of the Year, Specialist Retailer of the Year and Retailer of the Year.

This year we have consulted with several industry experts to create a shortlist for the Retailer of the Year and Specialist Retailer of the Year awards, which you can view at *www.keymodelworld.com* to cast your vote. Layout of the Year comprises all layouts featured across the past 12 months in *Hornby Magazine*, including several continental outline examples featured in our special International Layouts supplement with the August 2024 issue (HM206).

Voting is open from 9am on Thursday September 5 and closes at 11.59pm on Monday September 23 2024.

Every vote cast will be entered into our competition offering the chance to win one of Key Publishing's exclusive DCC Ready Bachmann 'OO' gauge Class 40 1Co-Co1 diesels – 40145 *East Lancashire Railway* in BR large logo blue (Cat No. 32-489Z), worth £229.99. This latest version of the Class 40 includes a five-pole motor, twin flywheels, PluX22 DCC decoder socket, factory-fitted twin speakers and sports a working high-intensity headlight at each end.

All votes placed will be collated and the winners will be revealed at our annual awards ceremony which takes place at the Great Electric Train Show on Saturday October 12. The results will also be posted that evening at *www.keymodelworld.com* and will also appear in the December 2024 issue of *Hornby Magazine* (HM210).

To cast your vote, just visit *www.keymodelworld.com* and show your support for the models, manufacturers, retailers, layouts and model railway You Tubers.

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

VOTE FOR YOUR FAVOURITES AND WIN

● Visit *www.keymodelworld.com* to vote for the *Hornby Magazine* Model Railway Awards 2024 and you could win a Key Publishing exclusive Bachmann 'OO' gauge DCC Ready Class 40 1Co-Co1 diesel, 40145 *East Lancashire Railway* in BR large logo blue, worth £229.99 – available from www.keymodelworld.com/shop

You can vote for your favourite models in categories, together with the Manufacturer of the Year Award. You can also cast your vote for Layout of the Year, Innovation of the Year, Retailer of the Year and Specialist Retailer of the Year, from the online shortlists.

Voting opens at 9am on Thursday September 5 and closes at 11:59pm on Monday September 23.

CARRIAGE AND WAGON AWARDS 2024

BEST 'OO' GAUGE CARRIAGE

Heljan Newton Chambers car carriers (HM197)
Dapol GWR Toplight City coaches (HM198)
Rapido Trains UK Wisbech & Upwell bogie tramcars (HM199)
Accurascale BR Mk 2b carriages (HM203)
EFE Rail Newton Chambers car carriers
Hornby Class 800 IET extension carriage packs (HM208)

BEST 'OO' GAUGE WAGON

Revolution Trains FNA-D nuclear flask carrier (HM197)
Hornby Liverpool & Manchester Railway horseboxes (HM198)
Hornby Liverpool & Manchester Railway coal wagons (HM198)
Hornby Liverpool & Manchester Railway sheep wagons (HM198)
Rapido Trains UK LMS five-plank open wagons (HM198)
Rapido Trains UK SR eight-plank open wagons (HM198)
EFE Rail LSWR/SR Diagram 1410 covered van (HM199)
Bachmann HRA bogie hopper wagon (HM200)
Hornby TTA tank wagons (HM200)
Rapido Trains UK OAA open wagons (HM200)
Flangeway 'Salmon' bogie rail carriers – retooled (HM202)
Revolution Trains PCA alumina wagons (HM202)
Accurascale Southern Railway banana vans (HM204)
Rapido Trains UK GWR 'Mink A' vans (HM204)
Rapido Trains UK GWR five-plank open wagons (HM204)
EFE Rail GWR 'Bloater' fish vans (HM205)
Rapido Trains UK RCH 1907 private owner wagons (HM205)
Revolution Trains HOA hopper wagons (HM206)
Irish Railway Models 12ton Bulleid corrugated open wagons (HM208)
Irish Railway Models Bulleid flat wagons (HM208)
Dapol 14ton air ministry tank wagons

BEST 'O' GAUGE CARRIAGE OR WAGON

Minerva Model Railways GWR Siphon G
Minerva Model Railways GWR Dia. N32 20ton Felix Pole coal wagons
Heljan PCA cement wagon (HM198)
Dapol TTA tank wagon (HM198)
Flangeway ZZA snowplough (HM203)

BEST 'N' GAUGE CARRIAGE

Revolution Trains Mk 5 Caledonian Sleeper carriages
Revolution Trains Mk 5a TransPennine Express carriages (HM202)

BEST 'N' GAUGE WAGON

Graham Farish MXA 'Lobster' bogie open box wagon (HM197)
Revolution Trains PFA container flat wagons
EFE Rail PBA 'Clay Tiger' hopper wagon (HM199)
Graham Farish HRA bogie hopper wagon (HM200)
Peco BR 16ton steel mineral open wagon (HM201)
Peco iron ore tippler wagon (HM201)
Graham Farish SECR 'Dance Hall' brake vans (HM205)
Graham Farish 14ton anchor-mounted tank wagons (HM208)
Revolution Trains FNA-D nuclear flask carrier (HM208)
Rapido Trains UK SECR 20ton six-wheel brake van (HM208)
Rapido Trains UK SECR 10ton covered van (HM208)
Rapido Trains UK SECR five-plank open wagon (HM208)
Rapido Trains UK SECR seven-plank open wagon (HM208)

BEST NARROW GAUGE CARRIAGE OR WAGON

Lionheart Trains 'O-16.5' Lynton & Barnstaple carriages (HM199)
Bachmann 'OO9' Gloucester bogie coach (HM200)
Bachmann 'NG7' coal wagons (HM205)
Bachmann 'NG7' slate wagons (HM205)
Bachmann 'NG7' slate flat wagons (HM205)

BEST 'TT:120' CARRIAGE OR WAGON

Hornby Stanier 50ft full brake (HM205)
Hornby Stanier 57ft corridor coaches (HM206)
Hornby BR Mk 2f coaches (HM206)
Hornby BR Mk 3 carriages (HM203)
Peco seven-plank open wagons
Hornby HAA merry-go-round coal hoppers

MOTIVE POWER AWARDS 2024

BEST 'OO' GAUGE LOCOMOTIVE

Rapido Trains UK GWR '15XX' 0-6-0PT (HM197)
Heljan GWR Parcels Railcar (HM197)
Hornby LMS 'Turbomotive' 4-6-2 (HM198)
Hornby BR '2MT' 2-6-0 (HM199)
BR Class 411 Refurbished 411 4-CEP EMU (HM199)
EFE Rail SR Bulleid 'Booster' Co-Co electric (HM201)
Cavalex Class 56 Co-Co diesel (HM201)
Hornby 88DS 0-4-0 4wDM diesel (HM201)
Kernow Model Rail Centre GWR steam railmotor (HM202)
Accurascale Class 66 Co-Co (HM202)
Heljan Class 47 Co-Co diesel (HM203)
OO Works LMS Aspinall Class 27 0-6-0 (HM203)
Hornby LMS 'Black Five' 4-6-0 (HM204)
Bachmann Class 25 Bo-Bo diesel (HM205)
Bachmann Class 30/31 A1A-A1A diesel (HM207)
Sutton's Locomotive Works Class 25 Bo-Bo diesel (HM207)
Dapol Hawthorn Leslie 0-4-0ST (HM207)
Rails of Sheffield Met-Vic 18100/E1000/2001 Co-Co (HM207)
Hornby LNER streamlined 'B17/5' 4-6-0 (HM208)
Rapido Trains UK Metropolitan Railway 'E' 0-4-4T (HM208)

BEST 'O' GAUGE LOCOMOTIVE

Heljan Class 73 Bo-Bo electro-diesel (HM197)
Heljan Class 55 Co-Co diesel (HM198)
Ellis Clark Trains LMS 'Black Five' 4-6-0 (HM202)
Heljan Class 37/0 Co-Co diesel – 'cutaway' buffer beam (HM205)

BEST 'N' GAUGE LOCOMOTIVE

Revolution Trains Class 128 Diesel Parcels Unit
Graham Farish Class 158 DMU (HM199)
EFE Rail Hunslet 'Austerity' 0-6-0ST (HM198)
Graham Farish LMS 10000/10001 (HM203)
Dapol 'N' gauge Class 59 Co-Co diesel (HM204)
Revolution Trains Class 59 Co-Co diesel (HM204)
Sonic Models GWR 'Large Prairie' 2-6-2T (HM207)

BEST NARROW GAUGE LOCOMOTIVE

Lionheart Trains 'O-16.5' Lynton and Barnstaple Manning Wardle 2-6-2T (HM199)
Bachmann 'OO9' Baguley-Drewry 70hp diesel (HM203)
Bachmann 'NG7' Quarry Hunslet 0-4-0STs (HM205)
Peco/Kato 'OO9' Large England 0-4-0STT (HM206)

BEST 'TT:120' GAUGE LOCOMOTIVE

Hornby Class 43 High Speed Train power cars (HM203)
Hornby Class 50 Co-Co diesel (HM206)
Hornby LMS 'Duchess' 4-6-2 (HM206)

MANUFACTURER OF THE YEAR

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

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HIGH WEALD

The glory days of the 'Cuckoo Line' are brilliantly recreated in 'OO' gauge – in Australia! Amongst the roster are some fascinating locomotives, designed but never built, as **MIKE SCOTT** reveals.

PHOTOGRAPHY, JONATHAN NEWTON

HIGH WEALD IS A 'OO' gauge layout designed and constructed as a refuge from my town planning career, in which every project was interfered with by politicians and the public. In High Weald I am the controller. It is my creation, and an outlet for untrammelled self-expression – apart from the station signs and backscene, which were prepared with the help of my good friend Richard Woodall.

Readers may applaud the fact that I spent 20 years designing this steam era layout, building the baseboards and constructing the scenery before getting to the point of actually laying track and running a train. Each step in the process has involved research, trial and error, learning and trepidation.

INSPIRATION

Born and brought up in Eastbourne, I moved to Melbourne in the 1970s, and am a member of British Railway Modellers of Australia (BRMA). I am old enough to remember travelling by steam on the delightful 'Cuckoo Line' between Eastbourne and Tunbridge Wells. In around 1956, when I was five, my dad took me on the train to Mayfield in a grubby crimson 'Birdcage' set, and the experience was clearly formative.

The landscape of the East Sussex High Weald, through which the 'Cuckoo Line' passed, has a fascination for me, and was therefore the prime inspiration behind a choice of location for the layout. We are in London, Brighton & South Coast Railway (LBSCR) territory, and the subject of the layout is an imaginary rural junction station some distance from the nearest village. It is similar in concept to Horsted Keynes on the Bluebell Railway, but the »

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	14ft x 10ft	SOUTHERN	1930s	ANALOGUE

1 Right: **Amidst a busy scene at High Weald, former London, Brighton and South Coast Railway 'E4' 0-6-2T 473 departs with a mixed train as a Pullman express approaches headed by Marsh 'Atlantic' 2421 *South Foreland*. A selection of wagons and mixed rakes of coaches rest between duties in the adjacent sidings.**

2 Below: **A 'might-have-been' Maunsell 2-6-2 eases past 'King Arthur' 4-6-0 797 *Sir Blamor de Ganis* with a parcels train.**

3 **Mike Scott's interpretation of a fictional Maunsell 2-6-2 in lined olive green rounds the curve with a parcels train in tow, passing Wainwright 'H' 0-4-4T 1324 on shunting duties in the local goods yard.**

track layout is actually a simplified version of Polegate Junction between 1881 and 1986.

Like Polegate, High Weald has lots of sidings, which is fortunate as they have to act as rolling stock storage in the absence of space for a storage yard. Six-coach trains are readily accommodated in sidings and at the station platforms, but unlike Polegate, High Weald is located in a Sussex Wealden landscape.

There was a great variety of train movements at Polegate before the 1935 electrification. Some semi-fasts and expresses from London ran direct to Hastings, using Polegate to drop or slip carriages for Eastbourne. There was at least one through train to Ashford, and branch workings along the 'Cuckoo Line' were supplemented by a shuttle service to Hailsham, and a regular through carriage service from London to Eastbourne via Oxted. In summer, holiday trains from the London, Midland & Scottish Railway and other companies passed through Polegate, or were divided there, on their way to Eastbourne and Hastings.

One of the prime business trains of the 1920s from Eastbourne to London Bridge, included the complete 1897 LBSCR Royal Train, which had no corridor connections. Apparently this was at the insistence of the future Edward VII. Lack of corridor connections would not have worried the LBSCR directors, who authorised construction of only three such main line carriages during the entire existence of the company.

The 1881 Polegate station was rather isolated and draughty, but busy and full of interest. A school friend of mine lived opposite the station in the Junction Hotel. When the Beatles' *Ticket To Ride* was topping the charts in 1965, we chuckled as we bought two tickets to Ryde at the station, and spent a fun half-term cycling the Isle of Wight, travelling there on 2-BIL Electric Multiple Units (EMUs) via Portsmouth. While freewheeling at speed down a long hill near Shanklin, we were suddenly engulfed by a cloud of steam from an Adams 'O2' 0-4-4T, passing under the road ahead of us. When the steam cleared, my friend was lying in the middle of the road, bruised and battered, having crashed into the bridge parapet.

CONSTRUCTION

Originally the layout was to run around the edges of a 14ft x 10ft bedroom, and the baseboards were constructed for this space. After a house move and retirement, the layout (using the same baseboards) now occupies slightly more than half of our double garage. As planned, it is just possible to open the doors on one side of the car in the remaining space.

I spent a good deal of time planning the layout. A major challenge was to make the station trackwork look like it has a 'Y'-shaped junction at each end, despite the baseboards being quite narrow. Adapting the station to run on a curve

was part of the solution. Scratchbuilding the platforms and canopies on a complex curved alignment was a challenge, but Bachmann's wonderful model of Sheffield Park was released just in time to become the station building. This was the same style of Thomas Myres' design used on 'Cuckoo Line' stations, although Polegate's was different. My arrangement of platforms elevated on an embankment above the station buildings replicates the situation at Polegate station, and has some similarities with the Myres East Grinstead station (since demolished), but is otherwise imaginary.

Other design challenges included trying to make the track layout look real with proprietary Peco turnouts (the track is code 75), maintaining a minimum curve radius of 900mm and keeping the turnouts clear of the joints between each of nine separate baseboards and their framing »

4 Wainwright 'P' 0-6-0T 325 shunts a short loaded coal train in High Weald transfer goods yard.

5 A 2-BIL Electric Multiple Unit awaits custom at High Weald station as 'King Arthur' 4-6-0 751 *Etarre* departs with a rake of corridor stock.

6 Marsh 'Atlantic' 2421 *South Foreland* sweeps past the junction signalbox with a Pullman express passenger train.

to allow for the point motors. The station sidings and tracks, up to 13 tracks wide, occupy the entire width of two baseboards. By elevating the tracks on an embankment, it was possible to maintain an illusion of spaciousness. The layout was demountable and transportable until I glued the track down.

Open frame baseboard construction was used to enable the trackbed to be raised above the landscape on an embankment at one end of the layout and dug into and under a hill at the other. There are chalk cuttings, large hand-made trees and careful use of colour and texture to create interest, realism and a harmonious whole.

The grass is a large yellow blanket, dyed olive green, glued over a base of chicken wire and plaster strips and with the foliage teased out with an old toothbrush. Buildings, trees and roads are located to frame views of passing trains and to provide cameos of interesting activity that lead the eye into the landscape - ramblers in a field of immature wheat, a man scooting out of the station subway on his bike, a hay cart about to cross a bridge.

Wiring was a challenge. The layout is analogue, so the tracks are divided into more than 60 switched sections including the shed yard. I chose live frog points, which added to the complexity. When I started the wiring, at times I half-lay on an old office chair under the baseboards, pointing my soldering iron upwards at the wiring. It was most uncomfortable, and not very safe. I built a contraption like an old telephone exchange switchboard to act as an interface between the wire runs and the control panel.

ROLLING STOCK

My intention 20 years ago was to buy, convert and make a small stock of vehicles

8 South Eastern and Chatham Railway 'D' 4-4-0 488 departs High Weald at the head of a three coach 'Birdcage' set.

representative of those that ran through Polegate around 1930. There was a huge variety of locomotives and other rolling stock on the main line to Eastbourne before electrification, including the former LBSCR Royal Train, slip coaches, 'King Arthur' 4-6-0s, 4-6-4Ts, Gladstone 0-4-2s eking out their final days on the Brighton-Ashford run, and so on. The 'Cuckoo Line' accommodated possibly a greater variety of locomotive types than any other rural line in the British Isles.

What I didn't anticipate was the large number of ready-to-run Southern models that would find their way onto the market during that time. I was at first able to afford anything that appeared in Maunsell olive green, and now have a collection of almost 30 Maunsell liveried locomotives. When the Australian dollar was strong, I found myself adding stock from other eras, and to a limited extent, other pre-nationalisation companies – for example, I have an assorted rake of London Midland & Scottish Railway vehicles to form the 'Sunny South Express', and a train of Hornby's Gresley teak non-corridor coaches (an excursion from Romford, perhaps?) that are utterly beautiful. I am, however, a stickler for only running trains of one era at the same time.

7 A Southdown double-decker bus pauses outside the station public house. The station buildings are set below the elevated platforms.

A couple of years ago I decided to take the plunge into weathering my rolling stock. My stock now harmonises perfectly with the subtle colours and textures of the layout's scenery instead of looking like shiny plastic toys. It was particularly interesting to take a single type of vehicle like a 'Birdcage' set, of which I now have versions from pre-grouping, inter-war, post-war and 1950s eras, and weather them according to the contrasting standards of paint finish and cleanliness that applied in each era. All of the rolling stock is close-coupled apart from the coal wagons. Because the Southern Railway generally kept its coaches in fixed sets, »

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I've used Kadee couplings only on the outer vehicles, with Roco couplings within the set.

UNUSUAL TRAINS

In early attempts at providing more variety, I retrofitted a Bachmann 'Lord Nelson' 4-6-0 to 1930 condition, and a Hornby 'King Arthur' 4-6-0 to Urie 'N15' condition, complete with stovepipe chimney. It continues to amaze me how different in appearance and character are the Urie and Maunsell versions of the 'N15', yet they are essentially the same locomotive. Among my rarer purchases is a Maunsell green 'King Arthur' with six-wheeled tender, which I found by chance in a limited release train set – no such model has been released through normal Hornby channels to the best of my knowledge.

My most ambitious project has been to create a Maunsell locomotive that never was - his impressive 1934 design for a three-cylinder 2-6-2 mixed traffic engine. Maunsell's 2-6-2 would have been more powerful than his 'Lord Nelson'. It had a larger boiler, 6ft 3in diameter driving wheels and a wide firebox. Surely it would have been his masterpiece, and Bulleid would have loved it, but the civil engineer imposed a 70mph speed limit that killed the project. If it had been built in large numbers, perhaps the Southern's extravagant post-war order for 110 'Light Pacifics' could have been reduced a little?

This locomotive had similar dimensions to the Gresley 'V2' 2-6-2 that followed two years later. My model marries an old Bachmann 'V2' chassis and boiler with a Hornby 'Lord Nelson' smokebox, cab, running plate and tender. It looks powerful, although not as elegant as Gresley's machine – the running plate looks a little too low for my taste, and it would have looked better with a V-shaped cab front. In my imagination, the 2-6-2s might have been named after landscape features in southern England, with the class leader named *Stonehenge*. If I ever get round to ordering custom nameplates, I'll plump for 'Mount Caburn', my favourite South Downs hilltop.

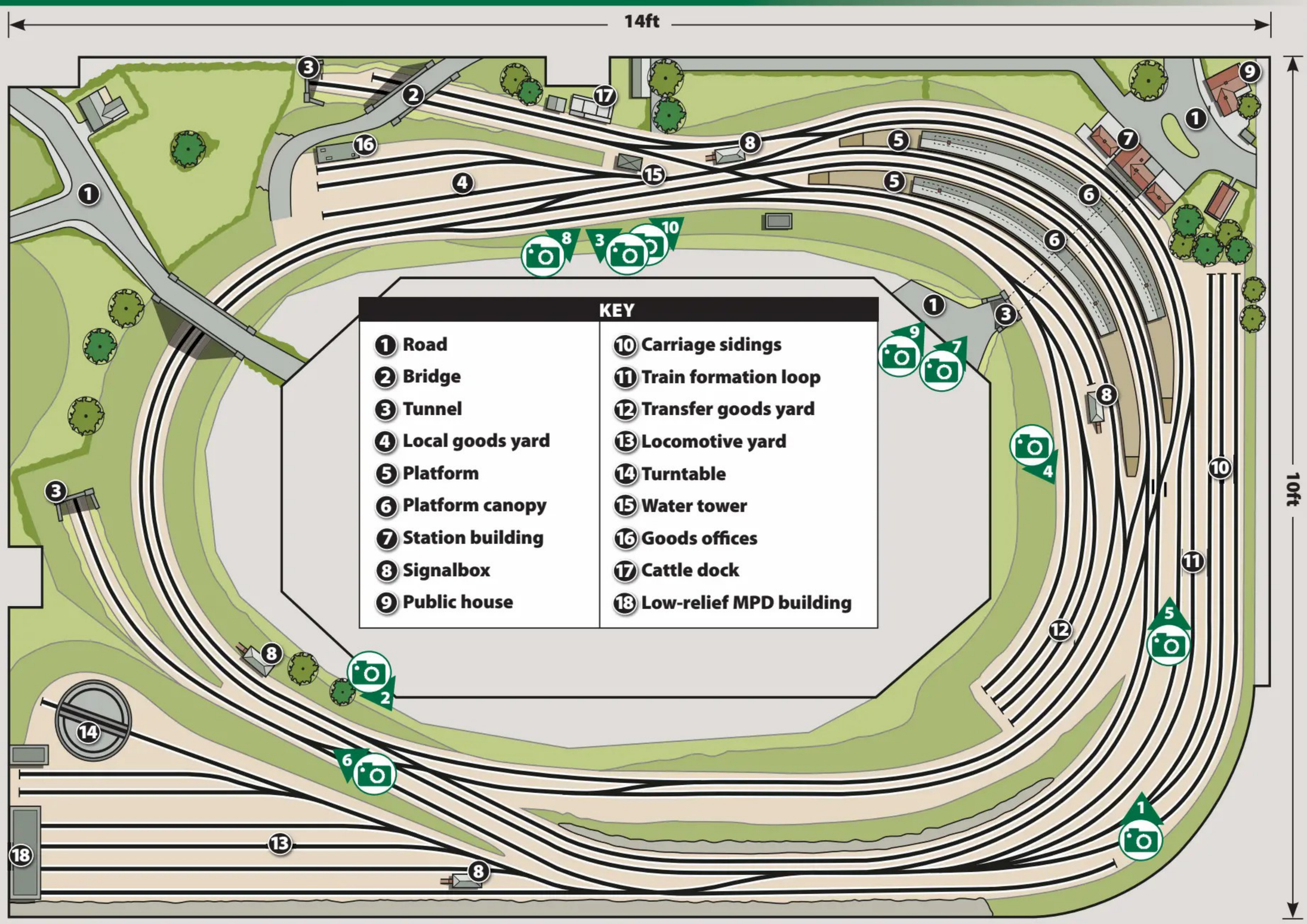
9 The station and surrounds appear busy as a cyclist remounts his bicycle having exited the pedestrian station subway.

LESSONS LEARNED

I spent the first 20 years of layout construction pining to run trains as soon as possible. Now the layout is complete, I like looking at it and occasionally watching some trains pass, but I don't spent hours operating it. The big appeal for me was designing and building it, a welcome challenge in retirement. The layout also provides an instant cure for any vestigial homesickness I might suffer from time to time.

What would I do differently, with the benefit of hindsight? I would locate the point motors below the baseboard, not in a hole within the baseboard. I would wire each turnout to polarity switching so as

HIGH WEALD TRACK DIAGRAM (NOT TO SCALE)



10 **SR 'King Arthur' 4-6-0 751 *Etarre* restarts its train following a signal check as Marsh 'Atlantic' 2421 *South Foreland* forges past at the head of a Pullman train.**

not to rely on blade-to-stock rail electrical contact, the unreliability of which is a massive curse. I would create a manhole to access the inside of the tunnel bigger than just my head (it's necessary to fix faults with your hands, not just look at them!), and I would take more care laying the track, to avoid even miniscule distortions.

I used a local product called Trackrite as the track base. Trackrite is a wonderful product, moulded to the profile of a prototype trackbed (which makes ballast laying easier), is flexible enough to underpin curves and pointwork, and sound-absorbing so you get the nice clickety-clack sound from your (contrived) rail joints, without annoyances like whining motors. The drawback is that it is easy to unwittingly embed discrepancies of one or even two millimetres in rail height when you glue the track down.

There won't be a next layout – when we move or downsize, that will be the end of High Weald. I feel I've completed my magnum opus. But I do have a store of ancient Tri-ang clerestories partway through conversion into ex-LBSCR stock, including three 'Balloon' carriages. I might build my plastic models of an airship and a Handley-Page 'Heracles' airliner to hang above the layout. I might spray my new Bulleid 'Leader' 0-6-0+0-6-0T malachite green with yellow stripes. All things to look forward to and enjoy. **HM**

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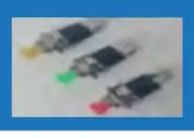

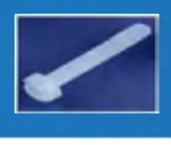

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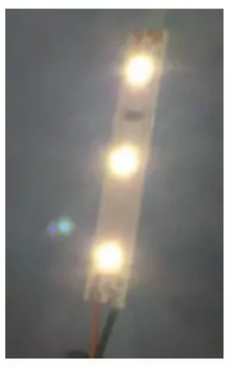

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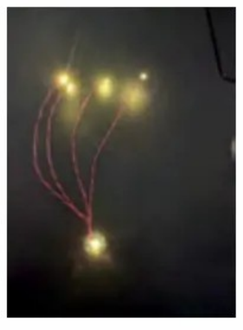

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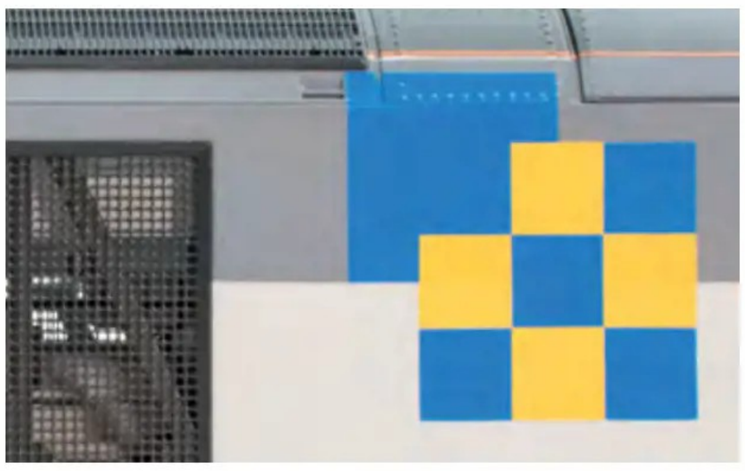

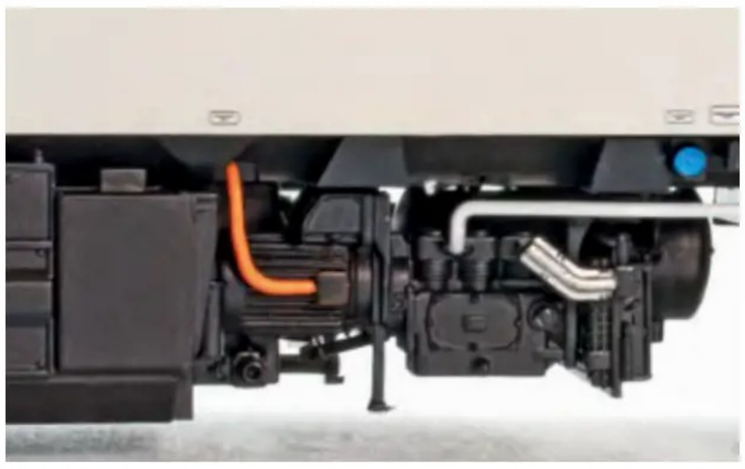

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DIESELS IN THE TRANSITION ERA

What sort of state were BR's early diesels in? Pursuing his growing interest in 'N' gauge weathering, **TIM SHACKLETON** heads back to the 1960s to find out.

I ALWAYS ENJOY WORKING on today's 'N' gauge models and especially their finescale equivalent, '2FS'. My approach to weathering has little need for secret ingredients and magic wands but it demands subtlety and a strictly controlled minimalism – in 7mm:1ft scale and beyond I'll never use three colours where six will do, but in 'N' gauge the exact opposite holds true.

In terms of detail and weathering, what's left out is often as important as what's included. Economy and restraint are the key factors to bear in mind at all times because, in every conceivable aspect of small-scale modelling, less is definitely more. The attraction of 'N' gauge for me is the discipline it imposes – the familiar uninhibited slosh of paint and powder is replaced by a cautious approach where lightness of touch is everything.

In every scale there's always the danger of overdoing things, overworking your materials and ultimately overshooting the mark – in 'N' gauge, that risk is multiplied tenfold, and a few too many brush strokes or dabs of powder can be the difference between success and failure.

Having looked in previous features at the final years of steam in 'N' gauge, here we're going to look at some typical diesel locomotives from the same period. I've got form here too – in the March 2020 issue (HM153) we looked at general issues of locomotive weathering from the green diesel era and here I want to concentrate specifically on a selection of 2mm:1ft scale models and find ways of bringing out the best in them.

As in the other commercial scales, today's ready-to-run models in 'N' gauge are so good that little if anything needs improving but they can always be enhanced by sympathetic and believable weathering. Here's how I go about it. **HM**

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

It's a joy to work on these latest 'N' gauge models – their outline and level of detail seem almost perfect and with a full complement of front-end pipework, they certainly convince me. Dead-scale trackwork (from the 2mm Scale Association) enhances the overall picture. The grubby, neglected appearance of the English Electric Type 4 was entirely typical of the transition era but so too was the smart turnout of the Brush Type 2. Shunters, as ever, were totally anonymous.

STEP BY STEP

WEATHERING 'N' GAUGE TRANSITION-ERA DIESELS

Beginner — Intermediate — Advanced — SKILL LEVEL

1 **Flashback – in the March 2020 issue (HM153), we explored the broad principles of diesel weathering in the green diesel era, looking particularly at what caused it. My focus then was on 'OO' gauge models, and now I want to look at complementary weathering techniques for 'N' gauge.**

2

'N' gauge ready-to-run models have come on hugely in recent years. Locomotives of the quality of these three Graham Farish productions would have been unthinkable even a few years ago. Only the heavy-duty couplings suggest this isn't 'OO' scale.

PLEASE TURN FOR STEP BY STEPS

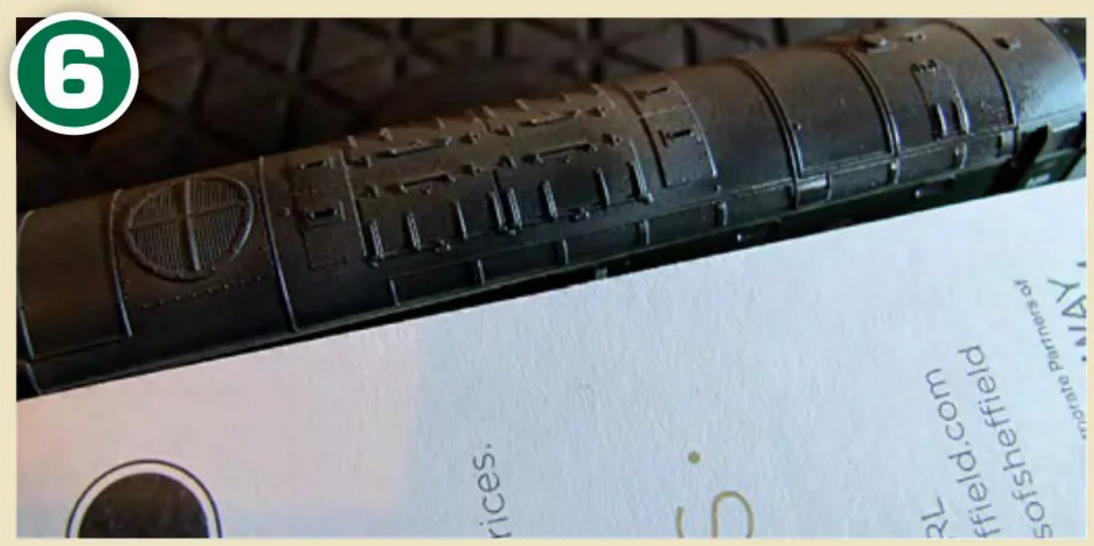
WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
AK Interactive Streaking Grime enamel	*www.ak-interactive.com*	AK305
Lifecolor Warm Black acrylic	*www.airbrushes.com*	UA734
Railmatch Frame Dirt acrylic	*www.howesmodels.co.uk*	2402
Railmatch Roof Dirt acrylic	*www.howesmodels.co.uk*	2403
Railmatch Sleeper Grime acrylic	*www.howesmodels.co.uk*	2400
Tamiya Flat Matt Black	*www.tamiya.com*	XF-1

Airbrushing in the smaller scales calls for high-quality equipment capable of delivering the necessary delicacy. This is is my Iwata HP-SB Plus whose 0.2mm nozzle and 1.25ml side cup are perfect for work where small quantities of paint need to be applied in a limited space. As always, spray through a couple of cupfuls of neat thinners to lubricate the inner workings before adding paint.

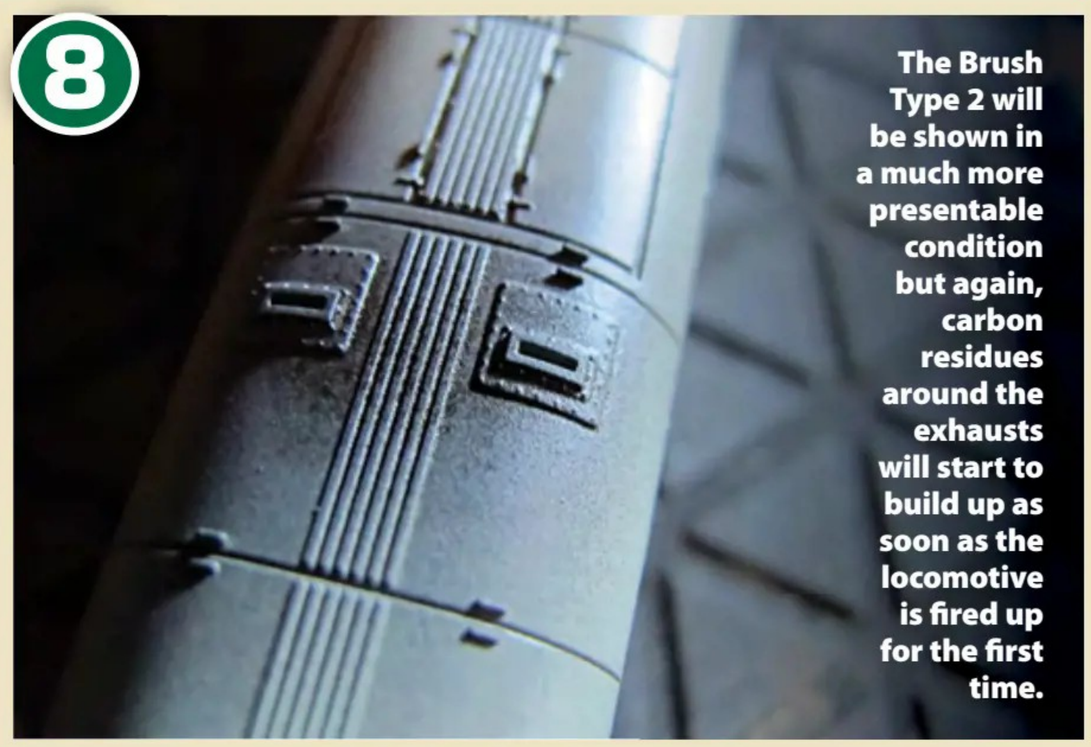
Effective paint preparation is essential whatever medium you're using and whatever scale you're working in. I'm using a battery-powered stirrer to mix the paint – even with a fresh pot I give it a good couple of minutes. I wouldn't attempt to spray old, sticky paint – certainly not through an airbrush as fine as an Iwata – because major blockages are almost certain.

The highly detailed roof of the Type 4 is as good a place as any to start. I can remember them brand-new when their roofs really did look like this, but this state of affairs didn't last for long.



This is Railmatch acrylic Roof Dirt (2403) with a piece of card acting as a mask to stop overspray hitting the bodysides. Before the paint is even touch-dry, I'll randomly add hints of a darker shade, achieved by adding a few drops of Matt Black to the colour cup. Then I'll add a lighter colour to the more open areas of the roof.

Once I've added small quantities of pure Matt Black to the areas surrounding the exhaust outlets, the roof of the Type 4 is pretty well done. Rather than a solid coat of Roof Dirt, we have subtle variations on the theme involving three distinct shades. You couldn't achieve anything like this level of effectiveness by hand – nor with a cheap airbrush over which you have little control.



The Brush Type 2 will be shown in a much more presentable condition but again, carbon residues around the exhausts will start to build up as soon as the locomotive is fired up for the first time.

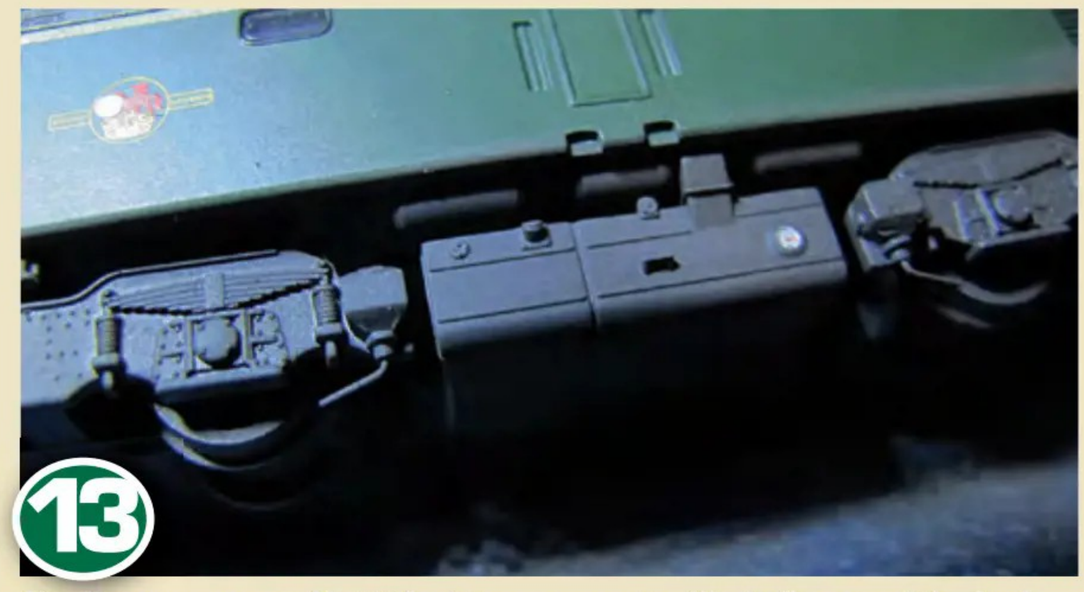
A high-specification airbrush such as the Iwata is especially valuable when touching in areas that haven't quite worked out. Note that the bonnet tops of the Type 4 are as grubby as the cab roofs. I'm spraying from a couple of inches away, if that, at a standing pressure of around 20psi.

Turning to the Type 4's underframe, I've laid the model on its side on a piece of foam and positioned a piece of card to act as a spray mask. Bogies, battery boxes and fuel tanks don't stay shiny black for long and within a few miles they'll start to accumulate a coating of brake dust, road dirt and oil.

Intermediate
Beginner SKILL LEVEL Advanced

Here you can see what the bogie looks like after an initial application of Railmatch Sleeper Grime (2400), which mimics the build-up of road dirt in this exposed area. The airbrush gives you penetration and even coverage that would be hard to replicate by hand painting.

Now, for tonal variety, a hint of Frame Dirt (2402) around the bogie frames – the wheels will need painting in this colour too.



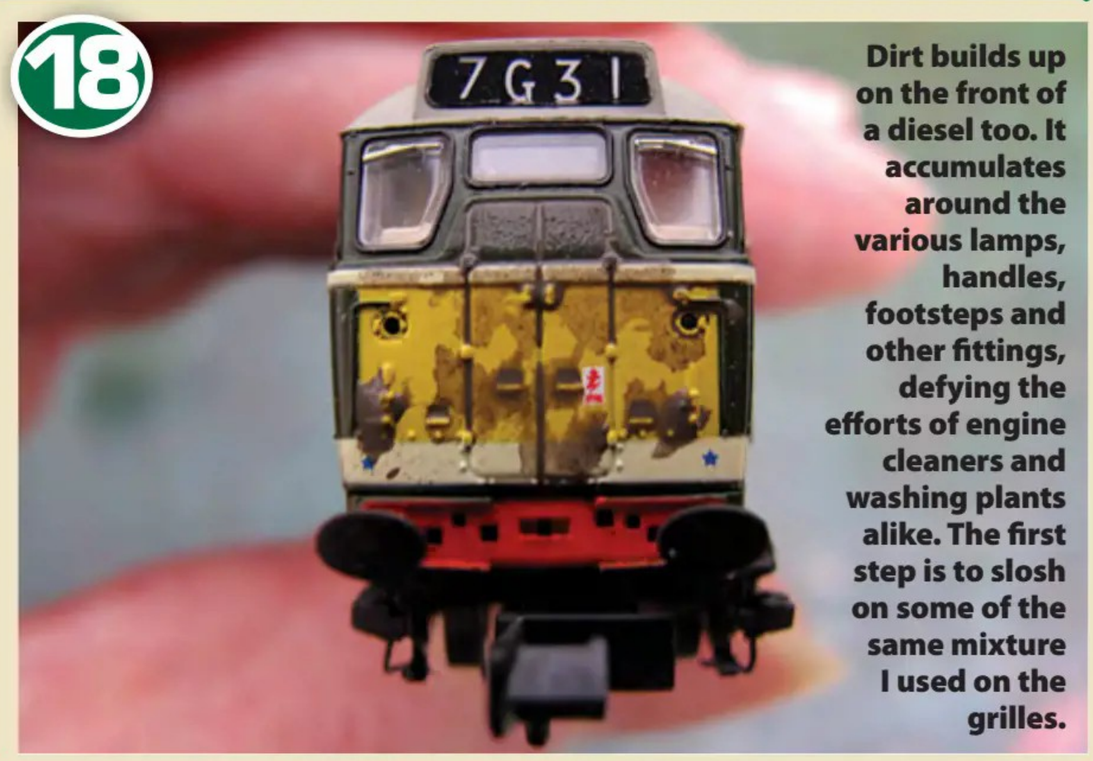
Finally comes some Matt Black to represent spilled oil around the fuel tank and on the adjacent bogies. The next stage will be to add some gloss varnish to this area, which will create a plausible contrast with the matt surfaces alongside.

The slab-like bodysides of the Type 4s were a magnet for dirt, as they would be for the Class 60s 30 years later. To get the required uneven coverage, I've brushed on some dark browny-grey – AK Interactive's Streaking Grime(AK305) – using a broad flat brush called a shader.

Because Streaking Grime is an enamel paint, I can immediately brush most of it off again using thinners. This leaves residues in out-of-the-way places, as per prototype. With the big 1Co-Co1, we don't want an utterly filthy locomotive but we don't want it too clean either.

Here you can see the beginnings of dirt build-up on the flanks of the locomotive, while the front and bonnet top remain sparklingly clean – for now. There's no great secret to this – it's just watery paint brushed with a vertical motion.

Open grillework – as here on the Brush Type 2 – quickly attracted dirt but evaded the washing plants, so it was left alone. To represent the familiar build-up of dirt I'm dabbing on some very thin browny-grey paint that will settle in the grooves. I used LifeColor Warm Black (UA 734) but there are plenty of similar colours on the market – or you could mix your own.



Dirt builds up on the front of a diesel too. It accumulates around the various lamps, handles, footsteps and other fittings, defying the efforts of engine cleaners and washing plants alike. The first step is to slosh on some of the same mixture I used on the grilles.

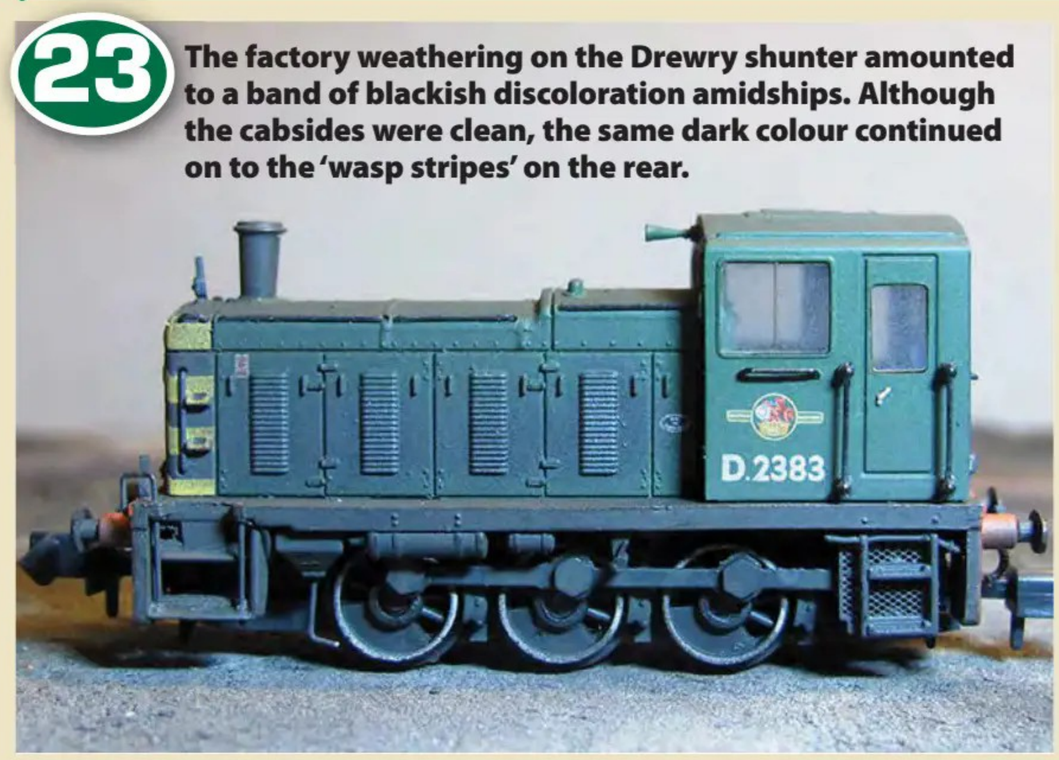
WEATHERING 'N' GAUGE TRANSITION-ERA DIESELS

It's immediately washed off again, leaving pockets of grime in all the right places. Colour washes have the secondary effect of emphasising all that subtle relief detail. The buffer beam area will be treated later.

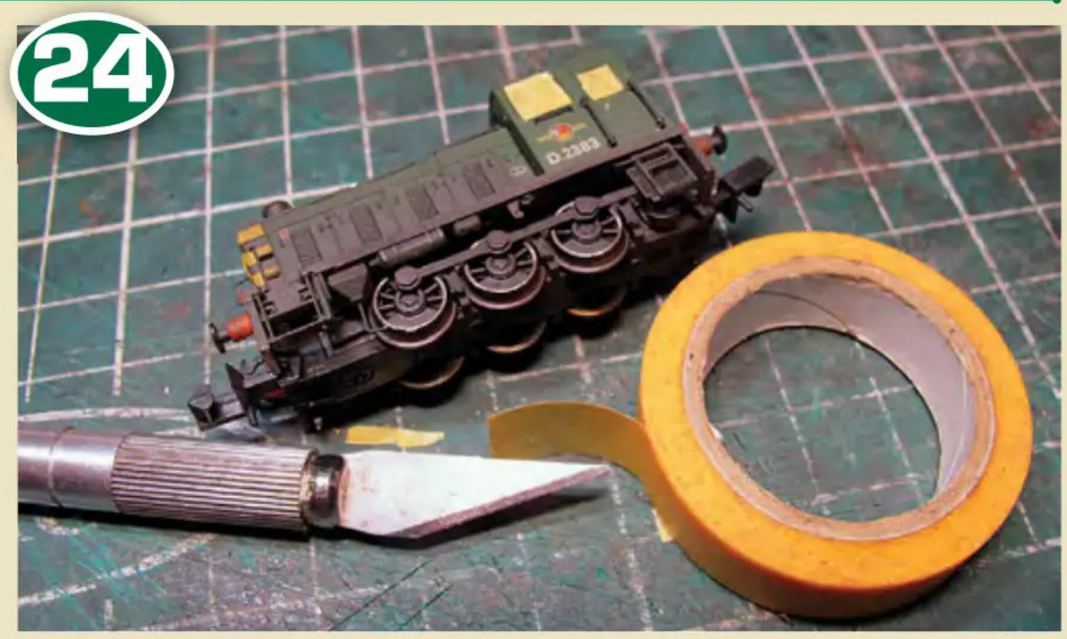
In the green diesel era of the 1960s and 1970s, it was common for yellow warning panels to be virtually obscured by dirt, negating their purpose. In later years their significance was much more widely appreciated and an effort was made to keep them clean.

Oil leaks through the engine room floor were a particular feature of the Brush Type 2s and this can be replicated with a fine brush and equally delicate streaks of black paint. Don't overdo it.

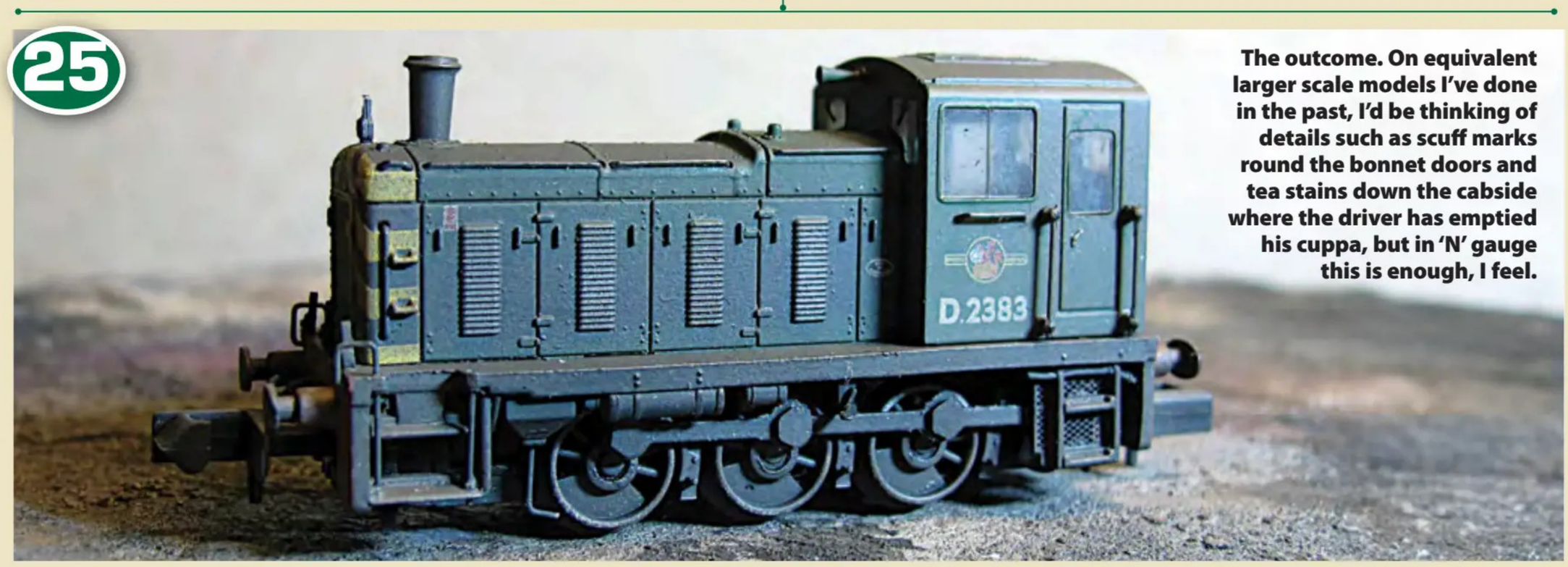
On all first-generation diesels, there's usually plenty of oil swimming round the underframes. Applied to models, it has the effect of bringing them to life.



The factory weathering on the Drewry shunter amounted to a band of blackish discoloration amidships. Although the cabsides were clean, the same dark colour continued on to the 'wasp stripes' on the rear.



Masking off the cab windows before giving the locomotive a blow-over of airbrushed grime – I'm not sure it needs much more, to be honest. Sometimes a gentle toning down is all that's needed.



The outcome. On equivalent larger scale models I've done in the past, I'd be thinking of details such as scuff marks round the bonnet doors and tea stains down the cabside where the driver has emptied his cuppa, but in 'N' gauge this is enough, I feel.

On Brush Type 2s of the transition era – later to become Class 31 – my recollection is that most were reasonably clean. Bodyside dirt was concentrated on the grilles and accentuated by some very visible oil leaks through the engine room floor. However, carbon deposits on the roofs could vary, as seen here as a pair of Brush Type 2 A1A-A1As D5685 and D5684 head between Littlebury and Audley End tunnels on the Cambridge line with an Up Class 7 freight on May 6 1967. Brian Stephenson.

£500 CHALLENGE

Can we build a scenic model railway for £500 or less? That was the challenge which created Lanacside, as **MIKE WILD** explains.

Representing the turn of the century in Scotland, Class 33 33025 (one of three allocated to Motherwell between 1999 and 2001) ticks over in the yard as Class 37 37114 departs with a short freight.

With static grasses, Poly Fibre hedging and Seamoss bushes lining the railway, 37114 departs with a mixed freight.

COST is one of the biggest topics of the model railway hobby, but what can you build when you have a budget of £500 available to build a layout? That's what we set out to discover in our latest video series on Key Model World and Lanacside is the result.

The challenge seemed simple on paper – how hard could it be to build a model railway with £500 available to spend? - but it needed parameters to work to. Firstly, we weren't limited on the design or size of the layout, it could be any shape or size we wanted, but we specified it would be 'OO' gauge and that the budget wouldn't cover locomotives and rolling stock in this case. Our rationale being that, like us, you might have already collected a selection of locomotives and rolling stock and be looking to create a model railway that they could run on. The scene could be from any region or period, but we wanted to create something that was interesting to operate – the latter point was critical in our minds, as it is with any layout we build, it had to provide entertainment. It also had to be scenic and get as close as possible to the standard of our other layout projects within the limits of the £500 challenge.

The first ideas centred around a shunting layout and a track plan for an 8ft x 1ft terminus combined with an Inglenook shunting puzzle yard, but we decided to push the boundaries of our budget by expanding the baseboard size to 8ft x 2ft to allow a twist on the Inglenook plan to be introduced.

Our plan was to modernise the classic shunting puzzle based on steam era 10ft wheelbase wagons by extending the siding lengths to be able to accommodate modern long-wheelbase 32ft underframe wagons such as the OTA timber wagon, VAA/VBA/VDA van family and short bogie wagons such as the Seacow or Sealion ballast hopper.

This twist meant we could move the Inglenook plan into the modern era or, if we wanted to go down the steam era route, use bogie bolster or 20ft wheelbase wagons for earlier periods.

Taking the plan further, the headshunt meant trains could arrive and depart from the scene completely while the inclusion of a station would allow a second operation to take place with Diesel Multiple Units arriving and departing between freights. This was all about creating interest and variety in the layout. We could run the passenger service in and out, but also enjoy the challenge of shunting and if we wanted to even follow the traditional Inglenook route of making playing cards for the wagons to set out the puzzle for shunting.

THE BUILD BEGINS

All that was the theory, but what we needed to do was get started on the build. Our first steps were to assemble the baseboards, creating two 4ft x 2ft boards using our standard design which combines 9mm plywood for the tops with 18mm x 70mm planed timber for the frames screwed together with 4.0 x 35mm wood screws.

With the boards built and back in the workshop, we quickly moved into the track laying phase with the aim of maximising our available materials. We set the goal of only using one roll of cork for the whole track plan, which we completed successfully as well as having just »

enough metal rail joiners in a single pack to complete all our track joints. Insulated rail joiners were added at the appropriate positions so we could wire the whole layout for digital operation with live tracks meaning the sound could remain on wherever we stabled a locomotive.

Holes were drilled underneath each point to allow for the future installation of point motors and we completed the wiring using 7x 0.2mm equipment wire from the Gaugemaster collection to bring it to life.

Having completed the 8ft x 2ft layout plan, it became obvious the scene would benefit from an off-scene storage yard and having calculated the cost, we decided that operation was the most important part of the layout to get the most of out it so a third 4ft x 1ft board was built taking the total length to 12ft. Onto this we added a simple single track storage line with space for additional wagons to be kept on the board top alongside so we could assemble trains to run in and out of the scenic section.

"The build was coming along well by now and looking like a scenic model railway, but the budget was tight."

MIKE WILD

By now we had conquered the most expensive part of the project which meant that at this point, with a fully working layout, we had spent £361.08.

COST CUTTING

The downside of the 'expensive' part, was that we now had less than £200 to complete all other aspects of the layout build to meet our budget. We had to get creative as we were particularly keen to install the new PJM Models laser-cut platform kits, although we could have saved on this area by using Scalescenes downloadable platform kits in their place.

The new laser-cut platform kits come in triple packs of 450mm long straight, single 450mm long straight sections, twin ramp packs and a terminus section. For the £500 challenge we used one triple pack, a twin pack of ramps and the terminus section which were then painted using Lifecolor and MIG Ammo acrylic paints to give them an authentic finish.

While we didn't select the Scalescenes platform kits, we did turn to this kit designer for other features on the layout to save money including using its free download for a Provender store as well its modern station kit which cost just £5.28. These were built using card we had lying around for its assembly – a material which is readily available around the typical household from cereal boxes and other packaging.

There were other areas where we saved on the cost of the build including using free polystyrene blocks saved from packaging while we decided to turn to a previous technique for bushes and shrubs by making our own from Woodland Scenics polyfibre sprayed brown and covered with Woodland »

The £500 Layout Challenge tasked the team to build a working scenic model railway on a budget. Lanacside is the result in 'OO' gauge. A Hornby Class 101 in Strathclyde PTE livery drifts into the station while a Class 37 shunts timber wagons in the yard behind.

The layout plan took inspiration from the Inglenook shunting puzzle, but with lengthened sidings to cater for modern air-braked rolling stock and the option to despatch a train to the storage yard. The Provender store is a Scalescenes free downloadable kit.

THE SHOPPING LIST

TRACK AND BASEBOARDS		
9mm plywood tops for baseboard	*www.diy.com*	£34.92
18mm x 70mm planed timber, six 2.4mm lengths	*www.diy.com*	£46.02
4.0 x 35mm wood screws	*www.diy.com*	£8.07
Peco flexible track, SL-100F, 10 yards	*www.themodelcentre.com*	£42.50
Peco medium left points, SL-E196, code 75, four	*www.themodelcentre.com*	£72.24
Peco medium right points, SL-E195, code 75, three	*www.themodelcentre.com*	£54.18
Peco medium right point, SL-E195, pre-owned	*www.themodelcentre.com*	£10.00
Metal rail joiners, one pack	*www.themodelcentre.com*	£3.36
Insulated rail joiners, one pack	*www.themodelcentre.com*	£3.36
Javis 1/16in cork, 900mm x 300mm	*www.themodelcentre.com*	£6.26
Gaugemaster red wire, 10m	*www.themodelcentre.com*	£3.61
Gaugemaster black wire, 10m	*www.themodelcentre.com*	£3.61
DCC Concepts pre-etched sleepers	*www.themodelcentre.com*	£11.01
Peco track pins, ST280	*www.themodelcentre.com*	£2.76
Sub-total – £301.09		
BUILDINGS AND STRUCTURES		
PJM Models triple pack of straight platforms	*www.keymodelworld.com/shop*	£29.99
PJM Models platforms ramps twin pack	*www.keymodelworld.com/shop*	£7.99
PJM Models terminus station section	*www.keymodelworld.com/shop*	£10.99
Humbrol Matt No. 29 aerosol	*www.themodelcentre.com*	£6.29
Woodland Scenics grey blend ballast, B94	*www.themodelcentre.com*	£11.27
Filler	*www.diy.com*	£2.99
PJM Models Larssen steel piling	*www.keymodelworld.com/shop*	£22.99
Scalescenes Provender store	*www.scalescenes.com*	Free
Scalescenes modern station	*www.scalescenes.com*	£5.28
Halfords camouflage brown spray paint	*www.halfords.com*	£10.99
Sub-total – £108.78		
SCENIC MATERIALS		
Hobbycraft plaster bandage	*www.hobbycraft.com*	£1.50
Geoscenics pothole road kit with fencing	*www.keymodelworld.com/shop*	£21.49
Woodland Scenics fine blended green turf, T49	*www.themodelcentre.com*	£8.29
Woodland Scenics Poly Fibre	*www.themodelcentre.com*	£4.68
Woodland Scenics static grass, light green, FS619 (4mm)	*www.themodelcentre.com*	£5.52
Woodland Scenics static grass, light green, FS621 (7mm)	*www.themodelcentre.com*	£5.52
Green Scene static grass, summer, GSF452 (4mm)	*www.green-scenes.co.uk*	£4.99
Green Scenes static grass, straw, GSF407 (4mm)	*www.green-scenes.co.uk*	£4.99
Sankey Scenics RETB signage	*www.sankeyscenics.co.uk*	£3.25
Sea moss tree GS341 (Forest in a Box)	*www.green-scenes.co.uk*	£19.99
Polystyrene blocks		Free
Willow wood sticks		Free
Subtotal – £80.22		
Control system		
Hornby HM7000 power supply and HM|DCC app, R7337	*www.hornby.com*	£59.99
Subtotal – £59.99		
TOTAL COST £550.08		

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ScotRail Class 156 156467 rolls into the newly completed station. RETB signage was added as a cheaper alternative to a full signalling system using high quality printed graphics from Sankey Scenics.

Scenics fine blended green turf.

The yard area was a scene that took a little thinking to design and give purpose to, particularly with the budget in mind. We considered classic goods yard buildings, but in the end struck upon another idea that we could bring together for very low cost by creating a timber loading point. This connected perfectly with the OTA wagons that we already had and having looked at timber loading points, many were rudimentary sidings with a hardstanding alongside. We made log piles and timber loads for OTA wagons using Willow wood, which grows abundantly.

All these elements helped to bring the cost of the layout's scenic development down while allowing us to spend on specific elements we wanted to include such as the Larssen steel piling along the canal sides and Geoscenics pothole road kit with fencing for the ground cover around the yard.

ON TRACK – JUST!

The build was coming along well by now and looking like a scenic model railway, but the budget was tight. After all the baseboards, tracks, buildings, structures and scenic materials, we had less than £10 remaining of our £500 budget. And there was still one big question remaining – how would we control it?

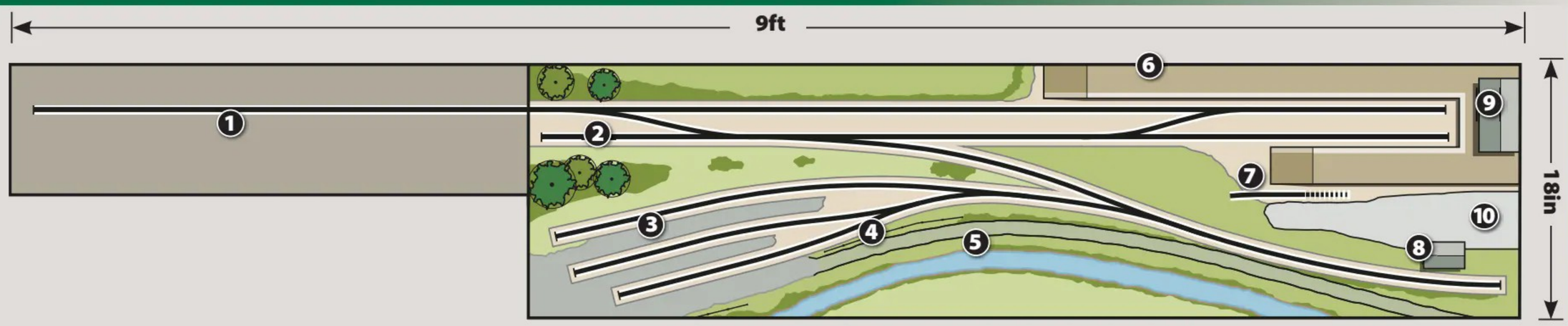
Digital control was our first choice and having shopped around all the options, the most cost-effective way we could find was the Hornby HM7000 HM|DCC app. This provided a power supply and DCC system which could be connected for £60 to power locomotives fitted with the Hornby Triplex Sound Bluetooth decoders – something we had already installed in our own locomotives before starting the build. Adding this in meant our total spend to get Lanacside working would be £550.09.

But what other choices did we have as a new starter, and how could we have saved money? Basic second hand controllers can be picked up for as little as £12 online. They would work as a starting point and choosing one of these and analogue control would have meant we would have been just a couple of pounds over our £500 budget. If we had selected Scalescenes platform kits we could have saved another £45 making way for our choice of the HM7000 power supply to run the layout on digital control.

One of our other challenges was building the layout to a deadline. If we were building at home to our own free timeline, we could have shopped around more for second hand points by visiting exhibitions, or just waiting for other examples to turn up online. That would have saved more money from our £500 budget.

The result is that we went a little over our £500 budget to create the scenic layout you see here - but equally we had a working model railway for £361.09 at the point that we had completed the baseboards, track and wiring – and also included the HM7000 power supply to operate the layout. That's not bad in our view! »

£500 CHALLENGE TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Storage yard	3 Hardstanding	5 Canal	7 Disused siding	9 Station building
2 Headshunt	4 Access road	6 Platform	8 Provender store	10 Car park

Class 33 33025 makes an unusual visitor to the Scottish Region, but provides an alternative form of traction to the Class 37s. The timber stacks and load on the part filled OTA wagon are Willow wood sticks cut to size.

THE MISSING PIECES

Perhaps just as important as what we did, is what we didn't add to this layout. We got a long way into the scenic aspects, but what this layout really needs is details. The platforms are bereft of features – and desperately need them – while the yard is also light in the finer finishing touches. We also need station signage, all of which would have radically improved the look of the layout but would have taken us further above our budget.

These features are part of our plans for the newly named Lanacside which will be enhanced with station furniture, custom signage and a healthy selection of vehicles – we've already been looking at the options for a log loader to populate the timber yard for example.

Another feature we would like to add is point motors to give hands-free operation of the points, although we could look at installing a cost saving hidden manual system like the wire-in-tube designs popular on smaller layouts. Perhaps we should consider that to continue the cost saving theme of this layout?

Then there is the big question of rolling stock. We chose at the beginning not to include this in our budget, but we think this is worth investigating further and we will have a future video feature with the *Hornby Magazine* team coming to Key Model World this autumn exploring bargain hunting for locomotives and rolling stock.

For the moment, we've plundered our own existing stock collection to assemble a suitable selection of locomotives and rolling stock from the early 2000s meaning that for the feature you see here, we haven't spent anything on fresh stock.

Building Lanacside has been a rewarding but also challenging project. Working to the £500 project limit has sent us in different directions for our modelling ideas and brought back past techniques we had shelved in favour of faster and newer materials. The end result really is a layout that feels like our own.

We are looking forward to showing the £500 layout on the *Hornby Magazine*/Key Model World stand at the Great Electric Train Show on October 12/13 2024 when it will be displayed in its raw £500 state before we start moving onto the next phase of its development. Watch this space! **HM**

33025 ticks over in the yard which has ground cover from the Geoscenics pothole road kit together with timber cut from Willow wood sticks to suit the layout.

WATCH THE FULL SERIES FROM JUST £3.99!

THE £500 LAYOUT CHALLENGE is the subject of the latest four-part video series for Key Model World. Join the team as they take you through every step of the layout's build from concept to completion in four hour-long videos.

Available now with a Premium Subscription package on Key Model World starting from £3.99 a month – sponsored by TMC – The Model Centre.

● **Visit *www.keymodelworld.com/500challenge* for more information.**

The station area uses the new platform kits from PJM Models and a Scalescenes station building, but detailing this area was beyond the scope of our budget.

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THE GREAT ELECTRIC TRAIN SHOW

2024 PREVIEW

There are just a few weeks to go until the 2024 Great Electric Train Show takes place at the Marshall Arena in Milton Keynes on October 12/13. **MIKE WILD** previews the event and its star cast of exhibits.

A STUNNING line-up of 30 of the best model railways has been gathered for the 2024 Great Electric Train Show which takes place on the weekend of October 12/13 2024 at the Marshall Arena in Milton Keynes. These superb and inspirational layouts will be joined by more than 50 trade stands headlined by sponsors Accurascale, Heljan, TMC – The Model Centre and West Hill Wagon Works, as well as demonstrators to help you get the most from the hobby.

The layouts picked for the 2024 event are drawn from across the country with some travelling from as far away as Scotland in the North and Cornwall to the West including favourites from the pages of *Hornby Magazine* and some which will be featured soon.

Highlights from the line-up for steam enthusiasts include Winchester Railway Modellers' Redbridge Wharf (HM201) which models the Southern Region location near Southampton, including the sleeper works, in 'OO' gauge together with the atmospheric Millsbridge by Huddersfield Railway Modellers in 'N' gauge (HM205) which captures the steam era on the Trans-Pennine route between Huddersfield and Manchester. Andy Hopper's Manston Airport (HM85) will be adding to the steam era collection based on the Southern Region, while in 'O' gauge, visitors can revisit the 1960s on the Western Region at Cromwell Road and visit the Fenlands at Whaplode which is presented at the event by the Gauge O Guild.

Diesel era modellers will have a feast of layouts to enthrall them during the show including Gresty Bridge Depot (HM207) and Dalziel North (HM201) which are travelling

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. * VIP ticket includes access to the VIP lounge from 9am, entry to the show via the VIP lounge from 9.30am, complementary drinks, VIP lanyard, two day entry to the show, £25 of Key Publishing modelling publications, exclusive VIP only offers for Key Model World Shop products.

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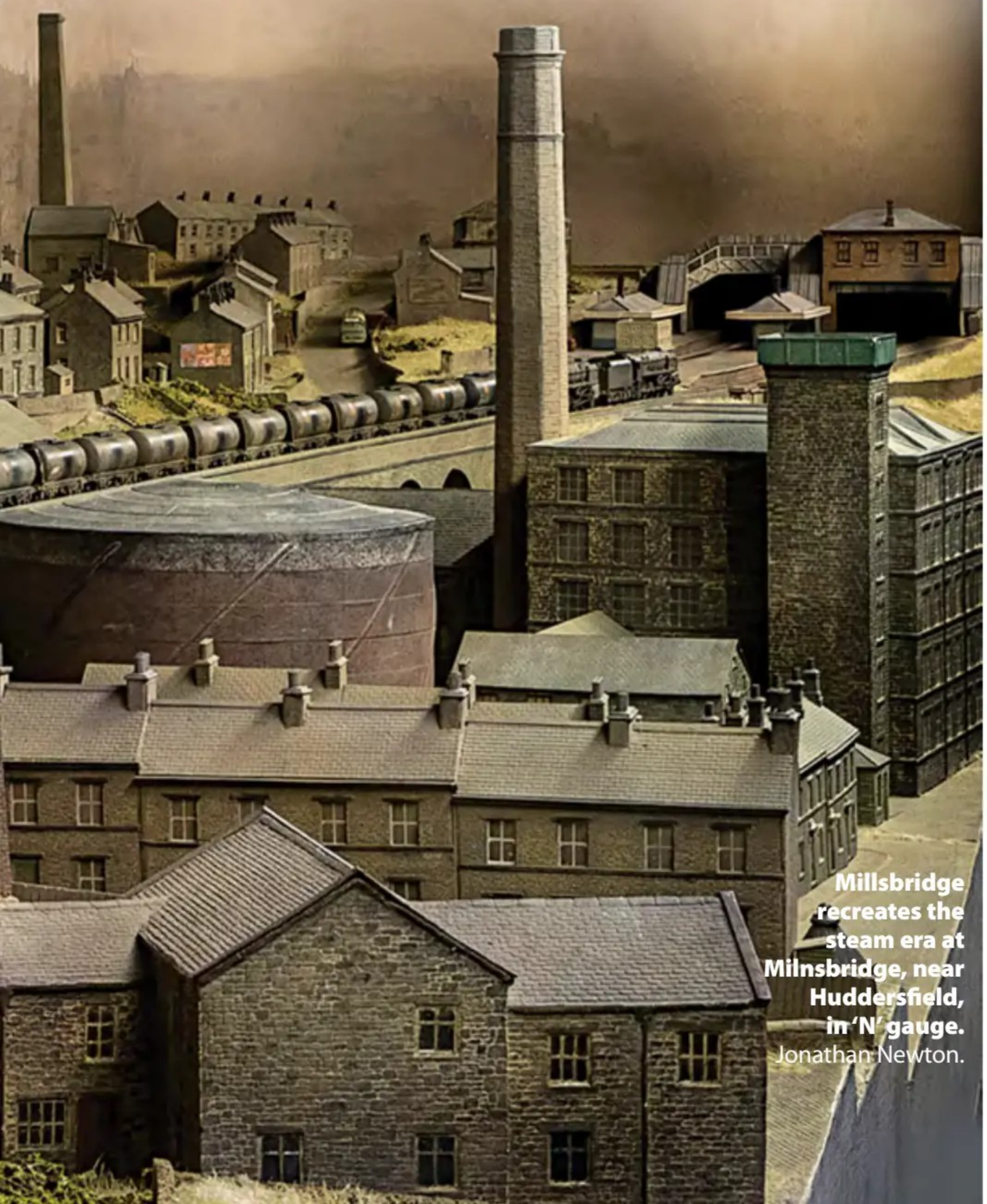
from Scotland. They will be joined by Steve Jones' model of Fairwood Junction in 'OO' gauge (HM204) which is travelling to the show from Wiltshire. Other diesel highlights include the CBM Diesel Group's Charwelton into the '80s which sees the former steam era model of the Great Central Railway station brought forward to the BR blue era plus there is Wandleford Junction modelling Southern Region suburban trains in the blue and grey era, Illie Town modelling a modern depot and the busy terminus station of Ebsworth Street (HM206). 'N' gauge diesel era layouts include Titheridge Junction by Bradford Model Railway Club (HM83) and Newvaddon Parkway (HM188) which is travelling from Cornwall for the weekend.

Narrow gauge modellers are being catered for with the Dartmoor Model Group's modular »



Millsbridge recreates the steam era at Milnsbridge, near Huddersfield, in 'N' gauge. Jonathan Newton.

Relive the final years of steam on the Southern Region at Redbridge Wharf by Winchester Railway Modellers at the 2024 Great Electric Train Show. Mike Wild.

GREAT ELECTRIC TRAIN SHOW LAYOUTS 2024		
Alston (HM204)	North Eastern Region, 1950s	'N' gauge
Bregenbach	Germany, 2000s	'N' gauge
Charwelton into the '80s	Midland Region, 1980s	'OO' gauge
Cromwell Road	Western Region, 1960s	'O' gauge
Dalziel North (HM201)	Scottish Region, 2000s	'OO' gauge
Dartmoor Model Railway	Narrow gauge	'OO9' gauge
Ebsworth Street (HM206)	Midland Region, 2000s	'OO' gauge
Fairwood Junction (HM204)	Western Region, 2020s	'OO' gauge
Gogledd Gwych	Ffestiniog Railway	'OO9' gauge
Gresty Bridge Depot (HM207)	Midland Region, 2020s	'OO' gauge
Illie Town	Midlands, 2000s	'OO' gauge
Kindling Street	Shunting puzzle	'OO' gauge
Kreuzweg	Switzerland, 2000s	'HOm' gauge
Lockdown Sidings (HM200)	Industrial, 1960s	'OO' gauge
Locomotive Graveyard	Midland Region, 2000s	'OO' gauge
Making Tracks 4 (HM207)	WCML, 2020s	'OO' gauge
Manston Airport (HM85)	Southern Region, 1950s	'OO' gauge
Millsbridge (HM205)	Midland Region, 1960s	'N' gauge
Newvaddon Parkway (HM188)	Western Region, 2000s	'N' gauge
NG7 layout	Quarry railway	NG7, 'O-16.5' gauge
Reading Signal Works	Western Region, 1970s	'OO' gauge
Redbridge Wharf (HM201)	Southern Region, 1960s	'OO' gauge
Steeple Bumpleigh	Western Region, 1960s	'OO' gauge
St Pankraz in Steirmark	Austria, 2000s	'HO' gauge
Talbot Lane TMD (HM142)	South Wales, 2000s	'OO' gauge
Team Grantham GMRC layouts	Anything goes	'OO' gauge
The £500 Layout Challenge	Scottish Region	'OO' gauge
Titheridge Junction (HM83)	Western Region, 1970s	'N' gauge
Twelvemill Bridge (HM197-HM200)	Eastern Region, 1960s	'TT:120' scale
Wandleford Junction	Southern Region, 1980s	'OO' gauge
Whaplode	Eastern Region, 1930s	'O' gauge

***Hornby Magazine* and Key Model World will be exhibiting the new £500 Layout Challenge at this year's show.** Mike Wild.

GREAT ELECTRIC TRAIN SHOW TRADE STANDS 2024
ABC Brushes
AGR Model Railway Store
Accurascale – 2024 sponsors
Aspire Gifts & Models
Bill Hudson Books
Cavalex Models
Cheltenham Model Centre
DCC Concepts
DCC Train Automation
DC Kits, Legomanbiffo, Realtrack Models and C=Rail Intermodal
Digitrains
Don Bishop Photography
Elaine's Trains
EKM Exhibitions
Ellis Clark Trains
Flexgenix
H&A Models
Heljan – 2024 sponsor
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Hornby Magazine/Key Model World
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Kernow Model Rail Centre
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KR Models
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Latem Design
Layouts4U
Locomotion Models, National Railway Museum
Midland Railway Society
Network Rail
Northumbrian Painting Services
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Railrides
Railstuff
Revolution Trains Ltd
Ron Conner Model Rail Signs
Saddle Tank Books
Severn Models
Shedring Hobbies
Ten Commandments
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Tony's Trains
Trainsporters
Transport Treasury Publishing
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UK Departure Boards
WWScenics
The Wagon Yard
West Hill Wagon Works – 2024 sponsor
WM Collectables

'OO9' layouts. This impressive system is set to wow with a 32ft long network of stations and scenes all joined together for the weekend. In addition, Gogledd Gwych will showcase the work of a young modeller capturing the Ffesiniog Railway in 'OO9' in limited space while Dan Evason will be exhibiting his brand-new NG7 layout at the show which features in this issue (see pages 54-59) and the next issue of *Hornby Magazine* in Making a Scene.

The *Hornby Magazine* and Key Model World team will also be presenting layouts at the Great Electric Train Show, but in a change to the original billing the brand-new £500 Layout Challenge in 'OO' – named Lanacside (see pages 38-44) – and Twelvemill Bridge in 'TT:120' scale (HM197-HM200) will be replacing Natford TMD and Seven Mill Depot at this year's event.

MAKING TRACKS

The Great Electric Train Show wouldn't be the Great Electric Train Show without Making Tracks, and we are proud to be bringing the latest creation by Pete Waterman and the Railnuts to the 2024 event. Making Tracks 4: Up to the Junction (HM207) will be making its one and only appearance in the south of England at the show, but it will be changing again with the addition of new buildings and features around Watford Junction station.

The layout has Watford Junction as its centrepiece and the team are working on scale models of the new flats which stand to the east of the station beyond the car park. These will dominate the skyline standing 13 stories tall at their highest point. Look out for more on these new structures for Making Tracks on *www.keymodelworld.com* as they develop ahead of the Great Electric Train Show.

Making Tracks 4 also features Bushey Viaduct, Watford Tunnel and Roade Cutting and will have three sides viewable at this year's show for visitors to take in the full extent of the 64ft x 12ft layout.

DEMONSTRATIONS

Expanding the features of the Great Electric Train Show are demonstrations from magazine contributors and specialists. Demonstrators booked for the event include Dan Evason of Tunnel Lane Model Railways who will be showcasing figure painting skills alongside his dioramas from the Making a Scene series and the new NG7 layout.

Dan will be joined by rolling stock specialist Richard Hall who will explain his techniques for enhancing ready-to-run locomotives and rolling stock as well as the Wirral Finescale Modellers with their collection of skills including digital sound, track construction and rolling stock kit building.

TRADE GALORE

With more than 50 trade stands attending, there will be plenty of opportunities to find the next addition to your model railway, whether rolling stock, accessories, detailing products or tools.

The 2024 Great Electric Train

USEFUL LINKS	
Great Electric Train Show	*www.keymodelworld.com/greatelectrictrainshow*
Marshall Arena, Stadium MK	*www.stadiummk.com*
Avanti West Coast	*www.avantiwestcoast.co.uk*
London Northwestern Railway	*www.londonnorthwesternrailway.co.uk*
Great Electric Train Show tickets	*www.keymodelworld.com/greatelectrictrainshow/tickets*
MK1 Parking	*www.mk1parking.com/how-to-park*

Andy Hoppers' superb Manston Airport will be one of the 30 layouts taking part in this year's event. Trevor Jones.

Show is sponsored by Accurascale, Heljan, TMC and West Hill Wagon Works. Heljan is making its debut appearance at the event and is one of six manufacturers attending the show alongside Accurascale, Cavalex Models, Hornby, KR Models and Revolution Trains, all of which will be showcasing their latest product samples.

The Key Model World Shop will form part of the *Hornby Magazine* stand with the full range of PJM Models laser-cut kits available to purchase as well as Rusty Rails Modelling 3D printed products, the Hornby 'TT:120' range and the latest limited editions plus subscription offers and the latest publications.

These will be joined by stands from DCC Concepts, DCC Train Automation, DC Kits and Digitrains catering for electronics and digital modellers while a visit to West Hill Wagon Works offers a huge range of model railway accessories including the magnetic couplings range, 3D printed products, magnetic catenary and much more.

Ready-to-run products will be supplied by Cheltenham Model Centre, Ellis Clark Trains, KMS Railtech, TTC Diecast, Tony's Trains and more while scenic products will be available from the likes of WWScenics and others at the show. The full list is detailed in this preview.

BOOK NOW AND SAVE!

Advance tickets for the 2024 Great Electric Train Show are on sale now offering savings over on the door prices and early access from 9.30am each day of the show. These can be booked online through *www.keymodelworld.com/shop* or by calling 01780 480404 and offer the best value entry price for the event. On the day tickets will also be available (see panel).

The *Hornby Magazine* and Key Model World teams are looking forward to opening the doors to the 2024 Great Electric Train Show. Make a date in your diary for October 12/13 and we will see you there!

HOW TO GET THERE

● Milton Keynes is the central point between London and Birmingham located just off the M1 via Junction 13 from the south (A5) and Junction 14 (A421) from the north and east. It is connected to the two cities by rail via the West Coast Main Line.

Once you get to Milton Keynes, the Marshall Arena and the Great Electric Train Show is a 10-minute drive from Junction 14 of the M1 and seven minutes from Junction 13, or you can follow the A5 to the venue. The Marshall Arena is built onto Stadium MK, so if you see signs for the Stadium, you are heading the right way.

SATURDAY PARKING

Due to a football match taking place on Saturday October 12, parking will not be available at the venue for Great Electric Train Show visitors (disabled parking spaces will be available at the venue on October 12) and final details of the parking arrangements will be published online and sent to advance ticket holders before the event. Alternatively, parking apps are available which will highlight nearby parking options available around the venue. These can be found in the Visitor Information section of the Great Electric Train Show website.

SUNDAY PARKING AT THE VENUE

Parking for Sunday October 13 is at the Marshall Arena in the venue car park. The car park is located around the arena hall and is now managed for paid parking by MK1 Parking and charged at the standard rates set by the car park owners. Parking is ANPR monitored. Prices start from £1 per hour with discounts available for 12 and 24 hour stays. View more information here: *www.mk1parking.com/how-to-park*.

TRAVELLING BY RAIL

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

Making Tracks 4 will be making its only appearance in the south of England at the Great Electric Train Show, and with new features. Mike Wild.

BOOK NOW & SAVE!

THE GREAT ELECTRIC TRAIN SHOW

OCTOBER 12/13 2024

AT: MARSHALL ARENA, MILTON KEYNES MK1 1ST

Join us for a spectacular weekend of railway modelling including Pete Waterman's latest Making Tracks 4: Up to the Junction featuring Watford Junction, Bushey Viaduct and Roade Cutting in one 64ft x 12ft 'OO' gauge railway!

EVENT HIGHLIGHTS

THE BEST LAYOUTS – Inspire your own modelling with some of the best model railways featured in *Hornby Magazine* including the outstanding Redbridge Wharf (HM201), Fairwood Junction (HM204), Millsbridge (HM206) and more across 'N', 'OO' and 'O' gauges.

QUALITY TRADE STANDS – Pick up the latest releases, specialist accessories, unique 3D printed products and more from our extensive range of trade stands including manufacturers and retailers.

BOOK NOW! ADVANCE TICKET DEADLINE: FRIDAY OCTOBER 4 2024

Buy your tickets before the show to get the best prices AND early access from 9.30am each day. On the day ticket prices £20 adults, £10 children (free entry for children on Sunday*).

- ✔ 30+ layouts
- ✔ 40+ traders
- ✔ Demonstrations
- ✔ Refreshments
- ✔ FREE shuttle bus from Milton Keynes Central station

OPEN:
Saturday: 10am-5pm
Sunday: 10am-4pm
Advance ticket holders get early entry from 9.30am

THE GREAT ELECTRIC TRAIN SHOW

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For full event details and advance tickets visit:
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ON THE DAY PRICES
Adult: £20.00
Child (Saturday): £10.00

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Advance VIP ticket £50*

SATURDAY

- Advance adult subscriber £14.00
- Advance standard adult.....£16.00
- Advance child..... £9.00

SUNDAY**

- Advance adult subscriber £14.00
- Advance standard adult.....£16.00

**VIP Ticket includes a standard show admission ticket for both days, early entry, £25 of Key Publishing magazines and a sheet of discount vouchers to use at the show.*

***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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746/24

MAKING THE MOST OF 'NG7'

PART 1

In the first part of this feature, **DAN EVASON** lays the foundations for a new layout intended for Bachmann's new 'NG7' range. The setting is a classic slate quarry in Wales.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
3in x 1in plain pine timber	*www.jewson.co.uk*	Various
6mm MDF hardboard (8ft x 4ft)	*www.jewson.co.uk*	FDF06STA
9mm hardwood ply (8ft x 4ft)	*www.jewson.co.uk*	PPSBFC09
25mm x 3.5mm Spax wood screws	*www.screwfix.com*	68766
Fibre mould modelling plaster	*www.wwscenics.com*	WSMS-007
High-density foam sheets	*www.diy.com*	Various
Engine shed	*www.msmodels.co.uk*	MS131-43
Slate coal store	*www.msmodels.co.uk*	MS146-43
Water tower	*www.msmodels.co.uk*	MS120-43
PVA glue	*www.diy.com*	Various
Wood glue	*www.jewson.co.uk*	Various

Above: **Dan's newly-built 'NG7' narrow gauge layout – see how he completed this stunning quarry scene in part two, next month (HM209).**

Left: **In part one of his 'NG7' layout build, Dan shows you how to construct the baseboard and create the typical Welsh slate quarry appearance.**

BUILDING model railway layouts is always a balance of space, time and cost – and of course choosing what scale to model too, a dilemma I have been facing recently.

'N' gauge would fit nicely on a small board, but I want to be able to add and see detail as you can with 'O' gauge, but I don't have enough space for the latter. I could build something in 'OO', but that would also be restrictive on space and tricky to get a prototypical look. The ideal combination would be something like 'O' gauge detail in the space of a smaller scale.

Bachmann's announcement of its new range of 'NG7' narrow gauge locomotives and rolling stock – 7mm scale models running on 16.5mm gauge track – coincided with a trip with a friend to Dinorwic slate quarry too. Had the stars aligned?

With the announcement of these stunning locomotives and wagons, I could have the size and the detail of 'O' gauge in the footprint of a 'OO' layout while still making a believable scene. For me, this was just what I needed to ignite my imagination and get the creative juices flowing and I couldn't wait to get started on this project. **HM**

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

SEE IT AT THE GREAT ELECTRIC TRAIN SHOW
OCTOBER 12/13 2024
WWW.KEYMODELWORLD.COM/GREATELECTRICTRAINSHOW

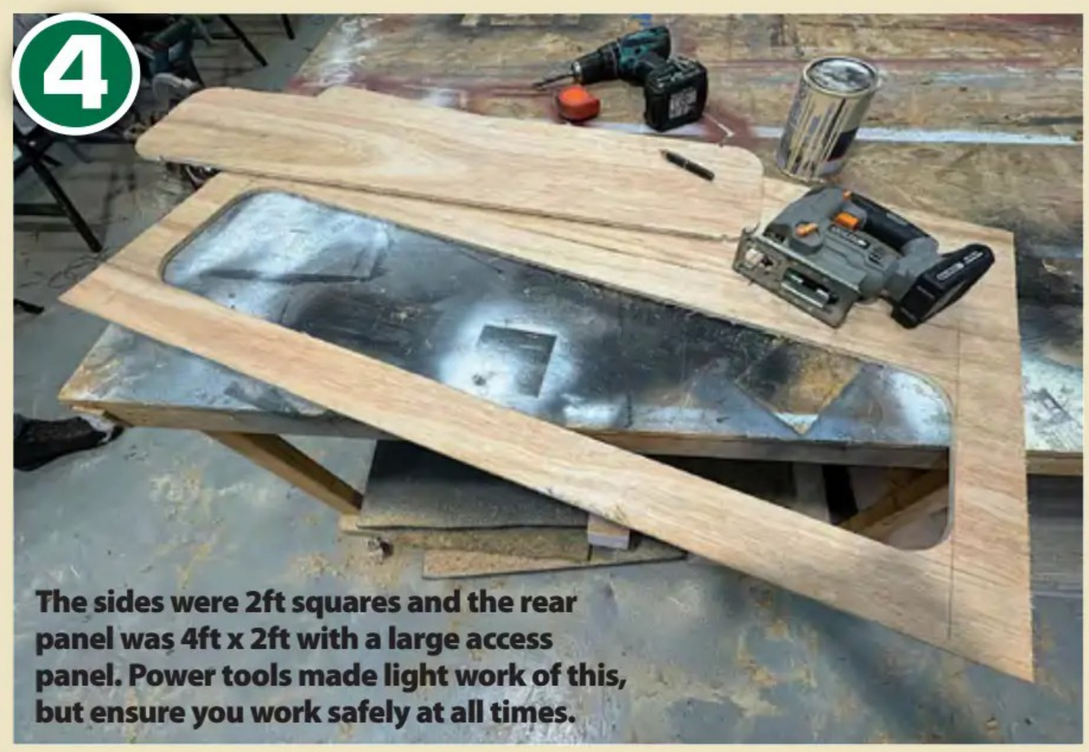
PLEASE TURN FOR STEP BY STEP GUIDE

BUILDING AN 'NG7' NARROW GAUGE LAYOUT – PART ONE

First up was a trip to my local builder's merchant for supplies. Armed with 8ft x 4ft sheets of 9mm plywood and 6mm MDF, along with a few lengths of 3in x 1in timber, I drew a rough sketch to help me visualize what I wanted to achieve. The overall dimensions of the baseboards were 5ft x 4ft x 2ft.

With the floor of the baseboard cut out, I glued and screwed four lengths of 3in x 1in timber to create a simple box. The depth also allows for future point motors under the board if desired.

I added a curved lip at the front, using some small off-cuts screwed and glued to it. When creating and assembling baseboards remember the adage – measure twice, cut once...



The sides were 2ft squares and the rear panel was 4ft x 2ft with a large access panel. Power tools made light work of this, but ensure you work safely at all times.

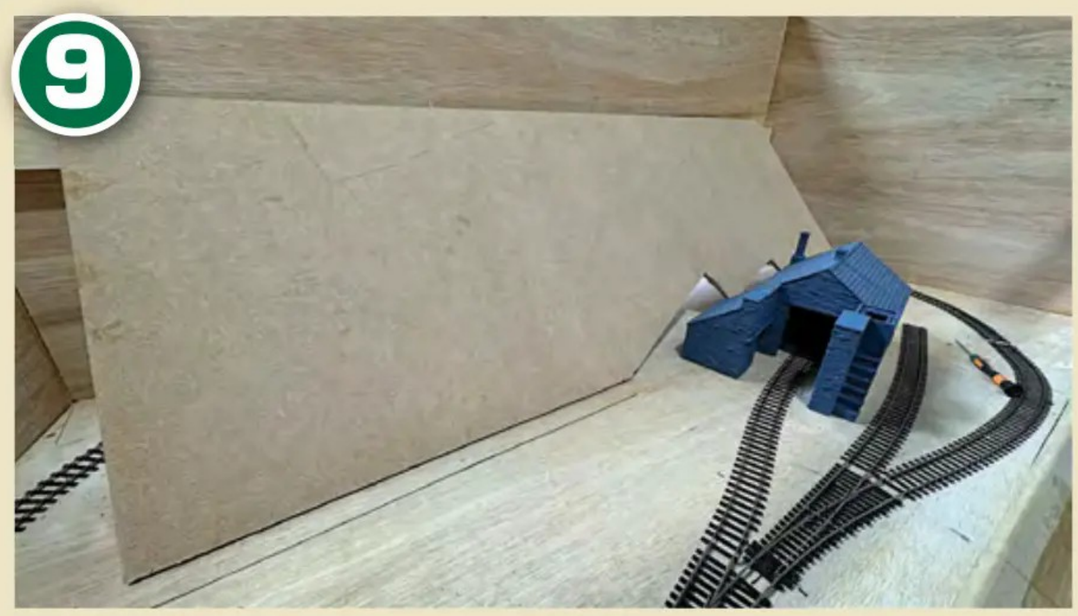
I used 6mm MDF for the front panel for lightness. It was cut to shape using a jigsaw and a steady hand, with the lower part of the opening sweeping down and leaving the top with enough space for a name board and light. All of the components of the baseboard were screwed and glued together.

With a blank space to build on, I set out my operating priorities: I wanted a circuit on which the trains could run, but also with some operating potential too.

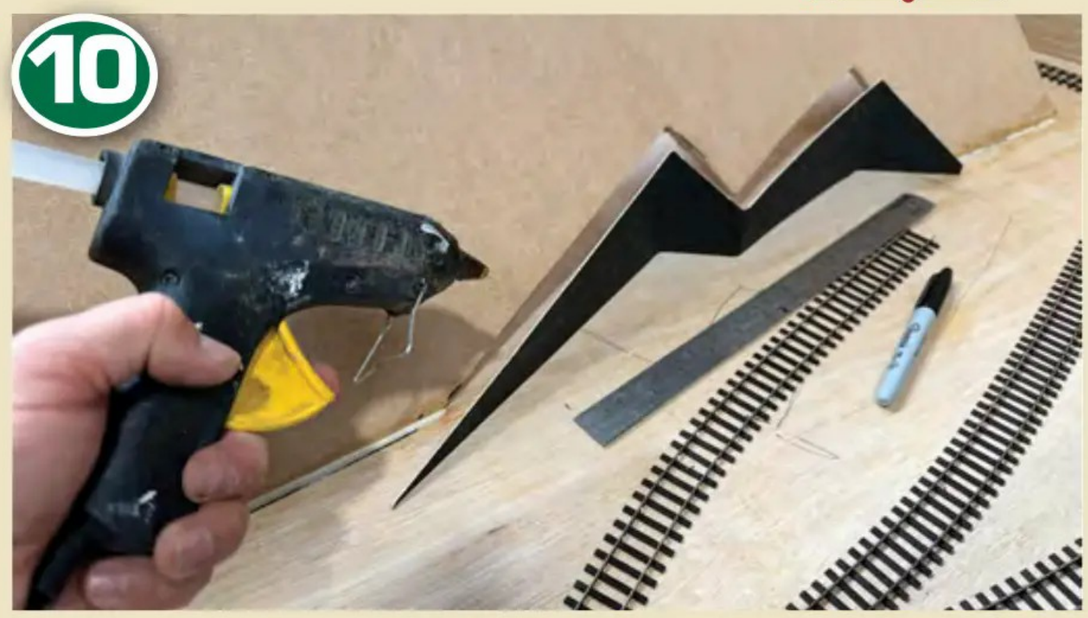
The curves had to be tight, and after some experimentation I found a radius the locomotive would run on without derailing or binding.

I added a rear passing loop and two sets of points at the front. As the sleepers were to be buried under the ballast, I used a mixture of 'OO' gauge code 75 and bullhead rail track (the sleeper spacing is different on 'NG7' track to reflect the larger scale). I also found the code 75 small radius points were shorter than the recommended Peco 'NG7' points, and as space is tight it made sense to use them instead.

Beginner — Intermediate — Advanced — SKILL LEVEL



I opted to hide the circuit with a model slate tip based on an MDF slope. MS Models' 'O' gauge slate buildings were placed on the board – including an engine shed – so the other scenery could fit around them.



With the MDF slope glued in place, I needed to fill in the opening made from cutting into the slope for the engine shed to fit snugly. I trimmed and glued mounting card into place for this.

On the right-hand side of the board, I opted for a tunnel to hide the circuit. Using 6mm MDF and a jigsaw, I created a small tunnel mouth with enough space for the trains to pass through. I added blocks of wood for extra points to screw it into the board.

Moving across to the left-hand side, I added a large incline and tunnel into the supporting wall, being careful to ensure space for the overhang of the rolling stock on the curves.

With the incline and tunnel walls in place, I cut some leftover 6mm MDF to cover their tops. The 3D-printed buildings provide a sense of perspective at this stage.

Using some 10mm high-density foam as the basis for a rock face, I trimmed this to fit the area. Don't worry about any rough edges at this stage, as these will be masked as we carry on.

Using a knife and my fingernails, I scored and indented the foam to create the desired effect. I also added layers of foam to create the impression of slate blasted away leaving an uneven surface.

The foam was then PVA glued into place and where needed hot glued too, taking care as the hot glue can melt the foam. A clamp was used to hold it in place.

17

On top of the cliffs I wanted to create an untouched area. With more foam and a hot wire cutter, I filled the area in and glued this section in place.

18

To improve the appearance, a mix of anthracite and graphite grey chalky paint was added to the dark coloured foam, stippling and mixing the paint as I worked my way along. Once dry, I used a basic cream acrylic paint and dry-brushed the edges of the rocks to help make them stand out.

19

For the incline wall, Wills 4mm scale plastic sheeting was used with the individual sheets stuck to the board, cutting it and gluing it into place as I went.

20

The sheets are small, and when assembled, the joints between them are quite visible. These were disguised by gently applying DAS air drying clay between the joints.

21

Where the incline wall and the slate tip slope met, I wanted the impression of more undulation, for which more foam was trimmed and glued in place.

22

For the slate tip slope, World War Scenics' fibre mould modelling plaster was used, which would hopefully provide a sense of depth and a realistically uneven texture.

23

The plaster was then painted Anthracite grey, as this was the darkest colour of the chalk paint I had to hand. It helps mask the white of the fibre mould and gives depth to the slate stone.

24

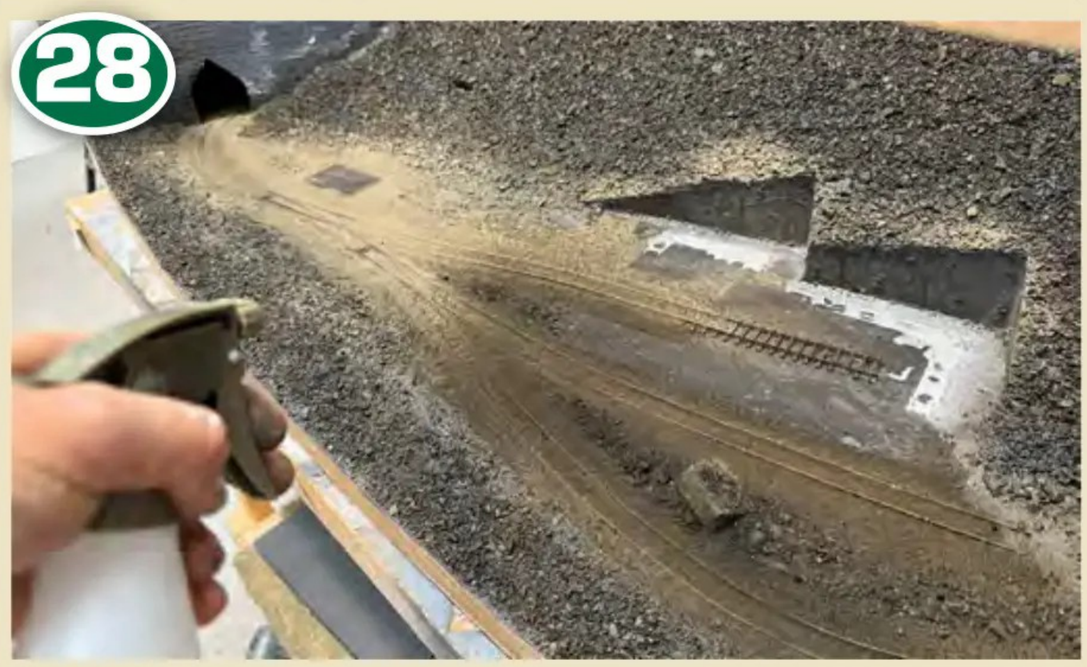
While the chalk paint was drying, I painted the track matt black, also spraying inside the tunnels. Paint on the rails can be removed with a track rubber later.

Beginner — Intermediate — Advanced — SKILL LEVEL

Slate waste was a feature of real quarries – getting almost everywhere - but where could I find something to apply on the layout? Luckily, I live near an old granite quarry and found large deposits of fine crushed stone flakes, which I collected and applied over a covering of PVA glue. I tilted the baseboard to ensure those on the slope would stay in place.

With the stone just how I wanted it, a misting of water was applied to help settle it and assist the ballast bonding glue to soak through properly. This was left to dry overnight.

For the flat areas of the baseboard, leftover dust from the stone flakes was used, while the visible sleepers were also distressed for a classic neglected narrow gauge look.



The dust was dampened down with a water spray, being careful not to dislodge it. Apply gently and all should be well.

The whole area was then flooded with a 50:50 mixture of PVA glue and water with a spot of detergent, which I left for a few days to dry thoroughly. I also took the time to clean the rails and ensure the point mechanisms would work freely.

SEE PART TWO OF THE 'NG7' LAYOUT BUILD NEXT ISSUE

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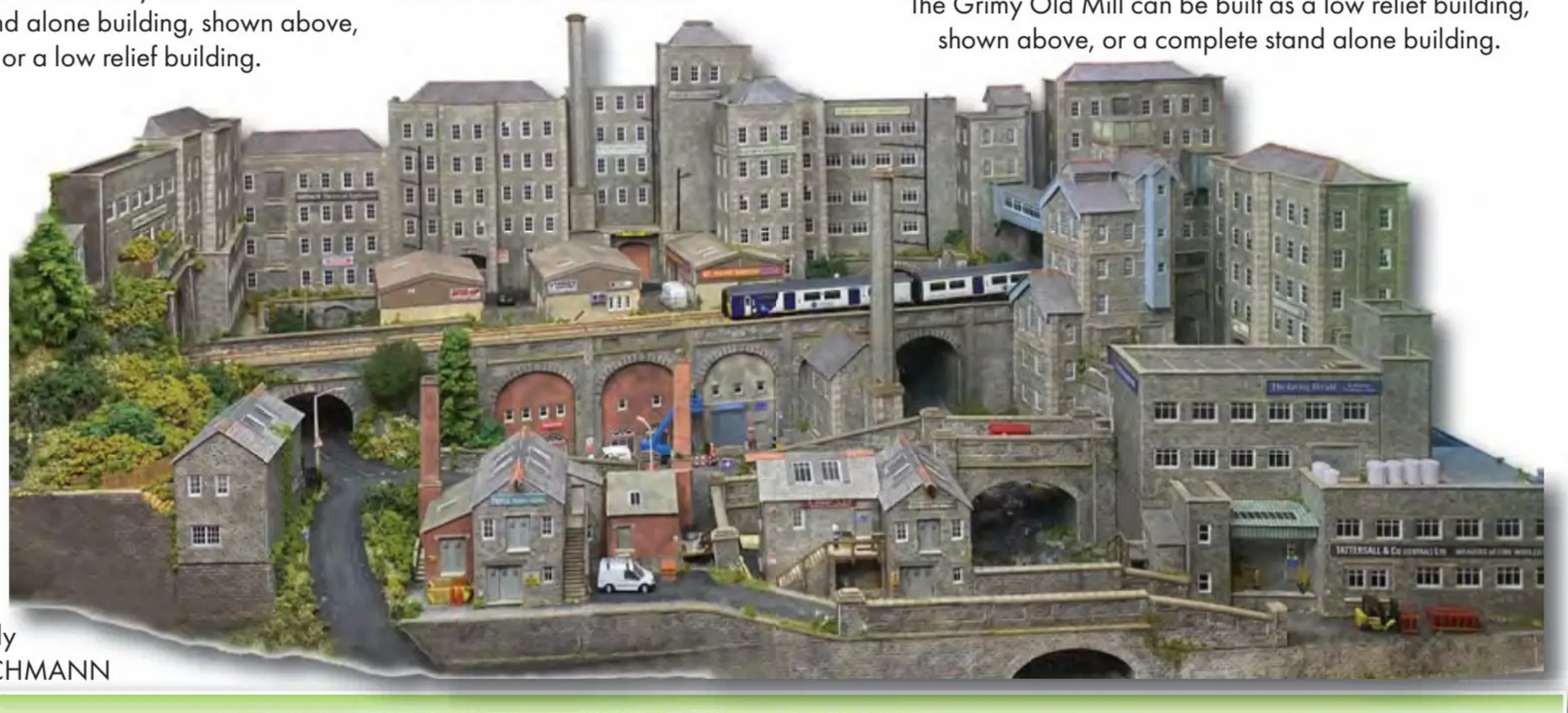

Diorama N scale (80cm x 40cm)
Featuring BR Class 150 DMU, kindly supplied by Graham Farish by BACHMANN

PLANNING YOUR LAYOUT

Planning your layout

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STEP 2 - Click on ***DOWNLOADS***
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TOOLS
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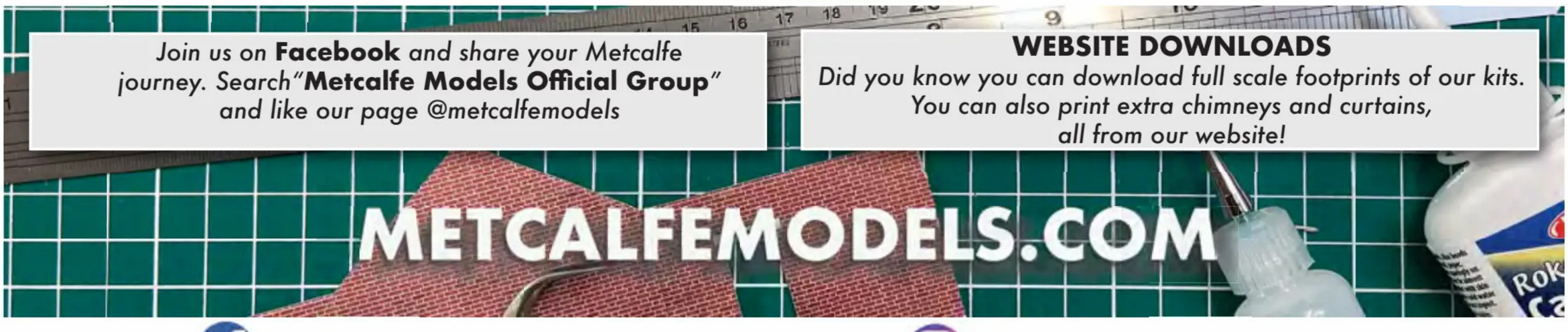

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ULVERTON

MARTIN POULTER changed the setting of this beautiful 'O' gauge layout to Scotland and reveals how he took his first steps onto the exhibition circuit with it.

PHOTOGRAPHY, JONATHAN NEWTON

I FIRST BECAME AWARE OF ULVERTON – set on the scenic Cumbrian Coast line - via builder Andrew Rigby's regular internet updates in early 2023. The standard was inspiring and I became very interested in it. By June that year, I had started to move away from my comfort zone of 'OO' gauge modelling and was beginning to build an 'O' gauge collection and formulate plans for my first layout in the scale. The introduction of the Heljan Class 26 with the Inverness twin headlights was the main factor for my switch in scale.

Having attended the Barnsley Model Railway show, which focussed on 'O' gauge, I managed to acquire a Dapol Class 08 and a Heljan Class 40. Adding to this, I also purchased two of the Heljan Class 26s from Rails of Sheffield, one of which became 26039 and the other is the »

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm: 1ft	18ft x 18in	SCOTTISH	1970s-1980s	DCC

1 Right: **A Class 25 Bo-Bo diesel clatters through the station whilst hauling a feather-light freight train comprising a single air-braked van.**

2 Below: **Displaying its distinctive illuminated twin headlamps, BR Scottish Region Class 26 26039 rumbles into Ulverton station with a short van train.**

Freight trains through Ulverton are typically short, as demonstrated by Class 27 27040 with a single loaded MCV open mineral wagon in tow.

factory weathered version, 26037. I also had plans to build a new railway room in the garden that would house a new model railway – a 12ft x 6ft timber shed which was fully insulated. A top shelf would be used to build the layout and the second below it would be for storage and a workbench.

My plans were thrown askew when I saw Andrew had posted some images of Ulverton and offered it for sale. I made contact immediately and before I knew it, my wife and I were on the road in our cars to collect the layout. It was loaded and then transported to its new home.

Once I had got the layout back, it was time to set it up and run some trains. As it had three baseboards and was 14ft long, I was unable to fit the whole layout in the new shed. I used the station board and the middle board and added a 2ft long storage yard to the end of the middle board which at least allowed for light engine movements. The third board with a hidden storage yard was stored in the loft for safekeeping.

The layout was complete and working and so very few changes were required. The baseboards had been professionally constructed using 8mm plywood for the frames and 8mm MDF for the baseboard tops. There are two 5ft x 18in and one 4ft x 18in boards. Most of the scenery is scratchbuilt with some kit-built building elements.

CHANGE OF SCENE

Although Andrew's inspiration was the Cumbrian Coast line, my preferred region is Scotland in the 1970s and 1980s, so I decided to make some subtle changes – although the layout remains largely as I purchased it.

Ulverton comprises an island platform station set below road level with retaining walls along one side of the track formation. The station is sparsely populated and features a small stone station building, together with several platform benches and a footbridge at one end that enables the few passengers that »

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4 Right: **Class 26 26039 ticks over on the goods spur while awaiting a clear route onto the main line with its payload of three 12ton 'Vanwides'.**

5 Below: **With exhaust pipes rattling in the platform, Class 122 diesel railcar SC55002 awaits custom at Ulverton station.**

SC55002

6 Left: **A lone passenger awaits a westbound train, as Class 122 railcar SC55002 pauses briefly at Ulverton on its journey east.**

7 Right: **Ulverton exudes a remote grittiness to its location and facilities.**

8 Below: **A Class 08 diesel shunter propels its brake van into the goods spur at Ulverton under the watchful gaze of the guard.**

frequent the station to exit to street level. At the opposite end of the layout, a BR-era signalbox oversees train movements, with frequent freight trains and regular passenger trains in each direction. Signalling is a mix of semaphore and colour light types.

While the layout was originally set on the Cumbrian Coast, with a little imagination and suitable motive power and rolling stock, it has been transformed into a remote Scottish byway and now operates as such with short freight trains rumbling through – occasionally calling at the single line goods spur, close to the signalbox – together with passenger trains which are usually in the hands of a Class 122 diesel railcar.

With the layout, in part, powered up and connected to my Digital Command Control (DCC) handset, I got to grips with how the points and signals worked. The points are all fitted with DCC Concepts analogue Cobalt point motors and powered via the DCC bus, switched using momentary switches on the control panel. The semaphore signals and ground signals are all servo operated and controlled by a Megapoints servo controller board and switched using toggle switches on the control panel. This was my introduction to Megapoints and I was very impressed.

The semaphore signals all operate and illuminate just like the real thing and are beautifully made by Jon Fitness of Bolton's Bits. The ground signals are equally as impressive as the semaphores, again made by Jon. These are my favourite part of the layout and they really bring it to life.

"My preferred region is Scotland in the 1970s and 1980s, so I decided to make some subtle changes."

MARTIN POULTER

A few weeks after I had relocated Ulverton, Chris Stafford of the North East O Gauge Society got in touch expressing interest in the layout being exhibited at their show in September 2023. I wasn't intending to exhibit Ulverton but after much thought, decided to go for it. As preparation time would have been very short, I declined the invitation for the show in September 2023 but accepted one for the following year.

During the latter part of the summer, I went on holiday in Scotland. I had also arranged the purchase of a Heljan 'O' gauge Class 27 from Traction and Rolling Stock Weathering Works. This was bespoke weathered by the talented Paul Wright and numbered as 27040. I had also acquired a Heljan Class 25 via an online auction which arrived at around the same time. This I weathered, detailed and renumbered 25319. Further stock was purchased, in particular a Dapol Class 122 diesel railcar. I set about weathering and detailing this, the Class 08 and Class 40, all with great success. I was particularly pleased with how the weathering of the Class 40 turned out in the end - that project was a labour of love!

EXHIBITION UPGRADES

Towards the year end I set about making the subtle but necessary changes to the layout to prepare for its first show under my stewardship at Keighley in February 2024. The layout needed a traverser storage yard, a front fascia and it also required something to support it during the show – plus, it needed more stock!

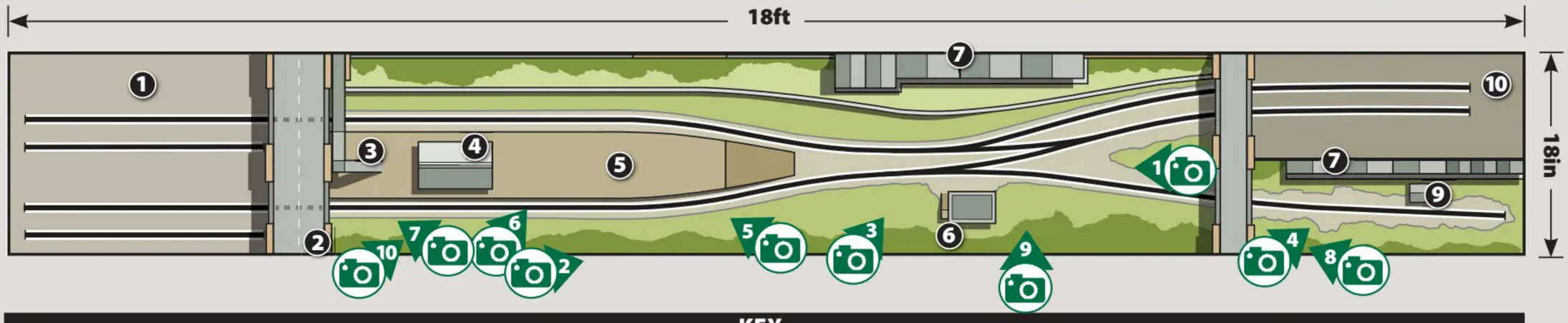
To that end, I sourced relevant rolling stock from the likes of Ellis Clark Trains, Rails of Sheffield and Hattons (before closure), as well as from my local model shop, Arcadia Model Railways. To support the layout, six steel adjustable trestle stands were also bought.

More weathering of the new rolling stock took place and, when that was complete, I ordered the traverser from Grainge and Hodder that would enable»

9 **Motive power through Ulverton is typically Scottish, including Class 27 Bo-Bo 27040 with a short coal train.**

10 **Class 40 40023 disturbs the peace at Ulverton as it passes through the station at the head of a short freight train formed of two open wagons.**

ULVERTON TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Traverser storage yard	3 Footbridge	5 Platform	7 Low-relief warehousing	9 Platelayers' hut
2 Road bridge	4 Station building	6 Signalbox	8 Bridge	10 Off-scene storage yard

multiple trains to run. Once it arrived, it was assembled and aligned with the station board using dowels, with carriage nuts and bolts to secure. Four lengths of Peco track were cut and dropper wires soldered to each length. The tracks were then glued into place, aligning with the two tracks of the station's board.

In January 2024, I took advantage of some dry weather and assembled the full layout in the garden. I fully tested it which boosted my confidence and things were definitely going to plan. However, preparations for the first show were hampered by a servo failure on one of the signals. Jon Fitness very patiently guided me through checking the rest of the signal servos and resetting the Megapoints controller. The affected signal was returned to Jon for him to replace the servos, which he did promptly.

The exhibition weekend arrived and the hire van was collected. I had previously asked my friend and fellow modeller Andy Pannett if he would like to help me at my first show. Thankfully he didn't need asking twice!

We loaded the van with the layout and stock and set off for the show at Bingley. After arriving at Woodbank Nursery in Harden, we unloaded the contents and set the layout up which, thankfully, was a painless task and I was very happy once there was power to the layout and it had been tested, without any issues.

The exhibition weekend with Ulverton was a great success and it was a very enjoyable first experience for me. The visiting public were very complimentary of the layout and the rolling stock, while the Keighley Model Railway Club members were very friendly and helpful throughout the show which gave me great confidence going forward. The next show is the North East 'O' Gauge exhibition on September 28/29 2024 in Sunderland and after that, hopefully more will follow.

I am currently working on a new project – a Scottish inspired light maintenance and diesel refuelling depot called East Road and I hope this will soon go out on the exhibition circuit, too. **HM**

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FIRST REVIEW

Hornby 'B17/5' ROLLS IN

The LNER's pair of streamlined 4-6-0s has landed – but does the performance match the striking looks? **BEN CHURCH** finds out.

Hornby's newly-tooled 'OO' gauge LNER streamlined 'B17/5' 4-6-0s are now available.

HORNBY'S 2023 range included the surprising announcement of the two distinctive streamlined London and North Eastern Railway (LNER) 'B17/5' 4-6-0s. They received the eye-catching casing in 1937 when allocated to haul 'The East Anglian' service from London Liverpool Street to Norwich, as 'Pacifics' were barred due to weight restrictions.

Named *City of London* and *East Anglian*, the casing was purely cosmetic, echoing the looks of the 'A4s'. The streamlining was removed by 1951 and both locomotives were withdrawn in 1960. A new build project to create a new 'B17' in standard form, 61673 *Spirit of Sandringham*, is ongoing.

THE MODEL

2859 *East Anglian* (Cat No: R30136) is finished in LNER lined apple green and 61670 *City of London* (R30137) is presented in unlined black with British Railways lettering on the tender.

On our review desk we received both locomotives, which arrived in Hornby's new style of packaging which also contains the accessory pack of drain cocks, brake rigging and front buffer beam detail, in addition to a front coupling mounting. This slots into the front bogie and is secured with the included screw. Locomotive and tender, meanwhile, arrive connected via a metal drawbar with two distance settings and a plug connection for the wiring.

On removal from the packaging,

Above: **Two models have been produced finished as 2859 *East Anglian* in LNER lined green with valances and 61670 *City of London* in British Railways black without.**

Right: **The cab interior features detailing picked out with appropriate colours and finely printed gauge dials.**

Left: **Hornby's new model reflects the cosmetic streamlined appearance of the prototypes well.**

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R30136 (2859 *East Anglian*), R30137 (61670 *City of London*)
Description:	LNER 'B17/5' 4-6-0 2859 *East Anglian* LNER apple green, LNER 'B17/5' 4-6-0 61670 *City of London* BR black
Builder:	LNER Darlington Works (2859), Robert Stephenson & Hawthorn Ltd (61670)
Region:	Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	256mm (over buffers)
Price:	£249.99 DCC Ready
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	Provision for 28mm round speaker in tender
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	4-6-0
Purpose:	Express passenger
Haulage capacity (expected):	Six coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

"Hornby's new 'B17/5' is another model we never expected to see in ready-to-run form."

BEN CHURCH

it is clear Hornby has well and truly recreated the distinctive stance of the 'B17/5s' and they have a tremendous presence. The streamlined casing has been captured superbly and its construction of die-cast metal means the locomotives weigh a hefty 404grams. The tooling caters for valances over the wheels on pre-war models, and without for later period versions.

Sprung buffers occupy all four corners of the model, along with separate handrails, lamp irons and other fine details such as the whistle. 2859 features a Crosby chime whistle and 61670 includes a traditional LNER equivalent, both mounted in front of the chimney. Separately-fitted handles on some of the hatches on the side of the casing on 61670 are a noticeable improvement over moulded ones we have seen previously with 'A4' models. Other small details such as fine cinder guards, cab doors and opening roof vents all help to elevate the model's overall detailing.

Cab detail is impressive with intricate gauge glasses that have small plastic inserts to mimic the glass and the numerous gauges all have representations of dials painted onto them. Copper pipes are accurately painted along with the red handle of the screw reverser. There is no flickering firebox with this release and »

modellers will have to supply their own crew.

The tender has the correct extended sides and fairings to mimic the larger eight-wheel tenders on the 'A4s'. Minor differences are catered for with fairings around the coal bunker and water filler cap on 2859, while 61670 lacks these features. A water scoop is visible through the tender underframe. Handrails and steps are present on the rear of the tender, along with a pre-fitted vacuum brake pipe and coupling hook.

Decoration is good with the LNER apple green and BR plain black schemes taking full advantage of the die-cast boiler to create a satisfying sheen to the paintwork. Both models have near flawless application of their respective liveries, with no obvious blemishes.

City of London features an overall unlined black livery complemented by crisp cream British Railways lettering on the tender sides and locomotive numbers on the cabside and front buffer beam casing.

East Anglian is finished in the bright LNER lined apple green livery featuring red lining around the valances and tender frames. This is more complicated, but executed well. Lining abounds, prominently featuring on the casing, tender and wheels. The valve gear is largely identical to that of a non-streamlined 'B17', bar the addition of a lubricator rod on the rear right driving wheel.

PERFORMANCE

The 'B17/5s' feature a locomotive drive mechanism with a five-pole skew-wound motor driving the centre axle and a 21-pin Digital Command Control (DCC) socket in the tender. Both performed very well straight out of the box with smooth and quiet running on DCC control. Coupling the locomotive to our standard rake of Bachmann BR Mk 1 coaches, the 4-6-0 was able to haul eight coaches with ease, the heavy die-cast construction aiding in its haulage capabilities. Digital sound enthusiasts have not been forgotten by Hornby, with the tender having space for a 28mm round speaker and the

Streamlined 'B17/5' 2859 *East Anglian* is modelled in LNER lined apple green.

British Railways plain black adorns 'B17/5' 61670 *City of London* with cream coloured numbers and lettering.

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

Die-cast streamlined casing

Single chimney

Hornby's all-new 'OO' gauge LNER 'B17/5' 4-6-0 boasts a five-pole skew-wound motor, locomotive drive and 21-pin DCC decoder socket.

Crosby chime whistle

Separately fitted lamp iron

Sprung metal buffers

Gearbox

Lined driving wheels

Lined pony truck wheels

Guard irons

Screw-link coupling

manufacturer is expected to release a sound profile for the 'B17/5' on its HM7000 TXS decoder platform in the near future.

OVERALL

Hornby's new streamlined 'B17/5' is another model we never expected to see in ready-to-run form. It is a stellar release and an exciting addition for modellers of the LNER and the Great Eastern Main Line. A stunning new model. (BC)

FIRST REVIEW

Rapido's METROPOLITAN 'E'

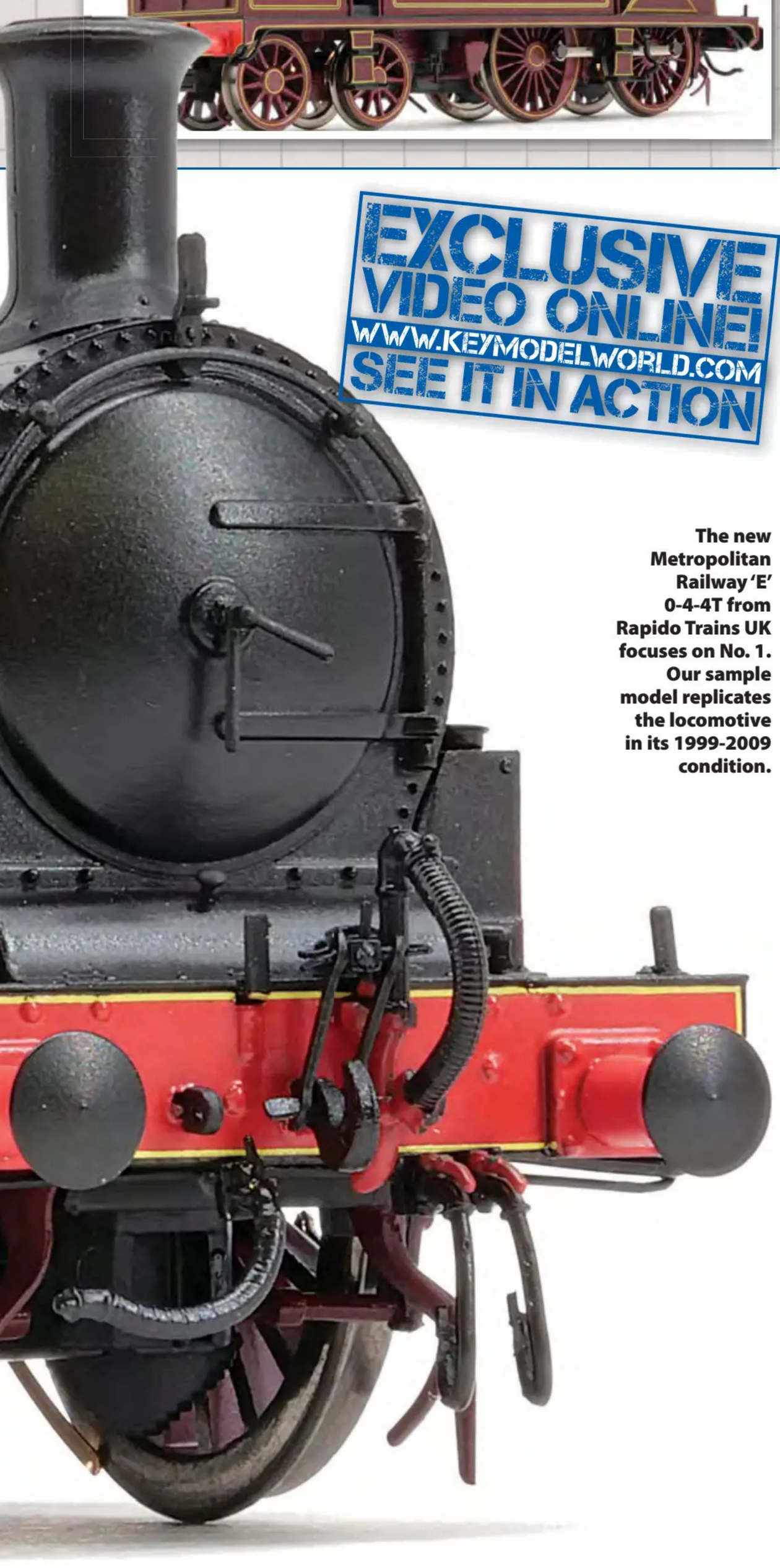
In our first look at the brand-new Rapido Trains Metropolitan Railway 'E' 0-4-4T, **MIKE WILD** finds out what this striking and sought-after locomotive has to offer.

Right: **Lining is finished to the highest standard on the 0-4-4T over the maroon base colour.**

Below: **Lining extends to the wheels on the model which is fully detailed from top to bottom with additional accessory parts supplied for buffer beam pipes, trip cocks, cab doors and tank balance pipes.**

TECHNICAL DETAILS

Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	909003
Description:	Metropolitan Railway 'E' 0-4-4T No. 1
Builder:	Neasden Works, London
Region:	London Transport
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	131mm (over buffers)
Price:	£179.95 DCC Ready, £279.95 DCC sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	Next18 decoder socket
Speaker:	15mm x 11mm cube
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	0-4-4T
Purpose:	Mixed traffic
Haulage capacity (expected):	Three-four carriages
Haulage capacity (actual):	Four carriages, 20 wagons (maximum tested)



The new Metropolitan Railway 'E' 0-4-4T from Rapido Trains UK focuses on No. 1. Our sample model replicates the locomotive in its 1999-2009 condition.

THE LONDON TRANSPORT network never ceases to fascinate modellers and enthusiasts, and in recent times interest has grown with the arrival of powered Underground trains from Bachmann and EFE Rail, but earlier steam motive power has been missing from the ready-to-run catalogues.

Rapido Trains UK has stepped up to fill a void which has previously only been catered for by ex-GWR 'Pannier' tanks finished in London Transport livery by creating the first London Transport-built steam locomotive model – the Metropolitan Railway 'E' 0-4-4T.

The first of these locomotives was completed in 1896 with seven built – three at the 'Met's' Neasden Works and four by contractor Hawthorn Leslie. Metropolitan No. 1 was the last locomotive to be built by the Metropolitan Railway in 1898 and was a replacement for a 4-4-0T damaged in an accident.

Since its construction, No. 1 has become a flagship of the Metropolitan Railway and London Transport steam. It became the last steam locomotive to haul a passenger train for London Transport in 1961 and entered preservation in the mid-1960s. It has been seen at the 'Steam on the Met' events in the 1990s and became the last steam locomotive to operate on London Underground routes in central London in 2019.

Read more about this class in *Reality Check* on pages 82-85.

THE MODEL

Rapido's decision to model the 'E' 0-4-4T was bold and welcomed. The small class had many differences between locomotives with the tooling for No. 1 (also known as L44) being virtually unique, though it was close enough to L48 for both locomotives to be produced by Rapido.

Our sample model depicts Met No. 1 between 1999 and 2009 in lined maroon with Metropolitan Railway branding on each side tank. Decoration of our sample was immaculate with crisp application of the main body colours overlaid with finely printed lining, lettering and crests. The cab interior is superbly decorated and will provide the perfect place for a miniature crew with its full complement of gauges and levers. Even the upper cab panels are the correct cream colour of the locomotive. In addition there are factory painted optional accessory parts including cab doors, frame inserts and tank balance pipes which can be fitted after purchase.

The physical shape of the 'E' captures the character of these attractive Victorian era 0-4-4Ts superbly with the smokebox sitting between the front splasher and sandbox assembly. »

"The physical shape of the 'E' captures the character of these attractive Victorian era 0-4-4Ts superbly."

MIKE WILD

The chimney and dome are correctly proportioned while there are also separately fitted handrails around the boiler and safety valves ahead of the cab. A combination of injection moulded plastic and die-cast metal is used for the model which helps to give it a substantial weight for tractive effort.

The underframe is equally well detailed and even features lining on the driving and trailing wheels to mimic the real locomotive exactly. Completing the physical features are NEM coupling pockets with small tension lock couplings at each end of the locomotive which can be removed if required from their push-fit mounts.

PERFORMANCE

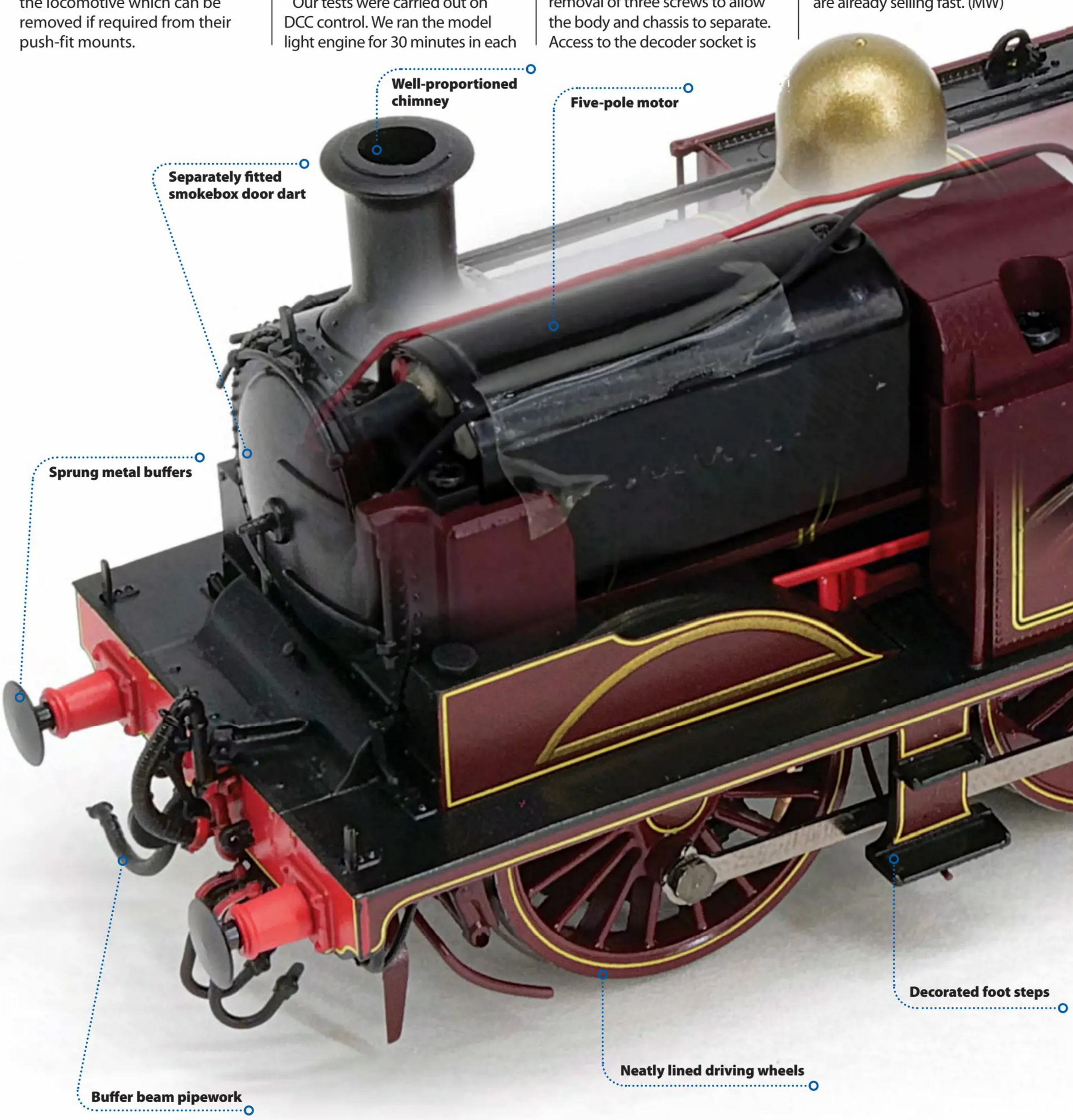
The 0-4-4 chassis of No. 1 is well balanced with all four axles sitting squarely on the track on our sample to provide consistent and reliable contact with the rails. Inside there is a compact and smooth running motor, a Next18 decoder socket and a factory fitted speaker. Interestingly, Met No. 1 has a geared drivetrain between the two driving axles for increased haulage capacity. This means that the locomotive doesn't rely on its coupling rods to transfer power from the motor between the driving wheels.

Our tests were carried out on DCC control. We ran the model light engine for 30 minutes in each direction first before adding a load behind it – the maximum it could haul being four of our Bachmann Mk 1 carriages which is plenty for a compact 0-4-4T like this. We also tested it with freight stock which showed it to be capable of hauling 20 wagons with ease. It ran smoothly through points and crossings on our test track.

The models are available DCC Ready and DCC sound fitted with the sound fitted versions featuring a custom sound file created for Rapido Trains UK for the model. Access to the interior is straightforward and requires removal of three screws to allow the body and chassis to separate. Access to the decoder socket is clear once the body is off, making it simple to install a standard motor decoder or sound decoder into the locomotive. There is also a flickering firebox effect built into the model which illuminates through the open firehole door.

OVERALL

The 'E' 0-4-4T is a fantastic addition to the Rapido Trains UK 'OO' gauge collection and we can see this model appealing to London Transport modellers as well as collectors. It is well built, well designed and a pleasure to operate. But be quick if you want one - they are already selling fast. (MW)



Detailed cab roof

Safety valves

Inside is a five-pole motor, Next18 decoder socket, factory fitted speaker and firebox flicker.

Moulded coal load

Next18 DCC decoder socket

"The 0-4-4 chassis of No. 1 is well balanced with all four axles sitting squarely on the track on our sample to provide consistent and reliable contact with the rails."

MIKE WILD

The front of the 'E' has been captured superbly by Rapido Trains.

Metropolitan RAILWAY 'E'

Few passenger tank locomotives were more attractive than the Metropolitan Railway's 'E' 0-4-4T, a Victorian design which has proved a firm favourite with enthusiasts. **EVAN GREEN-HUGHES** has the details.

THE METROPOLITAN RAILWAY (Met) was originally conceived as a project to serve the travel needs of a small area of inner London. Opened in January 1863, the 3¾ mile line ran underground from Paddington to Farringdon but was soon extended at both ends until, by 1884, it became the Inner Circle line.

The company realised there was a great deal of business to be had if it constructed a line out into the countryside of Middlesex where new houses could be built, and an extension was built, first to Harrow and later as far as Verney Junction in Buckinghamshire, 50 miles from the centre of London.

The Metropolitan owned a fleet of 64 4-4-0Ts which worked its inner suburban services, but as its line was extended further into the countryside these proved increasingly inadequate, with limited coal and water capacity and a low top speed. As a result, the company ordered four 0-4-4Ts from Neilson and Company of Glasgow, closely based on the South Eastern Railway's 'Q', 20 of which were built between 1881 and 1883 to a design by James Stirling.

These were successful, although limited in haulage ability due to their boiler size and when further locomotives were required, the Met's Chief Mechanical Engineer, Thomas Clark, revised this design to come up with what was to become known as the 'E', with construction taking place from 1896.

CLASSIC DESIGN

Primarily intended for the Baker Street to Verney Junction service, the 'E' followed the layout of many Victorian tank locomotives of the period, having two large inside cylinders, a relatively high

Above: **Metropolitan 1 rests between duties at Neasden depot in c1920.** F.H. Stingemore/Rail Archive Stephenson.

Left: **Metropolitan Railway 'E' 0-4-4T L44 (formerly Met 1) passes Farringdon with the Southern Counties Touring Society 'Metropolitan' railtour from Stanmore to New Cross Gate on October 1 1961. The train was followed one block behind by Bo-Bo electric 16 *Oliver Goldsmith* which brought the train back from New Cross Gate.** Brian Stephenson.

boiler pressure, four driving wheels at the front and a four-wheel bogie under the cab at the rear. A fully enclosed cab was provided for bunker first working with protection for the crew. A larger boiler was also specified.

Three engines were commissioned in the first batch, with the first two being numbered 77-78 and the last as 1, with this number being used because this locomotive was a replacement for the original locomotive of that number, a 4-4-0T which had been terminally damaged in an accident at Baker Street. 1 was the last locomotive built at Neasden Works, as future locomotives were built by independent contractors.

In service the 'Es' performed as intended, the larger boiler overcoming the shortcomings of the earlier Neilson locomotives and this led to the Metropolitan placing an order for four more, built by Hawthorn, Leslie and Company at their works in Newcastle, and with all in service by 1901. Further examples were said to have been planned but they were never ordered due to extensions of the electrified network rendering them unnecessary.

The class gave outstanding service with the only modification of note being the removal of the condensing apparatus fitted at build so they could operate within the tunnels of the capital, a requirement made obsolete by the introduction of electric traction to the core system. In July 1904, 1 was the first locomotive used on the Uxbridge branch. For two decades, the class was the principal motive power for the Metropolitan's Aylesbury services.

However, by the 1920s train weights had increased and were becoming beyond what the 'E' could handle and as a result the Met bought eight 4-4-4Ts capable of running at up to 75mph. This allowed the displacement of the 'Es' to less strenuous duties including station pilot, goods and engineering turns, examples were also used on the Chesham branch and on local duties around Neasden. This displacement, and the ever-expanding electric network, allowed the scrapping of many of the Metropolitan's older steam locomotives.

CHANGING ROLES

In 1933, the Metropolitan was absorbed into London Transport and this led to the transfer of the company's freight workings to the London and North Eastern Railway (LNER), which also took over passenger services north of Rickmansworth. The LNER took over the bulk of the Met steam locomotive fleet but this did not include the 'Es' which remained with London Transport, resulting in them being renumbered with 1 becoming L44, 77 becoming L46, 80 being L47 and 81 becoming L48.

The other three locomotives were not given London Transport numbers and were withdrawn in 1935 as surplus to »

FACTS AND FIGURES	
Designer:	T.F. Clark
Built:	1896-1901
Withdrawn:	1935-1964
Builder:	Neasden Works (1/77-78) RW Hawthorn, Newcastle (79-82)
Metropolitan Railway numbers:	1/77-82
London Transport numbers:	L44 (1) / L46 (77), L47 (80), L48 (81)
Purpose:	Outer suburban passenger
Number in class:	7
Wheel arrangement:	0-4-4T
Weight:	54tons 10cwt
Driving wheel diameter:	5ft 6in
Trailing wheel diameter:	3ft 0 ½in
Length:	31ft 5in
Height:	12ft 5in
Boiler:	Parallel
Boiler pressure:	160psi
Cylinders:	Two inside, 17¼in x 26in
Tractive effort:	14,515lbs
Coal capacity:	c2tons

requirements. From this time on, the class spent most of its life on permanent way duties, although duties on the Chesham branch continued, as did a spare standby turn at Rickmansworth in which an 'E' was provided to cover for any failure of an LNER passenger locomotive.

A further example, L47, was taken out of service in 1941 but the remaining three soldiered on until 1963-4 when they were replaced by ex-Great Western 0-6-0PTs. By this time they had come to the attention of enthusiasts and were often used for special workings, including the Uxbridge Line 50th anniversary trains, while L44 worked the final steam train on the Chesham branch in 1960. The same locomotive also worked London Transport's last steam train of all in 1961 and took part in the Metropolitan Centenary parade at Neasden in 1963, shortly before withdrawal.

PRESERVATION

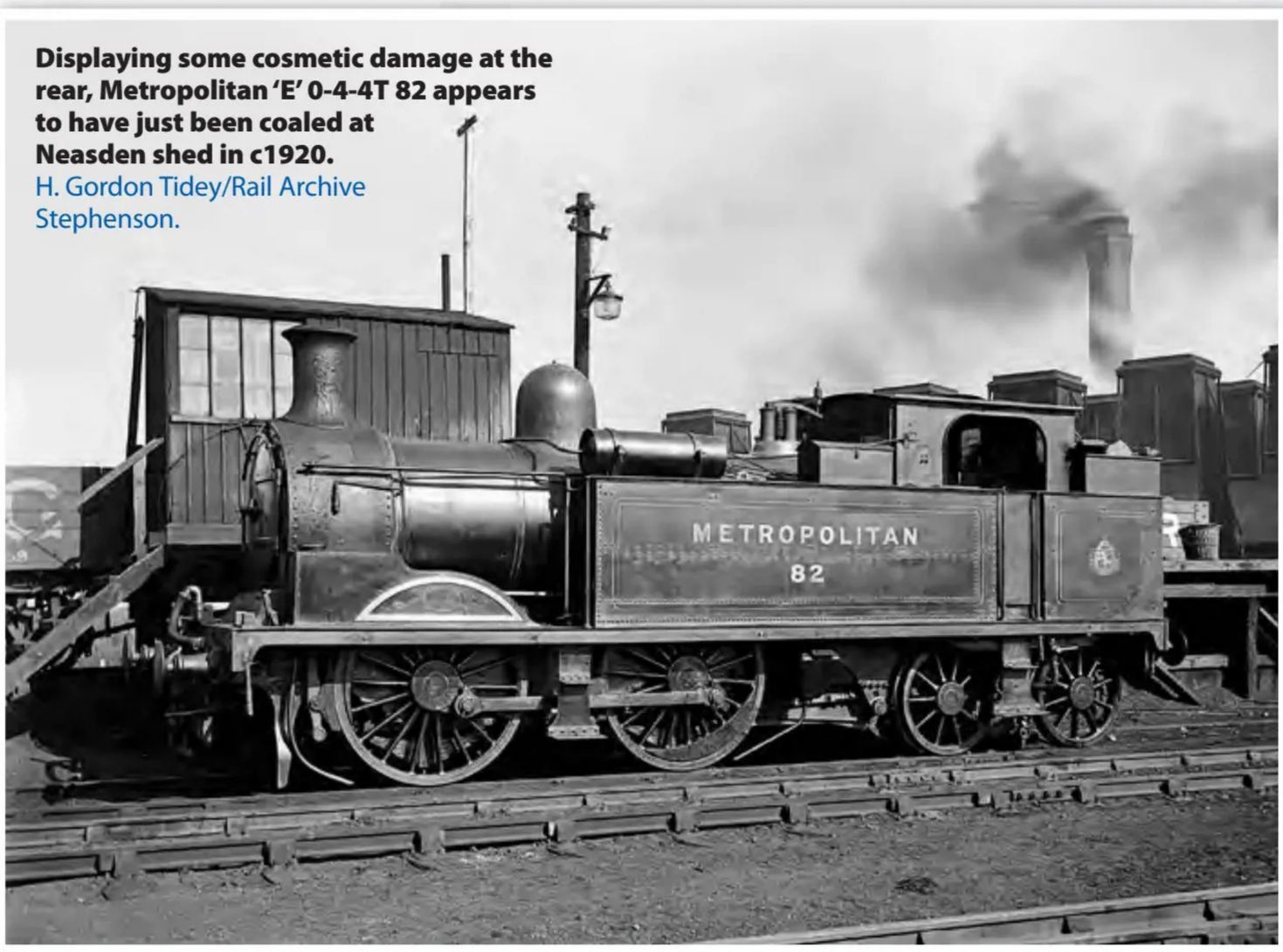
By this time L44 had been earmarked for retention by the London Railway Preservation Society and shortly after being taken out of service it was delivered in steam to a private site in Luton, before being transferred to Aylesbury a couple of years later. A move to the Buckinghamshire Railway Centre at Quainton Road followed in 1970 and restoration then started in 1975, which involved a full strip down and boiler lift. This work was done to full main line standards and some years later the locomotive was available to London Underground for its 'Steam on the Met' events, at which L44 was a regular for a number of years. The locomotive was also loaned to heritage sites during this period.

By the turn of the century, another rebuild was on the cards and this was completed in 2001 with much of the work taking place at the Flour Mill restoration centre in Gloucestershire, and this enabled 1, as it had again become, to resume its heritage railway visits which this time included the Bluebell and Llangollen railways, where it was often paired with vintage carriages. A further overhaul took place in 2010-12, again at the Flour Mill,

with the intention of having the engine available for the 150th anniversary of steam on the Underground and after running in at a couple of heritage locations the engine undertook trial runs on London Underground metals in December 2012 by completing a run between Ealing Common depot and Moorgate.

Trips for VIPs and then members of the public followed a month later with further visits and special workings during 2013, during which the locomotive was based back at Quainton Road. During the year there were a number of special workings at heritage railways: the Buckinghamshire Railway Centre itself and on London Underground metals, featuring restored coaches from the Victorian era. The following year there were more runs on the London Underground, this time from Hammersmith to Moorgate and later on the Chesham branch, as well as more heritage railway visits.

Since that time 1 has been a popular



Displaying some cosmetic damage at the rear, Metropolitan 'E' 0-4-4T 82 appears to have just been coaled at Neasden shed in c1920.
H. Gordon Tidey/Rail Archive Stephenson.

Metropolitan Railway 1 heads an incredible line-up of stock on the 3.27pm Amersham to Ruislip special vintage steam working on September 9 2017, formed with GWR '94XX' 0-6-0PT 9466, Class 20 20142, a Class 438 4-TC set and Class 20 20205. Jamie Squibbs.

performer at London Underground events as well as at heritage railways, with highlights including hauling trains on part of the Hammersmith and City line and the District lines to celebrate their 150th anniversaries in 2019.

The locomotive is undergoing a further ten-year overhaul at Quainton Road. The boiler was lifted from the frames in 2020 but so far no firm date has been set for the completion of this work.

The 'E' class has become much more widely known as a result of the activities of 1 during its time in preservation, and in particular because of the high level of publicity the Steam on the Met events generated. With its eye-catching red livery and well-proportioned looks it is the quintessential Victorian steam branch passenger engine and an important part of our history and illustrates well locomotive design from an era that is frequently ignored. **HM**

● **Visit *www.keymodelworld.com/reality-check* to read more prototype articles.**

Gleaming in the sunshine, Metropolitan 'E' 0-4-4T L46 in London Transport livery awaits its next turn of duty at Neasden depot on December 2 1960. M.J. Fox/Rail Archive Stephenson.

FLYING SCOTSMAN

● **Gauge:** 'OO' ● **Price:** £292.99 ● **Cat No:** R3991SS ● **DCC:** HM7000 Triplex Sound fitted, 21-pin socket ● **Site:** *www.hornby.com* ● **Era:** 4

HORNBY'S NEW STEAM generator debuted with the release of 'OO' gauge London and North Eastern Railway (LNER) 'P2' 2-8-2 2007 *Prince of Wales* (HM205), which impressed with its seamless marriage of synchronised sound and steam. For its latest appearance, this innovative feature is now available factory-fitted to Hornby's Gresley 'A3' 60103 *Flying Scotsman*.

Sole surviving Gresley 'A3' *Flying Scotsman* needs little introduction. With this new release Hornby has represented the locomotive as 60103 in early BR condition when the 'A3' was assigned to 38C (Leicester) on the Great Central Main Line, still in right-hand drive configuration.

Hornby's 'OO' gauge Gresley 'A3' 4-6-2 60103 *Flying Scotsman* is now available fitted with the manufacturer's new steam generator and digital Triplex Sound (TXS).

BR 'DUCHESSES' TAKE

● **Gauge:** 'TT:120' scale ● **Price:** £167.99 (DCC ready) ● **Cat No:** TT3011M/TT3012M ● **DCC:** DCC ready, Next18 socket ● **Site:** *www.hornby.com* ● **Era:** 4-5

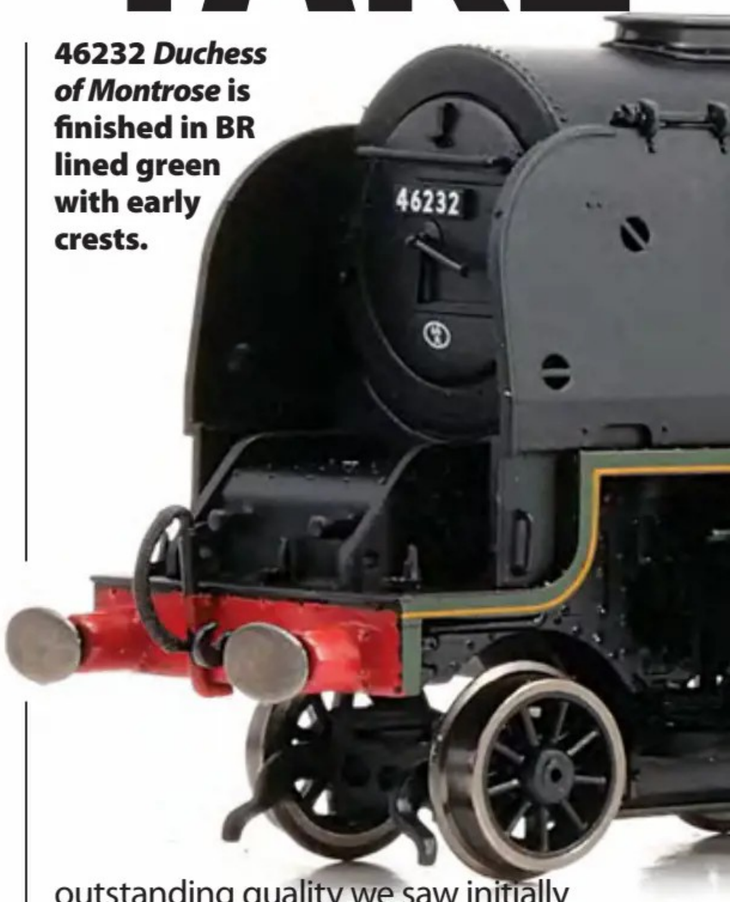
FOLLOWING the arrival of the much anticipated LMS liveried 'Princess Coronation' 4-6-2 in TT:120 (HM207), two BR versions have now joined the line-up and demonstrate how the prototypes changed in their careers.

Our review samples included Stanier 'Princess Coronation' 46232 *Duchess of Montrose* with early crests (Cat No: TT3011M) and 46234 *Duchess of Abercorn* with late crests (TT3012M). As with the LMS liveried example, decoration was outstanding, with the rich BR green enhanced by the die-cast boiler. The orange lining is applied consistently throughout the model, while printing of nameplates and cabside numbers is crisp and clear.

As these models represent the prototype in their later years of service, detail differences from the original batch have been incorporated. Most obvious are the double chimney and large smoke deflectors which dramatically alter the outline of the locomotives. Other details specifically on *Duchess of Abercorn* include a Smiths speedometer attached to the rear left-hand driving wheel and a battery box on the running plate next to the cab on the right-hand side. Other detail elements such as the fine valve gear, exemplary cab detail and numerous separately-fitted detailing items elevate the models further and maintain the outstanding quality we saw initially with *Duchess of Atholl*.

Included in the box is an accessory pack with drain cocks, front steps,

Hornby's TT:120 *Duchess of Abercorn* carries BR lined green with late crests and additionally features a battery box on the running plate and speedometer cable on the left-hand side.



46232 *Duchess of Montrose* is finished in BR lined green with early crests.

STEAMS AHEAD!

The model correctly has a single chimney, non-corridor tender, aforementioned right-hand drive, 38C shedplate and higher top smokebox lamp bracket and number plate. Livery application on our sample was impressive, with a deep dark green accented with orange lining and crisply applied lettering, numbers and early crests. Separately fitted detail complements the appearance with handrails, lamp brackets and mechanical lubricators adorning the die-cast running plate.

On test, the 'A3' performed well, taking seven coaches in its stride and running smoothly. Unlike the 'P2' where the smokebox door has to be removed to add water, the 'A3' is filled up by carefully removing the tiny snifting valve behind the chimney. The combination of a thick column of steam billowing in time with the syncopated exhaust beat of the 'A3' is wonderful. Each refill of the reservoir provided around 20 minutes of steam.

The factory-fitted Triplex Sound Bluetooth and Digital Command Control (DCC) decoder includes all of the functions you would expect with a selection of whistles on functions F2 and F3, coasting on F20 and automated function control on F28. It has the additional flexibility of being able to be controlled via the HM7000 app or more conventional DCC controller.

Flying Scotsman is a perfect addition to Hornby's steam generator equipped locomotives and the synchronised steam and sound is a marvel to watch and hear. The LNER's most famous 'Pacific' is superbly recreated in this model, capturing the sight and sound of this railway legend. (BC)

THE THRONE IN TT:120

brake rigging, coupling hook and chain for fitment on the front end and – for *Duchess of Abercorn* - an Automatic Warning System protection plate.

Performance proved superb, with the locomotives living up to the prototype with impressive haulage capabilities, hauling a train of 11 coaches with ease. Performance was smooth and quiet at all speeds, while Digital Command Control (DCC) fitment is straightforward, with the Next18 decoder socket hidden underneath the plastic coal load in the tender.

A wonderful addition to the line-up of 'TT:120' scale 'Duchesses' from Hornby which replicate the final years of these locomotives in service with BR. Sure to be popular with WCML modellers. (BC)

Revolution Trains FNA-D NUCLEAR FLASK

●**Gauge:** 'N' ●**Price:** £32.95 ●**Cat No:** RT-FNAD-024/5 (reviewed)
●**Site:** *www.revolutiontrains.com* ●**Era:** 11

REVOLUTION TRAINS has delivered its newly-tooled 'N' gauge FNA-D nuclear flask carriers.

Operated by Direct Rail Services, the prototypes were built in 2014 to transport spent fuel from nuclear power stations to Sellafield in Cumbria and are built to the same dimensions as the previous FNA-C wagons.

Revolution has produced eight different running numbers with all wagons appearing in the same blue and white colour scheme.

For review we received FNA-Ds 9006 and 9010 - the large numbers boldly displayed on the top of the flask cover. First impressions are very good, with excellent detailing throughout. The flask cover is neatly moulded and picked out in a bright white, with the large numbers crisply printed on top. Small separately fitted locking hooks are sited at one end of the flask cover and are very fine in their appearance.

The dark blue sideframes play host to an immense selection of printed elements, from numerous text and data panels to hatches and padlocks, the latter standing proud of the side of the wagon and appearing in plain black or detailed forms. Our review samples also reflect the variations in hazard warning applications, with one indicating it is loaded with spent nuclear fuel, while the other has no warnings, indicative of an empty vehicle.

Underneath, the excellent standard of detail is maintained, with the prominent Barber Easy Ride 22 bogies recreated very well, complemented by the fine white circular handbrake wheels. Fine silver painted pipework is visible underneath the wagon while an accessory pack includes a tail lamp to fit onto the fine lamp irons at either end, coupling hook with chain and a brake pipe.

A wonderful model that retains the quality, accuracy and finesse of its 'OO' counterpart (HM197). (BC)

Graham Farish anchor-mounted tank wagon

●**Gauge:** 'N' gauge ●**Price:** £29.95 ●**Cat No:** 378-000A (reviewed)
●**Site:** *www.bachmann.co.uk* ●**Era:** 4

Bachmann's all-new 'N' gauge Class A and Class B anchor-mounted tanks are offered in six different colour schemes initially, including Benzene silver.

UNVEILED as part of the Bachmann summer 2024 announcements, a collection of all new 'N' gauge anchor-mounted tank wagons is now available from the Graham Farish range.

Built in the early 1950s to a design agreed by the Petroleum Board and British Railways, these distinctive tank wagons were used to transport Class A and Class B oil products, until more modern, larger vacuum braked tank wagons began to appear during the late 1950s.

Our review sample was finished as a Class A wagon in Benzene silver – Bachmann's tooling caters for 14ton Class A wagons and 20ton Class B wagons. Detailing from the outset is very good, with separately fitted catwalk and filler cap along the top of the tank – the catwalk itself featuring particularly impressive etching, which can appear in the central position or offset. Our sample omitted the side-mounted ladders and bottom outlet pipe and handwheel, but Bachmann's tooling suite caters for this.

Representation of the braking system for the wagons has been moulded well, with axle boxes, springs and in-line brake shoes all present: the long brake handle is another point of visual interest. Blackened three-hole metal disc wheels (spoked versions are available on some wagons) and pivoting Rapido style 'N' gauge couplings in NEM pockets round off a visually pleasing wagon.

Six different colour schemes have been produced initially - each with two running numbers – and decoration to our sample was excellent, the bright silver paint giving the wagon a metallic appearance. Printed elements were also applied well. The large Benzene branding on the side has been printed clearly along with the wagon number and star decal – all in black. Other smaller text is rendered just as well, with some so small it can only be read under magnification. The red accent on the frame completes the simple but pleasing colour pallete.

Another gap in ready-to-run fuel wagons for 'N' gauge filled. (BC)

Revolution Trains' all-new 'N' gauge FNA-D nuclear flask carriers have arrived, with a choice of eight different running numbers including 9006 and 9010.

Rapido Trains SECR freight pack

●**Gauge:** 'N ●**Price:** £99.95 ●**Cat No:** (see text) ●**Site:** *www.rapidotrains.co.uk* ●**Era:** 2-6

Rapido Trains UK has released its all-new 'N' gauge South Eastern & Chatham Railway wagon freight train packs in SECR, Southern Railway and BR liveries.

RAPIDO TRAINS' latest arrival is this set of newly-tooled 'N' gauge South Eastern & Chatham Railway (SECR) vehicles, offered as a four-wagon freight train pack.

For review, we received a BR grey set (Cat No: 942013) containing seven-plank and five-plank open wagons, a 10ton covered van and a 20ton six-wheel brake van. Rapido intends this pack to be the starting point for modellers to form longer trains as other top-up triple-wagon packs containing individually numbered examples of each type (apart from the brake van) are also available. Liveries covered include SECR, Southern Railway and BR.

Each of the four vehicles features an intricate plastic body with finely moulded detailing: individual wooden planks and small rivets are easy to identify and stand out as you scan the model. Underneath, the brake rigging has been equally well moulded, with items such as axleboxes and springs picked out.

Application of the BR grey to our samples was exemplary, with a good finish. The roofs of the van and brake van are finished in grey, with the wagons featuring light brown interiors. Small printed details such as wagon numbers are clear and the white handrails on the brake van look superb.

A wonderful collection of 'N' gauge wagons and an excellent basis from which to form realistic and longer trains. (BC)

'O' gauge LMS 50ft INSPECTION

HELJAN'S ALL-NEW 'O' gauge London, Midland & Scottish Railway (LMS) 50ft Inspection Saloons have arrived.

These distinctive vehicles offered views from the ends for officials to inspect the railway and often featured facilities such as meeting spaces and a kitchen. Heljan has produced 12 different colour schemes for the initial releases, reflecting the long careers these vehicles enjoyed, with liveries from LMS crimson to EWS maroon and gold.

For examination we received a sample of BR lined maroon M45020M – and from the start were impressed at how well this distinctive saloon has been captured.

The bodyshell certainly captures the look of the vehicle, with the three rectangular end windows offering good views into the interior, while fine curved pipework snakes down from the roof, which features horns and air vents. Lamp irons and door grab handles are separately fitted, as are the central door track access handrails. The track access steps are in the folded position on each side.

To fully appreciate the interior detail, the roof can be removed by gently prising it away from the body, with magnets holding it in place. Close inspection reveals a well-appointed interior, which includes a detailed cooker, fridge and sink in the kitchen, umbrella racks and more. Other standout aspects include the recreation of the guard's compartment, toilet, and observation ends where finely crafted tables and chairs reside. Provision for interior lights is included, with small slots present in the interior dividing walls for a light bar to be installed.

Decoration is equally superb, our sample featuring a high quality BR maroon paint finish with crisp yellow lining and black ends. Printed detail includes vehicle numbers and overhead line equipment warning flashes.

Underneath, the intricate detailing continues, with an array of pipes, brake cylinders and other apparatus, while the neatly moulded bogies feature impressive spring and axlebox details, plus darkened wheels running in brass bearings. Each buffer beam also includes pipework fitted and a sprung screw link coupling.

- **Gauge:** 'O' gauge
- **Price:** £319
- **Cat No:** 9102
- **Site:** *www.heljan.co.uk*
- **Era:** 5-6

Heljan has completed its newly-tooled 'O' gauge LMS 50ft Inspection Saloon, with 12 different colour schemes available.

This latest addition to the 'O' gauge roster from Heljan is an outstanding model and offers something a little different to the norm, enabling an authentic short train formation to be operated with steam or diesel motive power. Ideal if space is at a premium. (BC)

HELJAN Mk 2s ARRIVE

- **Gauge:** 'O' gauge
- **Price:** £299 each
- **Site:** *www.heljan.co.uk*
- **Cat No:** (see text)
- **Era:** 5-11

Heljan's all-new 'O' gauge BR Mk 2 carriages are set to appear with 29 different vehicles forming the initial batch of releases. Alternative gangway doors are provided for customer fitment.

FIRST REVIEW

SALOON LANDS

HELJAN has completed its all-new 'O' gauge BR Mk 2 coaches with no less than 29 different releases in the initial line-up, covering four vehicle types.

Liveries include BR maroon (Tower Models exclusive), BR green, BR blue and grey, BR Network SouthEast (early and late), InterCity 'Executive', BR Provinicial Trans-Pennine, ScotRail, Regional Railways, Railway Technical Centre, Direct Rail Services, Network Rail and West Coast Railway schemes.

For review we received a Corridor First (FK) in BR Southern Region green (Cat No. 2436) and a Brake Second Open (BSO) in Network SouthEast (NSE) white and red (2411). The range also comprises Brake Corridor First and Tourist Second Open vehicles.

Outwardly the look and feel of the early BR Mk 2 has been captured very well. Bodysides sport separately fitted handrails, door handles and flush glazing. Toilet windows are identified by the frosted glazing. The recognisable 'lip' around the circumference of each window has also been subtly modelled.

Above: **Heljan's all-new 'O' gauge Mk 2 coaches feature neatly detailed interiors and a removable roof, held in place with a series of magnets.**

The interior of the coach is revealed by removing the magnetically attached roof. Inside, our BSO featured blue seats and winged headrests with white tables, while the FK featured neatly moulded compartments with black seats and white antimacassars. Interior detailing also includes etched luggage racks overhead, while the BSO additionally featured a detailed guard's compartment and parcels bay. Provision for interior lights is included, but not factory fitted.

Both coaches displayed good application of their respective colour schemes, although there was some misting on the BSO and around the cantrail stripe on the FK.

These newly-tooled 'O' gauge coaches will also feature factory-fitted working buckeye couplings.

Printed elements were very good, with crisply applied branding and other ancillary details.

Underneath, there is a good level of detail, including equipment boxes and – at the ends - cables and jumpers, while bogie axleboxes and springs are also neatly painted. Each coach also includes factory-fitted working buckeye couplings, together with the choice of optional gangway and underframe parts to model original BR Mk2 or air-braked Mk2a coaches.

A super new release from Heljan which plugs a significant gap in the 'O' gauge ready-to-run market. (BC)

FIRST REVIEW

Irish Railway Models' BULLEID WAGONS

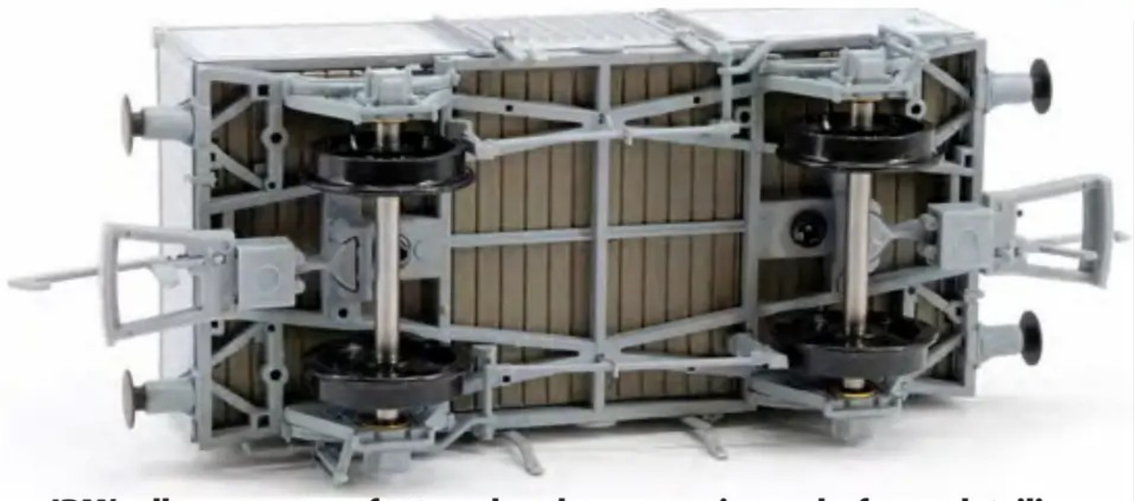
Irish Railway Models' all-new 4mm scale 12ton corrugated open wagons are now available.

- **Gauge:** 'OO'
- **Price:** £77.49
- **Cat No:** IRM1255/IRM1261/IRM1283
- **Site:** *www.irishrailwaymodels.com*
- **Era:** 4-7

IRISH RAILWAY MODELS' (IRM) latest releases in 4mm: 1ft scale include these new open and flat wagons based on Oliver Bulleid's triangulated underframe design.

More than 2,500 12ton corrugated open wagons were built between 1956 and 1969, displacing older wooden bodied equivalents. The welded construction of the underframe was strong and the corrugated top was durable and easy to repair. The wagons were used on varied duties, most notably carrying sugar beet during the harvest season. The last were withdrawn in the 1980s.

IRM has represented the wagon in four versions with the vehicles available in triple packs. Three are available in plain silver with CIÉ 'flying snail' branding, with another three representing wagons designated for beet traffic and three more with a CIÉ roundel. The latter two packs have red oxide underframes and a rust effect to the lower side of the corrugated wagon, while a triple pack with the same rust effect is being produced as a permanent way pack. All triple packs contain unique running numbers so realistic formations can be assembled.



IRM's all-new wagons feature door bangers, crisp underframe detailing and three-hole disc wheels in metal bearings.

In addition, IRM has also produced three triple packs of flat wagons, using Bulleid's triangulated chassis, as converted from 'H' vans when they became redundant in the 1970s. One Permanent Way and two LB versions with 'flying snail' and roundel liveries have been produced.

For review we received one pack of plain silver corrugated open wagons (Cat No. IRM1255) and one representing beet traffic wagons (IRM1266), together with a pack of the flat wagons (IRM1283).

In spite of their small size, the open wagons stand out from the crowd thanks to the comprehensive recreation of the corrugated sides, rivets and the metallic paint finish. The wagons incorporate a die-cast chassis giving them a weighty feel at 36grams. Meanwhile, the flat wagons feature small stanchions at the ends and are commendably fine.

The distinctive underframe has been modelled very well, with fine representation of the braking system with in-line brake shoes. Other fine details are present, including a large brake handle, door bangers and buffers in spindle or heavy duty styles. The springs and axleboxes have been well moulded, the latter hiding brass bearings for the metal three-hole disc wheels. Small tension lock couplings are located in NEM pockets.

On the flat wagons, Bulleid's triangulated underframe looks the part and has been well represented with our sample painted dark red. While this is for the most part identical to the other wagons, the small door bangers have been omitted and a small collection of appropriate printed elements has been included.

For modellers of Ireland's railways, these latest 4mm scale wagons fill several more gaps in the rolling stock roster. (BC)

The manufacturer has also produced several triple wagon packs of flat wagons which utilised the Bulleid triangulated underframe design.

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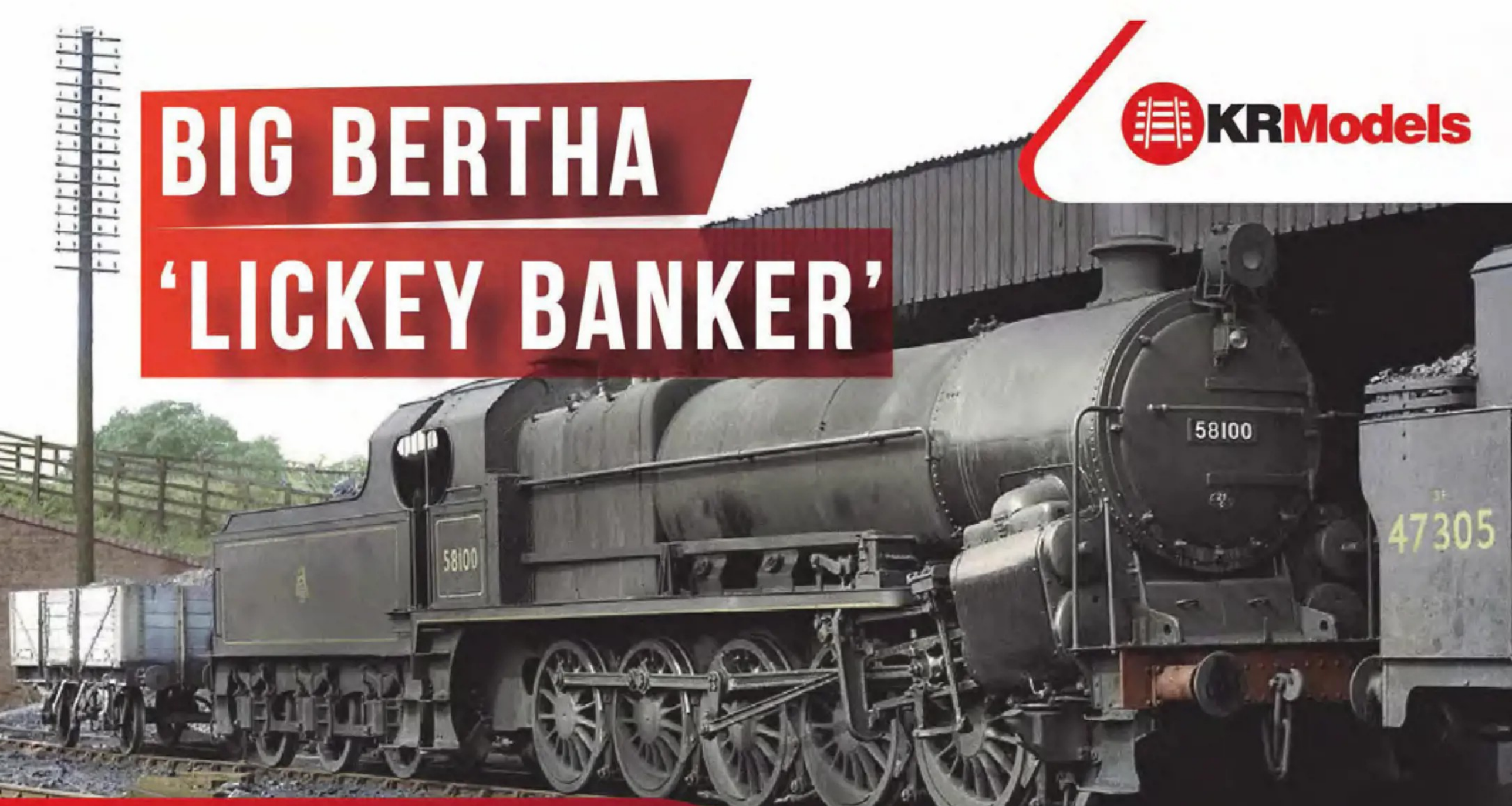

In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 2290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and railway enthusiasts. KR Models is proud to announce that we are planning to manufacture this iconic 0-10-0 loco in OO gauge.

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Hornby's Class 800 expands with NEW CARRIAGES

The Class 800 series trains can now be modelled at full nine-car length with the arrival of a new batch of 'OO' gauge models from Hornby. **MIKE WILD** tests this new arrival.

- **Gauge:** 'OO' gauge
- **Price:** £502.49 five-car train pack, £264.99 four-car coach pack
- **Cat No:** R3965/R40350
- **Site:** *www.hornby.com*
- **Era:** 11

FIRST REVIEW

The cab fronts are identical to the first releases and feature directional lighting as well as a removable nose cone which hides a dummy coupling inside.

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Above: **The new coach pack includes vehicles with inside frames.**

Right: **Detailing of each coach is specific to its position within the formation including seat numbers, coach letter and destination displays.**

THE CLASS 800 SERIES trains are now a daily sight on the East Coast, Great Western and West Coast main lines with the East Coast and Great Western routes featuring a combination of five-car and nine-car trains.

Newly arrived from Hornby are train and coach packs to assemble a full nine-car Class 802/1 for GWR modellers and, as featured here, a nine-car LNER Class 800/2 suitable for East Coast Main Line (ECML) layouts set between 2019 and the present day.

The Hornby Class 800 series trains have only previously been released as five-car packs, with this year's release the first to allow the longer nine-car trains to be modelled. This has required new tooling to model the additional vehicles in the body, bogies and roof details and each train is supplied as two separate packs – a five-car train pack containing the driving cars and three centre cars and a coach pack containing four additional centre cars to complete the formation.

Detailing of each of the Class 800 coaches was excellent on our samples and mirrors the real trains in detail, right down to the inside frame bogies on two of the carriages, while Hornby has also upgraded the DCC decoder socket to a 21-pin design with one located in each driving car. The interior lights are powered from the track independently of the motor and directional lighting circuits.

As with the original release, coupling is via male and female inter-car clip couplings which join and separate quickly while all models feature turned metal wheels throughout, electrical pick-ups on all wheels to power the interior lighting and a removable nose cone for access to the dummy coupling inside.

The full nine-car formation looks impressive on the track and once assembled we tested the Class 800 power cars' haulage capacity. Initial tests showed there was significant resistance on the inner bearing axles on the carriages on our sample, which caused a loss of traction from the power car.

To solve this we added high viscosity oil to each axle where it passed through the plastic bogie frame which instantly solved the haulage problem by making the vehicles free running. This meant our Class 800 glided round the track from a crawl to full speed without any loss of traction.

The arrival of the nine-car Class 800 train and coach packs brings an attractive modern train formation to modellers which will look superb gliding alongside the likes of the Class 91 and Mk 4s or Hornby HSTs in later GWR green colours. (MW)

With all nine carriages joined together the Class 800/2 makes an impressive train and assembles the correct formation for an LNER East Coast Main Line set.

Collectors Club GREEN HRAS

A striking green DB Cargo HRA bogie hopper wagon is amongst the range of Bachmann Collectors Club special edition models. **MARK CHIVERS** checks out this recent addition.

- **Gauge:** 'OO'/'N'
- **Prices:** 'OO' £69.95 (£62.95)
  'N' £46.95 (£41.95)
  'OO' four-pack £279.80 (£240)
  'N' four-pack £187.80 (£160)
  (BCC members prices in brackets)
- **Cat No:** 37-865K/373-865K
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **Era:** 11

New to the Bachmann Collectors Club is this DB Cargo HRA hopper wagon with 'Freight belongs on rail' branding in 'OO' and 'N'.

THE BACHMANN Collectors Club (BCC) has produced some eye-catching exclusive models through the years and these striking green DB Cargo HRA bogie hopper wagons in 'OO' and 'N' (Cat Nos. 37-865K/373-865K)) are a case in point, acting as a huge billboard for the 'Freight belongs on rail' campaign.

DB Cargo's cut-down HRA hopper wagon fleet began to appear in 2017 following the downturn in coal transportation by rail. As aggregates traffic was growing, the company converted some of its long wheelbase HTA coal hoppers into shorter vehicles for this traffic. This ensured the hopper wagons were not overloaded due to the aggregate being denser than coal.

Each wagon was cut down in size and bears the scars of this procedure with distinctive weld seams on the bodysides where the modification was made. Bachmann's 'OO' and 'N' gauge models of the HRA hoppers reflect this distinctive feature.

The Bachmann Collectors Club special editions of HRA 41 70 6723 066-0 showcase the appearance of the prototype displayed during the opening of DB Cargo's new Cricklewood freight terminal in London in 2021. Each bears an allover green colour scheme with black underframe. DB Cargo branding and lettering are applied in white together with the bold 'Freight belongs on rail' message emblazoned on each side.

Bearing the hallmarks of the Bachmann Branchline ('OO') and Graham Farish ('N') models, these substantial bogie hopper wagons also feature representation of the pipework, levers on each side and hopper discharge doors underneath, while the cavernous hopper is finished in a dark grey.

Each also features large white handbrake wheels at one end and a lamp iron at each end picked out in white, while the 'OO' example features factory-fitted swivelling buckeye style couplings in the buffer beams. These can be removed if desired and swapped out for the alternative NEM pocket style couplings mounted on each bogie. The 'N' gauge model features standard Rapido style couplings.

Weighing in at 144grams ('OO') and 20grams ('N'), both feature free-running turned metal wheels and are sure to brighten up a contemporary layout or yard scene. They are available singly or in packs of four wagons.

While previously only available exclusively to Bachmann Collectors Club members, a recent change means that these items are now also available more generally, although BCC members now also receive a 10% reduction on the full price. (MC)

These new additions to the range capture the heft and the shortened nature of the prototypes with the distinctive bodyside weld seams included.

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Minotaur for TMC

● **Gauge:** 'OO' gauge ● **Price:** £323.95 ● **Cat No:** 35-825YSFX ● **Site:** *www.themodelcentre.com*
● **DCC:** DCC Sound Fitted Deluxe (PluX22 decoder socket) ● **Era:** 9

BACHMANN'S all-new 'OO' gauge Class 31 A1A-A1A diesel gains the distinctive black and red colour scheme of Fragonset Railways as an exclusive edition for North Yorkshire based retailer The Model Centre (TMC), finished as 31452 *Minotaur*.

The prototype was purchased from EWS by Fragonset in 1998 and initially used by the spot hire company on Silverlink train services between Bedford and Bletchley in the late 1990s working in top-and-tail formation with Mk 2 coaches and another locomotive, as well as for stock movements and other DMU substitutions including Wessex Trains' Bristol to Weymouth runs in the 2000s.

For review, we received a Sound Fitted Deluxe version of 31452 (Cat No. 35-825YSFX) which includes tinted glazing, rotating roof fan and auto uncoupler at both ends. Digital Command Control (DCC) Ready and DCC sound-fitted examples will also be available, as will optional weathered finishes too.

While the headline specification reflects the main Bachmann Class 31 releases (HM207), as you might expect attention to detail is to the fore and this particular model includes a high-intensity headlight at each end correctly offset from the centre which illuminates in the direction of travel, along with plated headcode boxes located on the roof.

Fragonset's handsome livery has been applied well, the rich black complemented by the red stripe midway along the locomotive and the orange cantrail stripe. This is accented by white handrails on the locomotive ends and white detailing on one side of each bogie. Printed elements have been applied to the standard that we expect from Bachmann, with the *Minotaur* nameplates, overhead electric warning flashes, Fragonset emblems, locomotive numbers, TOPs panels and more applied extremely well.

The roof configuration is correct for a '31/4' and features a plated boiler port along with fine lifting loops on the roof. The bogies maintain this standard of detail with brake shoes behind the outside frame of the bogie,

InterCity 'Executive' HST Mk 3s

● **Gauge:** 'OO' gauge
● **Price:** £44.99
● **Cat No:** Various (see text)
● **Site:** *www.hornby.com*
● **Era:** 7/8

Enough individually numbered vehicles have been produced to recreate a seven-car set of HST trailers, including Trailer Restaurant First Buffet 40733.

BRITISH RAIL'S popular InterCity 'Executive' livery was a notable absence from Hornby's new 'OO' gauge High Speed Train (HST) Mk 3 coach line-up at launch, but this has been rectified with the latest arrivals in the *Hornby Magazine* office.

Hornby has produced a full rake of InterCity 'Executive' HST Mk 3 trailers, enabling realistic formations to be assembled, with four Trailer Standards (TS) (Cat No: R40238/A-C), two Trailer Firsts (TF) (R40234/5), one Trailer Restaurant First with Buffet (TRFB) (R40237) and a Trailer Guard Standard (TGS) (R40236).

These new iterations from Hornby's latest Mk 3 tooling suite feature the improved bodywork and correct roof arrangements, especially on the restaurant/kitchen vehicle. Application of the sleek InterCity colour scheme is superb, with crisp lines between each colour. A thin orange cantrail stripe adorns the top of each coach and on the TF and TRFB a yellow and yellow/red stripe is present just below this, while

The Model Centre (TMC) has commissioned Class 31 A1A A1A 31452 *Minotaur* as an exclusive edition from Bachmann in Fragonset Railways colours.

accompanied by silver springs and yellow axlebox covers. A detail pack is included, with pipework for both ends and a three-piece snowplough.

On test, the locomotive performed well, hauling eight Bachmann Mk1s with ease on *Hornby Magazine's* office test track. The Class 31 sound profile captured the essence of the prototype at a good volume, while the innovative auto uncoupler is fun, with a simple function input activating it. This feature, unlike the roof fan and sound, will only operate on DCC.

The sight and sound of a more modern Bachmann Class 31 impresses, and the Fragonset livery offers something rather different to the norm for early privatisation era layouts. (BC)

Hornby has released its recently-retooled 'OO' gauge BR Mk 3 carriages in InterCity 'Executive' livery.

window surrounds are finished in silver.

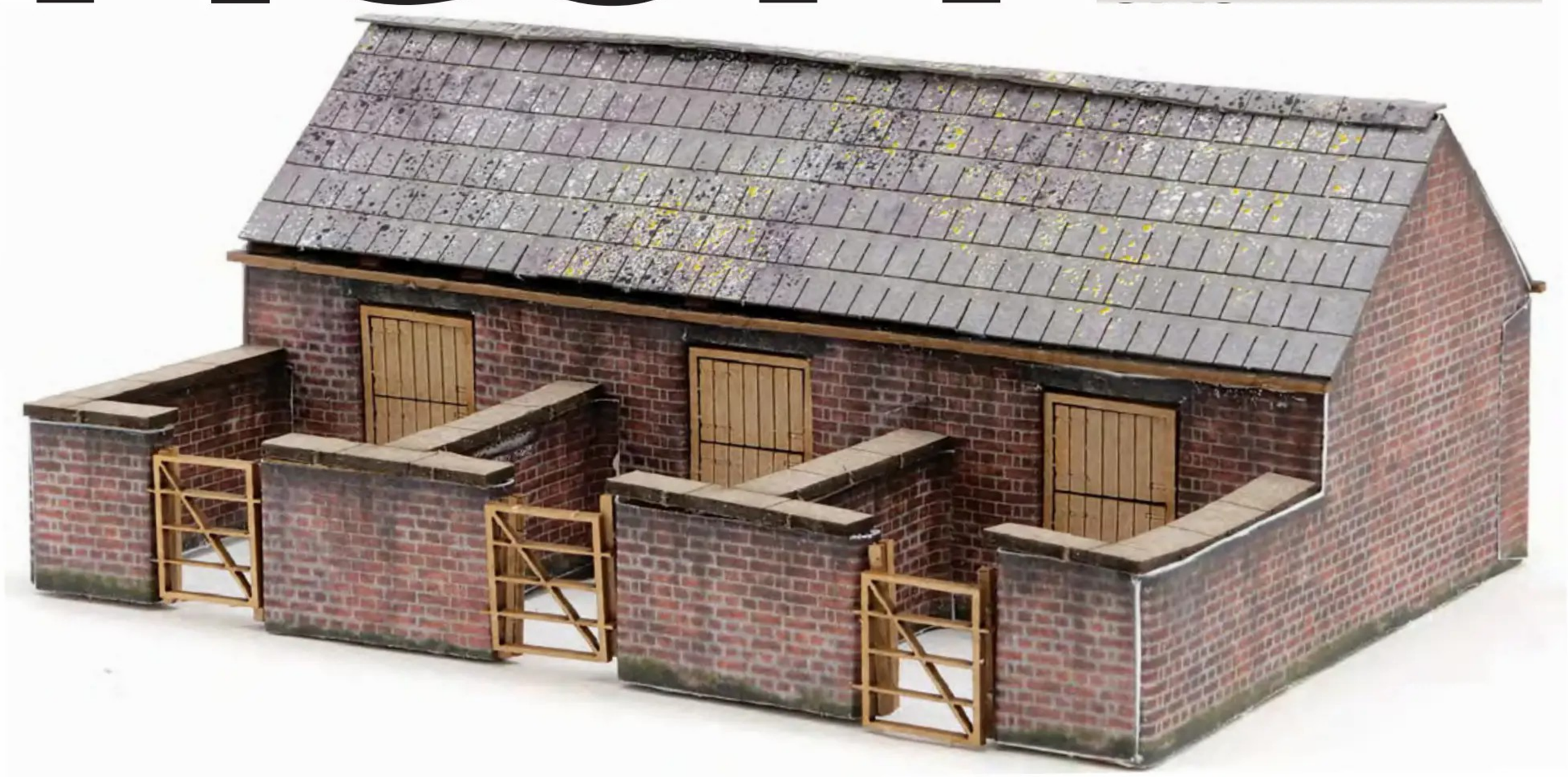
Each coach features crisply applied vehicle numbers and letters, although the gap between 'Inter' and 'City' on the vehicle sides should be closed up. Video footage from the period also suggests that the Restaurant-Buffet lettering on the TRFB usually included 125 branding too.

Tinted glazing is applied to all coaches and looks very effective and the moulded interior is blue for Standard Class coaches and red for First Class. The underframe is no less detailed with numerous moulded hatches and grilles present, many receiving small printed elements. The bogies feature intricate moulding and painted yellow springs: inclusion of the brake disc detail on the wheels is another nice touch.

These new Mk 3 coaches certainly look the part and with matching Class 43 power cars arriving imminently, a full InterCity 'Executive' High Speed Train will soon be at hand. (BC)

PIG STY

- **Gauge:** 'OO' gauge
- **Price:** £15.49
- **Cat No:** KX113-OO
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** Any



SCALE MODEL SCENERY'S extensive range continues to expand with the arrival of this 4mm scale pig sty kit.

Measuring 102mm x 73mm x 41mm, the kit is presented in the usual style, with MDF laser-cut sheets forming the main structure and printed texture sheets - with a choice of weathered stone or brick finishes - needing to be cut out and laminated onto the wood. Some of the smaller items such as the wooden doors for the pig pens have finely etched detail too. Pre-weathered slates for the roof provide the finishing touch.

The instruction booklet offers clear instructions guiding the builder throughout the construction process, resulting in a very satisfying build that provides a realistic and characterful structure. Just add pigs. (BC)

Dspiae angle cutter

- **Price:** £49.99 (cutter), £4.99 (replacement blade/cutting mat, each).
- **Cat No:** AT-CJ
- **Site:** *www.tyrellmodels.co.uk*

BOASTING a strong metal frame and impressive customisation, the Dspiae angle cutter provides modellers with an accurate and flexible tool useful for a variety of modelling applications.

Bearing a striking red finish and weighing in at 487grams, the cutter features sturdy metal construction and plays host to two 45-degree directional sector baffles and a horizontal baffle that can be positioned on the left or right of the cutter. All three baffles are adjustable or can be removed altogether, if desired. A replaceable blade is mounted on a cutting arm above a black cutting mat – which, like the blade, can be replaced.

When in use you will need to be careful, as due to the small size of the blade there is no protective shield to guard your fingers – and the blade is very sharp – but it will prove incredibly useful when attempting to cut materials to shape and results in crisp edges, especially handy if fabricating small parts for model buildings and the like.

Useful, adaptable and straightforward to use. (BC)

Galaxy Tools saw

- **Price:** £16.99
- **Cat No:** T09C13
- **Site:** *www.tyrellmodels.co.uk*

THIS HEAVY DUTY modeller's razor saw from Galaxy Tools is a high quality item that will find a use for a wide range of modelling applications.

The saw is serrated on both edges with 4mm fine teeth, one curved and the other with three variations of pitch, helping the blade to cut around corners – ideal for cutting curved materials. The razor saw blade is adjustable and can be moved up or down in the grip by using the supplied Allen key.

At 29.8mm x 173mm x 16mm, the compact tool features a textured grip and is comfortable to hold in the hand. While primarily designed with scratchbuilders in mind, it is sure to find a place in many modellers' toolboxes. (BC)

Precision scissors

- **Price:** £20.70
- **Cat No:** UST91250
- **Site:** *www.tyrellmodels.co.uk*

DELICATE tasks in modelling can often be daunting, especially in smaller scales, when the slightest mistake can result in a big issue.

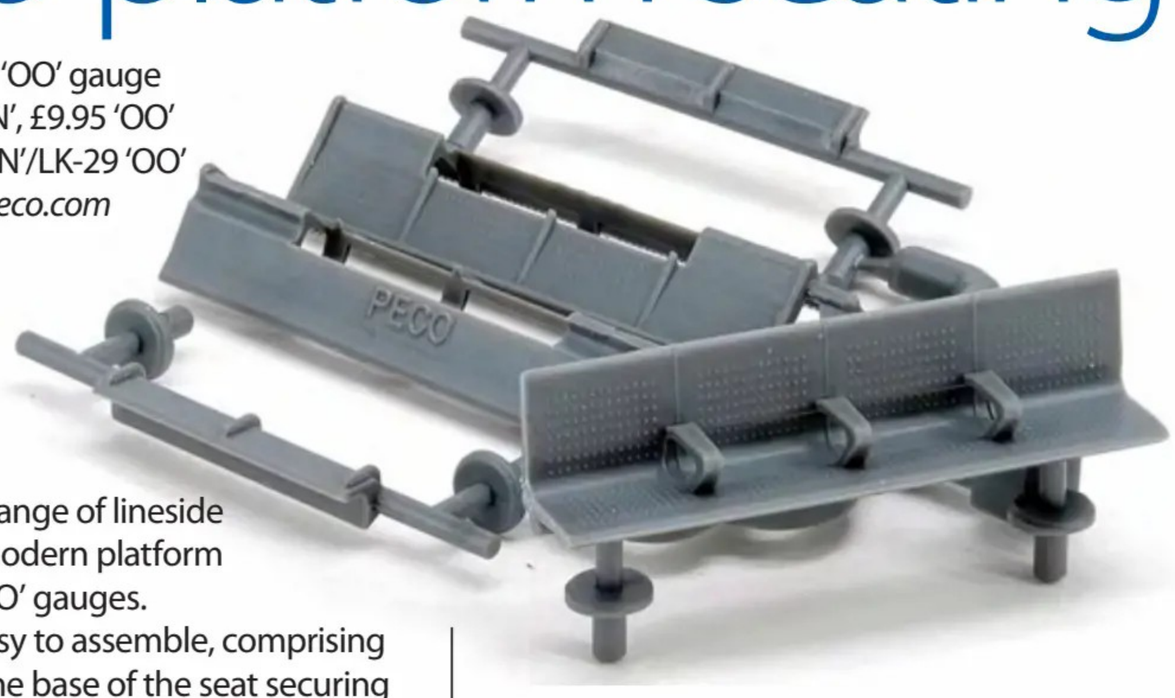
These precision scissors from U-Star – and available through Tyrell Models – aim to make precision jobs as easy as possible with fine and sharp blades mounted on a thin and robust metal frame. The blades themselves measure 1.7cm long, but cut through card and fine wires without issue. They also have a satisfying tactile feedback when compressing the handles while in use.

Supplied in a stylish slim metal box, the scissors also come with a pink sleeve to protect the blades when not in use.

A handy addition to any modeller's arsenal of tools. (BC)

Peco platform seating

- **Gauge:** 'N' and 'OO' gauge
- **Price:** £7.95 'N', £9.95 'OO'
- **Cat No:** NB-29 'N'/LK-29 'OO'
- **Site:** *www.peco.com*
- **Era:** 9-11



NEW TO PECO'S range of lineside kits is this set of modern platform seats in 'N' and 'OO' gauges.

The 'OO' kit is easy to assemble, comprising two pieces with the base of the seat securing into the top with tiny dabs of glue - just enough to join the two parts together. In 'N' gauge, the 12 seats are already fully assembled and simply need separating from the moulding support.

Both versions include small lugs on the seat legs for mounting into holes on a platform.

Once painted, these super seats will provide the finishing touch to a contemporary platform or station scene. (BC)

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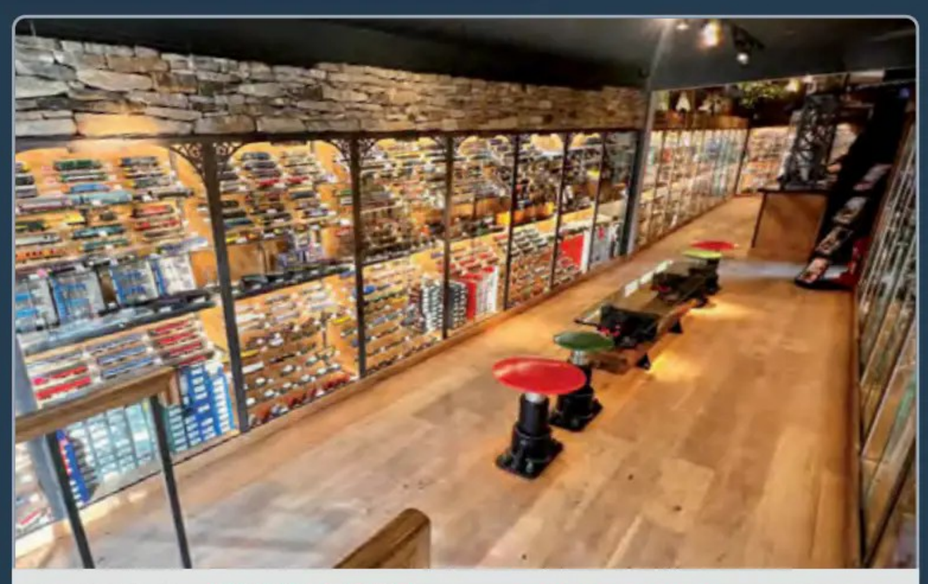

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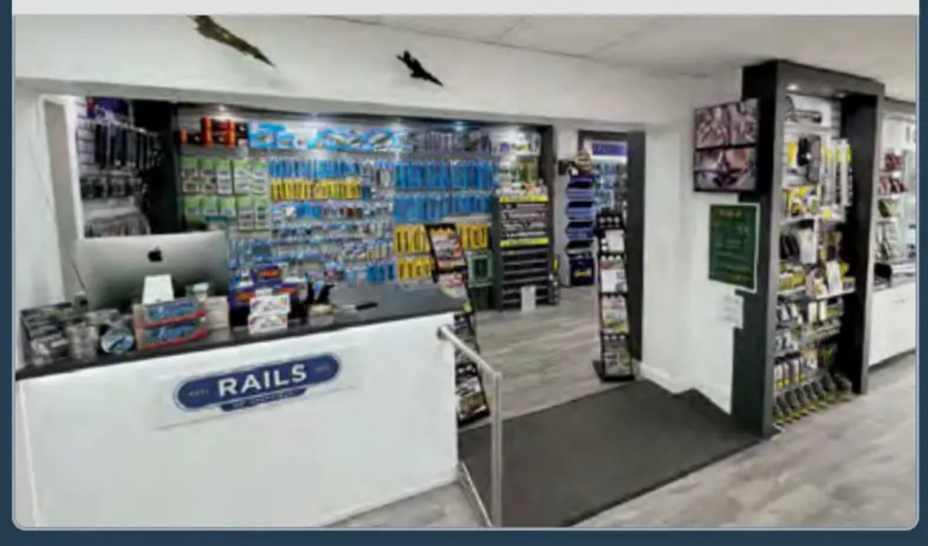

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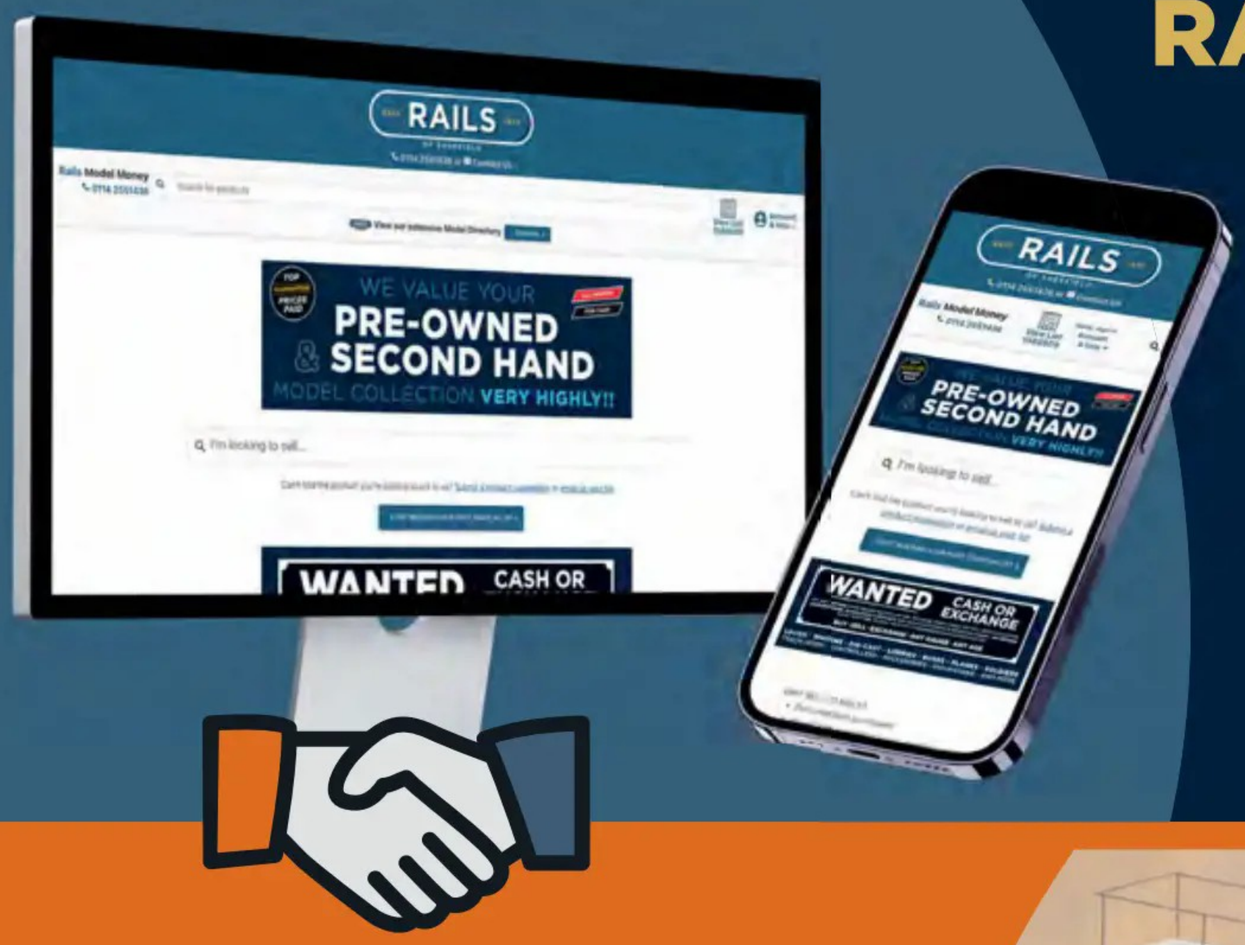

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Absolutely first class service from start to finish.

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S. Robertson ★★★★★

Excellent service and very competitive prices on my recent online purchases. Deliveries were very swiftly expedited and arrived well packaged.

I also have a couple pre-orders in with RoS which I'm looking forward to receiving in due course!

T. Rogers ★★★★★

Team, many thanks for the fantastic service that you have provided.

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T. Shakespeare ★★★★★

Sold my late father's railway collection, trains, rollingstock and other various items. Had excellent service. They arranged the collection after valuation and paid a good rate for something that would have gathered dust. The whole process was painless and wouldn't hesitate using them again. Well done, and thanks to Jake and the team.

P. Woodcock ★★★★★

Travelled for 2 hours each way with my son to visit this shop.

It was certainly worth the effort. Lots of stock and great advice. Nothing was too much trouble, when repeatedly asking to see and hear locos running it was always yes, no problem.

Advice was also really good. Brian, Cameron and the other staff were really on-point.

Thank you.

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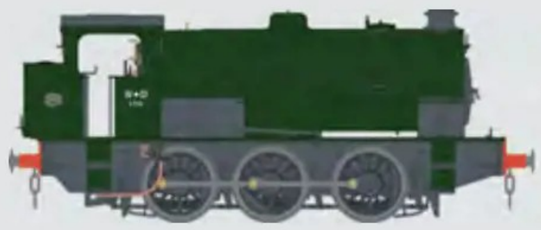

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Locoman Sounds
'BLACK FIVE'
UPGRADE

A pair of new sound profiles for the Stanier 'Black Five' has been created by Locoman Sounds to replicate new and worn locomotives. **MIKE WILD** installs the new sound into the Hornby 4-6-0 using ESU decoders.

THE DISTINCTIVE and powerful sounds of the Stanier 'Black Five' are wonderful to recreate in model form, and the more advanced digital sound decoders become, the more realistic the effect can be.

Locoman Sounds has created two new sound profiles for the Stanier 4-6-0 with Hornby's new 'OO' gauge model in mind (HM204) with a choice of fresh and worn locomotive sound profiles available to allow modellers to introduce variety to their fleet. We installed both sound profiles into a pair of Hornby 'Black Fives' following the methods outlined in the step by step guide with this feature.

The sound scheme created by Locoman Sounds is rich and authentic. It includes control of the working lamps on the new Hornby models through Function 0 as well as a selection of whistles. The sound sheet also details how to swap functions 2 and 4 over so working brakes can be placed on Function 2 for operators with a non-latching function 2 on their digital handsets to take greater benefit from this driving function.

Delving deeper into the scheme, there are multi-function sounds from the same button when the locomotive is stationary or moving while there are also options for forced coasting and a heavy exhaust sound at the touch of a button. For those who prefer throttle sound control, the Locoman profile switches between exhaust and coasting sounds with a single speed step reduction.

The ESU LokSound V5 decoder is becoming ever more capable with the latest updates including new features (referred to as Tone Control) to adjust the bass and treble elements of the sound once installed to suit specific speaker setups. These two features are controlled by CV196 (bass) and CV197 (treble) which we set to 32 and 10 respectively to give a greater depth to the sound of our Stanier 4-6-0s.

The worn option for the 'Black Five' sound file is another great addition from Locoman Sounds alongside its standard version and you can be sure of an enthralling driving experience with these sound decoders. Look out for our full demonstration on Key Model World.

● Visit *www.keymodelworld.com/digital-sound* for more DCC sound installation guides.

WHAT WE USED	
PRODUCT	**SUPPLIER**
ESU 21-pin LokSound V5 sound decoder	*www.locomansounds.com*
Stanier 'Black Five' sound file	*www.locomansounds.com*
Stanier 'Black Five' worn sound file	*www.locomansounds.com*
Alz Soundz 'Black Five' speaker	*www.digitrains.co.uk*

The completed model of 45157 steams into Quorn Magna station with a rake of Mk 1 carriages. The new sound file brings the locomotive to life while the Tone Control features on the LokSound V5 decoder allow for increased bass to suit the speaker design chosen.

SOUND FUNCTIONS	
F0	Lights on/off
F1	Sound on/off
F2	Hooter, variable length
F3	Hooter, short
F4	Working brake
F5	Cylinder drain cocks
F6	Hooter, extended
F7	Guard whistle (stationary), flange squeal (moving)
F8	Buffer clashing
F9	Forced coasting sound
F10	Coal shovelling/Aux1
F11	Injector
F12	Coach doors (stationary)
F13	Coupling sound
F14	Hooter, long
F15	Safety valves
F16	Water filling
F17	Shunting/light engine modes
F18	Vacuum destroy sound
F19	Volume control
F20	Smoke generator/Aux2
F21	Momentum off
F22	No brake squeal
F23	Sound fade
F24	Forced heavy exhaust
F25	Aux5
F26	Reserved
F27	Light dimming
F28	Reserved

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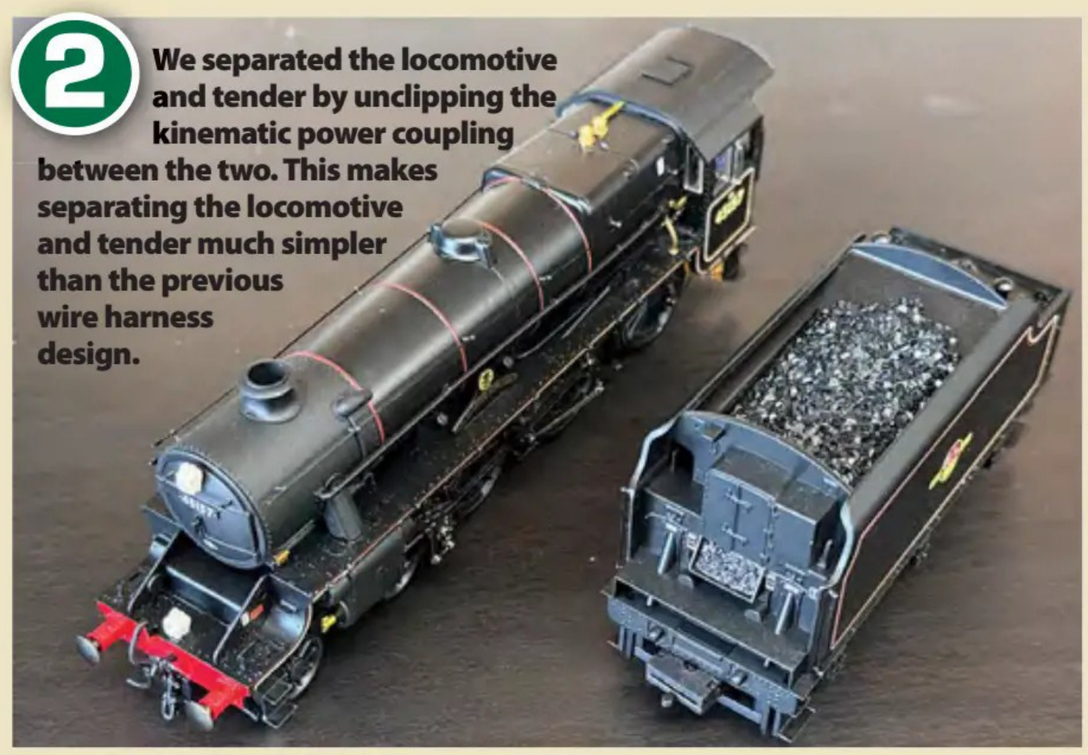
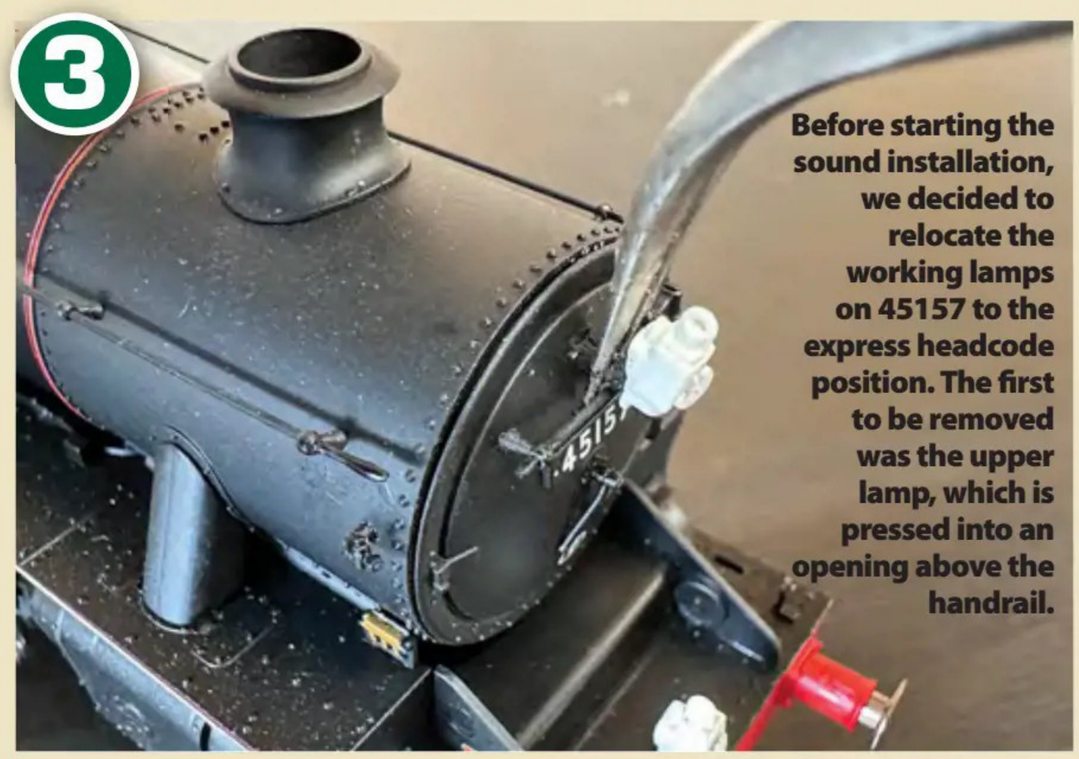
INSTALLING LOCOMAN SOUNDS IN A HORNBY 'BLACK FIVE'

1 The subject locomotive for our installation process is 45157 in BR lined black – a second locomotive was tackled in the same way to demonstrate the worn 'Black Five' sound.

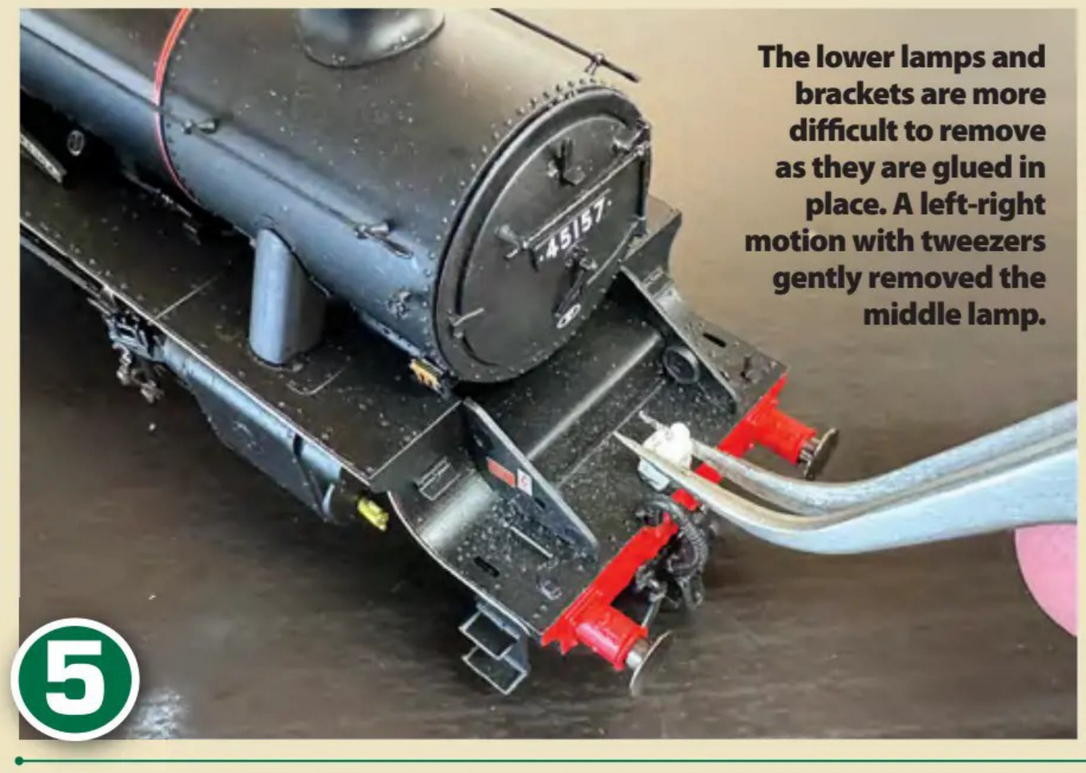


2 We separated the locomotive and tender by unclipping the kinematic power coupling between the two. This makes separating the locomotive and tender much simpler than the previous wire harness design.

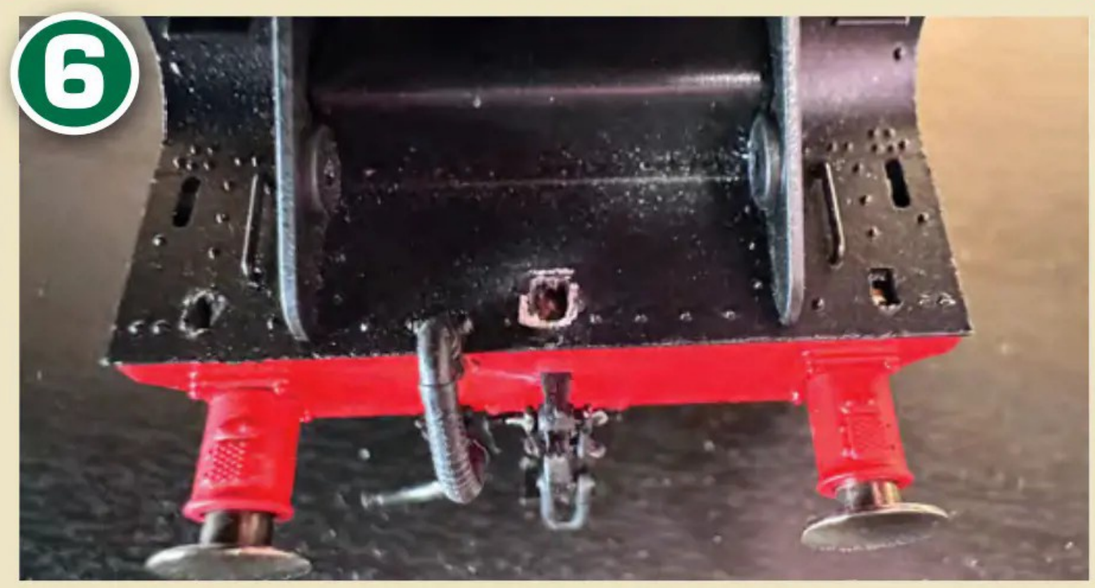


3 Before starting the sound installation, we decided to relocate the working lamps on 45157 to the express headcode position. The first to be removed was the upper lamp, which is pressed into an opening above the handrail.

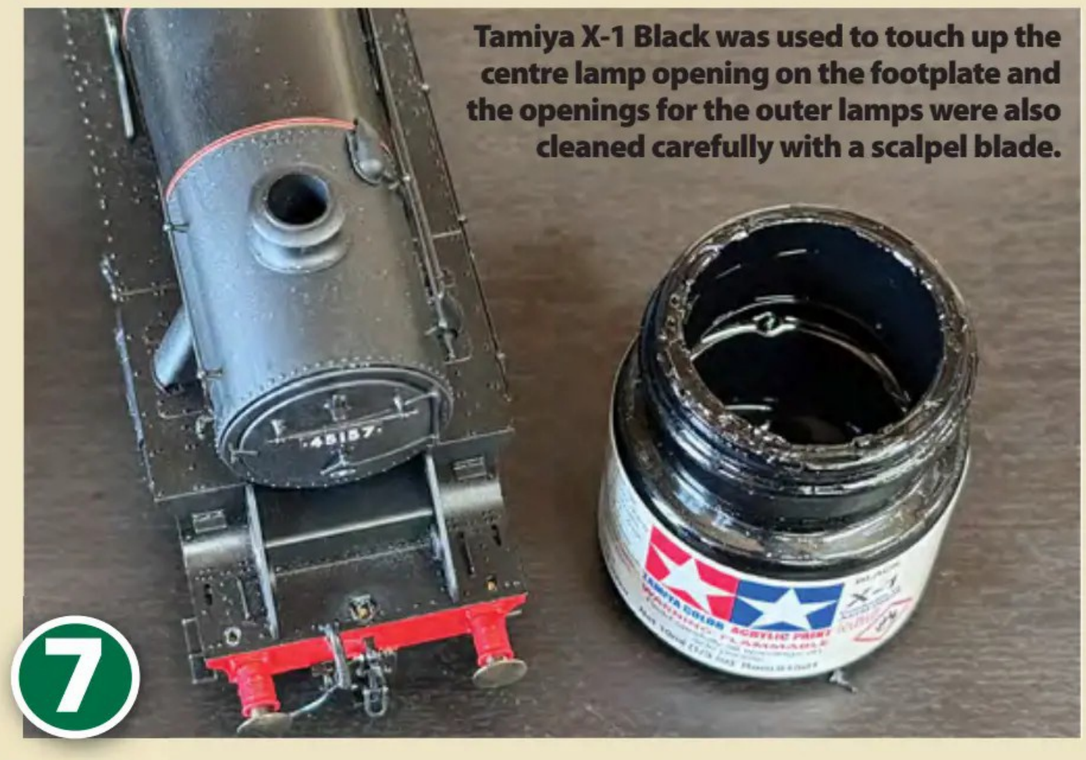
4 Using the replacement upper lamp bracket supplied in the accessory pack, the hole was then filled with the correct part. A little black paint was added around the opening to prevent any light bleed.



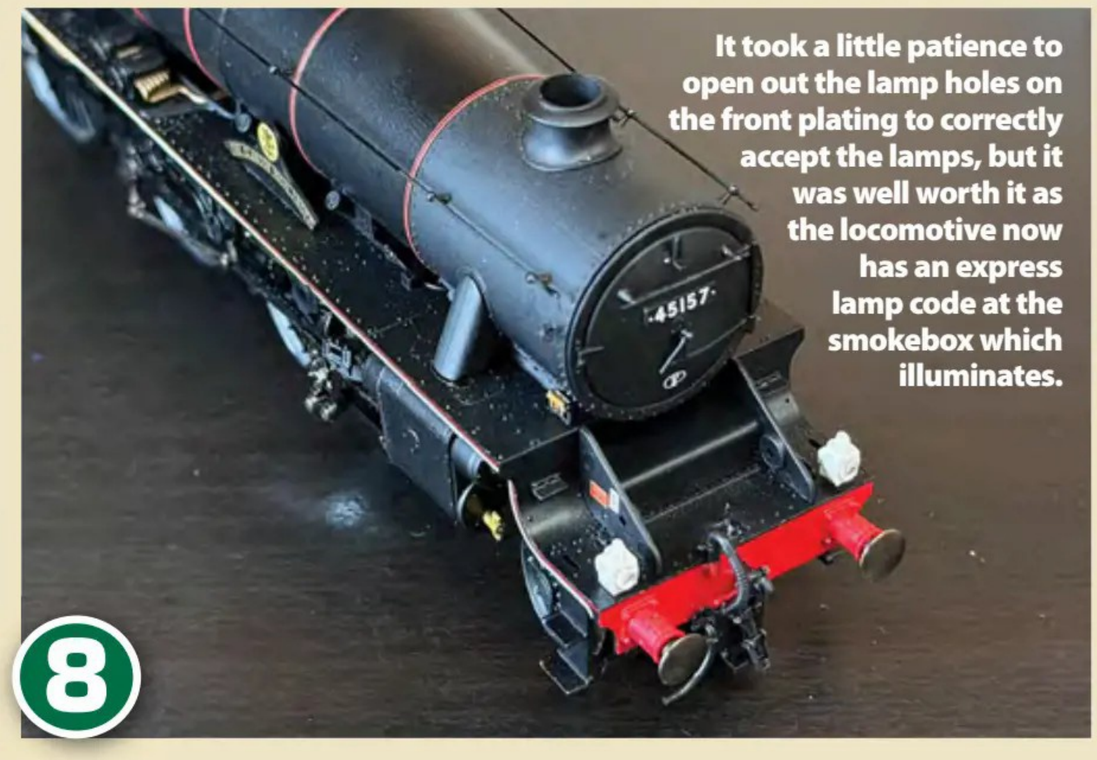
5 The lower lamps and brackets are more difficult to remove as they are glued in place. A left-right motion with tweezers gently removed the middle lamp.



6 Removal of the outer lamp brackets was the trickiest, as they are very fine parts. Perseverence with the same rocking motion using tweezers removed them. The opening for the lamp needed black paint adding to restore the paint removed with the lamp.

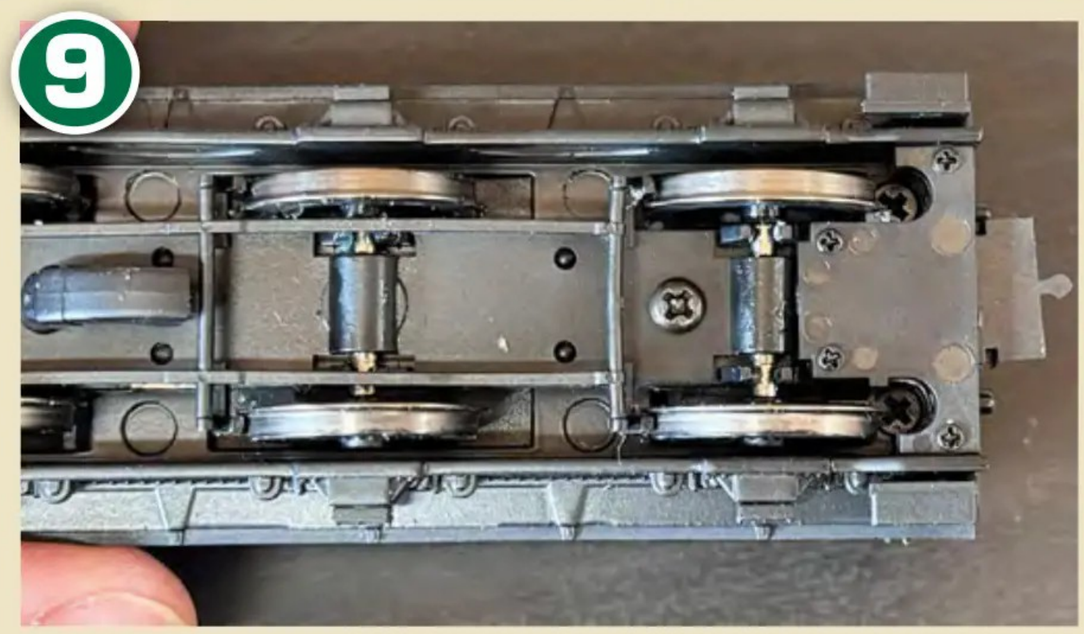


7 Tamiya X-1 Black was used to touch up the centre lamp opening on the footplate and the openings for the outer lamps were also cleaned carefully with a scalpel blade.



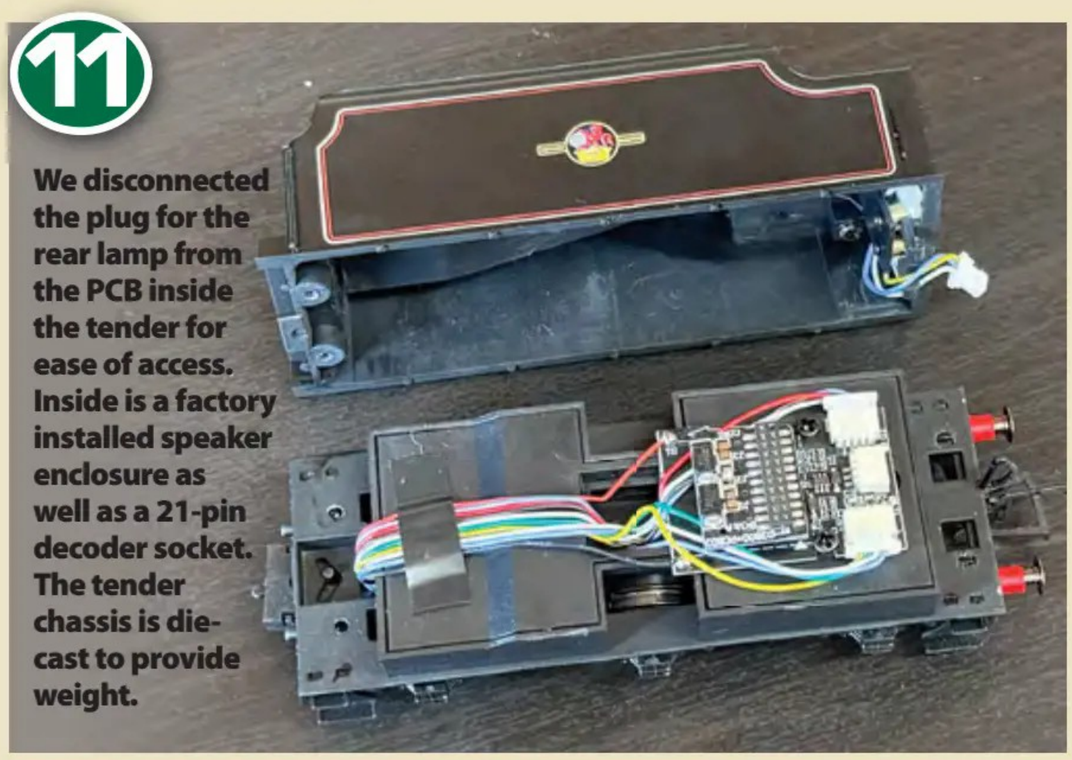
8 It took a little patience to open out the lamp holes on the front plating to correctly accept the lamps, but it was well worth it as the locomotive now has an express lamp code at the smokebox which illuminates.

Intermediate
Beginner SKILL LEVEL Advanced

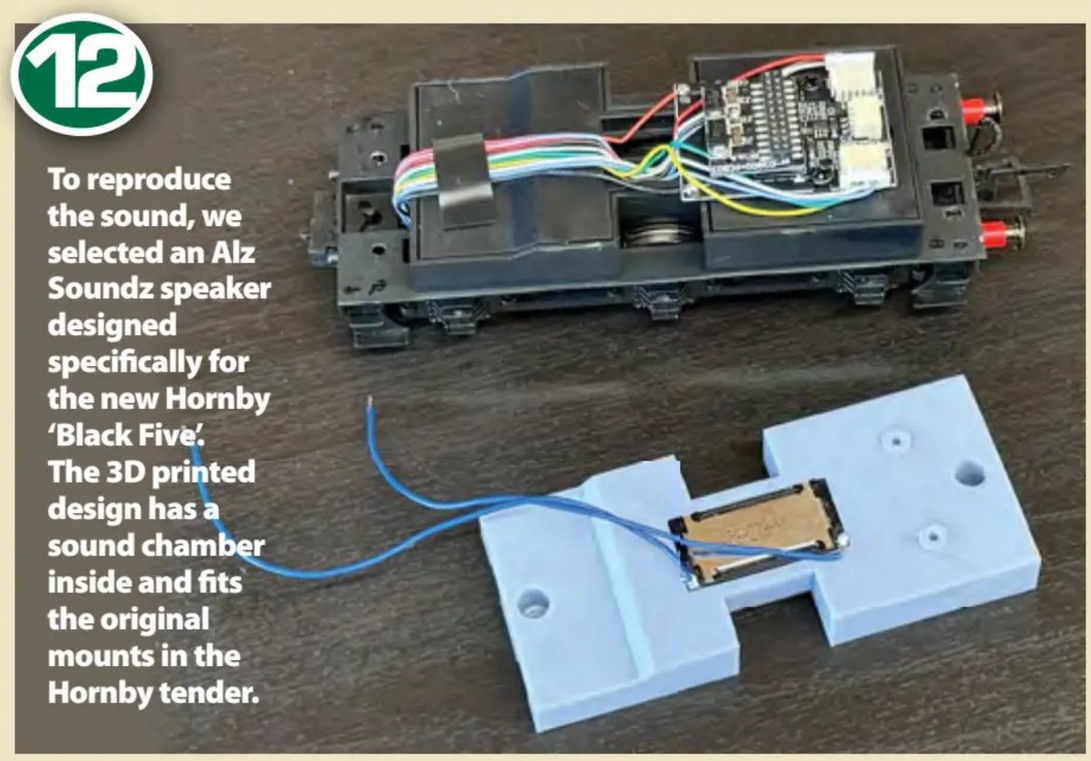


9 To power the locomotive and introduce sound, we needed to remove the tender body for access to the decoder socket. Two crosshead screws hold the tender body in place.

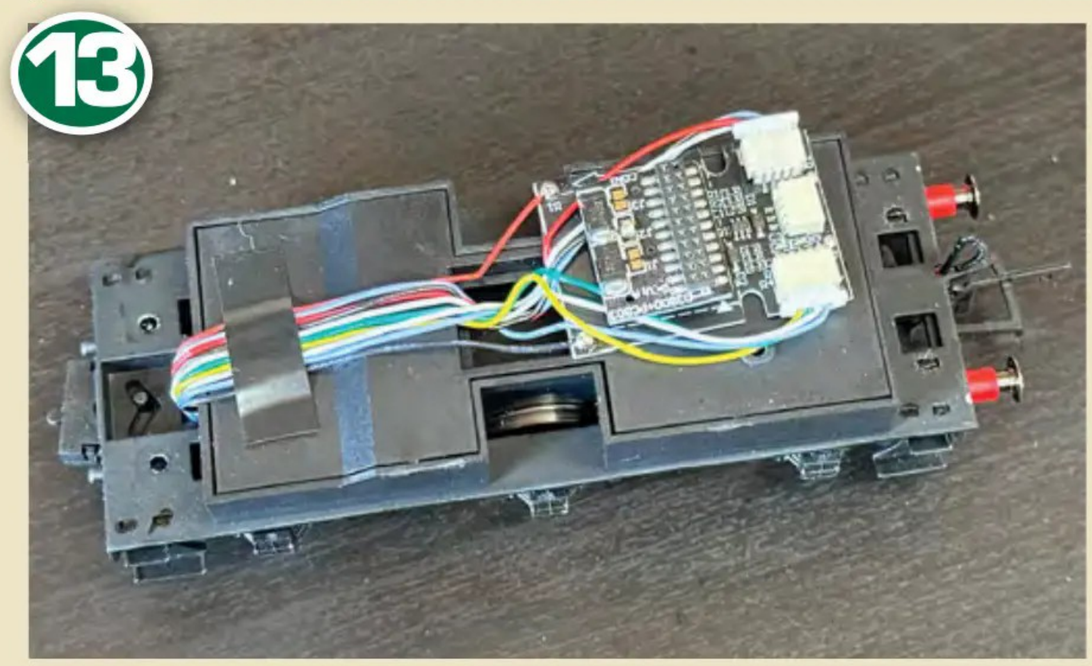
10 The tender body lifts up from the front with a lug at the rear holding it in place. The body has to tip up to about 45 degrees before the lug releases, but be careful as the rear tender lamp is connected to the circuits inside.



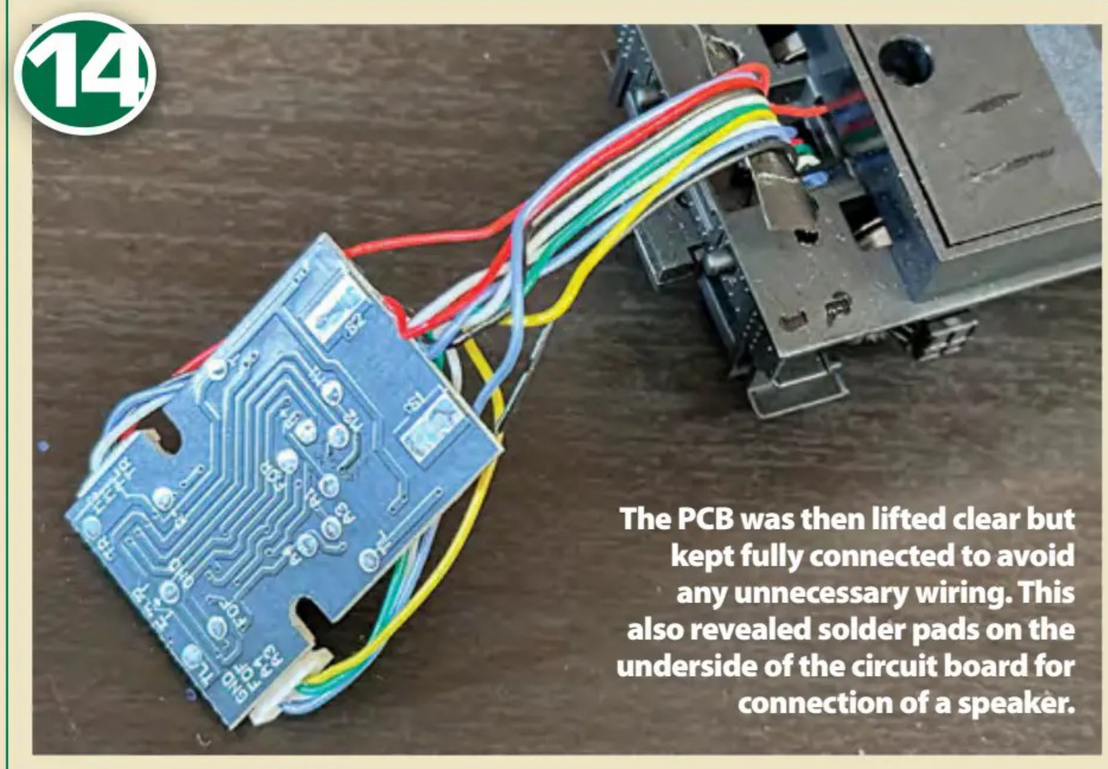
11 We disconnected the plug for the rear lamp from the PCB inside the tender for ease of access. Inside is a factory installed speaker enclosure as well as a 21-pin decoder socket. The tender chassis is die-cast to provide weight.



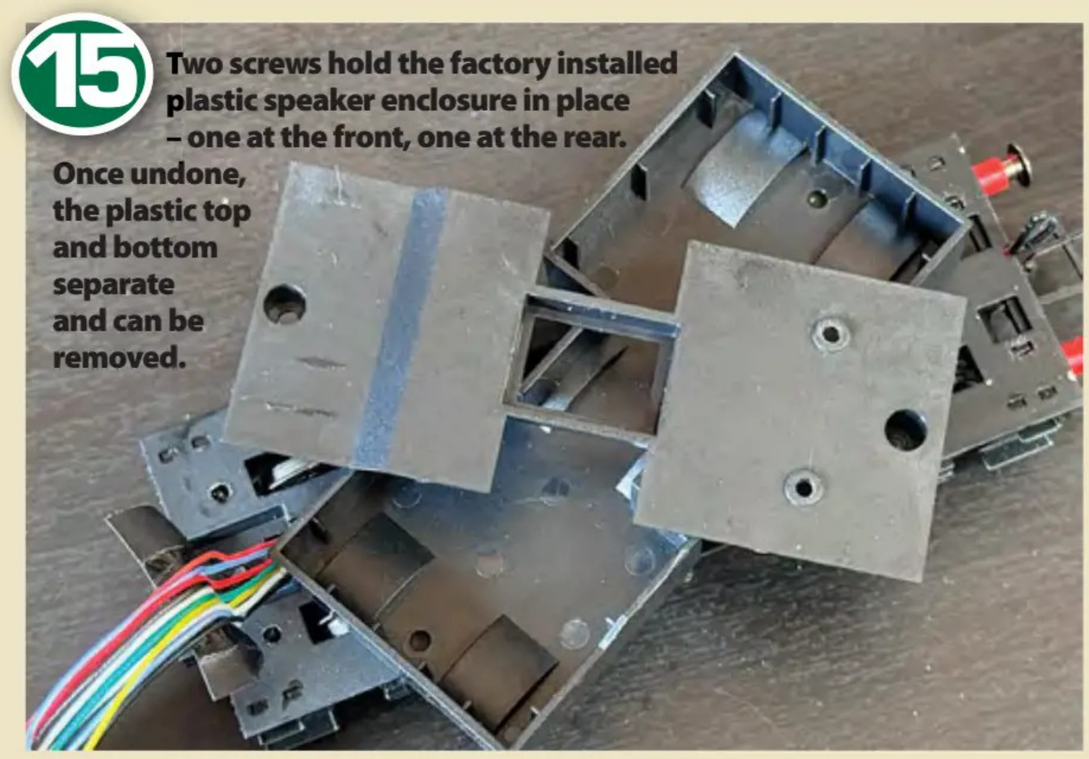
12 To reproduce the sound, we selected an Alz Soundz speaker designed specifically for the new Hornby 'Black Five'. The 3D printed design has a sound chamber inside and fits the original mounts in the Hornby tender.



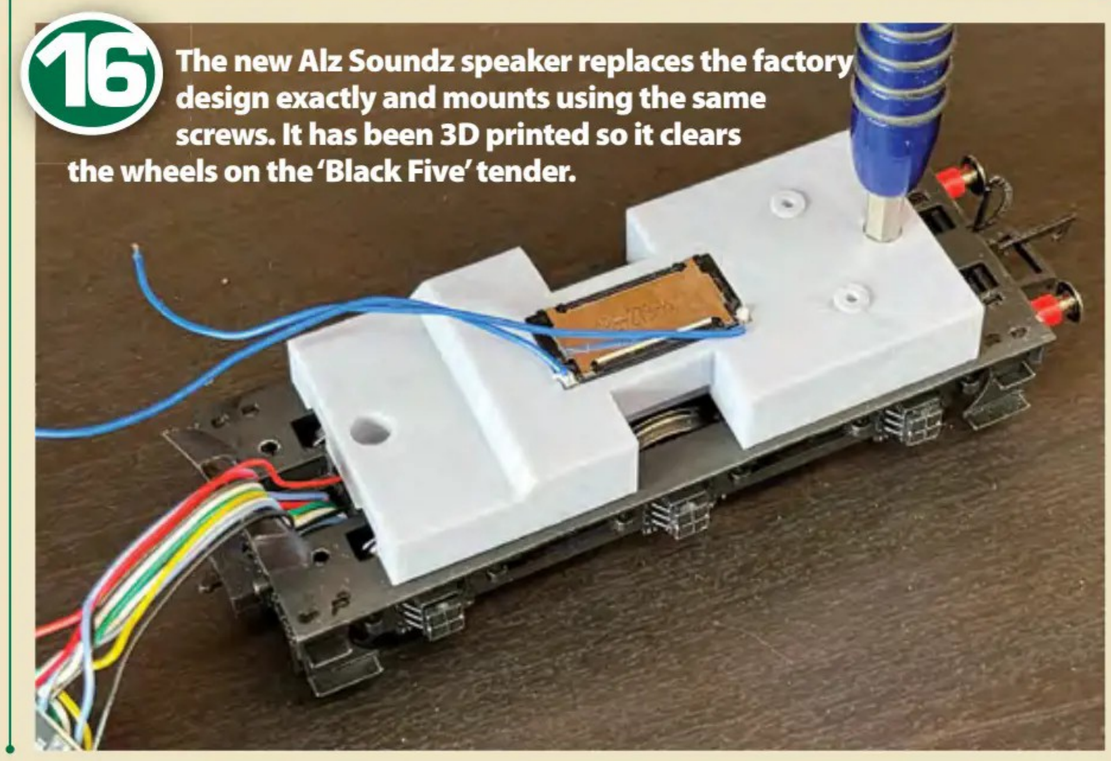
13 To fit the new speaker, the original baffle needs removing. First the two screws either side of the decoder socket were removed to release the PCB.



14 The PCB was then lifted clear but kept fully connected to avoid any unnecessary wiring. This also revealed solder pads on the underside of the circuit board for connection of a speaker.



15 Two screws hold the factory installed plastic speaker enclosure in place – one at the front, one at the rear. Once undone, the plastic top and bottom separate and can be removed.

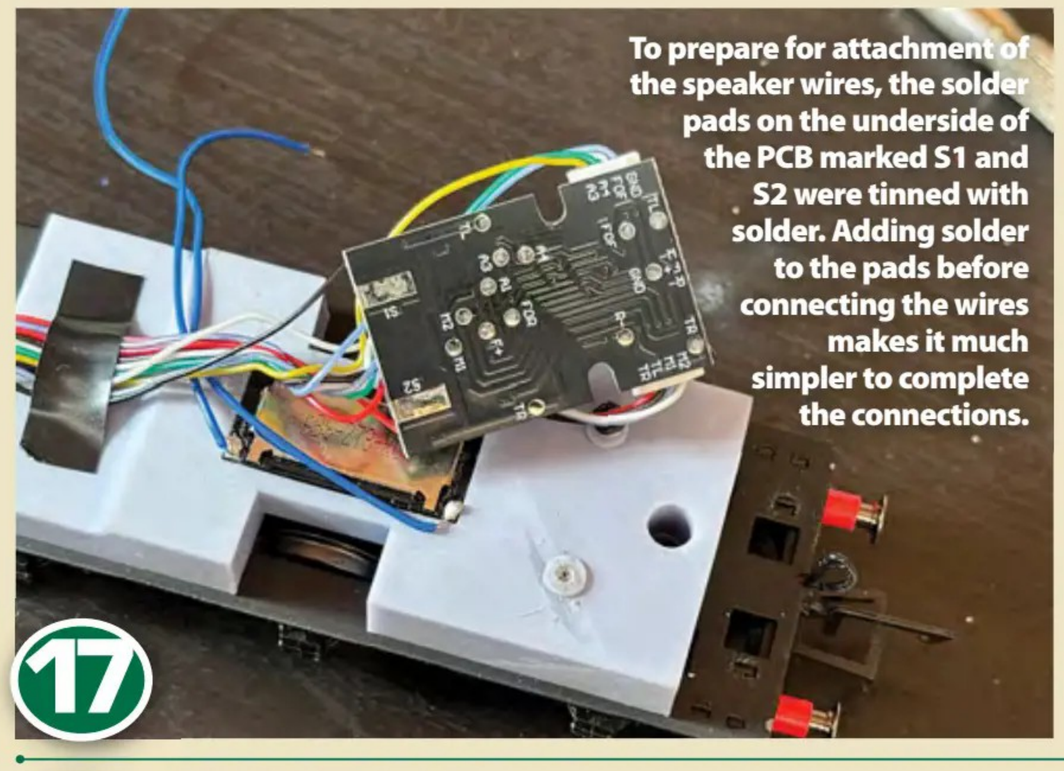


16 The new Alz Soundz speaker replaces the factory design exactly and mounts using the same screws. It has been 3D printed so it clears the wheels on the 'Black Five' tender.

STEP BY STEP

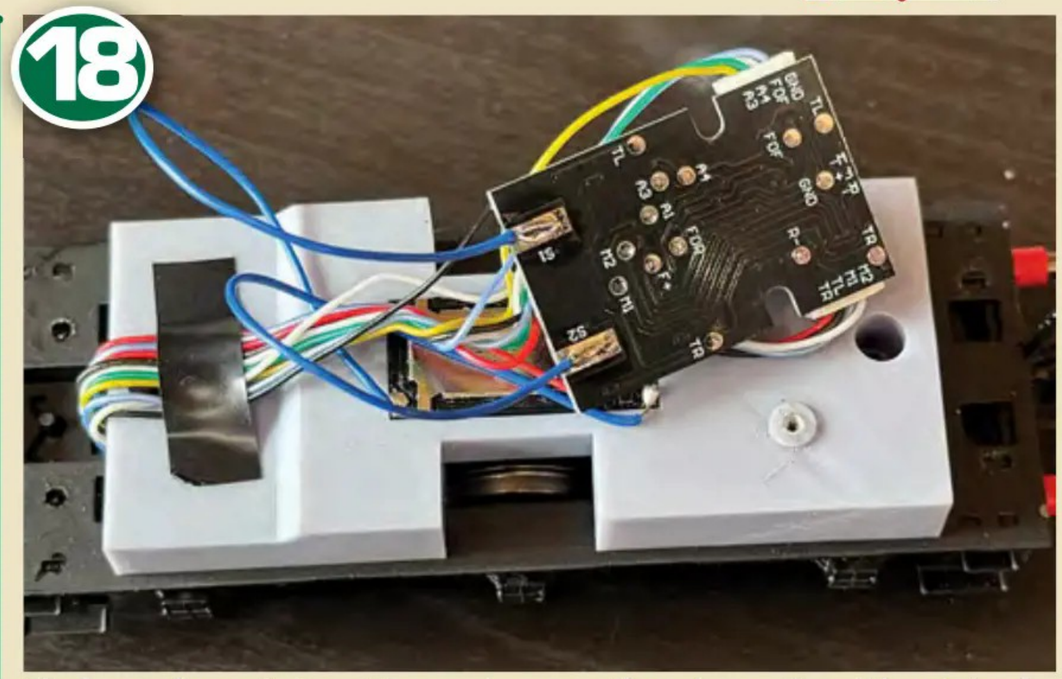
INSTALLING LOCOMAN SOUNDS IN A HORNBY 'BLACK FIVE'

Beginner — Intermediate — Advanced — SKILL LEVEL



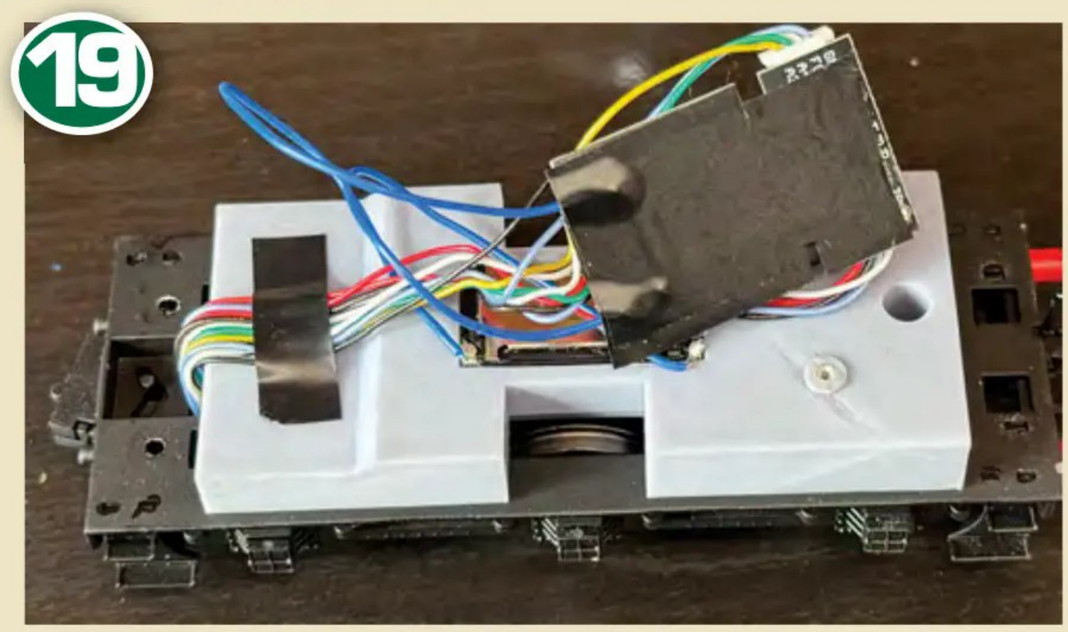
17

To prepare for attachment of the speaker wires, the solder pads on the underside of the PCB marked S1 and S2 were tinned with solder. Adding solder to the pads before connecting the wires makes it much simpler to complete the connections.



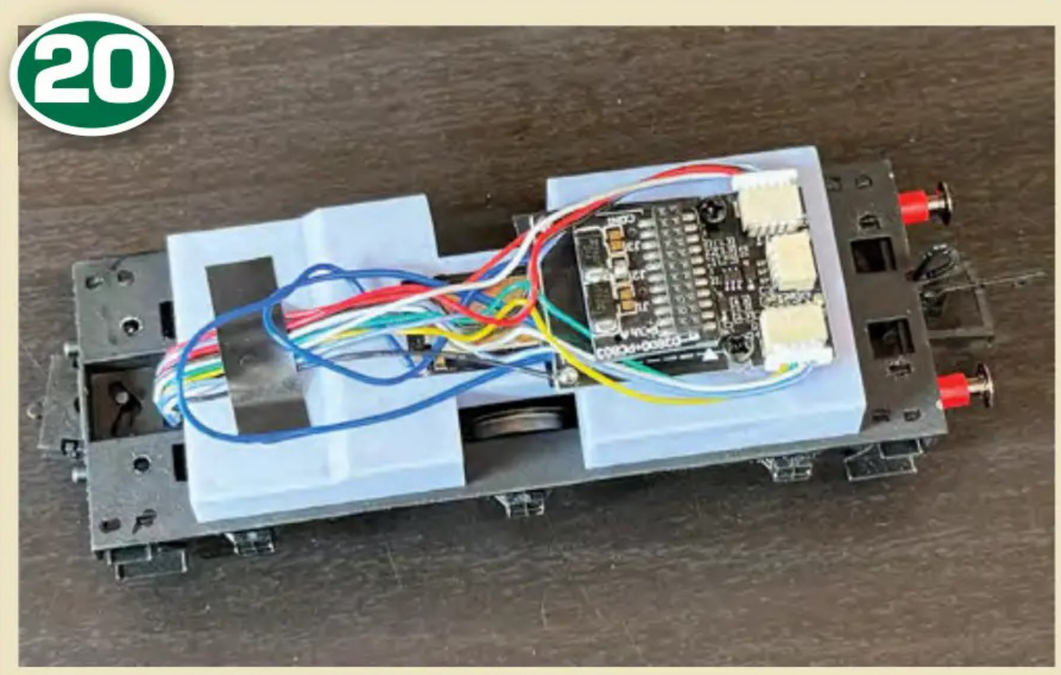
18

The bare wire ends from the speaker were tinned as well and then joined to the PCB.



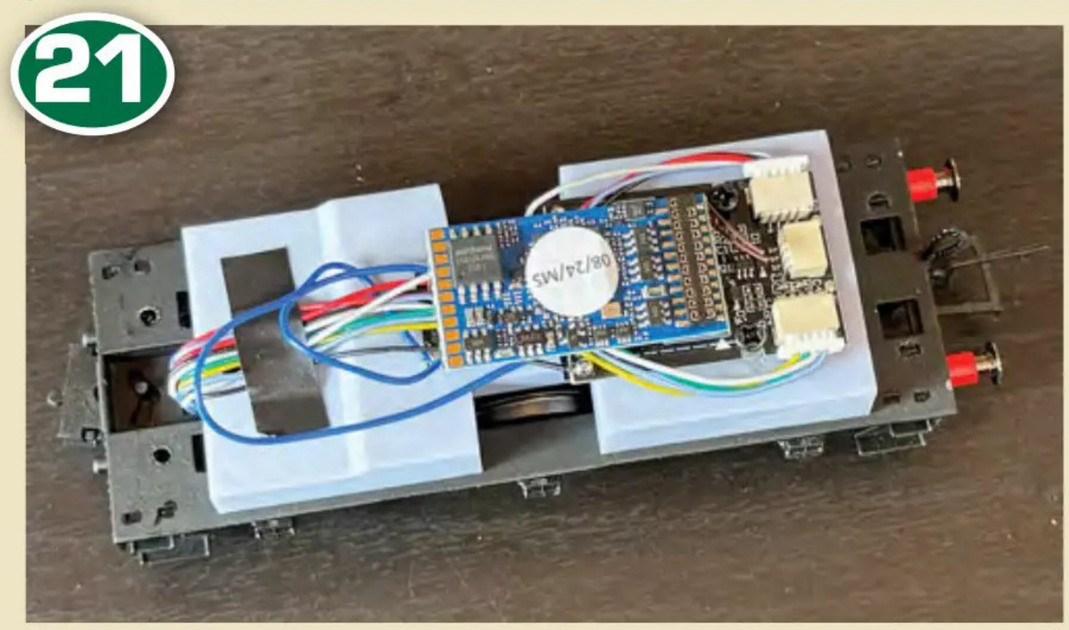
19

To ensure there was no possibility of a short circuit in the tight confines of the 'Black Five' tender, black insulation tape was added over the connections on the bottom of the PCB.



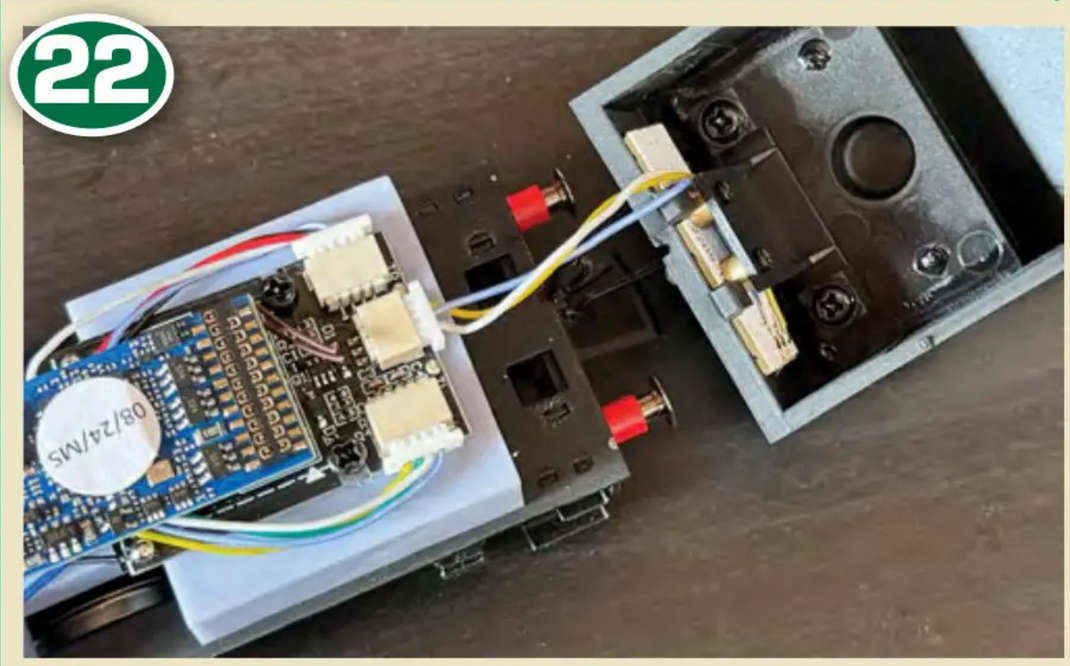
20

The PCB was then remounted on the speaker top using the original screws in mounting holes provided on the enclosure.



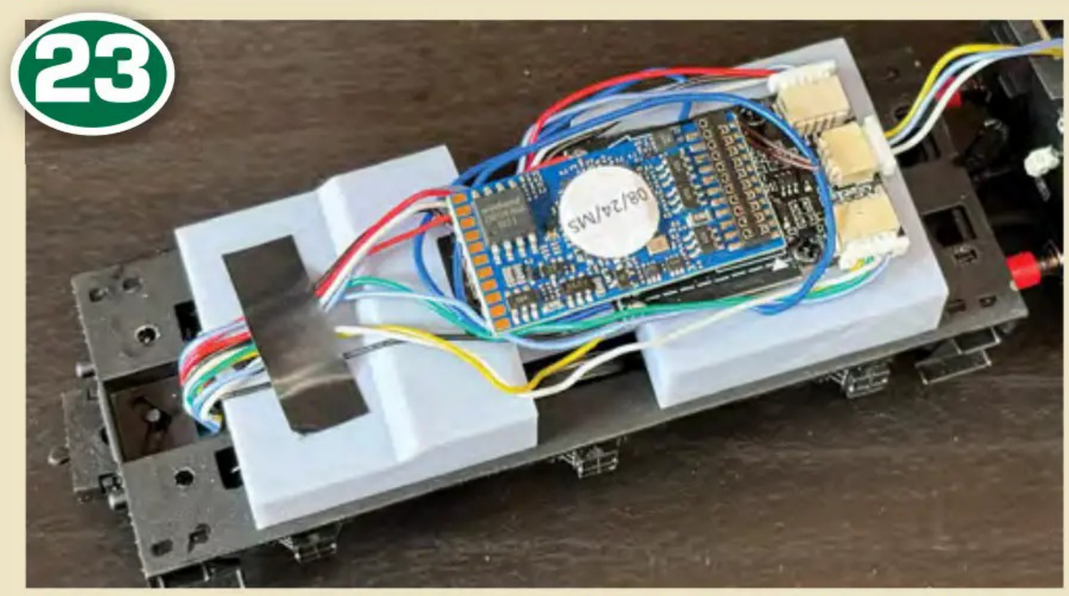
21

Next the 21-pin decoder socket blank was replaced with the ESU sound decoder from Locoman Sounds, pre-loaded with a full Stanier 'Black Five' sound profile.



22

We then reconnected the rear lamp wires to their socket on the circuit board to prepare for reassembly.



23

However, we found our original wire routing for the speaker wires (blue) took up just too much space inside the tender. We desoldered them and turned each wire connection through 180 degrees to bring the wires in from the rear of the PCB which gave all the clearance we needed.

24

With the wire route corrected, the tender body sat neatly back on the chassis without any pressure, completing the installation and making 45157 ready to return to the layout for testing.

RAILCARS GWR, AC Cars, Park Royal, 101, 104, 105, 108,117,121, 122, 128, 142, 143, 144, 150, 153, 156, 158, 170, 220. ELECTRIC CLASSES 304, 321, 350, 370, 373, 390, 438, 450, 483, 800IET

SHUNTER CLASSES 03, 04, 05, 06, 07, 08. DIESEL CLASSES 14, 17, 20, 21, 22, 23. 24, 25, 26, 27, 29, 31, 33, 35, 37, 40, 41, 42, 43, 45,46,47.

DIESEL CLASSES 50, 52, 53, 55, 56, 57, 58, 59, 60, 66, 67, 68, 69, 70. ELECTRIC CLASSES 71, 73, 76, 77, 81, 85, 86, 87, 88, 90, 91, 92.

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LEMANIS LIGHT RAILWAY

Drawing inspiration from Colonel Stephens' narrow gauge railways, **ANDY HOPPER** created this superbly atmospheric 'OO9' layout – which even justifies a model giraffe!

PHOTOGRAPHY, TREVOR JONES

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'009', 9mm	4mm: 1ft	8ft x 2ft	SOUTHERN	1950s	ANALOGUE

1 Right: **The wildlife park had a hard time throughout the recent war and this shows in the state of the roadside fencing, but the second-hand rails are strong enough to contain the elephants and rhino.**

2 Below: **A quiet moment on the Lemanis Light Railway as Baldwin 10-12-D *Jane* gently simmers in the station platform while Solomon the station cat enjoys the warmth of the sun on the canopy roof.**

IN MY IMAGINATION this narrow gauge railway was built by Colonel H.F. Stephens in about 1900 to connect the fictional market town of Lemanis to the main line railway which stubbornly refused to come anywhere near it. Col. Stephens ran a few narrow gauge railways such as the Ashover Light Railway, Ffestiniog & Welsh Highland Light Railway and the Snailbeach District Railway – and the distinctive feel of these was something I wanted to capture.

In my timeline, the railway managed to keep going through the Great Depression, mainly because the local roads were so narrow and winding. It was supported by traffic to and from the ever growing local brewery which became famous for its Hoppers Ales, and a number of other local industries. The opening of a wildlife park next to the station worked wonders for passenger traffic, especially as things got back to normal after the Second World War. A ride on 'the little train' to the park became very popular, so according to my story, the railway is still managing to keep its head above the financial waters.

The idea of building a layout in 'OO9' gauge (4mm:1ft scale models running on 9mm gauge track) had been in the back of my mind for some years and the setting gradually evolved. However, while my 'OO' gauge layout Manston Airport (HM85) was receiving invitations to exhibitions there was no incentive to build a new layout, but then came lockdown which put a stop to all of that for a while.

My plan was for a small end-to-end 8ft x 2ft layout on two baseboards that would easily fit face-to-face to transport in the back of the car. This was definitely going to be an exhibition layout: I'm more of a builder than an operator, so exhibiting gives me an incentive to display what I've built. I have a good operating team from my local club, City of Canterbury Model Railway Society, together with my ten-year-old grandson, Josh.»

CONSTRUCTION

The boards are of lightweight ply construction with a continuous 6mm thick top supported by a framework of 3mm ply, 100mm deep. The backscene is of the same material and forms the rear part of the framing. This is pretty flimsy by some standards but is similar to other layouts I've built, none of which have fallen apart. I'm a great believer in not carrying anything heavier than I have to. The two boards fit together using brass locating dowels and M6 bolts. To give some variation in ground levels, an area at the front was set about an inch lower.

My original plan was to have the line disappear behind a large brewery building which would hide cassettes, but as I started to lay the Peco 'OO9' track on the baseboards, the idea just didn't work, so an additional 2ft square non-scenic board was added for the cassettes and the brewery was turned around to run across the end of the scenic board. The station board was difficult too. I could not get an arrangement of the planned buildings that worked well with the original square corner in the backscene. The answer was to carefully cut off the original backscene boards and fit a new one with a large radius corner. I bent the ply by scoring it deeply on the back with a Stanley knife and then soaking it in the bath, which made it easy to bend, screwed it in place while it was wet and it held its shape as it dried.

By this time the track was already laid. I tacked it in place directly on the ply using a staple gun, adjusting it until it looked right. DCC Concepts Cobalt point motors were used, their built-in switches changing the frog polarity as needed. The analogue wiring is simple as there is only one controller. Most isolating can be done by changing a point, but there are a couple of isolating sections in the station. There is a separate control panel with point and isolating switches on a track diagram, and LEDs showing the route that has been set. This is rather over the top for a layout of this size, but gives great satisfaction to young Josh! The track was thoroughly tested by Josh and I, and when we were satisfied it ran properly it was ballasted in the usual way with fine grade ballast and dilute PVA glue.

SCENIC SPLENDOUR

Forming the basic contours came next, some areas being built up with expanded polystyrene smoothed to shape with a Surform in one hand and vacuum cleaner pipe in the other before being finished off with newspaper soaked with diluted PVA. Real land is never flat so the ground levels fluctuate a little to help things look right.

The road came next, formed from powdered filler mixed with black and brown poster paint and more PVA - not too wide as it's meant to be a narrow country lane.

Then it was time for the buildings. First was the all-important Hoppers Brewery. It is made from two modified Metcalfe kits with windows cut from a Scalescenes

sheet and the brickwork painted over to change the look a bit more. I did not use the Metcalfe windows as they have white frames and these would not have been used on any 1950s building, let alone an industrial one (white paint was not normally used on the outside wood and metalwork of buildings until titanium pigments became available in the 1970s). The private siding to the brewery goes through the centre arch with the track set into the cobbles.

The station building is a Wills kit with typical Colonel Stephens canopies added front and rear, and this faces onto a wooden platform made from surplus wagon floors left over from another project.

The row of cottages is from Scalescenes, which capture the character of this type of building very nicely. Everything fits together well, but I found all the cutting and gluing very time consuming and soon decided I would save a lot of time by leaving the backs as plain card. I used Wills plastic slate sheets on the roofs as I think the added texture is a great improvement on flat slate paper. I spent a lot of time deciding how to arrange them before fixing them in place.

I had originally decided to have a stationmaster's house in the corner, but as already mentioned I could not get this to look at all right, so after introducing the curved corner I mocked up a building in card and then built a model builder's yard in Wills plastic sheets.

The grassed areas are mainly static grass with various lengths and colours mixed at random to avoid it looking too uniform. They are surrounded by fences from many different sources, again to avoid uniformity. The cottage gardens are bounded by hedges with a real railway pedigree – they are offcuts of thick felt »

"I'm more of a builder than an operator, so exhibiting gives me an incentive to display what I've built."

ANDY HOPPER

3 Left: **The distinctive fireless locomotive *Joshua* (named after my eldest grandson) brings in supplies for the brewery. However, the dray horses appear to prefer to watch *Theo*, the Kerr, Stuart 'Skylark'.**

4 Right: **The grazing sheep appear oblivious to the approach of 'Quarry Hunslet' 0-4-0ST *Britomart* with a short goods train.**

5 Below: **It appears the brewery must be short of coal as *Theo* (named after my younger grandson) would not normally visit the brewery. The company prefers to use its own fireless locomotive as it is much cleaner to operate.**

from the droplights in the doors of a South Eastern & Chatham Railway 'Birdcage' coach on the Kent & East Sussex Railway where I volunteer in the Carriage and Wagon shop. Making all of the gardens different was fun, but it seemed to take forever.

I wanted to hide the joint in the backscene so I made a silver birch tree from a wire armature covered in grab adhesive and painted, then dressed with Woodland Scenics materials. I was quite pleased with this, so made two more to give some height. The trees at the brewery end are ready-made.

The gate for the brewery private siding is servo-operated from Heathcote Electronics and was remarkably simple to set up.

The most unusual aspect, and one that is very popular with the viewing public, is the wildlife park and its animals which occupies the front of the scene. This was insisted on by Josh as his mother (my daughter) is the vet at our local wildlife parks. The animals themselves are from the original Airfix range as they are very well observed, but they do need painting. The giraffe was particularly challenging! Following on from this, all of the businesses have family names, and the locomotives are all named after family members.

ROLLING STOCK

I started off with two Bachmann Baldwin 4-6-0Ts which were just what the Colonel would have bought for this line, surplus from the Great War, and then added a fireless locomotive for the brewery using a plastic scratchbuilt body on a Kato tram chassis. I was so impressed with the way this runs that I have two more locomotives running on these, both Kerr, Stuart 'Skylark' 0-4-2Ts with 3D printed bodies and added detail. I have recently added a small steam tram of similar construction.

Most of the carriages and wagons are built from kits with a few scratchbuilt. The long coaches were originally on bogies, but they kept derailing. After much investigation which yielded no results they have been converted to four wheels, and now they behave much better.

All rolling stock was originally fitted with 2mm scale Spratt and Winkle couplings as I had used the larger version on all my 4mm stock, but I found they were too sensitive to stay coupled so I have changed over to Greenwich couplings which now perform well. Hands-free shunting was always part of the plan.

Goods trains bring wagons for the local businesses and shunt the yard, while the brewery engine might bring wagons to be taken down the line, or collect new deliveries. There is a cattle wagon carrying zebras which are taken across the road to the wildlife park shed. Passenger trains run throughout all of these movements. We don't work a timetable, and often adapt our plans to suit the audience.

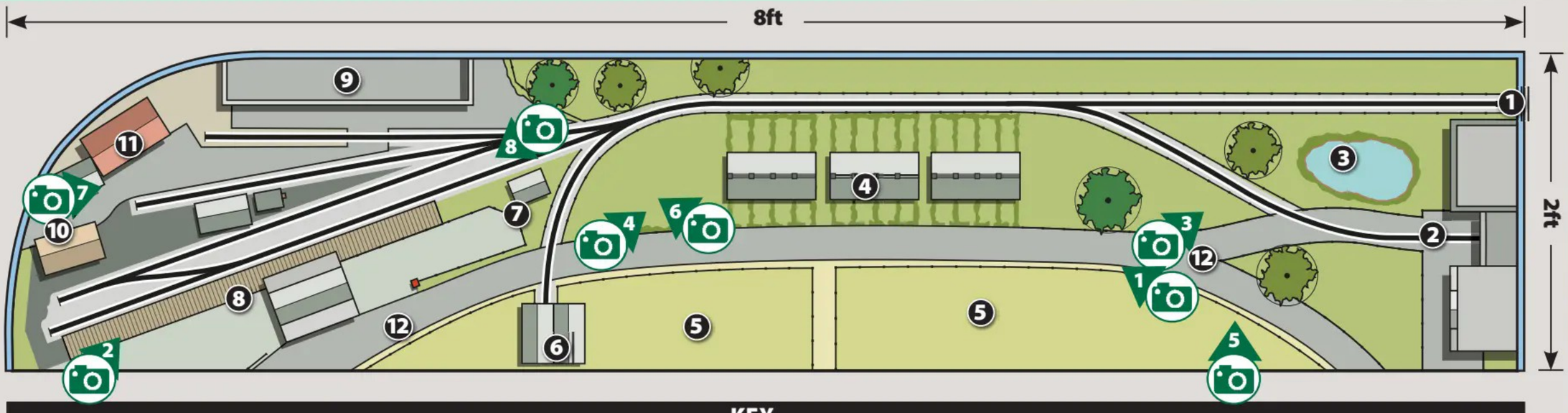
The Lemanis Light Railway was always intended to entertain family visitors, and it has certainly been well received at its first few shows. All of the operators like to talk to their audience and this certainly helps. One surprise has been the lack of knowledge about 'OO9' gauge and narrow gauge modelling in general, and a lot of time has been spent explaining about narrow gauge railways. Referring people to the local 15in gauge Romney, Hythe and Dymchurch Railway has helped with this – and the raft of recent releases can only help grow interest in this charismatic and disctinctive scale. **HM**

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

6 **Baldwin 10-12-D *Joan Annie*, named after my mother, has collected a dazzle of zebras to take to another wildlife park. In the background a wagon of hop pockets waits to be taken to the brewery.**

7 **While the locomotives naturally draw the viewer's eye, the plain card house backs are visible in this view from the rear of the layout. This is an area the public don't see, and a great time saver.**

LEMANIS LIGHT RAILWAY TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from storage area	3 Duck pond	5 Zoo paddocks	7 Signalbox	9 Munns Magic Moments	11 Maclarens Builders
2 Hoppers brewery	4 Row of cottages	6 Zoo transfer shed	8 Station	10 Clark's Grain Store	12 Road

8 Bachmann's 'Quarry Hunslet' 0-4-0ST *Britomart* (left) was a must-have model for use on Andy Hopper's Lemanis Light Railway. Memories of being stuck in traffic on The Cobb at Porthmadog and watching the real thing steam by with paint and brass sparkling in the sun came flooding back.

The Lemanis Light Railway features a station on the left, while the track then runs behind the cottages and disappears behind the brewery, to the right. The wildlife park is located along the front edge of the layout.

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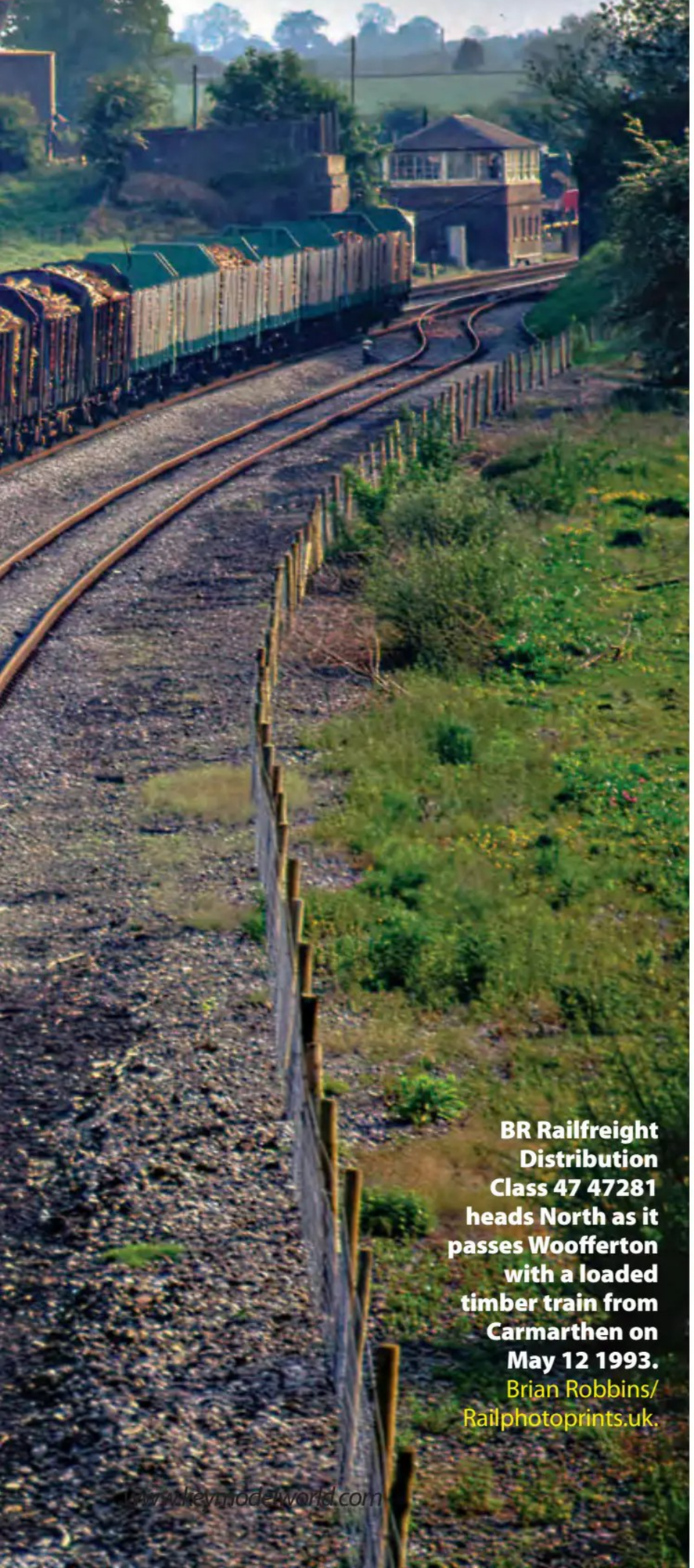
TIMBER TRAINS

Timber has long been a staple source of revenue for the railway network, and although volumes have fluctuated, it is still carried today, as **EVAN GREEN-HUGHES** recalls.

WOOD IS ONE OF THE foundations of civilisation and until the late-17th century, was generally sourced near where it was needed. The arrival of the railways coincided with the industrial revolution, and the rapid development of towns and cities meant local supplies could no longer be relied on to provide enough material.

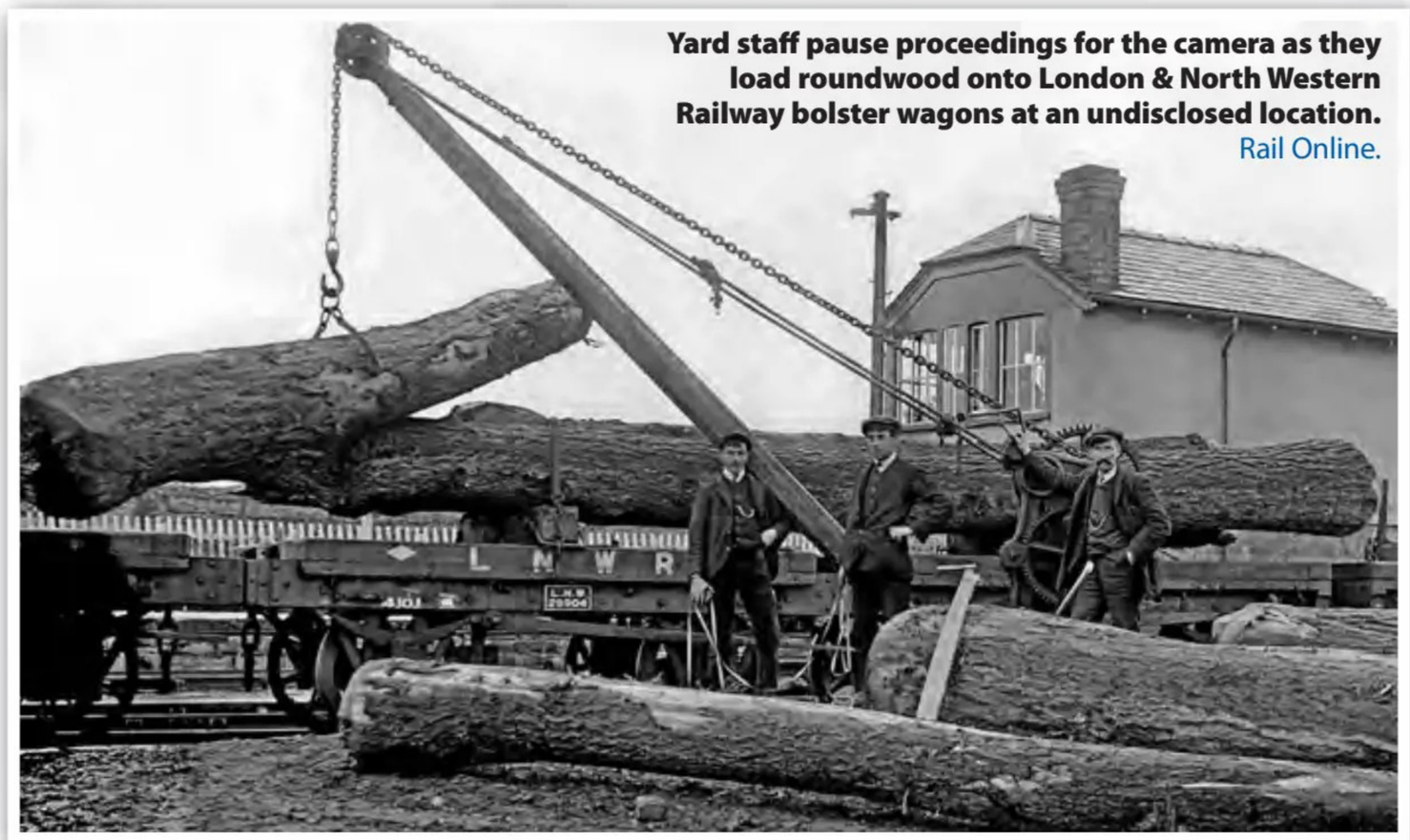
Large quantities began to be imported, particularly from Scandinavian countries, Canada and America – with much arriving by sea and sawn into shape. Developers could now readily use Cypress for wet conditions, Pine for ornamental work, Ash for strength and Mahogany for luxury finishes and order it to be delivered to their local goods yard, to which it would usually have been carried sheeted over in open four-wheel wagons, having been unloaded from a ship at the nearest docks.

It was not only construction that benefitted from the ready supply of quality wood. It was vital in shipbuilding and in the railway industry itself, with most 19th century rolling stock having wooden bodies, if not wooden frames, with all the major railway companies having their own joinery workshops where imported timber would be sorted and worked to the sizes required. Wooden sleepers – still used today – were also critical to the railway.



BR Railfreight Distribution Class 47 47281 heads North as it passes Woofferton with a loaded timber train from Carmarthen on May 12 1993. Brian Robbins/ Railphotoprints.uk.

www.ukmodelworld.com



Yard staff pause proceedings for the camera as they load roundwood onto London & North Western Railway bolster wagons at an undisclosed location. Rail Online.

Native wood also travelled by rail, although most of this was moved as complete tree trunks (known as roundwood) just as it had been felled, with bogie bolster wagons needed due to the size of the trees involved. Often, four-wheel flat wagons would be coupled at each end of the bolster as runners to cope with any excess length while during the Second World War, mineral wagons were converted into paired flat wagons to convey smaller pieces of timber.

The mining industry also consumed considerable quantities of wood, so much so that by the 1920s about half of all timber being moved by rail was for use as pit props. Most of this came from abroad and was ready-cut to lengths of between 30in and 11ft, delivered by wagonload directly to the colliery, and often carried in the mine's own private owner wagons.

CHANGING USES

In the post-war years, the use of timber as a building material declined, while production of wooden-bodied rail vehicles ceased altogether and this led to less wood being imported for those purposes. However, there was an increase in demand from pulp mills, which were largely engaged in paper making and supplying the raw material for compressed products such as internal furnishings, kitchen units and worktops.

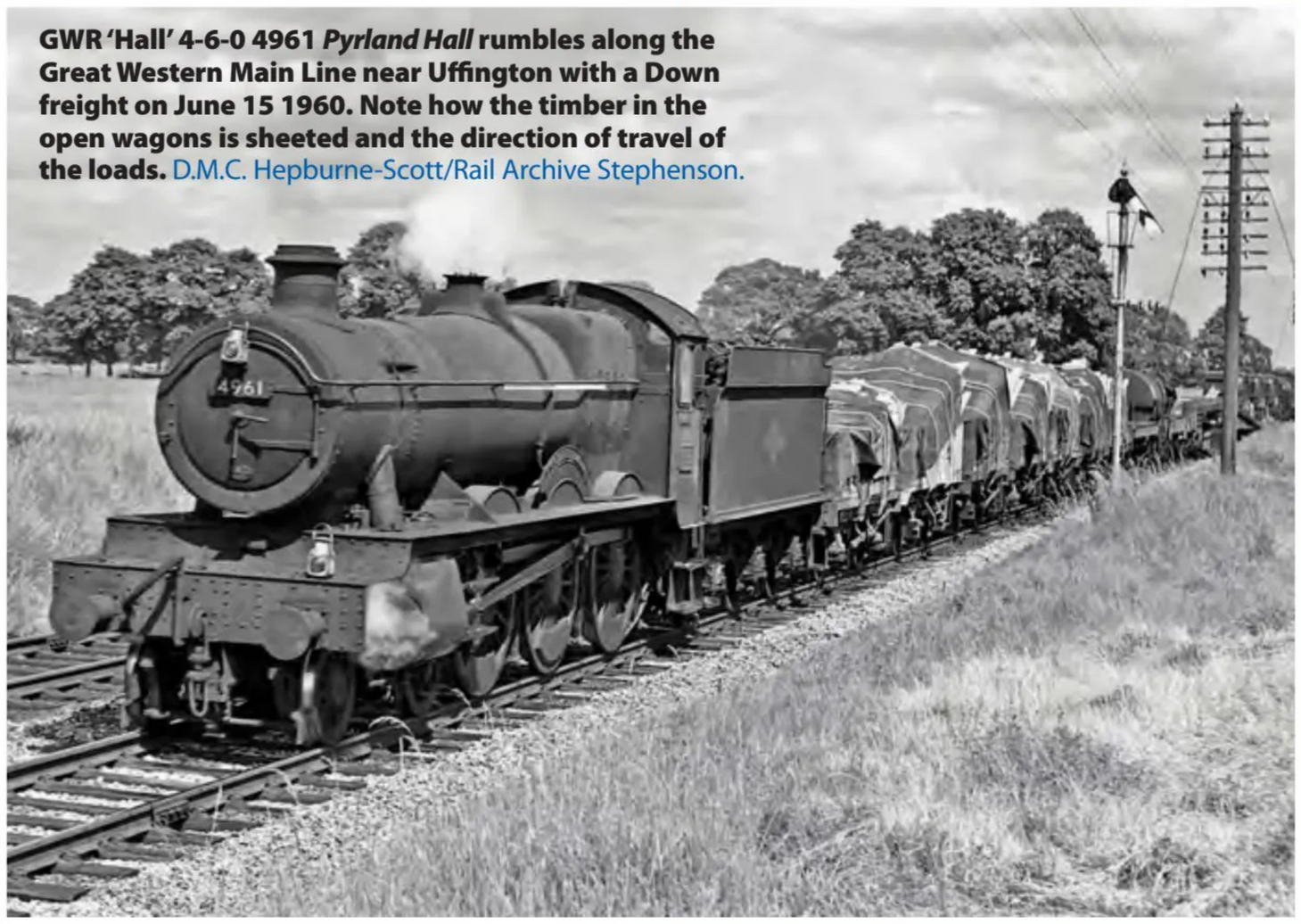
A significant user of such material was the pulp mill at Corpach, on the West Highland Line, and to cope with its traffic, British Railways converted old plate and Conflat wagons into timber carriers by adding vertical rails on the sides and ends. Similar conversions were then put to work carrying imported timber from Bristol and East Anglia. Many of these wagons lasted until the early 1980s.

Timber traffic received a significant boost a few years later when trees planted in the 1920s as part of a Government scheme to replenish stocks after the First World War began to come to maturity. This included a large number of forests in Scotland, which supplied around 10million tons of wood each year, mostly for mills in England. Terminals were established at places such as Arrochar and Crianlarich to which tree trunks were brought by road before being loaded onto rail vehicles for the greater part of their journey. These facilities were fairly basic and usually just involved a siding which could be accessed by road, with loading carried out by crane or by hoists on the lorries.

NEW APPROACH

Further traffic was generated when a number of lineside loading facilities were constructed, with one of these, at Kinbrace in Caithness handling 50,000 tons over five years, despite loading being carried out on the running line in between normal train movements. This flow, which was forwarded to Inverness, then went to a board factory at Dalcross. »

An OTA timber wagon is inspected as Class 37/4 37411 stables in the muddy Crianlarich Lower timber loading point before marshalling its loaded train and reversing it back to the junction with the Oban line in March 1988. It then headed south to Mossend. John Chalcraft/Railphotoprints.uk.



GWR 'Hall' 4-6-0 4961 *Pyrland Hall* rumbles along the Great Western Main Line near Uffington with a Down freight on June 15 1960. Note how the timber in the open wagons is sheeted and the direction of travel of the loads. D.M.C. Hepburne-Scott/Rail Archive Stephenson.

To handle this traffic, British Rail converted open OCA and later closed VDA air-braked long-wheelbase wagons into timber carriers. The work involved removing the sides and replacing them with stanchions, plus modifications to and strengthening of the ends. The first 50 of these conversions were carried out at Cardiff Cathays in 1985 with a further 126 following over the next few years. These appeared in a number of different colour schemes, with some painted blue for Thames Board Mills traffic while those working on the Shotton Paper Mills route were green.

However, the bulk of these wagons were in Railfreight colours and appeared all over the country as traffic dictated – such as in Southern England when much fallen timber was being taken away following the great storms of autumn 1987. These wagons, designated OTA, were often conveyed in Speedlink trains. Their use was curtailed when that service was run down, with the result that almost half of them had been withdrawn by the mid-1990s. Most of the rest were put into storage when bogie vehicles came into more widespread use.

In an effort to counteract the rundown of the Speedlink network, trials took place in 2005 to see if there was a cheaper way to work a small number of OTA wagons as a dedicated train. These included trials using Network Rail Multi-Purpose Vehicles (MPVs) sandwiching up to seven wagons, with one trial moving timber from a site near Aberystwyth to the Kronospan works at Chirk in North Wales. While partially successful, the experiments have not been repeated and the MPVs have not since been used on such duties again.

Following previous practice of converting timber-carrying wagons from those used on other duties, recent years have seen a number of former bogie vans converted, including former Tiphook ferry vans. These have had their sides and roofs removed and stanchions added. Other modifications have been made, depending on the batch and base vehicle with these conversions added to by the use of some IGA Cargowaggon flats.

Today timber traffic is almost exclusively dealt with by these wagons.

POTENTIAL UPTURN?

Unlike many other forms of freight, it seems as though the potential for timber traffic is good. In Scotland, where the use of trains has ceased in favour of road transport to Carlisle, efforts are ongoing to re-establish rail as the primary method of moving timber traffic over long distances. There are plans to construct a siding at Rannoch to allow movement of timber to a sawmill at Corpach while a great future is seen for traffic from the Keilder Forest, which could be transferred via the Borders Railway.

In Devon, the huge Teigngrace plantation is to supply the Kronospan works at Chirk and sawmills at Pontrilas with material shipped from revamped sidings at Newton Abbot while in Yorkshire timber traffic is now being shipped from terminals next to Hellifield and Ribblehead stations. Larger terminals, such as that at

Colas Rail's 56094 climbs away from the Severn Tunnel with 6Z52, the 7.13am Chirk Kronospan to Teigngrace empty timber wagons on June 5 2013. John Chalcraft/Railphotoprints.uk.

Carlisle Kingmoor, also continue to ship considerable amounts of wood products by rail, although much of that comes into the terminal by road.

With the promised boom in house building due to take place over the next few years, demand for timber products seems likely to rise. To enable this to take place it is likely a number of new rail terminals will be opened, located near where forests planted half a century ago are due to be harvested. The Scottish Government is keen to see this happen and is now offering freight operators grant assistance to get such traffic back off the road and onto rail, while the Welsh authorities are also looking hard at proposals to bring timber out of West Wales by rail as part of its overall decarbonisation strategy.

Whatever period you model, timber traffic can find a purpose, particularly as the terminals are often modest in both size and facilities - and easily represented on almost any layout. **HM**

BR North British D2/10 diesel-hydraulic shunter D2776 passes Stanier 'Black Five' 4-6-0 45359 with a train of pit props at Grangemouth station in April 1966. W.J. Verden Anderson / Rail Archive Stephenson.

HORNBY magazine

SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. We recommend checking the club or society website or using the contact details provided to check a show or event is on before travelling, as changes may occur at short notice. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

September 2024

7 BRIDLINGTON MODEL RAILWAY SHOW

Hosts: Bridlington Model Railway Group
Location: Emmanuel Church Hall, Cardigan Road, Bridlington YO15 3JT
Times: 10am-4pm
Prices: Adults £5, children under 16 free
Website: *www.bridmodelrail.org.uk*
Features: Layouts, trade support, refreshments and disabled access.

7 KETTERING MODEL RAILWAY EXHIBITION

Hosts: Kettering and District MRS
Location: All Saints Church, William Street, Kettering NN16 9RR
Times: 10am-4pm
Prices: Adults £6, concessions £5, children £3, family £15
Website: *www.kdmrs.webador.co.uk*
Features: 16 layouts, trade support, refreshments, parking and disabled access.

7 KIDDERMINSTER MODEL RAILWAY EXHIBITION

Hosts: Wyre Forest Model Railway Club
Location: St George's Church Annexe, Ratford Avenue, Kidderminster DY10 2ES
Times: 10am-4pm
Prices: Adults £3, accompanied children 12 and under free
Website: *www.wyreforestmrc.com*
Features: Layouts, trade support, refreshments and disabled access.

7 WORKSOP MODEL TRANSPORT EXHIBITION

Hosts: The Crossing Church
Location: The Crossing Church, Newcastle Street, Worksop, Nottinghamshire S80 2AT
Times: 10am-4pm
Prices: Adults £5, children £1
Website: *www.thecrossing.co.uk*
Features: Layouts, model buses, trolleybuses and trams, trade support, displays, refreshments and disabled access.

7/8 GUILDEX STAFFORD

Hosts: Gauge O Guild
Location: Bingley Hall, Stafford Showground, Weston Road, Stafford, ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Members one day £15 (£20), Members two day £20 (£25) – (Public prices in brackets)
Website: *www.gaugeoguild.com*
Features: 'O' gauge layouts, trade support, societies, seminars, refreshments and parking.

7/8 LIVERPOOL MODEL RAILWAY EXHIBITION

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

8 BURTON RAILEX 2024

Hosts: Burton Railway Society
Location: The Scout Headquarters, Station Road, Rolleston on Dove, Burton upon Trent DE13 9AB
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.burtonrailwaysociety.co.uk*
14 layouts, trade support, refreshments, parking and disabled access.

8 CLEVELAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: £1 entry, children 50p
Website: *www.clevelandmrc.club*
Club test track, club shop, refreshments, parking and disabled access to most areas.

14 CAMBRIDGE MODEL RAILWAY EXHIBITION

Hosts: 31A Model Railway Club
Location: Comberton Village College, West Street, Comberton, Cambridge CB23 7DU
Times: 10am-4pm
Prices: Adults £7, accompanied children £3
Website: *www.cambridge31a-mrc.org.uk*
Features: 19 layouts, trade support, societies, refreshments, parking and disabled access.

14 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 tracks, shop and refreshments.

14 ROMILEY MODEL RAILWAY EXHIBITION

Hosts: Romiley Methodist Railway Modellers
Location: Romiley Methodist Church, 77 Stockport Road, Romiley, Stockport, Greater Manchester SK6 3AA
Times: 10am-3pm
Prices: Admission by charitable donation
Website: *www.rmrmclub.com*
Features: Layouts, trade support and refreshments.

14/15 DARLINGTON MODEL RAILWAY EXHIBITION

Hosts: Darlington Model Railway Club
Location: Oakleaf Sports Complex, School Aycliffe Lane, Newton Aycliffe DL5 6QZ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8, children under 16 free
Website: *www.facebook.com/people/Darlington-Model-Railway-Club/*
Features: Layouts, trade support and parking.

14/15 FAVERSHAM MODEL RAILWAY EXHIBITION

Hosts: Faversham Model Railway Club
Location: The Abbey School, London Road, Faversham ME13 8RZ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, under 16s £3
Website: *www.favershammrc.org.uk*
Features: 23 layouts, trade support, societies, refreshments, parking and disabled access.

14/15 LEIGH FESTIVAL OF MODEL RAILWAYS AND TRANSPORT MODELLING

Hosts: Leigh Model Railway Society
Location: Leigh Sports Village, Leigh Leisure Centre, Greater Manchester WN7 4JY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied under 15s free
Website: *www.leighmodelrailwaysociety.wordpress.com*
Features: Layouts, trade support, model displays, refreshments, parking and disabled access.

14/15 INTERNATIONAL N GAUGE SHOW

Hosts: Meridienne Exhibitions
Location: The Warwickshire Events Centre, Radford Semele, Leamington Spa CV31 1FE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £14, concessions £12.50, children £6
Website: *www.ngaugeshow.co.uk*
Features: 25 layouts, trade support, manufacturers, demonstrations, displays, refreshments, parking and disabled access.

14/15 SWANSEA MODEL RAILWAY EXHIBITION

Hosts: Swansea Railway Modellers Group
Location: LC Swansea, Oystermouth Road, Swansea SA1 3ST
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8, accompanied children £1
Website: *www.srmg.org.uk*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

14/15 SWINDON RAILWAY FESTIVAL

Hosts: STEAM Museum of the GWR
Location: STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £14.50, concessions £11, children £9.70, family tickets available
Website: *www.steam-museum.org.uk*
Features: 20 layouts, trade support, societies, demonstrations, displays, refreshments, parking and disabled access.

21 CULLOMPTON MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Gables Road, Willand, Cullompton EX15 2PL
Times: 10am-4pm
Prices: Adults £6, accompanied children £1
Website: *www.cvmrc.co.uk*

Features: 16 layouts, trade support, refreshments, parking and disabled access.

21 LICHFIELD MODEL RAILWAY SHOW

Hosts: Trent Valley Model Railway Society
Location: Lichfield Life Church, Netherstowe, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £6, children £2, family £14
Website: *www.tvmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

21 MID ESSEX MODEL RAILWAY CLUB EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: ACL Brentwood, Rayleigh Road, Hutton, Essex CM13 1BD
Times: 10am-5pm
Prices: Adults £7, children £4, family £20
Website: *www.midessexmrc.org*
Features: Layouts, trade support, demonstrations, societies, refreshments and parking.

21/22 BALA MODEL RAILWAY SHOW

Hosts: Bala Lake Railway
Location: Ysgol Godre'r Berwyn Secondary School, Ffrydan Road, Bala, Gwynedd LL23 7RU
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2, Bala Lake Railway Society members £3
Website: *www.bala-lake-railway.co.uk*
Features: Layouts, trade support, refreshments and parking. Vintage bus service to/from Bala Lake Railway to exhibition.

21/22 BLACKPOOL AND NORTH FYLDE MRC SHOW

Hosts: Blackpool and North Fylde MRC
Location: YMCA Thornton Health and Fitness Centre, Victoria Road East, Thornton-Cleveleys
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, concessions £7, accompanied under 16s free
Website: *www.blackpoolandnorthfyldemrc.co.uk*
Features: 16 layouts, trade support, demonstrations, societies, refreshments and parking.

21/22 SCALEFORUM 2024

Hosts: Scalefour Society
Location: Cressex Community School, Holmer Lane, High Wycombe HP12 4QA
Times: Sat 10.30am-5.30pm, Sun 10am-4pm
Prices: Members £10, non-members £12, children free
Website: *www.scaleforum.org*
Features: Layouts, trade support, demonstrations, lectures, refreshments, parking and disabled access.

21/22 SPA VALLEY MODEL RAILWAY WEEKEND

Hosts: Spa Valley Railway
Location: Tunbridge Wells West Station, Neville Terrace, Tunbridge Wells TN2 5QY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10 (£15), concessions £9 (£14), children £5 (£8), family £25 (£42) (prices in brackets include unlimited travel on Spa Valley Railway).
Website: *www.spavalleyrailway.co.uk*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

21/22 TROON MODEL RAILWAY SHOW

Hosts: Ayr Model Railway Group
Location: Walker and Concert Halls, South Beach, Troon KA10 6EF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £4, family £15
Website: *www.ayrmrg.co.uk*
Features: 14 layouts, trade support, demonstrations, societies, refreshments and parking.

21/22 WIMBORNE MODEL RAILWAY EXHIBITION

Hosts: Wessex Association of Model Railway Clubs
Location: The Hamworthy Club, Magna Road, Wimborne BH21 3AL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free
Website: *www.wamrc.co.uk*
Features: 17 layouts, trade support, refreshments, parking and disabled access.

22 BRESSINGHAM MODEL RAILWAY SHOW

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Low Road, Bressingham, Diss IP22 2AA
Times: 10.30am-5pm
Prices: Entry £8
Website: *www.bressingham.co.uk*
Features: 20 layouts, trade support, passenger rides, gallopers, refreshments and parking.

22 NG34 MODEL RAILWAY SOCIETY OPEN DAY

Hosts: NG34 Model Railway Society
Location: Cranwell Village Hall, Old School Lane, Cranwell NG34 8DF
Times: 10am-4pm
Prices: Adults £3, concessions £2, accompanied under 16s free
Contact: 07821 618718
Features: Club layouts, refreshments, parking and disabled access.

27/28 RAPIDO RAILEX

Hosts: Rapido Trains UK
Location: The Market Hall, Maidstone ME16 8LW
Times: Fri 10am-4.30pm, Sat 10am-4.30pm
Prices: Adults £5, accompanied under 16s free
Website: *www.rapidotrains.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access

28 GREAT EAST ANGLIAN CATHEDRAL MODEL RAILWAY SHOW

Hosts: Bury St. Edmunds Model Railway Club
Location: St Edmundsbury Cathedral, Angel Hill, Bury St Edmunds IP33 1LS
Times: 10am-4pm
Prices: Adults £10, accompanied under 14s free
Website: www.burystedmundsmrc.com
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

28 HADDENHAM MODEL RAILWAY EXHIBITION

Hosts: Risborough & District Model Railway Club
Location: Haddenham Village Hall, Banks Road, Haddenham HP17 8EE
Times: 10am-4.30pm
Prices: Adults £6, children £1
Website: *www.rdmrc.org.uk*
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

28 READING MODEL RAILWAY EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St. Peter's Church Hall, Church Lane, Earley, Reading RG6 1EY
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £11
Website: *www.lvmrc.co.uk*
Features: 11 layouts, trade support, societies, refreshments, parking and disabled access to lower floor only.

28/29 DORKING MODEL RAILWAY EXHIBITION

Hosts: Horsham Model Railway Club and Dorking and District Model Railway Club
Location: The Ashcombe School, Ashcombe Road, Dorking RH4 1LY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3, family £10
Website: *www.horshammrc.org.uk*
Features: Layouts, trade support, club stand, refreshments, parking and disabled access.

28/29 NORTH EAST O GAUGE SHOW

Hosts: North East O Gauge Group
Location: Nissan Sports and Social Club, Washington Road, Sunderland, Tyne and Wear SR5 3NS
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8 (£12), children £3 (£6) (two-day price in brackets)
Website: *www.neog.uk*
Features: 11 layouts, trade support, demonstrations, refreshments, parking and disabled access.

28/29 STICKNEY MODEL RAILWAY EXHIBITION

Hosts: Boston Model Railway Society
Location: Village Hall, Hall Lane, Stickney PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family £10
Website: *www.bostonmrs.50webs.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

28/29 STAFFORD MODEL RAILWAY EXHIBITION

Hosts: Stafford Railway Circle
Location: Bingley Hall, Stafford County Showground, Weston Road, Stafford ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £17, accompanied under 16s free
Website: www.staffordrailwaycircle.org.uk
Features: 50 layouts, trade support, refreshments, parking and disabled access.

28/29 WORTHING MODEL RAILWAY EXHIBITION

Hosts: Worthing Model Railway Club
Location: Durrington High School, The Boulevard, Worthing BN13 1LA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children free
Website: *www.worthingmrc.co.uk*
Features: 19 layouts, trade support, societies, refreshments, parking and disabled access.

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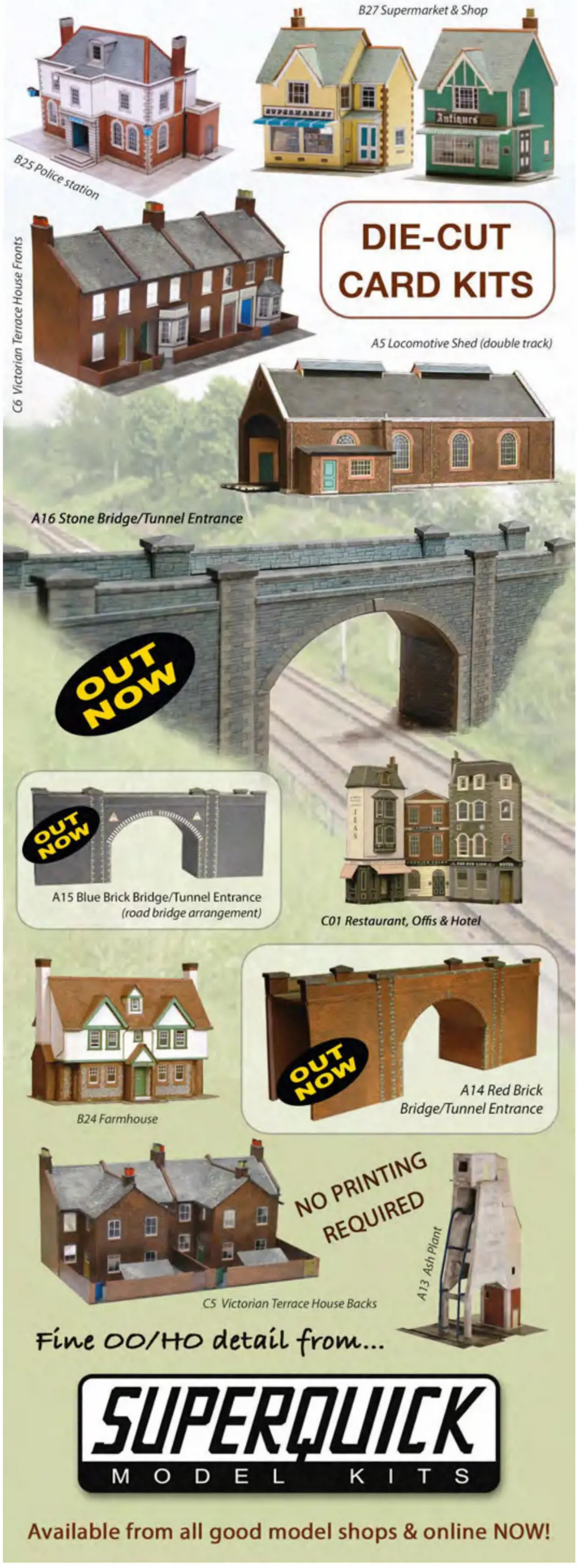

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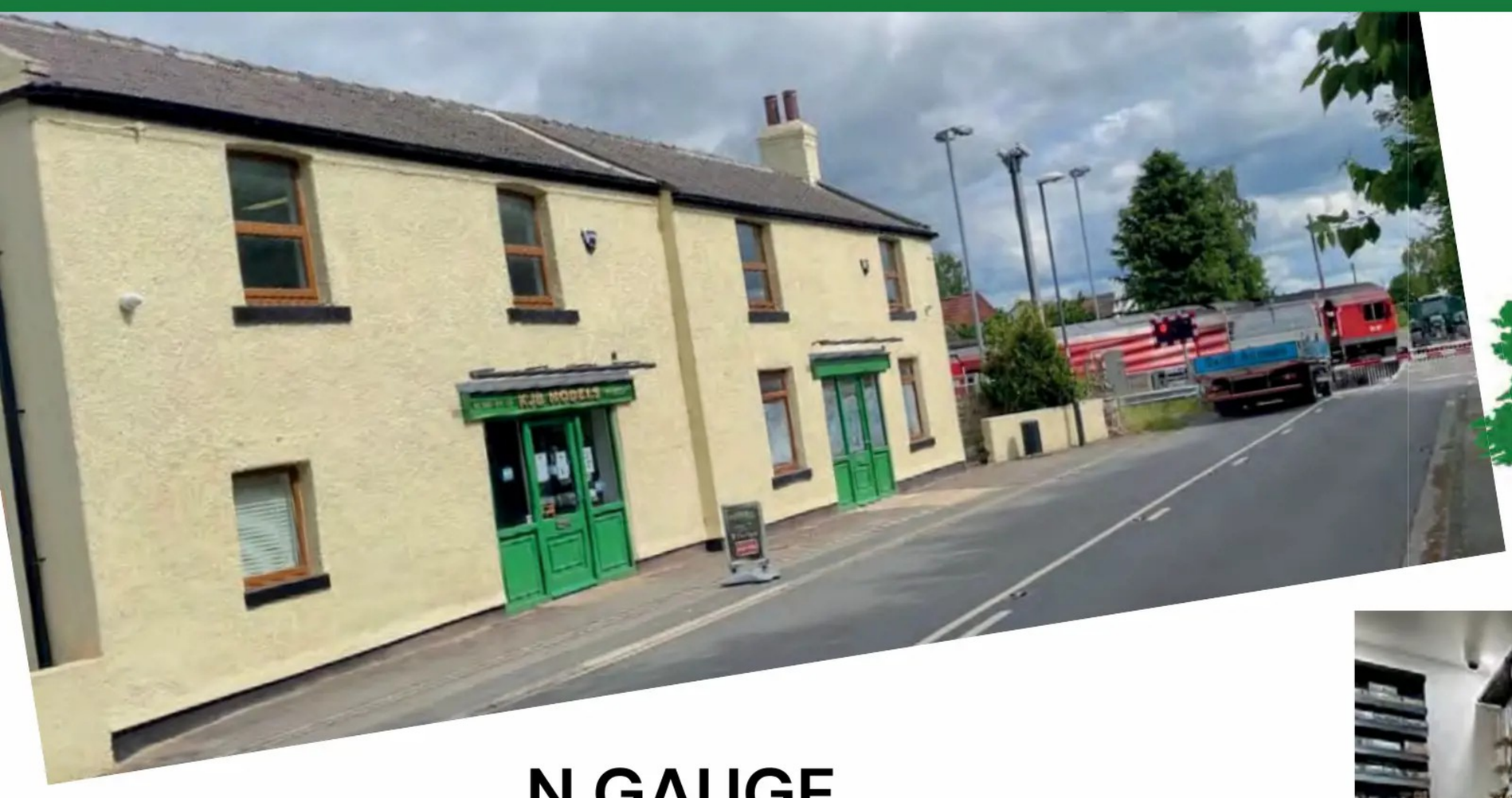

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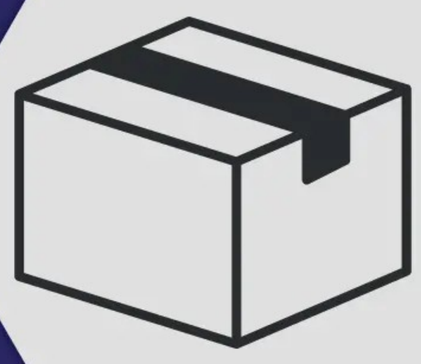

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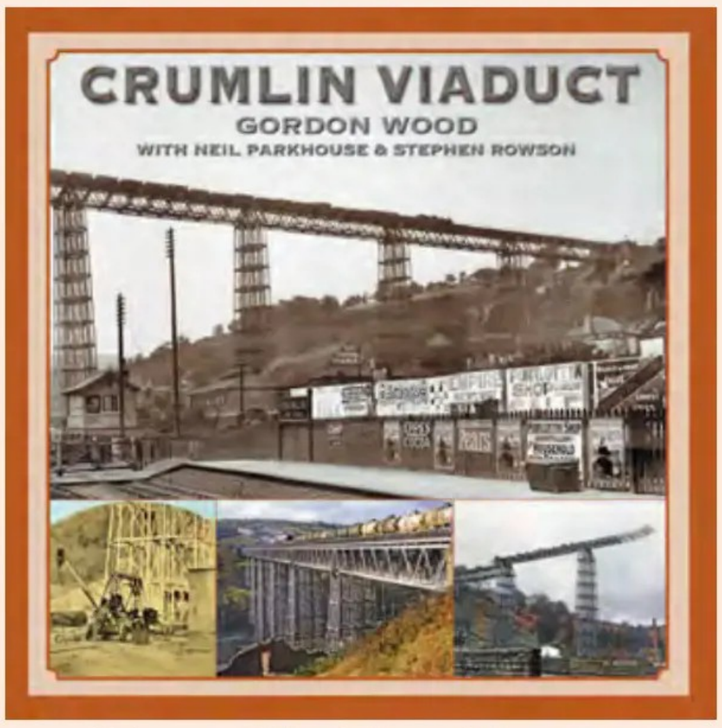

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This is the story of a brilliant but flawed engineer, who built a brilliant but flawed bridge. Thomas W. Kennard is both the hero and villain of this book, a man who, in 1852 – just over two decades after the Rainhill Trials – accepted a verbal contract from the Newport, Abergavenny & Hereford Railway Company to build an enormous viaduct 1,500 feet long and rising up to 200 feet above the Ebbw Valley. Constructed almost entirely of iron and completed in 1857, the finished viaduct was a thing of grace and beauty, and the pride of the Ebbw and Kendon valleys which it spanned. Kennard, however, had proved obstructive and uncommunicative during the construction, constantly running short of money and pressurising the company for extra payments. Deliveries were late, record and stock keeping was poor and the lack of a written contract – one was only drawn up after the viaduct had been built – all led to the inevitable 'day in court'. Within twenty years of its completion, repairs were becoming necessary and from the early years of the 20th century, the Great Western Railway began considering its total reconstruction or even a deviation of the line which it carried. British Railways realised in the late 1950s that the viaduct had a very limited life span without serious remedial work or rebuilding, whilst the structure had been listed in 1961 which served to further complicate matters. In the end, the 1963 Beeching Report did for the Vale of Neath line, which closed in June 1964 and sealed Crumlin Viaduct's fate. Demolition of the structure was completed in spring 1966 but not before a last brief burst of fame when it starred in the Hollywood movie Arabesque, alongside Gregory Peck and the beautiful Italian actress Sophia Loren. Within these pages, the authors tell the story of the viaduct from start to finish, with comprehensive details of its design and construction, and of the later repairs, of Kennard's case in the Court of Arbitration, of the traffic that passed over it and finally how this huge structure was demolished. They also look at other related aspects, such as the early tramroads which passed beneath it, the Llanhilleth Branch from Crumlin Junction, and at Crumlin Navigation Colliery. The viaduct was also to be one of the very first railway subjects to be photographed, from the start of building, by the London Stereoscopic Company, of which Kennard's brother Henry was a director. Lavishly illustrated, with a plethora of photographs from construction in the 1850s to demolition in the mid-1960s, along with maps and a huge range of drawings and plans, this book will therefore stand as a fitting memorial to one of the most iconic bridges ever built and one still much missed in the Welsh valleys it graced for 110 years.

324 pages, 275 x 275mm. Silk art paper, in colour throughout, with laminated board covers. ISBN : 9781915069 39 9. **Price £60.00 + £6.50 p&p**

ENGLISH NARROW GAUGE ALBUM VOL. 2 MICHAEL WHITEHOUSE

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This album is the second of two volumes covering featuring the extraordinary breadth and individuality of narrow gauge railways in England, ranging from the remarkable Redruth & Chasewater Railway and the much loved Lynton & Barnstaple Railway in Devon to the Ashover Light Railway and industrial lines such as Holman F. Stephens Snailbeach Line in the Shropshire Stiperstones. All profusely illustrated to show the variety of steam locomotives and their operating environment, with many historic pictures never published before. The theme of this book considers the development of narrow gauge railways in England, within the political, legal, economic and social frameworks in the 19th and 20th centuries and often by individuals with considerable prowess. Narrow gauge railways in England were largely built for three different purposes: industrial, military and as common carriers built to connect communities left out of the railway mania construction of the 19th century. By the outbreak of the First World War there were ominous warnings that road transport might provide a better bet than the narrow gauge railway. This war largely stopped any further significant advancement of the narrow gauge and the public lines in Britain began to struggle financially. The Second World War pushed many of these enterprises into bankruptcy as labour and materials were diverted to the war effort. During and immediately after the war, the majority of the remaining lines closed. For the railway enthusiast, however, English narrow gauge railways were to prove welcome news, as each developed its own idiosyncratic character as well as being operated by a wide range of different and largely attractive steam locomotives and rolling stock. This endured them to history if not commerce. This volume includes chapters on the industrial railways of Devon and Cornwall, the Lynton & Barnstaple Railway, the Hampton & Kempton Waterworks Railway, Jersey Railway, Chattenden & Upnor Railway, Post Office Railway, Wolverton & Stony Stratford Tramway, Snailbeach District Railways, Ashover Light Railway, Furzebrook Railway, Beyer, Peacock & Co. Ltd, Fletcher Jennings and Betchworth Quarry, Northamptonshire Ironstone Railways and early preservation initiatives. **DUE EARLY OCTOBER**

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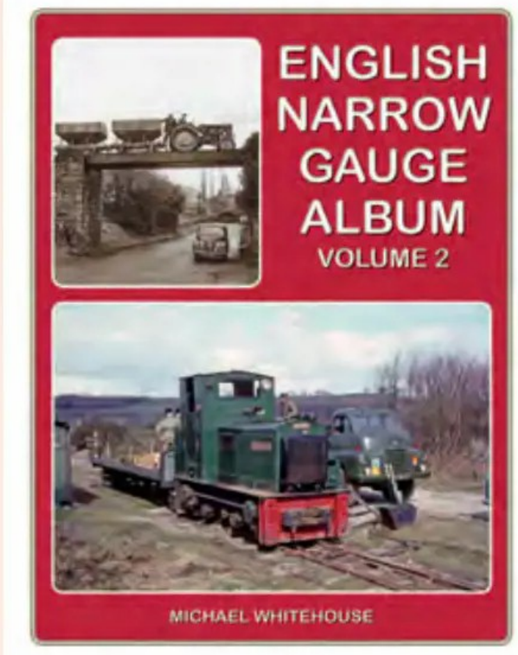

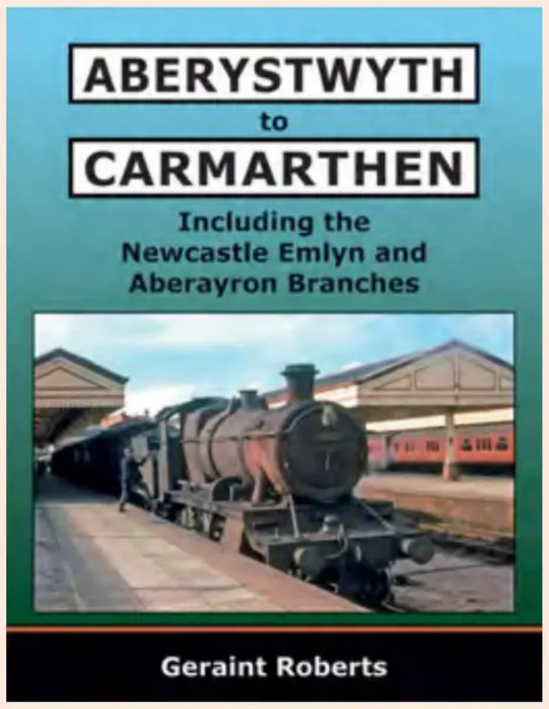

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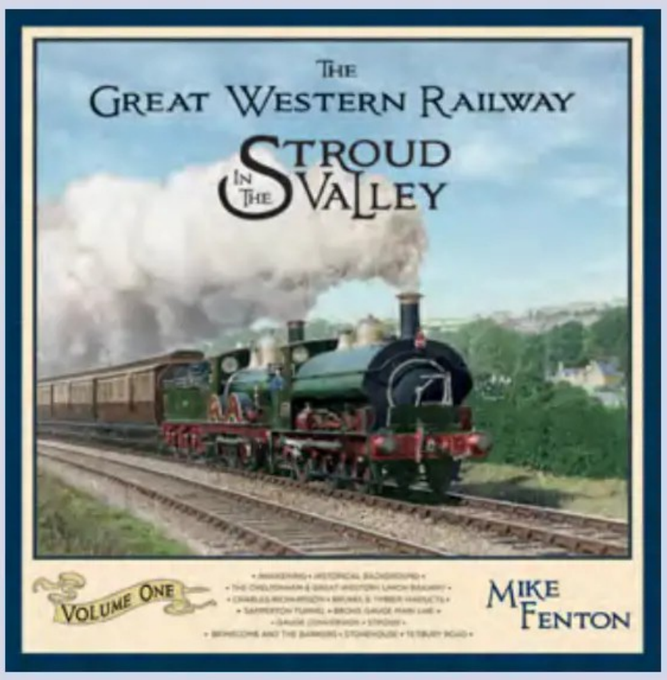

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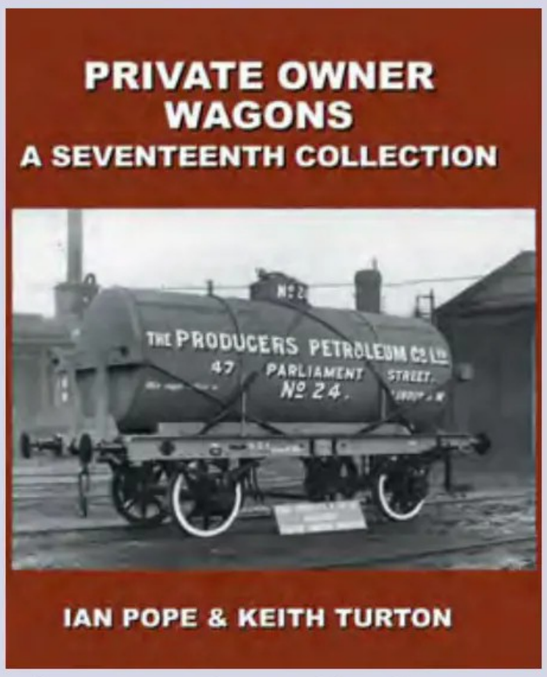

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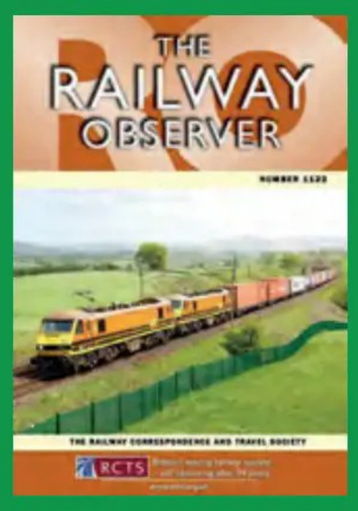

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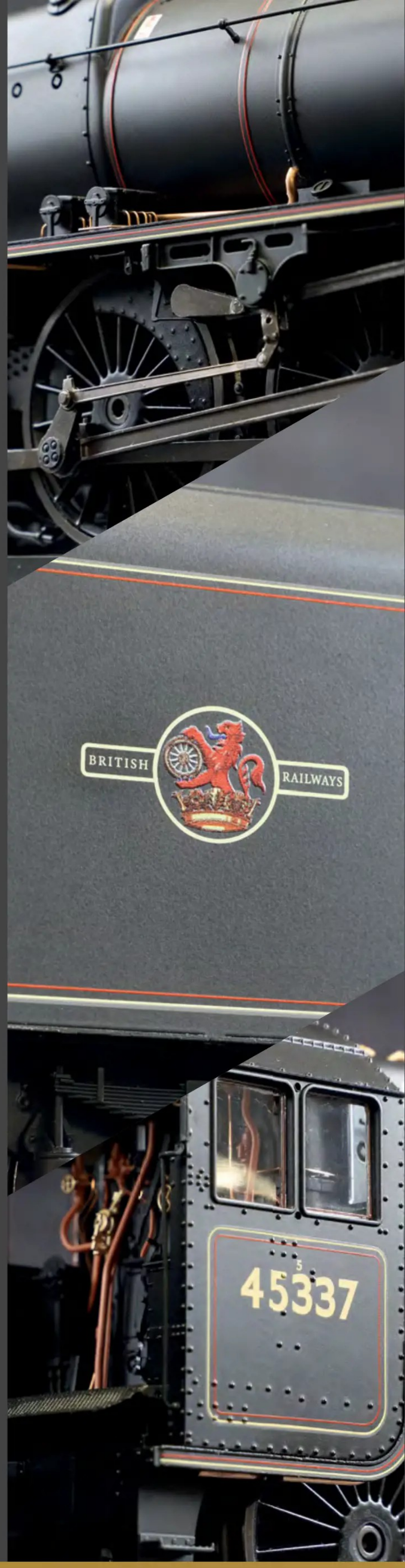

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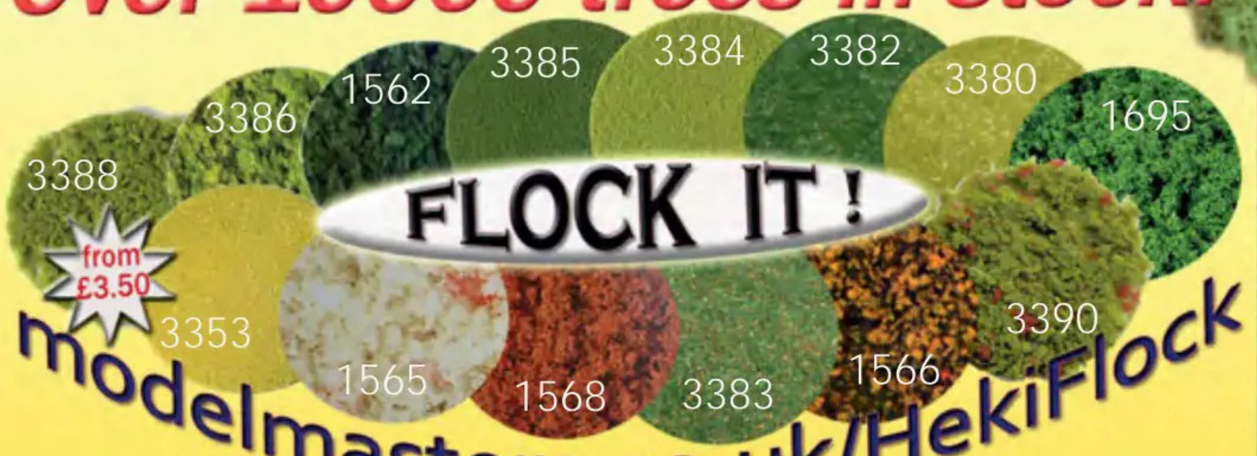

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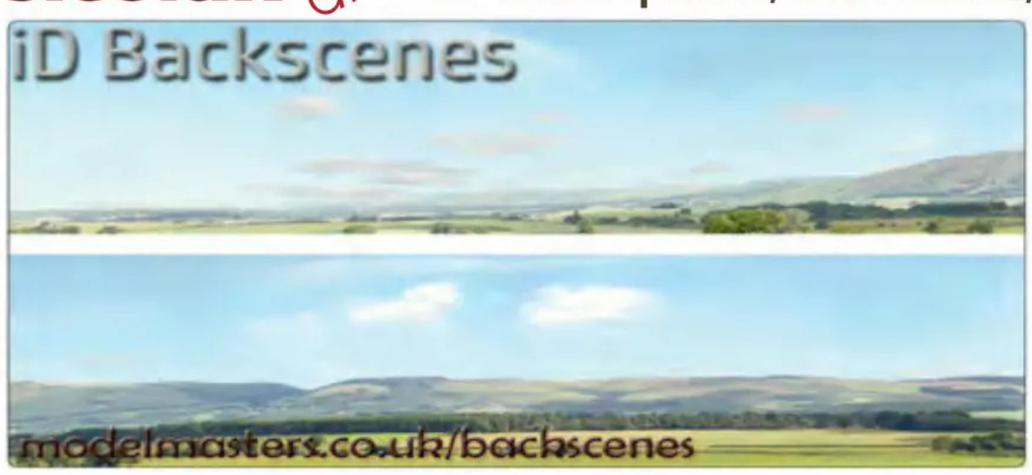

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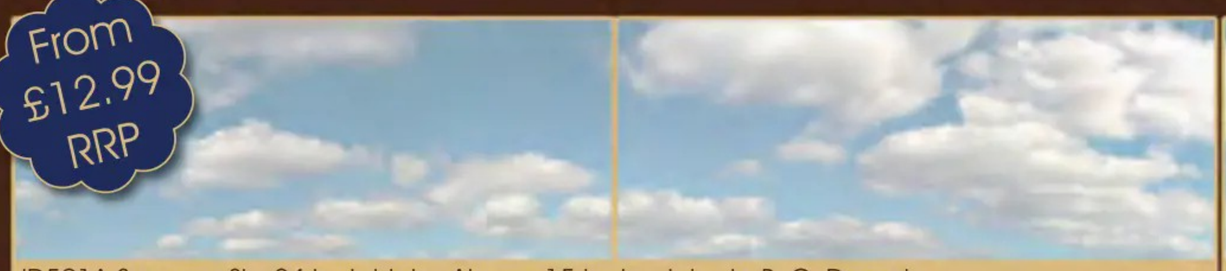
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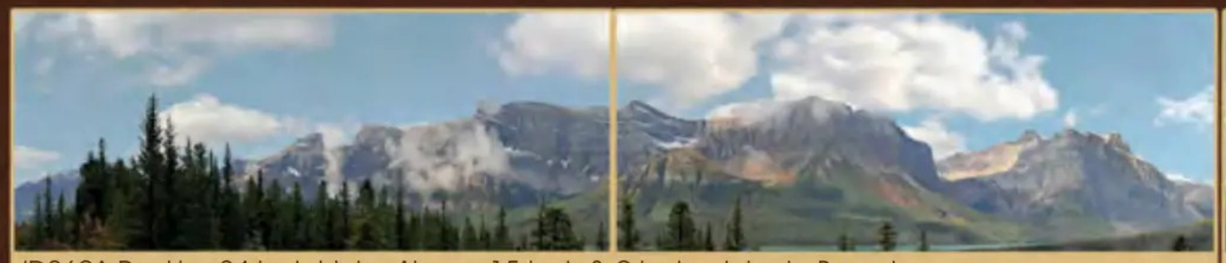
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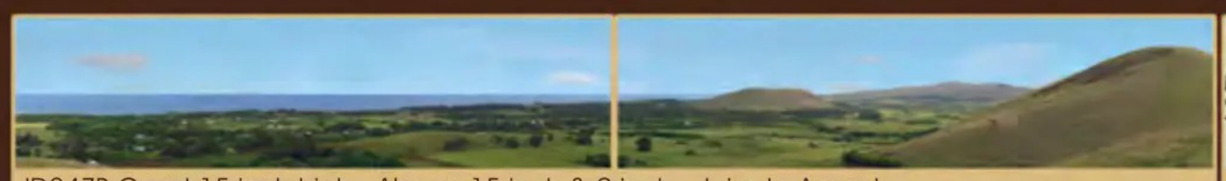
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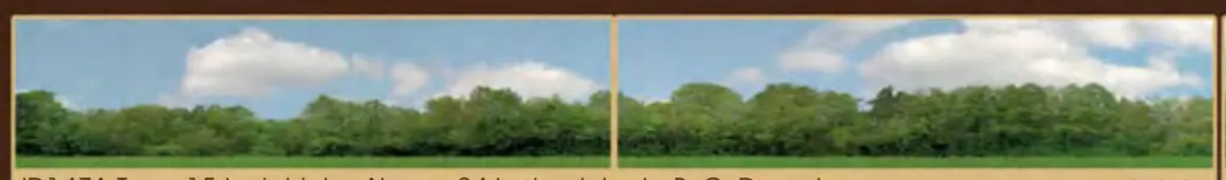
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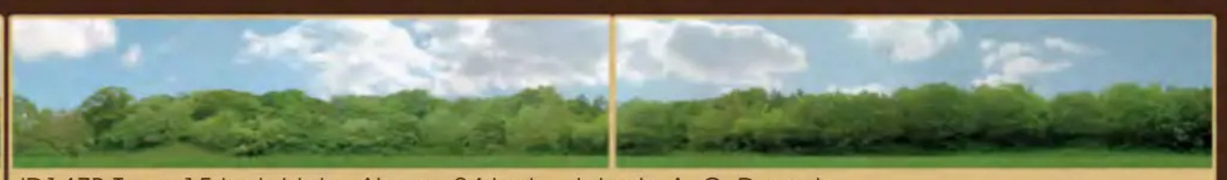
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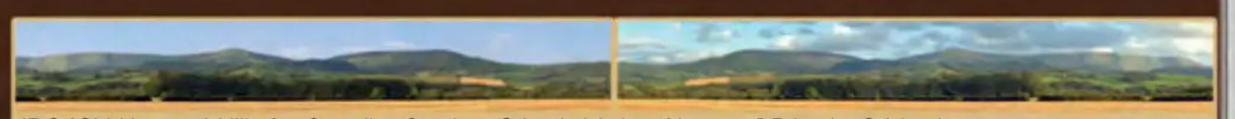
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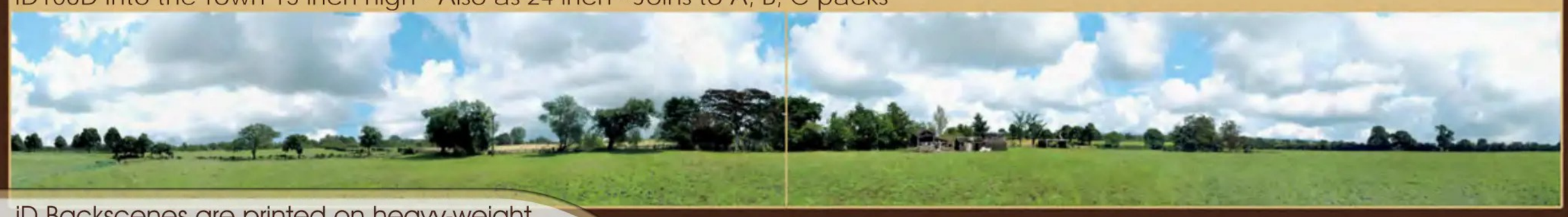
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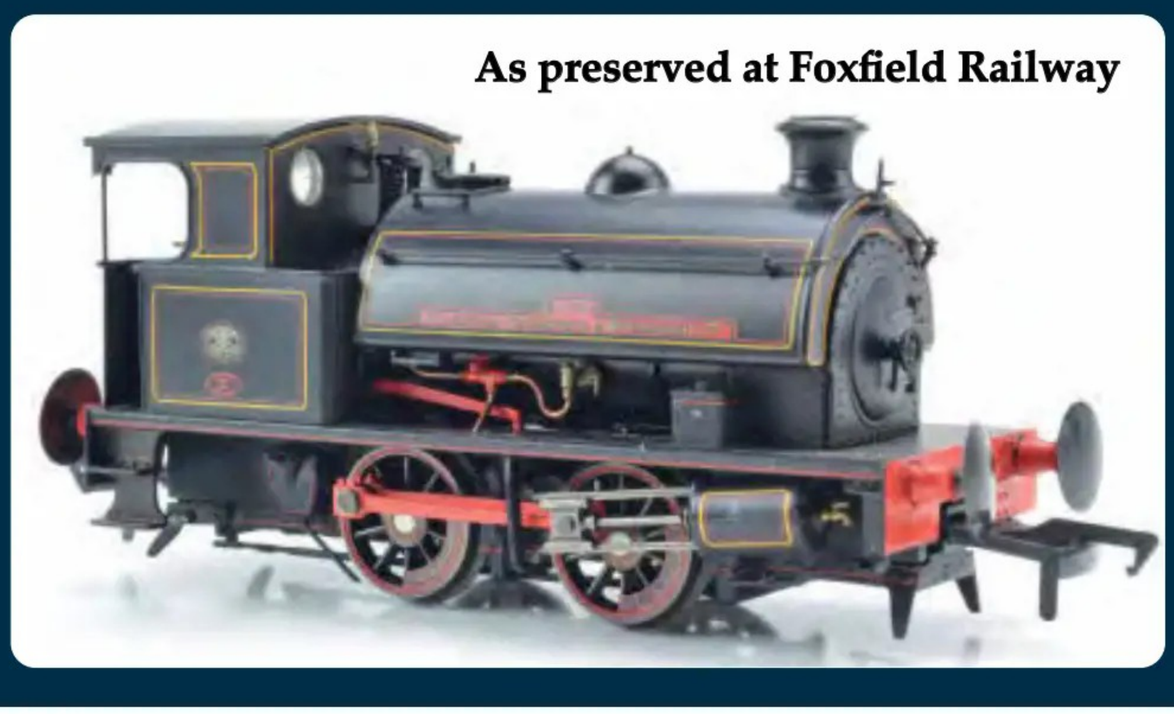

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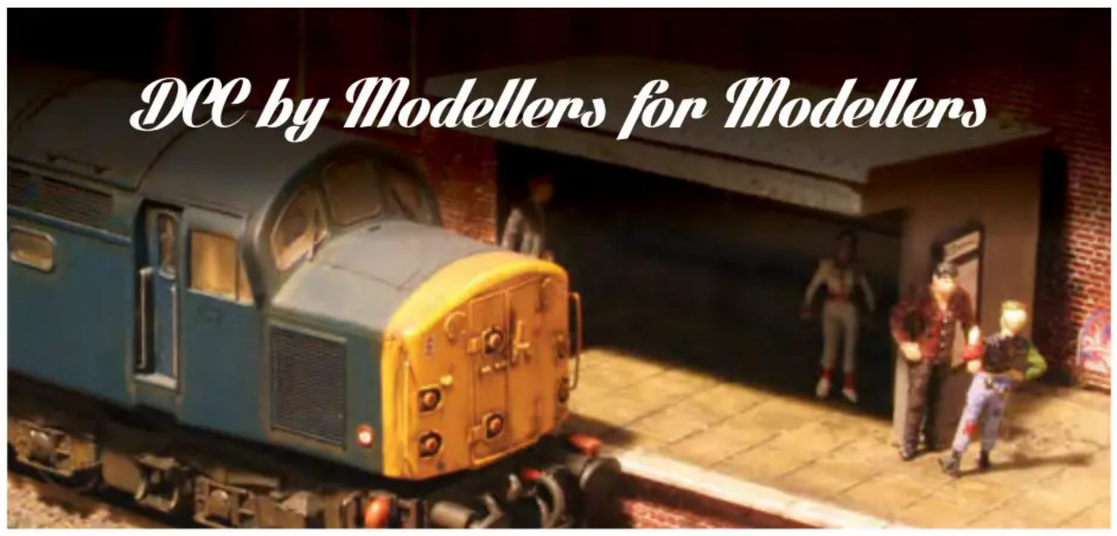

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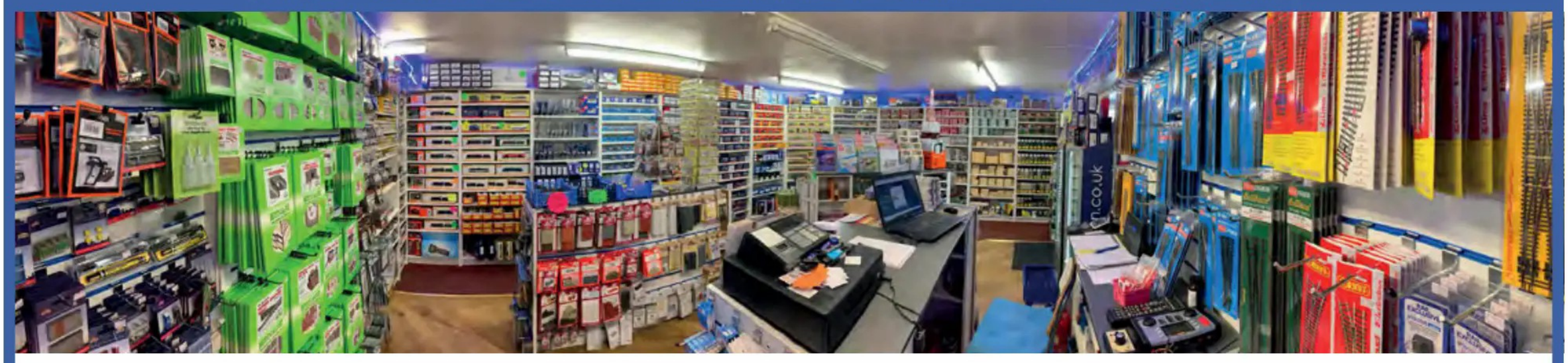

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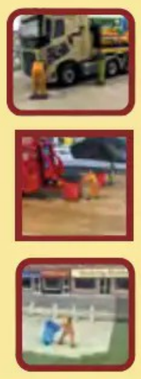

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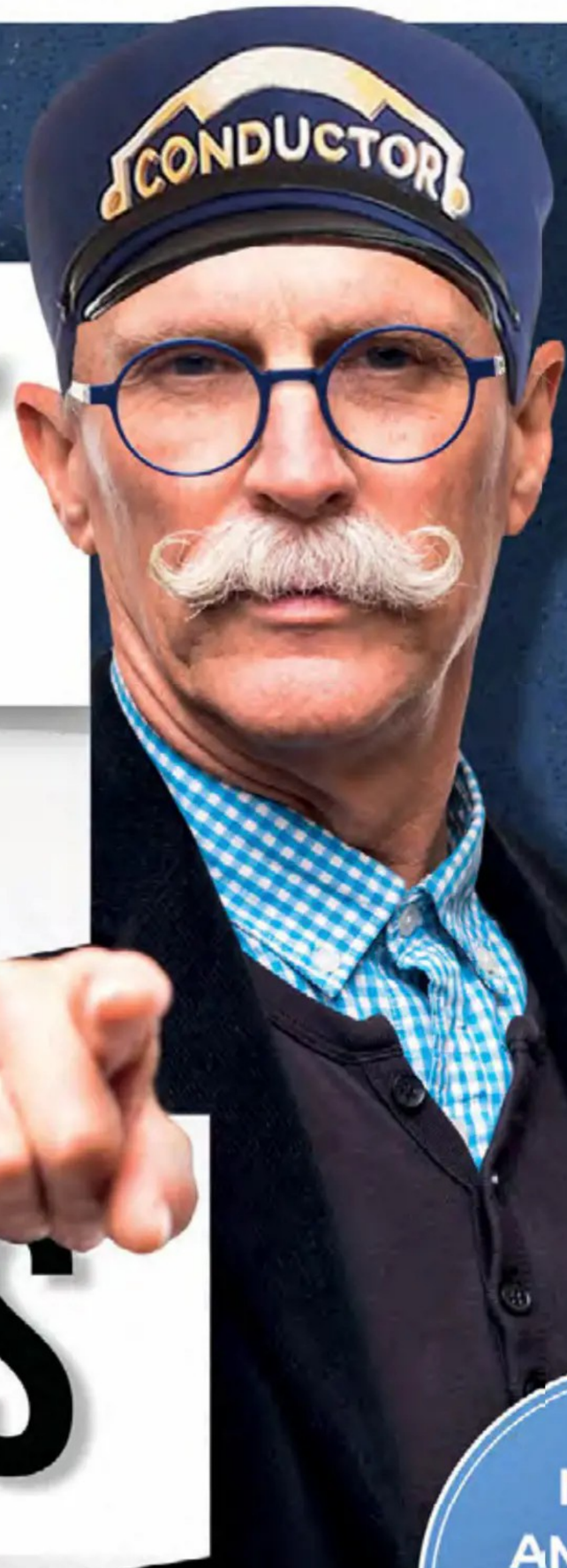

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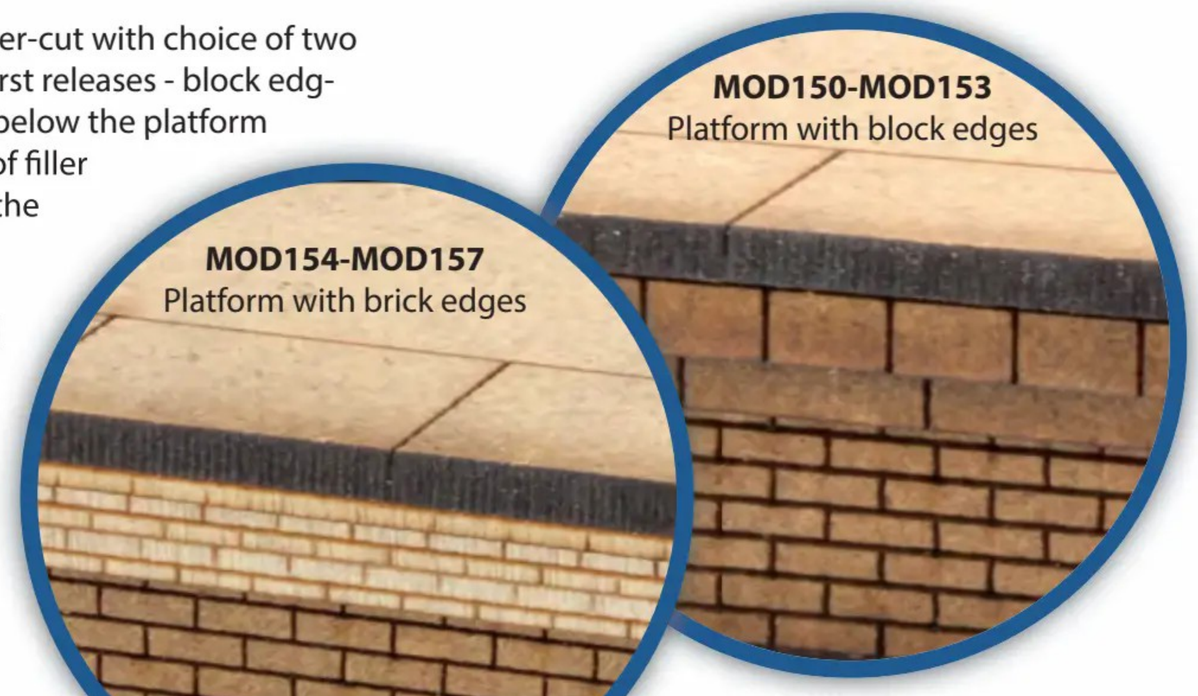

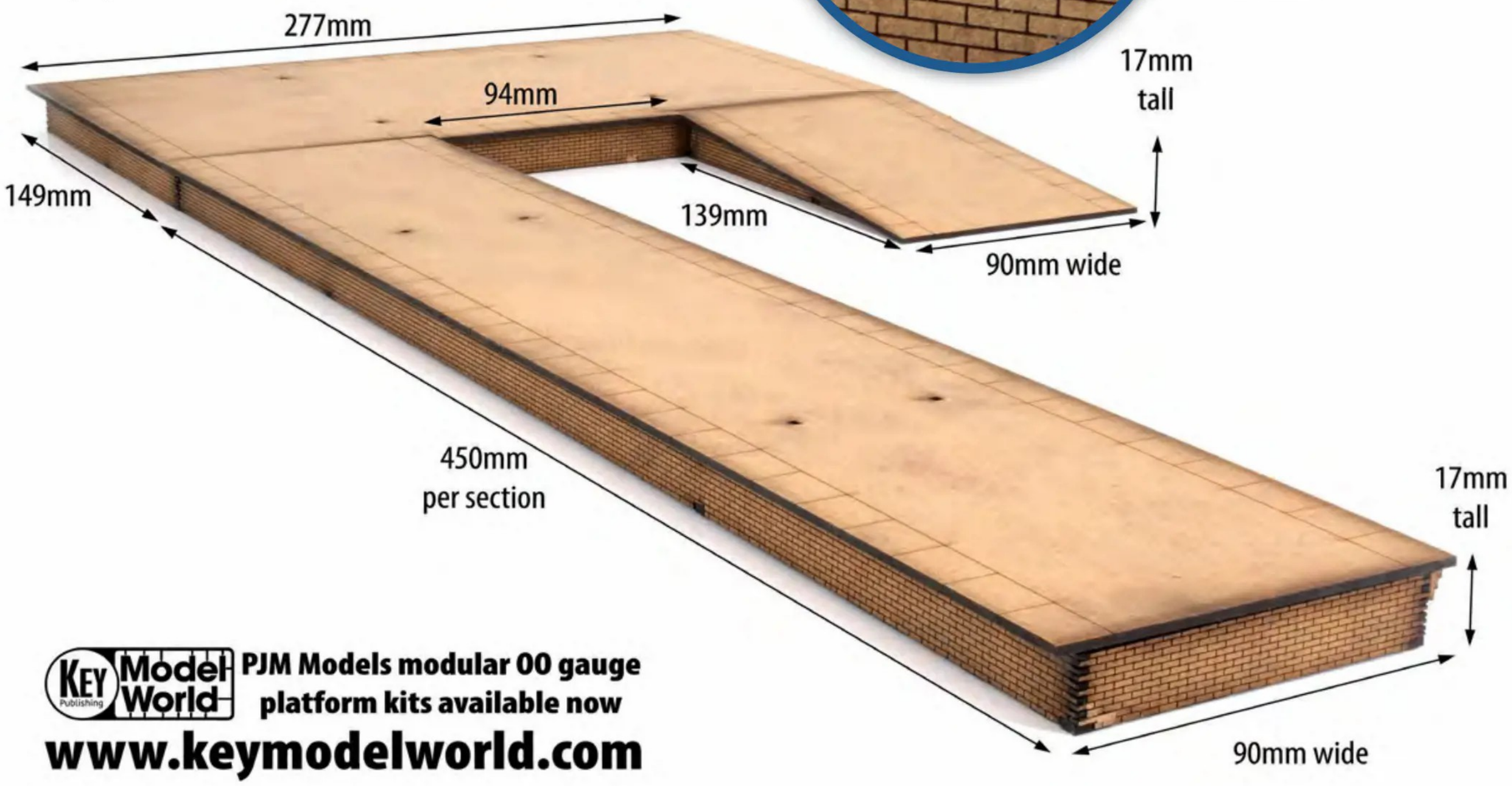

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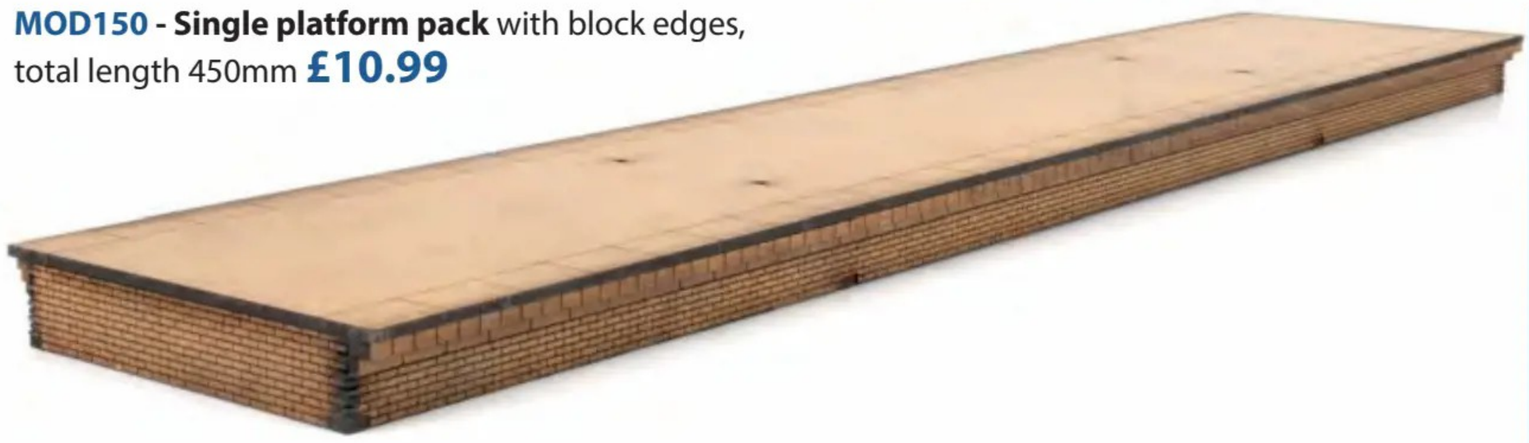

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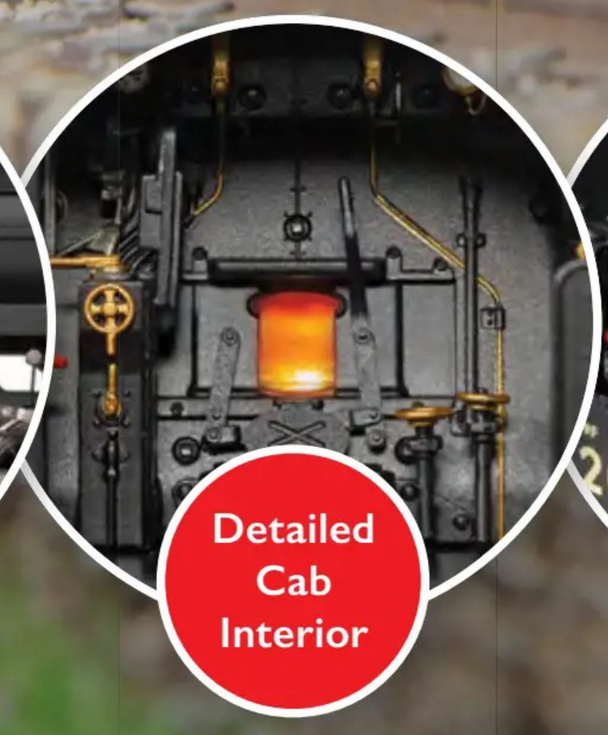

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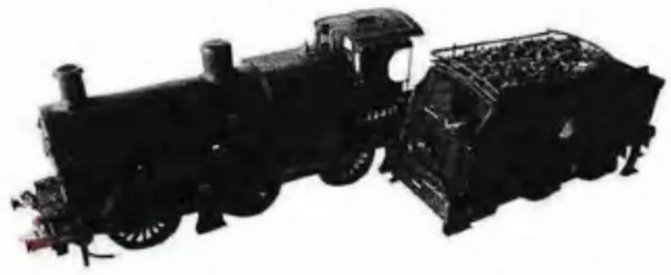

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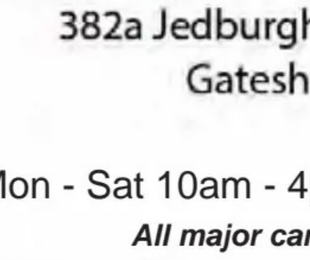

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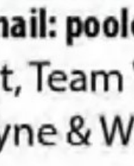

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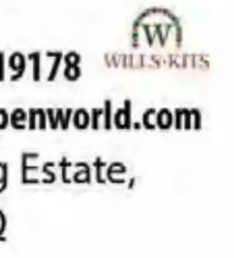

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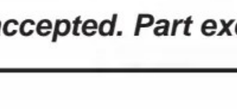

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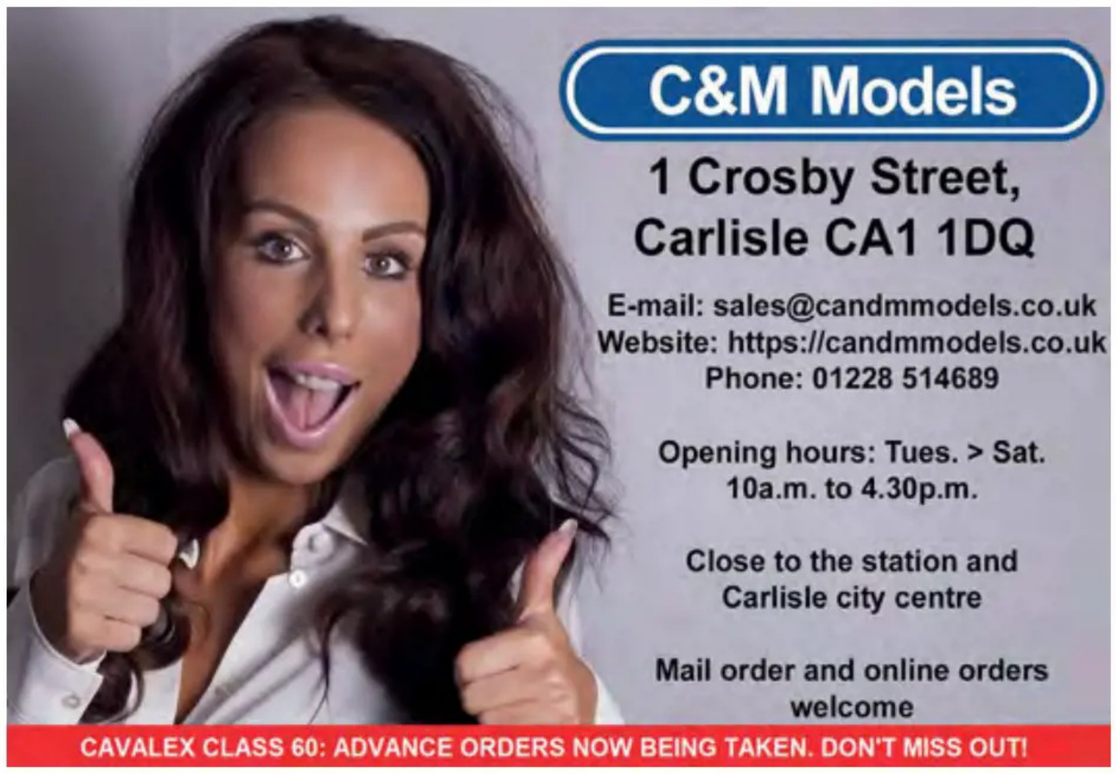

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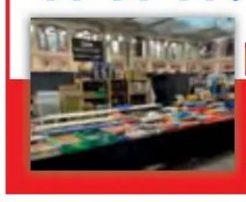

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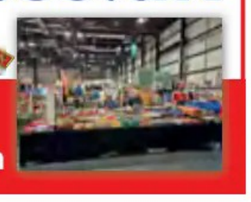

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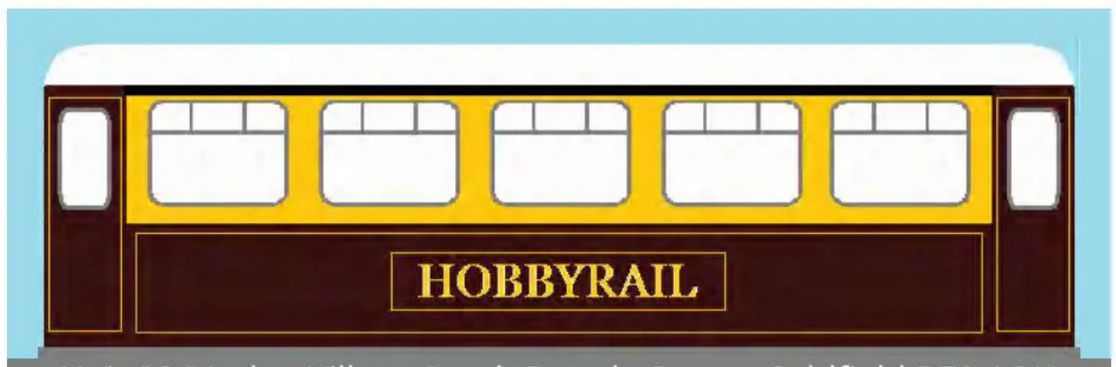

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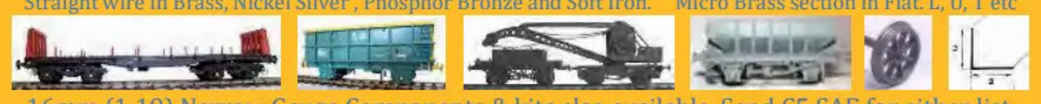
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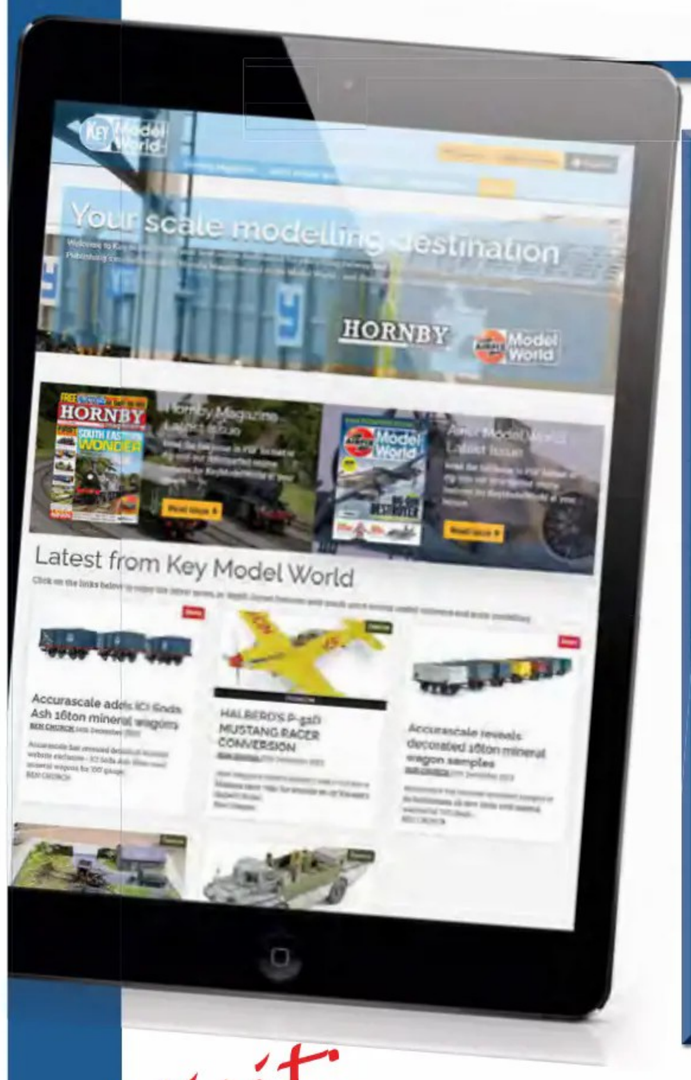

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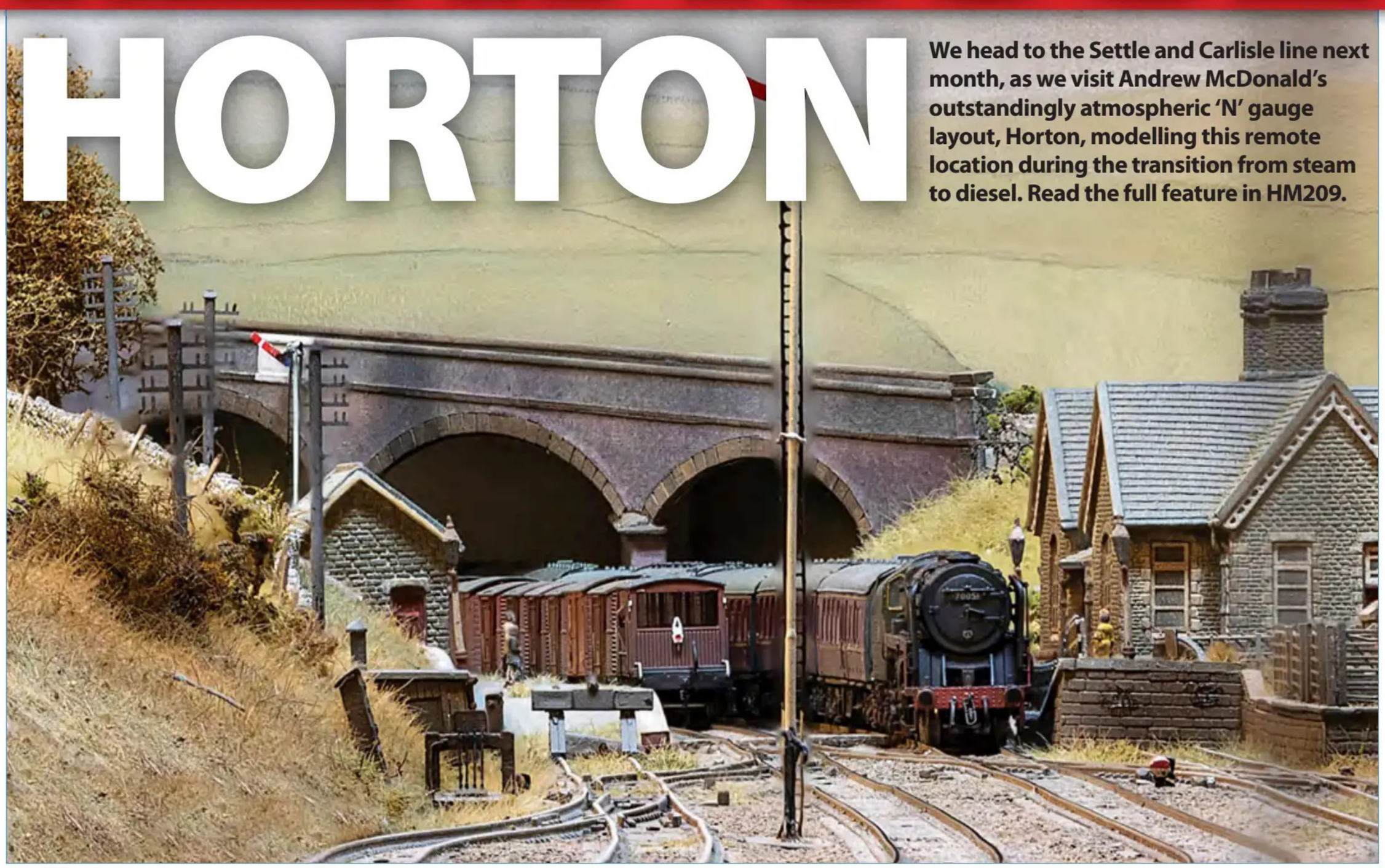

We head to the Settle and Carlisle line next month, as we visit Andrew McDonald's outstandingly atmospheric 'N' gauge layout, Horton, modelling this remote location during the transition from steam to diesel. Read the full feature in HM209.

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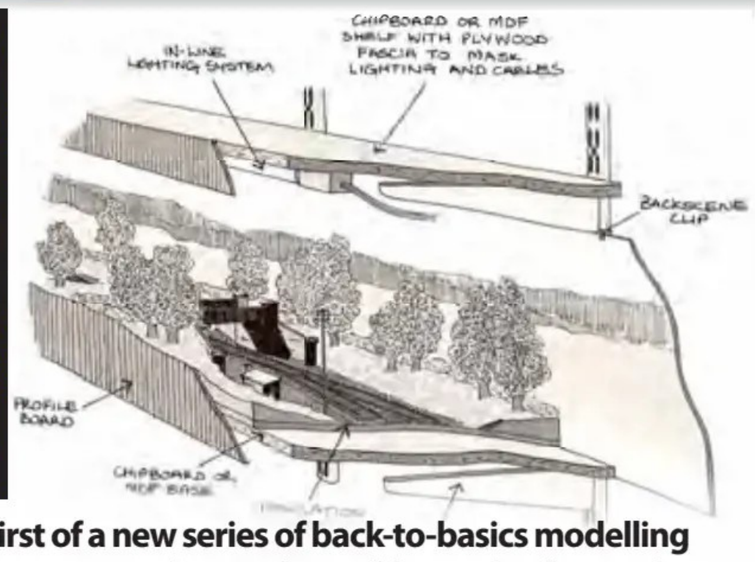

In the first of a new series of back-to-basics modelling skills features, Paul Lunn shares his top tips for getting started with a model railway layout to help you gain the most from the huge possibilities out there.

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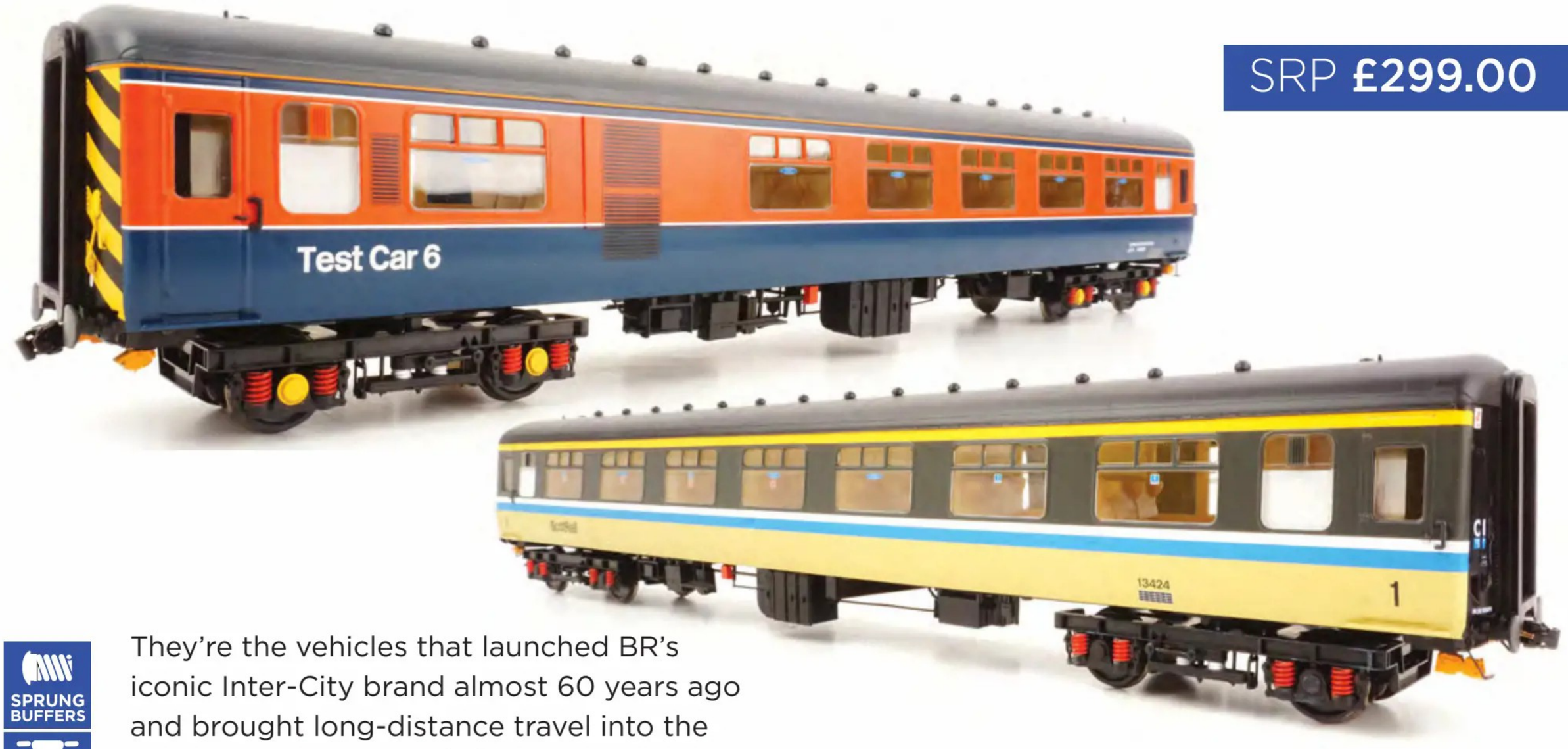

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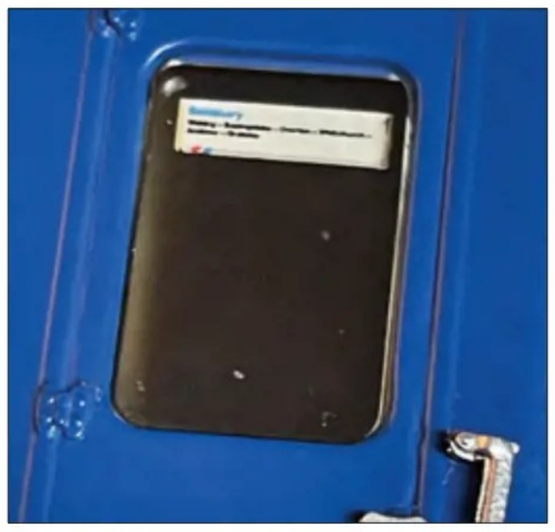

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GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£100.00
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£110.00

Walkabout and Hand Held Controllers
(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£45.00
GMC-HH	Single Track Handheld Controller with Feedback	£50.00

Transformers

GMC-M1	Cased Transformer 16V AC	£65.00
GMC-M2	Cased Transformer 18V AC 2.5V	£65.00
GMC-M3	Cased Transformer 24V AC	£65.00
GMC-M4	Cased Transformer 12V AC	£65.00
GMC-T1	Open Transformer 2x 16V AC 1a	£35.00
GMC-T2	Open Transformer 18V AC 2.5a	£35.00
GMC-T3	Open Transformer 24V AC	£35.00
GMC-T4	Open Transformer 2x 12V AC 1a	£35.00
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£25.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£25.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£25.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£25.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.75
GMTFK2	Transformer Fitting Kit for T2	£15.75

See the **GM365** Gaugemaster Catalogue (£5.00) for more details

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves
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